

City of Vaughan

Martin Grove Road Corridor Review

Engagement Summary

Monday, July 22, 2024

B001467E



Engineering for **people**



City of Vaughan

Martin Grove Road Corridor Safety Review

Engagement Summary

Project No B001467E

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Executive Summary

CIMA Canada Inc. (CIMA+) was retained by the City of Vaughan to conduct a corridor review along Martin Grove Road between Highway 7 and Highway 27, located in Ward 2, as part of the City's MoveSmart Mobility Management Strategy. As part of this study, a public engagement session was held to learn and understand the traffic priorities affecting residents and landowners and identify what this community should strive for from a road safety and multi-mobility perspective. This report documents findings from the first public virtual information session, online survey, and the digital mapping exercise.

The first public engagement event was held on March 21, 2024 at 1:30 PM and at 7:00 PM. A total of seven members of the public participated in the afternoon virtual event, five members of the public participated in the evening virtual event, and 261 individuals completed the online survey.

The following key themes emerged from the public engagement:

- Feedback with respect to speeding, school arrival and dismissal activities, parking, sightlines, stop sign compliance, aggressive driver behaviour, and safety for vulnerable road users;
- Feedback regarding additional traffic calming and enforcement of traffic rules of the road;
- The highest ranked option for the future vision for Martin Grove Road is "Safe for pedestrians, cyclists, transit users and motorists"; and
- Highly-ranked priorities for Martin Grove Road include enhancing enforcement, adding traffic calming, ongoing improvement to school drop-off and pick-up facilities, ongoing improvement or adding walking facilities, and providing education for all road users.

1 Introduction

CIMA Canada Inc. (CIMA+) was retained by the City of Vaughan to conduct a corridor review along Martin Grove Road between Highway 7 and Highway 27, located in Ward 2, as part of the City's MoveSmart Mobility Management Strategy. As part of this study, a public engagement session was held to learn and understand the traffic priorities affecting residents and landowners and identify what this community should strive for from a road safety and multi-mobility perspective. This report documents findings from the first public virtual information session, online survey, and the digital mapping exercise.

2 First Virtual Information Session and Findings

The first public engagement event was held on March 21, 2024 at 1:30 PM and at 7:00 PM. A total of seven members of the public participated in the afternoon virtual event and five members of the public participated in the evening virtual event. Those participating in the engagement events were invited to ask questions or provide comments at the end of the session. Common themes of various questions and comments asked during the engagement session include:

- Feedback regarding speed bumps between Claudia Avenue / Bainbridge Avenue and Forest Drive, specifically in front of Father E. Bulfon Community Centre and St. Peter's Catholic Church due to speeding issues and difficulty for residents to exit their driveways along this segment;
- Reducing the number of lanes on Martin Grove Road;
- Implementing roundabouts at intersections along Martin Grove Road;
- Maintaining flexi-post installations throughout the winter season;
- Feedback regarding parking during school pick-up and drop-off activities;
- Reducing speeds through roadway design;
- Implementing cycling facilities along Martin Grove Road;
- Ongoing improvement of driver behaviour through education and enforcement;
- Feedback regarding stop sign compliance along Martin Grove Road;
- Ongoing accommodation of active transportation and protecting vulnerable road users; and
- Ongoing improvement of transit frequency along Martin Grove Road.

More details on the questions and comments asked by residents during the virtual information session can be found in **Appendix A**.

3 Online Survey Findings

Residents in the community were invited to complete an online survey to gain further insight into existing concerns and their vision for the corridor. The survey was launched on March 1st and was available to residents until March 31st. A total of 261 individuals completed the survey for this corridor although not everyone answered each question. Key observations from the online survey can be found below.

Table 1 shows the indicated answers to what relationship residents had with the Martin Grove Road corridor (multiple answers could be selected). The most common answer was “I live near or off the corridor”.

Table 1 – Indicated Relationship with Martin Grove Road Corridor

What is your relationship with the Martin Grove Road Corridor? Please select all that apply.		
Answer Choices	Responses	
I live near or off the corridor	63.22%	165
I regularly travel along this corridor (at least once a week)	49.04%	128
I live directly along the corridor	20.69%	54
My child attends an elementary or secondary school directly on the corridor	16.48%	43
I own property directly on the corridor	8.05%	21
I avoid travelling along this corridor	6.13%	16
I work directly on or near the corridor	5.75%	15
Other (please specify)	2.30%	6
Answered		261

Table 2 shows the indicated answers to how residents travel along the Martin Grove Road corridor. The most common answer was “Driving”.

Table 2 – Indicated Travel along Martin Grove Road Corridor

How do you primarily travel along the corridor? Please select up to two answers.		
Answer Choices	Responses	
Driving	88.89%	232
Walking	6.51%	17
Public transit (York Region Transit)	1.92%	5
Other (please specify)	1.15%	3
Rolling (e.g. wheelchair or another mobility device)	0.77%	2
Biking	0.77%	2
I do not travel within the corridor	0.00%	0
Micromobility device (e-bike, e-scooter, etc.)	0.00%	0
Carpooling	0.00%	0
Answered		261

Table 3 shows the indicated answers to the future vision that residents have for the Martin Grove Road corridor. The most common answer is “Safe for pedestrians, cyclists, transit users and motorists”. Other common answers include “Comfortable for all modes of travel”, “Efficient”, and “Pedestrian-friendly”.

Table 3 – Indicated Future Vision for the Martin Grove Road Corridor

Which of the following words or phrases best capture your future vision for the corridor? Please select up to three.		
Answer Choices	Responses	
Safe for pedestrians, cyclists, transit users and motorists	57.09%	149
Comfortable for all modes of travel	40.61%	106
Efficient	32.57%	85
Pedestrian-friendly	26.82%	70
Connected	11.11%	29
Accessible for persons with disabilities or mobility barriers	9.96%	26
Transit-friendly	9.58%	25
Cyclist-friendly	7.28%	19
Environmentally friendly	6.51%	17
Sustainable	3.83%	10
Equitable	3.45%	9
Answered		261

Table 4 shows the indicated answers to the transportation and traffic priorities that residents wish to have addressed for the Martin Grove Road corridor. The most common answer is “Motorists not obeying or stopping at stop signs or traffic signals”. Other common answers include “Speeding” and “Aggressive driving”. Signage visibility and sightlines for vehicles exiting Amaretto Court were also mentioned along the study corridor. Residents also mentioned that vehicles were observed accelerating on approach to Langstaff Road and to Highway 27 in order to catch the green light and do not stop at Morning Star Drive and at Dolores Crescent / Andy Crescent as a result.

Table 4 – Indicated Priorities for the Martin Grove Road Corridor

Based on the current conditions and your experiences using the corridor, which transportation and traffic priorities do you wish to address? Please select your top five priorities from the list below.		
Answer Choices	Responses	
Motorists not obeying or stopping at stop signs or traffic signals	50.57%	132
Speeding	48.66%	127
Aggressive driving	44.83%	117
Traffic congestion	23.75%	62
Cut-through traffic (i.e. traffic shortcutting through the neighbourhood)	19.92%	52
Distracted driving	19.16%	50
Frequency of collisions and/or near misses	19.16%	50
Truck traffic	18.01%	47
Illegal parking or stopping	15.71%	41
Poor pavement conditions	13.79%	36
Lack of pedestrian crossings (e.g. crosswalks and intersections)	13.41%	35
Unsafe walking paths	12.64%	33
Poor roadside lighting	11.11%	29
Unsafe behaviours associated with school drop-off and pick-up	9.96%	26
Unsafe biking facilities	9.20%	24
Curves or obstacles that make it difficult to see the road ahead	8.43%	22
Tailgating	7.28%	19
No concerns	6.51%	17
Answered		261

Table 5 shows the indicated answers to the locations along Martin Grove Road where residents think vehicle speeds exceed posted speed limits. The most common answer is between Woodbridge Avenue and Forest Drive, with other answers including between Highway 7 and Woodbridge Avenue and between Forest Drive and Langstaff Road.

Table 5 – Indicated Locations of Speeding along Martin Grove Road

In your experience, where along the corridor do you think vehicle speeds are higher than the posted speed limits? Please select all that apply.		
Answer Choices	Responses	
Area 2 - Between Woodbridge Avenue and Forest Drive	42.04%	103
Area 1 - Between Highway 7 and Woodbridge Avenue	38.78%	95
Area 3 - Between Forest Drive and Langstaff Road	38.37%	94
Area 4 - Between Langstaff Road and Dolores Crescent/Castlepoint Drive	19.59%	48
Area 5 - Between Dolores Crescent/Castlepoint Drive and Highway 27	16.73%	41
Don't know/unsure	15.10%	37
None of the above – Vehicle speeds are not higher than the posted limits along the corridor	13.06%	32
Answered		245

Table 6 shows the indicated answers to the locations along Martin Grove Road where residents think driver behaviour is unsafe. The most common answer is at the access to the plaza at the northwest corner of Highway 7 and Martin Grove Road. Other answers include Woodbridge Avenue, the access to the Father E. Bulfon Community Centre, Langstaff Road, and Forest Drive. Residents also indicated that Condotti Drive is often used by motorists to circumvent the traffic signal at Martin Grove Road and Langstaff Road.

Table 6 – Indicated Locations of Unsafe Driver Behaviour along Martin Grove Road

Please identify which, if any, locations along the corridor you have observed unsafe driver behaviour so that it may be addressed. Please select all that apply below.		
Answer Choices	Responses	
Access to Shoppers Drug Mart/Tim Hortons plaza	46.44%	111
Woodbridge Avenue	36.40%	87
Father E. Bulfon Community Centre access	33.05%	79
Langstaff Road	30.96%	74
Forest Drive	27.62%	66
Claudia Avenue/Bainbridge Avenue	15.48%	37
None of the above – there are no issues with driver behaviour along the corridor	13.39%	32
St. Angela Merici Catholic School (west access)	11.72%	28
St. Angela Merici Catholic School (east access)	11.30%	27
Morning Star Drive	11.30%	27
Condotti Drive	7.95%	19
Auburn Road/Andrew Park	7.53%	18
Dolores Crescent (west leg)/Castlepoint Drive	7.11%	17
Dolores Crescent (east leg)	6.28%	15
Jackman Crescent (north leg)	5.86%	14
Jackman Crescent (south leg)	5.44%	13
Zinnia Place	5.44%	13
Amaretto Court	5.44%	13
Milano Avenue	5.44%	13
Harris Crescent (south leg)/Raymond Road	5.02%	12
Triton Avenue	4.18%	10
Bellona Street	4.18%	10
Sicilia Street	4.18%	10
Amalfi Court	3.77%	9
Harris Crescent (north leg)	3.35%	8
Gold Finch Place	3.35%	8
Answered		239

Table 7 shows the indicated answers to the locations along Martin Grove Road where residents think illegal parking or illegal stopping is an issue. The most common answers are between Highway 7 and Woodbridge Avenue and “Don’t know/unsure”.

Table 7 – Indicated Locations of Illegal Parking or Stopping along Martin Grove Road

In your experience, is illegal parking or illegal stopping an issue? If yes, please select all that apply.		
Answer Choices	Responses	
Area 1 - Between Highway 7 and Woodbridge Avenue	29.79%	70
Don't know/unsure	28.51%	67
None of the above – Illegal parking or illegal stopping is not an issue	27.23%	64
Area 2 - Between Woodbridge Avenue and Forest Drive	23.83%	56
Area 3 - Between Forest Drive and Langstaff Road	16.17%	38
Area 4 - Between Langstaff Road and Dolores Crescent/Castlepoint Drive	6.38%	15
Area 5 - Between Dolores Crescent/Castlepoint Drive and Highway 27	6.38%	15
Answered		239

Figure 1 shows indicated answers to the effectiveness of the current conditions along the corridor in supporting safe walking. The most common answer is “Somewhat safe”.

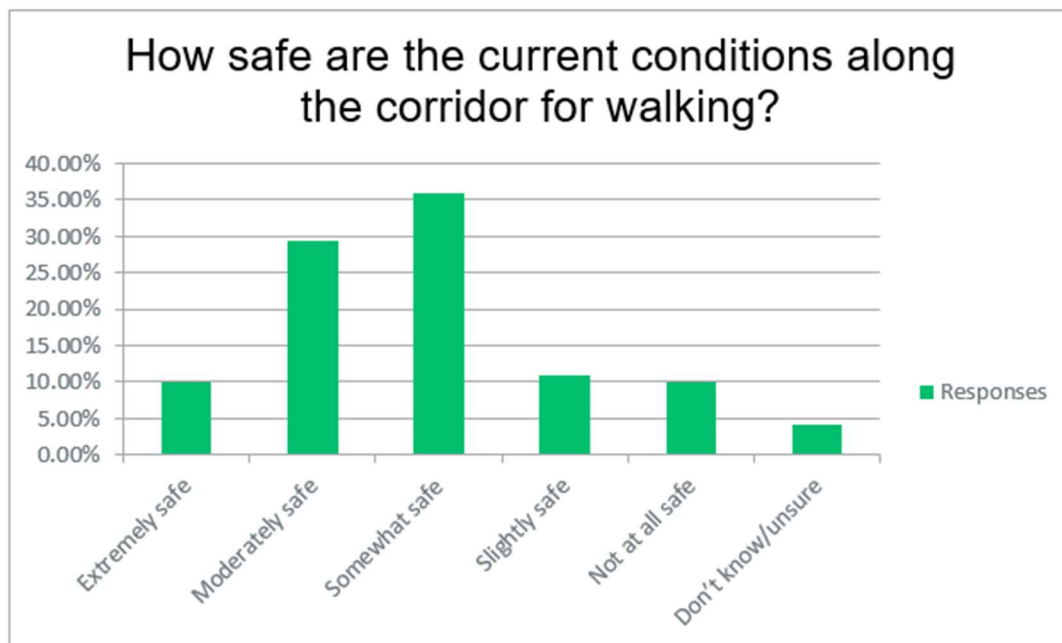


Figure 1 – Indicated Effectiveness of Current Conditions along the Corridor to Support Safe Walking

Figure 2 shows indicated answers to the effectiveness of the current conditions along the corridor in supporting safe biking. The most common answer is “Somewhat safe”.

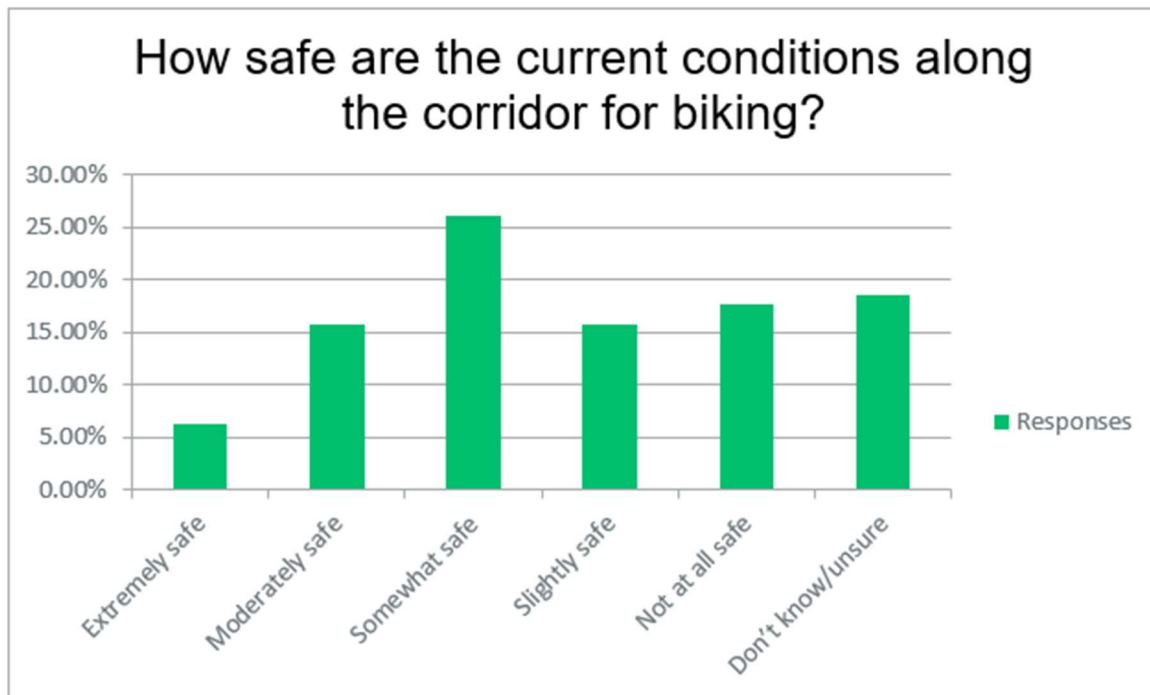


Figure 2 – Indicated Effectiveness of Current Conditions along the Corridor to Support Safe Biking

Table 8 shows indicated answers to locations along the corridor where residents think pedestrian and cyclist safety could be addressed. The most common answer is at Woodbridge Avenue, and the access to the plaza at the northwest corner of Highway 7 and Martin Grove Road is a close second. Other answers include the access to the Father E. Bulfon Community Centre, at Langstaff Road, and at Forest Drive.

Table 8 – Indicated Locations for Improved Pedestrian and Cyclist Safety along Martin Grove Road

In your experience, where along the corridor could pedestrian and cyclist safety be addressed? Please select all that apply.		
Answer Choices	Responses	
Woodbridge Avenue	38.74%	86
Access to Shoppers Drug Mart/Tim Hortons plaza	38.29%	85
Father E. Bulfon Community Centre access	29.28%	65
Langstaff Road	24.77%	55
None of the above – there are no issues with pedestrian and cyclist safety along the corridor	23.87%	53
Forest Drive	22.97%	51
Claudia Avenue/Bainbridge Avenue	17.57%	39
St. Angela Merici Catholic School (west access)	10.81%	24
Condotti Drive	9.46%	21
Morning Star Drive	9.46%	21
St. Angela Merici Catholic School (east access)	9.46%	21
Auburn Road/Andrew Park	8.56%	19
Triton Avenue	8.11%	18
Bellona Street	7.66%	17
Amaretto Court	7.66%	17
Zinnia Place	7.66%	17
Amalfi Court	7.21%	16
Harris Crescent (north leg)	6.76%	15
Dolores Crescent (east leg)	6.76%	15
Jackman Crescent (north leg)	6.76%	15
Harris Crescent (south leg)/Raymond Road	6.31%	14
Dolores Crescent (west leg)/Castlepoint Drive	6.31%	14
Milano Avenue	5.86%	13
Sicilia Street	5.86%	13
Jackman Crescent (south leg)	5.41%	12
Gold Finch Place	5.41%	12
Answered		222

Figure 3 shows indicated answers to signalized intersections along the study corridor where residents think more crossing time may be needed for pedestrians. Langstaff Road had the largest percentage of respondents indicating that there is insufficient time for pedestrians to cross.

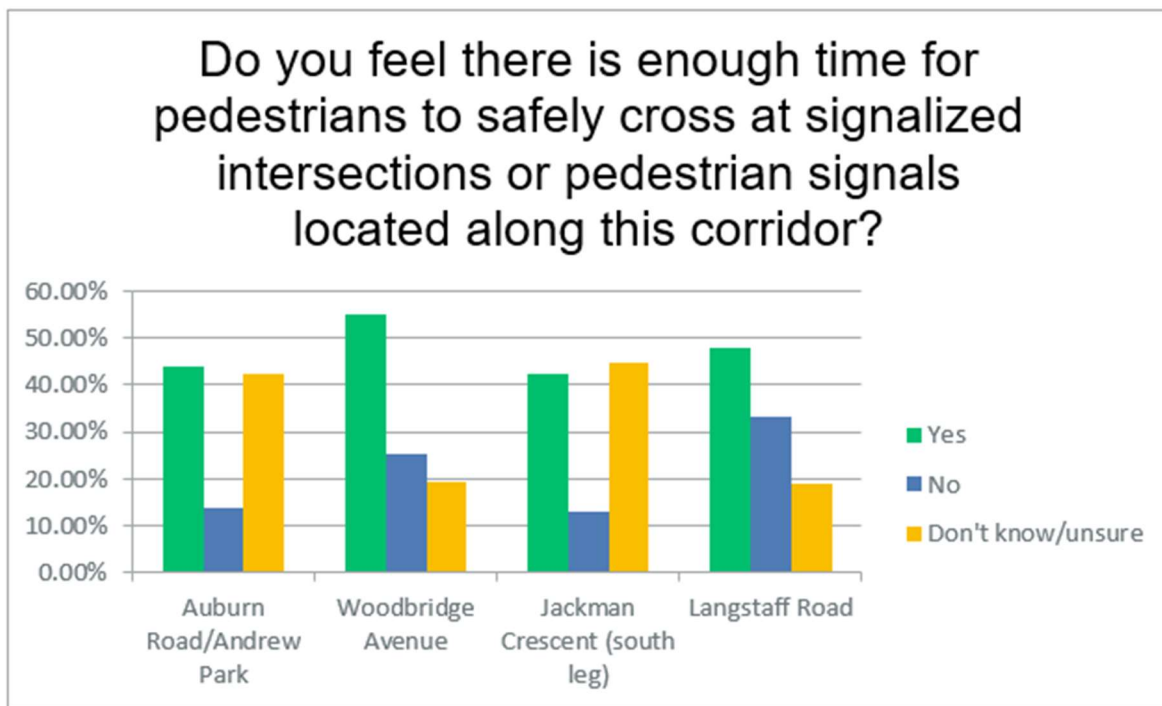


Figure 3 – Indicated Locations for Ongoing Improvement to Pedestrian Signal Timings along Martin Grove Road

Figure 4 shows indicated answers to which study objectives residents think should be prioritized. The answer with the largest percentage of respondents indicating it should have a high priority is “Enhancing enforcement to ensure motorists obey traffic rules”. Other answers with a high priority include “Adding traffic calming to reduce vehicle speeds”, “Improving school drop-off and pick-up facilities to improve safety and traffic circulation”, and “Improving or adding walking facilities”.

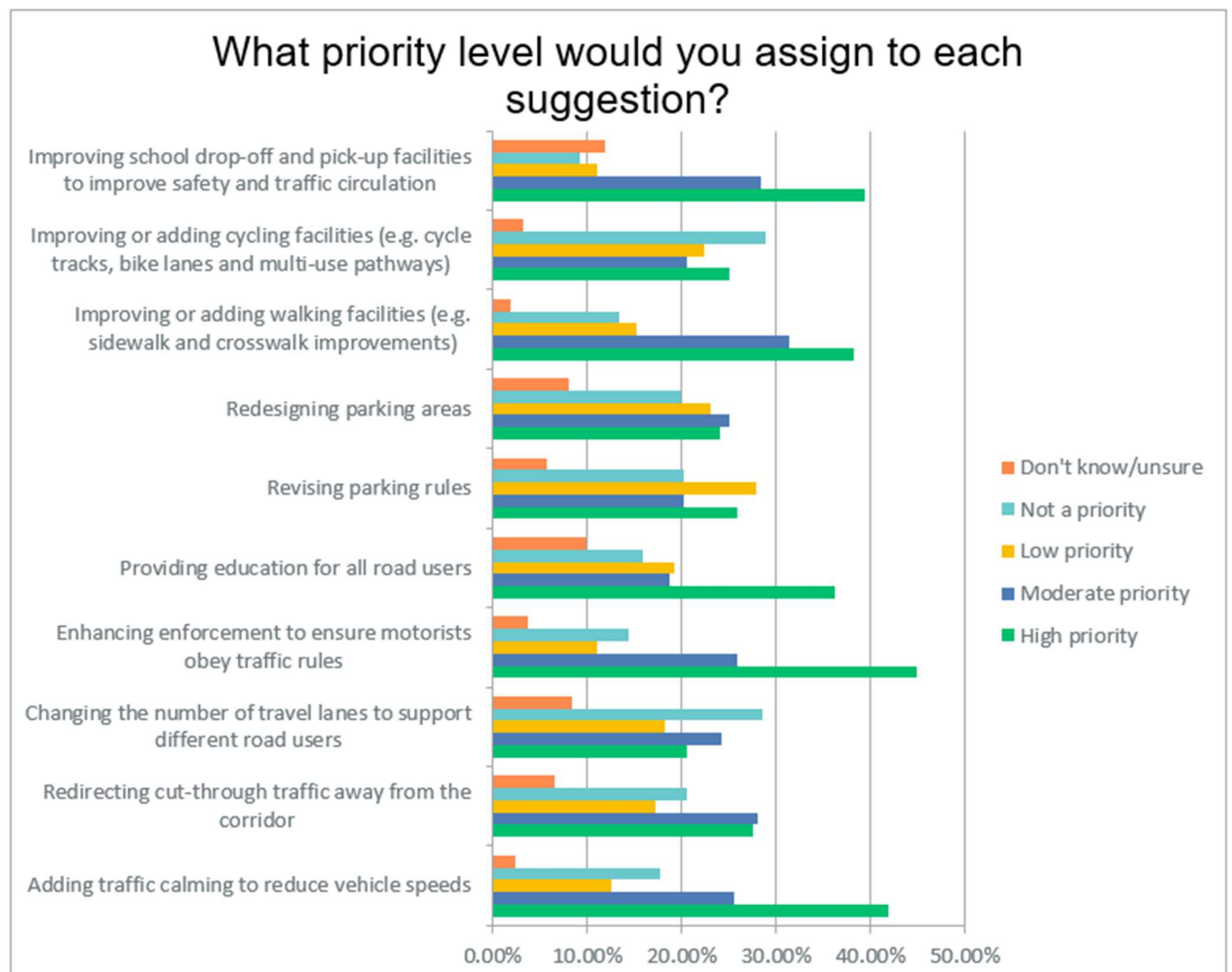


Figure 4 – Indicated Levels of Priority for Study Objectives

Table 9 shows the indicated priority locations along the study corridor as well as the number of feedback associated with each location. This information is visualized in **Figure 5**.

Table 9 – Locations to Address and Resident Feedback

Issue	Top Ranked Locations/Number of Complaints
Aggressive Driving	<ul style="list-style-type: none"> • Langstaff Road (4), Milano Avenue (1), Morning Star Drive (1), Woodbridge Avenue (1), Auburn Road / Andrew Park (1)
Parking/Stopping Issues	<ul style="list-style-type: none"> • Woodbridge Avenue (2), Andy Crescent / Dolores Crescent (1), Harris Crescent / Raymond Road (1)
Stop Sign Compliance	<ul style="list-style-type: none"> • Forest Drive (6), Morning Star Drive (2), Claudia Avenue / Bainbridge Avenue (2), Milano Avenue (1), Zinnia Place (1), Woodbridge Avenue (1)
Sightline Issues	<ul style="list-style-type: none"> • Amaretto Court (4)
Lighting Issues	<ul style="list-style-type: none"> • Woodbridge Avenue (2)
Speeding	<ul style="list-style-type: none"> • Woodbridge Avenue (7), Forest Drive (5), Claudia Avenue / Bainbridge Avenue (4), Amaretto Court (4), Condotti Drive (3), Langstaff Road (2), Andy Crescent / Dolores Crescent (1), Jackman Crescent (1)
Traffic Congestion	<ul style="list-style-type: none"> • Langstaff Road (2), Jackman Crescent (1)
Traffic Cut-Through	<ul style="list-style-type: none"> • Condotti Drive (4)
Vulnerable Road Users	<ul style="list-style-type: none"> • Claudia Avenue / Bainbridge Avenue (10), Forest Drive (10), Milano Avenue (3), Langstaff Road (3), Morning Star Drive (3), Sicilia Street (2), Woodbridge Avenue (2), Condotti Drive (1), Jackman Crescent (1), Bellona Street (1)

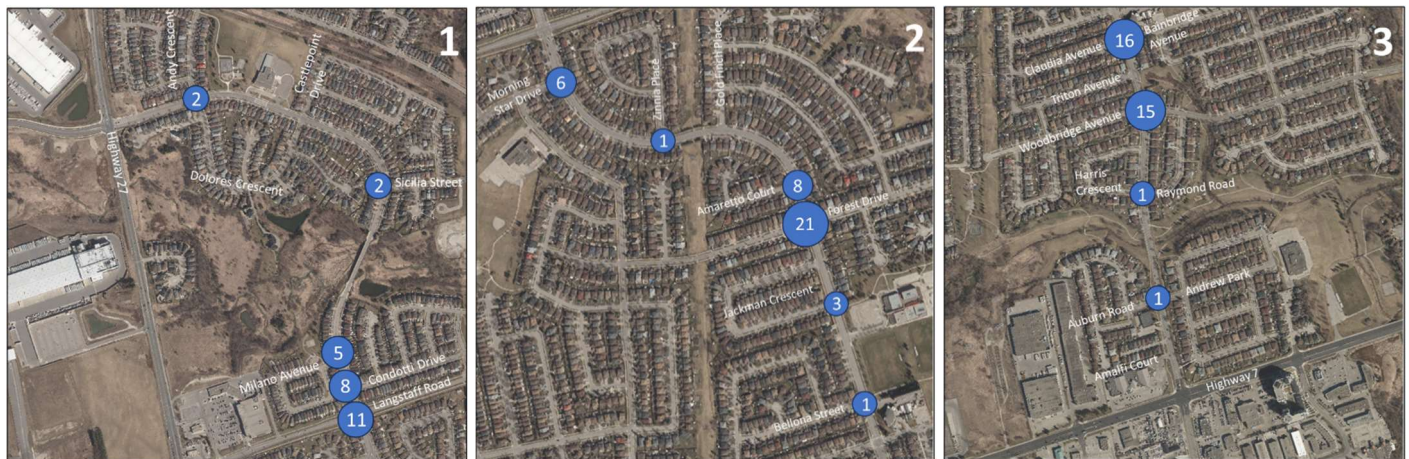


Figure 5 – Locations with Resident Feedback

Individuals also recommended potential treatments that could be implemented along the Martin Grove Road corridor. These treatments are summarized in **Table 10** below. Note that these treatments were identified from individual responses to the survey.

Table 10 – Potential Treatments Identified by Residents

Category	Potential Treatments
Geometry	<ul style="list-style-type: none"> • Reduce lane widths • Reduce cross-section • Implement dedicated eastbound right-turn lane at Langstaff Road
Traffic Control Measures	<ul style="list-style-type: none"> • Signalize Forest Drive • Signalize Claudia Avenue / Bainbridge Avenue • Install flashing red beacon at Claudia Avenue / Bainbridge Avenue • Convert pedestrian signal at Jackman Crescent to all-way stop control • Shift pedestrian signal at Jackman Crescent to entrance at Father E. Bulfon Community Centre • Optimize signal timings • Implement fixed pedestrian phases at Langstaff Road
Vulnerable Road Users	<ul style="list-style-type: none"> • Implement school crossing guard at Langstaff Road • Implement bike lanes or multi-use paths on Martin Grove Road • Implement raised pedestrian crosswalks at mid-block locations
Education/Enforcement	<ul style="list-style-type: none"> • Install speed cameras • Increase police enforcement • Increase parking enforcement • Provide education for micromobility users
Signs	<ul style="list-style-type: none"> • Improve signage visibility • Install posted speed limit sign at Langstaff Road • Increase “Slow Down” signage
Parking	<ul style="list-style-type: none"> • Implement parking restrictions for the northbound direction • Install physical barriers to prevent parking in no stopping / no parking zones
Traffic Calming Measures	<ul style="list-style-type: none"> • Install speed bumps on Martin Grove Road • Implement pavement markings
Other	<ul style="list-style-type: none"> • Improve illumination • Lower speed limit on Martin Grove Road • Lower speed limit on Condotti Drive (note that Condotti Drive is a minor street off of Martin Grove Road and is outside of the study area) • Implement restrictions on heavy vehicle traffic

- Remove bus stops at Andy Crescent / Dolores Crescent

3.1 Digital Mapping Exercise

Residents were asked to provide their feedback on road safety in specified locations. **Figure 6** shows a map of the locations where residents provided feedback along the Martin Grove Road corridor.



Figure 6 – Map of Locations with Identified Areas for Ongoing Improvement

In summary, the following feedback was noted from the map:

- Aggressive driving at Langstaff Road and Forest Drive;
- Parking or illegal stopping approaching Forest Drive in the northbound direction;
- Improving sightlines at Highway 27 and Woodbridge Avenue;
- Speeding along the Robinson Creek Bridge, in front of the Father E. Bulfon Community Centre, north of Woodbridge Avenue, and between Amalfi Court and Auburn Road / Andrew Park;
- Traffic congestion at Highway 7 and Langstaff Road;
- Cycling safety along the Robinson Creek Bridge and at the Rainbow Creek Park Trail; and
- Pedestrian safety in front of St. Angela Merici CES, at Sicilia Street, along the Robinson Creek Bridge, at Zinnia Place, at Forest Drive, and at Claudia Avenue / Bainbridge Avenue.

Appendix A – Virtual Information Session #1 Notes

Martin Grove Road Virtual Information Session 1**March 21, 2024****1:30 – 2:30 pm**

Comment/Question	Response
<ul style="list-style-type: none"> • Resident: Can there be speed bumps between Claudia Avenue / Bainbridge Avenue and Forest Drive, specifically in front of the Father E. Bulfon Community Centre and / or St. Peter's Catholic Church? • Resident: During the morning and afternoon peak periods, speeding vehicles in front of the community centre pose a challenge for residents exiting driveways. A collision occurred at my property with a speeding vehicle losing control and colliding with my vehicle. • Resident: The highest-risk area along the corridor is between Claudia Avenue / Bainbridge Avenue and Forest Drive. North of Langstaff Road does not have speeding issues. Any measures that force drivers to slow down are acceptable. 	<ul style="list-style-type: none"> • CIMA: We will review the operating speeds along the corridor, which will inform the need for speed bumps. The City will be piloting speed cushions as an alternative to speed bumps to collect public feedback and assess effectiveness. This will be considered as an option for Martin Grove Road and potential recommendations will be presented at the second public engagement event. • City: The City is undertaking a City-wide study in parallel to update traffic calming standards to ensure that they align with national standards. This includes changes in the design and location of traffic calming measures, including vertical measures such as speed humps. Existing vertical measures throughout the city will be re-configured to force motorists to slow down while also allowing the safe maneuvering of emergency vehicles. At this location, speed data will be used to assess the need for traffic calming. We will also consider whether speed cushions would be more effective if bundled with other measures. Are there any other specific locations we should assess during our review?
<ul style="list-style-type: none"> • Resident: What is the potential for reducing the number of lanes? Crossing the road as a parent with 	<ul style="list-style-type: none"> • CIMA: We will collect traffic data to evaluate the potential for reducing the number of lanes. A

Comment/Question	Response
<p>a child is dangerous as it is very wide.</p>	<p>different cross-section, if appropriate, can encourage lower operating speeds.</p> <ul style="list-style-type: none"> • City: We want to enhance road safety for all road users, including different modes of travel. This will inform the cross-section of the road, as wide roads encourage speeding. We will be looking at the different options that are available to address different interests.
<ul style="list-style-type: none"> • Resident: Why are there no roundabouts along Martin Grove Road? • Resident: There are no traffic signals in London, England. 	<ul style="list-style-type: none"> • CIMA: This will be considered as an option, as the City has roundabouts in other neighbourhoods. Roundabouts require a lot of space, so the property right-of-way would need to be considered. • City: The other challenge with converting existing intersections to roundabouts is assessing community support at the neighbourhood level. It is an option that can improve road safety; however, we want to assess different options and identify opportunities that are supported by residents and balance different interests. • CIMA: Roundabouts are popular in England and are an excellent countermeasure. We will consider roundabouts along this corridor to determine whether there is sufficient space and support from residents for them.
<ul style="list-style-type: none"> • Resident: Will the flexible signs at Martin Grove Road & Claudia Avenue / Bainbridge Avenue go back up? They were effective for the short period of time last year when they were in place. Why were they removed? 	<ul style="list-style-type: none"> • City: Flexi-posts are seasonal installations and are typically installed in the spring and removed in the fall. There are currently plans underway to re-install them across the city and we can provide you with an update on

Comment/Question	Response
	<p>when installation crews will come to your neighbourhood. Last winter we started a pilot project to leave flexi-posts installed throughout the winter on roads that are wide enough to allow snowplows to maneuver around the flexi-posts. This project was successful and showed that the flexi-posts do not have an impact on winter maintenance. This can be considered along Martin Grove Road.</p>
<ul style="list-style-type: none"> Resident: What can be done to discourage parking in front of St. Angela Merici CES during school drop-off and pick-up activities? Cars that are parked along the street hinder visibility and make it difficult to maneuver with a stroller. 	<ul style="list-style-type: none"> CIMA: We noted parked vehicles obstructing sightlines at St. Angela Merici CES during our site visit. The City developed a Safer School Zones Plan which recommended standardized stopping and parking restrictions in front of schools across the city. Some of these recommendations are already in place and stronger enforcement will be proposed here.
<ul style="list-style-type: none"> Resident: There is a considerable speeding issue along Woodbridge Avenue west of Martin Grove Road. There are many seniors and children in this area and no traffic calming measures. The road is wide which encourages speeding and the intersection with Martin Grove Road is not safe as drivers often turn right without stopping. 	<ul style="list-style-type: none"> City: This is outside the scope of this particular project; however, we will review this location with broader efforts around traffic calming. We will undertake a speed study and prepare a traffic calming plan to determine which measures can be implemented in this area.
<ul style="list-style-type: none"> Resident: What can we do with the intersection of Martin Grove Road & Highway 7 heading south? 	<ul style="list-style-type: none"> CIMA: This is a Regional intersection and the area south of Highway 7 is outside of the study area for this project. Please share specific concerns with the City and they can respond outside of this study. City: There is a high school immediately south of Highway 7.

Comment/Question	Response
	<p>Last December, the City passed a new policy and by-laws relating to the designation of Community Safety Zones. There are 104 newly-established Community Safety Zones within the city and signage will emerge starting in the spring. This location will be a Community Safety Zone. We will share a link to the presentation slides and the Council resolution on Community Safety Zone locations and boundaries. The policy also identifies opportunities relating to improved enforcement and automated speed enforcement. The intersection itself is under the Region's jurisdiction and we can liaise with them if you have specific concerns.</p>

Martin Grove Road Virtual Information Session 2**March 21, 2024****7:00 – 8:00 pm**

Comment/Question	Response
<ul style="list-style-type: none"> Resident: Can the speed limit be reduced by changing the design of the road? 	<ul style="list-style-type: none"> CIMA: We will not arbitrarily lower the posted speed limits without considering the design of the road and whether it supports the lowered posted speed. Traffic calming will also assist in achieving this objective.
<ul style="list-style-type: none"> Resident: Have you considered the increased density from the Board of Trade development at Highway 27 & Langstaff Road? This generates a large amount of traffic which may use Martin Grove Road. 	<ul style="list-style-type: none"> CIMA: We have not started our analysis yet; however, we will consider this development as part of the forecasted traffic in ten years. City: We are working with the planning team at the City and will consider potential developments within and adjacent to the study area that could impact traffic flows on Martin Grove Road.
<ul style="list-style-type: none"> Resident: How many cyclists are on this road now and how many are forecast in the future? 	<ul style="list-style-type: none"> CIMA: We will collect traffic counts that include cyclists travelling along Martin Grove Road. City: All new cycling infrastructure has counters installed, which allows us to collect existing counts. We have seen significant uptake in cycling and micromobility (e-bikes, e-scooters, etc.) across the city. There is currently a by-law against the use of micromobility devices on sidewalks, so there is a need to provide a dedicated space for those users.
<ul style="list-style-type: none"> Resident: How is the City planning on implementing cycling infrastructure along Martin Grove Road? Will there be dedicated lanes? 	<ul style="list-style-type: none"> City: We are currently evaluating existing information on this corridor – there are many driveways as well as cycle tracks south of Highway 7 that are still being finalized. Where possible,

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	dedicated space for cycling is preferred, especially when there are high volumes of cyclists accessing the schools, church, and community centre in the study area.
<ul style="list-style-type: none"> Resident: How will bike lanes be included on Highway 7? It is very narrow between Islington Avenue and Kipling Avenue and it should be widened to three lanes per direction due to traffic congestion. 	<ul style="list-style-type: none"> CIMA: Highway 7 is a Regional road.
<ul style="list-style-type: none"> Resident: A study was undertaken that found that companies that train new drivers sign off that they did training which they did not do in order to get reduced insurance rates and to do their driving test sooner. Driving tests are also being shortened. Posted speed limits along Martin Grove Road are reasonable, however, they are ignored by drivers. This is an issue with education and training. We do not want speed cameras because residents will constantly get tickets. There are also many drivers who run stop signs. 	<ul style="list-style-type: none"> City: We want to address road safety concerns through engineering, enforcement, and education. The Region just completed a Traveller Safety Plan which we can share. This includes a broad, comprehensive partnership between the Region and its municipalities and addresses multiple facets, including education and partnerships with police and driving schools. CIMA: We are collecting data on stop sign compliance at intersections along the corridor, which will inform the need for further enforcement or other measures. The next public information session will include recommended alternatives for countermeasures.
<ul style="list-style-type: none"> Resident: How will this project envision prioritizing walking, rolling, and biking to reduce collisions involving the most vulnerable road users? Resident: There was a collision with a vehicle colliding with an electrical box on the side of the road. As a young, disabled parent, 	<ul style="list-style-type: none"> City: We have undertaken other corridor reviews in urban and rural areas. Our analysis and recommendations must meet regulatory requirements set out by the province in terms of stop sign and signal warrants. There are opportunities to tailor our recommendations to better

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<p>I am scared of allowing my child to play outside on my front lawn. Drivers are travelling at unsafe speeds.</p>	<p>address the local needs of communities. This neighbourhood has a larger proportion of older adults, so we will look at how to enhance safety measures to make it easier for older adults to move around. We will also look at travel patterns in the study area and consider increasing the crossing time for pedestrians at signalized intersections. Our analysis will capture how best practices in other communities can inform countermeasures to reduce collisions and protect vulnerable road users.</p> <ul style="list-style-type: none"> • CIMA: Our recommendations will be holistic and we will consider all road users. The aim is not to make it easier for vehicles to travel – we want to make it comfortable for all road users, including pedestrians and cyclists. • City: We are undertaking a City-wide study in parallel to assess opportunities for retrofits to existing roadways to enhance road safety and mobility. City Council passed the Complete Streets Design Guidelines which will be integrated into our recommendations for Martin Grove Road. The City is also undertaking the Safer School Zones Plan which will include policies, guidelines, engineering, education, and partnerships to better enhance road safety in school zones, as well as a suite of measures for children and youth to get to and from school. Some of the recommendations from this

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	<p>study will be incorporated at the schools in the study area.</p> <ul style="list-style-type: none"> • CIMA: The City is also considering the implementation of automated speed enforcement along this corridor, which are effective at reducing speeds.
<ul style="list-style-type: none"> • Resident: Over what period of time were the turning movement counts at intersections collected? 	<ul style="list-style-type: none"> • CIMA: Data was collected over an eight-hour period on a weekday, including AM, midday, and PM peak periods. Counts were likely collected on a Tuesday, Wednesday, or Thursday.
<ul style="list-style-type: none"> • Resident: Transit within the area is unreliable and infrequent. Is there any consideration for minibuses to travel on Martin Grove Road? 	<ul style="list-style-type: none"> • City: We met with York Region Transit (YRT) and they are planning on implementing more frequent transit service along Martin Grove Road. The transportation planning team works closely with YRT to improve transit service across the city. We piloted a mobility-on-request service offered by YRT and they are looking into expanding that service to other locations.