

# MM10.15.9

**From:** [Heather Crawford](#)  
**To:** [councilmeeting](#)  
**Cc:** [Councillor Jaye Robinson](#); [Councillor Colle8](#); [Councillor Matlow](#); [Mayor Tory](#); [Tamara Nahal](#); [Mayor John Tory <mayor\\_tory@toronto.ca>](#); [Cycle Toronto](#); [cycledonvalleymidtown@cycleto.ca](#); [ward22@cycleto.ca](#)  
**Subject:** Cycle Toronto Midtown and Don Valley Midtown comments on MM10.15 "Street Audit Yonge-Eglinton"  
**Date:** October 1, 2019 4:32:06 PM  
**Attachments:** [Cycle TO Midtown and Don Valley Midtown comments on MM10.15 Street Audit Yonge-Eglinton \(1\).pdf](#)

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Dear Mayor Tory and Members of Toronto City Council,

Please find attached a submission from Cycle Toronto Midtown and Cycle Toronto Don Valley Midtown in response to Member Motion 10.15.

Sincerely,  
Heather Crawford  
Cycle Toronto Midtown

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# Cycle Toronto Midtown Ward 8 & 12 Advocacy Group

October 1, 2019

Mayor Tory and Members of Toronto City Council  
100 Queen Street West, 2nd floor  
Toronto, ON M5H 2N2

## Cycle Toronto Midtown and Don Valley Midtown comments on MM10.15 “Street Audit Yonge-Eglinton”

Dear Mayor Tory and Toronto City Council:

The recent senseless and entirely [preventable death of a pedestrian at Yonge & Eglinton](#) has finally brought street safety in midtown into the public conversation. [Councillors Colle, Matlow and Robinson have proposed a number of short-term fixes](#); in addition to these, to make people in midtown safer in the long term, **we ask for two concrete courses of action: build safer streets and require safer vehicles, and increase enforcement.** These have been proven in Toronto and other cities around the world to meaningfully improve safety for people on city streets.

### 1. Build safer streets and require safer vehicles.

- Our outdated main streets are 50-year-old designs: too wide, encouraging speeding and poor driving, and optimized for vehicle volume instead of safety. We need to modernize our streets, making safety the priority from the start.
- Fortunately, we know what improves safety for people: simple tweaks to street design that include signalized crossings, protected bicycle lanes, narrowed vehicle lanes, improved visibility/sightlines, reduced turn radii, shorter crossing distances, and lit crosswalks.
- New York and other cities around the world have [halved the number](#) of street fatalities by building these kinds of safer, complete streets.
- In Toronto, City Council has endorsed a ‘Complete Streets’ policy for all new planned and road reconstruction. We need to move quickly to implement this policy, such as by following the recommendations outlined in the [Yonge-Eglinton Secondary Plan](#), including providing “direct and continuous walking and cycling routes” on Major and Primary Streets—which includes Yonge, Eglinton and Mount Pleasant—and providing “additional, fine-grain walking and cycling routes” on Priority Local Streets.
- Similar designs are already in Toronto. The Eglinton Connects streetscape redesign was approved in 2014, and includes wider sidewalks, reduced crossing distances, slower speeds, and bicycle lanes.
- The City has the responsibility for regulating the vehicles that use our streets and that includes requiring improved safety features on heavy vehicles. [London UK has banned the least safe heavy trucks from the city](#), and in coming years will increasingly raise standards

so only heavy trucks with moderate or better safety ratings can enter. Several cities in the US, including Washington DC, [now require side guards on heavy duty trucks](#).

- **We ask the City for:**
  - a) **A study and implementation of a “complete street” approach to Yonge St and a review of street safety on connecting side streets.**
  - b) **Fully funded and accelerated construction of the safer Eglinton Connects street layout.**
  - c) **Mandatory safety features designed to protect vulnerable road users on all vehicles and a ban on unsafe heavy trucks in Toronto.**



*Approved design for Eglinton Connects: safe for all users (credit City of Toronto)*



*Existing unsafe design at Yonge & Erskine: no crossings, cars blocking sightlines, no bike lanes, narrow sidewalks (credit Michael Black)*

## 2. Increase enforcement.

- Enforcement of basic traffic laws has dramatically decreased over the past 50 years; today there are only two traffic enforcement police in the entire 53 Division, which extends from Bloor to Lawrence. Motorists, including heavy vehicle drivers, regularly drive recklessly and aggressively: speeding, running red lights, driving while distracted, and ignoring vulnerable road users.
- The solution is modern approaches to enforcement: automated speeding cameras and red light cameras ([as implemented successfully in New York City](#) and [in Vancouver](#)), traffic wardens at key hotspots, and increased penalties to law breakers. Drivers of heavy trucks who ignore basic safety regulations should be targeted, and penalties should be increased to align with increased potential harm to vulnerable users.
- The City should request the provincial government to direct revenue from traffic fines to municipalities who do the enforcement, not to the province, where it currently goes. These funds would incentivize municipalities to increase enforcement. Provincial support is still



## Cycle Toronto Midtown Ward 8 & 12 Advocacy Group

required to enable automated enforcement tools like speeding cameras; [this is currently under consultation](#).

- **We ask the City for:**
  - a) Effective immediately, triple the number of traffic police/traffic wardens enforcing traffic laws.**
  - b) Increased automated enforcement, including more red light cameras, automated speeding cameras, and higher penalties.**
  - c) Redirection of traffic fines revenue to the municipalities who do the enforcement.**



*Speeding Cameras in B.C. (credit Jennifer Gauthier)*



*Traffic Warden in Toronto (credit BlogTO)*

Thank you for your time and your consideration.

Sincerely,

Cycle Toronto Midtown (Wards 8 & 12)  
Cycle Toronto Don Valley Midtown (Wards 15 & 16)