

May 18, 2006

To: Works Committee

From: Toronto Cycling Committee

Subject: Truck Safety in the City of Toronto

Recommendation:

The Toronto Cycling Committee on May 15, 2006 requested that the Works Committee:

- (1) request the City Solicitor to report back to the Toronto Cycling Committee on the following:**
 - (i) whether it is within the legal jurisdiction of City Council to require the following equipment on all City contracted trucks:**
 - (a) sideguards;**
 - (b) audible warning system for trucks making turns (similar to the audible system used when backing up);**
 - (c) more turns signals on the side of trucks;**
 - (d) cameras and mirror systems to eliminate the blind spots on trucks; and**
 - (e) deflectors on the front of trucks (also known as an air dam or cow catcher);**
 - (ii) whether it is within the legal jurisdiction of City Council to require the above equipment on all trucks driving on roads owned by the City of Toronto;**
- (2) request the General Manager, Transportation Services to report to the Toronto Cycling Committee on the following initiatives to improve safety for cyclists and pedestrians:**
 - (i) right turn restrictions for trucks on popular bicycle routes; and**
 - (ii) restricting the size of trucks in the downtown core;**

- (3) **request Police Traffic Services and the General Manager, Transportation Services to present an annual report to the Toronto Cycling Committee with detailed information on the circumstances associated with all reported bicycling collisions with vehicles in the City of Toronto;**
- (4) **forward the following recommendations to City Council:**
- (i) **City Council recognize that bike lanes are intrinsically a safety feature that provides protection for cyclists from trucks and motor vehicles, making it easier for vehicles to pass cyclists safely and that in order to protect the City's citizens on bikes, that bike lane installation receive the highest priority on roads; and**
 - (ii) **City Council allocate one percent of the road budget towards road safety programs to reduce fatalities and injuries to cyclists in order to enhance the safe and efficient transportation of all road users.**

Background:

The Toronto Cycling Committee at its meeting held on May 15, 2006 considered the following recommendations from the Education and Safety Sub-committee minutes dated April 24, 2006:

- (a) That the City report back on the feasibility of installing the following safety features on all City trucks:
- sideguards
 - audible warning system for trucks making turns (similar to the audible system used when backing up)
 - more turn signals on the side of trucks
 - cameras and mirror systems to eliminate the blind spots on trucks
 - deflectors on the front of trucks (also know as an air dam or cow catcher)
- (b) that the City report back on the feasibility of requiring the above equipment on all City contracted trucks.
- (c) that the City report back on the feasibility of requiring the above equipment on all trucks entering the City
- (d) that the City recognize that bike lanes are intrinsically a safety feature that provides protection for cyclists from trucks and motor vehicles, making it easier for vehicles to pass cyclists safely and that in order to protect the City's citizens on bikes that bike lane installation receive the highest priority on roads.

- (e) that the City request Transport Canada to provide information on the progress of the Road Safety 2010 plan in regards to cyclists as vulnerable road users .
- (f) that the City request Transport Canada to provide information on what progress has been made in developing a policy for sideguards on trucks, the creation of standards for such sideguards and any statistics from other jurisdictions on the effectiveness of sideguards on trucks.
- (g) that the City report back on the feasibility of the following initiatives to improve safety for cyclists and pedestrians:
 - (i) restricting truck traffic during rush hours
 - (ii) restricting truck traffic between 7 am and 7 pm on city streets
 - (iii) right turn restrictions for trucks on popular bicycle routes
 - (iv) restrict the size of trucks in the down town core
- (h) that City Council allocate 1% of the road budget towards road safety programs to reduce fatalities and injuries to cyclists in order to enhance the safe and efficient transportation of all road users.
- (i) that the Toronto Cycling Committee invite the following groups to present information on the education of truck drivers regarding interaction with vulnerable road users, licensing requirements, and their perspective on measures that can enhance road user safety at future meeting(s) of the TCC in order to form a partnership to work cooperatively to reduce truck - bicycle conflicts:
 - The Ontario Trucking Association
 - The Canadian Transport Association
 - Transport Canada
 - Ontario Ministry of Transportation (carrier safety and enforcement branch)
- (j) that Police Traffic Services and City Transportation and Planning Staff present an annual report to the Toronto Cycling Committee with detailed information on the circumstances associated with cycling fatalities and serious injuries.

Ulli S. Watkiss
City Clerk

L. Reid/lr
Item 6(ii)