
Road Safety Committee

Date

2018/01/30

Time

9:30 AM

Location

Civic Centre, Committee Room B - Second Floor,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Councillor Karen Ras, Ward 2

Councillor Pat Saito, Ward 9, **(Chair)**

Alaina DeCaire, Citizen Member

Anna Ramlakhan, Citizen Member

Anne Marie Hayes, Citizen Member

Leonard Verwey, Citizen Member (Mississauga Cycling Advisory Committee Representative)

Michael Matthew, Citizen Member

Sunil Sharma, Citizen Member

Tamara Coulson, Citizen Member (Traffic Safety Council Representative)

Thomas Barakat, Citizen Member

Tony Power, Citizen Member, **(Vice-Chair)**

Trevor Howard, Citizen Member

Agency Representatives/City Staff

Christine Allum, Community Relations Specialist, CAA

Inspector Paul Pogue, Officer in Charge, Road Safety Services, Peel Regional Police

Melissa Brabant, Regional Marketing Planner, Peel, York and Durham Road Safety Marketing Office, Ministry of Transportation

Sandra Fitzpatrick, Manager, Chronic Disease and Injury Prevention Peel Public Health

Sergeant Sean Cole, Operational Support, Highway Safety Division, OPP (Port Credit Detachment)

Seema Ansari, Technical Analyst, Peel Region Traffic Safety

Colin Patterson, Supervisor, Road Safety, Traffic Management

Kimberly Hicks, Communications Advisor

Contact

Allyson D'Ovidio, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5411 allyson.dovidio@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/roadsafetycommittee>

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES FROM PREVIOUS MEETING**

4.1 Road Safety Committee Minutes – December 12, 2017.

5. **DEPUTATIONS**

6. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

The Road Safety Committee may grant permission to a member of the public to ask a question of the Road Safety Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. **MATTERS TO BE CONSIDERED**

7.1. Committee Brainstorming Session: Critical Ideas and Issues to be addressed in 2018. (60 Minutes)

7.2. Discussion on Vision Zero for Mississauga (20 Minutes)

7.3. 2018 Work Plan Preliminary Discussion (20 Minutes)

8. **INFORMATION ITEMS**

8.1. Correspondence: Email update from Mickey Frost, Director of Works Operations and Maintenance, dated December 6, 2017, with respect to Default Speed Limit Changes.

9. **OTHER BUSINESS**

9.1. Member Updates: Peel Regional Police Road Watch Statistics.

10. **DATE OF NEXT MEETING(S)** – February 27, 2018.

11. **ADJOURNMENT**

Road Safety Committee

Date

2017/12/12

Time

9:30 AM

Location

Civic Centre, Hearing Room - Second Floor,
300 Civic Centre Drive, Mississauga, Ontario, L5B 3C1

Members Present

Councillor Karen Ras, Ward 2
Councillor Pat Saito, Ward 9
Alaina DeCaire, Citizen Member
Anna Ramlakhan, Citizen Member
Anne Marie Hayes, Citizen Member
Leonard Verwey, Citizen Member (Mississauga Cycling Advisory Committee Representative)
Michael Matthew, Citizen Member
Sunil Sharma, Citizen Member
Tamara Coulson, Citizen Member (Traffic Safety Council Representative)
Thomas Barakat, Citizen Member
Tony Power, Citizen Member
Trevor Howard, Citizen Member

Agency Representatives/City Staff

Inspector Paul Pogue, Officer in Charge, Road Safety Services, Peel Regional Police
Sandra Fitzpatrick, Manager, Chronic Disease and Injury Prevention Peel Public Health
Sergeant Sean Cole, Operational Support, Highway Safety Division, OPP (Port Credit Detachment)
Seema Ansari, Technical Analyst, Peel Region Traffic Safety
Colin Patterson, Supervisor, Road Safety, Traffic Management
Kimberly Hicks, Communications Advisor

Contact

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1. **CALL TO ORDER** – 9:32 AM

1.1 Appointment of Chair

Allyson D'Ovidio, Legislative Coordinator, called for nominations of the Chair and Vice-Chair. Councillor Pat Saito was nominated and appointed as Chair.

1.2 Tony Power and Thomas Barakat, Citizen members, expressed their interest in being the Vice-Chair. By a vote of 6-4, Tony Power was appointed Vice-Chair.

RECOMMENDATION

RSC-0001-2017

1. That Councillor Pat Saito (Ward 9) be appointed as the Chair of the Road Safety Committee until the end of the Council term, November 30, 2018 or until a successor is appointed; and
2. That Citizen Member, Tony Power, be appointed Vice-Chair of the Road Safety Committee until the end of the Council term, November 30, 2018 or until a successor is appointed.

Approved (K. Ras)

2. **APPROVAL OF AGENDA** – Approved (T. Coulson)

3. **DECLARATION OF CONFLICT OF INTEREST** – Nil

Members of the Committee introduced themselves. Councillor Saito advised the members about the term of the committee and noted that future discussions will be focussed on developing a workplan for the remainder of the 2014-2018 term and possibly making a budget request to Council.

4. **DEPUTATIONS**

4.1. Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel and Gordon Hui, Principal Planner, Region of Peel, with respect to the Region of Peel Road Safety Strategic Plan. (10 Minutes)

Seema Ansari spoke to the background of the presentation and introduced Gordon. Gordon presented the Region of Peel Draft Strategic Plan. Mr. Hui provided an introduction of the Road Safety Strategic Plan, noting the development of the project process, vision and goal, emphasis areas, awareness areas and countermeasures as well as the next steps. Mr. Hui also noted that the Region is working on updating their

Long Range Transportation Plan (LRTP). The Vision and Goal of the plan is Vision Zero, "No loss of life is acceptable". Mr. Hui spoke about the collection of data through a public opinion survey conducted throughout the entire region (Caledon, Brampton and Mississauga) and noted that Peel Region's vision and goal statements were developed during the first workshop.

In response to comments from Leonard Verwey, Citizen member, Mr. Hui noted the four "E's" of the plan; Engineering, Education, Empathy and Enforcement are a combination of everything, not only public opinion. This is a proactive approach versus reactive approach. Inspector Paul Pogue, Peel Regional Police, spoke about aggressive driving.

Anne Marie Hayes, Citizen member shared information with the committee about an upcoming Vision Zero conference being held in Toronto. Members of the committee engaged in a discussion about their interests in attending the conference.

RECOMMENDATION

RSC-0002-2017

1. That the deputation and associated PowerPoint presentation by Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel and Gordon Hui, Principal Planner, Region of Peel, with respect to the Region of Peel Road Safety Strategic Plan, be received; and
2. That up to six Citizen Members from the Road Safety Committee attend the Vision Zero Conference March 1, 2018 and March 2, 2018, for one day each, and, funds be allocated from the 2018 Committee budget for registration and transportation costs up to the amount of \$2000.00.

Approved – (L. Verwey)

- 4.2. Colin Patterson, Supervisor, Road Safety, Traffic Management, City of Mississauga, with respect to Mississauga's Road Safety Programs and Initiatives. (10 Minutes)

Colin Patterson, Supervisor, Road Safety, Traffic Management provided an overview of the existing programs and initiatives within the City as well as the works that came from the previous Safe Driving committee which include; neighbourhood entrance signs, speed awareness devices, road watch program, zebra striped Crosswalk Pilot, and now an annual program and Traffic Calming.

Mr. Patterson identified some of the initiatives that are presently being investigated including the "Please Slow Down" lawn sign campaign. In response to Leonard Verwey, Citizen member, Councillor Saito noted that lawn signs are resident initiated and that citizens re canvassed about reducing speed limits once the concerns have been

identified. Members of the committee engaged in a discussion with respect to the slow down signs; the use of photo radar and automated speed enforcement systems; the new system of cameras on the arms of school buses and the costs associated with such systems.

RECOMMENDATION

RSC-0003-2017

That the deputation and associated PowerPoint presentation by Colin Patterson, Supervisor, Road Safety, Traffic Management, City of Mississauga, with respect to Mississauga's Road Safety Programs and Initiatives, be received.

Received – (A.M. Hayes)

5. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker) - None** Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended: The Road Safety Committee may grant permission to a member of the public to ask a question of the Road Safety Committee, with the following provisions:
1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
 2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
 3. The total speaking time shall be five (5) minutes maximum, per speaker.

6. **MATTERS TO BE CONSIDERED**

- 6.1. 2018 Road Safety Committee Meeting Dates.

Councillor Saito spoke about the existing Road Safety handbook noting that it needs to be refreshed and requested that members have a look at the book and identify areas they find need to be addressed or things that can be added. Councillor Saito noted that we will need to establish a budget for the updated book.

Members discussed the different ways in which they can participate. Councillor Saito noted there are changes coming with respect to meeting participation and Bill 68. In January, the committee will discuss Vision Zero.

Allyson D'Ovidio, Legislative Coordinator, will share presentations, procedures and contact information with the members.

RECOMMENDATION

RSC-0004-2017

That memorandum from Allyson D'Ovidio, Legislative Coordinator, entitled 2018 Road Safety Committee Meeting Dates, be received.

Received - (L. Verwey)

7. **OTHER BUSINESS** – None
8. **DATE OF NEXT MEETING** – January 30, 2018
9. **ADJOURNMENT** – 11:30 AM (A.M. Hayes)

DATE: December 5, 2017

REPORT TITLE: **REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN UPDATE**

FROM: Janette Smith, Commissioner of Public Works
Nancy Polsinelli, Commissioner of Health
Jessica Hopkins, MD MSc CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

That the Region of Peel adopt the “Vision Zero” framework where no loss of life is acceptable and to better coordinate efforts and resources among agencies and stakeholders to prevent fatal and injury motor vehicle collisions in Peel;

And further, that a copy of the joint report from the Commissioners of Public Works and Health Services, and the Medical Officer of Health, titled “Region of Peel Transportation Safety Strategic and Operational Plan Update”, be forwarded to the City of Brampton, City of Mississauga, Town of Caledon, Peel Regional Police and Ontario Provincial Police Caledon Detachment for information.

REPORT HIGHLIGHTS

- The Region of Peel is developing the Transportation Safety Strategic and Operational Plan (the “Plan”) in cooperation with major stakeholders including local municipalities, Peel Regional Police and Ontario Provincial Police Caledon Detachment.
- Regional staff are requesting adoption of the Vision Zero framework to allow for finalization of the Plan and for the Plan be brought forward to Council in 2018.
- The ultimate long-term concept of the Road Safety Strategic Plan is zero fatal and injury collisions with a near-term goal of a ten percent reduction in fatal and injury collisions by 2022 for Regional roads.

DISCUSSION

1. Background

The Region of Peel has initiated work to develop the Transportation Safety Strategic and Operational Plan (the “Plan”), and an updated memo concerning this work was provided to Regional Council on April 7, 2016. This report provides a subsequent update, and presents interim recommendations to advance specific elements of the Plan. It is anticipated that the final Plan and associated budget considerations will be presented to Regional Council in 2018.

REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN UPDATE

The purpose of the Transportation Safety Strategic and Operational Plan is to develop and implement actions that will continually improve road safety to reduce and strive to eliminate motor vehicle collisions causing injury and death. The Plan aligns with the Strategic Plan direction of enhancing mobility, walkability and various modes of transportation, and a community where the built environment promotes healthy living.

The World Health Organization has declared road safety a public health issue because motor vehicle collisions remain one of the leading preventable causes of injury and premature death worldwide. Young people and seniors are among the most vulnerable road users globally, as are bicycle riders and pedestrians, who are at greater risk of severe and fatal injuries than other road users when proper active transportation infrastructure is not available.

There are several key factors that impact road safety and transportation choices within Peel. Chief among these is the Region's growing population and economy, and the corresponding increased demand on the transportation network. Coupled with growth is the changing nature of land uses in key nodes and corridors in Peel that encourage residents to walk, ride a bicycle and use public transit more often for their journeys. Changes targeted at a safer transportation system for all users, combined with the anticipated decrease in motor vehicle collisions causing death and injury, will improve perceptions of safety and comfort and encourage more residents to choose walking, cycling and public transit as a transportation option.

The Peel Road Safety Strategic Plan is a structured approach to improve safety for all road users, developed through analysis of evidence, collision data, public input and Regional Council priorities; and is combined with a spirit of collaboration among all road safety stakeholders to take action on its implementation. The Plan is an important milestone towards addressing the needs of vulnerable road users in our community such as pedestrians, bicycle riders, young people and seniors.

The Transportation Safety Strategic and Operational Plan is one of the components of the Peel Long Range Transportation Plan (Figure 1).

Figure 1.



REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN UPDATE

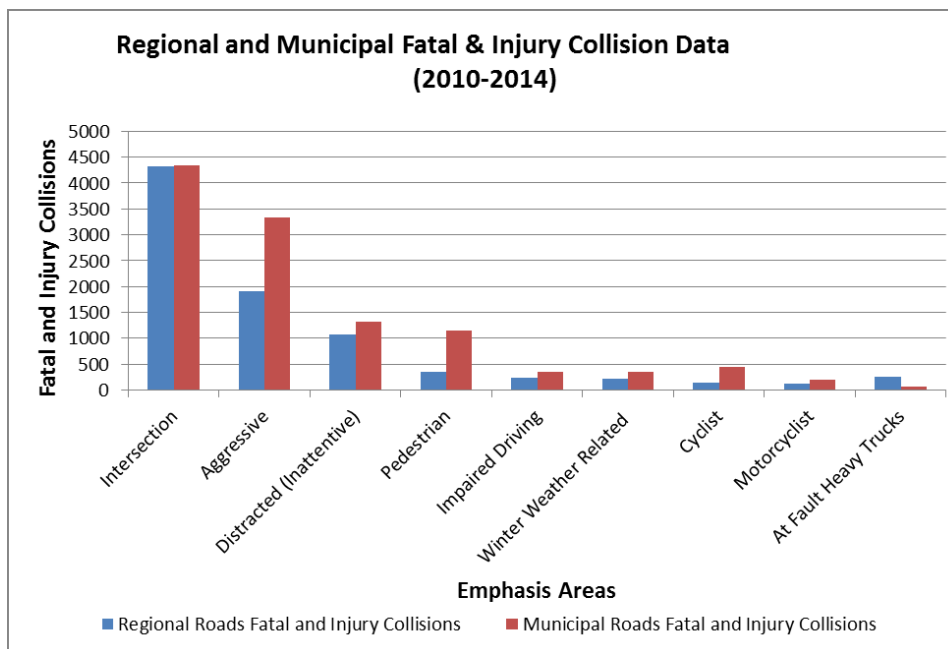
2. Collision Data Analysis

The Ontario Road Safety Annual Report for 2014 states that in that year 20,364 motor vehicle collisions occurred on Peel roadways (i.e., municipal, regional and provincial), resulting in 35 people being killed and 4,234 people being injured. Peel Regional Police data show the annual number of traffic fatalities to be relatively stable from 2012 to 2015 with a sharp increase in 2016 to 40 deaths (Mississauga and Brampton). Whereas, the traffic fatalities data for 2012 to 2015 received from Ontario Provincial Police Caledon Detachment shows an average of seven fatal collisions per year with no appreciable trend. However, as the population and traffic congestion increase, we believe there is a significant risk of increasing deaths and injuries without a comprehensive action plan.

For the purposes of the Plan, the most recent available municipal and regional fatal collision and injury data for the period 2010 to 2014 were combined to identify emphasis areas (Figure 2). In most areas of emphasis, trends are similar between regional and municipal roads, with the exception of aggressive driving, pedestrians and cyclist involvement being of greater emphasis for local municipal roads. It should be noted that the collisions reported in Figure 2 account for the collision reporting practice of identifying all contributing factors of the collision. For example, if a pedestrian is involved in a collision within an intersection, with a large truck driven by an impaired driver – four emphasis areas would be identified: pedestrian collision, at-fault truck collision, within an intersection and impaired driving.

Also important to note is that Figure 2 represents only the absolute number of fatal and injury collisions. For pedestrian and cyclists, absolute numbers do not account for the relative frequency of trips that are conducted by walking or riding a bicycle, which is generally lower than those of motor vehicles. Hence, the total of collisions could underrepresent the relative vulnerability of users walking or riding a bicycle. Additionally, some injuries may be under-reported if the police are not involved, medical attention is not sought or cause is not captured in administrative health databases.

Figure 2.



REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN UPDATE

3. Stakeholder Engagement

A collaborative approach was undertaken to engage stakeholders in identifying common objectives to achieve the collective goal of improving road safety. Effective and strategic partnerships are vital to a unified concept and goal, minimizing duplication of efforts, ensuring a consistent, efficient and effective delivery of key actions (also known as countermeasures) and to reduce the occurrence and severity of motor vehicle collisions.

A series of stakeholder engagement workshops were held and included the following stakeholders:

- City of Brampton
- City of Mississauga
- Town of Caledon
- Regional Municipality of York
- Peel Regional Police
- Caledon Ontario Provincial Police (OPP)
- Bike Brampton
- Ministry of Transportation of Ontario
- Brampton Transit
- Brampton Cycling Advisory Committee
- Canadian Automobile Association (CAA)
- MiWay (Mississauga Transit)
- Mothers Against Drunk Driving Canada (MADD)
- Mississauga Cycling Advisory Committee
- Road Today (Trucking Based Organization)
- Parachute
- Federation Internationale De L'Automobile (FIA) Foundation

4. Overview of Transportation Safety Strategic and Operational Plan Components

a) Road Safety Strategic Plan

The Road Safety Strategic Plan ('Safety Plan') is used to improve the understanding of the state of practice in road safety and consequently, improve the safety performance of the road component of a transportation network. The Safety Plan is aligned with the Canadian Road Safety Strategy 2015 and the United Nations' Decade of Action for Road Safety. These National and International initiatives also highlight the need for more road user education, and engineering and design changes to make our roadways safer for all road users.

The Region of Peel recognized that despite having an active safety program to address motor vehicle collisions, a new and broader-based approach is required, and as a result has developed the Road Safety Strategic Plan. The Safety Plan sets out the goals, objectives, and action plans to guide the road safety partners and the Region towards creating safer roads and reducing the number of fatal and injury motor vehicle collisions.

**REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN
UPDATE****b) Vision Zero Framework and the Goal for the Peel Road Safety Strategic Plan**

The Peel Road Safety Strategic Plan is guided by Vision Zero, which is a framework that originated in Sweden in 1997 to better coordinate efforts and resources among agencies and stakeholders to prevent fatal and serious injury from motor vehicle collisions. Since that time, the framework has been adopted by numerous jurisdictions worldwide and in North America, including the City of Toronto.

“Vision Zero” can be summarized in one sentence: No loss of life is acceptable. It is based on the simple fact that we are human and make mistakes, and the key message is that life and health can never be exchanged for other benefits in society. Vision Zero is based on a system of shared responsibilities among all of those involved in the road system, including politicians, planners, police, public health, community organizations, vehicle manufacturing companies and all road users.

Implementing the “Vision Zero” framework requires a paradigm shift in the way the transportation system is designed, built and operated. The framework acknowledges that the system must be changed, since it is difficult if not impossible to change human capabilities or limitations. In altering transportation system design and operation, safety should be prioritized over speed, convenience or cost, and the system should be forgiving of human error. Appendix I summarizes the Vision Zero framework.

To support and advance towards the ultimate long term concept of zero fatal and injury collisions, the following near-term goal was adopted for the Road Safety Strategic Plan (2018-2022): Ten per cent reduction in fatal and injury collisions by 2022 for the Regional road network.

The Vision Zero framework and associated goal are consistent with the Region’s strategic directions and are supported by the stakeholders that participated in developing the Plan. The stakeholders are committed to working together to ensure that the goal of the Road Safety Strategic Plan is achieved.

c) Emphasis and Awareness Areas

Causes of collisions were grouped to identify emphasis areas. The causes of collisions were then characterized as priority safety concerns and an action plan, consisting of countermeasures (or interventions), was developed to improve road safety. Emphasis areas were selected based on the following factors:

- Collision analysis
- Public input
- Strategic and practical considerations

In addition to the data analysis, it was also important to receive feedback from people that live and/or work within the Region of Peel. Through various community outreach programs, public opinion surveys and market research, the public was asked to provide their feedback and concerns about traffic safety. Public comments on road safety were generally consistent with the results from the data analysis, and the top six emphasis areas based on the collision data analysis and public opinion survey include:

REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN UPDATE

- Intersection related collisions
- Aggressive driving (includes speeding)
- Distracted driving
- Pedestrian collisions
- Impaired driving
- Cyclist collisions

Aggressive driving includes speeding, running red lights, tailgating, weaving in and out of traffic, and failing to yield right of way, among other unsafe driving behaviours. Although not identified in the collision data statistical analysis, there were two additional areas of public concern, 'school zones' and 'heavy trucks' that were identified through public input as awareness areas. Like emphasis areas, countermeasures have been identified for these awareness areas as a way to proactively improve safety.

d) Countermeasures and Action Plan

A countermeasure or intervention is an engineering (design), education, and/or enforcement action taken to reduce the occurrence and severity of motor vehicle collisions. Examples of importance from a public health and transportation perspective include appropriate road design to prevent speeding and protect vulnerable road users.

Countermeasures are chosen based on:

- Likelihood of success
- Ability of one (or more) of the stakeholder agencies to implement

A full list of the countermeasures will be included in an upcoming Council report in 2018.

NEXT STEPS

Regional staff will:

- Develop implementation strategies and action plans for the safety priorities or emphasis areas.
- Develop an evaluation plan for the countermeasures by assigning responsibility, setting schedules, and identifying performance indicators.
- With Regional Council endorsement, report back to Regional Council with a final report in 2018 that will include the final Transportation Safety Strategic and Operational Plan, including proposed countermeasures, operational policy papers and associated future budget considerations.

CONCLUSION

Road safety is a high priority in the Region of Peel, and it is recommended that the Region of Peel adopt the "Vision Zero" framework where no loss of life is acceptable and to better coordinate efforts and resources among agencies and stakeholders to prevent fatal and injury motor vehicle collisions.

REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN UPDATE

Regional staff will work collaboratively with partner agencies including the local municipalities, Peel Regional Police and the Ontario Provincial Police (Caledon detachment) to develop new programs and enhance existing programs to promote road safety.

Regional staff are requesting adoption of the Vision Zero framework to allow for finalization of the plan and for the plan to be brought forward to Regional Council in Q2 2018.



Janette Smith, Commissioner of Public Works



Nancy Polsinelli, Commissioner of Health



Jessica Hopkins, MD MHScc CCFP FRCPC,
Medical Officer of Health

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Vision Zero Framework

For further information regarding this report, please contact Joe Avsec, Manager, Traffic and Sustainable Transportation, extension 7910, joe.avsec@peelregion.ca.

Authored By: Seema Ansari, Technical Analyst, Traffic Safety, Traffic and Sustainable Transportation, William Toy, Supervisor, Traffic Safety, Traffic and Sustainable Transportation and Lorenzo Mele, Advisor, Healthy Design, Chronic Disease and Injury Prevention

Reviewed in Workflow by:

Financial Support Unit

APPENDIX I
REGION OF PEEL TRANSPORTATION SAFETY STRATEGIC AND OPERATIONAL PLAN
UPDATE



Allyson D'Ovidio

To: Mickey Frost
Subject: RE: Update - Default Speed Limit Changes

From: Mickey Frost
Sent: December 6, 2017 3:51 PM
To: MC
Cc: LT; Al Sousa
Subject: Update - Default Speed Limit Changes

Madam Mayor and Members of Council:

This update is in response to recent enquiries from members of Council regarding the default speed limit changes under the *Highway Traffic Act*. In response to these enquiries, staff provide the following information:

On May 30, 2017 the *Safer School Zones Act (Bill 65)* received Royal Assent. Bill 65 allows municipalities to set their own default speed limit and it allows for the reintroduction of automated speed enforcement also known as photo radar for school zones and community safety zones. The Ministry of Transportation Ontario is currently preparing the necessary regulations to allow for the implementation of Bill 65. It is anticipated that these changes will be brought forward in the summer of 2018.

Currently the default speed limit for urban areas is 50 km./hr. Although amendments to Part IX, Section 128 of the *Highway Traffic Act* (HTA) have been prepared to allow municipalities to designate areas where the speed limit is lower than 50 km./hr., the amendments have not been proclaimed into effect. The regulations to enact this change have not been developed; therefore, it is not clear at this time if municipalities can change the speed limit city-wide or if specific areas must be by-lawed with the change. Other details such as the sign size, shape, colour and content must also be decided before municipalities will have the ability to change the current default speed limit.

Road Safety staff attended a Road Safety Committee of Ontario meeting on Friday, November 24th where municipalities from southern Ontario participated in a conference call and discussion with the Ontario Traffic Council and Ministry of Transportation Ontario regarding the upcoming HTA changes. This discussion provided an opportunity to help identify when the regulations are expected to be ready, what the regulations will include and how other municipalities plan to handle these changes.

Staff began developing a draft policy for implementing lower posted speeds, which considers the practices and policies of surrounding municipalities while based on the provincial statutory speed limit of 50 km./hr. in a built up area. However, due to the pending changes to the HTA, staff have been waiting to determine the scope of the new regulations prior to finalizing the draft policy. That said, it is of the utmost importance that 40 km./hr. speed limits be applied appropriately so that these lower posted speed limits maintain a level of credibility from motorists. Moving forward, 40 km./hr. posted speed limits should continue to be applied in a consistent manner and utilized where the majority of motorists would be in compliance with the posted speed limit.

Staff will continue to stay engaged in the consultation process with the Ministry of Transportation regarding the upcoming HTA changes. Pending the proclamation of the new clauses in the HTA and the development of the new regulations, staff will finalize a new policy for lower posted speed limits late in 2018.

In the meantime, should you require further information or assistance on this matter, please contact Al Sousa or myself.

Thank you,



Mickey Frost, HBA; CPA, CGA; MPA

Director, Works Operations and Maintenance

T 905-615-3200 ext.4020

mickey.frost@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department
Works, Operations and Maintenance Division



Please consider the environment before printing.

ROADWATCH STATISTICS
Mississauga

Year To Date

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	375
Excessive Speed	357
Making Unsafe Lane Change(s)	337
Following too Closely	128
Disobey Posted Sign	116
Making an Improper Turn	112
Drive-Handheld Device	86
Failing to Stop for School Bus	83
Failing to Stop for Red Light	56
Failing to come to a Complete Stop	32
Disobey a School Crossing Guard	17
INTERFERING WITH TRAFFIC	2
NO OFFENCE	2
Drive-Handheld Device OPP	1
Excessive Speed - Radar	1
INTERFERE WITH TRAFFIC	1
BY-LAW	1
FAILING TO SHARE ROAD WITH	1
Grand Total	1708

Count of Road Watch Action	
Road Watch Action	Total
First Letter	883
Improper Veh/Plate	357
Incomplete Form	262
No Offence	41
Not Roadwatch	106
Other Jurisdiction	59
(blank)	
Grand Total	1708

Count of Complaint Type	
Complaint Type	Total
Drop Off	9
Email	591
Fax	26
(blank)	
Online	1081
Grand Total	1707

2016 YEAR END

SPECIFIC MONTH

MONTH	Dec
-------	-----

Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	4
Excessive Speed	13
Failing to Stop for Red Light	2
Failing to Stop for School Bus	4
Following too Closely	7
Making Unsafe Lane Change(s)	22
Making an Improper Turn	4
Other Driving	27
Drive-Handheld Device	1
Grand Total	84

MONTH	Dec
-------	-----

Count of Road Watch Action	
Road Watch Action	Total
First Letter	40
Improper Veh/Plate	17
Incomplete Form	18
No Offence	2
Not Roadwatch	4
Other Jurisdiction	3
Grand Total	84

MONTH	Dec
-------	-----

Count of Complaint Type	
Complaint Type	Total
Email	13
Online	71
Grand Total	84

ROADWATCH STATISTICS
Mississauga

Year To Date

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	400
Making Unsafe Lane Change(s)	344
Excessive Speed	339
Following too Closely	132
Disobey Posted Sign	124
Making an Improper Turn	107
Failing to Stop for School Bus	89
Drive-Handheld Device	66
Failing to Stop for Red Light	41
Disobey a School Crossing Guard	7
STUNT DRIVING-STOP/SLOW IN	3
STUNT-STOP/SLOW INTERFERE	2
STUNT DRIVING:STOP/SLOW TO	2
STUNT DRIVING	2
LITTER ON HIGHWAY	2
LITTER ON ROADWAY	1
STUNT- STOP/START	1
STUNT DRIVING-STOP/SLOW TO	1
STUNT DRIVING-IN ONCOMING	1
STUNT DRIVIING-STOP/SLOW IN	1
THROW POP CAN AT PASSING	1
UNNECESSARY NOISE-HORN	1
MONTH	Dec

Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	5
Excessive Speed	9
Failing to Stop for School Bus	8
Following too Closely	13
Making Unsafe Lane Change(s)	26
Making an Improper Turn	10
Other Driving	27
Drive-Handheld Device	3
Grand Total	101

Count of Road Watch Action	
Road Watch Action	Total
First Letter	577
Improper Veh/Plate	334
Incomplete Form	234
No Offence	120
Not Roadwatch	75
Other Jurisdiction	54
Personal Visit	3
(blank)	
FILED	274
FILE	2
Grand Total	1673

2017 Year End

MONTH	Dec
-------	-----

Count of Road Watch Action	
Road Watch Action	Total
First Letter	3
Improper Veh/Plate	26
Incomplete Form	12
No Offence	11
Not Roadwatch	10
Other Jurisdiction	6
FILED	33
Grand Total	101

Count of Complaint Type	
Complaint Type	Total
Drop Off	6
Email	563
Fax	11
Mail	5
(blank)	
Phone	2
Online	1087
T17000736	1
Grand Total	1675

MONTH	Dec
-------	-----

Count of Complaint Type	
Complaint Type	Total
Email	42
Online	59
Grand Total	101

ROADWATCH STATISTICS
Mississauga

Year To Date

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	21
Making Unsafe Lane Change(s)	15
Making an Improper Turn	12
Excessive Speed	11
Following too Closely	11
Disobey Posted Sign	10
Failing to Stop for School Bus	7
Drive-Handheld Device	4
STUNT DRIVING- STOP/SLOW TO INTERFERE WITH TRAFFIC	3
Failing to Stop for Red Light	1
Grand Total	95

Count of Road Watch Action	
Road Watch Action	Total
First Letter	6
Improper Veh/Plate	23
Incomplete Form	15
No Offence	8
Not Roadwatch	3
Other Jurisdiction (blank)	2
FILED	38
Grand Total	95

Count of Complaint Type	
Complaint Type	Total
Email	38
Fax	1
(blank)	
Online	56
Grand Total	95

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MONTH	Jan
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Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	10
Excessive Speed	11
Failing to Stop for Red Light	1
Failing to Stop for School Bus	7
Following too Closely	11
Making Unsafe Lane Change(s)	15
Making an Improper Turn	12
Other Driving	21
Drive-Handheld Device	4
STUNT DRIVING- STOP/SLOW TO INTERFERE WITH TRAFFIC	3
Grand Total	95

MONTH	Jan
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Count of Road Watch Action	
Road Watch Action	Total
First Letter	6
Improper Veh/Plate	23
Incomplete Form	15
No Offence	8
Not Roadwatch	3
Other Jurisdiction	2
FILED	38
Grand Total	95

MONTH	Jan
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Count of Complaint Type	
Complaint Type	Total
Email	38
Fax	1
Online	56
Grand Total	95