
City Council

Notice of Motion

MM9.4	ACTION			Ward: All
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Protecting pedestrians at the 100 most dangerous intersections in Toronto, by Councillor Glenn De Baeremaeker, seconded by Councillor Joe Mihevc

** Notice of this Motion has been given.*

** This Motion is subject to referral to the Public Works and Infrastructure Committee. A two thirds vote is required to waive referral.*

Recommendations

Councillor Glenn De Baeremaeker, seconded by Councillor Joe Mihevc, recommends that:

1. City Council request the General Manager, Transportation Services to report to the Public Works Committee and Council to respond to the findings contained within the Worst 100 Intersections Global News Network Report.
2. City Council request the General Manager, Transportation Services to create a Pedestrian Safety Action Plan that will improve safety at all 100 intersections and that action be taken to improve the safety at the 10 worst intersections in Toronto as soon as possible.

Summary

The City of Toronto has witnessed a significant reduction in pedestrian collisions over the past six years. Over 2,200 pedestrian collisions were reported in 2005, whereas only 1,461 pedestrian collisions were reported in 2010. The reduction in pedestrian collisions is generally attributed to improvements the City of Toronto has made to pedestrian protection through mechanisms such as pedestrian count-down timers and "zebra" stripping.

While significant progress has been made, a Global News Network Report has recently identified the 100 most dangerous intersections for pedestrian in the City of Toronto.

Using City of Toronto data, Global News Network has identified intersections in Toronto where the accident rate is over three times as high as an average intersection. This new data highlights intersections with serious safety hazards that the City needs to address as quickly as possible in order to minimize the pain, suffering, trauma and cost of pedestrian accidents. The data also shows that while there are thousands of intersections in Toronto the most dangerous ones can be identified very quickly and that taking actions at very specific intersections could result in a further reduction of pedestrian accidents and the associated pain and suffering that is

a result of those accidents.

(Submitted to City Council on June 14 and 15, 2011, as MM9.4)