



July 20<sup>th</sup>, 2018

Chris Moore  
President  
Mimico Residents Association

**Re: Traffic Safety in Mimico**

Dear Mr. Moore,

Thank you for taking the time to write your letter outlining the concerns of members of the Mimico Residents Association regarding traffic safety in Mimico. The safety of our streets is of great concern in Mimico, in Ward 6, and City-wide, and while significant steps have been taken, I agree that there is still more to be done. Throughout the City, residents have taken action to document some of the dangerous situations that they are experiencing, such as the #NearMissToronto campaign to demonstrate the lack of awareness by some drivers. As well, some residents associations have been conducting their own street audits to highlight the traffic safety situation in areas around the City.

Working with the various residents associations around Ward 6 is one of the best ways to come up with both short and long term solutions to address issues in our communities. I have held **Mimico Traffic Safety meetings** in the past, and we can host one again, but I know we both agree that the summer is not the best time to host a community meeting, with many people away or on vacations. I am not permitted to host any public meetings during the election period from August 1<sup>st</sup> to October 22<sup>nd</sup> 2018, however, should I remain City Councillor for Ward 6, I will hold your requested meeting in the new term.

That being said, I would like address the points outlined in your letter by highlighting some work that has been done to help to make our streets safer.

**ROAD SAFETY IMPROVEMENTS**

One of the initial and most critical steps involved in creating safer streets in Toronto is Transportation Services conducting a **traffic study**. The study identifies the traffic situation, what factors are involved in creating that situation, and what potential solutions exist to remedy the situation. My office has requested 587 of these studies over the last three years, many in Mimico.



# Mark Grimes

City Councillor **Ward 6** Etobicoke-Lakeshore

[markgrimes.ca](http://markgrimes.ca)



As you know, working with the Mimico Residents Association I moved a motion at the July session of Etobicoke York Community Council requesting Transportation Services conduct a comprehensive traffic study in Mimico (**see map below**), and report back on any appropriate traffic calming measures that are deemed suitable to address vehicle volume, speed, and pedestrian and cyclist safety.

Transportation Services will assess the feasibility of:

- Further speed limit reductions
- Turning restrictions
- Speed humps
- Raised intersections
- Raised pedestrian crossings
- Curb extensions
- Traffic circles

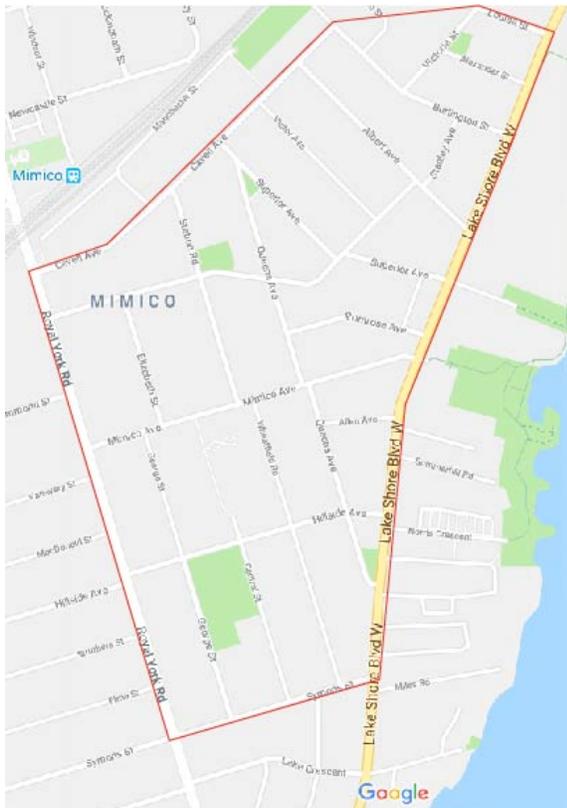


Fig 1. Mimico Traffic Study Area

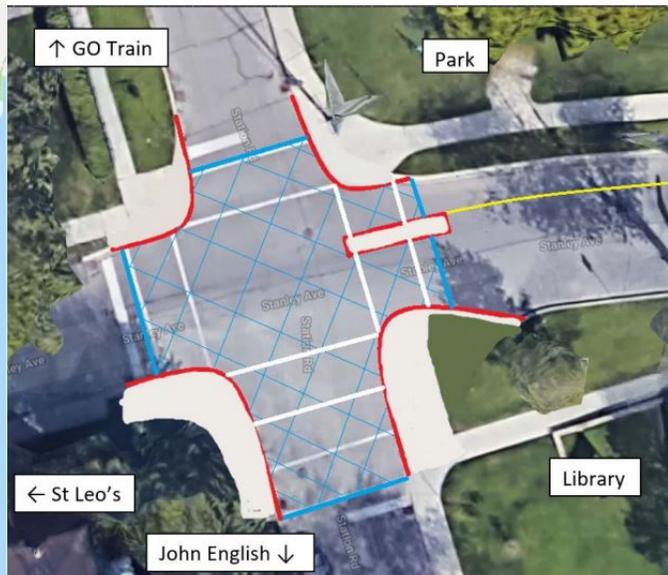


Fig 2. Station Rd & Stanley Ave Concept



### **Station Road and Stanley Avenue**

At the July session of Etobicoke York Community Council, I moved a motion to have City staff investigate any possible modifications to the intersection of Station Rd and Stanley Ave, including an elevated surface, pedestrian crossing markings, reducing pedestrian crossing distances, separating the contraflow bike lane crossing and vehicular lane crossing, curb radius reductions, reducing through lane width on the east side of the intersection, to improve pedestrian safety at this intersection.

### **Queens Avenue and Stanley Avenue**

In June, I moved a motion to have City staff study the intersection of Queens Ave and Stanley Ave for the purposes of investigating the feasibility of a roundabout, intersection realignment, or any other changes that would improve safety at this intersection. This intersection requires a major physical change due to the confusion caused by its size and configuration.

### **Speed Limit Reductions**

In 2017, after hearing of many reports of speeding on Mimico Ave, I undertook a petition to have the speed reduced from 40km/h to 30km/h, and the subsequent motion passed thanks to the support of the community members who signed the petition.

In 2015, petitions were submitted by residents to request that the speed limit on Stanley Ave, Albert Ave, Cavell Ave, and Burlington St be reduced from 50km/h to 30km/h. After Transportation Services conducted their traffic study, it was found that these streets did not meet the criteria to reduce the speed limit to a 30km/h zone, with the exception of Stanley Ave. Since then, Stanley Ave. has been reduced to 30km/h, and at the June session of Etobicoke York Community Council, I moved a motion to reduce the speed on the remainder of the streets from 50km/h to 40km/h. I also asked for increased enforcement by the Toronto Police Service on these streets when the new speed limits come into effect.

### **Speed Humps on Manitoba Street**

Last year, residents of Manitoba St submitted a petition to request the implementation of speed humps on Manitoba St between Milton St and Grand Ave. Upon receipt of a report from Transportation Services in April 2018, it was found that all of the warrant



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[markgrimes.ca](http://markgrimes.ca)



criteria were met except for one. At the June session of Etobicoke York Community Council I moved a motion to proceed to the next step in the process by requesting the City Clerk survey eligible householders to determine if the residents on that street support the installation of such measures. Thanks to significant community initiative and involvement, the poll will be circulated and subject to favourable results, speed humps may be installed at the points indicated on the map below.

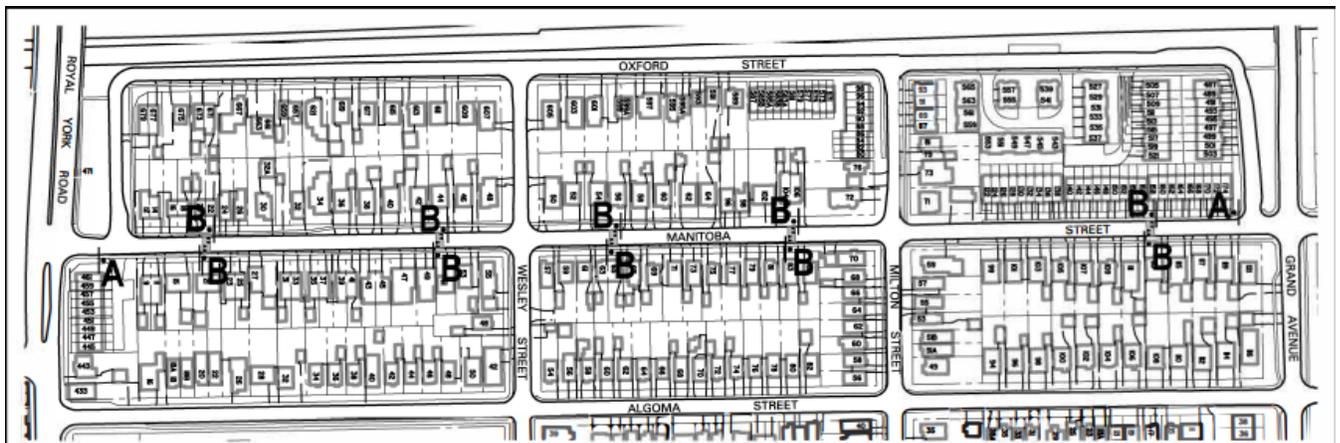


Fig 3. Speed Hump Locations on Manitoba St.

## Royal York Road

After several traffic studies of Royal York, in 2017 I put a motion forward a motion to ask Transportation Services to consider the installation of a Pedestrian Crossover (PXO) on Royal York Rd between Symons St and Hillside Ave. After the conclusion of their study, it was found that a PXO is warranted, however, a full traffic signal may be more appropriate. Transportation Services will conduct further assessments on the area and bring forward a recommendation on the exact location of new signals as soon as possible.

In response to frequent, dangerous and illegal stopping on Royal York Rd outside of the Mimico GO station, I motioned to ask City staff about the possibility of installing a "kiss and ride" at Royal York Rd and Judson St. The safety issue stems from the fact that when GO riders are dropped off here, drivers have to either stop in a live lane of traffic,



or pull over into the bike lane, both creating a dangerous situation. A "kiss and ride" as this location would provide for a safe, and legal way for GO passengers to be dropped off and picked up from this station exit.

I have motioned to install a traffic control signal at Royal York Rd and Judson St to help ease traffic flow in the area, and to provide a safer way for pedestrians to get to and from the Mimico GO station. The City's long term plan is to build a pedestrian bridge to connect passengers travelling either to the east or west sides of Royal York Rd, but as this plan is a few years away from becoming a reality, this was a necessary step to improve safety at this intersection.

## Vision Zero

The Vision Zero Plan aims to reduce the number of traffic related pedestrian and cyclist fatalities and serious injuries down to zero over the next five years. It does this by creating awareness campaigns, installing traffic calming measures, increasing signage, among other features designed to make our streets safer for vulnerable road users.

As part of the Vision Zero Plan, City Council recently lifted the moratorium on the creation of new Community Safety Zones. When areas are designated as Community Safety Zones, current Provincial legislation provides that fines associated with speeding will be doubled within that zone and, once enacted by the Province, automated speed enforcement systems will also be permitted. The combination of an automated speed enforcement system and the current Red Light Camera automated enforcement program will, in the future, serve as two key tools to help address aggressive driving behaviours.

Under the Highway Traffic Act, City Council is permitted to designate a portion of the road that is within 150 metres of a school in either direction as a School Safety Zone. Under the Vision Zero Plan, each school will receive new flashing signage, pavement markings, Watch Your Speed signs, and enhanced crosswalk markings.





Features at approximately 80 schools across the City will be completed by 2018, which provides for around two per ward; the Vision Zero Plan will complete installations at approximately 80-100 schools per year until all schools in the City have received the features.

Vision Zero has prioritized St. Leo and St. Ambrose for completion this year and the criteria and factors for their selection was as follows:

- School within 1.6km of a serious traffic related injury or fatality involving school children.
- All other traffic collisions occurring within 1.6km of the school
- Percentage of school population within walking distance of the school (1.6km)

In recognition of traffic safety concerns in Mimico, I was able to add Mimico Ave between George St and Station Rd as a Community Safety Zone due to the proximity to John English JMS, so that the area will be eligible for doubled speed fines and automated speed enforcement.

### **Watch Your Speed Signs**

One traffic safety feature that many residents have been asking for is the installation of flashing Watch Your Speed signs that provide immediate feedback for drivers travelling in excess of the speed limit. Under the Vision Zero Plan, each ward will receive up to four of these signs.

I am happy to report that two of these signs will be installed on Mimico Ave., and I am hoping to have an extra one installed on Stanley Ave. as well. I have been advised the signs will be installed before the end of the year.

### **Lake Shore Cycle Track**

In order to connect the gap that existed on the waterfront trail, the Lake Shore Blvd Cycle Track was built. Cyclists can now travel with more ease when connecting to either direction on the waterfront trail. The track features a separated bike lane with concrete barriers, as well as elevated platforms near transit boarding areas, for pedestrian and cyclist safety. This track bridges the gap between Norris Cres and First St. Cycling is a fantastic way to get around our Ward and around the City, and it is great to see the steps that are being taken to help make this a safer activity.



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[markgrimes.ca](http://markgrimes.ca)



In addition to this step, the City has taken more initiative in helping to make our streets safer for pedestrians, cyclists, and other vulnerable road users with the Vision Zero Plan.

## **Waze**

GPS navigation apps such as Waze direct drivers away from problematic traffic situations such as delays caused by accidents; these apps will often direct drivers down residential streets. I moved a motion at City Council to ask that City staff work with Waze to identify Community Safety Zones in their app in order to inform drivers about traffic calming measures and speed limits in place in the zones, and if possible to preclude the app from directing drivers down these streets during school hours. It is essential that community efforts to create safer streets are not placed secondary to driver convenience.

## **Enforcement**

Through our joint efforts, we can continue to work to create safer streets for our communities. We can continue to lower speed limits, put up signs, and install every traffic calming measure that exists, however we need the necessary enforcement to accompany these new rules. When you see dangerous driving, it must be reported to 22 Division Police at 416-808-2200, or in emergency situations 911. You can also report instances of dangerous driving online through the Citizen Online Reporting Entry (CORE) at [torontopolice.ca/core](http://torontopolice.ca/core).

The Toronto Police Service and City of Toronto staff rely on the data that is provided by the community to identify problem areas and implement the necessary steps to implement traffic calming measures. As we all know, the police are not able to be everywhere at once, but if we report the behaviours that we see, they will be able to come up with an efficient use of the resources that they have available to them.



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[markgrimes.ca](http://markgrimes.ca)



I want to sincerely thank everyone who has taken the time to express their concerns to me in person, over the phone, or by email. We are making significant progress throughout the City in implementing new strategies to make our streets safer, but it is through this type of team work that you have all displayed that allows us to come up with a solution that will that work for our community. As long as I am City Councillor for Ward 6, I will continue to work with you all and will continue to fight and put forward solutions to City Council.

Sincerely,

Mark Grimes  
City Councillor  
Ward 6 Etobicoke-Lakeshore