

City of Vaughan

Huntington Road Neighbourhood Area Traffic Study

Engagement Summary

August 2024

B001467F



Engineering for people



City of Vaughan

Huntington Road Neighbourhood Area Traffic Study

Engagement Summary

Project No B001467F

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Executive Summary

CIMA Canada Inc. (CIMA+) was retained by the City of Vaughan to conduct a review of traffic conditions along Huntington Road between Kirby Road and Major Mackenzie Drive West and the surrounding neighbourhood (New Kleinberg), located in Ward 1, 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 residents' and landowners' traffic priorities 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 June 13, 2024 at 7:00 PM. A total of 14 members of the public participated in the virtual event, and 216 individuals completed the online survey.

The following key themes emerged from the public engagement:

- Feedback with respect to proposed development in the area and its impact on traffic operations;
- Feedback with respect to traffic calming, driver behaviour, speeding, cut-through traffic, school arrival and dismissal activities, and heavy vehicle volumes;
- Feedback with respect to traffic congestion along Huntington Road;
- The highest ranked option for the future vision for the New Kleinburg neighbourhood is "Safer for pedestrians, cyclists, transit users and motorists"; and
- Highly-ranked priorities for the New Kleinburg neighbourhood include traffic congestion, speeding, heavy vehicle traffic, cut-through traffic, and aggressive driving.

1 Introduction

CIMA Canada Inc. (CIMA+) was retained by the City of Vaughan to conduct a review of traffic conditions along Huntington Road between Kirby Road and Major Mackenzie Drive West and the surrounding neighbourhood (New Kleinberg), located in Ward 1, 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 residents' and landowners' traffic priorities 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 June 13, 2024 at 7:00 PM. A total of 14 members of the public participated in the 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:

- Clarification regarding the impacts on traffic of Highway 427 and the proposed Highway 413;
- Requests for traffic calming on Mactier Drive;
- Feedback regarding driver behaviour, speeding, cut-through traffic, and heavy vehicle volumes along Huntington Road;
- Feedback regarding trains crossing Nashville Road causing congestion along Huntington Road;
- Feedback regarding the potential for cut-through traffic along Barons Street after the new intersection at Nashville Road opens;
- Feedback regarding the lack of sidewalks on Huntington Road;
- Feedback regarding proposed developments along Huntington Road and their impacts to traffic operations;
- Feedback regarding the impact of cut-through traffic on Huntington Road as a result of congestion at Highway 50 & Major Mackenzie Drive West;
- Increasing fines for illegal truck storage and transportation on load-restricted roads;
- Feedback regarding traffic along Huntington Road blocking Mactier Drive and cut-through traffic using Barons Street and Mactier Drive to access Huntington Road;
- Feedback regarding parking in bike lanes along Barons Street in front of Pope Francis Catholic Elementary School (CES);
- Clarification regarding the removal of speed cushions throughout the winter season; and
- Feedback regarding Pope Francis CES operating over capacity.

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 and larger neighbourhood. The survey was launched on May 30th and was available to residents until June 23rd. A total of 216 individuals completed the survey for this corridor, although not everyone answered each question. Key observations from the online survey can be found below. The online survey was divided into two sections: one for the study corridor, which includes Huntington Road between Kirby Road and Major Mackenzie Drive West, and one for the study area, which includes the area bounded by Nashville Road to the north, Major Mackenzie Drive West to the south, Huntington Road to the west, and greenspace to the east.

3.1 Study Corridor Questions

Table 1 shows the locations along Huntington Road where survey respondents think vehicle speeds exceed posted speed limits. The most common answer is between the roundabout at Garnet Williams Way and Huntington Road and Nashville Road, and the second most common answer is between Major Mackenzie Drive West and the roundabout at Garnet Williams Way and Huntington Road.

Table 1 – Indicated Locations of Speeding along Huntington 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	
Between the roundabout at Garnet Williams Way and Huntington Road and Nashville Road	147	42.7%
Between Major Mackenzie Drive West and the roundabout at Garnet Williams Way and Huntington Road	115	33.4%
Between Nashville Road and Kirby Road	53	15.4%
None of the above	29	8.4%
Answered		216

Table 2 shows the locations along Huntington Road where survey respondents think congestion exists. The most common answer is between the roundabout at Garnet Williams Way and Huntington Road and Nashville Road.

Table 2 – Indicated Locations of Congestion along Huntington Road

In your experience, where along the corridor are there congestion issues?		
Answer Choices	Responses	
Between the roundabout at Garnet Williams Way and Huntington Road and Nashville Road	188	67.6%
Between Major Mackenzie Drive West and the roundabout at Garnet Williams Way and Huntington Road	48	17.3%
Between Nashville Road and Kirby Road	37	13.3%
None of the above	5	1.8%
Answered		216

Table 3 shows the locations along Huntington Road where survey respondents experience difficulty in finding safe gaps to make a turning movement. The most common answer is at Huntington Road and Mactier Drive, with the next most common answers including Huntington Road and Nashville Road, Huntington Road and Algoma Drive, and Huntington Road and East’s Corners Boulevard.

Table 3 – Indicated Locations with Difficulty in Finding Safe Gaps to Turn on Huntington Road

In your experience, at which intersections along the corridor do you have difficulty in finding safe gaps in traffic to turn onto Huntington Road?		
Answer Choices	Responses	
Huntington Road and Mactier Drive	121	22.4%
Huntington Road and Nashville Road	116	21.5%
Huntington Road and Algoma Drive	112	20.7%
Huntington Road and East’s Corners Boulevard	108	20.0%
Huntington Road and Garnet Williams Way roundabout	52	9.6%
Huntington Road and Kirby Road	17	3.1%
None of the above	14	2.6%
Answered		215

3.2 Study Area Questions

Table 4 shows what relationship survey respondents had with the New Kleinburg neighbourhood (multiple answers could be selected). The most common answer was “I live in the study area”.

Table 4 – Indicated Relationship with New Kleinburg Neighbourhood

What is your relationship with the New Kleinburg neighbourhood? Please select all that apply.		
Answer Choices	Responses	
I live in the study area	169	44.6%
I regularly travel within this neighbourhood (at least once a week)	53	14.0%
I own property directly in the neighbourhood	51	13.5%
My child attends a school in the neighbourhood	51	13.5%
I live near the neighbourhood	33	8.7%
I work directly in or near the neighbourhood	12	3.2%
I avoid travelling in this neighbourhood	6	1.6%
Other	4	1.1%
Answered		216

Table 5 shows how survey respondents travel within the New Kleinburg neighbourhood. The most common answer was driving, and the second most common answer was walking.

Table 5 – Indicated Travel within New Kleinburg Neighbourhood

How do you primarily travel within the neighbourhood? Please select up to two answers.		
Answer Choices	Responses	
Driving	209	59.0%
Walking	115	32.5%
Biking	17	4.8%
Carpooling	7	2.0%
Public transit (York Region Transit)	3	0.8%
Micromobility device (e-bike, e-scooter, etc.)	2	0.6%
Rolling (e.g. wheelchair or another mobility device)	1	0.3%
Other	0	0.0%
Answered		215

Table 6 shows the locations within the neighbourhood where survey respondents think speeding occurs. The most common answer is Barons Street, with other common answers including East’s Corners Boulevard and Mactier Drive/Moody Drive. Survey respondents who selected “other” also indicated that Cranbrook Crescent, Zenith Avenue, Killington Avenue, Hopewell Street, and Stilton Avenue have speeding issues.

Table 6 – Indicated Locations of Speeding within New Kleinburg Neighbourhood

In your experience, along which, if any, of the following key roadways in the study area are there speeding issues? Please select all that apply.		
Answer Choices	Responses	
Barons Street	140	28.9%
East’s Corners Boulevard	96	19.8%
Mactier Drive/Moody Drive	86	17.8%
Other	44	9.1%
Algoma Drive	32	6.6%
None of the above	26	5.4%
Secord Avenue/Danby Street	18	3.7%
Timber Creek Boulevard	12	2.5%
Richler Avenue	11	2.3%
Woodgate Pines Drive/Dunrobin Crescent	10	2.1%
Torrey Pines Road/Port Royal Avenue	9	1.9%
Answered		205

Table 7 shows the locations within the neighbourhood where survey respondents think illegal parking or stopping occurs. The most common answer is Barons Street, however, “none of the above” is another common answer. Survey respondents who selected “other” also indicated that Mactier Drive/Moody Drive, Cranbrook Crescent, Pelee Avenue, Red Tree Drive, and Ghent Drive have issues with illegal parking or stopping.

Table 7 – Indicated Locations of Illegal Parking or Stopping within New Kleinburg Neighbourhood

In your experience, along which key roadways in the study area are there issues, if any, with illegal parking or stopping?		
Answer Choices	Responses	
Barons Street (adjacent to Pope Francis CES)	100	33.7%
None of the above	67	22.6%
Secord Avenue/Danby Street (adjacent to Pope Francis CES)	26	8.8%
Other	23	7.7%
East’s Corners Boulevard (adjacent to East’s Corners Park)	22	7.4%

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Richler Avenue (adjacent to Pope Francis CES)	19	6.4%
Killington Avenue (adjacent to Secord Park)	12	4.0%
Andreeta Drive (adjacent to East's Corners Park)	9	3.0%
Timber Creek Boulevard (adjacent to Woodgate Pines Park)	5	1.7%
Woodgate Pines Drive/Dunrobin Crescent (adjacent to Woodgate Pines Park)	5	1.7%
Torrey Pines Road/Port Royal Avenue (adjacent to Woodgate Pines Park)	3	1.0%
Mersey Street (adjacent to East's Corners Park)	3	1.0%
Chandos Gate (adjacent to Woodgate Pines Park)	3	1.0%
Answered		189

Table 8 shows the locations within the neighbourhood where survey respondents think inappropriate driver behaviour occurs. The most common answer is at the intersection of Major Mackenzie Drive West and Barons Street. Other common answers include Barons Street and Mactier Drive/Moody Drive, East's Corners Boulevard and Barons Street roundabout, and Barons Street and Mactier Drive. Survey respondents who selected "other" also indicated that Cranbrook Crescent, Danby Street, Barons Street and Andreeta Drive/Red Tree Drive, Hopewell Street, Algoma Drive and Nocturne Avenue, Red Tree Drive and Nocturne Avenue, Ghent Drive, and Killington Avenue and East's Corners Boulevard have issues with inappropriate driver behaviour.

Table 8 – Indicated Locations of Inappropriate Driver Behaviour within New Kleinburg Neighbourhood

In your experience, at which locations in the study area, if any, is inappropriate driver behaviour an issue?		
Answer Choices	Responses	
Major Mackenzie Drive West and Barons Street	96	17.6%
Barons Street and Mactier Drive/Moody Drive	75	13.7%
East's Corners Boulevard and Barons Street roundabout	64	11.7%
Barons Street and Mactier Drive	55	10.1%
Barons Street and Algoma Drive	43	7.9%
Other	39	7.1%
East's Corners Boulevard and Mactier Drive roundabout	37	6.8%
Barons Street and Secord Avenue/Danby Street	34	6.2%
Barons Street and Richler Avenue	28	5.1%
None of the above	28	5.1%
Major Mackenzie Drive West and Timber Creek Boulevard	13	2.4%
Timber Creek Boulevard and Woodgate Pines Drive/Dunrobin Crescent	12	2.2%

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Major Mackenzie Drive West and Finland Drive	11	2.0%
Timber Creek Boulevard and Woodgate Pines Drive	11	2.0%
Answered		199

Table 9 shows the locations within the neighbourhood where survey respondents think pedestrian safety could be improved. The most common answer is at the East's Corners Boulevard and Barons Street roundabout. Other common answers include Major Mackenzie Drive West and Barons Street and Barons Street and Mactier Drive/Moody Drive.

Table 9 – Indicated Locations of Pedestrian Safety Feedback within New Kleinburg Neighbourhood

In your experience, at which locations in the study area, if any, is pedestrian safety an issue?		
Answer Choices	Responses	
East's Corners Boulevard and Barons Street roundabout	78	14.1%
Major Mackenzie Drive West and Barons Street	76	13.7%
Barons Street and Mactier Drive/Moody Drive	74	13.4%
Barons Street and Mactier Drive	53	9.6%
East's Corners Boulevard and Mactier Drive roundabout	45	8.1%
Barons Street and Algoma Drive	43	7.8%
None of the above	40	7.2%
Barons Street and Secord Avenue/Danby Street	35	6.3%
Barons Street and Richler Avenue	29	5.2%
Other	25	4.5%
Major Mackenzie Drive West and Timber Creek Boulevard	16	2.9%
Major Mackenzie Drive West and Finland Drive	15	2.7%
Timber Creek Boulevard and Woodgate Pines Drive	13	2.3%
Timber Creek Boulevard and Woodgate Pines Drive/Dunrobin Crescent	12	2.2%
Answered		197

Table 10 shows the locations within the neighbourhood where survey respondents think cyclist safety could be improved. The most common answer is "None of the above". However, other common answers include Major Mackenzie Drive West and Barons Street and East's Corners Boulevard and Barons Street roundabout.

Table 10 – Indicated Locations of Cyclist Safety Feedback within New Kleinburg Neighbourhood

In your experience, at which locations in the study area, if any, is cyclist safety an issue?		
Answer Choices	Responses	
None of the above	73	14.0%
Major Mackenzie Drive West and Barons Street	71	13.6%
East’s Corners Boulevard and Barons Street roundabout	58	11.1%
Barons Street and Mactier Drive/Moody Drive	51	9.8%
Barons Street and Mactier Drive	46	8.8%
Barons Street and Algoma Drive	41	7.8%
East’s Corners Boulevard and Mactier Drive roundabout	40	7.6%
Barons Street and Secord Avenue/Danby Street	28	5.4%
Barons Street and Richler Avenue	26	5.0%
Major Mackenzie Drive West and Timber Creek Boulevard	21	4.0%
Major Mackenzie Drive West and Finland Drive	19	3.6%
Other	19	3.6%
Timber Creek Boulevard and Woodgate Pines Drive/Dunrobin Crescent	16	3.1%
Timber Creek Boulevard and Woodgate Pines Drive	14	2.7%
Answered	192	

Table 11 shows the transportation and traffic concerns that survey respondents wish to have addressed for the New Kleinburg neighbourhood. The most common answer is “traffic congestion”. Other common answers include “speeding” and “heavy vehicle traffic (i.e. trucks, buses)”.

Table 11 – Indicated Areas to be Addressed for the New Kleinburg Neighbourhood

Based on the current conditions and your experiences in the neighbourhood, which transportation and traffic priorities do you wish to address? Please select your top five priorities from the list below.		
Answer Choices	Responses	
Traffic congestion	166	18.8%
Speeding	130	14.7%
Heavy vehicle traffic (i.e. trucks, buses)	124	14.0%
Cut-through traffic (i.e. traffic shortcutting through the neighbourhood)	96	10.9%
Aggressive driving	90	10.2%
Motorists not obeying or stopping at stop signs or traffic lights	64	7.2%

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Unsafe behaviours associated with school drop-off and pick-up	39	4.4%
Poor pavement conditions	32	3.6%
Poor roadside lighting	26	2.9%
Too few pedestrian crossings	20	2.3%
Frequency of collisions and/or near misses	17	1.9%
Distracted driving	14	1.6%
Inadequate biking infrastructure	13	1.5%
Inadequate walking paths	12	1.4%
Illegal parking or stopping	11	1.2%
Unsafe walking paths	10	1.1%
Tailgating	10	1.1%
Unsafe biking infrastructure	9	1.0%
No concerns	1	0.1%
Answered		215

Table 12 shows the future vision that survey respondents have for the New Kleinburg neighbourhood. The most common answer is “safer for pedestrians, cyclists, transit users and motorists”. Other common answers include “comfortable for all modes of travel” and “pedestrian-friendly”.

Table 12 – Indicated Future Vision for the New Kleinburg Neighbourhood

Which of the following words or phrases best describe your future vision for the neighbourhood? Please select up to three.		
Answer Choices	Responses	
Safer for pedestrians, cyclists, transit users and motorists	124	25.9%
Comfortable for all modes of travel	103	21.5%
Pedestrian-friendly	77	16.1%
Connected	55	11.5%
Transit-friendly	29	6.1%
Environmentally-friendly	26	5.4%
Sustainable	25	5.2%
Cyclist-friendly	18	3.8%
Accessible for persons with disabilities or mobility barriers	14	2.9%
Equitable	7	1.5%
Answered		200

Figure 1 shows how effectively the current neighbourhood conditions support safe walking as indicated by survey respondents. The most common answer is “not at all effective”.

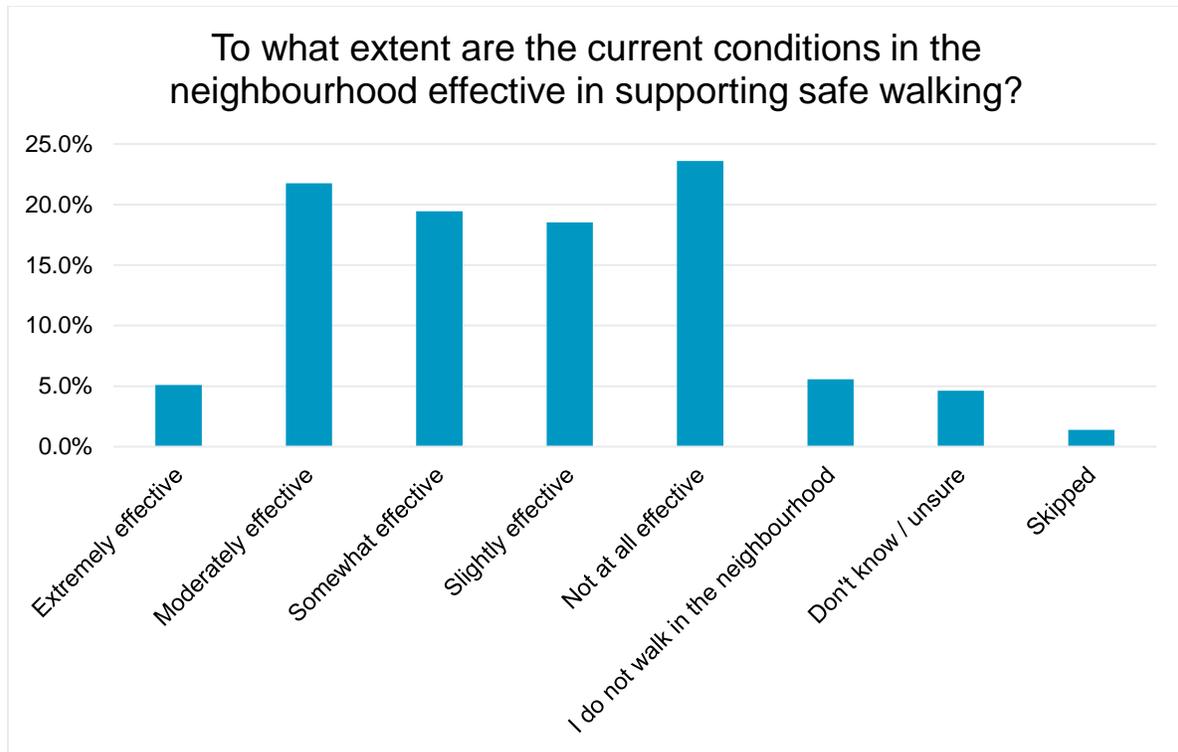


Figure 1 – Indicated Effectiveness of Current Conditions within the Neighbourhood to Support Safe Walking

Figure 2 shows how effectively the current neighbourhood conditions support safe biking as indicated by survey respondents. The most common answer is “not at all effective”.

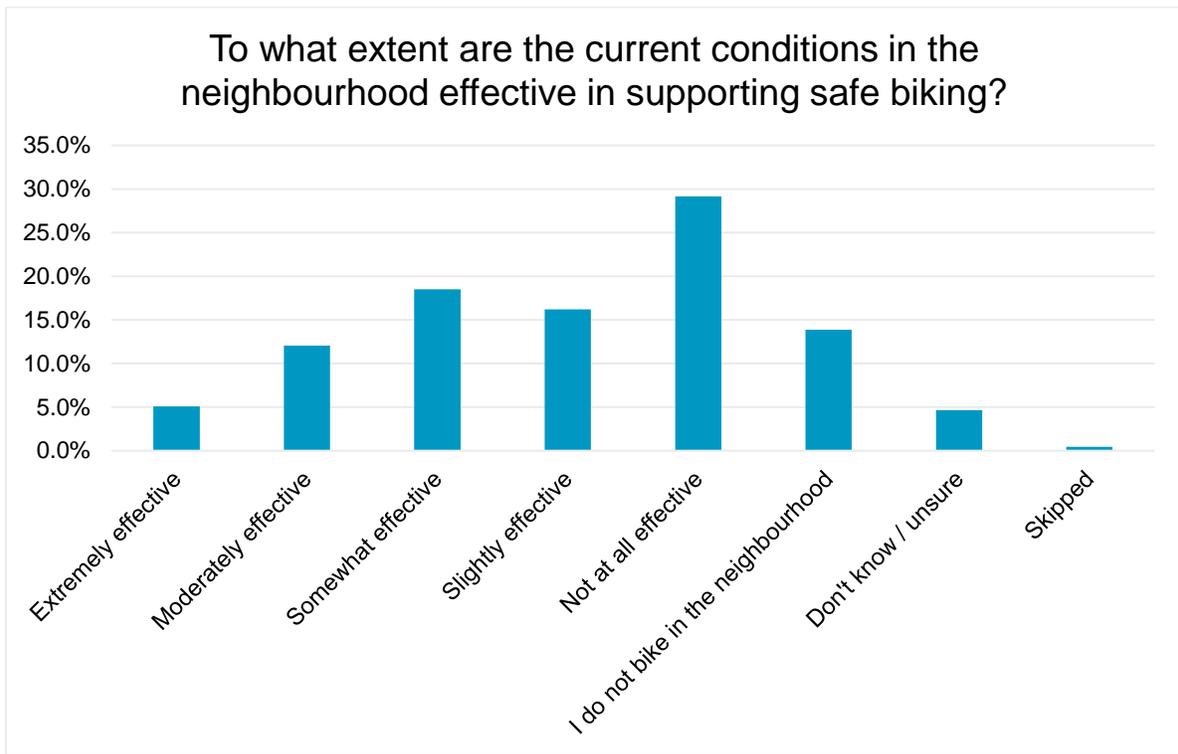


Figure 2 – Indicated Effectiveness of Current Conditions within the Neighbourhood to Support Safe Biking

Figure 3 shows which potential improvements survey respondents think should be prioritized. The answer with the largest percentage of respondents indicating it should be an essential priority is “widen Huntington Road (if warranted)”. Other answers indicated as an essential priority include “redirect cut-through traffic away from the neighbourhood (i.e. turning restrictions)”, “signalize key intersections along Huntington Road (if warranted)”, and “modify roundabouts along East’s Corners Boulevard and at Huntington Road and Garnet Williams Way”.

What level of priority would you assign to each potential improvement for enhancing safety, efficiency and accessibility in the New Kleinburg neighbourhood?

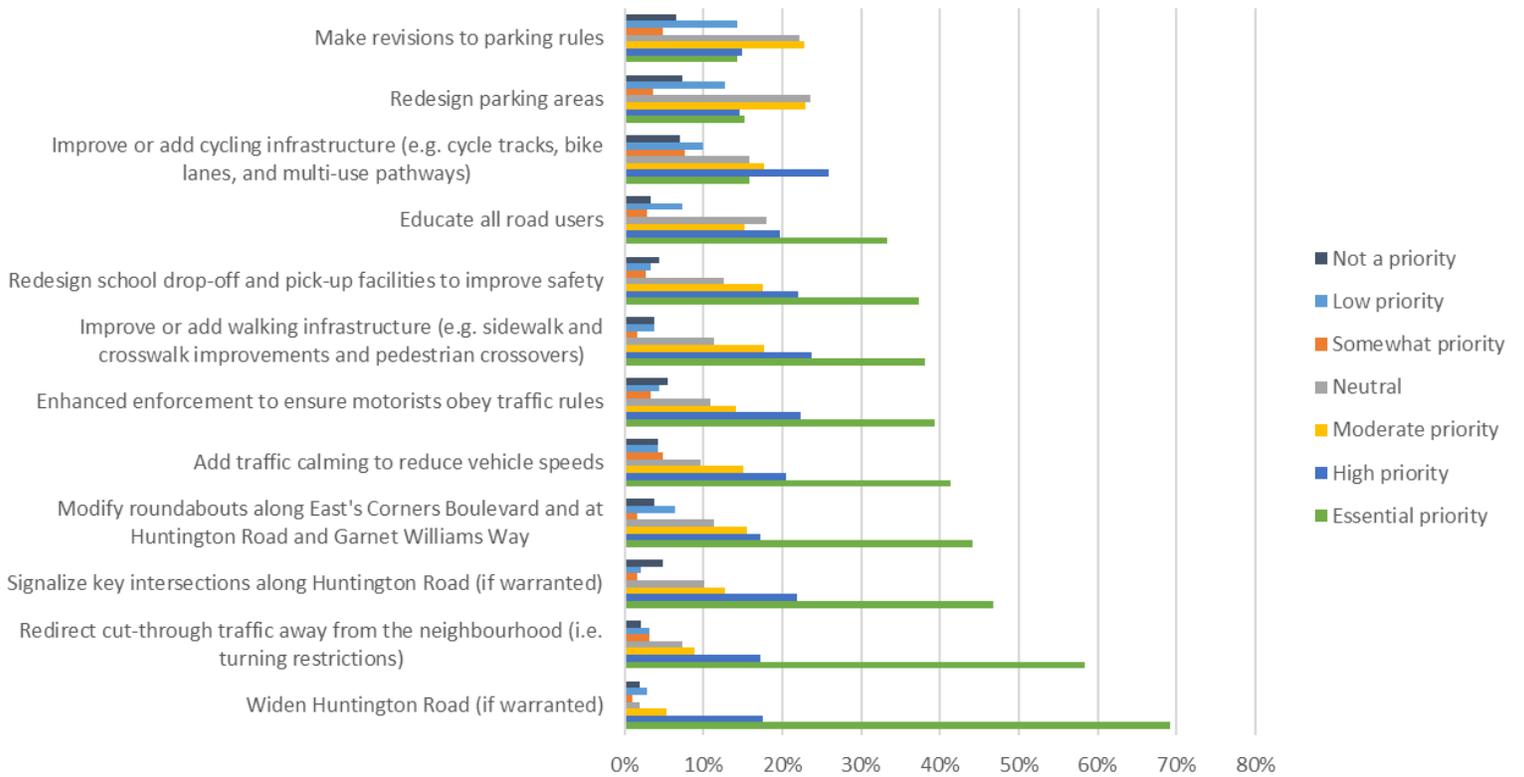


Figure 3 – Indicated Levels of Priority for Study Objectives

Table 13 shows the priority locations within the study area as well as the number of comments associated with each location.

Table 13 – Locations to Address and Resident Feedback

Area to be Addressed	Top Ranked Locations/Number of Comments
Aggressive Driving	<ul style="list-style-type: none"> • Roundabout at Garnet Williams Way and Huntington Road (1)
Parking/Stopping	<ul style="list-style-type: none"> • Barons Street near Pope Francis CES (1) • Ghent Drive (1) • Timber Creek Boulevard and Glen Abbey Trail (1)
Stop Sign Compliance	<ul style="list-style-type: none"> • Roundabout at Garnet Williams Way and Huntington Road (1) • Roundabout at Barons Street and East’s Corners Boulevard (1) • Algoma Drive and Nocturne Avenue (1) • Woodgate Pines Drive and Finland Drive (1)
Sightline	<ul style="list-style-type: none"> • Huntington Road and Algoma Drive (4) • Huntington Road and Mactier Drive (2) • Roundabout at Garnet Williams Way and Huntington Road (1) • Timber Creek Boulevard and Glen Abbey Trail (1)
Speeding	<ul style="list-style-type: none"> • Roundabout at Garnet Williams Way and Huntington Road (9) • Mactier Drive between Barons Street and Huntington Road (4) • Killington Avenue (4) • Huntington Road and Algoma Drive (2) • Cranbrook Crescent (2) • Barons Street near Pope Francis CES (1) • Roundabout at Barons Street and East’s Corners Boulevard (1) • Zenith Avenue (1) • Ghent Drive (1)
Traffic Congestion	<ul style="list-style-type: none"> • Huntington Road and Nashville Road (5) • Roundabout at Garnet Williams Way and Huntington Road (1) • Huntington Road and Algoma Drive (1) • Mactier Drive between Barons Street and Huntington Road (1)

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Area to be Addressed	Top Ranked Locations/Number of Comments
Cut-Through Traffic	<ul style="list-style-type: none"> • Huntington Road (3) • Barons Street (3) • Killington Avenue (2) • Zenith Avenue (1)
Vulnerable Road Users	<ul style="list-style-type: none"> • Mactier Drive (1) • Barons Street and Nashville Road (1) • Huntington Road and Mactier Drive (1) • Timber Creek Boulevard (1) • East's Corners Boulevard and Mactier Drive (1) • Richler Avenue and Avening Drive (1) • Major Mackenzie Drive West and Barons Street (1)

Survey respondents also recommended potential treatments that could be implemented within the study area. These treatments are summarized in **Table 14** below. Note that these treatments were identified from individual responses to the survey.

Table 14 – Potential Treatments Identified by Residents

Category	Potential Treatments
Geometry	<ul style="list-style-type: none"> • Implementing pavement markings ahead of roundabouts to indicate lane configurations. • Widening Huntington Road. • Implementing on-street parking along Barons Street. • Implementing turning lanes along Huntington Road. • Installing dual southbound left-turn lanes and a dedicated westbound right-turn lane at Major Mackenzie Drive West and Barons Street. • Increasing the capacity at Major Mackenzie Drive West and Highway 50 and Major Mackenzie Drive West and Highway 27. Note that these intersections are outside of the project study area. • Reducing the number of northbound lanes on Barons Street between Major Mackenzie Drive West and Moody Drive from two lanes to one lane.
Traffic Control Measures	<ul style="list-style-type: none"> • Installing stop signs at roundabouts. • Installing traffic signals. • Installing an all-way stop at Huntington Road and East's Corners Boulevard, at Huntington Road and Mactier Drive, at Killington Avenue and Richler Avenue, and at Timber Creek Boulevard and Glen Abbey Trail. • Installing a roundabout at Barons Street and Moody Drive.
Vulnerable Road Users	<ul style="list-style-type: none"> • Installing barriers for pedestrians walking along Huntington Road. • Implementing pedestrian crossovers with zebra pavement markings and crossing guards. • Implementing cyclist and pedestrian infrastructure along Huntington Road. • Implementing flashing pedestrian beacons. • Connecting the two neighbourhoods on either side of the railway tracks through an underpass or a pedestrian bridge.
Education/Enforcement	<ul style="list-style-type: none"> • Prohibiting truck movements at roundabouts. • Prohibiting trucks along Huntington Road. • Prohibiting trucks within the neighbourhood. • Implementing a speed limit of 40 km/h throughout the neighbourhood. • Implementing local access only along Huntington Road.

Category	Potential Treatments
	<ul style="list-style-type: none"> • Improving driver education for roundabouts. • Implementing automated speed enforcement. • Improving education for parents for school drop-off and pick-up activities. • Increasing enforcement at school bus stops.
Signs	<ul style="list-style-type: none"> • Implementing signage at the roundabout at Garnet Williams Way and Huntington Road to reduce driver confusion.
Parking	<ul style="list-style-type: none"> • Updating parking bylaws along Barons Street and East's Corners Boulevard. • Implementing on-street parking on both sides of Barons Street near the schools.
Traffic Calming Measures	<ul style="list-style-type: none"> • Installing speed bumps.

3.3 Digital Mapping Exercise

Survey respondents were asked to identify specific areas of road safety to be addressed. **Figure 4** shows a map of the locations within the study area. A total of 125 submissions were received.

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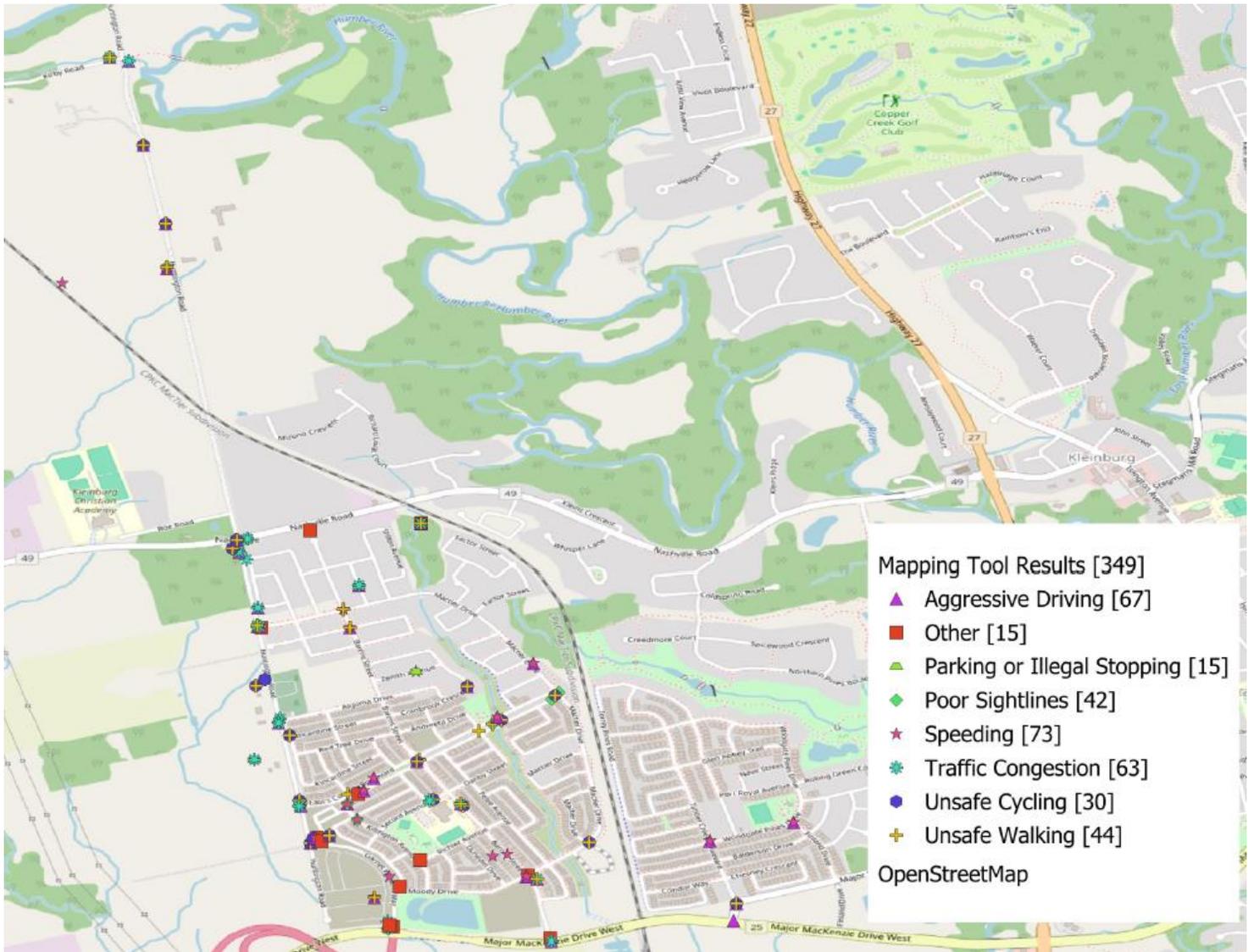


Figure 4 – Map of Locations with Identified Areas for Ongoing Road Safety Improvement

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

- Aggressive driving along Huntington Road, East's Corners Boulevard, Killington Avenue, Barons Street, Mactier Drive, Ghent Drive, Cranbrook Crescent, Timber Creek Boulevard, and Woodgate Pines Drive;
- Parking or illegal stopping along Huntington Road, Ghent Drive, Zenith Avenue, East's Corners Boulevard, Secord Avenue, and Barons Street;
- Poor sightlines along Huntington Road, Cranbrook Crescent, East's Corners Boulevard, and Killington Avenue;
- Speeding along Huntington Road, Ghent Drive, Barons Street, Mactier Drive, Zenith Avenue, Cranbrook Crescent, East's Corners Boulevard, Killington Avenue, Timber Creek Boulevard, and Woodgate Pines Drive;
- Congestion along Huntington Road, Ghent Drive, Secord Avenue, and Barons Street;
- Unsafe cycling along Huntington Road, East's Corners Boulevard, Cranbrook Crescent, Secord Avenue, Barons Street, Mactier Drive, and Timber Creek Boulevard; and
- Unsafe walking along Huntington Road, Barons Street, Secord Avenue, Mactier Drive, East's Corners Boulevard, Cranbrook Crescent, Killington Avenue, and Timber Creek Boulevard.

Appendix A – Virtual Information Session #1 Notes

Huntington Road Virtual Information Session 1

June 13, 2024

7:00 – 8:30 pm

Comment/Question	Response
<ul style="list-style-type: none"> Resident: Why are the Highway 427 exit and the upcoming Highway 413 not major contributors to traffic? 	<ul style="list-style-type: none"> CIMA+: Highway 427 was a major contributor to traffic, however, it is already open and traffic data that is being collected already includes the connection. Highway 413 is planned for the future and will be evaluated in our analysis. Huntington Road and Nashville Road will not directly connect to Highway 413, so a significant impact on traffic is not anticipated.
<ul style="list-style-type: none"> Resident: Operating speeds on Garnet Williams Way are 40 km/h which is not represented in the presentation. 	<ul style="list-style-type: none"> CIMA+: Huntington Road has a posted speed limit of 60 km/h and Garnet Williams Way has a posted speed limit of 40 km/h. We will make this clarification when we update the slides prior to releasing them publicly.
<ul style="list-style-type: none"> Resident: Why is there no traffic calming all the way around Mactier Drive? 	<ul style="list-style-type: none"> CIMA+: WSP previously completed a study on traffic calming, however, the full extent of Mactier Drive was not included in the scope of that study. We are collecting public feedback on traffic calming measures in the northern section of the neighbourhood.
<ul style="list-style-type: none"> Resident: There are high volumes of trucks and poor driving behaviour in the neighbourhood, with people driving on the wrong side of the road to avoid queues, hit and runs, and driving in ditches. Drivers engage in reckless behaviour and are cutting through from northern communities. I live on a blind hill at Huntington Road 	<ul style="list-style-type: none"> CIMA+: Are drivers travelling down Kirby Road to access Huntington Road? CIMA+: Your concerns are noted and will be evaluated in this study.

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Comment/Question	Response
<p>and Kirby Road and see a lot of speeding, with speeds exceeding 100 km/h. We need a road connecting Huntington Road to Highway 50 to redirect traffic. Is there a way to make Huntington Road local traffic only?</p> <ul style="list-style-type: none"> Resident: Kirby Road is currently closed for road improvements, which will make it more enticing for vehicles to cut through along Huntington Road, in addition to the track repair on Huntington Road. I am concerned about additional cut-through traffic. 	
<ul style="list-style-type: none"> Resident: I live east of Huntington Road and south of Nashville Road and witness reckless driver behaviour. Huntington Road is very congested with cut-through traffic from Highway 427. Has any thought been given to the train tracks on Nashville Road, which regularly stops the flow of traffic for extended periods of time and directly affects traffic on Huntington Road? Vehicles cannot make a right turn due to the congestion. I am also concerned about the potential for cut-through traffic along Barons Street once the intersection of Barons Street and Nashville Road opens. There will be a park opening there soon and it is not safe for kids playing. 	<ul style="list-style-type: none"> CIMA+: Nashville Road is not within our study area and it is a Regional road. The Region does not have control over the duration of a train crossing. However, we will assess the impact of the intersection of Barons Street and Nashville Road once it opens to get an understanding of the amount of cut-through traffic. This will be presented at the next public meeting.
<ul style="list-style-type: none"> Resident: Is there a plan for a sidewalk on Huntington Road? 	<ul style="list-style-type: none"> CIMA+: We will assess the potential for sidewalks along Huntington Road.
<ul style="list-style-type: none"> Resident: Have the expected traffic volumes from the proposed residential development north of Nashville Road on Huntington 	<ul style="list-style-type: none"> CIMA+: We will include these developments in our analysis of future conditions along Huntington Road, including an assessment of

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Comment/Question	Response
<p>Road and the commercial plaza at Major Mackenzie Drive West and Barons Street been taken account when considering road widening? Currently, northbound congestion on Huntington Road is severe and infiltration in the neighbourhood is intense.</p>	<p>whether it needs to be widened or whether adding turning lanes at intersections is sufficient.</p>
<ul style="list-style-type: none"> Resident: Widening Huntington Road to multiple lanes would alleviate congestion. Another issue is congestion at Highway 50 and Major Mackenzie Drive West, which is causing local congestion that pushes traffic to Huntington Road northbound. 	<ul style="list-style-type: none"> CIMA+: We will investigate the timing of any future improvements to Highway 50 to entice drivers to use this route instead of Huntington Road. We will report the results at the next public meeting. City: We will be conducting an origin-destination study to determine where traffic is coming from when travelling along Huntington Road. Highway 50 and Major Mackenzie Drive West are Regional roads. In addition, the subdivision is currently undergoing construction, and there will be another roundabout at Mactier Drive and Barons Street. The new intersection of Barons Street and Nashville Road will have turning lanes. It is anticipated that drivers will use Barons Street instead of Huntington Road, and traffic infiltration is to be evaluated particularly with the new school and pedestrians and cyclists. We will evaluate the options that exist to direct traffic outside of the neighbourhood. Future growth is also a concern, with a future GO train line planned. There are also currently truck and load restrictions along Huntington Road and Nashville Road.

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Comment/Question	Response
	<ul style="list-style-type: none"> • City: Major Mackenzie Drive West and Highway 50 is a Regional intersection, however, we will direct this feedback to the Region as they are part of the stakeholder group for this study.
<ul style="list-style-type: none"> • Resident: Will the proposed fine increase for illegal truck storage and transport on load-restricted roads be implemented? 	<ul style="list-style-type: none"> • City: Development engineering staff at the City are aware of this issue and are evaluating options to stop this behaviour.
<ul style="list-style-type: none"> • Resident: When we try to exit out of Mactier Drive, northbound traffic on Huntington Road is blocking the intersection and we cannot exit. Can we get Do Not Block Intersection signage? Vehicles travelling along Barons Street to get to Huntington Road also block our street. • Resident: Parents park in the bike lanes at Pope Francis CES. • Resident: Does the principal know about the study? There is a kiss and ride available. 	<ul style="list-style-type: none"> • CIMA+: We are aware of the congestion issue and will evaluate this suggestion. • CIMA+: We are also aware of the parking issue as we conducted a study at this school last year and made recommendations for enhanced enforcement of stopping and parking restrictions. • CIMA+: The principal has seen the study report. • City: We are looking for short-term implementation measures which can be installed immediately, such as signage and pavement markings. This will prevent drivers from blocking intersections along Huntington Road. We are also evaluating long-term measures such as road widening. • City: We are working closely with the school board for the active school travel program. We want to increase safety in school zones and promote active travel in addition to reducing congestion.
<ul style="list-style-type: none"> • Resident: Will there be any preventative measures put in place when the Barons Street and Nashville Road intersection opens to deter vehicles from turning right 	<ul style="list-style-type: none"> • CIMA+: We will evaluate this as part of the study. When the new intersection opens, we will review cut-through traffic volumes. There is also traffic calming in place and we will assess whether additional

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Comment/Question	Response
<p>on Mactier Drive to cut through to Nashville Road?</p>	<p>traffic calming can discourage cut-through traffic. There will also be a roundabout. We will assess other features in the neighbourhood to discourage infiltration.</p>
<ul style="list-style-type: none"> Resident: Why were the traffic cushions removed from Mactier Drive shortly after being implemented last year? 	<ul style="list-style-type: none"> City: The traffic cushions were removed for winter maintenance operations.
<ul style="list-style-type: none"> Resident: There is a kiss and ride at Pope Francis CES, however, it cannot accommodate the demand. The school is above capacity. Resident: There are no other planned Catholic schools and the new public school is already nearly at full capacity. 	<ul style="list-style-type: none"> CIMA+: There will be a new public school. We will reach out to the school board to determine whether another Catholic school can be built to handle the overflow from Pope Francis CES. City: The City received a development application for a large subdivision north of Nashville Road, as well as a pre-consultation application on the west side of Huntington Road. We will forward this feedback to City planners to ensure that schools are planned for this area.