
Road Safety Committee

Date

2019/03/26

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

James Fan, Citizen Member

John Walmark, 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 26, 2019

5. **DEPUTATIONS**

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

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

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

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

7. **MATTERS TO BE CONSIDERED**

7.1. Road Side Memorials

7.2. Matthew Sweet, Manager Active Transportation regarding the Review of Bicycle Traffic Signal Installations

7.3. Road Safety Committee Terms of Reference

7.4. Subcommittee Appointments

7.5. Strategic Planning Session - April 30, 2019

7.6. School Bus Safety Messages to Educate Public

8. **INFORMATION ITEMS**

8.1. February Roadwatch Statistics

8.2. Road Safety Committee Member Updates

8.3. Update on Citizen Member Outreach

9. **OTHER BUSINESS**

10. **DATE OF NEXT MEETING(S)** : April 30, 2019

11. **ADJOURNMENT**

City of Mississauga
Minutes



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 Present

Councillor Pat Saito, Ward 9, **(Chair)**
 Councillor Stephen Dasko, Ward 1
 Councillor Karen Ras, Ward 2
 Tony Power, Citizen Member, **(Vice-Chair)** (arrived at 9:45 a.m.)
 Anna Ramlakhan, Citizen Member
 Anne Marie Hayes, Citizen Member
 Michael Matthew, Citizen Member
 Sunil Sharma, Citizen Member
 Trevor Howard, Citizen Member
 Tamara Coulson, Citizen Member (Traffic Safety Council Representative) (arrived at 9:50 a.m.)

Members Absent

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

Agency Representatives/City Staff

Colin Patterson, Supervisor, Road Safety, Traffic Management
 Will Wright, Road Safety Technologist
 Kimberly Hicks, Communications Advisor
 Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel
 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
 Krystal Christopher, Legislative Coordinator, Legislative Services
 Stephanie Smith, Legislative Coordinator, Legislative Services

Find it online

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

1. **CALL TO ORDER** - 9:30 A.M.

2. **APPROVAL OF AGENDA**

Approved (M. Michael)

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

4. **MINUTES FROM PREVIOUS MEETING**

4.1. **Road Safety Committee Draft Minutes - February 5, 2019**

Michael Matthew, Citizen Member, requested that item 7.4 on the minutes be amended to add Greg Amoroso, Staff Sergeant, Peel Regional Police, stated intersections are safer with signals than without them.

Amended/Approved (Councillor Ras)

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 regarding 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**

Joe Avsec, Manager, Traffic and Sustainable Transportation and Megan McCombe, Supervisor, Environmental Education presented the Vision Zero Road Safety Strategic Plan, Implementation and Collaboration Plan. The presentation highlighted Vision Zero within the Road Safety Strategic Plan, the proposed countermeasures implementation plan as well as pedestrian/cycling education campaigns. Mr. Avsec spoke to when the plan was endorsed by Regional Council, the incorporation of traffic data and collaboration with other municipalities for the Vision Zero Logo. He described the emphasis areas and the awareness areas within the Road Safety Strategic plan and highlighted the countermeasures for each of those areas.

Megan McCombe, Supervisor, Environmental Education spoke to the highlights of the Pedestrian/ Cyclist education campaign and the existing and ongoing educational outreach campaigns. She noted that the outreach and educational strategies would assist to achieve the goals of Vision Zero. Mr. Avsec spoke to the recommended actions for the Collaboration Plan and ensuring the priorities align between the Region of Peel and the City. Mr. Avsec suggested that a Road Safety Committee member attend the Task Force meetings at the Region of Peel moving forward.

The committee engaged in a discussion regarding: Automated Speed Enforcement (ASE) and how the program would run similar to red light cameras; the ability to receive driver's information through the Province within the *Freedom of Information Act*, vehicle calming methods, automated pedestrian signage at intersections, cycling and pedestrian safety, the cycling of lights at intersections and the noise volume at intersections for pedestrian signals.

RECOMMENDATION

RSC-0007-2019

That the deputation by Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel and Megan McCombe, Supervisor, Environmental Education, Region of Peel regarding 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 be received.

Received (T. Power)

RECOMMENDATION

RSC-0008-2019

That the Road Safety Committee Chair or designate attend the Region of Peel Vision Zero meeting.

Received (T. Power)

6. **PUBLIC QUESTION PERIOD** 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. **Taking Action on Vision Zero Report**

The committee discussed the Taking Action on Vision Zero Report dated January 15, 2019. The safety goals and objectives of the report were highlighted by the committee along with the role of Vision Zero within the Transportation Master Plan (TMP). The committee spoke to education programs, how the TMP progress would be tracked as well as how success of the plan would be measured. Sunil Sharma, Citizen Member, raised concern regarding one of the safety goals within the Draft TMP. The committee agreed that the word empathy within the safety goal should be better explained. Michelle Berquist, Transportation Leader and Susan Tanabe, Manager, Transportation Planning agreed to amend the definition of empathy to include empathy for road users at risk prior to a collision.

The committee engaged in a discussion regarding: safety messages using pamphlets and boards; targeting the appropriate group for messages; the road safety handbook; red light cameras; right turns on red lights; automated speed enforcement zones; the TMP timeline and scheduling a facilitator to help the committee set goals and an action plan.

RECOMMENDATION

RSC-0009-2019

That the Road Safety Committee endorsed the Vision Zero Framework proposed in the Draft Transportation Master plan, as amended.

Received (T. Howard)

7.3. Terms of Reference

Councillor Saito spoke to the role of non-voting members within the current Terms of Reference for the Road Safety Committee. The committee noted that a Mississauga Cycling Advisory Committee (MCAC) representative and Traffic Safety Council (TSC) representative currently sit on the committee as non-voting members and are listed as an as required basis. The committee agreed to amend the Terms of Reference at a future meeting with its new members. Michael Matthew, Citizen Member, requested that the MCAC and TSC committee meeting minutes be circulated to the Road Safety members.

RECOMMENDATION

RSC-0010-2019

That the Road Safety Committee Terms of Reference be amended at a future meeting with its new members.

Received (T. Power)

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

The committee spoke to the dates provided by the Region of Peel regarding for the Mobile Sign Boards. The committee noted that October is Pedestrian Safety Awareness month and that the mobile signs for that month should reflect pedestrian safety and awareness. The committee agreed to discuss this item at a future Road Safety Committee meeting and that this item should be referred to the Road Safety promotional subcommittee.

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

Sunil Sharma, Citizen Member, raised concerns for pedestrians crossing at intersections and proposed the use of a countdown clock for pedestrians. Colin Patterson, Supervisor, Road Safety, Traffic Management and Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel both spoke to pedestrian signage at intersections and pedestrian safety/awareness. Councillor Saito spoke to a safety campaign using the transit buses.

RECOMMENDATION

RSC-00011-2019

That the email dated February 14, 2019 entitled The Use of Countdown Timers at Intersections from Sunil Sharma, Citizen Member, be received.

Received (T. Power)

8. INFORMATION ITEMS**8.1. Roadwatch Statistics January 2019**

Anna Ramlakhan, Citizen Member, spoke to the possibility of receiving statistics from Peel Regional Police that reflect the amount or percentage of how much the Road Watch numbers have increased or decreased from the previous months in order to do a comparison. Krystal Christopher, Legislative Coordinator, agreed to speak to Peel Regional Police to see if this could be provided to the committee with the monthly Roadwatch Statistics.

RECOMMENDATION

RSC-0012-2019

That the January 2019 Road Watch Statistics be received.

Received (T. Power)

8.2. Road Safety Committee Member Updates

Tamara Coulson, Citizen Member, Traffic Safety Council representative stated that it has been a slow period for Traffic Safety Council and the Winter Walk was cancelled due to inclement weather.

8.3. Update on Citizen Member Outreach

No discussion took place on this item.

9. OTHER BUSINESS Nil.**10. DATE OF NEXT MEETING(S) Tuesday, March 26, 2019****11. ADJOURNMENT - 11:19 A.M. (T. Power)**

City of Mississauga
Memorandum



Date: 2019/03/04
To: Chair and Members of Road Safety Committee
From: Matthew Sweet, Manager, Active Transportation
Meeting Date: 2019/03/26
Subject: Review of Bicycle Traffic Signal Installations

Subject

Review of Bicycle Traffic Signal Installations

Recommendations

That the Road Safety Committee provide comments to staff for inclusion in a future report to General Committee, on the report entitled “Review of Bicycle Traffic Signal Installations.”

Report Highlights

- The newly installed bicycle signals at intersections along Burnhamthorpe Road East, Rathburn Road West and Terry Fox Way were deactivated due to safety concerns raised by MCAC.
- The bicycle signal installations in Mississauga have exceeded the minimum recommendations of Ontario Traffic Manual Book 12A – Bicycle Signals to a standard that has also been adopted by the Region of Peel and the City of Brampton, for consistency.
- Three bicycle phasing scenarios have been evaluated, in isolation and in combination, as part of this review: ‘No Right on Red’ Restriction, Protected Left Turns, and Exclusive Bicycle Phase.
- Staff has committed to making needed physical layout revisions at locations with bicycle signals and cross-ride pavement markings.

Background

The Mississauga Cycling Advisory Committee (MCAC) passed a motion at its January 8, 2019 meeting, subsequently amended by General Committee on January 16, 2019 and adopted by Council on January 23, 2019 as follows:

GC-0027-2019

1. That all newly installed cross rides be deactivated immediately due to safety concerns raised by the MCAC
 2. That City staff report back on how the crossrides were implemented and the studies and standards that were established for crossrides, including the Region of Peel
 3. That the matter be referred to the Road Safety Committee and the MCAC
 4. That the recommendation be forwarded to the Region of Peel for their consideration to deactivate the cross ride at Winston Churchill Boulevard and Britannia Road.
- (Original - MCAC-0004-2019)

On January 17, 2019 City staff deactivated the bicycle signals along Burnhamthorpe Road East, Rathburn Road West, and Terry Fox Way. For consistency, the Region of Peel deactivated their bicycle signals recently installed at the intersection of Winston Churchill Boulevard and Britannia Road West. Staff then proceeded with a review of the bicycle signals, including options available to improve the operations of the bicycle signals from a safety perspective. The purpose of this report is to inform Council of staff's findings and recommendations.

Comments

The 2018 Cycling Master Plan (CMP) identified intersections as critical locations for improvements in the cycling network. Retrofitting intersections to remove "Dismount and Walk" conditions is considered extremely important. In order to remove "Dismount and Walk" conditions, bicycle signals and cross-rides are required as per the Highway Traffic Act. The CMP also includes recommendations about removing obstacles from the path of travel of bicycle riders, including intersection elements such as traffic light standards and bollards.

Ontario Traffic Manual (OTM) Book 12A – Bicycle Signals was published in 2018 by the Ontario Traffic Council in partnership with the Province and participating municipalities. OTM Book 12A represents the collected experience and knowledge of practitioners across Ontario, private firms with international experience, and best practices from design guidelines and standards of other jurisdictions.

The community of practice around traffic signal operations is highly sophisticated and mature, generally. For bicycle infrastructure design and bike signals specifically, the community of practice is growing rapidly and maturing over time. Drawing on a community of practice means that developing "made in Mississauga" standards is not required; municipalities can seek guidance from manuals that are developed collaboratively by practitioners, which represent best practices and lessons learned from other jurisdictions with more experience. OTM Book 12A provides municipalities with consistent guidelines for the installation and operation of bicycle signals.

Features of consistent installation and operation throughout the Region include:

1. Dual bicycle signal heads for each direction of travel;

2. The bicycle signal green indication comes up concurrently with the pedestrian walk signal cycle;
3. The bicycle signal indications will display a clearance interval (i.e. amber and all red), which is calculated based on bicycle traffic characteristics (typical behaviour, speed, movements, etc.) and as per OTM Book 12A; and
4. The bicycle signals are monitored to the same rigour as every other signal indication.

As a result, installations in the City have exceeded the minimum recommendations of OTM Book 12A; the standards employed by the City are consistent with those of the Region of Peel and the City of Brampton. It is also important to note that in conjunction with the installation of bicycle signal equipment, City traffic signal staff, in coordination with the Region of Peel, have specifically designed and procured new traffic signal controller cabinets to ensure the proper operation of the new equipment with existing City infrastructure.

Bicycle Specific Phasing Options

OTM Book 12A provides information on bicycle specific phasing options. Some specific phasing options that have been discussed or mentioned by members of MCAC include:

- 'Bicycle-advanced Through Only' phase;
- 'Protected Left Turn' phase (for left turning vehicles from the parallel street crossing the cross-ride);
- 'Bicycle-only' separate phase; and
- 'No Right Turn on Red' restrictions.

Section 5.1 of OTM Book 12A notes that bicycle specific phasing can be advantageous in boulevard multi-use trail situations where the bicycle traffic flows are mixed with pedestrian flows. The Burnhamthorpe Trail is a multi-use facility where pedestrians and cyclists share the trail; however, at the intersections pedestrians and bicycles are provided with separate crossing spaces – crosswalks provided with “zebra stripe” markings and cross-rides provided with “elephant’s feet” square markings.

Section 6 of OTM Book 12A outlines decision criteria for implementing bicycle specific phasing:

- Volume/Delay (e.g. high volume of bicycle movements where delay is of concern, high volume of turning vehicles where safety of cyclists is of concern);
- Collision/Conflict (e.g. significant number of bicycle / motor vehicle conflicts occur or may be expected to occur);
- Planning (e.g. continuity of bicycle network or where movement would otherwise be challenging);
- Geometric (e.g. a multi-use trail that comes into the intersection in such a way that motorists may not see or yield to cyclists approaching the intersection);
- Timing/Phasing; and
- Demographic/Geographic (e.g. proximity to schools, parks and popular bike routes).

Other impacts to consider include the context of the benefits and impacts to all road users, such as the additional delay to road users resulting from adding bicycle specific phasing, as well as the cost of retrofitting signals.

Three bicycle phasing scenarios have been evaluated, in isolation and in combination, as part of this review: No Right on Red Restriction, Protected Left Turns, and Exclusive Bicycle Phase.

Intersection Operation Analysis Incorporating Bicycle Phasing

Three bicycle phasing scenarios were modelled for the intersection of Burnhamthorpe Road East at Bough Beeches Boulevard as a sample, for the afternoon (PM) peak period.

- A. Implement a No Right Turn on Red restriction on the cross street to mitigate the conflict between bicycles and right-turning vehicles:
 - Motorist compliance is anticipated to be low given the relatively low frequency of bicycles in peak and off-peak periods and based on experience elsewhere in the City with similar restrictions.

- B. Implement a fully protected eastbound left-turn (EBLT) phase for the parallel street (e.g. Burnhamthorpe Road East) to mitigate the conflict between bicycles and left-turning vehicles:
 - A fully protected eastbound left-turn phase would reduce intersection capacity and introduce additional delay to motorists since time must be taken away from the major through phases.
 - A fully protected eastbound left-turn phase would result in driver frustration as left-turning vehicles would be required to wait despite there being many adequate gaps in through traffic, and lead to the abuse of the clearance intervals (amber and all-red).

- C. Implement a fully protected EBLT phase with a No Right Turn on Red restriction and an exclusive bicycle and pedestrian phase:
 - Would result in a delay of approximately two and a half minutes for cyclists using the cross-ride as they wait for their exclusive phase. This would likely result in low compliance and cyclists proceeding on a red indication.
 - An actuated bicycle phase would increase the number of phases (i.e. from 2 phases to 3 phases) and reduce the overall capacity of the intersection.
 - The eastbound left-turn lane's storage length may have to be increased to account for an increase in vehicle queues for the eastbound left-turn movement.

Safety of road users, particularly cyclists, would not be improved by implementing the new signal phases reviewed in the above three scenarios. Additional delay, potential for driver abuse

of clearance intervals, and a high probability of non-compliance with traffic controls create conditions for decreased safety for road users and particularly cyclists.

Region of Peel staff modelled various bicycle phasing scenarios for the intersection of Winston Churchill Boulevard and Britannia Road West. They advised that, under all scenarios, intersection operations would degrade significantly and, overall, delay increases for all movements in comparison to the current timing phasing, with no improvements to safety.

Intersection Layout

At its meeting on January 8, 2019, MCAC raised specific concerns regarding the layout of intersection elements with the implementation of bicycle signals and cross-rides along Burnhamthorpe Road East. Specific concerns included:

- Placement of decorative bollards in the path of travel for cyclists;
- Traffic signal poles in the path of travel for cyclists; and
- Alignment of the cross-ride markings.

Staff committed to the following actions at the meeting:

- Removal of the decorative bollards from the intersections along Burnhamthorpe Road East;
- Realignment of the cross-ride markings to minimize conflicts with traffic signal poles; and
- Improve the process for intersection construction layout where bicycle signals and cross-rides are incorporated, to avoid conflicts in the future.

Conclusion

The signal phasing options reviewed in this report would not result in a significant improvement to safety for cyclists, and therefore the original signal timings are recommended. Continued monitoring of the operation of recently implemented bicycle signals and cross-rides would be beneficial to identify and take corrective action for any safety issues that may arise. Review and enhancement of the signage directed to cyclists and motorists in support of bicycle signal installations is also recommended.

Bicycle signals and cross-rides are new traffic control devices for Mississauga and are an evolving practice across Ontario. Staff will continue to stay apprised of best practices and coordinating with their professional colleagues, and will continue to work closely with members of MCAC and RSC to promote safety and advance cycling infrastructure in the City.

Prepared by: Matthew Sweet, Manager, Active Transportation

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.



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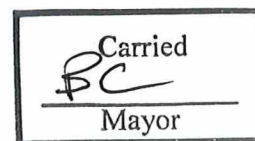
RESOLUTION NO.: ³⁷ 0033-2019 Page 1 of 1

Date: February 20, 2019

Moved by: *Karen Ras*Seconded by: *Chris Fonseca*

1. That the correspondence dated February 1, 2019 from Pierre Ranger, Chairman of Let's Remember Adam with respect to a request for Council endorsement of the implementation of stop-arm technology on school buses be received;
2. That the Mayor send a letter to the Premier of Ontario and the Minister of Transportation, indicating Council's support of the implementation of stop-arm technology on school buses. *and that a co-ordinated approach be taken across the Province.*
3. *That the Road Safety Committee work with the School Boards related to school bus safety, ~~including information related to the school bus lights.~~ and develop appropriate messaging to educate the public.*

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)

February Roadwatch Statistics

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	40
Excessive Speed	13
Making Unsafe Lane Change(s)	11
Failing to come to a Complete Stop	4
Failing to Stop for Red Light	4
Following too Closely	4
Making an Improper Turn	3
Failing to Stop for School Bus	3
Following too Closely, Unsafe lane change	2
Drive-Handheld Device	2
Grand Total	86

Count of Road Watch Action	
Road Watch Action	Total
First Letter	49
Improper Veh/Plate	13
Incomplete Form	12
No Offence	5
Not Roadwatch	19
Other Jurisdiction	9
(blank)	
Grand Total	107

Count of Complaint Type	
Complaint Type	Total
(blank)	
Online	105
Grand Total	105

MONTH	Feb
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MONTH	Feb
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MONTH	Feb
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Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	1
Driving Properly	1
Excessive Speed	6
Failing to come to a Complete Stop	3
Failing to Stop for School Bus	2
Following too Closely	2
Making Unsafe Lane Change(s)	6
Other Driving	17
Following too Closely, Unsafe lane change	1
Disobey Posted Sign - STOP SIGN	1
Drive-Handheld Device, FOLLOW TOO CLOSE	1
EXCESSIVE SPEED, FAIL TO STOP -STOP SIGN	1
Other Driving - SEATBELT -CHILD NOT SECURE	1
Grand Total	43

Count of Road Watch Action	
Road Watch Action	Total
First Letter	22
Improper Veh/Plate	5
Incomplete Form	4
No Offence	3
Not Roadwatch	7
Other Jurisdiction	4
Grand Total	45

Count of Complaint Type	
Complaint Type	Total
(blank)	
Online	44
Grand Total	44