

RECEIVED VIA EMAIL

From: David Kee <[REDACTED]>

Sent: April 25, 2022 11:53 AM

To: Town Clerk <townclerk@thebluemountains.ca>

Cc: David Kee <[REDACTED]>

Subject: Letter From SAPOA (Shore Acres Property Owners Association) Member

Ms. Corrina Giles

I believe you have received a letter from a member of SAPOA requesting a speed reduction on highway 26 and stop lights at Grey Road 40 and highway 26. Apparently a majority of members of SAPOA supported the requests based on an internal survey. I was disappointed by the number of members who did not take the time to provide their feedback. Since the results of the survey were disclosed I have had a few members indicate they wished they had participated because they do not support the proposals. Thus my reason for taking the time to put together this email. You would be correct in assuming that I do not support the request to lower the speed limit on highway 26 or the introduction of stop lights at Grey Road 40 and highway 26. I offer the following points.

I have owned my property in SAPOA for 30 years and admit that there has been an increase in the volume of traffic on the highway. I am 73 years old and no spring chicken on my feet but I have not felt unsafe crossing the highway on foot or experienced any long wait times trying to cross highway 26 on foot (east and west ends of Woodland Park Road). For those who live on the Lakewood Road side of highway 26 and feel unsafe crossing the highway to collect their mail, a safer and cheaper alternative would be to approach Canada Post to install mailboxes on Lakewood Drive. I can think of a number of locations on Lakewood Drive for the mailboxes. This would open up spaces for those on Woodland Park Road that do not have mailboxes. I have not witnessed pedestrians crossing the highway to get to the Georgian Trail. I also have not experienced any long wait times while getting onto the highway (both directions) with my vehicle. I am also not convinced that lowering the speed limit would improve the situation. Reducing the speed limit will have no impact on the volume of vehicles on the highway.

My observation is that highway speed limits are sometimes reduced where there are lots of driveways entering the highway. This is not the case with SAPOA. On that basis, I doubt the department of highways will entertain a reduction in the highway speed limit in the requested area.

If the proposals are implemented it would impact two environmental issues as discussed below.

A reduction in the speed limit and addition of stop lights at Grey Road 40 and Hwy 26 would result in an increase in traffic noise levels. The lower speeds would result in longer time for traffic noise to get through the area. The stop light would contribute significantly to the traffic noise as the vehicles would have to accelerate from a complete stop to get up to speed. Specifically trucks and the loud motorcycles that frequently go through the area would result in more noise as they shift through the gears, especially as they accelerate westward up the gradual incline on the highway.

The bigger environmental issue both requests would lead to is increased vehicle emissions. This at a time when we should be making every effort to reduce vehicle emissions to reduce climate change. Vehicles run at maximum efficiency (lowest emissions) at 90 kph. A reduction from the current 80 kph to 60 kph would result in all vehicles passing through the area discharging higher emissions. Also vehicles sitting and idling at a red light or accelerating from a red light would again add to the vehicle emissions. Based on the statement of the author for the requested changes that it is difficult to entering highway 26 from Lakewood Drive, lets assume that 5 vehicles would stop at a red light in each direction on highway 26. Depending on the length of time the light would be red for these vehicles, the emissions would be 10 times that of the single vehicle waiting to enter the highway. Also too many times I have been in a line up of stopped vehicles on highway 26 at the lights at Georgian Peaks and Light House Point, with no cars entering the highway. This does nothing but add to the emission foot print and most times the vehicles entering the highway could have entered before me travelling through or after I

travelled through avoiding the need for idling at a red traffic light. If there is no traffic on highway 26 there is no need for them to sit and wait at a red light which also adds to the emission foot print. I do not want the same situation at highway 26 and Grey Road 40.

We all need to reduce our impact on the environment (climate change) and I consider implementation of the requested changes to be an irresponsible move taking us in the wrong direction. Every little contribution will help us slow down the precarious climate change path we are on.

I request that this email be placed on the town council's agenda at the next meeting.

I am available to discuss the subject with any members of the town council in person or via telephone.

Regards,
David Kee

A solid black rectangular box used to redact the signature of David Kee.