



## Member Motion

### City Council

#### Notice of Motion

MM37.1	ACTION			Ward: All
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#### **Parkside Drive Safety Measures - by Councillor Gord Perks, seconded by Councillor Jennifer McKelvie**

*\* Notice of this Motion has been given.*

*\* This Motion is subject to referral to the Infrastructure and Environment Committee. A two-thirds vote is required to waive referral.*

#### **Recommendations**

Councillor Gord Perks, seconded by Councillor Jennifer McKelvie, recommends that:

1. City Council direct staff to implement the following on an expedited basis:
  - a. reduce the speed limit from 50 kilometres per hour to 40 kilometres per hour on Parkside Drive between Bloor Street West and Lakeshore Boulevard West;
  - b. install permanent "Watch Your Speed" signs on Parkside Drive;
  - c. install a traffic signal on Parkside Drive at Geoffrey Street for pedestrians to safely cross from the Toronto Transit Commission bus stop;
  - d. install a sidewalk on the west side of Parkside Drive between Spring Road and just north of the underpass;
  - e. install a sidewalk on the west side of Parkside Drive between Bloor Street south to High Park Boulevard;
  - f. work with the Toronto Parking Authority to install Green P parking spots and any necessary signage and/or physical on-street protection measures on the west side of Parkside Drive between Spring Road and north of the underpass and Bloor Street south to High Park Boulevard once the sidewalks in Parts 1.d. and 1.e. above are installed;
  - g. improve lighting in the City portion of the Parkside Drive underpass;
  - h. amend the Automated Speed Enforcement program to include all Community Safety Zones approved by the City prior to 2017; and
  - i. amend the current contract for Automated Speed Enforcement cameras with the current

vendor to accommodate coverage of additional zones.

2. City Council direct the General Manager, Parks, Forestry and Recreation to include the development of a redesign of Parkside Drive as a part of the High Park Movement Strategy public consultations this fall.
3. City Council direct the staff participating in the review in Part 2 above to use the City's Complete Streets guidelines as the principal guiding document for the review and study of Parkside Drive so that the warrants are not solely based on road classification.

### **Summary**

The deaths of Valdemar and Fatima Avila should have been prevented. For years local residents have been advocating for improved safety measures. While City Council has implemented some of the measures they have requested, other measures were not implemented because Toronto and Ontario's rules for managing streets are antiquated and do not put safety ahead of traffic flow.

Parkside Drive, between Lake Shore Boulevard West and Bloor Street West, has residential homes on the east side and High Park to the west. Despite these uses, repeated requests to improve safety measures have not been implemented because Parkside Drive is classified as a four-lane major arterial roadway with a regulatory speed limit of 50 kilometres per hour.

It is incumbent on City Council to take a true Vision Zero approach on Parkside Drive. These recommendations aim to achieve that through a combination of short term measures and a complete redesign of the street.

### **Background Information (City Council)**

Member Motion MM37.1

(<http://www.toronto.ca/legdocs/mmis/2021/mm/bgrd/backgroundfile-172637.pdf>)