

# Toronto Accessibility Advisory Committee


**Toronto**

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# Overview

Transportation Services is currently developing new and updated guidelines that will be used to review requests for new or improved pedestrian crossings. The Division will be reporting an update to Infrastructure and Environment Committee on June 11, 2025.

As part of this update, Councillor Myers requested that staff update the Toronto Accessibility Advisory Committee on how accessibility and the needs of older adults are considered when reviewing pedestrian crossings.

Today, we want to answer the following questions:

- What is a Pedestrian Crossing Protection Device?
- What are the types of Pedestrian Crossing Protection Devices?
- How does Transportation Services prioritize older adults and persons with a disability in reviews for Pedestrian Crossing Protection?

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# What is a Pedestrian Crossing Protection Device?

Pedestrian Crossing Protection Devices are traffic control devices that are used to provide a designated crosswalk for people crossing the street.

- Transportation Services installs crosswalk markings at locations that are “controlled” by a STOP or YIELD sign, traffic signal, or Pedestrian Crossing Protection Device.
- At these “controlled” locations, vehicle operators are required to stop for or yield to people crossing the street who are walking or rolling.

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# Types of Pedestrian Crossing Protection Devices

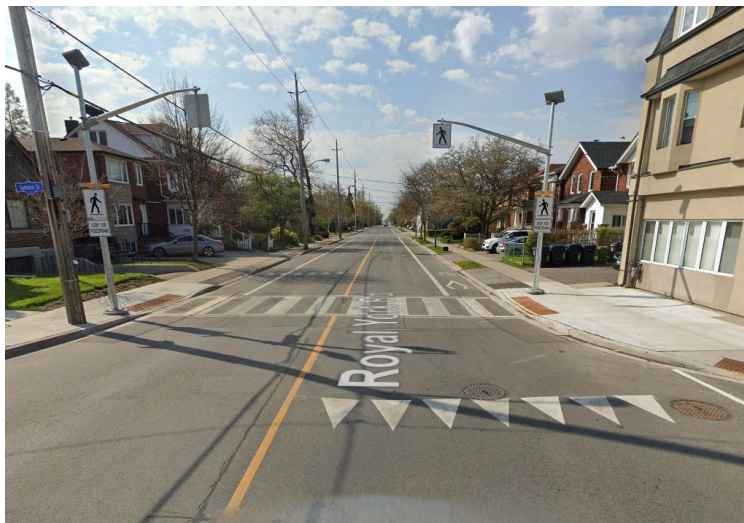
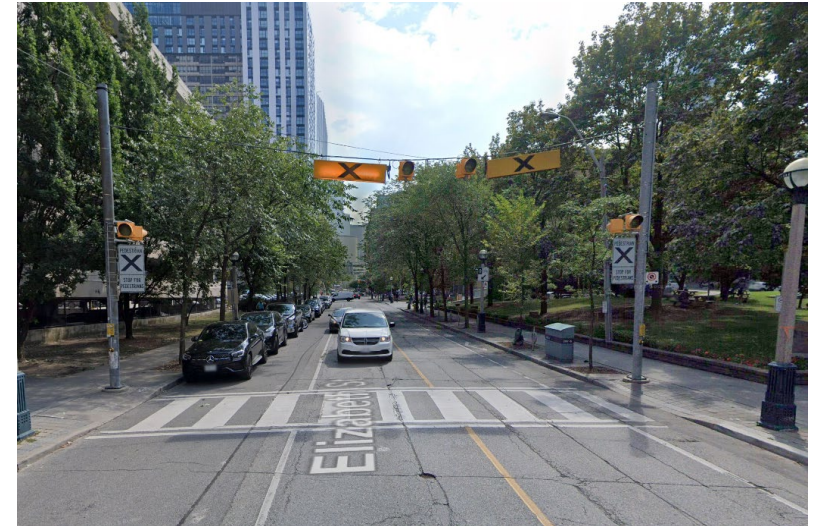
Pedestrian Crossing Protection Devices include Pedestrian Crossovers – abbreviated as PXO – and pedestrian signals.

- **PXOs** can be located mid-block or at an intersection. They have a push-button, which activates lights to warn drivers that a person is crossing the street.
- **Mid-Block Pedestrian Signals** – abbreviated as MPS – are crosswalks where pedestrians have a signalized crossing with a WALK sign to cross the roadway in between two intersections.
- Pedestrian signals can also be located at intersections where a WALK sign is provided for people to cross the main street but vehicles on the side street have a stop sign. **Intersection Pedestrian Signals** – abbreviated as IPS – are also known as half signals because they only control half of an intersection. They are used at intersections where there is not enough traffic on the side street to require a full signal.

# Types of Pedestrian Crossing Protection Devices

People are likely most familiar with existing PXOs, which are known as **Level 1 PXOs**. A Level 1 PXO has overhead flashing lights that turn on when the button is pushed.

*(The image on the right shows a Level 1 PXO located across Elizabeth Street in downtown Toronto near the Toronto General Hospital)*



Transportation Services is also adding Level 2 PXOs to the City. **Level 2 PXOs** function the same way as a Level 1 PXO but they have different flashing lights on the side. Instead of overhead yellow Xs, there are white signs with a pedestrian symbol.

*(The image on the left shows a Level 2 PXO located across Royal York Road at Symons Street in Mimico)*



# Types of Pedestrian Crossing Protection Devices

A **Mid-Block Pedestrian Signal** operates like a regular traffic signal but there is no side street, only a crosswalk for pedestrians. If at a trail crossing or shared use path, a cross-ride for cyclists to cross the main roadway is also provided.

*(The image on the right shows a Mid-Block Pedestrian Signal across Bloor Street W in The Kingsway)*



An **Intersection Pedestrian Signal** operates the same as a regular traffic signal except that only the crosswalk across the main street has a WALK sign. There can be crosswalks on only one or both sides of intersection across the main street.

*(The image on the left shows an Intersection Pedestrian Signal across Queen's Park Crescent East at Grosvenor Street)*

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# Pedestrian Crossing Protection Reviews

Transportation Services considers accessibility and the needs of older adults during multiple steps in the review of new and improved pedestrian crossing locations.

- When reviewing requests for new Pedestrian Crossing Protection Devices, pedestrian crossing volumes are calculated by double-counting children under 12, older adults, and pedestrians with a disability. While this does not capture all differences in abilities, it does prioritize crossings where people crossing the street may be more vulnerable.
- Staff are also able to recommend a new Pedestrian Crossing Protection Device where there is a pronounced need for people to cross, such as to and from TTC stops, but no nearby controlled crossing even if the location does not meet the minimum numerical justification.
- For example, Transportation Services is working with the TTC to review opportunities to put in new PXOs and pedestrian signals at existing stops where there is no crosswalk for transit riders to cross the street.

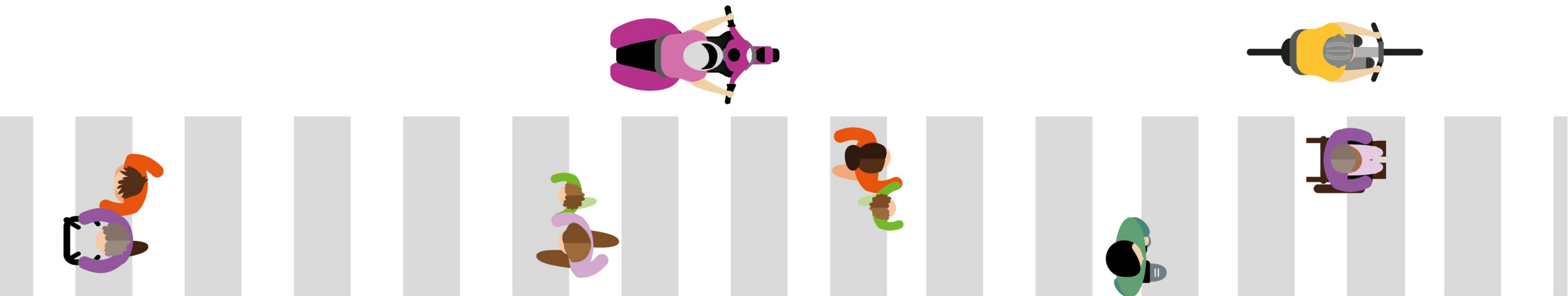
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# Pedestrian Crossing Protection Design

Transportation Services considers the needs and varying abilities of people in the design and construction of pedestrian facilities. The Toronto Accessibility Design Guidelines (TADG) represents a best practice standard and describes a level of accessibility that goes beyond that of the minimum legislative requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

- Pedestrian facilities, including crossings, are designed and constructed according to the TADG and other Transportation Services guidelines and standards.
- As part of the new guidelines under development to improve pedestrian crossing safety, Transportation Services is also reviewing other policies, guidelines, and standards to ensure they are in line with the Vision Zero lens and promote best practices in both safety and accessibility.
- Recommendations that require City Council endorsement will be reported to Infrastructure and Environment Committee at the June 11 meeting. The Division will continue to refine guidance for practitioners over the remainder of 2025 and will provide more information to Councillors and staff upon the release of new guidelines in the first quarter of 2026.





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