

Allyson D'Ovidio

Subject: RE: Vision Zero and The Need to Keep Mississauga Moving

From: Ghada Melek [REDACTED]

Sent: Monday, November 27, 2023 11:17 PM

To: Brad Butt <Brad.Butt@mississauga.ca>; Dipika Damerla <Dipika.Damerla@mississauga.ca>; Sue McFadden <Sue.McFadden@mississauga.ca>; John Kovac <John.Kovac@mississauga.ca>; Kathy Leff [REDACTED]
Irene Chu [REDACTED]; Peter Westbrook [REDACTED]; Allyson D'Ovidio <allyson.dovidio@mississauga.ca>; Megan Piercey <Megan.Piercey@mississauga.ca>; David Culham [REDACTED]; MIRANET -Secretary <secretary@miranet.ca>; Susanne Thistle [REDACTED]; Glenn Voakes [REDACTED]; Sue Klein-Shanly [REDACTED]
Chris Fonseca <Chris.Fonseca@mississauga.ca>; Stephen Dasko <Stephen.Dasko@mississauga.ca>; Joe Horneck <Joe.Horneck@mississauga.ca>; Martin Reid <Martin.Reid@mississauga.ca>

Subject: Vision Zero and The Need to Keep Mississauga Moving

Dear Council & Committee members

When driving around the city of Mississauga, or visiting its official social media pages, I see signs promoting a driving speed of 30km/hr versus 50km/hr as part of the City's commitment to Vision Zero. While a noble objective, the idea of **zero anything** should make any rational mind question the cost-benefit balance of the proposed policy. Targeting **Zero COVID** cases for example, meant locking down our economy resulting in the destruction of small businesses, regression of the academic and mental development of school-aged children, harming of the most vulnerable in society, and raising suicide and addiction rates to unprecedented levels. **Net Zero Carbon** is another example that while being proposed as a measure to protect the environment, is in itself a death sentence that is expected to affect the cost of growing food and transporting goods while forcing Canadians to choose between heating and eating.

In a conversation with Councillor Butt, I understood that the city plans to reduce speed limits in school zones to 30km/hr and in residential neighborhoods to 40km/hr. That proposed change may be very well needed in certain streets more than others, but **a blanket implementation may not be justified in streets where no problems exist.**

When posing the question on the city's official Facebook page, I was provided with the following link

- <https://www.mississauga.ca/city-of-mississauga-news/news/slow-down-driving-fast-increases-your-risk-of-collisions/?fbclid=IwAR15Q5V0rOZqs94NvOg4HXkkXBOA-o4I249ub3ITE3q29OdauOycypNHPMQ>

Which contains a link to the following study

- [Effect of reducing the posted speed limit to 30 km per hour on pedestrian motor vehicle collisions in Toronto, Canada - a quasi experimental, pre-post study | BMC Public Health | Full Text \(biomedcentral.com\)](#)

When reviewing the document, I noticed that the study introducing an intervention of speed reduction from 40 to 30km/hr was carried out in Toronto, and as we know, Toronto is a different beast than Mississauga; especially the downtown core. Also to be noted is that while the **Methods section** of the report references 2 years of data collection after the intervention was introduced "*A 30Km/hr speed limit on local roads in Toronto was implemented between January 2015 and December 2016*", the **Intervention and Comparator Street**

section clarifies that “*The majority of roads received the intervention in 2016 (68%), and between September and November (72%),*” which is an insufficient period of time for drawing reliable conclusions. It is also worth noting that streets with 50km/hr speed limit were not included in the study.

Dear esteemed Councillors and Committee members,

If we are to introduce solutions, let them be solutions to existing, not hypothetical problems. We need to first assess,

- What is the scale of the problem in Mississauga? and,
- Are there particular streets that can be considered problem zones due to poor design or visibility for example, where we can focus our attention? After all, it is unreasonable to extrapolate data from ill designed intersections and assume the same exists citywide.

We also need to consider: What is the cost of changing all the signage across the city, and, more importantly, what is the cost of introducing this change on our economy?

I would appreciate it if you can help me get the data associated with PMVC (Pedestrian-Motor-Vehicle-Collision) that resulted in serious injury or death in Mississauga streets with marked speed limits of 40km/hr. The data should cover an extended period of time and be segregated by street or school zone. **IMHO, this is the only data that matters.**

(Please note that I tried to reach out to former Councillor Pat Saito on social media to gain access to the studies performed in Mississauga, but her profile doesn't allow for exchanging private messages.)

Finally, I would like to emphasize that **Vision Zero**, same as the [15-minute City](#), is not a City of Mississauga initiative, but rather, a [UN initiative](#), a global, unelected body that is far removed from the City of Mississauga and does not know or even care about what the city's residents really need. Municipal policy should continue to be a product of consultation with local residents and not become driven by global agendas; a trend that many residents of municipalities across Ontario have started to question and bring to the attention of their respective councils (e.g. [Aurora](#) and [Hamilton](#) deputations).

Thank you for your kind attention to this matter.

Regards,

Ghada Melek,

Civic Revival