



May 31, 2024

Toronto City Hall  
Etobicoke York Community Council  
100 Queen Street West  
Toronto, ON

M5H 2N2

RE: Item – 2024.EY14.8 Mimico Neighbourhood Mobility Plan

Chair Holyday, Councillors Crisanti, Morley, Nunziata, Peruzza

**Walk Toronto supports the staff recommendations regarding the Mimico Neighbourhood Mobility Plan**

The Mimico neighbourhood is subject to unusually high vehicular traffic because of the unique triangle created by Royal York Road, Lake Shore Boulevard West, and the Humber River. This triangle results in drivers wanting to take a “short-cut” between Royal York and Lake Shore. The measures recommended in this plan with multiple speed humps, lowering of the speed limit, and installation of two all-way stops should significantly improve the safety and quality of life for all people living in that neighbourhood. WE hope the committee will accept the recommendations.

Further, Walk Toronto encourages the creation of a pedestrian crossing at Louisa Street and Lake Shore Boulevard West as quickly as possible. On pages 9-10 of the report submitted as background for EY14.8, , the danger of this section of road, as well as the need for safe passage, is outlined. There have been several collisions at this site and while there have been no pedestrian or cyclist injuries or deaths, it is likely only a matter of time. There are some key points to be emphasized about this location.

- This intersection is midway in a .5k stretch with no pedestrian crossing between Burlington Street and Legion Road. This road is travelled heavily by vehicles that often speed over the 50 KPH speed limit because of the road width and lack of signalized intersections.
- Lake Shore Blvd W. is curved at this intersection which makes crossing dangerous for pedestrians. (Drivers have challenges seeing them especially when speeding.)
- A bike lane is painted along this section of the road but often ignored. When vehicles park in this bike lane, cyclists must merge into the vehicle lane, adding to driver distraction and creating a risk to both cyclists and pedestrians.
- This section of Lake Shore Blvd. W. exists in a stretch of high density— with higher density to come just to the east as the lands of the old Christie factory are developed. There is considerable interest in crossing from south to north to access retail locations, and crossing from north to south to access the waterfront.
- With delays because of Gardiner construction, drivers are using Lake Shore Blvd. W. as an alternative. The result has been a noticeable uptick in speeding and volume, as well as dangerous and distracted driving.

Walk Toronto is encouraged by the plans for this area that has, in the recent past, experienced collisions resulting in pedestrian deaths. We hope that these recommendations will be passed and further action will continue to make both Lake Shore Blvd W. and Royal York Road safer and more friendly to vulnerable road users.

Sincerely,

Lee Scott, Member Steering Committee, Walk Toront

On behalf of Walk Toronto

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cc. Cllrs. Holyday, Crisanti, Morley, Nunziata, Peruzza

