

Vaughan Complete Streets – Have Your Say Online Engagement Summary

1. Introduction

Between June 15 and July 5, 2022, residents of the City of Vaughan were invited to participate in an online engagement through the City's [Have Your Say platform](#). In addition to providing background information on the forthcoming Complete Streets Guidelines, the platform invited residents and stakeholders to use an interactive mapping tool to indicate which streets and areas in the city feel safe for all road users and which could be improved.

Participants were asked to consider the following questions when submitting their comments:

- Which streets in Vaughan could be made safer?
 - What improvements would you suggest?
 - Be sure to think about all street users – pedestrians, cyclists, public transit riders and motorists.
- Which streets in Vaughan feel safe?
 - What aspects of these streets make them feel that way?

The page received **84 views (from 63 unique visitors)**. “Informed visitors” (42) are those who clicked somewhere on the page during their visit, and “engaged visitors” are the number of people who used the Places Tool (28). **Eighty-nine pins/contributions were submitted by the 28 people who used the Places Tool.**

2. What We Heard – Recurring Themes and Issues

Recurring themes that emerged from the feedback from received from the 28 participants is summarized below. Complete responses are provided in Appendix A. Mapped responses can be seen [here](#).

Speed

Participants were concerned about the safety of cyclists and pedestrians, with speeding traffic being a main concern. It was noted that, in certain locations, motorists do not appear to follow traffic signs or signals, increasing the risk for cyclists and pedestrians. Rather than simply reducing the speed limit, it was suggested to reconsider street design and a ‘street diet’ to encourage traffic calming. Participants suggested several measures – such as speed bumps, stop signs and crossing signals – to improve safety for vulnerable road users. Participants also noted that on-street parking reduced traffic speeds.

Pedestrian Experience

In terms of the pedestrian environment, participants would like to see enhancements to and maintenance of the streetscape, such as pavement, furniture, planting, and routine maintenance. Participants indicated that sidewalks and curbs should be accessible for all road users - identifying areas where travelling using a wheelchair is difficult. Participants noted appreciation for recent upgrades to Vaughan’s streets, including grade-separated paths. There was a noted desire among participants for pedestrians to have physical separation from traffic.

Crossings and Connections

Participants noted they would like to see more visible crossings and expressed a desire for more dedicated and safe connections over roadways and waterways, citing a number of abrupt endings to sidewalks and cycling routes. Participants also noted appreciation for recent upgrades to Vaughan's streets, including pedestrian crossing buttons and landscaping.

Cyclist Safety

For cyclists, participants would like to see the addition of clear, physically separated bike lanes throughout the City with thoughts to a well-integrated network. Participants also raised concerns about areas where a bike lane ends, the road narrows and cyclists are forced to compete with vehicular traffic.

Vehicular Travel

For those travelling by car, participants note frustration with traffic backed up at intersections and difficulties in making turns due to signals being out of sync and having intersections too close together. Participants would like to see four-way stops and traffic signals used appropriately to control traffic flow and safe passage – perhaps altering the signal timing based on the time of day.

3. Next Steps

The feedback collected will help the City understand the current opportunities and challenges faced by those using Vaughan's streets – and identify potential ideas for how to address those challenges. The feedback received will be used by the technical team as they develop Complete Street Guidelines for the City of Vaughan.

Appendix A – Complete Responses

This street/area is currently safe

- Hwy 7 have made large pedestrian and transit changes that improve the flow for both vehicular and pedestrian movement along Hwy 7.
- The green pavement markings through intersections are a great component of the Clark cycle tracks!
- I love cycling and walking through the grade separated paths, but they could be better maintained (swept/drainage maintained)
- The bike lanes in the middle of the street are a cool way to make the interchange safer. My only suggestion is making it easier for bikes to cross the road to get here. The timing of the crosswalk makes it inconvenient.
- The City of Vaughan does a great job to maintain the bridge over the stormwater pond and trails. A lot of local residents appreciate the frequent landscaping.
- New pedestrian crossing button makes it feel safer to cross when many cars pass around 8-9 am
- Like that cars cannot turn right on a red light
- Dedicated streetlight useful for exiting the plaza safely

This street/area could be improved

- Not just Keele, but any major street that gets "upgraded" to have curbs is a Problem - if there are curbs, there is no where for a cyclist to go if there is urgent need to get away from traffic. Switch to "mountable" curbs (D), away from the vertical curbs, especially for major roadways. Also, whenever a street has been switched from gravel shoulders to curbs, the road is made more narrow, with no paved, flush shoulder for cyclists before the curb. Stop making roads worse, when "improving" them.
- Lawford Road from Major MacKenzie Drive to Stanton has 3 schools and recently received stop signs but is a heavy pedestrian used area with the huge Park Amenities that exist and could use more lay-by-lay parking, pedestrian signals and stop signs along this route.
- Hwy7 west of the VIVA Rapidway not safe for bikers
- Speeding is a very big problem on this street. Suggest adding speed pumps and the speed gates similar to on Marc Santi.
- When driving north on Yonge Street and turning west on Arnold, the road is warped badly and is dangerous.
- This intersection is too wide (It appears that it was made this wide to accommodate future traffic signals + turn lanes). Perhaps it would be nice to narrow it temporarily for now using lines or other traffic calming
- Consider to use flash-mode for these signals during off-peak hours as the traffic volumes are low enough that a 4-way-stop will be sufficient
- This 4-way-stop is extremely congested during peak hours. Consider using time-of-day traffic signals (so that it's in flash mode during off-peak hours to ensure traffic efficiency)
- Why does a 4-way-stop exist here? Why does traffic on Clarence have to stop for very low traffic volumes that might originate from Modesto Gardens? If the concern is vehicles speeding, other traffic measures should be considered as using all-way-stops for such a purpose is generally not a good idea."

- This stretch of Major Mack is quite dangerous, with large amounts of left-turning traffic eastbound and no left-turn lane.
 - Ever since the construction on Maj Mack, the traffic signals on Maj Mack from Jane to Melville have been out of sync, causing significant delays. Please fix this.
 - Consider renaming the old alignment of Maj Mack (perhaps Old Maj Mack?)
 - Cars making right hand turns snuggle up to curbs and prevent bikes from passing through. Please create and enforce clear bike lanes.
 - Brick pedestrian walkways are rough and an unnecessary impediment to cyclists. Crossing guard at this intersection has a tendency to stop traffic in all directions for children crossing in a single direction.
 - 4 way stop here is unnecessary and should be moved north to Basie Gate/Entrance to NTCC to protect people going into community centre.
 - 4 way stop required
 - Parents dropping off students at Stephen Lewis routinely stop in the intersection or so close to the intersection that traffic cannot pass by. Please prevent stopping standing near intersection, particularly first 50 feet south bound on Pleasant Ridge south of Autumn Hill.
 - These signals should be replaced with a roundabout or all-way stop. Unnecessary signals encourage non-compliance.
 - There is a curb bump-out on the northbound lane that blocks views of northbound traffic when entering forest run from vanguard rd. Remove the bump-out.
 - The school cross walk ends in the driveway on the west side of the road instead of a dropped curb with sidewalk connection across the boulevard. I suspect this crossing isn't AODA compliant.
 - Do not paint the northbound bike lane left edge line through the intersection: it gives the cyclists the impression that they don't need to stop for the stop sign.
 - The road narrows at this point and forces cyclists to ride single file with motor vehicles. This encourages unacceptable risks to cyclists and liability issues to the City by forcing a vulnerable road user to compete for space in a dangerous situation. Remove the narrowing - it is unnecessary.
 - Cars are not stopping at the red light before making right hand turns.
 - 90% of cars do not stop at the stop sign making it very dangerous for pedestrians trying to cross
 - What I assume is a bike trail on the south side could use a barrier and clearer indicators of a path.
 - The sudden end of cycle tracks at the intersection force cyclists continuing east on Centre to cut across the turning lane and merge into the through lane mid-intersection.
 - Traffic coming out of the plaza constantly rolls through the multi-use path without stopping first.
 - Lowering the speed limit without altering the street's geometry will not change driver behaviours - people generally drive as fast as they feel safe. Reconfiguring Atkinson to emphasize active transportation and slow the flow of traffic is the best way to make our school zones safer. As a report to council previously noted, "Collector roads such as Atkinson Avenue are designed to accommodate relatively high traffic speeds and volumes, and it is expected that compliance with a 40 km/h speed limit would be low."
- https://meetingarchives.vaughan.ca/committee_2002/pdf/CWA20021104_26.pdf

- Marc Santi is a RACETRACK. We need to slow down vehicles here, or run the risk of a child being hit by a car in a fatal manner.
- This road is a speedway. SLOW THINGS down before someone else is fatally hurt!!
- This would be an excellent place for a pedestrian/cycling bridge connecting the two parks and green spaces
- Turning left from Dundurn Cr onto Atkinson Ave is unsafe because the westbound cars on Atkinson drive extremely fast. Since you cannot see the cars until they come around the bend, you are forced to complete the left turn very quickly. It's really only a matter of time until someone is seriously hurt or killed here. Additionally, because of this problem, a cyclist certainly couldn't safely attempt this left turn so instead, they generally just ride on the sidewalk down Atkinson, which is dangerous for themselves and pedestrians. There is no reason why Atkinson cannot become more of a complete street. We can put in place common sense traffic calming and make this area much more pleasant to travel through.
- Cycle tracks end abruptly forcing you to attempt to merge through two lanes in the MIDDLE OF AN INTERSECTION! This really needs to be made safer or else the investment in bike lanes will have been a waste of money.
- From Rutherford Rd/Dufferin to Rutherford Rd/Pleasant Ridge Ave there is no sidewalk or cement partition separating pedestrians and the cars going by 60 mph. You can see remnants of car bumpers and mirrors from previous accidents here while you walk. Children, and seniors regularly have to use this section of the road to get from one point to another.
- The corner of Charlton Avenue and Joseph Aaron Boulevard is hazardous for a wheelchair user as I fell forward as I could not navigate this corner from the sidewalk onto the road as the gradient was too steep for the wheelchair!
- Most of the curbs in this area are not safely wheelchair accessible!
- Why is there no road connection between these two communities?
- Why is there no vehicle bridge over this stream anywhere between Maj Mack and Rutherford? People shouldn't have to take large detours just to access the other side.
- A level crossing from Carrville Corners to the older houses near Keele would be nice as opposed to having to detour all the way to Rutherford or Maj Mack
- Huntington Road shouldn't just be broken up by the 427 like this. It breaks the grid and people have to make large detours to get back to Huntington.
- Millway has to be narrowed if it wants to be a successful commercial street
- People are constantly parking on both sides of the street making it difficult to drive through. Also, makes it dangerous for pedestrians trying to cross.
- The double left turn from Hwy 7 onto Famous Ave becomes one lane... Please revise the road markings on Famous Avenue
- I walk to the Starbucks at Keele and Rutherford every morning, and traffic rarely stops at the southwest corner of this intersection. I am quite often almost hit by vehicles while crossing the street. I suggest that there is a no right turn on red sign, or improved signalling to make pedestrian crossing safer at this intersection. I am aware of the resurfacing and restructuring project on Rutherford Road, and I strongly suggest that this be incorporated into the new design.
- Cycling north on Keele Street is quite unsafe because there is no shoulder or bike lane to ride within, especially during rush hour. I am quite often forced into curbs or sewer grates when

riding to keep a safe distance from vehicles. I try to use side streets as much as possible to avoid traffic. I strongly suggest that, upon re-paving or repainting Keele, a shoulder or bike lane is incorporated for bicycle traffic.

- When adding bike lanes, add them to the sidewalk. Have pedestrians share the bike lanes, safer for both. Sidewalks are barely used and having both share is more efficient and safer. Bikes should not be on the road. Let's increase road speeds (where they have been reduced.) Let's not be Toronto where no one can get around. Cars need to move and get off the road - if we really care about climate change all the idling waiting in traffic helps no one. cut back on traffic lights as well, every new condo adds a couple stop lights on streets slowing down traffic.
- Why is there an all-way stop here coming right off the hill on SB Hilda? Every other intersection on Hilda is traffic-light controlled, but this one being an all-way-stop seems a bit strange. Also, if the all-way-stop stays, at least put up more warning since people don't expect it going down a hill.
- This is a street crossing that dissects the Bartley Smith Greenway trail. The pedestrian crossing sign is ineffective as vehicular traffic is unregulated and approaches both directions at high rates of speed. Those proceeding eastbound come around a bend which also impedes visibility. A Cross Walk signage/signal or speed bumps before the crossing is required to ensure the safety of pedestrians, bicyclists and pets as they attempt to cross the street and continue using the trail.
- Hwy 7 westbound from Jane to Hwy 400 absurd with traffic lights so close and not timed that traffic floods into the intersection.
- Impossible to turn onto Hilda west to north during afternoon rush hours, there is a green turn arrow, but it's never activated, requires unsafe yellow and red light turns. Also restriction on going north from 4pm to 6pm. Hilda doesn't even have any home frontage and is an arterial for the entire neighbourhood
- Left turns Bathurst to Clark are very difficult, there is so short timing allowed and northbound Bathurst traffic is prioritized at everyone else's expense.
- I realize this area is currently under construction, but I hope there will be sufficient sidewalks for pedestrians to walk from the subdivision w/o hwy 400 to Wonderland.
- Intersection at Hawker and Melville should consider a traffic light. Very high traffic in the morning and afternoon rush hours. Many vehicles don't come to a complete stop, coupled with the high pedestrian traffic, its gets dangerous here. (Pedestrian traffic from high school walking to plaza our from subdivision)
- The cars speed and roll over the stop sign on Ardwell / Barrhill, making it dangerous to cross in the area, especially during school time and going to the park. There needs to be more visibility for stopping, such as additional signs for children/ crossing, similar to Confederation Pkwy signs.
- Cars taking left turn ignore pedestrians crossing on pedestrian time, even during school time and with crossing guard present.
- Cars speeding in school zone
- Low visibility for pedestrians crossing, the whole intersection is a disaster waiting to happen. Cars signaling to pedestrians and nearly hitting them. Also ignoring the community sign and driving straight from Westburne when the sign restricts going straight during certain times.
- The slant sidewalk doesn't follow the white line. The slant faces the road and is in bad shape so it's unsafe to use.

- Street is very narrow and the only way between Velmar Dr and Valeria Blvd so it gets busy. Not safe for cyclist.
- Along both Major Mac and Keele St there are a number of heritage buildings and retail areas which should be enhanced. More attention is needed for the pedestrian environment along these two streets within the heritage district. Wider sidewalks, decorative paving, site furniture, plantings, public art, promoting more patios, etc. to enhance the streetscape environment. Vehicles seem to dominate all City of Vaughan streetscapes, and as the City matures, would be good to see attention to enhancing the "experience" and civic "beauty" of the City. The City's heritage districts are a great opportunity to build on this idea. Vehicles should be encouraged to take bypasses (ie. McNaughton). A vision for this area that isn't car dominated is needed.
- Create a wider pedestrian area for people to enjoy the village centre. Enhancements to paving, site furniture, planting etc. Sensitive to heritage style and scale. City to ensure existing planted areas are maintained (remove weeds on a regular basis).
- Streetscape design is nice but needs better and regular maintenance. Replant recently removed trees, replace dead trees and remove litter and weeds.
- Paving around Shoppers Drug Mart is in bad shape and the property just north of Shoppers (on Keele) has been a construction site for a long time and has a very unsafe pedestrian area for much too long. This area is in need of an enhanced streetscape. It is probably the most important intersection in Maple, and it should reflect a much higher standard in both safety and aesthetics.
- Plenty of interesting looking heritage homes along Keele (from Major Mac to Community Centre). Unfortunately, the streetscape is in poor condition, with narrow and poor condition boulevard. Would be nice to see this area cleaned up. A diamond in the rough which will deteriorate if not protected and enhanced with an appropriate streetscape design.
- I drive down this street, both ways, almost every day and there are multiple ways this street can be improved. (1) Please add a bike lane, many cyclists often struggle with space on this road. (2) Please fix the potholes and increasingly uneven road. A plaza is being built nearby and these road conditions will only worsen with more cars. (3) Please remove some of the trees on the intersection between Teston Rd and Pine Valley Dr, specifically the trees at the northmost intersection. When driving West on Teston Rd and turning left onto Pine Valley Dr, the trees make it difficult to check for oncoming traffic from the right without driving significantly deep into the intersection.
- Please add a bike lane to Teston Rd between Kleinburg Summit Way and Pine Valley Dr. A lot of cyclists use this road. Both cyclists and drivers struggle to share the road because it is so narrow.
- Area east of Beaverbrook heritage building could use a makeover and then linked to the streetscape. A City Hall park area (nice master plan existed from a decade ago with skating rink) is needed for this prime site in Vaughan. Streetscape to be tied into this potential park area with strong pedestrian and cycling linkages.
- Street diet to slow motorists, add planted median between cycle lane and motorized lane and consider a centre turn lane instead of 4 lanes from Major Mac to Rutherford.
- What an opportunity! Bike lanes along Langstaff and Kipling, in a residential area feeding into shopping destinations. The result = slower traffic; cycling (physical exercise) encouragement. The broad paved corridor is a heat island that could be better planted to make a more enjoyable pedestrian realm (more health benefits) and cooler for motorists and cyclists alike!

- There are no sidewalks on Rutherford from Pleasant Ridge to Dufferin on either the north or south side. The shoulder is not fully paved so pedestrians end up walking close to the road. The other day there was a wheelchair user and i was so scared for him when I drove by. The city wants us to walk to stores and use transit more, and high school student needing to take transit from Dufferin can't get there safely. Please put a barrier or sidewalk before someone gets hit/dies.
- Turns are very sharp here
- Cars have a tendency to speed through here
- Left turn into Steeles is very short and hard to do
- Because of the bus lanes you can no longer turn east onto centre street, instead you have to go to Dufferin, down to Clark and then back around
- This right turn is terrifying to do if the north-south direction has a green light. I usually wait for my green light while people behind me honk impatiently
- Many students from Westmount cross here into the plaza while Cars are driving, even though the intersection is not far away
- Almost always cars parked here making the right lane unusable northbound