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## Road Safety Committee

**Date**

2019/02/05

**Time**

10:00 AM

**Location**

Civic Centre, Committee Room B - 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

**Find it Online**

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

**Agency Representatives/City Staff (continued)**

Megan McCombe, Supervisor, Environmental Education, Region of Peel  
Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel  
William Toy, Supervisor, Traffic Safety, Region of Peel  
Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel  
Angela Partynski, Technical Analyst, Environmental Education, Region of Peel

**Contact**

Krystal Christopher, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5411  
[krystal.christopher@mississauga.ca](mailto:krystal.christopher@mississauga.ca)

**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 - June 26, 2018

**5. DEPUTATIONS**

5.1. Michelle Berquist, Project Leader, Transportation Planning on the Draft Transportation Master Plan Overview

**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. Road Safety Terms of Reference be amended to include three (3) councillors

7.2. Update: December 4, 2018 meeting with Regional staff on communication and coordination efforts with Road Safety. (Verbal)

7.3. Cycling Issues Discussion

7.4. Intersection Pedestrian Signage (Verbal)

7.5. School Crossing Guard Stop Signs (with flashing lights) (Verbal)

7.6. Kimberly Hicks, Communications Advisor, on the photo needs of RSC for the Upcoming Term

7.7. Mr. Donald Scott's letters regarding Road Safety

7.8. Taking Action on Vision Zero

**8. INFORMATION ITEMS**

8.1. Roadwatch Statistics August 2018 to December 2018

8.2. Road Safety Committee Member Updates

8.3. Update on Citizen Member Outreach

**9. OTHER BUSINESS**

**10. DATE OF NEXT MEETING(S) :** Tuesday, February 26<sup>th</sup>, 2019

**11. ADJOURNMENT**

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## 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 Present

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)  
Sunil Sharma, Citizen Member  
Tony Power, Citizen Member, **(Vice-Chair)**  
Trevor Howard, Citizen Member

### Members Absent

Tamara Coulson, Citizen Member (Traffic Safety Council Representative)  
Thomas Barakat, Citizen Member  
Michael Matthew, Citizen Member

### Agency Representatives/City Staff

Inspector Navdeep Chhinzer, Peel Regional Police  
Staff Sergeant Greg Amoroso, Peel Regional Police  
Matthew Aymar, Analyst, 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  
Allyson D'Ovidio, Legislative Coordinator

### Find it online

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

1. **CALL TO ORDER** – 930 AM

Round table introductions were conducted for the benefit of new stakeholders.

2. **APPROVAL OF AGENDA**

Approved (S. Sharma)

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

4. **MINUTES FROM PREVIOUS MEETING**

5. **Road Safety Committee Minutes - May 29, 2018**

Approved (L. Verwey)

5.1. **DEPUTATIONS** - Nil

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**

7.1. **Recommendations from the Road Safety Promotional Subcommittee Meeting on May 29, 2018, for approval.**

RSC-0027-2018

That funds in the amount of up to \$2000.00, be allocated in the 2019 Council Committees budget for the purchase of a tent and table kit for use by Traffic staff and the Road Safety Committee for events and promotions.

Approved (T. Power)

## 7.2. Final Vision Zero Logo

Councillor Saito provided background information with respect to how we got to this point with the Vision Zero logo and noted that the promotional subcommittee had reviewed and approved the final product. Councillor Saito identified benefits of the design and the ability to showcase the logo on its own or with the names of different municipalities within the Region; Mississauga, Brampton, Caledon and Peel.

Members of the committee engaged in a discussion with respect to the order of the icons with a final consensus that the order remain the as is.

RSC-0028-2018

1. That the Road Safety Committee endorses the Vision Zero logo.
2. That the Vision Zero logo be referred to Council for information.

Approved (S. Sharma)

## 7.4. Right Turning on Red Lights and Pedestrian Education, Sunil Sharma, Citizen Member – Discussion.

This item was discussed before item 7.3. Sunil Sharma, Citizen Member provided background with respect to the intent of this matter, noting he would like the committee to start thinking about whether or not they could recommend that the city look into technical changes to eliminate the right turns on red.

Members of the committee engaged in a discussion with respect to different traffic control options that could be considered to get pedestrians across the road safely without disrupting timing including: length of intersection; advanced crossing signals; the use of bollards; street signage and education. Colin Patterson, Supervisor, Road Safety noted that removing right turns of red lights could increase the cycle length to up to 4 minutes, increasing the likelihood on non-compliance. Mr. Patterson noted, the City is in the process of transitioning the street light equipment to modern technology. Seema Ansari, Technical Analyst, Region of Peel, noted changes are being considered in upcoming capital projects.

RSC-0030-2018

That Traffic staff be directed to work with Peel Regional Police to develop a proposal to address conflicts between motorists and vulnerable road users at intersections and report back to the Road Safety Committee.

Approved (S. Sharma)

7.3. MiWay Bus Advertisements - Resuming work with the Road Safety Promotional Subcommittee and staff to place Road Safety Committee Advertisements on MiWay Buses

Kimberly Hicks, Communications Advisor spoke about the MiWay bus advertisements and noted that September 3 – November 25, 2018, is tentatively booked for the Road Safety Committee. The ads will appear on the tails of 10 buses in total, divided into two separate messages.

Members of the committee engaged in a discussion with respect to the logos, photos and messages that should be included on the ads and noted that too much information can dilute the advertisement. Members suggested including all logos at the bottom of the advertisement with the Road Watch logo being more prominent in message #1. In addition, members would like to see what the advertisements could look like with only the Vision Zero logo. Colin Patterson, Supervisor, Road Safety, cautioned the committee about advertising the Vision Zero logo alone, without an initiative. The following criteria for the design concepts were supported by the committee:

**Message # 1: See Distracted or Aggressive Driving? Report it!**

Option 1 - Includes:

- Distracted driving photo from stock if available
- Road Watch logo as focal point with Peel Regional Police Road Watch URL
- Road Safety Committee logo
- Vision Zero Mississauga logo
- OPP logo (request permission)
- Peel Regional Police logo (request permission for logo and URL)

Option 2 – Includes:

- Distracted driving photo from stock if available
- Road Watch logo as focal point with Peel Regional Police Road Watch URL
- Vision Zero Mississauga logo only.

**Message # 2: Safety at every turn.**

Option 1 - Includes:

- Photo from stock of a pedestrian at a crosswalk and a car turning
- Road Watch logo
- Road Safety Committee logo



- Vision Zero Mississauga logo
- OPP logo (request permission)
- Peel Regional Police logo and Road Watch URL (request permission for logo and URL)

Option 2 – Includes:

- Photo from stock of a pedestrian at a crosswalk and a car turning
- Vision Zero Mississauga logo

Ms. Hicks was directed to request Creative Services to develop mock-up advertisements as per the criteria set out. The committee agreed to allow the subcommittee to approve the advertisements by email over the summer to have them ready for September. Allyson D'Ovidio, Legislative Coordinator, reminded the committee to work within a budget of \$6000.00 for all costs associated with the advertisements, as agreed on at the May 29, 2018 Promotional subcommittee meeting.

RSC-0029-2018

That the Road Safety Promotional Subcommittee be authorized to work with Communications and Creative Services staff to approve the design and implementation of MiWay bus advertisements on behalf of the Road Safety Committee for advertisements beginning in September, 2018.

Approved (T. Power)

## 8. **INFORMATION ITEMS**

### 8.1. Distracted Driving Social Media Campaign - Verbal Update, Kimberly Hicks, Communications Advisor (5 Minutes)

Kimberly Hicks, Communications Advisor spoke about the success of the Distract Driving social media campaign that was done in April. Ms. Hicks noted that the boosted post did particularly well. The post included a photo of someone on the phone and had over 16,000 impressions and over 700 people engaged through Facebook and Twitter. Ms. Hicks will provide over all statistics for distribution to the committee.

Members of the committee engaged in a discussion with respect to promoting a social media campaign around the upcoming MiWay bus advertisements. Staff was directed to boost the posts to promote Road Watch.

RSC-0031-2018

That funds in the amount of up to \$200.00 from the 2018 Council Committees budget be allocated to promote a social media campaign with respect to MiWay bus advertisements.

Approved (A. M. Hayes)

8.2. Road Safety Promotional Subcommittee Minutes - May 29, 2018

Approved (T. Power)

8.3. Sample Road Watch Warning Letter - Peel Regional Police

Councillor Ras noted there is little information available to the public about Road Watch and suggested the need for more promotion in the future.

RSC-0032-2018

That the sample Road Watch Warning Letter from the Peel Regional Police, be received for information.

Received (A. Ramlakhan)

8.4. OPP Traffic Complaint Warning Letter Template

RSC-0033-2018

That the OPP Traffic Complaint Warning Letter template, be received for information.

Received (A. Ramlakhan)

8.5. Peel Regional Police Road Watch Statistics - May 2018 - For Receipt

RSC-0034-2018

That the Peel Regional Police Road Watch statistics for the month of May, dated June 6, 2018, be received for information.

Received (Councillor Ras)

8.6. Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11), Colin Patterson, Supervisor, Road Safety, Traffic Management. For Information Only.

RSC-0035-2018

That the report dated May 29, 2018 from Geoff Wright, Commissioner of Transportation and Works, entitled, Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11), be received for information.

Received (A. M. Hayes)

- 8.7. Automated Speed Enforcement (ASE), Colin Patterson, Supervisor, Road Safety, Traffic Management. For Information Only.

RSC-0036-2018

That the report dated May 15, 2018 from Geoff Wright, Commissioner of Transportation and Works, entitled Automated Speed Enforcement (ASE), be received for information.

Received (A. M. Hayes)

- 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.

RSC-0037-2018

That the report dated May 29, 2018, from Geoff Wright, Commissioner of Transportation and Works, entitled Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3), be received for information.

Received (A. M. Hayes)

- 8.9. Update on Citizen Member Outreach

Councillor Saito provided background information noting that at a previous meeting, Tony Power, Citizen Member and Vice-Chair, had suggested that members set up a booth at their local community centres to educate the public about road safety and distribute "please slow down" lawn signs.

Sunil Sharma, Citizen Member discussed his recent booth at Rivergrove Community Centre on June 23 and noted a common discussion with residents was they were unaware of Road Watch programs. Mr. Sharma noted that 10 signs were distributed and he will be holding onto the merchandise in hopes of hosting another booth in the coming months. Councillor Saito noted this is a great way to get the message out about the different programs and road safety.

8.10. Road Safety Committee Member Updates

Leonard Verwey, Citizen Member noted the community rides will continue through the summer. Mr. Verwey noted that he had raised the issues with the Cycling Advisory Committee as requested at the last meeting with respect to the gaps in cycling networks, etc. and concluded that these issues have all been addressed in the cycling Master Plan. Mr. Verwey noted a safety audit is being conducted by the Region and the City as well as a consultant to evaluate the existing conditions of the trails; where there are locations that could use a barrier, where the trail touches the road. Mr. Verwey noted, for timing, we may need to push Council for more funding to expedite output of the many projects. Councillor Saito noted, Matthew Sweet, the Manager of Active Transportation is moving forward quickly and has just bought in a new proposal for an area on Glen Erin Drive between Britannia Road and Derry Road to be included in the 2019 budget.

Mr. Sharma commented on the organization and ridership at the community rides and encouraged members to participate.

9. OTHER BUSINESS - Nil

10. DATE OF NEXT MEETING(S) – TBD

Councillor Saito spoke about the engagement of the members and thanked everyone for their hard work and dedication. Councillor Saito noted there are no meetings scheduled at this time however, there could be a meeting called after the election in December, 2018 or January 2019.

11. ADJOURNMENT – 10:59 AM (S. Sharma)



RESOLUTION NO.: 0230-2018 Page 1 of 1

Date: December 12, 2018

Moved by: Dipika [Signature]

Seconded by: [Signature]

That the following Members of Council be appointed to the Road Safety Committee for the 2018-2022 Term of Office, ending November 14, 2022, or until a successor is appointed:

- 1. Councillor Dasko
- 2. Councillor Ras
- 3. Councillor Saito

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	✓			
Councillor S. Dasko	✓			
Councillor K. Ras	✓			
Councillor C. Fonseca	✓			
Councillor J. Kovac	✓			
Councillor C. Parrish	✓			
Councillor R. Starr	✓			
Councillor D. Damerla	✓			
Councillor M. Mahoney	✓			
Councillor P. Saito	✓			
Councillor S. McFadden	✓			
Councillor G. Carlson	✓			

Carried (12,0, Unanimous)

Carried
<u>BC</u>
Mayor

## Terms of Reference for Road Safety Committee

### Mandate

The Road Safety Committee provides a community perspective on road safety issues, promotes public awareness and education for road safety initiatives and programs, with an aim to enhance community participation and cooperation. Road Safety Mississauga will consult with and promote partnerships with other committees and agencies, while supporting ongoing City programs and projects in an effort to raise the profile of road safety in Mississauga.

Appointed members are expected to participate in promotional events on a regular basis to raise awareness related to road safety to residents and business.

### Objectives/Goals

The objective of the Road Safety Committee is to promote road safety for all methods of transportation, including pedestrian, cyclist and vehicular traffic.

Through the creation of a Road Safety Calendar, setting out road safety themes, the Committee will regularly disseminate information related to the appropriate theme.

### Work Plan

All Advisory Committees shall prepare annual Work Plans which will be sent to their parent standing committee, then to Council at the beginning of the New Year, as well as a progress update at the end of the year. Committee members shall work collaboratively with City staff to devise these Work Plans to ensure that the workload is manageable and appropriately shared between the two parties.

Work plans will need to be carefully crafted in order to meet the Committee's mandate and objectives, as well as the City's Strategic Plan, Master Plans, and budgetary capacity.

The work plan shall speak directly to the specific goals the committee aims to accomplish. The work plan for each Advisory Committee attempts to use the City's Strategic Plan Pillars, action items, master plans, or legislation as sub-headings to organize the committee's focus and nature of work. The Committee shall present its accomplishments as they relate to the work plan, to Council annually.

## Definitions

Definitions are provided for the purpose of clarity and only where necessary. That definitions provided are referenced to the appropriate source/legislation.

## Procedures and Frequency of Meetings

All Committees are subject to Council Procedure By-law, which outlines the procedures for Council and Committee meetings.

[http://www7.mississauga.ca/documents/bylaws/procedural\\_by-law\\_2013.pdf](http://www7.mississauga.ca/documents/bylaws/procedural_by-law_2013.pdf)

The Road Safety Committee will meet approximately 4 times per year or as determined by the Committee at the call of the Chair. In addition to attending Committee meetings, members of the Road Safety Mississauga Committee will be expected to attend community events to promote road safety messaging and community participation.

## Membership

All members are subject to the Code of Conduct and Complaint Protocol for Local Boards.

[http://www7.mississauga.ca/documents/CityHall/pdf/2014/Local\\_Boards\\_Code\\_of\\_Conduct.pdf](http://www7.mississauga.ca/documents/CityHall/pdf/2014/Local_Boards_Code_of_Conduct.pdf).

and Corporate Policy 02-01-01: Citizen Appointments to Committees, Boards and Authorities. <http://inside.mississauga.ca/Policies/Documents/02-01-01.pdf>

The Road Safety Mississauga Committee shall be comprised of:

- 3 Councillors;
- 8 Citizen Members.

In addition to the Council appointed members of the Committee, the following are non-voting members who serve as a resource to the Committee:

- Peel Regional Police;
- Ontario Provincial Police;
- Ministry of Transportation Ontario Road Safety Marketing Branch;
- Peel Region Traffic Safety;
- Region of Peel Health Unit.

As required, members of other City Committees, such as the Traffic Safety Council, Mississauga Cycling Advisory Committee will be invited to participate in meetings and discussions related to specific topics and/or events.

## Role of Chair

The Chair of the Committee will be appointed at the first meeting of the Committee.

The role of the Chair is to:

1. Preside at the meetings of Road Safety Committee using City of Mississauga's Procedure By-law, and keep discussion on topic.
2. Provide leadership to the Road Safety Committee to encourage that its activities remain focused on its mandate as an Advisory Committee of Council.
3. Review agenda items with the Committee Coordinator and Traffic Operations staff.
4. Recognize each Member's contribution to the Committee's work.
5. Serve as an *ex-officio* member of subcommittees and attend subcommittee meetings when necessary.
6. Liaise with the Supervisor of Road Safety, Transportation and Works, on a regular basis.

### **Role of Committee Members**

The role of Committee Members is to:

1. Ensure that the mandate of the Road Safety Committee is being fulfilled.
2. Provide the Chair with solid, factual information regarding agenda items.
3. When required, advise Council on matters relating to road safety.
4. Actively participate in the promotion of road safety at the city or other events as determined by the Committee.
5. Notify the Committee Coordinator if they are unable to attend meetings to ensure that quorum will be available for all meetings.

### **Quorum**

1. Quorum of the Road Safety Committee shall be reached with the presence of a majority of the appointed and elected members, at a time no later than thirty (30) minutes past the time for which the beginning of the meeting was scheduled and so noted on the agenda or notice of the meeting.
2. The issuance of an Agenda for a meeting of this Committee will be considered as notice of that meeting.
3. The presence of one (1) of the appointed Council members shall be required to establish quorum.

### **Subcommittees**

That, as per the Procedure By-law 139-2013, a Committee of Council may establish a subcommittee which shall consist of members of the parent Committee, as may be determined by such parent Committee and any other member approved by Council.



- Sub-committees will be formed to deal with specific issues, and will make recommendations to the parent Committee. Once the specific issue is dealt with the subcommittee shall cease.
- All appointed members of the subcommittee have the right to vote.
- The Chair of the subcommittee will be appointed at the first meeting of the subcommittee.

**From:** Krystal Christopher  
**Sent:** 2018/11/27 3:59 PM  
**To:** [REDACTED]

**Subject:** FW: Bicycle Signals and Crossrides are coming to Mississauga!

Hello RSC,

Please see below communication with respect to bicycle signals and cross rides coming to Mississauga.

Regards,

## Krystal Christopher

Legislative Coordinator  
Corporate Services Department | Legislative Services Division  
300 City Centre Drive, 2<sup>nd</sup> Floor | T 905-615-3200 ext.5411  
[krystal.christopher@mississauga.ca](mailto:krystal.christopher@mississauga.ca)



[City of Mississauga](http://www.mississauga.ca)

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**From:** Helen Noehammer  
**Sent:** 2018/11/27 1:51 PM  
**To:** MC  
**Cc:** LT; Jeremy Blair; Matthew Sweet  
**Subject:** Bicycle Signals and Crossrides are coming to Mississauga!

Madam Mayor and Members of Council,

Bicycle traffic signals and crossrides are coming to Mississauga this fall. Crossrides allow cyclists to stay on their bikes while crossing through intersections. They consist of a traffic signal with a bicycle symbol, to provide direction to cyclists that indicates when they can safely cross, in a separate bike lane adjacent to pedestrian crosswalks. In the summer of 2018, the Region of Peel unveiled the first crossride with bicycle signals in Mississauga in Ward 9, at Winston Churchill Boulevard and Britannia Road. At the same time, the City of Mississauga was installing crossrides with bicycle signals at seven intersections in coordination with road construction projects. Eight crossrides will be unveiled in late 2018 and early 2019, at:

- Burnhamthorpe Rd. and Fieldgate Dr.
- Burnhamthorpe Rd. Midblock between Fieldgate Dr. and Ponytrail Dr. (location of future hydro corridor multi-use trail)

- Burnhamthorpe Rd. Midblock between Fieldgate Dr. and Ponytrail Dr. (location of future hydro corridor multi-use trail)
- Burnhamthorpe Rd. and Ponytrail Dr.
- Burnhamthorpe Rd. and Bough Beeches Blvd.
- Matheson Blvd. W and Terry Fox Way
- Rathburn and Deer Run
- Rathburn and Wakefield Cres.
- Rathburn and Perivale Rd.

We are rolling out information through a social media and digital campaign, complimented by a short video that highlights how to safely ride through a crossride. The video can be found at <https://youtu.be/7syCoAXDDy4>. An article and images are available for your use in Council Corner. This campaign will begin on Nov. 28, 2018.

If you are looking for more information on crossrides, have a look at our webpage at:

<https://www.mississaugabikes.ca/crossrides-and-bike-signals/>

For further information please contact Matthew Sweet, Manager, Active Transportation at [matthew.sweet@mississauga.ca](mailto:matthew.sweet@mississauga.ca) or 905-615-3200 ext. 4026.

Thank you,  
Helen



**Helen C. Noehammer, M.A.Sc., P.Eng.**

Director, Transportation & Infrastructure Planning

T 905-615-3200 ext.5086

[helen.noehammer@mississauga.ca](mailto:helen.noehammer@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

Pat Saito  
City Councillor – Ward 9  
Mississauga City Centre

December 11, 2018

Subject: ROAD SAFETY COMMITTEE

Dear Ms Saito

This is a follow up to my letter addressed to you on July 16, 2018 along with copy of a letter sent to the Chief of Police, Peel Regional Headquarters on July 5, 2018. I did receive a telephone acknowledgement from your office on July 18<sup>th</sup> and a response from Peel Regional Police August 1<sup>st</sup>, a copy of which is attached.

First of all let me congratulate you on successfully being re-elected in October as Councillor for Ward 9. Obviously you continue to do great work.

Now that the election is behind us I am curious to learn whether your objective for “Re-Establishment of the Road Safety Committee” is taking shape. In my opinion this safety issue remains a major concern in our community and I am anxious to learn what action is being taken. In fact a number of serious deaths have further high lighted the subject since I first corresponded.

I look forward to hearing from you.

Thankyou

Donald Scott



E-mail [munmarcott@rogers.com](mailto:munmarcott@rogers.com)

Tel# 

PEEL REGIONAL POLICE  
7150 Mississauga Road  
Mississauga, Ontario  
Canada L5N 8M5

JENNIFER EVANS  
Chief of Police



905-453-3311

peelpolice.ca

PROUD TO BE PEEL

August 01, 2018

Mr. Donald Scott  
[REDACTED]

Dear Mr. Scott,

**Re: Traffic Enforcement**

Thank you for your recent letter regarding motorists driving in an unsafe manner within Peel Region. Feedback from members of the public is always welcome and I appreciate you taking the time to express your concerns.

Peel Regional Police is committed to Road Safety including education and enforcement initiatives throughout our Region to help keep our streets safe. There are drivers who disregard traffic laws, and place other motorists and pedestrians at risk. That is why we maintain the Road Safety Services Bureau that focuses on detecting and enforcing both Highway Traffic Act and alcohol and drug-related driving offences. Furthermore, each one of our police divisions has its own dedicated unit that provides traffic enforcement.

I have passed along your concerns to both our divisional and central Traffic Units for enforcement. Keeping our roads safe requires the participation of concerned citizens like you.

Once again, thank you for taking the time to write. Your feedback is appreciated.

Sincerely,

*Jew*  
*Chief of Police*  
Jennifer Evans  
Chief of Police

PRP File #18-1187

Pat Saito  
City Councillor - Ward 9  
Mississauga City Centre

July 16, 2018

Re: ROAD SAFETY COMMITTEE

Dear Ms Saito;

I noticed an interesting article in the Toronto Star on Friday July 13<sup>th</sup> captioned " Lifers Just Can't Quit Municipal Politics ". First of all congratulations on 27 years of elected service and I wish you success in the upcoming October elections.

I am not a resident in your riding (Ward 7) but what did catch my attention in the article was your stated objective for " Re-Establishment of the Road Safety Committee. This is a subject dear to my heart as over the years I have witnessed the rapid growth in our great city and the increasing congestion of traffic amongst competing autos, pedestrians and bicycles. I find many reckless and dangerous road practices outside regulatory laws (and common sense) that are frightening and the cause of many unnecessary serious accidents.

Enclosed is a letter I wrote to The Office of The Chief of Police on July 5<sup>th</sup> outlining my concerns and raising what I perceive as a partial resolution for this issue. It is timely that days after sending that.. letter I notice the fore mentioned article in the Toronto Star. I am hopeful my views/suggestions outlined in that letter may be of some value in your committee review. Good luck and I will be watching for the results of your studies.

Again, good luck in the future elections.

Donald Scott

[REDACTED]

E-mail [REDACTED]

Tel # [REDACTED]

The Office of The Chief of Police, Jennifer Evans  
Peel Regional Headquarters  
7150 Mississauga Road  
Mississauga On L5N 8M5

July 5, 2018

SUGGESTION FOR TRAFFIC CONTROL

I am a 74 year old retiree and have resided in Mississauga since early 1973. I have spent approximately 30 years of my working career in the GTA involved in the financial world and the last 18 years enjoying retirement.

Over the years I have witnessed the rapid expansion and population growth of our community resulting in the hectic congestion of traffic amongst competing autos, pedestrians and bicycles. The level of frustration and declining respect and abeyance for rules of the roads/streets is unsafe and outright frightening. Speeding, improper lane changing, lack of signaling, improper u turns, excessive noise, distractions (telephone/ texting), road rage, disrespect for handicap parking signage is all distressing. It is obviously resulting in many unnecessary accidents and fatalities and anger all of which is a proven fact. An enhancement to our culture would benefit each of us.

From my observation one of the core reasons for the high number of accidents and fatalities is the lack of law enforcement. In saying this I am in no way criticizing the work of our police force. I believe the force is not and cannot be sufficiently staffed to perform this task considering all the high level investigations they are dealing with these days. Budget restraints do not permit for sufficient resources to perform the level of enforcement I believe is necessary. I also suspect that our court system may be soft at times in supporting the good work achieved by the force.

My suggestion is that an independent law enforcement body be created to enforce the laws of the roads and streets. That specially trained law enforcement officers be engaged to perform/enforce only road and street regulations. Give them the authority to write tickets for unacceptable behavior and support their actions through firm court rulings. The revenue gained from this avenue of enforcement I believe would more than cover the operating costs of staffing, autos, insurance, administration, legals etc. It could be made self funding so as not to strain the police budget or tax the general public. It would be fully funded by the offending element of society where it should be.

Whether this thought has ever been considered I do not know. In any event to me it seems like a very simple and effective initiative.

Your thoughts on this topic would be welcomed.

Sincerely,

  
Donald Scott

  
E-mail   
Tel # 

City of Mississauga  
**Corporate Report**



<p>Date: 2019/01/15</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: Project Site 156</p>
<p>From: Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: 2019/01/30</p>

## Subject

**Taking Action on Vision Zero**

## Recommendations

1. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be received for information.
2. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be referred to the Road Safety Committee for information.
3. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be referred to the Region of Peel for information.

## Report Highlights

- Significant milestones in Mississauga's journey to Vision Zero have been achieved since General Committee received the Corporate Report entitled "The Vision Zero Approach to Road Safety" on March 1, 2017, including the re-establishment of the Mississauga Road Safety Committee and the creation of the Region of Peel Vision Zero Road Safety Strategic Plan 2018 - 2022.
- The Mississauga Moves project has developed a Draft Vision Zero framework, embedded as a foundational component of the City's first Transportation Master Plan that will guide the future of travel on Mississauga roads, sidewalks, trails and transit from today to 2041.
- The Draft Transportation Master Plan advances the Vision Zero principle in its Vision Statement, the first of its six Goals (Safety), and 26 proposed Actions specific to achieving the Safety Goal.
- The Draft Transportation Master Plan has been made available for public and stakeholder review and comment at [www.mississaugamoves.ca](http://www.mississaugamoves.ca) from January 9<sup>th</sup> to February 4<sup>th</sup>. A revised version will be presented to General Committee for approval in Spring 2019.



## Background

Significant milestones in Mississauga's journey to Vision Zero have been achieved since General Committee received the Corporate Report entitled "The Vision Zero Approach to Road Safety" on March 1, 2017. This report provides an overview of Vision Zero progress and an outline of the City of Mississauga's Vision Zero framework that will be a fundamental component of the city-wide Transportation Master Plan.

### Vision Zero

Vision Zero is an internationally recognized approach to road safety thinking and can be summarized in one sentence: no loss of life is acceptable. The philosophy, which originated in Sweden in the late 1990s, has had significant influence in North America in recent years. New York City is celebrated as an early adopter in North America and has reported a 28% decline in traffic fatalities, and a 45% decline specifically in pedestrian fatalities, since adopting Vision Zero in 2014. Vision Zero was formally adopted by the Region of Peel in December 2017 and by the City of Mississauga soon after in early 2018.

### Current State of Road Safety in Mississauga

In the most recent Ontario Road Safety Annual Report, Mississauga was shown to have the second lowest rate of fatalities and injuries on its roads of municipalities in the GTHA at the rate of 1.6 per 1000 residents. The vast majority of these incidents occur on Mississauga's arterial and major collector roadways, with intersections accounting for the most serious conflicts between vehicles and pedestrians, cyclists, and other vulnerable road users. Aggressive, impaired, and distracted driving are significant concerns.

Road safety is not only a concern for people who are travelling; it is a barrier that prevents people from travelling by their preferred mode. In a survey associated with the City's recently updated Cycling Master Plan, 61% of respondents characterised themselves as "interested, but concerned", meaning they wished to cycle more than they currently do, but are prevented from cycling due to concern for their safety. Public input for the Transportation Master Plan indicated people also avoid walking if their trip would cross a major intersection. This is especially true of slower or less confident walkers, such as older adults, families with children, those using a mobility device or those travelling with luggage. In many cases, safety threats do not simply prevent people from using their preferred mode; they prevent people from travelling at all.

### Mississauga Road Safety Committee

On March 8, 2017 City Council approved the re-establishment of the Mississauga Road Safety Committee bringing together Councillors, staff, agency partners and citizens to advance road safety in Mississauga. The Committee's mandate is to "provide a community perspective on road safety issues, promotes public awareness and education for road safety initiatives and programs, with an aim to enhance community participation and cooperation". As such, the Committee is a critical champion of the principle of Vision Zero and supporting policies, programs and partnerships at the City of Mississauga and the Region of Peel.

### **Mississauga Road Safety Program**

Mississauga's commitment to road safety is ongoing. It includes the implementation of specific initiatives, countermeasures and staff involvement with organizations, to promote and advocate for road safety best practices. Examples of these include:

- **Traffic Calming:** City staff completed the installation of traffic calming on five roadways this year – Homelands Drive, Thorn Lodge Drive, Perran Drive, Fieldgate Drive and Bough Beeches Blvd. Staff are also implementing a number of traffic calming measures to further reduce speeding and aggressive driving throughout Mississauga. These include traffic circles and speed humps;
- **Crossing Guards:** The City has more than 200 school crossing guards who are ready every school day to help students at designated crossings; and
- **Pedestrian Crossover Pilot Project:** The City recently completed the installation of five new pedestrian crossovers in various neighbourhoods. A pedestrian crossover is a type of crossing where by law; drivers are required to stop for pedestrians intending to cross the road. Pedestrian crossovers allow pedestrians to cross roads safely and all have specific signs and pavement markings.

New road safety initiatives are currently being explored, including: automated speed enforcement in school zones (i.e. photo radar); red light cameras at City intersections; reduced speed limits; physically separated cycling lanes and safe crossings for cyclists.

### **Region of Peel Vision Zero Road Safety Strategic Plan and Task Force**

In 2018, the Region of Peel established the Vision Zero Road Safety Strategic Plan 2018 – 2022 (The Plan), which set a goal of 10% reduction in fatal and injury collisions by 2022. The Plan includes over 100 countermeasures that align with four "E"s of road safety: engineering; enforcement; education; and empathy. These countermeasures will enable the Region of Peel to make progress in six emphasis areas (intersections, aggressive driving, distracted driving, impaired driving, pedestrian collisions, and cyclist collisions) and two awareness areas (truck collisions and school zones). The Region of Peel Vision Zero Task Force has been struck to advance the implementation of the Plan; a City of Mississauga staff representative will sit on the Task Force along with representatives from City of Brampton, Town of Caledon, Peel Regional Police, Ontario Provincial Police, and the Ministry of Transportation Ontario. The mandate of the task force is to institutionalize road safety within the Region of Peel and partner agencies.

### **Mississauga Vision Zero Framework**

In 2016, the Mississauga Moves project was launched to develop the City's first Transportation Master Plan (TMP). The TMP will provide a policy framework and action plan for the future of transportation on Mississauga's roads, sidewalks, trails and public transit system. Safety has been a consistent and prominent theme in the feedback received in each phase of public and stakeholder engagement. Throughout the study it became clear that Vision Zero cannot be treated as a standalone issue; it must be a foundational principle on which the city-wide TMP is

built. The Draft TMP was published at [www.mississaugamoves.ca](http://www.mississaugamoves.ca) for public and stakeholder review and comment on January 9th, 2019. The feedback survey remains open until Monday February 4th, 2019. It is expected that the TMP will be presented to General Committee, finalized and put into effect in the spring of 2019.

## Comments

The Mississauga TMP will establish that Vision Zero is at the heart of the City's vision for the future of transportation on Mississauga's roads, sidewalks, trails and transit from today to 2041. The TMP provides the framework of goals, objectives and actions that will advance Mississauga's progress toward Vision Zero. Embedding Vision Zero in the city-wide long range TMP ensures that attention paid to Vision Zero will be high profile and enduring throughout coming decades.

### Vision: The Freedom to Move

The Draft TMP establishes "freedom to move" as the fundamental purpose of the transportation system, and defines safety, universal access, efficiency, and convenience as its necessary traits. Safety is the first and foremost characteristic of the envisioned transportation system reflecting that safety is a primary focus for the transportation system, consistent with the philosophy of Vision Zero.

#### Transportation Vision Statement as it appears in Draft Transportation Master Plan

In Mississauga, everyone and everything will have the **freedom to move** safely, easily and efficiently to anywhere at any time.

### Goal: Safety – Freedom from Harm

Six Goals comprise the core of the Draft TMP, each characterized by a freedom. Safety is the first Goal, clearly defined by the City's commitment to Vision Zero as follows:

**Safety Goal as it is defined in the Draft Transportation Master Plan****Safety: Freedom from Harm**

**Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities.**

In a Vision Zero city, people can travel any way they choose without fear of injury or death.

Risks will be proactively mitigated with the five 'Es' of road safety:

- **Engineering:** prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing and operating streets
- **Education:** enabling travellers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics
- **Enforcement:** ensuring there are consequences for breaking rules or taking unnecessary risks while travelling
- **Empathy:** demonstrating concern for those who are harmed or feel threatened while travelling
- **Evaluation:** tracking and monitoring incidents, learning from the past to improve conditions in the future

People will be more conscious of their travel habits. The potential impact of people making mistakes or poor choices will be proactively mitigated, reducing the inherent risk of travelling. Mississauga will strive for zero fatalities on the road.

A set of Safety Objectives are also provided in the TMP to specify how the Goal of Safety will be pursued. The Safety Objectives are as follows:

### Safety Objectives as they appear in the Draft Transportation Master Plan

- Roads, sidewalks, and trails are designed to prioritize the safety of pedestrians, cyclists, and other vulnerable travellers
- People feel safe and secure when travelling in Mississauga by any mode
- Speed limits are well-matched with the types of activity happening in the roadway and along the street
- Tracking and monitoring systems are in place to learn from past incidents to better inform future decisions
- All travellers understand and obey the rules of the road, regardless of how they travel
- People feel the consequences of breaking rules of the road, including for impaired, distracted, and aggressive driving
- The City and other organizations promote and encourage good habits for drivers, passengers, pedestrians, and cyclists to reduce unnecessary or unintended risk-taking behaviour
- Injuries and losses can be acknowledged and remembered
- Hazards related to trucks travelling in mixed traffic are identified and mitigated
- Non-motorized means of travelling to school, perceived to be safe by students and parents, are available to all
- Safety of all travellers is a priority during extreme weather events
- Support for personal security is easy to access for anyone who feels threatened while walking, cycling, riding transit, hiring a ride, or driving

### **Actions: Short, Medium and Long Term Steps**

Chapter 6 of the Draft TMP lists nearly 90 Actions, grouped into five pathways to implementation: policies, guidelines and standards; plans and studies; programs; procedures; and partnerships. Each action indicates the City Division most responsible, the target timeline (Short - 1 - 5 years, Medium - 5 - 15 years, or Long - 15+ years) and which of the six Goals would be advanced through the completion of the Action.

Twenty-six of the Actions are expected to directly advance the Safety Goal, and many others will make indirect safety improvements. A complete list of action items that will advance the Safety Goal are included in Appendix 1. Nine of the Actions are featured in the Plan as “Key Actions” for Safety as follows:

### Key Actions for Safety as they appear in the Draft Transportation Master Plan

- **Vision Zero infrastructure enhancement program:** safer roads require identifying and addressing a range of issues using hard and soft measures. The City will invest in hard measures by developing and implementing a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, and traffic calming design interventions (see Action 40).
- **Vision Zero education program:** All road users have a responsibility to use the road safely. The City will establish road user education programming designed to promote best safety practices for travellers by any mode, using road signs, social media, formal training, and other creative outreach and education tactics (see Action 42).
- **Speed management program:** Higher vehicle speeds increase both the likelihood of collisions and the severity of their effects. The City will address both through the creation of a Speed Management Program that includes both location-specific and Mississauga-wide actions (see Action 43).
- **Road safety enforcement program:** Often accidents are caused by breaking rules of the road. The City will work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired and distracted driving (see Action 45).
- **Vision Zero memorial program:** Friends, families, and loved ones need ways to acknowledge and remember losses that take place on the road. The City will work with the Road Safety Committee to introduce a program by which a loss of life on the road can be formally recognized (see Action 41).
- **Enhanced road safety monitoring program:** The future will be better if people learn from past mistakes. The City will modernize the way that collisions are tracked and monitored, enabling staff to more effectively analyze trends and identify hot spots to inform future priorities and decisions in road design and traffic management (see Action 44).
- **Complete Streets design guidelines:** Not all streets serve the same function. The Complete Streets Design Guidelines will describe what elements should be prioritized in different types of streets to support safe travel (see Action 1).
- **Peel Safe Routes to School program:** Parents' choices about how their children travel to and from school are dominated by safety concerns. The Peel Safe Routes to School program has been helping to address these concerns. The City will support enhancements to the program, such as expanding existing activities and introducing new activities to encourage more walking and cycling by students (see Action 73).
- **Emergency preparedness for extreme weather:** Extreme weather and flash flooding can disrupt the normal operations of a transportation system and create safety issues. The City will identify vulnerable portions of its transportation system and will develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with the development of Emergency Response Protocols. (see Action 32).

By embedding safety as a central element of the TMP Vision for the future of transportation in Mississauga, upheld by a clear Goal and Objectives and advanced through the pursuit of specific Actions, the City will continue its progress toward Vision Zero.

## Strategic Plan

Vision Zero supports all five pillars within the Strategic Plan.

## Financial Impact

Some of the Safety Action items in the TMP will require funding for implementation. Action-specific implementation plans and funding implications will be developed and presented to City Council through the annual budgeting process.

## Conclusion

The City of Mississauga is committed to the Vision Zero approach to road safety and has taken steps to advance the philosophy across the City and in the public consciousness. The City's forthcoming Transportation Master Plan will establish that Vision Zero is at the heart of the City's vision for the future of transportation on Mississauga's roads, sidewalks, trails and transit from today to 2041. The TMP will also provide the framework of goals, objectives and actions that will advance Mississauga's progress toward Vision Zero. Embedding the City's Vision Zero framework as a fundamental component of the Transportation Master Plan ensures that the attention paid to Vision Zero will be high-profile and enduring throughout the coming decades. This Draft Transportation Master Plan is expected to be finalized and put into effect in spring 2019.

## Attachments

Appendix 1: Draft Transportation Master Plan Actions Toward Vision Zero



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

Prepared by: Michelle Berquist, MScPI, RPP, Project Leader, Transportation Planning

## Appendix I: Draft Transportation Master Plan Actions Toward Vision Zero

The City of Mississauga will work toward Vision Zero by taking action on initiatives that will achieve the Safety Objectives in the Draft Transportation Master Plan. These Actions are listed below. Original numbering is used as it appears in the Draft Transportation Master Plan (TMP); skipped numbers indicate Actions that work toward the other five Goals in the Draft TMP. The full length Draft TMP is available for download at [www.mississaugamoves.ca](http://www.mississaugamoves.ca).

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
<b>Policies, Guidelines, and Standards</b>		
Actions to establish or update the rules and regulations that govern Mississauga's transportation system at the local municipal level.		
1	<b>Complete Streets design guidelines</b> Create and apply Complete Streets Design Guidelines and implementation plan that specify the types of infrastructure and streetscape elements that may be suitable for different classes of road.	Short (1 - 5 years)
2	<b>Road classification system</b> Revise the City's Road Classification system to recognize movement and placemaking function of streets, incorporate into City's transportation planning practices, and update Mississauga Official Plan accordingly.	Short (1 - 5 years)
3	<b>Engineering design standards</b> Review and update Engineering Design Standards, such as intersection design standards and sidewalk standards, to prioritize safety of vulnerable road users and remove barriers to accessibility	Short (1 - 5 years)
11	<b>Location of new community infrastructure</b> Prioritize sustainable mode access in the location choice and designs for new community infrastructure and City buildings by adding suitable criteria to the Official Plan and other guiding documents.	Medium (5 - 15 years)
<b>Plans and Studies</b>		
Actions to conduct research and strategic planning projects to establish clear, well-informed direction on new transportation projects and initiatives in the public interest.		
12	<b>Pedestrian network plan</b> Identify and address gaps and inconsistencies in pedestrian network, with special attention to transit connectivity and accessibility standards, by conducting a detailed audit.	Short (1 - 5 years)
16	<b>Bus stop and terminal evaluation</b> Include evaluation of the status of bus terminals as pleasant places to wait and transfer between services in the MiWay Infrastructure Growth Plan, using a detailed assessment of their existing facilities and pressures	Short (1 - 5 years)
24	<b>Highway interchange safety and streetscape</b> Create strategy to address safety issues and improve streetscape on municipal roads around 400-series highway interchanges, in collaboration with MTO.	Medium (5 - 15 years)
25	<b>Off-road trail lighting</b> Examine feasibility of extending street lighting program to serve off-road components of cycling and pedestrian networks through amendment of the Park Trail Lighting policy or otherwise	Medium (5 - 15 years)



<b>Full List of Actions for Safety as they appear in the Draft Transportation Master Plan</b>		
<b>#</b>	<b>Action</b>	<b>Timeline</b>
32	<b>Emergency preparedness for extreme weather</b> Identify parts of the transportation system vulnerable to flash flooding or extreme weather events, and develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with development of Emergency Response Protocols.	Medium (5 - 15 years)
<b>Programs</b> Actions to invest in new programs or improved levels of service for City work in planning, design, construction, operation, and maintenance of the transportation system.		
40	<b>Vision Zero infrastructure enhancement program</b> Develop and implement a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, traffic calming measures.	Short (1 - 5 years)
41	<b>Vision Zero memorial program</b> Develop and implement a program by which a loss of life on the road can be formally recognized	Short (1 - 5 years)
42	<b>Vision Zero education program</b> Establish road user education programming designed to promote best safety practices for travellers of every mode, by using road signs, social media, formal training and other creative outreach and education tactics	Short (1 - 5 years)
43	<b>Speed management program</b> Address unlawful and undesirable vehicle speeds through creation of a speed management program that includes both location-specific and city-wide actions.	Short (1 - 5 years)
44	<b>Enhanced road safety monitoring program</b> Modernize the way that collisions are tracked and monitored, enabling the City to more effectively analyze trends and identify hot spots to inform future priorities and decisions	Short (1 - 5 years)
45	<b>Road safety enforcement program</b> Work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired and distracted driving	Short (1 - 5 years)
46	<b>Mid-block crossings</b> Establish program to provide mid-block crossings, including creation of design standards and protocol for identifying appropriate locations (such as where off-road trails intersect roads), drawing on road safety and accessibility work.	Short (1 - 5 years)
52	<b>Cycling outreach, education and promotion</b> Establish cycling outreach, skills training and promotion programming, in line with recommendations of Cycling Master Plan.	Short (1 - 5 years)
55	<b>Long (15+ years)-term cycling network</b> Establish implementation program for Long (15+ years) term Cycling Network, as it appears in the Cycling Master Plan.	Medium (5 - 15 years)

<b>Full List of Actions for Safety as they appear in the Draft Transportation Master Plan</b>		
<b>#</b>	<b>Action</b>	<b>Timeline</b>
56	<b>Multi-modal access audits: private sites</b> Introduce a program to offer multi-modal access audits to privately-owned, publicly accessible sites (such as shopping centres and fitness centres), using tool developed for City sites (see action 36)	Medium (5 - 15 years)
57	<b>Advanced Traffic Management System</b> Introduce new modules to the City's new Advanced Traffic Management System (ATMS) to improve safety, efficiency and effectiveness of traffic flow within Mississauga in normal and disrupted conditions, aligned with wider aims of Transportation Master Plan.	Long (15+ years)
<b>Procedures</b> Actions to implement new ways of doing business or adapt existing business practices and standard operating procedures to align with evolving transportation priorities.		
58	<b>Vision zero working group</b> Establish an interdepartmental working group tasked with advancing Vision Zero related goals, objectives and action items identified in the Transportation Master Plan	Short (1 - 5 years)
59	<b>Winter maintenance service standards</b> Establish protocol to raise standards for snow clearance on sidewalks, transit stops, cycling facilities and trails where technically, operationally and fiscally feasible, as part of routine review of winter maintenance service standards, with the aim of achieving comparable service levels for pedestrians, transit riders and cyclists as for drivers.	Short (1 - 5 years)
60	<b>Walking/cycling construction mitigation</b> Ensure accessible transit stops, pedestrian routes and cycling routes through construction sites that obstruct normal routes by developing and enforcing suitable standards and procedures.	Short (1 - 5 years)
65	<b>Third-party grants</b> Dedicate suitable staff resources to researching and applying for third-party grants that can help advance the aims of the Transportation Master Plan.	Short (1 - 5 years)
<b>Partnerships</b> Actions to collaborate with allies, stakeholders, and partner agencies in the transportation field.		
73	<b>Peel Safe Routes to School program</b> Seek opportunities to support enhancements to the Peel Safe Routes to School (PSARTS) program, with the aim of expanding existing activities or introducing new activities to encourage active transportation options for students.	Short (1 - 5 years)
74	<b>Multi-modal access audits: schools</b> Offer multi-modal access audits to schools, using tool developed for City sites (see action 36)	Short (1 - 5 years)

ROADWATCH STATISTICS  
Mississauga

Year To Date

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	353
Excessive Speed	278
Making Unsafe Lane Change(s)	249
Making an Improper Turn	121
Disobey Posted Sign	116
Following too Closely	104
Failing to Stop for School Bus	50
Drive-Handheld Device	50
Failing to Stop for Red Light	35
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	8
STUNT DRIVING: START/STOP INTERFERE WITH TRAFFIC	2
STUNT DRIVING:DRIVE TOO CLOSE TO PEDESTRIAN	1
Red Light-Proceed Before Green	1
Grand Total	1368

Count of Road Watch Action	
Road Watch Action	Total
First Letter	594
Improper Veh/Plate	258
Incomplete Form	162
No Offence	62
Not Roadwatch	216
Other Jurisdiction (blank)	35
Second Letter	1
FILED	40
Grand Total	1368

Count of Complaint Type	
Complaint Type	Total
Email	559
Fax	3
(blank)	
Online	806
Grand Total	1368

MONTH	Aug
Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	14
Excessive Speed	30
Failing to Stop for Red Light	4
Failing to Stop for School Bus	1
Following too Closely	9
Making Unsafe Lane Change(s)	19
Making an Improper Turn	18
Other Driving	39
Drive-Handheld Device	7
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	2
Grand Total	143

MONTH	Aug
Count of Road Watch Action	
Road Watch Action	Total
First Letter	65
Improper Veh/Plate	27
Incomplete Form	14
No Offence	8
Not Roadwatch	27
Other Jurisdiction	2
Grand Total	143

MONTH	Aug
Count of Complaint Type	
Complaint Type	Total
Email	55
Online	88
Grand Total	143

**September 2018 Road Watch Stats**

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	364
Excessive Speed	282
Making Unsafe Lane Change(s)	260
Making an Improper Turn	129
Disobey Posted Sign	118
Following too Closely	108
Drive-Handheld Device	51
Failing to Stop for School Bus	51
Failing to Stop for Red Light	36
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	8
LANE CHANGE	4
SPEEDING	3
IMPROPER LANE CHANGE	3
FAIL TO STOP - STOP SIGN	2
STOP SIGN	2
STUNT DRIVING: START/STOP INTERFERE WITH TRAFFIC	2
IMPROPER TURN	2
HANDHELD DEVICE	1
SPEEDING : INTERFERE WITH TRAFFIC	1
SPEEDING: IMPROPER LANE CHANGE: LITRE HIGHWAY	1
NO OFFENCE	1
FAIL TO YEILD: FAIL TO STOP :HANDHELD COMM DEVICE	1
MONTH	Sep

Count of Road Watch Action	
Road Watch Action	Total
First Letter	635
Improper Veh/Plate	270
Incomplete Form	170
No Offence	69
Not Roadwatch	224
Other Jurisdiction (blank)	38
Second Letter	1
FILED	40
Grand Total	1447

MONTH	Sep
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Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	1
Excessive Speed	3
Failing to Stop for Red Light	1
Failing to Stop for School Bus	1
Following too Closely	4
Making Unsafe Lane Change(s)	10
Making an Improper Turn	7
Other Driving (blank)	11
UNSAFE LANE CHANGE	1
NO OFFENCE	1
STUNT DRIVING: START/STOP NTERFERE WITH TRAFFIC	1

Count of Road Watch Action	
Road Watch Action	Total
First Letter	39
Improper Veh/Plate	9
Incomplete Form	8
No Offence	7
Not Roadwatch	8
Other Jurisdiction	3
Grand Total	74

HANDHELD DEVICE	1
SPEEDING	3
LANE CHANGE	4
STOP SIGN	2
SPEED	1
SPEEDING AND LANE CHANGE	1
IMPROPER TURN	2
IMPROPER LANE CHANGE	3
FAIL TO YEALD	1
SEATBELT	1
SPEEDING: IMPROPER LANE CHANGE: LITRE	
HIGHWAY	1
Following too Closely : HANDHELD COMMUNICAITON DEV	1
SPEEDING : INTERFERE WITH TRAFFIC	1
DID NOT STOP FOR SCHOOL BUS	1
FAIL TO YEILD: FAIL TO STOP :HANDHELD COMM	
DEVICE	1
NO VIOLATION	1
FAIL TO STOP - STOP SIGN	2
NOT ROAD WATCH	1
FAIL TO YIELD TO PEDESTRIANS	1
ROAD RAGE	1
DANGEROUS DRIVING	1
FAIL TO STOP FOR STOP SIGN	1
Grand Total	73

**October 2018 Roadwatch**

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	388
Excessive Speed	288
Making Unsafe Lane Change(s)	265
Making an Improper Turn	131
Disobey Posted Sign	121
Following too Closely	110
Drive-Handheld Device	56
Failing to Stop for School Bus	55
Failing to Stop for Red Light	38
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	8
<b>Grand Total</b>	<b>1460</b>

Count of Road Watch Action	
Road Watch Action	Total
First Letter	671
Improper Veh/Plate	285
Incomplete Form	180
No Offence	87
Not Roadwatch	245
Other Jurisdiction (blank)	39
Second Letter	1
FILED	40
<b>Grand Total</b>	<b>1548</b>

MONTH	Oct
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MONTH	Oct
-------	-----

Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	3
Excessive Speed	6
Failing to Stop for Red Light	2
Failing to Stop for School Bus	4
Following too Closely	2
Making Unsafe Lane Change(s)	5
Making an Improper Turn	2
Other Driving	24
Drive-Handheld Device	4
SPEEDING	2
STUNT	3
<b>Grand Total</b>	<b>57</b>

Count of Road Watch Action	
Road Watch Action	Total
First Letter	29
Improper Veh/Plate	15
Incomplete Form	8
No Offence	16
Not Roadwatch	18
Other Jurisdiction	1
<b>Grand Total</b>	<b>87</b>

**November 2018 Roadwatch**

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	422
Excessive Speed	297
Making Unsafe Lane Change(s)	272
Making an Improper Turn	136
Disobey Posted Sign	124
Following too Closely	112
Failing to Stop for School Bus	59
Drive-Handheld Device	57
Failing to Stop for Red Light	44
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	8
<b>Grand Total</b>	<b>1531</b>

Count of Road Watch Action	
Road Watch Action	Total
First Letter	711
Improper Veh/Plate	297
Incomplete Form	184
No Offence	90
Not Roadwatch	260
Other Jurisdiction (blank)	41
Second Letter	1
FILED	40
<b>Grand Total</b>	<b>1624</b>

MONTH	Nov
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MONTH	Nov
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Count of Alleged Violation	
Alleged Violation	Total
Disobey Lane Sign	1
Disobey Posted Sign	3
Excessive Speed	9
Failing to come to a Complete Stop	1
Failing to Stop for Red Light	5
Failing to Stop for School Bus	4
Following too Closely	2
Making Unsafe Lane Change(s)	7
Making an Improper Turn	5
Other Driving	33
Drive-Handheld Device	1
INTERFERE WITH TRAFFIC	1
Following too Closely, Unsafe Lane Change	1
<b>Grand Total</b>	<b>73</b>

Count of Road Watch Action	
Road Watch Action	Total
First Letter	39
Improper Veh/Plate	12
Incomplete Form	4
No Offence	3
Not Roadwatch	14
Other Jurisdiction (blank)	2
<b>Grand Total</b>	<b>74</b>

### December 2018 Road Watch Statistics

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	463
Excessive Speed	308
Making Unsafe Lane Change(s)	276
Making an Improper Turn	137
Disobey Posted Sign	124
Following too Closely	115
Failing to Stop for School Bus	62
Drive-Handheld Device	58
Failing to Stop for Red Light	48
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	8
<b>Grand Total</b>	<b>1599</b>

Count of Road Watch Action	
Road Watch Action	Total
First Letter	741
Improper Veh/Plate	316
Incomplete Form	189
No Offence	98
Not Roadwatch	272
Other Jurisdiction (blank)	41
Second Letter	1
FILED	40
<b>Grand Total</b>	<b>1698</b>

MONTH	Dec
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MONTH	Dec
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Count of Alleged Violation	
Alleged Violation	Total
Excessive Speed	11
Failing to come to a Complete Stop	2
Failing to Stop for Red Light	3
Failing to Stop for School Bus	3
Following too Closely	3
Making Unsafe Lane Change(s)	3
Making an Improper Turn	1
Other Driving	35
Drive-Handheld Device	1
Failing to Yield	1
<b>Grand Total</b>	<b>63</b>

Count of Road Watch Action	
Road Watch Action	Total
First Letter	27
Improper Veh/Plate	16
Incomplete Form	4
No Offence	7
Not Roadwatch	10
<b>Grand Total</b>	<b>64</b>



