
Road Safety Committee

Date

2018/06/26

Time

9:30 AM

Location

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

Members

Councillor Karen Ras, Ward 2

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

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

Donald Clipperton, President, Mississauga Insurance Brokers Association

Inspector Navdeep Chhinzer, Peel Regional Police

Melissa Brabant, Regional Marketing Planner, Ministry of Transportation

Raymond Chan, Government Relations Specialist, CAA

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

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

Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel

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**
5. Road Safety Committee Minutes - May 29, 2018
- 5.1. **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. Recommendations from the Road Safety Promotional Subcommittee Meeting on May 29, 2018, for approval.

RECOMMENDATION

RSC-0027-2018

That the Road Safety Promotional Subcommittee supports that a tent and table kit be purchased for use by Traffic staff and the Road Safety Committee for events and promotion.

- 7.2. Final Vision Zero Logo

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- 7.3. MiWay Bus Advertisements - Resuming work with the Road Safety Promotional Subcommittee and staff to place Road Safety Committee Advertisements on MiWay Buses
- 7.4. Right Turning on Red Lights and Pedestrian Education, Sunil Sharma, Citizen Member - Discussion
8. **INFORMATION ITEMS**
- 8.1. Distracted Driving Social Media Campaign - Verbal Update, Kimberly Hicks, Communications Advisor (5 Minutes)
- 8.2. Road Safety Promotional Subcommittee Minutes - May 29, 2018
- 8.3. Sample Road Watch Warning Letter - Peel Regional Police
- 8.4. OPP Traffic Complaint Warning Letter Template
- 8.5. Peel Regional Police Road Watch Statistics - May 2018 - For Receipt
- 8.6. Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11), Colin Patterson, Supervisor, Road Safety, Traffic Management. For Information Only.
- 8.7. Automated Speed Enforcement (ASE), Colin Patterson, Supervisor, Road Safety, Traffic Management. For Information Only
- 8.8. Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3), Colin Patterson, Supervisor, Road Safety, Traffic Management. For Information Only.
- 8.9. Update on Citizen Member Outreach
- 8.10. Road Safety Committee Member Updates
9. **OTHER BUSINESS**
10. **DATE OF NEXT MEETING(S)**
11. **ADJOURNMENT**

City of Mississauga

Minutes



Road Safety Committee

Date

2018/05/29

Time

9:38AM

Location

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

Members Present

Councillor Pat Saito, Ward 9 (Chair)
Anna Ramlakhan, Citizen Member
Michael Matthew, Citizen Member
Sunil Sharma, Citizen Member
Leonard Verwey, Citizen Member (Mississauga Cycling Advisory Committee Representative)
Thomas Barakat, Citizen Member
Tony Power, Citizen Member (Vice-Chair)

Members Absent

Anne Marie Hayes, Citizen Member
Councillor Karen Ras, Ward 2
Trevor Howard, Citizen Member
Tamara Coulson, Citizen Member (Traffic Safety Council Representative)

Agency Representatives/City Staff Present

Donald Clipperton, President, Mississauga Insurance Brokers Association
Staff Sergeant, Gary Carty, Peel Regional Police
Staff Sergeant Greg Amoroso, Peel Regional Police
Matthew Aymar, Analyst, Chronic Disease and Injury Prevention, Region of Peel
Melissa Brabant, Regional Marketing Planner, Ministry of Transportation
Seema Ansari, Technical Analyst, Traffic Safety, Peel Region
Colin Patterson, Supervisor, Road Safety, Traffic Management
William Wright, Road Safety Technologist
Allyson D'Ovidio, Legislative Coordinator

Contact

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

Find it online/

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1. **CALL TO ORDER** □ 9:38 AM

2. **APPROVAL OF AGENDA**

Approved (T. Barakat)

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

4. **MINUTES FROM PREVIOUS MEETING**

4.1. Road Safety Committee Minutes □ April 24, 2018.

Approved (T. Barakat)

5. **DEPUTATIONS** □ Nil

Members of the Committee took a moment to go through introductions as there were new agency representatives at the table.

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

8. **INFORMATION ITEMS**

8.1. **New Road Watch Post Card**

Allyson D'Ovidio, Legislative Coordinator, provided members of the Committee with a copy of the new Road Watch post cards developed in house by Kimberly Hicks, Communications Advisor and Creatives Services with input from the Road Safety Promotional Subcommittee. The Committee requested that Ms. Hicks and Colin

Patterson, Supervisor, Road Safety, Traffic Management, work together to develop a tweet with respect to the "Please Slow Down" lawn signs.

8.2. New Road Safety Committee Litter Bags

Allyson D'Ovidio, Legislative Coordinator, provided the members with a new Road Safety Committee litter bag. The yellow litter bags were used to hand out Road Watch post cards and Road Safety souvenirs at the National Public Works Week event on Mississauga Celebration Square on May 26, 2018.

8.3. Update: Road Safety Promotional Subcommittee Meeting, May 10, 2018

Tony Power, Citizen Member and Vice-Chair, provided an update on our last meeting of the Road Safety Promotional Subcommittee. Mr. Power spoke about the post cards, litter bags and the vision zero logo as well as the possibility of advertising on the MiWay buses and the potential messages.

Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel, noted the Region would like to work in collaboration with the City to create a Vision Zero logo. Councillor Saito spoke to the current status of the logo noting we were going to be receiving a presentation on the second mock-up of the logo at the Road Safety Promotional Subcommittee that follows. Councillor Saito suggested that perhaps the Committee could work with the Region on something at a later date.

Staff Sergeant Gary Carty, Peel Regional Police, spoke to the benefits of having an overarching logo. Ms. Ansari noted that Communications from the Region would need to be involved. Councillor Saito wants to see what comes from the second draft prior to moving on working with the Region.

Members of the Committee engaged in a discussion with respect to the Road Watch program under the OPP and noted the following: most complaints come through the Peel Regional Police; complaints are forwarded to the OPP when required; the process followed when a license plate is provided and a unit is dispatched to follow up, including warning letters to the plate owner and home visits from an officer.

RECOMMENDATION

RSC-0024-2018

That the verbal update on May 29, 2018 from Tony Power, Citizen Member, with respect to the Road Safety Promotional Subcommittee meeting on May 10, 2018, be received for information.

(RSC-0024-2018)

Received (S. Sharma)

- 8.4. Meeting Minutes from Road Safety Promotional Subcommittee, May 10, 2018 □
For Receipt Only.

RECOMMENDATION

RSC-0025-2018

That the draft meeting minutes from the Road Safety Promotional Subcommittee meeting, dated May 10, 2018, be received for information.

(RSC-0025-2018)

Received (M. Matthew)

- 8.5. Road Safety Committee Member Updates

Leonard Verwey, Citizen Member, spoke about community rides, noting the last ride was in Port Credit and had 10-12 new riders who attended and learned about cycling safety. Mr. Verwey noted the Jim Tovey Memorial ride at Lakefront promenade is scheduled for Saturday, June 2 and further that all details can be found on the website at <http://mississaugacycling.ca/>. Mr. Verwey added that the Cycling Master Plan update was now posted on the City's website at, https://yoursay.mississauga.ca/cycling-master-plan/news_feed/draft-2018-cycling-master-plan-released. The update is schedule to go the General Committee on June 13.

Councillor Saito requested that Mr. Verwey raise an issue at the Mississauga Cycling Advisory Committee meeting with respect to multiuse trails on major arterial roads and the lack of buffers between the curbs and the roads. Members of the Committee engaged in a discussion with respect to: safety audits of multiuse trails; design of barriers; visibility; cycling signals; road maintenance; and cycling networks. In response to comments raised, Colin Patterson, Supervisor, Road Safety and Mr. Verwey noted as all new projects and developments are designed in accordance with the latest standards.

In response to Anna Ramlakhan, Citizen Member, Councillor Saito noted infrastructure funding is very specific and creates tight timelines to construct and repair roads and trails.

Sunil Sharma, Citizen Member, discussed the success of the Road Safety booth at the National Public Works week event on May 26 on Mississauga Celebration Square. Mr. Sharma suggested that members volunteer to host pop-ups at their local community centres to distribute Road Safety materials and □Please Slow Down□lawn signs if there is an opportunity. Councillor Saito advised members to contact the Legislative

Coordinator to arrange for booking at their local community centre if they are interested.

Matthew Aymar, Analyst, Region of Peel, provided an update of the recent workshop held on May 10 with respect to a multi-level service tool used by transportation planners to assess roads and transportation solutions. The tool was developed by a consultant and was designed to help inform decision making in planning. Mr. Aymar noted the tool is being piloted by the Region.

8.6. Peel Regional Police Road Watch Statistics - April 2018

Tony Power, Citizen Member and Vice-Chair, noted a common discussion with the community was that they were unaware of the Peel Regional Police Road Watch program.

Members of the Committee engaged in a discussion requesting to purchase a tent as an item on the next budget. Allyson D'Ovidio, Legislative Coordinator, to review the Committee budget to date. Members requested that samples of the Peel Regional Police and OPP Road Watch warning letters be provided at the next meeting.

RECOMMENDATION

RSC-0026-2018

That the Peel Regional Police Road Watch statistics for the month of April, dated May 3, 2018, be received for information.

(RSC-0026-2018)

Received (T. Barakat)

9. **OTHER BUSINESS**

10. **DATE OF NEXT MEETING(S):** June 26, 2018

11. **ADJOURNMENT** 11:15 AM (M. Matthew)

City of Mississauga
Minutes



Road Safety Promotional Subcommittee

Date

2018/05/29

Time

11:25AM

Location

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

Members Present

Councillor Pat Saito, Ward 9
Leonard Verwey, Citizen Member (Mississauga Cycling Advisory Committee Representative)
Tony Power, Citizen Member

Members Absent

Trevor Howard, Citizen Member
Anne Marie Hayes, Citizen Member (Chair)

Agency Representatives/City Staff

Josh Remazki, Graphic Designer, Creative Services
Melissa Brabant, Regional Marketing Planner, Ministry of Transportation
Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel
Allyson D'Ovidio, Legislative Coordinator, Legislative Services

Contact

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

Find it Online

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1. **CALL TO ORDER** – 11:25 AM

2. **APPROVAL OF AGENDA**

Approved – (L. Verwey)

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

4. **MINUTES FROM PREVIOUS MEETING**

4.1. Road Safety Promotional Subcommittee Minutes – May 10, 2018

Approved - (Councillor Saito)

5. **MATTERS CONSIDERED**

5.1. Vision Zero: logo mock-up

Josh Remazki, Graphic Designer, Creative Services, provided background information with respect to the presentation on the second mock-up of the Vision Zero logo, noting the Committee requested that he return with a reworked version of the second option from the first presentation.

Members of the Committee engaged in a discussion with respect to the presentation of the second mock-up, noting they liked the black and yellow colouring however, the design was not what they were looking for as it did not make it clear that the logo was related to a road safety initiative.

After receiving comments from Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel, Councillor Saito noted, the City may wish to explore developing a joint Vision Zero logo with the Region. Ms. Ansari noted the Region would cover the costs associated with the development of a joint logo as the City had already begun the process.

The Committee directed Communications staff to work together with the Region of Peel to develop a joint Vision Zero logo and return to the Road Safety Committee on June 26, 2018 at the latest. A recommendation would move to City Council on July 4th and then be shared with Regional Council.

Councillor Saito noted she would send a memo to the Tina Mackenzie, Manager of Creative Services and the manager of the Creative Services at the Region of Peel, requesting that Mr. Remazki work together with them to discuss the development of a consolidated logo.

5.2. Quote on MiWay Bus Advertising, Kimberly Hicks, Communications Advisor

Allyson D'Ovidio, Legislative Coordinator, provided an update from Kimberly Hicks, Communications Advisor with respect to the options for MiWay bus advertisements and noted there is an opportunity to allow for two separate messages on the back of 10 buses each for 12 weeks. The Committee directed staff to hold off until further notice as the Vision Zero logo is not ready.

6. **INFORMATION ITEMS**

Members of the Committee engaged in a discussion with respect to purchasing a tent to shelter volunteers from the elements when hosting outdoor events.

RECOMMENDATION

RSC-0027-2018

That the Road Safety Promotional Subcommittee supports that a tent and table kit be purchased for use by Traffic staff and the Road Safety Committee for events and promotion.

Approved - (Councillor Saito)

7. **OTHER BUSINESS** – Nil

8. **DATE OF NEXT MEETING(S)** – At the call of the Chair.

9. **ADJOURNMENT** – 11:52 AM (L. Verwey)

Tuesday, May 29, 2018

SUBJECT: ROAD WATCH INCIDENT NUMBER XXXXXXX

Dear Registered Vehicle Owner,

Your vehicle was recently reported to Peel Regional Police, in relation to an observed violation of the Highway Traffic Act. This letter serves as a **WARNING ONLY**. If the Peel Regional Police had stopped this vehicle, the driver may have received a fine ranging from \$85.00 to \$490.00 plus demerit points on their driver's licence

VIOLATION DETAILS

Date: Monday, May 28, 2018

Time:

Location:

Mississauga

HTA Violation:

Licence Plate:

Vehicle Information:

Registered to:

This incident is brought to your attention in the interest of road safety, as this type of aggressive driving must be discouraged. If you were not the operator of the vehicle at the time of the incident, we ask that you bring this matter to the attention of that individual. If you wish to have a discussion regarding this incident, please contact Peel Regional Police Road Watch Coordinator at (905) 453-3311 extension 3792.

The Region of Peel Road Watch Program is a community initiative of the Cities of Mississauga and Brampton, in conjunction with the Peel Regional Police. Citizen Report Forms are available online at www.peelpolice.on.ca

Constable S. Murphy #~~XXXX~~

Road Watch Coordinator
Road Safety Services

Do something about aggressive driving. Report it!

Ontario
Provincial
Police

Police
provinciale
de l'Ontario



Insert name of Detachment English
Insert name of Detachment French

Address 1 Address 1 in French
Address 2 Address 2 in French

Tel: ### ###-#### Tél. : ### ###-####
Fax: ### ###-#### Téléc.: ### ###-####

File Reference: 640 00

[Date]

[Name]

[Address]

[City, ON] [Postal Code]

Dear [Mr. Mrs. Ms.]:

On [date/time], the Ontario Provincial Police (OPP) received a report of an incident (RM15*****) involving a [vehicle description], bearing Ontario licence plate number [licence plate number]. The report states that the driver of this vehicle was observed [driving behavior and incident location (e.g. driving erratically on Hwy 400 in the City of Toronto)]. A check of the Ministry of Transportation vehicle files identified you as the registered owner of the vehicle.

This letter serves as a reminder that unsafe driving practices can result in serious personal injury or death, and/or cause extensive property damage. As the registered owner of this motor vehicle, you may be liable in the event of such an occurrence-even if you were not the driver during the incident described above. In 2017, 344 people lost their lives on OPP patrolled roadways. There were also 11,231 injury involved collisions. You are urged to ensure that you or others who operate your vehicle contribute to the overall safety of the motoring public on Ontario's highways by complying with Ontario traffic laws at all times.

The OPP is committed to ensuring public safety and reducing crime, serious injury, death and property damage on Ontario roadways, waterways and trails.

By ensuring your vehicle is driven safely, you will help us in our efforts to make our highways safer for the residents of and visitors to Ontario.

Yours truly,

Name

Rank

Position Title

ROADWATCH STATISTICS
Mississauga

Year To Date

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	263
Excessive Speed	178
Making Unsafe Lane Change(s)	157
Making an Improper Turn	75
Disobey Posted Sign	74
Following too Closely	69
Failing to Stop for School Bus	42
Failing to Stop for Red Light	25
Drive-Handheld Device	25
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	6
STUNT DRIVING:DRIVE TOO CLOSE TO PEDESTRIAN	1
Red Light-Proceed Before Green	1
STUNT DRIVING: START/STOP INTERFERE WITH TRAFFIC	1
Grand Total	917

Count of Road Watch Action	
Road Watch Action	Total
First Letter	375
Improper Veh/Plate	160
Incomplete Form	113
No Offence	38
Not Roadwatch	165
Other Jurisdiction	25
(blank)	
Second Letter	1
FILED	40
Grand Total	917

Count of Complaint Type	
Complaint Type	Total
Email	388
Fax	3
(blank)	
Online	526
Grand Total	917

MONTH	May
-------	-----

Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	22
Excessive Speed	64
Failing to Stop for Red Light	7
Failing to Stop for School Bus	9
Following too Closely	10
Making Unsafe Lane Change(s)	46
Making an Improper Turn	26
Other Driving	62
Drive-Handheld Device	8
Grand Total	254

MONTH	May
-------	-----

Count of Road Watch Action	
Road Watch Action	Total
First Letter	129
Improper Veh/Plate	41
Incomplete Form	36
No Offence	9
Not Roadwatch	34
Other Jurisdiction	5
Grand Total	254

MONTH	May
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Count of Complaint Type	
Complaint Type	Total
Email	97
Fax	1
Online	156
Grand Total	254

City of Mississauga
Corporate Report



Date: 2018/05/29

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
 Transportation and Works

Originator's files:
 RT.10.Z.VAR

Meeting date:
 2018/06/13

Subject

Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)

Recommendation

1. That the implementation of the Pedestrian Crossover Pilot Project be approved on Doug Leavens Boulevard, Whitehorn Avenue, Winding Trail, Westbridge Way and Homelands Drive, as outlined in the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)".
2. That the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)", be referred to the Mississauga Traffic Safety Council and the Mississauga Road Safety Committee for information.

Report Highlights

- Effective January 1, 2016, the Ministry of Transportation Ontario (MTO) issued a new regulation (O. Reg. 402/15) under the *Highway Traffic Act* which established a new traffic control device called the Level 2 Pedestrian Crossover.
- As part of the 2018 Business Planning and Budget process, Council approved funding for the Pedestrian Crossover Pilot Project to evaluate this new traffic control device.
- Under this pilot project, Transportation and Works staff intend to implement pedestrian crossovers at five different locations throughout the City.
- In an effort to raise awareness of the new traffic control device in areas where they are proposed, staff are developing a communications plan.
- The estimated cost of \$152,000 for the proposed five pedestrian crossover installations can be accommodated within the Pedestrian Crossover Pilot Project and Traffic Calming Program budgets.

Background

Effective January 1, 2016, the MTO issued a new regulation (O. Reg. 402/15) under the *Highway Traffic Act*, which established a new traffic control device called the Level 2 Pedestrian Crossover. This new traffic control device consists of new roadside signs and pavement markings and serves to enhance the mobility of pedestrians at mid-block locations and at intersections including right-turn channels and roundabouts.

A pedestrian crossover is any portion of a roadway distinctly indicated for pedestrian crossing by signs on the roadway and lines or other markings on the surface of the roadway as prescribed by the regulations and the *Highway Traffic Act*. The presence of a pedestrian in the crosswalk requires the driver of a vehicle approaching the crossover to stop before entering the crossover.

Prior to the update to the *Highway Traffic Act* and subsequent release of Ontario Traffic Manual Book 15, there was only the Type A Pedestrian Crossover which is rarely used within the province with the exception of the City of Toronto. The Type A Pedestrian Crossover has not been used in Mississauga since the 1990's when the MTO modified the traffic signal warrant methodology to allow for mid-block or intersection pedestrian signals. Following that change in warrant methodology, all existing pedestrian crossovers in Mississauga were converted to pedestrian activated traffic signals.

The Level 2 Pedestrian Crossover is a more cost effective solution and provides the right-of-way to pedestrians through the use of 'Stop for Pedestrians' signs, 'Pedestrian Crossing Ahead' warning signs and pavement markings reinforcing the requirement for vehicles to stop and provide the right of way to pedestrians. Additional measures such as rectangular rapid flashing beacons and overhead signs may also be required depending on the width of the roadway and volumes of vehicular traffic. The pedestrian crossover sign and pavement markings legally provide the pedestrian with the right-of-way when crossing a road and establish the requirement for vehicles to stop. Although some versions of the new pedestrian crossover have rectangular rapid flashing beacons and overhead signs, the signs and pavement markings themselves govern the right-of-way while the beacons serve only to draw attention to the sign at busier locations.

The new pedestrian crossovers are a defined set of roadside signs and pavement markings, which combine for a passive treatment to provide pedestrians the right-of-way when crossing the roadway.

There are four types of pedestrian crossovers included in Ontario Traffic Manual Book 15 which can be used at mid-block and intersection locations including right-turn channels and roundabouts (refer to Appendix 1):

Level 1 Type A Pedestrian Crossover: The original type pedestrian crossover that is defined by the prescribed use of regulatory side mounted and overhead illuminated signs, flashing amber beacons, and pavement markings.

Level 2 Type B Pedestrian Crossover: Distinctly defined by the prescribed use of side mounted and overhead mounted regulatory signs, rectangular rapid flashing beacons and pavement markings.

Level 2 Type C Pedestrian Crossover: Distinctly defined by the prescribed use of side mounted and overhead mounted regulatory signs and pavement markings.

Level 2 Type D Pedestrian Crossover: Distinctly defined by the prescribed use of side mounted regulatory signs and pavement markings;

As part of the 2018 Business Planning and Budget process, Council approved funding for the Pedestrian Crossover Pilot Project to evaluate this new traffic control device. Under this pilot program, Transportation and Works staff intend to implement pedestrian crossovers at five different locations throughout the City.

Comments

In order to select potential pedestrian crossover locations, staff reviewed more than 20 locations where additional pedestrian crossing assistance was requested by the public. The review of these locations included the level of pedestrian and vehicle traffic, the posted speed limit, the surrounding traffic control and the sight line visibility at the proposed crossing location.

Based on the review of the installation warrants, five locations were selected for inclusion in the pedestrian crossover pilot. The recommended new pedestrian crossover locations are listed below and identified in the location maps provided in the attached appendices:

1. Doug Leavens Boulevard - Ward 10 (refer to Appendix 2)

Doug Leavens Boulevard is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 170 based on an eight-hour count while the average daily traffic is 3,290 vehicles. The proposed pedestrian crossover is located at a natural pedestrian crossing point on Doug Leavens Boulevard, which connects directly to Lisgar Meadow Brook Greenbelt and connects to a variety of parks and schools within walking distance.

The recorded vehicle volumes and crossing distance of approximately 14 meters (46 feet) warrants the installation of a Level 2 Type B Pedestrian Crossover. This type of crossover includes pavement markings, roadside signs, overhead signs and rectangular rapid flashing beacons.

2. Whitehorn Avenue - Ward 6 (refer to Appendix 3)

Whitehorn Avenue is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 193 based on an eight-hour count while the average daily traffic is 2,650 vehicles. The pedestrian crossover treatment is proposed on the north leg of the Whitehorn Avenue and Sidmouth Street intersection and directly connects to Garcia Park on the west side of the intersection.

The recorded vehicle volumes and crossing distance of approximately 10 meters (33 feet) warrants the installation of a Level Type C Pedestrian Crossover. This type of crossover includes pavement markings, roadside signs and rectangular rapid flashing beacons.

3. Winding Trail - Ward 3 (refer to Appendix 4)

Winding Trail is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 265 based on an eight-hour count while the average daily traffic is 1,030 vehicles. The proposed pedestrian crossover connects directly to Kennedy Park and is within the vicinity of Burnhamthorpe Public School. In addition, Traffic Safety Council recommended Winding Trail at the park pathway be reviewed for the implementation of a pedestrian crossover as a result of a site inspection completed on February 15, 2018.

The recorded vehicle volumes and crossing distance of approximately nine meters (30 feet) warrants the installation of a Level 2 Type D Pedestrian Crossover. This type of crossover includes pavement markings and roadside signs.

4. Westbridge Way - Ward 11 (refer to Appendix 5)

Westbridge Way is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 58 based on an eight-hour count while the average daily traffic is 1,170 vehicles. The proposed pedestrian crossover directly connects to a trail leading to Levi's Creek Greenbelt. Traffic Safety Council recommended Westbridge Way at the pathway to Levi's Creek Greenbelt be reviewed for the implementation of a pedestrian crossover as a result of a site inspection completed on February 22, 2018. A raised crossing was installed at this location in 2017 as part of the Traffic Calming Program.

The recorded vehicle volumes and crossing distance of approximately nine meters (30 feet) warrants the installation of a Level 2 Type D Pedestrian Crossover. This type of crossover includes pavement markings and roadside signs.

5. Homelands Drive - Ward 2 (refer to Appendix 6)

Homelands Drive is a minor collector with one lane in each direction within a school zone with a posted speed limit of 40 km/h. The recorded pedestrian volume at this location is 44 based on an eight-hour count while the average daily traffic is 1,030 vehicles. The proposed pedestrian crossover is located at a natural crossing point between Homelands Senior Public School and Thorn Lodge Park. Traffic Safety Council recommended Homelands Drive in the vicinity of Thorn Lodge Park and Homelands Senior Public School be review for the implementation of a pedestrian crossover as a result of a site inspection completed on June 6, 2017. A raised crossing is proposed at this location as part of the 2018 Traffic Calming Program.

The recorded vehicle volumes and crossing distance of approximately nine meters (30 feet) warrants the installation of a Level 2 Type D Pedestrian Crossover. This type of crossover includes pavement markings and roadside signs.

In an effort to raise awareness of the new traffic control device in areas where they are proposed, Transportation and Works staff have partnered with Corporate Communications staff to develop a communications plan. Information regarding pedestrian crossovers will be provided through available sources of communication such as the Mississauga official website, media sources, social media and the creation of a brochure.

The affected Ward Councillors have been advised of the proposed pedestrian crossover locations within their wards.

Financial Impact

The estimated cost for the installation of the proposed five pedestrian crossover locations is \$152,000 and can be accommodated within the Pedestrian Crossover Pilot Project and Traffic Calming Program capital budgets.

Conclusion

The introduction of new legislation provides the City with an additional traffic control device to provide safer roadway crossing conditions for pedestrians. These new crossing treatments will allow pedestrians to cross with the right-of-way under a greater number of conditions and will provide the City with a more cost-effective solution to ensure pedestrian safety.

Attachments

Appendix 1: Pedestrian Crossover Types

Appendix 2: Location Map - Doug Leavens Boulevard (Ward 10)

Appendix 3: Location Map - Whitehorn Avenue (Ward 6)

Appendix 4: Location Map - Winding Trail (Ward 3)

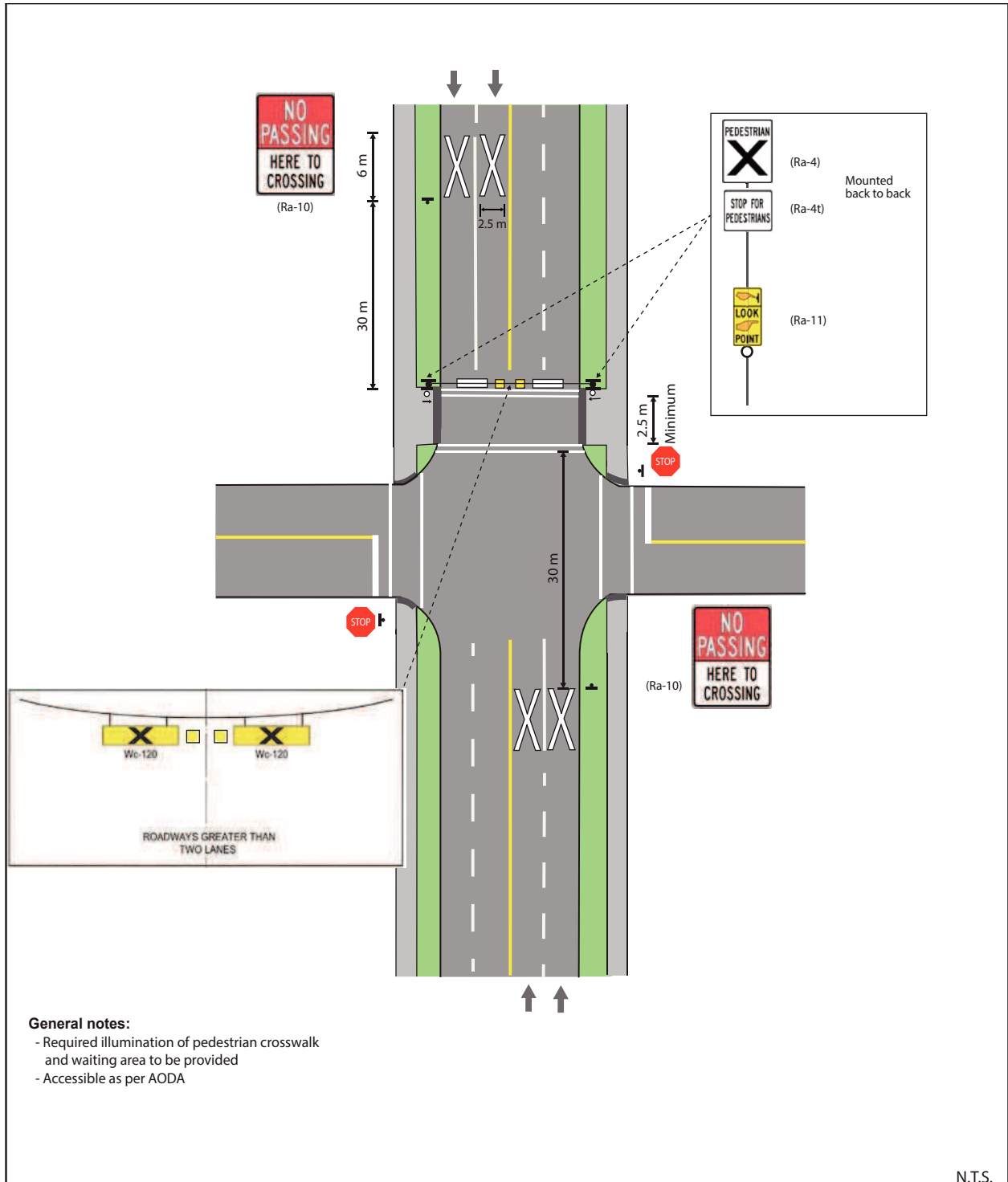
Appendix 5: Location Map - Westbridge Way (Ward 11)

Appendix 6: Location Map - Homelands Drive (Ward 2)

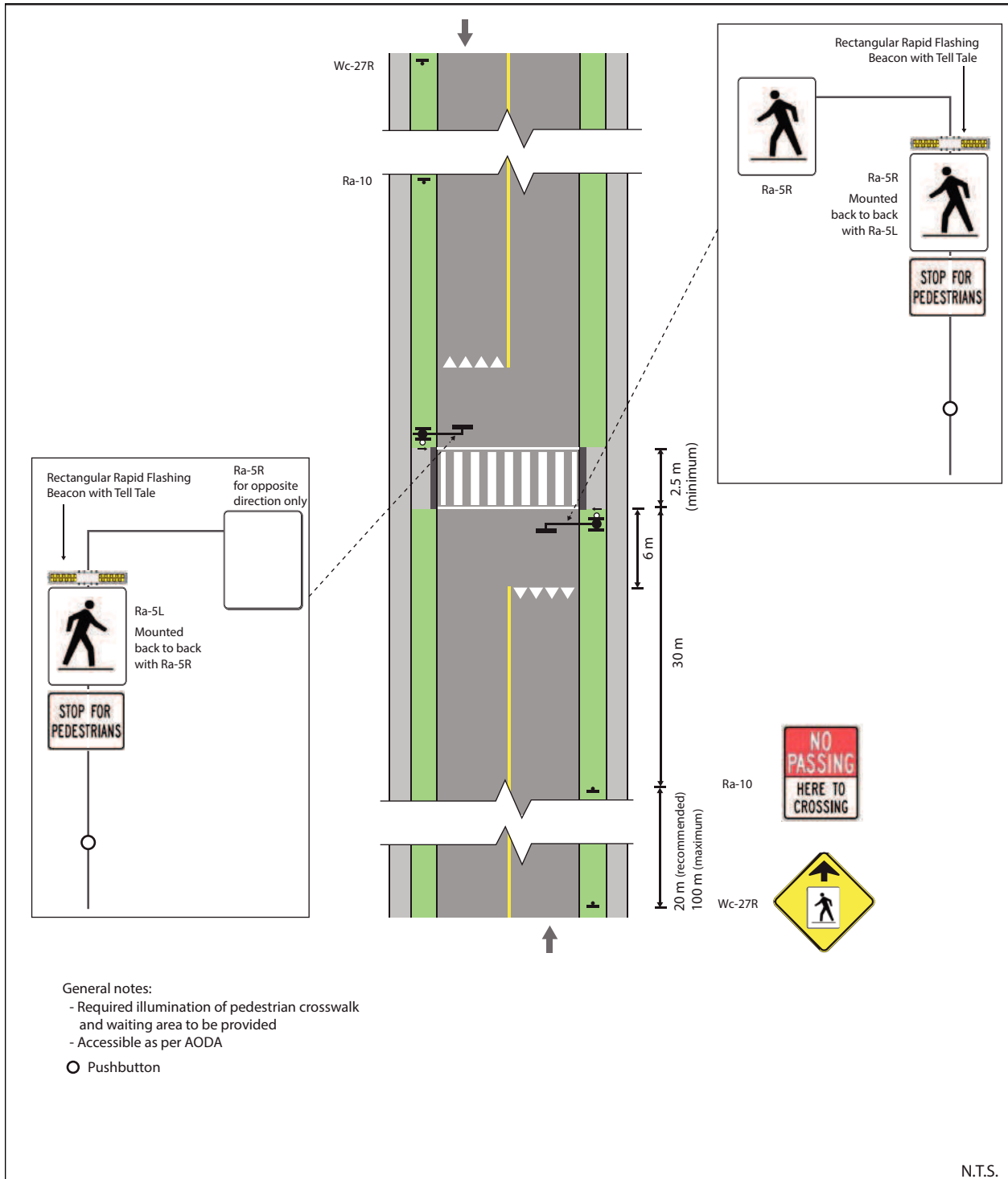


Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

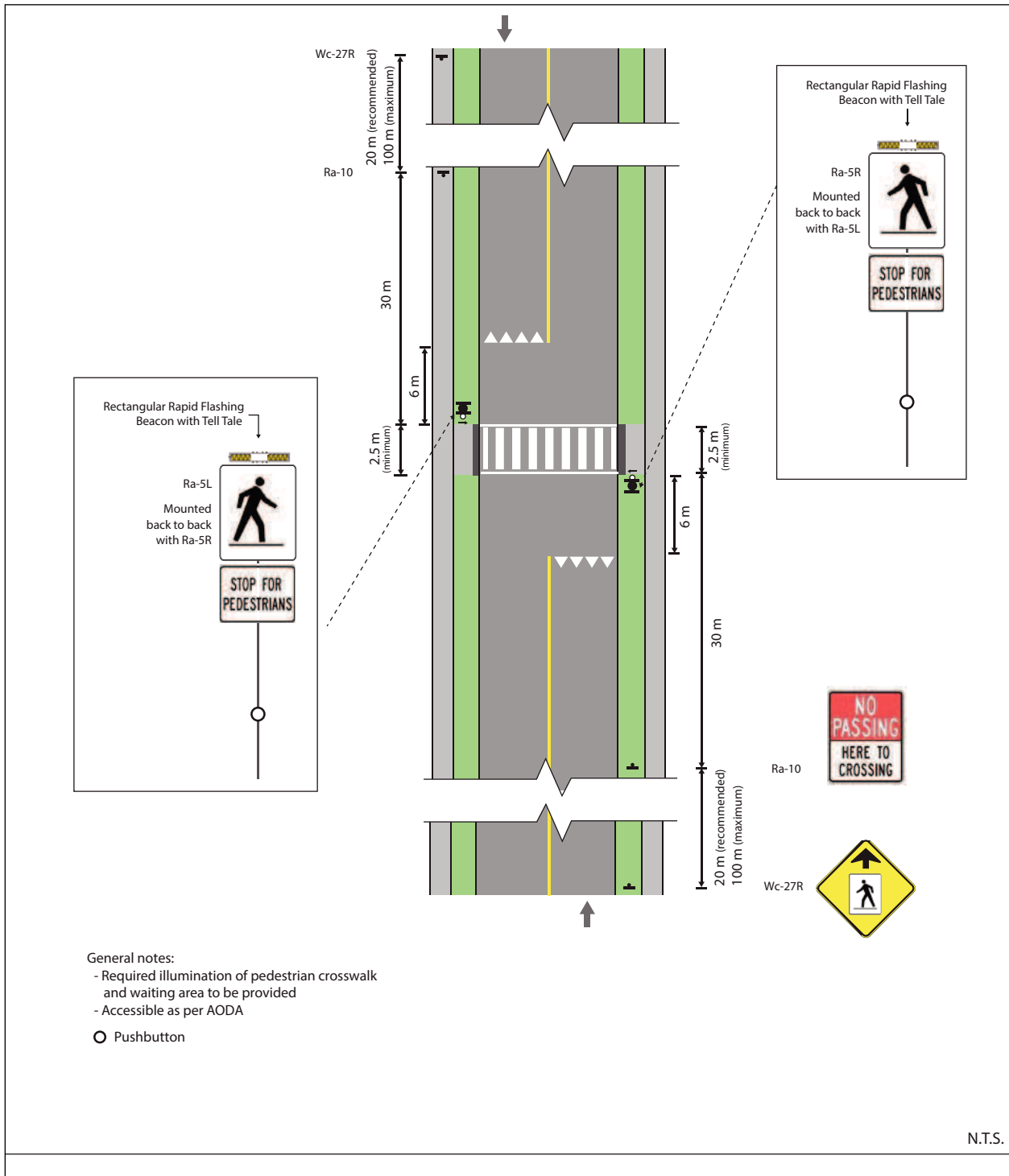
Prepared by: Colin Patterson C.E.T., Road Safety Supervisor



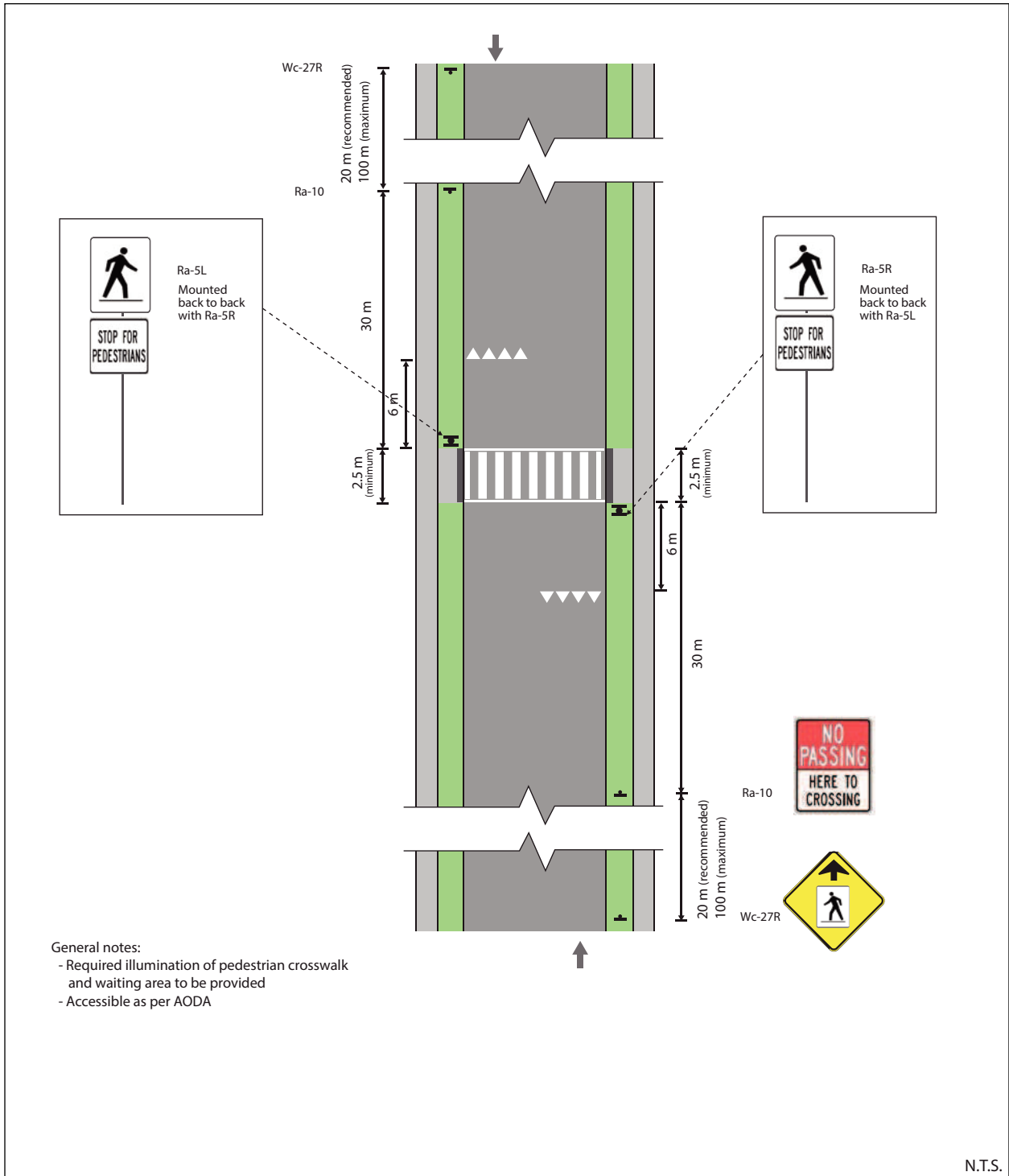
Pedestrian Crossover Level 1 Type A



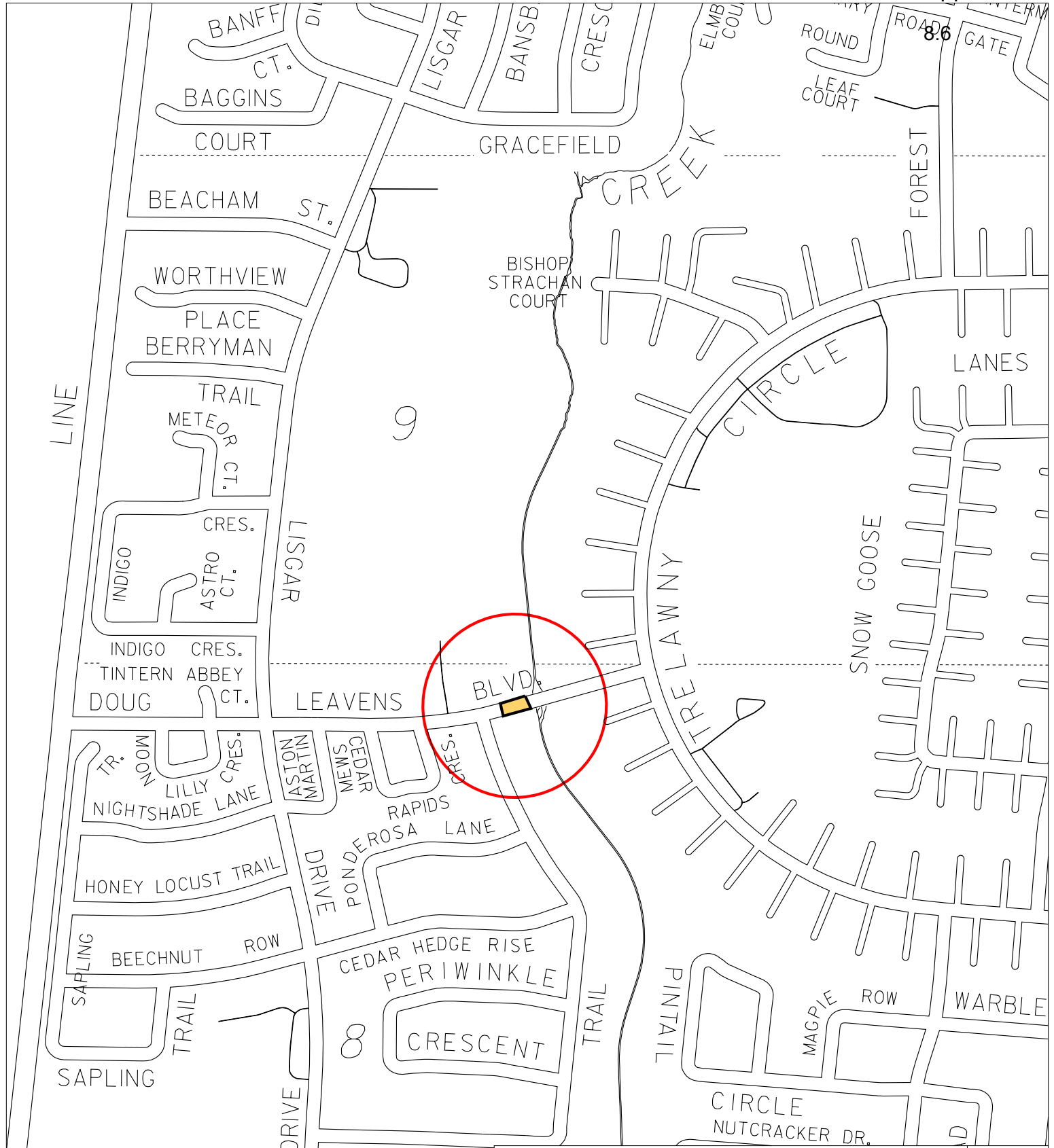
Pedestrian Crossover Level 2 Type B



Pedestrian Crossover Level 2 Type C

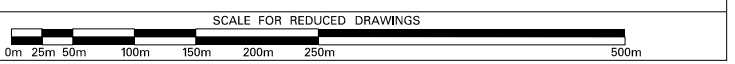


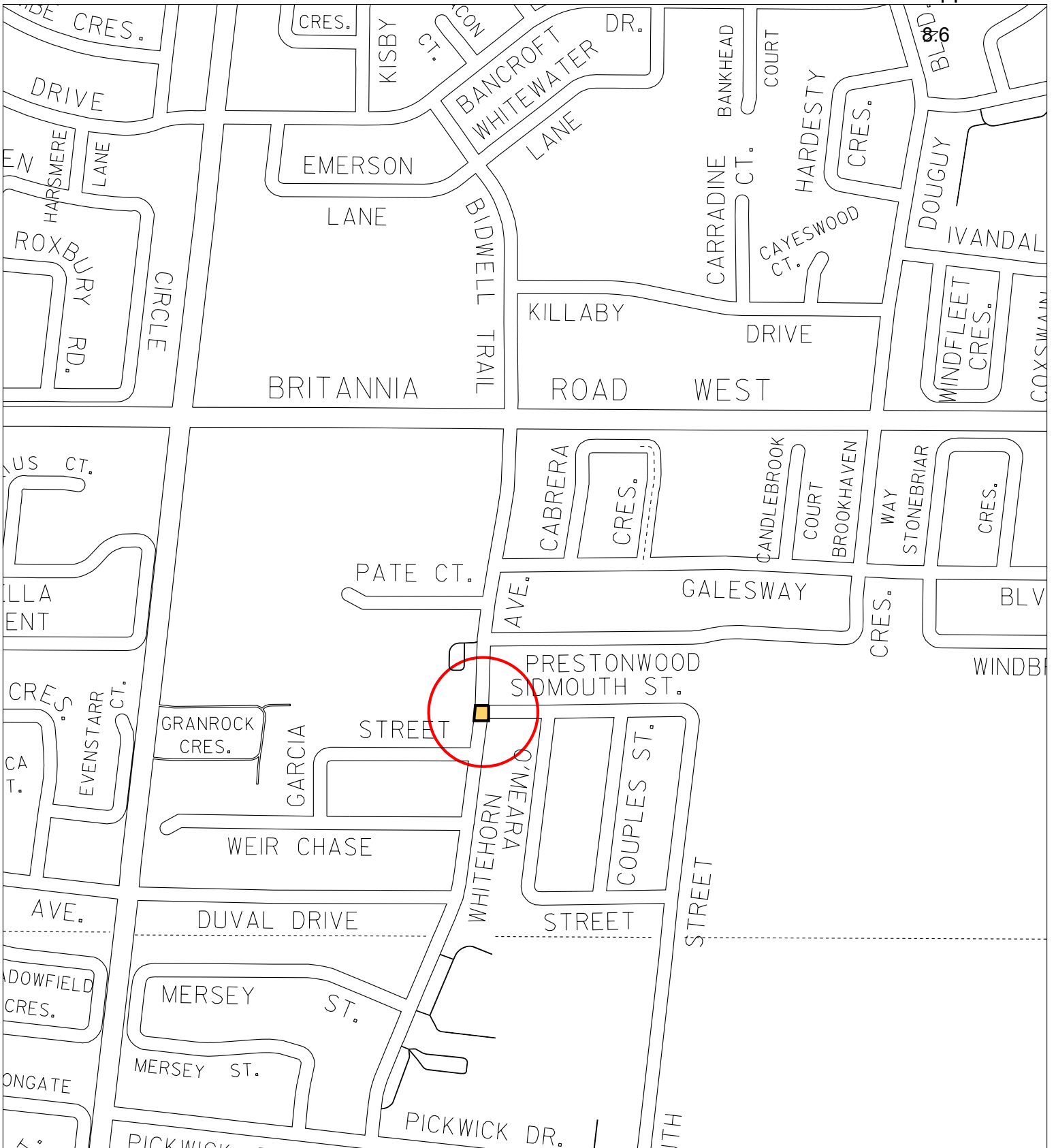
Pedestrian Crossover Level 2 Type D



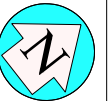
**Transportation and Works
Works Operations & Maintenance**

**PEDESTRIAN CROSSOVER PILOT PROJECT
Doug Leavens Blvd
Ward 10**





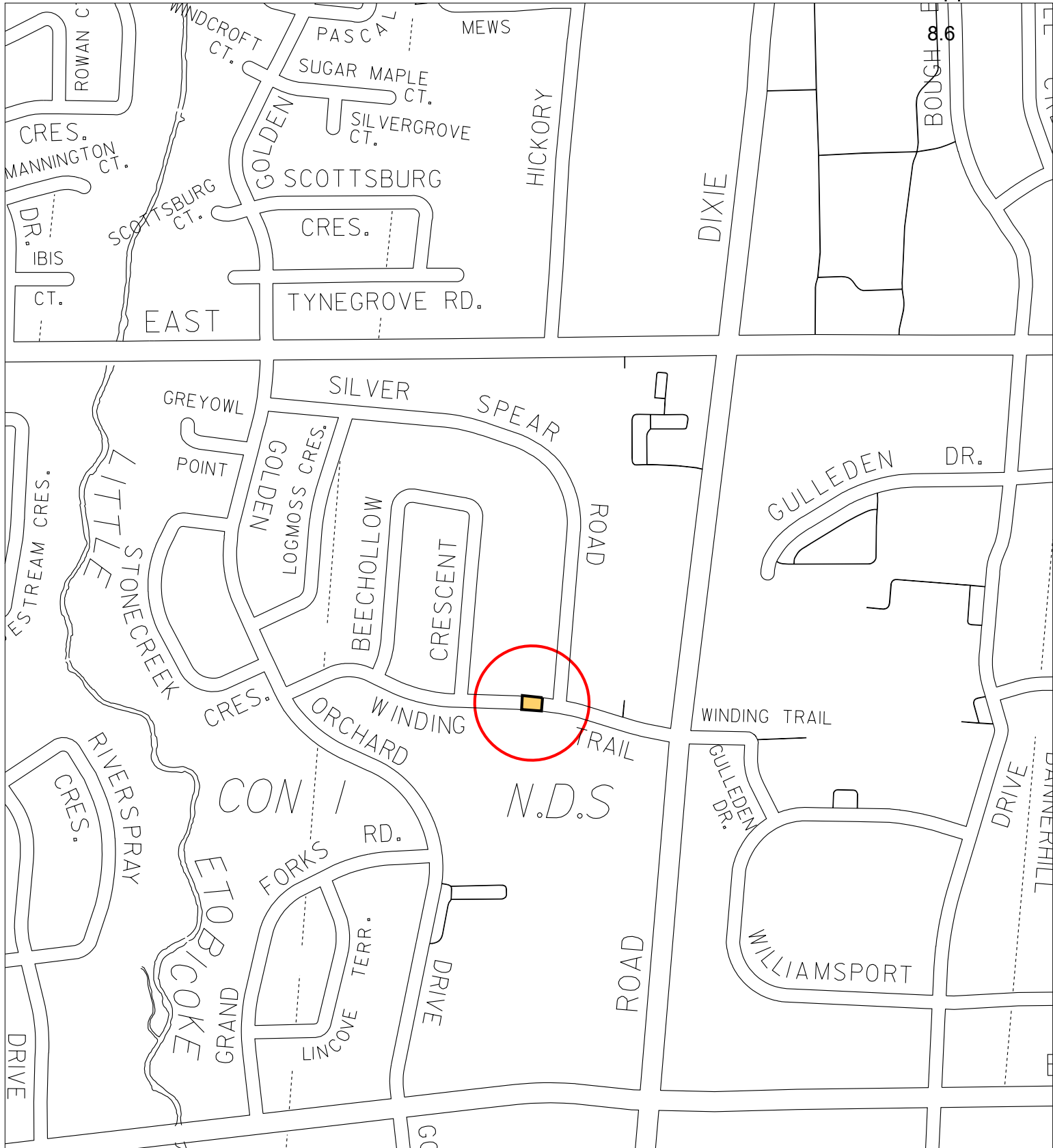
MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**PEDESTRIAN CROSSOVER PILOT PROJECT
Whitehorn Avenue
Ward 6**





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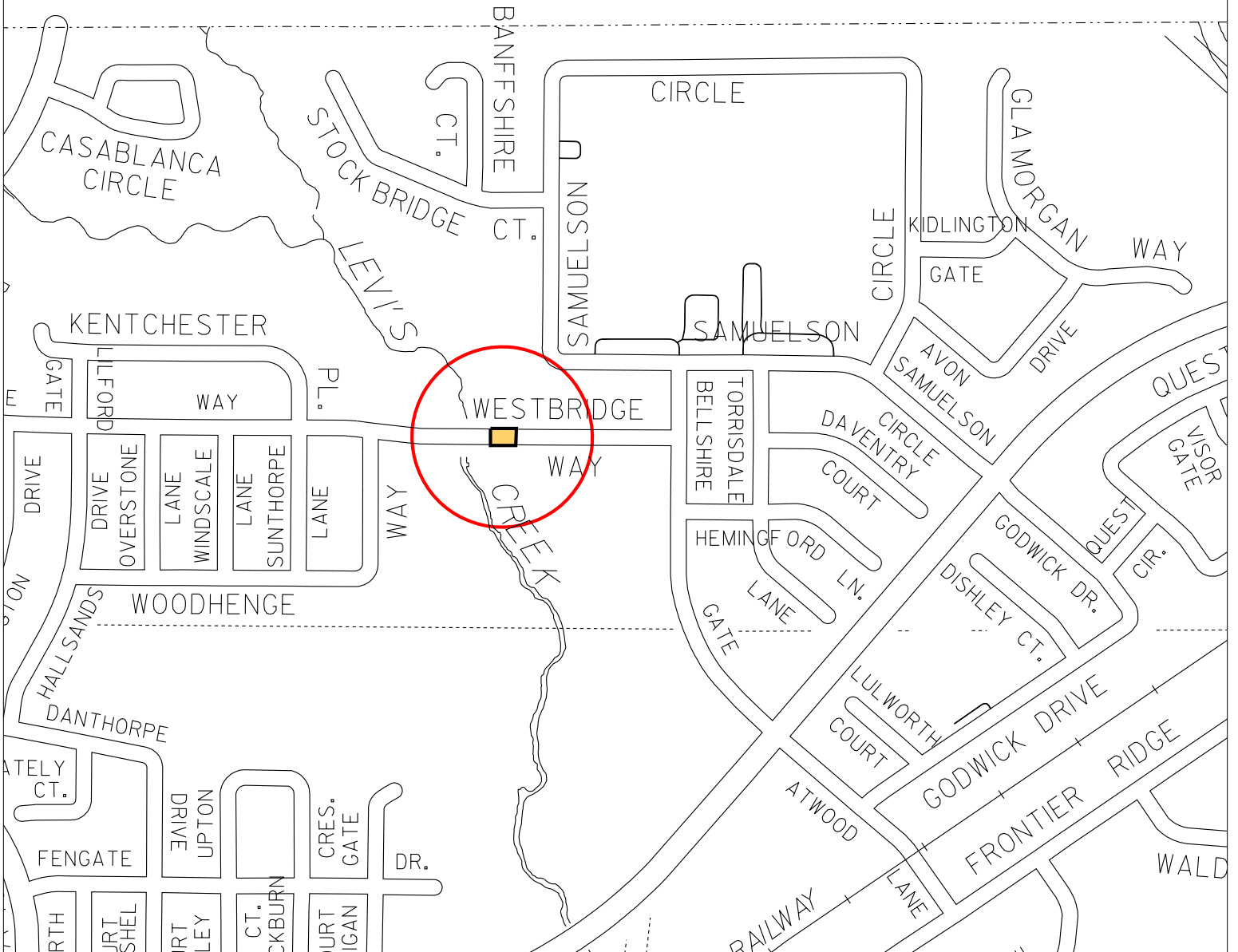
**Transportation and Works
Works Operations & Maintenance**

**PEDESTRIAN CROSSOVER PILOT PROJECT
Winding Trail
Ward 3**

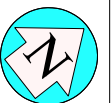
SCALE FOR REDUCED DRAWINGS



CON.3 W.H.S.



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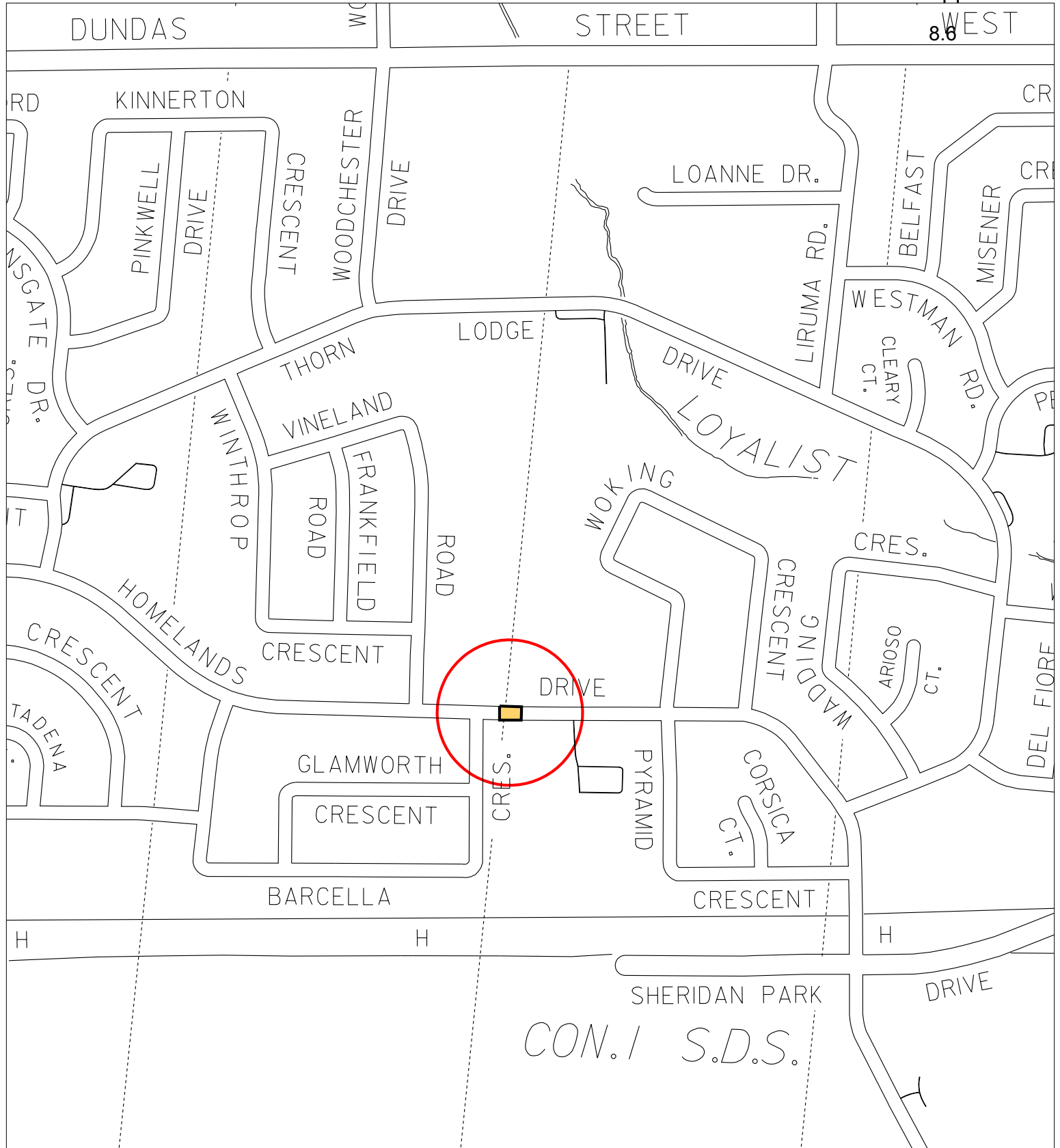


**Transportation and Works
Works Operations & Maintenance**

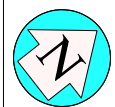
**PEDESTRIAN CROSSOVER PILOT PROJECT
Westbridge Way
Ward 11**

SCALE FOR REDUCED DRAWINGS



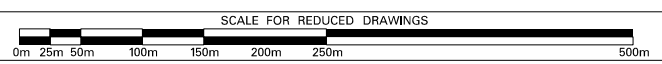


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**Transportation and Works
Works Operations & Maintenance**

**PEDESTRIAN CROSSOVER PILOT PROJECT
Homelands Drive
Ward 2**



City of Mississauga
Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
 Transportation and Works

Originator's files:
 MG.23.REP

Meeting date:
 2018/05/30

Subject

Automated Speed Enforcement (ASE)

Recommendation

1. That City staff continue to participate in the Ontario Traffic Council Automated Speed Enforcement working group and be directed to participate on behalf of the City of Mississauga on any Ontario Traffic Council Automated Speed Enforcement steering committees that are formed, as outlined in the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Automated Speed Enforcement (ASE)".
2. That the City Manager be authorized to provide a letter to the City of Toronto to indicate Mississauga's interest in participating in the Automated Speed Enforcement Request for Proposal and cost sharing, with the caveat that Mississauga Council has not committed to implement Automated Speed Enforcement at this time, as outlined in the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Automated Speed Enforcement (ASE)".
3. That the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Automated Speed Enforcement (ASE)" be referred to the Mississauga Road Safety Committee for information.

Report Highlights

- As part of the City's Vision Zero framework and Road Safety Program, Automated Speed Enforcement (ASE) has been identified as a road safety initiative to reduce vehicle operating speeds and the number of injuries and fatalities on our roadways. City staff from the Transportation and Works Department, Legal Services and Court Administration have been participating in an inter-municipal working group led by the Ontario Traffic Council (OTC) in an effort to establish common operating principles for ASE across the Province.

- The ASE Request for Proposal evaluation process, provincial regulations, and contract award by all participating municipalities is expected to occur in 2019 at the earliest.
- It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards 2020.
- Implementation of ASE on City of Mississauga roads would remain subject to City Council approval and future reports will provide details of capital and operating cost implications for the City.

Background

On May 30, 2017, the Legislative Assembly of Ontario passed Bill 65, *Safer School Zones Act*, which amended the *Highway Traffic Act* (HTA) to authorize the use of ASE (commonly referred to as “photo radar”) in school zones and community safety zones on roadways with posted speed limits less than 80 kilometres per hour.

The HTA amendments that enable ASE deployments would permit any road authority to implement ASE on roadways within their jurisdiction that meet the legislated criteria.

Similar to Red Light Camera operations, it is expected that decisions on the operation of ASE will likely be prescribed by the province of Ontario through regulation in order to ensure consistency across the province.

City staff from the Transportation and Works Department, Legal Services and Court Administration have been participating in an inter-municipal working group led by the OTC in an effort to establish common operating principles for ASE across the province.

The OTC has included staff from many jurisdictions across Ontario in the ASE working group, including staff from the cities of Toronto, Mississauga and Brampton, as well as staff from the Town of Caledon and Region of Peel.

The purpose of this report is to provide information regarding the potential use of ASE technology in school zones and community safety zones on permitted roadways.

This report also provides an update regarding ongoing staff participation in the OTC ASE working group tasked with the implementation of ASE Systems in the province.

The mandate of the OTC ASE working group does not include school bus camera enforcement.

Comments

As part of the City's Vision Zero framework and Road Safety Program, ASE has been identified as a road safety initiative to reduce vehicle operating speeds and the number of injuries and fatalities on our roadways.

Speed is a factor in almost all collisions. It increases the likelihood of a collision occurring and also has a direct impact on the severity of the collision. Any measure to reducing operating speeds will therefore reduce the number of collisions, injuries and fatalities on our transportation system.

ASE is generally identified as a highly effective tool to reduce vehicle operating speeds. For example, a 2017 New York City report indicated that speeding in school zones during school hours was reduced by 63 per cent following the introduction of a fixed position automated speed enforcement camera. In Canada, ASE programs exist in the provinces of Quebec, Manitoba, Alberta and British Columbia.

The legislation passed by the province focuses on school zones and community safety zones as the only eligible areas for ASE implementation. At this point in time, there are five designated community safety zones on City of Mississauga roads and 240 schools within the City of Mississauga.

Updates to the City's Traffic By-law, as amended, to define and designate school zones and community safety zones may be required to support eventual ASE implementation.

OTC ASE Working Group Update

As previously indicated, the Legislative Assembly of Ontario amended the HTA to authorize the use of ASE technology. In order to enable this legislation, regulations must still be enacted by the province. The province is participating in the OTC ASE working group so that municipalities can provide input on the regulations under which the ASE program will operate.

Concurrent with this work, Toronto City Council approved recommendations in early 2018 for Toronto to proceed with the ASE program in conjunction with the province and partnering municipalities. This includes proceeding with the issuance of a Request for Proposal (RFP) for equipment, related operations, maintenance and support for ASE, and investigating the feasibility for the City of Toronto to manage the Joint Processing Centre (JPC) on behalf of partnering municipalities. The City of Toronto is actively participating in the OTC ASE working group and intends to proceed with the development and issuance of the RFP for ASE operations on behalf of all participating municipalities in 2018 after the provincial regulations are finalized. The RFP evaluation process, provincial regulations, and contract award by all participating municipalities is expected to occur in 2019 at the earliest. It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards 2020.

The province envisions that ASE offences would be processed through a single JPC, similar to the system that is currently used for Red Light Camera offences. The JPC for Red Light Camera offences is managed and administered by the City of Toronto and staffed with Provincial Offences Officers. The City of Toronto is actively participating in the OTC ASE working group and is taking the lead on the investigation and development of the business case and cost-sharing formula between the participating municipalities with the assumption that Toronto would host the JPC for the ASE program.

Issues under Consideration

Key ASE issues under consideration in the OTC working group include the following:

- Expected impacts on court services
- Fixed location versus mobile enforcement
- Initial warning period
- Enforcement thresholds
- Common designations of school zone and community safety zone

A concern raised by several members of the OTC ASE working group is the impact that ASE will have on the existing court system. Speeding infractions are prosecuted by municipalities in the Provincial Offences Act courts pursuant to a Memorandum of Understanding with the province. There is concern that ASE may overwhelm the court system in some municipalities and that the province will not be able to supply enough judicial officers (Justices of the Peace) for potential trials. As an alternative, the working group is evaluating the use of an Administrative Penalty System for ASE, similar to the means currently used for resolving parking ticket disputes by some of the participating municipalities. The legislation currently does not authorize the use of an Administrative Penalty System for ASE.

ASE can either be fixed position (permanent sites that may operate during particular times of day, days of week or 24/7) or mobile units (in vehicle, tripod or trailer mounted equipment). The OTC ASE working group is drafting the RFP document to allow for the evaluation of a combination of fixed and mobile units.

In most jurisdictions where ASE has been deployed, an initial one to three month warning period is provided where infraction notices are issued but no fines are levied. It is anticipated that ASE in Ontario will include a similar warning period.

There is no consistency across jurisdictions using ASE technology regarding the threshold speed at which the technology is set. In some instances, there is zero tolerance. In others, the threshold speed is set at a certain level above the posted speed limit, in which case the threshold is generally well known among regular commuters. It is expected that a consistent threshold speed (either a fixed value or on a percentage basis) will be used when ASE is deployed in Ontario.

The legislation allows ASE in school zones and community safety zones. The community safety zone section of the HTA gives officers the opportunity to issue a doubling of any HTA fine if the offence occurs within a community safety zone. It is expected that this doubling of fines will be applied on every infraction that is captured by an ASE system. Therefore, it has been suggested that all school zones in the ASE area be designated as community safety zones.

Similar to the operation of the successful Red Light Camera program, an ASE steering committee will be established. The steering committee comprises municipalities that operate ASE, the Ministry of Transportation, Ministry of the Attorney General, and the Ontario Information and Privacy Commission. The steering committee will ensure ASE is operated cooperatively and consistently in each Ontario municipality, while ensuring effective operation and management of ASE.

Next Steps

Staff are recommending to continue to participate with the OTC and other municipalities in the development of a RFP for ASE. By actively participating in this process, staff will have the opportunity to ensure that criteria relevant to the traffic issues in Mississauga are considered and reflected in the process. Staff would also have the opportunity to participate in the associated working groups related to the various components of ASE implementation, including the handling of ASE infractions through either Provincial Offences Act or an Administrative Penalty System.

The City of Toronto has indicated that it will proceed with the development of the RFP for ASE operations and planning for a JPC. The City of Toronto would finance these endeavours until such time that a formal project cost distribution with other interested municipalities is determined. The City of Toronto offer is contingent upon receiving letters from municipalities indicating their interest in participating in the ASE RFP and cost sharing, even though this letter does not infer a commitment to implement ASE by municipal councils.

There is a general consensus from the participated members of the OTC ASE working group that Toronto is best suited to undertake the RFP for ASE operations and planning for a JPC on behalf of participating municipalities. Economies of scale are realized when such efforts are undertaken as a group including consistency of operations and processes.

As a result, City staff recommend that a letter from the City Manager be provided to the City of Toronto to confirm Mississauga's interest in participating in the ASE RFP and potential cost sharing, with the caveat that Mississauga City Council has not committed to implement ASE at this time.

A follow-up report related to the implementation of ASE (locations, hardware, penalties, community safety zones, etc.) is expected to be prepared in 2019 for Council's consideration as more details about the roll out of ASE become available.

Transportation and Works staff have worked with staff from Legal Services and from Provincial Offences Act Court Administration to prepare this report.

Financial Impact

There are no financial implications with respect to this report. Staff anticipate future reports will provide details of capital and operating cost implications for the City.

Conclusion

The province of Ontario has amended the HTA to enable the use of ASE technology to improve safety in school zones and community safety zones. City of Mississauga staff will continue to be involved and informed as the legislation, regulations and process are established.

Implementation of ASE on City of Mississauga roads would remain subject to City Council approval. Staff will report as more information becomes available.



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Andy Bate, C.E.T., Manager, Traffic Services and Road Safety

City of Mississauga
Corporate Report



Date: 2018/05/29

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
 Transportation and Works

Originator's files:
 RT.10.Z18 RT.10.Z26

Meeting date:
 2018/06/13

Subject

Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)

Recommendation

1. That the use of physical traffic calming measures be approved on Homelands Drive, Perran Drive, Thorn Lodge Drive, Fieldgate Drive between Ponytrail Drive and Bough Beeches Boulevard, and Bough Beeches Boulevard between Fieldgate Drive and Claypine Rise (west intersection) to address ongoing operational issues related to speeding and aggressive driving, as outlined in the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)".
2. That the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)", be referred to the Mississauga Traffic Safety Council and the Mississauga Road Safety Committee for information.

Report Highlights

- As part of the ongoing prioritization of the Traffic Calming Program, the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods were selected as candidates for implementation of physical traffic calming measures.
- To determine the level of support and to refine the traffic calming plan for the neighbourhoods, a number of public consultations with Road Safety staff, the local Ward Councillors and area residents were held to discuss the preliminary plans for the neighbourhoods.
- The overwhelming majority of written comments revealed that 82% were supportive of the proposed measures within the Sheridan Homelands neighbourhood, while the traffic calming measures within the Fieldgate Drive / Bough Beeches Boulevard neighbourhood

received 86% support.

- No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming measures.
- The estimated cost for the installation of the physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods is \$150,000 and can be accommodated within the Traffic Calming Program capital budget.

Background

Following the Traffic Calming Pilot Program, an annual Traffic Calming Program was approved by City Council in 2016.

Whenever the Road Safety Unit is in receipt of a concern regarding speeding, aggressive driving and/or traffic infiltration on City roadways, the first step undertaken by staff is to identify the area of concern and arrange for the collection of speed and volume data.

When a concern is identified and confirmed, Road Safety staff can utilize a number of passive traffic calming techniques to reduce vehicle operating speeds. These passive traffic calming measures can include the implementation of painted edge/centre lines, use of a speed awareness device and enforcement.

If an ongoing identified concern cannot be resolved through other more passive traffic calming measures, Road Safety staff will evaluate the location against the criteria outlined in the Traffic Calming Policy 10-09-03. A copy of the policy is attached as Appendix 1. If a location does qualify based on the criteria outlined in the policy, it will be prioritized on a list of traffic calming locations.

This report identifies and considers the following locations for physical traffic calming measures:

- Sheridan Homelands neighbourhood including Homelands Drive, Perran Drive and Thorn Lodge Drive (refer to location map in Appendix 2)
- Fieldgate Drive / Bough Beeches Boulevard neighbourhood (refer to location map in Appendix 3)

Sheridan Homelands Neighbourhood

Ongoing concerns regarding speeding and aggressive driving from residents within the Sheridan Homelands neighbourhood have resulted in a number of traffic studies and investigations. In 2016 staff implemented a passive traffic calming technique in the form of white edge lines and a yellow centreline in an effort to reduce speeding and aggressive driving. Following the installation of the pavement markings, staff conducted traffic studies in June 2017

to determine if pavement markings had any effect on the operating speeds and to determine if additional corrective measures are required. Results of these studies are as follows:

Location	Posted Speed (km/h)	May 2016	June 2017
		85th Percentile Speed (km/h)	85th Percentile Speed (km/h)
Thorn Lodge Drive west of Liruma Road	40	55	53
Homelands Drive east of Thorn Lodge Drive	40	59	57
Homelands Drive east of Barcella Crescent	40	56	55
Perran Drive west of Fifth Line West	40	52	55

The results of the after-studies indicated a nominal decrease in speeds; therefore, it was determined that additional corrective measures in the form of a physical traffic calming were required to address the ongoing concerns with speeding and aggressive driving.

Fieldgate Drive / Bough Beeches Boulevard Neighbourhood

Similarly, staff utilized speed awareness equipment and requested enforcement by Peel Regional Police at a variety of locations on Fieldgate Drive and Bough Beeches Boulevard in an effort to reduce speeding and aggressive driving. While these measures have resulted in operating speeds, which are more acceptable on some sections of Bough Beeches Boulevard and Fieldgate Drive, speeding and aggressive driving continue to exist on sections of both roadways. Results of these studies are as follows:

Location	Posted Speed (km/h)	Various Dates
		85th Percentile Speed (km/h)
Fieldgate Drive north of Rathburn Road East	50	61
Fieldgate Drive north of Burnhamthorpe Road East	50	65
Fieldgate Drive south of Burnhamthorpe Road East	40	51
Bough Beeches Boulevard, east of Fieldgate Drive	40	54

The results indicated a continued speeding concern on Fieldgate Drive between Bough Beeches Boulevard and Ponytrail Drive, and on Bough Beeches Boulevard between Fieldgate

Drive and Claypine Rise (west intersection). Therefore, it was determined that additional corrective measures in the form of a physical traffic calming were required to address the ongoing concerns with speeding and aggressive driving.

Comments

Once the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods were identified as candidates for the installation of physical traffic calming measures, Road Safety staff developed preliminary plans for each neighbourhood to address the identified issues. Staff considered the different types of traffic calming devices and overall roadway characteristics to achieve operating speeds, which are consistent with the posted speed limit. These factors include traffic calming type, spacing, layout and impacts the installation of physical traffic calming devices may have on local residents and City services.

Sheridan Homelands Neighbourhood

To determine the level of support and to refine the traffic calming plan for the neighbourhood, a number of public consultations with Road Safety staff, the local Ward Councillor and area residents were held to discuss the preliminary plans for the neighbourhood. Arrangements were made to meet directly with the affected residents in an open house public information centre, where staff presented preliminary plans and provided residents with the opportunity to discuss issues directly with staff and/or leave written comments and feedback.

Local resident feedback was generally positive and indicated that there was a great deal of support for physical traffic calming among local residents. The overwhelming majority of written comments revealed 82% were supportive of the proposed measures within the Sheridan Homelands neighbourhood. These measures include a series of speed cushions on Perran Drive, Thorn Lodge Drive and Homelands Drive. In addition, a raised crossing is proposed on Homelands Drive in front of Homelands Senior Public School.

In consultation with the local Ward Councillor the decision was made to pursue the installation of these physical traffic calming measures on Homelands Drive, Thorn Lodge Drive, and Perran Drive.

Fieldgate Drive / Bough Beeches Boulevard Neighbourhood

To determine the level of support and to refine the traffic calming plan for the neighbourhood, a number of public consultations with Road Safety staff, the local Ward Councillor and area residents were held to discuss the preliminary plans for the neighbourhood. Two open house public information centres were arranged, where staff presented preliminary plans and provided residents with the opportunity to discuss issues directly with staff and/or leave written comments and feedback.

Local resident feedback was generally positive and indicated that there was a great deal of support for physical traffic calming among local residents. The overwhelming majority of written comments revealed 86% were supportive of the proposed measures within the neighbourhood. The traffic calming measures consist of speed cushions on Fieldgate Drive and Bough Beeches Boulevard, as well as raised crossings on Fieldgate Drive and on Bough Beeches Boulevard. A raised intersection, or mini-roundabout, is also proposed for the intersection of Fieldgate Drive and Maple Ridge Drive; however, additional design work is required to determine suitability.

In consultation with the local Ward Councillor the decision was made to pursue the installation of physical traffic calming measures on Fieldgate Drive between Bough Beeches Boulevard and Ponytrail Drive, and on Bough Beeches Boulevard between Fieldgate Drive and Claypine Rise (west intersection).

Following the completion of the open house public information centre and the decision to pursue the implementation of physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods, staff provided the revised concept plans to all emergency services and MiWay. No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming.

Financial Impact

The estimated cost for the installation of physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive / Bough Beeches neighbourhoods is \$150,000 and can be accommodated within the 2017 Traffic Calming Program capital budget.

Conclusion

There is sufficient interest from local area residents, as well as support from the affected Ward Councillor, for the implementation of physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive/Bough Beeches Boulevard neighbourhoods.

Attachments

Appendix 1: Traffic Calming Policy 10-09-03

Appendix 2: Location Map - Sheridan Homelands Neighbourhood (Ward 2)

Appendix 3: Location Map - Fieldgate Drive and Bough Beeches Boulevard Neighbourhood (Ward 3)



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Magda Kolat C.E.T., Road Safety Technologist

Corporate Policy and Procedure



Policy No. 10-09-03
Page 1 of 6
Effective Date 2016 02 10
Supersedes

TAB: ROADS AND TRAFFIC
SECTION: TRAFFIC OPERATIONS
SUBJECT: TRAFFIC CALMING

POLICY STATEMENT The City of Mississauga may install physical Traffic Calming devices on roadways throughout the City in accordance with this policy.

PURPOSE The goal of Traffic Calming is to improve public safety and the livability of neighbourhoods by enabling the roadway to function as intended. This is done through the implementation of physical Traffic Calming measures which serve to reduce operating speeds, discourage Traffic Infiltration and minimize conflicts between road users.

This policy outlines the criteria and procedures for selecting, reviewing and implementing traffic calming in residential neighbourhoods.

SCOPE This policy applies to Traffic Calming devices installed by the City of Mississauga on City roadways that are classified as minor and minor collector roadways.

Roadways classified as major collector and arterial roadways are not covered by this policy.

Traffic calming installations in place at the time of adoption of this policy will be grandfathered.

DEFINITIONS
Traffic Calming For the purposes of this policy:
“Traffic Calming” means measures such as devices and physical design, including narrowed roads and speed tables, put in place for the intention of slowing down or reducing motor-vehicle traffic and improving road safety for pedestrians and cyclists.

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 Effective Date 2016 02 10
 Supersedes

Traffic Calming Capital Program “Traffic Calming Capital Program” (the Program) means the formal evaluation, consultation and annual selection process for the installation of Traffic Calming on minor and minor collector City roadways.

Traffic Infiltration “Traffic Infiltration” means the use of a local public roadway by non-local residents as an alternate route.

ADMINISTRATION This policy is administered by the Traffic Engineering and Operations Section of the Transportation and Works Department.

APPROVAL OF TRAFFIC CALMING

All requests for Traffic Calming must be submitted, in writing, to Traffic Engineering and Operations, Transportation and Works Department. Traffic Engineering and Operations staff are responsible for assessing whether Traffic Calming measures are warranted under the Traffic Calming Capital Program.

Recommendations for inclusion in the Program must be approved annually at a meeting of Council.

CRITERIA

Traffic Calming is best suited on minor and minor collector roadways that do not carry large volumes of traffic and may be considered only at locations that meet the following criteria:

Minor Roadway	IF	85th percentile speed exceeds 10 km/h over posted limit	OR	Traffic Infiltration exceeds 30%	AND	> 1000 vehicles per day
Minor Collector Roadway	IF	85th percentile speed exceeds 10 km/h over posted limit	OR	Traffic Infiltration exceeds 40%	AND	> 2000 vehicles per day

When evaluating the need for Traffic Calming at a location that

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has met the criteria above, the following considerations will be made prior to proceeding with recommendations to Council under the Program:

- Improvements to the arterial road network - Consider available options to improve operations on the arterial road network (e.g. signal timing adjustments; lane designations; etc.) prior to implementing Traffic Calming measures on minor and minor collector roadways.
- Impacts on adjacent roadways - Consider any potential negative impacts on adjacent roadways.
- Impacts on accessibility – Consider any potential negative impacts or benefits for persons with disabilities
- Access restrictions to the neighbourhood - Consider avoiding diverters, barriers and closures, where possible, as they can restrict access for people who live or work on a particular roadway and can have a significant impact on the delivery of emergency services, public transit and other municipal services.
- Impacts on cyclists and pedestrians - Consider minimizing impacts and improving conditions for other road users such as cyclists and pedestrians.
- Impacts on the delivery of emergency services, public transit and other municipal services (e.g. waste collection; winter maintenance; etc.) - Consider balancing the needs of these services with slowing traffic on minor and minor collector roadways through consultation with affected service stakeholders.
- Public participation and community support - Consider an open, public process to ensure that residents' input and

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concerns are heard and appropriate solutions are recommended for implementation.

- City's Master Plans - Consider the City's Master Plans when recommending and implementing Traffic Calming measures to ensure compliance.

Locations being recommended for Traffic Calming will be prioritized based on several factors, including neighbourhood characteristics, safety, traffic conditions, land use and available budget. Traffic Engineering and Operations staff will determine the needs of each location based on the evaluation of these factors and maintain an ongoing list of potential future locations for the Program.

PROCESS

Upon receipt of a request for Traffic Calming, Traffic Engineering and Operations Section staff will undertake the following steps:

Note: If at any stage of the process there is significant opposition from any relevant stakeholder, or new information becomes available, staff may return to a previous step and attempt to rework or abandon the location for consideration entirely. The applicable ward councillor will be advised if the location is no longer being considered for Traffic Calming.

Initial Review and Investigation

1. Determine if the location meets the minor or minor collector roadway classification.
2. Review the location to determine if there are any improvements that can be made outside of physical measures that would address the issue.
3. Collect and review traffic volumes and operating speeds and/or Traffic Infiltration data to determine if technical criteria are met.

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Supersedes

Development/Consultation/ Approval

4. If the site qualifies, prioritize it on the list of Traffic Calming locations based on the data results and other factors, such as collision frequency, resident support and available budget.
5. Develop proposed Traffic Calming measures for each site that adhere to the considerations outlined in this policy, while addressing the real issues related to neighbourhood safety.
6. Consult with relevant City, regional, transit and emergency services and request feedback on the proposed Traffic Calming measures for each site.
7. Consult with the applicable ward councillor(s) for endorsement of the proposed Traffic Calming measures.
8. Present the proposed Traffic Calming measures for each site in a public meeting/public information forum with local residents who may be directly impacted and allow for feedback (in person and/or in writing).
9. If there is no significant opposition to a proposed Traffic Calming site plan, arrange for the detailed plan design.
10. Prepare a corporate report outlining the recommended list of locations and Traffic Calming measures for the annual Program for Council's approval.

Implementation/Monitoring/ Acceptance

11. Once approved, procure the required measures and services for implementation and complete the plan.
12. Monitor and review the impact of the Program on the original issues related to traffic volumes and operating speeds and respond to resident feedback, if applicable.
13. In the case of a Traffic Calming plan utilizing temporary/removable devices, arrange for removal of the devices prior to the winter maintenance season and reinstallation in the spring.

Corporate Policy and Procedure

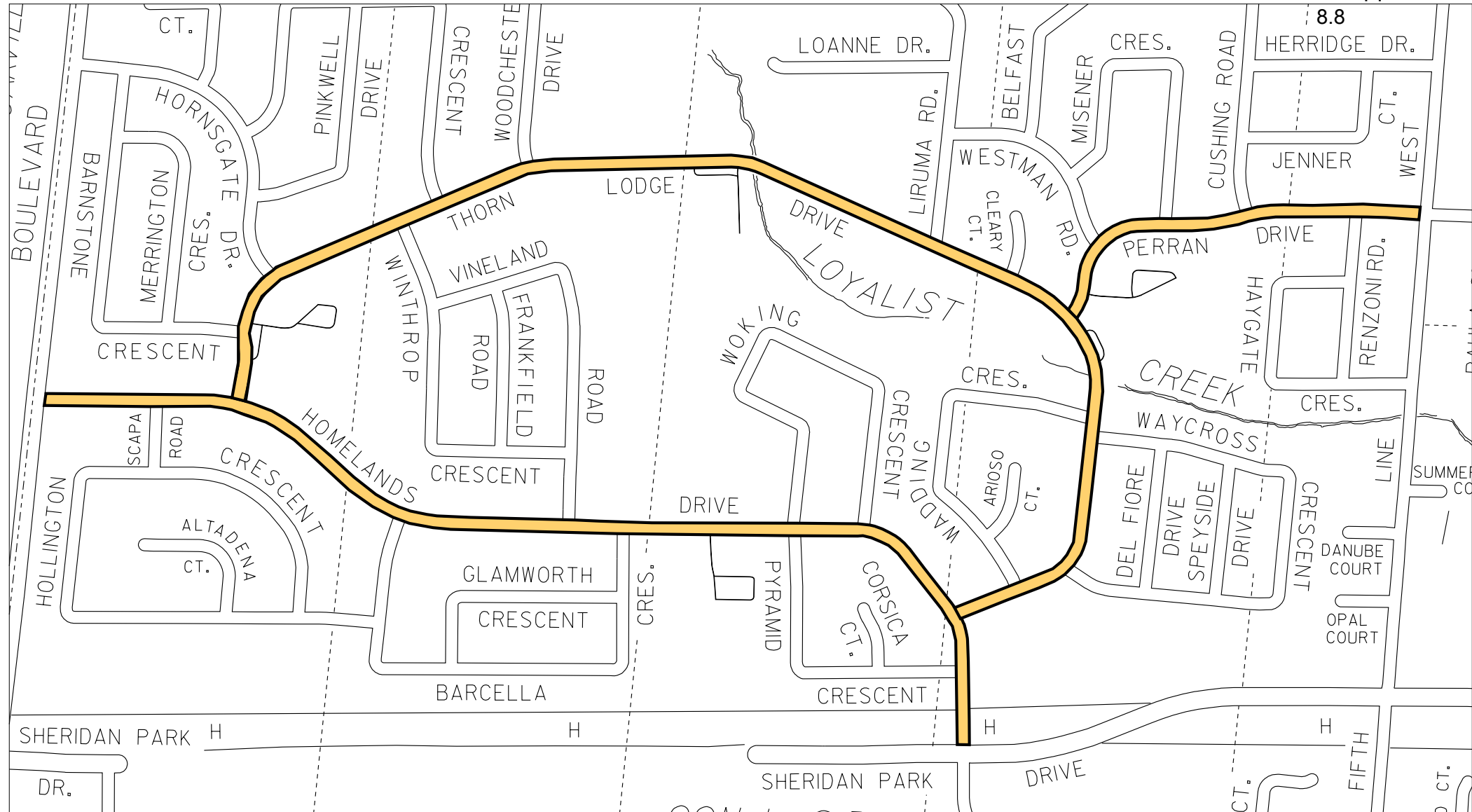


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Effective Date 2016 02 10
Supersedes

REFERENCE: GC-0032-2016 – 2016 02 10

LAST REVIEW DATE:

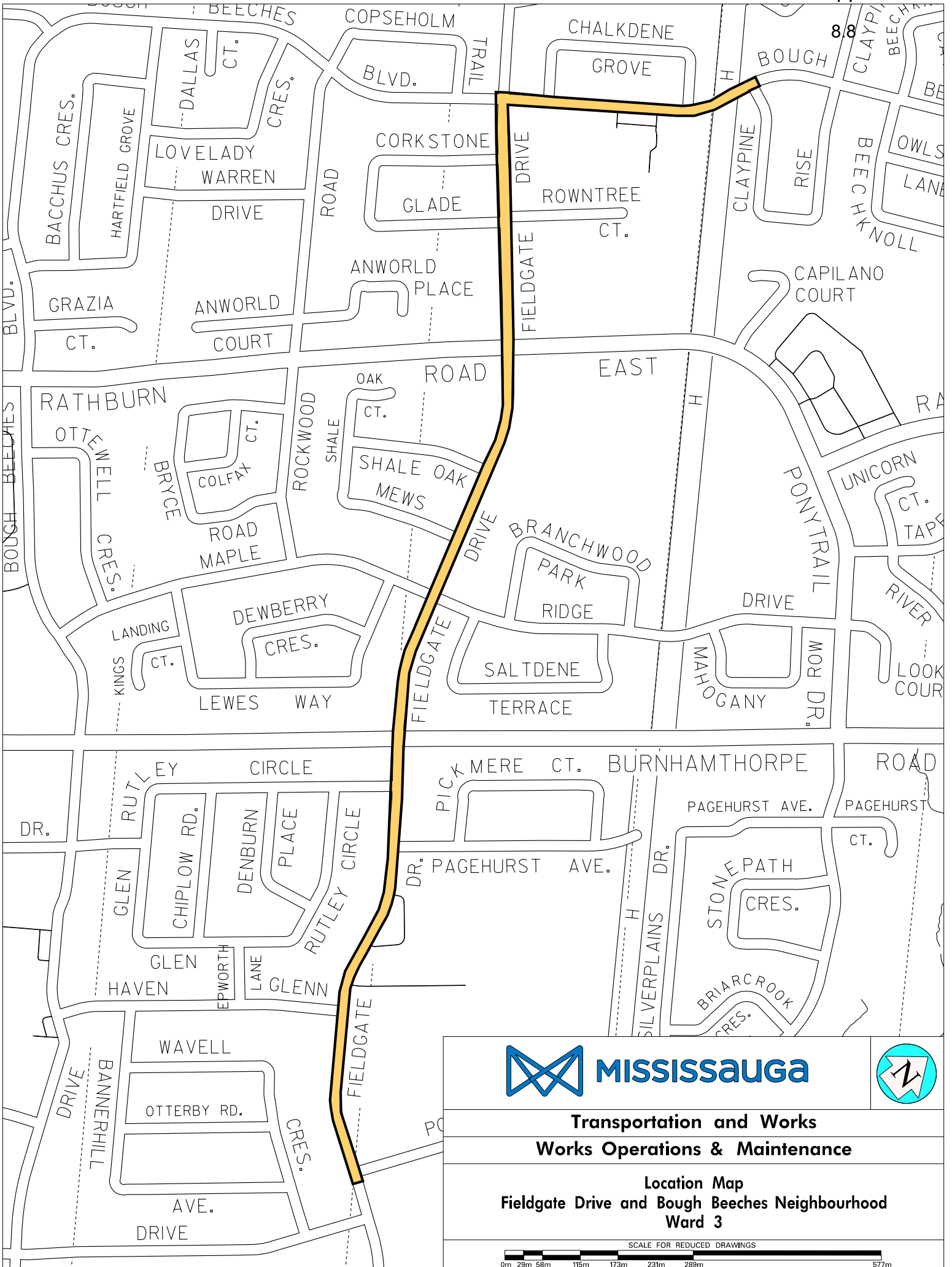
CONTACT: For more information, contact the Traffic Engineering and Operations Section of the Works Operations and Maintenance Division, Transportation and Works Department.



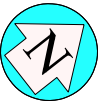
Transportation and Works
Works Operations & Maintenance

Location Map
Sheridan Homelands Neighbourhood
Ward 2





MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Location Map
Fieldgate Drive and Bough Beeches Neighbourhood
Ward 3**

