



Email: advocacy@ffsafestreeets.ca

March 22, 2021

Infrastructure and Environment Committee

(submitted electronically)

RE: IE20.15: Changes to Community Council Delegations, Authorization of Designated Speed Limit Areas - 30 Kilometres Per Hour on Public Lanes and Local Roads, and Designation of Reserved Lane and Speed Limits on Reserved Lane for Eglinton Avenue Light Rail Transit Segregated Right of Way

Dear Councillors McKelvie, Layton, Colle, Peruzza, Pasternak and Minnan-Wong,

Friends and Families for Safe Streets is a group comprised of Torontonians whose loved ones were senselessly killed on Toronto's deadly streets, or who survived serious injury in a preventable collision. We advocate for lifesaving Vision Zero safety improvements for Vulnerable Road Users – the human beings outside of cars. While it is too late for us, we advocate to save other Torontonians from the horrific and preventable crashes that blew our lives apart.

We are writing to commend the city on this report, and express our support for its initiatives. As the report states, lowering speed is a key component of Vision Zero, because when a driver crashes into a Vulnerable Road User at a lower speed, the person struck has a greater chance of surviving the crash. The plan to lower speeds to the gold standard of 30k/h on a neighbourhood-by-neighbourhood basis is a much more efficient method of implementation than the slow process of going street-by-street. Coupling this efficient speed reduction with an expansion of the Automated Speed Enforcement program would result in better speed compliance.

Having said that, we all know that a much more effective way to control driving speed is through changing the design of a street. Many drivers are perfectly comfortable ignoring the posted speed limit; their driving speed is influenced by cues from the design speed of a street (for example, how wide and straight the car lanes are). **It is essential to follow speed limit changes with speed-limiting design changes.** Residential streets can be narrowed to discourage speeding, in many cases a protected lane for active

transportation could be added, and intersections can be made safer with interventions like curb bump-outs and sharp turning radii, or a protected intersection.

We are also pleased to see the recommendation to designate Dufferin St as a community safety zone. Of course, such a designation would likely not have saved the life of Alex Amaro, who was struck and killed on Dufferin St by two drivers on Dec 2, 2020 – what would have saved Alex's life and spared her family and community the unbearable grief of her loss would have been the transformation of Dufferin into a complete street with protective infrastructure for Vulnerable Road Users. While we appreciate this step for Dufferin St, a design overhaul is what is needed to prevent reckless, inattentive drivers from inflicting such heartbreaking human carnage in the future.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'J' followed by a horizontal line extending to the right.

Jessica Spieker
Spokesperson, Friends & Families for Safe Streets