

## **COMMITTEE OF THE WHOLE - FEBRUARY 2, 2010**

### **TASK FORCE ON PEDESTRIAN/STREET SAFETY**

#### **Recommendation**

Councillor Peter Meffe recommends:

1. That the establishment of a Task Force on Pedestrian and Street Safety be undertaken by the City of Vaughan immediately which should be comprised of, but not limited to the following; Citizens, City and Regional planning and engineering professionals, police and by-law enforcement staff, school board representatives, representatives of seniors and youths, and a representative of the Province;
2. That a request for application for membership be advertised in the local media and placed on the City's website;
3. That the Task Force be provided with staff support co-ordinated by the Commissioner of Engineering and Public Works and the Commissioner of Planning;
4. That the Task Force report back to Council within 12 months with their recommendations.

#### **Contribution to Sustainability**

Unfortunately, in traffic incidents involving pedestrians and motorists, it is the pedestrian who suffers much more often with tragic results. It is the responsibility of both the driver and pedestrian to ensure each others safety. It has also become abundantly clear that our environment and infrastructure is a main component along with driver and pedestrian education towards making our roads a safer environment. Infrastructure design contributes to a more sustainable and healthy City. This task force will be responsible in bringing forward recommendations in order to improve pedestrian and street safety.

#### **Economic Impact**

At this time there will be nominal Economic impact.

#### **Communications Plan**

Corporate Communications to issue a press release with respect to the establishment of a Task Force on Pedestrian and Street Safety asking for public participation and upcoming call for members.

#### **Purpose**

The purpose of establishing this task force is to bring together the various levels of stakeholders in order to determine the best course of action in dealing with the increased number of traffic deaths on our roads.

#### **Background - Analysis and Options**

This month alone in the Greater Toronto Area there have been 14 pedestrian fatalities in 16 days, two of them in the City of Vaughan. It appears that although new legislation has been introduced for distracted drivers and a number of pedestrian enforcement initiatives implemented our roads are becoming an unsafe environment for our citizens.

The task force will address issues such as driver and pedestrian education, legislative changes, co-ordination between the various governmental levels and/or departments, public transit, road design recommendations, community involvement, etc.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This report speaks to the initiative that relates to enhancing and ensuring Community Safety, Health and Wellness.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

**Regional Implications**

The Region will be considered to be an integral participant of this task force.

**Conclusion**

It is my belief that the establishment of this task force will bring forward important recommendations and conclusions which when implemented will increase the safety of both our pedestrians and drivers. It will also provide an opportunity for better road infrastructure design. This in turn will benefit our community and also bring forward a continued awareness of this important issue.

**Attachments**

Articles, SWOT Analysis in support of this Task Force recommendation.

**Report prepared by:**

Peter Meffe

Respectfully submitted,

Peter Meffe,  
Councillor, Ward 1

## **COUNCILLOR PETER MEFFE**

### **PEDESTRIAN/STREET SAFETY IN VAUGHAN**

#### **AGENDA**

**January 22, 2010**

1. 10:00 a.m.- 10:15 a.m. - Welcome and Introductions.
2. 10:15 a.m. – 10:45 a.m. - SWOT Analysis - Strengths, Weaknesses, Opportunities & Threats (an opportunity to express what are the issues surrounding pedestrian/street safety in Vaughan).
3. 10:45 a.m. – 11:00 a.m. - Key Issues Emerging from SWOT Analysis.
4. 11:00 a.m. – 11:30 a.m. - Conclusion and Recommendation (i.e. Task Force on Pedestrian/Street Safety in Vaughan.)
5. 11:30 a.m. -11:45 a.m. - Closing comments.
6. Adjourn.

**COUNCILLOR PETER MEFFE**  
**PEDESTRIAN/STREET SAFETY IN VAUGHAN**  
**SWOT Analysis and Emerging Issues**  
**January 22, 2010**

<b>Strengths:</b>	Existing pedestrian infrastructure Road Watch campaign Good road system for moving vehicles Existing traffic calming
<b>Weaknesses:</b>	Knowledge of infrastructure use Timing of signals Moving cars/transit not pedestrian oriented Traffic calming is an afterthought
<b>Opportunities:</b>	Ability to adjust existing infrastructure Police Operation Cross Smart campaign Dedicated pedestrian signals Implement traffic issues in the Transportation Master Plan re movement of traffic/pedestrian safety
<b>Threats:</b>	Lack of pedestrian/driver awareness Motorist speed and do not adhere to Traffic Act Government is dispersed on issue (region, city & province to work together)
<b>Emerging Issues:</b>	Awareness by all users Need for education driver/pedestrian Community involvement Legislative changes i.e. eliminate right turn on red light Flashing speed boards Co-ordination between Region and City re moving cars, people, cyclists (i.e. dedicated lanes for bicycles, pedestrians) Roads are too wide Intensification (increase in number of people, roads, etc.) Size of roads Materials/signage can indicate slower area More public transit Use of HOV Lanes

**Conclusion and Recommendations on Pedestrian/Street Safety in Vaughan:**

- establish a Task Force on Pedestrian/Street Safety in Vaughan
- make existing information available to the public
- Councillor Meffe to send out information to present group
- request Provincial government to send representative on task force
- encourage being added to Police Department distribution list - Corporate communication
- Co-ordinate City/Police Programs (i.e. solar speed panels)

**COUNCILLOR PETER MEFFE**  
**PEDESTRIAN/STREET SAFETY IN VAUGHAN**  
Areas for Discussion/Thought Pumps  
January 22, 2010

**1. Environment/Infrastructure**

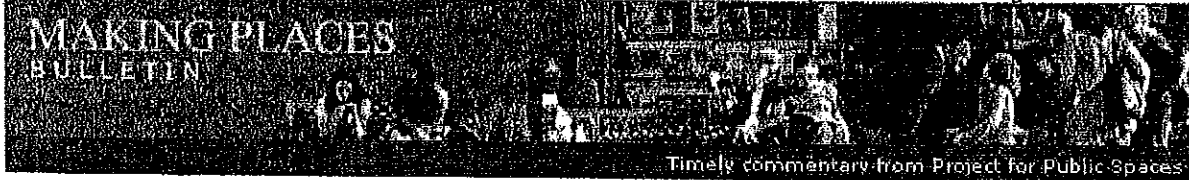
- road design-width, speed, "Highway feel"
- streetscape design
- roads in relation to surrounding residential/commercial development present and planned
- signage, visual clutter
- streetlights, pedestrian lights
- intersection design/width/lanes
- weather
- lighting
- parking
- pedestrian friendly, bike friendly?

**2. Drivers**

- education
- awareness
- distractions
- driving ability
- driver mental/physical state
- enforcement, laws
- annoyance/road rage
- sense of entitlement – roads belong to cars
- encourage defensive, aware driving at ALL times

**3. Pedestrians**

- education
- awareness
- distractions
- safe walkways
- lighting (especially at dusk, dark and winter/rainy conditions)
- clothing
- mobility
- we want to encourage more walking not less



## Back to Basics in Transportation Planning:

### Rediscovering our roots can solve 21st Century traffic woes



Email Gary

**Gary Toth, the new Director of Transportation Initiatives at PPS and a veteran of 34 years with the New Jersey Department of Transportation, reflects on how we lost our way in traffic planning and what we can do to get back on track.**

I started at the New Jersey Department of Transportation in 1973 right out of college as a civil engineer trainee. For the first twenty years of my career as a transportation planner, I bought into the prevailing belief of the profession that the solution to congestion was to build more and bigger roads. We felt we were not doing our jobs properly unless enough lanes were added to ensure free flowing traffic 24/7/365.

### PPS Partners with Major Contributor on Far-Reaching Transportation Initiative

Earlier this year, PPS partnered with a major contributor to define "how" and "what" new resources and technical assistance are needed, in the long-term, to help transportation planners design and plan roads differently. This newly-formed resource team, led by Gary Toth and supported by a small coalition of regional DOTs, will be oriented towards helping agencies deliver their programs, and solve congestion problems without major investment projects which most states can no longer afford.

PPS is assembling resources to assist DOTs in the following

areas: Integrating transportation and land use planning; Collaborative interaction and partnering with communities; Context Sensitive Solutions; Placemaking to support good transportation outcomes; and Ecologically sustainable, low impact solutions for highway roadsides and drainage.

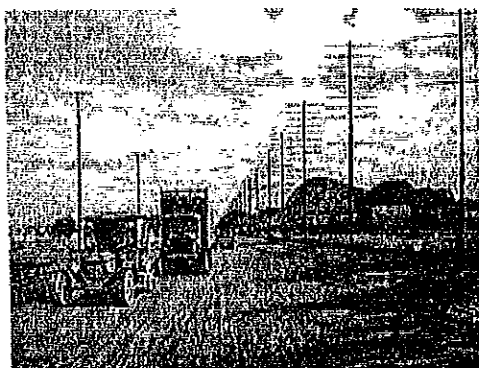
For more information, please email Gary Toth, Director of Transportation Initiatives.

I was part of a profession that for five decades viewed its mission as simply accommodating the demands of traffic, whether on local streets or on state and national highways. The quality of life in communities and the condition of the environment were someone else's business; our job was to move cars and trucks as smoothly and rapidly as possible.

Gradually my faith in this "wider, straighter, faster" paradigm of traffic planning began to change. This occurred while I was in charge of a new unit at the New Jersey Department of Transportation (NJDOT) that had been created to meet with communities, business owners, public agencies and other community stakeholders to seek their support for various road projects. We were supposed to reduce community resistance, which was beginning to delay and even cancel projects. But as time went on, it became clear to me that the real point of transportation projects should be building successful communities and fostering economic prosperity.

## How did we get into this jam?

Prior to the introduction of the automobile, Americans' concept of what constituted a good road had a vastly different meaning from today. Serving the community and creating an efficient and livable pattern of development were essential values at the center of street design. In short, transportation was fully integrated into land use planning.



The first highway funded under 1916 Federal Aid Road Act was in Contra Mesa County, California.

The growing popularity of automobiles after 1910 created pressure for the federal government to become more directly involved in financing roads. Spurred on by cries of "Get farmers out of the mud," Congress passed the Federal Aid Road Act of 1916, which made continuous funding available for states

to make road improvements. Motorists and other organized interests began to apply intense pressure to build more highways. In the 1930s many American officials visited the German Autobahn network and returned with a sense of urgency that we must create a national system of high-speed highways. This ultimately led to federal legislation in 1944 to establish the Interstate System and in 1956 to fund it, which ignited the great road building era of the 1950s, '60s and '70s.



There was an overwhelming consensus in the 1950s among politicians that the Interstate Highway system was a matter of national interest. Highway engineers had carte blanche to carry out their plans.

Today, it is fashionable to vilify the transportation profession for ignoring the negative effects of large-scale road building on our communities. However, two men at the top of the transportation field during the years the Interstate highway system was shaped--Thomas H. MacDonald, chief of the federal Bureau of Public Roads (BPR), and his top aide, Herbert S. Fairbank--warned that thoughtless planning and improperly placed roads: "will become more and more of an encumbrance to the city's functions and an all too durable reminder of planning that was bad." They recognized that a shift of population to the suburbs was beginning to take a toll on cities.

Unfortunately, the federal government ignored MacDonald and Fairbank's vision of connecting highway development to a broader regional planning approach. As late as 1947, at the annual meeting of the American Association of State Highway Officials (now AASHTO), MacDonald urged his colleagues to do whatever they could to reverse politicians' refusal to subsidize mass transportation. Repeatedly, however, Presidents Roosevelt, Truman and Eisenhower along with Congress ignored these



sensible recommendations for an integrated and balanced transportation network in the various federal highway acts that were enacted.



As early as the 1930s, federal highway chief Thomas MacDonald voiced concerns about what urban freeways would do to cities. (photo from *THE GENIE IN THE BOTTLE: The Interstate System and Urban Problems, 1939-1957.*)

Starting in the 1950s, the transportation industry mobilized in an unprecedented way to deliver a mandate for a new generation of highways that would eliminate hassles and obstacles to the rapid flow of traffic. Planning in the U.S. became dominated by transportation engineers, while citizens, advocacy groups and planners in other fields saw their influence decline. The transportation profession was

remarkably successful in convincing two generations of politicians, developers, construction industries, special interest groups, and the public about how things should be done. With blinders firmly attached, the transportation planners and the nation at large ignored mounting evidence of the unintended consequences of this huge road-building campaign.

## The transportation profession "hits the wall"

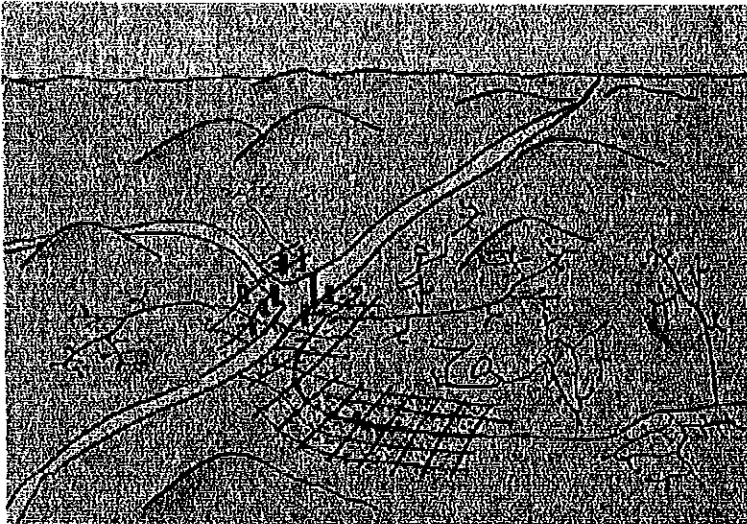
By the early 1990s, when the Interstate Highway System—one of the biggest construction projects in human history—was essentially completed, congestion in urban areas was still growing worse and community opposition was stronger than ever to new road projects. Within the transportation profession, there was a dawning recognition that something was innately wrong with the way we think about and design highways.

Yet not knowing any other way to operate, the transportation profession continued to plan new road projects in the same old way: attempting to meet peak demand according to a formula based on maintaining the free flow of traffic at the thirtieth busiest hour of the entire year .

When the inevitable resistance from affected communities arose, state DOTs found that invoking the "national interest", which worked so well during the Interstate era to override community objections, was no longer effective in pushing through the projects. By the 1990s, citizen opposition was able to bring many projects to a standstill.

Meanwhile, evidence was mounting that the wider, straighter, and faster approach was not solving the problem. The Texas Transportation Institute (TTI), in their 2005 Urban Mobility Report, revealed that over the last two decades of the 20th century, congestion indicators had spiraled out of control. The hours each year a motorist spends in congestion had quadrupled.

This was occurring because of the way street and road networks were being planned. Spread out development made possible by the new highway capacity was creating congestion faster than transportation agencies could widen or replace failing highways. Furthermore, mass transit could not serve the new sprawling suburbs and street design made biking and walking all but impossible. This all caused vehicle trips and vehicle miles to explode at a rate many times faster than population growth. Transportation professionals and state DOTs watched these problems worsen but stood aside and did nothing in the belief that their job was building roads and that land use planning was someone else's responsibility.



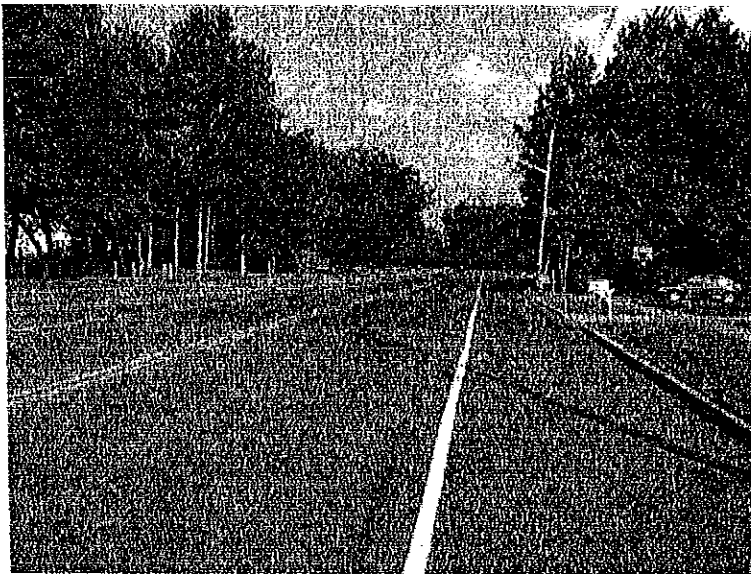
Sprawling transportation patterns make travel by any means other than automobile virtually impossible. (photo courtesy of the firm of Glatting Jackson.)

Now it has become clear with each new fiscal year that construction costs for adding new capacity to roads is escalating sharply at exactly the same time our aging transportation infrastructure demands more and more attention. And in most states, revenue sources have been flat for almost a decade. State legislatures are afraid to mention the "T" word-- taxes. Many roads and bridges built in the highway boom years between the 1940s and 1960s have aged to the point of needing major repairs or replacement, creating a towering backlog of Fix-It-First projects. All of these factors make it far less likely that even the most determined DOTs can build their way out of congestion.

As congestion has worsened in a transportation system focused on high speed travel, so have other social problems. The

skyrocketing vehicle miles traveled (VMT) in the US is a major factor in gas consumption and CO2 emissions that spur global warming. Our nation's public health indicators are also taking a nosedive. The National Center for Disease Control (CDC) reports that 25 years ago, only two states had obesity rates above 10%, and none had rates above 15%. Today, in a startling turnaround, no state has less than a 10% obesity rate, and only one is below 15%. Twenty-eight states--more than half the union--are above 20%, and one is above 25%.

The CDC classifies this rapid deterioration of public health as an "Inactivity Epidemic", and warns us that our increasing lack of fitness brings major health problems in addition to obesity: diabetes, cardiovascular disease, increased symptoms of depression and anxiety as well as poorer development and maintenance of bones and muscles. While some still dispute our transportation system's role in this widening health crisis, new studies linking sprawl and obesity are accumulating.



Wide roads promote speedy car travel, not neighborhood interaction.

## How can we get out of this jam?

- 1. Target the "right" capital improvement projects first:** The first step is to recognize that transportation decisions make a huge impact on land use and community planning--and vice versa.

Major investments in roads should be pursued only in communities and regions with effective land use plans in place, which will protect the public investment in new highway capacity. With funds for expanding our road system now at a premium, we can no longer afford to invest in areas whose inadequate land use practices will mean the new roads are soon overburdened. Taxpayers deserve to know that their money will be spent in ways that solve our transportation problems--not in creating new problems. The transportation profession itself needs to accept that road projects carry significant social and environmental consequences. Transportation professionals need to heed Thomas

MacDonald's and Herbert Fairbank's advice from the 1930s: "Freeway location should be coordinated with housing and city planning authorities; railroad, bus, and truck interests; air transportation and airport officials; and any other agencies, groups, and interests that may affect the future shape of the city." (Quote from *THE GENIE IN THE BOTTLE: The Interstate System and Urban Problems, 1939-1957* by Richard F. Weingroff)

## 2. **Make Placemaking and far-sighted land-use planning central to transportation decisions:**

Traffic planners and public officials need to foster land use planning at the community level, which supports instead of overloads a state's transportation network. This includes creating more attractive places that people will want to visit in both existing developments and new ones. A strong sense of place benefits the overall transportation system. Great Places - popular spots with a good mix of people and activities, which can be comfortably reached by foot, bike and perhaps transit as well as cars - put little strain on the transportation system. Poor land-use planning, by contrast, generates thousands of unnecessary vehicle-trips, creating dysfunctional roads, which further worsens the quality of the places. Transportation professionals can no longer pretend that land use is not our business. Road projects that were not integrated into land use planning have created too many negative impacts to ignore.

## 3. **Re-envision single-use zoning:** We also must shift planning regulations that treat schools, grocery stores, affordable housing and shops as undesirable neighbors. The misguided logic of current zoning codes calls for locating these amenities as far away from residential areas as possible. Locating these essential services along busy state and local highways creates needless traffic and gangs local traffic atop of commuting and regional traffic, thus choking the capacity of the road system.



Bringing back mixed-use neighborhoods.

## 4. **Get more mileage out of our roads:** The 19th and early 20th Century practice of creating connected road networks, still found in many beloved older neighborhoods, can help us beat 21st century congestion. Mile for mile, a finely-woven dense grid of connected streets has much more carrying capacity than a

sparse, curvilinear tangle of unconnected cul-de-sacs, which forces all traffic out to the major highways: Unconnected street networks, endemic to post-World War II suburbs, do almost nothing to promote mobility.

**5. View streets as places:** Streets take up as much as a third of a community's land. Yet, under planning policies of the past 70 years, people have given up their rights to this public property. While streets were once a place where we stopped for conversation and children played, they are now the exclusive domain of cars. Even the sidewalks along highways and high-speed local streets feel inhospitable. But there is a new movement to look at streets in the broader context of communities (see the Federal Highway Administration's website on Context-Sensitive Solutions.) It's really a rather simple idea—streets need to be designed in a way that induces traffic speeds appropriate for that particular context. Freeways should remain high-speed roads but on other roads and streets we need to take into account that these are places for people as well as conduits for cars.

**6. Think outside the lane:** Last but not least, the huge costs of eliminating traffic jams at hundreds of locations throughout a state will allow for only a few congestion hot spots to be fixed by big engineering projects each year. That means that most communities must wait decades or even a century for a solution to their problems unless we adopt a new approach that incorporates land use planning, community planning and alternative modes of transportation to address ever increasing volumes of traffic.

## **A new approach to transportation for a new century**

The transportation profession responded to a mandate from government officials in the post-World War II era to build a new generation of highways for public mobility and national defense. They should be commended for a job well done. A new generation of solutions is needed for the 21st Century, however, and this well-organized and well-trained profession should apply its talents to help us adapt to these new realities. We need a new vision of transportation that truly improves our mobility, sustains our communities, protects our environment and helps restore our physical fitness and health.

The transportation profession can no longer respond to mounting levels of congestion as well as community and environmental dilemmas by trying to widen existing roads or build new ones. New highways are now packed with cars almost as soon as they open. And today there is simply not the money available for that kind of large-scale road building. Most states can't even keep up with the backlog of repair projects.

When I was at NJDOT, we came to realize the 1950s were long past and that we needed a new approach to meet the needs of

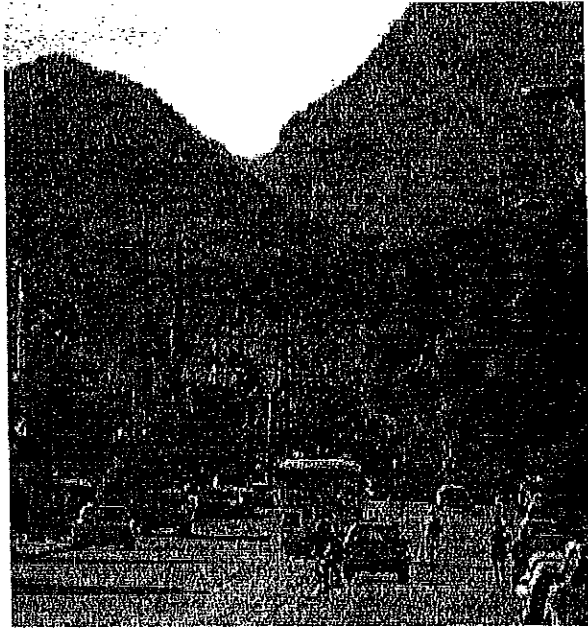
our citizens. So we began collaborating with the public on solutions that took into account the whole context of communities being served by a particular road--the approach known as Context Sensitive Solutions. Like most people we initially believed that Americans were in love with the automobile and would demand we continue to provide them with bigger, faster roads separated from shopping and neighborhoods. While we did find this response in some communities, we were surprised by how many more communities firmly supported better land-use and community planning.

Americans may always love their automobiles, but that does not mean we want to spend all day stuck inside them. Transportation systems which afford Americans the choice of getting to places without using their cars actually offer more freedom than those where people are solely dependent on the auto to get anywhere. People easily understand this, and can see that a transportation network catering exclusively to cars has harmed our communities, compromised our health, fueled the environmental crisis and made us dependent on foreign oil.

There is nothing un-American about planning communities as a whole, and acknowledging that roads are just one of the elements that create a livable place. This was the common sense that guided our communities until at least 1920. While pre-20th Century community planners were by no means perfect, they did create places where transportation was integrated into broader public hopes. The roads and bridges in these areas were built to foster economic development and quality of life in the community, not to hamper it.

If we are to really embrace the concept of healthy, livable communities that serve a diverse population and that make choices for mobility a priority, then we must integrate our transportation planning with other goals and we must design our roads for all users. In short, we must capitalize on the wisdom of our roots.

*Many thanks to Ian Lockwood of Glattig Jackson, who helped craft and contribute concepts for this article.*



Older neighborhoods all over the country are seeing a renaissance as Americans rediscover the pleasures of living in mixed-use communities that foster walking, biking and transit.

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## Wider roads, more cars

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### KEYWORDS

Road capacity • Public transport • Modal split • Congestion • Induced travel

### ABSTRACT

The transport policy currently followed in many European cities seems to be a combination of investments in public transport in order to increase, or at least maintain, its market share, and road building in order to keep up with expected traffic growth. Apparently, there is a prevalent belief among policy makers that increased road capacity in urban areas does not in itself cause any growth in car traffic worth mentioning. Such a belief neglects the simple economic theory of supply and demand, as well as more specific theories about the dynamics of traffic under congested conditions. An empirical study of commuting patterns in two transport corridors in Oslo, Norway, shows that a considerable proportion of commuters are sensitive to changes in the speed of the respective modes of transportation. The mode chosen depends to a large extent on the ratio of door-to-door travel times by car and transit. Freer flowing traffic in the road network will induce a higher proportion of commuters to travel by car. Conversely, faster public transport will reduce the proportion of car commuters, but the effects of such improvements will be offset if road capacity is simultaneously increased. In addition to the relative speeds of car and transit, the parking conditions at the workplace are of great importance to the choice of transport mode.

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10.1111/j.1477-8947.2001.tb00756.x About DOI

*Related Articles*



## America's Big Fat Road Problem

Posted By [Sarah Goodyear](#) On April 15, 2009 @ 10:38 am In [Streetsblog.net](#) | [5 Comments](#)

America has a fat problem. You knew that, right? But it's not just the people who are fat. It's the roads.

That's the subject of a very insightful post from [Streetsblog Network](#) <sup>[1]</sup> member Tom Vanderbilt, author of the book [Traffic](#) <sup>[2]</sup> and keeper of the blog [How We Drive](#) <sup>[3]</sup>. He makes the connection between the two kinds of fat -- on our bellies and on our streets and highways -- citing the work of [Brian Wansink](#) <sup>[4]</sup>, an expert on consumer behavior and the human reaction to food who has made a particular study of ever-increasing portion size in the American diet:



Wansink suggests the larger the portion size, the less accurate the estimation of calories consumed becomes.

What does this have to do with the road? There is an interesting story in how the rise in portion size -- often associated (as Wansink notes) with fast-food restaurants -- historically tracks the huge increase in miles traveled (183% growth in per-person miles from 1969 to 2000, a period in which the number of persons itself increased only 41%), which itself is associated with the rise of those same restaurants; not to mention the much-debated work linking obesity to density and travel modes.

But I had a different comparison in mind: The way the size of our roads affects our behavior in "consuming" them as drivers. This was brought home to me again in a recent video made by a group called [Park Slope Neighbors](#) <sup>[6]</sup>, which is working to reduce the size of streets like Brooklyn's Prospect Park West (a five-lane thoroughfare, two lanes of which are dedicated to parking). As the video below shows, the speeds on the street are routinely in excess of the 30 MPH limit...

One of the recommendations for Prospect Park West is to put it on a "road diet," a deeply suggestive phrase in light of Wansink's research. A separated bike lane would be a great place to start -- and would reduce the frequent cases of cyclists using the adjacent sidewalk. But something has to be done to change the context of the street. Underutilized by cars much of the time, it is an inefficient use of urban space, and its capaciousness sends a set of powerful signals to the driver, more powerful than whatever speed limit signs may be present. It represents, to paraphrase Wansink, "mindless speeding." People drive fast because it feels like they should. They see a wide road, and don't give themselves much time to see anything else.

Vanderbilt argues that signs telling people to slow down, PSAs about the dangers of speeding and even police enforcement of speed limits can't do what road diets can. Just the way all the calorie-count posters in the world can't stop us from finishing a big bowl of ice cream when it's put in front of us. Check out this related post from [St. Louis Urban Workshop](#) <sup>[7]</sup>. Interesting stuff.

Other interesting stuff from the network: [Hub and Spokes](#) <sup>[8]</sup> is talking about "the fight of a generation" for transit advocates, [EcoVelo](#) <sup>[9]</sup> links to a cool video showing the reasoning behind "Idaho stops" for bicycles, and [Carfree USA](#) <sup>[10]</sup> links to a Wall Street Journal article that wonders if Americans are changing their gas-guzzling ways for good.

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[2] Traffic: <http://powells.com/biblio/1-9780307264787-0>

[3] How We Drive: <http://www.howwedrive.com/2009/04/14/portion-distortion-and-the-american-road/>

[4] Brian Wansink: [http://aem.cornell.edu/faculty\\_content/wansink.htm](http://aem.cornell.edu/faculty_content/wansink.htm)

[5] circulating: <http://www.flickr.com/photos/circulating/2129848483/>

[6] Park Slope Neighbors: <http://www.parksloopenighbors.org/ppw8/videoppw8.htm>

[7] St. Louis Urban Workshop: <http://stlurbanworkshop.blogspot.com/2009/04/st-louis-streets-are-obese.html>

[8] Hub and Spokes: <http://hubandspokes.blogspot.com/2009/04/future-of-transit.html>

[9] EcoVelo: <http://www.ecovelo.info/2009/04/14/bicycles-rolling-stops-and-the-idaho-stop/>

[10] Carfree USA: <http://carfreeusa.blogspot.com/2009/04/wsj-us-gas-guzzling-years-over.html>

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# Teen pedestrian killed

## Rutherford and Keele area closed for investigation

By Alexis Dobranowski  
Posted: 2010-01-12

Story tools: EMAIL | PRINT | BOOKMARK

**A 17-year-old boy has died after being hit by a transport truck at the Rutherford Road and Keele Street intersection.**

**The roads remain closed in all directions for a police investigation.**

**The incident took place this morning at about 9 a.m.**

**Police say the boy was crossing Keele Street in the southside crosswalk of Rutherford Road, heading from west to east.**

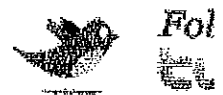
**A tractor trailer, driven by a 29-year-old Brantford man, was going eastbound onto Rutherford, turning onto Keele when it hit the teen.**

**He was pronounced dead on the scene.**

**The name of the youth will not be released at the request of the family.**

**The driver of the tractor trailer was not injured.**

**Investigators are still at the scene and motorists are asked to avoid the area. Police are seeking witnesses to the accident. Anyone who was in the area is asked to call the Collision Reconstruction Unit at 1-888-876-5423, ext. 7704.**



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Back to Why 7 pedestrians have died in 7 days  
**Why 7 pedestrians have died in 7 days**

January 19, 2010

Brendan Kennedy



TTC and police investigate after a 60-year-old woman was killed by a TTC bus at Mount Pleasant and Eglinton during morning rush hour Jan. 18, 2010.

While fewer people in Toronto are dying behind the wheel of their cars, the city's streets are becoming more dangerous for pedestrians.

That is what recent traffic statistics show, highlighting a grim trend amid a particularly deadly week for walkers in the GTA.

Seven pedestrians were killed across the region in the last seven days, beginning last Tuesday, when a teenager in Vaughan, a young mother in Etobicoke and a senior citizen in the city's west end, were all run down on the same day.

Later in the week, a 24-year-old woman was killed by a Brampton transit bus, a man taking a shortcut was hit by a GO train, and a father walking with his wife and 4-year-old son was run over by a tow truck. During Monday morning's rush hour, a 60-year-old woman was killed by a TTC bus.

Four of the fatal accidents involved large vehicles making a turn; one was the result of a driver running a red light; another is being blamed on a confusing intersection; and the train death appears to be misadventure.

Brian Patterson, president of the Ontario Safety League, says all of the deaths were "completely preventable."

"It only takes a few seconds of distraction on the part of either the pedestrian or the driver to lead to the problem."

Patterson and other experts pointed to a combination of factors for the rash of recklessness – from less daylight, to impaired visibility from salt-covered windshields, to mild weather spurring faster driving, to a growing inattentiveness among drivers and pedestrians alike – but no one could explain why there were so many in one week.

What is clear, though, is that pedestrians are making up a much larger percentage of the total number of people killed in traffic.

Last year, 31 pedestrians were killed in the city, comprising almost two-thirds of all road deaths, and the highest total of the last five years. Pedestrians were killed at five times the rate of drivers and more than three times the rate of passengers.

"Our (overall) fatality numbers are good," said Toronto traffic cop Const. Hugh Smith, noting a general downward trend over the last five years. "But we are noticing a spike in our pedestrian fatalities."

Since 2005, annual road deaths in the city have decreased by almost 20 per cent, from 59 to 48, while the number of pedestrians killed has increased, from 29 to 31.

"To me, that's way out of proportion," Smith said.

Across the GTA, pedestrians accounted for 42 per cent of all traffic deaths last year, and there has been a general upward trend over the last five years.

In general, pedestrian deaths increase with the size of a city, typically making up around 50 per cent of all traffic deaths in Toronto, Montreal and Vancouver, compared to a national average of only 13 per cent, according to the Canada Safety Council.

Smith said the situation is getting worse in Toronto because as the city crowds, people aren't using their senses to protect themselves – blocking sound with earphones and limiting their vision with hoods and hats – and drivers are more distracted than ever.

"Everybody's moving quickly, pedestrians are moving blindly and nobody's communicating."

Dylan Reid, co-chair of the Toronto Pedestrian Committee and associate editor of *Spacing* magazine, said the accidents shouldn't be blamed entirely on drivers' or pedestrians' behaviours.

"Infrastructure is really important, too," Reid said, adding that all but one of the deaths occurred in suburban areas "built for cars, not people."

He said the intersections where the deaths occurred were all "pedestrian non-friendly."

"If you build a road like a speedway, then cars are going to speed along them."

Reid said the city could use more public education campaigns.

"Toronto is becoming a city where more and more people are walking, taking public transit and cycling, so I think we really need to remind everybody that Toronto's changing, it's becoming more crowded and you really do need to be looking out for each other."

## PEDESTRIAN FATALITIES

Jan. 12: Steven Selxeiro, 17, of Vaughan, was killed on his way to St. Joan of Arc Catholic High School, by a truck turning right at Rutherford Rd. and Keele St.

Jan. 12: Nouhad-Nicholas Al-Kassouf, 80, of Toronto, died after being struck by a car around 1 p.m. as she crossed a Y intersection at Roncesvalles Ave. and Dundas St. W. Police said the driver had the right of way.

Jan. 12: Marites Mendoza, 28, was pushing a stroller with her 7-week-old son across Martin Grove Rd. at Eglinton Ave. around 12.45 p.m. when she was struck by a car that allegedly ran a red light. Police said a charge was pending against the 83-year-old driver. The baby was not seriously injured.

Jan. 14: Gurleen Thabal, 24, of Brampton, was killed by a Brampton Transit bus as it turned from Steeles Ave. W. into the Shoppers World bus loop around 6:30 a.m.

Jan. 15: A 42-year-old Milton man taking a shortcut along the Lakeshore railway line was killed by a passenger train at 1:30 a.m. just west of the Oakville GO station.

Jan. 18: A 60-year-old woman was killed when she was hit by a TTC bus about 7 a.m. The bus was southbound on Mount Pleasant Rd. and turning right on Eglinton Ave.

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### *Pedestrian fatalities in Toronto as a percentage of total traffic fatalities*

2009

31 of 48 = 65%

2008

27 of 54 = 50%

2007

23 of 52 = 44%

2006

30 of 57 = 53%

2005

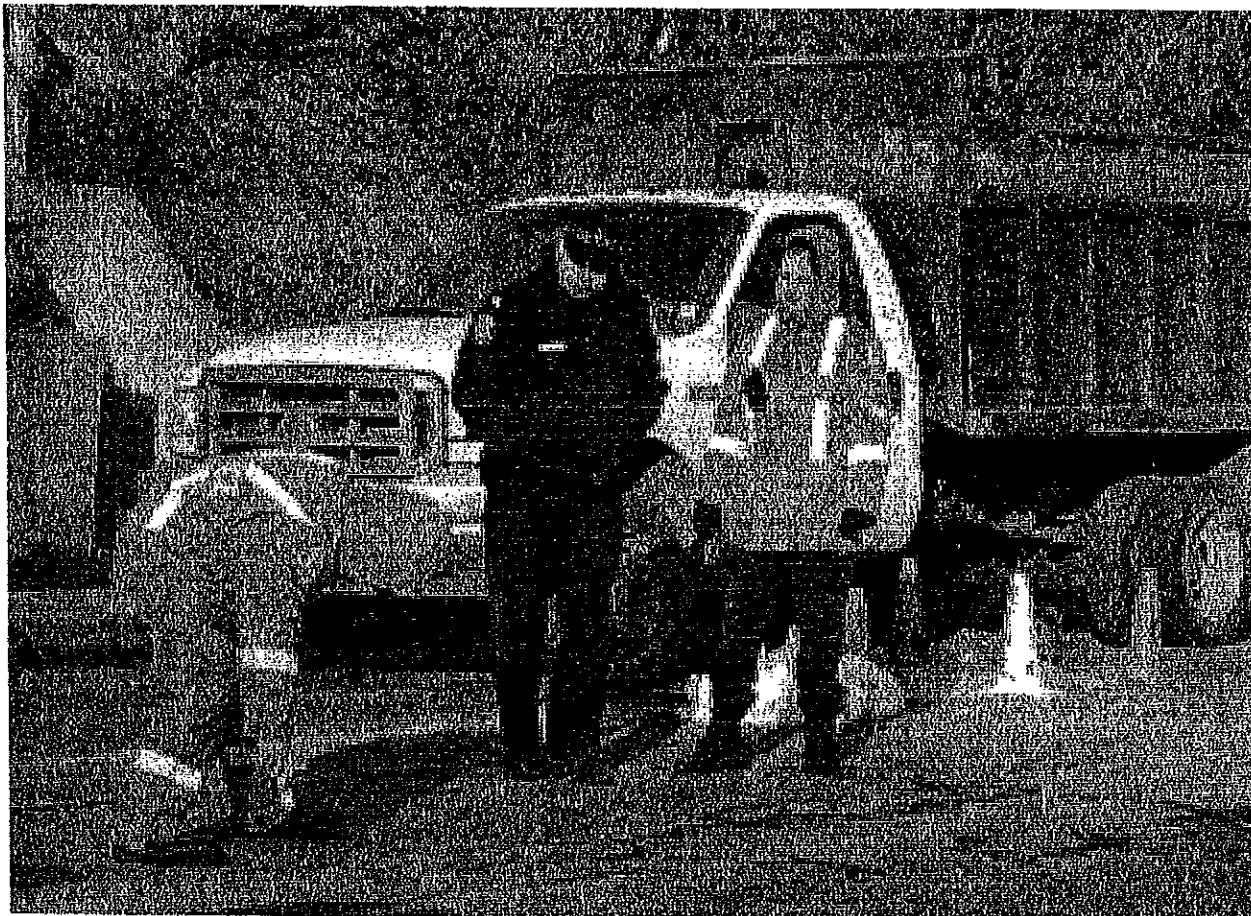
29 of 59 = 49%

Back to Pedestrian killed near Eglinton and Dufferin

## Pedestrian killed near Eglinton and Dufferin

January 20, 2010

Denise Balkissoon



Police mark the road where a pedestrian was struck and killed on Dufferin St. near Eglinton Ave. W. (Jan. 20, 2010)

Rick Eglinton/Toronto Star

A female pedestrian was killed Wednesday morning in the GTA's 10th road death of a person on foot in the past eight days.

A bloody tarp lay on Dufferin St. where the woman, believed to be in her mid-30s, was hit by a minivan just before dawn.

The driver of the minivan, a blue Honda Odyssey, and the driver of a white dump truck sat in separate police vehicles, answering questions.

Police said the woman lived in the area around Dufferin St. and Eglinton Ave.

The Honda was southbound on Dufferin north of Preston Rd. when its driver swerved in an attempt to avoid the woman, said Const. Hugh Smith. However, the victim was hit by the minivan's passenger-side mirror and it appears her head hit the windshield.

She fell to the ground, bleeding heavily, and was pronounced dead at the scene.

The truck coming the other way stopped short of the body, Smith said.

The incident happened in darkness just after 7 a.m. in front of the Fairbank Memorial Community Recreation Centre, which is located in a hilly area with limited visibility, he said.

Traffic on Dufferin was shut down between Rowan Ave. and Preston Rd. and TTC buses were diverted from the scene.

The death marks the 10th pedestrian fatality in the GTA in the past week.

On Monday night, 75-year-old Charlie Woods was killed by when an SUV struck him at Lakeshore Rd. E. near Briarwood Ave. The driver fled, but Peel police, acting on a tip, arrested 28-year-old Dominik Banka of Mississauga on Tuesday.

On Tuesday afternoon, a 76-year-old woman had been hit by a van while carrying a bag of chicken breasts across Rutherford Rd. near Highway 400. The driver was uninjured.

York Region police Sgt. Steve Kempster said he was "concerned by the busy start to the year" for pedestrian fatalities.

"Sometimes it's the fault of the pedestrian and sometimes it is the driver," he said, as officers collected the woman's groceries from the road. "You're always going to lose against a vehicle."

On Jan. 12, the day the grim trend began, Nouhad-Nicholas Al-Kassouf, 80, of Toronto, died trying to cross a large Y-shaped intersection with her son at Roncesvalles Ave. and Dundas St. W. The same day, an 83-year-old woman allegedly ran a red light, killing 28-year-old Marites Mendoza, who had been pushing her 7-week-old son across Martin Grove Rd.

Nine of the 10 were hit by vehicles, one by a train. Four deaths involved large vehicles making a turn, one a red light, and another was blamed on a confusing intersection.

On Tuesday, police said it wasn't clear if Woods was in the crosswalk when he was hit. Witnesses said the SUV that struck him went through a stop sign as it turned west.

"He was the most wonderful, beautiful man," said Barbara Gale, a clerk at a nearby bargain store, who knew Woods and his dog Lucy as regular fixtures in the neighbourhood.

York police were still investigating the Rutherford Rd. collision Tuesday evening but didn't believe charges were likely.

Kempster, of the traffic reconstruction unit, said the 76-year-old woman began crossing the six lanes of Rutherford Rd. when traffic was stopped, but the light turned green before she had reached the other side. Cars idling in the two left lanes waited for her to finish, but an approaching van in the third lane didn't see her, Kempster said.

"We can't tell you when she entered the crosswalk or how long it took her," Kempster said, adding witnesses to the accident should contact police.

"We don't know what transpired, maybe she dropped something and stopped to pick (it) up in the middle."

Kempster said the 29-year-old driver of the van was shaken.

Aircon Mechanical Systems, the Newmarket air conditioning company that owned the van, declined to comment.



Bonnie MacDonald, who crosses Rutherford Rd. every day to get home from work, said it is difficult to cross in time, especially with cars coming off Highway 400.

"I usually have to hustle and I'm not a slow walker," she said. "They need to reprogram it."

Councillor Bill Saunderson, co-chair of the Toronto Pedestrian Committee, believes walk signs give enough time for seniors to cross streets.

"I think what needs to be looked into is whether vehicle operators are making pedestrians nervous by trying to take turns too quickly," he said, adding he believes Tuesday's two pedestrian deaths were likely preventable.

Saunderson advises seniors in his ward to make eye contact with drivers while crossing streets, wear bright clothing and keep an eye on the crossing sign timer.

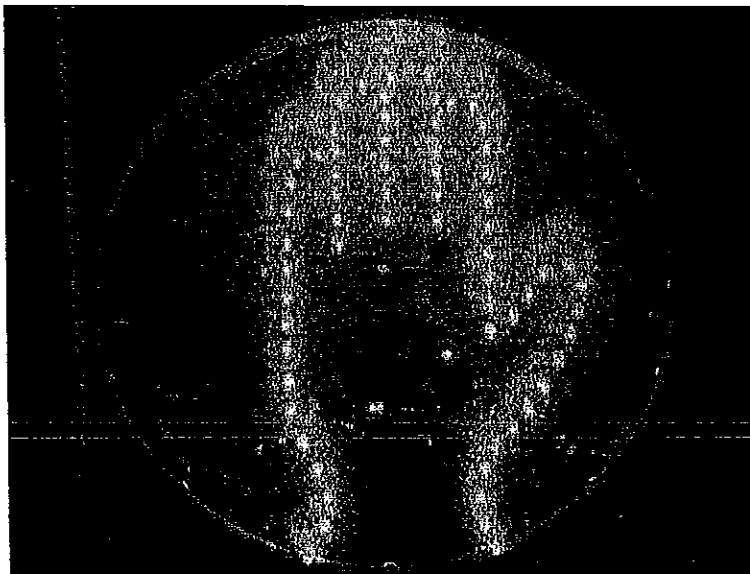
His committee has asked Toronto Traffic Services to make recommendations for pedestrian safety at the committee's next meeting on Feb. 10.

*With files from Raveena Aulakh, Ann Hui, Katie Daubs and Jim Wilkes*

## Hume: Silence on pedestrians' deaths deafening

January 20, 2010

Christopher Hume



RICK MADONIK/TORONTO STAR

In any other context, the deaths of nine people in eight days would be considered an outrage. Had the cause been gang warfare, H1N1 or car crashes, the news would be on everyone's lips.

But because the dead were simply pedestrians trying to cross the street, their killings become a statistic, cause for little more than the usual nodding of heads and wagging of fingers.

In fact, the deaths are an indictment of a society so cravenly dependent on the automobile that fatalities such as these are tacitly accepted as part of the cost of living here.

Everyone agrees it's an awful thing, but no one has suggested taking steps to deal with the carnage.

That would cause inconvenience and, worse still, slow traffic.

Keep in mind that although the number of road deaths in the city annually has dropped from 59 to 48 over the past five years, the number of pedestrians killed has increased from 29 to 31.

Pedestrians were the victims in 42 per cent of all traffic deaths last year, and that figure has grown during the past five years.

"Our (overall) fatality numbers are good," Toronto police Const. Hugh Smith told the *Star* this week. "But we are noticing a spike in our pedestrian fatalities."

No kidding.

So why aren't we talking about lowering speed limits, increasing penalties or narrowing city streets? Why aren't we discussing ways to improve crosswalks, intersections and road signage generally? And why aren't we trying to change a culture that quietly condones putting pedestrians' lives at risk?

Interesting, too, that two of the dead pedestrians were killed by bus drivers, who presumably know what they're doing. One was killed by a senior who is said to have run a red light, another by an alleged hit-and-run driver who drove through a stop sign. In one case, police say the driver had the right of way; the 80-year-old victim should have known better.

Various reasons have been proffered: there are more pedestrians now and more of them are wearing earphones and hats. The polite word for that is nonsense.

The truth is that for the past 60 years we have been building cities for cars, not people. The width of streets, speed limits, as well as the size and design of cars themselves are all carefully calibrated to suit drivers. We have so much invested in the vehicle, and it's assumed that traffic flow and congestion are symptomatic of general economic health.

But how healthy is a society willing to risk the lives of its citizens – particularly seniors – so drivers can get to work without being inconvenienced? And we're not talking about pedestrians crossing Highway 401 or the Don Valley Parkway, but Eglinton Ave., Mt. Pleasant Rd. and Roncesvalles Ave.

It's time for a serious reality check, especially in Toronto, a city proud of the Pedestrian Charter it adopted in 2002, a document not worth the paper it is printed on. And as for the "war on the car," that so worries some of our more febrile councillors ... if only.

And where does Mayor David Miller stand? What does police Chief Bill Blair – always so vocal about gangs and guns -- have to say about these deaths? So far, the silence has been deafening.

By contrast, other jurisdictions have taken measures to enhance pedestrian safety. The Dutch have *woonerfs*, roads without signs that are shared by drivers and pedestrians. Though completely counterintuitive, they seem to work.

In the GTA, we love pedestrians, as long as they stay off the streets.

*Christopher Hume can be reached at [chume@thestar.ca](mailto:chume@thestar.ca).*

## **Elderly woman second pedestrian to be hit, killed in Vaughan in a week**

BY OMAR MOSLEH

Published on Jan 21, 2010

A 76-year-old woman was struck and killed on Rutherford Road, east of Hwy. 400 by a van on Jan. 19, police said, exactly seven days after the death of 17-year-old Steven Seixeiro just a few blocks away at Keele Street and Rutherford road. The woman has yet to be identified.

Police said the elderly woman was walking across the intersection from the south side to the north side at Canada's Wonderland Drive and Rutherford Road.

As she was crossing the six lanes of Rutherford Road, at some point the light turned green for westbound traffic.

The woman was carrying groceries as she tried to hurry across the road, but did not make it in time and was hit by a white 2005 GMC Safari van that was in the third lane, police said.

Vehicles in the first two lanes had stopped to let her pass, but as she stepped out she was struck by the van that had not seen her enter the third lane, police said.

The woman's injuries were initially life-threatening, but after being rushed to Sunnybrook Hospital she was pronounced dead. The driver, a 27-year-old Brantford man, suffered no injuries.

Weather conditions were clear and the roads were fairly dry when the accident occurred, said police. So far, it appears to be a case of a pedestrian not being able to cross the road in the crosswalk's allotted time, police said.

Concerns about pedestrian safety has pushed local politicians such as Kleinburg/Maple Councillor Peter Meffe to take action. Mr. Meffe will hold a public meeting Jan. 22 at 10 a.m. in the councillor's boardroom at city hall to create a task force to deal with numerous issues involving the safety of Vaughan's residents.

"We have to start timing our intersection lights in a way that will provide opportunity for pedestrians to have right of way," he said. "It's not enough to say we'll give them a chance."

Mr. Meffe said that a number of traffic issues have him concerned, and the city needs to re-evaluate its traffic regulations and road engineering.

"What occurred can not only be the fault of the pedestrian," he said.

The Citizen has learned that the crosswalk at nearby Jane Street and Rutherford Road gives pedestrians 32 seconds to cross, from start to finish. That crossing is 42 metres. A healthy, young reporter from the Citizen was barely able to make it fully across in the allotted time while walking at a fairly fast pace Tuesday.

Sgt. Ed Villamere, traffic safety education supervisor for York Regional Police, offered a few safety tips for both drivers and pedestrians.

For drivers, he said the most important point by far is to remain attentive on the road. He said that even though tasks like a telephone call or text can take only a few seconds, that is all it takes to end a life.

For pedestrians, Mr. Villamere said that it's important not to jaywalk even when it seems there is ample time to cross. In addition, he recommended pedestrians make eye contact with drivers and to never assume that they can see you.

In addition, he recommended pedestrians be conscious of their clothing, especially when wearing articles such as hoods that obstruct peripheral vision.

"You want to cross like your life depends on it, because a lot of the time it does," he said.

Charges are still pending against the driver of the vehicle.

"The driver has been very co-operative," Const. Paul Diceman said. "He was very distraught about the whole thing."

Aircon Mechanical Services Inc, the Newmarket company that owns the van, declined to comment.

## **Pedestrian safety task force to launch in Vaughan**

Omar Mosleh

Published on Jan 21, 2010

In the wake of the second pedestrian to die on Vaughan's streets in a week - and the fourth in the last year - a local councillor vows to break this disturbing trend.

Kleinburg/Maple Councillor Peter Meffe will hold a public meeting tomorrow at 10 a.m. in the councillor's boardroom at city hall to explore setting up a task force on pedestrian and street safety in Vaughan. All are welcome.

A 76-year-old woman on Monday afternoon was struck and killed by a white GMC Safari van while crossing at a crosswalk on Rutherford Road, east of Hwy. 400.

Last Tuesday, Steven Selxairo, 17, was killed when a tractor trailer heading eastbound on Rutherford Road made a right turn onto Keele Street and hit the teenager as he was on his way to school.

In mid-November, Catherine Tran, 16, was hit and killed by a bus on her way home from school, and Rose Mandarino was standing at the southeast corner of Langstaff Road and Ansley Grove Road last February when she was struck after a Nissan Pathfinder and Buick Regal crashed in the intersection, police said.

Since 2007, 19 pedestrian deaths have occurred in York Region. Pedestrian fatalities accounted for just under 18 per cent of the 107 deaths resulting from traffic accidents since 2007.

"As chair of the official plan review committee charged with planning a safe, prosperous, sustainable and healthy community for Vaughan, I feel strongly that I have to act to do something quickly to ensure such tragedies don't happen again," Mr. Meffe said.

The longtime councillor and chairperson of utility company PowerStream said a number of traffic issues in Vaughan have left him concerned. He said the city and the region need to do more to make Vaughan streets more pedestrian friendly.

"We seem to be forgetting more and more that the vehicle is on the road to serve the pedestrians and people, not just to be a huge hunk of metal that is a danger to everyone," he said.

Over the years, city streets have catered more to drivers and less to pedestrians, he said. Mr. Meffe feels the regional government needs to take a serious look at planning and engineering policies so that roads are "built to a more human scale".

"We used to play on the streets, and you can't do that any longer. Why is that?" he said. "I don't believe it's cultural, it has got to be a situation where our roadways have changed



Rev. Jim Keenan speaks to attendees, during Councillor Peter Meffe's meeting about setting up a task force on pedestrian safety after the string of pedestrian deaths in the past few weeks.

into traffic-movers and not people-movers."

Mr. Meffe said a prime example of this is how York Region builds local roads but leaves the installation of sidewalks to the local municipality. He said this shows how the region's priority is in moving traffic, not people.

One of the primary issues that concerns Mr. Meffe is how wide the roads are in Vaughan. He said it seems like the roads just keep getting wider, and that "it's only a matter of time until that starts conflicting with the movement of people".

He cited an example of the buildings at Rutherford Road and Jane Street that house a significant senior population, and how the width of the road has impeded their movement.

"If you've got a senior going from the buildings trying to get to Vaughan Mills on the other side of the street, they can barely make it to the other side because the road is so wide," he said.

Despite this, Keele Street and Rutherford Road, both of which have seen pedestrians be hit and killed on them, are on the books for widening in 2012 and 2013, respectively.

The proposed task force on pedestrian safety would explore ideas from stakeholders such as school board representatives, student leaders, seniors' groups, regional government staff and York Regional Police, to name a few, and develop and implement its key findings and recommendations.

A key part of this task force is having residents and youth share their ideas and concerns.

Meanwhile, Dave Mazzuca, a friend of Steven Seixeiro who attended the student's funeral Monday, said drivers should be urged to pay more attention so the string of fatalities can cease.

"Drivers need to buckle down and take their time," Mr. Mazzuca said. "I know people have places to go and people to see, but it's not worth someone's life. An extra second and this wouldn't have happened."

Similarly, friend Michael Di Tomaso said the law needs to clamp down on unattentive drivers.

"I don't think they take traffic laws seriously enough," he said. "This wouldn't have happened if the city was cracking down more and there were real consequences."

Police say charges in the death of Steven Seixeiro are pending, but they would not be criminal and would be more along the lines of a driving infraction.

Ten pedestrian deaths have occurred in the last eight days in the GTA, two of them in Vaughan.



# YORK REGIONAL POLICE

KEEPING OUR COMMUNITY SAFE TOGETHER

8

## MEDIA RELEASE

### PEDESTRIAN SAFETY PARAMOUNT AFTER MULTIPLE FATALITIES IN GREATER TORONTO AREA

The York Regional Police Traffic Bureau is urging pedestrians to take additional precautions on our roadways after two pedestrian fatalities and one critical injury in York Region and a total of 10 pedestrian fatalities across the Greater Toronto Area since January 1, 2010. Traffic Bureau officers are advising pedestrians and motorists to educate themselves on the rules of the road and be aware of safety tips that could prevent serious injury or death.

Pedestrians may not be aware of the safety enhancements already engineered into roadways and intersection signal equipment. For example, pedestrians should always press the button for the walk signal at intersections. Pressing the button alerts the equipment that a pedestrian is there and needs time to cross. Not pressing the button and simply waiting for the green light means the signals do not factor a pedestrian crossing into its timing sequence and prioritizes the signals for cars, which could result in less time to cross. In addition, most intersections now feature easy-to-see LED lights and many intersection signals now include a second countdown indicating the time left pedestrians have to cross. Many of these are audible to assist the visually impaired.

Pedestrians are urged to always stay within the marked crosswalk. Never cross mid-block where drivers will have difficulty seeing you. The crosswalk markings are an automatic indicator to drivers to watch for pedestrians. Pedestrians should also cross briskly and if you are not sure you have enough time, don't take a chance - wait for the next signal cycle and a fresh walk signal.

Pedestrians are also urged to use common sense. Be aware and alert to your surroundings. Look before crossing any intersection to ensure drivers see you. Don't take chances. Be especially aware of cars turning into the intersection. Do not be distracted by the bus or taxi you are about to catch. When walking, refrain from using any device that will impair your hearing, like an iPod or cell phone, or anything that creates a visual distraction, such as text messaging. Ensure you have a good range of vision. Hoodies, sunglasses, ball caps and anything else that may affect your peripheral vision can be a risk factor for pedestrians. Wear bright clothing. Dressing in dark clothing makes you almost invisible at night. Most of all, be careful!

Chief Armand La Barge would also like to remind drivers that traffic safety is everybody's responsibility. He urges motorists to use caution when approaching intersections and crosswalks. "Watch for pedestrians who may be walking against their signal or those who may require extra time to cross," said Chief La Barge. "If traffic in other lanes is stopped or slowing at a green light, proceed cautiously as those drivers may see something you cannot. Even with the right-of-way, safe drivers drive defensively."

For more information, contact the York Regional Police Traffic Bureau at 1-866-876-5423 ext. 7703, by email at [traffic@yrp.ca](mailto:traffic@yrp.ca) or visit our website at [yrp.ca](http://yrp.ca).

Prepared by: Constable Gary Phillips  
January 20, 2010

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Back to Why so many pedestrian deaths?

## Why so many pedestrian deaths?

January 21, 2010

Denise Balkissoon



A woman, 76, was hit and killed by a vehicle on Rutherford Rd. Jan. 19, 2010.

CARLOS OSORIO/TORONTO STAR

A woman believed to be in her mid-30s was struck and killed by a minivan just before dawn Wednesday, marking the 10th pedestrian death on GTA roads in the past nine days.

She was hit by a southbound blue Honda Odyssey on Dufferin St., north of Preston Rd. The driver had swerved in an attempt to avoid her, said Const. Hugh Smith, but she was caught by the passenger-side mirror and it appeared her head hit the windshield. She was pronounced dead at the scene.

The incident happened in darkness, just after 7 a.m., in front of the Fairbank Memorial Community Recreation Centre, which is in a hilly area with limited visibility, Smith said.

Toronto Police Chief Bill Blair called the woman's death "another tragic and preventable accident.

"It's very concerning that the proportion of pedestrian fatalities is now greater than our cars," Blair said Wednesday, pointing to a big reduction recently in deaths among drivers and passengers in motor vehicle collisions. "Last year in Toronto, there was the lowest number of traffic fatalities in 50 years."

Toronto Police has had a number of pedestrian enforcement initiatives in the recent past, with bus stops, crosswalks and intersections targeted.

And, "there is a new legislation for distracted drivers, which is an issue as well," said Blair. The law against use of hand-held devices while driving will be aggressively enforced starting in February, he said.

So what's to blame for this spate of tragic incidents? "Sometimes it's the fault of the pedestrian and sometimes it is the driver," said York Region police Sgt. Steve Kempster, who was on the scene of a Tuesday fatality in Vaughan. "You're always going to lose against a vehicle."

Montreal, long considered the jaywalking capital of Canada, faced a similar year of reckoning back in 2006, when 27 pedestrians were killed in the city and 183 seriously injured.

In response, the police department introduced a safety program that helped change that dangerous reputation. Police now credit two annual safety campaigns that target pedestrians, in spring and fall, for a dramatic reduction in just a few years.

In 2008, 77 pedestrians were seriously injured, and in 2009 there were 19 pedestrian fatalities, down 30 per cent from 2006. So far in 2010, no pedestrian deaths have been reported in the city.

"What we started doing was, on top of writing tickets, going through an education campaign," said Insp. André Durocher, head of the vehicle collisions unit for the Montreal police department. "Not only with citizens, but with police officers as well."

Some key features of the safety campaign include:

Mandatory pedestrian safety training for all officers.

Targeting at-risk groups: students in schools and the elderly in seniors' centres.

A media blitz to broaden awareness of specific issues such as crossing only at intersections and only on green lights.

"Writing tickets was part of the solution, not *the* solution," Durocher says. "We see there's a direct link with the campaigns we've done and the reduction in pedestrian accidents."

On top of the educational campaigns, police have worked with city engineers to extend crossing times at big intersections.

"One thing you used to have in Montreal is the perception of (violators) not getting a ticket. People are starting to realize they have to share the roads – motorists, pedestrians and cyclists. Those old perceptions are starting to change."

Toronto chief Blair said historically the numbers have been improving in Toronto as well. But he said after the recent spate of deaths, "One is one too many."

York, Peel and Durham regions have fared even worse this month, on a per-capita basis.

Blair said the police services work closely together and with the Ontario Provincial Police on such issues.

"We have a provincial traffic committee that looks into all legislation and training in order to make our roadways safer. There is good coordination between us," Blair said.

Councillor Bill Saundercook, co-chair of the Toronto Pedestrian Committee, has asked for traffic services staff to make recommendations on pedestrian safety at the committee's next meeting on Feb. 10.

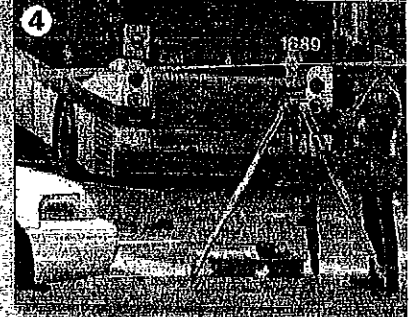
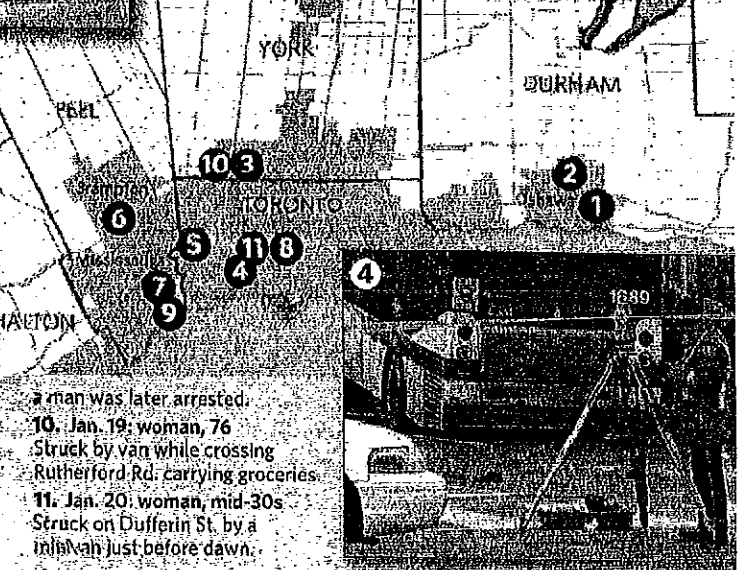
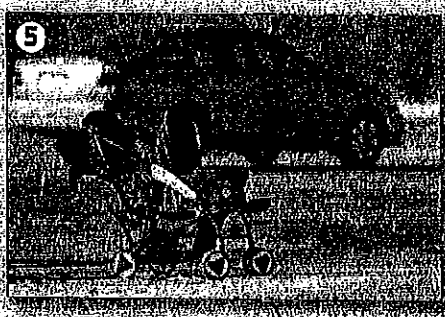
He has called for reduced speed limits and heightened awareness on the part of both pedestrians and drivers that they must share the road.

"I think what needs to be looked into is whether vehicle operators are making pedestrians nervous by trying to take turns too quickly," he said, adding he believes Tuesday's two pedestrian deaths were preventable.

*With files from Raveena Aulakh*

# Pedestrian fatalities in 2010

- 1. Jan. 6: man, 80**  
Struck by northbound car driven by 43-year-old man, as he crossed Harmony Rd. about 10:55 p.m.
- 2. Jan. 8: woman, 69**  
Hit by a GO bus on Durham College campus while crossing Commencement Cres. about 8:40 a.m.
- 3. Jan. 12: student, 17**  
Steven Seixeiro, struck on his way to St. Joan of Arc Catholic High School, by a truck turning right.
- 4. Jan. 12: woman, 80**  
Nouhad Nicholas Al-Kassouf, struck by a car about 1 p.m. as she crossed a Y-intersection. Driver had the right of way.
- 5. Jan. 12: woman, 28**  
Marites Mendoza died while pushing a stroller with her 7-week-old son across Martin Grove Rd. about 12:45 p.m., allegedly the driver ran a red light.
- 6. Jan. 14: woman, 24**  
Gurleen Jhabal was struck by a Brampton Transit bus turning into the Shoppers World bus loop about 6:30 a.m.
- 7. Jan. 17: man, 54**  
Man was struck by an eastbound tow truck turning left, while he was crossing Huronário St.
- 8. Jan. 18: woman, 60**  
Struck by a TTC bus southbound on Mount Pleasant Rd. about 7 a.m., as it turned right on Eglinton Ave.
- 9. Jan. 18: man, 75**  
Charlie Woods was struck by an SUV on Lakeshore Rd. Driver fled; man was later arrested.
- 10. Jan. 19: woman, 76**  
Struck by van while crossing Rutherford Rd. carrying groceries.
- 11. Jan. 20: woman, mid-30s**  
Struck on Dufferin St. by a minivan just before dawn.

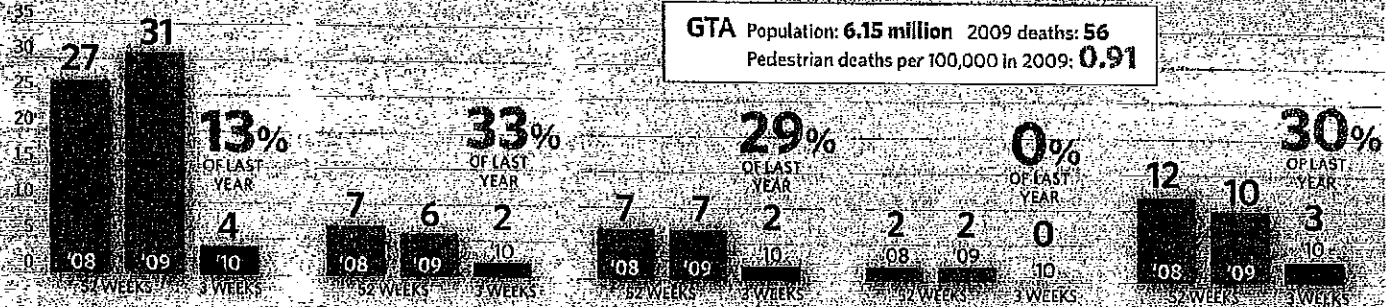


## How regions compare

There have been 11 pedestrian fatalities so far in 2010. That represents **20%** of the total 56 GTA fatalities for last year in just three weeks. The largest increase is in York, already one-third of last year's total.

Region	Population	Pedestrian deaths per 100,000 in 2009
Toronto	2.68 million	1.16
York	975,830	0.62
Durham	856,290	0.82
Halton	479,092	0.42
Peel	1.16 million	0.86

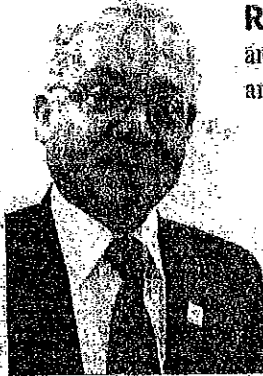
**GTA Population: 6.15 million** 2009 deaths: **56**  
Pedestrian deaths per 100,000 in 2009: **0.91**



**ACROSS CANADA:** Calgary 0.81, Montreal 1.17, Ottawa 1.23 (2008), Vancouver 1.73. PEDESTRIAN DEATHS PER 100,000 population in 2009.

SOURCES: Regional and Metropolitan police services. COMPILED BY BRENDAN KENNEDY AND DENISE BALKISSOON. TORONTO STAR GRAPHIC

**GREATER TORONTO**



**ROAD RISKS** The *Star* asked members of the Toronto Pedestrian Committee, and others who have been active on pedestrian issues, about their own experiences and suggestions for pedestrian safety. Here are some of their comments.

• **John Mantione**, deputy mayor: He says people need to remind their own friends and families to stay safe. "You have to instill a zero-tolerance policy for Torontonians," he said. "Community standards are the key." "We are all to blame. We all need to speak up. If friends and family don't ignore rules and safety, then you need to give them help."

• **Dylan Reid**, co-chair of Toronto Pedestrian Committee and associate editor of *Speaking* magazine. Speed is a danger, he said — and it is mostly a suburban hazard. "I mostly walk downtown, and except for a few streets, you don't get cars travelling really fast, so when there are close encounters, it's usually when people being hit. A lot of the deaths



have been in suburban areas. Cars are travelling faster and you get more fatalities." He notes that a study showed pedestrian-car collisions occur most often from October to January, as darkness falls earlier. "We could do a public education campaign every October, to warn people to look out for each other. It could make a big difference."

• **Janice Etter**, co-author of the Toronto Pedestrian Charter. "I don't see any common link in this string of deaths and I also don't think that it's terribly surprising," she said. "What's needed is to change the approach to the way we build arterial roads. As long as arterial roads are built for cars, and they are not to expect interruptions by pedestrians, this is going to happen."

**Montreal began campaign after spate of deaths**

DEATHS FROM GT1

Montreal, long considered the jay-walking capital of Canada, faced a similar year of reckoning back in 2006, when 27 pedestrians were killed in the city and 183 seriously injured.

In response, the police department introduced a safety program that helped change that dangerous reputation. Police now credit two annual safety campaigns that target pedestrians, in spring and fall, for a dramatic reduction in just a few years.

In 2008, 27 pedestrians were seriously injured, and in 2009 there were 19 pedestrian fatalities, down 30 per cent from 2006. So far in 2010, no pedestrian deaths have been reported in the city.

"What we started doing was, on top of writing tickets, going through an education campaign," said Insp. André Durocher, head of the vehicle collisions unit for the Montreal police department. "Not only with citizens, but with police officers as well."

Some key features of the safety campaign include:

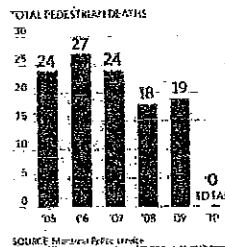
- Mandatory pedestrian safety training for all officers.
- Targeting at-risk groups: students in schools and the elderly in senior centres.
- A media blitz to broaden awareness of specific issues such as crossing only at intersections and only on green lights.
- "Writing tickets was part of the solution, not the solution," Durocher says. "We see there's a direct link with the campaigns we've done and the reduction in pedestrian accidents."

On top of the educational campaigns, police have worked with city engineers to extend crossing times at big intersections.

"One thing you used to have in Montreal is the perception of (violators) not getting a ticket. People are starting to realize they have to share the roads — motorists, pedestrians and cyclists. Those old perceptions are starting to change."

**Making Montreal safer**

Montreal police instituted a pedestrian safety program in 2007 and pedestrian deaths dropped.



Toronto chief Blair said historically the numbers have been improving in Toronto as well, but he said after the recent spate of deaths, "One learns too many."

York, Peel and Durham regions have fared even worse this month, on a per-capita basis.

Blair said the police services work closely together and with the Ontario Provincial Police on such issues.

"We have a provincial traffic committee that looks into all legislation and training in order to make our roadways safer. There is good coordination between us," Blair said.

Councillor Bill Saunders, co-chair of the Toronto Pedestrian Committee, has asked for traffic services staff to make recommendations on pedestrian safety at the committee's next meeting on Feb. 10.

He has called for reduced speed limits and heightened awareness on the part of both pedestrians and drivers that they must share the road.

"I think what needs to be looked into is whether vehicle operators are making pedestrians nervous by trying to take turns too quickly," he said, adding he believes Tuesday's two pedestrian deaths were preventable.

With files from Ravenna Avilakh



A traffic sign marks the entrance to a "home zone," or shared street, in Cologne, Germany. **RAYTON CHUNG PHOTO**

**Look to Europe for solutions**

**Shared streets called 'home zones' make a difference, Activist**

**DEBRA BLACK**, STAFF REPORTER  
The head of an international organization dedicated to pedestrian safety thinks there's a solution to Toronto's pedestrian-vehicle problem in what the Dutch call "woonerfs" and the English call "home zones."

Jim Walker, the British chair of the international group Walk21, says the woonerf or home zone is designed so pedestrians share the street with vehicles, consequently dooming the car as king of the city.

"The woonerf has no sidewalks or traffic signage, but lots of retail and greenery, and auto traffic is expected to travel very slowly — even at walking pace. It represents a kind of organized chaos where everyone — car, pedestrian and cyclist — must pay attention to others and share the same street without boundaries. There are no stop signs, no traffic lights, no speed bumps.

Popular in Europe, woonerfs are slowly taking hold in North Amer-

ica, with a sprinkling of such districts being created in US cities such as Seattle and Boston. Even Toronto has toyed with creating them in neighbourhoods such as the Hill-to-the-Built West Don Lands and along the waterfront of Queens Quay.

Other cities, such as Portsmouth, England, have lowered their speed limit to 20 km/h to prevent pedestrian deaths.

"The moment you reduce speed you, of course, increase safety,"

**Vehicle traffic is expected to travel very slowly in woonerfs or home zones**

Walker said. "Whole cities have adopted the same principle and by reducing speed this way they have significantly reduced fatalities."

He believes Toronto has evolved into a city with a car culture where it's assumed you need a vehicle to get into, explore or leave the city. That attitude increases congestion and decreases livability, he said. An alternative being considered in some American cities is the "com-

plete street," where pedestrians and cyclists share the street space equally, like the woonerf.

Transport Canada has concluded the complete street concept blends "the best practices of many different movements — new urbanism and transit-oriented developments, and walkable communities — and also helps meet the goals of smart growth and sustainability."

But Councillor Glenn De Waele, chair of the public works and infrastructure committee doubts the woonerf idea would reduce pedestrian deaths here. He doesn't believe it would work, say at Don Mills Rd. and Eglinton Ave. because 90,000 vehicles a day pass through that intersection, in a densely populated area. Nor does he think lowering the speed limit would help. He believes the tool the city is using — such as count down pedestrian signals and red camera lights — are very successful.

Downtown transportation patterns have changed dramatically over the past 20 years, said Councilor Adam Vaughan, as reflected in a recent study that found remarkable growth in pedestrian traffic in the King West neighbourhood. He said the city has to respond to a growing trend toward walking more.

## ROAD RISKS: WHAT THE EXPERTS HAVE TO SAY

• **Stephanie Tencer**, urban planner on Pedestrian Committee.

She agrees speed is a danger: "On residential roads, there is no reason to be zipping by. Speeds could be reduced," she said.

"There is safety in numbers. The more pedestrians there are, the more noticeable they are.

"Many of the recent deaths have been in the suburbs, where there are comparatively fewer pedestrians.

• **Matthew Blackett**, publisher of *Spacing* magazine and a Pedestrian Committee member.

He's working with a group trying to get the province's manual for drivers to stress the fact that pedestrians, cyclists and others use the road as well as cars. "The manual doesn't deal with other road users," he said. "It's kind of mentioned in passing... This is something that desperately needs to get done."

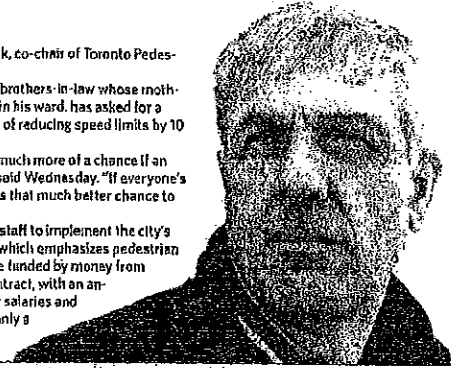


• **Councillor Bill Saunderson**, co-chair of Toronto Pedestrian Committee.

Saunderson, who has two brothers-in-law whose mothers were killed by cars, both in his ward, has asked for a staff report on the feasibility of reducing speed limits by 10 km/h.

"Give that pedestrian that much more of a chance if an error occurs," Saunderson said Wednesday. "If everyone's going 10 km/h slower, there's that much better chance to avoid a fatality."

He's also pushing for extra staff to implement the city's \$6 million walking strategy, which emphasizes pedestrian safety. Six positions are to be funded by money from the city's street furniture contract, with an annual budget of \$954,000 for salaries and operating expenses. So far, only a manager has been hired.



## We must find a way to share the road

Anyone who would dismiss the recent spate of pedestrian deaths as a blip should think again.

As the city and its environs grow ever denser, we should expect more of these fatalities to occur. Throughout much of the region — from Markham to Mississauga — new planning regimes are being enacted or considered that would have people living closer together and walking and cycling a whole lot more than they do now.

But while this sea change unfolds, the streets will be more dangerous than ever. Drivers, long accustomed to having the roads to themselves, will need to learn to share them. As the growing death toll proves, however, this won't be easy. Before drivers learn new ways, they must unlearn the old. The



CHRISTOPHER HUME

transition will take a generation or two. Eventually, though, the time will come when people look back at current driving practices in much the same way we look back at smoking in the 1950s.

That's not to say cars will disappear; they won't. But neither will pedestrians or cyclists. The conundrum has brought tens of thousands into Toronto, many of whom walk to work and back. The phe-

nomenon has reached the point where residential towers are being built in the city without parking. This would have been unthinkable not long ago.

Yet even as we are exhorted to leave the car at home and take transit, bike or walk, our streets remain desperately in need of a more balanced approach. The easiest way to reduce the number of pedestrians killed by cars would be to reduce speed limits, narrow streets and install lights and stop signs at corners.

But these measures won't be welcomed by many in the GTA, a region that lives by the car and which will die by it. Don't forget, this is a city that can be thrown into a tizzy by a proposal to close a single lane on downtown Jarvis St.

But the major battles will be

fought in suburbia, where huge changes are in store. In Hazelton, for example, there has been talk — and only talk — about narrowing arteries such as Hurontario and Burnhamthorpe and dedicating centre lanes to buses. These moves would alter the car/pedestrian dynamic beyond recognition.

The argument that North Americans know no other way may be true, but that's too bad. The case against change is one of those circular defences, tautologies, that go nowhere.

Surely the point of everything we have learned in recent years is that we're running out of choices even faster than we thought? We will have to find alternatives regardless of whether we continue to kill pedestrians or not.

But the fact so many have been

killed — 10 in the past nine days — is a clear sign the process of change has started, whether we like it or not. These are early days still and confusing to many. Regardless, the tension between the 20th century infrastructure and an emerging 21st century way of life can no longer be ignored. They aren't just at odds; they are opposites.

So far, we have carried on as if both were possible, but they're not. Sooner or later, we will have to commit to one or the other, past or future, life or death. The signs aren't terribly encouraging. Unlike the highways where so many of us spend countless hours waiting in traffic, the road to our happy tomorrows doesn't run in a straight line.

Christopher Hume can be reached at [chume@thestar.ca](mailto:chume@thestar.ca)

THE FIXER

# Pedestrians in danger due to missing yield sign

Cautionary triangle reminds drivers to watch for people crossing ramp as well as merging traffic

Jack Lahey  
Staff Reporter

We went there Wednesday and found a small ramp that curves around from southbound Kingston onto westbound Evans where drivers must obey the yield sign while merging with oncoming traffic on Evans.

The yield sign is right next to a crossing for pedestrians over the merge ramp and serves the secondary purpose of slowing down drivers as they approach the pedestrian crossing.

Given the death toll lately, the city shouldn't be dithering when it comes to replacing signs that present a danger to drivers approaching pedestrians.

**STATUS:** We reported the problem to Bruce Clayton of transportation services, who agreed that a temporary yield sign should be put up right away, even if it takes a while to get to replace the pole. A crew will be sent Thursday to replace the yield sign, he said.

**WHO'S GETTING IT FIXED:** Bruce Clayton, area director of traffic operations: 416-394-3404.

What's broken in your neighbourhood? Wherever you are in Greater Toronto, we want to know. E-mail us or write to: *the\_fixer@toronto.com* or call us at 416-394-8823.

A knocked-down yield sign next to a pedestrian crossing should be replaced before somebody else is moved down by a vehicle.

It's a deadly time for people trying to negotiate traffic on foot, with 10 pedestrians killed across the GTA over the past nine days.

The carriage has Toronto traffic officials taking a hard look at the interaction between pedestrians and vehicles, and ways to improve pedestrian safety.

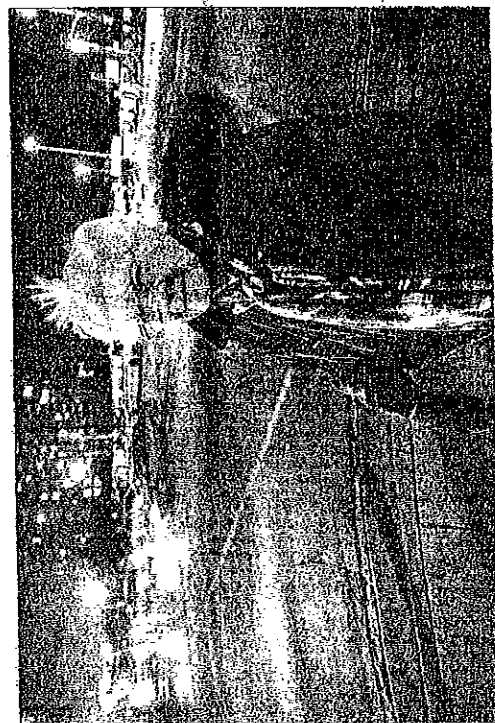
**City should immediately put up a new yield sign 'before someone gets hit'**

A good piece to start would be the intersection of Islington and Evans Aves., where a utility pole with a yield sign attached to it was knocked down in December and has yet to be replaced.

Linda Evans emailed to say she reported it to Toronto's 311 system and was told the problem was "on the books" and would be handled. Evans said she doesn't think the operator she talked to "understood" that I was calling to say the city should immediately erect (even temporarily) a new yield sign before someone gets hit.



The utility pole with the yield sign at Isling ton-Evans was knocked down.



VINCENT/ALTA/RODOPHO STARR  
Marian Greenberg, 86, says she tries to avoid crossing the seven lanes of Steeles Ave. W., above, and Bathurst St.

**TEST CASE: STEELES AVE. WEST**

# A long, scary walk for seniors

**DANIEL DALE**  
Toronto Staff Writer

The Star had observed the intersection of Steeles Ave. W. and Carleton Place Rd. adjacent to the Bernard Beitel Centre for seniors, for about 15 minutes Wednesday afternoon when a black van was making a left turn onto Carleton Place, clipping a pedestrian sign.

The Star had observed the intersection over Steeles and Carleton Place for about five minutes when a white sedan making a right turn onto Bathurst at a red light stopped only centimetres before it

would have slammed into two pedestrians.

The two intersections can be particularly dangerous for everybody. They're especially frightening to the elderly, seniors using canes and walkers could not make it across the seven lanes of Steeles in the allotted 35 seconds.

"It still doesn't last long enough," says Greenberg, 86, who uses a walker and says she tries to avoid crossing Bathurst or Steeles. "But listen, if we could get it changed — if you could write an article and blast them, it would be wonderful."

A group from the centre's social action committee lobbied councilors in the 1990s to make the intersections safer, says member Marian Greenberg.

The councillors, obliged by extending crossing times and adding

# Countdown signals expect you to walk 3.6 km/h

signals are set using standards agreed on by most North American traffic engineers. It's also contained in the Ontario Traffic Manual, published by the province.

Should pedestrians be given more time? It's an ongoing argument. Giving pedestrians more time to cross means longer wait times for traffic — and pedestrians wanting to cross in the other direction. That can induce impatient pedestrians to cross against the lights. It can also hold up transit vehicles and other traffic waiting for lights.

Have the countdown signals led to fewer accidental deaths? Statistical information is still being gathered.

**Who determines the timing?** The John Sears

How long is the interval between numbers? One second. If the countdown starts at 10, you have 10 seconds to cross.

How long does the white pedestrian silhouette last? 7 seconds.

What determines the length of the signal? The distance across the street.

How much time does the signal give pedestrians? When the countdown starts, it assumes pedestrians will walk 1.2 metres per second to get to the other side. That's 4.3 km/h. If you include the seven-second period with the white light, pedestrians must walk about 1 metre per second, or 3.6 km/h, to cross in time.

In an effort to improve pedestrian safety, Toronto is converting all its pedestrian traffic lights so they have "countdown signals" indicating how long it will be before the light turns. The Star asked Bruce Zvenigor, of the transportation department, about the signals.

How many pedestrian signals are there in the city? 2,150.

How many have been converted to countdown mode? 2,000. Most of those that haven't yet been converted need special handling — such as lights near fire stations that are set to give fire trucks an automatic green light.

That can interfere with the countdown. A-1 should be converted this year.



# THE WAR ON WALKING

Excerpted from - SAT - JAN 23 2010

Forget about the war on the car - pedestrians suffer most casualties on Toronto roads, a point brought brutally home this month by 11 deaths in as many days. The latest occurred Friday at Danforth and Broadview when a rear-end crash was hit by a dump truck.

Most of Toronto's roughly 30 annual pedestrian deaths occur at suburban intersections where, most believe, cars should not have to yield to anything but traffic lights. But Dr. Paul Hess, professor of planning at the University of Toronto, believes that the intensity of foot traffic is higher in Toronto's suburbs than commonly thought - and that misconception is keeping planners from addressing potential perils.

Most major suburban roads are lined with shopping plazas and flanked by apartment buildings. This puts low-income residents within walking distance of their daily shopping, carrying groceries through seven-lane intersections that look like they were designed to accommodate jumbo jets.

"It's like having Kensington Market strung out along a highway," observes "walkably" advocate Jane Barrow as she tours Eglinton Avenue at Brimley Road.

The result is stark. From 1999 to 2008, 11 pedestrians were killed and 222 injured on Eglinton between Kingston Road and the Don Valley Parkway.

As Dr. Hess sees it, the fact that pedestrian fatalities in Toronto are increasing even as traffic deaths in total are dropping shows where the city's priorities are. "If your priority is to move cars at 60 kilometres an hour, people are going to get whacked," says Dr. Hess.

## MORE TRAFFIC SIGNALS NEEDED

With traffic signals spaced widely, this area was seeing a lot of jaywalking. Instead of impeding vehicles with a traffic signal, the city installed a pedestrian refuge island, essentially a fenced-off safe zone between opposing flows of traffic so jaywalkers could cross in two stages. Pedestrians preferring a proper traffic signal have to detour 240 metres (120 m to the traffic signals, 120 m to the opposite point on the far side of the road). Not easy when carrying shopping bags.

## BETTER SIGNAGE

If drivers aren't alerted that pedestrians are around, why would they pay attention? Visual cues such as sidewalk lighting, pedestrian-scale street signs, benches and explicit signs around transit hubs cue them to be careful. Humanizing buffers such as planters and trees on the sidewalk remind drivers they aren't on a highway.

## NARROW THE ROAD

Removing a lane lowers speeds. Only 20 per cent of car-pedestrian collisions are fatal at 30 km/h. Fatalities climb to 60 per cent at 50 km/h.

## GET RID OF THE MIDDLE TURN LANE

Centre lanes might seem to be safe turf for jaywalkers, but not when cars are flooding this mutual left-turn lane from either direction with no warning. Removing the centre lane of a road is cheaper than removing a curb lane, since utilities and sewers aren't affected, and a landscaped median increases "visual complexity" and slows traffic.

## EARLY INTERSECTION INFORMATION

When given notice of upcoming cross streets, drivers have time to manoeuvre safely. Large road signs saving as much as cheap and effective.

## GIVE PEDESTRIANS A HEAD START

Copenhagen and New York have advanced green lights for foot traffic. This lets pedestrians safely enter intersections before cars initiate turns, and allows more time for the elderly or disabled to reach the sometimes-distant curb.

## NO RIGHT ON RED

Montreal and New York prohibit vehicles from turning right at red lights. This year, Toronto will begin a study of 10 test intersections where turning right on a red light will be illegal. When light-turning drivers are looking left for oncoming traffic, they may not see a pedestrian with the right-of-way crossing in front of them from the right curb.

## BOLDER CROSSWALK MARKINGS

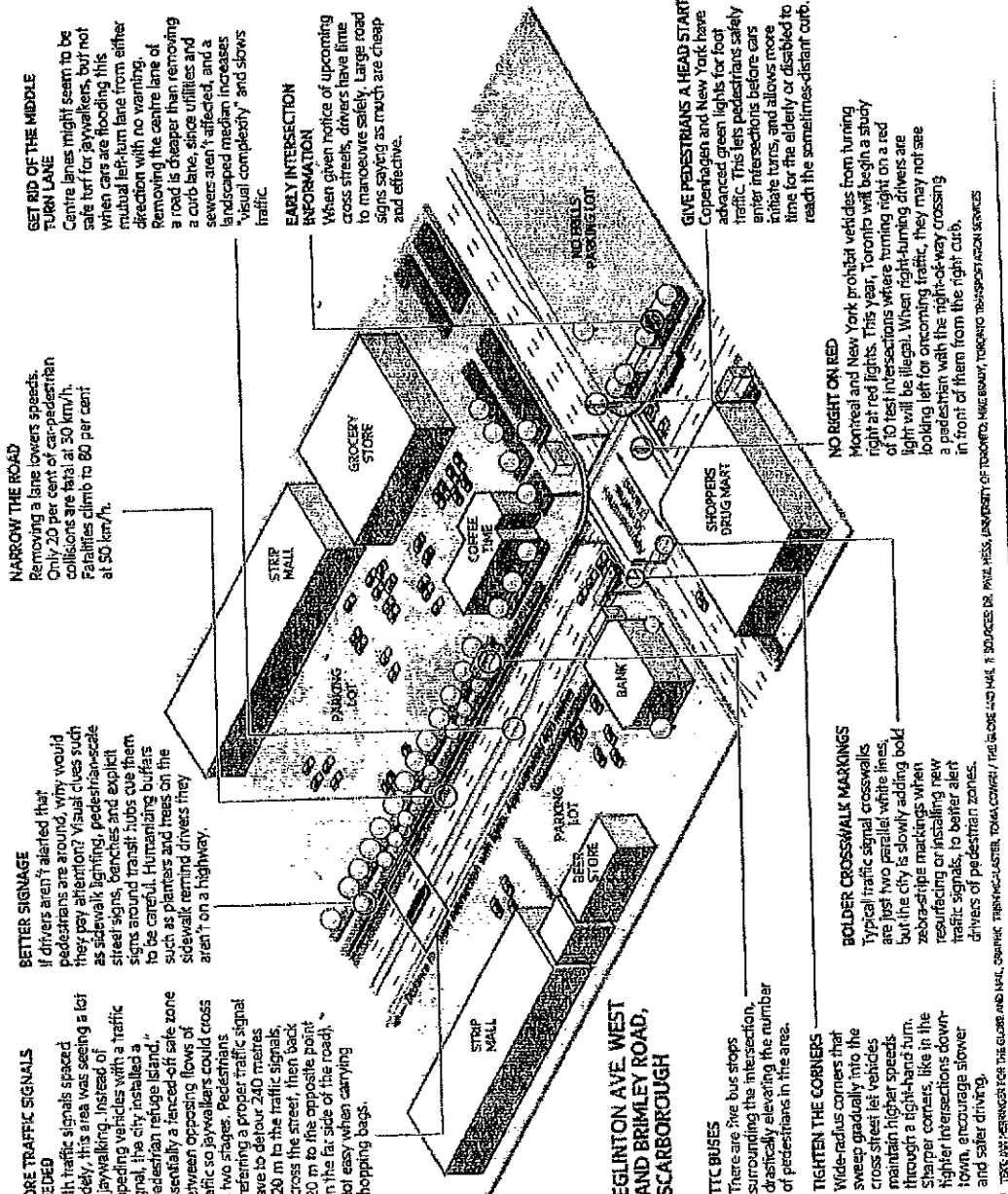
Typical traffic signal crosswalks are just two parallel white lines, but the city is slowly adding bold zebra-stripe markings when resurfacing or installing new traffic signals, to better alert drivers of pedestrian zones.

## TIGHTEN THE CORNERS

Wide-radius corners that sweep gradually into the cross street let vehicles maintain higher speeds through a right-hand turn. Sharper corners, like in the higher intersections downtown, encourage slower and safer driving.

## TTC BUSES

There are five bus stops surrounding the intersection, drastically elevating the number of pedestrians in the area.



EGLINTON AVE. WEST AND BRIMLEY ROAD, SCARBOROUGH

TOP LEFT: SKETCHES FOR THE GLOBE AND MAIL; CORNER: PHENIX-LASTER; TOMA; CORNER / PHENIX AND MAIL; SOURCE: DR. PAUL HESS, UNIVERSITY OF TORONTO; HILLBARY; TORONTO TRANSPORTATION SERVICES