
Road Safety Committee

Date

2019/05/21

Time

9:30 AM

Location

Civic Centre, Committee Room C - Second Floor,
300 City 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

John Walmark, Citizen Member

James Fan, Citizen Member

Sunil Sharma, Citizen Member

Thomas Barakat, Citizen Member

Trevor Howard, Citizen Member

Laiq Siddiqui, Citizen Member (Mississauga Cycling Advisory Committee Representative)

Sushil Kumra, Citizen Member (Traffic Safety Council Representative)

Agency Representatives/City Staff

Colin Patterson, Supervisor, Road Safety, Traffic Management

Will Wright, Road Safety Technologist, 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. **APPOINTMENT OF CHAIR**

Members of the Road Safety Committee to appoint a Chair for the term ending November 14, 2022 or until a successor is appointed.

3. **APPOINTMENT OF VICE - CHAIR**

Members of the Road Safety Committee to appoint a Vice -Chair for the term ending November 14, 2022 or until a successor is appointed.

4. **APPROVAL OF AGENDA**

5. **DECLARATION OF CONFLICT OF INTEREST**

6. **MINUTES FROM PREVIOUS MEETING**

6.1. Road Safety Committee Draft Minutes (Strategic Planning Session) - April 30, 2019

7. **DEPUTATIONS**

8. **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.

9. **MATTERS TO BE CONSIDERED**

9.1. Update on Strategic Planning Session and Develop Work Plan

9.2. Appointment to Subcommittees

9.3. Neighbourhood Area Speed Limits (Colin Patterson, Supervisor, Road Safety)

9.4. Automated Speed Enforcement Update (Colin Patterson, Supervisor, Road Safety)

9.5. Median Barriers (Sunil Sharma, Citizen Member)

10. **INFORMATION ITEMS**

- 10.1. Road Safety Committee Tent (Krystal Christopher, Legislative Coordinator)
- 10.2. March 2018/2019 Roadwatch Statistics
- 10.3. Road Safety Committee Member Updates
- 10.4. Update on Citizen Member Outreach

11. **OTHER BUSINESS**

- 12. **DATE OF NEXT MEETING(S)** : Tuesday, June 25, 2019

13. **ADJOURNMENT**

City of Mississauga
Minutes



Road Safety Committee

Date

2019/04/30

Time

9:30 AM

Location

Civic Centre, Committee Room A □ 2nd Floor, 300 Civic Centre Drive, Mississauga, Ontario, L5B3C1

Members Present

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 (arrived at 9:32 a.m.)

James Fan, Citizen Member

Thomas Barakat, Citizen Member

Trevor Howard, Citizen Member

Laiq Siddiqui, Citizen Member (Mississauga Cycling Advisory Committee Representative) (left 10:41 a.m.)

Members Absent

Sunil Sharma, Citizen Member

Anne Marie Hayes, Citizen Member

John Walmark, Citizen Member

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

Sergeant Greg Amoroso, Peel Regional Police

Constable Donna Maurice, 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

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

William Toy, Supervisor, Traffic Safety, Region of Peel

Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel

Krystal Christopher, Legislative Coordinator, Office of the City Clerk

Find it online

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

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

2. **APPROVAL OF AGENDA**

Approved (Councillor Ras)

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

4. **MINUTES FROM PREVIOUS MEETING**

4.1. Road Safety Committee Draft Minutes - March 26, 2019

Approved (Councillor Ras)

5. **DEPUTATIONS** - Nil.

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

No members of the public requested to speak.

7. **MATTERS CONSIDERED**

7.1. Strategic Planning Session with Facilitator, Karyn Stock-MacDonald, Business and Innovation Coach

Councillor Saito introduced Karen Stock-MacDonald and briefly provided an overview of her qualifications and experience.

Ms. Stock-MacDonald facilitated the session and assisted the members in brainstorming successes and challenges the committee faced. The members discussed the following: education/ raising awareness; long/short term goals; outreach initiatives; changing driving behaviours/patterns; and how to move road safety forward.

Discussion ensued regarding priorities, similarities in goals and similar goals were grouped together. The following goals were set for the committee: Develop targeted educational campaigns; Advocate to influence Road Safety Policy, Actively implement and promote Road Safety Vision Zero; Leverage technology to get word out; Align safety messages and stakeholders; and measure/evaluate successes. (See Appendix 1 attached to minutes)

8. INFORMATION ITEMS**8.1. Road Safety Committee Member Updates**

Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel spoke to the committee regarding the Vision Zero Task force at the Region of Peel for cyclists and pedestrians. Mr. Avsec spoke to Bike Safety Month in June and aligning the campaign with the City of Mississauga.

Councillor Saito advised it would be best to work with the Mississauga Cycling Advisory Committee for this campaign.

Kimberly Hicks, Communications Advisor, spoke to the committee regarding National Road Safety week in the month of May and that a tweet will be circulated on the City's Twitter page. The message will be canvassed with the committee prior to the tweet being circulated.

8.2. Update on Citizen Member Outreach

Anna Ramlakhan, Citizen Member, spoke to her attendance at the Vision Zero working group meeting at the Region of Peel and the pedestrian safety project team.

Colin Patterson, Supervisor, Road Safety, Traffic Management spoke to an upcoming event in May and the committee having a representative attend last year.

Councillor Saito spoke to ordering a tent for the committee to use at events. Krystal Christopher, Legislative Coordinator, advised there was a recommendation approved by council to order a tent but one has not yet been ordered.

The committee agreed to the specifications of the tent. Direction was given to the Legislative Coordinator to order the tent for committee use.

9. OTHER BUSINESS - Nil.**10. DATE OF NEXT MEETING(S) - Tuesday, May 21, 2019****11. ADJOURNMENT - 11:44 A.M. (T. Barakat)**

Develop targeted Educational Campaigns <i>(Angela Partnyski, Melissa Barbant, Tony Power)</i>	Advocate to influence Road Safety Policy <i>(Councillor Ras, Councillor Dasko, Thomas Barakat, Matt Aymar, Colin Patterson, Trevor Howard, Raymond Chan)</i>	Actively Implement and promote Road Safety Vision Zero	Leverage technology to get word out	Align Safety messages and Stakeholders <i>(Melissa Brabant, Anna Ramlakhan)</i>	Measure and evaluate our Successes
Promotion into ethnic communities	Advocate for 30 km/h speed limit ●●●	Develop a common understanding of Vision Zero	Consistent, uniform, frequent messaging in social media	Alignment of messages	Setting targets – don't let things fall off
Multilingual resources about safe driving ●●	Moving toward advocacy (beyond education) ●	Assist City in identifying improvements to Vision Zero	Network through social media	Having seamless programs with all agencies and stakeholders province wide	Align and streamline data sources for current/accurate information
Education (new Canadians)	Support automated enforcement ●●●	Promote/Increase Vision Zero as a movement	Social media promotion	Road safety calendar	Effective behaviour change (what is it?)
Identify target groups ●●●●●●●●	Insert RSC into policy development ●	Public Charter – RSC Members	YouTube/Twitter	Support annual existing initiatives ●	
Outreach events @ community Centres, place of worship etc., ●●●●	Physical changes to roads to control speeds ●	Promotion of RSC - Logo, outreach, schools open house	Innovation – RSC Application	Instill a culture of safety across all agencies and departments	
Educate teens, seniors, violators ●●	Innovation – road paint ●●		Visual aids and videos		
Campaign – school bus	Better/more effective signage ●				
Courtesy on the Road ●	Encourage alternate transportation				
Educating and reminding on new and enhanced safety programs	Transforming sidewalks to multi-use trails ●				
	Targeted giveaways ●				
	Align road safety w/ sustainable programs ●●●				
	Active Transportation – support planned activities ●				

● - Indicates Priorities

City of Mississauga
Corporate Report



Date: 2019/05/15

To: Chair and Members of Road Safety Committee

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

Originator's files:
 RT-10Z

Meeting date:
 2019/05/21

Subject

Neighbourhood Area Speed Limits

Recommendation

That the report from the Commissioner of Transportation and Works, dated, May 15, 2019, entitled: "Neighbourhood Area Speed Limits", be received.

Background

The authority for the City of Mississauga to set speed limits is granted by the Ministry of Transportation Ontario (MTO) through the Highway Traffic Act (HTA). The HTA also sets a default municipal speed limit of 50 km/h on roadways within cities, towns, villages or built-up areas. The statutory 50 km/h speed limit is posted at all entrances to the City and at all exits from the Provincial Highway system (QEW, 403, 401 etc.).

On May 30 2017, the *Safer School Zones Act (Bill 65)* was passed by the Government of Ontario and received Royal Assent. The new legislation amends the HTA to allow municipalities to designate areas where by-lawed speed limits can be imposed lower than 50 km/h. The associated changes to the HTA were enacted and regulations updated on May 1, 2018. Since that date, municipalities have the authority to establish speed limits lower than 50 km/h within neighbourhoods using specialized speed limit signage.

According to the new regulations, specialized area speed limit signs are required on all entry and exit points of a neighbourhood to designate all streets within the respective borders at the specified lower speed limit. These new signs consist of a regulatory speed limit sign in addition to a blue tab posted immediately beneath it with the words "Area" written in yellow font (Appendix 1). This initiative will be referred to by the name: "Neighbourhood Area Speed Limit Signs".

Comments

Speed limits on major roads are influenced by the roadway's design and classification. In reviewing speed limits a number of factors are considered such as: vehicle operating speeds, adjacent development, collision history, pedestrian and cycling activity, driveway spacing and the location of traffic controls. Speed limits on major roadways are reviewed on a case-by-case basis as required.

Currently, *Traffic Safety in School Zones Policy 10-03-01* reserves the use of 40 km/h speed limits for roads in front of elementary schools and for roadways whose geometric design cannot support a 50 km/h or higher limit. On major roads where elementary schools are present, a 40 km/h when flashing speed limit may be considered.

In order to implement neighbourhood area speed limits, specialized speed limit signs are required on both the entry points and exit points of neighbourhoods to designate all streets within the respective borders at the specified lower speed limit. The use of these types of signs offers great benefits. Designating speed limits in neighbourhood areas will create consistent speed limits within entire neighbourhoods while greatly reducing the number of signs required.

Road Safety staff have completed a preliminary review of the city's existing roadway network to determine roadways within each neighbourhood that are eligible for a 40 km/h speed based on roadway classifications. Eligible roadways generally include single lane local and minor collector roadways as defined in the City of Mississauga Official Plan. There are approximately 133 typical neighbourhoods in the City.

The intent is to implement 40 km/h speed limits in any neighbourhood in the city based on the criteria described above while maintaining more traditional speed limit signing practices on major roadways throughout the City. Staff will consult with Ward Councillors to determine the neighbourhood priorities within each of their Wards. Consultation with Councillors is imperative to ensure community needs are met.

Neighbourhood area speed limits are not suitable for arterial and major collector roadways and speed limits on these types of roadways will continue to be reviewed on a street-by-street basis.

Transportation and Works Department staff plan to report to General Committee in June, 2019, and if the program is approved, the Transportation and Works Department staff will begin consultation with local Councillors to define and prioritize potential neighbourhoods for new neighbourhood area speed limits. The June report will include, the necessary by-law amendments to implement the first phase of neighbourhood area speed limits. Funds and staff resources are available in the 2019 Transportation and Works Department Operating Budget to accommodate approximately 15 neighbourhoods.

It should be mentioned that simply reducing the posted speed limit does not often result in a corresponding reduction in vehicle operating speeds. Lowering the posted speed limit in isolation without concurrent changes to the physical characteristics of the road typically results in no change in operating speeds without consistent and prolonged enforcement. It is likely that reducing the posted speed limit on many busier neighbourhood roadways will result in low speed limit compliance, which will put additional pressure on Peel Regional Police and the City's existing traffic calming programs. In the future, additional resources may be required for traffic calming initiatives to address ongoing speeding concerns in neighbourhoods with 40 km/h posted speed limits.

Financial Impact

Funds are available in the 2019 Operating budget to accommodate neighbourhood area speed limits in approximately 15 neighbourhoods annually. Expansion of the program beyond 15 neighbourhoods annually will require additional funding and staff resources.

Conclusion

Transportation and Works Department staff will report to General Committee in June, 2019, and if the program is approved, Transportation and Works Department staff will begin consultation with local Councillors to define and prioritize potential neighbourhoods for new neighbourhood area speed limits. The June report will include the necessary by-law amendments to implement the first phase of neighbourhood area speed limits. Funds and staff resources are available in the 2019 Transportation and Works Department Operating Budget to accommodate approximately 15 neighbourhoods annually.

Attachment

Appendix 1: New Speed Limit Area Signs



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

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



City of Mississauga
Corporate Report



Date: 2019/05/15

To: Chair and Members of Road Safety Committee

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

Originator's files:

Meeting date:
 2019/05/21

Subject

Automated Speed Enforcement Update

Recommendation

That the report from the Commissioner of Transportation and Works, dated May 15, 2019, entitled, "Automated Speed Enforcement Update", be received.

Report Highlights

- The City of Toronto has issued a Request for Proposal (RFP) on behalf of all participating municipalities for Automated Speed Enforcement (ASE) which could result in equipment testing within the City of Toronto in the Spring of 2019, and a potential vendor selected in summer 2019.
- In order to position the City of Mississauga for potential ASE deployment as part of the initial group of municipalities, staff have included estimated quantities in the RFP.
- Staff are currently planning for and reviewing potential ASE implementation locations in Mississauga in order to be ready to launch a live program in 2020.
- Implementation of ASE on City of Mississauga roads would remain subject to City Council approval and staff will report as more information becomes available.

Background

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

On July 4, 2018 City Council adopted the following:

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

City staff from the following groups continue to participate in a variety of Ontario Traffic Council ASE Working Group meetings to date:

- Traffic Services and Road Safety
- Prosecution
- Municipal Law
- Court Administration
- Materiel Management

The Transportation Master Plan was recently endorsed by Council and 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. Specifically, the Transportation Master Plan goals which would be relevant to ASE are as follows:

- Vision Zero infrastructure enhancement program: 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;
- Speed management program: The City will address both through the creation of a Speed Management Program that includes both location-specific and Mississauga wide actions; and
- Road safety enforcement program: 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.

Comments

The City of Toronto has issued an RFP on behalf of all participating municipalities for ASE. The draft timeline would result in equipment testing within the City of Toronto in the Spring of 2019, and a potential vendor selected in summer 2019. With a vendor selected, the Ministry of Transportation Ontario would then be able to draft the necessary Highway Traffic Act regulations allowing for ASE implementation in Ontario. An aggressive timeline of year end 2019 is being considered for the implementation of ASE in the initial phase. This phase would only include municipalities which have already approved the use of ASE on their roadways. All other interested municipalities will enter into an agreement with the successful vendor once they have secured the necessary budget resources in place to begin operations.

In order to position the City of Mississauga for potential ASE deployment as part of the initial group of municipalities, staff have included estimated quantities in the RFP. The inclusion of quantities in the RFP does not commit the City to implementing ASE, but rather allows for the City to implement ASE in the initial deployment. Under normal municipal planning and budgeting practices, a realistic timeframe for Mississauga to be ready to launch a live program would be mid-2020. The decision to implement ASE on City roadways would remain subject to City Council approval.

The equipment options (ie. mobile or fixed ASE), site requirements, and operating parameters are not currently known. The majority of these factors will be determined once a vendor is selected and the ASE Steering Committee provides direction on the required operating conditions for all participating ASE municipalities.

The ASE Steering Committee is intended to ensure consistent operation of ASE throughout the province and will provide operational guidelines on ASE including site selection guidelines, threshold speed, operating hours, and advanced signing requirements.

ASE Planning

In order to continue planning for potential ASE implementation on City roadways, staff have considered a number of scenarios where ASE would be beneficial. Due to the many unknowns with ASE, and the potential for the deployment of ASE to overwhelm the courts systems in many municipalities, staff have recommended any initial deployment of ASE be limited to school zones on local residential roadways.

Speed data collected in 73 school zones on single lane, local residential roadways has been analyzed to estimate the impacts of ASE. A number of assumptions have been made including:

- ASE is only deployed in neighbourhood school zones with relatively low traffic volumes;
- School zones with 'when flashing' speed limits will not be eligible for ASE;
- ASE will only target one direction of travel (picture must be taken of the rear of the vehicle); and
- A significant percentage of motorists will adjust their behaviour and drive at a speed below the limit following deployment of ASE.

The chart below summarizes the speed data collected within 73 school zones in Mississauga on single lane residential roadways and estimates the potential number of charges each camera may generate based on a number of assumed, and yet undetermined operating parameters.

Posted Speed Limit	Average Daily Volume	Average Daily Speeders	Potential Yearly Charges
40	2,800	1,035	13,230

The number of charges potentially generated by a single ASE camera is significant. Discussions at the ASE Steering Committee are ongoing regarding the feasibility of continuous operation due to the number of potential charges which will be generated, and the resources necessary to process the charges through a Joint Processing Centre and subsequent municipal court system. In the early implementation of ASE there may be limitations on the number of cameras municipalities will be able to deploy and the number of charges which can be processed at both the Joint Processing Centre and through municipal courts.

In an effort to address as many locations as possible, while working within the limitations of early deployment of ASE, a tentative program operating two (2) mobile ASE cameras (rotating to approximately 24 locations annually) has been used for estimating purposes. As an ASE program evolves, the type of equipment, number of operating days, daily operational hours, and the number of cameras deployed may change.

In order to put the estimated ASE charges in perspective, the Region of Peel Red Light Camera (RLC) program currently generates roughly 8,700 charges annual which are processed through our municipal court system.

In preliminary meetings with Court Administration and Prosecutions staff it was anticipated that Mississauga's court system could handle approximately the same number of ASE charges with current resources.

In most municipalities, the potential for ASE to overwhelm the court system exists, which has led to many municipalities formally requesting the Province to allow the use of an Administrative Penalty System for ASE. In order for ASE to expand further beyond the number of RLC charges, a change to the Administrative Penalty System would be required. The Administrative Penalty System is the City's preferred method for dealing with ASE charges.

OTC Steering Committee

The OTC has requested a financial contribution to support the ASE program development (Appendix 1). To date, ten municipalities have contributed to the project with the majority of the contributing municipalities expected to implement ASE once it becomes available. The OTC is asking that participating municipalities contribute an amount of at least \$10,000 which will be used for the various costs associated with the development of the RFP and associated consulting services.

Financial Impact

In order to position the City to be an early adopter of ASE, the estimated operating impacts have been included within the 2020 Business Planning Budget process for Council approval.

Conclusion

City of Mississauga staff will continue to be involved with the OTC and other municipalities through the RFP process and as the ASE regulations and process are established. In addition, staff are currently planning for and reviewing potential ASE implementation locations in Mississauga in order to be ready to launch a live program in 2020. Implementation of ASE on City of Mississauga roads would remain subject to City Council approval and staff will report as more information becomes available.

Attachment

Appendix 1: Ontario Traffic Council letter dated, February 19, 2019



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

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



Ontario Traffic Council
47 Colborne St, Suite 204
Toronto, Ontario M5E 1P8
Tel: 647-346-4050 Fax: 647-346-4060
E-mail: info@otc.org

February 19, 2019

Colin Paterson
City of Mississauga
Mississauga ON L5B 3C1

Dear Colin,

I am writing to you to provide an update on the Automated Speed Enforcement (ASE) Program and to ask for your municipality / region support through a financial contribution to the OTC for this project. ***We are asking that participating municipalities / regions contribute an amount of at least \$10,000*** (Our lowest contribution received to-date is \$5,000 with our highest being \$75,000).

In addition to the Ontario Traffic Council resources invested in this project we are also utilizing the expertise of Stewart Solutions, Mike Brady Consulting Services and the IBI Group. To-date we have received \$175,000 from 6 municipalities and regions which has been depleting over the past 18 months. It is estimated we will require at least this much more to cover expenses to the end of the year leading up to the anticipated launch date.

We have asked all participating municipalities for both Phase 1 and Phase 2 launch to provide school zone data prior to February 16th. If you have not yet submitted data, please do so ASAP.

We are anticipating the Request for Proposal for equipment will be advertised over the next month with an award expected later this spring.

Meetings are being scheduled to discuss threshold speeds, site selection, prosecuting issues, legal agreements, communications, joint processing centre requirements and other important program details.

Municipalities and Regions potentially participating in Phase 1 ASE launch:

Toronto*

Hamilton

Burlington

Peel

Durham

Mississauga

Vaughan

Waterloo Region

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2018-2019**

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City of Brampton

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Transportation Planning
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Manoj Dilwaria
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Executive Director
Geoff Wilkinson



Ottawa*

Oakville

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Oxford County*

Caledon*

York*

Brampton

Municipalities and Regions potentially participating in Phase 2:

Halton Region

Kingston*

*Financial contributions received

Thank you for your financial consideration and your OTC Working Group participation. Together we are creating an ASE Program that makes sense for the Province, municipalities / regions and road users.

Sincerely,



Geoff Wilkinson
Executive Director

c.c. Milena Comisso
Andy Bate
Lindsay Picone
Kathleen Martin
Carla Mariuz
Raphael Leong

From: Sunil Sharma
To: [Krystal Christopher](#)
Cc: [Pat Saito](#); [Tony Power](#); [Colin Patterson](#); [Amoroso, Gregory](#); [Navdeep Chhinzer](#);
Subject: RSC - Request to add agenda item - Median Barriers
Date: 2019/05/15 8:29:51 AM

Good morning Krystal,

I would like to request an agenda item to be added to our RSC meeting on May 21st.

Title: Median barriers

Purpose: Discuss the possibility of adding physical median barriers at intersections to encourage pedestrians to cross at the lights. Develop a better understanding about why they can/cannot be introduced.

Background: Hurontario/Eglinton intersection pedestrian fatality on Wed 24 April, 6am.

Approx. time requested for discussion: 15 mins

I have attached photos and I am hoping that there will be a laptop/projector to show these.

I have copied the following people too:

Colin - hopefully he can add some background about previous similar initiatives and why there were challenges about implementing such measures

Peel Police - hopefully we can hear any public information about whether the investigation found that the pedestrian was or was not crossing at the lights. This may help us to determine if physical barriers would have made any difference.

Thank you,
Sunil

cc: Councillor Saito (RSC Chair), Tony Power (RSC Vice-Chair)

ROADWATCH STATISTICS
Mississauga

Year To Date

Count of Alleged Violation	
Alleged Violation	Total
Other Driving	128
Making Unsafe Lane Change(s)	82
Excessive Speed	66
Following too Closely	35
Disobey Posted Sign	34
Making an Improper Turn	31
Failing to Stop for School Bus	18
Drive-Handheld Device	12
Failing to Stop for Red Light	11
STUNT DRIVING- SLOW/STOP INTERFERE WITH TRAFFIC	6
Grand Total	423

Count of Road Watch Action	
Road Watch Action	Total
First Letter	133
Improper Veh/Plate	84
Incomplete Form	48
No Offence	17
Not Roadwatch	85
Other Jurisdiction	15
(blank)	
Second Letter	1
FILED	40
Grand Total	423

Count of Complaint Type	
Complaint Type	Total
Email	192
Fax	2
(blank)	
Online	229
Grand Total	423

MONTH	Mar
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Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	7
Excessive Speed	21
Failing to Stop for Red Light	2
Failing to Stop for School Bus	7
Following too Closely	7
Making Unsafe Lane Change(s)	22
Making an Improper Turn	6
Other Driving	60
Drive-Handheld Device	4
Grand Total	136

MONTH	Mar
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Count of Road Watch Action	
Road Watch Action	Total
First Letter	44
Improper Veh/Plate	20
Incomplete Form	15
No Offence	3
Not Roadwatch	49
Other Jurisdiction	5
Grand Total	136

MONTH	Mar
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Count of Complaint Type	
Complaint Type	Total
Email	56
Fax	1
Online	79
Grand Total	136

March 2019 Roadwatch Statistics

MONTH	Mar
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Count of Alleged Violation	
Alleged Violation	Total
Disobey Posted Sign	1
Excessive Speed	5
Failing to come to a Complete Stop	1
Failing to Stop for Red Light	1
Failing to Stop for School Bus	2
Following too Closely	1
Making Unsafe Lane Change(s)	1
Making an Improper Turn	2
Other Driving	7
Drive-Handheld Device	6
Excessive Speed, FOLLOW TOO CLOSE	1
Grand Total	28

MONTH	Mar
-------	-----

Count of Road Watch Action	
Road Watch Action	Total
First Letter	18
Improper Veh/Plate	12
Incomplete Form	3
Not Roadwatch	9
Other Jurisdiction	1
(blank)	
Grand Total	43

MONTH	Mar
-------	-----

Count of Complaint Type	
Complaint Type	Total
(blank)	
Online	42
Grand Total	42