

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

To Chair Fletcher and Councillors Colle, Chernos Lin, Peruzza, Pasternak, Saxe, and Morley,

Friends and Families for Safe Streets (FFSS) is a group of people whose loved ones were senselessly killed in violent traffic crashes, and people who survived a preventable crash with severe, life altering injuries. All of the trauma, violence and loss that was inflicted on us could have been prevented with effective Vision Zero road design measures.

We are writing today to support the staff recommendation not to move forward with the city placing memorials where residents were struck and killed. We appreciate the kind intentions behind the idea, but have an alternative suggestion for a memorial program.

Toronto's leaders have the power to make bold, fast-paced changes to our street to save lives if they want to. Because most deaths are at least in part a product of dangerous street design, to put up a memorial instead of fixing the street design feels like an act of 'reputation laundering,' where the City's role in the death is intentionally obscured by a positive public gesture.

We propose the City of Toronto undertake a different memorial program of street design upgrades. We placed our most recent pedestrian memorial at Yonge and Mill where Marr Horsey was violently run over and killed by a right-turning driver in 2013. At that location, a raised crosswalk and curb extension could have saved Marr's life by providing an unmistakable tactile sensation to the driver that he was entering pedestrian territory (driving over the raised crosswalk) and forcing the him to pay attention to his immediate surroundings (steering around the curb extension). After she was killed, the city could have installed the "Marr Horsey Memorial Raised Crosswalk" to prevent such future deaths.

Gigi Behocary was struck and killed by a pickup truck driver at King and Massey while crossing King St on March 21 2025, likely trying to access the TTC stop on the other side of the street. Because the nearest signalized intersections are quite far away for a senior to walk all the way out of their way and back, a meaningful memorial gesture would be to install the "Gigi Behocary Memorial Signalized Pedestrian Crossing" so others can cross there safely. In fact, something many advocates have advocated for over the years is for every TTC stop to have a pedestrian

crossing, since at some point in the transit trip, the person will have to cross the street, whether they are leaving home or coming home.

Margie Boucher was killed on December 31 2025 by two hit-and-run drivers crossing Eglinton Ave at Lillian to access the nearest grocery store from her seniors' residence. Her death was devastating to her family. We are very pleased to find out that a proper stoplight will be installed where she was struck and killed to allow seniors to cross the road safely.

A memorial program consisting of lifesaving design upgrades in response to every fatality is a gesture that we are confident would be deeply appreciated by all Torontonians who care about road safety.

What we perceive happens immediately after a fatality, in most cases, is absolutely nothing whatsoever. No design changes are made. The carnage is cleared away, everyone carries on as if the death never happened, and any driver could kill another person in the exact same way with nothing to stop them. **Building an evidence-based design upgrade to prevent the lethal driving behaviour as a memorial to a loved one's life would show residents how seriously the city takes road safety, and would be a worldwide first (as far as we know) that could inspire other cities to follow suit.**

We deeply appreciate the kind intentions behind this motion, but request that all possible city resources be directed toward evidence-based Vision Zero measures that save lives.

Thank you,



Jessica Spieker
Chair, Friends and Families for Safe Streets