

June 20, 2020

To: Newmarket Town Counsel
395 Mulock Drive
Newmarket, Ontario
L3Y 4X7

From: Susan and Phil Shrewsbury-Gee
344 London Rd.,
Newmarket, Ontario

Re: Counsel Report 2020-43

Mayor Taylor, members of Newmarket Town Counsel;

My wife, Susan, and I are extremely upset that we have found ourselves in a position that we have to defend against the Town's proposal to remove parking and reduce lane width of the road in front of our residence.

Not only are we disappointed and frustrated with the actions of counsel with respect to proposed (done deal) changes to our street and our access to and use of, we are upset with the process invoked by the Town and its employees with respect to this report.

First, the report to counsel is sadly lacking in any factual information or data and contains subjective and unsupported reasons and justifications for the recommendations. This includes the lack of any references to any data/study or report based on empirical data relevant to London Road or justifications for bicycle lanes in general.

Most important, the report advised counsel of a fair and open process that actually has not occurred. The time lines in the report advising counsel of the notifications asserting an opportunity to residents to be engaged in discussions with counsel did not provide fair opportunity to respond.

The first notification was sent out by regular mail on the 5th February 2020 advising of the counsel meeting on the 27th February. This notice was short and failed to take into account that regular mail is oft times unreasonable slow and in this case was not received by us until after the

meeting was held. Counsel and or its staff failed to take into account that many residents are Snow birds or would be planning vacations for March break and are simply not around.

The second notice was sent out June 4th 2020. The letter, which was received last week, did not advise of any ongoing meetings or discussions and only advised that the lanes would not be implemented immediately and provided a map showing alternate temporary parking adjacent to London Rd.

An unsigned letter dated 12th June, an (unprofessional) from Mr. Mark Kryzanowski was mailed out on the 15th June 2020. We received the letter on the 19th June 2020 at 8:00pm when I returned home and checked the mail. I was immediately concerned because the letter had been opened and resealed with tape.

Along with the letter was a report that advises the a report authored by Mr R. Prudhomme along with his recommendations will be submitted to counsel during their meeting on the 22 June 2020. The letter further advises that we must file our comments/objections no later than “day’s end” Sunday the 21 June 2020 (father’s day) and that necessary forms required to be heard were to be obtained via the Town of Newmarket website at Newmarket.ca/meetings. No forms were included with the notice.

When trying to get the forms the Town’s website continually returns the following error:

<https://newmarket.ca/Pages/PageNotFoundError.aspx?request>

Therefore we cannot properly respond to the letter or the report. To use, it is rather concerning that even with the plethora of notices about service reductions throughout the public and private sector, and especially Canada Post, Counsel and the Town’s employees would not take this into account and defer this matter, which is not a vital need, until the Covid pandemic and its incredible fallout is over.

I am sure that counsel will have no reservation in pushing this initiative through and will not afford our community proper input and the ability to challenge the report and its recommendations.

I would love to see the facts that support any one of the bullet points listed in the one PowerPoint slide provided. I implore counsel to go and sit for any time and watch cyclists who use the roads (sorry sidewalk) and see how ineffective they are.

Go to Aspenwood and Bonshaw and see how many cyclists use the bike lanes; almost none. See how many use the side walk; most of them including adults.

Go to any highway and see how many cyclists obey stop signs, cross walks, helmets, lights, horns etc. See how many cyclists force pedestrians off the side walk. If the community really wants bicycle lanes they would use them. They don’t. So how can they be justified where there are demonstrable want/need and at the cost of the local residents’ rights?

Lastly, please advise how this report has considered your compliance with AODA and how you have considered people with disabilities. They aren't.