



Safe streets
Healthy city
Vibrant voice

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October 24, 2023
Toronto City Hall
Infrastructure and Environment Committee
100 Queen Street West
Toronto, ON M5H 2N2

RE: IE7.4 - Updates on Vision Zero Road Safety Initiatives

Dear Chair McKelvie and Members of the Infrastructure and Environment Committee,

Cycle Toronto supports the initiatives outlined in IE7.4 Updates on Vision Zero Road Safety Initiatives. City staff should be commended on advancing initiatives that will contribute to continuing the downward trend of fatalities and serious road injuries on our streets and roads.

This said, **we are concerned that the Vision Zero Road Safety Plan isn't given the priority it deserves, and should be embedded in Toronto Public Health's mandate.** Protecting and promoting the health of Toronto residents by preventing the spread of disease, promoting healthy living and advocating for conditions that improve health for Toronto residents should surely include reducing the number of preventable fatalities and serious injury linked to traffic collisions.

The data used to track the success of Vision Zero doesn't reflect the high incidence of near misses, all injuries linked to collisions and the increasing conflict taking place on Toronto's streets, roads, sidewalks and bike lanes on a daily basis. It is for this reason that we recommend that the Vision Zero Road Safety Plan be more integrated to Toronto Public Health outcomes.

Many of the deaths and serious road injuries that have been sustained on Toronto's streets over the past few years would not have been prevented even if the safety initiatives outlined in this report were implemented. Until arterials are redesigned within the Complete Streets Guidelines and intersections are designed to include raised crosswalks along with other traffic calming treatments, people outside of cars will remain incredibly vulnerable along arterials.

Additionally, we are concerned that the data used to report on Vision Zero does not reflect the complete picture of the extent of road violence occurring in Toronto on a daily basis.

Recommendations:

1. Improve the data used to capture the number and impact of collisions (not all of which are included in the data collected by the police) by:
 - a. Reporting public health data linked to ER records linked to collisions;

- b. Including the direct cost savings achieved by prioritizing the movement of people walking and biking as outlined in the [2012 Public Health Report: Road to Health: Improving Walking and Cycling in Toronto](#) which outlined the following figures:
 - i. Reduced health care spending of \$110 to \$160 million for keeping Toronto residents active by walking or cycling and averting chronic illness.
 - ii. Costs associated with pedestrian-vehicle collisions cost over \$53 million and cyclist-vehicle collisions are over \$9 million. By improving safety for pedestrians and cyclists in Toronto the direct costs associated with vehicle collisions with pedestrians and cyclists could be reduced by over \$62 million.
 - iii. The total economic benefits of active transportation in Toronto range from \$130 million to \$478 million.
2. Improve the effectiveness of the Vision Zero Safety Plan by implementing a process similar to the investigation of all Workplace fatalities:
 - a. When a driver kills someone as a result of a collision, a third party investigator (not the police) hired by Vision Zero team complete an investigation that results in safety improvements that will be implemented immediately to prevent a similar collision from happening again);
3. Expand implementation of mid-block crossings to locations that include transit stops;
4. Ensure the implementation of an Administrative Penalty System (APS) that supports the Red Light Cameras (RLC) and Automated Speed Enforcement (ASE) is done with an equity impact assessment, in order to ensure it does not disproportionately affect equity deserving communities while minimizing repeat offenders.

By prioritizing the safety of people of all ages, abilities and incomes across the city by prioritizing their safety over the movement of vehicular traffic Toronto is poised to meet its TransformTO target of moving more people by active modes of transportation while improving the public health of its residents while achieving significant cost savings in reducing the high cost of traffic collisions.

Thank you for your consideration in this important matter.

Sincerely,



Alison Stewart
Director, Advocacy and Public Policy

Cycle Toronto is a member-supported charity that works to make Toronto a safe, healthy, 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.