

## **Service Impact**

The transition from POA administration to APS administration for the ASE program will provide a scalable and more efficient dispute-resolution process. This will allow matters to be resolved in a timelier manner and create capacity within the Provincial Courts to address more serious matters. Establishing an APS that can grow with the City's ASE program will allow for future ASE expansion, which will help to address more identified speeding concerns on City roadways. ASE is an effective tool in reducing speeding and speed-related incidents, making Mississauga's roadways safer for all users. ASE is a key part of the City's Vision Zero framework — where staff and elected officials are working toward a goal of zero fatalities and serious injuries from collisions on city streets.

## **BR #10789 – Enhancing Signalized Intersections**

### **Description of Budget Request**

The City currently owns and operates 579 signalized intersections. This BR is to implement accessible pedestrian signals (APSs), pedestrian countdown signals (PCSs), reflective backboards, bike signals and enhanced pavement markings at City-owned intersections where these are not already present. This will bring all City signalized intersections into accordance with the City's current standards. This work requires the addition of three new capital-funded permanent FTEs starting in 2025.

### **Why Staff Recommend this Initiative**

The enhancement of signalized intersections, including the implementation of APSs, PCSs, reflective backboards, bike signals and enhanced pavement markings, supports the City's strategic pillars including move, belong and connect; aligns with Ontario Regulation 191/11; and supports the goals of several of the City's plans including the Vision Zero Action Plan, Transportation Master Plan, Pedestrian Master Plan, and the Cycling Master Plan.

### **Details of Service Change**

The capital cost of enhancing all signalized intersections is \$60 million over ten years, beginning in 2025. This includes the supply/installation of traffic signal equipment and a permanent position for a Traffic Signals Technologist to oversee the project. In addition, one dedicated Traffic IV and one Traffic III will be required to complete the enhanced pavement markings, with the use of a vehicle and a pavement marking grinder. All three positions are requested to start in 2025 and are included in the ten-year capital budget requested for this project. After completion of this project, they will need to be converted to day-to-day operations in the respective business units. Similarly, the acquisition and operational costs of the signs, pavement markings vehicle, and pavement marking grinder are included in the ten-year capital budget for this project. After completion of this project, it is anticipated that this equipment can also be converted to the day-to-day operations in the respective business units.