

C	20
Communication	
CW:	Nov 1/16
Item:	5

From: berta ciappa <bciappa@rogers.com>

Sent: Sunday, October 30, 2016 12:52 PM

To: Abrams, Jeffrey

Reply To: berta ciappa

Cc: Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna; Main Contact

Subject: Concerns regarding the Nov 1, 2016 Vaughan Staff report on the WESTON DOWNS COMPREHENSIVE TRAFFIC STUDY WARD 3

BY EMAIL (Jeffrey.Abrams@vaughan.ca)

October 30, 2016

City of Vaughan Clerk Jeffrey Abrams and Members of Vaughan City Council

Vaughan City Hall

Level 100

2141 Major Mackenzie Drive

Vaughan, Ont.

L6A 1T1

Dear Members of Vaughan City Council:

Re: Nov 1, 2016 Vaughan Staff report regarding WESTON DOWNS COMPREHENSIVE TRAFFIC STUDY WARD 3

I am a resident of Weston Downs.

I have received a report, dated Nov 1, 2016, detailing the recommendations developed by the Vaughan City Manager and the Director of Transportation Services, Parks and Forestry Operations to address **or more appropriately not address**, the high volume of Cut-through Vehicle Infiltrations through the Weston Downs community, during the peak hours of 7 am to 9 am and 4:30pm to 6:30 pm.

I understand that this Nov 1, 2016 report and its recommendations will be presented to the Vaughan City Council on November 1st, 2016.

I have several major concerns regarding the recommendations made and also on several of the statements made in this report to be presented to you, the City of Vaughan Council, on Nov 1, 2016.

I have listed my concerns below and I respectfully ask you to consider my concerns and comments as you review and make your own conclusions on this report and its recommendations:

1. The Nov 1, 2016 report states, ***"The extensive consultation process identified a clear lack of consensus for a preferred short-term solution with relatively strong support for doing nothing". This statement is factually incorrect.*** The total % support for Regional Road Turn Restrictions is **52 %**. (30 % of respondents preferred the Regional Road Turn Restrictions and an additional 22 % of respondents preferred the Regional Road Turn Restrictions with a permit). **This 52 % total shows a clear majority of Weston Down residents prefer the Regional Road Turn Restrictions.**
2. At the second and third public consultation meetings attendees were asked to fill out and hand in their input on the three proposed community solutions for the Weston Downs cut through traffic problem. The results were summarized as follows:

C 20.2

- a. At the 2nd public meeting on April 6, 2016, **42 % of residents attending the meeting strongly liked the implementation of Regional Road Turn Restrictions** into Weston Downs Community.
 - b. At the 3rd public meeting on June 27, 2016, **49 % of residents attending the meeting most preferred the implementation of Regional Road Turn Restrictions** into the Weston Downs Community.
3. The facts summarized above, in points 1 and 2, clearly indicate **there is clear majority support from Weston Downs residents for the implementation of Regional Road Turn Restrictions.**
4. The Nov 1, 2016 report states that, *"A review period was given to the community from August 17 to September 15 to provide input on the three proposed community solutions."* **This statement is factually incorrect and may have resulted in not counting input from all Weston Downs residents.** At the end of the 3rd Weston Downs 2016 Traffic Study public consultation meeting on June 27, 2016, attendees were asked to fill out and hand in their input on the three proposed community solutions. I filled out this form handed out with my preferred option selected. This was the same form delivered and emailed to residents of Weston Downs on ~ August 17, 2016 with a request to complete and send in the completed form, from August 17 - 24, 2016. **This letter also stated to fill out this form only if you had not yet had an opportunity to do so. I for one did not re-submit my input on the three proposed option again, within the period Aug 17 – Sept 15, 2016 stated in the report.** The report indicates that my input may not have been counted and with perhaps the input of many others not being counted. **This would cast some serious doubts on the survey results.**
5. I don't understand how a "Do Nothing Option" can be tallied, if it was not an option on the form. This casts doubts on the overall vote process for the three options. Like in a Municipal or Federal election, a voter cannot add another candidate on the ballot during voting. **The Do Nothing Vote count, however it was obtained, should be removed from the Nov 1, 2016 report.**
6. The Nov 1, 2016 report does not state that the 20 – 30 % of cut through traffic through a residential area is considered high and can contribute to making the residential streets less safe, if not addressed. It is known that cut through drivers tend to speed through and not adhere to stop signs making the streets of the Weston Downs Neighborhood less safe for its residents.
7. **The Nov 1, 2016 report does not state Major Road / Regional Road Turn Restrictions are successfully used throughout the City of Toronto and other major cities throughout Canada and the United States to significantly reduce cut through traffic into a residential neighborhood. York region and the City Vaughan are in a the small percentage of North America cities not using regional road turn restrictions to reduce cut through traffic into residential neighborhoods during peak hours.**
8. The Nov 1, report does not properly state the benefits that the installation of Regional Road Turn Restrictions would bring for the Residential Community of Weston Downs; namely, safer streets during peak hours when children and parents of the community are walking and riding their bikes to and from the Weston Downs schools. **Turn restrictions have shown to reduce traffic volumes, noise, and, in some cases, speeds on streets where they are applied. They likely will also improve traffic safety on streets to which they are applied.**
9. The Nov 1, 2016 report states that Regional Road Turn restrictions would impose travel restrictions on residents. **In fact these Regional Road Turn Restrictions into Weston Downs would only be a minor inconvenience to some residents of the community for only approx. 12 % of the time.**

10. Regional Road Turn Restrictions is a very low cost option that is in line with the City of Vaughan goals and objectives with Green Directions Vaughan, the City's Community Sustainability and Environment Master Plan, namely:
 - a. Are very low cost options that make the streets of the Weston Downs Community safer for its residents, a large community within the City of Vaughan.
 - b. Ensures that Vaughan is a city that is easy to get round with low environmental impact, namely the turn restriction into Weston Downs would only be in effect for peak hours and only account for 12 % of the time.
 - c. As a result of a. and b. above, there is essentially no economic, social or environmental impact for the implementation of Regional Road Turn restrictions into Weston Downs.
11. The Nov 1, 2016 report states that regular enforcement will be required for Regional Road Turn Restrictions to be effective. Other jurisdictions have shown that the police enforcement is required more extensively at the onset of the installation of turn restrictions and then it can be reduced. The York Region Police are already in the neighborhood on a regular basis to enforce and ticket stop sign violations in the neighborhood. Therefore, the addition of Regional Road Turn restrictions into Weston Downs will NOT add a significant burden to the YR Police work load but instead will increase revenues to them through Turn Restriction violations ticketing.
12. I totally disagree with the Nov 1, 2016 recommendation that *"York Region Transit (YRT) be requested to consider establishing services within the Weston Downs neighbourhood in an effort to manage travel demands; This recommendation should be removed from the Nov 1, 2016 report"* for the following reasons:
 - a. During the peak hours of the weekdays, there already are a significant number of York Region school buses bringing children to and from the schools in the Weston Downs Neighborhood and the YRT buses would do absolutely nothing to eliminate the problem of cut through traffic.
 - b. Instead, the addition of YRT buses through the Weston Downs Neighborhood would cause more vehicle congestion, more pollution and more noise in the neighborhood.
 - c. Bus routes in Weston Downs would prove to be non-economic for YRT as very, very few residents in the Weston Downs Neighborhood would use the YRT buses.
 - d. YRT bus service into Weston Downs was not an issue or need raised by the residents of Weston Downs.
13. The Nov 1, 2016 report should avoid using the term *"near Pine Valley Drive extension"* as the Ontario Ministry of the Environment and Climate Change has ruled out a Pine Valley Drive extension and the City of Vaughan does own the lands for a Pine valley extension.
14. Finally, like other residents of Weston Downs, I am very upset, that the residents of Weston downs were not given the opportunity to review and make comments to that the Nov 1, 2016 report prior to being presented to the City of Vaughan Council. This path does not make the process transparent to residents of Weston Downs. I am also quite disappointed and upset at why this meeting to present the Nov 1, 2016 report to Council, is taking place during the day when all other consultations took place in the evenings when people could attend outside of working hours. To have this meeting when most of the public is unable to attend does indeed suggest a lack of respect for community citizens and a lack of interest in hearing their input, especially when the residents of Weston downs, who are impacted by the Nov 1, 2016 report were not given the opportunity to review the report in advance.

I, as a resident of Weston Downs, respectfully appeal to you, the City of Vaughan Council, to consider my input on the Nov 1, 2016 report as stated above, and approve the Regional Road Turn Restrictions into the Weston Downs community to address the "real and proven" traffic

infiltration problem during peak hours and make the residential streets of Weston Downs safer for our neighborhood children.

Yours truly,

Berta Pavao, CA