

September 16, 2016

Dear members of the Etobicoke-York Community Council,

As a long time resident of Ward 13 and longer term resident of Toronto I have a question for you the eight councilors who voted NO to safe streets in a neighbourhood of families.

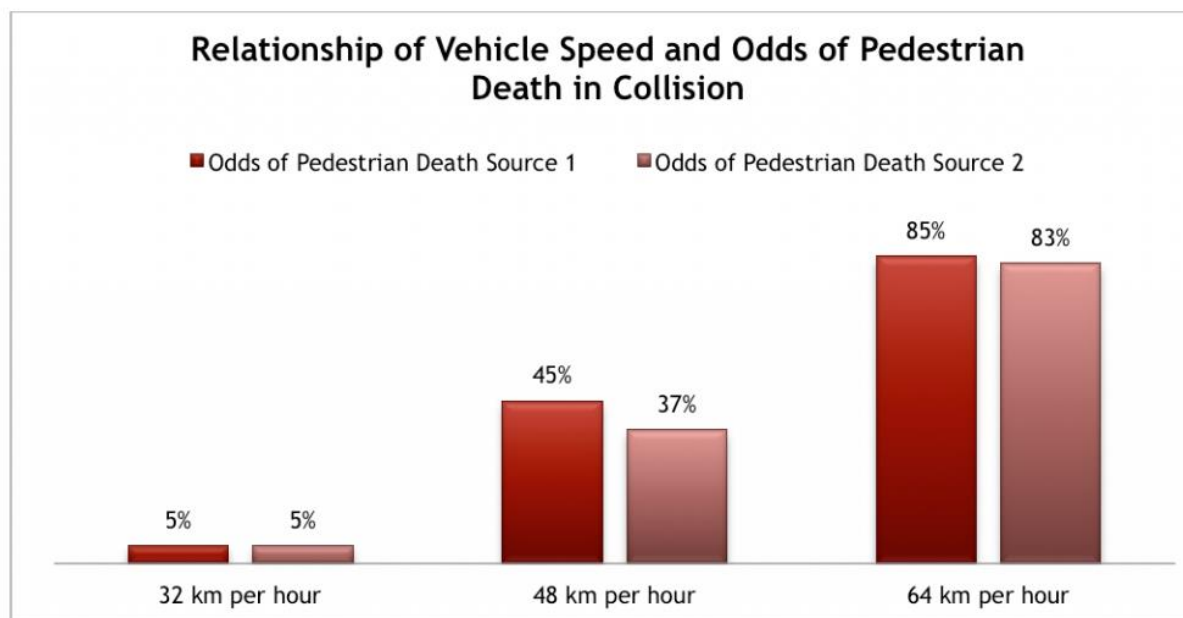
WHY have you refused to listen to the community?

WHY have you refused to read the international evidence support a 30 KM speed limit on residential streets.

WHY are you not interested in making our city safe for the residents and visitors?

**How can you refute this data?**

<http://mountroyalstation.ca/events/traffic/speed-pedestrian-death-or-injury/>



**Deputy Chief Coroner of Ontario-Traffic / Pedestrian Death Study**

In a 2010 study conducted by the Deputy Chief Coroner of Ontario, Dr. Bert Lauwers, said that speed kills, and it is an inescapable fact, citing that statistics show a pedestrian struck by a vehicle travelling 50 km/hr is FIVE TIMES more likely to die than if struck at 30 km/hr.

“The data are irrefutable. The higher the rate of speed at which a pedestrian is struck, the greater the chance of death.” [\(full report available click here\)](#)

**Key findings in the Pedestrian Death Review relation to speed and fatality on residential roads listed below:**

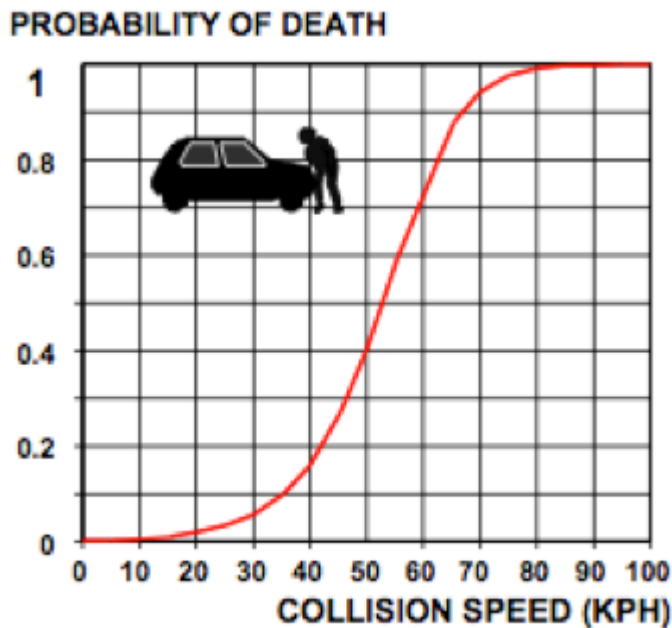
- 67% of deaths occurred on roads posted with speeds beyond 50k/hour, and only 5% on roads below 50km/hr. For the remainder, speed was unknown.
- 76% of fatalities occurred in urban areas and 75% happened on wide, busy arterial roads.

Recommendations in his report include:

- reducing speed limits to 30 km/hr on residential streets;
- adopting speed limits of 40 km/hr on other streets unless otherwise posted

Source:

[http://www.mcscs.jus.gov.on.ca/english/DeathInvestigations/office\\_coroner/PublicationsandReports/PedestrianDeathReview/DI\\_Pedestrian\\_Death\\_Review.html](http://www.mcscs.jus.gov.on.ca/english/DeathInvestigations/office_coroner/PublicationsandReports/PedestrianDeathReview/DI_Pedestrian_Death_Review.html)



In the United Kingdom, where 30 km/h speed limit zones were introduced, a dramatic **70 per cent reduction** in child pedestrian deaths followed.

Let us follow the example of countries such as Sweden and Switzerland **where each child pedestrian death is considered a national tragedy and traffic calming is the norm in urban areas.** Our children deserve no less .

#### .Probability of Pedestrian Death

A common argument by drivers who are against lowering speeds in residential areas is an increase in travel time, however, the studies show that a decrease in speed has very little effect while the probability of death for the pedestrian increases significantly. This is due to the fact that drivers, regardless of speed, will be required to stop and wait at lights as well as other expected obstructions. Therefore, speeding through residential areas accomplishes very little, while creating greater risk for those who live, walk and cycle in the community.

A Finish study found that by lowering the speed limit to 30 km/hr on residential streets, **COMBINED** with effective traffic speed camera enforcement, would reduce the pedestrian accident costs by 70 percent. The report concludes that 30km/hr in residential communities combined with speed-camera enforcement is the “cheapest and only quick measure to strongly reduce the number of serious pedestrian accidents in wide urban areas.” – source: Helsinki City Planning Department Traffic Planning Division

[http://www.walk21.com/papers/San Sebastian 02 Pasanen Driving Speeds and Pedestrian Safet\(1\).pdf](http://www.walk21.com/papers/San Sebastian 02 Pasanen Driving Speeds and Pedestrian Safet(1).pdf)

From the WORLD HEALTH ORGANIZATION

[http://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf](http://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf)

Despite the evidence that a ward-wide lower speed limit would reduce fatalities, create consistency for motorists and save the City money, a you a group of 8 Councillors at E-Y Community Council voted to maintain the existing street-by-street approach to speed limit reductions.

Councillor Doucette provided petitions, letters and residents made time to show and speak at the meeting.

Our local residents' associations, BIAs and community groups were instrumental in getting this issue on the agenda and Doucette will be taking that momentum forward as we work to take full advantage of measures included in the City's new Road Safety Plan, particularly in areas near local schools.

I look forward to a response from each of you on why you voted NO.

#### **VOTED NO**

Vincent Crisanti	W1	<a href="mailto:councillor_crisanti@toronto.ca">councillor_crisanti@toronto.ca</a>
Michael Ford	W2	<a href="mailto:councillor_mford@toronto.ca">councillor_mford@toronto.ca</a>
Stephen Holyday	W3	<a href="mailto:councillor_holyday@toronto.ca">councillor_holyday@toronto.ca</a>
Justin J. Di Ciano	W 5	<a href="mailto:Councillor_DiCiano@toronto.ca">Councillor_DiCiano@toronto.ca</a>
Mark Grimes (Chair)	W6	<a href="mailto:councillor_grimes@toronto.ca">councillor_grimes@toronto.ca</a>
Giorgio Mammoliti	W7	<a href="mailto:councillor_mammoliti@toronto.ca">councillor_mammoliti@toronto.ca</a>
Frank Di Giorgio	W12	<a href="mailto:councillor_digiorgio@toronto.ca">councillor_digiorgio@toronto.ca</a>
Cesar Palacio	W17	<a href="mailto:councillor_palacio@toronto.ca">councillor_palacio@toronto.ca</a>

#### **VOTED YES**

Frances Nunziata	W11	<a href="mailto:councillor_nunziata@toronto.ca">councillor_nunziata@toronto.ca</a>
Sarah Doucette	W13	<a href="mailto:Councillor_doucette@toronto.ca">Councillor_doucette@toronto.ca</a>

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