

March 3, 2023

To: General Committee, City of Mississauga

From: Don Carter and Sharon Cuthbertson

Re: Comment on Item 10.1, Meeting of March 8, 2023, 930am

We recommend that the Committee instruct the Traffic and Works (“T&W”) department to install 3 speed bumps and two new stop signs on Orr Road, which is T&W’s Option 3 of their second survey of residents, undertaken last summer.

The T&W department recommendation to the Committee of February 13, 2023, does not describe their “proposed measures”, which therefore gives T&W unrestricted authority to install as many speed bumps as they wish. A year ago they intended to install 12 speed bumps, but given resident objections, Councillor Mullin decided to have a second survey conducted last summer, the results of which were:

Orr Rd Traffic Study				
Summer 2022				
	Vote	%	Cumulative	
			#	%
<b>Voted Yes or No</b>				
No traffic calming	80	38%	80	38%
Option 3: 3 bumps + 2 new stop signs	44	21%	124	60%
Option 2: 4 bumps + 2 new stop signs	17	8%	141	68%
Option 1: 6 bumps + 1 new stop sign	67	32%	208	100%
	208	100%		
<b>None of the above</b>				
	6			
<b>Don't Know</b>				
	8			
<b>N/A</b>				
	1			

The T&W Executive Summary states “Majority support received from each community as part of the consultation process for each of the traffic calming locations”, and for Orr Rd specifically, “61% of respondents were supportive of the proposed measures along Orr Road. These measures include a series of speed cushions that will be installed between Southdown Road and Meadow Wood Road and an all-way stop that will be installed at the intersection of Orr Road and Inverhouse Drive.”

We believe this indicates T&W intend to proceed with maximum bumps (Option 1: 6 bumps and 1 new stop sign), whereas 60% of survey respondents want minimal bumps (Option 3: 3 bumps and 2 new stop signs; or no traffic calming at all). We believe T&W’s logic uses a two-step process; 1) determine if a majority want traffic calming, and then, if true, 2) which traffic calming option is most favoured. However, this disenfranchises those who voted for no traffic calming.

While it is unusual to ask the General Committee of the City of Mississauga to deal with such a small matter as the number of bumps on one road in the City, we are concerned that T&W’s implied recommendation for maximum bumps is the actually the opposite of the minimal bumps/no bumps that 60% of residents who voted prefer.