

Letters to the editor

New resident finds Mountainview parking peculiar

Dear editor,

Regarding Mr. Rankin's letter of Oct. 11 on street parking on Mountainview Road South.

I am a new resident to Georgetown and one of the first things I noticed was how odd it is to allow cars to park on such a busy street. What should be a four-lane throughway when there are high volumes of traffic, quickly turns into two lanes to accommodate some residents.

Almost every home along there could easily fit two cars in their driveway and most have a carport or

garage as well. I am told by my long-term neighbors the reason they park on the street is because it is much easier to pull away from the curb as opposed to backing out of their driveway. If they are a two-car family, leave one on the road so they don't have to jockey them around (which I'm sure is difficult considering the traffic flow through there).

Yonge Street in Toronto was once a horse and buggy laneway and if you used Mr. Rankin's logic, it still would be.

In Mississauga, Winston Church-

ill Blvd. and Erin Mills Pkwy. were deemed too busy to allow street parking for the sake of safety and the same reason should apply to Mountainview. Regardless of the speed limit, this is an accident waiting to happen.

Whether some child dashes out between parked cars or someone piles into the back of a parked vehicle on a rainy night. I would hate to say "I told you so".

Paul Black,  
Georgetown

'Survey' wasn't balanced

Dear editor,

I am writing concerning the What You Said published September 27 re: parking on Mountainview Road. I seriously have to question the validity of such a survey conducted without input from the people impacted most at such a local level—the residents of Mountainview Road South.

Let me put my perspective on the Mountainview Road South case before you.

There have been numerous incidents of parked cars being struck by moving traffic. Is this the fault of the owners who lawfully park there, or is it the fault of the drivers who jostle for position to pass these stationary cars? Drivers in the outside lane can be frequently observed speeding up or slowing down to prevent drivers on the inside moving out to pass stationary vehicles. In short, all the accidents are not caused by parked cars, they are caused by bad drivers. So, should we ban parking on Mountainview to further facilitate the driving habits of those who find it such a hassle to exercise a little care, courtesy and good driving behaviour?

I admit parking on Mountainview is not the best answer, but it is one of the few safety features town council has given Mountainview residents since the bridge was completed.

Returning to my initial point, when The Independent deals with such sensitive local issues your obligation is to provide a balanced view.

Malcolm Moffat, Georgetown

(Editor's note: A news story must always be balanced. The What You Said feature is not a story, but a random sampling of opinion about an issue.)

Why not park on the bridge?

Dear editor,

My view of continually allowing street parking on Mountainview is just the opposite of John Rankin's.

Like it or not, Mountainview has become a major north-south corridor for Georgetown traffic. It makes no sense to spend \$10 million on a four-lane bridge and have it effectively reduced to two lanes by allowing parking in the Mountainview right lanes. One might as well let cars park right across the bridge.

As it is now, driving at or under the posted speed limit, I cannot use the right-hand northbound lane on the bridge because I will always be forced into the centre lane at the top of the hill. Many heavy trucks use this street and make this "dodge and weave" practice dangerous.

This particular area is well patrolled by police and fines are doubled. The argument of using parked cars to slow traffic is not valid.

Ken Tazzman, Georgetown

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