

Vision Zero: Progress Update

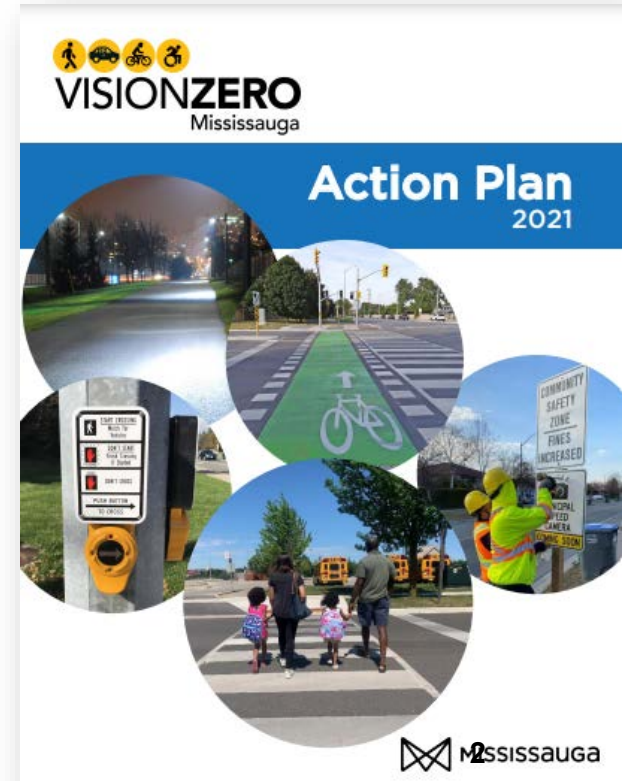
Presentation to Mississauga Cycling
Advisory Committee
September 12, 2023



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



10 Action Items



Evaluation

6.2

Tracking and monitoring incidents, learning from the past to improve conditions in the future.

67 Action Items



Engineering

Prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing and operating streets.

7 Action Items



Enforcement

Ensuring there are consequences for breaking rules or taking unnecessary risks while travelling.

15 Action Items



Empathy

Fostering concern for community members who are at risk or have been harmed while travelling.



Education

Enabling travellers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics.

Progress: At a Glance

- 92 of the 99 Vision Zero Action Plan items are In Progress, Ongoing or Complete.
- A majority of the action items in the plan are safety improvements to the built environment, including:



Speed reduction



Infrastructure for
Vulnerable Road Users



Action Plan Highlights

- Certain road users are at higher risk of injury or death in a collision (i.e., “vulnerable” road users)
- This group includes:
 - Pedestrians, including transit users
 - Cyclists and people riding scooters
 - People travelling with mobility devices

Providing more midblock crossings

- Pedestrian Crossovers being installed to help people cross the road more safely and conveniently between intersections (Action 19)
- Signalized midblock crossings being implemented to connect trails on higher volume/higher speed roadways (Action 58)



Updating Traffic Signals

- Programming Pedestrian Head Start Signals and Bike Head Start Signals to help establish right of way of vulnerable road users in the intersection (Action 50)
- Providing Accessible (Audible) Pedestrian Signals at intersections for people with visual impairment (Action 52)
- Adjusting timing at intersections to provide more crossing time for people walking (Action 54)

Making Transit a Safer and More Comfortable Experience

- Enhanced bus shelters and new on-street standard bus shelters being installed Citywide (Action 39)
- Mixing Zone Standard established for bus stops (Action 43)



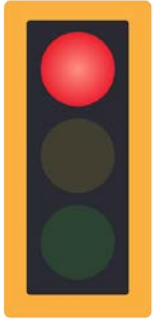
Supporting safety on the School Journey

- Crossing Guard program continues to run Citywide (Action 23)
- Innovative pilots such as School Streets reimagine school drop-off and pick-up, prioritizing vulnerable road users over motor vehicles (Action 90)
- School Walking Routes Program runs annually to mark active travel routes for students and to promote skills and education around active and safe school travel (Action 91)

Implementation of Master Plans that focus on vulnerable road users

- Cycling Master Plan (Action 17)
- Pedestrian Master Plan (Action 18)





Focus: Head Start Signals

- Implementation plan and progress
- Aligning Head Start Signals with other intersection safety improvements

What is a Pedestrian Head Start signal?


- The “walk” phase begins 5 seconds before the green light
- Bike Head Start signals operate the same way




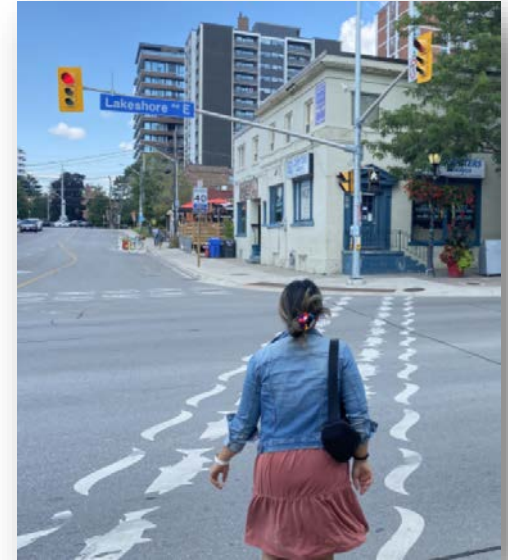
[Link to Vision Zero](#)

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 **93** 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

- Pilot successfully completed at Lakeshore/Stavebank
- Moving forward, implement at all locations with existing Accessible Pedestrian Signals (APS)
 - 184 intersections with APS Citywide



Bike Head Start Signals

- At City-owned intersections with accessible pedestrian signals AND bike signals, the bike signal will begin at the same time as the walk indication (i.e., a Bike Head Start Signal)



Progress:

- Implemented to date:



56 Pedestrian Head Start Signals



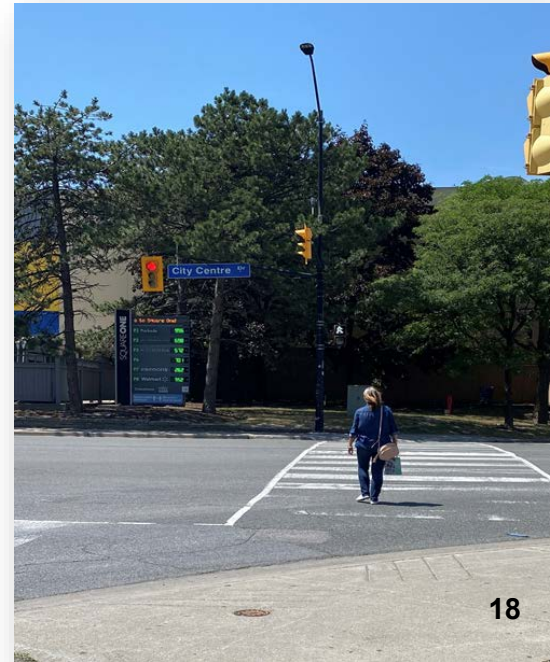
14 Bike Head Start Signals

- Target completion: Existing eligible intersections by end of 2023, and ongoing thereafter



Plan for implementation: Short Term

- Any new or rebuilt traffic control signals must include Accessible Pedestrian Signals
 - Implement Head Start signals in tandem
 - This will be done separate from other intersection improvements
 - ‘No Right Turn On Red’ restrictions will be implemented on a case by case basis



Medium/Long Term Implementation Plan

- Implement enhancements at all signalized intersections Citywide, including:
 - Accessible Pedestrian Signals
 - Pedestrian Head Start Signals (and Bike Head Start Signals, where applicable)
 - Countdown timers
 - Reflective backboards



Thank you!

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