



January 20, 2015

Stephen Buckley,  
General Manager, Transportation Services, City of Toronto

Dear Mr. Buckley,

As you know, pedestrians find SA2 type pedestrian signals (where the pedestrian signal does not change automatically with the traffic signal) to be frustrating and potentially dangerous. I recently wrote about these signals on the *Spacing Toronto* blog, explaining the dangers and inviting readers to identify locations where they thought this type of signal was particularly inappropriate.

The blog post can be found here: <http://spacing.ca/toronto/2014/12/10/press-not-press-guide-pedestrian-buttons/>

Readers responded enthusiastically to the article, indicating that this frustration is widely shared. They identified over two dozen locations where SA2 signals are problematic, often providing details about why they cause danger or are inappropriate at a particular intersection.

In some cases, there may have been recent development since the signals were put in, so that pedestrian traffic is heavier than it was when the signal type was chosen. However, in general Walk Toronto feels that SA2 signals are inappropriate in any reasonably densely populated location where pedestrian traffic can be expected.

Walk Toronto therefore requests that Transportation Services review the following intersections and change the signal type to semi-actuated signals where the pedestrian signal activates automatically with the traffic signal, unless a compelling reason not to is identified.

All signals listed below have been cross-checked with the City of Toronto database of pedestrian signals to confirm they are currently type SA2.

**SA2 traffic signals recommended for review**

1. Bathurst and Lennox
2. Logan and Gerrard
3. Pretoria and Broadview
4. Church & Wood
5. Carlton and the entrance to Maple Leaf Gardens parking
6. Spadina & Bernard
7. Keele & Humberside



8. Keele & Glenlake
9. Lake Shore & Stadium Rd
10. Lawrence Ave W & Varna Dr
11. Woodbine and Corley/Eastwood
12. Dundas West and Chelsea
13. Weston Rd. and Birdstone Crescent
14. Lower Simcoe at Lakeshore
15. Bremner and York
16. Yonge & Fairlawn
17. Spadina & Bremner
18. Avenue Rd & Edmund Ave
19. Coxwell Ave and Plains Rd
20. Sheppard & Beecroft
21. Finch & Senlac
22. Ontario and Carlton
23. Annette and Evelyn
24. Kennard Ave. and Allen Road
25. Sheppard Av E and Parkway Forest Dr / Fairview Mall
26. Mill and Parliament
27. Finch & Wilmington
28. Gerrard and Marjory

Beyond these specific signals, Walk Toronto recommends in general that pedestrian signals be reviewed with a view to reducing the number of SA2 type signals to only locations with unusually low density and pedestrian volumes.

We also recommend reviewing the signage provided with audible signal pedestrian buttons. Currently it is identical with buttons for semi-actuated signals, and we have seen a great deal of confusion where people assume they need to press a button, causing unnecessary wear and tear, when in fact signals are on a fixed cycle.

Finally, a commenter on the blog post noted that Vancouver semi-actuated signals work on a different, more immediately responsive system. We would recommend investigating this technology as a potential solution to frustrations faced by not only pedestrians, but also cyclists and drivers at semi-actuated intersections.

Thank you,

Dylan Reid

On behalf of Walk Toronto

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