
Road Safety Committee

Date: January 28, 2020
Time: 9:30 AM
Location: Civic Centre, Committee Room A
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Pat Saito	Ward 9 (Chair)
Tony Power	Citizen Member (Vice-Chair)
Anna Ramlakhan	Citizen Member
Anne Marie Hayes	Citizen Member
John Walmart	Citizen Member
James Fan	Citizen Member
Sunil Sharma	Citizen Member
Thomas Barakat	Citizen Member
Trevor Howard	Citizen Member
Laiq Siddiqui	(Mississauga Cycling Advisory Committee Representative)
Sushil Kumra	(Traffic Safety Council Representative)

Staff / Agency Representatives

Colin Patterson, Supervisor, Road Safety, Traffic Management
Will Wright, Road Safety Technologist, Traffic Management
Kimberly Hicks, Senior Communications Advisor
Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel
Acting Inspector 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
Melissa Brabant, Regional Marketing Planner, Ministry of Transportation
Michael Stewart, Government Relations Specialist, CAA
Donald Clipperton, President, Mississauga Insurance Brokers Association
Angela Partynski, Technical Analyst, Environmental Education
Joe Avsec, Manager, Traffic and Sustainable Transportation, Region of Peel
William Toy, Supervisor, Traffic Safety, Region of Peel

Contact

Allyson D'Ovidio, Legislative Coordinator, Legislative Services
905-615-3200 ext. 8587
Email allyson.dovidio@mississauga.ca

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1 Road Safety Committee Minutes - December 3, 2019

5. **PRESENTATIONS**

6. **DEPUTATIONS**

6.1 Donald Scott, Resident regarding letters received from by the Road Safety Committee on February 5, 2019

7. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

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

Road Safety Committee may grant permission to a member of the public to ask a question of 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.

8. **MATTERS TO BE CONSIDERED**

8.1 2019 Region of Peel Vision Zero Road Safety Strategic Plan Update

8.2 Budget Discussion: Distracted Driving and Pedestrian Safety Campaigns, Kimberly Hicks, Senior Communications Advisor, Communications

8.3 Intersection Lane Markings

8.4 Mid Block Crossing

8.5 Implementation of the 40km speed limits: Update

9. **INFORMATION ITEMS**

9.1 "Sounds of Texting": OPP Distracted Driving Video

9.2 OPP - Statistics regarding speeding and careless driving offences from 2014-2019

10. OTHER BUSINESS

- 10.1 Resignation of Thomas Barakat, Citizen Member and appointment as an Agency Representative of the Ontario Good Roads Association
- 10.2 2020 Road Safety Committee Terms of Reference: Housekeeping and update
- 10.3 2020 Road Safety Committee Meeting Dates
- 10.4 Road Safety Committee Member Updates
- 10.5 Update on Citizen Member Outreach

11. DATE OF NEXT MEETING

February 25, 2020

12. ADJOURNMENT

City of Mississauga
Minutes



Road Safety Committee

Date

2019/12/03

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 – Departed at 11:02 a.m.
Tony Power, Citizen Member, (Vice-Chair)
Anne Marie Hayes, Citizen Member
John Walmark, Citizen Member
James Fan, Citizen Member
Thomas Barakat, Citizen Member
Trevor Howard, Citizen Member

Members Absent

Anna Ramlakhan, Citizen Member
Laiq Siddiqui, Citizen Member (Mississauga Cycling Advisory Committee Representative)
Sushil Kumra, Citizen Member (Traffic Safety Council Representative)
Sunil Sharma, Citizen Member

Find it Online

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

Staff / Agency Representatives

Colin Patterson, Supervisor, Road Safety, Traffic Management

Will Wright, Road Safety Technologist, Traffic Management

Kimberly Hicks, Senior Communications Advisor

Angela Partynski, Technical Analyst, Environmental Education

Jeremy Harris, Supervisor in Environmental Education at the Region of Peel.

Michael Stewart, Community Relations Specialist, CAA

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

Allyson D'Ovidio, Legislative Coordinator – Departed at 9:45 a.m.

Angie Melo, Legislative Coordinator

Contact

Allyson D'Ovidio, Legislative Coordinator, Legislative Services

905-615-3200 ext. 8587 allyson.dovidio@mississauga.ca

1. **CALL TO ORDER – 9:34 am**2. **APPROVAL OF AGENDA****Added Items:**

- 7.6. Photo Radar Update – Colin Patterson
- 7.7. E-Bikes Update – Kimberly Hicks

Approved (T. Power)

3. **DECLARATION OF CONFLICT OF INTEREST** - Nil4. **MINUTES FROM PREVIOUS MEETING**

4.1. Road Safety Committee Minutes - November 5, 2019

Approved (Anne Marie Hayes)

5. **DEPUTATIONS** – Nil6. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

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

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- 3. The total speaking time shall be five (5) minutes maximum, per speaker.

Theodor Tymczyna , Resident, inquired regard mid-block crossing, specifically in the Loyola Secondary School. Councillor Saito advised that mid-block crossing is an item that will be addressed in the 2020 Work Plan and will include an education program component.

7. **MATTERS TO BE CONSIDERED**

7.1. **Promotional Materials: Update on Status**

Allyson D'Ovidio spoke regarding promotional materials and provided details of product types, quantities and unit pricing and budget allocation.

Members of the Committee engaged in a discussion regarding the options and agreed to purchase 1,000 promotional bags and tags.

7.2. **Email from John Warwick dated November 27, 2019 Re: Digital billboards and driver distraction**

Mr. John Warwick, Resident, raised concerns with Digital Billboards installed at railway bridges in the City. Mr. Warwick noted that the size, changing copy and bright lighting of these signs are very distracting to drivers.

Councillor Saito advised that the billboard signs are located on railway bridges and do not require City approval; however they have worked with the City to ensure they comply with the sign by-law. Councillor Saito noted that the size, bright lighting, multi-colour lighting and changing facing is very distracting to drivers; she did note that the lighting has been reduced from initial installation. Further, Councillor Saito noted that studies conducted do not confirm that these signs are causing distraction to motorists. Colin Patterson, Supervisor, Road Safety, advised that the engineers were hired and concluded that the signs are not causing distraction to motorists.

Councillor Ras noted that there may be an opportunity to lengthen the changing facing time of the message. Councillor Dasko advised that he would reach out to staff to have them look into an opportunity to lengthen the changing facing frequency on the sign located at the Cawthra bridges, south of Dundas Street.

Tony Power, Citizen Member, Vice-Chair inquired whether there is an opportunity for Road Safety Committee messaging on these billboards, and suggested that this matter be brought forward to a future Road Safety Committee meeting.

7.3. **Mid-Block Crossing**

This matter was deferred to a future Road Safety Committee meeting, as there were no representatives from Peel Regional Police who could speak to concerns raised.

RECOMMENDATION

RSC-0040-2019

The the Mid-Block Crossing matter be deferred to the January 28, 2020 Road Safety Committee meeting.

Deferred (Councillor Ras)

7.4. Advanced Pedestrian and Bus Crossing

Councillor Saito explained the new advanced bus signals and inquired whether there is advanced pedestrian signals.

Colin Patterson, Supervisor, Road Safety advised that it may be possible with new software coming soon which would allow for more features at crossings including. Mr. Patterson advised that he will provide more information in the new year when the information is available

7.5. Sunil Sharma, Citizen Member, Request for Leave of Absence

Councillor Saito explained the policy on Citizen Member vacancies.

RECOMMENDATION

RSC-0041-2019

1. That the email from Sunil Sharma, Citizen Member, dated November 13, 2019 requesting a leave from the Road Safety Committee be received.
2. That the Road Safety Committee accepts and supports the request from Sunil Sharma, Citizen Member, for a temporary leave from the Road Safety Committee until February 2020.

7.6. Photo Radar Update

Colin Patterson, Supervisor, Road Safety provided overview of the amended regulations with respect to automated speed enforcement devices and noted that they will be looking at the impact on the court for the municipality.

Mr. Patterson, Supervisor, Road Safety advised that there are 2 cameras being deployed and will be rotating throughout the City.

Councillor Saito suggested that Communications do a media release with a positive message on the implementation of Automated Speed Enforcement devices, as some residents will believe that these devices are being installed to generate more revenue and not for the safety of citizens.

In response to Councillor Ras' inquiry regarding speed threshold's, and modifying messaging/graphics on speed monitoring devices, Colin Patterson advised that the initial deployment of the Automated Speed Enforcement device will be in school and community safety zones, and that there has not been any disclosure of speed threshold. Mr. Patterson further advised that the new speed monitoring equipment is more sophisticated and may have more programmable messaging options. Has not been disclosed

In response to Councillor Saito's inquiry regarding signage alerting motorists that a red light camera is coming to this location, Colin Patterson, Supervisor, Road Safety, advised that there is regulations that requires advance notice and that signs be posted once the device is installed

7.7. E-Bikes update

Kimberly Hicks, Senior Communications Advisor, advised that she received an update from Matthew Sweet, Manager, Active Transportation advising that there has been no further action, and that they are planning on bringing the initiative as a pilot project.

Members of the Committee engaged in discussion regarding news releases, development of a brochure, licensing requirements, escoters, speed limits in residential neighbourhoods,

8. **INFORMATION ITEMS**

8.1. Road Safety Committee Member Updates

Thomas Barakat, Citizen Member provided an update regarding Province framework for vision zero strategy and moved a motion to request Council send a letter to the province that the Road Safety Committee endorses the Vision Zero Strategy.

RECOMMENDATION

RSC-0042-2019

1. That the Road Safety Committee supports the Ontario Good Roads Association's request that the Minister of Transportation and the Associate Minister of Transportation convene a stakeholder task force group to advise the Provincial government on how a Vision Zero strategy can be developed and implemented in Ontario.
2. That Council be requested to adopt a Resolution for the Mayor to send a letter to the Province to request that the Minister of Transportation and the Associate Minister of Transportation convene a stakeholder task force group to advise the Provincial government on how a Vision Zero strategy can be developed and implemented in Ontario.

8.2. Update on Citizen Member Outreach

Members of the Committee discussed the types of statistical information and incident reports that should be requested from Peel Regional Police.

Members of the Committee discussed considered bring back the Neighbourhood speed watch and that the Promotional Subcommittee develop a brochure.

9. OTHER BUSINESS

Kimberly Hicks, Senior Communications Advisor, provided a summary of social media, boosted posts and google ads, and Tik Tok

10. DATE OF NEXT MEETING(S) - January 28, 2020

11. ADJOURNMENT - 10:38 AM (T. Power)

DRAFT

For Information

DATE: January 15, 2020

REPORT TITLE: **2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE**

FROM: Andrew Farr, Acting Commissioner of Public Works
Cathy Granger, Acting Commissioner of Health Services
Dr. Jessica Hopkins, Medical Officer of Health

OBJECTIVE

To provide an update on the first year (2018) of implementation of the five-year Region of Peel Vision Zero Road Safety Strategic Plan (2018-2022).

REPORT HIGHLIGHTS

- In September 2018, Regional Council approved the implementation of the Vision Zero Road Safety Strategic Plan in an effort to better coordinate resources among agencies and stakeholders to reduce and ultimately eliminate fatal and injury motor vehicle collisions in Peel.
- The philosophy for the Vision Zero Road Safety Strategic Plan is zero fatal and injury collisions for all road users, with a goal of a 10 per cent reduction in fatal and injury collisions on Regional roads in five years (2018-2022).
- The key emphasis areas of the Plan to improve safety are: intersections, aggressive driving, distracted driving, impaired driving, pedestrians and cyclists.
- The countermeasures for these key areas of focus are categorized into the “four E’s” of engineering, enforcement, education and outreach, and empathy.
- A Peel Vision Zero Task Force has been established and an Annual Vision Zero Road Safety report has been developed.
- Total fatal and injury collisions on Regional roads have been reduced from 880 (60.6 per 100,000 population) in 2017 to 861 (58.2 per 100,000 population) in 2018, a reduction of 2.2 per cent.

DISCUSSION

1. Background

The World Health Organization has declared road safety a public health issue, with motor vehicle collisions remaining one of the leading causes of preventable injury and premature deaths worldwide. In Peel, an average of 870 fatal and injury motor vehicle collision occur annually.

On September 13, 2018, Regional Council received the Vision Zero Road Safety Strategic Plan (2018-2022), a progressive strategy to reduce, and ultimately eliminate, the number of fatal and injury motor vehicle collisions in Peel.

2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

The philosophy of Vision Zero is “no loss of life is acceptable.” While the road system needs to keep us moving, it must also be designed to protect all road users. Life and health must not be exchanged for other benefits, such as speed, and/or level of service, and safety must take priority over cost and convenience.

The Road Safety Strategic Plan aligns with the Region of Peel’s Vision of a Community for Life, by contributing to the mission of ‘creating a healthy, safe and connected community’ for Peel residents. It will also deliver on outcomes associated with the 2018-2022 Term of Council Priorities to expand community mobility and to advance community safety and well-being.

The Road Safety Strategic Plan meets the requirements of the *Ontario Public Health Standards*, which mandates Public Health Units to develop and implement interventions to reduce injury and promote road safety.

The Vision Zero Road Safety Strategic Plan

The Vision and Goal of the Plan are:

- Vision: Zero fatal and injury collisions for all road users
- Peel’s goal: 10 per cent reduction in fatal and injury collisions by 2022

Based on collision data, the Road Safety Strategic Plan identifies six emphasis areas which have the greatest opportunity for road safety improvement, which include:



1. Intersections



2. Aggressive Driving



3. Distracted Driving



4. Impaired Driving



5. Pedestrians



6. Cyclists

Actions, or ‘countermeasures’ are being implemented to address each of these emphasis areas. The countermeasures are divided into short term, medium term and long term and will be implemented based on funding, approvals and tied to the timeframe of other larger projects.

Countermeasures are further categorized based on the type of strategy being used, including:

- Engineering
- Enforcement

2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

- Education and Outreach
- Empathy

Trucks and school zones were identified by Peel residents as perceived areas of safety concern, though these concerns were not supported by the collision data. In view of this, trucks and school zones have been termed “awareness areas” and will be considered within the six emphasis areas.

2. Road Safety Strategic Plan - Implementation Year 1 (2018)

In 2018, the Peel Vision Zero Task Force was formed. The Task Force is a cross-sectoral partnership between the Region of Peel, its local municipalities, Peel Regional Police, Ontario Provincial Police – Caledon Detachment, Ministry of Transportation Ontario and other stakeholders. The Vision Zero Task Force is responsible for implementing and overseeing the overall success of the Road Safety Strategic Plan and for creating a climate in which road safety is highly valued and rigorously pursued.

A copy of the Region of Peel Vision Zero Annual Road Safety Report 2018 – Year One is attached as Appendix I. This report details the achievements of year one of the five-year program.

2.1. Engineering Countermeasures

Engineering countermeasures are changes to the physical form of the roadway to ensure safe modes of travel are available for all road users. Designing safe roads for everyone has the added benefit of improving conditions for active transportation, which can improve health and environmental outcomes (e.g. increased physical activity, improved air quality).

The Region prioritizes countermeasures for those types of collisions that are more likely to result in a fatal or injury collision. In 2018, speed limit reviews were conducted to ensure the posted speed limit aligns with the surrounding land use and to identify roadways in which the posted speed can be lowered to reduce aggressive driving behaviour. The speed limit along seven corridors was lowered.

Other examples of engineering countermeasures implemented in 2018, include:

- Ladder crosswalks
- Intersection pedestrian signals
- Pedestrian crossovers
- Crossroad signals
- Fully protected left turn signals to reduce left-turn collisions
- Smart channels to improve pedestrian safety

2.2. Enforcement

Enforcement countermeasures include police enforcement and automated enforcement to increase compliance with the rules of the road. Peel Regional Police and Ontario Provincial Police - Caledon Detachment are committed to Vision Zero and have implemented several initiatives and programs to improve road safety in Peel.

2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

To improve safety and speed compliance, the Region is working with the Ontario Traffic Council, City of Toronto, the Ministry of Transportation of Ontario and other municipal stakeholders to develop standards, practices, and procedures for the acquisition and processing of an Automated Speed Enforcement System in community safety zones and school zones.

Other examples of enforcement countermeasures implemented in 2018 include:

- Distracted driving campaign – education and awareness campaign targeted at distracted driving
- ERASE - Eliminate Racing Activities on Streets Everywhere
- Operation Impact – various traffic initiatives to increase traffic safety and increase awareness of traffic safety laws
- Reduce Impaired Driving Everywhere (R.I.D.E)
- Safe Roads Campaign – strategic enforcement at top 10 problem intersections and roadways to increase safety and prevent collisions and injuries

2.3. Education and Outreach Countermeasures

Education and outreach countermeasures aim to increase awareness of road safety issues, so road users can make safer choices. Several strategic countermeasures were implemented in 2018, including:

- i. The creation of a **Vision Zero Education and Awareness Working Group**, which is a sub-committee of the Vision Zero Task Force. This group organises, co-ordinates and delivers joint education, outreach, and communications initiatives. Within this working group, two project teams were created to organize safety campaigns to raise awareness of pedestrian and cyclist safety. Some of the campaigns that were undertaken to promote safety of vulnerable road users in 2018 were:
 - Pedestrian Safety Month
 - Secondary School Road Safety Awareness Pilot Program
 - Peel Children Water Festival – safety campaign and education on how to use pedestrian facilities
 - Peel Safe and Active Routes to School

- ii. **Community Road Safety Ambassadors:**

A Road Safety Ambassador program is being developed to create a network of road safety ambassadors who can promote and champion road safety and Vision Zero in the Region of Peel.

2.4. Empathy Countermeasures

The Region is developing an organizational culture change to ensure safety is embedded as a core value in the transportation decision-making throughout the Region of Peel. The goal of this initiative is to change values and attitudes so that road safety is prioritized over other factors such as cost, speed, delay, level of service and convenience. The expected outcome includes a positive change in attitudes, beliefs, knowledge and behaviours regarding road safety for everyone designing, maintaining and using the roads in the Region.

2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

3. Performance

The effectiveness of a safety program is linked to the data analysis to better identify safety improvements and select action items to achieve the goals of the Plan. Collisions require multiple years of data to identify trends. The statistical analysis of the year one collision data identifies a marginal decrease in fatal and injury collisions even as growth continues to occur in the Region.

Over time these analytical processes improve staff's ability to recognize trends in the data and to categorize safety issues such as road design, road operation, and road user behavior. This will enable the Region to focus efforts to further improve safety through sustainable infrastructure upgrades and implementation of the Vision Zero safety strategies.

Figure 1 depicts fatal and injury collision data on Peel's Regional roads for 2017 and 2018. The total number of fatal and injury collisions in 2018 decreased by 2.2 per cent for the roads under the jurisdiction of the Region of Peel.








Emphasis Areas	Fatal and Injury Collisions*		Per cent (%) Change
	2017	2018	
Total fatal and Injury collisions	880	861	2.2% 
Intersection collisions	652	672	3.1% 
Aggressive driving	373	383	2.7% 
Distracted driving	338	282	16.6% 
Pedestrian collisions	97	92	5.2% 
Cyclist Collisions	12	7	41.7% 
Impaired Driving	32	39	21.9% 
*Collisions reported might have emphasis area overlap. For e.g. one collision might have involved an impaired, aggressive driver at an intersection striking a pedestrian.			

Figure 1: Fatal and Injury Collisions, Regional Roads, Peel, 2017 and 2018

RISK CONSIDERATIONS

Achieving a reduction in fatal and injury collisions requires sustained implementation efforts from all stakeholders on the Task Force. Ongoing data collection and analysis is also required to monitor safety improvements, and to select and modify safety countermeasures to ensure long term positive outcomes.

2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

The measurable improvement in the first year of the program indicates that stakeholders must remain committed and diligent towards improving safety for all road users, in order to achieve the goal of a 10 per cent reduction in fatal and injury collisions.

To mitigate any risk of incompleteness, the Vision Zero Task Force meets at least twice a year, where participants provide updates on specific countermeasures being deployed and discuss upcoming initiatives and challenges. This aims to keep stakeholders engaged by the success of their partners and encourages them to continue with their support and participation towards reaching the outlined goal and vision.

CONCLUSION

Through Peel's Vision Zero Task Force, Regional staff will continue to collaborate with stakeholders to implement the Vision Zero Road Safety Strategic Plan and promote road safety across the Region. Work in this first year has shown some improvement towards the Region's goal. All stakeholders must continue to remain committed towards improving safety to achieve the vision of zero fatal and injury collisions for all road users.

Regional staff will bring update reports to Council on an annual basis.



Andrew Farr, Acting Commissioner of Public Works



Cathy Granger, Acting Commissioner of Health Services



Dr. Jessica Hopkins, Medical Officer of Health

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

APPENDICIES:

Appendix I: Region of Peel Vision Zero Annual Road Safety Report 2018 – Year One

2019 REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

For further information regarding this report, please contact. William Toy, Supervisor, Traffic Safety, Traffic and Sustainable Transportation, extension 7869, william.toy@peelregion.ca

Authored By: Seema Ansari, Technical Analyst, Traffic Safety, Traffic and Sustainable Transportation, Extension 5070, seema.ansari@peelregion.ca.

Region of Peel • VISIONZERO

Annual Road Safety Report

2018 | Year One





“No loss of life is acceptable”

The Region remains committed to improving road safety. This includes everyone from the designers, constructors and maintainers of the roadway, to those that enforce the rules of the road to the people that use our roads. We all play an essential role in keeping our roads safe, for everyone.

Regional Council adopted the Vision Zero Road Safety Strategic Plan (2018–2022) on September 13, 2018.

This plan aligns with, and will contribute to the achievement of, the Region of Peel’s 20-year Strategic Plan Vision (2015–2035), “Community for Life” by building a community that’s integrated, safe and complete. It supports the 2018–2022 ‘Term of Council Priorities’ to advance community safety and well being, expand community mobility and from a Public Health perspective, aligns with the Ontario Public Health Standards.

For Vision Zero to succeed the “business as usual” approach at the Region will not help in achieving the ultimate goal of zero fatal and injury collisions. We need processes and partnerships, to prioritize road safety and allow for systemic and cultural change.

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"Safety is our top priority when building and maintaining Peel's roads. By working with our stakeholders, we will continue to optimize our roadway so everyone can enjoy a safe, healthy and connected experience when travelling throughout Peel."

Andrew Farr, Commissioner of Public Works



COUNCILLOR MESSAGE

Message from Ward 9 Councillor Pat Saito



"As the chair of Mississauga's Road Safety Committee, keeping our roads safe has long been a priority of mine. Vision Zero is a wonderful program because it recognizes that we are human and can make mistakes, and that life and health should never be exchanged for other benefits in society.

Over the next five years, the Region and its safety partners will be enhancing their road safety programs by making improvements in the key areas most effective in reducing collisions.

Working together and following the guidelines of Vision Zero allows us to modify our roads and encourage behaviours, so all residents can travel safely within the community."

A handwritten signature in black ink that reads "Pat Saito". The script is fluid and cursive.

Pat Saito

Councillor Ward 9, Mississauga
Chair, Mississauga Road Safety Committee

REGIONAL MESSAGES

Message from the Director of Transportation



"No loss of life is acceptable as a result of a motor vehicle collision." This is a simple and powerful statement. Achieving this goal will take both time and ongoing prioritization, but road

safety is a commitment Peel's Transportation division is prepared to make.

In 2018, the Region undertook many positive first steps toward making our road system safer. We installed crossrides to make our road networks safer for cyclists and added new PXO crossing at the right turn channels to increase pedestrian safety. We lowered speed limits to reduce aggressive driving behaviour and installed fully protected left turn signals to provide safer left turning for drivers in the Region of Peel.

This is just the beginning. As we continue this journey, the Region and our safety partners are committed to working together to implement the actions outlined in the Road Safety Strategic Plan.

We have confidence this plan will guide us toward a community where the public experiences a sense of well-being and safety on all of our roadways, no matter what mode of travel.

Gary Kocialek, P.Eng
Director of Transportation
Public Works, Region of Peel

Message from Peel Public Health



Peel Public Health aims to protect and promote health, prevent disease, and reduce health disparities among Peel residents. The design of our transportation system influences the travel choices our residents make, and in turn impacts their health.

Building our communities with safety and walkability in mind increases physical activity, reduces the burden of chronic disease and noise, improves air quality, and reduces death and disability from motor vehicle collisions. The last point particularly highlights how road safety is a critical public health concern. Of note, young people and seniors are among the most vulnerable road users, as are cyclists and pedestrians, who are at greater risk of severe or fatal injuries.

December 14, 2017, marked an important milestone for road safety and public health in Peel as Regional Council endorsed a future vision of zero fatality and injury collisions for all road users in Peel, and a near-term goal of a 10% reduction in fatal and injury collisions by 2022. Peel Public Health is excited to collaborate with key stakeholders and partners in implementing the Region's Vision Zero Road Safety Strategic Plan to improve the safety of the transportation system for all users and ultimately, decrease the burden of preventable injury and death from motor vehicle collisions in Peel Region.

Together, with our community stakeholders, we will continue to work towards a common goal of creating a healthy, safe and connected Peel.

Lawrence Loh, MD, MPH, CCFP, FRCPC, FACPM
Associate Medical Officer of Health
Public Health, Health Services, Region of Peel

POLICE SERVICES

Message from Peel Regional Police



Road Safety is a key Strategic Objective of Peel Regional Police. We are proud to be part of Vision Zero and have committed to the long term goal of reducing traffic fatalities to zero. Our officers are fully dedicated to ensuring the roads in the Region of Peel are safe; no injury or loss of life is acceptable on our shared roadways.

Our service has participated in the development of The Region of Peel's Road Safety Strategic Plan, which features Vision Zero as a cornerstone. We are proud of the collective efforts of the Vision Zero planning group implementation team and the goals we have established. In 2019, the first full year of the program, we have seen the positive effects of Vision Zero with modest reductions in fatal collisions. This is just a beginning, there is still work to be done.

Together with our community partners we will continue to drive this initiative and look forward to a day when we achieve the goal of zero fatalities on our roads.

Chief Nish Duraipah
Peel Regional Police

Message from Ontario Provincial Police



The Vision Zero Road Safety Strategic Plan was developed with the underlying philosophy that no person should be seriously injured or killed as a result of a collision on a roadway within the Region of Peel. The Ontario Provincial Police is committed to this philosophy, as there can be no higher priority than saving lives. Traffic Safety in all its components; education, prevention, and enforcement is a core function of the Caledon Detachment of the Ontario Provincial Police.

2018 marks the completion of the first year since the implementation of the Region of Peel's Vision Zero Road Safety Strategic Plan.

Inspector Mike Garant
Ontario Provincial Police - Caledon Detachment

Image courtesy of Ontario Provincial Police

REGION OF PEEL VISION ZERO



What is Vision Zero?

The Region of Peel’s Vision Zero Road Safety Strategic Plan 2018–2022 (RSSP) was launched in September 2018 to approach road safety holistically. The fundamental principle of Vision Zero is that fatal and injury collisions on the roadway are not acceptable.



Human beings make mistakes so the road system is designed to be forgiving



Life and health cannot be exchanged for other societal benefits



Safety is prioritized over other factors such as cost, speed, delay, level of service, and convenience



Benefit - cost analysis not necessarily applicable

Vision and Goal



The vision of the RSSP is *“zero fatal and injury collisions for all road users”*. It is recognized by the partners that this is an ambitious vision and it will take some time to achieve it.



The goal is a *“10% reduction in fatal and injury collisions by 2022”*. The ultimate goal is that no one should be injured or killed in the Region of Peel resulting from a collision.

PEEL AT A GLANCE



"The Road Safety Strategic Plan aligns with a number of priorities outlined in the Region of Peel's Strategic Plan (2015–2035). This includes promoting healthy and age-friendly built environments and building a community that promotes safe mobility, walkability, healthy living, and various modes of transportation."








Road Safety Strategic Plan

Peel Statistics at a Glance

The Region has implemented the Vision Zero Road Safety Strategic Plan to eliminate injury and fatal collisions and to provide further protection for vulnerable road users. Peel Region's collision statistics are generated by Peel Region Police and the Caledon detachment of Ontario Provincial Police.

- In 2018, there were a total of 861 fatal and injury collisions, a reduction of 2.2% from 2017, this equates to 58.2 per 100,000 population.
- There was a 5.2% reduction in fatal and injury collisions involving pedestrians in 2018.
- There was a 16.6% reduction in fatal and injury collisions involving distracted driving in 2018.
- In 2018, when compared with 2017, the fatal and injury collisions increased for Intersection collisions by 3.1%, aggressive driving collisions by 2.7%, and impaired driving by 21.9%.

Fatal and Injury Collision Statistics, Regional Roads, Peel (2017–2018)¹

Emphasis Areas	Fatal and Injury Collisions*		Per cent (%) Change
	2017	2018	
Total Fatal and Injury Collisions	880	861	2.2% 
Intersection Collisions	652	672	3.1% 
Aggressive driving	373	383	2.7% 
Distracted driving	338	282	16.6% 
Pedestrian Collisions	97	92	5.2% 
Cyclist Collisions	12	7	41.7% 
Impaired Driving	32	39	21.9% 

¹ The data only reflects reported collisions on roads under the jurisdiction of Region of Peel. Collisions on municipal roads, private property, and unreported collisions are not included.

* Collisions reported might have emphasis area overlap. For e.g. one collision might have involved an impaired, aggressive driver at an intersection striking a pedestrian.

Total Collision Statistics for the Region of Peel (2017–2018)¹

Statistic	2017	2018
Number of Collisions	5756	6488
Number of Collisions per 100,000 Population	396.3	438.6
Percentage of Collisions involving Trucks	6.3%	6.0%
Number of Fatal Collisions	10	12
Number of Injury Collisions	870	849
Number of Collisions Involving Pedestrians	112	100
Number of Collisions Involving Cyclists	27	21
Percentage of Collisions Occurring at Intersections	71.3%	71.0%
Day with Highest Number of Collisions	Friday	Friday
Month with Highest Number of Collisions	October & December	November
Time of Day with Highest Number of Collisions	15:00	15:00
Most Common Collision Type	Rear End	Rear End
Most Frequently Recorded Improper Driving Action	Following too Close	Following too Close
Percentage of Alcohol-Related Collisions	1.9%	1.6%

¹ The data only reflects reported collisions on roads under the jurisdiction of Region of Peel. Collisions on municipal roads, private property, and unreported collisions are not included.



EMPHASIS AREAS

The Road Safety Strategic Plan has six emphasis areas representing the main safety concerns identified through a collision analysis and public consultation. These include:



Intersection



Impaired Driving



Aggressive Driving



Pedestrian



Distracted Driving



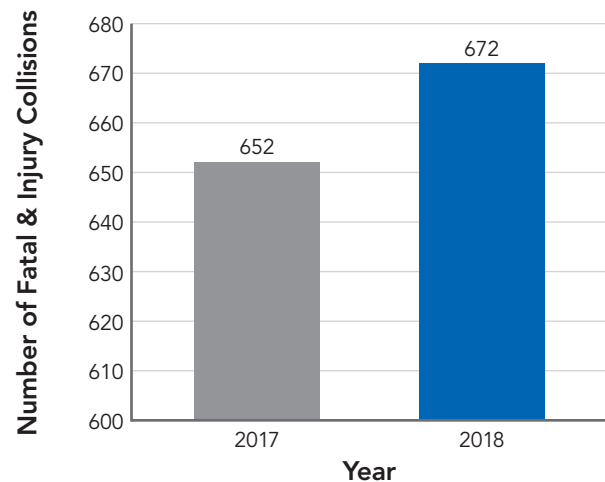
Cyclist

INTERSECTION

What are intersection collisions?

Over 71% of all reported collisions occurred at intersections on Regional Roads. Rear ends are the most common type of collisions at intersections, followed by those caused by turning movements.

**Intersection
Fatal and Injury Collisions**

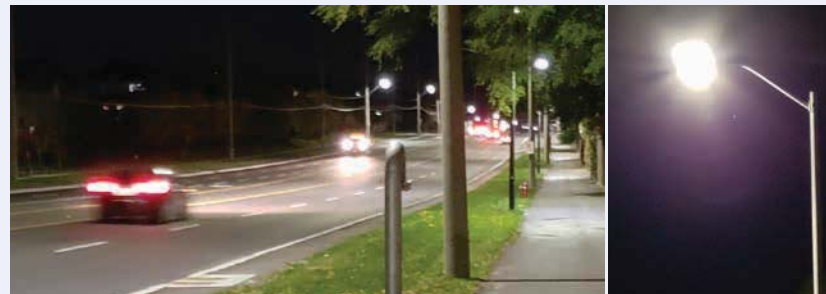


* Statistics reflect Regional data only

Examples of Intersection Countermeasures Implemented in 2018

Street Lighting Improvements

Enhanced street lighting to increase night time illumination.



Fully Protected Left Turn

Provide a designated left turn phase where vehicles can only make a left turn on a green arrow.



Pavement Marking Improvements

Enhanced pavement markings such as guidelines at intersections, 3D markings, and yield pavement markings.

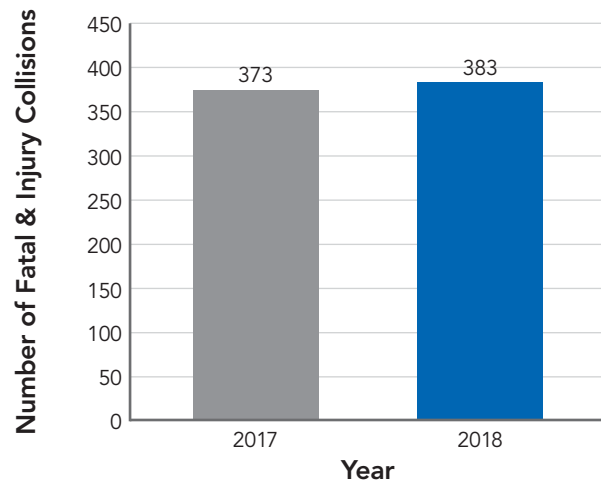


AGGRESSIVE DRIVING

What are aggressive driving collisions?

Aggressive driving collisions involve a driver following too close, disobeying traffic control, failing to yield the right of way, or speeding. In the Region of Peel, following too close is the number one contributor of rear-end collisions.

Aggressive Driving Fatal and Injury Collisions



* Statistics reflect Regional data only

Examples of Aggressive Driving Countermeasures Implemented in 2018

Speed Cushions

Installation of speed cushions as a traffic calming measure to slow the speed of oncoming vehicles. Speed cushions have been installed in rural areas with lower posted speed limits where adherence to the posted speed limit has been a concern.



Red Light Cameras

Installation of a camera at an intersection to discourage red light running.



Electronic Radar Speed Signs

The use of electronic radar speed signs to remind motorists about the posted speed or the speed they are traveling (Vehicle Activated Traffic Calming Signs (VATCS), feedback speed signs, or speed trailers).



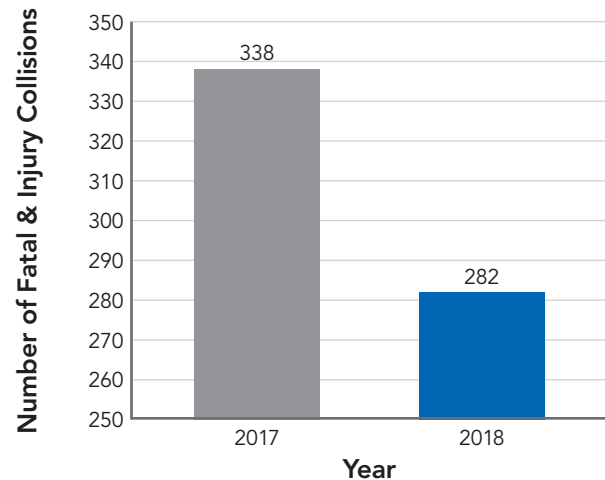


DISTRACTED DRIVING

What are distracted driving collisions?

Distracted collisions occur when motorists do not pay attention while driving. For example, a driver could be texting or talking on the phone, changing music or using GPS. Distracted driving has become one of the leading causes of fatal or injury collisions in Ontario.

Distracted Driving Fatal and Injury Collisions



* Statistics reflect Regional data only

Examples of Distracted Driving Countermeasures Implemented in 2018

Operation Impact

Peel Regional Police and Ontario Provincial Police focus their efforts on various traffic enforcement initiatives to improve road safety, public awareness and compliance with traffic laws.



Distracted Driving Campaign

Education and enforcement campaign targeted at distracted driving.

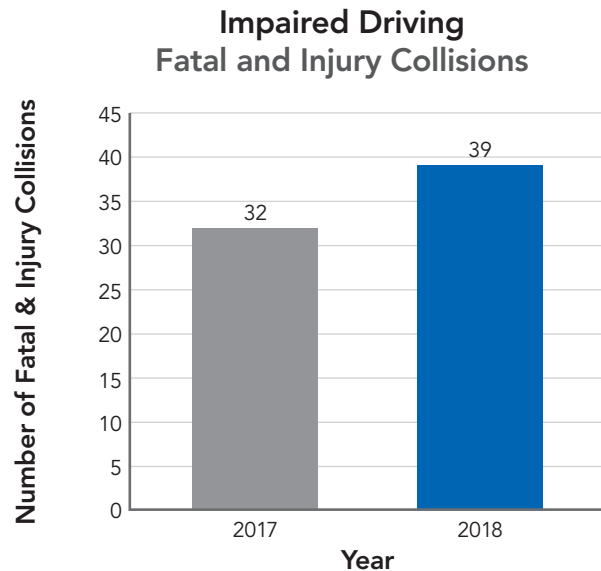




IMPAIRED DRIVING

What are impaired driving collisions?

Impaired driving collisions that involve drivers under the influence of alcohol or drugs. In Canada, it is a criminal offence to drive with a blood alcohol content (BAC) of .08 percent or more. Beginning as soon as you start drinking, impairment affects your thinking, judgment, perception, and reaction time.



Examples of Impaired Driving Countermeasures Implemented in 2018

R.I.D.E.

Reduce Impaired Driving Everywhere (R.I.D.E) is a yearly program operated by the Police. Additionally, a Festive Season R.I.D.E. program operates from the end of November to early January.



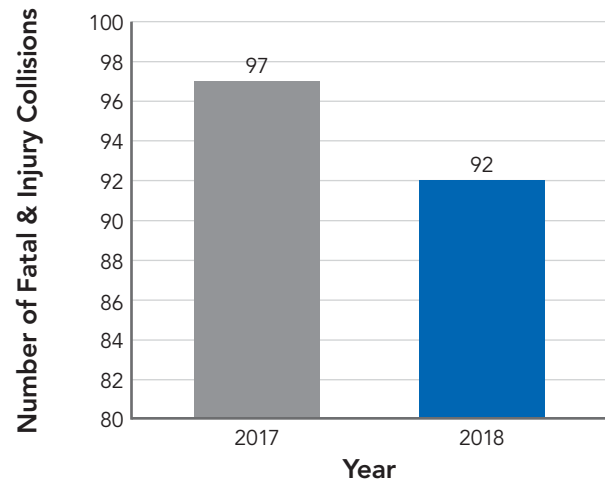


PEDESTRIANS

What are pedestrian collisions?

Pedestrian collisions refer to incidents that involve a motor vehicle and a pedestrian. This type of collision almost always results in injury, often serious. The majority of the pedestrian collisions occur at signalized intersections.

Pedestrians Fatal and Injury Collisions



* Statistics reflect Regional data only

Examples of Pedestrian Countermeasures Implemented in 2018

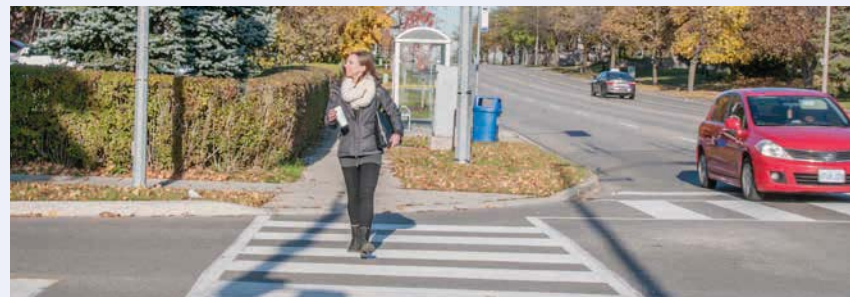
Pedestrian Crossover (PXO)

A controlled pedestrian crossing that allows for safer pedestrian movement.



Ladder Crosswalks

Enhanced traditional two line crosswalks with additional painted bars.



Accessibility for Ontarians with Disability Act (AODA)

Infrastructure that complies with the AODA Act, such as audible pedestrian push buttons and tactile warning strips.

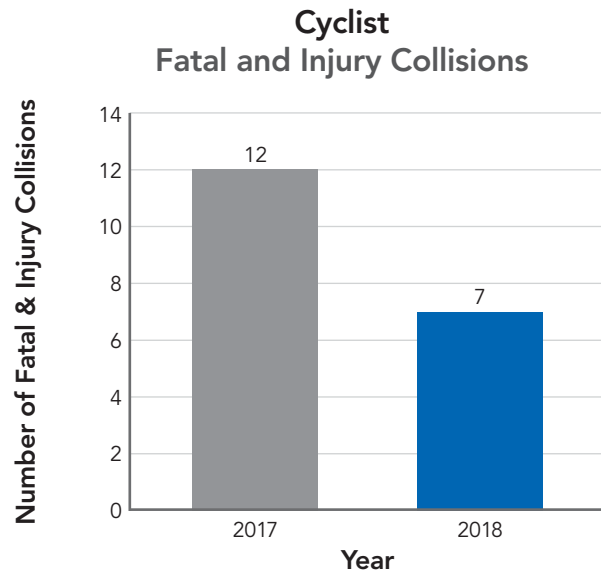




CYCLIST

What are cyclist collisions?

Cyclist collisions involve a motor vehicle and a person riding a bicycle. The number of people riding their bicycles for work or leisure is continuing to increase. Cycling contributes to a healthier community and the Region is committed to providing a safer environment for cyclists.



* Statistics reflect Regional data only

Examples of Cyclist Countermeasures Implemented in 2018

Crossrides

A dedicated space identified by unique pavement markings and bicycle signals, for cyclists to legally ride across a roadway without dismounting.





ENGINEERING ENHANCEMENTS



Pivotal to reaching our target of reduced fatal and injury collisions, changes need to be made to the built environment to further enhance safety. The engineering countermeasures serve as a major component to servicing the needs of all mobility modes.



ENGINEERING

2018 Engineering Enhancements

Advanced Signal Signage

We continue to implement and standardize Traffic Signal Ahead sign's to advise motorists of an upcoming signal.



Rectangular Rapid Flashing Beacons

Flashing lights installed at a Pedestrian Cross Over (PXO) to increase conspicuity of people crossing the roadway. *As of 2018 the Region of Peel has started inclusion of Rectangular Rapid Flashing Beacons at selected crossovers.*



Electronic Signs

Radar Traffic Feedback Signs and Vehicle Activated Traffic Calming Signs (VATCS) to help remind motorists of their speed and slow traffic down. *As of 2018, the Region of Peel has installed 28 electronic signs.*



ENGINEERING

2018 Engineering Enhancements

Pedestrian Crossing

Pedestrian crossovers (PXO), Intersection Pedestrian Crossings (IPS) and Mid-Block Crossings help to facilitate safer roadway crossings for people. *The Region of Peel installed 20 PXO's in 2018.*



Right Turn Channel

The Region is reviewing the use of smart channels and retrofitting the existing right turn channels to support walkability and cycling. *The Region of Peel retrofitted seven intersections in 2018.*



Cycling Infrastructure

Cycling infrastructure is installed to delineate cycling areas from other roadway users.



ENGINEERING

2018 Engineering Enhancements

Protected Left Turn Signals

Protected left turn signals are implemented to prevent conflicts between left turning vehicles, and opposing through vehicles. *The Region of Peel installed three Protected Left Turns in 2018.*



Speed Limit Review

Speed limit reviews are conducted to ensure the posted speed limit aligns with the surrounding land uses. It is a traffic calming technique to lower operating speeds on our roadways.

The Region of Peel lowered the speed limit along seven different corridors.



Traffic Calming Speed Cushions

Traffic calming speed cushions are installed to help control vehicle speeds. They are designed with a gap to minimize the impact to fire trucks.





EDUCATION AND OUTREACH PROGRAMS



Education and Outreach countermeasures aim to increase awareness of road safety, while empowering all road users to make safer choices. Empathy is a concept that requires one road user to put themselves in the position of another and is applied to all Region of Peel Education and Outreach initiatives.



EDUCATION

2018 Education and Outreach - Committees, Conferences and Awards

The Vision Zero goal is to empower all road users to make safer choices and adopt an empathic behavior change. To do so, Regional staff and Police services have attended various events and participated on several committees to promote road safety in 2018, while using various social media campaigns to raise public awareness.

General Committees, Conferences and Awards:

- Conference of the Transportation Association of Canada, Saskatoon, SK
- O.P.W.A Management Innovation Award
- The C.I.T.E Annual Conference, Edmonton
- Road Safety Committee of Ontario
- Mississauga Road Safety Committee
- Region of Peel Vision Zero Task Force





EDUCATION

2018 Education and Outreach - Pedestrians & Cyclists

Peel continues to expand walking and cycling infrastructure to support safer and healthier modes of travel.

Education and Outreach programs help to support this by providing pedestrian and cycling safety messages to all road users in Peel.

In 2018, 1,013 bicycle bells and 5,950 bicycle lights were distributed to schools across Peel to promote cyclist safety.

Programs and Committees:

- Brampton Book Bike Ride
- Walk and Roll Peel
- Brampton Cycling Advisory Committee
- Active Transportation Task Force
- Mississauga Cycling Advisory Committee
- Bike Brampton
- Pedestrian Safety Month





EDUCATION

2018 Education and Outreach - Schools

The Region and police services encourages safe walking and cycling to, and from, school by working collaboratively with a variety of community partners to engage schools and youth in active transportation initiatives.

Programs and Committees:

- Secondary School Pilot Program
- Peel Children Water Festival
- Best Foot Forward Workshops
- Bike to School Event
- Bike Rack Program
- Caledon School Traffic Safety Committee
- Peel Safe and Active Routes to School Committee
- GTHA Active and Safe School Travel Hub
- Peel School Travel Planning





ENFORCEMENT AND EDUCATION CAMPAIGNS



Enforcement countermeasures include both police manned and automated enforcement. They emphasize better compliance with existing rules of the road and educating drivers on the consequences of their actions.



ENFORCEMENT AND EDUCATION CAMPAIGNS

2018 Police Services Education Awareness Programs

Peel Regional Police and Ontario Provincial Police - Caledon Detachment promote and deliver road safety education awareness programs to help reduce the number of fatal and injury collisions in the Region of Peel.

- Partnered with Town of Caledon Schools to participate in annual Walk to School Week Programming as well as Bike to School Week Programming
- Participated in School Travel Planning (STP)
- Partnered with Regional Municipalities to participate in annual Pedestrian Safety Month, Walk to School and Bike to School Week programs
- Participated in Bicycle Rodeo Community program at Children's Safety Village
- Participated in the National Teen Driver Safety Week
- Motorcycle Safety Awareness Month
- National Police Week
- Tow Truck Campaign
- Participated in Peel Safe and Active routes to School (PSARTS) committee work and school route planning activities
- Participated in Town of Caledon Active Transportation Task Force



Image courtesy of Peel Regional Police



ENFORCEMENT AND EDUCATION CAMPAIGNS

2018 Peel Region Police & Ontario Provincial Police - Caledon Detachment Enforcement

The objective of traffic enforcement is to make road users follow the rules of the road by complying with the traffic laws and regulations, and to facilitate safe movement of traffic, pedestrians and cyclists.

Peel Regional Police & Ontario Provincial Police - Caledon Detachment Road Safety Initiatives 2018

Road Safety Initiatives
Distracted Driving Campaign
Seat Belt Campaigns
Road Safety Week
ERASE (Eliminate Racing Activities on Streets Everywhere)
Victoria Day Long Weekend Road Safety Campaign
Operation Corridor
Canada Day Long Weekend Road Safety Campaigns
Operation Safe Trucking
Civic Day Long Weekend Road Safety Initiatives
Labour Day Long Weekend Road Safety Campaigns
Seat belt Campaign
Operation Impact (Improve Safe Driving Practices)
Festive Reduce Impaired Driving Everywhere (R.I.D.E) Campaigns
Impaired Driving Campaigns
Speed and Aggressive Driving Campaigns
Back to School Safety Blitz



ENFORCEMENT AND EDUCATION CAMPAIGNS

2018 Peel Regional Police & Ontario Provincial Police Enforcement

Traffic enforcement objective is to reduce vehicular collisions and injuries while promoting the safe and efficient movement of vehicle's, cyclist and pedestrian traffic through voluntary compliance with traffic regulations.



General Traffic Enforcement Activity 2018

- Reduce Impaired Driving Everywhere (R.I.D.E.) spot checks
- Traffic stops of motor vehicles
- Provincial offence notices (tickets) to vehicle drivers or passengers for failing to properly utilize a seatbelt
- Provincial offence notices (tickets) to vehicle drivers who were speeding
- Provincial offence notices (tickets) to vehicle drivers who were driving while distracted using hand held communication device
- Laid criminal code charges to drivers for impaired operation of a motor vehicle



Commercial Motor Vehicle Enforcement Activity 2018

- Traffic Stops of Commercial Motor Vehicles
- Unsafe Commercial Motor Vehicles Out of Service and removed from roadway





ROAD SAFETY CULTURE

Road Safety Culture

Public Works and Public Health are leading a 'road safety culture' organizational change to ensure safety is embedded as a core value in transportation decision-making throughout the Region of Peel.

The goal of this initiative is to change values and attitudes so that road safety is prioritized over other factors such as cost, speed, delay, level of service and convenience.

It will be targeted towards Regional employees, as well as Peel residents. The expected outcome is a positive change in attitudes, beliefs, knowledge and behaviours regarding road safety for everyone designing, maintaining and using the roads in the Region.

"At the core of all road safety programs is the need to cultivate a strong and consistent safety culture to promote safe behavior by all road users"



VISION ZERO PARTNERS

Vision Zero Task Force

Road safety must be integrated into decision making processes. As part of this plan, the Region created a Vision Zero Task Force. The Vision Zero Task Force consists of members from local municipalities, the Region, elected officials, police, and other stakeholders. The Task Force supports ongoing efforts to achieve

the Road Safety Strategic Plan's vision and goal by ensuring that all opportunities to improve road safety are identified, prioritized, supported, and implemented as appropriate. We would like to thank the following partners that continue to work with us to achieve our road safety vision and goals.



Region of Peel



Peel Regional Police



Ontario
Provincial Police



Town of Caledon



City of Brampton



City of Mississauga



Regional Municipality
of York



Peel Public Health



MiWay



Bike Brampton



Brampton Cycling
Awareness Committee



Mississauga Cycling
Advisory Committee



Road Today



CAA



MADD



MTO

VISION ZERO COMMUNITY

How to be a Part of Vision Zero

Road safety is a shared responsibility among the users, designers, and decision makers. Together we can work towards a Region where there are no injuries and deaths resulting from a traffic collision.

The Region cannot achieve Vision Zero on its own. It will take a community to eliminate fatal and injury collisions on the roads. You can play a part in promoting safety by:

- Sharing the road and looking for pedestrians in the crosswalk before turning
- Learning the rules of the road and obeying traffic laws
- Sharing Traffic Safety Videos or tell your story
- Following us on Twitter (@regionofpeel) and retweeting our safety messages
- Sharing this safety Vision with friends, family and co-workers
- Encouraging your community groups like schools, clubs, places of worship etc. to be Vision Zero Partners

Promote Safety

Be the change you wish to see!

- Mahatma Gandhi



STAY CONNECTED



VISION ZERO TASK FORCE





Allyson D'Ovidio

From: Cole, Sean (OPP)
Sent: 2019/12/18 8:47 AM
To: Allyson D'Ovidio
Subject: RE: Safe Streets

Hi Allyson,

Here are the stats you requested.



Data & Statistical Analysis Unit
 ONTARIO PROVINCIAL POLICE

source: ICON BI Cube
data updated: 11DEC19

ICON Charges_Port Credit

Offence Count as values	2014	2015	Δ	2016	Δ	2017	Δ	2018	Δ
Speeding	2,304	2,697	17%	2,508	-7%	2,207	-12%	3,070	39%
Careless-130	855	1,138	33%	768	-33%	772	1%	616	-20%
Total Violations	12,763	15,626	22%	11,918	-24%	13,315	12%	15,557	17%

Δ Percentage Change

Sean Cole | Sergeant #9735 | Operational Support
 Port Credit Detachment | Highway Safety Division | Ontario Provincial
 Police 49 South Service Road, Mississauga, ON, L5G 2R8 |
 P: 905.278.6131 ext. 3222 | [REDACTED] | [REDACTED]
 OPP 24 Hour Police Service 1.888.310.1122 | www.opp.ca

From: Allyson D'Ovidio [mailto:allyson.dovidio@mississauga.ca]
Sent: 12-Dec-19 10:35 AM
To: Amoroso, Gregory; Navdeep Chhinzer; Cole, Sean (OPP)
Subject: FW: Safe Streets

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Everyone,

Please note the comments from one of the residents on the Road Safety Committee below. Would it be possible for you to provide us with some statistics so that I can include them on the agenda for January. If so, I kindly ask that you send me what you can by January 14th.

If you have any questions or concerns, please feel free to contact me.

Thank you and have a great day,



Allyson D'Ovidio

Legislative Coordinator
T 905-615-3200 ext 8587 | F 905-615-4181
allyson.dovidio@mississauga.ca

[City of Mississauga](#) | Corporate Services Department,
Legislative Services Division

Please consider the environment before printing.

From: Pat Saito <Pat.Saito@mississauga.ca>

Sent: 2019/12/11 4:33 PM

To: [REDACTED]

Cc: Stephen Dasko <Stephen.Dasko@mississauga.ca>; Michelle Stefancic <Michelle.Stefancic@mississauga.ca>; Allyson D'Ovidio <allyson.dovidio@mississauga.ca>

Subject: Re: Safe Streets

I will ask staff if we can get stats to compare.
Pat

Pat Saito
Councillor Ward 9
City of Mississauga/Region of Peel
www.ward9.ca

On Dec 11, 2019, at 1:52 PM, [REDACTED] wrote:

Read today in The TORONTO star that in Toronto,
66% drop in tickets issued from 2009 to last year.
44% drop in careless driving charges over same period.
140,000 fewer speeding tickets then a decade ago
And it goes on and on.
While pedestrian road deaths spike.
What are the same stats for Peel and would you have them on our agenda for next meeting along with article in The Star today titled Easy Street Dec 11 2019.
Thanks
John

Allyson D'Ovidio

To: Allyson D'Ovidio
Subject: RE: Road Safety Committee

From: Thomas Barakat
Sent: 2020/01/21 1:57 PM
To: Allyson D'Ovidio <allyson.dovidio@mississauga.ca>
Subject: Road Safety Committee

Hello Allyson,

I trust all is well.

I regret to inform you that as of March, I will no longer be eligible to serve as a Citizen Member on the Road Safety Committee as I will no longer be a Mississauga resident. However, I hope to continue serving the committee in my professional capacity as a Senior Policy Advisor with the Ontario Good Roads Association. Please let me know if that would be possible. Thank you.

Sincerely,

Thomas Barakat

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;
- 1 Traffic Safety Council representative;
- 1 Mississauga Cycling Advisory Committee representative.

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;
- Region of Peel Environmental Education;
- Region of Peel Health Unit;
- Region of Peel Traffic Safety
- CAA;
- Mississauga Insurance Brokers Association;
- Ontario Good Roads Association.

Comment [AD1]: Addition

Comment [AD2]: Revised

Comment [AD3]: Additions

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.

City of Mississauga



Memorandum

To: Chair and Members of the Road Safety Committee

From: Allyson D'Ovidio, Legislative Coordinator

Date: January 20, 2020

Subject: 2020 Road Safety Committee Meeting Dates

The 2020 meeting dates for the Road Safety Committee have been scheduled as follows:

Tuesday, February 25, 2020 (B)
Tuesday, March 31, 2020
Tuesday, April 28, 2020
Tuesday, May 26, 2020
Tuesday, June 30, 2020
Tuesday, September 29, 2020
Tuesday, October 27, 2020
Tuesday, November 17, 2020

Unless otherwise advised, all meetings will be held at 9:30 AM at the Mississauga Civic Centre in Committee Room (A) - 300 City Centre Drive, Mississauga L5B 3C1.

Meetings may be cancelled at the call of the Chair due to insufficient agenda items or lack of quorum.

Please kindly contact the Legislative Coordinator in advance of the meeting if you will be absent or late so that quorum issues can be anticipated and dealt with accordingly.

Allyson D'Ovidio
Legislative Coordinator
(905) 615-3200 ext. 8587
<mailto:allyson.dovidio@mississauga.ca>