



Safe streets
Healthy city
Vibrant voice

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June 26, 2023
Toronto City Hall
Infrastructure and Environment Committee
100 Queen Street West
Toronto, ON M5H 2N2

RE: IE5.4 - Parkside Drive Study Update (Ward 4)

Dear Chair McKelvie and Members of the Infrastructure and Environment Committee,

Cycle Toronto is pleased that the update on the Parkside Drive Study includes a Complete Streets approach for 2024 that will determine the best use of the available public space to make this important north south corridor safer for those that live and travel in the area.

Along with the local community including groups such as Safe Parkside, we have been advocating for safer conditions along this north south corridor that sees vehicular traffic travel at excessive speeds. The narrow sidewalk on the west side doesn't provide enough safe space to accommodate the large volume of pedestrians. Additionally, there is no safe infrastructure to accommodate the volume of people who bike in the area looking to connect to the Bloor St bike lanes to the north, and the Martin Goodman Trail on Lakeshore Blvd to the south.

It is critical that the Parkside Drive Study results in the implementation of a Complete Street design that will prioritize and improve the safety and comfort for the people of all ages and abilities that walk, take transit and bike. Parkside Drive in its current form is incredibly dangerous and 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 designed to prioritize a high speed of vehicular traffic, regardless of the posted speed. With an increase in active mobility and limited traffic calming measures, we would like to see designated, protected spaces for all road users that will be used by thousands of local residents, families, pedestrians, and cyclists.

We look forward to being among the many stakeholders and community groups that will be actively participating in the consultations this fall. It is our view that reconfiguring the road, as outlined in Scenario 1, is the best option for improving the safety of all road users by reducing the speed of traffic. Reconfiguring the road within the city's Complete Street Guidelines will see the implementation of traffic calming measures and the reduction of vehicular lanes, which will accommodate expanded sidewalks and separated bike lanes.

Since the start of the pandemic, we have seen a rapid increase in active mobility amongst

residents, who are 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 prioritized and applied to any infrastructure projects being considered in the High Park Movement Strategy.

As the city works to achieve TransformTO's goals of moving more people through active modes of transportation, **we believe that working towards implementing Complete Streets across the city is integral to encouraging people to get out of their cars and make it more accessible and safer for the majority of Torontonians who don't have access to a motor vehicle.**

We will continue to advocate for a Complete Street design for Parkside Dr alongside the coalition of community groups and local residents that believe prioritizing the movement of people over cars will ultimately make our city more economically vibrant, safe, and enjoyable. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alison Stewart".

Alison Stewart
Director, Advocacy and Public Policy

Cycle Toronto is a member-supported non-profit organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.