

January 9, 2020

Infrastructure and Environment Committee
Toronto City Hall, 2nd Floor
100 Queen St W
Toronto, ON M5H 2N2

RE: IE11.12 - Improving Road Safety of School-Age Children

Dear Members of the Infrastructure and Environment Committee,

We are writing on behalf of *Friends and Families for Safe Streets* and *Cycle Toronto*. **Our groups are supportive of this report.** City Staff present data confirming what road safety advocates have been saying for years: **The design and conditions of Toronto's arterial streets are disproportionately responsible for killing and seriously injuring its residents, including school-aged children.**

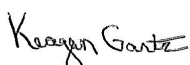
In the past five years, more than 80% of collisions in which school-aged children were killed or seriously injured occurred on arterial roadways which are deadlier due to road conditions that encourage high traffic volumes and speeds. Over the same period, only 23% of collisions in which school-aged children were killed or seriously injured occurred in the immediate vicinity of schools - yet 60% of the Vision Zero budget will be allocated in the immediate vicinity of schools.

As outlined in the City's report, this discrepancy between where school-aged children are being killed or seriously injured and where Vision Zero funding is allocated is limiting the effectiveness of the road safety program. A data-driven approach to Vision Zero would ensure resources are being directed to the most dangerous streets first: arterial roadways. In accordance with Staff's recommendation of a data-driven Vision Zero approach, **we urge you to prioritize resources towards making Toronto's major and minor arterial roads safer.**

The recent reduction in speed limits along 250 km of major arterial roads will be an effective strategy to reduce KSI collisions, but only if the new, safer speed limits are enforced. Of those 250 km of major arterial roadways, 149 km pass within school zones and are thus eligible for Automated Speed Enforcement (ASE) cameras (or will become eligible by the end of 2020). The best use of ASE to improve safety for school-aged children is through implementation on arterial roadways. With limited resources for police officers to enforce traffic safety across the entire city, it's essential that we use ASE to reinforce Vision Zero goals and principles.

We recommend that Toronto's initial rollout of 50 ASE cameras prioritize the 149 km of major arterial roads that pass through school zones. These streets are eligible for ASE and, as more than 60% of school-aged children KSI collisions are on major arterial roadways, would lead to the greatest reduction in injuries to school-aged children on Toronto's streets.

Sincerely,



Keagan Gartz
Executive Director
Cycle Toronto



Jessica Spieker
Spokesperson
Friends and Families for Safe Streets

Cycle Toronto is a member-supported not-for-profit organization that works to make Toronto a healthy, safe and vibrant cycling city for all. Our organization is focused on advocacy, education and encouragement, as we work to shape policy and infrastructure, and build community to transform our city's cycling culture. We engage a diversity of people in our work, pursuing evidence-based solutions that make cycling a viable option for all Torontonians. We represent 3,000 members.

Friends and Families for Safe Streets 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. Members of the group have either personally been seriously injured in traffic collisions or have a loved one that was killed or seriously injured on Toronto's streets.