



Dear Chair Fletcher, Vice Chair Colle, and members of the Infrastructure and Environment Committee,

June 9, 2026
Toronto City Hall
Infrastructure and Environment Committee
100 Queen Street West
Toronto, ON
M5H 2N2

Re: IE30.2 Updates on Vision Zero Road Safety Initiatives: Enhancing Safety in School Zones, permanent Roadside Memorials, Changes to Parking Regulations for Intersection Pedestrian Signals, and Road Safety Improvement Projects

Dear Chair Fletcher and members of the Infrastructure and Environment Committee,

Walk Toronto continues to appreciate all efforts toward making Toronto a safe place for pedestrians. Still, we can see from the statistics presented in Attachment 3 of this agenda item that while pedestrian deaths had leveled off over 2020-22, they increased in 2023. We are not even six months into 2026 and already there have been 19 pedestrian fatalities.

We believe there are many steps that can be taken to make the pedestrian experience safer which we have addressed at previous IEC meetings. These include but are not limited to the following: install consistent, pedestrian-prioritized signaling across the city; prioritize the missing sidewalk program; create safety islands where exits from streetcars open directly into the path of fast-moving vehicles; enforcement of safe passage around all construction sites whether short-term or long-term.

Very importantly, we urge the city to ban all Right Turn on Red (RTOR) across the city. We note that a second item on the agenda of this meeting is IE.30.6 which requests a Right-Turn-on-Red prohibition at Victoria Park and Kingston Road. This is just one intersection in a city that is experiencing unprecedented growth with the resulting increase in traffic that leads to stressed and pressed drivers. As Transportation Services continues to add intersections where RTOR is banned, including signage that may specify time-of-day restrictions, the city is becoming increasingly confusing and challenging to navigate with the result that pedestrians are at even greater risk.

There are trickle-down effects to allowing RTOR.

- Drivers disregard pedestrian zebra crossing markings when they look left while approaching intersections, as they assess if they might have an opportunity to avoid a vehicle driving through the green light. These drivers do not see pedestrians approaching from the right.
- This disregard for the zebra markings as a safe space for pedestrians can lead to general disregard for this safe space across the city in all circumstances. For example, even when a driver is crossing straight through a busy intersection, often they will sit on those crossings as they wait for a red light to turn green.
- Even if a driver does stop behind the zebra marking, they inch forward, while looking left, for oncoming vehicles and do not see pedestrians approaching from their right.
- Drivers who are turning right but prefer to sit behind the pedestrian zebra crossing to allow approaching pedestrians to cross, are harassed by drivers from behind to inch forward.
- Drivers of large construction vehicles with restricted fields of vision are behaving in this way and putting pedestrians at serious risk of being injured or killed.
- The preponderance of large personal vehicles whose hoods are as high as the shoulders or heads of many adults, cannot see

short adults, many seniors and children when they are at close range in these intersections.

The current policy of banning right turns on selected intersections only (and some at specific times only) is confusing and increases the risk of injury and death to vulnerable road users across the city.

It makes sense to simply ban ALL turns on red light. We urge members of the IEC to take the necessary steps to make this happen.

Sincerely,

Lee Scott on behalf of the Walk Toronto Steering Committee
Walk Toronto
info@walktoronto.ca

cc. Vice Chair Colle, Cllrs Chernos Lin, Morley, Pasternak, Perruzza, Saxe