

City of Mississauga - Council Meeting - March 22, 2023
 re: Agenda 11.3 GC-0082-2023 Requests Council Approval

Role of Resolution 0119-2019 [6,7]

In Context of Mississauga Residents Voting on Speed Bumps

This is a request that Mayor Crombie and Council provide clarifications to the new Ward 2 Councillor that Resolution 0119-2019 does not render Council impotent on divisive issues impacting Mississauga residents who live in the affected communities. It seems important to also clarify the distinction between being a government leader, a bureaucrat and a Councillor. [3,7]

**Our Mississauga Mayor and Mississauga Council
 could Invite new Ward 2 Councillor Alvin Tedjo [10,11]
 to join with them in a non-bully Council vote March 22, 2023
 to respect the voting by Ward 2 residents on speed bumps
As Has Been Done For Every Other Ward in Mississauga**

[slide #s shown]

1 to 14
 plus addendum

Dan Anderson
 (email via justresident@bell.net)
 March 22, 2023

~ final version as provided March 19

City of Mississauga - Council Meeting - March 22, 2023
re: Agenda 11.3 GC-0082-2023 Requests Council Approval

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13. Traffic Calming as Defined in Ward 2 Survey-Voting (e.g. Park Royal).
14. Addendum items (with reference to prior presentation March 8, 2023 (and May 11, 2022)).

Reasons for Council to Provide Guidance to new Ward 2 Councillor [10,11] and invite him to join Council in Respecting Speed Bump Vote by Residents

[slide #s]

1. Council would otherwise seem to be [5]
abdicating its fundamental role/obligations.
2. Councillor's inexperience: 4-5 months [8]
3. Councillor's disregard for views of residents
as they expressed through formal vote. [8,12]
4. Councillor's presumption of unilateral right to
decide due to resolution 0119-2019. [6,7]
5. Councillor support of misrepresentations by
senior City executive with shared objectives
(e.g. March 8). [8,9]
6. Councillor's expressed objectives of
"imposing" on residents, and dismissive of
"inconvenience" are at variance with [8,5,12,6]
functional role of Councillor, and more
consistent with: :
 - 2022 candidate for leader of federal party
 - 2018 candidate for provincial MPP
7. Speed bump installations are permanent, on
roads that were not a police priority, with
traffic patterns comparable to roadways
throughout Mississauga, but roads targeted
by former Councillor to spend gas tax \$. [6,14]
8. An excessive number of speed bumps
becomes a cancer within these communities.
redirecting traffic to other roadways to
encourage a proliferation of more speed bumps
9. Councillor Tedjo doesn't live in the communities
that he is impacting.
10. The two affected Ward 2 communities have
already (reluctantly) **voted in support of 19**
speed bumps to be installed in 2023 (in the
absence of any effective police enforcement or
alternative measures provided). Now, the new
Ward 2 Councillor sees himself as empowered
to unilaterally impose more, along with the [6,8,12]
understanding that Council cannot stop him.
11. Resolution 0119-2019 is inherently unethical,
and undermines the fundamental role of [5,8,6,7]
Mississauga Council, if it is applied with the
intent and effect of allowing someone like
Councillor Tedjo to unilaterally disrespect
Mississauga residents on divisive issues.
12. **In every other ward**, the results of (both [12]
informed and uninformed) voting by residents,
have been respected by the Ward Councillor.

Key Considerations for NonBully Council Vote re Agenda 11.3

[10,3,9,11]

Am I Aware ?	Is it okay ?	<u>Ward 2</u> - Bromsgrove/Brookhurst/Orr Rds
Yes	No	<p>For these three roads, our new Ward 2 Councillor Alvin Tedjo, and Commissioner Wright, have together directed Council to approve the installation of <u>23 speed bumps</u> even though the compromise results of the voting by Ward 2 residents implies the installation of <u>10 speed bumps</u> on these roads. [8,12]</p> <p>(all other Ward Councillors have previously respected voting by residents)</p>
Yes	No	<p>Councillor members think they cannot vote against what Councillor Tedjo wants to do, because of the 2019 Council resolution 0119-2019 regarding the spending of allocated gas tax funds.</p> <p>[6,7,5]</p>

Jan. 30, 2023 Guidance from Integrity Commissioner Swayze

<https://pub-mississauga.escribemeetings.com/Players/ISISStandAlonePlayer.aspx?Id=c901d5b6-2981-4053-a92a-097fae65eb93>

Training session on Code of Conduct ... especially for new Councillors.

- **20:30 - I.C. Swayze:** “I always start with the most common mistake made by members of Council. **They are elected to a body with total power and think they have power individually.** ... Some come with agendas. Some want changes to existing policies and procedures. Some come with wider political ambitions. The important thing is to realize that you really don’t have any power except one vote”
- INSERT – A fundamental problem with **resolution 0119-2019** is that various Councillors interpret resolution 0119-2019 as transferring to individual Councillors the unilateral right to exercise the full power of Council into their one vote by obligating all other Councillors to support the position they take on the application of gas tax funding, regardless of their reliance on and use of fundamental misrepresentations, and concerns identified by affected residents. [6,7]
- **23:39 – I.C. Swayze:** “... a municipality must be managed by professional managers ... (who) must be made to keep the values and mores of the community in the forefront, this is accomplished by putting an elected Council in charge.”
- INSERT – e.g. When Councillors and residents are provided with specifics on the support of residents for proposed projects, or seek confirmation on the definition of “traffic calming” as used in the speed bumps survey, then a senior City executive should be held accountable if he appears to be dishonest in his communications to Councillors/residents. **(e.g. March 8)** [12]
- **29:50 – I.C. Swayze:** “Just be ... careful about ... (Council being seen as) making up their minds before (a resident) ever appears before them and before any public are in the gallery, so you gotta be careful about that.” (... again, consider the implications of resolution 0119-2019)

Unilateral and Exclusive Right of a Single Individual Councillor to Disregard Formal Vote by Ward 2 Residents ??

Response from Ward 2 Councillor* & Park Royal assoc. board member:

quote: "It is not (only) my 'view' that (the Ward 2 Councillor) has a unilateral right to decide how to spend the gas tax funds.

It is a fact established by:

... the passing of motion 15.2 of the May 22, 2019 meeting of Mississauga Council [7]

https://www.mississauga.ca/wp-content/uploads/2019/06/14111839/2019_05_22_Council_Minutes.pdf.

The topic was further reiterated and discussed at the next meeting on June 26, 2019 under section 8.17 of the agenda. "

(* refer to later comments in March 22, 2023 presentation that further clarify context of above regarding current Ward 2 Councillor's predecessor, supporter and mentor now suing City taxpayers.)

**Resolution 0119-2019 - Gas-Tax Funding for Speed Bumps
Does Not Imply Unilateral Authority to Ward 2 Councillor
to Disregard Views of Ward 2 Residents [4]**

The following elements are contained in Resolution 0119-2019 (*italicised inserts have been added*):
https://www.mississauga.ca/wp-content/uploads/2019/06/14111839/2019_05_22_Council_Minutes.pdf

"Whereas **each Councillor knows his or her community **best** and is therefore **uniquely aware**** of potential projects within local communities" and

"The projects recommended in each ward be presented at a regular Council meeting **for information and accounting purposes** (*i.e. not o'wise for Council approval ?*)" and

"A fund of \$2 million per ward be assigned as soon as is feasible, funded from the Tax Capital Reserve (*clarified at June 26, 2019 meeting as gas-tax funds*), to be used **at the discretion of each local Councillor** ... "

It seems unreasonable/unethical to interpret that resolution as implying the personal biases of a (new, etc) Councillor can unilaterally override the results of a formal vote by Ward 2 [4,5] residents, under a presumption of knowing a community better than the residents. The Ward 2 Councillor was elected five months ago, does not live in the affected communities and has accepted various bureaucratic misrepresentations in support of his preferences.

[8,9,14]

Ward 2 Councillor Tedjo Explains in March 8, 2023 Video **His Reasons for Disregarding Compromise Result of Voting by Residents**

<https://pub-mississauga.escribemeetings.com/Players/ISISStandAlonePlayer.aspx?Id=73c10ec3-b674-4c4f-a0ff-1b0c1df91ed3>

- **23:29** – Councillor acknowledges the obvious point that views of all respondents should be considered in arriving at a compromise solution, but then dismisses that as a new academic consideration for the future for himself and City staff and doesn't change his intention to apply his unilateral Council vote (supported by others) to override/misrepresent a vote by residents. [9]
- **38:44** – Councillor provides excuse that only 15 weeks in office and little time to consider the factors, but still intends to unilaterally override community vote anyway. [3]
- **38:55** – In the context of somewhat vacuous “we the team” generalities about “vision zero” and accident survival rates, the rationale is presented that if the Councillor uses his unilateral-decision power to increase the “inconvenience” of Ward 2 residents (by imposing more speed bumps than implied by the vote by residents), then he presents himself as a visionary who cares more about children and families than the collective voice of residents. Viewing himself as a representative of government, he also presents the view that he is “obligated” to “impose” on residents more than what they have voted for, while any shortcoming in being popular with residents is secondary to presenting himself as a visionary. He presents the straw-dog argument that people who disagree with him don't care as much as he does. [3, 5]
- **41:43** – Councillor: “I don't think that what this City is trying to do is any way inappropriate.” In other words, disregarding the expressed view of Ward 2 residents, and supporting the various related misrepresentations by Commissioner Wright to Council and to residents, is of no consequence to Councillor Tedjo. [9, 12]

Some Implications of Resolution 0119-2019 ? [6,7]

Ward 2 Councillor has not objected to nor challenged various misrepresentations that support his intentions to disregard residents

Does Council turn blind-eye to ward-specific misrepresentations?

- **Community support** for proposed number of speed bumps on Bromsgrove, Brookhurst and Orr Rd misrepresented as 54%-61% rather than 26%-30%. [12,14]
- **“Traffic calming”** is explicitly defined as speed bumps for survey yes-no question (e.g. page 1 of Park Royal survey) but now, to discredit ‘no’ respondents, it is misrepresented as including stop signs, radar, police, displays, etc. [12,13,14]
- **The yes-no question** for “traffic calming” (speed bumps) was the 2021 criteria for deciding whether number of speed bumps is zero, and now that question is misrepresented as filter to exclude residents in determining compromise. [12,14]
- **Compromise** options for Ward 2 misrepresented as not an eligible option, but the compromise options for speed bumps were defined by Road Safety. [12,14]
- **“Worst offenders”** label apparently used to dismissively characterize ‘no’ respondents who prefer other measures. [14] - March 8 video 38:09
- **Other wards.** If Councillor Wright has argued that he has followed the same [12] process as in every other ward, then such an assertion would be a dishonest one.

March 22, 2023 Non-Bully Vote By Council **on Ward 2 Speed Bumps**

- A motion by a Council member would be required for a separate non-bully vote for the issue of speed bumps on three roads in Ward 2, separate from whatever motion is applicable to the rest of agenda 1.3 GC-0082-2023. [1,4]
- Whereas the agenda 11.3 GC-0082-2023 speed bump etc funding request contradicts the results implied by the voting by residents for three roads in Ward 2 (Bromsgrove Rd, Brookhurst Rd, Orr Rd), the approval for those roads can either be deferred or necessary adjustments can be made so that the numbers for installed speed bumps etc are consistent with the outcome of the 2022 vote by residents. Specifically the numbers for speed bumps implied by the 2022 Ward 2 voting for those three roads are 4, 3 and 3 [12,14] respectively, with a related adjustment for the corresponding options for stop signs or bollards.
- Approval for an assignment of residual gas tax funds to other projects can be considered later in 2023 (e.g. see prior recommendations for Park Royal). [11]

e.g. Prior Recommendations for Gas Tax Funding in Ward 2



○ Crosswalk for the Nine Creeks Trail at Bromsgrove Road near Bromsgrove Park



○ Improved pedestrian safety and experience of Sheridan creek path at intersections with streets (Wiseman, Brookhurst and Bonner)



○ Bike repair station at intersection of Nine Creeks Trail and Sheridan Creek Trail



○ Improved pedestrian access and beautification of Park Royal Plaza

[10]

Voting by Residents versus Resolution 0119-2019

Compromise result > residents at extremes would select next closest option.

Tedjo & Wright – unilaterally imposing max extreme rejected by 70%+ of residents

<u>WARD 2</u>	Tedjo & Wright	2022 Vote by Ward 2 Residents
	(under resolution 0119-2019)	(compromise result)
<u>Bromsgrove Rd</u>		
# speed bumps	10	4
% support by residents	26%	100%
	(as compromise option)	(as compromise option)
<u>Brookhurst Rd</u>		
# speed bumps	7	3
% support by residents	27%	100%
	(as compromise option)	(as compromise option)
<u>Orr Rd</u>		
# speed bumps	6	3
% support by residents	30%	62%
	(as compromise option)	(as compromise option)
TOTAL # speed bumps >>	23	10

[14]

email
March 18,
2023

[14]

“Traffic Calming” Defined on First Page of 2022 Park Royal Survey



WARD 2 - TRAFFIC CALMING **PARK ROYAL NEIGHBOURHOOD**

received June 16, 2022

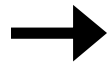
Road Safety staff is re-engaging the neighbourhood with new proposals for Park Royal Neighbourhood following additional feedback provided by the community.

At this time, staff would like to invite you to a public information centre which will provide background information on Traffic Calming including the proposed traffic calming measures for Park Royal Neighbourhood.

Date: Thursday, June 23rd, 2022

Time: 6:00 p.m. to 8:00 p.m.

Location: Clarkson Community Centre – Margaret Marland Room



What is Traffic Calming?

Traffic calming consists of physical measures (speed cushions and split speed humps) put in place on the road in order to reduce the speeding and aggressive driving.

Traffic calming measures used alone or in various combinations can be effective in reducing motor vehicle speeds, decreasing traffic volumes and/or alleviating conflicts between street users, depending on their location and intended purpose.

Where are changes being proposed?

Addendum


Supplementary Background **for** **Potential Reference**


re: March 8, 2023 (and May 11, 2022) presentations

summary of March 8, 2023 slides 1-9

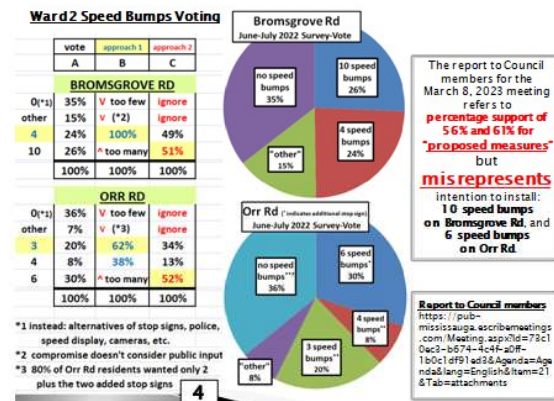
Councillors are elected by residents, to help represent and protect residents.

City of Mississauga
General Committee of Council
March 8, 2023
Speed Bump Survey Voting 2022 By Residents
Ward 2 – Bromsgrove Rd & Orr Rd

Accept report as given to Council members?  Respect for residents?

"Wright is sometimes Wrong"  Dan Anderson
(e-mail via jane@dananderson.ca)
March 5, 2023

1 to 10



Lack of Consultation on Compromise Options

- Problem with **Bromsgrove** compromise option of 4 speed bumps distorted voting – **hopefully discussions might resolve this issue and relocate** one of the proposed speed bumps.

Distortion: "If you want one speed bump, you must vote for 10!"



- No compromise option for Seagull. No speed bumps considered for Kelly Rd in front of Hillside school. No option of raised school crosswalks (Seagull & Brookhurst).

Mississauga Council's Mandate for Commissioner Wright??

"If residents support traffic calming, then it is not really any of their business how many speed bumps we install." (Road Safety – December 17, 2021) – non-disclosures

Previously addressing concerns:
https://youtu.be/_baIyz_3nF0 (5 min) – May 11, 2022
https://youtu.be/_cH5uR7Y0 (2 min) – May 11, 2022

"Those that voted NO with regards to (speed bumps) **were not tabulated** (with regards to the number of speed bumps) they prefer, **because** they did not support any (speed bumps)" (Road Safety – Aug 2022) – misrep.

Clarifying Approach # 1 (Compromise)

Approach #1 addresses the situation where no single option has over 50% of the vote. Since the individuals at the extremes would not get what they prefer, they would of necessity prefer the next closest option to their preference.

In the case of Bromsgrove Rd, that would imply that **100% of all** respondents would select 4 speed bumps as the compromise option

In the case of Orr Rd, that would imply that **62% of all** respondents would select 3 speed bumps as the compromise option.

In comparison, approach #2 applies an unfair logic that is self-serving with an objective of maximizing the number of speed bumps by simply eliminating from consideration all the residents that believe other approaches for dealing with excessive speeding are preferable.

2021: Hiding Information from Residents

Orr Rd – voting on speed bumps
(non-disclosure problems discovered Feb 24/ March 7, 2022)

2021: Comm. Wright/ Councillor Ras/ abm

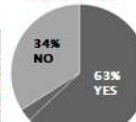


2022: residents & Councillor Mullin

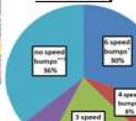


80% of Orr Rd residents wanted 2 speed bumps and 2 new stop signs.

nonsense
2021 "results"



informed residents
2022 voting



Understanding at March 8, 2023 re: Intentions of Ward 2 Councillor Alvin Tedjo

Both Commissioner Wright and Councillor Tedjo intend to ask Council to accept "the proposed measures" for Bromsgrove Rd and Orr Rd, **despite the fact** that doing so misrepresents the result of voting by Ward 2 residents on the number of speed bumps.

They both seek to establish that mandate from Council and only then will Councillor Tedjo undertake a role of "negotiating", successfully or unsuccessfully, with Commissioner Wright even on basic vote results.

Are some Councillors obligated to accept his approach as per the **prior formal agreement** re gas tax funds?

WARD 2 SPEED BUMPS (Bromsgrove Rd & Orr Rd)

Bromsgrove Rd: "56% of respondents were supportive of the proposed measures"
Orr Rd: "61% of respondents were supportive of the proposed measures"

if vote	% vote	report	compromise		report
			approach #1	approach #2	
A			B	C	
BROMSGROVE RD					
0/11	35%	-	V too few	ignore	*1 - Instead: alternatives of stop signs, police, speed display, cameras, etc.
other	15%	6%	V (*2)	ignore	
4	24%	24%	100%	49%	*2 - compromise doesn't consider public input
10	26%	26%	^ too many	51%	
205	100%	56%	100%	100%	plus the two added stop signs
ORR RD					
0/11	36%	-	V too few	ignore	*1 - Instead: alternatives of stop signs, police, speed display, cameras, etc.
other	7%	4%	V (*3)	ignore	
3	20%	20%	62%	34%	*3 - 80% of Orr Rd residents wanted only 2
4	8%	8%	38%	13%	
6	30%	30%	^ too many	52%	
223	100%	61%	100%	100%	

Commissioner Wright's Report to Council members
<https://pub-mississauga.scribemeetings.com/Meeting.aspx?id=73c10ac2-b674-4c4f-a0ff-1b0c1d91ad5&Agenda=Agenda&lang=English&Item=21&Tab=attachments>

For **roadways in other Wards in Mississauga**, if access could be provided to a website with the survey letters and reported results for each of those roadways:

I could identify to Council member **within 24 hours** whether there appear to have been similar non-disclosures/ misrepresentations potentially affecting the voting residents in the other Wards.

On the issue of **non-disclosure**, the key consideration is whether the proposed number of speed bumps has been disclosed in the survey letters. If not, the Road Safety website continues to be designed so as to hide that information from residents.

The issue of **misrepresentations** would be specifically applicable only where the residents are provided with more than a single YES-NO option and the issue will then be the effect on voting percentages of excluding residents who did not select one of the specified options.

March 8 2023

Mississauga General Committee - March 8, 2023

Presentation by Resident on Road Safety Request for Funding of Speed Bumps

Dan Anderson . Good morning to the Chair and other Council members.

Primarily as a Ward 2 resident, I am here to address **agenda item 10.1** in which Commissioner Wright is requesting your approval for the funding of roadway modifications, particularly speed bumps for various wards.

The agenda report, however, does not disclose the proposed number of speed bumps for each roadway; but it should, in the same way that proposed numbers are disclosed for new stop signs and raised crosswalks.

The specifics in agenda 10.1 indicate that the funding request is **not** consistent with the number of speed bumps implied by the voting of Ward 2 residents for two roads, Bromsgrove and Orr Rd.

Slide #7.

For **Bromsgrove Rd**, the voting implied Road Safety's compromise option of **four** speed bumps, and one additional stop sign.

As a related consideration, the illustrated **location** for these four speed bumps may have distorted the voting. Three speed bumps were placed adjacent to a **vacant hydro-right-of way**. The arrow suggests relocating one of those to the middle section flanked by homes, and that should be done in the context of a compromise solution. The only forced-choice option for residents who wanted at least one speed bump in that middle section, had been voting for 10 speed bumps.

Slide #8.

For **Orr Rd**, voting implied the bottom section of this slide, which shows a compromise option of **three** speed bumps, and two additional stop signs.

As can be seen, there is a **fully fenced industrial section** all along the southern side of that road, and pedestrians do not cross that road.

FWIW, in a separate 2022 survey provided to interim Councillor Pat Mullin, 80% of **all** the residents who **live** on Orr Rd, identified that they wanted only **two** speed bumps and **two** additional stop signs.

The **top section** of slide #8 is not directly relevant today but shows the **prior request last year** to obtain funding, identifying **63%** support to install **twelve** speed bumps on Orr Rd, but the voting by residents was found to have been materially affected by the nondisclosure of information to residents in 2021.

A similar nondisclosure of information for Bromsgrove Rd was partially offset by the discovery of that nondisclosure prior to the end of the voting period.

Two summary-video links on slide #2 provide further background on the 2022 decision to have a revote for Bromsgrove and Orr Rd.

Slide #5.

This slide helps to better understand the level of support that is implied for the two compromise options noted earlier (4 speed bumps and 3 sp.

Whether it is for the maximum number of speed bumps or for the minimum of no speed bumps or anything in between, when none of the options receives a vote close to or exceeding 50%, then individuals at either extreme would reasonably be assumed to default to the next closest option to their preference.

The compromise result, as will be shown on slide #7, would then be:

- **100% support for a compromise of 4 speed bumps on Bromsgrove**
- **62% support for a compromise of 3 speed bumps on Orr Rd.**

Slide #4.

The compromise approach (2nd column; B) contrasts with agenda 10.1 in several respects.

For Bromsgrove, instead of four speed bumps, agenda 10.1 implies support of 56% for 10 speed bumps, whereas the actual support is no higher than 26%. somewhat overstated by the location of speed bumps in the compromise option.

For Orr Rd, instead of three speed bumps, agenda 10.1 implies support of 61% for six speed bumps, whereas the support is no higher than 30%.

Slide #6.

This slide provides additional detail.

The columns, going from left to right, represent

- 1) the number of **speed bumps**
- 2) the number of **residents** voting
- 3) the **percentage** voting for different options totals 100%
- 4) the **agenda 10.1** percentage support of 56% and 61% were overstated by using the percentage of all residents who answered "yes" to whatever their definition of "traffic calming" was, **whether or not** they supported speed bumps or the number of speed bumps for which agenda item 10.1 is seeking funding.
- 5) the compromise option percentages as described earlier: 100% and 62%
- 6) the result of simply ignoring individuals who voted for no speed bumps.

As noted, the percentage support used to justify agenda 10.1 funding refers only to the yes-no on traffic calming and that again raises the fundamental question whether Council members believe they have provided Commission Wright with the following mandate as previously expressed and demonstrated within his own operations, and presumed in agenda 10.1:

"If residents support traffic calming, then it is not their business how many speed bumps we install."

Assuming that is in fact **not** the mandate, then the agenda 10.1 funding request should be modified for those roads and instead reflect the compromise options implied by the voting of residents last year.

Slide #10.

All Councillors want to have **both** a good working relationship with Commissioner Wright and, at the same time, demonstrate respect for the views of residents.

For purposes of agenda 10.1, to avoid unnecessarily creating an awkward situation for our new Ward 2 Councillor Alvin Tedjpo, and for other Councillors as they prepare to ask questions and decide how to vote on the agenda 10.1, it would be helpful if the Chair, Councillor Mahoney, might give consideration to taking the procedural step of **first** providing Commissioner Wright with the **opportunity** to identify to Council members **whether he was receptive to modifying** his proposal for those two roadways in order to be consistent with the voting results.

Commissioner Wright could identify to Council members the approximate financial effect of such modifications.

Then all the Council members would have the opportunity of being able to simultaneously support Commissioner Wright's request for funding, and also respect the vote by Ward 2 residents.

When Council members do discuss and approve such funding, it seems important and appropriate that they are doing so partly on the basis of a shared understanding that the requested funding should be consistent with prior voting by residents.

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Slide #9

I have modified my intended addendum comments to instead address a **specific example** regarding the reference in slide #9 to other wards and the low % support for one of the roads.

In ward 3 for example, with regards to **Golden Orchard Dr** and sections of **Queen Frederika Dr.**, you may find that you will have hundrdes of angry residents because they **may not have not been told** what is going on and the result may be a misleading vote from an unrepresentative number of uninformed residents.

Similar to what happened in **Ward 2** (**prior** to interim Councillor Pat Mullin arranging a revote for the residents), information may not have been **disclosed** to Ward 3 residents who were eligible for the survey-vote.

In the case of the **Golden Orchard survey** for example, there are no options regarding speed bumps and so they **may** have received the same sort of misleading letters that Ward 2 residents received in 2021 where **neither** the letters nor the referenced webpages provided reasonable disclosure that there was a proposed number of speed bumps, and also did **not** disclose that there was going to be a decisive survey-vote by residents on whether to proceed. Instead the letter and webpages give the **misleading** understanding that it was simply a survey as to whether a study should take place followed by a public meeting to determine next steps.

A similar concern could apply to **Queen Frederika**, although because that survey included some options for a different road, there may not be a similar problem with the survey letters. However, there could still be a problem with thousands of residents in apartment buildings along the Southern section, where supposedly there would have been no letters and they were expected to be

informed by only a highly misleading **road sign** that again only referenced webpages that did not reasonably disclose the relevant information.

In that context it would again seems **unreasonable** to have only a subset of largely uninformed residents make the decision to proceed with what some would perceive as an **excessive** number of speed bumps, especially when there is a high % of poorly informed residents.

I don't know if similar concerns extend to other Wards with regards to agenda 10.1 but I would **return to my request** that Commissioner Wright modify the Ward 2 funding request for agenda 10.1 so that the request is consistent with the vote by Ward 2 residents.

=====

Some addendum comments:

Consideration should also be given to establishing some formalized requirement for disclosing information to residents when they vote on speed bumps. For example, the options and implied decisions regarding the number of speed bumps should be explicitly disclosed:

- a) options and proposal: when the results of the voting are posted,
- b) proposal: when funding is requested from Council members,
- c) options: in the survey letters to residents,
- d) options: when the options are contained on a web page, then when the survey letters or road signs provide a direct link to a different webpage, that initial webpage must provide explicit directions on how to find the webpage that contains the options.

Once voting has taken place, residents should be able to access online versions of:

- the survey letters provided to residents,
- an identification of where those survey letters were distributed,
- the options that were provided to residents, and
- the results of the voting by residents,

and that information should **not be deleted** prior to a final funding decision by Council. Potential misrepresentations cannot be effectively addressed if the relevant information has never been accessible or has already been deleted.

Fortunately, our new Councillor Alvin Tedjo has not finalized an understanding with Commissioner Wright as to how to proceed and is allowing for Commissioner Wright to modify his proposed funding and also allowing other Councillors to participate in the decisions today with regards to concerns expressed by residents in Ward 2.

Thank you.

1. Non-Disclosures re 2021 voting by Ward 2 residents:

“If residents support traffic calming, then it is not really any of their business how many speed bumps we install.” (Road Safety – December 17, 2021)

2. Council decision to allow 2022 revote for Ward 2 residents:

Identifying reasons for revote:

https://youtu.be/_baXyz_3nF0 (6 min) - May 11, 2022

Related comments by Councillor Mullin & other Council members

https://youtu.be/_cHBsuR7Y0 (2 min) - May 11, 2022

3. Again in 2022, lack of public consultation re options:

Residents, including associations members & residents expressing concerns about 2021 non-disclosures, were blocked from discussions with Road Safety and some Association board members on options for 2022 voting by Ward 2 residents.

4. Misrepresenting 2022 voting by Ward 2 residents:

“Those that voted NO with regards to (speed bumps) were not tabulated (with regards to the number of speed bumps) they prefer, because they did not support any (speed bumps) ” (Road Safety - August 2022)

Clarifying Approach # 1 (Compromise)

Approach #1 addresses the situation where no single option has over 50% of the vote. Since the individuals at the extremes would not get what they prefer, they would of necessity prefer the next closest option to their preference.

In the case of Bromsgrove Rd, that would imply that **100% of all respondents would select 4 speed bumps as the compromise option**

*** In the case of Brookhurst Rd, that would imply that **100%** of all respondents would select 3 speed bumps as the compromise option**

In the case of Orr Rd, that would imply that **62% of all respondents would select 3 speed bumps as the compromise option .**

In comparison, approach #2 applies an unfair logic that is self-serving with an objective of maximizing the number of speed bumps by simply eliminating from consideration all the residents that believe other approaches for dealing with excessive speeding are preferable.

*** similar reference to Brookhurst has been added March 18, 2023**

March 8 2023*