

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 15, 2016

Item 5, Report No. 38, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 15, 2016, as follows:

By receiving the following Communications:

***C10 Mr. Danny Giacomel, dated November 1, 2016; and
C11 Mr. Carl Rossi, dated November 1, 2016.***

**5 WESTON DOWNS COMPREHENSIVE TRAFFIC STUDY
WARD 3**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Manager and the Director of Transportation Services, Parks and Forestry Operations, dated November 1, 2016, be approved;**
- 2) That York Region be requested to provide a status report in Q1 2018 respecting implementation of the described improvements which are the responsibility of York Region;**
- 3) That local traffic signage be enhanced in the Weston Downs community; and**
- 4) That the presentation by Mr. John Hemingway, Hatch Corporation, South Service Road, Burlington, and Communication C30, presentation material titled “*Weston Downs Traffic Study*”, be received.**

Recommendation

The City Manager and the Director of Transportation Services, Parks and Forestry Operations, in consultation with the Deputy City Manager of Planning and Growth Management, recommend:

1. That the Weston Downs Traffic Study Report, prepared by Hatch Corporation, be received;
2. That York Region be requested to install demand responsive traffic signal controllers at all signalized intersections on Weston Road from south of Langstaff Road to north of Rutherford Road and on Langstaff and Rutherford Roads from Highway 400 to Pine Valley Drive to improve overall traffic operations along these corridors;
3. That York Region be requested to advance the timing for implementation of capital improvements for Weston Road from Langstaff Road to Major Mackenzie Drive and Rutherford Road from Weston Road to Pine Valley Drive as identified in the York Region Transportation Master Plan within the first three to five years of the current 10-year construction program;
4. That York Region be requested to extend the current limits of capital improvements for Rutherford Road from the original limits of Pine Valley Drive westerly to Highway 27 as identified in the York Region Transportation Master Plan within the first three to five years of the current 10-year construction program;
5. That York Region Transit (YRT) be requested to consider establishing services within the Weston Downs neighbourhood in an effort to manage travel demands;

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6. That City staff work with the local school boards and York Region to investigate measures and programs in an effort to address school traffic-related issues and promote active and sustainable modes of transportation; and
7. That the City Clerk forward a copy of this Report to York Region, the York Region District School Board and York Region Catholic School Board and the Ministry of Transportation.

Contribution to Sustainability

This report contributes to the goals and objectives within Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, specifically:

Goal 3: To ensure that Vaughan is a city that is easy to get around with a low environmental impact.

Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Economic Impact

There is no economic impact associated with this report.

Communications Plan

A copy of this report will be posted on the City's project webpage.

The City Clerk will circulate a copy of this report to the Region of York, York Region District School Board, York Region Catholic School Board, and the Ontario Ministry of Transportation.

Purpose

The purpose of this report is to update Council on the traffic issues and findings from the Weston Downs Comprehensive Traffic Study.

Background - Analysis and Options

In June 2015, Council directed staff to undertake a traffic study to identify potential traffic solutions for the Weston Downs Community.

The Weston Downs neighbourhood is bounded by Rutherford Road to the north, Weston Road to the east, Langstaff Road to the south, and Pine Valley Drive to the west. The neighbourhood consists of single-detached residences, with two elementary schools (St. Gregory the Great and St. Clare). Several minor collector roads exist within the community that includes Babak Boulevard, Orr Avenue, Velmar Drive, Village Green Drive, Astonia Boulevard, Valeria Boulevard, and Greenpark Boulevard. All other roads within the community are classified as local roads. There are no continuous major north-south roads connecting the north and south half of the community to provide access to and within the Weston Downs neighbourhood. A location plan is included as Attachment 1.

Some residents of the Weston Downs community expressed concerns about high volumes of traffic on local roads as a result of the area having been developed with limited north-south collector roads. Over the years, the City has worked with the Region and the community and has completed several traffic studies and has proposed various solutions.

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City Staff, in consultation with Regional staff, selected Hatch Corporation in September of 2015 to complete a comprehensive traffic study of the Weston Downs community.

The City worked closely with the Region and retained Hatch Corporation to conduct a comprehensive traffic study for the Weston Downs community. The study identified traffic issues, undertook technical analysis to address the traffic issues identified, and engaged the community throughout the study. The community engagement process is outlined in Attachment 2.

The traffic study determined that congestion is present at key intersections in and around the community as a result of high volumes on Regional roads and Provincial highways.

The Weston Downs area road network does not have a continuous mid-block collector road system, with gaps in the Regional road network. The traffic study indicated that traffic congestion is found on the surrounding Regional roads, especially during the afternoon hours, where several intersections are operating at, or near capacity, with long traffic queues and delays. These intersections include:

- Rutherford Road and Babak Blvd,
- Rutherford Road and Weston Road,
- Weston Road and Greenpark Blvd,
- Weston Road and Langstaff Road, and
- Langstaff Road and Valeria Blvd.

There are limited alternatives to avoid the congested areas on Regional roads and Provincial highways, other than to travel through the Weston Downs community. Average traffic infiltration (cut-through) during peak hours is in the range of 20-30% of total trips (one in four trips from Regional roads), while community trips are in the range of 60-70% of total trips (three out of four are local community trips). The traffic analysis can be found in the Weston Downs traffic study executive summary outlined in Attachment 3.

Three short-term solutions were developed in consultation with the community that results in limited effectiveness in addressing the root causes of the aforementioned traffic issues. Each short-term option has diverse impacts to mobility and access within the community.

Three short-term solutions were presented to relieve traffic volumes within the community:

1. Introduce turn restrictions on Regional roads
2. Introduce turn restrictions on local roads
3. Convert Santa Barbara Place to a one-way southbound street

1. Turn restrictions on Regional roads.

Turn restrictions on Regional roads involve the use of “No Right Turn”, “No Through Movement” and “No Left and Through Movement” signs at the intersections of Rutherford Road and Babak Blvd and Rutherford Road at Velmar Drive. These signs would restrict turns during peak periods (7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m.) in order to reduce traffic volumes during those times. Turn restrictions on Regional roads are expected to provide a moderate reduction in traffic volumes. However, this option will restrict access for residents, and require regular enforcement to be effective. This option is subject to the approval of York Region who is not in support of turn restrictions on Regional roads. Details of the advantages and disadvantages of Turn restrictions on Regional roads can be found in Table 1.

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Table 1: Advantages and Disadvantages of Turn Restrictions on Regional roads

Advantages of Turn Restrictions on Regional roads	Disadvantages of Turn Restrictions on Regional roads
<ul style="list-style-type: none">• Effective in reducing traffic infiltration (cut-through traffic) within the community. This option targets traffic at the periphery of the community, forces the traffic to stay on the Regional roads.	<ul style="list-style-type: none">• As three of every four trips originate within the community, most trips won't be eliminated.• These restrictions will apply to both community traffic and cut-through traffic, forcing both community and cut-through traffic to travel on the already congested Regional road network. Therefore, increasing traffic volumes on Regional roads, and other local roads.• Requires regular enforcement to be effective.• The York Region 2016 Transportation Master Plan update considered vehicular turning restrictions on Regional roads to have negative impact to the operation of the Regional road network, and future applications would be minimized.

2. Turn restrictions on local city roads.

Turn restrictions on local roads involve the use of “No Right Turn” and “No Left Turn” signs at several intersections within the community. These signs would restrict turns only during peak periods (7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m.) in order to reduce traffic. These turns would limit traffic volumes on Santa Barbara Place during peak periods, and prevent drivers from using other adjacent local roads to cut-through the community. This option restricts movement within the community during peak hours, redistributes traffic volumes to both Regional and local roads. Details of the advantages and disadvantages of turn restrictions on local roads can be found in Table 2.

Table 2: Advantages and Disadvantages of Turn Restrictions on local roads

Advantages of Turn restrictions on local roads	Disadvantages of Turn restrictions on local roads
<ul style="list-style-type: none">• Reduces traffic volume during the peak hours on certain streets.	<ul style="list-style-type: none">• Restricts access for residents.• Increases volumes on Regional roads and other local roads.• Requires regular enforcement to be effective.

3. One-Way Street on Santa Barbara Place.

The conversion of Santa Barbara Place into a one-way southbound street would eliminate northbound traffic infiltration (cut-through traffic) during the evening peak period (4:30p.m. to 6:30 p.m.). In addition, during the evening peak hours, vehicles on Valeria Boulevard would not be permitted to turn left or right onto Columbus Avenue, to prevent drivers from using Columbus Avenue as an alternative route. This option results in the lowest reduction of overall traffic since southbound traffic during the morning is not affected, but most effective in reducing the traffic volumes on Santa Barbara Place. However, this option results in restriction to access within the community, and redistributes traffic to both local and Regional roads. Details of the advantages and disadvantages of the One-Way Street on Santa Barbara Place can be found in Table 3.

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Table 3: Advantages and Disadvantages of One-Way Street on Santa Barbara Place

Advantages of One-Way street on Santa Barbara Place	Disadvantages of One-Way street on Santa Barbara Place
<ul style="list-style-type: none">• Reduce traffic volume during the evening peak periods.• Most effective in reducing the traffic volumes on Santa Barbara Place.	<ul style="list-style-type: none">• Restricts access for residents.• Increase volumes on Regional roads and other local roads.• Impacts waste management, emergency response and school bus routes.

The York Region 2016 Transportation Master Plan has identified long-term solutions to address traffic concerns along the corridors of Rutherford Road, Weston Road and Langstaff Road.

The traffic study identified long-term solutions to address the traffic concerns in the Weston Downs community. Long-term options include Regional road capital improvements that are currently part of the York Region 2016 Transportation Master Plan, specifically the widening of the roadway from four (4) to six (6) lanes to increase capacity at the following locations:

- Weston Road - Langstaff Road to Major Mackenzie Drive (2027 -2031);
- Rutherford Road - Weston Road to Pine Valley Drive (2027-2031);
- Rutherford Road – Pine Valley Drive to Highway 27 (2032 -2041);
- Langstaff Road – Keele Street to Weston Road (2027 -2031); and
- Special Study Area – near Pine Valley Drive extension

An environmental assessment has already been secured for Weston Road and Rutherford Road, enabling the projects to advance to implementation within the next three to five years. In addition, the City and Region continue to monitor and participate in the OMB appeals process related to the Vaughan Mills Center Secondary Plan which includes lands east of Weston Road and south of Rutherford Road to Highway 400 to advocate for increased connectivity and east west transportation options.

The extensive public consultation process identified a clear lack of consensus for a preferred short-term solution with relatively strong support for doing nothing.

As noted above, the City undertook an extensive community engagement component with the residents of Weston Downs throughout the study process in an effort to work with the community to understand the traffic issues present and to identify potential solutions. Three (3) public information sessions and two (2) community advisory committee events were held. A project webpage was set up, notices were sent to residents, and ongoing emails and comments, telephone calls were received regarding the study. A review period was given to the community from August 17 to September 15 to provide input on the three proposed community solutions. These meetings, workshops and correspondence yielded many valuable insights into the existing traffic issues and proposed options to address the traffic concerns present. Feedback from the community engagement is outlined in Attachment 4.

Approximately 20% of the community (348 of 1,846 households) provided input on the three short-term options identified. Regional road turn restrictions and do nothing (not an option presented on the comment form) received the highest support compared to the other alternatives. The ranking of preferred solutions from the third public information session and the review period can be found in Table 4 below.

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Table 4: Public Comments – Short-term options

Total Comments from the 3rd PIS and Review Period	Most Preferred Solution
Turn Restrictions – Regional Road	30%
Turn Restrictions – Local Roads	2%
One-Way Santa Barbara	15%
Do Nothing (<i>was not an option on the form</i>)	30%
Turn Restrictions with Permit	22%
No Response	1%
Total	100%
Total Comments Received	348

With no short-term preferred technical solution and a lack of consensus within the community, it is recommended the Region advance improvements to their road network to address the root causes of the traffic issues present, as well as pursue additional solutions that can be implemented immediately.

The Weston Downs area road network has limited north-south capacity for traffic, with gaps in the Regional road network. The traffic study indicated that traffic congestion is found on the surrounding Regional roads, where key intersections are operating at or near capacity.

Short and long-term solutions were presented to address the traffic volumes within the community. Each of the short-term options has limited effectiveness in addressing the traffic congestion and involves different impacts to community mobility and accessibility. Further, the community has diverse views on each of the short-term options; with relatively strong support for doing nothing.

It is recommended that longer-term solutions be pursued that add road capacity to the Regional road transportation system, address the traffic congestion found on the surrounding Regional road network, and improve access to the community, as well as pursue additional solutions not identified in the traffic study that can be implemented immediately. These include advancing Regional road capital improvements for Rutherford Road, Weston Road and Langstaff Road and installing demand responsive traffic signal controllers at all signalized intersections in the vicinity of Weston Downs.

York Region Transit (YRT) currently does not have transit routes going through the Weston Downs community. In anticipation of the widening of the Regional roads from four lanes to six lanes, it is recommended that YRT review the current transit services and consider establishing services in and around the Weston Downs neighbourhood in an effort to manage travel demands.

In addition, the Ministry of Transportation has announced long-term plans to widen Highway 400 to include HOV lanes from Langstaff Road to Major Mackenzie Drive which will provide additional capacity.

There are two elementary schools within the Weston Downs community, St. Gregory the Great and St. Clare. Opportunities exist for the school boards, York Region Public Health, and the City to work with the administration at the schools and the community to develop school travel plans, policies and programs. This can address school traffic-related issues and promote active and sustainable modes of transportation (transit, walking and cycling) to and from school to reduce the number of parents who drop off and pick up their children by vehicle.

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The City and the Region continue to monitor and participate in the OMB appeals process related to the Vaughan Mills Center Secondary Plan which includes lands east of Weston Road and south of Rutherford Road to Highway 400 to advocate for increased connectivity and east-west transportation options. In addition to connectivity, planned improvements to Highway 400 may assist to address traffic and congestion issues.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Term of Council Service Excellence Strategy Map (2014-2018), this report is consistent with the following Term of Council Priorities:

- Improve municipal network;
- Continue to develop transit, cycling and pedestrian options to get around the City; and
- Continue to ensure the safety and well-being of citizens.

Regional Implications

The traffic study identified long-term options to address the traffic concerns in the Weston Downs community that included Regional road capital improvements that are currently part of the Region's transportation master plan. It is recommended that the City pursue long-term solutions by requesting the Region to advance improvements to the Regional road network, to address the root causes of the traffic issues present. Further, to request the Region to review the opportunity for upgrades to the traffic control system on Regional roads in the area of Weston Downs to improve overall traffic operations.

YRT currently does not have transit routes going through the Weston Downs community. It is recommended that YRT considers establishing services in and around the Weston Downs neighbourhood to manage travel demands.

Conclusion

The Hatch Corporation traffic report identified that congestion is present at key Regional intersections and the Provincial highway system in and around the community. Working closely with the community, short and long-term solutions were developed to address the identified traffic issues. Given the limitation and lack of support within the community for the short term options, it is recommended that the City pursue longer-term solutions to improve the municipal network, and develop sustainable transportation options, to continue to ensure the safety and well-being of citizens.

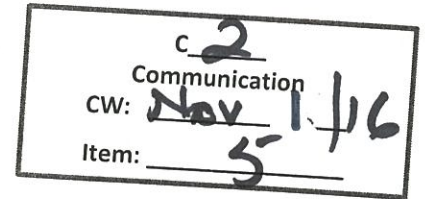
Attachments

1. Location map – Weston Downs
2. Weston Downs Community Engagement Process
3. Weston Downs Traffic Study Report Executive Summary
4. Community Input – Issues and Solutions Identified by Residents

Report prepared by:

Margie Chung, Manager of Traffic Engineering, Ext. 6173

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)



From: Benitah, Michel [<mailto:Michel.Benitah@nuance.com>]
Sent: Thursday, October 27, 2016 11:38 AM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; contact@westondownsra.com
Subject: Weston Downs - Turning Restriction

Dear Mr. Clerk and Members of Council,

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions.

I have been living in the Weston Downs community for close to 5 years, and I can tell you that this topic has been discussed over, and over, and over again, for as long as I've been a citizen of the community (and probably longer than that).

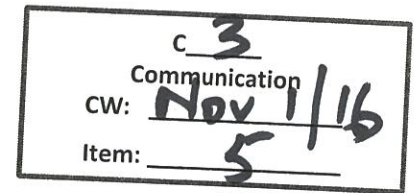
I am completely fed up with the amount of time it is taking the city to implement a *simple* turning restriction to reduce congestion and traffic in our community. Most communities have some form of tuning restrictions already in place, so why is it taking so long for you to make a decision to implement this for our Weston Downs community? I don't want to have to wait another 5 years discussing this - I want the turning restriction implemented now, that's it.

Bottom line... If you don't vote in favor of the simple Turning Restriction for the Weston Downs community, I can assure you, it will affect my vote in the next municipal elections!

Please make a wise decision.

Best regards,
Michel Benitah

Michel Benitah
Director, Professional Services, Enterprise Division
Nuance Communications, Inc.
416-640-7119 (office) | 416-818-1330 (mobile)
Transforming technology into intelligent customer service solutions
[Click here](#) to learn more about Nuance Professional Services



From: Vince Intraligi [<mailto:vintraligi@netscape.net>]

Sent: Thursday, October 27, 2016 11:39 AM

To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Anthony Francescucci <contact@westondownsra.com> Sonia Meucci

Subject: Weston Downs Traffic Study

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous. We live in a democracy where majority rules. If a consensus was expected in municipal elections, none of you would have been elected.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Respectfully,

Vince Intraligi

Britto, John

From: Mary Nucifora <mary.n@terraconcreteforming.ca>
Sent: October-27-16 12:12 PM
To: Abrams, Jeffrey
Subject: FW: WESTON DOWNS TRAFFIC STUDY

c	4
Communication	
CW:	Nov 1/16
Item:	5

Dear Mr. Abrams:

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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Respectfully,

Mary Nucifora

Home (905) 264-6584
Cell (647) 290-4043

C	<u>5</u>
Communication	
CW:	<u>Nov 1/16</u>
Item:	<u>5</u>

From: Maria Tari [<mailto:mariatari@rogers.com>]
Sent: Thursday, October 27, 2016 12:12 PM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; contact@westondownsra.com
Subject: Weston Downs Turning Restrictions

Dear Mr. Clerk and Members of Council,

I AM ABSOLUTELY APPALLED AT THE WAY THIS VAUGHAN COUNCIL DOES BUSINESS!!!!!!

WE WERE PROMISED THAT A SOLUTION WOULD BE IMPLEMENTED FOLLOWING THE FIFTY THOUSAND DOLLARS YOU SPENT ON A TRAFFIC STUDY IN WESTON DOWNS.

HOW DARE YOU STATE THAT NO SOLUTION IS POSSIBLE!!!!?!

YOU OWE IT TO THE TAXPAYERS OF WESTON DOWNS TO IMPLEMENT ONE SOLUTION!!!!!!

WE HAVE BEEN WAITING OVER 25 YEARS FOR A SOLUTION!!!!!!!!!!!!!!

PLEASE BE HONEST AND FOLLOW THROUGH ON YOUR PROMISE!!!!!!!!!!!!

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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Respectfully,

Maria and Nat Tari
136 Santa Barbara Place
905-856-3603

Sent from my iPad

c	<u>6</u>
Communication	
CW:	<u>Nov 1/16</u>
Item:	<u>5</u>

From: Diane DONATO [<mailto:dsgdonato@gmail.com>]
Sent: Thursday, October 27, 2016 12:15 PM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>
Subject: Weston Downs Study

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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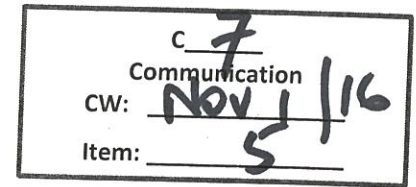
Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous.

I live at 172 Velmar Drive and I can assure you that the vast majority of the cars are not residents of our community, all you have to do is simply look at the cars that continue North past Village Green & Orr on Velmar Drive towards Rutherford on any given night between 5-6 pm to see that. I am very disappointed that no solution could be found to fix the problem. Instead of widening Weston Road to accommodate more cars that might fix the infiltration in our community you added a sidewalk and now there is talk of putting a bus route through our neighborhood. How is that going to fix the problem? It seems like we are being punished for asking for help with the traffic problem in our community. Please reconsider your stand on this matter and let's give it a try, if it does not work then you can always reverse it, nothing is permanent.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions.

Respectfully,

Diane Donato



From: Johnny Farro of Inter-All Ltd [<mailto:johnnyfarro@me.com>]
Sent: Thursday, October 27, 2016 12:35 PM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; main contact <contact@westondownsra.com>
Subject: URGENT: dissatisfaction and distrust of the City's Public Consultation process

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous. We live in a democracy where majority rules. If a consensus was expected in municipal elections, none of you would have been elected.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Respectfully,

Johnny and Natalie Farro

Johnny Farro
Inter-All Ltd
98 Velmar Drive
Woodbridge, Ontario L4L 8W4
905-850-1211
F:905-850-1217
johnny@interall.ca

c	8
Communication	
CW:	Nov 1 / 16
Item:	5

From: Romie Parmar [mailto:parmar_r@hotmail.com]
Sent: Thursday, October 27, 2016 1:52 PM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; contact@westondownsra.com
Subject: Weston Downs Traffic Study

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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Respectfully,

Sukhbinder Parmar

c	9
Communication	
cw:	Nov 1/16
Item:	5

From: Cordeiro, Adi [<mailto:Adi.Cordeiro@cibc.com>]

Sent: October-27-16 3:59 PM

To: Abrams, Jeffrey

Cc: Bevilacqua, Maurizio; Rosati, Gino; 'michaeldibiase@vaughan.ca'; Ferri, Mario; DeFrancesca, Rosanna; 'contact@westondownsra.com'

Subject: FW: Weston Downs Traffic Study Nov 1st Council meeting

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

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Considering that so much tax payer money was spent for NOTHING is an outrage. Mr Bevilacqua has been working hard to regain the electorate's trust in the city's politicians and this is a leap backwards in his efforts.

This is an influential neighbourhood that is a cornerstone of the admired status that Vaughan holds dear in Southern Ontario. Considering how much Vaughan is cashing in on my increased property taxes, you'd think you'd want my property value to stay as high as it currently is. Adding buses to the already strained residential streets of what used to be a quiet residential neighbourhood is a slap in our faces.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Respectfully,

**Adi Cordeiro |CIBC Imperial Service & Small Business Banking
302-7501 Keele Street |Concord, ON L4K 1Y2 |T 905 761 1638 x347 |F 905 761 6505**

c 11
Communication
CW: Nov 1/16
Item: 5

From: Diana Ruberto [<mailto:dianaru@yahoo.com>]
Sent: Thursday, October 27, 2016 4:27 PM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; contact@westondownsra.com
Subject: Upcoming Decision on Weston Downs Traffic Study

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

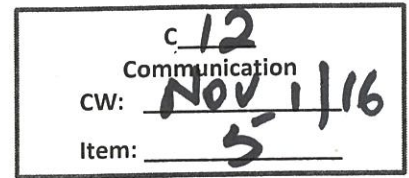
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Respectfully,

Diana Ruberto



From: Teresa Carlesi [<mailto:teresacarlesi@yahoo.ca>]
Sent: Thursday, October 27, 2016 6:08 PM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>
Subject: Weston Downs Traffic

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

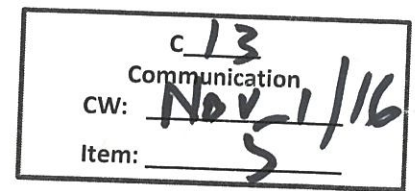
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Respectfully,

Teresa Carlesi



From: Paul Cargnelli [<mailto:pcargnelli@hotmail.com>]

Sent: October-27-16 8:16 PM

To: Abrams, Jeffrey

Cc: Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna;
contact@westondownsra.com

Subject: Weston Downs Traffic Study

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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Respectfully,

Paul and Anna Cargnelli
121 Pinemeadow Dr.
Woodbridge, ON L4L 9J4

C	14
Communication	
CW:	Nov 1/16
Item:	5

From: Lisa Durante [<mailto:ldurante@rogers.com>]

Sent: October-27-16 11:44 AM

To: Abrams, Jeffrey

Cc: Bevilacqua, Maurizio; DeFrancesca, Rosanna; Rosati, Gino; Ferri, Mario; Di Biase, Michael;
contact@westondownsra.com

Subject: URGENT

Mr. Abrams,

I invite you and the mayor to come to my home tomorrow and direct traffic for me in order that I can exit my driveway. I understand that after the City of Vaughan has spent all of our taxpayer money to do traffic studies (which were not needed due to the evidence you had already been given) the MAYOR does not think there is a need to stop traffic infiltration. I have been in contact with the Toronto Star and have invited them to come to my street between the hours of 7-9 am and at the intersection of Village Green and Velmar between the hours of 4:30-6 pm in order to observe how our residential streets turn into a thoroughfare.

Regards,

Lisa Durante

T: [416.949.1272](tel:416.949.1272)

Email: ldurante@rogers.com

From: Jo Lac [mailto:jolac35@yahoo.ca]
Sent: October-28-16 3:07 PM
To: Abrams, Jeffrey
Subject: Weston Downs Traffic Study

c	15
Communication	
CW:	Nov 1/16
Item:	5

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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Respectfully,

Josie Lacaria

c	16
Communication	
CW:	Nov 1/16
Item:	5

From: decarolis decarolis <decarolis@bell.net>

Sent: Saturday, October 29, 2016 5:52 AM

To: Abrams, Jeffrey; Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna; contact

Reply To: decarolis decarolis

Subject: Weston Downs Traffic Study - Staff Report

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

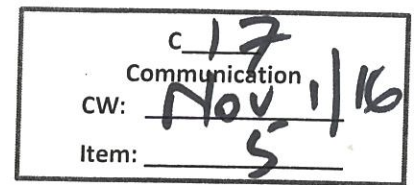
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Respectfully,

Angelo Decarolis



From: WDRA President <president@westondownsra.com>

Sent: Saturday, October 29, 2016 9:53 AM

To: Abrams, Jeffrey

Cc: Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna; main contact

Subject: Weston Downs Traffic Study Recommendation

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

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Thanks,

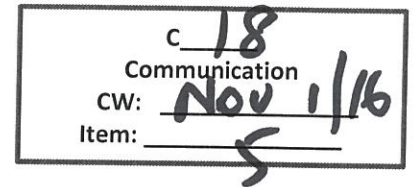
Anthony Francescucci

President

Weston Downs Ratepayers Association

www.westondownsRA.com

president@westondownsra.com



From: Angie Valenzano <avalen66@yahoo.ca>

Sent: Saturday, October 29, 2016 11:53 AM

To: Abrams, Jeffrey

Reply To: Angie Valenzano

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

contact@westondownsra.com

Subject: Weston Downs Traffic Study Recommendations

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1 pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

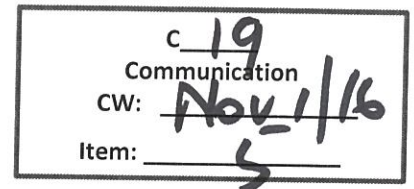
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Respectfully,

Mrs. Angie Valenzano & Dr. Michael Valenzano
66 Bloomingdale Lane
Woodbridge, Ontario
L4L 6X7



From: Nick Ciappa <nciappa@rogers.com>

Sent: Sunday, October 30, 2016 12:39 PM

To: Abrams, Jeffrey

Reply To: Nick Ciappa

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

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

BY EMAIL (Jeffery.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 and a member of the Weston Downs Ratepayers Association. I have participated and attended all public consultations held in support of the Weston Downs 2016 Traffic Study.

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:
 - 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

C 19.4

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,

Nick Ciappa, P. Eng.

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:

- 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.
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 - 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

From: Frank Pallotta <isla2010@rogers.com>

Sent: Sunday, October 30, 2016 1:03 PM

To: Abrams, Jeffrey

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

Subject: Weston Downs

c	21
Communication	
CW:	Nov 1/16
Item:	5

City Clerk and Members of Council:

I am in receipt of the Traffic Study prepared by Hatch Corporation. I am in favour of a "NO CHANGE POLICY" as it deals with traffic flow in Weston Downs. This option was not listed as one of the options and I am certain that had it been listed as an option it would have received 75% approval.

I want to bring to your attention that WDRP represents only about 20% of the residents of Weston Downs. There is only one solution to the traffic problem in Weston Downs and that is to widen both Weston road and Rutherford Road. As identified by the Hatch Study, 60-70% of the total trips in the affected area are from residents within the community. The City should work with the Region to advance the time table for the widening of both Weston Road and Rutherford Road in order to resolve the traffic problems in and around Weston Downs. THIS IS THE ONLY SOLUTION.

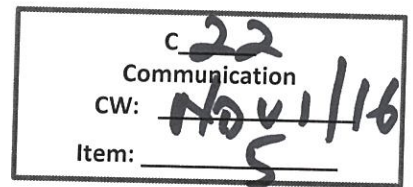
I would request that City & Regional Council approve the findings and not impose turning restrictions in an around Weston Downs. Any turning restrictions would affect not only Weston Downs but also all the communities to the north, west and south of Weston Downs.

Respectfully

Frank & Gina Pallotta

1 Deer Run Court

(905) 850-1992



From: PATRICIA CELIO [<mailto:giacintocelio@rogers.com>]

Sent: Sunday, October 30, 2016 1:07 PM

To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>

Cc: Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>;
Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>;
DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>

Subject: Weston Downs Traffic Study 2016

October 28, 2016

Dear Mr. Clerk and Members of Council,

I am compelled to send you this letter in response to an e-mail that I received from the Weston Downs Rate Payers Association. I am a resident of Weston Downs and I do not agree with the views of the Rate Payer's Association. I would like to point out that only 348 of the 1846 residents responded to the survey and that the options presented were limited. We were not given an option to say no to any changes. In my response I indicated that the problems are not with the community road system, but with the regional roads and the excessive volume. My children attend St. Gregory and Emily Carr schools and I need the ability to drive them to and from school in a timely fashion. As well, my office is at Weston and Langstaff, and I should be able to get to and from work in a timely fashion. Turn restrictions on local or regional roads, and a direction of traffic restriction on Santa Barbara would adversely affect my ability to drive my children to school and to get to work.

I am in favour of the long term strategy planned for Weston Road, Rutherford Road and Highway 400. The timeline originally proposed seems distant, so I am also in favour of accelerating the timeline. We need these changes now! Other changes that would alleviate traffic in the area include developing a road system parallelling Weston road that would join Langstaff Road to Rutherford Road.

I would like to conclude by saying that I hope council will not make a rash decision by accepting short term solutions such as the turning restrictions and one way traffic restriction on Santa Barbara, which will have long term negative effects on the community. I would expect council to accelerate the long term plans for the regional roads. I would like to state that the rate payers association is making claims that it represents the views of the majority of the community, but I do not agree. The majority of the residents did not participate in the survey. In addition to this, the survey did not include the option of saying no to any of the proposed changes. Thank you.

Sincerely,

Giacinto Celio
216 Kimber Crescent
Woodbridge, Ontario
L4L 9K3

c. 23
Communication
CW: Nbv 1/16
Item: 5

From: Gerard Cesario <Gerard_Cesario@trimen.com>

Sent: Sunday, October 30, 2016 2:38 PM

To: Abrams, Jeffrey

Cc: Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna;
contact@westondownsra.com

Subject: Weston Downs Traffic Study

Hello everyone....

I read the report that was put forward (attached), and find it so disappointing that nothing is really going to be done with the traffic in Weston Downs....

The problem here is that you will have so many different opinions....good ones and bad ones....and you will never come to an agreement by the residents of all of Weston Downs...

I live at 7 Santa Barbara Place, and this is the street that gets hit the hardest....such a tight road for so much traffic. Take a poll on all residents on this street and you'll find your answer.

Don't leave it up the community, the city needs to step in here and decide for the community. Do the right thing, sort to speak.

I attended all these meeting and was reassured something would be done....as there is definitely a traffic issue in this area.....Not sure what, but definitely something would be done.

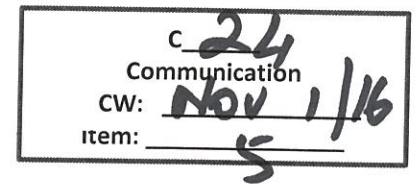
I have sent many emails in to the city about this issue, and finally thought this was the solution.....Finally!! but like many of the residents have told me, they have been fighting this for 20 years, and nothing will be done.

I'm surprised the city is not worried on the legal issues, should someone get hurt and sue the city for streets that are not made to handle such capacity.....Maybe this is the next step?

I do need someone to reply to me, as show of good faith, and advise why.....no political bullshit.....just why? I would also like for someone to come by my house for coffee any day during the week at 5:30pm....heck, maybe we will let the kids start a good old road hockey game in front of my house.

Or just give me a call for a chat....

Gerard Cesario
416-896-8792



From: Peter B Bean <Peter.B.Bean@aexp.com>

Sent: Sunday, October 30, 2016 8:55 PM

To: Abrams, Jeffrey

Cc: Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna;
contact@westondownsra.com

Subject: Weston Downs Traffic Study Recommendation- Council meeting Tuesday Nov 1 @ 1pm

Vaughan, October 30, 2016

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting is taking place during the day when all other consultations took place in the evenings when people could attend outside of working hours. I for one, have attended several meetings before (including one where hundreds of Weston Downs resident concerned with traffic issues attended) and will be unable to attend this one as I have to be at work. I assume others are in the same boat so low attendance should not be misinterpreted as apathy or a lack of support for a viable traffic solution.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least **52% of the community prefer Regional Road Turning Restrictions**. We live in a democracy where majority rules. In addition to 52% of respondents choosing some form of turn restrictions, it is also clear that **70% of residents feel there is a need to do something to address traffic inside the community**. I would suggest that if the question was narrowed to a choice between turning restrictions vs doing nothing, the results would be a clear mandate for turning restrictions.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions (and essentially retain the status quo), this means you would be doing what 70% of the community doesn't want you to do!

I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the

implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Note also:

- 1) We need another speed bump on Village Green. The stretch near my house is treated as a speedway as it is strategically between stop signs and speed bumps, allowing people to accelerate to well over 100-120kph regularly. It's a 40 zone!
- 2) A lot of these issues are caused because of structural deficiencies in the traffic infrastructure, the most obvious of which is the fact that Pine Valley Drive has a gap of approx. 800m between the golf course north of Langstaff and Rutherford. The continued failure to connect this vital arterial road will only, as building intensifies, become a more obvious problem. If this is not to be done, there should be a clear and transparent reason that is made public. As far as I know, there are many myths surrounding this matter but little hard evidence.

Respectfully,

Peter Bean and Nikki Corsaro
Village Green Drive, Weston Downs



From: Martino, Dalia [<mailto:dalia.martino@rbc.com>]
Sent: Monday, October 31, 2016 10:17 AM
To: Abrams, Jeffrey <Jeffrey.Abrams@vaughan.ca>
Cc: 'maurizio.bevilaqua@vaughan.ca' <maurizio.bevilaqua@vaughan.ca>; Di Biase, Michael <Michael.DiBiase@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; contact@westondownsra.com

Subject: Weston Down Traffic Study
Importance: High

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous. We live in a democracy where majority rules. If a consensus was expected in municipal elections, none of you would have been elected.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Respectfully,

Dalia & Joe Martino

Dalia Martino | Financial Planning Associate | **RBC Royal Bank** | T. 905-850-7674
Dalia Martino | Mutual Funds Representative, RBC Financial Planning | **Royal Mutual Funds Inc.** | T. 905-850-7674

C	26
COMMUNICATION	
CW -	Nov 1 / 16
ITEM -	5

From: Praveen Verma <praveen.verma@gmail.com>

Sent: Monday, October 31, 2016 7:10 PM

To: Abrams, Jeffrey

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

Subject:

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous. We live in a democracy where majority rules. If a consensus was expected in municipal elections, none of you would have been elected.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Respectfully,

Praveen Verma



From: Eeyyc <eeeyc@yahoo.com>

Sent: Monday, October 31, 2016 8:45 PM

To: Abrams, Jeffrey

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

contact@westondownsra.com

Subject: Weston Downs Traffic Infiltration

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

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Respectfully,

Emilie Chen



From: emily tassone <etassone@rogers.com>

Sent: Monday, October 31, 2016 10:04 PM

To: Abrams, Jeffrey

Reply To: emily tassone

Cc: Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna;
contact@westondownsra.com

Subject: Nov 1st-Council Meeting-WESTON DOWNS TRAFFIC STUDY

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous. We live in a democracy where majority rules. If a consensus was expected in municipal elections, none of you would have been elected.

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to support any candidate that respects the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

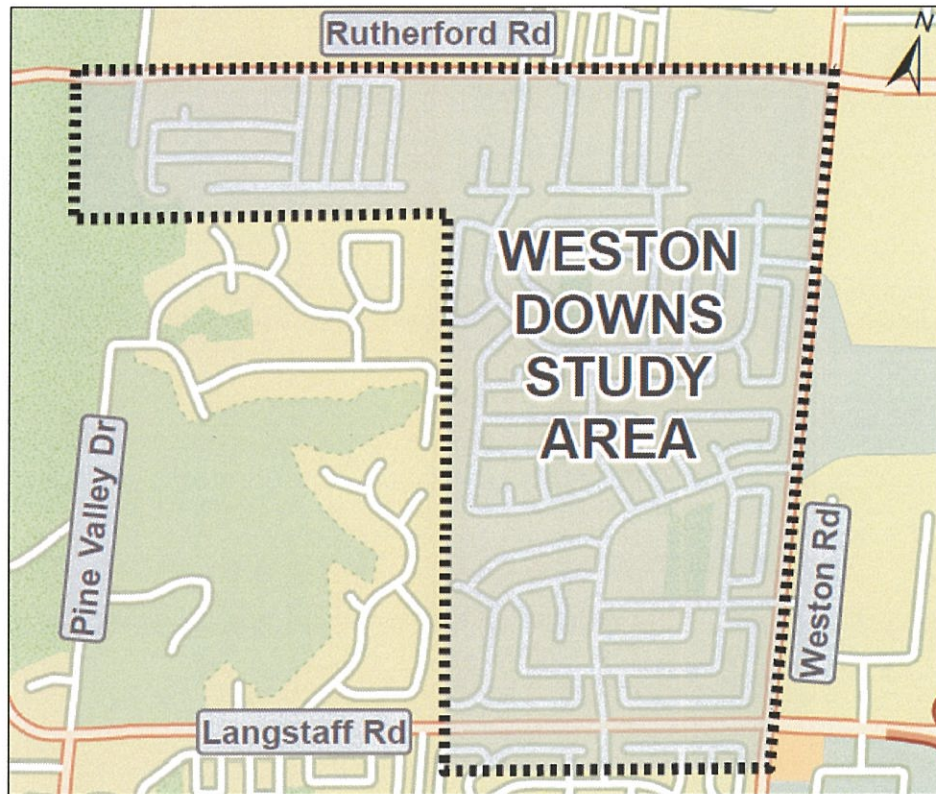
Respectfully,
Emily Tassone
189 Village Green Drive

Weston Downs Traffic Study

Committee of the Whole Meeting
November 1, 2016



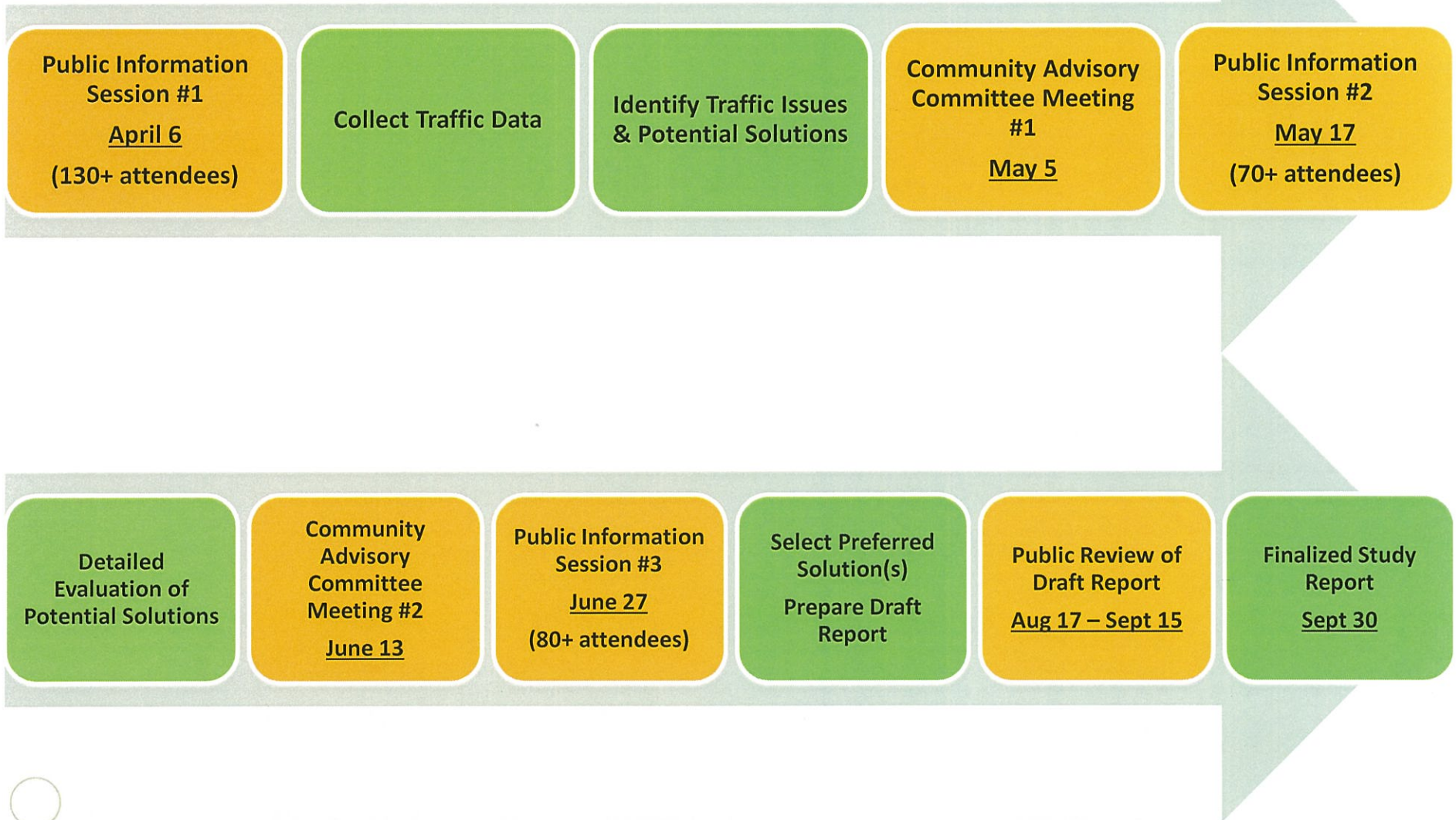
Study Area



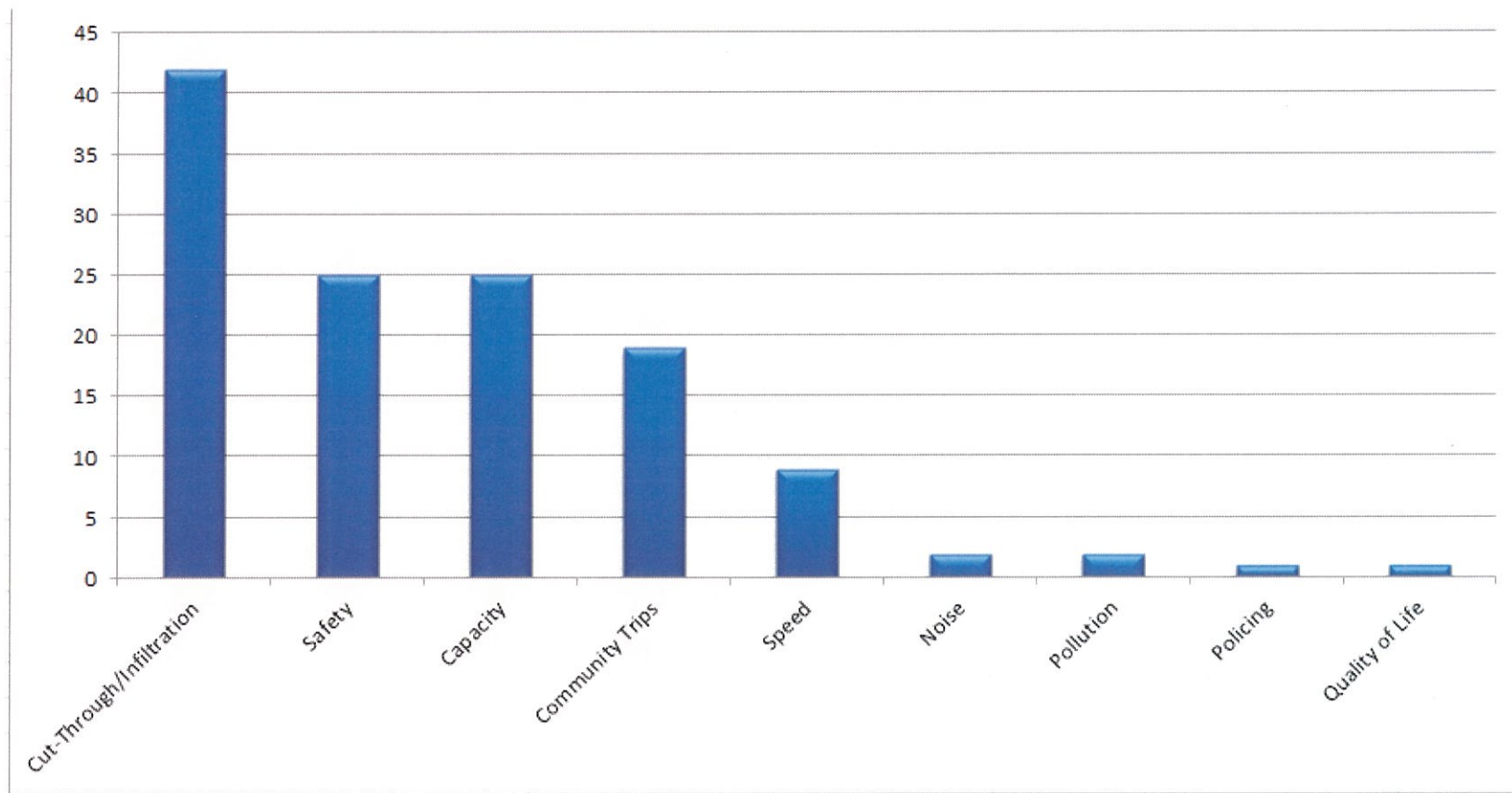
Purpose of Study

- Identify and analyze traffic issues in the Weston Downs area
- Identify options to address traffic issues
- Conduct community engagement to identify preferred option supported by the community

Study Process



What we Heard at Information Session #1

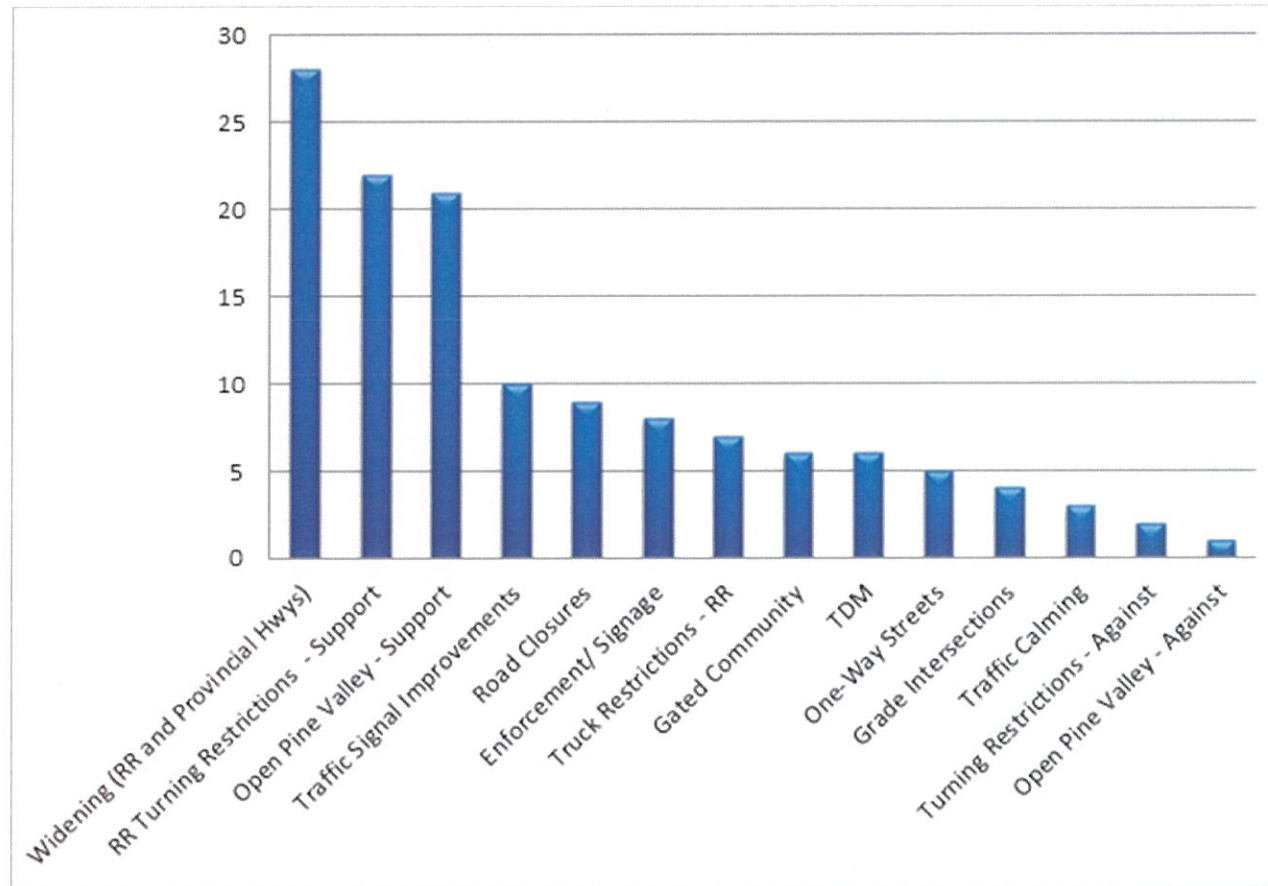


Issues Identified by Residents



VAUGHAN

What we Heard at Information Session #1



Solutions Identified by Residents



Summary of Traffic Studies

- Regional road network is incomplete, with limited north-south capacity and congestion present at key intersections
- Few alternatives to travelling through Weston Downs
- Volumes on Velmar, Santa Barbara and Valeria are in the range of 5,000 – 6,000 vehicles a day
- Volumes on Babak, Orr, Village Green, Greenpark are in the 2,500 – 3,000 vehicles a day
- Average cut-through traffic during peak hours in the range of 20% - 30% of total trips
- Community trips are in the range of 60% - 70% of total trips
- Average speeds are within 10 km/h of the posted speed



Problem Statement

- High volumes of cut-through and community traffic on Velmar, Santa Barbara and Valeria as a result of an incomplete road network and congestion on the boundary roads. Incidents on Regional Roads contribute to additional traffic volumes within the community. Additional problems include:
 - Some residents have difficulty accessing property safely
 - Non-compliance of traffic control devices
 - Speeding on some roads



Refined List of Solutions Considered

Long Term Solutions

- Extend Pine Valley Drive
- Widen Regional Roads

Short Term Solutions

- Gated Community
- Turn Restrictions on Regional Roads
- Turn Restrictions on Community Roads
- Convert one or more streets to One-Way movement



What we Heard at Information Session #2

- 75% of respondents agreed with the Problem Statement.
- Support split across options:

Option	Strongly Dislike	Dislike	Neutral	Like	Strongly Like
Gated Community	42%	14%	11%	17%	14%
RR Turn Restrictions	25%	15%	8%	9%	42%
Local Turn Restrictions	38%	15%	12%	15%	17%
One-Way on Santa Barbara	45%	9%	11%	17%	17%

65 total responses received

*Values do not total 100% because not all questions were answered.



Three (3) Preferred Solutions

- **Option 1 Turn Restrictions on Regional Roads**

- Has the greatest effect in reducing traffic volumes and cut-through traffic within the community
- Will have the greatest effect to Regional Road operations
- High noncompliance expected due to lack of alternative routes
- Least effective in reducing volumes on Santa Barbara Place

- **Option 2 Turn Restrictions on Community Roads and Option 3 One-Way Streets**

- Though the absolute reduction in volume is less, traffic is better distributed within the community
- Restrict movement within community during peak hours
- Impacts Regional Road operations
- Does not fully eliminate cut-through traffic
- High noncompliance is expected due to a lack of alternative routes and travel time savings going through the community

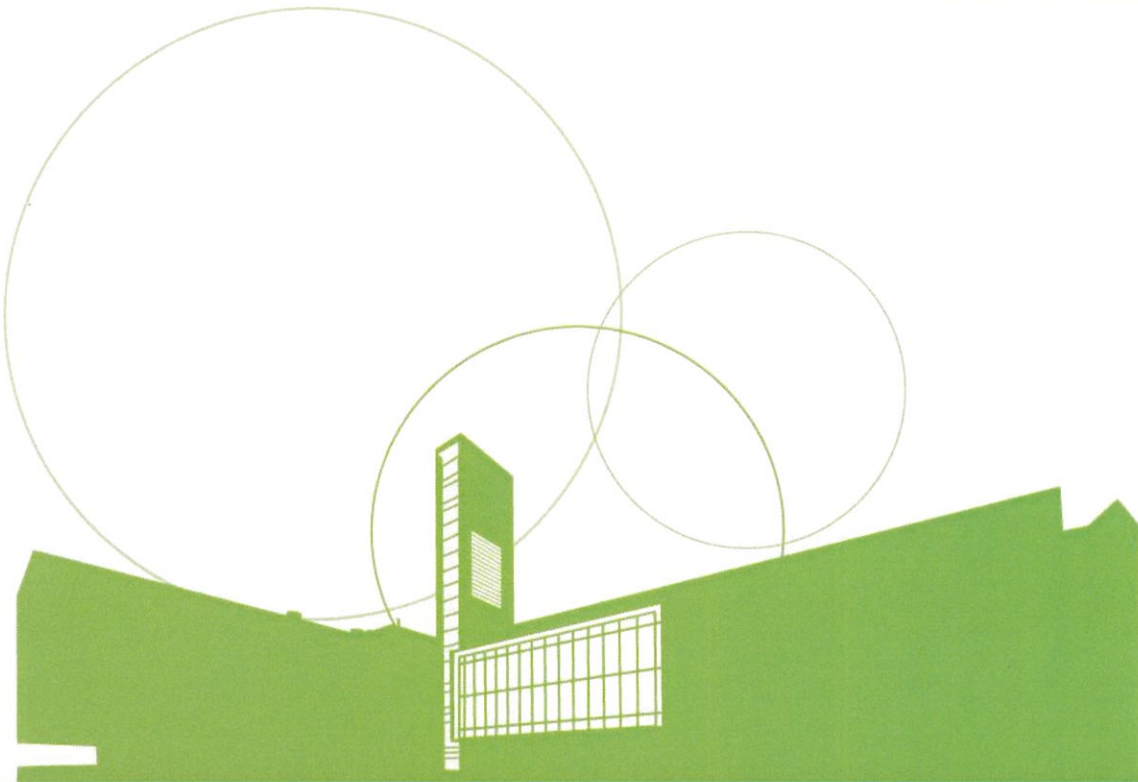


Summary

- Community - divided on the issues
- Study did not identify a short-term solution that is broadly accepted by the community
- The City should work with Region and Province to advance improvements to Regional Roads and Highways in the vicinity of Weston Downs
- Staff have prepared a report on our findings and community support of the proposed solutions which is before you today



Thank You!



Subject:

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

c 10
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

Magnifico, Rose

c 11
Communication
COUNCIL: Nov 15/16
cw Rpt. No. 38 Item 5

From: carlrossi@rogers.com
Sent: November-01-16 8:59 PM
To: Abrams, Jeffrey; Bevilacqua, Maurizio; Di Biase, Michael; Rosati, Gino; Ferri, Mario; DeFrancesca, Rosanna
Cc: contact@westondownsra.com

Dear Mr. Clerk and Members of Council,

I am in receipt of the staff report coming before Council on November 1st, 2016 at 1pm. I am writing to express my dissatisfaction with many of the recommendations and my distrust of the public consultation process by the City of Vaughan with regards to the Weston Downs Traffic Study community consultation.

My first concern has to do with why this meeting 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 suggests a lack of respect for community citizens and a lack of interest in hearing their input.

Secondly, the staff report indicates that there was "no short-term preferred technical solution and a lack of consensus within the community" and therefore none of the solutions considered by the community would be implemented. This is factually incorrect and a disrespect of the public consultation process. Table 4 in the staff report indicates that 30% of respondents preferred the Regional Road Turning Restrictions and an additional 22% of respondents preferred Regional Road Turning Restrictions with a permit. This indicates that at least 52% of the community prefer Regional Road Turning Restrictions. To ignore this fact, indicates that you don't care about the community's input. Furthermore, to expect a consensus is ridiculous. We live in a democracy where majority rules. If a consensus was expected in municipal elections, NONE of you would have been elected!

I appeal to you to consider the community's input and demand that you implement Regional Road Turning Restrictions. Should you choose to move forward with the staff recommendation and not implement the Regional Road Turning Restrictions, I can tell you without a doubt, that come the next municipal election, this issue will be of primary concern and at the forefront of the campaign and I will be sure to gather support only for those candidates that respect the wishes of the majority of the community which is to implement Regional Road Turning Restrictions. Make a wise choice and vote to support the implementation of Regional Road Turning Restrictions to address the traffic infiltration problem in Weston Downs.

Respectfully,

Carl Rossi
Weston Downs community

WESTON DOWNS COMPREHENSIVE TRAFFIC STUDY
WARD 3**Recommendation**

The City Manager and the Director of Transportation Services, Parks and Forestry Operations, in consultation with the Deputy City Manager of Planning and Growth Management, recommend:

1. That the Weston Downs Traffic Study Report, prepared by Hatch Corporation, be received;
2. That York Region be requested to install demand responsive traffic signal controllers at all signalized intersections on Weston Road from south of Langstaff Road to north of Rutherford Road and on Langstaff and Rutherford Roads from Highway 400 to Pine Valley Drive to improve overall traffic operations along these corridors;
3. That York Region be requested to advance the timing for implementation of capital improvements for Weston Road from Langstaff Road to Major Mackenzie Drive and Rutherford Road from Weston Road to Pine Valley Drive as identified in the York Region Transportation Master Plan within the first three to five years of the current 10-year construction program;
4. That York Region be requested to extend the current limits of capital improvements for Rutherford Road from the original limits of Pine Valley Drive westerly to Highway 27 as identified in the York Region Transportation Master Plan within the first three to five years of the current 10-year construction program;
5. That York Region Transit (YRT) be requested to consider establishing services within the Weston Downs neighbourhood in an effort to manage travel demands;
6. That City staff work with the local school boards and York Region to investigate measures and programs in an effort to address school traffic-related issues and promote active and sustainable modes of transportation; and
7. That the City Clerk forward a copy of this Report to York Region, the York Region District School Board and York Region Catholic School Board and the Ministry of Transportation.

Contribution to Sustainability

This report contributes to the goals and objectives within Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, specifically:

Goal 3: To ensure that Vaughan is a city that is easy to get around with a low environmental impact.

Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Economic Impact

There is no economic impact associated with this report.

Communications Plan

A copy of this report will be posted on the City's project webpage.

The City Clerk will circulate a copy of this report to the Region of York, York Region District School Board, York Region Catholic School Board, and the Ontario Ministry of Transportation.

Purpose

The purpose of this report is to update Council on the traffic issues and findings from the Weston Downs Comprehensive Traffic Study.

Background - Analysis and Options

In June 2015, Council directed staff to undertake a traffic study to identify potential traffic solutions for the Weston Downs Community.

The Weston Downs neighbourhood is bounded by Rutherford Road to the north, Weston Road to the east, Langstaff Road to the south, and Pine Valley Drive to the west. The neighbourhood consists of single-detached residences, with two elementary schools (St. Gregory the Great and St. Clare). Several minor collector roads exist within the community that include Babak Boulevard, Orr Avenue, Velmar Drive, Village Green Drive, Astonia Boulevard, Valeria Boulevard, and Greenpark Boulevard. All other roads within the community are classified as local roads. There are no continuous major north-south roads connecting the north and south half of the community to provide access to and within the Weston Downs neighbourhood. A location plan is included as Attachment 1.

Some residents of the Weston Downs community expressed concerns about high volumes of traffic on local roads as a result of the area having been developed with limited north-south collector roads. Over the years, the City has worked with the Region and the community and has completed several traffic studies and has proposed various solutions.

City Staff, in consultation with Regional staff, selected Hatch Corporation in September of 2015 to complete a comprehensive traffic study of the Weston Downs community.

The City worked closely with the Region and retained Hatch Corporation to conduct a comprehensive traffic study for the Weston Downs community. The study identified traffic issues, undertook technical analysis to address the traffic issues identified, and engaged the community throughout the study. The community engagement process is outlined in Attachment 2.

The traffic study determined that congestion is present at key intersections in and around the community as a result of high volumes on Regional roads and Provincial highways.

The Weston Downs area road network does not have a continuous mid-block collector road system, with gaps in the Regional road network. The traffic study indicated that traffic congestion is found on the surrounding Regional roads, especially during the afternoon hours, where several intersections are operating at, or near capacity, with long traffic queues and delays. These intersections include:

- Rutherford Road and Babak Blvd,
- Rutherford Road and Weston Road,
- Weston Road and Greenpark Blvd,
- Weston Road and Langstaff Road, and
- Langstaff Road and Valeria Blvd.

There are limited alternatives to avoid the congested areas on Regional roads and Provincial highways, other than to travel through the Weston Downs community. Average traffic infiltration (cut-through) during peak hours is in the range of 20-30% of total trips (one in four trips from Regional roads), while community trips are in the range of 60-70% of total trips (three out of four are local community trips). The traffic analysis can be found in the Weston Downs traffic study executive summary outlined in Attachment 3.

Three short-term solutions were developed in consultation with the community that result in limited effectiveness in addressing the root causes of the aforementioned traffic issues. Each short-term option has diverse impacts to mobility and access within the community.

Three short-term solutions were presented to relieve traffic volumes within the community:

1. Introduce turn restrictions on Regional roads
2. Introduce turn restrictions on local roads
3. Convert Santa Barbara Place to a one-way southbound street

1. Turn restrictions on Regional roads.

Turn restrictions on Regional roads involve the use of “No Right Turn”, “No Through Movement” and “No Left and Through Movement” signs at the intersections of Rutherford Road and Babak Blvd and Rutherford Road at Velmar Drive. These signs would restrict turns during peak periods (7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m.) in order to reduce traffic volumes during those times. Turn restrictions on Regional roads are expected to provide a moderate reduction in traffic volumes. However, this option will restrict access for residents, and require regular enforcement to be effective. This option is subject to the approval of York Region who is not in support of turn restrictions on Regional roads. Details of the advantages and disadvantages of Turn restrictions on Regional roads can be found in Table 1.

Table 1: Advantages and Disadvantages of Turn Restrictions on Regional roads

Advantages of Turn Restrictions on Regional roads	Disadvantages of Turn Restrictions on Regional roads
<ul style="list-style-type: none">• Effective in reducing traffic infiltration (cut-through traffic) within the community. This option targets traffic at the periphery of the community, forces the traffic to stay on the Regional roads.	<ul style="list-style-type: none">• As three of every four trips originate within the community, most trips won't be eliminated.• These restrictions will apply to both community traffic and cut-through traffic, forcing both community and cut-through traffic to travel on the already congested Regional road network. Therefore, increasing traffic volumes on Regional roads, and other local roads.• Requires regular enforcement to be effective.• The York Region 2016 Transportation Master Plan update considered vehicular turning restrictions on Regional roads to have negative impact to the operation of the Regional road network, and future applications would be minimized.

2. Turn restrictions on local city roads.

Turn restrictions on local roads involve the use of “No Right Turn” and “No Left Turn” signs at several intersections within the community. These signs would restrict turns only during peak periods (7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m.) in order to reduce traffic. These turns would limit traffic volumes on Santa Barbara Place during peak periods, and prevent drivers from using other adjacent local roads to cut-through the community. This option restricts movement within the community during peak hours, redistributes traffic volumes to both Regional and local roads. Details of the advantages and disadvantages of turn restrictions on local roads can be found in Table 2.

Table 2: Advantages and Disadvantages of Turn Restrictions on local roads

Advantages of Turn restrictions on local roads	Disadvantages of Turn restrictions on local roads
<ul style="list-style-type: none">• Reduces traffic volume during the peak hours on certain streets.	<ul style="list-style-type: none">• Restricts access for residents.• Increases volumes on Regional roads and other local roads.• Requires regular enforcement to be effective.

3. One-Way Street on Santa Barbara Place.

The conversion of Santa Barbara Place into a one-way southbound street would eliminate northbound traffic infiltration (cut-through traffic) during the evening peak period (4:30p.m. to 6:30 p.m.). In addition, during the evening peak hours, vehicles on Valeria Boulevard would not be permitted to turn left or right onto Columbus Avenue, to prevent drivers from using Columbus Avenue as an alternative route. This option results in the lowest reduction of overall traffic since southbound traffic during the morning is not affected, but most effective in reducing the traffic volumes on Santa Barbara Place. However, this option results in restriction to access within the community, and redistributes traffic to both local and Regional roads. Details of the advantages and disadvantages of the One-Way Street on Santa Barbara Place can be found in Table 3.

Table 3: Advantages and Disadvantages of One-Way Street on Santa Barbara Place

Advantages of One-Way street on Santa Barbara Place	Disadvantages of One-Way street on Santa Barbara Place
<ul style="list-style-type: none">• Reduce traffic volume during the evening peak periods.• Most effective in reducing the traffic volumes on Santa Barbara Place.	<ul style="list-style-type: none">• Restricts access for residents.• Increase volumes on Regional roads and other local roads.• Impacts waste management, emergency response and school bus routes.

The York Region 2016 Transportation Master Plan has identified long-term solutions to address traffic concerns along the corridors of Rutherford Road, Weston Road and Langstaff Road.

The traffic study identified long-term solutions to address the traffic concerns in the Weston Downs community. Long-term options include Regional road capital improvements that are currently part of the York Region 2016 Transportation Master Plan, specifically the widening of the roadway from four (4) to six (6) lanes to increase capacity at the following locations:

- Weston Road - Langstaff Road to Major Mackenzie Drive (2027 -2031);
- Rutherford Road - Weston Road to Pine Valley Drive (2027-2031);
- Rutherford Road – Pine Valley Drive to Highway 27 (2032 -2041);
- Langstaff Road – Keele Street to Weston Road (2027 -2031); and
- Special Study Area – near Pine Valley Drive extension

An environmental assessment has already been secured for Weston Road and Rutherford Road, enabling the projects to advance to implementation within the next three to five years. In addition, the City and Region continue to monitor and participate in the OMB appeals process related to the Vaughan Mills Center Secondary Plan which includes lands east of Weston Road and south of Rutherford Road to Highway 400 to advocate for increased connectivity and east west transportation options.

The extensive public consultation process identified a clear lack of consensus for a preferred short-term solution with relatively strong support for doing nothing.

As noted above, the City undertook an extensive community engagement component with the residents of Weston Downs throughout the study process in an effort to work with the community to understand the traffic issues present and to identify potential solutions. Three (3) public information sessions and two (2) community advisory committee events were held. A project webpage was set up, notices were sent to residents, and ongoing emails and comments, telephone calls were received regarding the study. A review period was given to the community from August 17 to September 15 to provide input on the three proposed community solutions.

These meetings, workshops and correspondence yielded many valuable insights into the existing traffic issues and proposed options to address the traffic concerns present. Feedback from the community engagement is outlined in Attachment 4.

Approximately 20% of the community (348 of 1,846 households) provided input on the three short-term options identified. Regional road turn restrictions and do nothing (not an option presented on the comment form) received the highest support compared to the other alternatives. The ranking of preferred solutions from the third public information session and the review period can be found in Table 4 below.

Table 4: Public Comments – Short-term options

Total Comments from the 3 rd PIS and Review Period	Most Preferred Solution
Turn Restrictions – Regional Road	30%
Turn Restrictions – Local Roads	2%
One-Way Santa Barbara	15%
Do Nothing (<i>was not an option on the form</i>)	30%
Turn Restrictions with Permit	22%
No Response	1%
Total	100%
Total Comments Received	348

With no short-term preferred technical solution and a lack of consensus within the community, it is recommended the Region advance improvements to their road network to address the root causes of the traffic issues present, as well as pursue additional solutions that can be implemented immediately.

The Weston Downs area road network has limited north-south capacity for traffic, with gaps in the Regional road network. The traffic study indicated that traffic congestion is found on the surrounding Regional roads, where key intersections are operating at or near capacity.

Short and long-term solutions were presented to address the traffic volumes within the community. Each of the short-term options has limited effectiveness in addressing the traffic congestion and involves different impacts to community mobility and accessibility. Further, the community has diverse views on each of the short-term options; with relatively strong support for doing nothing.

It is recommended that longer-term solutions be pursued that add road capacity to the Regional road transportation system, address the traffic congestion found on the surrounding Regional road network, and improve access to the community, as well as pursue additional solutions not identified in the traffic study that can be implemented immediately. These include advancing Regional road capital improvements for Rutherford Road, Weston Road and Langstaff Road and installing demand responsive traffic signal controllers at all signalized intersections in the vicinity of Weston Downs.

York Region Transit (YRT) currently does not have transit routes going through the Weston Downs community. In anticipation of the widening of the Regional roads from four lanes to six lanes, it is recommended that YRT review the current transit services and consider establishing services in and around the Weston Downs neighbourhood in an effort to manage travel demands.

In addition, the Ministry of Transportation has announced long-term plans to widen Highway 400 to include HOV lanes from Langstaff Road to Major Mackenzie Drive which will provide additional capacity.

There are two elementary schools within the Weston Downs community, St. Gregory the Great and St. Clare. Opportunities exist for the school boards, York Region Public Health, and the City to work with the administration at the schools and the community to develop school travel plans, policies and programs. This can address school traffic-related issues and promote active and sustainable modes of transportation (transit, walking and cycling) to and from school to reduce the number of parents who drop off and pick up their children by vehicle.

The City and the Region continue to monitor and participate in the OMB appeals process related to the Vaughan Mills Center Secondary Plan which includes lands east of Weston Road and south of Rutherford Road to Highway 400 to advocate for increased connectivity and east-west transportation options. In addition to connectivity, planned improvements to Highway 400 may assist to address traffic and congestion issues.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Term of Council Service Excellence Strategy Map (2014-2018), this report is consistent with the following Term of Council Priorities:

- Improve municipal network;
- Continue to develop transit, cycling and pedestrian options to get around the City; and
- Continue to ensure the safety and well-being of citizens.

Regional Implications

The traffic study identified long-term options to address the traffic concerns in the Weston Downs community that included Regional road capital improvements that are currently part of the Region's transportation master plan. It is recommended that the City pursue long-term solutions by requesting the Region to advance improvements to the Regional road network, to address the root causes of the traffic issues present. Further, to request the Region to review the opportunity for upgrades to the traffic control system on Regional roads in the area of Weston Downs to improve overall traffic operations.

YRT currently does not have transit routes going through the Weston Downs community. It is recommended that YRT considers establishing services in and around the Weston Downs neighbourhood to manage travel demands.

Conclusion

The Hatch Corporation traffic report identified that congestion is present at key Regional intersections and the Provincial highway system in and around the community. Working closely with the community, short and long-term solutions were developed to address the identified traffic issues. Given the limitation and lack of support within the community for the short term options, it is recommended that the City pursue longer-term solutions to improve the municipal network, and develop sustainable transportation options, to continue to ensure the safety and well-being of citizens.

Attachments

1. Location map – Weston Downs
2. Weston Downs Community Engagement Process
3. Weston Downs Traffic Study Report Executive Summary
4. Community Input – Issues and Solutions Identified by Residents

Report prepared by:

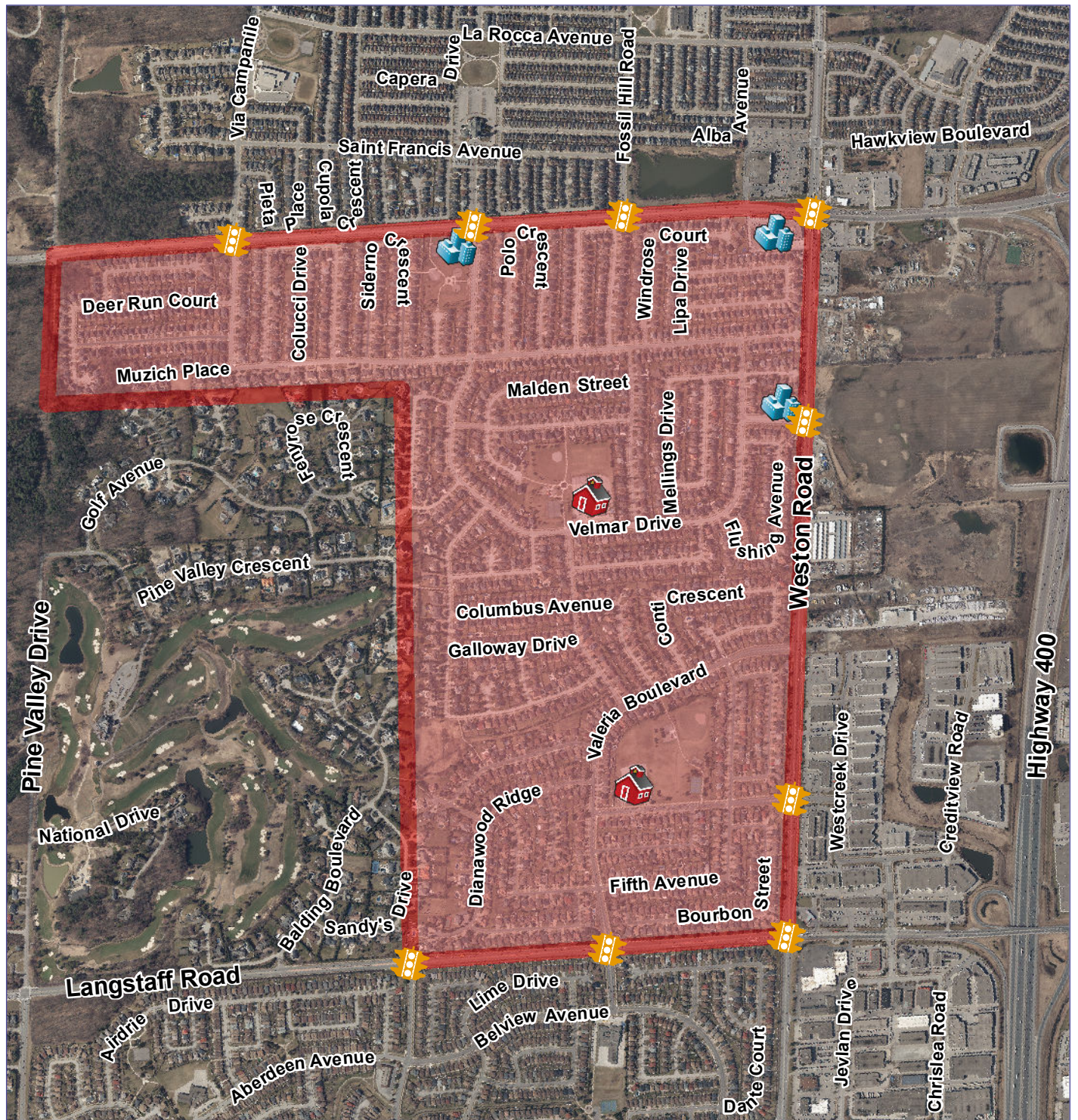
Margie Chung, Manager of Traffic Engineering, Ext. 6173

Respectfully submitted,


Daniel Kostopoulos
City Manager

Zoran Postic
Director of Transportation Services,
Parks and Forestry Operations

ATTACHMENT No. 1



LEGEND

 Signalized Intersection

 Commercial Plaza

 School

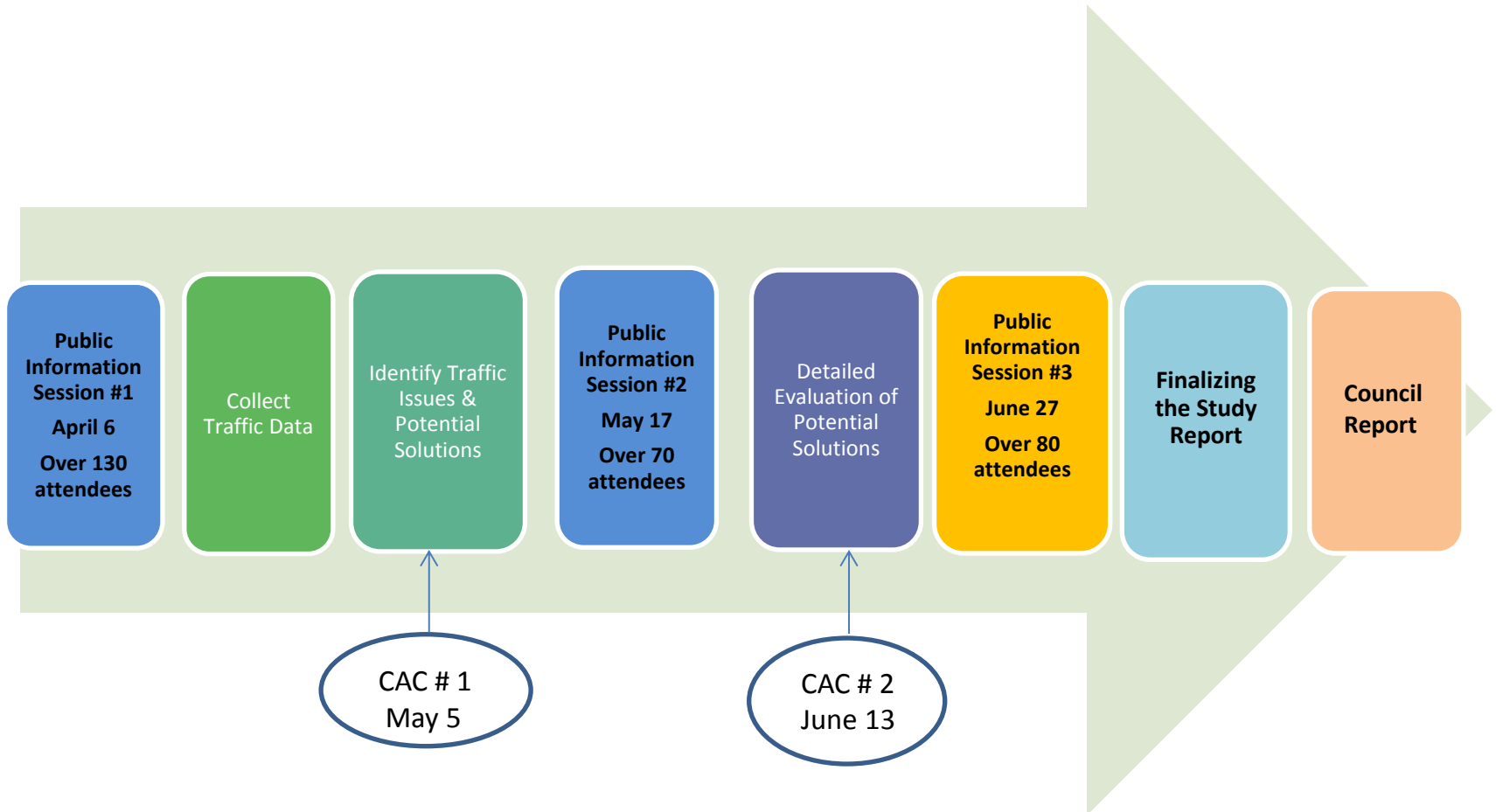
 Study Area

LOCATION MAP: Weston Downs

Note: Aerial photography acquired in 2015



Study Process – Weston Downs traffic study





Executive Summary

Study Overview and Approach

Weston Downs is a residential neighbourhood consisting of approximately 1,846 residences and two schools located in the west-central part of the City of Vaughan. The community is bounded by three Regional Roads: Langstaff Road (RR 72), Rutherford Road (RR 73), and Weston Road (RR 56) to the south, north and east respectively. Residents of Weston Downs have expressed concerns over the years about high volumes of traffic using local roads to by-pass the congested regional roads and intersections that serve the community. In the past the City of Vaughan and the Regional Municipality of York have conducted various traffic studies and received input from the community on potential solutions to reducing the traffic using local roads. To date, there has been no general consensus on the best way to solve the traffic problems experienced by community residents. As a result, the City, working in collaboration with the Region and Hatch Corporation (formerly Hatch Mott MacDonald), undertook a comprehensive traffic study for the community of Weston Downs. The study involved identifying traffic issues, developing technical solutions to address these issues, and engaging community members at every stage of the study. Community input was obtained from a Community Advisory Committee (CAC) established for this study and from a series of Public Information Sessions held during the study.

Initially discussions were held with area and regional Councillors, and City and Regional Staff to identify issues affecting the community and past approaches to solving them. To better understand the current traffic situation, traffic data was collected and analyzed in an effort to quantify the degree to which neighbourhood roads are being used for local and cut-through traffic. This understanding of the traffic patterns and issues was presented to the community through a parallel community engagement program to obtain the community's perception of the traffic issues and to identify potential solutions to these issues. Residents identified several transportation issues and concerns in the neighbourhood and some potential solutions from their perspectives during Public Information Session 1.

Traffic infiltration, or cut-through traffic was the major issue brought forth by the community. Safety and operational concerns in the neighborhood were also noted that have resulted from the higher traffic volumes in the area. The study team reviewed these issues and collected additional traffic data addressing the specific issues raised by the neighbourhood. The findings were shared with the community, City and Region along with possible solutions available to address the cut-through traffic and safety issues. This was done through two Community Advisory Committee Meetings and Public Information Sessions 2 and 3. A resulting set of preferred community solutions are presented in this report for consideration by the community, City and the Region. The community solution which is best able to address the identified traffic problems in the Weston Downs community and has received highest level of support from the public during the third and final Public Information Session is highlighted in the report.

Study Findings

Residents' concerns about cut-through traffic in their community and any resulting negative impacts were analyzed by using traffic data collected at local road intersections within the study area as well as intersections on the regional roads.

Turning movement counts at gateway intersections were used to compare observed traffic entering and leaving the neighbourhood with the number of inbound and outbound local trips expected to be generated by the Weston Downs community. The study also used data collected by an Automatic License Plate Survey (ALPS) at gateway intersections into the community to identify cut-through traffic. Travel time data was collected for the same origin and destination points at the boundaries of the study area, to determine any time savings for traffic using local roads in the community rather than regional roads at the community boundaries to travel between the two points. As part of the comprehensive traffic study, capacity analysis and review of delays and Level of Service at key signalized and non-signalized intersections on both local and regional roads were completed using the available turning movement data.

A simple comparison between observed and expected trips in and out of the Weston Downs community showed that 20% more traffic was observed during the peak hours than what was expected to be generated by the community alone. Consistent with this finding, the license plate survey data indicated that 20-30% of the total traffic during the peak travel times was cut-through traffic. From the travel time studies it was found that vehicles could save between 1-2 minutes of travel time avoiding congested boundary roads and travelling through the community. As a result, roads such as Velmar Boulevard, Valeria Boulevard and Santa Barbara Place, were found to be carrying relatively high traffic volumes compared to other roads within the community. This was indicating that these roads may be the preferred route for cut-through traffic. In particular, Santa Barbara Place, which is classified as a local road and providing a connection between the northern and southern areas of Weston Downs was found to be carrying high traffic volumes that are representative of a collector road. At some local intersections within the community such as Velmar Boulevard and Santa Barbara Place, the queue lengths were found to extend beyond 40m from the intersection. As a result of these studies the following conclusion was reached:

The traffic study revealed that community roads such as Velmar Boulevard, Valeria Boulevard and Santa Barbara Place carry high volumes of cut-through and local traffic and contribute to the residents' concerns for safety, non-compliance of traffic control devices and speeding in the Weston Downs community. This is a result of an incomplete Regional road network, with limited north-south capacity and congestion present at key intersections in the vicinity of the community. There are few alternatives available to motorists to avoid this congestion other than to travel through the Weston Downs community.

Long term solutions for the traffic concerns in the Weston Downs community include regional road capital infrastructure improvements identified as part of the Region's Transportation Master Plan, more specifically:

- Weston Road - Langstaff Road to Major Mackenzie Drive (2027-2031)
- Rutherford Road – Weston Road to Pine Valley Drive (2027-2031)
- Special study Area – near Pine Valley Drive extension

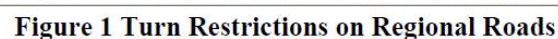
These long terms options involve high costs and uncertain time frames for approval or implementation. Accordingly, several short-term solutions were identified that have potential to reduce the problem of cut-

through traffic within Weston Downs. Discussions with the residents at the CAC meeting and Public Information Session 2 were taken into account while developing the following potential community solutions:

- (1) **Turn restrictions on regional roads at the gateway entrances to the community during peak hours** – Turning movements would be restricted by the use of “No Right Turn”, “No Through Movement”, and “No Left and Through Movements” signs at the intersections of Babak Boulevard and Velmar Drive with Rutherford Road as shown in **Figure 1**. In the morning peak period between 7am and 9am, southbound vehicles may not turn right or travel through on Babak Boulevard and Velmar Drive. In the afternoon peak period between 4:30 pm and 6:30 pm, northbound vehicles are prohibited from turning left or travelling through these two intersections. During the remaining off-peak hours of the day the signs would not restrict any turning movements. Turn restrictions on regional roads are expected to provide the greatest reduction in traffic volumes. Traffic is anticipated to decrease on most community roads with the exception of Astona Drive and Valeria Boulevard north of Santa Barbara Place, where traffic volumes are expected to increase as a result of this solution. This option will result in increased traffic volumes on regional roads, restrict access for residents, require regular enforcement to be effective, and be subject to the approval of York Regional Council.
- (2) **Turn restrictions on local roads through the community during peak hours** - Turning movements would be restricted by “No Right Turn” and “No Left Turn” signs at several intersections within the community during peak hours only. In the morning peak hours, between 7am and 9am, vehicles on Velmar Drive would not be allowed to turn right onto Blackburn Boulevard, Radley Street, Santa Barbara Place and Kingsnorth Boulevard. In the evening peak hours, vehicles on Valeria Boulevard would not be allowed to turn left or right onto Santa Barbara Place and Columbus Avenue. The location of the signs are shown in **Figure 2**. These turn restrictions would limit volume on Santa Barbara Place during the peak periods, and prevent drivers from using other adjacent local roads to cut through the community. This option is also expected to reduce traffic on most local roads, but not as much as turn restrictions on regional roads. Volumes on Astona Drive, Village Green Drive and Valeria Boulevard, north of Santa Barbara, are expected to increase as a result of this solution. This option restricts movement within the community during peak hours, redistributes traffic volumes to both regional and local roads and requires regular enforcement in order to be effective.
- (3) **Conversion of Santa Barbara Place to a one-way street** – In addition to Santa Barbara Place being converted to a southbound one-way street, signs would enforce turn restrictions on Columbus Avenue to prevent drivers from using Columbus Avenue as an alternative route in the afternoon peak hour only. **Figure 3** shows the location of the signs for this community solution. This option results in the lowest reduction of overall traffic volumes since southbound traffic during the morning is not affected. However, it is the most effective in reducing the traffic volumes on Santa Barbara Place. This option results in some restriction to access within the community, and redistributes traffic to both local and regional roads.

Installing turn restrictions on regional roads was found to be the most effective solution in reducing overall traffic volumes and cut-through traffic on community roads. The other two short-term solutions are also expected to reduce traffic on some community roads – in particular on Santa Barbara Place. Comments received following Public Information Sessions 2 and 3, as well as a result of the public review of the Draft Traffic Report indicate some community support for the Regional Road Turn Restrictions solution compared to the other two alternatives involving local road restrictions. However, it

While this study has not identified a short term solution that is acceptable to the community, the City should continue to work with the Region and the Province to advance improvements to the Regional Roads and Highways in the vicinity of the Weston Downs community. City staff will be preparing a report on findings and community acceptance of the proposed solutions identified in this study. This report will be presented to City Council in the Fall of 2016.



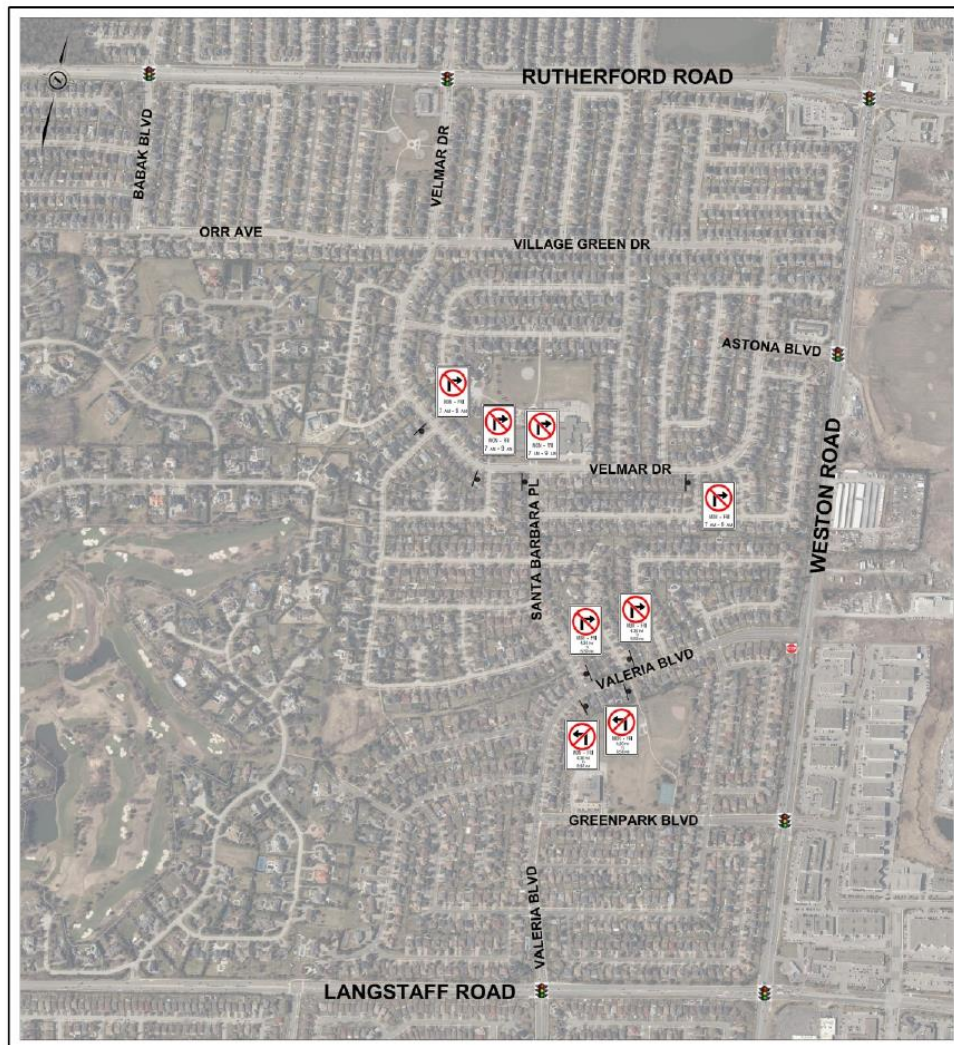


Figure 2 Turn Restrictions on Local Roads

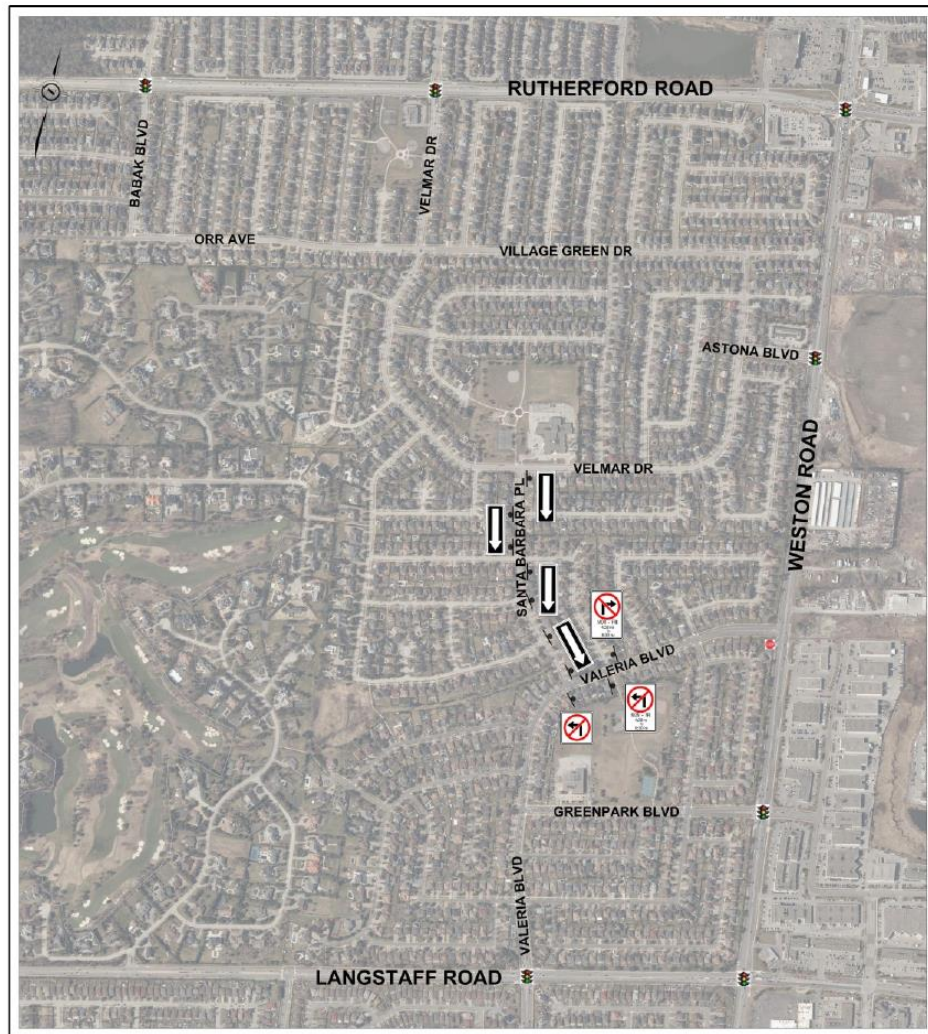


Figure 3 One-way Street on Santa Barbara Place

ATTACHMENT No. 4

Community Input – Issues and Solutions Identified by Residents at the First Public Information Session

Figure 4: Issues Identified by Residents

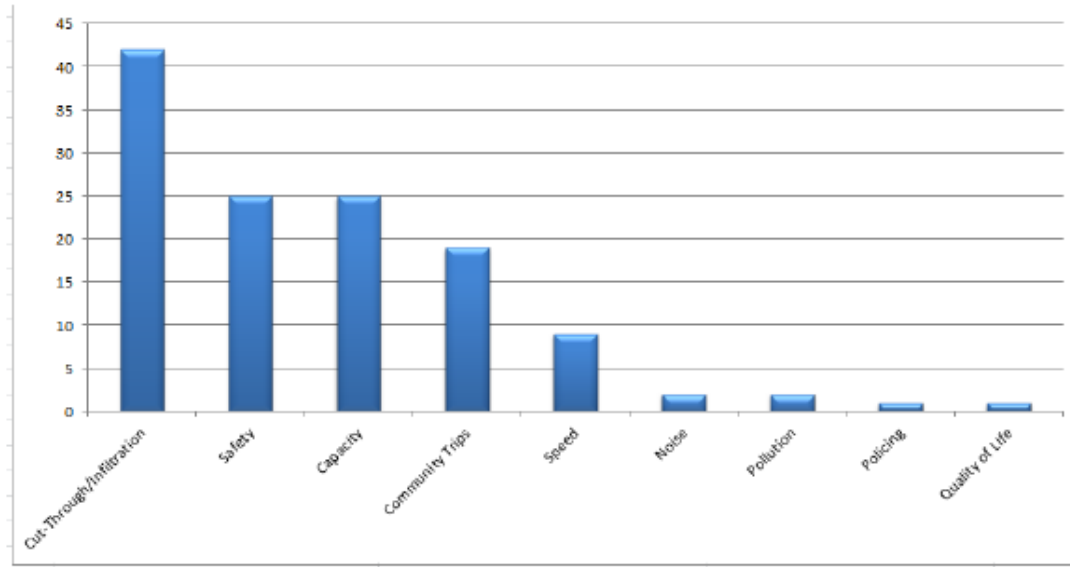


Figure 5: Solutions Identified by Residents

