

Council Meeting
September 18, 2023

Comments Received Regarding Item 10.1

Neighbourhood Traffic Safety Program
Update Staff Report

From: Marsha S

Sent: Friday, September 15, 2023 10:55 AM

To: Town Clerks <TownClerk@oakville.ca>

Subject: Submission to the September 18, 2023 Council meeting for Agenda Item 10.1 Neighbourhood Traffic Safety Program Update; Topic 6 Community Safety Zones

Please accept this email as my submission to the September 18, 2023 Council meeting for Agenda Item 10.1 Neighbourhood Traffic Safety Program Update; Topic 6 Community Safety Zones

I am a long time resident of Oakville and am disappointed with what Oakville has done with the Community Safety Zone (CSZ) programme.

The Ontario Government CSZ legislation did not intend for entire lengths of roadway to be designated as a CSZ. And Oakville's own definition suggests the designation is for a section of roadway, a segment of the road, specific vulnerable areas, and collision prone areas. But you (Ward 6 specifically) appear to have ignored the intent of the legislation and selected entire roadways for CSZ assessment. Couple your strategy with the fact that the formula is not built to properly and correctly assess long entire roadways, and the evaluation process itself contains a number of errors and miscalculations, you have succeeded in having long roadways designated as CSZs in their entirety. Most sections of those long roadways do not contain any named vulnerable facilities and may not have qualified as CSZs if assessed on their own. This of course assumes that the evaluation process, which is currently inflating the scores in several categories, is also corrected. Whether by accident or design, you have managed to game the system.

Halton Region seems to be complying with the intent of the legislation and their results make more sense. Their CSZs are only where they need to be and only as long as they need to be. The results are simple, straight forward, focused and appropriate. As a driver I see the connection between the vulnerable facility (i.e. school) and the zone designation, and I respect it. To the contrary, on a Town road, Ward 6 in particular, I may drive for blocks and blocks wondering why I am in a CSZ. It's confusing, meaningless and counter productive. I begin ignoring CSZ signs because they don't connect to anything meaningful. I am no longer on high alert for vulnerable members of our society. Is that the result you want? Why can't Oakville do the same as Halton did? Why do we have to have a mixed bag of inconsistent implementations of the same programme? How could our two levels of government interpret the legislation in such different ways? We are the same drivers on both your roads and this is our experience.

I appreciate you are probably trying to find a solution to the many speeding complaints you get. Automated Speed Enforcement (ASE) (aka photo radar) is probably the most effective solution soon to be available, but it can only be deployed in Community Safety Zones. I think you have your eye on the ultimate prize, and it may have blinded you from seeing that you may

have gone too far. Unfortunately, we don't have seem to have sufficient checks and balances or oversight.

I believe the existing CSZs should have a second look. Is there any appetite to correct the misuse of this programme?

Sincerely,

Marsha
