
Road Safety Committee

Date

2019/02/26

Time

9:30 AM

Location

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

Members

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

Councillor Stephen Dasko, Ward 1

Councillor Karen Ras, Ward 2

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

Anna Ramlakhan, Citizen Member

Anne Marie Hayes, Citizen Member

Michael Matthew, Citizen Member

Sunil Sharma, Citizen Member

Thomas Barakat, Citizen Member

Trevor Howard, Citizen Member

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

Tamara Coulson, Citizen Member (Traffic Safety Council Representative)

Agency Representatives/City Staff

Colin Patterson, Supervisor, Road Safety, Traffic Management

Kimberly Hicks, Communications Advisor

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

Inspector Navdeep Chhinzer, Peel Regional Police

Sergeant Greg Amoroso, Peel Regional Police

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

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

Matthew Aymar, Analyst, Research and Policy, Region of Peel Public Health

Melissa Brabant, Regional Marketing Planner, Ministry of Transportation

Raymond Chan, Government Relations Specialist, CAA

Donald Clipperton, President, Mississauga Insurance Brokers Association

Angela Partynski, Technical Analyst, Environmental Education

Find it Online

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

Contact

Krystal Christopher, Legislative Coordinator, Legislative Services

905-615-3200 ext. 5411

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 Draft Minutes - February 5, 2019

5. DEPUTATIONS

5.1. Item 7.2 Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel and Megan McCombe, Supervisor, Environmental Education, Region of Peel on the Overview of the Region of Peel Vision Zero Road Safety Strategic Plan; Proposed 2019 Road Safety Strategic Plan and Countermeasures Implementation Plan, and Pedestrian Education Initiative

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. Taking Action on Vision Zero Report

7.2. Coordination with the Region of Peel on Road Safety Initiatives

7.3. Terms of Reference

7.4. The Region of Peel on the Booking of Mobile Signs for Safety Messaging

7.5. Sunil Sharma, Citizen Member, on the use of countdown timers at intersections

8. INFORMATION ITEMS

8.1. Roadwatch Statistics January 2019

8.2. Road Safety Committee Member Updates

8.3. Update on Citizen Member Outreach

9. OTHER BUSINESS

10. **DATE OF NEXT MEETING(S)**: Tuesday, March 26, 2019

11. ADJOURNMENT

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 Present

Councillor Stephen Dasko, Ward 1

Councillor Karen Ras, Ward 2

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

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

Michael Matthew, Citizen Member

Sunil Sharma, Citizen Member

Thomas Barakat, Citizen Member

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

Members Absent

Anna Ramlakhan, Citizen Member

Anne Marie Hayes, Citizen Member

Tamara Coulson, Citizen Member (Traffic Safety Council Representative)

Trevor Howard, Citizen Member

Agency Representatives/City Staff

Donald Clipperton, President, Mississauga Insurance Brokers Association

Inspector Navdeep Chhinzer, Peel Regional Police

Staff Sergeant Greg Amoroso, 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

Matt Aymar, Analyst, Peel Public Health

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

Colin Patterson, Supervisor, Road Safety, Traffic Management

Angela Partynski, Technical Analyst, Environmental Education, Region of Peel

Kimberly Hicks, Communications Advisor

Krystal Christopher, Legislative Coordinator

Stephanie Smith, Legislative Coordinator

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Contact

Krystal Christopher, Legislative Coordinator, Legislative Services

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krystal.christopher@mississauga.ca

DRAFT

1. **CALL TO ORDER** – 10:00 A.M.

Round table introductions were conducted.

2. **APPROVAL OF AGENDA**

Approved (T. Power)

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

4. **MINUTES FROM PREVIOUS MEETING**

4.1. Road Safety Committee Minutes – June 26, 2018

Approved (T. Power)

5. **DEPUTATIONS**

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

Michelle Berquist, Project Leader, Transportation Planning presented the role of Vision Zero in the Draft Transportation Master Plan. The presentation highlighted what the Transportation Master Plan (TMP) is; how the TMP is being developed; how is Vision Zero served by the Transportation Master Plan; and the next steps. Ms. Berquist outlined the City's budget alongside the business plans for transit, cycling traffic, parking and how Mississauga's strategic plan play a role in the TMP. She described the three phases in the timeline for the Mississauga Moves in the TMP, the similarities between Vision Zero and Transportation Master Plan, the six goals that work towards the vision and how Vision Zero is served by the TMP. Ms. Berquist spoke to the timeframe for the TMP in the City's 2019 Budget and when it would go before the General Committee.

The committee engaged in a discussion regarding the implementation of the TMP. Ms. Berquist noted that the public and stakeholder comment period would close at the end of February 2019 and that committee members can send comments on the TMP to herself until next Friday. Sunil Sharma, Citizen Member, raised concerns about the timeframe, the differences between what appeared online and what was in the booklet and attending multicultural events to promote awareness and attain more support from the community.

RECOMMENDATION

RSC-0001-2019

That the deputation by Michelle Berquist, Project Leader, Transportation regarding the Draft Transportation Master Plan Overview be received.

Received (Councillor Ras)

6. **PUBLIC QUESTION PERIOD** - Nil.

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

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

The Road Safety Committee Terms of Reference was amended to include three councilors. Leonard Verwey, Citizen Member, suggested an amendment to the Terms of Reference to include volunteer, non-voting members. Councilor Saito stated that the Terms of Reference could be reviewed further and could be addressed at the next meeting.

RECCOMENDATION

RSC-0002-2019

That the Road Safety Terms of Reference be amended to include three (3) councilors on Road Safety Committee.

Received (M. Matthew)

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

Councillor Saito spoke to a meeting with Regional Staff on December 4, 2018 regarding Vision Zero efforts within Peel Region. Councillor Saito stated that the purpose of the meeting was to address the disconnect between the Region of Peel and the City of Mississauga.

The committee engaged in a discussion about the Road Safety Committee being more involved in the Region's efforts to promote campaigns encouraging safe driving and Vision Zero. Colin Patterson, Supervisor, Transportation stated he had attended a Vision Zero Task Force meeting at the Region recently, however, it was noted that minutes from that meeting are not yet available. It was suggested that a Road Safety Committee member sit on the Region's Vision Zero Task Force. The committee agreed to continue this discussion at the next Road Safety Committee meeting on February 26, 2019, when other Regional members are in attendance.

7.3. Cycling Issues Discussion

Leonard Verwey, Citizen Member, presented the issues facing cyclists in Mississauga with the new crossrides program. He spoke to concerns regarding the lack of proper signage at intersections, cycling detour route, location of the stop bar and right turning traffic. Mr. Verwey raised concerns with the Cycling Master Plan and stated that the Mississauga Cycling Advisory Committee was not involved in the implementation of the crossrides program and that they had voted not to endorse the Plan. Glen Voakes, Mississauga Cycling Advisory Committee member, shared his experience with crossrides in the City and that his experience showed the inefficiencies with the crossrides in Mississauga.

The committee engaged in a discussion regarding the multi-use trails, the location of the stop bars, safety of cycling lanes, proper signage and painting of the crossrides and bicycle lanes. The committee also raised the importance of adapting motorists to cycling culture. Matthew Sweet, Manager of Active Transportation, stated that all the crossrides in the City had been bagged after issues were raised at the General Committee meeting in January.

RECCOMENDATION

RSC-0003-2019

That the PowerPoint presentation by Leonard Verwey, Citizen Member, Mississauga Cycling Advisory Committee representative, regarding cycling issues be received.

Received (Councillor Ras)

7.4. Intersection Pedestrian Signage (Verbal)

The committee engaged in a discussion regarding intersections with red light cameras and that better signage and enforcement at those intersections for motorists. Councillor Saito stated that a vehicle who fails to stop at an intersection prior making a right turn on a red light at an intersection with a red light camera would still be captured by the camera and charged.

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

No discussion took place on this item. Councillor Saito agreed to move this item to February 26, 2019 at the next Road Safety Committee Meeting.

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

Kimberly Hicks, Communications Advisor, spoke to the possible needs of the Road Safety Committee for photos and the hiring of a photographer. She notes the photos would be for any social media broadcasts or campaigns for this term. Ms. Hicks provided the committee a photography scoping list to help with the photos required by the committee and requested that committee members send her ideas prior to the next Road Safety meeting.

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

No discussion took place.

RECOMMENDATION

RSC-0004-2019

That the letters dated December 11, 2018, August 1, 2018, July 5, 2018 and July 16, 2018 from Donald Scott, Resident, Ward 7, be received.

Received (Councillor Ras)

7.8. Taking Action on Vision Zero

Councillor Saito spoke to the Vision Zero initiatives set by the Region of Peel and how it aligns with the City's Road Safety initiatives. The committee agreed to continue this discussion at the next meeting on February 26, 2019 when other Regional members are in attendance.

8. **INFORMATION ITEMS**

8.1. Roadwatch Statistics August 2018 to December 2018

No discussion took place on this item.

RECOMMENDATION

RSC-0005-2019

That the August 2018 to December 2018 Roadwatch Statistics be received.

Received (L.Verwey)

8.2. Road Safety Committee Member Updates

Leonard Verwey, Citizen Member, spoke to the the Mississauga Cycling Advisory Committee website and stated that all their presentations and other cycling information

Councillor Saito spoke briefly to a book entitled: Walkable City Rules: 101 Steps to Making Better Place. The committee agreed to purchase one for each of its citizen members.

RECOMMENDATION

RSC-0006-2019

That the funds in the amount of up to \$300.00 from the 2019 Council Committee budget be allocated to purchase nine Walkable City Rules: 101 Steps to Making Better Place, paperback books for Road Safety Committee members.

Approved (S. Sharma)

8.3 Update on Citizen Member Outreach

The committee spoke to the last outreach efforts which were in September 2018. The committee requested a list of events being held at Celebration Square in 2019 so the committee can determine what events to attend. Kimberly Hicks, Communication Advisor, agreed to provide that information.

9. OTHER BUSINESS - Nil

10. DATE OF NEXT MEETING(S): Tuesday, February 26, 2019

11. ADJOURNMENT: 11: 53 A.M. (T. Power)

City of Mississauga
Corporate Report



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

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 from January 9th to February 4th. 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 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



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.

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
Policies, Guidelines, and Standards		
Actions to establish or update the rules and regulations that govern Mississauga's transportation system at the local municipal level.		
1	Complete Streets design guidelines 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	Road classification system 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	Engineering design standards 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	Location of new community infrastructure 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)
Plans and Studies		
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	Pedestrian network plan 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	Bus stop and terminal evaluation 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	Highway interchange safety and streetscape 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	Off-road trail lighting 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)

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
32	Emergency preparedness for extreme weather 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)
Programs 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	Vision Zero infrastructure enhancement program 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	Vision Zero memorial program Develop and implement a program by which a loss of life on the road can be formally recognized	Short (1 - 5 years)
42	Vision Zero education program 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	Speed management program 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	Enhanced road safety monitoring program 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	Road safety enforcement program 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	Mid-block crossings 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	Cycling outreach, education and promotion Establish cycling outreach, skills training and promotion programming, in line with recommendations of Cycling Master Plan.	Short (1 - 5 years)
55	Long (15+ years)-term cycling network Establish implementation program for Long (15+ years) term Cycling Network, as it appears in the Cycling Master Plan.	Medium (5 - 15 years)

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
56	Multi-modal access audits: private sites 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	Advanced Traffic Management System 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)
Procedures Actions to implement new ways of doing business or adapt existing business practices and standard operating procedures to align with evolving transportation priorities.		
58	Vision zero working group 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	Winter maintenance service standards 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	Walking/cycling construction mitigation 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	Third-party grants 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)
Partnerships Actions to collaborate with allies, stakeholders, and partner agencies in the transportation field.		
73	Peel Safe Routes to School program 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	Multi-modal access audits: schools Offer multi-modal access audits to schools, using tool developed for City sites (see action 36)	Short (1 - 5 years)

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

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.

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.

MOBILE SIGN BOARDS

The Mobile Sign Boards have been booked for the deployment of the safety messages for the following time slots in 2019:

- **May 25, 2019 – June 2, 2019**
- **July 20, 2019 – August 10, 2019**
- **September 25, 2019 - October 5, 2019**
- **November 1, 2019 - December 1, 2019**

The mobile signs are located throughout the Region of Peel and the following locations in the City of Mississauga were booked each time slot:

May 25, 2019 – June 2, 2019
Jack Darling West of Lorne Park A
West side of Winston Churchill Blvd. 38m north of Laird Rd.
South side of Queensway W. 23m east of Oneida Cres.
North side of Eglinton Ave, 61m east of Creditview Rd
East side of Hurontario St. 15m south of Traders Blvd.
Dundas and Mississauga Rd (Approx 160 meters west of Mississauga Rd on the south side, past the drive way.
East side of Airport Rd. 46m north of Northwest Dr.
Mississauga Rd Between Derry and Meadowvale
South side of Derry Rd W. 30m west of Tenth Line

July 20, 2019 – August 10, 2019
September 25, 2019 - October 5, 2019
East side of Southdown Rd. 15m south of Hartland Dr. (Amdo)
South side of Burnhamthorpe Rd. 76m west of Winston Churchill Blvd.
North side of Burnhamthorpe Rd. 61m west of Wolfedale Rd.
South side of Lakeshore Rd. 30m west of Balboa Dr.
Queensway East (Just west of The West Mall on the South Side of the Queensway)
South-east corner of Dixie Rd. & Eastgate Pkwy. 15m south of Eastgate Pkwy. A
South side of Britannia Rd. 53m west of Creditview Rd.
Goreway and Morning Star Drive (North of Morning Star west side of Goreway)
Hurontario and Eglinton (East of Hurontario, North Side of Eglinton)
East side of Tenth Line north of Miller's Grove
South side of Dundas St. 15m west of Mason Heights

November 1, 2019 - December 1, 2019
East side of Cawthra Rd. 91m north of Atwater Dr. 46m south of Arbor Ct.
North side of Eastgate Pkwy. East of Tomken Rd.
Derry and Meadowvale
West side of North Sheridan Way. 76m south of Fowler Dr.
Britannia Road West and Ninth Line (North Side of Britannia East of Ninth Line)
South side of Central Pkwy, 61m east of Mississauga Valley Blvd.
Dixie and 401
South side of Eglinton Ave east of Winston Churchill Blvd.

From: Sunil Sharma [REDACTED]
Sent: 2019/02/14 1:30 PM
To: Krystal Christopher
Cc: Pat Saito; Tony Power; Colin Patterson
Subject: Re: RSC Agenda Items

Hi Krystal,

I would like to have a discussion (hopefully short), about the "Use of countdown timers at intersections". (Suggestion for item title).

Some background (especially for Colin) ... I have noticed many, many times that pedestrians reach a large intersection, the solid red hand is showing, but they don't know how much time they have to get across the road. They did not press the button and they don't plan to stick around for the next cycle. So, they walk. They usually make it. Sometimes they take refuge on the median and wait until the next half of the road is clear-ish. Very common at Hurontario/Eglinton, possibly due to the bus intersections there.

Would it make sense to always display the countdown clock, even if the button was not pressed? Advantage - people can make a better choice about whether they will start to cross. Disadvantage - it may encourage people to run across even if they know they can't make it 5 seconds. But hey, are they doing that anyway, just without the countdown?

I expect there will be reasons for why this may not work, but I would like to know a little more about if it was or was not considered.

Thank you,

Sunil

cc: RSC Chair, Vice Chair, Colin

January 2019 Roadwatch Statistics

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	23
Excessive Speed	7
Making Unsafe Lane Change(s)	5
Failing to Stop for Red Light	4
Making an Improper Turn	3
Drive-Handheld Device	2
Following too Closely	2
Excessive Speed, Unsafe lane change	1
Following too Closely, Unsafe lane change	1
Failing to come to a Complete Stop	1
Failing to Stop for School Bus	1
Grand Total	50

MONTH	Jan
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Count of Alleged Violation	
Alleged Violation	Total
Excessive Speed	7
Failing to come to a Complete Stop	1
Failing to Stop for Red Light	3
Failing to Stop for School Bus	1
Following too Closely	2
Making Unsafe Lane Change(s)	5
Making an Improper Turn	3
Other Driving	23
Drive-Handheld Device	2
Following too Closely, Unsafe lane change	1
Excessive Speed, Unsafe lane change	1
Grand Total	49

Count of Road Watch Action	
Road Watch Action	Total
First Letter	27
Improper Veh/Plate	8
Incomplete Form	8
No Offence	2
Not Roadwatch	11
Other Jurisdiction	5
(blank)	
Grand Total	61

MONTH	Jan
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Count of Road Watch Action	
Road Watch Action	Total
First Letter	26
Improper Veh/Plate	8
Incomplete Form	8
No Offence	2
Not Roadwatch	9
Other Jurisdiction	5
Grand Total	58

Count of Complaint Type	
Complaint Type	Total
(blank)	
Online	60
Grand Total	60

MONTH	Jan
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Count of Complaint Type	
Complaint Type	Total
(blank)	
Online	57
Grand Total	57