

**Allyson D'Ovidio**

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**To:** Keith Stephen  
**Subject:** RE: Comments for the Road Safety Committee

**From:** Keith Stephen  
**Sent:** Wednesday, May 31, 2023 10:02 AM  
**To:** Allyson D'Ovidio <[allyson.dovidio@mississauga.ca](mailto:allyson.dovidio@mississauga.ca)>  
**Subject:** Comments for the Road Safety Committee

Good morning, Ms. D'Ovidio.

I am a resident in Ward 7, and use the roads in my neighbourhood as a driver, cyclist and a pedestrian. I understand that the City has a goal of eliminating traffic fatalities and serious injuries as part of the Vision Zero commitment, and I was hoping the Road Safety Committee could consider a few comments that I have about a couple of intersections that I frequently use as a pedestrian, where I have experienced close calls with inattentive drivers.

The first intersection is the west side of Confederation Parkway, where it crosses Hillcrest Avenue. When I cross this intersection from the north side of Hillcrest to the south side (typically in the afternoon/evening on weekdays), it's my experience that there is often a delay of approximately 5 to 10 seconds between when the southbound cars get the green light to move through the intersection, and when the southbound pedestrians get the signal to cross. There is obviously no advance-green for left-turners from the northbound lanes of Confederation Parkway at this time (in fact, it seems the signal for the northbound lanes is synchronized with the pedestrian crossings), so I don't understand why the pedestrian signal is delayed from the signal for vehicles. In my experience, this creates an unsafe situation for pedestrians due to cars that are turning right onto Hillcrest from the southbound lanes of Confederation Parkway. It would be much safer if the delay was the inverse of the current configuration (i.e. start the pedestrian crossing first, so that they are already in the intersection and more visible to the cars waiting to turn), but at minimum I think the pedestrian crossing should be synchronized with the vehicle signal (i.e. that they both get the green light at the same time). If there is a specific rationale for why the pedestrian signal is delayed from the vehicle signal, I would appreciate an explanation.

The second intersection is the west side of a private road leading to the condominium buildings at 145 Hillcrest Road, where it intersects with Hillcrest Road. The problem I have faced with this intersection again pertains to conflicts with vehicles turning right onto Hillcrest when I am crossing from the north side of Hillcrest to the south. However, the issue here is not related to a delay in the signal, but rather the design of the intersection itself. Pedestrians waiting to cross at the north end of the crosswalk are largely hidden from view from vehicles waiting to turn right due to the concrete structure associated with the condo building at 145 Hillcrest Ave, and the crosswalk seems to have been situated further west of the corner than ideal, perhaps to align the crosswalk with the path into Sgt. David Yakichuk park. The result is that I have had several incidents where right-turning drivers have already started accelerating and nearly run over my toes in this intersection. While I imagine it would be very expensive to reconstruct this intersection (i.e. to move the crossing a few meters to the east, to make pedestrians more visible to turning traffic), it might be possible to resolve this issue with an advance green for the pedestrian crossing, possibly combined with a prohibition on right turns on red lights onto Hillcrest Ave from this road.

I look forward to hearing back from you once the committee has considered my comments above.

Regards,

Keith Stephen

Mississauga, ON