



Safe streets
Healthy city
Vibrant voice

401 Richmond St W, Suite 215
Toronto, ON M5V 3A8
416-644-7188 | cycleto.ca

May 24, 2022

Infrastructure and Environment Committee
City of Toronto
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

RE: IE 30.16 Interim Report for the High Park Movement Strategy

Dear members of the Infrastructure and Environment Committee,

Cycle Toronto supports IE 30.16 Interim Report for the High Park Movement Strategy, with plans to introduce protected bike lanes, traffic calming measures, and greater transit accessibility in the park. Since the start of the pandemic, we have seen a rapid increase in active mobility amongst residents using alternative ways to access public and green spaces. With the number of fatalities and injuries caused by vehicles in and around High Park, we believe it is important that a Vision Zero lens be applied to any infrastructure projects being considered in the High Park Movement Strategy.

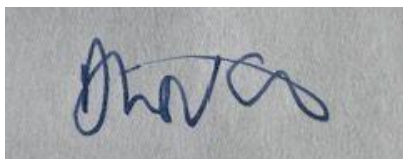
In particular, Parkside Drive has seen a number of fatalities and vehicular crashes. This is ultimately the result of having a lack of Vision Zero principles applied to infrastructure on a road that is used by thousands of local residents, families, pedestrians, and cyclists. With an increase in active mobility and limited traffic calming measures, we would like to see designated, protected spaces for all road users.

We support the opportunities being explored to protect vulnerable road users, increase accessibility, encourage active mobility, and limit through-traffic within the park. In addition to the measures proposed, we would like City staff to consider the following:

- **Expanding transit access to the park beyond the weekend:** In order for the park to be safe and accessible to all, and to encourage active mobility, we would like to see the expansion of transit service to all days of the week, beyond the current pilot program. This could be through TTC access or through an accessibility-friendly circuitous vehicle within the park which replaces the current diesel train.

- **Creating dedicated cycling space within the park and allocated time for recreational cyclists to train.** This would reduce conflicts between people traveling at different speeds throughout the park. For example, people could be permitted to bike above the posted speed limits between 5:30-7:30 AM.
- **Parkside Drive Improvements:** Cycle Toronto urges the City to adopt a design option which:
 - Maintains no more than two motor vehicle travel lanes;
 - Ensures dedicated, protected space for people walking and cycling;
 - Retains parking on the east side of the street for residents.
- **A safe connection and crossing for active travel on Parkside Drive** at the Gardiner Expressway underpass will need careful consideration, as this route will serve as an important connection to Lakeshore Avenue and the Martin Goodman Trail. Reducing speed and improving safe access to the park on Parkside will provide a much needed north-south connection on the west side of the park to the adjacent neighbourhoods. As High Park is an extremely popular destination for walking and cycling, we recommend that Transportation Services explore opportunities to speed up implementation, which may include ActiveTO temporary cycle track implementation measures, but must also include a safe crossing under the Gardiner Expressway as part of any rapid implementation.

Cycle Toronto is confident that the High Park Movement Strategy has great potential to transform how people can access one of the City's most popular green spaces, in a safe manner with greater accessibility. We look forward to being a part of the stakeholder and public consultation process where we can provide further insight into the future of road safety designs in and around High Park.



Alison Stewart
Senior Advocacy Manager
Cycle Toronto

Cycle Toronto is a member-supported charitable organization that works to make Toronto a healthy, safe and vibrant cycling city for all. We are focused on advocacy, education and encouragement, as we work to shape policy and infrastructure, and build community to transform our city's cycling culture.

