

**City of Richmond Hill Red Maple Road Municipal Class EA  
Public Information Centre Comments and Responses**

No.	Comment	Response
1	Why none of the alternatives considered a roundabout?	This is an excellent question. Although roundabouts have advantages they represent a major investment in road infrastructure. Since the area will be redeveloping over the next several years it was decided to limit alternatives to traffic signals, which are much less costly and can be installed within the existing right-of-way.
2	NO BIKE LANES PLEASE. THERE ARE NO BIKERS EVER	The City will be looking at treatments to improve conditions for cyclists as part of implementation of the preferred alternative in accordance with the Pedestrian and Cycling Master Plan.
3	Leave the left turns alone. As witnessed with temporary no left turns during construction it results in dangerous U Turns	If you're referring to the North driveway, then the safety study shows the benefit of restricting movements to right-turns-only given the high number of collisions reported there in the past. Drivers will have the opportunity to turn left elsewhere, like at the South driveway.
4	In addition, there needs to be longer duration for pedestrians to cross at the intersection of High Tech and Red Maple... ....also desperately need a traffic light or stop sign at Red Maple and Oneida Crescent because of speeders and pedestrians need to cross to get to the school	The City and the developers in the Oneida Crescent area recognize the importance of providing a pedestrian crossing facility across Red Maple Road at Oneida Crescent to access Red Maple Public School and St. John Paul II Catholic School, as well as the Community Centre. As such, the detailed design to provide a set of traffic signals at the north leg of Oneida Crescent at Red Maple Road intersection with pedestrian crossing facilities is underway. Construction will begin before the end of 2021.
5	Langstaff go parking lot should clearly designate left and right turn exit lanes and ensure no car uses the right turn lane to turn left when exiting the parking lot	These lanes are clearly marked, but it's difficult to enforce drivers making incorrect lane movements. Implementation of the preferred alternative should alleviate the problem.
6	In addition to option #1, I would like there to be traffic light or signal light to direct the GO station drivers. I would also like to add that if the new condos development is a go on Red Maple between High Tech and Bantry, we desperately need traffic light or crosswalk to get to the park, school, or just to the east part of Red Maple.	It is not feasible to have traffic signals at both the South driveway and GO driveway, as they are too close together. A pedestrian crossing facility will be provided across Red Maple Road at Oneida Crescent to access Red Maple Public School and St. John Paul II Catholic School, as well as the Community Centre. As such, the detailed design to provide a set of traffic signals at the north leg of Oneida Crescent at Red Maple Road intersection with pedestrian crossing facilities is underway. Construction will begin before the end of 2021.
7	Alternative 3 is the least effective one as it only helps during Go trains arrival and departure.	Agreed, traffic signals at the GO driveway would be quite helpful when the GO trains arrive and depart but be of limited value at other times.
8	Please strictly penalize anyone that does not obey the right turns only at the North driveway if implemented. Also, lots of people at the South driveway to Home Depot/Tim Horton's wait in the oncoming left lane to enter the parking lot which is ridiculous and they should also be heavily penalized.	The raised median at the North driveway will make it difficult for drivers to do anything but make right turns. And drivers should be using the centre left-turn lanes to make left turns into the driveways.
9	Sign is only a band aide solution and with the increased traffic will just cause more delays	Signals at the driveway would be semi-actuated, meaning that they would rest on green for traffic on Red Maple Road unless there was traffic at the driveway.
10	why cant alternative #3 have GO/Home Depot access?	This is a good question. A concern with signals at the GO driveway is the close spacing to Highway 7 and the potential for queues from one signal to back up to the other; adding traffic from the Home Depot would just exacerbate the problem.
11	If alt#2 is adopted, left turn into / out of GO driveway should also be restricted to encourage only using the signalled intersection at South Driveway to turn into / out of GO station.	This is a possibility, although there is no safety issue at this driveway like at the North driveway.

12	Whoever put up the fence between GO Station north parking lot and the Home Depot parking lot will not agree with the shared access alternative; just as they must have done previously. Overflow parking from GO was trespassing on their property. If that problem is solved, I suggest that the traffic light at the southerly driveway be activated only during GO Train times AM and PM. Flashing yellow otherwise. This is supported by your traffic study.	Thank for for the suggestions. If Alternative 2 is implemented then signal timings and other details will be looked into more thoroughly as part of the preliminary design process.
13	I haven't had any trouble on this road. It's always clear. EXCEPT... large trucks and busses stop on the road near to tim Hortons	A No Stopping prohibition has recently been implemented by the City for that section of Red Maple Road.
14	- build a sidewalk to walk to GO station - traffic calming measures	A sidewalk to the GO station is part of future plans for the station by Metrolinx.
15	Traffic flow north on red maple. Hard to safely make turns without getting hit by someone from GO transit parking lot or a Tim Hortons customer. Speed limits are not the issue. Bad drivers are. Put a light either at the Tim Hortons or GO parking lot exit. Be mindful of those idiots exiting highway 7 at speed without stopping.	Although traffic signals are not traffic calming measures, perhaps signals at either driveway will help slow traffic.
16	I have experienced close calls for accidents here every day. There needs to be a median to block left turns. People will sit in the road to cross from east and west totally oblivious to traffic.	A median will be implemented at the North driveway as part of the preferred alternative.
17	has future extension of Garden St. been considered?	Yes, the future extension of Garden Street easterly to Red Maple Road is being considered as part of the Richmond Hill Centre Secondary Plan.
18	Alt 2 provides the best solution, for vehicles and pedestrians. If Alt 3 is done, no pedestrian will walk over there to cross the street (nothing to go to), they will continue to walk across near south driveway. Alt 1 is okay, but Alt 2 even helps with the amount of vehicles parked at Langstaff GO Station. Home Depot only uses half of their parking lot anyways, and Alt 2 will help reduce frustrated drivers, pedestrians, and help idling. Only issue of putting traffic signal at south intersection is dealing with traffic at Tim Hortons and the drive through.	Agreed, traffic signals at the South driveway is considered the best overall alternative.