

PW30.5.1



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June 11, 2018

Jaye Robinson, Chair
Public Works & Infrastructure Committee
Toronto City Council
% Nancy Martins, Clerk of the Committee
Via email: pwic@toronto.ca

Re: 2018.PW30.5
Vision Zero Road Safety Plan: Designation of Community Safety Zones
around Elementary Schools

Dear Chair Robinson and Committee members:

We are writing to express our support for the school zone safety measures proposed under item PW30.5 and to offer three points for consideration.

Summary of recommendations:

- 1. Approve the Staff report and ensure that the 2019 Budget includes funding for these measures.**
- 2. Call on the Province of Ontario to declare in force without further delay the relevant provisions of the Safer School Zones Act (Bill 65).**
- 3. Extend the scope of the initiative to include private and French-language schools immediately and high schools in the medium-term.**

We are pleased to see the City of Toronto taking steps to move toward Vision Zero, that is, *zero traffic deaths and serious injuries on our streets*, with its proposal to create safer streets around kindergarten-to-Grade-8 (K-8) schools. As a follow-up to the May 2018 Council decision to lift the moratorium on new Community Safety Zones (CSZ), the proposed changes would create such zones along the extended frontages of 754 K-8 schools in Toronto, making them eligible for automated safety cameras and increased fines to address motor vehicle speeding. We are pleased that the medium-term plans for reviewing safety around schools will include consideration of changes such as lane

width reductions, curb radius reductions, traffic humps, and prohibited turn movement. We support these short- and medium-term measures and the accompanying staff recommendations to Council, and we have three comments for your consideration.

Recommendation #1: Approve the Staff report and ensure that the 2019 Budget includes funding for these measures.

We are pleased to see the City consider new CSZ for K-8 schools in conjunction with measures that enable better street design and the expansion of automated enforcement. A major conclusion of the [2010 study conducted by the Deputy Chief Coroner of Ontario](#) was that speed kills: A pedestrian struck by a vehicle travelling 50 km/h is five times more likely to die than if they are hit at 30 km/h. We need to reduce motor vehicle speeds in order to eliminate deaths and serious injuries on our streets.

Given the number of deaths we have seen on our streets in the first few months of 2018, these new measures cannot come soon enough. We urge Council to approve the Staff report, to support the inclusion of these measures in the 2019 Budget, and to ensure that the proposed short-term measures are implemented on schedule.

Recommendation #2: Call on the Province of Ontario to declare in force without further delay the relevant provisions of the Safer School Zones Act (Bill 65).

There is clear evidence that safety cameras effectively slow down drivers. For instance, when New York City installed new cameras in 2014, at first each location issued an average of 192 violations per day. A year later, the number had decreased to an average of 69 summonses per day, or a [60 percent drop](#). While higher fines in CSZ may be implemented immediately, the Province must still declare in force provisions of Bill 65 that permit the use of safety cameras. We would support action on the part of City Council to encourage the Province to make such a declaration without further delay.

We reiterate our request that the City of Toronto ensures that funds raised through the enforcement of Community Safety Zones and School Zones be directed to street redesign initiatives that keep vulnerable road users safe.

Recommendation #3: Extend the scope of the initiative to include independent and French-language schools immediately and high schools in the medium-term.

The staff report notes that only K-8 schools under the jurisdiction of the Toronto District School Board and the Toronto Catholic District School Board are included in the scope

of this initiative. We urge you to include in this initiative those schools operating under the Conseil Scolaire Viamonde (six elementary schools), the Conseil scolaire catholique MonAvenir (eight elementary schools), and the approximately 25 private K-8 schools in Toronto. Children attending these schools are just as deserving of municipal traffic safety measures as children attending English-language public schools.

In the medium term, the City should institute the same measures at high schools, where children are also walking and biking to school, often unaccompanied. We reiterate our call for more widespread use of Community Safety Zones in recognition of the vulnerability of children (and others) walking and biking outside the immediately vicinity of schools, but we support the school zone measure as a first step.

Conclusion

As always, we urge Public Works & Infrastructure Committee, and all Council members, to give safety and the value of human life greater priority on our streets. We strongly encourage you to adopt the proposed school zone safety measures without delay, to encourage the Province to declare in force all provisions of Bill 65, and to include private and French-language schools within the scope of this initiative (and high schools and broader geographic areas in the medium term). Adopting these recommendations would strengthen the initiative and help the City take steps towards Vision Zero, with zero being the only acceptable number of deaths and serious injuries on our streets.

Sincerely,

(submitted electronically)

Kasia Briegmann-Samson, Yu Li, Jessica Spieker, and David Stark
Spokespersons, Friends and Families for Safe Streets (Toronto)

Friends & Families for Safe Streets (FFSS) was founded to turn grief and anger into action following the life-altering loss of our partners and friends in senseless, preventable traffic collisions. FFSS is working to end traffic violence in Toronto by changing laws, enforcement, street design, public attitudes and traffic culture to make our vibrant streets safer and more equitable for all road users, while supporting those who are survivors. Our members include survivors of traffic collisions in addition to friends and families whose loved ones have been killed or severely injured by careless drivers and dangerous conditions on Toronto's streets. Our goal is to end traffic violence in Toronto.