

December 15, 2015

County of Grey
Council Services
Attn: Chair of Transportation and
Public Safety Committee

Via email only: Tara.Warder@grey.ca

Dear Chair:

Re: Grey Highlands Resolution

Council of the Municipality of Grey Highlands, at their meeting held on Monday, December 14, 2015 passed the following resolution following an unscheduled delegation from Mr. Joe Killoran:

15-591
Mokriy – Silverton

That Council directs the following from the unscheduled delegations:

- 1. Joe Killoran - correspondence be received; and That the Deputy Mayor be authorized to bring forward the intent of the communication from Mr. Killoran to the Grey County TAPS Committee on Thursday, specifically in the equity of dealing with matters.**

Attached is a copy of the correspondence presented to Council. Should you have any questions, please do not hesitate to contact this office.

Regards,



Debbie Robertson, AMCT
Clerk/Director
Council & Legislative Services
robertsond@greyhighlands.ca
519.986.1216 Ext. 233

Robertson, Debbie

Subject: FW: 12-14-15 M of GH Council Unscheduled Kimberley Road Safety Updates Presentation
Attachments: Kimberley Town Hall Rental Sign.JPG; Kimberley Existing Speed Sign Locations.pdf
Importance: High

From: Joe Killoran [mailto:joe.killoran@icloud.com]

Sent: December-14-15 2:22 AM

To: McQueen, Paul <mayormcqueen@greyhighlands.ca>; Halliday, Stewart <deputymayorhalliday@greyhighlands.ca>

Cc: Councillor Desai <councillordesai@greyhighlands.ca>; Councillor Harris <councillorharris@greyhighlands.ca>; Councillor Little <councillorlittle@greyhighlands.ca>; Councillor Mokriy <councillormokriy@greyhighlands.ca>; Silverton, Lynn <councillorsilverton@greyhighlands.ca>; Best, Dan <BestD@greyhighlands.ca>; Robertson, Debbie <RobertsonD@greyhighlands.ca>

Subject: 12-14-15 M of GH Council Unscheduled Kimberley Road Safety Updates Presentation

Importance: High

To: M of GH Council Members

From: Joe Killoran

Date: December 14, 2015

Subject: My M of GH Donation, New Kimberley Cognitive Road Safety Grist and Kalitec Signs Required M of GH Motions to Grey Co TAPS

I. My Cognitive Enhancing Commemorative Gifts To Our Municipality of Grey Highlands Traffic Calming Road Safety

In memory of my wife's Father, Dr. James F. Ballantyne, F.R.C.S., a vision expert surgeon who's 50 year ophthalmologist practice included:

- **being the 2nd Canadian surgeon to be awarded the prestigious and highly qualified UK F.R.C.S. designation**
- **serving 2-years (1979 and 1980) as the President of The College of Physicians and Surgeons of Ontario,**
- **serving terms as Chief Surgeon and Chief of Ophthalmology at London's St. Joseph's Hospital,**
- **teaching at the UWO School of Medicine and being recognized with Professor Emeritus stature when he retired from teaching,**
- **being a highly respected and regarded innovative and visionary surgeon – Jim performed the first cornea transplant in Canada and he also played a leading**

instrumental role in bringing to and introducing laser eye surgery here in Canada,

- **etc.,**

I would like to make a very simple and very significant road safety cognitive enhancing financial donation in Jim's name to our Municipality of Grey Highlands to fix a visual cognitive impaired message communicating problem.

Specifically, I would like to donate the required amount of money in Jim's name to my M of GH to fix the visual cognitive message impaired problem on County Road 13 at the south end of Eugenia.

The Problem: it's the undersized BEGINS portion of the oversized Maximum 50 km / h BEGINS sign at the south end of Eugenia.

This past Spring, I showed Jim a picture of this sign along with all of my proposed innovative and MTO HTA modified driver road safety and honour system cognitively enhancing signs.

Jim laughed when he saw my picture of the 3 foot wide oversized Maximum 50 Eugenia sign with 6" tall km / h letters with its 2 foot wide undersized BEGINS sign with its 5" high letters. Jim said that his vision expert answer to this cognitive readability communicating message of the undersized BEGINS portion of the Eugenia oversized Max 50 sign was exactly the same as his answer to me in 1989 when I showed him numerous examples of the 10" to 12" long less than 8-point grey type disclaimer lines below newspaper auto, mutual funds, etc., ads and especially the 23" long less than 8-point grey type GM disclaimer line that ran right through a Toronto Star A Section centerspread page:

"They don't want you to read it!"



I humbly ask our M of GH Council to seek the immediate approval from our Grey County TAPS to have an appropriate 3 foot wide BEGINS sign with the appropriate 6" high proportioned white BEGINS letters made for the Eugenia oversized south end Maximum 50 km / h BEGINS sign and that I would be delighted to donate the money for the cost of the sign to fix the cognitive visual impairment BEGINS section of this sign in the memory of my esteemed father-in-law, Dr. James F. Ballantyne, F.R.C.S.

NOTE: and with there being no BEGINS sign on the north end Flesherton – for southbound vehicles – 2-foot wide Maximum 50 sign, the Eugenia 2-foot wide BEGINS sign can be moved there to fix cognitive deficiency problem on the Flesherton sign.

AND based upon the following:

Mayor Paul McQueen asking TAPS Dir. Mike Kelly on Dec. 2nd, 2014 – exactly 1 year and 12 days ago in our Kimberley dining room – about the availability and use of oversized Maximum 50 BEGINS as a traffic calming solution for Kimberley, and

In TAPS Dir. Mike Kelly's Jan. 22nd, 2015, Response to my Dec. 18, 2014, Kimberley Anti-Speeding Road Safety Presentation to TAPS in which I formally asked for oversized Maximum 50 BEGINS signs to be installed in Kimberley, TAPS Dir. Mike Kelly ill-sighted response stated that there were no oversized Maximum 50 BEGINS signs in Grey County.

And with my own Jan. 22, 2015, forensic analysis response to TAPS Dir. Kelly's Response included the above picture of the Eugenia oversized Maximum 50 km / h BEGINS signs,

Please tell me how my admitted Aspies cursed truth teller disabilities are to ask in an unthreatening way about the individual accountabilities of my M of GH Council members – specifically what they have done over the last almost 11-months to obtain these same 3-foot wide oversized Maximum 50 km / h BEGINS traffic calming signs for Kimberley?

My Aspies disability emotions are roiled at the failure of my M of GH Council members to obtain these oversized Maximum 50 km / h BEGINS traffic calming signs for Kimberley.

And if my M of GH Council now takes the initiative after almost 11-months to present a Motion to Grey Co. TAPS for the deserved approval of these oversized traffic calming signs for Kimberley based upon the existence of the south end Eugenia sign and the basic minimum Summer 2015 Kimberley traffic study data that TAPS Dir. Mike Kelly has shared with our M of GH, I would be delighted to donate the money in Dr. James F. Ballantyne, F.R.C.S.'s name to pay for these 2-signs Max 50 BEGINS oversized for Kimberley.

II. Cognitively: Do as we say, but not as we ourselves are allowed to do.

I would like to formally thank Mayor Paul McQueen for stepping up recently and retrieving our SLOW DOWN Kids at Play traffic calming signs and for his obtaining permission from Grey Co. TAPS for Kimberley residents to put these traffic calming signs back up in our community adjacent to the 66 foot Grey Co. road allowance, or more precisely at a 33 foot set back from our Kimberley road centre single yellow line.

Q. is our M of GH Mayor and / or M of GH Council empowered to approve and authorize – give permission to our Kimberley residents to move our SLOW DOWN Kids At Play traffic calming signs to a better 23 foot set back more cognitive location from our centre solid line so that they are as cognitively and visually affective—effective @ a 23-foot set back distance from our solid single centre line as our M of GH's own Town Hall Rental sign is cognitively allowed to be?



Or, is the required 33 foot set back location of our Kimberley residents SLOW DOWN Kids At Play traffic calming signs a case study example of:

“Do as we say, but not as we ourselves – your M of GH – are allowed to do?!”



Also, please define our M of GH's priority: is your priority to communicate the rental of our Kimberley Town Hall or is your priority to allow our Kimberley residents to cognitively communicate our deserved / needed / required traffic calming message

especially based upon the bare bones basic data from our Summer 2015 traffic study that we have been given?

Our Kimberley daily traffic count of 2,000 vehicles per day
With 92% of them breaking our Maximum 50 km / h speed limit
With their average speed speeding being 64 km / h = +28% speeding
With their 85th percentile speed being 74 km / h, and
With their fastest speeds being 100 km to 116 km / h on 18 of the 28 traffic study days

Side bar: also, what does our M of GH Council have to do now to ensure that Kimberley gets 2 double solid no passing traffic calming lines painted next Spring – 2 double solid no passing traffic calming lines like Nottawa has and many other Grey County communities have?

III. An M of GH TAPS Bylaw Amending Motion Is Required To Facilitate The Proper Location of The 2-Kalitec Radar Signs, and To Enhance Their Optimum Cognitive Traffic Calming Performance

Briefly, the proper—best location for our 2-Kimberley Kalitec radar signs is 20-30 yards after our existing Maximum 50 BEGINS signs – locations which will simultaneously maximize / optimize their separate cognitive messages in the proper sequence spaced order.

To do this, there will be an optimum traffic calming sequence problem if our current 2-Community Safety Zone signs are left in their current locations after / inside our Maximum 50 BEGINS signs:

North-end 50m after / inside our Max. 50 BEGINS

South-end 100 m after / inside our Max. 50 BEGINS

NOTE: the Grey Co. TAPS map current locations of our existing Kimberley signs still shows our south-end Community Safety Zone BEGINS signs being at its previous outside—before our Maximum 50 BEGINS sign.

See attached Kimberley Existing Speed Sign locations pdf doc.

An M of GH Council Motion to TAPS is required to seek an immediate Bylaw change to move our 2-Community Safety Zone, Fines Increased BEGINS signs from their current locations to 50 to 75 m before—outside our Maximum 50 BEGINS signs in order to achieve

1. immediate consistency with the placement of the Community Safety Zone BEGINS signs at both ends of Heathcote and at the south end of Eugenia.
2. Kimberley's TAPS approved and when properly located and patterned like Caledon's traffic calming transverse lines -- yellow transverse lines because Kimberley is an identified Community Safety Zone -- should begin at our

Community Safety Zone BEGINS signs and end at our Maximum 50 BEGINS signs.

3. The proper sequence of our Kimberley traffic calming signs to maximize and achieve the optimum traffic calming affect--effect of our 2-Kalitec signs, is:
 - a.) our 50 Arrow Ahead sign -- and someday with a petitioning Motion request to Grey Co. TAPS from our M of GH Council that Kimberley's Summer 2015 traffic study data validates and verifies that Kimberley deserves to immediately pilot test the BC 50 Arrow ahead regulatory sign that has a yellow warning ahead diamond behind them.



NOTE: our Kimberley road authority, Grey Co. TAPS, is empowered to modify our MTO HTA signs.

- b.) our KIMBERLEY sign -- and someday with a petitioning Motion request to Grey Co. TAPS from our M of GH Council that Kimberley's previous MTO modified **Pedestrian caricature DRIVE SLOWLY WATCH FOR PEDESTRIANS** yellow warning sign that was removed on Nov. 14, 2014, by an ill-sighted, ill-founded and road safety reducing TAPS Bylaw that has left Kimberley -- a unique Ontario village with the Bruce Trail on both of our escarpment sides -- 100% pedestrian warning signs bare naked.



- c.) our Community Safety Zone, Fines Increased BEGINS sign where our Kimberley approaching yellow traffic calming transverse lines should begin -- and someday with a petitioning Motion request to Grey Co. TAPS from our M of GH Council that Kimberley be allowed to pilot test a brand new HTA distinctive Community Safety Zone category creating sign: a 6" rounded yellow rectangle boarder sign to go behind our existing HTA regulatory black on white Community Safety Zone, Fines Increased BEGINS signs - a yellow 6" rounded warning boarder that's

cognitively located at the same point where our yellow transverse lines should begin.

WHY NOT **3x FINES** and place it within a yellow rounded rectangle Community Safety Zone category creating and designating warning sign?



NOTE: raising our current ON double fines in our Community Safety Zones to 3x fines **does not** = Nova Scotia's 1x speeding fines !!

<u>SPEEDING</u>	<u>ON 2x FINE</u>	<u>ON 3x FINE</u>	<u>NOVA SCOTIA 1x FINE</u>
+10 km	\$80	\$120	\$240 + 2 Demerit Pts
+15 km	\$105	\$157.50	\$240 + 2 Demerit Pts
+20 km	\$190	\$285	\$282.71 + 3 Dem Pts



NOTE: our Kimberley road authority, Grey Co. TAPS, is empowered to modify our MTO HTA Community Safety Zone signs and create a distinctive category coloured sign in the memory of the late Hon. Jim Flaherty who in 1998, as our ON Acting Solicitor General, signed Bill _____ that created our ON Community Safety Zones sans their deserved cognitive category creating sign shape with a safety identifying colour.

- d.) Maximum 50 BEGINS sign – and someday with a petitioning Motion request to Grey Co. TAPS from our M of GH Council that Kimberley be allowed to pilot test the traffic calming effectiveness of our simple and inexpensive HTA modified red rectangle with white letters **HERE** signs below their HTA Maximum 50 BEGINS signs.



- e.) our Kalitec Your Speed Radar signs – located 2-30 yards after—inside our Maximum 50 BEGINS signs.



- f.) and in conjunction with the installation of our Kimberley Kalitec radar signs, Grey Co. TAPS and / or our M of GH have their bidirectional traffic data monitoring equipment set up 225 to 250 metres after the Kalitec radar signs in order to record:

- i.) the speed of incoming drivers after the Kalitec signs
- ii.) the speed of departing drivers – how much they are speeding up 225 to 250 m before our end of village Maximum 80 BEGINS signs.

And based upon our Kimberley village's deserved / legally required 85th percentile or other required traffic data, that our M of GH will immediately – if the data validates and verifies that our Kalitec signs need traffic calming speed limit reinforcing signs – have obtained prior approval from Grey Co. TAPS based upon pre-determined data being breached – that Kimberley residents be allowed to immediately put up our six 2-sided

50 MEANS 50 HERE signs.



IV. My Preliminary Forensic Analysis of Kimberley's Summer 2015 Traffic Study Data, includes

1. There is 2-weeks of data dates missing: from July 28th to August 11th which includes over the Civic Holiday long weekend.
2. Grey Co. TAPS have only given our M of GH the basic by hourly data chart in PDF form.

Grey Co. TAPS has withheld Kimberley's raw traffic data plus the Houston Radar data analysis and decision facilitating software for the Armadillo Traffic Counter system from our M of GH.

NOTE: the “advanced” traffic data analysis and decision facilitating capabilities of the Armadillo Traffic Counter bidirectional – it can track traffic going both ways at the same time and location – system from Houston Radar that our Grey Co. TAPS Department bought last June and used here in Kimberley this past July and August.

@ houston-radar.com - Radar Based Vehicle Data Collector -

Stats Analyzer™



With its **easy-to-use interface**, amazing features, and rock-solid stability Stats Analyzer™ is the foundation of Armadillo Tracker®.

Even as others try to catch up, the technologies and features built into Stat Analyzer™ keep your Houston Radar device years ahead.

[User Manual](#)

In Conclusion

I have previously shared with you on many occasions beginning 1-year ago that our Kimberley threatened road safety is a subset of bigger issues, including:

The anti-speeding components of our MTO HTA are as defective as and significantly more deaths and injuries causing than the GM ignition switches caused.

And our defective ON MTO HTA anti-speeding road safety components, include:

- our Ontario defective limbo low 1x and 2x speeding fines v. Nova Scotia's 1x speeding fines,
- our Ontario defective 3-demerit points speeding penalties beginning at +16 km to +29 km speeding v. AB's and NS's 2-demerit points speeding violation penalties that begin @ +1 km to +15km speeding
- our Ontario speeding traffic Court JP's who are gamed by X-Coppers groups that filibuster Courts in order to win their plea bargained reduced traffic violations
- our Min. of Correctional Services and Public Safety's lack of a speeding enforcement ticketing standard for our OPP for speeding violations, especially in posted safety zones.

- Etc.

Cloning several sentences from the Globe and Mail's recent November 28, 2015, Editorial on missing women – most of whom were indigenous:

“The worth of a democratic society is measured by how it treats its minorities and most disadvantaged members.”

and

“It is one thing to have a distinct group that is systemically marginalized, and to look away. It is a whole other level of ignorance to allow that marginalization to put members of that group in harm's way and not do a thing about it.”

Joe Killoran
235288 Grey Road 13
Kimberley, ON
iPhone Cell: [1 \(905\) 767-7747](tel:19057677747)



REVISIONS	No.	dd/mm/yy	DESCRIPTION

CAUTION:
THE POSITION OF UTILITIES - ABOVE AND BELOW GROUND - AND ASSOCIATED STRUCTURES, MAY NOT BE SHOWN ON THIS DRAWING; AND WHERE SHOWN, THE ACCURACY OF THE LOCATION IS NOT GUARANTEED. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FORMALLY LOCATE ALL SUCH UTILITIES AND STRUCTURES AND SHALL BE LIABLE FOR ANY DAMAGE THAT MAY OCCUR AS A RESULT OF EXCAVATION OR CONSTRUCTION.



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CONTRACT No.	PROJECT No.
KIMBERLEY GREY ROAD 13 EXISTING SPEED LIMIT SIGNAGE	

SHEET
1 OF 2