



(FOR IMMEDIATE RELEASE)

Coalition Calls on Mayoral Candidates to Commit to Road Safety

Call comes after latest spate of pedestrian tragedies

Toronto, April 18, 2023—After the deaths of two pedestrians in Toronto on Sunday, a coalition of community groups is calling for candidates in Toronto’s mayoral race to commit to three concise, measurable actions to improve road safety for everyone.

A 69-year-old woman was killed in Etobicoke after being struck by a driver in a hit-and-run crash on Bloor Street West. On the same day, a 61-year-old man died after being critically injured Thursday by a motorist on the city’s east side. These tragedies add to the growing list, exceeding 2,100, of people killed or seriously injured by drivers of motor vehicles in Toronto since the city adopted its [Vision Zero Road Safety Plan](#) in 2016.

“Once again, we face the tragic consequences of failing to curb the inherent danger of cars to vulnerable road users,” said Albert Koehl of Community Bikeways. “The City’s Vision Zero Road Safety Plan has been in place since 2016 yet, year after year, the number of people killed or seriously injured on Toronto streets remains disturbingly high. We need a Mayor and City Council committed to measures that make a real difference to the safety of all people on our roads.”

In the 2022 municipal election, the coalition called on candidates to support [three measures to reduce deaths and injuries on Toronto streets](#):

- Reduce speed limits to 30 km/h on residential streets and to 40 km/h on arterial roads;
- Triple annual capital spending on Vision Zero to \$75 million; and
- Re-allocate public road space from motor vehicles consistent with the City’s Complete Streets guidelines, especially on the city’s most deadly arterial roadways.

“Everyone has the right to walk, wheel, or bike along our streets without fear of being killed or severely injured by a motorist,” said Jess Spieker of [Friends and Families for Safe Streets](#) (FFSS). “It’s past time for our leaders to meet this long-standing public health crisis with the urgent, bold action it deserves. Mayoral candidates must understand that it is infinitely easier to build safe streets than it is to be shattered by horrific violence and loss the way two more families were this weekend.”

The coalition is pointing to current consultations to [extend a Complete Street along Bloor Street West from Runnymede Road to Kipling Avenue](#). The plan includes road safety improvements at intersections, buffered sidewalks, cycle tracks, and public realm upgrades to fulfill Toronto’s Vision Zero plan as well as its [TransformTO Climate Action Plan](#). The project, however, is facing angry opposition from motorists who

fear traffic delays if safety measures for vulnerable road users are implemented. Sunday's tragedy on Bloor occurred not far from where a public drop-in was held to review the safety plan for this arterial.

"The Bloor Street West Complete Street Extension is a good example of exactly what the City must do to reduce road deaths and injuries," said Mark Fernando who chairs the [We Belong on Bloor Campaign](#). "It's forward-looking, in line with what other cities are doing to improve road safety, and consistent with the TransformTO Climate Strategy and the Vision Zero Road Safety Plan. When the City simply implements its own policies, we're all better off."

The grassroots coalition of community groups includes Walk Toronto, Women's Cycling Network (WCN), ttriders, Friends and Families for Safe Streets (FFSS), Doctors for Safe Cycling, RideFair, Safe Parkside, Advocacy for Respect for Cyclists (ARC), Yonge4All, ClimateFast, and Community Bikeways.

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