



October 29, 2025

CUVCG IEC Deputation – Allen & Eglinton Intersection

Good afternoon:

My name is **Lora Sloan**, and I'm speaking on behalf of the **Cedarvale & Upper Village Community Group**.

The City's latest IEC Update Report raises serious concerns about the **accuracy of its statements**, the **lack of accountability** for decisions that have caused ongoing gridlock and the **lack of urgency** to resolve the dysfunction at Allen & Eglinton.

First, the report claims that the original four-lane Allen on-ramp design shown in Figure 3 was "not advanced beyond a conceptual level." However, through a **Freedom of Information request**, our group obtained documentation showing that this design was in fact **90 percent complete** before being abandoned. Then, in 2020, the City approved a **two-lane on-ramp configuration**, spending over **\$1.4 million in change orders** without sharing any technical evidence demonstrating that this design is safe or functional. To this day, no supporting studies have been made public.

Second, the City report suggests that a four-lane design would have triggered an Environmental Assessment and delayed Metrolinx's construction timelines. In reality, the **Allen Road Environmental Assessment** was already **mandated nearly 15 years ago** under the *Eglinton Connects Project*, the *Lawrence Avenue Revitalization Plan*, and other transportation initiatives. The City did begin the EA, filed a Terms of Reference, but then **withdrew and cancelled it in 2016**. By avoiding this essential study, the City **bypassed its own planning obligations** — and now residents and commuters are paying the price in congestion, lost productivity, and safety risks.

Third, the City report claims the current two-lane design "improved eastbound flow." Yet the **2016 CIMA+ engineering report**, also obtained through an FOI, **explicitly warned** that implementing double eastbound left turns at the on-ramp, **without adding northbound receiving lanes on the Allen** would reduce overall capacity, disrupt traffic operations and increase weaving - directly compromising safety. In other words, **expert advice was ignored** to save money on lighting, noise walls, and retaining structures that were part of the 4-lane plan. Those **cost-cutting decisions and short-sighted planning** have now produced a **re-instated intersection widely recognized as dysfunctional**.



The intersection opened in 2023. Almost 3 years have passed and yet the IEC Update Report still offers **no clear plan, framework or timeline commitments**. The next update isn't expected for another 6 months, which is unacceptable.

The Allen is **not a local road**; it's a **regional expressway** that carries around 80,000 cars per day and connects directly to Ontario's highway system. In fact, the Allen **carries more traffic per km of road than all 5 municipal expressways** in the GTHA (including the DVP and the Gardiner).

After more than a decade of planning and construction, the City shouldn't need to restart studies or designs from scratch. The **data, plans and reports already exist and should be leveraged** to deliver a functional intersection that reflects the complexity of the area and plans holistically for its long-term safety, efficiency and vibrancy.

The Cedarvale & Upper Village Community Group is calling for **immediate action**.

Use existing evidence, coordinate with Metrolinx, and **begin reconstruction of the Allen & Eglinton intersection by 2026**, with completion by **2027**. Funding is achievable — Council's agreement to upload the Gardiner and DVP **freed \$350 million** in Transportation capital allocations, and the **Province should also contribute** to the cost given its role in the intersection's design and the economic and regional importance of the Allen Expressway.

No more delays — let's **start fixing the problem now**.

Thank you.