

Martin, Carrie

From: Kyril Volovik
Sent: Wednesday, June 10, 2015 2:06 AM
To: Martin, Carrie
Cc: Angello; Raffaele Verre;
Subject: Request to Add Files Councillors Packages to Regional Council Committee of the Whole Meeting June 11th at 9:00 AM Item D.1.2 as AGAINST request for Turn Restrictions, City of Vaughan

Hi Carrie,

My name is Kyril (pronounced Corel) Volovik and I spoke with you earlier on the phone requesting a deputation for the Regional Council Meeting this Thursday June 11th regarding item D.1.2.

This item is regarding the request for Turn Restrictions in the Weston Downs Community in Vaughan. As I mention to you over the phone I am representing the part of the community that is AGAINST this turn restriction.

Please find attached;

i) a document titled 'binder1.pdf' comprised of the Arguments and subsequent Evidence and Facts representing my communities position of AGAINST the proposed turn restrictions

ii) a document titled 'CompleteList June 8 2015.pdf' comprised of scans containing 465 (and growing) signatures of Weston Downs residents AGAINST this turn restriction request for their community.

We would like all of these files to be sent out to all the councillors and for them to have physical copies added into their agenda packages for the Regional Council meeting this upcoming Thursday the 11th at 9:00 AM.

The final question remaining is- approximately how long would the meeting take to get to our item number? (D.1.2) just so we know how much time we have from the beginning of the meeting before our problem is being addressed.

Thank you greatly in advance and we will stay in contact,

Kyril

June 7, 2015

As residents of Weston Downs we do not agree with the Weston Downs Ratepayer Association's (WDRA) proposal for Peak Period Turning Restrictions for the Weston Downs Community. The inconvenience to local residents far outweighs the potential benefits of the proposal.

A recent document distributed by the WDRA to homeowners states the following *"The solution includes a couple of turning restrictions, during peak periods in the morning and in the evening, that will not inconvenience Weston Down residents, while restricting non-residents from using our neighbourhood as a bypass....The WDRA proposes that our solution will reduce the traffic infiltration problem that will result in; less pollution, less noise, less traffic congestion, and increase safety in our neighbourhood."*

Our concerns with the above proposal are as follows:

1. The more customary driving times are generally from 7:00 a.m. to 7:00 p.m. The proposed restriction would NOT inconvenience residents by a factor of 4/24 hours but by a real factor of 4/12 hours, a third of the more customary times, and 100% of the most popular times (typical "rush hour" periods). How can a prohibition that affects 100% of the most popular driving times during a typical day not inconvenience the residents of Weston Downs and others who must enter and exit this community?
2. Much of the so called traffic infiltration is not about shortcuts or "bypasses" but about real needs that people have in the community – dropping/picking up children at school or their caregivers, providing care to those in the community, car-pooling and/or business/personal reasons.
3. The views of what is defined as "normal" traffic flow in and out of the community is a very myopic viewpoint being tabled by the WDRA. The assumption is that everyone leaves the Weston Downs community in the morning and returns in the evening. This assumes that there are no residents that work in the evenings that live in the Weston Downs Community. How does this prohibition impact the lives of those that do work in the evenings that live within the community?
4. The WDRA "solution" could have substantial negative impacts. As an example, local residents living at the corner of Babak and Rutherford would be required to detour through the entire community to travel to any points due west from 4:30 p.m. to 6:30 p.m. - this would generate more traffic and use more fuel.
 - a. According to the WDRA, the detour south through the community would add only three minutes to any drive. According to Google Maps, it takes 9 minutes alone to travel from 120 Francesca Court to the Intersection of Langstaff and Valeria (approx. 5.1km), and not the extra 3minutes as generalized and described by the WDRA.

- b. Furthermore, when the actual travel time to the destination is considered, the situation worsens. The drive from 120 Francesca Court to 5100 Islington is 3Km, or 5 minutes, by car. This is a location to the west of Weston Downs. The alternate route, based on the prohibition “Solution”, is a **14minute drive** and **8Km** long. **Nearly Triple the time and length.** (ref Google Maps)

These figures are based on optimal road conditions during off-peak hours, and not considering traffic or inclement weather. This does not make environmental, safety or economic sense. It would only exacerbate matters.

5. The proposal is not foolproof. The proposal will not change the traffic density in the community, and it may actually have adverse effects on the community.
 - a. As an example, during the morning hours southbound drivers on Via Campanile would simply exit onto Rutherford Road from St. Clare Boulevard and make a right on Rutherford Road which would be quickly followed by a left turn on to Babak Boulevard. The same would be true for drivers using Fossil Hill Road to make a left turn on to Velmar Drive. Not surprisingly this would all be reversed in the evening and in the worst case - but very probable scenario - drivers would simply make a “U” turn on Rutherford and be on their way in the morning and at night. This could easily lead to accidents, injury and, in extreme cases, death.
 - b. Under the same traffic causing assumptions being made by the WRDA, the prohibition would actually **increase traffic** on Babak Boulevard, St. Clare Boulevard, St. Francis Avenue, Fossil Hill Road and Orr Avenue **without changing** the traffic along Santa Barbara Place **at all** and barely impacting traffic on Velmar Drive. In fact, the prohibition would increase *southbound* traffic along Velmar Drive and Santa Barbara Place in the period between 4:30PM and 6:30PM as residents in the north end of Weston Downs would be forced south towards Langstaff in order to head west.
6. There are close to 50 streets in the Weston Down community, the majority of which are not affected by the so called traffic infiltration but would definitely be affected by the proposed restrictions.
7. Sufficient measures are already in place to limit traffic infiltration and maintain safety such as reduced travel speeds, speed bumps, stop signs, and corner bump-outs to name a few.
8. Traffic congestion and infiltration is not just a Weston Downs issue, it is a regional issue that needs to be urgently addressed through other means that are available to the city and the region. For example, dealing with truncated major arteries such Langstaff, Teston, and Pine Valley would go a long way in addressing traffic issues, not only in Weston Downs but the

city as a whole.

9. Moreover, does allowing this turning prohibition to succeed now set the precedent for all other communities in Vaughan to implement their own prohibitions? Will it be the new norm to introduce turning restrictions in Vellore Woods, Vellore Village, Sonoma Heights, East Woodbridge, West Woodbridge, etc? What will this do to the overall mobility throughout, and livability of, the city?
10. The number of drivers in the region is a reality that continues to increase with the incessant urban sprawl. If we want to minimize traffic infiltration we should also think about the root causes, and forcing hundreds of cars on arterial roads that are already congested is only going to make matters worse. Major roads such as Weston and Rutherford will be more like huge parking lots with engines running, precious fuel being wasted, and our health and safety jeopardized in the process, because air pollution knows no boundaries.
11. Recent studies completed by York Region do not support the need for a turning prohibition. The Region has empirical data that demonstrates a reduction in traffic infiltration into the area in the afternoon/evening. Also, previous surveys conducted by the Region demonstrate that there is insufficient support to implement a turning prohibition.
12. Increased cost to the Tax Payers of Vaughan and York as there would be an increase in cost in order to enforce these potential restrictions by way of the York Regional Police.
13. We may mistakenly break the (proposed) law by travelling through these intersections at the “wrong time”.

Specific Issues with the Weston Downs Ratepayers' Association (WDRA) handling of the Turning Prohibition

There is significant concern with those in the community over how the WRDA has conducted itself over this issue of the Turning Prohibition. The concerns are itemized as follows:

1. There has been a lack of community engagement on this issue. Many residents of Weston Downs have been completely caught off guard by this proposal as evidenced by the sheer number of those whom have signed AGAINST the proposal. The signatures have been collected by face to face meetings with those that have signed, and in most cases, those that signed had not even heard of the proposed prohibition.
2. False and Misleading information. Please find attached an English translated copy of the Italian Notice that was sent out to the residents in regards to this prohibition. Please note the numerous “errors” in the document that would have easily misled the reader into signing in favour

of the prohibition. These “errors” are deplorable.

3. Please note that the Notice referred to in the previous item was not distributed until our petition started circulating.
4. It is incomprehensible that there was not a concerted effort by the WDRA to properly inform all of the residents of the area on the proposed prohibition; and for the WDRA to then advise the City of Vaughan that they had completed their due diligence. Intentional or not, this is misleading.
5. The WDRA has been posting videos on their public website of vehicles driving within the Weston Downs community. There is not much context with these videos that demonstrate who is driving these vehicles and for what reasons they are travelling within or through the neighbourhood. However, in one particular video labeled “Velmar Traffic”, the traffic appears to be travelling fairly evenly in all directions – somewhat anecdotally disproving the WRDA’s own “short-cut” theory.
6. Additionally, the WDRA has made no effort to conceal the license plate numbers of those within the videos. Has the WDRA sought the permission of the individuals driving on these public roads for the express written consent of posting the videos in such a public forum? Does this in any way infringe on the rights of these individuals promised under the Privacy Act?

The *Canadian Taxpayers Federation* publishes a MUNICIPAL RATEPAYERS GUIDE for anyone wishing to form a local ratepayers association. Here is what the guide suggests on page 2:

“While defending the interests of all local taxpayers, an RPA should only claim to represent those who wish to be represented by it...Therefore, an RPA should claim to represent local taxpayers that agree with its core mission statement”

We are not sure as to what the WDRA’s true core mission is, but we certainly do not agree with this one.

Our Recommendations

1. Do not pass the proposed Turning Prohibition.
2. Limit the restrictions to the streets that are most affected, thereby lessening the inconvenience to the entire community and minimizing traffic for residents that are most concerned.
3. Investigate the expansion of major arterial roads Langstaff, Teston, and Pine Valley.



file Weston Downs.

Transportation and Community Planning
Transportation and Community Planning
Traffic Management & ITS

March 14, 2014

Mr. Anthony Francescucci, President
Weston Downs Ratepayers Association
81 Blackburn Blvd.
Vaughan, ON L4L 7J5

Dear Mr. Francescucci:

Re: Turn Restriction with Local Resident Exemption by Permit

The Region does not support turn restrictions with local resident exemption by permit as requested by the Weston Downs Ratepayers Association's, to address traffic infiltration in the Weston Downs Community.

The requested restriction by exemption is not recognized as an acceptable regulatory traffic sign by the Ministry of Transportation and within the Highway Traffic Act. However, staff is willing to consider implementing turn restrictions by time of day which is recognized and used across the Province for addressing safety concerns and traffic infiltration.

The Region's Legal and Court Services Department is of the opinion that a turn restriction targeted towards a particular group of people would be viewed as a violation of the Mobility Rights section of the Canadian Charter of Rights and Freedom and Charter Rights. This section provides Canadian citizens with the right to free movement in the country. In addition, York Regional Police has concerns regarding enforcement levels required to achieve compliance.

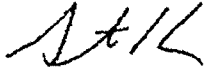
The example you have raised in Peel Region where heavy trucks are restricted to turn with an exemption for local deliveries is a combination of Regulations in the Highway Traffic Act. Regulation 615, Section 21 allows for turn prohibitions and Section 33 restricts heavy trucks. In addition, Section 110 provides exemption for local deliveries, which designates authority to a municipality to issue special permits to allow local deliveries to a property within a restricted neighbourhood.

If you have any further questions regarding this matter, please contact Nelson Costa, Manager, Traffic Safety at 905-830-4444, Ext. 75251.

March 14, 2014
Mr. Anthony Francescucci, President
Traffic Solution in Weston Downs
City of Vaughan

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Sincerely,

A handwritten signature in black ink, appearing to read 'SK' with a stylized flourish.

Steven D. Kemp, P. Eng.
Director, Traffic Management and Intelligent Transportation Systems

SK/NC/cc/jm

5404954

Petition to Stop the Turning Prohibition in Weston Downs

A petition was received by the Regional Clerk's Office on June 10, 2015 to stop the turning prohibition in the Weston Downs area of the City of Vaughan.

Approximately 455 names and signatures are included on the petition.

Attached is a copy of the first page outlining the nature of the petition. A copy of the full petition is on file in the Regional Clerk's Office.

Petition to Stop the Turning Prohibition

<p>Petition summary and background</p>	<p>Councillor Rosanna DeFrancesca has proposed a Turning Prohibition that will significantly affect the residents of the North end of Weston Downs by placing travel restrictions for Babak Drive / Via Campanile and Velmar Drive / St. Clare Boulevard at various times throughout the day. This Turning Prohibition will:</p> <ol style="list-style-type: none"> 1. SEVERELY RESTRICT the LOCAL RESIDENTS' ability to travel through these intersections with the present freedom they enjoy; 2. Will INCREASE the ANXIETY of the LOCAL RESIDENTS who travel by vehicle at these proposed times along these routes as they will be forced to either take SIGNIFICANT DETOURS out of the subdivision or mistakenly BREAK THE (proposed) LAW by travelling through these intersections at the "WRONG TIME" 3. Will cause INCREASED CONGESTION along the already strained arteries of Rutherford Road and Weston Road during rush hours periods; 4. Will INCREASE the probability of LOCAL RESIDENTS being CHARGED WITH TRAFFIC VIOLATIONS; and, 5. Will RESTRICT the ability of the LOCAL RESIDENTS to enjoy the sanctity of their property and neighbourhood. <p>We are also concerned with the lack of information that is available on the City of Vaughan's website, Councillor DeFrancesca's City of Vaughan web page, and the Councillor's own personal website, with respect to this proposed Turning Prohibition that is meant to significantly affect our community and those specifically within totality of her Ward. We are concerned that this Turning Prohibition has been brought forth by the Councillor to address the interests of a very select few within her Ward without consideration of the greater impact this Turning Prohibition will have on the majority of those within the same Ward.</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned citizens of Weston Downs who urge our leaders to act now to prevent this Turning Prohibition from being turned into an official by-law.</p>