

From: **Nancy Smith Lea** <nsmithlea@tcat.ca>  
Date: Thu, Dec 15, 2011 at 3:48 PM  
Subject: Submission for pedestrian deaths in Ontario review  
To: occo.inquiries@ontario.ca  
Cc: emily.coleman@ontario.ca

Dear Dr. Lauwers,

I am writing to you on behalf of the Toronto Centre for Active Transportation (TCAT). Active transportation is walking and cycling. Since 2006 TCAT has conducted research, developed policy, and created opportunities for knowledge sharing, all with the goal of providing evidence and identifying workable active transportation solutions.

I have considerable experience in the topic of cycling safety which may be helpful to you, as pedestrians and cyclists are both vulnerable road users. I was a member of the committee formed by the Regional Coroner of Toronto resulting in the 1998 report of recommendations for reducing cycling injuries and death and I provided input into the 2003 City of Toronto's staff report: Toronto Bicycle/Motor-Vehicle Collision Study. I am currently the TCAT representation on the research team of the University of British Columbia's Bicyclists Injuries and the Cycling Environment large-scale research project.

I would like to endorse the recommendations that have been submitted to you by Fiona Chapman, Manager, Pedestrian Projects at the City of Toronto and David McKeown, Medical Officer of Health.

Specifically:

1. That the scope of the report go beyond reviewing deaths to also examine collisions. From my experience with the previous coroner's review on cycling we found that it was helpful to expand the scope of the review to include injuries in order to better understand contributory factors. Additionally, there is often not any discernible difference between the circumstances resulting in a fatal or non-fatal collision.
2. That the review period be extended from just one year to the period from 2006 to 2010 for a more robust picture of issues contributing to fatalities.
3. That the review cover all factors such as infrastructure design, education and policies that contribute to or can mitigate serious injury or death. Street design and the built environment should be considered as important contributory factors, not only individual action or error.

I would be more than happy to assist you in any way in your review.

Thank you for undertaking this important study to improve the safety of pedestrians across Ontario.

Regards,  
Nancy Smith Lea

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