

**From:** [The Etobicoke Voice](#)  
**To:** [Infrastructure and Environment](#)  
**Cc:** [Councillor Morley](#); [Councillor Fletcher](#); [Councillor Chernos Lin](#); [Councillor Saxe](#); [Councillor Perruzza](#); [Councillor Colle8](#); [Mayor Chow](#)  
**Subject:** [External Sender] My comments for 2026.IE27.9 on February 25, 2026 Infrastructure and Environment Committee  
**Date:** February 24, 2026 11:33:49 PM

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To the City Clerk:

Please hyperlink this email to be made available online with the agenda item if possible.

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:

Dear Chair and Members of the Committee,

I am writing in support of Item IE27.9 and to emphasize the urgent need to accelerate upgrades of pedestrian crosswalks to full traffic signals in Toronto's west end.

Over the past several years, traffic volumes on many local and collector roads in the west end have increased dramatically. This rise is due not only to congestion on nearby highways and major arterials diverting vehicles onto secondary routes, but also to significant residential intensification within our communities. As neighbourhoods across Etobicoke and the broader west end of Toronto continue to densify, more residents are walking to transit, schools, parks, and local shops, often across streets that now carry heavier and faster-moving traffic than they were originally designed for.

Marked crosswalks that may once have been appropriate are no longer sufficient in many of these locations. Increased density means increased pedestrian activity. At the same time, higher traffic volumes reduce natural gaps and make crossings more stressful and unsafe particularly for seniors, children, and residents with mobility challenges.

If we are serious about building complete communities, our pedestrian infrastructure must keep pace with both growth and changing traffic patterns. Upgrading key west-end crosswalks to full traffic signals where volumes and risk have materially changed is not an enhancement, it is a necessary safety adjustment.

These improvements align directly with the Vision Zero commitments of the City of Toronto. As our city evolves, our safety standards must evolve with it. Outdated warrants based on past conditions should not prevent us from responding to present realities.

I respectfully urge the Committee to support this item and prioritize timely reassessment and signalization of high-risk crosswalks in Toronto's west end.

Thank you for your continued leadership on road safety and building safer, more walkable communities.

Sincerely,  
Jennifer Alexander  
Resident Ward 2  
The Walk Safe Etobicoke Project  
The Etobicoke Voice