

Citizen Control of the Citizen's Business

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

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In Toronto, in the year ending April 30th, 1927, 700 persons were injured and 47 killed in 671 motor accidents. Of the injured at least 219 were children under 15 years of age and of the killed 15 were children under 15 years of age.

In the year ending April 30th, 1920, 55 persons were killed in motor accidents in Toronto; but in the six months between April 30th and November 1st, 1927, 35 persons were killed in motor accidents in Toronto, 14 of which were in the month of September, and 54 in the ten months from January 1st to November 1st, 1927.*

Within the so-called registration area of Canada for 1921, 197 persons were killed in automotive accidents. Within the same area in 1926, 423 were killed. In the whole of Canada during 1926, 606 persons were killed in automotive accidents.

These are absolute, not relative figures. In measuring the rate of increase of automotive accidents, attention must be paid to:

1. The increase in population, i.e., the number of those who may be injured or killed.
2. The increase in the number of machines which may be involved in automotive accidents.

In any event the figures are startling and should give pause to every citizen whether a motor owner or not.

The pages within give charts and facts which throw some light on the problem of controlling the death and injury toll associated with modern individual transportation. It is very evident that accident control is a matter of traffic control and that after everything possible has been done through education, such as that carried on by the Ontario Safety League and the Schools, and through regulation by the police and the provincial authorities, there will remain a large field in which city planning can provide effective control.

*These figures relate strictly to the area within the City Limits and were supplied by the Ontario Safety League.

Have Automobile Fatalities Increased Faster than Population from the Beginning of 1921 to the End of 1926?

Year	TORONTO			ONTARIO			CANADA (Registration area)		
	Fatal* Accidents	Population	No. per 100,000 Population	Fatal** Accidents	Population	No. per 100,000 Population	Fatal** Accidents	Population	No. per 100,000 Population
1921.....	48	522,666	9.184	108	2,933,862	3.681	197	6,427,284	3.065
1922.....	56	529,083	10.584	103	2,976,000	3.461	237	6,503,550	3.641
1923.....	54	538,771	10.023	208	3,019,000	6.889	355	6,589,240	5.387
1924.....	48	542,189	8.853	205	3,062,000	6.695	340	6,670,940	5.097
1925.....	43	549,429	7.828	256	3,103,000	8.247	425	6,748,700	6.297
1926.....	41	556,691	7.365	242	3,145,600	7.693	423a	6,827,500	6.195a
Decrease or Increase	14.6% D	6.50% I	19.8% D	124.1% I	7.22% I	109% I	114.7% I	6.23% I	102.1% I

a. The registration area was larger in 1926 than in 1925; but the figures for the 1925 area are used here. The total automotive fatalities in all Canada in 1926 numbered 606. The present registration area covers all Canada.

*Figures obtained through the courtesy of the Ontario Safety League.

**Figures through the courtesy of the Dominion Bureau of Statistics.

It Will be Noted that:

1. The number of fatalities per 100,000 population in Toronto in 1921 was almost three times as great as the number in the registration area of Canada and over two and one-half times as great as in Ontario as a whole, whereas in 1926 its rate is lower than that of Ontario as a whole and only 19% greater than that in the registration area (See Note a.).
2. That the rate for Toronto is 19.8% less in 1926 than in 1921, while it is 109% greater in Ontario and 102.1% greater in Canada. But there has been an increase in the Toronto rate since January 1st, 1927, the extent of which will not be known until the end of the year.

Have the Automotive Fatalities Increased Faster than the Number of Machines?

Year	TORONTO			ONTARIO			CANADA (Registration area)		
	Fatalities	No. of Machines*	Fatalities per 10,000 Machines	Fatalities	No. of** Machines	Fatalities per 10,000 Machines	Fatalities	No. of** Machines	Fatalities per 10,000 Machines
1921.....	48	40,635	11.812	108	206,521	5.219	197	410,708	4.785
1922.....	56	47,016	11.918	103	240,933	4.275	237	451,826	5.245
1923.....	54	57,475	9.395	208	280,996	7.402	355	514,402	6.901
1924.....	48	61,231	7.839	205	308,693	6.641	340	566,976	6.
1925.....	43	67,706	6.351	256	344,112	7.439	425	630,348	6.742
1926.....	41	75,530	5.453	242	390,126	6.203	423	730,931	5.787
Decrease or Increase	14.6% D	85.9% I	53.8% D	124.1% I	88.9% I	18.9% I	114.7% I	78% I	20.9% I

*Figures supplied by the Ontario Department of Highways, Motor Vehicle Branch.

**Figures from the Canada Year Book and Dominion Bureau of Statistics.

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It Will be Noted That:

1. The fatalities per 10,000 automotive vehicles in 1921 were more than twice as great in Toronto as in Ontario and about two and one-half times as great as in the 1921 registration area of Canada; but that in 1926 it had fallen below both Canada and Ontario. The rate seems to have become fairly comparable since 1924.
2. The rate for Toronto has decreased 53.8%, the rate for Ontario has increased 18.9% and that for Canada in the 1921 registration area has increased 20.9%. It must be borne in mind that Toronto cars are not confined to Toronto or Ontario cars to Ontario. It is entirely probable that city cars contribute their full share to rural fatalities.

Have the Number of Fatalities Increased in Proportion to the Number of Cars and Population?

Increase or decrease in accident rate per 10,000 cars, compared with 1921 and allowing for increase in population

Year	TORONTO	ONTARIO	CANADA
1921	11.812	5.219	4.785
1922	11.773	4.214	5.179
1923	9.114	7.193	6.731
1924	7.557	6.363	5.780
1925	6.042	7.033	6.420
1926	5.120	5.785	5.448
Decrease or Increase	56.7% D	10.8% I	13.8% I

It Will be Noted That:

1. The fatality rate in Toronto was more than twice as much as that of Ontario or Canada in 1921; but had fallen below both in 1926.
2. In Canada (1921 registration area) and in Ontario the fatality rate has increased faster than the increase in the number of cars after allowing for increases in population; but in Toronto there has been a relative decrease.

It must be borne in mind that each preventible fatality is one too many and involves an irreparable loss.

It would appear from the above facts that the control of motor fatalities and other motor accidents has probably made more progress in urban than in rural districts; that traffic regulations, education, etc., are beginning to have their effect in the province and in the country as a whole; that much remains to be done in the control of motor accidents; that past experience shows that more control is obtainable.

Like every other problem, careful study is necessary to reach the best solution. This problem is a community problem and can only reach 100% solution by community co-operation both in study and action.

In order to provide some basis for community thinking and to give an idea of the methods which have already been used officially in the study of the problem, the following table is presented:

An Analysis of Motor Accidents in Toronto for the Year Ending April 30th, 1927

Figures in italics represent accidents accompanied with fatalities

NATURE OF ACCIDENT	No. of Accidents	No. Killed	No. Injured	Age of Victims				
				0-5	5-15	15-25	Over 25	Not Stated
Ran over victim on street	406	<i>32</i>	374	63	108	32	76	95
Collision between cars.....	88	<i>4</i>	127	8	6	1	15	2
Collision with street car....	23	<i>4</i>	35	7	7	17	19	77
Collision with person riding bicycle.....					3	2	5	25
Ran into pole.....	44		44	1	14	7	9	13
Passed stopped street car (knocking down passenger)	15		24			5	6	13
Ran up on sidewalk.....	10		10		3		3	4
Collision between cars and horse drawn vehicles.....	9	<i>2</i>	8		4	1	2	1
Smashed into parked car....	5		5		1		3	1
Collision with train.....	5	<i>1</i>	5				4	1
Car turned over.....	3		2				1	2
Ran into tree.....	3	<i>1</i>	3				1	2
Ran into wall or fence.....	2		2				1	1
Ran into house.....	2		4	1				3
Riding motor cycle.....	1		3					3
Run over by own motor truck	1	<i>1</i>				1		
Dropped into excavation....	1		1				1	
Under car doing repairs....	1		1					1
Auto accident (particulars not available).....	51	<i>1</i>	52	2	5	7	6	32
TOTALS.....	671	<i>47</i>	700	74	145	71	138	272
				8	7	2	27	3

The Bureau is indebted to the Ontario Safety League for courteous assistance in compiling and checking the figures in this table.

CAUSES OF ACCIDENTS

Unfortunately the information as to the real causes of the accidents was not sufficiently complete or clear to make a tabulation of the information worth while. Among the causes, however, were the following:

Reckless driving, swerving to avoid, skidding, losing control when learning to drive, failure of steering gear, rain on windshield, driver blinded by sun, defective brakes, car stalled, car hit dog, pedestrian ran or walked suddenly in front of car, victim walked or ran into side of car, crossing intersection diagonally, victim rushing to catch street car, rider turned bicycle suddenly.

Some of these causes are of a mechanical nature and could have been provided against by the driver. Some are caused by defects in the driver's or victim's mentality or nervous control.

Problems of Control

A careful examination of the records shows that the problem of accident control is a problem of traffic control and that traffic control is a matter of community planning.

The problem has four main phases:

- I. The car and its driver
- II. The pedestrian
- III. Street regulations
- IV. City planning.

Among the sub-problems are:

I.

- (a) How to insure that cars shall be in good physical condition as to brakes, steering gear, etc.
- (b) How to insure that driver shall possess common sense, respect for the rights of others, good judgment in an emergency, ability to think quickly, an appreciation of the fact that saving time is not as important as saving life.

II.

- (a) How to insure that pedestrians shall exercise common sense, good judgment, respect for the rights of others and ordinary precautions of safety.
- (b) How to insure that pedestrians shall obey traffic regulations.

III.

- (a) How to limit parking as to time and place so as to cause the least inconvenience to business, pedestrians and motorists.
- (b) How to apply stop-street regulations.
- (c) How to decide on one-way streets.
- (d) How to regulate the relations of motor and street car traffic.

IV.

- (a) How to decide what streets should be widened and extended.
- (b) How to provide through streets without unnecessary "jogs", by which without undue delays and danger to pedestrians, motorists may reach and leave the main business centres.
- (c) How to separate to a reasonable degree and within reasonable cost limits pedestrian and motor traffic.
- (d) How to decentralize business and industry, by the control of building heights, etc., so that the advantages obtained under (a), (b) and (c) are not neutralized by the results of increased congestion at the centre.

City Planning a Vital Necessity

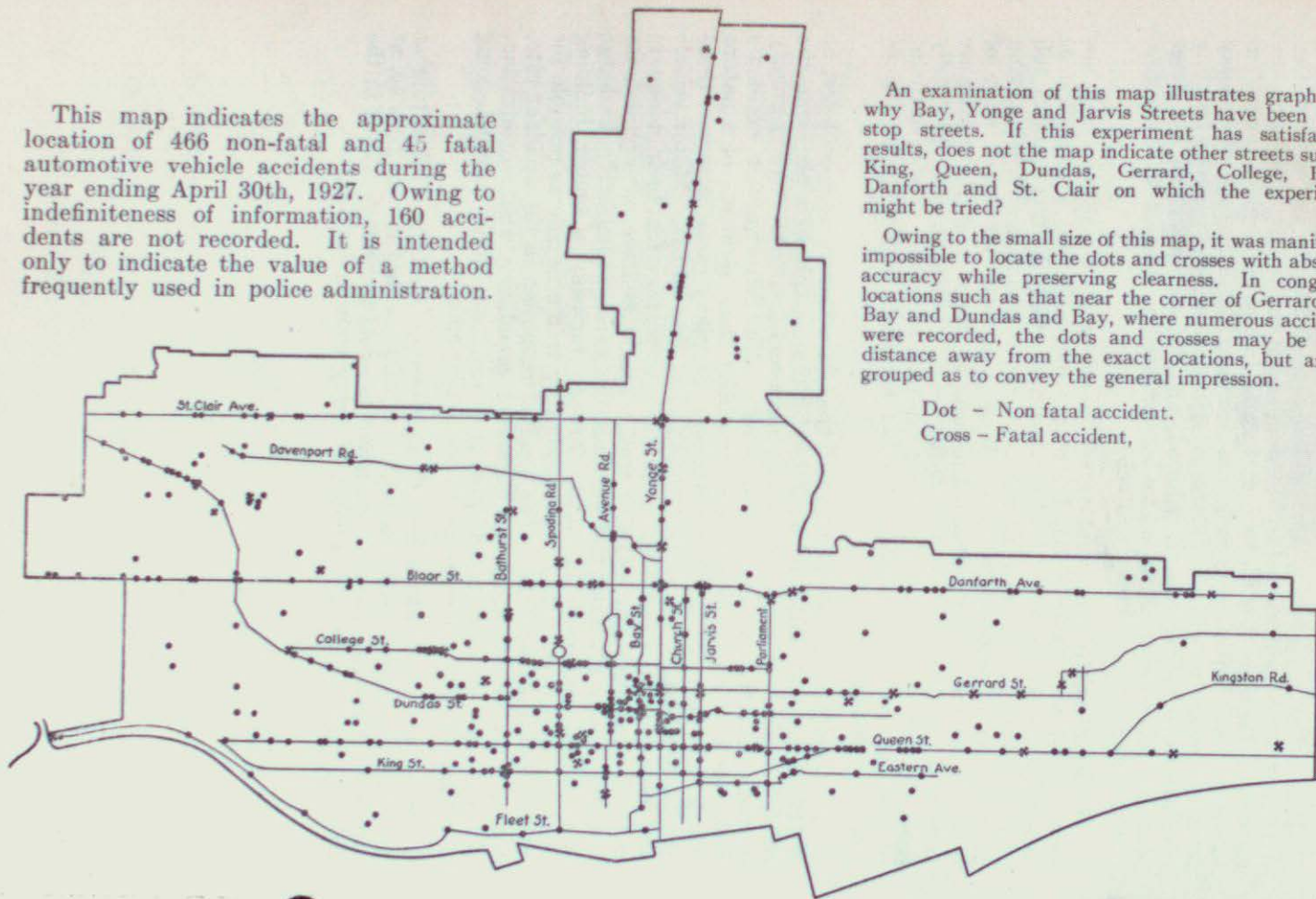
It is believed by many that millions of dollars in the cities of this continent have been wasted in widening and straightening highways, and in putting through new highways, through failure to regulate congestion at the centres. Experience proves that increased facilities for getting away from the centre provides only temporary relief unless stringent building regulations are enforced. If allowed, any "slack" produced by street planning will be entirely taken up by increased congestion at the centre, due to lack of city planning control.

If dispassionate consideration of its economic advantages will not bring about a popular demand for city planning, the continuance or intensification of present traffic conditions with its huge annual toll of wasted time and human life will compel the adoption of city planning as a matter of self-preservation. Why wait until thousands more of human lives are snuffed out and the costs of adequate city planning are trebled or quadrupled? As a great part of city planning costs practically nothing, why not start now on what can be done now? The investment of a dollar now may mean a return of hundreds within the lifetime of most now living.

If 15 children were killed at one time in a theatre or school fire, or if 747 people were killed or wounded by the collapse of a platform, the public imagination would be greatly impressed and public feeling greatly stirred. Effective action would result. No doubt motor accidents make more of an impression on the public than accidents of a nature which have been familiar for centuries. In many cases, however, these can be controlled only by the education of individuals. Motor vehicle accidents require something more than education for their adequate control. In cities particularly, traffic accidents have a very definite relation to city planning and communities cannot completely discharge their moral responsibility until, through highway planning, building control, zoning, etc., they have made city traffic as safe as possible for pedestrians and motorists. The gradual reduction in the accident rate, taking into consideration the increased population and motorization, proves that planned effort produces results. More thorough-going planning will produce even more spectacular results.

Why not constitute a live City Planning Advisory Committee at once, and provide it with adequate facilities, so that it may be able, at the earliest possible moment, to make concrete recommendations in the fields of building control, zoning, highway communication, etc.

This map indicates the approximate location of 466 non-fatal and 45 fatal automotive vehicle accidents during the year ending April 30th, 1927. Owing to indefiniteness of information, 160 accidents are not recorded. It is intended only to indicate the value of a method frequently used in police administration.



An examination of this map illustrates graphically why Bay, Yonge and Jarvis Streets have been made stop streets. If this experiment has satisfactory results, does not the map indicate other streets such as King, Queen, Dundas, Gerrard, College, Bloor-Danforth and St. Clair on which the experiment might be tried?

Owing to the small size of this map, it was manifestly impossible to locate the dots and crosses with absolute accuracy while preserving clearness. In congested locations such as that near the corner of Gerrard and Bay and Dundas and Bay, where numerous accidents were recorded, the dots and crosses may be some distance away from the exact locations, but are so grouped as to convey the general impression.

Dot - Non fatal accident.
Cross - Fatal accident,