

THE CITY OF TORONTO

City Clerk's Division

Minutes of the Toronto Pedestrian Committee

Meeting No. 1

Wednesday, January 29, 2003

The Toronto Pedestrian Committee met on Wednesday, January 29, 2003, in Committee Room No. 4, 2nd Floor, City Hall, Toronto, commencing at 1:30 p.m.

Members present: Ms. Rita Brooks, Co-Chair
Ms. Elizabeth Walker, Older Womens' Network, Co-Chair
Mr. Bill Brown, South Riverdale Community Health Centre
Mr. Igor Batuk, Toronto
Mr. Boyd Hipfner, North York, Advocacy Committee CNIB
Ms. Peg Lush, Feet on the Street
Mr. Crawford Murphy, Toronto Cycling Committee
Ms. Rhona Swarbrick, Etobicoke
Mr. Wayne Scott, Toronto Hoof & Cycle Couriers Coalition
Ms. Madeleine McDowell, York
Councillor J. Pitfield

Also Present: Ms. Dorothy Fletcher, Older Women's Network
Ms. Helen Riley, Feet on the Street
Mr. Ian Wheal,
Ms. Heather Convey
Ms. Helen Hansen

Staff Present: Ms. Lisa Ing, Co-ordinator, Pedestrian and Cycling Infrastructure Unit
Mr. Les Kelman, Director, Transportation Systems
Ms. Linda Lee, Eng. Technologist, Urban Traffic Control Systems
Mr. S. Kodoma, Manager, Traffic Data Centre and Safety Bureau

Regrets: Mr. Martin Abela, Scarborough
Ms. Deanne Fisher, Toronto
Mr. J. Richard Nelson, East York

Confirmation of Minutes.

On motion by Ms. Rhona Swarbrick, the Minutes of the meeting of the Toronto Pedestrian Committee held on December 4, 2002 were confirmed.

Declarations of Interest Pursuant to the Municipal Conflict of Interest Act.

Mr. Wayne Scott, declared a conflict of interest with respect to Item No. 7 on the agenda dated January 27, 2003, with respect to "Toronto's Walking Couriers", as he makes his living in that business.

1.1 TRANSPORTATION SERVICES STAFF UPDATE.

The Toronto Pedestrian Committee had before it a report (November 25, 2002) from Mr. Daniel Egan, Manager, Transportation Services, submitting for information, Transportation Services staff update regarding:

- (1) "We're all Pedestrians" Workshop.

The purpose of the workshop which took place on November 20, 2002 at Toronto City Hall was to discuss the campaign slogan and to begin discussion on potential messages and target audiences. The group recommended that "reducing speed" be considered the top priority and therefore the initial campaign would target motorists and speeding. Staff will investigate potential funding opportunities and communications strategy options and report back to the Pedestrian Committee.

- (2) Pedestrian Master Plan.

Pedestrian and Cycling Infrastructure Unit staff are collecting and reviewing examples of pedestrian plans from other cities and beginning discussion with other staff on the scope of the plan; and will prepare a proposed plan outline and work program at a future meeting.

- (3) E-mail address.

Staff have created a new e-mail address pedplan@toronto.ca for the public to request information or to provide comments regarding pedestrian issues. For example requests for copies of the Pedestrian Charter can be forwarded to this e-mail address.

The Toronto Pedestrian Committee received the aforementioned report and was advised that staff will provide an update with respect to “We’re all pedestrians” Workshop at its next meeting scheduled to be held on February 19, 2003.

1.2 TRANSPORTATION SERVICES STAFF UPDATE.

The Toronto Pedestrian Committee had before it a report (January 15, 2003) from Mr. Daniel Egan, Manager, Transportation Services, submitting for information, Transportation Services staff update regarding:

- (1) Eglinton/Brentcliffe intersection.

Staff provided photographs of the pedestrian pipe rail barrier. Staff are proposing the removal of the channelized right turn lane and will provide an update on this matter at a future the meeting.

- (2) Concrete vs. asphalt sidewalk surface material.

Staff advised that the City of Toronto, like most other cities, has been using concrete as the standard material for sidewalks for many years as concrete has many advantages over asphalt, including a longer life cycle and lower maintenance costs.

A concrete sidewalk has a life cycle of approximately 50 years whereas an asphalt sidewalk has a life cycle of approximately 25 years. A concrete surface is firm and stable and will resist any indentations by foot, wheelchair wheel or service vehicle, whereas over time, an asphalt surface will tend to settle. Concrete surfaces are also more slip resistant than asphalt. A broom finish on the concrete sidewalk will increase the slip resistance for pedestrians and wheelchair users. Some asphalt sealants can reduce the slip resistance of asphalt although these require ongoing maintenance and re-application and are less reliable over time.

Asphalt is often used for temporary sidewalk repairs because it is relatively inexpensive, can be walked on immediately and is easy to remove. Temporary sidewalk patches are replaced with a permanent concrete sidewalk after the “fill” has settled.

- (3) We’re All Pedestrians Campaign.

Staff anticipate reporting to the next meeting scheduled to be held on February 19th, 2003 on potential funding opportunities and communications options for launching the “We’re all Pedestrians”

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Campaign in 2003 and a preliminary work plan for the Pedestrian Master Plan.

(4) The Injury Prevention Coalition.

Staff provided a briefing and handout (January 29, 2003) to the Pedestrian Committee regarding The Injury Prevention Coalition (Toronto and surrounding areas) (TIPC), and advised that a Pedestrian Safety Media Launch will be held on March 4, 2003 at Sunnybrook & Women's College Health Sciences Centre, 2075 Bayview Avenue, Lecture Theatre, EG61 @ 10:00 a.m. – 11:00 a.m. to promote the campaign and target all pedestrians and drivers, to reduce the number of pedestrian injuries and deaths on GTA roadways through awareness raising, collaboration and education initiatives.

Their plan also includes a cinema slide show campaign and poster.

The Famous Players slide show will target moviegoers in the GTA and the primary target will be youth and young adults. Slides will be shown preceding the feature film.

A companion poster will be developed and distributed throughout the GTA to public libraries, recreation centres, police, fire and ambulance stations, city halls and civic centres, MTO licensing centres, CRC's, schools, hospitals, clinics, politicians at municipal, local and provincial levels. A copy of the poster will be featured on the TIPC website www.tipc.ca and hyper linked to many of the TIPC members' websites.

The Injury Prevention Coalition believes that safety is a right of all people and that injuries are predictable and preventable. TIPC is committed to reducing the number of injuries and injury-related deaths in our community through collaboration and education.

The Toronto Pedestrian Committee received the aforementioned report for information with respect to items 1, 2 and 3; and

On a motion by Ms. Madeleine McDowell, the Toronto Pedestrian Committee supports the upcoming The Injury Prevention Coalition (TIPC) campaign and suggests the positive reinforcement to future (TIPC) campaigns to show a representation of a devastated driver and caution that the driver take care not to hurt anyone.

1.3 2002 TORONTO FATAL COLLISION STATISTICS.

The Toronto Pedestrian Committee had before it a report (November 30, 2002) from Transportation Services, Transportation Systems, Traffic Data Centre & Safety Bureau, submitting for information, the 2002 Toronto Fatal Collision Statistics leaflet presenting an analysis of fatal collisions to November 30, 2002, showing relevant facts and trends.

The Toronto Pedestrian Committee received the aforementioned report for information.

1.4 WAIT FOR GAP - SIGNS AT CUT-THROUGH COXWELL AVENUE AND LAKESHORE BOULEVARD.

The Toronto Pedestrian Committee had before it a communication (October 23, 2002) from Mr. Bill Brown, member, Toronto Pedestrian Committee, requesting that staff review the "Wait for Gap" signs at cut-through Coxwell Avenue and Lakeshore Boulevard urgently with the goal of correcting this intersection design with the safety needs of pedestrians being of paramount importance.

The Toronto Pedestrian Committee requested that staff review the "Wait for Gap" signs at cut-through Coxwell Avenue and Lakeshore Boulevard and report back as soon as possible.

1.5 WIDTH OF NEW SIDEWALK BETWEEN CARLAW AVENUE AND COXWELL AVENUE – NORTH SIDE OF LAKESHORE BOULEVARD.

The Toronto Pedestrian Committee had before it a communication (October 23, 2002) from Mr. Bill Brown, member TPC, requesting that staff review the width of new sidewalk between Carlaw Avenue and Coxwell Avenue – north side of Lakeshore Boulevard and strongly consider widening this sidewalk.

The Toronto Pedestrian Committee recommends that the Works Committee request City Council to request the Commissioner of Works and Emergency Services to review the width of new sidewalk measuring one and one-half (1.5) metres between Carlaw Avenue and Coxwell Avenue – north side of Lakeshore Boulevard and strongly consider widening this sidewalk from the one and one-half (1.5) metres minimum to two (2) metres.

1.6 CITY OF TORONTO MUNICIPAL CODE, CHAPTER 27: COUNCIL PROCEDURES.

The Toronto Pedestrian Committee had before it a communication (May 29, 2002) from Ms. Rhona Swarbrick, member TPC, requesting to speak to the City's Municipal Code and its applicability to the Pedestrian Committee.

The Toronto Pedestrian Committee request the Committee Secretary to:

- (1) review and update the section on Committee procedures contained in the orientation package distributed to members of the Committee at the beginning of this term; and
- (2) include it in the Committee agenda as a regular item for discussion until the objective of having a simple and comprehension section describing Committee procedures included in the orientation package has been finalized.

1.7 TORONTO'S WALKING COURIERS.

The Toronto Pedestrian Committee had before it a communication (January 7, 2003) from Mr. Wayne Scott, requesting that the Toronto Pedestrian Committee request City Council to:

- (a) consider passing a motion that whenever possible, any and all small package, in town, official City of Toronto delivery that can be done by foot, bicycle or public transit be transported in such a specifically apropos manner;
- (b) request the Provincial and Federal Governments follow the same sustainably responsible delivery practices as well as the private sector, when they are conducting their business within the confines of our fair City.
- (c) proclaim that Toronto's walking couriers as well as the bikers be acknowledged for their unique and tireless contribution to a better quality of life for each and every breathing Torontonion on the next Messenger Appreciation Day being planned for October 9, 2003.

The Toronto Pedestrian Committee recommended that the Works Committee request City Council to:

- (1) set an example by advocating the use of pedestrian messengers whenever possible, if any small packages, are to be delivered in the

City of Toronto (especially downtown), could be done by foot, bicycle or public transit be transported in such a specifically apropos manner;

- (2) request the Provincial and Federal Government follow the same sustainably responsible delivery practices as well as the private sector, when they are conducting their business within the confines of our fair City;
- (3) proclaim that Toronto's walking couriers as well as the biking couriers be acknowledged for their unique and tireless contribution to a better quality of life for each and every breathing Torontonian on the next Messenger Appreciation Day, being planned for October 9, 2003; and
- (4) provide a copy of this matter to the Toronto Cycling Committee for their information.

Mr. Wayne Scott, declared a conflict of interest with respect to this matter, as he makes his living in the Courier business.

1.8 SUPPORT STAFF FROM URBAN DEVELOPMENT SERVICES BE ASSIGNED TO ASSIST THE TORONTO PEDESTRIAN COMMITTEE.

The Toronto Pedestrian Committee had before it a communication (December 9, 2002) from Ms. Helen Riley, requesting that a staff member from Urban Development Services be assigned to the Pedestrian Committee as staff support in order to assist the Committee in providing timely input and advice on plans involving pedestrians.

The Toronto Pedestrian Committee deferred the aforementioned communication to the next meeting scheduled to be held on February 19, 2003.

1.9 SAFETY AT THE T-INTERSECTION OF SENLAC AND SHEPPARD WEST AND THE NORTH YORK CIVIC CENTRE CIRCLE DRIVE.

The Toronto Pedestrian Committee had before it a report (December 16, 2002) from Feet on the Street (Ms. Peg Lush and Helen Hansen), providing for information, copy of letter sent to Councillor Filion, regarding safety at road location in his ward, particularly the T-intersection of Senlac Road and Sheppard Avenue West, and the North York Civic Centre circle drive, advising that Feet on the Street, residents and ratepayers have expressed deep concern about hazards to pedestrians at these dangerous road locations.

The Toronto Pedestrian Committee received the aforementioned communication for information.

1.10 UPGRADING 401 AND PEDESTRIAN SAFETY AND CAMPAIGN “CROSS THE ROAD AS IF YOUR LIFE DEPENDS ON IT”.

The Toronto Pedestrian Committee had before it a report (January 7, 2003) from Ms. Helen Hansen, requesting that staff provide an update regarding the upgrading of Highway 401 and Pedestrian Safety and advise if the Toronto Pedestrian Committee members are involved with the campaign, “Cross the road as if your life depends on it”.

The Toronto Pedestrian Committee received a verbal update from staff with respect to this matter. Staff has provided a written response to Ms. Helen Hansen on December 17, 2002.

1.11 BILL 171, A PRIVATE MEMBER’S BILL TO AMEND THE HIGHWAY TRAFFIC ACT.

The Toronto Pedestrian Committee had before it a communication from City Clerk (Works Committee), advising for information, that the Works Committee referred the communication from Ms. Katherine MacDonald, Bikers Rights Organization of Ontario, requesting support in helping to bring Bill 171, a Private Member’s Bill to amend the Highway Traffic Act to the public attention, to the Commissioner of Works and Emergency Services for a report thereon to the Committee.

The Toronto Pedestrian Committee received the aforementioned communication for information.

1.12 FEASIBILITY OF CAR FREE ZONES.

The Toronto Pedestrian Committee had before it a communication (December 10, 2002) from the City Clerk (Works Committee), advising for information, that the Works Committee referred the communications and submissions regarding the feasibility of car free zones to the Commissioner of Works and Emergency Services and requested the Commissioner, in consultation with the Chairs of the Economic Development and Parks Committee, the Planning and Transportation Committee and the Works Committee, or their delegates, and with the Toronto Police Service, the Toronto Transit Commission and other affected departments, to investigate and report back within six months to the Works Committee.

The Toronto Pedestrian Committee received the aforementioned communication for information.

1.13 OUR FUTURE TOGETHER – A COMMUNITY BASED REVITALIZATION STRATEGY FOR ST. CLAIR WEST (WARD 17 DAVENPORT).

The Toronto Pedestrian Committee had before it a report (January 15, 2003) from Ms. Rhona Swarbrick, member, Toronto Pedestrian Committee, requesting that the Toronto Pedestrian Committee appoint members to the consultation group and advise the Commissioner of Economic Development, Culture and Tourism of such members with respect to the Revitalization for St. Clair West particularly with respect to being a partner / resource as noted in “Our Future Together: A Community Based Revitalization Strategy for St. Clair West” beautifying St. Clair West by improving public spaces and moving the community by improving transportation.

The Toronto Pedestrian Committee was advised that the Co-chairs would attend the meeting of the Infrastructure Sub-committee on Tuesday, February 11, 2003 at 6:00 p.m. at the Joseph J. Piccinninni Community Center, 1369 St. Clair Avenue West (just west of Lansdowne Avenue), followed by the Steering Committee meeting at 7:00 p.m., as the Toronto Pedestrian Committee’s representative, but advised that any other member or interested person, especially those living in the area or those having an interest in the matter are welcome.

1.14 ALBION ROAD BRIDGE CLASS ENVIRONMENTAL ASSESSMENT STUDY NOTICE OF STUDY COMPLETION.

The Toronto Pedestrian Committee had before it a communication (January 24, 2003) from Mr. Scott Mitchell, Planning Technician, Infrastructure Planning advising that the City of Toronto has completed the Albion Road Bridge Class Environmental Assessment Study. The recommended solution involves demolition of the existing superstructure (i.e., deck and beams) and rehabilitation of the North Bridge’s substructure (i.e., abutments and piers). A new pedestrian/cycling bridge superstructure will be constructed on the rehabilitated substructure. In addition, the lighting will be upgraded and landscaping completed on both sides of the river to enhance the area.

The City of Toronto has planned this project under Schedule ‘B’ of the Municipal Class Environmental Assessment process. The Project File is now being filed in the public record, which allows the public 30 days to review the Project File. Notices advising residents that the Project File has been filed in the public record will be published in the North York Mirror and the Etobicoke Guardian on January 29, 2003 and February 5, 2003.

The Toronto Pedestrian Committee received the aforementioned communication for information.

1.15 TORONTO WATERFRONT REVITALIZATION.

The Toronto Pedestrian Committee had before it a copy of a presentation regarding the Toronto Waterfront Revitalization. The Committee was advised that some of the Pedestrian Committee members attended a stakeholders consultation meeting with TWRC, Urban Strategies Consultant, and the City's Waterfront Secretariat regarding pedestrian issues in the waterfront revitalization plans held at City Hall on January 28, 2003, along with Feet on the Street, and staff from Transportation Services.

The Toronto Pedestrian Committee received the aforementioned copy of the presentation for information.

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

Co-Chair.