



October 15,2017

Toronto East York Community Council,
City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Members of the Toronto East York Community Council ,

Re: Item #Item TE27.48 - Corridor Safety Review - Avenue Road

The ABC Ratepayers Association is a not for profit federally regulated community organization representing the interests of residents in the geographic area bounded by Bloor Street to the south, the CPR tracks to the north, Yonge St to the east and Avenue Rd to the west.

We were appreciative of Councilors who share responsibility of Avenue Road taking action to study the pedestrian safety concerns along the section of this corridor. Councillor Wong-Tam's letter that initiated this action clearly described the problems as follows

“Residents have expressed that they frequently observe cars speeding in the area. In addition to narrow sidewalk widths on Avenue Road, this has created a condition that has left residents and their families feeling unsafe.”

ABC and the other Resident's Associations that work to improve the livability of our members who use Avenue Road as their work way to area schools, parks and shops were very grateful that this issue was to receive long over due attention. We are however very disappointed in what we read as it does not address the primary concerns of pedestrian safety.

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It is our position that the report falls short in addressing pedestrian safety and specific actions that can be taken to improve conditions on Avenue Road for pedestrians. Residents frequently observe cars speeding on Avenue Road, this coupled with the narrow sidewalks, creates a condition that has left residents, schools and their families feeling unsafe.

We support the staff recommendation to amend the existing School Speed Zone. We also think the suggested solution around Brown and the Art school to take a SB lane away creating a buffer is excellent. We also agree feel strongly that enhanced pavement markings are critical at all intersections most notably Pears and Macpherson.

However we note the more significant absence of information from your study that was to deal pedestrian safety. For example:

Narrow Sidewalks

- With the massive development of new condos along the Avenue Road corridor there will be an increase in pedestrian traffic including cyclist. The report has significant data on pavement widths for roadways, travel stats and city standards but does not address the widths of sidewalks and the lack of safety barriers along Avenue Road.
- There is information about City standards for road use but no mention of similar standards for sidewalks - perhaps safe widths in relation to speed of traffic or those required for accessibility .

Accidents

- There is no mention or consideration given to the Avenue Road and Davenport intersections, which should be mentioned in relation to the fatality and the number of curb jumping incidents that have taken place at this intersection. Likewise, there was no consideration given to the St. Clair and Avenue Road intersections. The report very clearly identifies the following accidents as being the most common in the area speed .87%, lost control 1%, rear ending 28% and turning 27% which amounts to 56%. However, it fails to identify what the other 46% of the accidents were and where.



- Our Association has been recommending action that we feel would reduce the danger at the intersections that have the highest collisions rates in this report -Roxborough, Dupont, Balmoral and Farnham. Sidra Rahimzada of Transportation services indicated in a June email to ABCRA that these would be investigated but we do not see any mention of them in this report. They are designed to divert the traffic onto Dupont earlier via north bound left turns onto Davenport at both Yonge and Avenue . These changes include
 - Removal of the northbound left turn prohibition and implementation of a northbound left turn feature at Yonge Street and Davenport Road
 - Removal of the northbound left turn prohibition and implementation of a Northbound left turn feature at Avenue Road and Davenport Road; and
 - Extension of the existing southbound left turn feature times at Avenue Road and Davenport Road.

The intersections that have the highest collisions align with our position that the one sure way to reduce the danger at the intersections of Roxborough, Dupont, Balmoral and Farnham is to divert the traffic onto Avenue Road earlier via NB left turns onto Davenport at both Yonge and Avenue. For this reason, we do not support turn restriction on Farnham as this will push traffic to Balmoral and Roxborough further reducing pedestrian safety.

There is clearly more work to be done and we offer our time to work with our the Councilors for the area and our neighboring resident's association to tackle the problems



We also want to join with our neighboring residents associations to challenge this Community Council to respond to the TO Core study recommendations to [REBALANCE STREETS](#) *Create the right balance of space for pedestrians, cyclists, transit and vehicles. Our streets bring together public realm experiences to create a cohesive whole.*

We note the last consideration in the report to Continue to review this corridor for enhancements as part of the City of Toronto, Vision Zero (2017 to 2021). We suggest you put real action to put some action behind the words of VISION ZERO Avenue Road began as a gracious boulevard from Upper Canada Collage to Queens Park. In the car worshipping era of the 1950s and 60s Avenue Road was widened, public transit and safe sidewalks eliminated to accommodate them. Past time Toronto caught up with the more enlightened world wide movement to re-balance our streets for more people and environmentally friendly transportation

We ask this Community council to join with the residents to create a VISION ZERO PLAN FOR AVENUE ROAD

A five lane Avenue Road

- 4 for the car,
- the 5th for an express lane to carry public mass transit and cars with 3 or more passengers and maybe bikes
- with the space from the existing 6th lane given back to the many more pedestrians than existed in the 1950s and 1960s.