

# Signs to stop speeding in Kilbride considered

By ROB KELLY

Saying Kilbride residents have "lived with the problem long enough," when it comes to speeding, Burlington regional councillor Joyce Savoline led a charge last Wednesday to have stop signs placed at both ends of the main road through the village.

That was contrary to the recommendations arising out of a study by Halton's public works department. According to that document, there isn't enough traffic to warrant the all-way stop signs. But councillor Savoline, speaking at the regional planning and public works committee meeting, said safety must take precedence over statistics.

Ms Savoline was backing up Christine Plummer, a Kilbride resident who came to the committee meeting armed with a supporting petition from her neighbours. Burlington city councillor John Taylor, who represents Kilbride, also favoured the stop sign installation.

Mr. Taylor and Ms Plummer had asked that the Region at least put up the stop signs for a year-long test period to see if they made drivers slow down as they poured through the picturesque village just west of Milton.

But Ms Savoline said that as far as she is concerned any such "trial is over. Our responsibility isn't just to the guy in the car. Our bigger responsibility is to the pedestrian, the person living in the village. They're not here because they imagined the problem."

Although the regional report cited in part a low number of accidents in the area (eight in three years at the four intersections), Ms Savoline pointed out that "near misses don't count. There are no police reports for near misses. It's gruesome to have to wait for an accident to do the right thing."

The problem in Kilbride is that

more people are using the village as a through commuter route, especially people from Hamilton-Wentworth, than have in the past.

Derry Road in the Kilbride area, the natural commuter route, is run down, and would cost about \$3.5 million to fix. So people avoid it and drive through the village itself instead along Kilbride Road, which parallels Derry.

Most of them break the posted speed limit. In fact, only 11 per cent of them don't, according to the regional study. And the traffic study also showed that the number of out-of-area commuters using the Kilbride route is climbing.

Oakville councillor Fred Oliver, a former deputy chief of police, spoke against putting up the stop signs. "Stop signs were never meant to slow vehicles. They are meant to stop them where there is a conflict (over right of way)." He criticized the initiative as "a political decision."

Mr. Oliver's position was similar to the one most often cited by traffic control experts. They contend that unwarranted stop signs may actually cause accidents by frustrating motorists, who subsequently speed up to recoup lost time.

Ms Savoline acknowledged that she has heard such arguments advanced before, but in this case she chose to discount them.

Along with the move to put in signs, councillors recommended that Halton Police crack down heavily on speeders with radar patrols.

Ms Plummer said she was surprised by the decision — which still must be ratified by full regional council today (Wednesday) — because it was contrary to the advice of Halton's own traffic experts. But the woman who has worked a year for such changes in Kilbride added, "I'm pleased. They took into account the human factor. An awful lot has been accomplished."

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