

THE CITY OF TORONTO

City Clerk's Division

Minutes of the Toronto Pedestrian Committee

Meeting No. 7

Wednesday, July 18, 2001

The Toronto Pedestrian Committee met on Wednesday, July 18, 2001, in Committee Room No. 4, 2nd Floor, City Hall, Toronto, commencing at 1:30 p.m.

Members present: Mr. Bill Brown, South Riverdale Community Health Centre
Ms. Judith Bussey, Toronto
Mr. Joel Courchesne, Toronto
Mr. Paul Collier, Toronto
Ms. Deanne Fisher, Toronto
Ms. Dorothy Fletcher, Older Women's Network
Mr. Boyd Hipfner, North York, Advocacy Committee CNIB
Ms. Peg Lush, Feet on the Street
Mr. J. Richard Nelson, East York
Councillor Jane Pitfield
Mr. Wayne Scott, Hoof & Cycle Couriers, Vice-Chair
Ms. Rhona Swarbrick, Chair, Etobicoke

Also Present: Ms. Lois James, Save the Rouge Scarborough
Ms. Helen Riley, Feet on the Street
Ms. Joan Miles, Green Tourism Association
Mr. Tom Timmins, ARC/CBN/RMRA
Mr. Ian Wheal, Toronto Field Naturalists

Staff Present: Mr. Daniel Egan, Manager, Pedestrian & Cycling Infrastructure
Ms. Lisa Ing, Co-ordinator
Ms. Tracy Manolakakis, Works & Emergency Services

Regrets: Mr. Martin Abela, Scarborough
Ms. Madeleine McDowell, York
Mr. Crawford Murphy, Toronto Cycling Committee

Confirmation of Minutes.

On motion by Ms. Judith Bussey, the Minutes of the meeting held on June 20, 2001 were confirmed as amended.

PRESENTATION.

The Toronto Pedestrian Committee received a presentation from Mr. Daniel Egan, Manager, Pedestrian and Cycling Infrastructure, Transportation Services with respect to the Review of Pedestrian Refuge Island and Split Pedestrian Crossover Study.

7.1 APPOINTMENT TO THE TORONTO CYCLING COMMITTEE.

The Toronto Pedestrian Committee had before it a request from Ms. Rhona Swarbrick for the Committee members to nominate and appoint member to the Toronto Cycling Committee to represent the Toronto Pedestrian Committee at its meetings.

On a motion by Mr. Bill Brown, the Toronto Pedestrian Committee nominated and appointed Mr. J. Richard Nelson, as its member representative to the Toronto Cycling Committee.

7.2 TRANSPORTATION SERVICES STAFF UPDATE.

The Toronto Pedestrian Committee had before it a report (July 5, 2001) from Mr. Dan Egan, Manager, Transportation Services, submitting for information, Transportation Services staff update with respect to:

- (1) City of Toronto Pedestrian Collision Study – presentation given by staff at the June 20th, 2001 meeting on the preliminary findings of the Pedestrian Collision Study – follow up regarding comments and questions about the collision data;
- (2) Pedestrian Safety Campaign – meeting to discuss goals and objectives of the campaign, issues to be addressed and key message - tentative dates – Monday, July 23, 2001 or Wednesday, July 25, 2001;
- (3) Review of Pedestrian Refuge Island and Split Pedestrian Crossover Study: Phase 2 Draft Report – Staff presentation – July 18, 2001; and
- (4) Pedestrian Master Plan – Results of Pedestrian Committee Brainstorming session – results of the July 5, 2001 brainstorming session.

The Toronto Pedestrian Committee received the staff presentation.

**7.3 TRAFFIC FATALITY #9 / 2001 –
MARCH 19, 2001 – TORONTO POLICE SERVICE – NEWS RELEASE
VICTORIA PARK AVENUE NORTH OF PARMA COURT.**

The Toronto Pedestrian Committee had before it a report (March 21, 2001) from Rhona Swarbrick and Ms. Janice Etter, Research Sub-Committee, Toronto Pedestrian Committee, providing for discussion, draft memo from the Research Sub-Committee, Toronto Pedestrian Committee, regarding March 19, 2001, Toronto Police Service News Release regarding Traffic Fatality #9/01, Victoria Park Avenue North of Parma Court, and suggesting that there is inadequate information provided in this News Release Format provided by the Toronto Police Service.

On motion by Mr. J. Richard Nelson, the Toronto Pedestrian Committee referred this matter back to staff in order that they may consider information more useful to form the basis of better reporting from the Toronto Police Services.

**7.4 PEDESTRIAN RELATED PROGRAMS INITIATED OR PARTICIPATED
IN BY CITY DEPARTMENTS.**

The Toronto Pedestrian Committee had before it a report (May 9, 2001) from Janice Etter, Research Sub-Committee, recommending that in order to raise awareness of the full scope of pedestrian issues and the profile of the Toronto Pedestrian Committee within the various City departments that deal with issues related to pedestrian safety and amenity, it is proposed that:

- (1) the Toronto Pedestrian Committee send a letter to the Commissioner, Works and Emergency Services, requesting that the Pedestrian Committee be routinely informed of all internal and external activities and/or programs with which it is involved that have elements that pertain to pedestrian issues, and invite the committee's comments and/or participation; and
- (2) the Toronto Pedestrian Committee send similar letters to the Commissioners of Urban Development Services and Economic Development, Culture, and Tourism; the Medical Officer of Health, Department of Public Health; and the Chairs of the Toronto Transit Commission and the Toronto and Region Conservation Authority.

On motion by Councillor Pitfield, the Toronto Pedestrian Committee approved the aforementioned report.

7.5 TORONTO AT THE CROSSROADS: SHAPING OUR FUTURE.

The Toronto Pedestrian Committee had before it a report (May 23, 2001) from Mr. William Brown, providing summary of Pedestrian Committee's recommendations with respect to Toronto at the Crossroads: Shaping Our Future, recommending:

- (1) Sidewalks, to be useful, must be clear of obstacles. All too often, sidewalks have become repositories for all manner of obstruction, ranging from parking meters to paper boxes and, now, the ubiquitous OMG containers. We strongly recommend that sidewalks have a minimum unobstructed width of one and one-half (1.5) meters. Where obstructions, e.g., utility poles, street furniture, bollards, are located on the sidewalk, the sidewalk must extend in width beyond this minimum unobstructed width of 1.5 meters.
- (2) Sidewalks must be horizontally plane with minimal gradient only to allow for drainage. Where ramps are used to assist vehicles across sidewalks to driveways, for example, the ramps will be constructed beyond the sidewalk edge so as not to cause the sidewalk to be out of plane as described above.
- (3) All sidewalk entrances/exits at intersections and pedestrian crosswalks (PXO) shall have properly constructed ramps placed within the painted lines designating the crossover. Where currently inaccessible, the push button activated switch for pedestrian-aid lights shall be placed within arm's reach of those using wheelchairs or other assistive mobility devices when users are at these street entry points.
- (4) To increase pedestrian safety, pedestrian crosswalks (PXO's) should have rumble strips placed at thirty (30) meters from the crosswalks. The PXO crossover should be augmented with highly visible flashing lights, e.g. electronic strobes on poles at three (3) meter height, and textured raised street design at the designated crossovers.
- (5) Parking nodes at the city's perimeter must be an integral part of the Official Plan. The intent is to encourage motorists to leave their vehicles at these locations when travelling into and out of the city on public transit.
- (6) Public transit service should be within a five (5) minute walk and available 24-hours a day for all neighbourhoods. Services schedules should also ensure a maximum time interval of ten (10) minutes between vehicles. To this end, public transit must not be required to "compete" for the same street space as private vehicles.
- (7) "Cash in lieu" is an outmoded concept and is entirely inappropriate as a planning tool for our city. We recommend its immediate discontinuance so that our Official Plan will be rationale based rather than expediency and ready cash.

- (8) Accessibility must be central to public space. Sidewalk and street designs that provide maximum mobility to the disabled must become an inviolable policy and practice with the City of Toronto.
- (9) Where conflict arises between various modes of travel, including walking, policies should be in place that give preference to the most benign and vulnerable – the pedestrian; and total street design will reflect that reality.
- (10) “Beautification” of arterial roads must receive first priority in those long-established, often century-old, residential neighbourhoods where arterial roads were superimposed; and we now know they were and continue to be unquestionably incompatible, divisive and destructive of neighbourhood life. Our public streets belong to all of us – their “ownership” and many uses must not and cannot continue to be exclusive property of the private automobile.
- (11) Both the short term and long term health of Toronto’s citizens must be paramount considerations in any Official Plan. The known serious health risks and pollution-induced respiratory-related premature deaths of 1,000 Toronto residents each year (3 deaths a day), coupled with needless pedestrian fatalities as a consequence of the unrestrained use of private automobiles within our city, is an unmistakable call for immediate action.

On motion by Mr. Bill Brown, the Toronto Pedestrian Committee recommended that the summary of the Committee’s recommendations with respect to Toronto at the Crossroads: Shaping Our Future, be forwarded to the Commissioner of Urban Development Services for consideration when preparing a new Official Plan.

7.6 IMMEDIATE SAFETY OF PEDESTRIANS.

The Toronto Pedestrian Committee had before it a report (June 4, 2001) from Mr. Lewis Pearsall, providing correspondence from Lewis Pearsall with respect immediate safety of pedestrians.

The Toronto Pedestrian Committee recommended to the Works Committee that it requests that the Commissioner of Works and Emergency Services, the Commissioner of Urban Development Services and the General Manager of Transportation Services report on the following matter relating to the immediate safety for pedestrians on sidewalks and pedestrian crossings:

- (1) initiate an awareness program of education and safety to enforce the fact that it is a violation under Metropolitan Toronto By-law 32/92 to ride bicycles (over 61 cm) on sidewalks as stated under

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Section 17(1) of the above mentioned by-law; as well as provide the awareness program in other languages, as well as English;

- (2) consider an increase to the fine for riding bicycles on sidewalks from the current amount of \$8.75 under Section 17(1) of the Metropolitan Toronto By-law 32/92 to somewhere between \$90.00 and \$110.00 similar to other fines under the Highway Traffic Act for bicycle violations in order to enforce the rules of the road; and
- (3) roll out the new City of Toronto Bike Plan sooner giving priority to the Downtown area.

7.7 RESPONSE TO WORKS COMMITTEE, CITY STAFF REPORT OF MARCH 8, 2001 - TRAFFIC CALMING POLICY. (ALL WARDS)

The Toronto Pedestrian Committee had before it a report (June 11, 2001) from Mr. Bruce Voogd, Chair, The Roncesvalles-Macdonell Residents' Association providing copy of response to the Works Committee regarding Traffic Calming Policy (All Wards).

On motion by Ms. Rhona Swarbrick, the Toronto Pedestrian Committee received for information, the correspondence from the Chair, The Roncesvalles-Macdonell Resident's Association; and communicate the Committee's thanks for this information.

7.8 QUEEN STREET WEST RECONSTRUCTION. (PARKDALE)

The Toronto Pedestrian Committee had before it communication (June 12, 2001) from Mr. Bruce Voogd, Chair, The Roncesvalles-Macdonell Residents' Association, providing for information copy of letters and responses with respect to Queen Street West Reconstruction. (Parkdale)

On motion by Ms. Rhona Swarbrick, the Toronto Pedestrian Committee:

- (1) received for information, the correspondence from the Chair, The Roncesvalles-Macdonell Resident's Association; and
- (2) communicate to the Chair, The Roncesvalles-Macdonell Resident's Association; the Pedestrian Committee's thanks for keeping us informed and the Pedestrian Committee's interest in continuing dialogue with respect to the reconstruction of Queen Street West (Parkdale) project, particularly issues around the role and function of arterial roads in different parts of the City of Toronto; and forward a copy to Councillor Chris Korwin-Kuczynski for his information.

7.9 WALKING INITIATIVE MEETING – MINUTES FOR MAY 24, 2001 AND WALKING MAP.

The Toronto Pedestrian Committee had before it a communication (July 3, 2001) from Ms. Paula Waddell, Co-ordinator, Toronto Heart Health Partnership, providing for information, Minutes of May 24, 2001 for Walking Initiative Meeting and City of Toronto's Parks and Trails Map, which was developed as a resource for hikers and leisure walkers, and is intended to help navigate through the many parks and trails throughout the City.

On motion by Mr. J. Richard Nelson, the Toronto Pedestrian Committee received the aforementioned communication and minutes and map.

7.10 QUESTIONABLE AUTOMOBILE ADVERTISING INITIATIVES.

The Toronto Pedestrian Committee had before it a communication (July 3, 2001) from the Acting City Clerk, providing for information, copy of Clause No. 19 contained in Report No. 9 of the Works Committee, headed "Questionable Automobile Advertising Initiatives", which was adopted, without amendment, by the council of the City of Toronto at its meeting held on June 26, 27 and 28, 2001.

On motion by Mr. J. Richard Nelson, the Toronto Pedestrian Committee received the aforementioned communication.

7.11 GEOMETRIC DESIGN GUIDELINES FOR CANADIAN ROADS, TRANSPORTATION ASSOCIATION OF CANADA, SEPTEMBER 1999, CHAPTER 3.3, STREETSCAPING.

The Toronto Pedestrian Committee had before it a communication (July 11, 2001) from Rhona Swarbrick, Chair, submitting for review the Geometric Design Guidelines for Canadian Roads, Transportation Association of Canada, September 1999, Chapter 3.3, Streetscaping, proposing that interested members of the Committee review the aforementioned guidelines for the purpose of informing the Committee's positions on City policy regarding pedestrian infrastructure and the environment in general, and its discussion about the Pedestrian Master Plan being developed by Transportation staff in particular; and that the review take place during July and August, 2001 with the intent of bringing follow-up actions to the September 26, 2001 meeting of the Committee for discussion.

On motion by Ms. Rhona Swarbrick, the Toronto Pedestrian Committee requested that an informal meeting be scheduled for August 13, 2001 or August 14, 2001 at

City Hall from 5:30 p.m. to 7:30 p.m. for people who have indicated an interest in attending to review the guidelines.

7.12 CHAIR'S REPLY TO HELEN RILEY REGARDING OUTSTANDING ITEMS FOR THE PERIOD DECEMBER 17, 1998 TO JULY 12, 2000.

The Toronto Pedestrian Committee had before it a communication (July 11, 2001) from Rhona Swarbrick, Chair, submitting for information, the Chair's reply to Helen Riley's letter of February 23, 2001 regarding outstanding items for the period December 17, 1998 to July 12, 2000.

On motion by Ms. Rhona Swarbrick, the Toronto Pedestrian Committee requested that Ms. Peg Lush advise Ms. Helen Riley regarding the aforementioned outstanding items.

The Toronto Pedestrian Committee adjourned its meeting at 4:30 p.m.

Chair.