



December 15, 2025

Mayor Chow and City Council,

### **IE26.6 - Cycling Network Plan - 2025 Cycling Infrastructure Fourth Quarter Update**

The Cliffcrest Scarborough Village Southwest Residents Association (CSVSWRA) has been expressing concerns about the plans for Safer Kingston Road project planned from Cliffside Drive to Scarborough Golf Club Road. Contrary to the name the focus of this project is not safety, it's bike lanes. Kingston Road is a major roadway for people commuting from the east end to the downtown core. While we appreciate that the current update on Safer Kingston Road does not involve decreasing the number of lanes, we are concerned with decreasing the width of the lanes and taking out street parking that is currently available along Kingston Road, especially in Cliffside area. Have transportation services studied the impact of the decreasing width on commute time and the safety with larger vehicles (such as construction or emergency services)?

The Safer Kingston Road project does not consider all the new developments coming down the pipeline along Kingston Road with a potential population increase of 15000+ new residents. This project should not move forward until the much-needed **Local Area Study** is approved, that will consider cumulative impact so that an informed decision can be made about the viability of these proposed bike lanes.

We need to keep the main arterials into the city moving so that the people who cannot afford to live in the core and who have no access to rapid transit, are able to come to work and medical appointments to keep the City's economy going.

Many of the small local businesses rely on the limited parking that is currently available along Kingston Road for their patrons. Small businesses in Scarborough and across the city are already having challenges surviving with many affordable commercial buildings along Kingston Road being bought by developers and creating a loss of affordable commercial spaces when the properties are re-developed and limited parking. Scarborough does not have the same TTC transit options as the downtown core and many people have to drive to shop for groceries and other services due to TTC schedule limitations and that we are not a walkable community. Accessibility to parking is necessary for patrons and the survival of these small local businesses.

Along the Safer Kingston Road area, we agree that there needs to be increased pedestrian safety especially around local schools (St. John Henry Newman Highschool, St. Theresa Shrine Elementary School in between Chine Drive and Brimley Road, St. Agatha Elementary School at McCowan Road, and Bliss Carmen Public School at Bellamy Road South). The Scarborough City Council recently approved additional crossing guards to help support increased safety for the children, their families and other pedestrians that walk along Kingston Road to get to these schools. Having the bike lane as an extra barrier for these pedestrians might help with increased safety.

The project proposes installing bike lanes by reducing each lane width by 1m and reducing speed to 50 km/h from current 60 km/h. The city has no \$\$ to do proper rework like getting rid of the concrete island and providing trees space with shelter for pedestrians where it is needed and can be serviced without impact to traffic. Instead, we will get a few planters scattered on the concrete island instead.

A suggestion to not put the bike path on Kingston Road, but instead on side streets where it's safer and have less impact as opposed to Kingston Road with its route for wide emergency vehicles & TTC buses. Maybe instead of narrowing Kingston Road lanes and trying to fit in bike lanes, this project should consider using the side streets to connect the Waterfront Trail and other bike trails already present, remove the pressure from Kingston Road, and use the bike lanes as an opportunity to address speeding on other side streets such as Oakridge Drive.

A related concern of the CSVSWRA for this project is that neither the City nor the Province are addressing the regulation of e-bikes, which have become a hazard on sidewalks and roads. Increasingly in our area (and across the city) we are seeing the use of e-bikes for transportation and for delivery services. The city and the Ontario government need to work together to ensure that these drivers are also licensed and follow the rules of the roads and do not cross onto sidewalks when it meets their need to get around quicker. The high speed of these e-bikes necessitates more regulation.

In conclusion, while we agree that there should be increased safety for cyclists that choose to commute in our community, City Planning and Transportation decision makers have not done their job. The report demonstrates the lack of knowledge about how Kingston Road is used by Torontonians and folks coming from Pickering, Oshawa, Whitby and further, who rely on services only available in the downtown of Toronto or who provide deliveries and services to support Toronto's economy. The reports appear to give no consideration to alternatives, such as the use of parallel local streets. In Cliffcrest and Scarborough Village we have a Waterfront Bike Trail that needs continuity. We also need to make sure that safety of pedestrians along Kingston Road is deeply studied (e.g., give us a public realm!) and that transportation services do more studies with the impact of decreasing the width of the lanes on Kingston Road from Cliffside Drive to Scarborough Golf Club. There is already congestion during various hours of the day due to necessary commute by many, we are also concerned if emergency services have been consulted if there is any impact if the roads are decreased in width.

Yours sincerely,

Tanya Baksh

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