



Safe streets  
Healthy city  
Vibrant voice

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September 29, 2021

Mayor John Tory and Toronto City Council  
Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

**RE: MM36.18 Making Immediate Safety Improvements to Avenue Road**

Dear Mayor Tory and members of City Council,

**Cycle Toronto is fully supportive of pursuing a complete street design on Avenue Road.**

This six-lane road operates as a highway, slicing through the neighbourhoods it is meant to serve. This hostile environment puts vulnerable road users at great risk; its current design has taken the lives and livelihoods of many, including, most recently, the life of an 18 year-old riding his bicycle just one month ago.


To truly grow the City's cycling network, achieve the City's Vision Zero road safety goals, and TransformTO climate goals, dangerous streets like Avenue Road must include dedicated space for all road users, combined with supportive road safety measures. Complete streets by their very nature must consider everyone's safety, regardless of an individual's mode of travel. They also improve comfort for everyone, including drivers, who would never intend to injure or kill someone on the road.

More broadly, Avenue Road is not an anomaly; many streets in Toronto have six or more lanes for cars, high speed limits, no dedicated active mobility infrastructure, and hostile conditions for people walking. Rather than wait for more tragedies on streets like Eglinton Avenue, Kingston Road, Lake Shore Boulevard, Sheppard Avenue, or Avenue Road, all of which are dangerous by design, **the City must develop a strategy to proactively address improvements to these dangerous streets to be safe for vulnerable road users.**

Construction activity continues to endanger vulnerable road users including people on bikes. **The City of Toronto must adopt greater safety measures for cyclists during construction activity**, such as mandating dedicated cycling space along any bikeway that is impacted by construction or a temporary bike lane detour where dedicated space cannot be provided.

Lastly, drivers of heavy trucks continue to disproportionately be responsible for life altering collisions that seriously injure or kill people while riding their bike. **The City of Toronto must take action within its jurisdiction to improve the safety of heavy trucks operating on its streets.** Further, the City must work with other levels of government to achieve the safety mandates for these dangerous vehicles, such as side guards and high-vision cabs, that could have saved many lives. Of course, these supportive measures alone are no replacement for installing protected bike lanes, the most effective safety measure in reducing the potential for collisions between people driving and people cycling in the first place.

Sincerely,



Keagan Gartz  
Executive Director

*Cycle Toronto is a member-supported charitable organization that works to make Toronto a healthy, safe and vibrant cycling city for all. We are focused on advocacy, education and encouragement, as we work to shape policy and infrastructure, and build community to transform our city's cycling culture.*

