

City of Vaughan

Martin Grove Road Corridor Review

Engagement Summary – Round 2

December 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 and an online survey were 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 second in-person public information session and the online survey held in September 2024.

The second public engagement event was held on September 17, 2024 at 7:00 PM at Father E. Bulfon Community Centre. Several members of the public participated in the in-person event, with 20 individuals signing in. 172 individuals completed the online survey.

Through the engagement activities, participants expressed support and interest for implementing:

- A uniform posted speed limit of 40 km/h;
- Edge line and centre line treatments north of Langstaff Road;
- A Senior Safety Zone in front of Father E. Bulfon Community Centre;
- Parking stalls at St. Angela Merici Catholic Elementary School; and
- Tiger tails at stop signs.

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 and an online survey were 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 second in-person public information session and the online survey.

2 Second Public Information Session and Findings

The second public engagement event was held on September 17, 2024 at 7:00 PM at Father E. Bulfon Community Centre. Several members of the public participated in the event, with 20 individuals signing in as shown in **Figure 1**. Those participating in the engagement event were invited to ask questions or provide comments at the end of the session, including marking responses on interactive boards placed around the room.



Figure 1 – Public Engagement Event

Common themes reflected in the various questions and comments asked during the engagement session include:

- Plaza Access Restrictions
 - Participants indicated that this proposed option would increase delays for residents to travel to and from the plaza
- On-Street Cycling Facilities
 - Participants indicated that there is low demand for cycling along Martin Grove Road
 - Participants indicated that e-scooters and other micro-mobility devices need to be addressed, particularly through licensing
- Three-Lane Cross-Section
 - Participants indicated their belief that this proposed option would cause congestion along Martin Grove Road
 - Participants indicated that school bus drivers currently experience difficulty in turning right onto Martin Grove Road from Triton Avenue and that a three-lane cross-section may cause further difficulty
- Curb Radius Reductions
 - Participants indicated that school buses travel along Martin Grove Road and would need to be able to continue to make turns, particularly at Triton Avenue and Woodbridge Avenue
- Left-Turn Traffic Calming at Woodbridge Avenue
 - Participants indicated that school buses make the southbound left-turn movement at Martin Grove Road & Woodbridge Avenue and that left-turn traffic calming should not impede this movement for buses
 - Participants also indicated that school bus drivers experience difficulty in navigating the southbound left-turn movement due to westbound vehicles stopping too close to the crosswalk
 - Participants suggested moving the stop bars further back at this intersection
- Amaretto Court
 - Participants indicated that residents on Amaretto Court experience difficulty in turning left or right onto Martin Grove Road due to sightline limitations and speeding vehicles in both directions
 - Participants indicated support for a pilot study for the curb extension option at this location
- School Crossing Guard Safety
 - Participants indicated that vehicles do not wait for the school crossing guards to finish crossing the road prior to entering the intersection

- Speeding
 - Participants indicated that vehicles speed along Martin Grove Road at Milano Avenue to catch the green light at Langstaff Road
 - Participants indicated that speeding along Martin Grove Road is primarily a result of non-residents cutting through to avoid congestion along Highway 27, particularly if there is an incident on Highway 27
 - Participants indicated that stunt driving at night needs to be addressed
- Jackman Crescent Pedestrian Signal
 - Participants indicated that vehicles disobey the pedestrian signal
- Roundabouts
 - Participants indicated support for roundabouts, particularly at Forest Drive, Claudia Avenue / Bainbridge Avenue, and Morning Star Drive
- Traffic Calming
 - Participants indicated support for speed bumps
- Automated Speed Enforcement
 - Participants indicated support for automated speed enforcement
- Enforcement
 - Participants indicated support for increased enforcement along Martin Grove Road
- Stop Sign Compliance
 - Participants indicated that there is poor stop sign compliance along Martin Grove Road at the all-way stop controlled intersections
- Signalization
 - Participants indicated support for signalization of the intersections at Claudia Avenue / Bainbridge Avenue and Morning Star Drive
- Leading Pedestrian Intervals
 - Participants indicated support for Leading Pedestrian Intervals

More details on the interactive boards filled in by members of the public during the public engagement 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 September 3rd and was available to residents until October 1st, 2024. A total of 172 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 as 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 to this corridor? Please select all that apply.		
Answer Choices	Responses	
I live near or off the corridor	59.88%	103
I regularly travel along this corridor (at least once a week)	54.65%	94
I live directly along the corridor	37.21%	64
I own property directly on the corridor	20.35%	35
My child attends an elementary or secondary school directly on the corridor	20.35%	35
I work directly on or near the corridor	8.14%	14
I avoid travelling along this corridor	3.49%	6
Other	2.91%	5
Answered		172

Table 2 shows the indicated answers as 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	87.79%	151
Walking	6.98%	12
Biking	2.91%	5
Public transit (York Region Transit)	1.16%	2
Carpooling	1.16%	2
I do not travel within the corridor	0.00%	0
Rolling (e.g. wheelchair or another mobility device)	0.00%	0
Micromobility device (e-bike, e-scooter, etc.)	0.00%	0
Other	0.00%	0
Answered		172

As part of the online survey, residents were asked to assign a priority level to proposed recommendations along the Martin Grove Road corridor. These recommendations were grouped into the following categories:

- Speed Management
- Cross-Sectional Changes
- Pedestrian-Friendly Measures
- School Arrival and Dismissal
- Access Management
- Stop Sign Compliance

Figure 2 shows the recommendations ranked by the average level of importance to residents, where 1 indicates the highest importance and 6 indicates the lowest importance. Based on the responses, stop sign compliance recommendations were ranked as having the highest average importance, followed by speed management, pedestrian-friendly measures, and school arrival and dismissal recommendations. Access management recommendations were found to be of the least average importance to respondents.

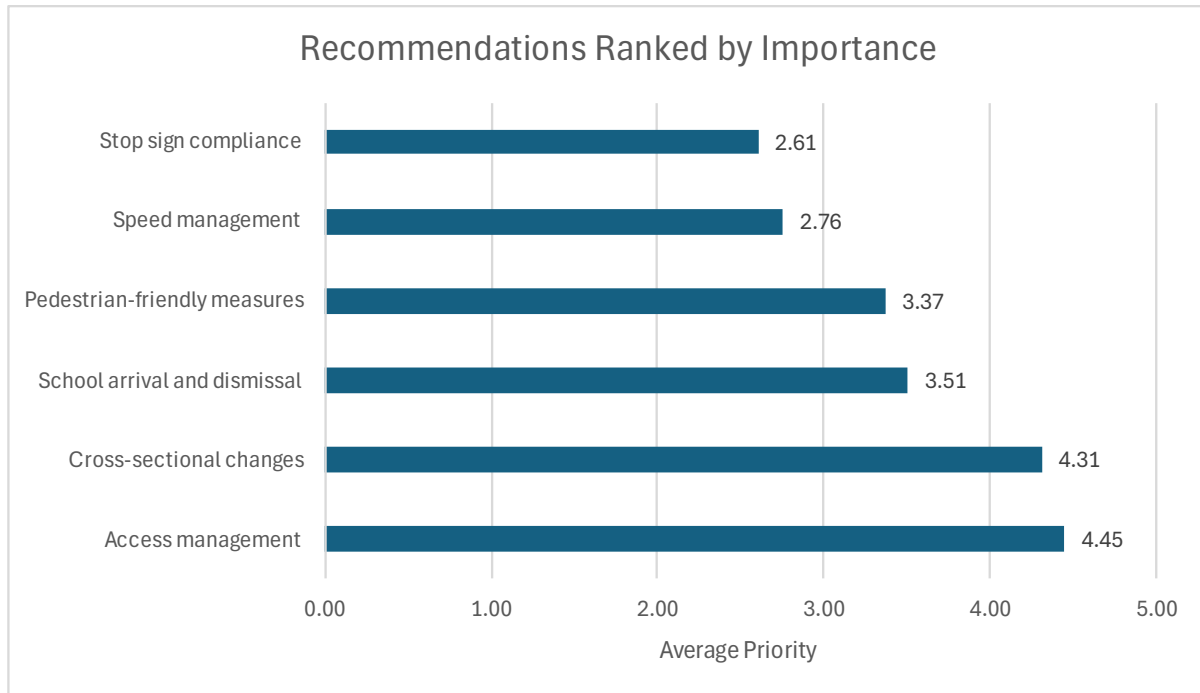


Figure 2 – Types of Recommendations Ranked by Indicated Importance

Based on these categories, specific recommendations were provided to respondents to determine the priority level of each improvement. A score of 1 indicated that the potential recommendation was of low priority and a score of 5 indicated that the potential recommendation was of essential priority.

Figure 3 shows the indicated average priority for recommendations related to speed management along Martin Grove Road. For all of the proposed recommendations, the average level of priority was less than 3, and the lowest priority according to respondents is installing curb radius reductions to reduce the turning speed of vehicles at specified intersections along the corridor.

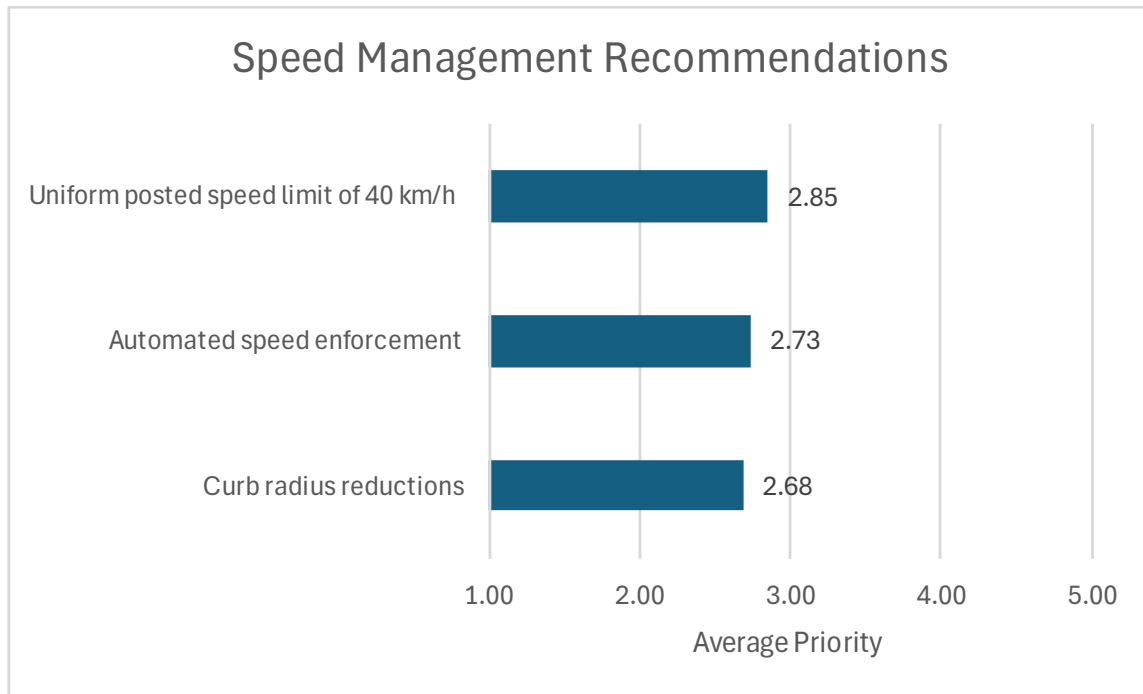


Figure 3 – Indicated Average Priority for Speed Management Recommendations

Figure 4 shows the indicated average priority for recommendations related to cross-sectional changes along Martin Grove Road. Converting the corridor to a three-lane cross-section received the lowest priority according to respondents. Edge line and centre line treatments received an average priority of 3.02, suggesting that there may be some support among residents for this treatment.

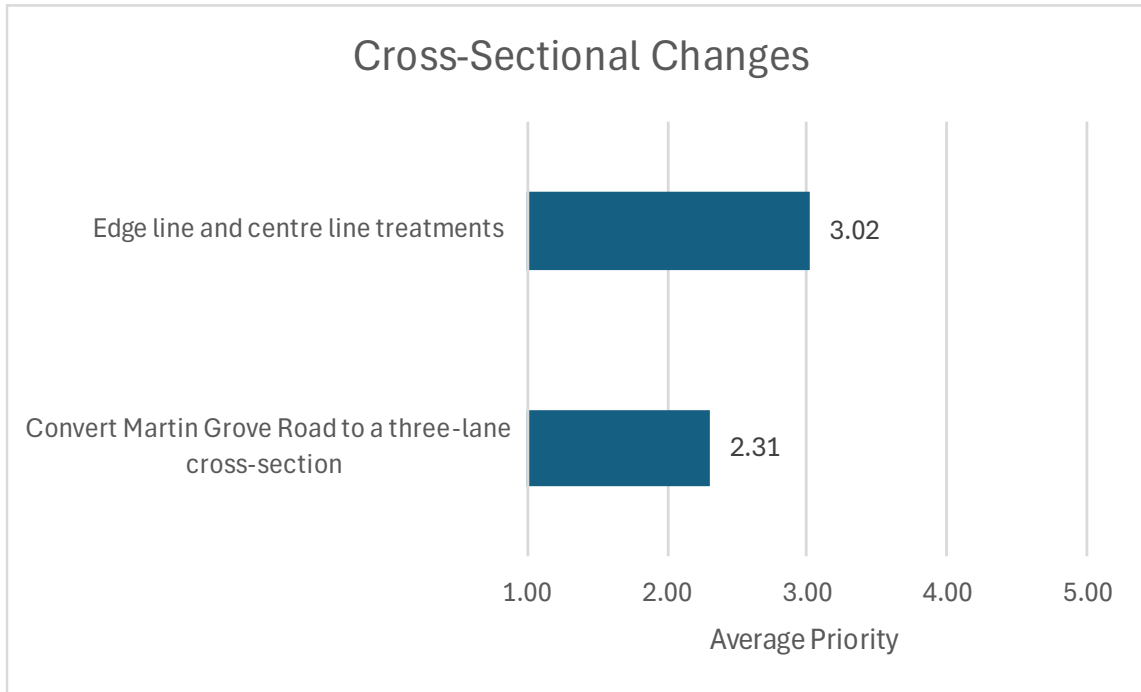


Figure 4 – Indicated Average Priority for Cross-Sectional Changes

Figure 5 shows the indicated average priority for recommendations related to pedestrian-friendly measures along Martin Grove Road. Senior Safety Zones received the highest priority according to respondents, with an average priority of 3.78, indicating general support for this measure. All other proposed recommendations received an average priority of less than 3.

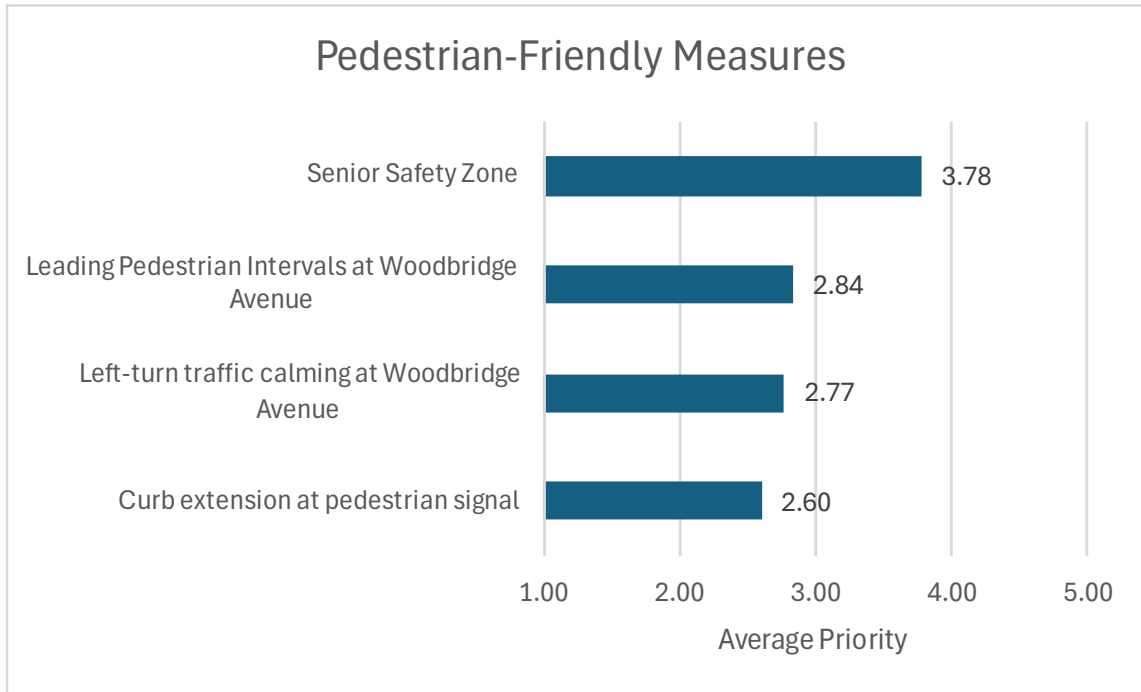


Figure 5 – Indicated Average Priority for Pedestrian-Friendly Measures

Figure 6 shows the indicated average priority for recommendations related to school arrival and dismissal along Martin Grove Road. Removing the No Stopping restrictions in front of St. Angela Merici Catholic Elementary School and providing parking stalls on both sides of Martin Grove Road received an average priority of 3.3, indicating that there was general support for this treatment.

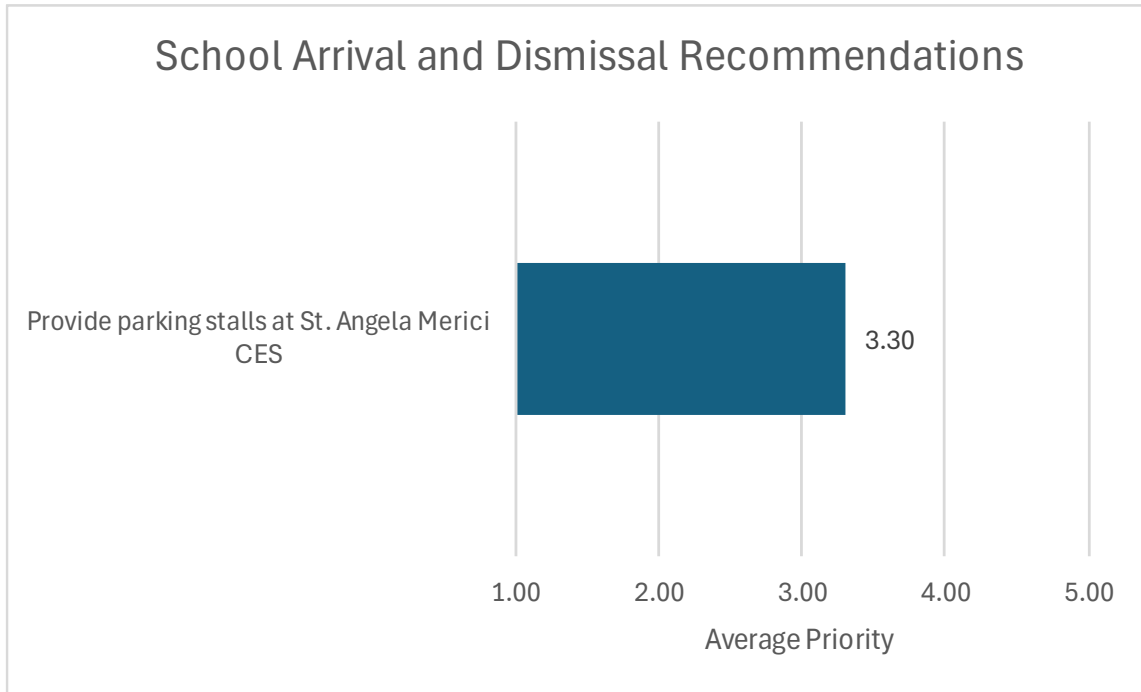


Figure 6 – Indicated Average Priority for School Arrival and Dismissal Recommendations

Figure 7 shows the indicated average priority for recommendations related to access management along Martin Grove Road. Installing a median to prohibit vehicles from turning eastbound left to exit the plaza just north of Highway 7 received an average priority of 1.86, suggesting that a majority of respondents do not support this measure.

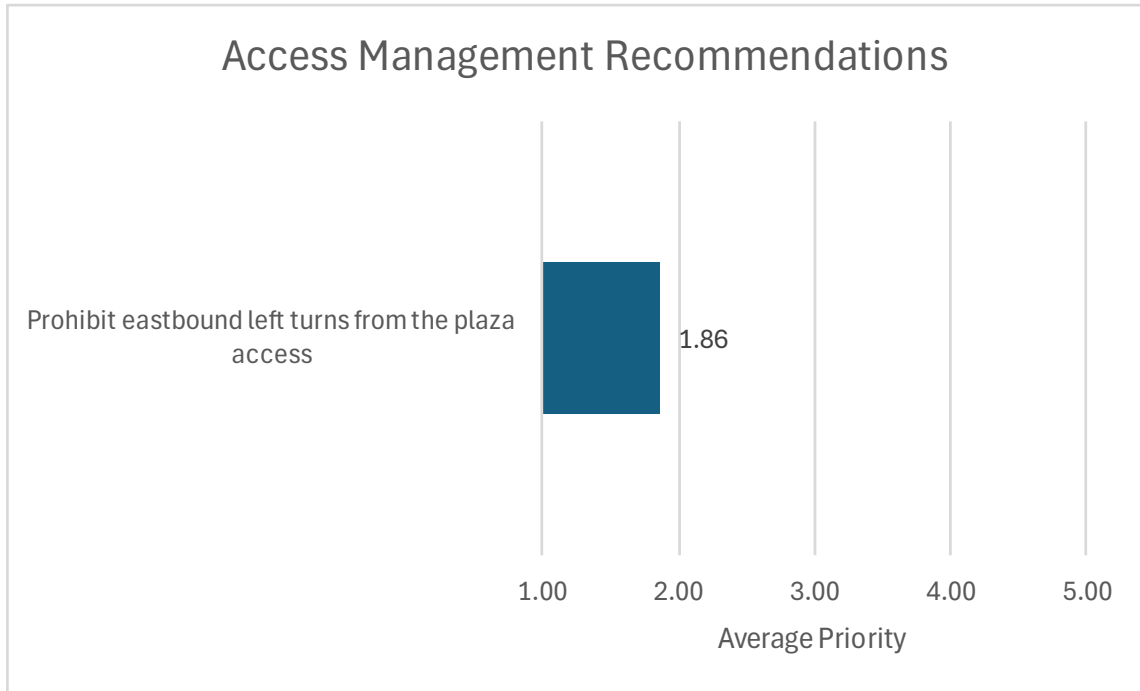


Figure 7 – Indicated Average Priority for Access Management Recommendations

Figure 8 shows the indicated average priority for recommendations related to stop sign compliance along Martin Grove Road. Installing tiger tails at the base of stop signs at several intersections along the corridor received an average priority of 3.95, indicating strong support for this measure.



Figure 8 – Indicated Average Priority for Stop Sign Compliance Recommendations

Individuals also specified additional recommendations that should be considered. **Table 3** summarizes additional recommendations receiving two or more suggestions, along with any additional information suggested by respondents.

Table 3 – Indicated Additional Recommendations

Category	Number of Suggestions	Additional Information
Roundabouts	61	<ul style="list-style-type: none"> • Install roundabout at Forest Drive • Install roundabout at Morning Star Drive • Install roundabout at Claudia Avenue / Bainbridge Avenue • Install roundabout at Dolores Crescent / Andy Crescent • Install roundabout at Dolores Crescent / Castlepoint Drive • Install roundabout at Harris Crescent / Raymond Road
Enforcement	59	<ul style="list-style-type: none"> • Install automated speed enforcement • Request York Regional Police to regularly enforce speeds along the corridor
Yield Signage	26	<ul style="list-style-type: none"> • Install yield signage at the plaza access • Replace stop control with yield control at intersections along the corridor
Pavement Markings	17	<ul style="list-style-type: none"> • Install transverse pavement markings at St. Angela Merici CES • Improving pavement markings at the plaza access
Traffic Signals	15	<ul style="list-style-type: none"> • Signalize intersection with Forest Drive • Signalize intersection with Claudia Avenue / Bainbridge Avenue • Signalize plaza access • Convert pedestrian signal to full signal at Jackman Crescent
Speed Bumps	15	<ul style="list-style-type: none"> • South of Auburn Road / Andrew Park • Between Claudia Avenue / Bainbridge Avenue and Forest Drive • North and south of Amaretto Court • Between Woodbridge Avenue and Langstaff Road
Centre Left-Turn Lane	11	<ul style="list-style-type: none"> • Implement a centre left-turn lane to receive left-turning traffic from the plaza access
Cycling Facilities	6	<ul style="list-style-type: none"> • Install bike lanes north of Langstaff Road • Extend cycle tracks north of Rainbow Creek Park trail
Active School Travel	5	<ul style="list-style-type: none"> • Active school travel should be encouraged to reduce congestion and improve pick-up and drop-off activities

Category	Number of Suggestions	Additional Information
Signage	4	<ul style="list-style-type: none"> • Signage reminding drivers to stop at stop bars and watch for pedestrians
Truck Restriction	3	<ul style="list-style-type: none"> • Trucks should be prohibited along the corridor
Increased Flashing Don't Walk Time	3	<ul style="list-style-type: none"> • Pedestrian signal at Jackman Crescent
Illumination	3	<ul style="list-style-type: none"> • Improve illumination at Claudia Avenue / Bainbridge Avenue • Improve illumination at Forest Drive
Raised Crosswalks	3	<ul style="list-style-type: none"> • Provide raised crosswalks along the corridor, particularly in conjunction with roundabouts
Left-Turn Phasing	2	<ul style="list-style-type: none"> • Protected and permissive left-turn phases at Woodbridge Avenue
On-Street Parking	2	<ul style="list-style-type: none"> • On-street parking should be provided along the corridor, particularly at St. Angela Merici CES
Parking Restrictions	2	<ul style="list-style-type: none"> • On-street parking should be prohibited along the corridor due to congestion
Dedicated Turning Lanes	2	<ul style="list-style-type: none"> • Dedicated right-turn lanes at Langstaff Road

4 Conclusion

As part of the Martin Grove Road In-Service Road Safety Review, an in-person public engagement session and an online survey were undertaken to understand traffic priorities affecting residents and to gather feedback on preliminary recommendations. The second public engagement event was held on September 17, 2024 at 7:00 PM at Father E. Bulfon Community Centre, with several members of the public in attendance. Additionally, 172 individuals completed the online survey.

Through the engagement activities, participants expressed support and interest for implementing:

- A uniform posted speed limit of 40 km/h;
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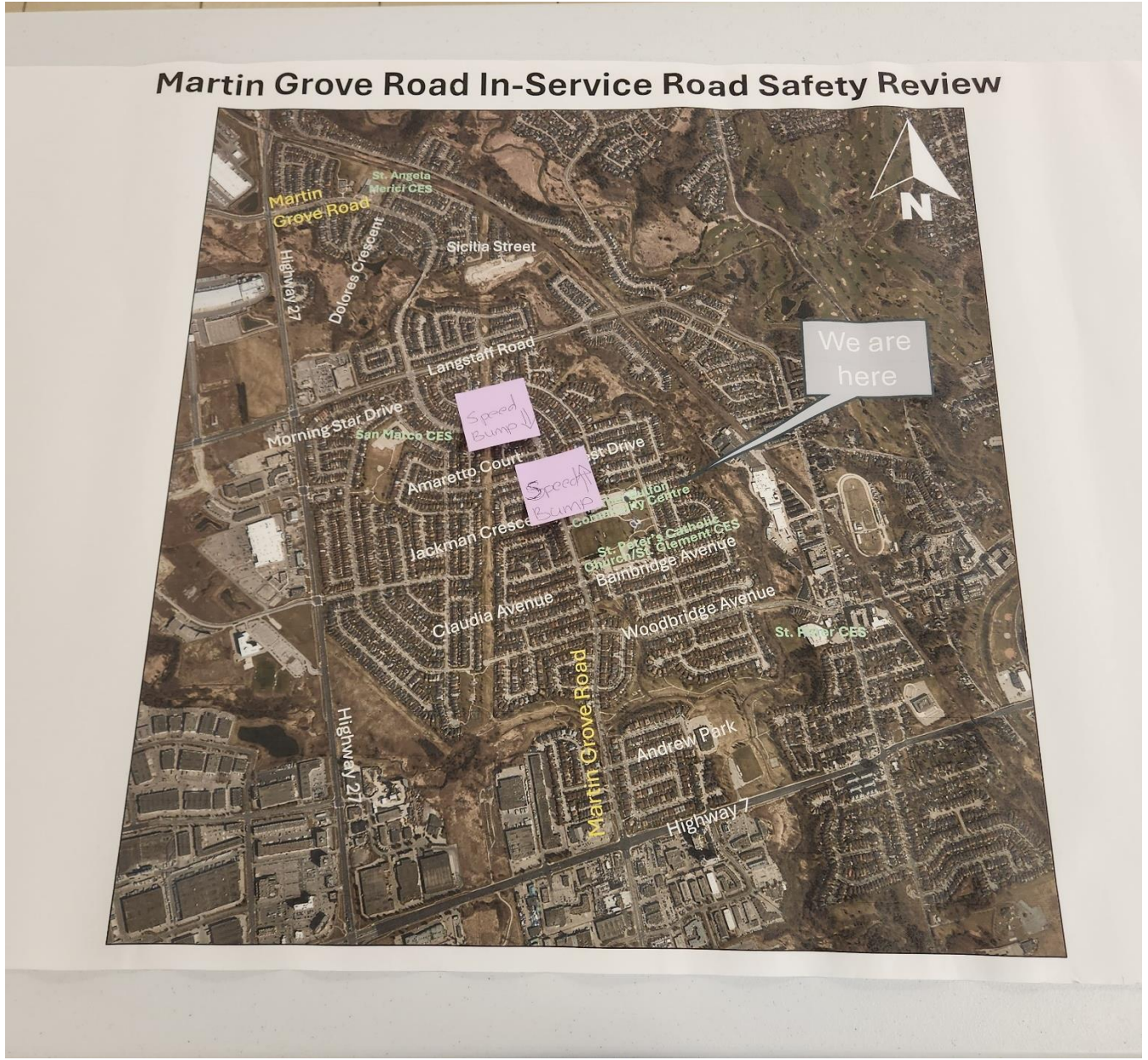
Appendix A – Information Session #2 Notes

Martin Grove Road In-Person Public Information Session 2

September 17, 2024

7:00 – 8:30 pm

Interactive Boards



Comments from the public on the above board indicate support for speed bumps north of Amaretto Court and south of Forest Drive.