



Safe streets
Healthy city
Vibrant voice

PW29.6.1

215 Spadina Ave, Suite 149
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416-644-7188 | cycleto.ca

May 7, 2018

PW29.6 - Next Steps on Traffic Safety Measures (Ward All)

Dear Chair Robinson and Members of the Public Works and Infrastructure Committee,

I am writing on behalf of Cycle Toronto regarding item PW29.6. Cycle Toronto is a member-supported not-for-profit organization that works to make Toronto a healthy, safe and vibrant cycling city for all. We represent more than 2,900 Torontonians.

We support the recommendations from the General Manager, Transportation Services, for streamlining the process to receive and process Councillor and community requests for the implementation of traffic calming measures in Community Safety Zones (including the lifting of a previous moratorium) and School Safety Zones, and we have some suggestions for how to improve upon those recommendations.

Engineering changes

Changes to roadways such as adding speed humps, roundabouts, or narrowing lanes have been proven to slow traffic and reduce collisions,¹ which are a persistent problem on streets all across our city. We strongly encourage City Council to delegate to the General Manager, Transportation Services, for the purposes of implementing speed humps, raised intersections, chicanes, curb extensions, traffic islands, traffic circles and associated road alterations without the need to report to Community Council or Council.

It is important that engineering changes be designed to prioritize vulnerable road users including seniors, children, people with disabilities, and all people while walking and cycling. When implemented, traffic calming should not actually make conditions worse for those people. For example, if not designed with cycling in mind, a curb extension might force people biking to merge into traffic, creating additional conflicts with motor vehicles. These features should be designed so that the bicycle can roll over the extension or pass on the right of them, such as in the example below:

¹ Lindenmann, H. P. (2005). The effects on road safety of 30 kilometer-per-hour zone signposting in residential districts. Institute of Transportation Engineers. ITE Journal, 75(6), 50-54.



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Source: Google Maps. 1st Avenue and Quebec St. Vancouver BC.

Lifting the moratorium on Community Safety Zones

We wholly support lifting the 18-year moratorium on the installation of new Community Safety Zones so that staff can initiate the process to designate these zones around all schools in the City of Toronto. **In addition, we ask that City Council direct staff to designate Community Safety Zones around all parks, and along all streets included in the City of Toronto cycling network, including arterial roads.** We ask that City Council delegate authority to the General Manager, Transportation Services, to implement traffic calming within these additional zones. These additions to the recommendations from the General Manager, Transportation Services, would extend traffic safety benefits to many more areas in the city where people walking and biking such as families, seniors, and school children are certain to travel.

Traffic calming on arterial roads

Permitting traffic calming on arterials should be considered at this time, and is especially important where no alternative quiet street route for cycling exists. In addition, there are many instances where signed residential cycling routes or suggested on-street cycling routes intersect with arterial roads, but where crossing is made very challenging due to poor intersection design. We request that arterial roads be explicitly included for consideration of traffic calming measures, and that Transportation Services have authority to undertake traffic calming and speed reduction measures along these streets. The Transportation Association of Canada's new Canadian Guide to Traffic Calming (Second Edition) lists some traffic calming strategies for arterial roads which may help to improve the safety of the City of Toronto cycling network including where the network interfaces with arterials.



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Thank you for the opportunity to comment and we look forward to supporting the City in moving ahead with these traffic safety measures, including streamlining the process for road safety measures to be installed, moving forward the Traffic Warden / Special Constable Program, and facilitating Automated Speed Enforcement (ASE) in school zones.

Sincerely,

A handwritten signature in black ink that reads "Liz Sutherland".

Liz Sutherland
Director of Advocacy and Government Relations (Interim)
Cycle Toronto