



EMPHASIS AREA 1: PEDESTRIANS

A pedestrian is seriously injured or killed every 3 days on Toronto's roads.

Pedestrian collisions involve any person that is not riding in a vehicle or on a bicycle.

26%

OF COLLISIONS INVOLVING PEDESTRIANS IN THE LAST 5 YEARS OCCURRED MIDBLOCK

18%

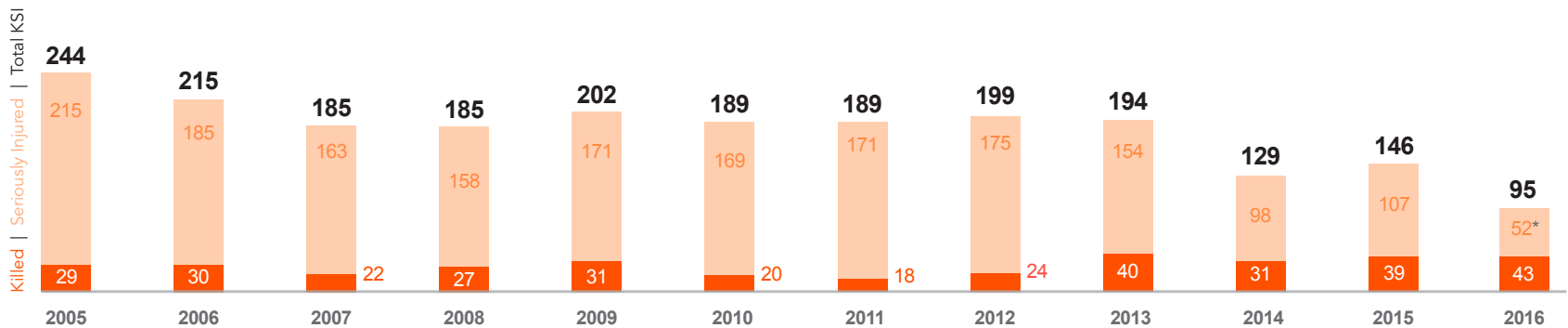
OF PEDESTRIANS IN THE LAST 5 YEARS WERE STRUCK BY A VEHICLE TURNING LEFT AT AN INTERSECTION

15%

OF PEDESTRIANS IN THE LAST 5 YEARS WERE STRUCK WHILE AT A PEDESTRIAN CROSSOVER

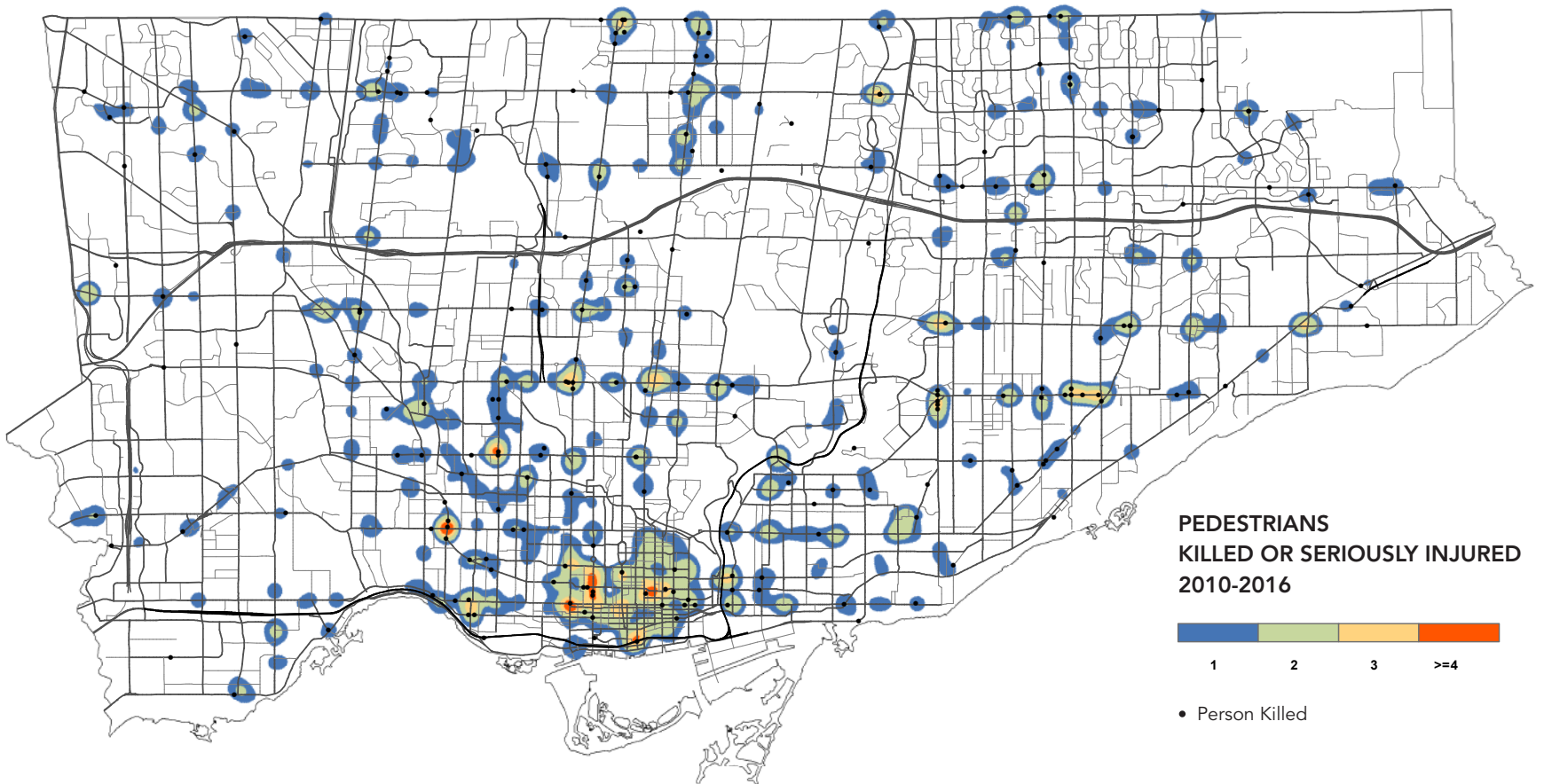
Between 2005 and 2016, there were 2,172 pedestrians killed or seriously injured in a collision with a motor vehicle.

Corridors within the city exhibiting high killed or serious injury collisions will be prioritized and targeted for pedestrian safety improvements such as speed reductions, shortened crossing distances, no-right-turns on red, advance greens for pedestrians, fully protected left-turns and police enforcement for compliance with traffic rules that affect pedestrian safety. These measures will improve pedestrian safety by reducing crossing distances, making the pedestrian crossing more accessible and reducing vehicle conflicts with pedestrians.



Pedestrians Killed in Toronto, January 1, 2005 - December 23, 2016

*Pedestrians Seriously Injured in Toronto, January 1, 2005 - June 1, 2016



EXISTING SAFETY MEASURES

SPEED LIMIT REDUCTIONS

Speed limits have been reduced from 50 km/h to 40 km/h and in some places from 40 km/h to 30 km/h.

PEDESTRIAN COUNTDOWN SIGNALS

Installed at all signalized crossings, the countdown device indicates the number of seconds remaining for a pedestrian to complete a crossing.

PEDESTRIAN CROSSOVER (PXO) ENHANCEMENTS

Improvements to pedestrian crossovers including the addition of pavement markings, zebra striping and larger amber beacons were made at key locations.

"MARCH BREAK MARCH SAFE" CAMPAIGN

Organized by the Toronto Police Service, this campaign is designed to promote the education, awareness and enforcement strategies intended to heighten awareness of pedestrian safety during March Break.

"STAY FOCUSED STAY SAFE" CAMPAIGN

Led by the Toronto Transit Commission, this campaign targets various pedestrian issues such as jaywalking and night time visibility.

"STEP UP BE SAFE" CAMPAIGN

Developed by the Toronto Police Service, this education and enforcement campaign coincides with Daylight Savings Time and focuses on motorists, cyclists and pedestrians who commit offences near pedestrian crossovers.

ENHANCED EXISTING SAFETY MEASURES

The following existing safety measures will be enhanced, and are described on the next few pages:

- Accessible Pedestrian Signals (APS)
- Annual Sidewalks Capital Program
- Zebra Crossing Pavement Markings
- Advance Green for Pedestrians

NEW/ENHANCED SAFETY MEASURES

PEDESTRIAN SAFETY CORRIDORS

Using a variety of safety measures such as targeted speed limit reductions, signal timing adjustments and enhanced pedestrian crosswalk markings (zebra markings), Pedestrian Safety Corridors will reduce safety risks for pedestrians.

PEDESTRIAN STREET LIGHTING IMPROVEMENTS

Working with Toronto Hydro, street lighting will be reviewed at locations with high pedestrian volumes and areas that are particularly prone to pedestrian involved collisions for opportunities to improve street lighting.



AUTOMATED PEDESTRIAN DETECTION

A study will review the effectiveness and practicality of automated pedestrian detectors. These technologies can be used to optimize intersection operations and improve safety by reducing conflicts between vehicles and pedestrians.

PAVEMENT MARKING IMPROVEMENTS

Standards for pavement markings such as stop bars and crosswalk widths will be reviewed. Additional and improved markings will provide better guidance of safety hazards to drivers and improved visibility of vulnerable road users.



ACCESSIBILITY IMPROVEMENTS

A review of intersections and mid-block crossings will be conducted to identify locations where new City standards can be implemented. This will improve accessibility for people with disabilities.

ADVANCE GREEN FOR PEDESTRIANS

Selected intersections will display the pedestrian "walk" signal a few seconds earlier than the green signal for vehicles, providing pedestrians a head start into the intersection. This will help to increase pedestrian visibility and reduce the likelihood of left turn collisions with pedestrians.

NEW/ENHANCED SAFETY MEASURES



NEW CORNER RADIUS DESIGN

Using Toronto's award winning Curb Radii Design Guidelines, key intersections will be selected for improved corner radii. Smaller corner radii result in shorter pedestrian crossing distances and times, and deter drivers from making right turns at higher speeds.



ACCESSIBLE PEDESTRIAN SIGNALS (APS)

These devices use audible tones and vibration to advise pedestrians with low or no vision when they have the right-of-way to cross.

NO RIGHT-TURN-ON-RED PROHIBITION

No right-turn-on-red prohibitions will be implemented at key locations where right turns on red lights have been found to be a contributing factor to pedestrian KSI collisions. These restrictions protect pedestrians within the right-of-way from vehicles making a right turn across their path.



MISSING LINKS SIDEWALK PROGRAM

The existing Missing Links Sidewalk Program will be enhanced with a policy to install sidewalks in areas that have no sidewalks or sidewalks on only one side of the road during road reconstruction. Connected and continuous sidewalks provide a safer and more accessible walking environment.

ROAD SAFETY AUDITS AT HIGH-RISK LOCATIONS

In areas with high KSI collisions, in-depth safety reviews will be conducted to identify immediate deficiencies and issues and determine appropriate short-term and long-term remedial actions.

NEW/ENHANCED SAFETY MEASURES

LOCAL ROAD PEDESTRIAN CROSSOVER PILOT

Staff will explore the possibility of introducing new types of pedestrian crossovers on local roads. Pedestrian crossovers offer greater protection for pedestrians through standardized pavement markings, roadside signage and rapid flashing beacons and are enforceable by police.

REMOVAL OF RIGHT TURN SLIP LANES

Intersections with right turn slip lanes exhibiting a history of pedestrian collisions will be prioritized to have slip lanes removed and replaced with reduced curb radii. Removal of right turn slip lanes reduces the crossing distance for pedestrians, minimizes conflicts between vehicles, pedestrians and cyclists and slows vehicles making right turns.

FORMATION OF VISION ZERO ROAD SAFETY COMMITTEE

Representatives from key partner agencies as well as key external stakeholders and advocacy groups will oversee the roll-out of Vision Zero and meet to provide updates, review progress, re-assess priorities and plan future actions.



ENHANCED ENFORCEMENT STRATEGIES

Police enforcement will focus on locations based on a data driven analysis of intersections. Enhanced enforcement will improve safety by promoting compliance with traffic rules and deterring dangerous behaviours.

PEDESTRIAN EDUCATION AND AWARENESS INITIATIVES

A communications strategy using social media, print media articles, online videos, bus shelter/TTC advertising and a new Vision Zero website will be developed to support pedestrian safety campaigns.