

Toronto's Vision Zero Road Safety Plan

Annual Report 2025



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MESSAGE FROM THE GENERAL MANAGER



The Toronto Vision Zero Road Safety Plan Annual Report reflects both the meaningful progress achieved in 2025 and the dedication of members of Council, city staff and our partners working everyday toward a safer Toronto. Our goal to eliminate collisions that result in people being killed or seriously injured is ambitious, but it is one that continues to guide and inspire our work across the City.

Since adopting Vision Zero in 2016, we have advanced a Safe System Approach in how we plan, design, and manage our road network, with a focus on equity to support those most at risk. The progress highlighted in this report is a direct result of the commitment, collaboration, and care that we bring to this work everyday.

While this report includes important data and trends, it also serves as a reminder that behind every number is a person, a family, and a community. This understanding continues to motivate us to push further, think differently and act with purpose.

In 2025, City Council supported, and staff advanced, a wide range of initiatives that are helping to make Toronto's streets safer, including expansion of our Traffic Agent program, new school safety zones, area speed limit reductions, geometric safety improvements, improvements to pedestrian crossings and cycle facilities, and the expansion of the Traffic Calming Program. Enforcement along with public education and awareness campaigns also play an important role in encouraging safer behaviours and fostering a culture of shared responsibility on our roads.

The progress we see is encouraging, with a 50% reduction in 2025 in the number of individuals killed on the City's roads over the 2016 number when the Vision Zero Plan was adopted. 2025 also saw an estimated 24% reduction in serious injury traffic collisions since 2016. As we look ahead, we remain focused on building on this progress and delivering continuous improvements to make Toronto's streets safer for all.

Ashley Curtis, General Manager
Transportation Services, City of Toronto

TABLE OF CONTENTS

Introduction	5
Collision Data and Trends	11
2025 Accomplishments	17
Improving Crossings for Pedestrians	20
Enhanced Pavement Markings at Streetcar Stops	23
Traffic Calming Program	26
Future Commitments: 2026 and Beyond	31
Glossary	33

INTRODUCTION

Toronto's Vision Zero Road Safety Plan

The City of Toronto initiated the [Vision Zero Road Safety Plan](#) in 2016, which is a commitment to reduce traffic-related fatalities and serious injuries on Toronto's streets to zero. This commitment aligns Toronto with the global Vision Zero movement recognizing that no loss of life or serious injury on our roads is acceptable. Using a Safe System Approach, the Plan prioritizes the safety of all road users, with a focus on those disproportionately impacted – older adults, children, pedestrians, people cycling, and people on motorcycles.

Toronto's Safe System Approach is made up of multiple layers of safety such as Safe Roads, Safe Speeds and Safe Vehicles, and is grounded in the nationally recognised Safe System Framework developed by Transportation Association of Canada, which outlines the principles, elements and key actions areas that underpin Vision Zero. This approach emphasizes a shared responsibility for road safety between the road user and those who design, operate, and maintain the road. Humans make mistakes, and the transportation system must be designed to accommodate these mistakes without someone being killed or seriously injured. Multiple layers of safety can reduce the chance of a collision as well as their severity. The Safe System Approach prioritizes human life and health as part of the overall transportation system.



Equity and Vision Zero in Toronto

The Vision Zero Road Safety Plan is important for building a safe and inclusive city. It emphasizes prioritizing safety for road users who are at the greatest disadvantage when it comes to collision risk and their outcome. This includes pedestrians, people cycling, people on motorcycles, older adults, school children and persons with a disability.

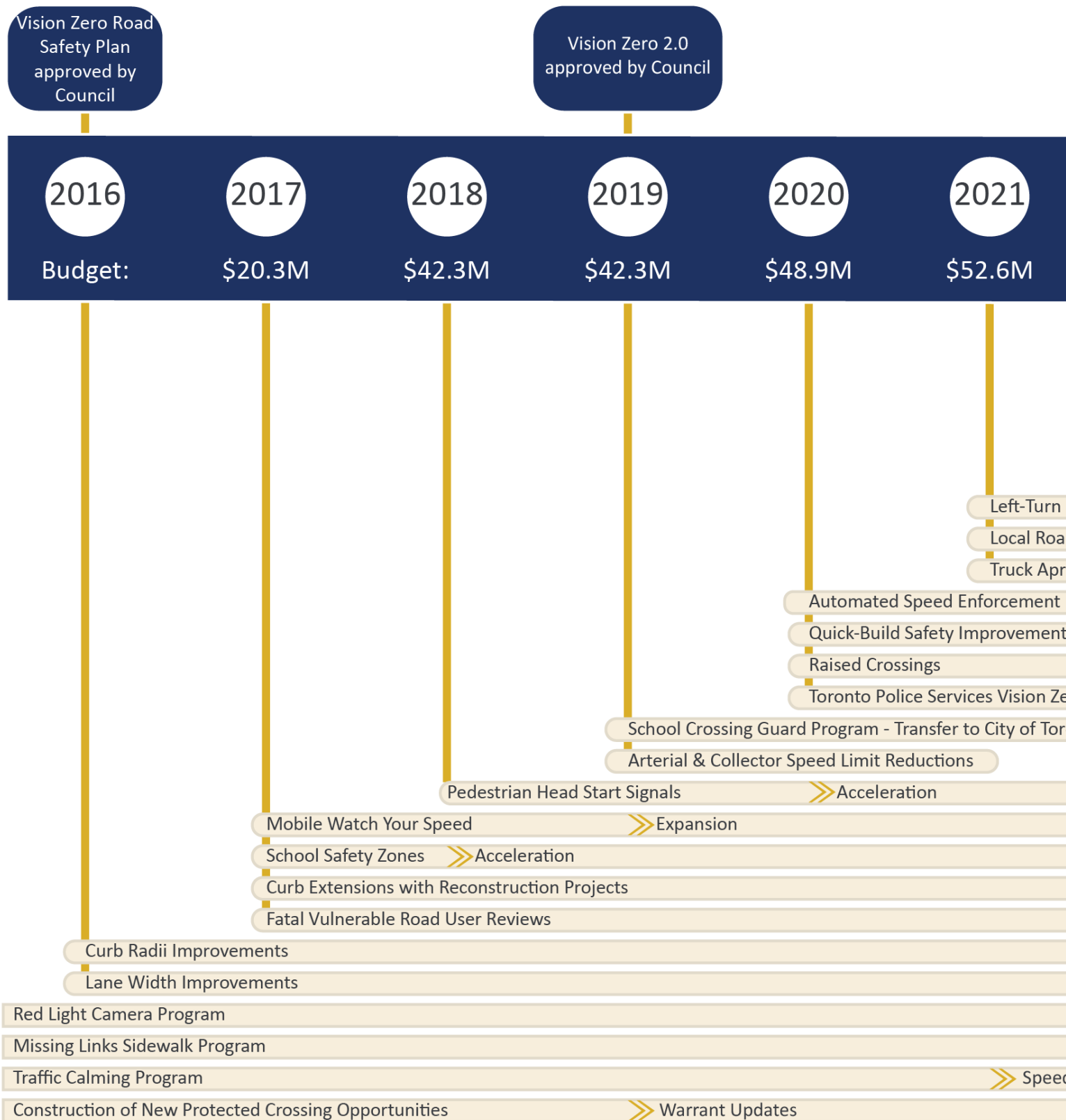
Toronto's Vision Zero strategy asserts that these road user groups deserve more than equal attention and resources, which means moving beyond simply using geographic equality in allocating transportation resources or relying on communities to request transportation safety investments.

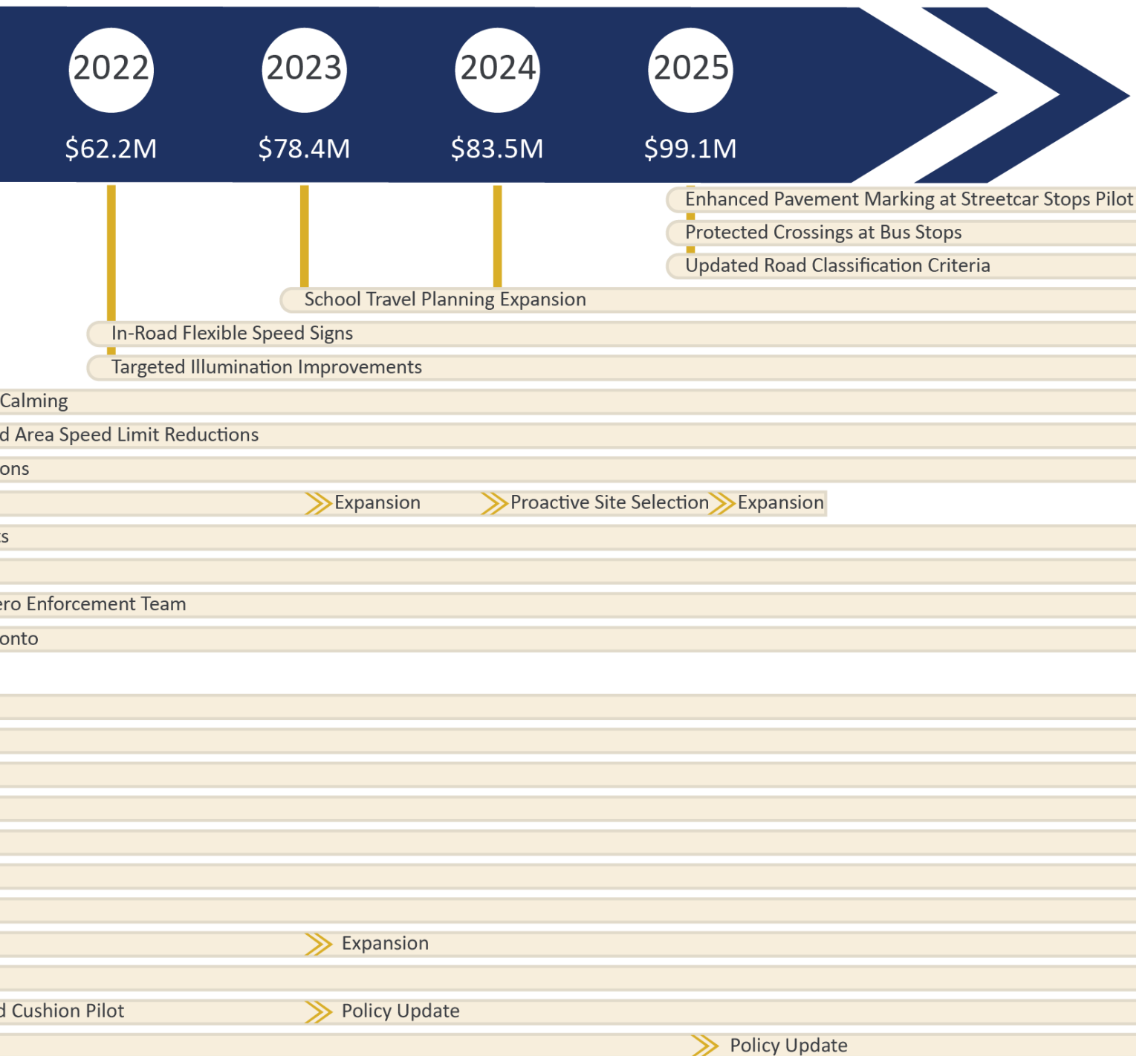
Transportation Services collects and analyzes collision data alongside demographic and socio-economic data to identify communities experiencing disparities in roadway fatalities and serious injuries. This process is complemented by proactive engagement with community representatives to understand their unique transportation safety needs and challenges. This equity-informed decision-making allows for a strategic focus of resources on interventions in locations where they will make the most significant difference in saving lives and preventing serious injuries.



School Crossing Guard

Vision Zero Road Safety Plan Timeline





Pape Avenue and Donlands Avenue



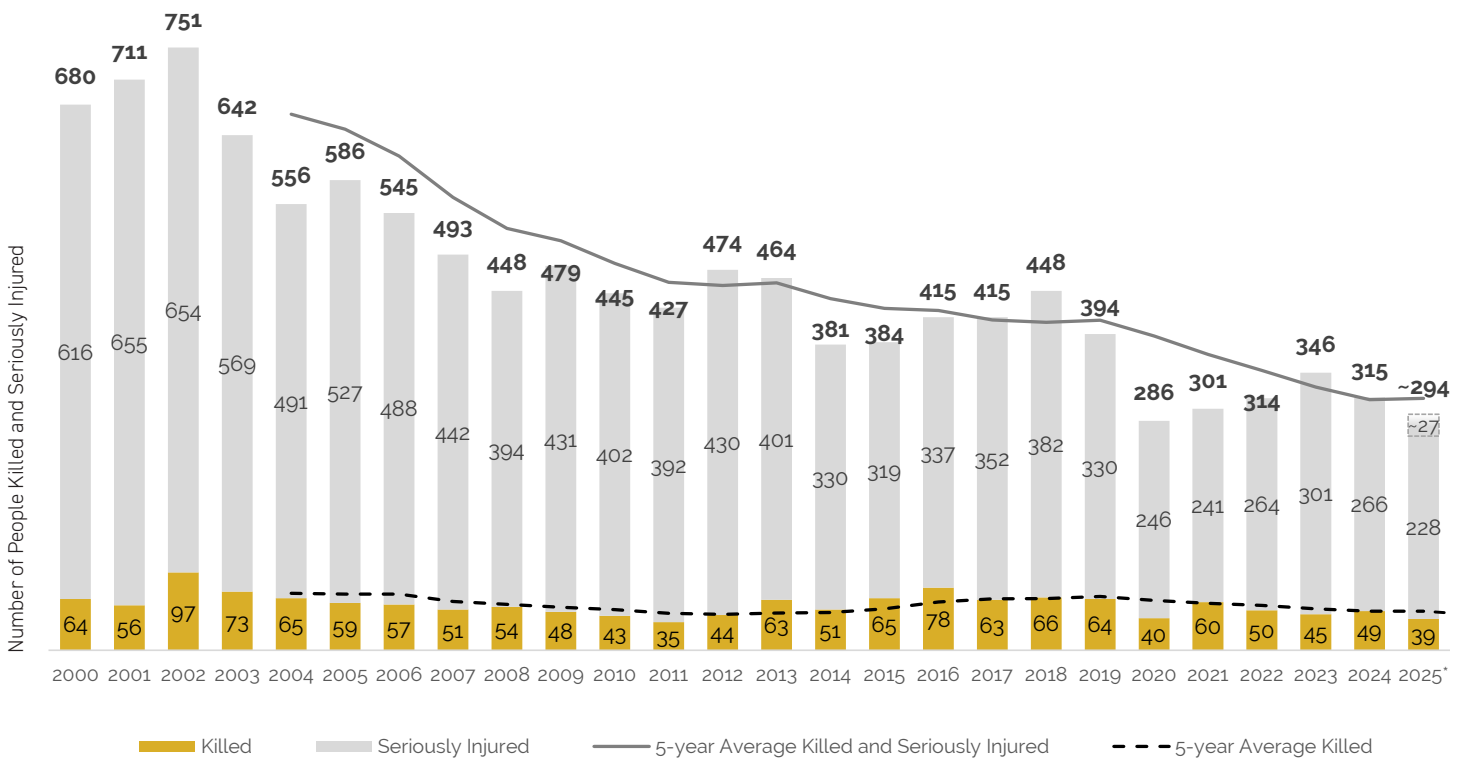
COLLISION DATA AND TRENDS

Toronto's Vision Zero Road Safety Plan was adopted in 2016, a year in which the City recorded the highest number of people killed on City roadways since 2002. 39 individuals were killed on the City's roads in 2025 reflecting a 50% reduction since 2016 and the second lowest number of road users killed since amalgamation of the City of Toronto in 1998. These reductions are attributed to sustained efforts through the Road Safety Plan as well as external factors such as changes in transportation patterns and improvements in vehicle safety.

As of February 19, 2026, the provisional number of serious injury traffic collisions for 2025 was 228. Based on the average delay between the date that the collision happened and the date that the City receives the collision data, it is estimated that a further 27 serious injury collisions have occurred, increasing the total estimated serious injury traffic collisions for 2025 to 255. This reflects a 24% reduction in serious injury traffic collisions since 2016 and the third lowest number of serious injury traffic collisions since amalgamation of the City of Toronto in 1998, with the exception of 2020 and 2021 which saw significant reductions in travel activity.

As shown in the chart below, the number of fatalities each year fluctuates more than serious injuries. Despite fluctuations, the overall killed and serious injury collisions are both generally trending downward, especially post 2018 where it is likely the impacts of the 2016 Road Safety Plan were beginning to have an impact.

Killed and Seriously Injured (2000-2025*)



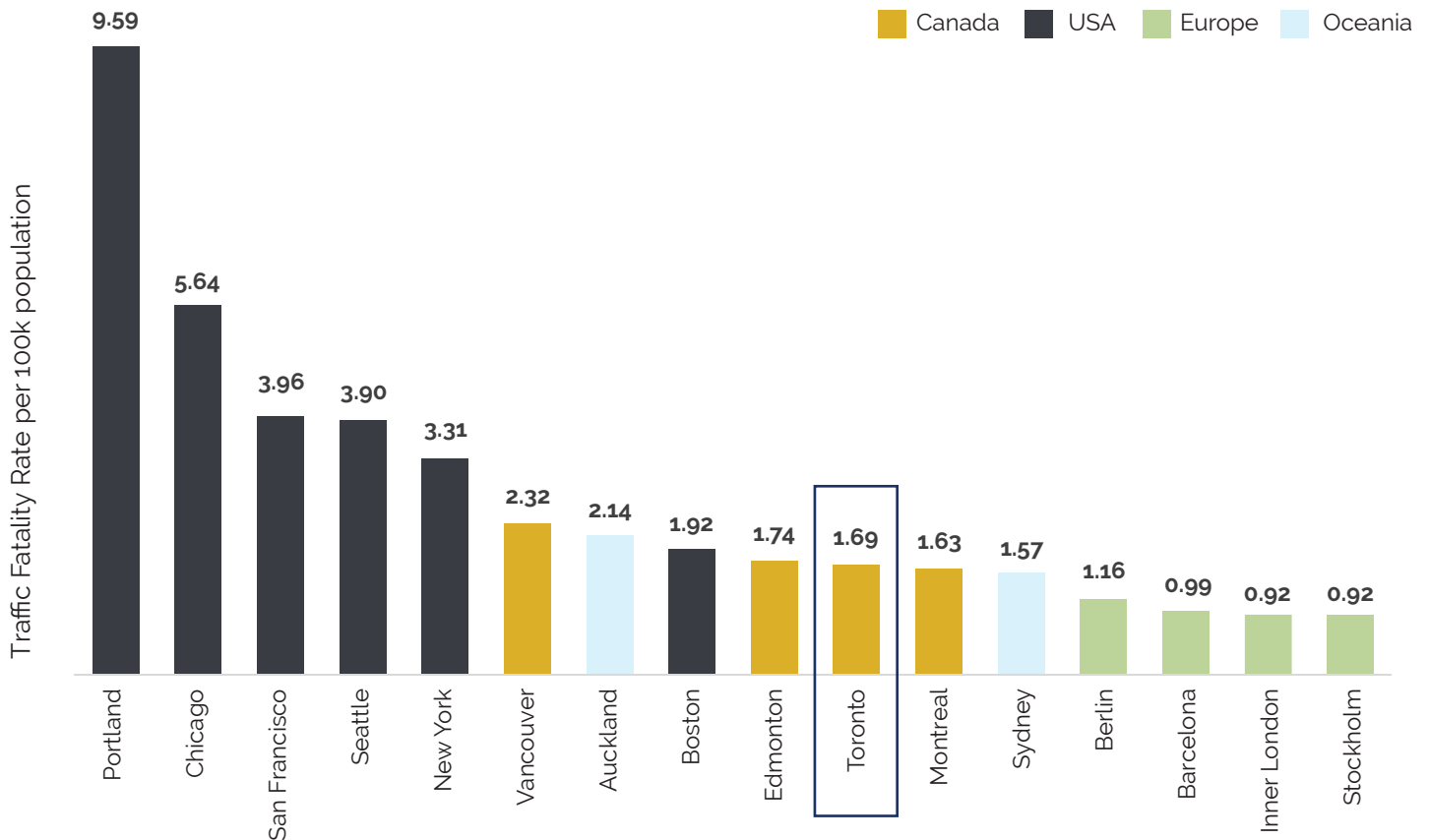
* 2025 data represents provisional data as of 19 February 2026. There is up to a one year delay for data on serious injuries from date of occurrence to being officially verified and reported. Based on the average delays between collision date and report submission date the estimated number of additional serious injury collisions has been included.

Reviews of Collisions Resulting in Loss of Life

Following every collision resulting in loss of life on the road network, a police investigation is undertaken along with an immediate safety investigation conducted by the City. The initial investigation by Transportation Services focuses on identifying any design or operational deficiencies that need to be rectified quickly.

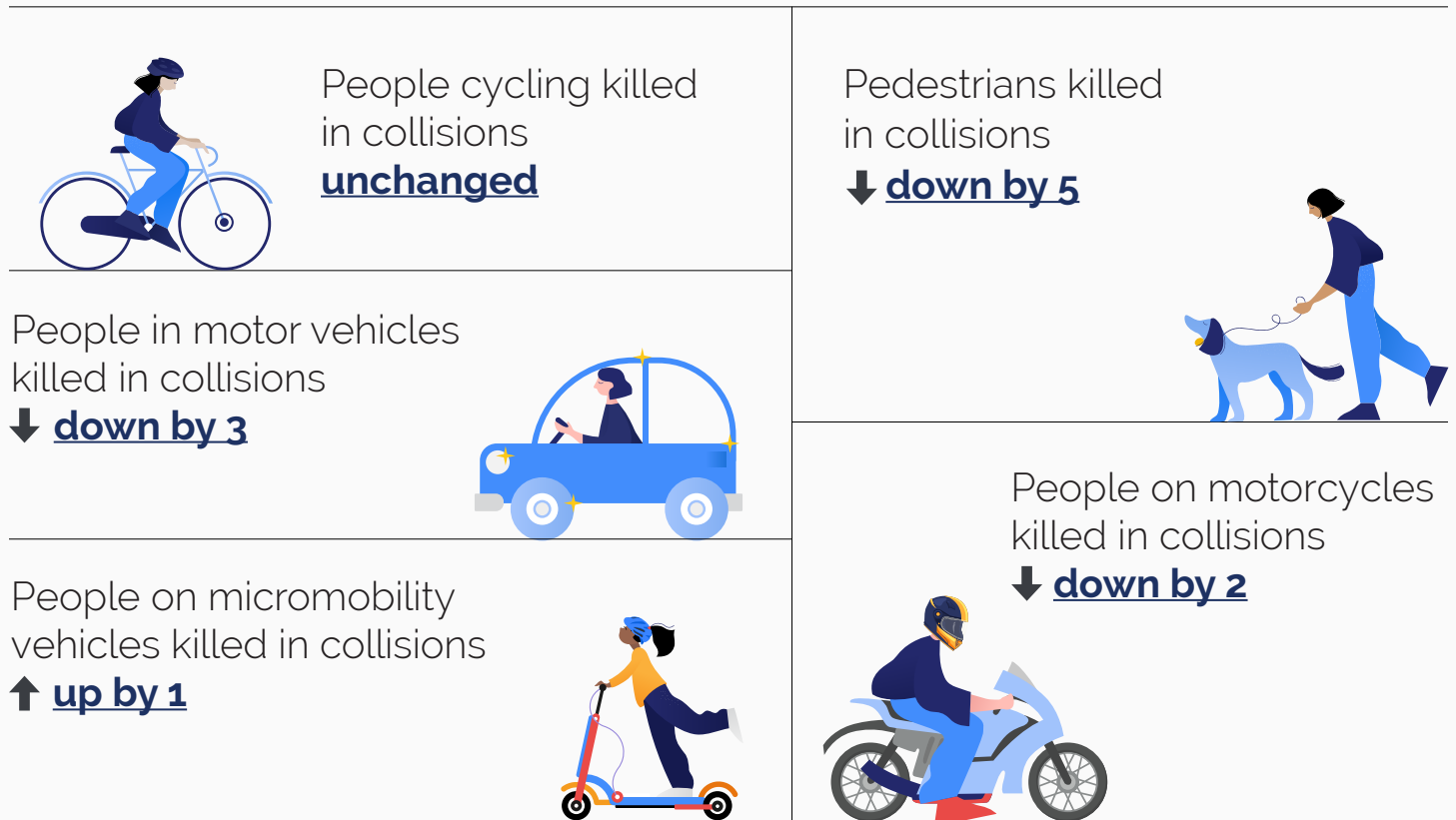
For every collision resulting in a person being killed that involves a pedestrian, person on a bicycle or a person on a motorcycle, the City conducts a more in-depth review to determine what factors may have contributed to the collision. These reviews take a systemic approach to road safety by assessing the location and identifying the contributing factors to make recommendations on how to prevent similar incidents in the future. These comprehensive reviews assist in identifying any emerging trends, to inform future year programs.

2020-2024 Average Annual Traffic Fatality Rate (per 100k population)

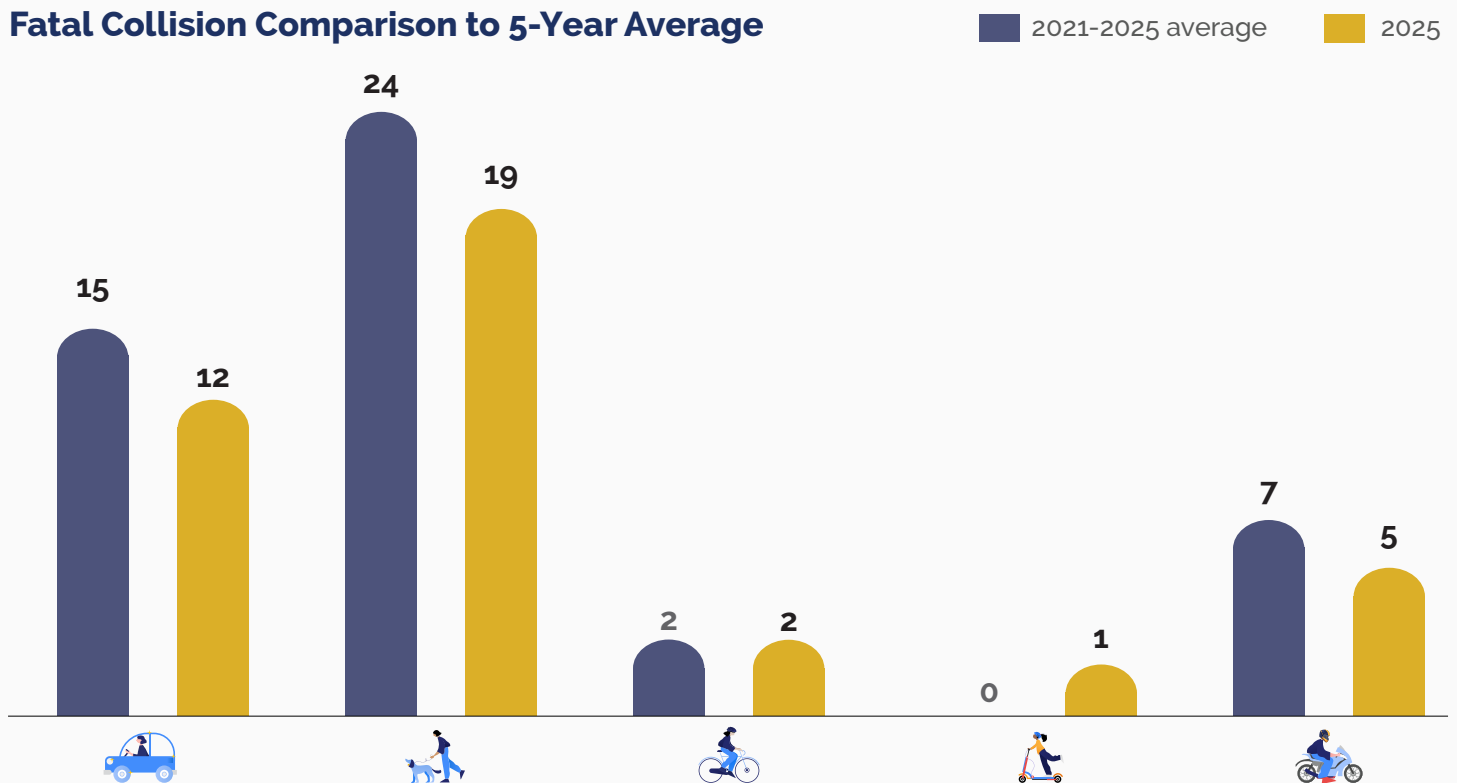


With an average annual rate of 1.69 people killed in traffic collisions per 100,000 population from 2020-2024, Toronto is doing better in road safety in comparison to many other North American cities, with a lower traffic fatality rate and steady progress in reducing this rate in recent years. However, leading European cities show that it is possible to further reduce that rate, and Toronto remains focused on continuous improvements and building on our progress.

In 2025, compared to the 2021-2025 average, changes by mode were:



Fatal Collision Comparison to 5-Year Average



Key Killed and Serious Injury Statistics 2021-2025*

83%

of serious injuries and fatalities occurred on **arterial roads**, which are only 21% of the network.

23%

of collisions involved **young adults** (20–29), who make up 15% of the population.

29%

of pedestrian collisions involved **seniors** (65+), who make up 17% of the population.



The most common collisions where a pedestrian was involved were:

- 28%** Pedestrian struck midblock (+3% struck at midblock controlled crossings)
- 24%** Person driving turned left into pedestrian crossing with right-of-way (+ 3% without right-of-way)
- 13%** Pedestrian without right-of-way struck at intersection by person driving going straight (+ 7% with right-of-way)

The most common collisions where a person cycling was involved were:

- 21%** Person driving turned left into person cycling
- 15%** Sideswipe with person cycling and person driving travelling in same direction
- 14%** Person driving turned right into person cycling
- 12%** Person cycling with right-of-way struck by person driving at an intersection, laneway, or driveway (+8% without right-of-way)

*2025 data represents provisional data as of February 19 2026. There is up to a one year delay for data on serious injuries from date of occurrence to being officially verified and reported.

Enhanced Pavement Markings at Yonge Street/Carlton Street



2025 ACCOMPLISHMENTS

School Safety Zones

A [school safety zone](#) is a designated stretch of roadway near a school which includes school safety zone signs, Watch Your Speed signs, zebra markings at crosswalks, flashing beacons and SCHOOL stencils among other possible improvements. The typical defined space for a School Safety Zone is a 150 metre buffer around the edge of the school property and will consider walking routes to and from the school, adjacent schools in the neighbourhood, and any existing traffic calming or other safety measures installed adjacent to the school. 38 School Safety Zones were completed in 2025, bringing the total to 649 zones completed since the start of the Vision Zero Road Safety Plan.



School Safety Zone on Hillside Avenue

New Sidewalks

Through the [Missing Sidewalk Installation Program](#), Transportation Services reviews opportunities to install sidewalks on roads by bundling with state-of-good-repair roadway or utility work, as well as standalone delivery. Sidewalks support safety, accessibility, affordable transportation, physical activity, safe routes to school, aging in place, and sustainable growth. In 2025, a total of 3.33 kilometres were installed.



New sidewalk on Eglinton Avenue West at Wincott Drive

Red Light Cameras

A [Red Light Camera](#) is an automated system that detects and captures images of vehicles entering an intersection despite the traffic signal being red. Images are then reviewed by Provincial Offence Officers and tickets are issued to the owner of the vehicle. There are 299 Red Light Cameras operating in the City.



Red Light Camera sign

Area Local Speed Limit Reductions

[Area Local Speed Limit Reductions](#) involve reducing the speed limits on all local roads and laneways within an area to 30 km/h. With this approach, the City only needs to install signage at the gateway or entry and exit points to an area or neighbourhood, rather than putting speed limit signs on every individual street. This process began in 2021, with the goal to complete all approved wards by 2028. 586 kilometres of road were added to the Area Local Speed Limit Reductions in 2025, for a total of 1,914 kilometres.



Speed limit reduction on Hullmar Drive

In-Road Flexible Speed Signs

[In-Road Flexible Speed](#) signs are installed in the middle of the road between opposing traffic lanes. The signs are designed to collapse and rebound if hit by a vehicle. In-Road Flexible Speed signs are a visual reminder of the posted speed limit and have a narrowing effect on the lane or roadway which can give people driving the perception of the need to slow down. 86 In-Road Flexible Speed signs were installed in 2025, bringing the total to 416 In-Road Flexible Speed signs.



In-Road Flexible Speed sign

Mobile Watch Your Speed Signs

The [Mobile Watch Your Speed](#) program involves LED screens that display the speeds of oncoming vehicles, reminding people driving to check their speed and obey speed limits. The signs are installed on a rotating basis, remaining at a location for a few weeks, then moved to face the opposite direction (on two-way streets), before being relocated to the next location. There is a total of 188 Mobile Watch Your Speed signs as part of the program that are rotated to different locations.



Mobile Watch Your Speed sign

School Crossing Guards

[School crossing guards](#) help students cross the street safely and confidently and remind people driving and cycling of the presence of pedestrians at key locations. School crossing guards wear bright, reflective clothing and use a stop sign and a whistle.



School Crossing Guard



Quick-Build Safety Improvement at Oakwood Avenue/Conway Avenue Pedestrian Crossover

Improving Crossings for Pedestrians

In 2025, Transportation Services added two additional forms of pedestrian crossing protection devices to the pedestrian safety toolkit: Level 2 Pedestrian Crossovers (PXOs) and Intersection Pedestrian Signals, in addition to the current use of Level 1 PXOs, Mid-Block Pedestrian Signals, and Full Signals.

Adopted by City Council in June 2025, the Pedestrian Crossing Protection Device Justification Policy updated technical criteria and considerations for installing controlled pedestrian crossings. Council also adopted the Traffic Control Signal Justification Policy, updating criteria for new traffic signals. Together, these changes help the City better meet pedestrian needs based on crossing demand, surrounding land use, and distance to the nearest controlled crossing.

In addition to the two updated policies, in 2025 City Council approved the upgrade of 14 existing PXOs to traffic control signals. Six of these locations were identified proactively by Transportation Services as PXOs with the highest potential risk to crossing pedestrians. Over 100 existing PXOs have also been identified for further evaluation to determine appropriate improvements or traffic control signal upgrades.

Staff are also reviewing existing PXOs for additional safety improvements as opportunities arise. In Fall 2025, three PXOs received Quick-Build Safety Improvements to enhance pedestrian safety, helping address risks ahead of permanent upgrades.

In parallel, Transportation Services worked with the Toronto Transit Commission (TTC) in 2025 to identify mid-block bus stops with the highest pedestrian risk. As a result, several stops were relocated or consolidated to areas with protected crossings. City Council also approved five new protected crossings on arterial roads where stops could not be moved.

Retrofitting City Fleet with Sideguards

Fleet Services continues to improve the design and safety of the City's commercial fleet. In December 2024, City Council approved the plan for retrofitting all commercial trucks operating in the City of Toronto with sideguards. By the end of 2025, more than 250 vehicles had been successfully equipped with sideguards, with the remaining eligible vehicles scheduled for completion in 2026. Installation of side guards was prioritized for heavy-duty, larger-sized vehicles operating in densely populated areas with higher volumes of pedestrians and people cycling.



City fleet vehicle with enhanced safety features

Upgrading City Fleet with Advanced Safety Technologies

The City is transitioning its garbage collection vehicles to a cab-over-engine design, where the driver's cabin is positioned directly above the engine and front axle. This flat-faced, compact configuration shortens the wheelbase, maximizes cargo capacity, improves maneuverability with tighter turning radius, and enhances driver visibility.

Fleet Services has also equipped vehicles with a range of advanced safety technologies, including:

- Advanced Camera Systems: 360-degree, rear-view, and front-view cameras to enhance visibility.
- Blind Spot Monitoring/Detection: Sensors and cameras that detect vehicles in blind spots and provide visual or audible warnings.
- Lane Departure Warning & Lane Keeping Assist: Systems that detect lane markings, alert drivers, and provide steering assistance to prevent unintentional drifting.
- Automatic Emergency Braking & Collision Mitigation: Technology that detects potential collisions with vehicles or pedestrians and automatically applies the brakes to reduce impact severity.
- Blind-Spot Mirrors: Convex mirrors that expand the driver's field of vision.

Illumination Enhancements

Transportation Services works with Toronto Hydro to meet illumination standards and target lighting level enhancements at high-priority corridors. These enhancements are focused on areas where there is greater risk of collisions resulting in a person being killed or seriously injured during the night time. 11 kilometres of high priority corridors were upgraded to industry lighting standards in 2025.



Illumination Enhancement

Geometric Safety Improvements

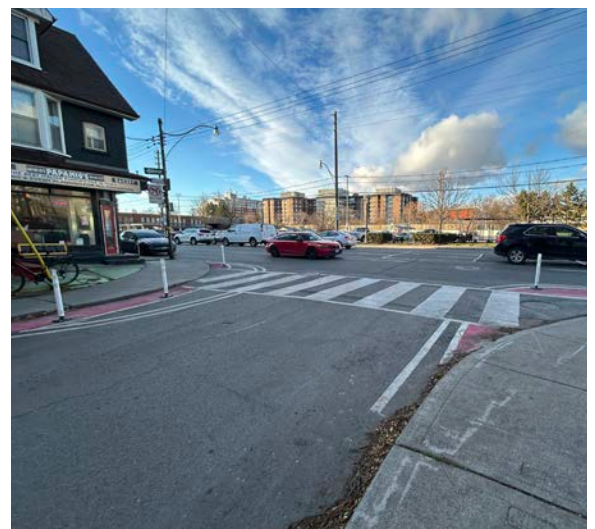
[Geometric Safety Improvements](#) are physical changes that alter the geometry of the roadway to make it safer. They achieve this by encouraging safer road user behaviour, increasing visibility of pedestrians, people cycling and driving, reducing pedestrian crossing distances, and providing dedicated space for pedestrians and people cycling. 74 Geometric Safety Improvements projects were completed in 2025. Each project may include multiple improvements and can be delivered through civil construction or through quick-build materials.

Examples of Geometric Safety Improvements include:

- Truck aprons
- Curb radii reductions
- Speed humps, speed cushions, and speed bumps
- Raised crosswalks and raised intersections
- Cycling infrastructure such as cycle tracks and protected intersections
- In-road flexible speed signs
- Left-turn calming treatments
- Road narrowings
- New sidewalks
- Curb extensions or bump-outs
- Intersection realignments
- Right-turn channel reconfigurations/removals



Truck Apron at Steeles Avenue East/Bayview Avenue



Quick-Build Curb Radii Reductions at Dupont Street and Manning Avenue



Enhanced Pavement Markings at Yonge Street/College Street

Enhanced Pavement Marking at Streetcar Stops

Starting in late 2025, the City of Toronto and the TTC are undertaking a pilot project for **enhanced pavement markings** at select streetcar stops.

The pilot introduces **zig-zag markings (“Raccoon’s Teeth”)** on the road, next to the area where the streetcar stops, where passengers get on and off the streetcar. **Advance warning messages** are also included on the road, just before the streetcar stop, to alert people driving and using micromobility vehicles (including people on bicycles) they are approaching a streetcar stop and may need to stop. These new pavement markings aim to increase awareness and encourage safer behavior for people driving.

Findings from this pilot will help guide future safety enhancements at TTC streetcar stops.

Why Raccoon’s Teeth?

Streetcar operations are unique to a few major cities in North America, and Toronto is home to one of the most extensive streetcar networks. Stops located in mixed traffic lanes present a distinct safety challenge that calls for creative solutions. The zig-zag pavement markings resemble the sharp, triangular shape of raccoon teeth – making streetcar stop locations more visible to people driving and using micromobility vehicles. Since the raccoon is a well-known urban symbol in Toronto, the nickname felt like a natural fit for this new local safety treatment.

For details and updates on the pilot, please check the [webpage](#).

New Signals/Pedestrian Crossovers

A Pedestrian Crossover (PXO) is a designated road crossing for pedestrians outside of an intersection. These crosswalks are equipped with overhead yellow lights and side mounted flashers. A traffic signal is a set of automatically operated colored lights, typically red, amber, and green, for controlling traffic at road junctions and crosswalks. In 2025, seven new pedestrian crossovers and 20 new traffic signals were built.



New pedestrian crossover on Leonard Avenue

Pedestrian Head Start Signals and Bicycle Head Start Signals

[Pedestrian Head Start Signals](#), also known as Leading Pedestrian Intervals, are a feature of traffic control signals that begin the pedestrian walk signal before vehicles get a green light. Similarly, [Bicycle Head Start Signals](#) which are also known as Leading Bicycle Intervals begin the bicycle green signal before vehicles get a green light. Bicycle Head Starts require dedicated bicycle heads and cycling infrastructure. The head start increases visibility of pedestrians and people cycling to people driving and reinforces their right-of-way over turning vehicles. It is used to improve yielding behaviour from people driving towards pedestrians crossing, and people cycling. 175 Pedestrian Head Start Signals were installed in 2025, for a total of 1,662 Pedestrian Head Start Signals. Nine Bicycle Head Start Signals were installed in 2025, for a total of 68 Bicycle Head Start Signals.



Pedestrian Head Start Signal

Accessible Pedestrian Signals

[Accessible Pedestrian Signals](#), formerly known as audible pedestrian signals, advise pedestrians who are blind, visually impaired, or deaf-blind when they have the right-of-way to cross at a signalized crossing. Two different audible tones are used which indicate in which direction pedestrians have the right-of-way. Accessible Pedestrian Signal tones are linked to the visual pedestrian walk signals. At Pedestrian Priority Phase signals it operates automatically, whereas at other signalized intersections, a pedestrian pushbutton is used to activate it. In 2025, 52 signals were upgraded to Accessible Pedestrian Signals.



Accessible Pedestrian Signal pushbutton

Toronto Police Dedicated Vision Zero Enforcement Team

Police enforcement is an integral part of the speed management strategy and helps to ensure a safer transportation system. The initiative targets the behaviour of people driving who will only obey traffic regulations if they perceive a credible threat of detection and punishment for noncompliance. The Toronto Police Services Vision Zero Enforcement Team is funded through Transportation Services Operating Budget and focuses on enforcement of aggressive driving, distracted driving, impaired driving, and speeding, with officers deployed to road segments based on a data-driven process. In 2025, the Vision Zero Enforcement Team issued 41,836 tickets consisting of 14,837 tickets for speeding, 3,663 tickets for aggressive driving, 2,357 tickets for distracted driving, and 20,979 tickets for other infractions.

Cycling Installations and Upgrades

In 2025, the City of Toronto installed approximately 13 kilometres of new bikeways, including protected cycle tracks, multi-use trails, and neighbourhood greenways. Raised cycle tracks were installed on Port Union Road and Steeles Avenue East, which were bundled with road reconstruction projects and featured widened sidewalks, accessibility upgrades, and intersection improvements. On-street cycling connections were added on Silverthorn Avenue, Blackthorn Avenue, and several streets in the Wallace-Emerson neighbourhood; these projects consisted of contra-flow bicycle lanes, changes to on-street parking, and volume management measures, including a traffic diverter at the intersection of Silverthorn Avenue and Blackthorn Avenue. The City also upgraded approximately nine kilometres of existing bikeways, including along Harbord Street and Hoskin Avenue. Permanent poured curbs were constructed between the cycle track and roadway along this corridor, in addition to new or improved pedestrian crossings, green infrastructure planters and integrated bike/bus stops.



Social media post from the Vision Zero Enforcement Team



Cycle track upgrades on Harbord Street.



Speed Hump on Maxwell Street

Traffic Calming Program

Traffic Calming improves road safety by moderating vehicle speeds and encouraging people driving to travel at the speed limit. In Toronto, the Traffic Calming program includes speed humps and speed cushions on local and collector roads, and speed bumps on laneways. These are cost-effective approaches to manage vehicle speeds and have relatively short delivery timelines; speed humps and speed cushions are typically installed within 6-18 months of Community Council approval.

An update to the [Traffic Calming Policy](#) was approved by City Council in November 2023. The objectives of the update were to:

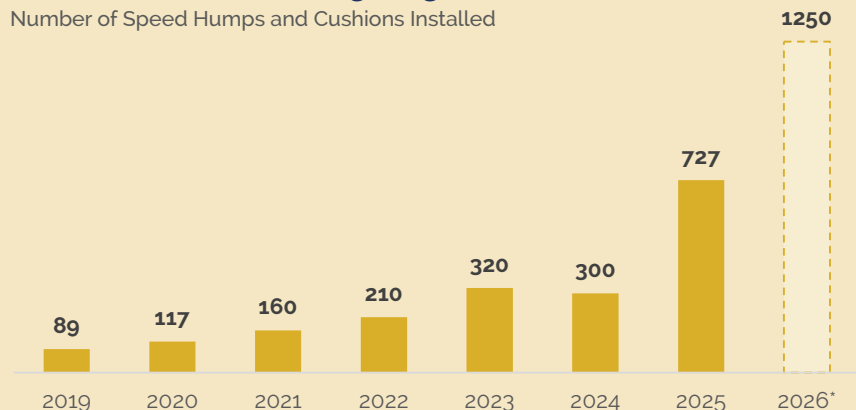
- Deliver more Traffic Calming measures
- Enable a more equitable distribution of Traffic Calming across the City
- Streamline the process and make it more efficient
- Allow for the proactive identification of streets where Traffic Calming measures might be warranted

Since the adoption of the updated Traffic Calming Policy, and together with other efforts such as launch of the [Neighbourhood Street Plans Program](#), the Traffic Calming program has seen significant growth, and an ongoing increase to the program is anticipated.

The Traffic Calming program has grown from delivering just over 150 speed humps in 2021 to delivering close to 730 speed humps in 2025, with an anticipated 1,250 speed humps in 2026.

Growth in Traffic Calming Program

Number of Speed Humps and Cushions Installed



Automated Speed Enforcement

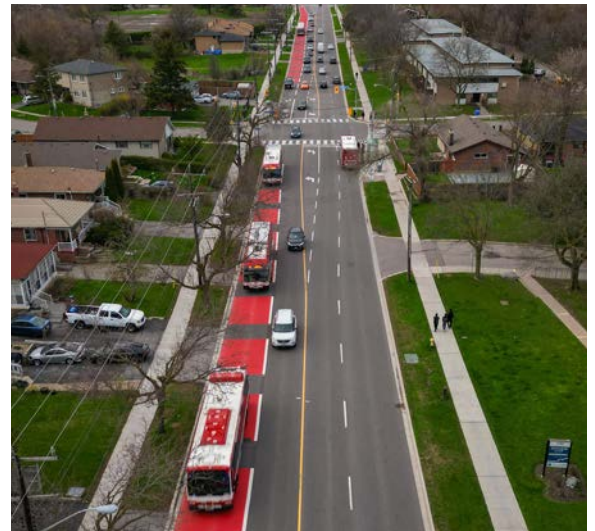
The [Automated Speed Enforcement](#) (ASE) system uses a camera and a speed measurement device to detect and capture images of vehicles travelling over the posted speed limit. Images would then be reviewed by Provincial Offence Officers, and a ticket would be issued to the owner of the vehicle. 150 ASE units were in operation during 2025. As of November 14, 2025, ASE penalty orders will no longer be issued in accordance with recent provincial legislation. Consequently, the ASE program will not continue in 2026.



Automated Speed Enforcement Camera

Lane Width Guidelines

Every year, staff work on developing new and updated technical guidelines and standards to allow for widespread application of safety countermeasures in ongoing capital projects. In 2025 the City's Lane Width Guidelines were updated. These guidelines advise on appropriate width for lanes on the road and ensure appropriate motor vehicle accommodation while improving safety for all road users, prioritizing space for people cycling, and making effective use of the limited right-of-way and pavement width.



Midland Avenue from Toronto Lane Width Guidelines Version 3.0

Awareness Campaigns

Life on Every Bike

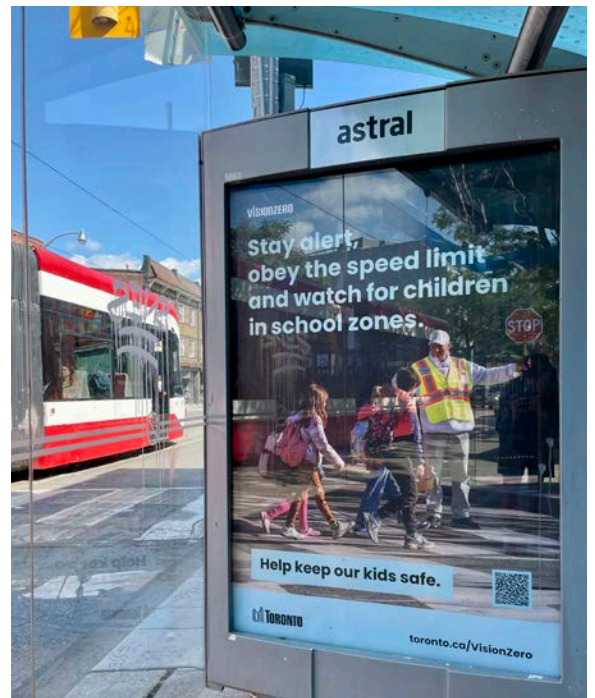
In July 2025, Toronto relaunched a road safety campaign targeted to people driving to draw awareness to driving carefully around vulnerable road users, which includes people cycling. Designed by marketing agency Publicis, the campaign featured the "There's a Life on Every Bike," which is intended to remind people driving in Toronto of the safety measures to be taken when sharing roads with people who cycle to reduce injuries and fatalities.



Life on every bike campaign

Back to School

The return to school in September marks a significant uptick in road user activity across the city, particularly during morning drop-offs and afternoon pick-ups. The City of Toronto's Vision Zero back to school road safety campaign reminds road users to stay alert, obey the speed limit and practice extra precaution as they travel from A to B.



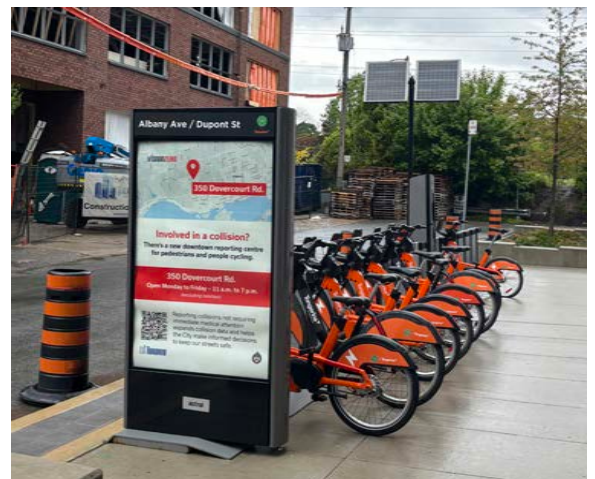
Back to school campaign

Dangers of Speeding

A public education campaign was conducted, urging road users to slow down and obey the speed limit. The "Dangers of Speeding" public education campaign reminds Toronto's residents and visitors that speeding puts lives at unnecessary risk and was relaunched in October 2025 through social media, online, transit shelters, billboards and radio.

Collision Centre (Dovercourt)

Unreported collisions make it difficult to accurately collect data needed to identify collision patterns across the city. An awareness campaign was launched to promote the new Pedestrian and Cyclist Collision Reporting Centre located at 350 Dovercourt Road.



Pedestrian and Cyclist Collision Reporting Centre campaign

Halloween

On Halloween, many children and families are walking outside in the evening after dark. To remind people driving to use extra caution and awareness, a public education campaign was conducted to emphasize the need for heightened vigilance on Halloween.

Active and Safe Routes to School

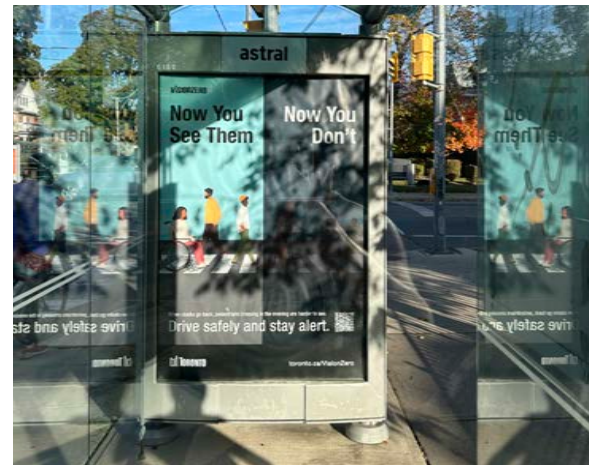
The Active and Safe Routes to School program promotes students walking and cycling to school and identifies barriers to students doing so. The program is administered by the Toronto District School Board and the Toronto Catholic District School Board through the Toronto Student Transportation Group, and co-funded by Transportation Services in the City of Toronto. In the 2024-2025 school year there were 47 participating schools.

Start of Daylight Savings Time and End of Daylight Savings Time

The end of daylight savings time in November means fewer daylight hours in the evening and reduced visibility for all road users. In Toronto, pedestrian collisions increase by over 30 per cent during the evening commute hours from November to March. The start of daylight savings time in March means reduced visibility in the early morning hours for all road users. To draw attention to the increased risks, the City annually launches a city-wide public education campaign promoting road safety, and to remind Torontonians, especially people driving and cycling, to be aware of each other as they share the roads.

Rules for Rideables

Lightweight, personal, and often electric modes of transportation, like bikes and e-bikes, are becoming a key part of how people get around the City. Toronto's sidewalks, bike lanes, and roads are shared by thousands of people every day. To keep our streets safe and welcoming for everyone, the City launched a campaign encouraging riders to know the rules, follow them, and show respect for others.



Daylight savings campaign



Rules for rideables campaign

Truck Apron at Jane Street/Dundas Street West



FUTURE COMMITMENTS: 2026 AND BEYOND

Transportation Services intends to grow many of the programs and initiatives presented in this report in 2026, as well as advance a number of new and enhanced initiatives in the coming years:

School Safety Zones

Complete roll-out of School Safety Zones at all City of Toronto schools and enhance select existing school zones with additional zebra crosswalk markings, SCHOOL stencils, and speed limit markings.

Enhanced Signage and Pavement Markings at Pedestrian Crossovers

Pilot the use of in-road flexible signs and enhanced pavement markings at existing Pedestrian Crossovers to improve yielding rates by people operating a vehicle.

Watch Your Speed Signs

Pilot the use of Watch Your Speed signs on multi lane roadways to explore the benefits and drawbacks of expanding placement criteria to include wider arterial roadways currently not eligible for Watch Your Speed signs.

Pedestrian Crossing Protection Guidelines

Development of new guidelines that focus on improving pedestrian safety at uncontrolled and mid-block crossing locations, included updated criteria for installation of new Pedestrian Crossovers, and Mid-Block and Intersection Pedestrian Signals.

Proactive Review of Existing Pedestrian Crossovers and Pedestrian Refuge Islands

Complete proactive review of all existing Pedestrian Crossovers and Pedestrian Refuge Islands to identify locations that meet the criteria for upgrading to a Pedestrian Signal, as well as identify opportunities to enhance safety through other Vision Zero Road Safety programs.

Road Engineering Design Guidelines

Updates to existing Curb Radii, Curb Extension, and Raised Crosswalk and Intersection Guidelines in order to allow for the widespread application of safety countermeasures in ongoing capital projects.

Traffic Signal Timing Criteria

Updates to various existing traffic signal timing criteria to minimize pedestrian wait times, address conflicts with left-turning vehicles, and expand options for installation of Pedestrian Head Start Signals and Bicycle Head Start Signals and Transit Signal Priority.

Speed Limit and Management Guidelines

Develop updated guidelines for consistent application of speed limits on arterial roadways, including geometric and operational improvements to manage motor vehicle speeds and encourage compliance with existing speed limits in the absence of Automated Speed Enforcement.

Data Driven Decision Making and Prioritization Strategy

Updated predictive analysis to more efficiently prioritize and target installation of road safety measures based on comprehensive review of roadway features and other contributing factors that may increase the risk of collisions resulting in a fatality or serious injury.

GLOSSARY



Accessible Pedestrian Signals

[Accessible Pedestrian Signals](#), formerly known as audible pedestrian signals, advise pedestrians who are blind, visually impaired, or deaf-blind when they have the right-of-way to cross at a signalized crossing. Two different audible tones are used which indicate in which direction pedestrians have the right-of-way. Accessible Pedestrian Signal tones are linked to the visual pedestrian walk signals. At Pedestrian Priority Phase signals it operates automatically, whereas at other signalized intersections, a pedestrian pushbutton is used to activate it.



Controlled vs. Uncontrolled Crossings

Crossings are classified as either controlled or uncontrolled based on the presence (or absence) of a traffic control device, including signs, pavement markings, flashing beacons, and traffic lights. A controlled crossing is one where a pedestrian has the right-of-way to cross and a person operating a vehicle is required to stop or yield, including pedestrian signals and pedestrian crossovers. An uncontrolled crossing is where a pedestrian does not have the right-of-way and must wait for a gap in passing vehicle traffic before crossings.



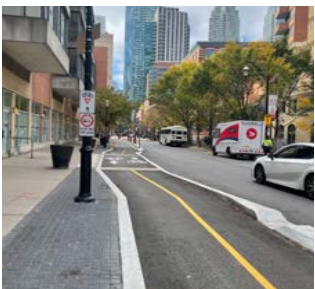
Curb Extensions

Curb extensions, or bump-outs, narrow the road for short sections by extending the curb into the roadway. Curb extensions may be constructed at intersections or mid-block. They manage vehicle speeds, reinforce parking restrictions at intersections which help improve visibility, reduce pedestrian crossing distances, and increase space for pedestrian storage and street furniture.



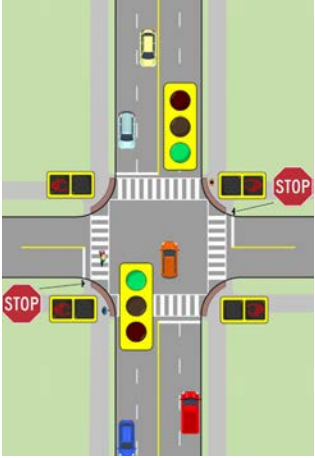
Curb Radius/Radii

A curb radius is the curved section of an intersection corner and guides right-turning vehicles. The size of the curb radius impacts vehicle turning speeds, pedestrian crossing distances, visibility, and pedestrian storage. Smaller curb radii result in slower vehicle turning speeds in addition to improved visibility of pedestrians.



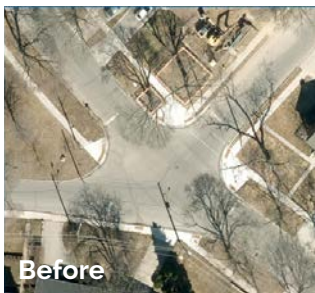
Cycling Infrastructure

The City's [cycling network](#) includes many types of infrastructure, such as cycle tracks, bicycle lanes, shared roadway routes and multi-use pathways. The City uses different infrastructure and separation for its on-street cycling infrastructure depending on the nature and use of the road. [Learn more.](#)



Intersection Pedestrian Signal (IPS)

Intersection Pedestrian Signal, also known as a half-signal, is a pedestrian signal configuration at intersections to improve accessibility and enhance the safety for pedestrians crossing busier streets while reducing traffic delays for people driving. Intersection Pedestrian Signal configurations can be installed at the intersection of a main street and a side street, where the signalized pedestrian crossing across the main street is activated by the push of a button.



Before



After

Intersection Realignments

An intersection realignment involves modifying the layout of the roads and sidewalks to improve safety. Possible modifications can include:

- Realigning intersection legs to achieve as close to a right-angle intersection as possible.
- Realigning and/or narrowing vehicle lanes to reinforce appropriate speeds, lane positioning, and yielding behaviour
- Reducing the crossing distance for pedestrians and increasing visibility between road users
- Making space for people cycling to share the road safely

Left-Turn Calming



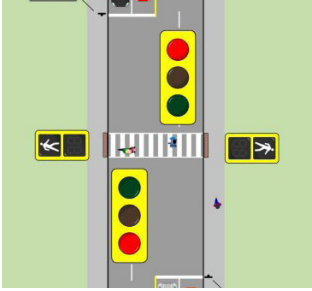
Left-turn calming is the installation of humps at targeted intersections to harden and extend the roadway centreline or median on both sides of the crosswalk. These infrastructure additions result in safer turning behaviour by encouraging people to slow down as they enter the intersection, complete their turn at slower speeds and approach the crosswalk of the intersecting street at a sharper angle which provides better visibility to people cycling and pedestrians compared to cutting across the intersection diagonally. These Left Turn Calming humps are designed to be mountable as needed by occasional large trucks that require additional space to conduct turning maneuvers.

Micromobility Vehicle



[Micromobility](#) vehicle is a category of vehicles which are small, compact, low-speed, and lighter in weight than cars. Micromobility can include bicycles, cargo bikes/trikes, electric two, three, or four-wheeled cycles, urban mobility vehicles (i.e. small, one-person e-cars), e-mopeds, electric kick-scooters (e-scooters), and more.

Source: Lexham Insurance.co.uk



Mid-Block Pedestrian Signal (MPS)

Mid-Block Pedestrian Signal is a pedestrian signal configuration between intersections to improve accessibility and help pedestrians cross streets more safely at mid-block locations. The signalized pedestrian mid-block crossing is activated by the push of a button.



Pedestrian Crossover (PXO)

A Pedestrian Crossover is a designated road crossing for pedestrians. They provide a controlled crossing for pedestrians and in Toronto are typically equipped with flashing lights, signage, and pushbuttons. As guidelines have changed, the exact lighting and signage provided may vary by location. Many Pedestrian Crossovers have overhead yellow lights and side mounted flashers. People driving and using micromobility vehicles (including people on bicycles) must yield to pedestrians in the crossover.



Pedestrian Refuge Islands

Pedestrian Refuge Islands are raised medians placed in the center of a roadway to provide a protected area for pedestrians crossing at uncontrolled locations, allowing them to wait for a gap in vehicular traffic and cross one direction of traffic at a time.



Quick-Build Safety Improvement

A Quick-Build Safety Improvement is a method for delivering Geometric Safety Improvements with quick-build materials such as paint, signs, and plastic bollards. Using quick-build materials allows for safety improvements to be implemented relatively quickly and often are installed in advance of future opportunities for permanent improvements. Typical Quick-Build Safety Improvements include:

- Curb radius/radii reductions
- Curb extensions or bump-outs
- Lane narrowing or realignment
- Upgraded/refurbished markings



Raised Crosswalk

A raised crosswalk is a crosswalk surface which is higher in elevation than the adjacent roadway. It usually connects to the sidewalk at or close to the same elevation. Raised crosswalks have been shown to decrease motor vehicle speeds, increase compliance of people driving with posted signage, and increase yielding to people crossing.



Raised Intersection

A raised intersection is an entire intersection area, including crosswalks, which is elevated above the adjacent roadway surface. It usually connects to the sidewalk at or close to the same elevation. Raised intersections have been shown to decrease motor vehicle speeds, increase compliance of people driving with posted signage, and increase yielding to people crossing.



Road Narrowings

Road narrowings involve designing a road to fit within its road classification and built environment, which is important to help regulate the speed of vehicles. During a road reconstruction, curbs can be adjusted and sidewalks can be added or improved. The addition of cycling infrastructure or on-street parking can re-allocate existing road width. The City has a Lane Width Guideline which helps to direct road engineering decisions that take into account both mobility and safety.



School Safety Zone Flashing Beacons

Flashing beacons are installed in School Safety Zones, above School Safety Zone signage. They feature a flashing amber light which is active from morning to evening on weekdays, to draw attention to the signage.



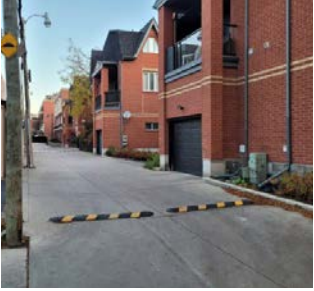
Speed Humps

Speed humps are raised mounds of asphalt installed across the full width of a roadway. They are designed and spaced along the roadway to encourage a consistent 30 km/h travel speed, as people in motor vehicles going at speeds greater than 30 km/h will experience discomfort when going over a speed hump. Speed humps are installed on local and collector roadways.



Speed Cushions

Speed cushions are raised mounds of asphalt installed within the width of the roadway, leaving wheel cut-outs for larger vehicles such as buses and emergency vehicles to travel over them without being impacted. Speed cushions have a slightly higher design speed than speed humps, but allow for Traffic Calming to be implemented on streets where it may otherwise not have been feasible, such as along a TTC bus route.



Speed Bumps

Speed bumps are raised rubber bumps installed in very low-speed environments such as laneways. They are designed to encourage people driving to cross them at no more than 10-15 km/h.



Truck Aprons

A truck apron consists of a semi-mountable curb that guides people driving smaller right-turning vehicles around a smaller radius, while people driving larger vehicles and trucks are able to mount the truck apron and are guided around the corner by a larger radius. Truck aprons promote slower vehicle speeds by allowing for intersection corners to be designed for smaller vehicles, which are encouraged to drive around the truck apron when making right-turns.



Watch Your Speed Signs

[Watch Your Speed Signs](#) are used for the Mobile Watch Your Speed program, and in School Safety Zones. The units use speed display signs which have a radar device and an LED display. The radar measures the speeds of oncoming vehicles, which is shown on the LED display to remind people driving to check their speed and obey speed limits.

Quick-Build Safety Improvement at Oakwood Avenue/Conway Avenue Pedestrian Crossover



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