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May 22, 2022

Matthew Green
10th Floor, West Tower, City Hall
100 Queen Street West, Toronto, ON M5H 2N2

Dear Members of the Infrastructure and Environment Committee:

RE: IE30.16 - Interim Report for the High Park Movement Strategy

In October of last year, Valdemar and Fatima Avila were killed in a horrific 5-vehicle crash while sitting in their car at the intersection of Parkside Drive and Spring Road. The array of safety features found in modern cars could not save their lives from the high speeds and reckless driving that are all too common on Parkside Drive. I witnessed the chilling aftermath and what I saw was a scene you would only expect to see on a highway, not a street that is sandwiched between beautiful High Park on the west side and residential family homes along the east.

In response to this tragic event, Vision Zero sent a mass email on December 2nd, 2021 to the many concerned residents of Parkside Drive, the surrounding neighbourhoods, and park visitors in which they stated **"we are committed to developing a Complete Streets solution for Parkside Drive that prioritizes the safety of people walking and cycling."** Mayor Tory, Barbara Gray, Tracey Cook, and Councillor Gord Perks were all copied on this message.

In addition to this, City Council unanimously adopted [MM37.1](#) (Parkside Drive Safety Measures) in which it was stated that *"City Council direct the staff participating in the review 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."*

With these commitments in mind, the only scenarios that fulfill a Complete Streets solution to Parkside Drive while maintaining parking for the many park visitors and residents of the street are options #6 and #9. I am optimistic that these commitments to prioritize the safety of people walking and cycling will bring options #6 and #9 to the forefront.

Thank you for your time and consideration,



Faraz Gholizadeh