

**3 Communications were received from October 25, 2023 9:26 a.m. to October 25, 2023 at 1:00 p.m. with text similar to the following:**

TO: Infrastructure and Environment Committee  
email address: [iec@toronto.ca](mailto:iec@toronto.ca)

RE: IE7.2 - Congestion Management Plan & IE7.4 - Updates on Vision Zero Road Safety Initiatives

Hello Chair McKelvie and members of the IEC,

I am writing to support improving construction safety for people of all ages, abilities and incomes. This includes ensuring that Toronto's Vision Zero Road Safety Plan is positioned to achieve success. Both reports published by staff have many merits.

It is my sincere wish that Vision Zero principles be embedded in all city strategies and plans, and contribute to prioritizing the safe movement of people over vehicular traffic.

To improve the city's congestion management plan succeed in implementation, please consider:

- Closing access to vehicular traffic when the public right of way is compromised on the city's subway routes and key TTC streetcar corridors during construction to ensure the safe and efficient movement of transit users, people walking, biking and using other micro mobilities as well as emergency vehicles;
- Ensuring Transportation Services has the sufficient resources and staff to oversee the proactive and reactive needs of guaranteeing construction zone safety throughout the year;
- Relying on automated enforcement mechanisms and building infrastructure that will force vehicular traffic to slow down over on the ground police enforcement.

To improve the success of Vision Zero, please consider:

- Improving 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 linking it to Public Health data on ER records linked to collisions;
- Implementing the same process as workplace fatalities so that when a driver kills someone as a result of a collision, an investigation is completed that results in safety improvements to prevent a similar collision from happening again;

- Expanding the implementation of mid-block crossings to locations that include transit stops;
- Ensuring the implementation of an Administrative Penalty System (APS) that supports the Red Light Cameras (RLC) and Automated Speed Enforcement (ASE) is done with an equitable impact assessment, in order to ensure it does not disproportionately affect equity deserving communities while minimizing repeat offenders.

*(Name of person submitting communication)*

*(Postal Code of person submitting communication)*

**EMAILS FROM:**

Brenda Kronemeijer Heyink

Barbara S.A.

Dana O'Born