

C5
Communication
CW (1) – March 2, 2021
Items # - Presentation #2

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: Highway 413 (for meeting on March 2nd)
Date: March-01-21 9:27:47 AM
Attachments: [Outlook-horizontal.png](#)
[image002.png](#)

From: Hiten Patel [REDACTED] >
Sent: Friday, February 26, 2021 5:40 PM
To: Council@vaughan.ca
Cc: Clerks@vaughan.ca
Subject: [External] Highway 413 (for meeting on March 2nd)

Dear Vaughan Council,

I am writing to express my opposition to proposed Provincial Highway 413 for the following reasons.

- Freeways are a relic of post WWII ideology and generate induced traffic which certainly does not alleviate congestion. In fact, it makes it worse in ways beyond measure as more people decide to commute to farther employment hubs and business opportunities rather than living/working more locally. The average person is willing to deal with up to 30 minutes of commuting each way before they feel it is too long to endure on a consistent basis using private vehicles. The distance of the commute is not a concern, just the length of time from the time they leave their homes to arriving at their final destination. The best way to resolve congestion is congestion pricing and reducing opportunities for people to park private vehicles. It is a geometry problem that can't be solved by building endless parking structures, widening of roads for motor vehicles, and building freeways that create nasty externalities like lack of quality and locally grown food, pollution from gas and tire emissions as well as carnage on roadways due to stunt driving on our roads particularly during non-peak times.
- The GO commuter trains were a good idea until they weren't. Rutherford was expanded with massive parking structure inviting the public to drive to a GO station which results in heavily congested subdivision and regional roads. The last mile of reaching a GO station often takes up a good chunk of the overall commute time.
- Highway 413 will spawn USA style private motor vehicle based suburban sprawl. Inexpensive housing has no value if tenants must own expensive to purchase and maintain private vehicles. The GTA has long reached its' ideal geographical footprint. Growth now needs to happen via vertical modest housing and transit, pedestrian and cycling infrastructure.
- Freeways goes against home affordability as Vaughan already has too many people crossing municipal borders for employment. Well educated and skilled Vaughan

citizens commute to Toronto, Markham and Mississauga for employment and business opportunities. While working class of North York and Brampton enter Vaughan daily for lower paid and unskilled manufacturing jobs. We need to work together to make Vaughan a place to live, work, and play.

Thank you,

Hiten Patel, Thornhill Woods Drive, Vaughan, Ontario

Hiten N. Patel



Vaughan-Richmond Hill-Markham-York Region

Community Advocate



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