

Magnifico, Rose

Subject:

FW: Support for the Weston Downs Staff Report Nov 1- 2016

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Communication
COUNCIL: <u>Nov 15/16</u>
CW Rpt. No. <u>38</u> Item <u>5</u>

From: Danny Giacomel <dgiacomel@yahoo.com>
Date: November 1, 2016 at 12:47:20 AM EDT
To: "Jeffery.Abrams@vaughan.ca" <Jeffery.Abrams@vaughan.ca>
Cc: "maurizio.bevilaqua@vaughan.ca" <maurizio.bevilaqua@vaughan.ca>, "michael.diBiase@vaughan.ca" <michael.diBiase@vaughan.ca>, "rosanna.defrancesca@vaughan.ca" <rosanna.defrancesca@vaughan.ca>, "mario.ferri@vaughan.ca" <mario.ferri@vaughan.ca>, "gino.rosati@vaughan.ca" <gino.rosati@vaughan.ca>
Subject: Support for the Weston Downs Staff Report Nov 1- 2016
Reply-To: Danny Giacomel <dgiacomel@yahoo.com>

Dear Mr. Abrams and Members of Council,

I would like to voice my support for the widening of the existing regional roads recommendations tabled by the Staff report regarding the Weston Downs Traffic Study results. This staff report was able to identify a fundamental issue that this community faces - the deep division that exists between residents that support the regional road turning restrictions verses those who do not. It is evident from the study that a solution that addresses the fundamental issues lies outside the Weston Downs community. The ONLY fair solution is to widen the regional roads, specifically, Weston Road and Rutherford Road.

As has been expressed by others who have written to you lately, my wife and I also do not support the Weston Downs Rate Payers Association's (WDRA) suggestion of regional road turning restrictions, nor do we support any suggestion that the WDRA represents the interests of our community. Unfortunately, the WDRA fails to articulate how disproportionate the impacts of those regional road turning restrictions are to the residents living near those intersections. Forcing local residents to drive to the other side of the subdivision during peak times just to access or exit their quadrant of the subdivision is very unfair considering the limited level of benefit that the restrictions will yield.

These suggested turning restrictions will also limit access to the local public library, high school and community centre, and greatly increases travel time for affected residents. All of this to address only a 20-30% portion of the current traffic volume, and failing to address the root cause of the cut through traffic. **Essentially, in trying to address one problem, they are creating another larger problem for others within the community.**

Furthermore, I strongly disagree with the suggestion that 52% of the people voted in favor of the regional road turning restrictions. Only 30% voted in favor of this option; the other 22% supported unrestricted access, **through use of permits.**

I urge the members of council to address the root cause of this problem by accelerating the widening of the existing regional roads.

Thank you,

Danny Giacomel, P.Eng, MBA