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## Traffic Safety Council

### Date

2018/06/20

### Time

5:00 PM

### Location

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

### Members

Chris Fonseca	Councillor – Ward 3
John Kovac	Councillor – Ward 4
Sue McFadden	Councillor – Ward 10
Sandra Beniuk	Citizen Member
Arvind Bhaskar	Citizen Member
Brad Butt	Citizen Member
Tamara Coulson	Citizen Member
Robert Crocker	Peel District School Board Trustee
Louise Goegan	Citizen Member
Denise Gordon-Mohamud	Citizen Member
Sushil Kumra	Citizen Member
Heather Relf	Vice-Chair, Citizen Member
Junaid Shah	Citizen Member
Ajay Sharma	Citizen Member
Mashkoor Sherwani	Citizen Member
Daniel Suess	Citizen Member
Boris Swedak	Citizen Member
Altamash Syed	Citizen Member
Thomas Thomas	Dufferin-Peel Catholic District School Board Trustee
Peter Westbrook	Chair, Citizen Member

### Find it Online

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

**Advisory Board:**

Andy Bate	Manager, Traffic Services, Road Safety
Denna Yaunan	Traffic Operations Technologist
Alex Liya	Traffic Operations Technologist
Sheelagh Duffin	Supervisor, Crossing Guards
Cindy Svenkeson	Manager, Parking Enforcement
Erica Warsh	Transportation Demand Management Coordinator
Cst. Jason Watson	Peel Regional Police
Daniel Elias	Principals'/Vice-Principals' Association PDSB
Anna Capuano	Principals'/Vice-Principals' Association DPCDSB
Anna Gentile	Student Transportation of Peel Region
Marcy Macina	Student Transportation of Peel Region
David Marcotte	Maintenance Services, Peel District School Board Plant
Dale Lucas	Projects Coordinator, Dufferin-Peel Catholic District School Board

**Contact**

Angie Melo, Legislative Coordinator, Legislative  
Services 905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. PRESENTATIONS - Nil
4. PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended: Accessibility Advisory Committee may grant permission to a member of the public to ask a question of Accessibility Advisory 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.

5. MATTERS TO BE CONSIDERED

5.1. Traffic Safety Council Draft Minutes – May 23, 2018

5.2. Site Inspection Report – David Leeder Middle School (Ward 11)

Site Inspection Report for the safety review conducted on June 11, 2018 at the path on Johnson Wagon Crescent that leads to David Leeder Middle School.

RECOMMENDATION

1. That Traffic Safety Council be requested to conduct a further safety review at the path on Johnson Wagon Crescent that leads to David Leeder Middle School in the winter when snow could be a factor.
2. That the Principal of David Leeder Middle School be requested to consider the following:
  - a. Request that the parents drop off students at the Kiss and Ride area instead of dropping them off on Johnson Wagon Crescent;
  - b. Request that the parents not block resident driveways on Johnson Wagon Crescent when dropping off students.

RECOMMEND APPROVAL

### 5.3. Site Inspection Report - Tomken Road Middle School (Ward 3)

Site Inspection Report for the safety review conducted on June 13, 2018 on Homeric Drive in the vicinity of Tomken Road for the students attend Tomken Road Middle School.

#### RECOMMENDATION

1. That Transportation and Works be requested to install corner prohibitions on Homeric Drive at Tomken Road and on Vera Cruz Drive at Homeric Drive, for the students attending Tomken Road Middle School.
2. That Parking Enforcement be requested to enforce No Stopping prohibitions on Homeric Drive at Tomken Road and on Vera Cruz Drive at Homeric Drive, for the students attending Tomken Road Middle School, once signage has been installed.
3. That the Principal of Tomken Road Middle School be requested to continue to remind parents who park on Homeric Drive and Vera Cruz Drive to pick up students at school dismissal, that they do not block resident driveways, and that they adhere to the No Stopping prohibitions.

#### RECOMMEND APPROVAL

### 5.4. Twenty-Ninth Annual Crossing Guard Appreciation Banquet/Christmas Dinner

Emails dated June 14, 2018 from Sheelagh Duffin, Supervisor, Crossing Guards, requesting support from the Traffic Safety Council in funding of the twenty-ninth annual crossing guard appreciation Banquet/Christmas Dinner.

#### DIRECTION REQUIRED

### 5.5. Traffic Safety Council Review

The Corporate Report dated March 29, 2018 from the Commissioner of Corporate Services and Chief Financial Officer entitled Traffic Safety Council Review was considered by the Governance Committee on June 4, 2018. This report is on the Traffic Safety Council agenda for information only.

#### RECOMMEND RECEIPT

#### 5.6 Automated Speed Enforcement (ASE)

The Corporate Report dated May 15, 2018 from the Commissioner of Transportation and Works entitled Automated Calming Enforcement (ASE) was considered by General Committee on May 30, 2018 and adopted by Council on June 6, 2018. This report is on the Traffic Safety Council agenda for information only.

#### RECOMMEND RECEIPT

#### 5.7. Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)

The Corporate Report dated May 29, 2018 from the Commissioner of Transportation and Works entitled Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11) was considered by General Committee on June 13, 2018. This report is on the Traffic Safety Council agenda for information only.

#### RECOMMEND RECEIPT

#### 5.8. Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)

The Corporate Report dated May 29, 2018 from the Commissioner of Transportation and Works entitled Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3) was considered by General Committee on June 13, 2018. This report is on the Traffic Safety Council agenda for information only.

#### RECOMMEND RECEIPT

#### 6. SUB COMMITTEE REPORTS- Nil

#### 7. PARKING ENFORCEMENT REPORT

#### 7.1. Parking Enforcement in School Zone Report – May 2018

#### RECOMMEND RECEIPT

- 
8. TRANSPORTATION AND WORKS ACTION ITEMS – Nil
  9. OTHER BUSINESS
  10. ADJOURNMENT

# City of Mississauga

# Minutes



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## Traffic Safety Council

**Date**

2018/05/23

**Time**

5:00 PM

**Location**

Civic Centre, Hearing Room - Second Floor,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

**Members Present**

Chris Fonseca, Councillor - Ward 3 (arrived at 5:05PM)  
John Kovac, Councillor - Ward 4  
Arvind Bhaskar, Citizen Member (arrived at 5:10 PM)  
Sandra Beniuk, Citizen Member  
Tamara Coulson, Citizen Member  
Robert Crocker, Peel District School Board Trustee  
Denise Gordon-Mohamud, Citizen Member  
Sushil Kumra, Citizen Member  
Heather Relf, Vice-Chair, Citizen Member  
Mashkoor Sherwani, Citizen Member (arrived at 5:20 PM)  
Daniel Suess, Citizen Member  
Thomas Thomas, Dufferin-Peel Catholic District School Board Trustee  
Peter Westbrook, Chair, Citizen Member

**Members Absent**

Sue McFadden, Councillor - Ward 10  
Brad Butt, Citizen Member  
Louise Gogan, Citizen Member  
Junaid Shah, Citizen Member  
Altamash Syed, Citizen Member  
Ajay Sharma, Citizen Member  
Boris Swedak, Citizen Member

**Staff Present**

Denna Yaunan, Traffic Operations Technologist  
Cst. Jason Watson, Peel Regional Police

**Find it online**

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

1. CALL TO ORDER 5:00 PM
2. DECLARATION OF CONFLICT OF INTEREST - Nil
3. PRESENTATIONS
4. PUBLIC QUESTION PERIOD - Nil
5. MATTERS TO BE CONSIDERED

- 5.1. Traffic Safety Council Draft Minutes – April 25, 2018

Approved (S. Kumra)

- 5.2. Site Inspection Report – Marvin Heights Public School (Ward 5)

Site Inspection Report for the safety review conducted on April 26, 2018 in the vicinity of Redstone Road and Homeside Gardens for the students attending Marvin Heights Public School.

RECOMMENDATION

That the Site Inspection Report for the safety review conducted on April 26, 2018 in front of Marvin Heights Public School be received for information.

Approved (D. Suess)

Recommendation - TSC-0036-2018

- 5.3. Site Inspection Report - Lorne Park Public School (Ward 2)

Site Inspection Report for the site inspection conducted on May 7, 2018 at the intersection of Indian Road and Crestdale Road (north, south, and west legs) for the students attending Lorne Park Public School.

RECOMMENDATION

1. That the warrants have been met for the implementation of a school crossing guard at the intersection of Indian Road and Crestdale Road for the students attending Lorne Park Public School.



2. That Transportation and Works be requested:
    - a. to conduct a traffic signal warrant study on Indian Road and Crestdale Road for the students attending Lorne Park Public School.
    - b. Review the signage on Indian Road in front of and east and west of Lorne Park Public School.
  3. That Parking Enforcement be requested to enforce “No Stopping” on Indian Road west of the intersection between the peak times of 8:40 AM – 9:00 AM and from 3:25 PM – 4:45 PM, for the students attending Lorne Park Public School.
  4. That Peel Regional Police be requested to enforce stopping compliance at the intersection of Indian Road and Crestdale Road between the peak times of 8:30 AM – 9:00 AM, as time and resources permit.
- 5.4.

Approved (T. Coulson)  
Recommendation - TSC-0037-2018

Site Inspection Report – Whiteoaks Public School (Ward 2)

Site Inspection Report for the safety review conducted on May 9, 2018 on Ruscombe Close for the students attending Whiteoaks Public School.

RECOMMENDATION

That the Site Inspection Report for the safety review conducted on May 9, 2018 on Ruscombe Close for the students attending Whiteoaks Public School, be received for information.

Approved (T. Coulson)  
Recommendation - TSC-0038-2018

- 5.5. Site Inspection Report – St. James Catholic Global Learning Centre (Ward 1)

Site Inspection Report for the safety review conducted on May 10, 2018 on Enola Avenue in the vicinity of the Thicket for the students attending St. James Catholic Global Learning Centre.

RECOMMENDATION

That the Site Inspection Report for the safety review conducted on May 10, 2018 on Enola Avenue in the vicinity of the Thicket for the students attending St. James Catholic Global Learning Centre be received for information.

Approved (T. Thomas)  
Recommendation - TSC-0039-2018

## 5.6 Site Inspection Report – Hillside Public School (Ward 2)

Site Inspection Report for the site inspection conducted on May 15, 2018 at the intersection of Seagull Drive and Brookhurst Road for the students attending Hillside Public School.

Peter Westbrook, Chair, advised that a Walk to School Program has been launched at Hillside Public School; however, the community is still concerned about driving behaviours in the area, especially at 4 way stops. Cst. Jason Watson, Peel Regional Police advised that he will contact the appropriate division of Peel Regional Police to for enforcement.

### RECOMMENDATION

1. That the request for the implementation of a crossing guard at the intersection of Seagull Drive and Brookhurst Road for the students attending Hillside Public School be denied as the warrants are not met.
2. That the Recreation and Parks Department be requested to review the feasibility of installing P Gates on the walkway from Brookhurst Road to Hillside Public School from Seagull Drive to Hillside Public, both pathways.
3. That Peel Regional Police be requested to enforce stopping compliance at the intersection of Seagull Drive and Brookhurst Road between the peak times of 8:10 AM – 8:40 AM and from 3:00 PM – 3:30 PM, as time and resources permit.

Approved (S. Kumra)

Recommendation - TSC-0040-2018

## 5.7. Traffic Safety Council 2018 Workplan

Peter Westbrook provided an overview of the Traffic Safety Council 2018 Workplan.

### Recommendation

That the Traffic Safety Council 2018 Work Plan be approved as presented.

Approved (S. Beniuk)

Recommendation - TSC-0041-2018

6. SUB COMMITTEE REPORTS- Nil7. PARKING ENFORCEMENT REPORT7.1. Recommendation

That the Parking Enforcement in School Zone Report for April 2018 be received for information.

Approved (H. Relf)

Recommendation - TSC-0042-2018

8. TRANSPORTATION AND WORKS ACTION ITEMS

- 8.1. Denna Yaunan, Traffic Operations Technologist, advised that all the recommendations for Transportation and Works to consider, have been dispatched and that she will provide updates as the work is completed.

Recommendation

That the Transportation and Works Action Items List for April 2018 be received for information

Approved (T. Coulson)

Recommendation - TSC-0043-2018

9. OTHER BUSINESS

Peter Westbrook, Chair, provided an update of schools that would be launching and re-launching a Walk to School Program.

10. DATE OF NEXT MEETING: - June 20, 201811. ADJOURNMENT 5:30 PM



# Site Inspection Report

Corporate Services  
Office of the City Clerk

5.2. - 1



<b>Site</b>	
School: <b>David Leeder Middle School</b>	Address: <b>6900 Gooderham Estate Blvd. Mississauga, Ontario L5W 1B4</b>
Student Population: <b>903</b>	French Immersion Population: <b>127</b>
No. of Large Buses: <b>14</b>	No. of Small Buses: <b>2</b>
No. of Students on the Bus: <b>566</b>	No. of Students on the Bus: <b>6</b>
School Times: <b>8:10 AM</b> <b>2:10 PM</b>	WTS: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
School: <input type="text"/>	Address: <input type="text"/>
Student Population: <input type="text"/>	French Immersion Population: <input type="text"/>
No. of Large Buses: <input type="text"/>	No. of Small Buses: <input type="text"/>
No. of Students on the Bus: <input type="text"/>	No. of Students on the Bus: <input type="text"/>
Location: (Please identify the location with reference or nearest intersection. Indicate nearest school and address) <b>At the path on Johnson Wagon Crescent that leads to school</b>	
Proximity to School: <input checked="" type="checkbox"/> <b>behind the school</b> <input type="checkbox"/> within <input type="text"/> feet/metres	
Accident History (during school times) Yes <input type="checkbox"/> No <input type="checkbox"/> Comments: <input type="text"/>	
Date of Inspection: <b>2018 06 12</b>	Inspection Time: <b>7:40 AM</b> <b>2:10 PM</b>
Requested By: <b>Resident via School Trustee</b>	
Prepared By: <b>S. Duffin</b>	Request For: <b>Safety Review</b>

<b>Observers</b>	
File Number: <b>RT.10</b>	File Number: <b>RT.10</b>
Ward: <b>Ward 11</b>	
Observed By: <b>P. Westbrook</b>	<input checked="" type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM & PM
Observed By: <b>B. Butt</b>	<input type="checkbox"/> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By: <b>H. Relf</b>	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> AM & PM
Observed By: <b>Robert Crocker (PDSB - School Trustee)</b>	<input type="checkbox"/> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By: <b>S. Duffin</b>	<input type="checkbox"/> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By: <b>D. Yaunan</b>	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> AM & PM

<b>Site Conditions</b>	
School Signs:	<input type="checkbox"/> School Area Signs <input type="checkbox"/> School Crossing Signs <input type="checkbox"/> Parking/Stopping Prohibition
Posted Speed Limit:	<input type="checkbox"/> 40 km/hr <input checked="" type="checkbox"/> 50 km/hr <input type="checkbox"/> 60 km/hr <input type="checkbox"/> Other: <input type="text"/>
Visibility of Crossing Pedestrians:	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Good Comments: <input type="text"/>
Sight Obstructions:	<input type="checkbox"/> Hedges <input type="checkbox"/> Trees <input type="checkbox"/> Fences <input type="checkbox"/> Bus Shelter <input type="checkbox"/> Newspaper Boxes <input type="checkbox"/> Other (Specify): <input type="text"/>
Road Grade:	<input type="checkbox"/> Flat <input type="checkbox"/> Incline <input type="checkbox"/> Decline
Road Geometrics:	<input type="checkbox"/> Straight <input type="checkbox"/> Curved Comments: <input type="text"/>
Road Width: <input type="text"/>	Curb to Curb: <input type="text"/> feet/metres
Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	No. of Bike Lanes: <input type="text"/> No. of Through Lanes: <input type="text"/> No. of Turning Lanes: <input type="text"/>
Road Width: <input type="text"/>	Curb to Curb: <input type="text"/> feet/metres
Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	No. of Bike Lanes: <input type="text"/> No. of Through Lanes: <input type="text"/> No. of Turning Lanes: <input type="text"/>
Road Conditions:	AM: <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow Covered <input type="checkbox"/> Ice PM: <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow Covered <input type="checkbox"/> Ice
Sidewalks:	<input type="checkbox"/> Not Present <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West
Route Survey:	<input type="checkbox"/> Shopping Area <input type="checkbox"/> Construction <input type="checkbox"/> Driveway <input type="checkbox"/> Parked Vehicle(s) <input type="checkbox"/> Transit Bus Stop <input type="checkbox"/> Underpass Within <input type="text"/> feet/metres Other (specify): <input type="text"/>



**Details**

Weather Conditions: AM: ☒ Dry ☒ Sunny ☐ Rain ☐ Snow Temperature:  Other:

PM: ☒ Dry ☒ Sunny ☐ Rain ☐ Snow Temperature:  Other:

Type of Crossing: ☐ 4 Way Intersection ☐ 3 Way Intersection ☐ Midblock (i.e., not an intersection)

Type of Control: ☐ Traffic Lights ☐ Yield Signs ☐ No Control ☐ Adequate Control

☐ Stop Signs (Traffic is stopped on one street only) ☐ All Way Stop (Traffic is stopped in all directions)

**Crossing Guard Warrant Survey**

Location:

☐ Safe Gap Time Safe Gap Time Calculation (if applicable):  $\left( \frac{W}{3.5} + 4 \right)$   = sec.

☐ Signalized Intersection Turning Traffic Count

**Morning Intervals**

# of Peds	Time (AM)	Gaps Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	# of Gaps
<input type="text"/>	7:30 - 7:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:35 - 7:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:40 - 7:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:45 - 7:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:50 - 7:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:55 - 8:00	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:00 - 8:05	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:05 - 8:10	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:10 - 8:15	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:15 - 8:20	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:20 - 8:25	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:25 - 8:30	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:30 - 8:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:35 - 8:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:40 - 8:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:45 - 8:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:50 - 8:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:55 - 9:00	<input type="text"/>	<input type="text"/>

**Afternoon Intervals**

# of Peds	Time (PM)	Gaps Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	# of Gaps
<input type="text"/>	2:30 - 2:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:35 - 2:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:40 - 2:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:45 - 2:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:50 - 2:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:55 - 3:00	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:00 - 3:05	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:05 - 3:10	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:10 - 3:15	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:15 - 3:20	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:20 - 3:25	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:25 - 3:30	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:30 - 3:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:35 - 3:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:40 - 3:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:45 - 3:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:50 - 3:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:55 - 4:00	<input type="text"/>	<input type="text"/>

**Observations**

Volume of Traffic (see Intersection Plan):

AM: ☐ Heavy ☐ Light ☐ IntermittentPM: ☐ Heavy ☐ Light ☐ Intermittent

Number of Crossing Pedestrians:

AM: North ☐ East ☐ 12 South ☐ West ☐ + 8 cyclistsPM: North ☐ East ☐ 10 South ☐ West ☐ + 8 cyclists

Turning Traffic:

AM: ☐ Heavy ☐ Light ☐ IntermittentPM: ☐ Heavy ☐ Light ☐ Intermittent**Traffic Behaviour**AM: ☐ Illegal U-turns ☐ Running Red Light ☐ Speeding ☐ Stopping Non-Compliance ☐ Illegal Stopping ☐ Illegal Parking ☐ OtherPM: ☐ Illegal U-turns ☐ Running Red Light ☐ Speeding ☐ Stopping Non-Compliance ☐ Illegal Stopping ☐ Illegal Parking ☐ Other**Comments/Conflicts**

AM - NO PARENTS PARKED AND GOT OUT OF THEIR CARS. ALL PULLED UP, STOPPED AND DROPPED OFF. 31 VEHICLES DROPPED OFF, A NUMBER OF CARS CARPOOLING.

- MOST CYCLISTS WORE HELMETS, 3 DID NOT.

- NO DRIVEWAYS BLOCKED AM OR PM.

PM - MORE WALKERS IN PM.

- 3 VEHICLES ON JOHNSON WAGON CRESCENT - LESS THAN 5 MINUTES WAITING FOR STUDENTS. OTHER VEHICLES PULLED UP AND PICKED UP WAITING STUDENTS. TOTAL 10 VEHICLES PICKED UP STUDENTS IN PM.

**Recommendations**

1) THAT TRAFFIC SAFETY COUNCIL BE REQUESTED TO RE-INSPECT IN WINTER WHEN SNOW COULD BE A FACTOR.

2) THAT THE PRINCIPAL OF DAVID LEEDER MIDDLE SCHOOL BE REQUESTED TO DO THE FOLLOWING:

A) REQUEST THAT PARENTS DROP OFF STUDENTS IN THE KISS AND RIDE INSTEAD OF DROPPING OFF ON JOHNSON WAGON CRESCENT.

B) REQUEST THE PARENTS NOT BLOCK DRIVEWAYS ON JOHNSON WAGON CRESCENT WHEN DROPPING OFF STUDENTS.





# Site Inspection Report

Corporate Services  
Office of the City Clerk



<b>Site</b>	
School: Tomken Road Middle School	Address: 3200 Tomken Road Mississauga, Ontario L4Y 2Y6
School Times: 8:30 AM 2:20 PM	WTS: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Student Population: 1049	French Immersion Population: 463
No. of Large Buses: <input type="text"/>	No. of Small Buses: <input type="text"/>
No. of Students on the Bus: 507	No. of Students on the Bus: <input type="text"/>
School: <input type="text"/>	Address: <input type="text"/>
School Times: <input type="text"/> AM <input type="text"/> PM	WTS: <input type="checkbox"/> Yes <input type="checkbox"/> No
Student Population: <input type="text"/>	French Immersion Population: <input type="text"/>
No. of Large Buses: <input type="text"/>	No. of Small Buses: <input type="text"/>
No. of Students on the Bus: <input type="text"/>	No. of Students on the Bus: <input type="text"/>
Location: (Please identify the location with reference or nearest intersection. Indicate nearest school and address) On Homeric Drive in the vicinity of Tomken Road	
Proximity to School: <input type="checkbox"/> in front of <input checked="" type="checkbox"/> within 190 feet/metres	
Accident History (during school times): Yes <input type="checkbox"/> No <input type="checkbox"/> Comments: <input type="text"/>	
Date of Inspection: 2018 06 13	Inspection Time: 8:00 AM 2:20 PM
Requested By: Resident	
Prepared By: S. Duffin / T. Coulson / S. Beniuk	Request For: Safety Review

<b>Observers</b>	
File Number: RT.10	File Number: RT.10
Ward: Ward 3	
Observed By: T. Coulson	<input type="checkbox"/> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By: S. Beniuk	<input type="checkbox"/> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By: S. Duffin	<input type="checkbox"/> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By: M. Pavlovic	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> AM & PM
Observed By: <input type="text"/>	<input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM & PM
Observed By: <input type="text"/>	<input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM & PM

<b>Site Conditions</b>	
School Signs:	<input type="checkbox"/> School Area Signs <input type="checkbox"/> School Crossing Signs <input type="checkbox"/> Parking/Stopping Prohibition
Posted Speed Limit:	<input type="checkbox"/> 40 km/hr <input checked="" type="checkbox"/> 50 km/hr <input type="checkbox"/> 60 km/hr <input type="checkbox"/> Other: <input type="text"/>
Visibility of Crossing Pedestrians:	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good Comments: <input type="text"/>
Sight Obstructions:	<input type="checkbox"/> Hedges <input type="checkbox"/> Trees <input type="checkbox"/> Fences <input type="checkbox"/> Bus Shelter <input type="checkbox"/> Newspaper Boxes <input type="checkbox"/> Other (Specify): <input type="text"/>
Road Grade:	<input checked="" type="checkbox"/> Flat <input type="checkbox"/> Incline <input type="checkbox"/> Decline
Road Geometrics:	<input checked="" type="checkbox"/> Straight <input type="checkbox"/> Curved Comments: <input type="text"/>
Road Width: <input type="text"/>	Curb to Curb: <input type="text"/> feet/metres
Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	No. of Bike Lanes: <input type="text"/> No. of Through Lanes: <input type="text"/> No. of Turning Lanes: <input type="text"/>
Road Width: <input type="text"/>	Curb to Curb: <input type="text"/> feet/metres
Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	No. of Bike Lanes: <input type="text"/> No. of Through Lanes: 2 No. of Turning Lanes: <input type="text"/>
Road Conditions:	AM: <input type="checkbox"/> Dry <input checked="" type="checkbox"/> Wet <input type="checkbox"/> Snow Covered <input type="checkbox"/> Ice PM: <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow Covered <input type="checkbox"/> Ice
Sidewalks:	<input type="checkbox"/> Not Present <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West
Route Survey:	<input type="checkbox"/> Shopping Area <input type="checkbox"/> Construction <input type="checkbox"/> Driveway <input type="checkbox"/> Parked Vehicle(s) <input type="checkbox"/> Transit Bus Stop <input type="checkbox"/> Underpass Within <input type="text"/> feet/metres Other (specify): <input type="text"/>

**Details**

Weather Conditions: AM: ☐ Dry ☐ Sunny ☒ Rain <sup>Light</sup> ☐ Snow Temperature: 19 C Other:

PM: ☒ Dry ☒ Sunny ☐ Rain ☐ Snow Temperature: 29 C Other:

Type of Crossing: ☐ 4 Way Intersection ☐ 3 Way Intersection ☐ Midblock (i.e., not an intersection)

Type of Control: ☐ Traffic Lights ☐ Yield Signs ☐ No Control ☐ Adequate Control

☐ Stop Signs (Traffic is stopped on one street only) ☐ All Way Stop (Traffic is stopped in all directions)

**Crossing Guard Warrant Survey**

Location:

☐ Safe Gap Time Safe Gap Time Calculation (if applicable):  $\left( \frac{W}{3.5} + 4 \right)$   = sec.

☐ Signalized Intersection Turning Traffic Count

**Morning Intervals**

# of Peds	Time (AM)	Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	# of Gaps
<input type="text"/>	7:30 - 7:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:35 - 7:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:40 - 7:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:45 - 7:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:50 - 7:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	7:55 - 8:00	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:00 - 8:05	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:05 - 8:10	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:10 - 8:15	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:15 - 8:20	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:20 - 8:25	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:25 - 8:30	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:30 - 8:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:35 - 8:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:40 - 8:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:45 - 8:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:50 - 8:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	8:55 - 9:00	<input type="text"/>	<input type="text"/>

**Afternoon Intervals**

# of Peds	Time (PM)	Leg: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	# of Gaps
<input type="text"/>	2:30 - 2:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:35 - 2:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:40 - 2:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:45 - 2:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:50 - 2:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	2:55 - 3:00	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:00 - 3:05	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:05 - 3:10	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:10 - 3:15	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:15 - 3:20	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:20 - 3:25	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:25 - 3:30	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:30 - 3:35	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:35 - 3:40	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:40 - 3:45	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:45 - 3:50	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:50 - 3:55	<input type="text"/>	<input type="text"/>
<input type="text"/>	3:55 - 4:00	<input type="text"/>	<input type="text"/>



**Observations**

Volume of Traffic (see Intersection Plan):

AM: ☐ Heavy ☐ Light ☐ IntermittentPM: ☐ Heavy ☐ Light ☐ Intermittent

Number of Crossing Pedestrians:

AM: North  East  South  West PM: North  East  South  West 

Turning Traffic:

AM: ☐ Heavy ☐ Light ☐ IntermittentPM: ☐ Heavy ☐ Light ☐ Intermittent**Traffic Behaviour**AM: ☐ Illegal U-turns ☐ Running Red Light ☐ Speeding ☐ Stopping Non-Compliance ☐ Illegal Stopping ☐ Illegal Parking ☐ OtherPM: ☐ Illegal U-turns ☐ Running Red Light ☐ Speeding ☐ Stopping Non-Compliance ☐ Illegal Stopping ☐ Illegal Parking ☐ Other**Comments/Conflicts**

AM - NO VEHICLES STOPPED ON HOMERIC DRIVE TO DROP OFF STUDENTS UNTIL 8:19 AM. BETWEEN 8:19 - 8:30 AM 7 VEHICLES STOPPED AND DROPPED OFF STUDENTS BUT DID NOT PARK.

- SEVERAL VEHICLES MADE U TURNS ON HOMERIC DRIVE AT VERA CRUZ DRIVE.

PM - 8 VEHICLES PARKED BEFORE THE DISMISSAL BELL. ALL BUT 1 DRIVER REMAINED WITH THE VEHICLE. ANOTHER 16 VEHICLES ARRIVED AT OR AFTER THE DISMISSAL BELL AND PICKED UP STUDENTS. 1 VEHICLE PARKED FACING THE WRONG WAY. A NUMBER OF VEHICLES STOPPED IN FRONT OF DRIVEWAYS.

- AS STUDENTS ARE IN GRADES 6, 7, 8 PARENTS DROP THEM OFF AND PICK THEM UP BUT DO NOT PARK TO ACCOMPANY THEM TO SCHOOL.

**Recommendations**

- 1) THAT TRANSPORTATION AND WORKS BE REQUESTED TO INSTALL CORNER PROHIBITIONS ON HOMERIC DRIVE AT TOMKEN ROAD AND ON VERA CRUZ DRIVE AT HOMERIC DRIVE.
- 2) THAT PARKING ENFORCEMENT BE REQUESTED TO ENFORCE NO STOPPING PROHIBITIONS ONCE SIGNAGE IS INSTALLED.
- 3) THAT THE PRINCIPAL OF TOMKEN ROAD MIDDLE SCHOOL BE REQUESTED TO REMIND PARENTS PARKING ON HOMERIC DRIVE AND VERA CRUZ DRIVE TO PICKUP STUDENTS AT PM TO NOT BLOCK DRIVEWAYS AND TO ADHERE TO NO STOPPING PROHIBITIONS.



**From:** [Sheelagh Duffin](#)  
**To:** [Angie Melo](#)  
**Subject:** Twenty-Ninth Annual Crossing Guard Appreciation Banquet/Christmas Dinner  
**Date:** 2018/06/14 3:28:56 PM

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Hi Angie,

The Twenty-Ninth Annual Crossing Guard Appreciation Banquet/Christmas Dinner will take place at Braeben Golf Course Friday, November 30, 2018.

In past years Mississauga Traffic Safety Council has kindly sponsored the Long Service Awards and the purchase of a small gift for each crossing guard in attendance. We would request that for 2018, TSC support the following:

200 gifts	200 - gifts @ \$6.00 each	200 x
\$6.00	<u>\$1200.00</u>	

At this year's banquet we will be awarding the following Long Service Awards:

2 – 10 year awards	Certificate only, no cost		
2 – 15 year awards	4 document frames for certificates	2 x \$35.00	\$70.00
3 – 20 year awards	3 plaques x \$85.00 each	3 x \$85.00	
\$255.00			
3 – 25 year award	3 – Awards \$200.00 each	3 x \$200.00	
\$600.00			
2 – 30 year award	1 - Award \$250.00 each	2 x \$250.00	
\$500.00			
1 – 35 year award	1 – Award \$300.00 each	1 x \$300.00	
\$300.00			
		TOTAL	\$2,925.00

Thank you to Traffic Safety for their continued support of the crossing guards. Please know that it is much appreciated.

Sheelagh  
5167



Sheelagh Duffin, B.A.  
Supervisor, Crossing Guards  
T 905-896-5167 | Fax 905-896-5166  
[Sheelagh.duffin@mississauga.ca](mailto:Sheelagh.duffin@mississauga.ca)

[City of Mississauga](#) | Transportation and Works Department,  
Works Operations and Maintenance Division  
3185 Mavis Road  
Mississauga ON L5C 1T7

Please consider the environment before printing

# City of Mississauga

## Corporate Report



Date: 2018/03/29

To: Chair and Members of Governance Committee

From: Gary Kent, CPA, CGA, Commissioner of Corporate Services and Chief Financial Officer

Originator's files:

Meeting date:  
2018/06/04

## Subject

**Traffic Safety Council Review**

## Recommendation

That the report dated March 29, 2018 from the Commissioner of Corporate Services and Chief Financial Officer, entitled "Traffic Safety Council Review", be received.

## Background

On October 11, 2017, Council directed staff to review: 1) Traffic Safety Council (TSC) meeting attendance; (2) the number of site visits attended over the past 12 months and years of service; 3) the number of requests for crossing guards that were granted and refused; and 4) the number of citizen members that attend site inspections in other municipalities.

The Terms of Reference for TSC are attached as Appendix 1 and outline the composition as 14 citizen members, 3 Members of Council, 2 Trustees (1 from the Peel District School Board and 1 from the Dufferin-Peel Catholic School Board) and 1 Life Member. The committee's work plan consists of the promotion and implementation of Walk to School programs, as well as site inspection requests received from members of Council, school staff and residents to install a crossing guard or traffic safety reviews. Occasionally, Transportation and Works staff will initiate a review with TSC members to review the warrants for the retention of a crossing guard due to changes in school boundaries, school busing and temporary construction.

## Comments

Members of TSC have served on the Committee from less than one year to 12 years. Appendix 2 details the number of committee meetings and site inspections that TSC members have attended from September 2016 to February 2018. Site inspections are scheduled during the morning when students are walking to school and in the afternoon when students are dismissed. TSC members attend these site inspections along with Transportation and Works

Governance Committee	2018/03/29	2
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staff including the Crossing Guard Supervisor and/or Traffic Operations Technician/Technologist.

Benchmarking was undertaken with other municipalities with respect to the number of citizen members, site visits and requests for crossing guards that are granted or refused (Appendix 3). Nine responses were received and of those only Brampton and Caledon have a citizen advisory committee that review requests for school crossing guards. For those municipalities that do not have a citizen advisory committee, staff conduct the site inspections and make recommendations related to school crossing guards.

The Traffic Safety in School Zones Policy was recently updated with administrative changes as part of the regular policy review program (Appendix 4). In accordance with the Policy and the *Highway Traffic Act*, Section 176, Crossing Guards are not placed on any roads with a posted speed limit in excess of 60km/hr. If TSC receives a request for a site inspection for roads in excess of 60km/hr, the Committee will conduct a safety review to review turning traffic, site lines, traffic signal timing, fencing and sidewalks etc.

A review of the City Committees of Council Structure dated March 4, 2013, noted that Traffic Safety Council “has the highest number of items per agenda and recommendations made at each meeting. The meetings are very organized and rigorous in the work they perform. While the corporation have staff who can perform this work, staff indicate they appreciate the citizen members working with them as school officials and residents appear to be more approachable with ideas when a citizen is involved in the discussion.”

## Financial Impact

Not applicable.

## Conclusion

The Traffic Safety Council implements proactive programs at schools to help reduce the impact of traffic in school zones; as well they respond to the requests related to concerns about traffic at particular schools or intersections. The Committee members utilize their expertise and provide recommendations following their participation at site inspections. Should Governance Committee consider dissolving Traffic Safety Council, it is suggested that a fulsome review and report be prepared to consider the staffing implications should staff perform the work of the Committee.



Governance Committee	2018/03/29	3
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## Attachments

Appendix 1: Traffic Safety Council Terms of Reference

Appendix 2: Traffic Safety Council Review – Years of Service, Meeting Attendance and  
Number of Site Inspections

Appendix 3: Benchmarking Research: Municipal School Traffic Safety Advisory Committees /  
Review of Requests for School Crossing Guards

Appendix 4: Traffic Safety in School Zones Policy 10-03-01

Appendix 5: Comparison Chart - Traffic Safety in School Zones Policy 10-03-01




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Gary Kent, CPA, CGA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Sacha Smith, Manager, Legislative Services and Deputy Clerk

## Terms of Reference for Traffic Safety Council

### Mandate

The Mississauga Traffic Safety Council considers matters related to the safety of students and their movement through the City of Mississauga and shall, wherever the situation warrants it, make recommendations to the Council of the City of Mississauga which are designed and intended to protect elementary and secondary school students from the dangers of vehicular traffic or related hazards. Traffic Safety Council will also work in co-operation with other Committees of Council on issues regarding pedestrian safety throughout the City of Mississauga.

Appointed members are required to attend site inspections on a regular basis to review requests for Crossing Guards and to review safety concerns in school areas and the launch of Walk To School Program.

### Objectives/Goals

The objective of the Traffic Safety Council is to provide a safe environment for students in and around schools. The goal is to contribute to a healthy city by encouraging walking to school and ensuring walking routes are safe.

### 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 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.

### Life Member

Where the Traffic Safety Council reviews or considers a member for appointment as a Life Member, the committee will consider a member's contributions to the long term advancement of the goals and objectives of the Traffic Safety Council.

### Procedures and Frequency of Meetings

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

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

The Traffic Safety Council will meet approximately 10 times per year, on the last Wednesday of every month, or as determined by the Committee at the call of the Chair. Traffic Safety Council does not meet in July and August.

In addition to attending Committee meetings, members of the Traffic Safety Council will be required to attend site inspections to evaluate and provide recommendations on approximately a minimum of 2 site inspections per month.

### Membership

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

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

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

The Traffic Safety Council shall be comprised of:

- 3 Councillors;
- 2 Trustees (1 from the Peel District School Board and 1 from the Dufferin-Peel Catholic District School Board);
- Up to 2 Life Members;
- 11 Citizen Members, ideally representing each ward in the City;
- 3 Citizen Members, representing the city at large.

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

- Manager of Student Transportation (or Designate), Peel District School Board/Dufferin-Peel Catholic District School Board;
- Principals'/Vice-Principals' Association (1 from the Peel District School Board and 1 from the Dufferin-Peel Catholic District School Board);
- One staff from the Peel District School Board and one from the Dufferin-Peel Catholic School Board;
- Transportation & Works (Traffic Operations) staff;

- Transportation & Works (Crossing Guard Supervisor);
- Manager of Parking Control (or Designate), Transportation and Works, Enforcement Division;
- Active Transportation staff;
- Peel Regional Police, Traffic Services.

### 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 Traffic Safety Council using City of Mississauga's Procedure By-law, and keep discussion on topic.
2. Provide leadership to the Traffic Safety Council 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 Manager of (Office in the City that handles the Committee's subject matter) on a regular basis.

### Role of Committee Members

The role of Committee Members is to:

1. Ensure that the mandate of (name of committee) is being fulfilled.
2. Provide the Chair with solid, factual information regarding agenda items.
3. When required, advise Council on matters relating to (the matters that the committee deals with).
4. Actively participate in the promotion of the Committee's signature events/Site inspections/etc. (whatever they may be).
5. Notify the Committee Coordinator if they are unable to attend (name of committee) meetings to ensure that quorum will be available for all meetings.

### Quorum

1. Quorum of the Traffic Safety Council 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.

The following are subcommittee of the Traffic Safety Council:

- Public Information Subcommittee
- Walk to School Sub-committee

### Traffic Safety Council Review – Years of Service, Meeting Attendance and Number of Site Inspections

- A record of meeting attendance and number of site visits per citizen member over the past 17 months.
- Years of service for every citizen member currently on the TSC.

Citizen Members (14)	No. meetings attended (out of 13)	No. of site inspections (Sept. 2016 – February 28, 2018)	
		AM	PM
<b>Peter Westbrook (Chair)</b> March 21, 2007	12	41	35
<b>Heather Relf (Vice-Chair)</b> March 21, 2007	13	18	16
<b>Sandra Beniuk</b> March 11, 2015	9	22	16
<b>Arvind Bhaskar</b> March 30, 2016	8	22	7
<b>Brad Butt</b> March 30, 2016	11	41	26
<b>Tamara Coulson</b> March 11, 2015	13	62	59
<b>Louise Goegan</b> 1995-2003; January 18, 2006	10	14	10
<b>Denise Gordon-Mohamud</b> October 9, 2013	10	15	0
<b>Sushil Kumra</b> November 20, 2013	11	1	26
<b>Junaid Shah</b> November 22, 2017	2	0	0
<b>Ajay Sharma</b> March 11, 2015	9	5	6
<b>Mashkooor Sherwani</b> March 11, 2015	5	3	0
<b>Daniel Suess</b> April 25, 2012	10	23	23
<b>Altamash Syed</b> March 11, 2015	12	2	40
<b>Katherine Vukobrat</b> March 11, 2015 – June 2017	7	6	5

## Benchmarking Research: Municipal School Traffic Safety Advisory Committees\Review of Requests for School Crossing Guards

### Introduction

This research was undertaken at the request of Mississauga City Council in order to compare Mississauga to other municipalities with respect to assessments of requests for school crossing guards. In the City of Mississauga, requests are assessed by the [Traffic Safety Council](#), which is a citizen advisory committee of Council.

For the research, 11 municipalities were contacted and asked the following questions:

Does your municipality have a citizen advisory committee with a mandate for school traffic safety?

If yes:

- How many citizen members sit on the committee?
- How many site inspections for requests for school crossing guards (SCGs) did committee members undertake in the last school year (September 2016 – June 2017)?
- As a result of those inspections, how many SCG requests were granted and how many refused in the last full school year?

If you **do not** have an advisory committee for school traffic safety:

- Who is responsible for reviewing requests for crossing guards in your municipality?
- In the last school year, how many reviews for requests for school crossing guards were undertaken and as a result of those reviews, how many SCG requests were granted and how many refused?

The research was limited to Ontario municipalities due to applicability of provincial legislation (*Highway Traffic Act*) to this matter.

Nine (9) municipalities responded to the request for information, and of those, two (2) municipalities (Brampton, Caledon) have a citizen advisory committee that reviews requests for school crossing guards.

The seven (7) municipalities that do not have a citizen advisory committee may have broader traffic/community safety programs or committees, but in all of those municipalities, staff conducts the site inspections/reviews of requests for school crossing guards.

For the research, general Web searches were conducted in order to identify any additional municipal advisory committees for school traffic safety. However, no additional committees in Ontario municipalities were discovered. It appears that such committees are not common amongst Ontario municipalities.

## Research Results

### Municipalities that have an advisory committee for school traffic safety

Municipality/Committee	No. of citizen members	No. of site inspections (Sept. 2016 – June 2017)	No. of School Crossing guard (SCG) requests (granted/refused)
<b>Mississauga Traffic Safety Council</b>	14	49 site inspections related to requests for school crossing guards (SCGs)  4 locations inspected(x2) related to the retention of school crossing guards (SCGs)	<ul style="list-style-type: none"> <li>2 requests for SCGs were approved</li> <li>47 were not warranted</li> <li>crossing guards removed at 3 locations and 1 crossing guard remained at current location</li> </ul>
<b>Brampton School Traffic Safety Council</b>	10	14 site inspections related to requests for school crossing guards (SCGs)	<ul style="list-style-type: none"> <li>3 requests for SCGs were approved</li> <li>7 were not warranted</li> <li>1 request not warranted currently but will be reviewed again September 2018</li> </ul> <p>Additionally:</p> <ul style="list-style-type: none"> <li>In 1 case, alternative measures were reviewed</li> <li>In 1 case, a decision was made by the School Board to bus students</li> <li>In 1 case, the request was to review the SCG operation (i.e. not a request for new SCG)</li> </ul>
<b>Caledon School Traffic Safety Committee</b>	5	1 site inspection Note: The Committee was only recently implemented (in 2016)	Request was to remove the SCG and restore busing to the school. Request was approved.



**Municipalities that do not have an advisory committee for school traffic safety**

Municipality	Requests for School Crossing Guards (SCGs) assessed by:	Period	No. of SCG request reviews conducted	Disposition of request reviews
<b>Guelph</b>	<b>Staff of Transportation Services (TS)</b>	<b>2016-2017 school year</b>	<b>32</b>	<ul style="list-style-type: none"> <li>• <b>2 were warranted</b></li> <li>• 15 were not warranted</li> <li>• 3 were not recommended (2 due to nearby adult guard location; 1 due to speed limit (85km/hr) higher than HTA max of 60km/hr)</li> <li>• 2 were cancelled</li> <li>• 1 was inconclusive due to non-corresponding data (Study will be redone).</li> <li>• 9 were deferred for various reasons, (e.g. construction). The studies will be redone.</li> </ul>
<b>Hamilton</b>	<p><b>Staff of By-Law Enforcement &amp; School Safety Supervisors</b></p> <p>oversee crossing guard program and are part of the ASST Hub and participate in STPs (see below)</p> <p>Accepts SCG requests only from School Administrators, members of the School Council, or the Ward Councillor's Office.</p> <p><a href="#">Hamilton Active &amp; Sustainable School Transportation (ASST) Hub</a>, responsible for developing School Travel Plans (STP) at the school level</p>	In <b>2017-2018</b> school year: (year to date):	<b>13</b>	<ul style="list-style-type: none"> <li>• <b>3 were warranted</b></li> <li>• 5 were refused</li> <li>• 5 pending</li> </ul>

Municipality	Requests for School Crossing Guards (SCGs) assessed by:	Period	No. of SCG request reviews conducted	Disposition of request reviews
<b>London</b>	Staff of the <b>Transportation Division</b>	<b>2016-2017</b> School year	<b>31</b>	<b>2</b> crossing guards were warranted, <b>5</b> other locations qualified for a type D PXO (Pedestrian Crossover)
<b>Oakville</b>	<b>Transportation Division</b> , Engineering and Construction, reviews requests for crossing guards	<b>2017-2018</b> school year (year to date)	<b>5</b>  Staff also conduct annual crossing guard counts (about 40 locations per year) to determine if locations are still warranted, or if new locations are warranted.	<b>0 approved</b> (no new crossing guard locations added).
<b>Ottawa</b>	<b>Road Safety &amp; Traffic Investigation Unit within Traffic Services Division, Transportation Services Department</b>  Deadline for crossing guard requests is March 31 for the next school year. Reviews are conducted April, May and June for readiness for the next school year.	<b>2016-2017</b> school year	<b>51</b>	<b>19</b> were warranted.

Municipality	Requests for School Crossing Guards (SCGs) assessed by:	Period	No. of SCG request reviews conducted	Disposition of request reviews
<b>Toronto</b>	<p>Currently requests for crossing guards are reviewed <b>the Traffic Services Division of Toronto Police Services (TPS). One officer does the site inspections.</b></p> <p><b>Note: Toronto City Council recently approved recommendations, effective September 2019: To transfer responsibility for SCGs (including warrants) to the City's Transportation Services Division, and that the General Manager, Transportation Services contract with a third-party service provider to deliver the school crossing guard program</b> starting August 1, 2019.</p> <p>Under such a contract, City staff would still be required to develop program requirements, manage the contract, and provide oversight of program delivery (See Report from Toronto Police Transformational Task Force Report and Impacts on City Divisions- <a href="#">Item EX28.5</a>)</p>	2016-2017 school year	52	<p>10 were warranted</p> <p>Also had 21 requests for the removal of guards of which 5 were required and 2 were not required (we still have to conduct the removal surveys</p> <p>Decision of TPS is final (does not go to City Council for approval).</p>

Municipality	Requests for School Crossing Guards (SCGs) assessed by:	Period	No. of SCG request reviews conducted	Disposition of request reviews
<b>Vaughan</b>	Traffic Services conducts studies for school crossing guards.	<b>2016-2017</b> school year	<b>26</b>	<ul style="list-style-type: none"> <li>• <b>3</b> were warranted</li> <li>• an additional 2 relocated due to school boundary changes</li> <li>• 21 were refused</li> </ul>

# Corporate Policy & Procedure



**Policy Title: Traffic Safety in School Zones**

Appendix 4

**Policy Number: 10-03-01**

**April 3, 2018**

Section:	<b>Roads and Traffic</b>	Subsection:	<b>Traffic Safety</b>
Effective Date:	<b>September 16, 2009</b>	Last Review Date:	<b>April 2018</b>
Approved by: <b>Council</b>	Owner Division/Contact: <b>Committee Co-ordinator for the Traffic Safety Council, Office of the City Clerk, Corporate Services Department</b>		

## Policy Statement

The City of Mississauga provides for student safety through the use of school signs, regulatory and warning signs, sidewalks, road markings, crossing guards and enforcement of parking violations.

## Purpose

The purpose of this policy is to identify the criteria used in determining appropriate measures for student safety.

## Authority

The [Terms of Reference](#) for the Traffic Safety Council provide that the Committee make recommendations to the Council of the City of Mississauga which are designed and intended to protect students from the dangers of vehicular traffic. (A link will be added to the TSC terms of Reference.)

## Site Inspection

Site inspections, defined as safety reviews and/or gap studies, are conducted by the Site Inspection Sub-Committee of the Traffic Safety Council. Based on the results of the site inspection, appropriate measures are recommended to ensure the safety of students.

Locations where site inspections are conducted include:

- Mid-block locations without any form of traffic control (often in front of or adjacent to a school site)
- At an intersection with traffic controls (stop signs) on the side street only
- At an intersection controlled by all way stop signs
- At an intersection controlled by an Intersection Pedestrian Signal (IPS)

Policy Number: 10-03-01

Effective Date: September 16, 2009

Policy Title: Traffic Safety in School Zones

Last Review Date: April 2018

2 of 5

### Safety Reviews

Safety Reviews include, but are not limited to, review of school signs, regulatory warning signs, sidewalks, road markings and observation of traffic and pedestrian behaviour.

### Gap Study

The site inspection usually includes a gap study. The “safe gap time” is the time it takes a child to cross the road safely. The formula used to determine the safe gap time is  $(A \div B) + C = \text{safe gap time}$ , where:

- “A” represents the width of the road in feet
- “B” represents the average walking speed of a junior school student (3.5 feet per second), and
- “C” represents the time it takes the student to start to cross the road (four seconds)

### When Site Inspections are Conducted

Traffic Safety Council conducts site inspections on a proactive and reactive basis. Requests to the Traffic Safety Council for a site inspection must be made in writing.

A maximum of two site inspections are carried out at any one location during a school year, unless the Traffic Safety Council determines that circumstances have changed and another inspection is warranted. If circumstances change and a site inspection is necessary to determine whether a crossing guard continues to be warranted at a crossing location, a minimum of two site inspections will be conducted

### Cancellation of Site Inspections

On days when school buses are cancelled or in inclement weather conditions, participants' on-site inspections are requested to contact the Crossing Guard Supervisor prior to attending the site inspection to determine if attendance is required.

### Site Inspection Report

The site inspection report contains information about the site conditions, calculations and observations on vehicular and pedestrian traffic, as well as a final assessment and recommendations, which are then reported to the Traffic Safety Council for consideration. *(A link to the Site Inspection Report will be provided.)*

### Crossing Guards

The Traffic Safety Council recommends the use of adult crossing guards to assist Kindergarten to Grade 5 students, based on the warrant criteria as determined by the site inspection and on sound judgement and experience. An exception is made to include students in Grades 6 to 8 in construction areas, as outlined in the Temporary Crossing Guard section of this policy. Such recommendations are subject to the availability of a crossing guard. The maximum shift for a

Policy Number: 10-03-01

Effective Date: September 16, 2009

Policy Title: Traffic Safety in School Zones

Last Review Date: April 2018

3 of 5

crossing guard should not exceed 45 minutes and may be extended at the discretion of the Crossing Guard Supervisor.

### **Crossing Guard Warranted**

Conditions which warrant crossing guards include, but are not limited to:

When there are five or more eligible students crossing, and there are less than four safe gaps in traffic in 50% of the five minute intervals surveyed, a crossing guard may be warranted.

Consideration will be given to assigning two or more adult crossing guards on roadways supporting four or more lanes of traffic where one or more of the following factors are present:

- Students crossing at one side of an intersection or at a mid-block location do so in both directions
- Heavy volumes of turning vehicles are present, or
- Heavy volumes of students cross on both sides of the intersection

### **Crossing Guard Not Warranted**

Conditions which do not warrant crossing guards include, but are not limited to:

- The number of students crossing is less than five
- There are four or more safe gaps in traffic in 50% of the five minute intervals surveyed
- The roadway has more than six through lanes of traffic, and
- The posted speed limit is in excess of 60 km/hr

### **Speed Limit Exceeds 60 km/hr:**

Crossing guards are not used on any roads with a posted speed limit in excess of 60 km/hr. In accordance with section 176 of the *Highway Traffic Act*, such locations warrant other means of ensuring safe crossing.

### **Lanes of Traffic Exceed Six:**

Crossing guards are not used on any road supporting six or more through lanes of traffic where a traffic signal is not present, in accordance with section 176 of the *Highway Traffic Act*.

### **Flexible Boundary:**

In accordance with school board policy, flexible boundary students may not be considered for crossing guard protection; however, if they cross at locations where crossing guards exist, then they can be accommodated if a crossing guard is on duty at that time. It is the responsibility of the parent to ensure safe transit for flexible boundary students.

### **Grade Separations:**

Crossing guards will not be recommended at grade separations, such as underpasses, as there is no potential for vehicular/pedestrian conflict at such locations.

Policy Number: 10-03-01

Effective Date: September 16, 2009

Policy Title: Traffic Safety in School Zones

Last Review Date: April 2018

4 of 5

**School Bus Stops:**

Crossing guards will not be provided at school bus stop locations.

**Temporary Crossing Guard**

In the event of construction that impacts the safety of students, a temporary adult school crossing guard may be considered by the Traffic Safety Council to assist Kindergarten to Grade 8 students. Prior to approval of a temporary crossing guard, a site inspection of the area must be completed. The cost for a temporary crossing guard required due to construction will be charged to the construction proponent.

**Term**

Any recommendation to install a temporary crossing guard during the school year must specify that the guard should be removed at the end of the construction period.

**Notice to Parents**

The appropriate school is responsible for advising parents of students using the crossing that the crossing guard has been assigned on a temporary basis only and should not be considered permanent.

**Review of Crossing Guard Locations**

Crossing guard locations may be reviewed at any time. The Traffic Safety Council makes recommendations based on the review of the site. A minimum of two site inspections are to be conducted to determine if a crossing guard should be removed. The removal of a crossing guard will be effective at a break in the school year (Christmas, March or summer break). The recommendation to remove a crossing guard at the end of the school year, at the summer break, will be placed on the Traffic Safety Council agenda no later than April of that year.

The school affected is responsible for advising parents if a decision is made to remove the crossing guard. The Transportation and Works Department is responsible for removing school crossing signs and lines.

**School/Speed Signs**

The Peel District School Board and the Dufferin-Peel Catholic District School Board have been requested to notify the Traffic Safety Council two to three months in advance of the anticipated opening dates of all new schools in Mississauga. This notice enables the Transportation and Works Department to erect the appropriate school/speed signage prior to the school openings.

The City implements 40 km/hr (25 miles/hr) speed zones on local or minor collector roadways adjacent to junior school frontages or on roadways with less than acceptable geometrics, based on engineering standards.



Policy Number: 10-03-01

Effective Date: September 16, 2009

Policy Title: Traffic Safety in School Zones

Last Review Date: April 2018

5 of 5

In accordance with the Ontario Ministry of Transportation standard, school crossings are implemented if the location is supervised by a crossing guard.

## Revision History

Reference	Description
TSC-0261-2006 – 2006 12 13	
Resolution 0200-2009 – 2009 09 16	

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<b>POLICY STATEMENT</b> The City of Mississauga provides for student safety through the use of school signs, regulatory and warning signs, sidewalks, road markings and crossing guards.	<b>POLICY STATEMENT</b> The City of Mississauga provides for student safety through the use of school signs, regulatory and warning signs, sidewalks, road markings, crossing guards and enforcement of parking violations.	
<b>PURPOSE</b> The purpose of this policy is to identify the criteria used in determining appropriate measures for student safety.	<b>PURPOSE</b> No change.	
<b>AUTHORITY</b> The terms of reference for the Traffic Safety Council provide that the Committee make recommendations to the Council of the City of Mississauga which are designed and intended to protect students from the dangers of vehicular traffic.	<b>AUTHORITY</b> The <a href="#">Terms of Reference</a> for the Traffic Safety Council provide that the Committee make recommendations to the Council of the City of Mississauga which are designed and intended to protect students from the dangers of vehicular traffic.	No change to wording. Added link to committee Terms of Reference.
<b>SITE INSPECTION</b> Site inspections are conducted by the Site Inspection Sub-Committee of the Traffic Safety Council. Based on the results of the site inspection, appropriate measures are recommended to ensure the safety of students.	<b>SITE INSPECTION</b> Site inspections, defined as safety reviews and/or gap studies, are conducted by the Site Inspection Sub-Committee of the Traffic Safety Council. Based on the results of the site inspection, appropriate measures are recommended to ensure the safety of students.  Locations where site inspections are conducted	Clarified what a site inspection entails. No change to process.   Added information on where site

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
	<p>include:</p> <ul style="list-style-type: none"> <li>• Mid-block locations without any form of traffic control (often in front of or adjacent to a school site)</li> <li>• At an intersection with traffic controls (stop signs) on the side street only</li> <li>• At an intersection controlled by all way stop signs</li> <li>• At an intersection controlled by an Intersection Pedestrian Signal (IPS)</li> </ul>	<p>inspections are conducted for clarity. This conforms to the Ontario Crossing Guard Guide.</p>
	<p><b>Safety Reviews</b> Safety Reviews include but are not limited to review of school signs, regulatory warning signs, sidewalks, road markings and observation of traffic and pedestrian behaviour.</p>	<p>This information has been added for clarification.</p>
<p><b>Gap Study</b> The site inspection usually includes a gap study. The “safe gap time” is the time it takes a child to cross the road safely. The formula used to determine the safe gap time is <math>(A \div B) + C = \text{safe gap time}</math>, where:</p> <ul style="list-style-type: none"> <li>• “A” represents the width of the road in feet</li> <li>• “B” represents the average walking speed of a junior school student (3.5 feet per second), and</li> <li>• “C” represents the time it takes the student to start to cross the road (four seconds)</li> </ul>	<p><b>Gap Study</b> No change.</p>	

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p><b>When Site Inspections are Conducted</b> A site inspection, including a gap study, should be made at all significant crossing locations including signalized intersections within four weeks of a new school opening.</p> <p>Crossing locations will be based on input from the school board on the new school catchment area.</p> <p>In addition, the police, school boards, Transportation and Works Department or any concerned citizen may make a request to the Traffic Safety Council for a site inspection. Such requests must be made in writing.</p> <p>A maximum of two site inspections are carried out at any one location during a school year, unless the Traffic Safety Council determines that circumstances have changed and another inspection is warranted. If circumstances change and a site inspection is necessary to determine whether a crossing guard continues to be warranted at a crossing location, a minimum of two site inspections will be conducted prior to the Traffic Safety Council meeting in April of any given school year.</p>	<p><b>When Site Inspections are Conducted</b> Traffic Safety Council conducts site inspections on a proactive and reactive basis. Requests to the Traffic Safety Council for a site inspection must be made in writing.</p> <p>A maximum of two site inspections are carried out at any one location during a school year, unless the Traffic Safety Council determines that circumstances have changed and another inspection is warranted. If circumstances change and a site inspection is necessary to determine whether a crossing guard continues to be warranted at a crossing location, a minimum of two site inspections will be conducted</p>	<p>Removed the requirement for the inspections to be done prior to the April Traffic Safety Council meeting. A minimum of two inspections will still occur annually.</p>
<p><b>Cancellation of Site Inspections</b> On days when school buses are cancelled or in inclement weather conditions, participants’ on-site</p>	<p><b>Cancellation of Site Inspections</b> No change.</p>	

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
inspections are requested to contact the Crossing Guard Supervisor prior to attending the site inspection to determine if attendance is required.		
<b>Site Inspection Report</b> The site inspection report contains information about the site conditions, calculations and observations on vehicular and pedestrian traffic and a final assessment and recommendations.	<b>Site Inspection Report</b> The site inspection report contains information about the site conditions, calculations and observations on vehicular and pedestrian traffic as well as a final assessment and recommendations, which are then reported to the Traffic Safety Council for consideration. <i>(A link to the Site Inspection Report will be added)</i>	A link to the Site Inspection Report will be added to the Traffic Safety Committee website.
<b>Site Conditions</b> Site conditions which are noted and considered include, but are not limited to: <ul style="list-style-type: none"> <li>• Traffic controls and signs</li> <li>• Posted speed limit</li> <li>• Parking patterns</li> <li>• Visibility of crossing pedestrians</li> <li>• Sight obstructions (hedges, fences, trees)</li> <li>• Road grade (flat?)</li> <li>• Road width</li> <li>• Road condition</li> <li>• Presence of sidewalks</li> <li>• Proximity to school</li> <li>• Route survey (short cuts, shopping areas,</li> </ul>		The detail of the report content has been removed and a link to the report provided instead (above).

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
construction, parked vehicles)		
		The detail of the report content has been removed and a link to the report provided instead (above).
<b>Assessment:</b> An assessment of the number of safe gaps per five minute period is made.		The detail of the report content has been removed and a link to the report provided instead (above).
<b>Recommendations:</b> After consideration of the assessment of safe gaps and the observations and site conditions, recommendations are made to the Traffic Safety Council. Committee recommendations include, but are not limited to: <ul style="list-style-type: none"> <li>• Placement of a crossing guard or school safety patroller at the location</li> <li>• Parking or stopping prohibitions</li> <li>• Implementation of a “kiss and ride” program</li> <li>• Further police or parking control enforcement</li> <li>• Additional signage, such as speed limit or school zone signs</li> <li>• Traffic controls</li> <li>• Physical alterations on or off-site</li> <li>• Notification to parents regarding parking or stopping prohibitions</li> </ul>		The detail of the report content has been removed and a link to the report provided instead (above).

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<ul style="list-style-type: none"> <li>• Adjustment of school bus routes or transit stops</li> <li>• Removal of site obstructions, such as a news box or transit shelter</li> <li>• Adjustment of walking routes, and/or</li> <li>• Re-inspection</li> </ul> <p>The recommendations of the Site Inspection Sub-Committee are forwarded to the Traffic Safety Council for consideration and appropriate action.</p>		
<p><b>CROSSING GUARDS</b></p> <p>The Traffic Safety Council recommends the use of adult crossing guards to assist Kindergarten to Grade 5 students based on the warrant criteria as determined by the site inspection and judgement and experience. An exception is made to include students in Grades 6 to 8 in construction areas, as outlined in the Temporary Crossing Guard section of this policy. Such recommendations are subject to the availability of a crossing guard. The maximum shift for a crossing guard should not exceed 45 minutes and may be extended at the discretion of the Crossing Guard Supervisor.</p>	<p><b>CROSSING GUARDS</b></p> <p>The Traffic Safety Council recommends the use of adult crossing guards to assist Kindergarten to Grade 5 students based on the warrant criteria as determined by the site inspection and on sound judgement and experience. An exception is made to include students in Grades 6 to 8 in construction areas, as outlined in the Temporary Crossing Guard section of this policy. Such recommendations are subject to the availability of a crossing guard. The maximum shift for a crossing guard should not exceed 45 minutes and may be extended at the discretion of the Crossing Guard Supervisor.</p>	<p>Minor wording revision; added “on sound” judgement.</p>
<p><b>Crossing Guard Warranted</b></p> <p>Conditions which warrant crossing guards include, but are not limited to:</p>	<p><b>Crossing Guard Warranted</b></p> <p>No change.</p>	

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p><b>Less Than Four Adequate Gaps:</b> Where there are five or more eligible students crossing and there are frequently less than four adequate gaps in traffic during a five minute period on roads having a posted speed limit of not more than 60 km/hr (approx. 35 miles/hr), a lined, signed crossing is warranted and shall be supervised by an adult crossing guard.</p>	<p>When there are five or more eligible students crossing, and there are less than four safe gaps in traffic during 50% of the five minute intervals surveyed, a crossing guard may be warranted.</p>	<p>Removed subtitle. Language clarified for ease of reading and for consistency with the Ontario Crossing Guard guide.</p>
<p><b>Four or More Lanes of Traffic:</b> Consideration will be given to assigning two or more adult crossing guards on roadways supporting four or more lanes of traffic where one or more of the following factors are present:</p> <ul style="list-style-type: none"> <li>• Students crossing at one side of an intersection or at a mid-block location do so in both directions</li> <li>• Heavy volumes of turning vehicles are present, or</li> <li>• Heavy volumes of students cross on both sides of an intersection</li> </ul>	<p>No change.</p>	<p>Removed subtitle.</p>
<p><b>Crossing Guard Not Warranted</b> Conditions which do not warrant crossing guards include, but are not limited to:</p>	<p><b>Crossing Guard Not Warranted</b> No change.</p>	
<p><b>Four or More Adequate Gaps:</b></p>		<p>Removed subtitle and merged with</p>



<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>Crossing guards are not warranted when:</p> <ul style="list-style-type: none"> <li>• The number of students crossing is less than five</li> <li>• There are frequently four or more adequate gaps in traffic during a five minute period, and</li> <li>• The roadway has more than six through lanes of traffic, and</li> <li>• The posted speed limit is in excess of 60 km/hr</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> <li>• There are four or more safe gaps in traffic in 50% of the five minute intervals surveyed</li> <li>• No change.</li> <li>• No change.</li> </ul>	<p>subtitle above.</p> <p>Wording revised to clarify that gaps must be present 50% of the intervals surveyed.</p>
<p><b>Safety Patrollers:</b> School area signs, indicating that children are crossing in the area, may be installed where appropriate. Safety patrollers may be considered and recommendations forwarded to the Peel Regional Police and the appropriate school principal concerned.</p>		<p>Traffic Safety has not recommended safety patrollers for many years. It is up to individual schools to decide whether they wish to have safety patrollers at their schools. TSC recommends the use of adult crossing guards where the warrants are met. Safety patrollers are under the CAA in Ontario. They recommend students 11-13 years of age for the program, whereas the mandate for TSC to recommend a crossing guard is for kindergarten to grade 5 age students.</p>
<p><b>Speed Limit Exceeds 60 km/hr:</b> Crossing guards are not used on any roads with a posted speed limit in excess of 60 km/hr. In</p>	<p><b>Speed Limit Exceeds 60 km/hr:</b> Crossing guards are not used on any roads with a posted speed limit in excess of 60 km/hr. In</p>	<p>Added specific section of the <i>Highway Traffic Act</i>.</p>

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
accordance with <i>the Highway Traffic Act</i> , such locations warrant other means of ensuring safe crossing.	accordance with Section 176 of the <i>Highway Traffic Act</i> , such locations warrant other means of ensuring safe crossing.	
<b>Lanes of Traffic Exceed Six:</b> Crossing guards are not used on any road supporting six or more through lanes of traffic, where a traffic signal is not present. Such locations warrant other means of ensuring the safe crossing of students.	<b>Lanes of Traffic Exceed Six:</b> Crossing guards are not used on any road supporting six or more through lanes of traffic, where a traffic signal is not present, in accordance with Section 176 of the <i>Highway Traffic Act</i> .	Added specific section of the <i>Highway Traffic Act</i> .
<b>Flexible Boundary:</b> In accordance with school board policy, flexible boundary students may not be considered for crossing guard protection. However, if they cross at locations where crossing guards exist, they can be accommodated if a guard is on duty at that time. It is the responsibility of the parent to ensure safe transit for flexible boundary students.	<b>Flexible Boundary:</b> In accordance with school board policy, flexible boundary students may not be considered for crossing guard protection; however, if they cross at locations where crossing guards exist, then they can be accommodated if a crossing guard is on duty at that time. It is the responsibility of the parent to ensure safe transit for flexible boundary students.	Minor wording revisions for ease of reading; no change to intent.
<b>Grade Separations:</b> Crossing guards will not be recommended at grade separations, such as underpasses, as there is no potential for vehicular/pedestrian conflict at such locations.	<b>Grade Separations:</b> No change.	
<b>School Bus Stops:</b> Crossing guards will not be provided at school bus	<b>School Bus Stops:</b> No change.	

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
stop locations.		
<b>TEMPORARY CROSSING GUARD</b> In the event of construction that impacts the safety of students, a temporary adult school crossing guard may be considered by the Traffic Safety Council to assist Kindergarten to Grade 8 students. The cost for a temporary crossing guard required due to construction will be charged to the construction company.	<b>TEMPORARY CROSSING GUARD</b> In the event of construction that impacts the safety of students, a temporary adult school crossing guard may be considered by the Traffic Safety Council to assist Kindergarten to Grade 8 students. Prior to approval of a temporary crossing guard, a site inspection of the area must be completed. The cost for a temporary crossing guard required due to construction will be charged to the construction proponent.	Combined information from section below.
<b>Approval</b> Prior to approval of a temporary crossing guard, a site inspection of the area must be completed.		Combined with section above.
<b>Term</b> Any recommendation to install a temporary guard must specify that the guard should be removed at the end of the construction period.	<b>Term</b> Any recommendation to install a temporary crossing guard during the school year must specify that the guard should be removed at the end of the construction period.	Minor wording changes for clarity. No change to intent.
<b>Notice to Parents</b> The appropriate school is responsible for advising parents of students using the crossing that the guard has been assigned on a temporary basis only and	<b>Notice to Parents</b> The appropriate school is responsible for advising parents of students using the crossing that the crossing guard has been assigned on a temporary	Minor wording change for clarity; replaced “guard” with “crossing guard”.

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
should not be considered permanent.	basis only and should not be considered permanent.	
<p><b>REVIEW OF CROSSING GUARD LOCATIONS</b> Crossing guard locations may be reviewed at any time, such as when the number of students crossing at a given location falls to four. The Traffic Safety Council then makes appropriate recommendations based on the review of the site. A minimum of two site inspections are to be conducted to determine if a crossing guard should be removed.</p> <p>The school affected is responsible for advising the parents if a decision is made to remove the guard. The Transportation and Works Department is responsible for removing school crossing signs and lines.</p>	<p><b>REVIEW OF CROSSING GUARD LOCATIONS</b> Crossing guard locations may be reviewed at any time. The Traffic Safety Council makes recommendations based on the review of the site. A minimum of two site inspections are to be conducted to determine if a crossing guard should be removed. The removal of a crossing guard will be effective at a break in the school year (Christmas, March or Summer break). The recommendation to remove a crossing guard at the end of the school year, at the summer break, will be placed on the Traffic Safety Council agenda no later than April of that year.</p> <p>The school affected is responsible for advising the parents if a decision is made to remove the crossing guard. The Transportation and Works Department is responsible for removing school crossing signs and lines.</p>	<p>Added detail that guards will be removed at the end of the school year (summer) and the recommendation included on a Traffic Safety Council agenda by April.</p> <p>Minor wording change for clarity; replaced “guard” with “crossing guard”.</p>
<p><b>SCHOOL/SPEED SIGNS</b> The Peel District School Board and the Dufferin-Peel Catholic District School Board have been requested to notify the Traffic Safety Council two to three months in advance of the anticipated opening dates of all new schools in Mississauga. This notice enables</p>	<p><b>SCHOOL/SPEED SIGNS</b> The Peel District School Board and the Dufferin-Peel Catholic District School Board have been requested to notify the Traffic Safety Council two to three months in advance of the anticipated opening dates of all new schools in Mississauga. This notice</p>	<p>Minor edit for ease of reading.</p>

<i>Previous Policy</i>	<i>Current Policy — What Exists Today in Traffic Safety in School Zones policy. If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>the Transportation and Works Department to erect the appropriate school and speed signs prior to the school openings.</p> <p>The City implements 40 km/hr (25 miles/hr) speed zones on local or minor collector roadways adjacent to junior school frontages or on roadways with less than acceptable geometrics, based on engineering standards.</p> <p>In accordance with the Ontario Ministry of Transportation standard, school crossings are implemented only if the location is supervised by a crossing guard or school patroller and “school area” signs are installed on all roadways adjacent to elementary schools.</p>	<p>enables the Transportation and Works Department to erect the appropriate school/speed signage prior to the school openings.</p> <p>No change.</p> <p>In accordance with the Ontario Ministry of Transportation standard, school crossings are implemented if the location is supervised by a crossing guard.</p>	<p>Revised to remove reference to safety patrollers, as they are outside of the City’s scope.</p>



# City of Mississauga

## Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP

Meeting date:  
2018/05/30

## Subject

**Automated Speed Enforcement (ASE)**

## Recommendation

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 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.

## Report Highlights

- As part of the City's Vision Zero framework and Road Safety Program, Automated Speed Enforcement (ASE) has been identified as a road safety initiative to reduce vehicle operating speeds and the number of injuries and fatalities on our roadways. City staff from the Transportation and Works Department, Legal Services and Court Administration have been participating in an inter-municipal working group led by the Ontario Traffic Council (OTC) in an effort to establish common operating principles for ASE across the Province.

- The ASE Request for Proposal evaluation process, provincial regulations, and contract award by all participating municipalities is expected to occur in 2019 at the earliest.
- It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards 2020.
- Implementation of ASE on City of Mississauga roads would remain subject to City Council approval and future reports will provide details of capital and operating cost implications for the City.

## 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 ASE (commonly referred to as “photo radar”) in school zones and community safety zones on roadways with posted speed limits less than 80 kilometres per hour.

The HTA amendments that enable ASE deployments would permit any road authority to implement ASE on roadways within their jurisdiction that meet the legislated criteria.

Similar to Red Light Camera operations, it is expected that decisions on the operation of ASE will likely be prescribed by the province of Ontario through regulation in order to ensure consistency across the province.

City staff from the Transportation and Works Department, Legal Services and Court Administration have been participating in an inter-municipal working group led by the OTC in an effort to establish common operating principles for ASE across the province.

The OTC has included staff from many jurisdictions across Ontario in the ASE working group, including staff from the cities of Toronto, Mississauga and Brampton, as well as staff from the Town of Caledon and Region of Peel.

The purpose of this report is to provide information regarding the potential use of ASE technology in school zones and community safety zones on permitted roadways.

This report also provides an update regarding ongoing staff participation in the OTC ASE working group tasked with the implementation of ASE Systems in the province.

The mandate of the OTC ASE working group does not include school bus camera enforcement.



## Comments

As part of the City's Vision Zero framework and Road Safety Program, ASE has been identified as a road safety initiative to reduce vehicle operating speeds and the number of injuries and fatalities on our roadways.

Speed is a factor in almost all collisions. It increases the likelihood of a collision occurring and also has a direct impact on the severity of the collision. Any measure to reducing operating speeds will therefore reduce the number of collisions, injuries and fatalities on our transportation system.

ASE is generally identified as a highly effective tool to reduce vehicle operating speeds. For example, a 2017 New York City report indicated that speeding in school zones during school hours was reduced by 63 per cent following the introduction of a fixed position automated speed enforcement camera. In Canada, ASE programs exist in the provinces of Quebec, Manitoba, Alberta and British Columbia.

The legislation passed by the province focuses on school zones and community safety zones as the only eligible areas for ASE implementation. At this point in time, there are five designated community safety zones on City of Mississauga roads and 240 schools within the City of Mississauga.

Updates to the City's Traffic By-law, as amended, to define and designate school zones and community safety zones may be required to support eventual ASE implementation.

### OTC ASE Working Group Update

As previously indicated, the Legislative Assembly of Ontario amended the HTA to authorize the use of ASE technology. In order to enable this legislation, regulations must still be enacted by the province. The province is participating in the OTC ASE working group so that municipalities can provide input on the regulations under which the ASE program will operate.

Concurrent with this work, Toronto City Council approved recommendations in early 2018 for Toronto to proceed with the ASE program in conjunction with the province and partnering municipalities. This includes proceeding with the issuance of a Request for Proposal (RFP) for equipment, related operations, maintenance and support for ASE, and investigating the feasibility for the City of Toronto to manage the Joint Processing Centre (JPC) on behalf of partnering municipalities. The City of Toronto is actively participating in the OTC ASE working group and intends to proceed with the development and issuance of the RFP for ASE operations on behalf of all participating municipalities in 2018 after the provincial regulations are finalized. The RFP evaluation process, provincial regulations, and contract award by all participating municipalities is expected to occur in 2019 at the earliest. It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards 2020.

The province envisions that ASE offences would be processed through a single JPC, similar to the system that is currently used for Red Light Camera offences. The JPC for Red Light Camera offences is managed and administered by the City of Toronto and staffed with Provincial Offences Officers. The City of Toronto is actively participating in the OTC ASE working group and is taking the lead on the investigation and development of the business case and cost-sharing formula between the participating municipalities with the assumption that Toronto would host the JPC for the ASE program.

### Issues under Consideration

Key ASE issues under consideration in the OTC working group include the following:

- Expected impacts on court services
- Fixed location versus mobile enforcement
- Initial warning period
- Enforcement thresholds
- Common designations of school zone and community safety zone

A concern raised by several members of the OTC ASE working group is the impact that ASE will have on the existing court system. Speeding infractions are prosecuted by municipalities in the Provincial Offences Act courts pursuant to a Memorandum of Understanding with the province. There is concern that ASE may overwhelm the court system in some municipalities and that the province will not be able to supply enough judicial officers (Justices of the Peace) for potential trials. As an alternative, the working group is evaluating the use of an Administrative Penalty System for ASE, similar to the means currently used for resolving parking ticket disputes by some of the participating municipalities. The legislation currently does not authorize the use of an Administrative Penalty System for ASE.

ASE can either be fixed position (permanent sites that may operate during particular times of day, days of week or 24/7) or mobile units (in vehicle, tripod or trailer mounted equipment). The OTC ASE working group is drafting the RFP document to allow for the evaluation of a combination of fixed and mobile units.

In most jurisdictions where ASE has been deployed, an initial one to three month warning period is provided where infraction notices are issued but no fines are levied. It is anticipated that ASE in Ontario will include a similar warning period.

There is no consistency across jurisdictions using ASE technology regarding the threshold speed at which the technology is set. In some instances, there is zero tolerance. In others, the threshold speed is set at a certain level above the posted speed limit, in which case the threshold is generally well known among regular commuters. It is expected that a consistent threshold speed (either a fixed value or on a percentage basis) will be used when ASE is deployed in Ontario.

The legislation allows ASE in school zones and community safety zones. The community safety zone section of the HTA gives officers the opportunity to issue a doubling of any HTA fine if the offence occurs within a community safety zone. It is expected that this doubling of fines will be applied on every infraction that is captured by an ASE system. Therefore, it has been suggested that all school zones in the ASE area be designated as community safety zones.

Similar to the operation of the successful Red Light Camera program, an ASE steering committee will be established. The steering committee comprises municipalities that operate ASE, the Ministry of Transportation, Ministry of the Attorney General, and the Ontario Information and Privacy Commission. The steering committee will ensure ASE is operated cooperatively and consistently in each Ontario municipality, while ensuring effective operation and management of ASE.

### **Next Steps**

Staff are recommending to continue to participate with the OTC and other municipalities in the development of a RFP for ASE. By actively participating in this process, staff will have the opportunity to ensure that criteria relevant to the traffic issues in Mississauga are considered and reflected in the process. Staff would also have the opportunity to participate in the associated working groups related to the various components of ASE implementation, including the handling of ASE infractions through either Provincial Offences Act or an Administrative Penalty System.

The City of Toronto has indicated that it will proceed with the development of the RFP for ASE operations and planning for a JPC. The City of Toronto would finance these endeavours until such time that a formal project cost distribution with other interested municipalities is determined. The City of Toronto offer is contingent upon receiving letters from municipalities indicating their interest in participating in the ASE RFP and cost sharing, even though this letter does not infer a commitment to implement ASE by municipal councils.

There is a general consensus from the participated members of the OTC ASE working group that Toronto is best suited to undertake the RFP for ASE operations and planning for a JPC on behalf of participating municipalities. Economies of scale are realized when such efforts are undertaken as a group including consistency of operations and processes.

As a result, City staff recommend that a letter from the City Manager be provided to the City of Toronto to confirm Mississauga's interest in participating in the ASE RFP and potential cost sharing, with the caveat that Mississauga City Council has not committed to implement ASE at this time.

A follow-up report related to the implementation of ASE (locations, hardware, penalties, community safety zones, etc.) is expected to be prepared in 2019 for Council's consideration as more details about the roll out of ASE become available.

Transportation and Works staff have worked with staff from Legal Services and from Provincial Offences Act Court Administration to prepare this report.

## Financial Impact

There are no financial implications with respect to this report. Staff anticipate future reports will provide details of capital and operating cost implications for the City.

## Conclusion

The province of Ontario has amended the HTA to enable the use of ASE technology to improve safety in school zones and community safety zones. City of Mississauga staff will continue to be involved and informed as the legislation, regulations and process are established.

Implementation of ASE on City of Mississauga roads would remain subject to City Council approval. Staff will report as more information becomes available.



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

Prepared by: Andy Bate, C.E.T., Manager, Traffic Services and Road Safety

# City of Mississauga

## Corporate Report



Date: 2018/05/29

To: Chair and Members of General Committee

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

Originator's files:  
RT.10.Z.VAR

Meeting date:  
2018/06/13

## Subject

**Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)**

## Recommendation

1. That the implementation of the Pedestrian Crossover Pilot Project be approved on Doug Leavens Boulevard, Whitehorn Avenue, Winding Trail, Westbridge Way and Homelands Drive, as outlined in the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)".
2. That the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Pedestrian Crossover Pilot Project (Wards 2, 3, 6, 10, 11)", be referred to the Mississauga Traffic Safety Council and the Mississauga Road Safety Committee for information.

## Report Highlights

- Effective January 1, 2016, the Ministry of Transportation Ontario (MTO) issued a new regulation (O. Reg. 402/15) under the *Highway Traffic Act* which established a new traffic control device called the Level 2 Pedestrian Crossover.
- As part of the 2018 Business Planning and Budget process, Council approved funding for the Pedestrian Crossover Pilot Project to evaluate this new traffic control device.
- Under this pilot project, Transportation and Works staff intend to implement pedestrian crossovers at five different locations throughout the City.
- In an effort to raise awareness of the new traffic control device in areas where they are proposed, staff are developing a communications plan.
- The estimated cost of \$152,000 for the proposed five pedestrian crossover installations can be accommodated within the Pedestrian Crossover Pilot Project and Traffic Calming Program budgets.

## Background

Effective January 1, 2016, the MTO issued a new regulation (O. Reg. 402/15) under the *Highway Traffic Act*, which established a new traffic control device called the Level 2 Pedestrian Crossover. This new traffic control device consists of new roadside signs and pavement markings and serves to enhance the mobility of pedestrians at mid-block locations and at intersections including right-turn channels and roundabouts.

A pedestrian crossover is any portion of a roadway distinctly indicated for pedestrian crossing by signs on the roadway and lines or other markings on the surface of the roadway as prescribed by the regulations and the *Highway Traffic Act*. The presence of a pedestrian in the crosswalk requires the driver of a vehicle approaching the crossover to stop before entering the crossover.

Prior to the update to the *Highway Traffic Act* and subsequent release of Ontario Traffic Manual Book 15, there was only the Type A Pedestrian Crossover which is rarely used within the province with the exception of the City of Toronto. The Type A Pedestrian Crossover has not been used in Mississauga since the 1990's when the MTO modified the traffic signal warrant methodology to allow for mid-block or intersection pedestrian signals. Following that change in warrant methodology, all existing pedestrian crossovers in Mississauga were converted to pedestrian activated traffic signals.

The Level 2 Pedestrian Crossover is a more cost effective solution and provides the right-of-way to pedestrians through the use of 'Stop for Pedestrians' signs, 'Pedestrian Crossing Ahead' warning signs and pavement markings reinforcing the requirement for vehicles to stop and provide the right of way to pedestrians. Additional measures such as rectangular rapid flashing beacons and overhead signs may also be required depending on the width of the roadway and volumes of vehicular traffic. The pedestrian crossover sign and pavement markings legally provide the pedestrian with the right-of-way when crossing a road and establish the requirement for vehicles to stop. Although some versions of the new pedestrian crossover have rectangular rapid flashing beacons and overhead signs, the signs and pavement markings themselves govern the right-of-way while the beacons serve only to draw attention to the sign at busier locations.

The new pedestrian crossovers are a defined set of roadside signs and pavement markings, which combine for a passive treatment to provide pedestrians the right-of-way when crossing the roadway.

There are four types of pedestrian crossovers included in Ontario Traffic Manual Book 15 which can be used at mid-block and intersection locations including right-turn channels and roundabouts (refer to Appendix 1):

**Level 1 Type A Pedestrian Crossover:** The original type pedestrian crossover that is defined by the prescribed use of regulatory side mounted and overhead illuminated signs, flashing amber beacons, and pavement markings.

**Level 2 Type B Pedestrian Crossover:** Distinctly defined by the prescribed use of side mounted and overhead mounted regulatory signs, rectangular rapid flashing beacons and pavement markings.

**Level 2 Type C Pedestrian Crossover:** Distinctly defined by the prescribed use of side mounted and overhead mounted regulatory signs and pavement markings.

**Level 2 Type D Pedestrian Crossover:** Distinctly defined by the prescribed use of side mounted regulatory signs and pavement markings;

As part of the 2018 Business Planning and Budget process, Council approved funding for the Pedestrian Crossover Pilot Project to evaluate this new traffic control device. Under this pilot program, Transportation and Works staff intend to implement pedestrian crossovers at five different locations throughout the City.

## Comments

In order to select potential pedestrian crossover locations, staff reviewed more than 20 locations where additional pedestrian crossing assistance was requested by the public. The review of these locations included the level of pedestrian and vehicle traffic, the posted speed limit, the surrounding traffic control and the sight line visibility at the proposed crossing location.

Based on the review of the installation warrants, five locations were selected for inclusion in the pedestrian crossover pilot. The recommended new pedestrian crossover locations are listed below and identified in the location maps provided in the attached appendices:

### 1. Doug Leavens Boulevard - Ward 10 (refer to Appendix 2)

Doug Leavens Boulevard is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 170 based on an eight-hour count while the average daily traffic is 3,290 vehicles. The proposed pedestrian crossover is located at a natural pedestrian crossing point on Doug Leavens Boulevard, which connects directly to Lisgar Meadow Brook Greenbelt and connects to a variety of parks and schools within walking distance.

The recorded vehicle volumes and crossing distance of approximately 14 meters (46 feet) warrants the installation of a Level 2 Type B Pedestrian Crossover. This type of crossover includes pavement markings, roadside signs, overhead signs and rectangular rapid flashing beacons.

## **2. Whitehorn Avenue - Ward 6 (refer to Appendix 3)**

Whitehorn Avenue is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 193 based on an eight-hour count while the average daily traffic is 2,650 vehicles. The pedestrian crossover treatment is proposed on the north leg of the Whitehorn Avenue and Sidmouth Street intersection and directly connects to Garcia Park on the west side of the intersection.

The recorded vehicle volumes and crossing distance of approximately 10 meters (33 feet) warrants the installation of a Level Type C Pedestrian Crossover. This type of crossover includes pavement markings, roadside signs and rectangular rapid flashing beacons.

## **3. Winding Trail - Ward 3 (refer to Appendix 4)**

Winding Trail is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 265 based on an eight-hour count while the average daily traffic is 1,030 vehicles. The proposed pedestrian crossover connects directly to Kennedy Park and is within the vicinity of Burnhamthorpe Public School. In addition, Traffic Safety Council recommended Winding Trail at the park pathway be reviewed for the implementation of a pedestrian crossover as a result of a site inspection completed on February 15, 2018.

The recorded vehicle volumes and crossing distance of approximately nine meters (30 feet) warrants the installation of a Level 2 Type D Pedestrian Crossover. This type of crossover includes pavement markings and roadside signs.

## **4. Westbridge Way - Ward 11 (refer to Appendix 5)**

Westbridge Way is a minor collector roadway with one lane in each direction and a posted speed limit of 50 km/h. The recorded pedestrian volume at this location is 58 based on an eight-hour count while the average daily traffic is 1,170 vehicles. The proposed pedestrian crossover directly connects to a trail leading to Levi's Creek Greenbelt. Traffic Safety Council recommended Westbridge Way at the pathway to Levi's Creek Greenbelt be reviewed for the implementation of a pedestrian crossover as a result of a site inspection completed on February 22, 2018. A raised crossing was installed at this location in 2017 as part of the Traffic Calming Program.



The recorded vehicle volumes and crossing distance of approximately nine meters (30 feet) warrants the installation of a Level 2 Type D Pedestrian Crossover. This type of crossover includes pavement markings and roadside signs.

#### **5. Homelands Drive - Ward 2 (refer to Appendix 6)**

Homelands Drive is a minor collector with one lane in each direction within a school zone with a posted speed limit of 40 km/h. The recorded pedestrian volume at this location is 44 based on an eight-hour count while the average daily traffic is 1,030 vehicles. The proposed pedestrian crossover is located at a natural crossing point between Homelands Senior Public School and Thorn Lodge Park. Traffic Safety Council recommended Homelands Drive in the vicinity of Thorn Lodge Park and Homelands Senior Public School be review for the implementation of a pedestrian crossover as a result of a site inspection completed on June 6, 2017. A raised crossing is proposed at this location as part of the 2018 Traffic Calming Program.

The recorded vehicle volumes and crossing distance of approximately nine meters (30 feet) warrants the installation of a Level 2 Type D Pedestrian Crossover. This type of crossover includes pavement markings and roadside signs.

In an effort to raise awareness of the new traffic control device in areas where they are proposed, Transportation and Works staff have partnered with Corporate Communications staff to develop a communications plan. Information regarding pedestrian crossovers will be provided through available sources of communication such as the Mississauga official website, media sources, social media and the creation of a brochure.

The affected Ward Councillors have been advised of the proposed pedestrian crossover locations within their wards.

### **Financial Impact**

The estimated cost for the installation of the proposed five pedestrian crossover locations is \$152,000 and can be accommodated within the Pedestrian Crossover Pilot Project and Traffic Calming Program capital budgets.

### **Conclusion**

The introduction of new legislation provides the City with an additional traffic control device to provide safer roadway crossing conditions for pedestrians. These new crossing treatments will allow pedestrians to cross with the right-of-way under a greater number of conditions and will provide the City with a more cost-effective solution to ensure pedestrian safety.

## Attachments

Appendix 1: Pedestrian Crossover Types

Appendix 2: Location Map - Doug Leavens Boulevard (Ward 10)

Appendix 3: Location Map - Whitehorn Avenue (Ward 6)

Appendix 4: Location Map - Winding Trail (Ward 3)

Appendix 5: Location Map - Westbridge Way (Ward 11)

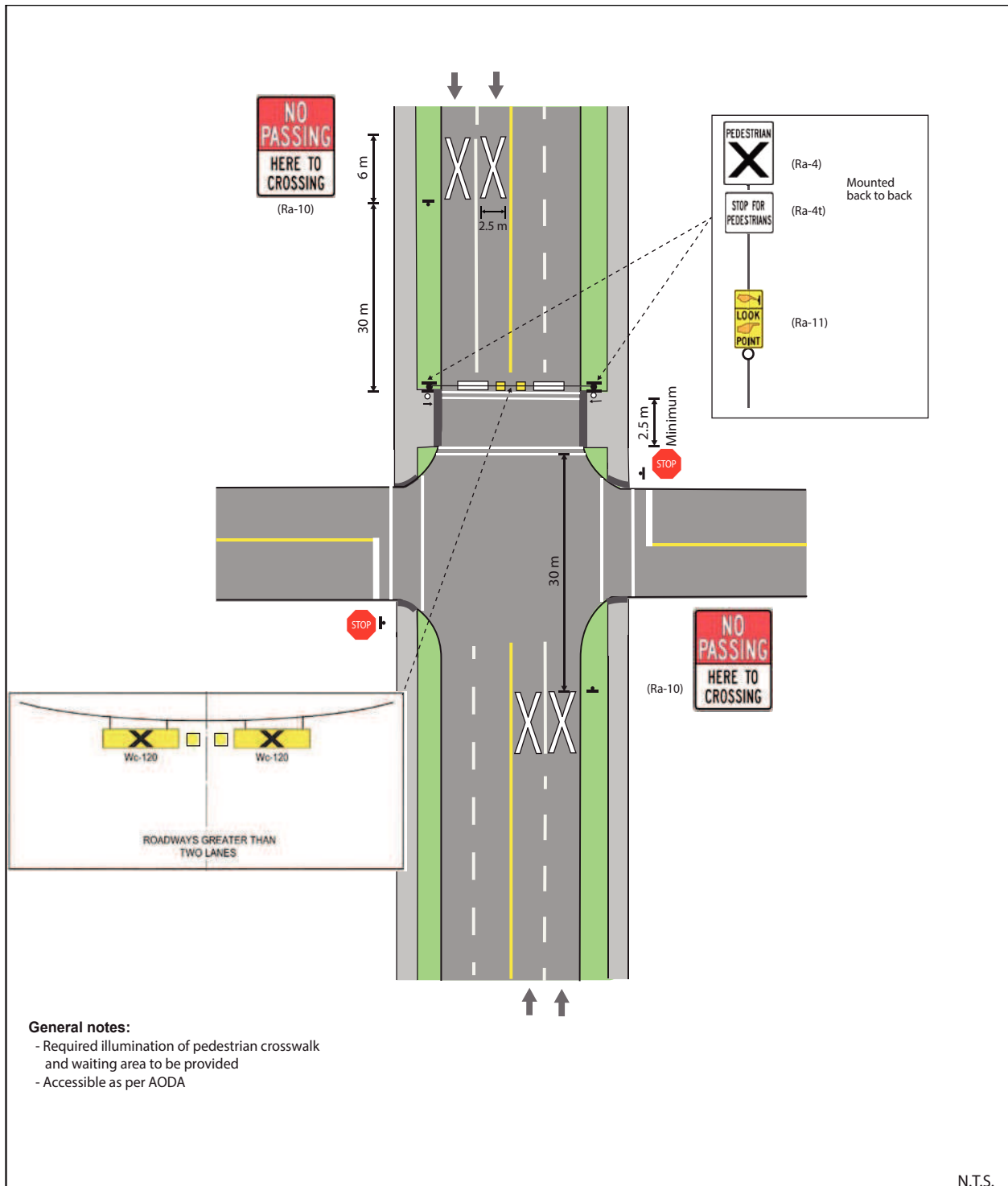
Appendix 6: Location Map - Homelands Drive (Ward 2)



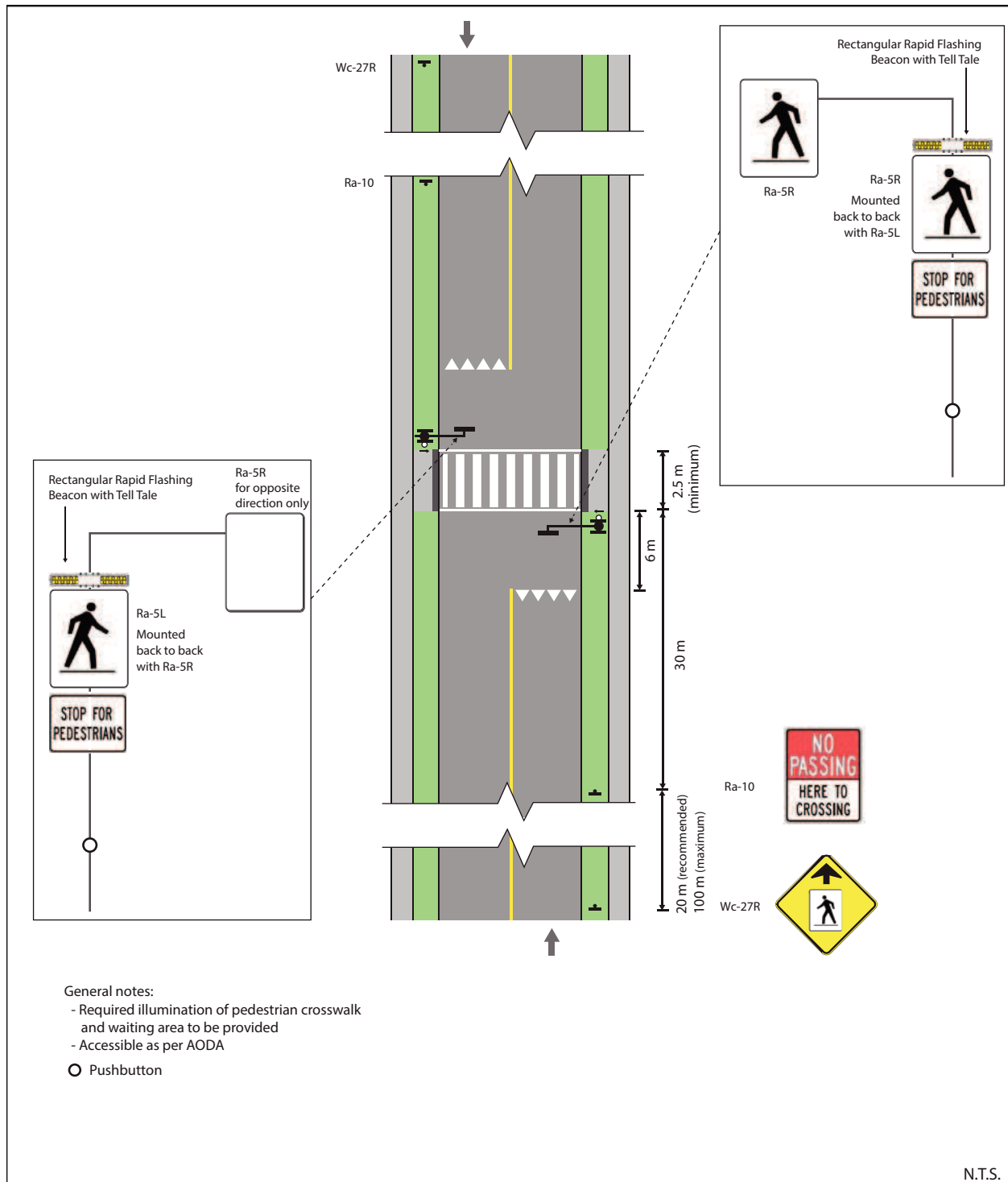
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Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

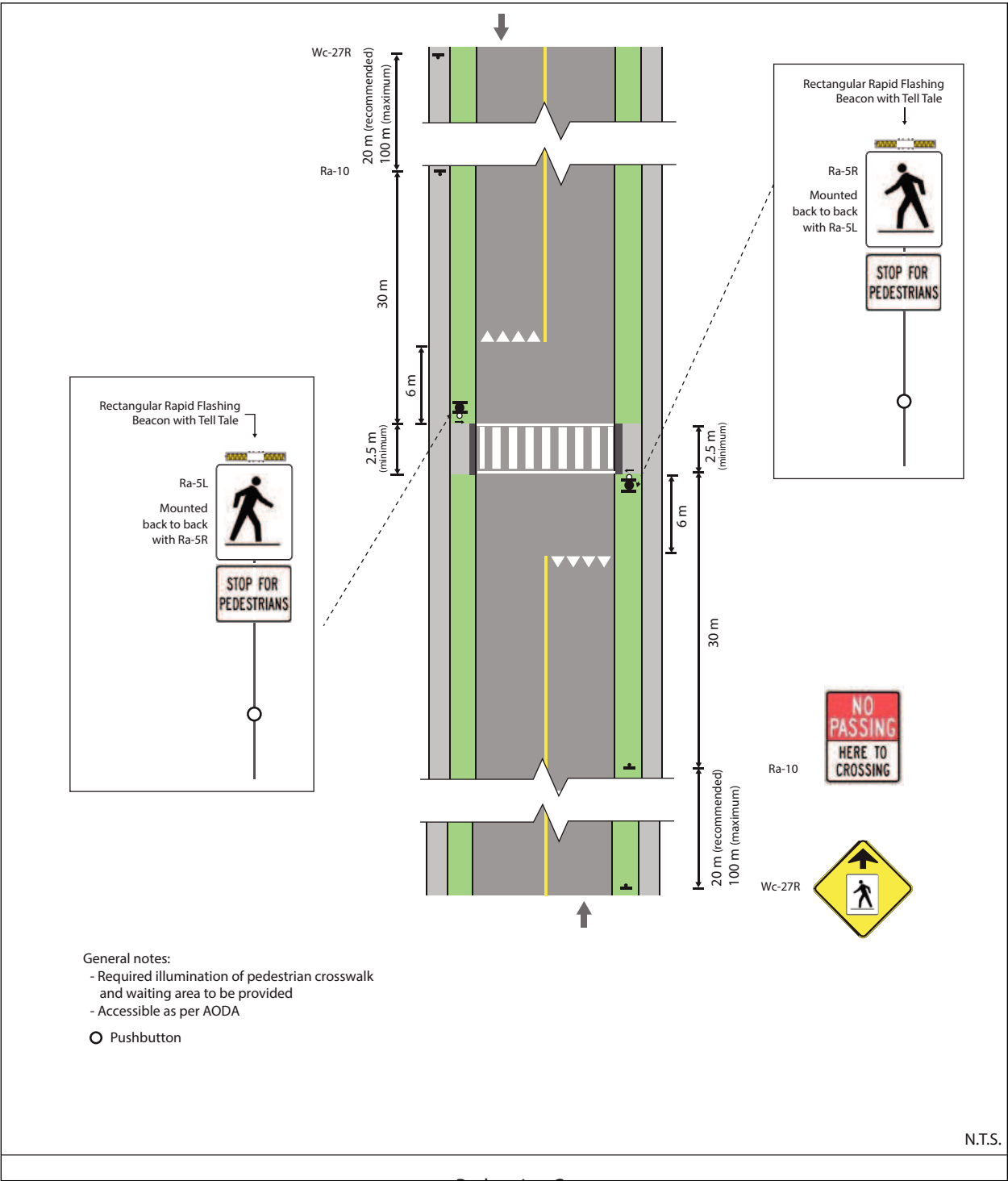
Prepared by: Colin Patterson C.E.T., Road Safety Supervisor



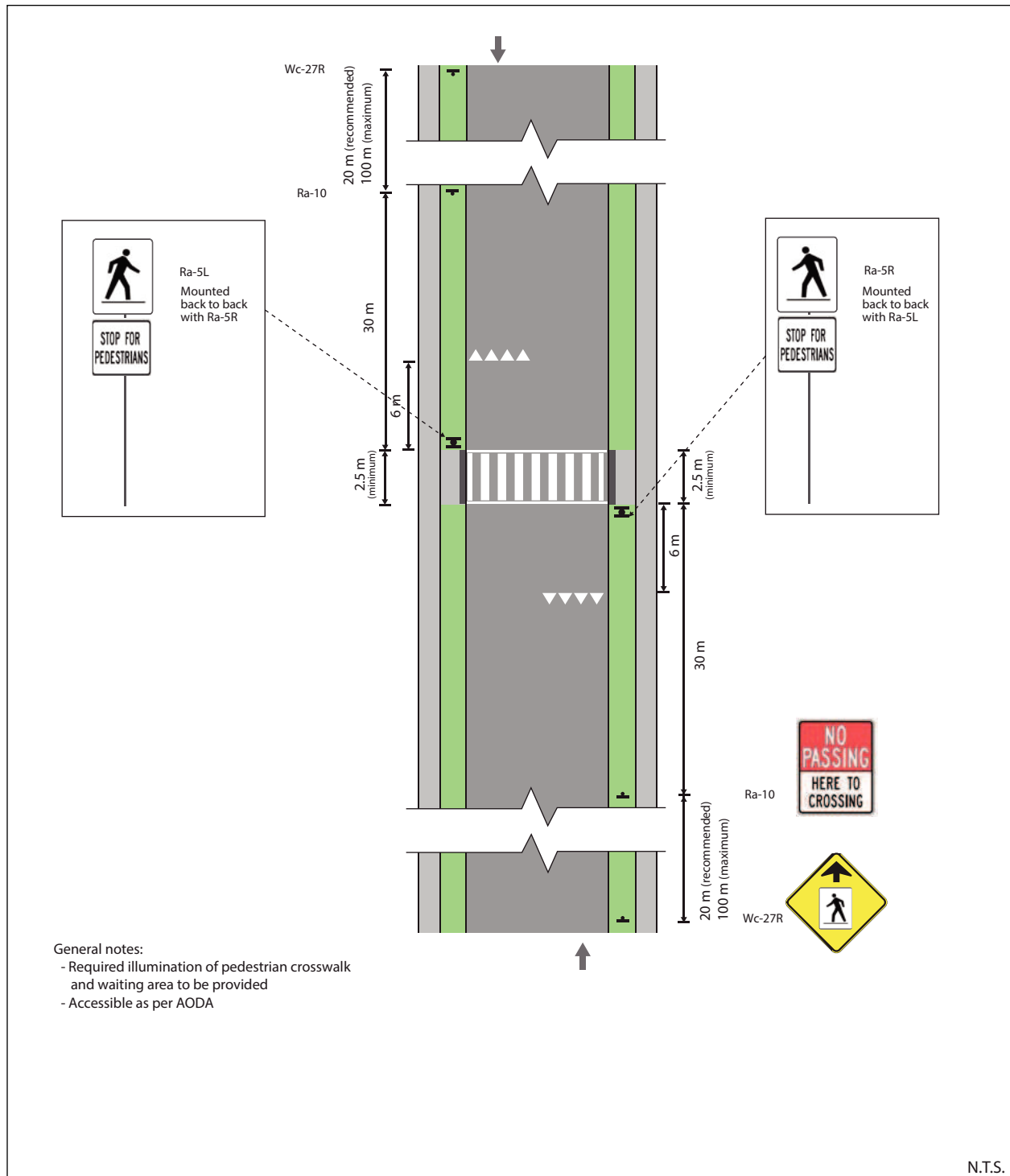
Pedestrian Crossover Level 1 Type A



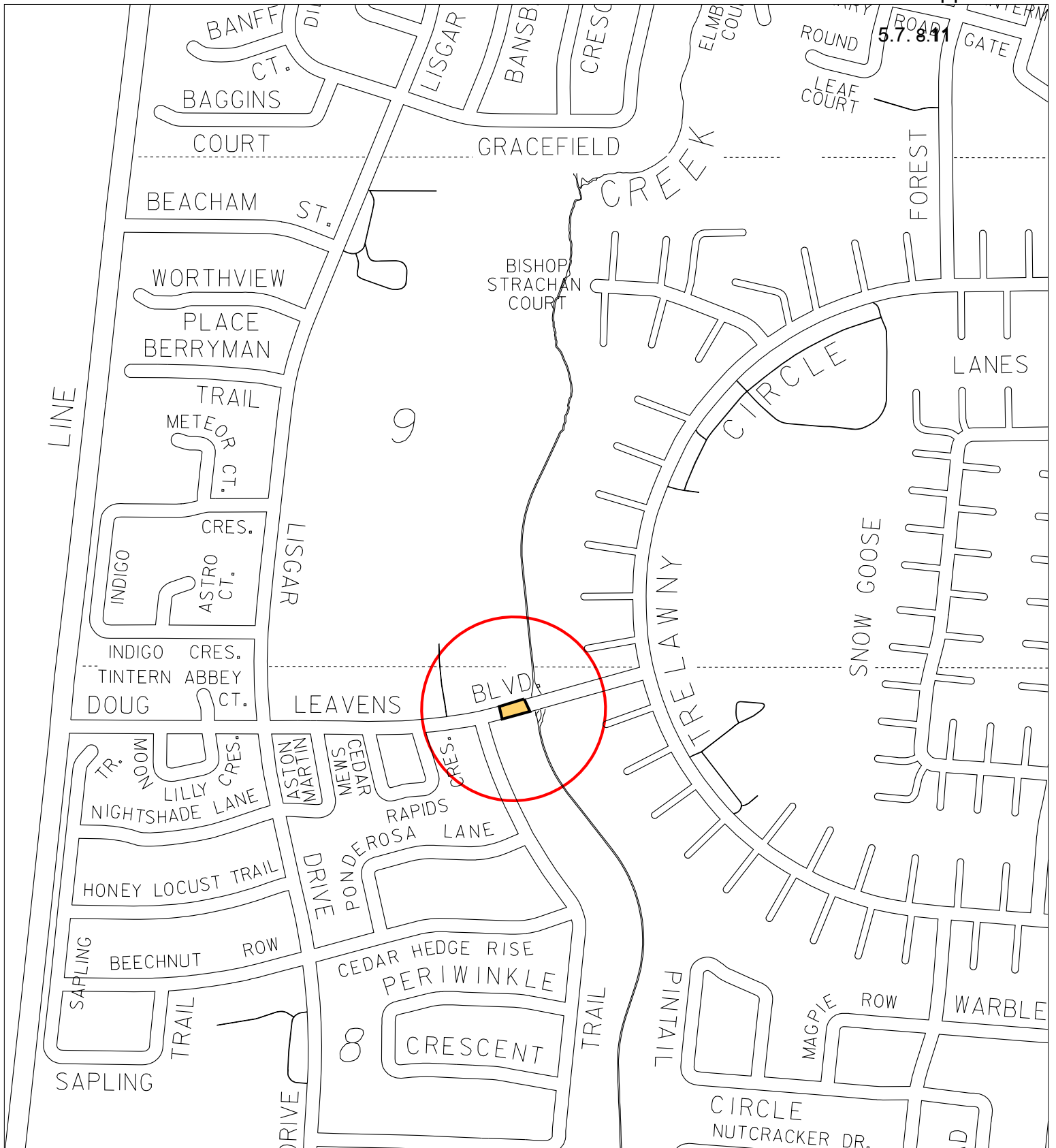
Pedestrian Crossover Level 2 Type B



Pedestrian Crossover Level 2 Type C



Pedestrian Crossover Level 2 Type D



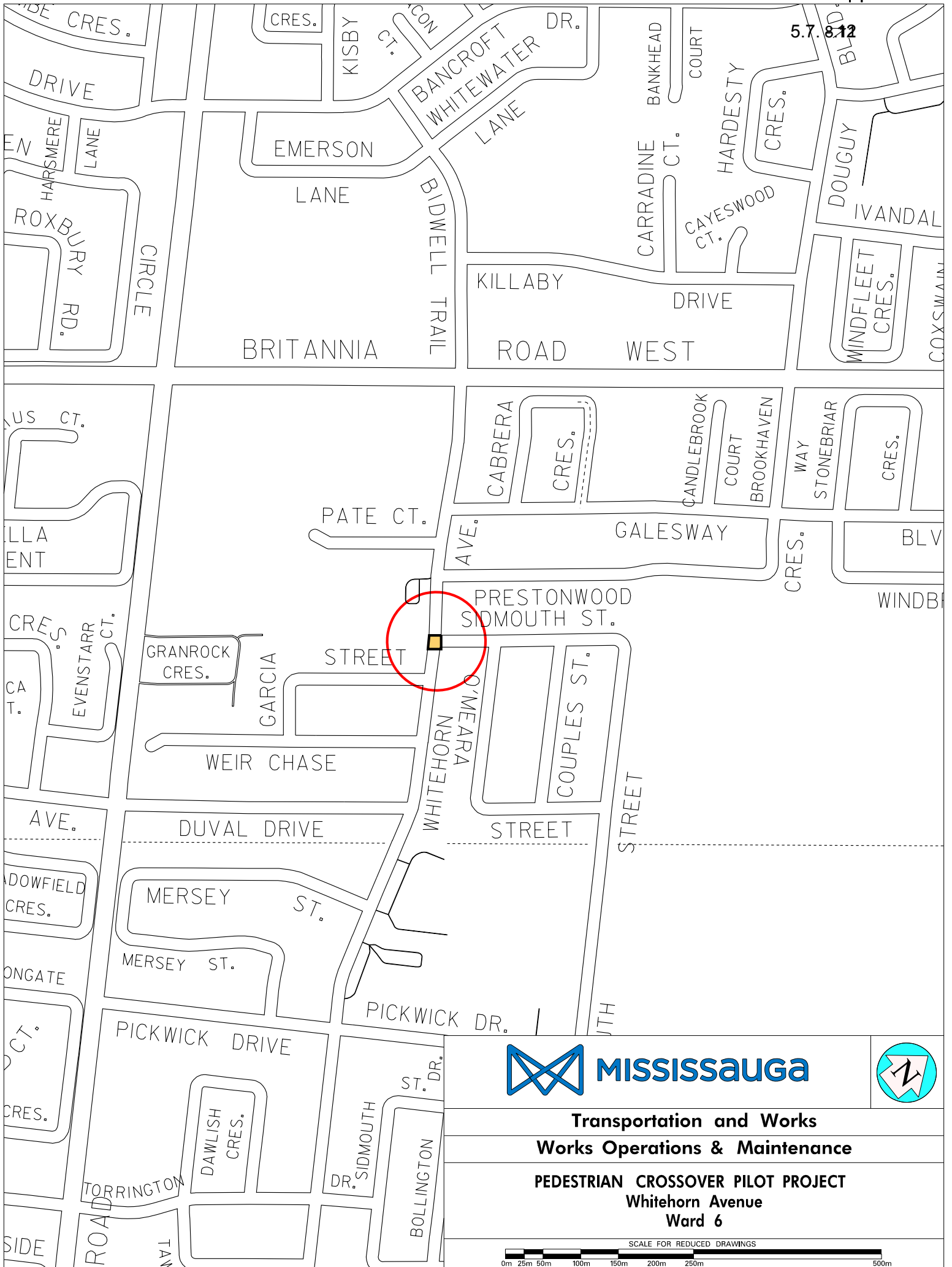
**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**PEDESTRIAN CROSSOVER PILOT PROJECT  
Doug Leavens Blvd  
Ward 10**





**Transportation and Works**  
**Works Operations & Maintenance**

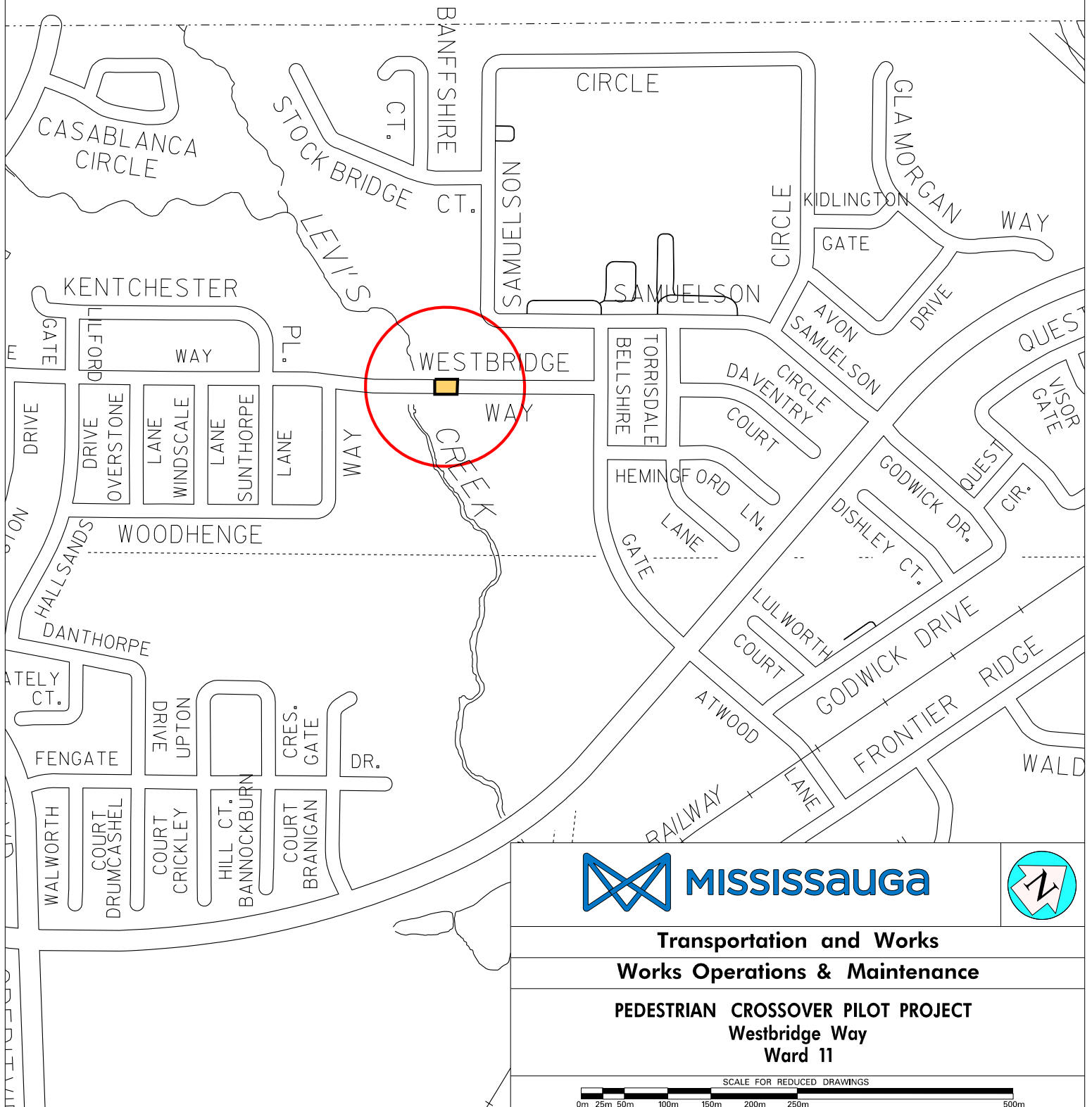
**PEDESTRIAN CROSSOVER PILOT PROJECT**  
**Whitehorn Avenue**  
**Ward 6**

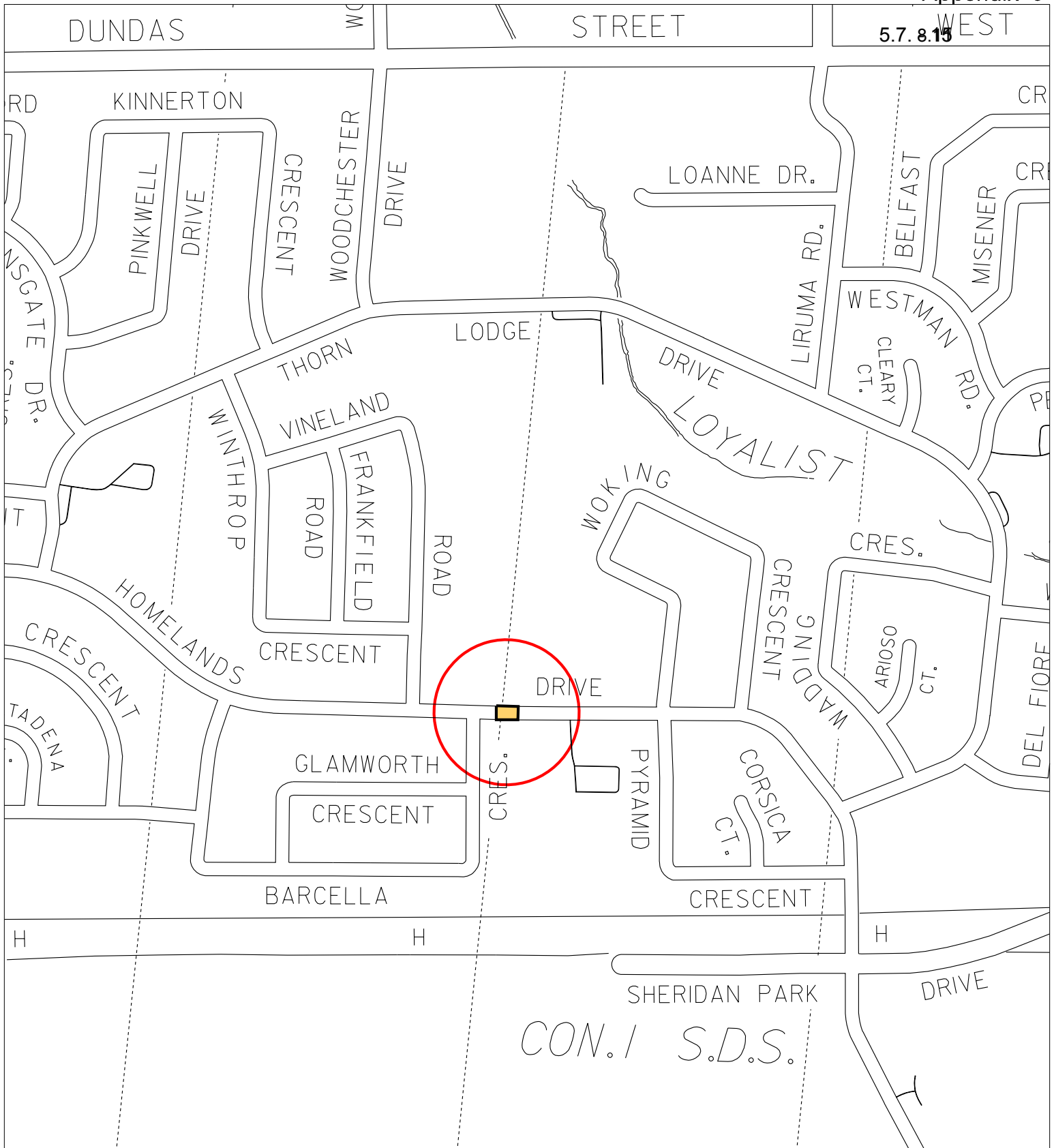




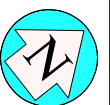


CON.3 W.H.S.





**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**PEDESTRIAN CROSSOVER PILOT PROJECT  
Homelands Drive  
Ward 2**





City of Mississauga

# Corporate Report



Date: 2018/05/29

To: Chair and Members of General Committee

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

Originator's files:  
RT.10.Z18 RT.10.Z26

Meeting date:  
2018/06/13

## Subject

**Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)**

## Recommendation

1. That the use of physical traffic calming measures be approved on Homelands Drive, Perran Drive, Thorn Lodge Drive, Fieldgate Drive between Ponytrail Drive and Bough Beeches Boulevard, and Bough Beeches Boulevard between Fieldgate Drive and Claypine Rise (west intersection) to address ongoing operational issues related to speeding and aggressive driving, as outlined in the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)".
2. That the report from the Commissioner of Transportation and Works, dated May 29, 2018 and entitled "Traffic Calming - Sheridan Homelands Neighbourhood and Fieldgate Drive / Bough Beeches Boulevard Neighbourhood (Ward 2 and Ward 3)", be referred to the Mississauga Traffic Safety Council and the Mississauga Road Safety Committee for information.

## Report Highlights

- As part of the ongoing prioritization of the Traffic Calming Program, the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods were selected as candidates for implementation of physical traffic calming measures.
- To determine the level of support and to refine the traffic calming plan for the neighbourhoods, a number of public consultations with Road Safety staff, the local Ward Councillors and area residents were held to discuss the preliminary plans for the neighbourhoods.
- The overwhelming majority of written comments revealed that 82% were supportive of the proposed measures within the Sheridan Homelands neighbourhood, while the traffic calming measures within the Fieldgate Drive / Bough Beeches Boulevard neighbourhood

received 86% support.

- No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming measures.
- The estimated cost for the installation of the physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods is \$150,000 and can be accommodated within the Traffic Calming Program capital budget.

## Background

Following the Traffic Calming Pilot Program, an annual Traffic Calming Program was approved by City Council in 2016.

Whenever the Road Safety Unit is in receipt of a concern regarding speeding, aggressive driving and/or traffic infiltration on City roadways, the first step undertaken by staff is to identify the area of concern and arrange for the collection of speed and volume data.

When a concern is identified and confirmed, Road Safety staff can utilize a number of passive traffic calming techniques to reduce vehicle operating speeds. These passive traffic calming measures can include the implementation of painted edge/centre lines, use of a speed awareness device and enforcement.

If an ongoing identified concern cannot be resolved through other more passive traffic calming measures, Road Safety staff will evaluate the location against the criteria outlined in the Traffic Calming Policy 10-09-03. A copy of the policy is attached as Appendix 1. If a location does qualify based on the criteria outlined in the policy, it will be prioritized on a list of traffic calming locations.

This report identifies and considers the following locations for physical traffic calming measures:

- Sheridan Homelands neighbourhood including Homelands Drive, Perran Drive and Thorn Lodge Drive (refer to location map in Appendix 2)
- Fieldgate Drive / Bough Beeches Boulevard neighbourhood (refer to location map in Appendix 3)

### **Sheridan Homelands Neighbourhood**

Ongoing concerns regarding speeding and aggressive driving from residents within the Sheridan Homelands neighbourhood have resulted in a number of traffic studies and investigations. In 2016 staff implemented a passive traffic calming technique in the form of white edge lines and a yellow centreline in an effort to reduce speeding and aggressive driving. Following the installation of the pavement markings, staff conducted traffic studies in June 2017

to determine if pavement markings had any effect on the operating speeds and to determine if additional corrective measures are required. Results of these studies are as follows:

Location	Posted Speed (km/h)	May 2016	June 2017
		85th Percentile Speed (km/h)	85th Percentile Speed (km/h)
Thorn Lodge Drive west of Liruma Road	40	55	53
Homelands Drive east of Thorn Lodge Drive	40	59	57
Homelands Drive east of Barcella Crescent	40	56	55
Perran Drive west of Fifth Line West	40	52	55

The results of the after-studies indicated a nominal decrease in speeds; therefore, it was determined that additional corrective measures in the form of a physical traffic calming were required to address the ongoing concerns with speeding and aggressive driving.

#### **Fieldgate Drive / Bough Beeches Boulevard Neighbourhood**

Similarly, staff utilized speed awareness equipment and requested enforcement by Peel Regional Police at a variety of locations on Fieldgate Drive and Bough Beeches Boulevard in an effort to reduce speeding and aggressive driving. While these measures have resulted in operating speeds, which are more acceptable on some sections of Bough Beeches Boulevard and Fieldgate Drive, speeding and aggressive driving continue to exist on sections of both roadways. Results of these studies are as follows:

Location	Posted Speed (km/h)	Various Dates
		85th Percentile Speed (km/h)
Fieldgate Drive north of Rathburn Road East	50	61
Fieldgate Drive north of Burnhamthorpe Road East	50	65
Fieldgate Drive south of Burnhamthorpe Road East	40	51
Bough Beeches Boulevard, east of Fieldgate Drive	40	54

The results indicated a continued speeding concern on Fieldgate Drive between Bough Beeches Boulevard and Ponytrail Drive, and on Bough Beeches Boulevard between Fieldgate

Drive and Claypine Rise (west intersection). Therefore, it was determined that additional corrective measures in the form of a physical traffic calming were required to address the ongoing concerns with speeding and aggressive driving.

## **Comments**

Once the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods were identified as candidates for the installation of physical traffic calming measures, Road Safety staff developed preliminary plans for each neighbourhood to address the identified issues. Staff considered the different types of traffic calming devices and overall roadway characteristics to achieve operating speeds, which are consistent with the posted speed limit. These factors include traffic calming type, spacing, layout and impacts the installation of physical traffic calming devices may have on local residents and City services.

### **Sheridan Homelands Neighbourhood**

To determine the level of support and to refine the traffic calming plan for the neighbourhood, a number of public consultations with Road Safety staff, the local Ward Councillor and area residents were held to discuss the preliminary plans for the neighbourhood. Arrangements were made to meet directly with the affected residents in an open house public information centre, where staff presented preliminary plans and provided residents with the opportunity to discuss issues directly with staff and/or leave written comments and feedback.

Local resident feedback was generally positive and indicated that there was a great deal of support for physical traffic calming among local residents. The overwhelming majority of written comments revealed 82% were supportive of the proposed measures within the Sheridan Homelands neighbourhood. These measures include a series of speed cushions on Perran Drive, Thorn Lodge Drive and Homelands Drive. In addition, a raised crossing is proposed on Homelands Drive in front of Homelands Senior Public School.

In consultation with the local Ward Councillor the decision was made to pursue the installation of these physical traffic calming measures on Homelands Drive, Thorn Lodge Drive, and Perran Drive.

### **Fieldgate Drive / Bough Beeches Boulevard Neighbourhood**

To determine the level of support and to refine the traffic calming plan for the neighbourhood, a number of public consultations with Road Safety staff, the local Ward Councillor and area residents were held to discuss the preliminary plans for the neighbourhood. Two open house public information centres were arranged, where staff presented preliminary plans and provided residents with the opportunity to discuss issues directly with staff and/or leave written comments and feedback.



Local resident feedback was generally positive and indicated that there was a great deal of support for physical traffic calming among local residents. The overwhelming majority of written comments revealed 86% were supportive of the proposed measures within the neighbourhood. The traffic calming measures consist of speed cushions on Fieldgate Drive and Bough Beeches Boulevard, as well as raised crossings on Fieldgate Drive and on Bough Beeches Boulevard. A raised intersection, or mini-roundabout, is also proposed for the intersection of Fieldgate Drive and Maple Ridge Drive; however, additional design work is required to determine suitability.

In consultation with the local Ward Councillor the decision was made to pursue the installation of physical traffic calming measures on Fieldgate Drive between Bough Beeches Boulevard and Ponytrail Drive, and on Bough Beeches Boulevard between Fieldgate Drive and Claypine Rise (west intersection).

Following the completion of the open house public information centre and the decision to pursue the implementation of physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive / Bough Beeches Boulevard neighbourhoods, staff provided the revised concept plans to all emergency services and MiWay. No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming.

## Financial Impact

The estimated cost for the installation of physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive / Bough Beeches neighbourhoods is \$150,000 and can be accommodated within the 2017 Traffic Calming Program capital budget.

## Conclusion

There is sufficient interest from local area residents, as well as support from the affected Ward Councillor, for the implementation of physical traffic calming measures within the Sheridan Homelands and Fieldgate Drive/Bough Beeches Boulevard neighbourhoods.

## Attachments

Appendix 1: Traffic Calming Policy 10-09-03

Appendix 2: Location Map - Sheridan Homelands Neighbourhood (Ward 2)

Appendix 3: Location Map - Fieldgate Drive and Bough Beeches Boulevard Neighbourhood (Ward 3)



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

Prepared by: Magda Kolat C.E.T., Road Safety Technologist

# Corporate Policy and Procedure



Policy No. 10-09-03  
Page 1 of 6  
Effective Date 2016 02 10  
Supersedes

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TAB: ROADS AND TRAFFIC  
SECTION: TRAFFIC OPERATIONS  
SUBJECT: TRAFFIC CALMING

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**POLICY STATEMENT** The City of Mississauga may install physical Traffic Calming devices on roadways throughout the City in accordance with this policy.

**PURPOSE** The goal of Traffic Calming is to improve public safety and the livability of neighbourhoods by enabling the roadway to function as intended. This is done through the implementation of physical Traffic Calming measures which serve to reduce operating speeds, discourage Traffic Infiltration and minimize conflicts between road users.

This policy outlines the criteria and procedures for selecting, reviewing and implementing traffic calming in residential neighbourhoods.

**SCOPE** This policy applies to Traffic Calming devices installed by the City of Mississauga on City roadways that are classified as minor and minor collector roadways.

Roadways classified as major collector and arterial roadways are not covered by this policy.

Traffic calming installations in place at the time of adoption of this policy will be grandfathered.

**DEFINITIONS** For the purposes of this policy:

Traffic Calming “Traffic Calming” means measures such as devices and physical design, including narrowed roads and speed tables, put in place for the intention of slowing down or reducing motor-vehicle traffic and improving road safety for pedestrians and cyclists.

# Corporate Policy and Procedure



Policy No. 10-09-03  
Page 2 of 6  
Effective Date 2016 02 10  
Supersedes

**Traffic Calming Capital Program** “Traffic Calming Capital Program” (the Program) means the formal evaluation, consultation and annual selection process for the installation of Traffic Calming on minor and minor collector City roadways.

**Traffic Infiltration** “Traffic Infiltration” means the use of a local public roadway by non-local residents as an alternate route.

**ADMINISTRATION** This policy is administered by the Traffic Engineering and Operations Section of the Transportation and Works Department.

## APPROVAL OF TRAFFIC CALMING

All requests for Traffic Calming must be submitted, in writing, to Traffic Engineering and Operations, Transportation and Works Department. Traffic Engineering and Operations staff are responsible for assessing whether Traffic Calming measures are warranted under the Traffic Calming Capital Program.

Recommendations for inclusion in the Program must be approved annually at a meeting of Council.

## CRITERIA

Traffic Calming is best suited on minor and minor collector roadways that do not carry large volumes of traffic and may be considered only at locations that meet the following criteria:

Minor Roadway	IF	85th percentile speed exceeds 10 km/h over posted limit	OR	Traffic Infiltration exceeds 30%	AND	> 1000 vehicles per day
Minor Collector Roadway	IF	85th percentile speed exceeds 10 km/h over posted limit	OR	Traffic Infiltration exceeds 40%	AND	> 2000 vehicles per day

When evaluating the need for Traffic Calming at a location that

# Corporate Policy and Procedure



Policy No. 10-09-03  
Page 3 of 6  
Effective Date 2016 02 10  
Supersedes

has met the criteria above, the following considerations will be made prior to proceeding with recommendations to Council under the Program:

- Improvements to the arterial road network - Consider available options to improve operations on the arterial road network (e.g. signal timing adjustments; lane designations; etc.) prior to implementing Traffic Calming measures on minor and minor collector roadways.
- Impacts on adjacent roadways - Consider any potential negative impacts on adjacent roadways.
- Impacts on accessibility – Consider any potential negative impacts or benefits for persons with disabilities
- Access restrictions to the neighbourhood - Consider avoiding diverters, barriers and closures, where possible, as they can restrict access for people who live or work on a particular roadway and can have a significant impact on the delivery of emergency services, public transit and other municipal services.
- Impacts on cyclists and pedestrians - Consider minimizing impacts and improving conditions for other road users such as cyclists and pedestrians.
- Impacts on the delivery of emergency services, public transit and other municipal services (e.g. waste collection; winter maintenance; etc.) - Consider balancing the needs of these services with slowing traffic on minor and minor collector roadways through consultation with affected service stakeholders.
- Public participation and community support - Consider an open, public process to ensure that residents' input and



# Corporate Policy and Procedure



Policy No. 10-09-03  
Page 4 of 6  
Effective Date 2016 02 10  
Supersedes

concerns are heard and appropriate solutions are recommended for implementation.

- City's Master Plans - Consider the City's Master Plans when recommending and implementing Traffic Calming measures to ensure compliance.

Locations being recommended for Traffic Calming will be prioritized based on several factors, including neighbourhood characteristics, safety, traffic conditions, land use and available budget. Traffic Engineering and Operations staff will determine the needs of each location based on the evaluation of these factors and maintain an ongoing list of potential future locations for the Program.

## PROCESS

Upon receipt of a request for Traffic Calming, Traffic Engineering and Operations Section staff will undertake the following steps:

Note: If at any stage of the process there is significant opposition from any relevant stakeholder, or new information becomes available, staff may return to a previous step and attempt to rework or abandon the location for consideration entirely. The applicable ward councillor will be advised if the location is no longer being considered for Traffic Calming.

### Initial Review and Investigation

1. Determine if the location meets the minor or minor collector roadway classification.
2. Review the location to determine if there are any improvements that can be made outside of physical measures that would address the issue.
3. Collect and review traffic volumes and operating speeds and/or Traffic Infiltration data to determine if technical criteria are met.

# Corporate Policy and Procedure



Policy No. 10-09-03  
Page 5 of 6  
Effective Date 2016 02 10  
Supersedes

## Development/Consultation/ Approval

4. If the site qualifies, prioritize it on the list of Traffic Calming locations based on the data results and other factors, such as collision frequency, resident support and available budget.
5. Develop proposed Traffic Calming measures for each site that adhere to the considerations outlined in this policy, while addressing the real issues related to neighbourhood safety.
6. Consult with relevant City, regional, transit and emergency services and request feedback on the proposed Traffic Calming measures for each site.
7. Consult with the applicable ward councillor(s) for endorsement of the proposed Traffic Calming measures.
8. Present the proposed Traffic Calming measures for each site in a public meeting/public information forum with local residents who may be directly impacted and allow for feedback (in person and/or in writing).
9. If there is no significant opposition to a proposed Traffic Calming site plan, arrange for the detailed plan design.
10. Prepare a corporate report outlining the recommended list of locations and Traffic Calming measures for the annual Program for Council's approval.

## Implementation/Monitoring/ Acceptance

11. Once approved, procure the required measures and services for implementation and complete the plan.
12. Monitor and review the impact of the Program on the original issues related to traffic volumes and operating speeds and respond to resident feedback, if applicable.
13. In the case of a Traffic Calming plan utilizing temporary/removable devices, arrange for removal of the devices prior to the winter maintenance season and reinstallation in the spring.

# *Corporate Policy and Procedure*



Policy No. 10-09-03  
Page 6 of 6  
Effective Date 2016 02 10  
Supersedes

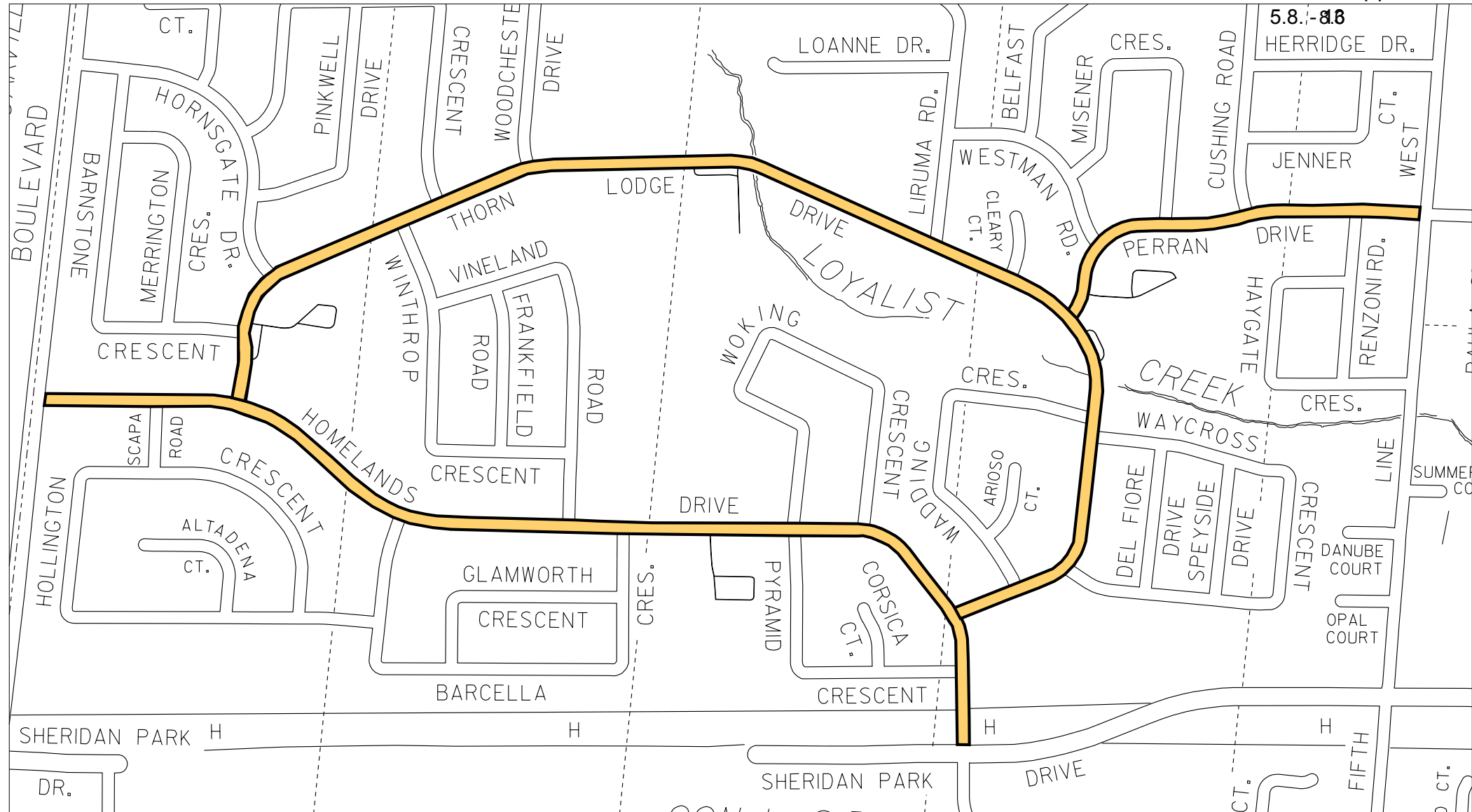
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REFERENCE: GC-0032-2016 – 2016 02 10

LAST REVIEW DATE:

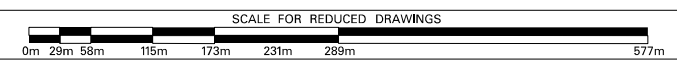
CONTACT: For more information, contact the Traffic Engineering and Operations Section of the Works Operations and Maintenance Division, Transportation and Works Department.

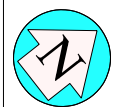
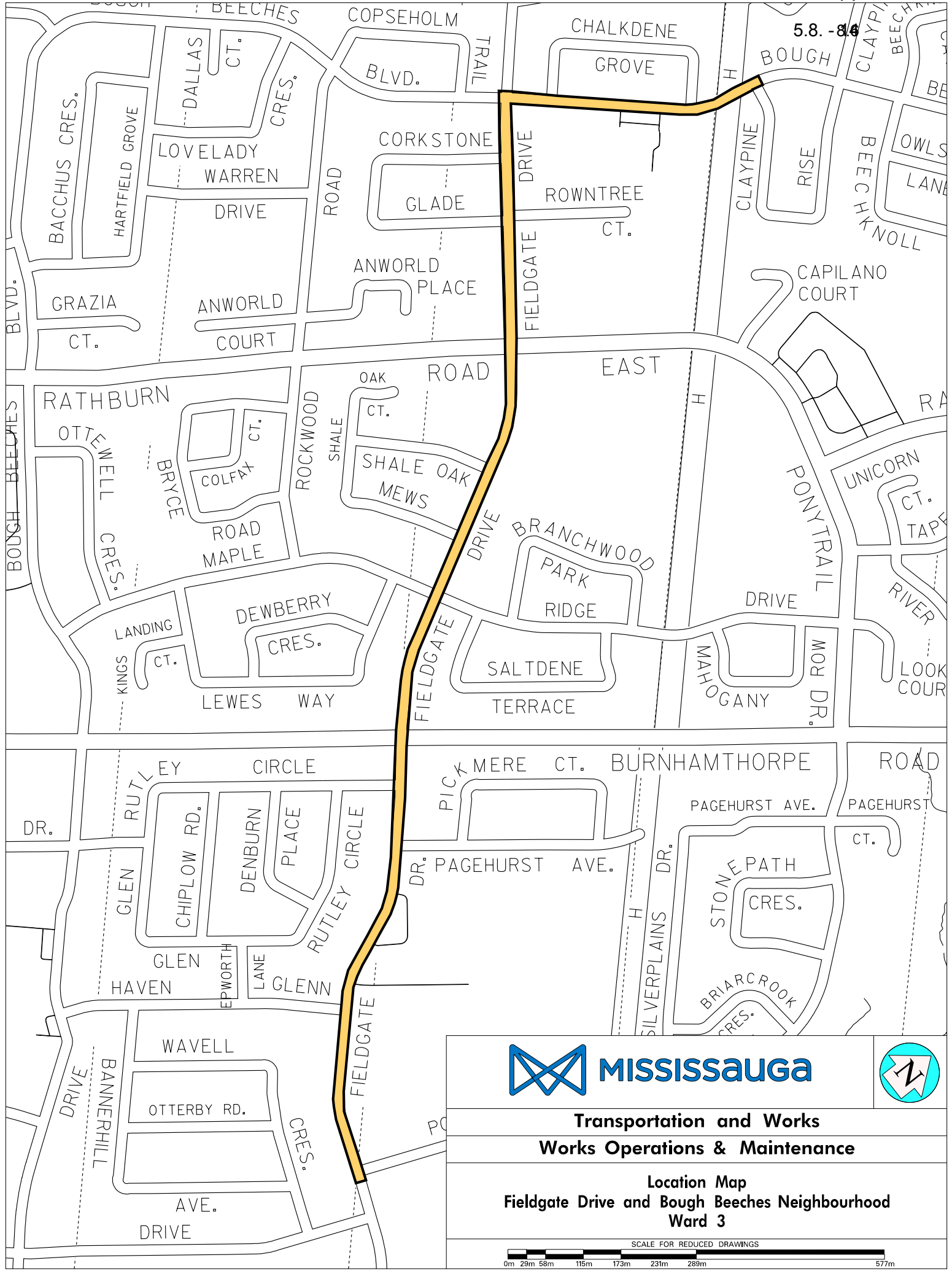




**Transportation and Works**  
**Works Operations & Maintenance**

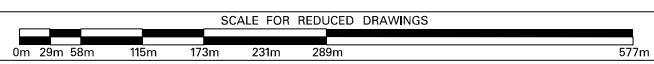
**Location Map**  
**Sheridan Homelands Neighbourhood**  
**Ward 2**





**Transportation and Works**  
**Works Operations & Maintenance**

**Location Map**  
**Fieldgate Drive and Bough Beeches Neighbourhood**  
**Ward 3**



May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ALLAN A. MARTIN (PS)			
	NO TICKETS ISSUED	99	0
		0	1
APPLEWOOD (PS)			
	NO TICKETS ISSUED	99	0
		0	3
APPLEWOOD HEIGHTS SECOND. (PS)			
	NO TICKETS ISSUED	99	0
		0	1
ARTESIAN DR (PS)			
	NO TICKETS ISSUED	99	0
		0	1
ASCENSION OF OUR LORD (CS)			
	NO TICKETS ISSUED	99	0
		0	4
BARONDALE (PS)			
	IMMOBILE OR UNLICENSED	12	1
	STOPPING IN SCHOOL ZONE	43	1
		2	2
BISHOP SCALABRINI (CS)			
	NO TICKETS ISSUED	99	0
		0	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
BRIAN W. FLEMING (PS)			
	NO TICKETS ISSUED	99	0
		0	2
BRIARWOOD (PS)			
	NO TICKETS ISSUED	99	0
		0	3
BRISTOL ROAD MIDDLE (PS)			
	PARKING IN A DESIGNATED FIRE ROUTE	27	1
	NO TICKETS ISSUED	99	0
		1	6
BURNHAMTHORPE (PS)			
	PARKING IN SCHOOL ZONE	42	1
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		2	2
CAMILLA ROAD (PS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	3
CASTLEBRIDGE (PS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	7

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
CHAMPLAIN TRAIL (PS)			
ACCESSIBLE PARKING	29	2	
		2	1
CHRIS HADFIELD (PS)			
STOPPING IN SCHOOL ZONE	43	1	
NO TICKETS ISSUED	99	0	
		1	2
CHURCHILL MEADOWS (PS)			
STOPPING IN SCHOOL ZONE	43	1	
NO TICKETS ISSUED	99	0	
		1	4
CLARKSON 1 (PS)			
NO TICKETS ISSUED	99	0	
		0	2
CLIFTON (PS)			
NO TICKETS ISSUED	99	0	
		0	3
COOKSVILLE CREEK (PS)			
IMMOBILE OR UNLICENSED	12	1	
FACING WRONG DIRECTION	24	2	
PARKING IN A DESIGNATED FIRE ROUTE	27	1	
STOPPING IN SCHOOL ZONE	43	2	
NO TICKETS ISSUED	99	0	
		6	3

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
CORLISS (PS)			
	NO TICKETS ISSUED	99	0
		0	2
CORPUS CHRISTI (CS)			
	NO TICKETS ISSUED	99	0
		0	1
CORSAIR (PS)			
	PARKING IN SCHOOL ZONE	42	1
	NO TICKETS ISSUED	99	0
		1	3
CREDIT VALLEY (PS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	3
DAVID LEEDER (PS)			
		2	
		2	2
DERRY WEST VILLAGE (PS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
DIVINE MERCY (CS)			
PROHIBITED AREA (PARKING)	15	1	
PARKING IN A DESIGNATED FIRE ROUTE	27	1	
PARKING IN SCHOOL ZONE	42	2	
NO TICKETS ISSUED	99	0	
		4	3
DUNRANKIN DRIVE (PS)			
NO TICKETS ISSUED	99	0	
		0	2
EDENROSE (PS)			
IMMOBILE OR UNLICENSED	12	1	
STOPPING IN SCHOOL ZONE	43	1	
		2	2
EDENWOOD (PS)			
NO TICKETS ISSUED	99	0	
		0	1
ELLENGALE (PS)			
NO TICKETS ISSUED	99	0	
		0	2
ELM DRIVE (PS)			
NO TICKETS ISSUED	99	0	
		0	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ERIN CENTRE MIDDLE SCHOOL (PS)			
	NO TICKETS ISSUED	99	0
		0	1
FAIRVIEW (PS)			
	STOPPING IN SCHOOL ZONE	43	4
		4	1
FAIRWIND (PS)			
	NO TICKETS ISSUED	99	0
		0	2
FALLINGBROOK (PS)			
	STOPPING VEHICLE ON SIDEWALK	3	1
	NO TICKETS ISSUED	99	0
		1	5
FATHER DANIEL ZANON (CS)			
	PARKING IN A DESIGNATED FIRE ROUTE	27	1
	NO TICKETS ISSUED	99	0
		1	3
FOREST AVENUE (PS)			
	STOPPING IN SCHOOL ZONE	43	5
	NO TICKETS ISSUED	99	0
		5	3



May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
FOREST GLEN (PS)			
PARKING WITHIN 5 METERS OF INTERSECTION	8	2	
PARKING IN A DESIGNATED FIRE ROUTE	27	1	
PARKING IN SCHOOL ZONE	42	2	
STOPPING IN SCHOOL ZONE	43	15	
NO TICKETS ISSUED	99	0	
		20	9
GARTHWOOD (PS)			
STOPPING IN SCHOOL ZONE	43	2	
NO TICKETS ISSUED	99	0	
		2	2
GLENHAVEN (PS)			
NO TICKETS ISSUED	99	0	
		0	8
GREEN GLADE (PS)			
NO TICKETS ISSUED	99	0	
		0	2
HILLSIDE (PS)			
STOPPING IN SCHOOL ZONE	43	1	
		1	1
HOLY CROSS (CS)			
NO TICKETS ISSUED	99	0	
		0	1

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
HOMELANDS (PS)			
	NO TICKETS ISSUED	99	0
		0	2
HUNTINGTON RIDGE (PS)			
	NO TICKETS ISSUED	99	0
		0	3
JANET I. MCDOUGALD (PS)			
	NO TICKETS ISSUED	99	0
		0	2
JOHN CABOT (CS)			
	PARKING IN SCHOOL ZONE	42	1
		1	1
JOHN XXIII (CS)			
	NO TICKETS ISSUED	99	0
		0	1
KINDREE (PS)			
	STOPPING IN SCHOOL ZONE	43	3
	NO TICKETS ISSUED	99	0
		3	3
LANCASTER (PS)			
	PARKING IN A DESIGNATED FIRE ROUTE	27	2
	STOPPING IN SCHOOL ZONE	43	3
		5	3

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
LEVI CREEK (PS)			
	STOPPING IN SCHOOL ZONE 43	1	
	NO TICKETS ISSUED 99	0	
		1	2
LINCOLN M. ALEXANDER (PS)			
	NO TICKETS ISSUED 99	0	
		0	1
MAPLE WOOD (PS)			
	NO TICKETS ISSUED 99	0	
		0	1
MARVIN HEIGHTS (PS)			
	STOPPING IN SCHOOL ZONE 43	3	
		3	2
MARY FIX CATHOLIC (CS)			
	NO TICKETS ISSUED 99	0	
		0	1
MCBRIDE (PS)			
	NO TICKETS ISSUED 99	0	
		0	5
MCKINNON (PS)			
	STOPPING IN SCHOOL ZONE 43	1	
		1	1

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
MENTOR COLLEGE (PRIVATE-S)			
PARKING IN SCHOOL ZONE	42	1	
		1	1
METROPOLITAN ANDREI (CS)			
PARKING IN SCHOOL ZONE	42	1	
NO TICKETS ISSUED	99	0	
		1	4
MIDDLEBURY (PS)			
PARKING IN A DESIGNATED FIRE ROUTE	27	1	
STOPPING IN SCHOOL ZONE	43	4	
NO TICKETS ISSUED	99	0	
		5	4
MINEOLA (PS)			
NO TICKETS ISSUED	99	0	
		0	2
MORNING STAR MIDDLE SCHOOL (PS)			
NO TICKETS ISSUED	99	0	
		0	5
MUNDEN PARK (PS)			
STOPPING IN SCHOOL ZONE	43	2	
NO TICKETS ISSUED	99	0	
		2	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
NAHANI WAY (PS)			
STOPPING IN SCHOOL ZONE	43	3	
NO TICKETS ISSUED	99	0	
		3	4
OSCAR PETERSON (PS)			
STOPPING IN SCHOOL ZONE	43	1	
		1	1
OUR LADY OF GOOD VOYAGE (CS)			
NO TICKETS ISSUED	99	0	
		0	1
OUR LADY OF MERCY (CS)			
NO TICKETS ISSUED	99	0	
		0	1
OUR LADY OF MOUNT CARMEL (CS)			
NO TICKETS ISSUED	99	0	
		0	1
OWENWOOD (PS)			
NO TICKETS ISSUED	99	0	
		0	1
PLOWMANS PARK (PS)			
STOPPING IN SCHOOL ZONE	43	1	
NO TICKETS ISSUED	99	0	
		1	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
QUEEN OF HEAVEN (CS)			
	NO TICKETS ISSUED	99	0
		0	1
RICK HANSEN (PS)			
	STOPPING VEHICLE ON SIDEWALK	3	1
	PARKING IN SCHOOL ZONE	42	1
	NO TICKETS ISSUED	99	0
		2	4
RIVERSIDE (PS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	2
RUTH THOMPSON MIDDLE SCHOOL(PS)			
	IMMOBILE OR UNLICENSED	12	1
		1	1
SAN LORENZA RUIZ (CS)			
	STOPPING IN SCHOOL ZONE	43	1
		1	1
SETTLERS GREEN (PS)			
	NO TICKETS ISSUED	99	0
		0	2
SHERIDAN PARK (PS)			
	NO TICKETS ISSUED	99	0
		0	1

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
SHERWOOD MILLS (PS)			
	NO TICKETS ISSUED	99	0
		0	3
SILVER CREEK (PS)			
	NO TICKETS ISSUED	99	0
		0	2
SILVERTHORN (PS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	2
ST. ALBERT OF JERUSALEM (CS)			
	3 METRES OF A FIRE HYDRANT	7	1
	STOPPING IN SCHOOL ZONE	43	2
		3	1
ST. ALFRED (CS)			
	NO TICKETS ISSUED	99	0
		0	2
ST. BARBARA (CS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	4

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ST. BASIL (CS)			
STOPPING VEHICLE ON SIDEWALK	3	1	
IMMOBILE OR UNLICENSED	12	1	
STOPPING IN SCHOOL ZONE	43	3	
NO TICKETS ISSUED	99	0	
		5	8
ST. BERNADETTE (CS)			
PARKING IN A DESIGNATED FIRE ROUTE	27	1	
STOPPING IN SCHOOL ZONE	43	1	
		2	2
ST. BERNARD OF CLAIRVAUX			
NO TICKETS ISSUED	99	0	
		0	1
ST. CLARE (CS)			
PARKING IN SCHOOL ZONE	42	2	
NO TICKETS ISSUED	99	0	
		2	2
ST. DAVID OF WALES (CS)			
NO TICKETS ISSUED	99	0	
		0	2
ST. DOMINIC (CS)			
PROHIBITED AREA (PARKING)	15	1	
NO TICKETS ISSUED	99	0	
		1	3



May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ST. EDITH STEIN (CS)			
STOPPING IN SCHOOL ZONE	43	1	
		1	1
ST. EDMUND (CS)			
NO TICKETS ISSUED	99	0	
		0	1
ST. FAUSTINA (CS)			
FACING WRONG DIRECTION	24	1	
PARKING IN SCHOOL ZONE	42	1	
		2	1
ST. FRANCIS OF ASSISI (CS)			
NO TICKETS ISSUED	99	0	
		0	2
ST. FRANCIS XAVIER (CS)			
STOPPING IN SCHOOL ZONE	43	2	
NO TICKETS ISSUED	99	0	
		2	4
ST. GERARD (CS)			
NO TICKETS ISSUED	99	0	
		0	2
ST. HELEN (CS)			
NO TICKETS ISSUED	99	0	
		0	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ST. HERBERT (CS)			
3 METRES OF A FIRE HYDRANT	7	1	
		1	1
ST. HILARY (CS)			
NO TICKETS ISSUED	99	0	
		0	2
ST. JEROME (CS)			
PARKING IN A DESIGNATED FIRE ROUTE	27	1	
NO TICKETS ISSUED	99	0	
		1	2
ST. JOAN OF ARC S.S. (CS)			
NO TICKETS ISSUED	99	0	
		0	2
ST. JUDE (CS)			
NO TICKETS ISSUED	99	0	
		0	1
ST. JULIA (CS)			
NO TICKETS ISSUED	99	0	
		0	1
ST. MARGARET OF SCOTLAND (CS)			
NO TICKETS ISSUED	99	0	
		0	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ST. MATTHEW (CS)			
	NO TICKETS ISSUED	99	0
		0	3
ST. PAUL (CS)			
	NO TICKETS ISSUED	99	0
		0	1
ST. PHILIP (CS)			
	PARKING IN A DESIGNATED FIRE ROUTE	27	1
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		2	2
ST. PIO OF PIETRELCINA (CS)			
	PROHIBITED AREA (STOPPING)	17	1
	NO TICKETS ISSUED	99	0
		1	2
ST. RICHARD (CS)			
	NO TICKETS ISSUED	99	0
		0	1
ST. ROSE OF LIMA (CS)			
	STOPPING IN SCHOOL ZONE	43	1
	NO TICKETS ISSUED	99	0
		1	2

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ST. SEBASTIAN (CS)			
PROHIBITED AREA (STOPPING)	17	2	
STOPPING IN SCHOOL ZONE	43	1	
NO TICKETS ISSUED	99	0	
		3	3
ST. SOFIA (CS)			
PROHIBITED AREA (PARKING)	15	2	
NO TICKETS ISSUED	99	0	
		2	3
ST. TERESA OF AVILA (CS)			
NO TICKETS ISSUED	99	0	
		0	2
ST. THERESE OF THE CHILD JESUS			
STOPPING IN SCHOOL ZONE	43	4	
		4	2
ST. THOMAS MORE (CS)			
IMMOBILE OR UNLICENSED	12	2	
NO TICKETS ISSUED	99	0	
		2	2
ST. VALENTINE (CS)			
STOPPING IN SCHOOL ZONE	43	2	
NO TICKETS ISSUED	99	0	
		2	4

May 2018

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
ST. VINCENT DE PAUL (CS)			
	NO TICKETS ISSUED	99	0
		0	2
STEPHEN LEWIS (PS)			
	NO TICKETS ISSUED	99	0
		0	1
STREETSVILLE (PS)			
	NO TICKETS ISSUED	99	0
		0	1
STS. MARTHA AND MARY (CS)			
	NO TICKETS ISSUED	99	0
		0	2
STS. PETER AND PAUL (CS)			
	NO TICKETS ISSUED	99	0
		0	2
THE VALLEYS (PS)			
	NO TICKETS ISSUED	99	0
		0	2
THORN LODGE (PS)			
	NO TICKETS ISSUED	99	0
		0	1
THORNWOOD (PS)			
	STOPPING IN SCHOOL ZONE	43	1
		1	1

*May 2018*

<i>School Name</i>	<i>Offence Code</i>	<i>Issued Tickets</i>	<i>Total Visits</i>
TOMKEN ROAD (PS)			
	NO TICKETS ISSUED	99	0
		0	1
TRELAWNY (PS)			
		1	
		1	1
VISTA HEIGHTS (PS)			
	PARKING IN A DESIGNATED FIRE ROUTE	27	1
	STOPPING IN SCHOOL ZONE	43	4
		5	2
WESTACRES (PS)			
	NO TICKETS ISSUED	99	0
		0	1
WOODLANDS SECONDARY, THE (PS)			
	NO TICKETS ISSUED	99	0
		0	1
<b>Grand Total for month</b>		<b>141</b>	<b>285</b>

Please note: Offence Code 99 means no tickets were issued.