AGENDA

ROAD SAFETY MISSISSAUGA ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA
http://www.mississauga.ca

TUESDAY, JANUARY 24, 2012 – 9:00 AM

COMMITTEE ROOM B – 2nd FLOOR, CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1

APPOINTED MEMBERS:
Peter Hamilton-Smith (Chair)
Rick Carew, Citizen Member (Vice-Chair)
Yasmeen Ashraf Irshaduddin, Citizen Member
Mubina Rahim, Citizen Member
Councillor Pat Saito (Ward 9)

AGENCY REPRESENTATIVES
Sgt. Shannon Stanley, Peel Regional Police, Traffic Services
Inspector A.M. (André) Phelps, OPP Port Credit
Don Clipperton, Mississauga Insurance Brokers Association
Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel
John Ennis, Government Relations, CAA South Central Ontario
Salima Jandu, R.N., B.Sc.N, Peel Health Unit
Jim Kilpatrick, Manager, Collisionfree! Young Drivers Canada
George Smagala, Infrastructure Health and Safety Association
Ken Wilden, Director, DriveWise
Gary Williamson, MTO Road Safety

STAFF REPRESENTATIVES
Andy Bate, Supervisor, Traffic Operations
Larry McPhail, Platoon Chief, Fire & Emergency Services
Colin Patterson, Coordinator, Integrated Road Safety Program
Sheena Rodda, Manager, Parking Enforcement

Contact:
Sacha Smith, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 4516 / Fax 905-615-4181
sacha.smith@mississauga.ca
CALL TO ORDER

DECLARATIONS OF DIRECT OR INDIRECT PECUNIARY INTEREST

APPROVAL OF AGENDA

DEPUTATIONS

MATTERS TO BE CONSIDERED

1. Approval of Minutes of Previous Meeting

   Minutes of the Road Safety Mississauga Advisory Committee meeting held on November 22, 2011.

   Recommend Approval

2. Annual Road Safety Report 2009

   Report dated September 28, 2011 referred to municipal road safety committees from the Region of Peel for the committee’s information.

   Recommend Receipt

3. Portable Sign Messages

   Committee to discuss portable signs with messages related to road safety.

4. Road Safety Show

   Committee to discuss the Road Safety Show for 2012.

5. ROAD WATCH Program Statistics

   Mississauga ROAD WATCH program statistics for the month of November 2011.

   Recommend Receipt
6. 40km/hr Speed Limit – Traffic Calming

Committee to discuss 40 km/hr speed limit as a traffic calming tool.

7. 2012 Road Safety Mississauga Advisory Committee Work Plan

Committee to discuss items for the committee to focus on for 2012.

OTHER BUSINESS

NEXT MEETING DATE – February 28, 2012

ADJOURNMENT
ROAD SAFETY MISSISSAUGA
ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA
http://www.mississauga.ca

TUESDAY, NOVEMBER 22, 2011 - 9:30 AM

COMMITTEE ROOM A - 2nd FLOOR, CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1

PRESENT: Peter Hamilton-Smith, Citizen Member (Chair)
        Councillor Pat Saito (Acting Chair)
        Rick Carew, Citizen Member
        Yasmeen Ashraf Irshaduddin, Citizen Member
        Mubina Rahim, Citizen Member
        Sgt. Shannon Stanley, Peel Regional Police, Traffic Services
        Inspector A.M. (Andre) Phelps, OPP Port Credit
        Don Clipperton, Mississauga Insurance Brokers Association
        Andy Bate, Supervisor, Traffic Operations
        Colin Patterson, Coordinator, Integrated Road Safety Program
        Al Sousa, Manager, Traffic Engineering and Operations
        Sacha Smith, Legislative Coordinator, Office of the City Clerk
CALL TO ORDER - 9:30 A.M.

DECLARATIONS OF DIRECT OR INDIRECT PECUNIARY INTEREST - Nil

APPROVAL OF AGENDA

Councillor Pat Saito moved approval of the agenda, as presented. This motion was voted on and carried.

Approved (Councillor P. Saito)

DEPUTATIONS - Nil

MATTERS CONSIDERED

1. Approval of Minutes of Previous Meeting

   Minutes of the Road Safety Mississauga Advisory Committee meeting held on September 27, 2011.

   Councillor Pat Saito noted 2 errors in the Minutes document. She advised that page 2 in the last paragraph should be changed to “QR code” and for item 5. “red light camera” should be changed to “photo radar”.

   Amended/Approved (M. Rahim)

2. ROAD WATCH Program Statistics

   Mississauga ROAD WATCH program statistics for the months of September and October 2011.

   Sgt. Shannon Stanley, Peel Regional Police advised that 70% of complaints are received online. Discussion ensued with respect to the current statistics versus 2010.
RECOMMENDATION
That the Mississauga ROAD WATCH program statistics for the months of September and October 2011 as presented to the Road Safety Mississauga Advisory Committee at its meeting on November 22, 2011, be received for information.

Received (M. Rahim)
Recommendation RSM-0024-2011

3. Road Safety Handbook

Committee to review quotes for printing the Road Safety Handbook and decide on the quantity to be printed for distribution.

Discussion ensued with respect to the printing of the Road Safety Handbook. It was suggested that the budgeted funding of $20,000 from the Road Safety budget be carried over to 2012 so that more copies of the Handbook could be printed. The Legislative Coordinator advised that the matter would be looked into. Councillor Pat Saito suggested that the committee get an estimate on the Creative Services final costs for the Handbook. Discussion ensued with respect to the total number of copies that should be printed. The committee came to a general consensus that a different paper stock should be quoted, perhaps uncoated or non-glossy paper. The Legislative Coordinator was directed to get a quote based on 75,000 and 100,000 copies.

Direction (Y. Ashraf Irshaduddin)

4. Traffic Calming

Corporate Reports dated March 12, 2010 and November 15, 2002 from the Commissioner of Transportation and Works regarding Traffic Calming for the committee's information.

Councillor Pat Saito expressed concern that a traffic calming pilot project was not approved in previous years through the Council budget process. She spoke further to the importance and need for the program. Discussion ensued with respect to different tools that could be used for traffic calming such as stop signs, 40km/hr speed zone and speed bumps and that the traffic calming pilot project be reconsidered for the 2012 City budget.

RECOMMENDATION
That the Road Safety Mississauga Advisory Committee endorses a traffic calming project and that Council be requested to review funding for a traffic calming project as part of the 2012 City budget.

Approved (Councillor P. Saito)
Recommendation RSM-0025-2011
5. Information Items

5.1 Photo Radar Raking in the Cash in Quebec

Article dated November 17, 2011 in the Quebec Star entitled “Photo Radar Raking in the Cash in Quebec.”

5.2 Debate on Liquor, Beer and Wine in Convenience Stores

Letter dated September 22, 2011 from MADD Canada, Ontario Public Health Association and the Centre for Addiction and Mental Health to Mississauga City Council. This letter was referred to the Road Safety Mississauga Advisory Committee for information at the October 26, 2011 Council meeting.

Peter Hamilton-Smith spoke to the matter and enquired if the sale of alcohol in convenience stores would increase drunk driving. Inspector Phelps, OPP advised that most drunk drivers are coming from licensed establishments instead of a liquor store. Mr. Hamilton-Smith noted that the matter may not be the right area to attack drunk driving and may not be a viable tool to help with road safety.

RECOMMENDATION
That the following information items considered at the Road Safety Mississauga Advisory Committee meeting on November 22, 2011, be received for information:

a) Article dated November 17, 2011 in the Quebec Star entitled “Photo Radar Raking in the Cash in Quebec.”

b) Letter dated September 22, 2011 from MADD Canada, Ontario Public Health Association and the Centre for Addiction and Mental Health regarding a debate on liquor, beer and wine in convenience stores.

Received (Y. Ashraf Irshaduddin)
Recommendation RSM-0026-2011

6. 2012 Proposed Schedule of Meetings

Memorandum dated November 17, 2011 from the Legislative Coordinator regarding the proposed 2012 schedule of meetings for the Road Safety Mississauga Advisory Committee.

The committee came to a general consensus that the December date for 2012 be removed from the schedule as it is close to the holiday season and there may be issues with quorum.
RECOMMENDATION
That the memorandum dated November 17, 2011 from the Legislative Coordinator regarding the proposed 2012 schedule of meetings for the Road Safety Mississauga Advisory Committee be approved as amended.

Amended/Approved (Y. Ashraf Irshaduddin)
Recommendation RSM-0027-2011

OTHER BUSINESS

Photo Radar

Colin Patterson, Coordinator, Integrated Road Safety Program advised that at the last committee meeting there was an article regarding photo radar in Winnipeg. He noted that there was 81% support of photo radar and explained that the equipment used combines photo radar and red light camera. He further noted that more people are in support of the red light camera program. Each year the statistics have been declining because less people are being caught.

Sgt. Shannon Stanley, Peel Regional Police noted that the traffic courts are overwhelmed and that the City should consider this fact when considering photo radar.

Mr. Patterson advised that the Ontario Traffic Conference has retained a consultant for photo radar.

NEXT MEETING DATE  January 24, 2012

ADJOURNMENT – 10:51 P.M.
December 7, 2011

Resolution Number 2011-1198

Ms. Crystal Greer
City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Subject: Annual Road Safety Report 2009 – All Wards

I am writing to advise that Regional Council approved the report of the Commissioner of Public Works, dated September 28, 2011, titled “Annual Road Safety Report 2009 – All Wards” at its meeting held on Thursday, November 24, 2011 and requested that a copy of the subject report be provided to the Peel area municipal road safety committees.

The attached report is provided for your information.

Sincerely,

Stephanie Jurrius
Legislative Specialist

To: Road Safety Committee

cc: Dan Labrecque, Commissioner, Public Works, Region of Peel
      Damian Albanese, Director, Transportation, Region of Peel

Corporate Services
10 Peel Centre Dr., Brampton, ON L6T 4B9
Tel: 905-791-7800  www.peelregion.ca

Office of the Regional Clerk
OBJECTIVE

The purpose of this report is to provide a comprehensive overview of the collision statistics experienced on the Region of Peel Road Network in a report titled, "Annual Road Safety Report 2009" attached as Appendix I to the report of the Commissioner of Public Works, dated September 28, 2011, titled "Annual Road Safety Report 2009 – All Wards". The subject report will be the first in a proposed annual report detailing the current state of road safety, as it pertains to reported collisions in the Region. The compiled historical data identifies trends and focuses safety strategies to aid in future crash reduction.

REPORT HIGHLIGHTS

- The Traffic Safety Group has prepared the Annual Road Safety Report 2009 that details the results of annual collision trending and the factors associated with traffic collisions on Regional Roads.
- Collision data is critical in tracking trends as the Region of Peel works with its community partners to further improve road safety. Identifying long-term collision trending is the key to responding effectively to the safety on Regional Roads.
- The Region of Peel continues to be an active member in bringing road safety to the forefront.
- The Region of Peel through the development of Safety Performance Functions (SPF’s) will screen intersections and road segments to prioritize locations with the best potential for increases in safety with the application of future improvements.
- Although the numbers of collisions have increased marginally, the Annual Road Safety Report 2009 indicates a good overall performance for Regional Roads in comparison to the average growth rate of vehicular traffic at 1.5 per cent on our roadways.
- All mitigative traffic safety measures will be evaluated empirically to determine effectiveness and further application on Regional Roads.
DISCUSSION

1. Background

The Traffic Safety Group of Transportation Division maintains a statistical database of reported motor vehicle collisions containing detailed collision data that has occurred on Regional Roads. Staff develops and refines traffic safety measures and improvements on Regional Roads as well as maintains the collision data system.

The data was extracted from collision reports supplied by the Peel Regional Police and Ontario Provincial Police. Both police forces utilize Officer prepared reports – Motor Vehicle Accident Reports (MVAR) and Self Reporting Collision Reports (SRCR) filled out by drivers involved in crashes on Regional Roadways that result in property damage in excess of $1,000 as well as any collision resulting in a personal injury or fatal injury.

The hardcopy paper collision records from these two Police forces have been electronically data entered and image scanned. The database is then populated into the newly acquired Traffic Engineering Software (TES) program.

2. Findings

In the year 2009, there were a total of 5,096 reported motor vehicle collisions on the Regional Roads, an increase of 1.23 per cent from 2008. The number of fatalities on Regional Roads increased from 11 in 2007 to 17 in 2009. The most common collision cause reported was following too close, which was indicated in 16.9 per cent of all collisions (15,315). The number of collisions involving pedestrians increased from 59 in 2008 to 62 in 2009. These collisions resulted in the following statistics:
Collision Statistics for the Region of Peel (2007-2009)

<table>
<thead>
<tr>
<th>STATISTIC</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Collisions</td>
<td>5185</td>
<td>5034</td>
<td>5096</td>
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<td>Number of Fatal Collisions</td>
<td>11</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Number of Injury Collisions</td>
<td>788</td>
<td>755</td>
<td>844</td>
</tr>
<tr>
<td>Number of Collisions Involving Pedestrians</td>
<td>50</td>
<td>59</td>
<td>62</td>
</tr>
<tr>
<td>Number of Collisions Involving Cyclists</td>
<td>18</td>
<td>24</td>
<td>34</td>
</tr>
<tr>
<td>Percentage of Collisions Occurring at Intersections</td>
<td>64.7%</td>
<td>64.0%</td>
<td>61.8%</td>
</tr>
<tr>
<td>Day with Highest Number of Collisions</td>
<td>Friday</td>
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<td>17:00</td>
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<td>Percentage of Alcohol-Related Collisions</td>
<td>1.5%</td>
<td>1.3%</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

3. Findings, Assessment and Use

The Traffic Safety group has noted a number of advantages from the information attained through the Annual Road Safety Report 2009 (Copies of the Annual Road Safety Report 2009 are available from the Office of the Regional Clerk). First and foremost the report offers the Region of Peel the opportunity to better understand the current status of road safety in the Region. Secondly, road traffic crashes are statistically predictable and mitigative solutions can be implemented to help reduce collision potential.

Furthermore, the report can aid in the design, development and implementation of current and future safety programs to reduce motor vehicle collisions. Reducing motor vehicle collisions will require a comprehensive approach employing engineering, education and enforcement with the focus on both drivers and pedestrians.

The Region, as part of this process, has been able to determine commonalities between municipalities on types of collisions and when they occur. It is expected that driver and pedestrian education programs can be established through partnerships with other municipalities in the Greater Toronto Area (GTA).

The data in the Annual Road Safety Report 2009 is the cornerstone of all road safety activity and is essential for the diagnosis of the road crash problem and for monitoring road safety efforts. It is important to identify what categories of road users are involved in crashes, what manoeuvres and behaviour patterns lead to crashes and under what conditions crashes occur, in order to focus budgets on safety improvements.
4. Proposed Direction

The Region has acquired the Traffic Engineering Software (TES) application that has allowed for the fastest and most accurate collision data housing and accessibility. To ensure that resources are primarily spent on the locations with the highest potential for safety improvements the Region has developed and calibrated Safety Performance Functions (SPF's) to conduct network screening for intersections and road sections under the jurisdiction of the Region. The network screening and ranking process establishes a priority system to rank the midblock road segments and intersections on the basis of their Potential for Safety Improvement (PSI). This system ranks different locations according to where the safety of road users could potentially see the greatest increase. The results of the analysis will supplement the Roads Capital Program. Additionally, the development of SPF's and network screening is a proactive approach in making safety improvements on Regional Roads.

The Traffic Safety Group will continue to monitor and analyze data, perform safety audits, research emerging trends and stay cognizant of industry trends to remain proactive in road safety. Some of the current and future mitigative measures include, Ladder Style Crosswalks, Countdown Pedestrian Signal Heads, potential expansion of Red Light Camera Program, Electronic Speed Advisory Boards, Traffic Calming Speed Cushions, Raised Reflective Markers and the introduction of Roundabouts.

CONCLUSION

The information from this report has and will allow staff the ability to target resources, develop mitigative solutions and help to enhance overall safety to all road users. It should be clearly noted that collision frequency is highly random, however long term statistics can be utilized to predict expected crash numbers. The acquisition of TES and the long term data housed within can provide "normalization" of yearly crash frequency numbers to ensure resources are focused on areas that exhibit high potential for safety improvements.

Staff proposes that the Annual Road Safety Report be updated yearly to apprise Regional Council of the status of the Regional Road Network, as it pertains to Road Safety.
September 28, 2011

ANNUAL ROAD SAFETY REPORT 2009 - ALL WARDS

Dan Labrecque
Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact William Toy at extension 7869 or via email at william.toy@peelregion.ca

Authored By: Nishat Hassan/William Toy, Supervisor Traffic Safety, Traffic Engineering

Legislative Services
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INTRODUCTION

This Road Safety Annual Report is a statistical report of all reported motor vehicle collisions occurring on roads under the jurisdiction of the Regional Municipality of Peel. This Report illustrates the factors contributing to traffic collisions that occurred on the Regional Roads. In addition, the report provides the historical summary data for comparison purposes for the years 2007-2009. Comparing the number of collisions within the Region over the years can help to identify the current state of road safety in Peel for the year that it is produced. The collision statistics presented in this report are compiled from detail source documents received from the Peel Regional Police and the Ontario Provincial Police reflecting all reported collisions on Regional Roadways that resulted in property damage in excess of $1,000 as well as any collisions resulting in a personal injury or fatal injury.

The Regional Municipality of Peel is the second-largest municipality in Ontario. It consists of three municipalities: the Cities of Brampton and Mississauga, and the Town of Caledon. According to Statistics Canada, based on the 2006 Census of Canada, the Region's population in 2009 was 1,220,000. The Region of Peel is responsible for the construction and maintenance of 1,461 kilometres of arterial roads within the above noted Municipalities.

The Traffic Safety group of the Transportation Division maintains a statistical database of motor vehicle collisions containing details of reportable motor vehicle collisions that have occurred on the Regional Roads. The hardcopy paper collision records from these two police forces have been electronically data entered and image scanned. The database is then populated into the newly acquired Traffic Engineering software (TES) program. This application has allowed staff to filter and analyze the data contained within this report.

Disclaimer:
The Region of Peel provides this information and statistics in good faith but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information, or its use for any purpose. This data is compiled from external 3rd Parties whose purpose(s) may differ from the requirements of the Regions' Transportation Department.
EXECUTIVE SUMMARY

For 2009, there were 5,096 reported motor vehicle collisions on the Regional Roads an increase of 1.23% from 2008. The number of fatalities on Regional Roads remained the same in 2008 and 2009 although the average growth rate of vehicular traffic increased by 1.5% on our roadways. The most common collision cause reported in 2009 was following too close, which was indicated in 16.9% of all collisions (15,315). The number of collisions involving pedestrians increased from 59 in 2008 to 62 in 2009. These collisions resulted in the following statistics:

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<td>Intersections</td>
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<tr>
<td>Day with Highest Number of Collisions</td>
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<td>Action</td>
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<td></td>
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<td>1.3%</td>
<td>1.3%</td>
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</table>
GLOSSARY OF TERMS

Motor Vehicle Collision:
Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

Property Damage Collision:
A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property including damage to the motor vehicle less than $1000.

Personal Injury Collisions:
A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Fatal Collision:
A motor vehicle collision in which at least one person sustains bodily injuries resulting in death within 30 days of the date of the motor vehicle collision.

Self-Reporting Collisions:
Under the Highway Traffic Act [s.199 (1.1)], when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

Non-Reportable Collisions:
A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property including damage to the motor vehicle less than $1000.

Had been Drinking:
Driver had consumed alcohol but their physical condition was not legally impaired.

Ability Impaired Alcohol > 80mg:
Driver has consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 milligrams in 100 millilitres of blood.
SECTION: 1

COLLISION CHARACTERISTICS
This section classifies collisions broken down by severity, hour of occurrence, day of the week, traffic control violations, and month of the year. Identifying these contributing factors is an important step toward reducing the incidence of collisions on Regional Roads. The collisions in this section refer to reportable collisions only. It is not possible to determine the number of non-reportable and unreported collisions that occur within the Region. Exhibit 1.1.1 shows the number of reportable collisions by the degree of severity in the Regional Municipality of Peel for the reporting years of 2007-2009, inclusive.

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal Injury</th>
<th>Non-fatal Injury</th>
<th>Property damage only *</th>
<th>Total Collisions</th>
<th>Estimated Population</th>
<th>Collisions Per 1,000 Population</th>
<th>Average number of Collision Per Day</th>
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</thead>
<tbody>
<tr>
<td>2007</td>
<td>11</td>
<td>788</td>
<td>4386</td>
<td>5185</td>
<td>1,177,000</td>
<td>4.4</td>
<td>14.2</td>
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<tr>
<td>2008</td>
<td>17</td>
<td>755</td>
<td>4262</td>
<td>5034</td>
<td>1,199,000</td>
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<td>2009</td>
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<td>5096</td>
<td>1,220,000</td>
<td>4.2</td>
<td>14.0</td>
</tr>
</tbody>
</table>

* Includes non-reportable collisions with damage less than $1000.
Exhibit 1.1.4 shows that between 2007 and 2009, the average number of collision per day fluctuated between 14.2 in 2007 to 14.0 in 2009.
1.2 TIME OF THE DAY

As expected, the frequency of collision potential is directly correlated with exposure. The following chart indicates that the frequency (number) of collisions matches the peak "Rush Hour" volumes. In the morning, this is between 07:00 to 09:00 and between 15:00 to 18:00 in the afternoon.

Exhibit 1.2.1 presents a breakdown of the collisions by the time of the day (per hour) from 2007-2009.
1.3 DAY OF THE WEEK

Statistically speaking, our data indicates that Thursdays and Fridays exhibit the highest collision frequency in 2009. These two days combined accounted for 1664 collisions, or 32.6% of the total collisions in 2009. The day of the week with the fewest associated collisions in 2009 were Sundays and Saturdays attributed to lower volume and therefore lower exposure.

Exhibit 1.3.1 shows Day of the Week versus the Number of Collisions, 2007 -2009.
In the winter months of October, November, December and January more than 50% of all collisions occurred in conditions where the road surface was covered with water, snow, slush or ice. Under these winter driving conditions, most collisions occur when drivers drive too fast for the conditions (based on charges laid; obtained from MVAR).

Exhibit 1.4.1 shows that the highest frequency month for collisions in 2009 was January and February recorded the lowest collisions (note that this appears to be an anomaly from historical years).

**MONTH OF THE YEAR Vs NUMBER OF COLLISIONS**

**3 YEAR SUMMARY (2007-2009)**

Exhibit 1.4.1 Month of the Year vs Number of Collisions (2007-2009)
1.5 INITIAL COLLISION IMPACT TYPE

This section of the Annual Safety Report provides information on initial impact type. The "rear end" type of collision was the dominant type of collision (ranging from 39% to 42%) followed by Turning Movement. The percentage of rear end collisions increased from 39% in 2007 to 42% in 2009. However, the percentage of Angle (t-bone) collisions decreased from 18% to 14% in 2009. These minor fluctuations are typical and denote the randomness of collision patterns.

The statistics reported in Exhibit 1.5.1 to 1.5.3 include our most recent three year reportable collision history from 2007 to 2009 based on initial impact type.
Exhibit 1.5.2 Initial Collision Impact Type (2008)

Exhibit 1.5.3 Initial Collision Impact Type (2009)
1.6 ACCIDENT LOCATION

More than 61.8% of all collisions on Regional Roads in the year 2009 occurred at the intersections. This is expected as intersections represent the greatest concentration of potential conflict and decision point on the road network. At signalized intersections most of the fatal and injury type collisions were attributed to "right angle" and "turning" type collisions. "Right angle" collisions at signalized intersections typically occur when a driver wilfully disobeys a traffic signal, or when the driver is unable to stop at a signal due to excessive high speed and/or inattentiveness. Most "turning" collisions occurred when a driver performs an inappropriate left-turn manouevre (failing to yield-right-of-way).

To help deter red light running and reduce the potential for angle type collisions, the Region is actively involved in the Red Light Camera Program. This program utilizes hardware installed at the intersection that captures images (photos) of the vehicles that enter an intersection after the red signal indication has been displayed. Preliminary statistics at these intersections have indicated a reduction in right angle collisions.

Exhibit 1.6.1 Accident location vs Number of collisions (2007-2009)
PW-B1 = 2

SECTION: 2

PEDESTRIANS
2.1 CLASSIFICATION OF PEDESTRIAN ACCIDENT (2007-2009)

This section analyzes pedestrian versus vehicular collision statistics. The probability of a pedestrian being injured or killed is very high when pedestrian/motor vehicle collisions occur. As such, it is important to use this historical data to progressively improve our road network. Statistics include vehicle manoeuvre and driver action at the time of the collision; pedestrian action and condition at the time of the collision; and pedestrians involved in a collision by injury type.

On average, about 57 pedestrian/motor vehicle collisions occur in the Region of Peel every year. In 2009, 5096 traffic-related collisions occurred, of which 62 were pedestrian related. These collisions represented approximately 1.2% of all motor vehicle collisions that occurred on the Regional Roads in 2009. Exhibit 2.1.1 graphically depicts the classification of injury collisions.

Exhibit 2.1.1 Classification of Pedestrian accidents (2007-2009)

Time of day is one of the variables that were examined to determine when the majority of collisions are occurring. Our statistics indicate that pedestrian/motor vehicle collisions occurred most frequently in the early evening hours between 15:00 to 18:00, when pedestrian and vehicle volumes are higher. There was also one small peak during the morning peak hour 06:00 to 09:00. The peak in the morning may be due to the heavy traffic when everyone is going to work and/or school. The high pedestrian/motor vehicle collision times correlate to higher volumes of traffic and also “peak periods” as well for school times on the roadway.

The distributions of these collisions are detailed in Exhibit 2.2.1.

Exhibit 2.2.1 Pedestrian Collisions vs Time of the Day (2007-2009)
2.3 MONTH OF THE YEAR DISTRIBUTION OF PEDESTRIAN/MOTOR VEHICLE COLLISIONS (2007-2009)

The frequency of collisions is higher in the winter months (from October to December). The increase in the number of pedestrian/motor vehicle collisions may be attributed to lack of visibility and adverse road conditions in the winter period. In fact, while the motor vehicle collision monthly distribution is relatively constant, the monthly distribution of pedestrian/motor vehicle collisions appeared to follow a seasonal distribution. That is, during the autumn/winter months pedestrian/motor vehicle collisions are higher than during the summer months. This can suggest that visibility and road surface conditions may be a more significant contributing factor in pedestrian/motor vehicle collisions. This statistics is significant as this was also noted systemically throughout southern Ontario. More research is currently being undertaken by the Road Safety Committee of Ontario (ROSCO), in which The Region of Peel is actively involved in.

Graphical representation of this data is presented below in Exhibit 2.3.1.
2.4 DAY OF THE WEEK DISTRIBUTION OF PEDESTRIAN / MOTOR VEHICLE COLLISIONS (2007-2009)

On average, there were more pedestrian and vehicle collisions on weekdays than on weekends. These higher collision numbers may be attributed to the increased pedestrian and vehicle volumes during the weekdays.

The statistics are represented below in Exhibit 2.4.1.
When analyzing the pedestrian/motor vehicle collisions, an analysis of the type of traffic control device where the collision occurred was reviewed. Exhibit 2.5.1 clearly shows that pedestrian/motor vehicle collisions follow approximately the same distribution as the vehicle to vehicle collision pattern. Pedestrian/motor vehicle collisions appear to be more likely to occur at traffic signals due to exposure.

Exhibit: 2.5.1 Pedestrian Collisions based on the Type of Traffic Control (2007-2009)
Exhibit 2.6.1 indicates that “Failed to Yield Right Of Way” was the most frequently recorded improper driver action in pedestrian collisions. It was also observed, that 38% of all pedestrian collisions, the driver was recorded as driving properly.
During 2009 the majority of pedestrian collisions showed the condition of the pedestrian reported as normal. This is depicted in Exhibit 2.7.1 below.
ENVIRONMENT
3.0 ENVIRONMENT

3.1 COLLISIONS RELATED TO ENVIRONMENT CONDITIONS (2007-2009)

As seen in Exhibit 3.1.1 through Exhibit 3.1.3, the majority of the collisions (ranging from 75% to 78%) occurred under ideal driving condition which is clear environmental conditions. This may be contrary to what is perceived, as most would assume poor weather conditions would contribute to a higher percentage of crashes. The purpose of the following graphs is to convey from a weather point of view, what the atmospheric conditions were at the time of the reported crashes.

Exhibit 3.1.1 Collisions related to Environmental Conditions (2007)
Exhibit 3.1.2 Collisions related to Environmental Conditions (2008)

Exhibit 3.1.3 Collisions related to Environmental Conditions (2009)
3.2 COLLISIONS RELATED TO LIGHT CONDITIONS (2007-2009)

The statistics reported below include the most recent three year reportable collision history from 2007 to 2009 based on light conditions. Light condition is one environmental risk factor that is known to affect collision rates. The results identified that the majority of the collisions (3,644) occurred in daylight conditions in 2009. Exhibit 3.2.1 presents statistics from 2007-2009.

Again, this trend may be directly correlated to the fact that traffic volume/exposure is higher during the day than at night.
The results indicate that there were a total of 15,315 reported collisions on the Regional Road from 2007-2009. Of these collisions (69.0%) occurred under "Dry Road Surface" conditions, (24%) were reported under "Wet Road Surface" conditions, (3.0%) were attributed to "Loose Snow, Ice, Packed Snow and Slush" conditions and the remaining (4%) occurred with report under "Mud, Spilled Liquid and Others" conditions in 2009.

Exhibit 3.3.1 to 3.3.3 summarizes the total percentage of reported collisions on Regional Roads by road surface conditions from 2007 to 2009.
Exhibit 3.3.2 Collisions Related to Road Surface Conditions (2008)

Exhibit 3.3.3 Collisions Related to Road Surface Conditions (2009)
Mitigative Safety Measures
4.0 MITIGATIVE SAFETY MEASURES

This Section provides an overview on various Road Safety initiatives in The Region of Peel. These initiatives have been undertaken to improve safety to all road users.

4.1 RED LIGHT CAMERA PROGRAM

What it is: A system involving a camera, flash and speed detection devices (inductive loops) to detect vehicles and their speed entering an intersection against a red signal indication (red light running). When an infraction is detected the red-light camera takes two photographs. The first photo is taken when a vehicle is about to enter the intersection against a red signal indication. The second photograph is taken to show the offending vehicle in the intersection. Both photos show the rear of the offending vehicle only.

All evidence gathered from red-light cameras is processed as follows:

- Developed rolls of red light camera film (or digital images) are sent to the centralized processing centre (the City of Toronto’s Transportation Services).
- Images from the film are digitized and retrieved with the aid of a computer.
- All images are reviewed by a Provincial Offences Officer to verify that an offence has occurred.
- The license plate number is read from the digital image. An Offence Notice Form is completed and mailed to the registered owner of the vehicle.
- Current charge for a Red Light Camera violation is set at $325.
What we use it for: As a tool to increase intersection safety, specifically to reduce red light running and the collisions related to red light running. Red light camera enforcement in conjunction with public awareness can modify driving behavior and has been shown to reduce red light violations and intersection collisions.

Where have we used it: 25 sites as determined by collision data (right angle collisions)

Number: 25 locations
4.2 A-PEL PEDESTRIAN CROSSING BUTTONS

*What it is:* An infrared touchless button that provides feedback to pedestrians when a call is inputted via a red LED on the front of the unit. A pedestrian call will be provided if an object (i.e. a hand) gets within approximately 15 cm (6 inches) of the pushbutton.

*What we use it for:* To allow pedestrians to input a pedestrian (ped.) call in order to be provided with sufficient walk time to cross the intersection as well to provide feedback to pedestrians when a ped. call is placed.

*Where have we used it:* All new signal installations

*Where will it be utilized:* New installations
4.3 PEDESTRIAN COUNTERDOWN SIGNAL HEADS

What it is: A device that provides a numeric countdown display that indicates the number of seconds remaining for a pedestrian to complete their crossing of a street. Countdown signal head will display blank during the walk and solid don't walk stages. The countdown will activate and countdown the time remaining during the "flashing don't walk" indication.

What we use it for: To provide information on available crossing time to pedestrians.

Where will it be utilized: All new signal installations / Capital Projects, sites with pedestrian related complaints where countdowns may be beneficial.

Why are we utilizing it: To provide auxiliary information to pedestrians to assist them in determining if they have sufficient time to cross the intersection safely as well as to provide feedback when a pedestrian call is made.
4.4 ELECTRONIC DATA ENTRY AND SCANNING

Converting data from a MVAR/SRCR into an electronic format and data entry of up to 87 fields of police code from a MVAR, and up to 42 fields of police code in an SRCR, as well, assign a geospatial code (geocode/location code) to the collision location in a MVAR/SRCR by associating the location information on the collision report to road network information.

What we use it for: The Region of Peel analyzes data to help identify areas with historical significance regarding collisions, and act as a tool to assist in determining what mitigative measures can be implemented to further enhance safety on our roadways.

Where have we used it: For data entry and Imaging of MVAR/SRCR for the past 10 years.

Where will it be utilized: For populating the fields in the TES software.

Why are we utilizing it: The analysis of data would be labour intensive if performed by hand from hardcopies of the collision reports. Because of the extensiveness of such analysis and the sheer volume of records, the paper process severely limits the ability to analyze information practically.
4.5 LADDER CROSSWALKS

It is a pavement marking for pedestrian crossings. Ladder pavement markings are 60 cm wide and spaced 60 cm apart between the standard 10 cm crosswalk lines. Based on Ontario Traffic Manual, the crosswalk must be at least 2.5m wide up to 4.0m based on pedestrian volume. Ladder crosswalks at Most Regional intersections are at least 3.0m wide.

*What we use it for:* we use it to make crosswalks more pronounced and bring extra contrast to pedestrians that may be in the crosswalk.

*Where have we used it:* At all new signalized intersections and retrofitted to older intersections on a crosswalk replacement program.

*Where will it be utilized:* it will eventually be phased into all signalized intersections.

*Why are we utilizing it:* to help make the Region's road network safer by bringing extra attention to pedestrians and the crossing area.
4.6 RADAR AND SPEED ADVISORY TRAILER

The Radar Speed Display Trailer is a heavy duty product designed for continuous use. The digital display on the radar trailer indicates the posted maximum speed and the speed at which the approaching car are travelling. If the speed is over the maximum speed, a "Slow Down" message will be displayed to oncoming drivers.

**What we use it for:** used as a traffic calming measures and as a public awareness tool to advise, monitor and influence driver speed in the area.

**Where have we used it:** throughout the Region in neighbourhoods where extra drivers can be reminded about the posted speed limit in the area.

**Where will it be utilized:** at any requested location.

**Why are we utilizing it:** To advise, monitor and influence driver speed on the Regional roads.
Electronic Speed Advisory Signs are pole mounted. They are configurable to different speeds and thresholds and when activated display an electronic image of a standard "speed limit sign". The sign can be utilized in an active (display on) or stealth (no display) mode. In both modes, the sign is able to record vehicular speeds for analysis purposes.

What we use it for: This sign will be installed in areas where adherence to the posted speed limit is a concern. This includes hamlets, school zones, in areas where homes for the aged may be, etc.

Where will we be using it: The first two semi permanent locations will be Regional Road 24 (Charleston Sideroad) at Kennedy Road and Regional Road 3 (Britannia Road) in the west end. It is planned that other signs will be rotated throughout the Region of Peel.

Where will it be utilized: The signs are portable, however, because of their smaller size will be restricted to roadways with a posted speed limit of 70 km/h or less.

Why are we utilizing it: The signs are "reminder" tools which convey the posted speed limit via an easily recognized standard speed limit sign. A reduction in speed will help create a safer road network. In addition, the signs can be utilized as a speed collection device, enabling staff the ability to track vehicular speeds at the installed location over a longer period of time.
4.8 VIDEO SURVEILLANCE TRAILER (POGO TRAILER)

It is a trailer mounted, telescopic video recording device. With the use of a Digital Video Recorder (DVR) the trailer is able to provide unattended long term video traffic monitoring. There are 4 cameras; Video from each camera is fed through a four-way screen splitter to a monitor and to a digital recording device.

What we use it for: We are primarily using the POGO trailer to monitor vehicles and pedestrian activity for long duration studies. This can be in a parking lot or on-street.

Where have we used it: in parking facilities and on-street and in various hamlets.

Where will it be utilized: where requested and when staff required information about parking lots or special events.

Why are we utilizing it: to help make the Region’s road network safer and more efficient by recording and tracking events in the longer term or when there is less likely to be staff available to make observations (i.e. overnight).
**What it is:** A roundabout is a type of road junction or intersection at which traffic is slowed down and enters a one-way stream around a central island. Technically these junctions sometimes are called modern roundabouts, in order to emphasize the distinction from older circular junction types which had different design characteristics and rules of operation.

**What we use it for:** A roundabout is often implemented as an alternative in place of Traffic Control Signals where additional property if required is attainable.

**Where will it be utilized:** A roundabout is utilized in lieu of traffic control signals where we have the property or where additional property is attainable and feasible.

**Why are we utilizing it** Maintenance costs are significantly lower in comparison to Traffic Control Signals. From a traffic safety perspective a roundabout is safer for motorists and usually has fewer collisions when compared to intersections of similar size and traffic volume since it has significantly less conflict points than a typical signalized intersection. Fatal collisions are also drastically reduced when compared to typical signalized intersections of a similar operating speed and traffic volume.

**Number:** The Region of Peel's first roundabout was constructed at the intersection of Dixie Road at Olde Baseline Road. This intersection was officially opened in September of 2011.
4.10 TRAFFIC CALMING SPEED CUSHIONS

What it is: A preformed/pre-engineered vertical deflection (similar to a speed hump) used to help control vehicular speed. The difference with the product is that it is comprised of a number of sections that are spaced to allow for the wider width of Fire Trucks to allow them to pass with minimal impact. The smaller wheel spacing of cars will necessitate that at least one axle has to pass over the vertical deflection.

What we use it for: Speed Cushions are used to Traffic Calm an area by implementing a vertical deflection that will result in a reduction of vehicle speed. The “gaps” in the cushions will allow for the passage of Fire Vehicles with minimal impact to response time. Further the “gaps” will allow motorcycles to pass between or over the Speed Cushions.

Where will it be utilized: Two (2) Pilot locations have been identified on Regional Road 11 (Fork of the Credit Road).

Why are we utilizing it: Claims of high vehicular speed have been reported in this rural area; particularly during the early morning hours. This engineering initiative will be piloted to help address these issues.
What it is: A technical review of a given intersection or road section to determine what elements (pavement markings, signing, phasing, geometrics, etc.) can be enhanced to improve on safety.

What we use it for: An internal review of a given location(s) to determine if enhancements can improve on safety in the area.

Where will it be utilized: The audit locations will be determined by internal programs/studies and Environmental Assessments (EA's).

Why are we utilizing it: To improve on safety within the Regional Road Network by proactively addressing deficiencies in hopes of reducing vehicular crashes.
CONCLUSION

The preceding report is intended to provide a brief high level overview of some of the collision statistics experienced over the past three-years on the Peel Road Network.

Statistically sound historical data allows staff to review trending issues and develop mitigative solutions to hopefully aid in future crash reduction. This statistical database has allowed for the development and calibration of Safety Performance Functions (SPF). These mathematical equations allow for an effective and financially responsible methodology for "screening" the Regional Road Network on locations with a high potential for safety improvements. This new process not only looks at collision frequency, but a myriad of other potential contributing factors including geometry and traffic volume.

As detailed above, the Region has committed to systemically bringing road safety to the forefront and implementing countermeasures that range from passive to active to dissuade negative behaviour. Together, as part of a team, both the road jurisdiction and road users can make a difference. This is reflected in our motto of "Road Safety Starts with YOU!"

As the name implies, this Report will be updated on a yearly basis.
## ROADWATCH STATISTICS

### Mississauga

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Damon Roberts  
13/12/2011