

From: toronto@platformdoors.info
To: [Infrastructure and Environment](#)
Subject: [External Sender] My comments for 2026.IE27.9 on February 25, 2026 Infrastructure and Environment Committee
Date: February 22, 2026 11:22:11 PM

To the City Clerk:

Please add my comments to the agenda for the February 25, 2026 Infrastructure and Environment Committee meeting on item 2026.IE27.9, Updates on Vision Zero Road Safety Initiatives: Follow-Up from June and October 2025 City Council Directives, Missing Sidewalk Installations, and Road Safety Improvement Projects

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:

I would like to encourage the city to consider expanding the Vision Zero program to include the subway system.

Yearly there are a significant number of deaths on the subway system, this number often surpasses the number of cyclists who have died and sometimes even the number of pedestrians who have died.

The amount of money being spent on VisionZero to reduce pedestrian and cyclist deaths is significantly higher than the amount being spent to eliminate subway rider deaths (0\$ this year).

As an equity issue and as a common sense issue - it makes sense to increase funding for platform doors on the subway system to reduce deaths. This should fall under the Vision Zero moniker, and funding should be increased a commensurate amount and assigned in ratio to the average number of deaths on each mode.

I am not calling for a reduction in the amount spent on road safety, only a commensurate amount spent on transit safety.

As with road deaths and injuries - there are significant costs, delays and trauma to staff and first responders related to these incidents and they can be prevented.

We know from the work done on VisionZero that infrastructure changes are needed, paint (or a yellow line) is not infrastructure. The same best practices that apply on the road apply on the subway.

Let's expand this program which has worked extremely well and include all transportation options in the city. No one should die trying to get to work, or home. Especially folks with mental health issues who the city needs to be protecting.

We also encourage the city to include in vision zero enhanced funding for bridges and other locations where suicides occur and may not be caught up in the stats of this program.

George Bell
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