
City Council

Notice of Motion

MM14.16	ACTION			Ward:All
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Request to implement use of truck side guards and other safety measures to improve safety for cyclists - by Councillor Glenn De Baeremaeker, seconded by Councillor Paula Fletcher

** 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 Paula Fletcher, recommends that:

1. City Council request the General Manager of Transportation Services to report to the Public Works and Infrastructure Committee on:
 - a. the feasibility of the City of Toronto implementing side guards on its own City of Toronto large trucks, both new vehicles and retrofits; and
 - b. the feasibility of a truck side guard policy whereby the City conducts business with only or prefers business with companies whose large trucks are equipped with side guards.
2. City Council request the General Manager of Transportation Services to report to the Public Works and Infrastructure Committee on options for the introduction within the City of Toronto of safety measures that would increase pedestrian and cycling safety (e.g. truck side guards, convex mirror systems, additional turn signals, audible warning systems, right turn restrictions on heavily used cycling routes, additional cycling infrastructure).
3. City Council support and request that the Federation of Canadian Municipalities also support Bill C-344 calling for side under-run guards on large trucks.
4. City Council request the General Manager of Transportation Services to report to the Public Works and Infrastructure Committee with an update to the May 2006 staff report (Report 4, Clause 8 of the Works Committee considered at June 27, 2006 Council meeting) entitled "Large Trucks and Cyclist/Pedestrian Safety", and that this update include:
 - a. Response from Transport Canada to the City's 2006 request regarding side guards on large trucks;

- b. Response by other municipalities in the GTA to the 1998 Regional Coroner's recommendation;
- c. Post 2005 collision information involving cyclists;
- d. Results of the Transportation Association of Canada (TAC) study on "Safe Accomodation of Vulnerable Road Users and Large Commercial Vehicles"; and
- e. Information on how other jurisdictions within the GTA, Canada and internationally have addressed the issue of large trucks and pedestrian and cyclist safety.

Summary

The recent death of a cyclist in our City demonstrates the tragic consequences of cyclist/truck collisions.

MP Olivia Chow is introducing a private member's bill #C-344 that calls for the Government of Canada to require side under-run guards for large trucks in order to prevent cyclists and pedestrians from being pulled under the wheels of these vehicles and to harmonize Canadian vehicle safety standards with European Union standards (which already require under-run guards).

The City of Toronto has made similar requests of the Government of Canada in the past, but the federal government has not taken action.

It has been documented by the National Research Council of Canada (Side Guards for Trucks and Trailers, Phase 1: Background Investigation, March 2010) that the number of cyclist deaths dropped by 61 percent for accidents with cyclists and tucks moving in the same direction when the truck is equipped with side guards. It is also estimated that flush mounted side guards lead to an improved drag co-efficient and thus reduce fuel consumption; resulting in a payback of two years and an annual savings of 400 million litres of fuel across Canada if implemented in Canada.

Cycling in the City of Toronto continues to grow by leaps and bounds with over 30,000 taxpayers cycling to work on a daily basis during the warmer months. The City needs to review both its own actions and the actions by other levels of government in order to ensure that Toronto residents are provided the maximum level of protection possible as they enjoy the simple act of riding their bike to work, school or home.

(Submitted to City Council on November 29 and 30, 2011 as MM14.16)