

# Citizen Control of the Citizen's Business

TORONTO'S CITIZENS CAN CONTROL TORONTO'S AFFAIRS ONLY  
THROUGH FREQUENT, PROMPT, ACCURATE AND PERTINENT INFOR-  
MATION WITH REGARD TO TORONTO'S BUSINESS.

ISSUED BY THE  
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*White Paper No. 42*

*November 19, 1920*

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## Motor Accidents

within the limits of the City of Toronto  
for one year ending September 30th, 1920,  
resulted in

# 55 DEATHS

*Can Toronto's Motor Mortality Rate  
be Reduced?*

## ACCIDENTS ANALYZED ACCORDING TO AGES OF VICTIMS

No. of Fatalities.	Ages.
7.....	5 years or under
18.....	6 to 11 years
6.....	12 " 17 "
2.....	18 " 23 "
5.....	24 " 30 "
3.....	31 " 40 "
6.....	41 " 50 "
2.....	51 " 60 "
6.....	Over 60 years
<b>55</b>	

Of the 55 accidents, 31 affected persons 17 years of age or under, and would seem to have been due largely to their own carefreeness, as is shown by the following resume:

- 15—Running across street (often dashing heedlessly from behind some vehicle or obstruction).
- 5—Riding bicycles.
- 4—Playing on street.
- 4—Hanging on trucks and fell.
- 2—Passing from behind street-car.
- 1—Auto ran on sidewalk where child was playing.

Between the ages of 11 and 17, 5 boys were killed, every one while riding on a bicycle.

The causes of the remaining 24 accidents may be summarized as follows:

- 10—Crossing street (behind street-car or other vehicle; auto travelling at excessive rate of speed; auto passing standing street-car, etc.).
- 4—Occupants of autos—careless driving.
- 3—2 riding bicycles, 1 motor-cycle.
- 2—Auto or truck ran on curb.
- 5—Miscellaneous (1 lost control of car she was driving; 1 was passenger in ambulance which overturned; 3 unknown).

In 26 cases (19 of these being children) the fatality was probably due to the action of the pedestrian.

In 17 cases, the accident was probably due to the action of the motorist, including 8 cases in which excessive speed was a factor.

In the other 12 cases the definite factor causing the accident could not be arrived at.

## FATALITIES TABULATED ACCORDING TO MONTHS IN WHICH ACCIDENTS TOOK PLACE

Month.	No. of Fatalities.
1919	
October .....	5
November .....	3
December .....	2
1920	
January .....	1
February .....	1
March .....	5
April .....	8
May .....	6
June .....	8
July .....	3
August .....	3
September .....	10
<b>55</b>	

Only 6 of these accidents occurred during the summer holiday period—July and August; and only 7 during the winter months—November, December, January and February.

### SUGGESTIONS.

It would seem from the above study that there are very few new laws or regulations which will assist in reducing Toronto's Motor Mortality Rate. It is already against the law for children to steal rides on trucks or for bicyclists to take hold to be drawn along highway, or for motorists to pass standing street-cars taking on or discharging passengers. The process of educating the public to take care, as is being done by the Ontario Safety League, and by the teachers in the schools, probably points to the greatest measure of future success in this connection.

A large number of fatalities occurred to boys on bicycles. While the adventurous nature of boys, which leads them to take many chances, is probably the great factor here, motorists should at all times sound their horns before passing any one riding on a bicycle. This is the practice of thoughtful motorists now. If bicycles carried lights at night it might be of assistance.

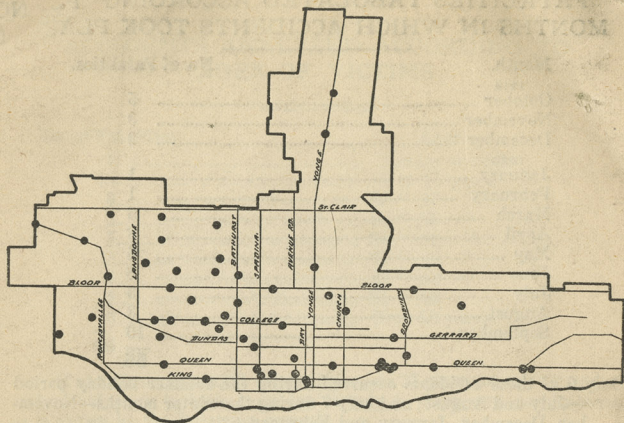
It has been suggested by the Safety League that the following legislation be sought:

1. All drivers of motor vehicles should be made to pass examinations and tests before being given a license which would permit them to drive.

The State of Connecticut now requires owners to secure a license, and there is an examination before the State Inspector before a license is granted to a new applicant. In Massachusetts all motor operators require a license. The Ontario law only stipulates that an examination must be gone through when driver is driving for hire or is over 16 and under 18 years of age. No person under 16 years is permitted to drive. Age is not the real factor. Some people are so constituted that they can never become good motor drivers.

2. That every vehicle of every variety should have a light at night.
- The following suggestions have been made by citizens to the Bureau:
1. That colored lights be hung at the street intersections on streets where traffic is heavy, to show the motorist that he is approaching same.
  2. That "safety islands" be built wherever possible. For example, on both sides of intersection of University Avenue and College Street.
  3. That foot passengers must cross the road at an intersection, or that, if they cross at other points, in case of accident the onus of responsibility should rest with them and not on the driver of the vehicle.

Undoubtedly, particularly in long blocks, one or more crossings places should be provided, and these should be clearly marked so that they could be readily seen by motorist and pedestrian alike.



Map showing the Location of Toronto's Motor Fatalities for the Year  
October 1st, 1919—September 30th, 1920

There were 38 fatalities in the area on the west side of the dividing line between Wards 2 and 3—i.e., Yonge, Bloor and Jarvis Streets, and 12 in the territory on the east side of said line, or in the ratio 3:1. The population in these districts bears the ratio of about 2:1. Three fatalities occurred on Yonge Street, all on the portion above Davenport Road. In two of these instances the condition of the roadway possibly had some bearing on the cause of the accident.

*The adventurous spirit of children, which is frequently expressed by their taking chances with motor traffic on city thoroughfares, may make them the explorers and leaders of to-morrow. It is not child nature to think of or comprehend all the consequences of such quickly executed acts.*

*Therefore, motorists must exercise every diligence in order to avoid accidents. As the "Globe" expressed it, in a recent editorial, "Better to stop the motor a hundred times, though the driver has all the rights on his side, if that will prevent the killing or injuring of one person violating every rule of the road and of ordinary common sense." Undoubtedly the majority of motorists hold this view now and act upon it.*

This bulletin issued in conjunction with the Ontario Safety League.