



## Bay Cloverhill Community Association

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January 3, 2018

Ann Khan, Transportation Operations Manager  
Transportation Services  
City of Toronto  
17th fl., Metro Hall  
55 John Street  
Toronto, ON  
M5V 3C6

Re: Bay Cloverhill Community Association (BCCA) request for a comprehensive Vision Zero safety review of York Street south of Front Street West/University Avenue, Queen's Park and Avenue Road to its terminus just north of Highway 401

Dear Ms. Khan:

The BCCA is the community association for the area bounded by College Street, Yonge Street/Queen's Park/Queen's Park Crescent West and Charles Street West. The BCCA's letter to you dated September 4, 2017 requested a reduction of the speed limit on University Avenue from Gerrard Street West to College Street/Queen's Park/Queens' Park Crescent West and Queen's Park Crescent East from 50 km per hour to 40 km per hour and requested to lengthen the east west pedestrian crossing signal times on University Avenue to make a one cycle crossing possible for most pedestrians. At the October 17, 2017 Toronto and East York Community Council meeting Transportation Services staff were directed to study strategies to increase safety along Avenue Road between Davenport Road and St. Clair Avenue West. Councillor Wong-Tam has advised that staff are expected to report back in February 2018. The BCCA supports this initiative.

York Street south of Front Street West/University Avenue/Queen's Park and Avenue Road has been subject to several area specific safety reviews. They are as follows:

1. In 2007 City Council approved the York Street Pedestrian Promenade Plan which resulted in many pedestrian safety improvements for York Street between Front Street West and Queens Quay West (Wards 20 and 28) including widening sidewalks, removing right turn channels at Lake Shore Boulevard West, improving crosswalks, and removing the York/Bay/Yonge off ramp of the Gardiner Expressway. The report is at:  
<https://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-8727.pdf>
2. In 2016 City Council approved the Vision Zero program. See the reports at:  
<https://www.toronto.ca/wp-content/uploads/2017/12/8b9f-VisionZero-RoadSafetyPlan-StaffReport-10-Jun-2016.pdf>  
<https://www.toronto.ca/wp-content/uploads/2017/12/8452-VisionZero-RSPSupplementaryReport-11-Jul-2016.pdf>

University Avenue from Front Street West to Gerrard Street West was designated a Pedestrian Safety Corridor as part of the Vision Zero program (Wards 20, 27 and 28). This resulted in lowering the speed limit on this section of University Avenue from 50 km per hour to 40 km per hour.

3. In the BCCA area (Ward 27) in 2010 City Council approved the addition of traffic signals at Queen's Park Crescent East and Grosvenor Street and in 2011 at Queen's Park Crescent East and St. Joseph Street. This resulted in improved pedestrian and cyclist access to Queen's Park, University of Toronto and the Ontario Legislative Building. See reports at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.TE33.59>  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE8.68>
4. In the Yorkville area (Ward 27) in 2015 City Council approved the removal of one northbound traffic lane on Avenue Road between Bloor Street West and Cumberland Avenue to widen the sidewalk.
5. In 2017, City Council approved a one year pilot project for Avenue Road between Lynwood Avenue and Balmoral Avenue (Ward 22) to physically protect the west sidewalk. See the report at:  
<https://www.toronto.ca/legdocs/mmis/2017/te/bgrd/backgroundfile-104557.pdf>
6. In Fall 2017 a safety audit was done and reported on for Avenue Road between Eglinton Avenue West and Lawrence Avenue West (Ward 16). The report is at:  
<https://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-106221.pdf>  
The report recommended several pedestrian and cyclist safety improvements.
7. In Spring 2017 a report on the Avenue Road Avenue between Lawrence Avenue West and Wilson Avenue was approved by City Council (Ward 16). The report is at:  
<https://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-103209.pdf>  
The report recommended several pedestrian and cyclist safety improvements.
8. For the last 2 years City staff and Councillors Pasternak (Ward 10) and Carmichael Greb (Ward 16) have been working with the Ministry of Transportation to ensure pedestrian and cyclist improvements are completed with the future reconstruction of the Avenue Road bridge at Highway 401.

The BCCA applauds the City of Toronto's Vision Zero program. As part of this program the BCCA thinks that a more effective approach to safety on major transportation corridors is to look at these streets comprehensively instead of piecemeal area studies. Front Street West/University Avenue, Queen's Park and Avenue Road to its terminus just north of Highway 401 has varying speed limits that go up and down from 50 km per hour to 40 km per hour, varying lane widths ranging from 3 metres to more than 4.5 metres, and sidewalks in many sections that do not meet City and Provincial minimum accessibility guidelines of 2.1 metres wide. The BCCA requests that Transportation Services staff study comprehensive strategies to increase safety along York Street south of Front Street West/University Avenue/Queen's Park and Avenue Road.

This study would adhere to the Vision Zero program safety measures such as targeted speed limit reductions, signal timing adjustments, widening sidewalks and enhancing pedestrian crosswalk markings (zebra markings).

Respectfully,

Marilyn Tait McClellan, BCCA President

Cc:

Councillor Wong-Tam, Ward 27, Toronto Centre-Rosedale

Councillor Lucy Troisi Ward 28, Toronto Centre-Rosedale

Councillor Joe Cressy, Ward 20, Trinity-Spadina

Councillor Josh Matlow, Ward 22, St. Paul's

Councillor Carmichael Greb, Ward 16, Eglinton-Lawrence

Councillor Pasternak, Ward 10, York Centre

Mark van Elsberg, Public Realm Section

Michael R. Landry and Alan Baker, GYRA

Staff Sergeant Matthew Moyer - 52 Division CPLC