

Pedestrian Head Start Signals (Leading Pedestrian Intervals)

Presentation to Accessibility
Advisory Committee
June 19, 2023



VISIONZERO
Mississauga

Background: Vision Zero

- In 2018 Mississauga adopted Vision Zero
- **Goal:** Zero serious injury or fatal collisions on our roads
- City Council approved 99 Actions to advance road safety
- Focus on needs of vulnerable road users and reducing speed



What is a Pedestrian Head Start signal?


- The “walk” phase begins 5 seconds before the green light



[Link to Vision Zero](#)

This is one of the 99 actions in the Vision Zero Action Plan (“Leading Pedestrian Intervals”)

How do Pedestrian Head Start signals increase safety?

 Increase visibility of people crossing in the intersection and reinforce their **right-of-way** over turning vehicles

 Decrease all types of collisions¹, not just those involving people crossing



¹Source: US Dept of Transportation. (2018). Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety.

How do Pedestrian Head Start signals impact accessibility?

- People who rely on sound of vehicle traffic do not have this cue to cross
- Best practice: Only implement where **Accessible Pedestrian Signals** are also in place



Plan for implementation: Short Term

- Implement at locations with existing Accessible Pedestrian Signals (APS)
 - There are currently 184 intersections in Mississauga with APS
- Target completion by the end of 2023



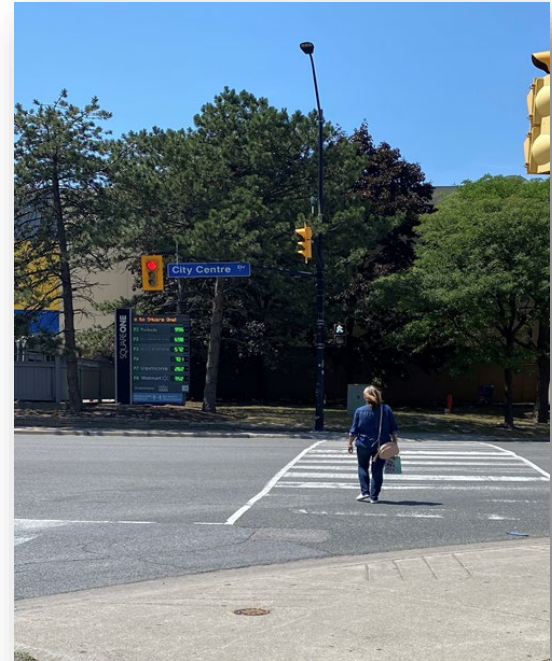
Priority Location Installation List

1. Crossing Guard Locations
2. Pedestrian / Cyclist Collision Locations
3. Locations near Community Centres, Arenas, Pools, Halls, etc.
4. Locations near Schools without Crossing Guards
5. Locations near GO Stations
6. Locations near Mi-Way Terminals/Mississauga Transitway Stations
7. Remaining Locations within Mississauga



Plan for implementation: Short Term

- Any new or rebuilt traffic control signals must include Accessible Pedestrian Signals
 - This will allow staff to program Pedestrian Head Start signals on a move forward basis



Other considerations

- Pedestrian head start will not be activated when there is an advanced green arrow
- At intersections with bike signals, the bike signal will begin at the same time as the walk indication
- If any pedestrian pushbutton is activated for the minor street (i.e., to cross the major street), and there are no advanced green arrows activated, both minor street Pedestrian “Walk” indications will be simultaneously displayed

Medium/Long Term Implementation Plan

- **Recommendation:** Build a business case to address expanding enhancements at all signalized intersections, including Accessible Pedestrian Signals, Pedestrian Head Start signals, ladder markings, and other safety enhancements



Question for this Committee:

- Are there any special considerations for how to communicate about Pedestrian Head Start signals to members of the community with visual impairment, or those with any other accessibility concerns?

Thank you!

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Background: Traffic Signals in Mississauga

City of Mississauga owned Traffic Signals (# of Intersections)

City of Mississauga:	530
MTO Maintained By COM:	14
GTAA Maintained By COM:	3
Halton Maintained By COM:	1
Temporary Projects By Others:	7
Temporary HuLRT By Mobilinx:	51
TOTAL =	606

Region of Peel owned Traffic Signals (# of Intersections)

Region of Peel:	161
MTO Maintained By ROP:	15
GTAA Maintained By ROP:	3
Halton Maintained By ROP:	10
TEMP Projects By Others:	3
TEMP HuLRT By Mobilinx:	3
TOTAL =	195