

From: [Bobby and Leslie Clarke](#)
To: [Infrastructure and Environment](#)
Cc: info@avenueroadsafetycoalition.ca; [Bob Clarke](#)
Subject: [External Sender] My comments for 2024.IE14.4 on May 28, 2024 Infrastructure and Environment Committee
Date: May 31, 2024 8:07:19 PM

To the City Clerk:

Please add my comments to the agenda for the May 28, 2024 Infrastructure and Environment Committee meeting on item 2024.IE14.4, Cycling Network Plan - 2024 Cycling Infrastructure and Missing Sidewalk Installation - Third Quarter Update.

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

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

I write to urge the committee members to address the pressing pedestrian safety concerns north of Davenport Road on Avenue Road.

The City of Toronto Transportation Services conducted a comprehensive study of Avenue Road over almost seven years. Last fall, the Avenue Road Safety Study concluded that the current conditions are unsafe and proposed several options to enhance safety between St. Clair and Bloor. Among these options is to reduce the number of lanes from 6 to 4 and repurpose the curb lanes to provide more space for pedestrians. The recent tragic death of cyclist Ali Sezgin Armagan at Elgin St. and Avenue Road has prompted immediate action to construct bike lanes.

We certainly support the construction of the cycle lanes between Bloor and Davenport and the intent to address vehicle collisions at two intersections. However, it is disheartening that meaningful measures to deal with the dangerously narrow sidewalks north of Davenport have yet to be addressed. The Toronto Police Service collision database reveals an average of 300 collisions per year since 2014 between Bloor St. and St. Clair Avenue, with a disproportionately high number occurring between the CPR tracks and Davenport Road. This alarming statistic underscores the urgent need for speed calming and improved pedestrian infrastructure in this area.

Emphasizing pedestrian safety, particularly for individuals using wheelchairs and pushing strollers, is crucial. The narrow sidewalks, less than a metre wide, must be addressed.

I strongly urge the IEC Committee to direct staff to include the following actions in the upcoming report to TEYCC:

1. Reduce vehicle lanes between Davenport and the St Clair from 6 to 4 and provide turning lanes at Davenport and Dupont.
2. Prioritize the use of the two curb lanes to create a broader and safer buffered space for pedestrians, including those using wheelchairs and strollers, rather than using all of this space for long-term parking.
3. Maintain some loading zones and short-term parking spaces to serve local businesses.
4. Implement curb extensions and radii reductions where needed to improve pedestrian safety.
5. Install a new mid-block crosswalk between Davenport and Dupont at the entrance to Ramsden Park to provide a safe crossing in this busy area.

These measures also align with the City's Vision Zero and TransformTO goals.

Thank you for considering the City of Toronto's cycling infrastructure. I am confident that the committee will also prioritize pedestrians' well-being in this decision-making process. The proposed actions are crucial for ensuring the safety and comfort of all pedestrians, especially those with mobility challenges.

Sincerely,

Name: Robert Clarke

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Organization: Brown Public School Traffic Safety Community

Thank you

Robert Clarke