



October 16, 2017

Toronto East York Community Council,  
City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Members of the Toronto East York Community Council ,

**Re: Item #Item TE27.48 - Corridor Safety Review - Avenue Road**

The ABC Ratepayers Association is a not for profit federally regulated community organization representing the interests of residents in the geographic area bounded by Bloor Street to the South, the CPR tracks to the North, Yonge Street to the East and Avenue Rd to the West.

We were appreciative of Councillors who share responsibility of Avenue Road taking action to study the pedestrian safety concerns along the section of this corridor. Councillor Wong-Tam's letter that initiated this action as a result of a serious pedestrian injury clearly described the problems as follows:

***"Residents have expressed that they frequently observe cars speeding in the area. In addition to narrow sidewalk widths on Avenue Road, this has created a condition that has left residents and their families feeling unsafe."***

ABC and the other Resident's Associations that work to improve the livability of our members who use Avenue Road as their walkway to area schools, parks and shops were very grateful that this issue was to receive long over due attention.

It is our position that the report falls short in addressing pedestrian safety and specific actions that can be taken to improve conditions on Avenue Road for pedestrians. Residents frequently observe cars speeding on Avenue Road, this coupled with the



narrow sidewalks, creates a condition that has left residents, schools and their families feeling unsafe.

We support the staff recommendation to amend the existing School Speed Zone. We also think the suggested solution around Brown and the Avenue Road Art school to take a SB lane away creating a buffer is excellent. We also agree feel strongly that enhanced pavement markings are critical at all intersections most notably Pears and Macpherson.

However we note the more significant absence of information from your study that was to deal pedestrian safety. For example:

**Narrow Sidewalks**

- With the development of new condos along the Avenue Road corridor there will be an increase in pedestrian traffic including cyclist. The report has significant data on pavement widths for roadways, travel stats and city standards but does not address the widths of sidewalks and the lack of safety barriers along Avenue Road. We know for a fact that there are portions of the sidewalks that are less than a meter wide! See attached photo.



- There is information about City standards for road use but no mention of similar standards for sidewalks - What are the City standards for safe accessible sidewalks widths in relation to roadways with high speeds and lots of traffic?

## **Speed**

We feel the report fails to address specific solutions to deal with speed even after the report clearly identifies that 85% of traffic was traveling over the maximum speed limit. We would like to see the following safety measures implemented to help slow speeds down on Avenue Road:

1. Reduction in speed limits;
2. Red light cameras added at all intersections that have lights;
3. Regular police enforcement especially around the schools Brown, De La Salle Collage, and the Avenue Road Art School;
4. Mobile “Watch your Speed” program.

## Accidents

- There is no mention or consideration given to the Avenue Road and Davenport intersections, which should be mentioned in relation to the fatality and the number of curb jumping incidents that have taken place at this intersection. Likewise, there was no consideration given to the St. Clair and Avenue Road intersections. The report very clearly identifies the following accidents as being the most common in the area speed .87%, lost control 1%, rear ending 28% and turning 27% which amounts to 56%. However, it fails to identify what the other 46% of the accidents were and where.
- Our Association has been recommending action that we feel would reduce the danger at the intersections with the highest collisions rates in this report - Roxborough, Dupont, Balmoral and Farnham. Sidra Rahimzada of Transportation services indicated in a June email to ABCRA that these recommendations would be investigated but we do not see any mention of them in this report. Are recommendations were as follows:
  - Removal of the northbound left turn prohibition and implementation of a northbound left turn feature at Yonge Street and Davenport Road
  - Removal of the northbound left turn prohibition and implementation of a Northbound left turn feature at Avenue Road and Davenport Road; and
  - Extension of the existing southbound left turn feature times at Avenue Road and Davenport Road. **Please see Appendix “A”.**

It is out opinion that these actions will reduce the danger at the intersections with the highest collisions. For this reason, we do not support turn restriction on Farnham as this will push traffic to Balmoral and Roxborough further reducing pedestrian safety. We agree that the accident threshold has not been reached for the addition of traffic control signals at Roxborough and Farnham and are also concerned that adding traffic control signals will add more traffic onto the local streets, which should be avoided.

There is clearly more work to be done and we offer our time to work with the area Councillor and our neighbouring resident’s association to tackle the problems.



We also want to join with our neighbouring residents associations to challenge this Community Council to respond to the TO Core study recommendations to:

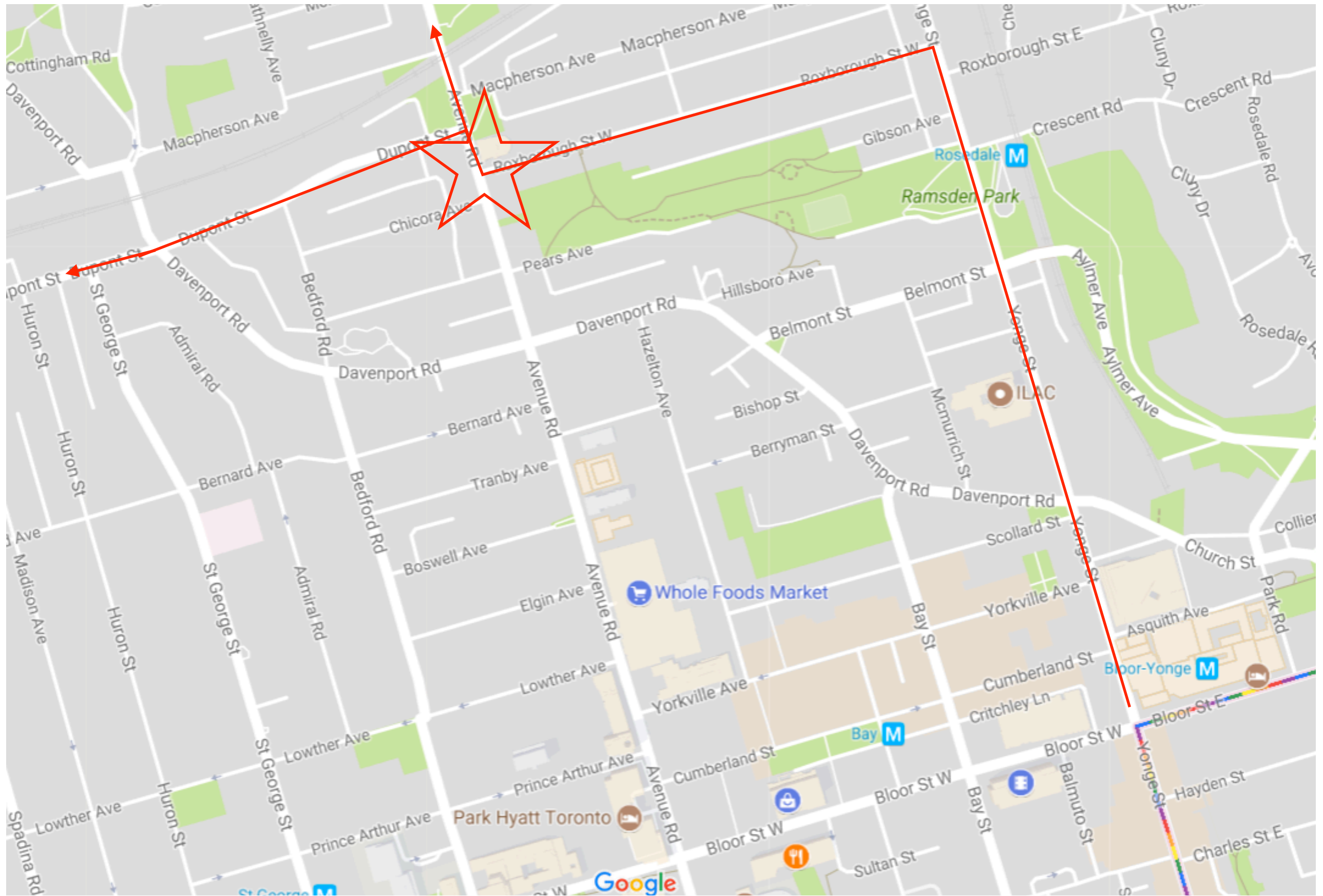
*REBALANCE STREETS Create the right balance of space for pedestrians, cyclists, transit and vehicles. Our streets bring together public realm experiences to create a cohesive whole.*

We note the last consideration in the report to continue to review this corridor for enhancements as part of the City of Toronto's Vision Zero (2017 to 2021). We suggest we put some action behind the nice words. Avenue Road began as a gracious boulevard from Upper Canada Collage to Queens Park. In the car worshipping era of the 1950s and 60s Avenue Road was widened, public transit and safe sidewalks eliminated to accommodate them. It is time Toronto caught up with the more enlightened worldwide movement to re-balance our streets for more people and environmentally friendly transportation.

We suggest it is time to study a **VISION ZERO PLAN FOR AVENUE ROAD** a five lane Avenue Road :

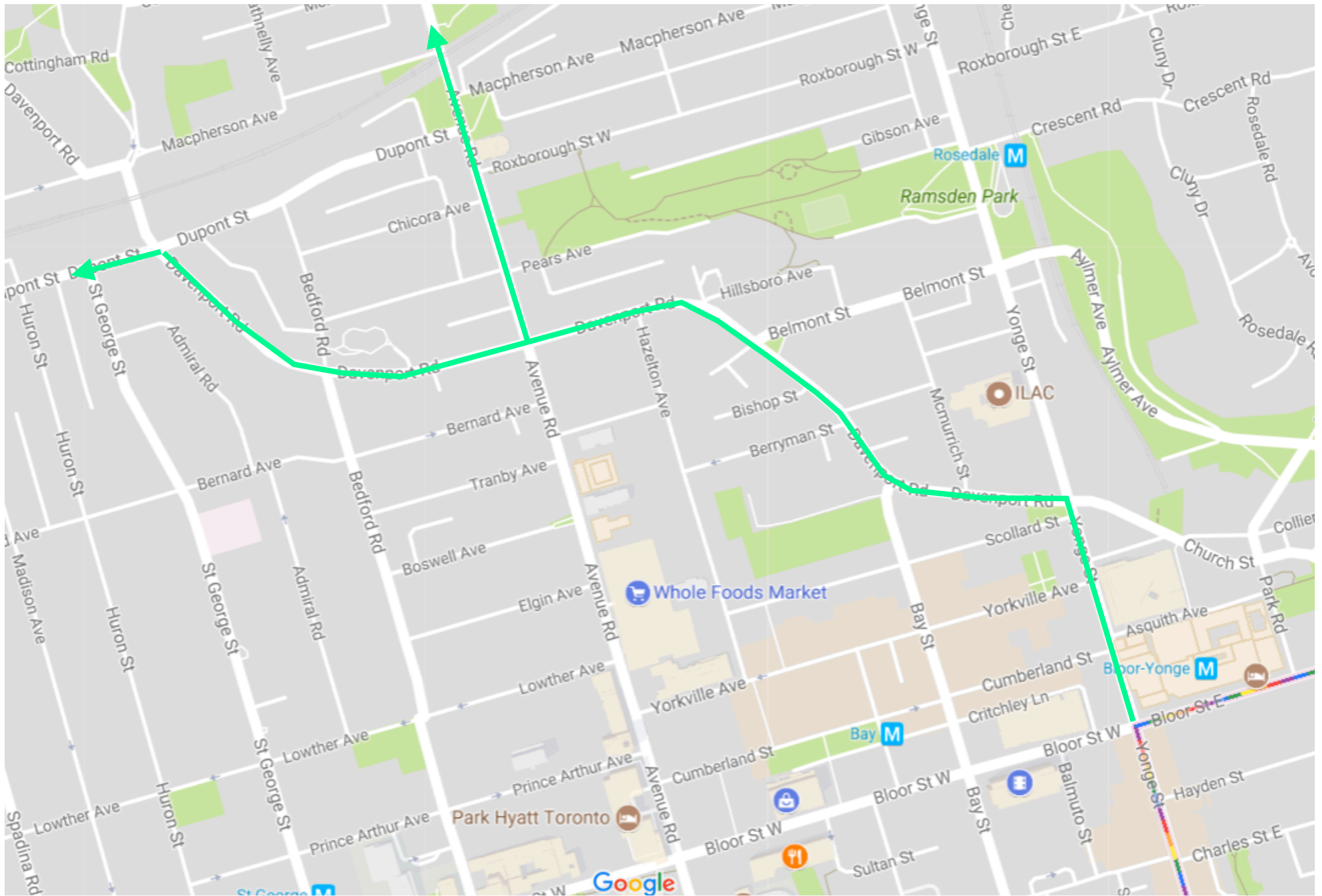
- 4 lanes for the cars;
- the 5th for an express lane to carry public mass transit and cars with 3 or more passengers and maybe bikes;
- with the space from the existing 6th lane given back to the many more pedestrians than existed in the 1950s and 1960s.

Sincerely,  
The ABCR Residents Association.

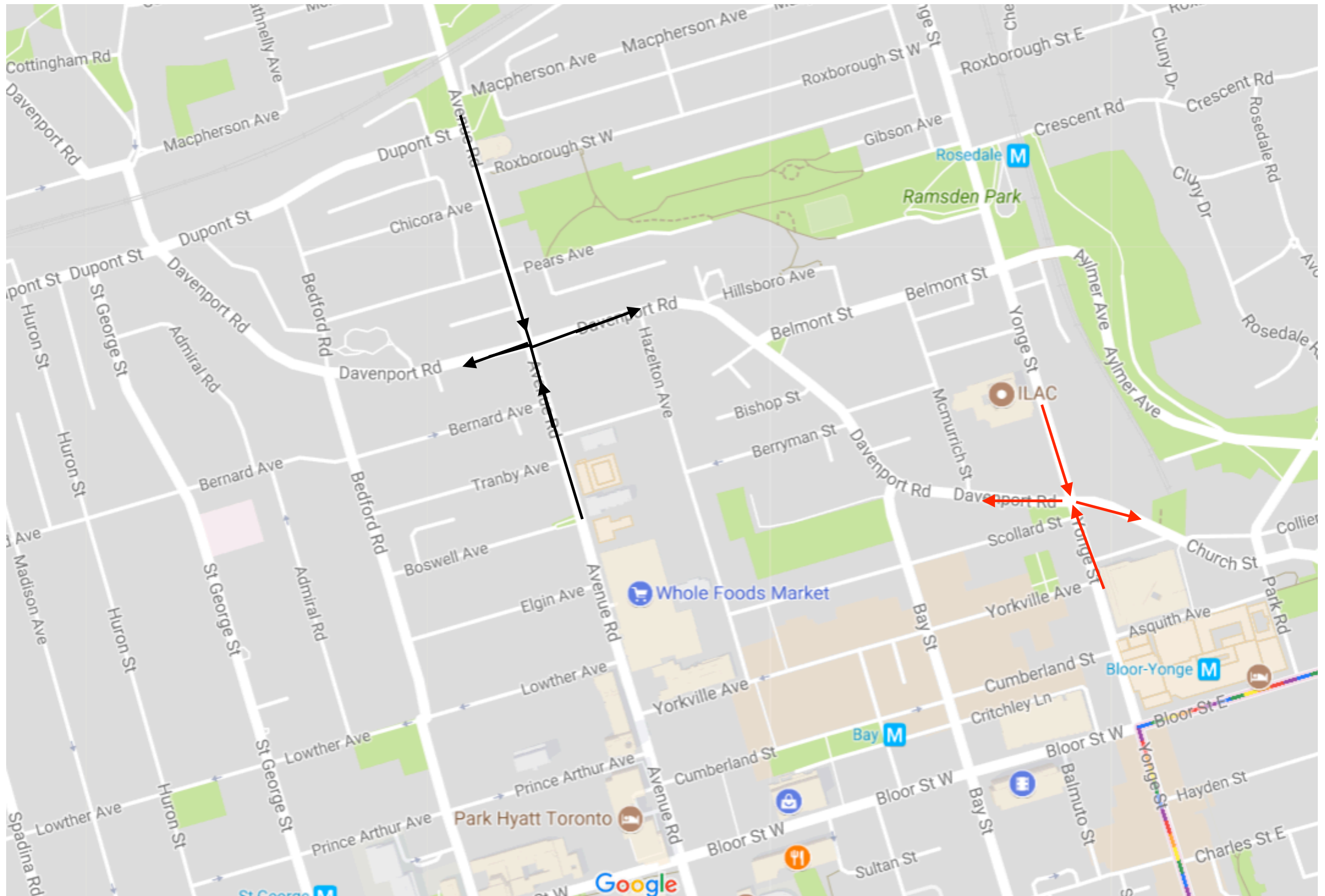


Traffic traveling North on Yonge Street ( major arterial road ) can only get access to Dupont ( major arterial road ) and Avenue Road North ( major arterial road ) via Roxborough Street West ( local road). In order for commuters to get access to Dupont from Roxborough traffic must cross two lanes and merge with left turning traffic on Avenue Road which is very dangerous and causes lots of accidents. Other than Roxborough the only other option traffic has is to use Yorkville Ave ( collector road ) which is often restricted by tourist, and local traffic within the Yorkville Village area.





If traffic traveling North on Yonge Street ( major arterial road ) can turn left at Davenport Road ( major arterial road ) to get access to Dupont ( major arterial road ) and Avenue Road North ( major arterial road ) this would divert traffic from Roxborough Street West, Balmoral, Farnham ( local road) and Yorkville Ave ( collector road ). Lower traffic volume on local roads would reduce the number of pedestrians accidents.



Reciprocal Advanced Left Turns at Avenue Road North to Davenport and Avenue Road South to Davenport.

Reciprocal Advanced Left Turns at Yonge Street North to Davenport and Yonge Street South to Church Street

\*\*\* At all times \*\*\*



