

From: Raymond Wong
Sent: Monday, July 05, 2021 5:35 PM
To: Clerks Public <clerkspublic@markham.ca>
Cc: Councillor, Khalid Usman - Markham <KUsman@markham.ca>; boxgroveconnected@gmail.com
Subject: Feedback on Agenda 9.1 - July 8 Development Services Committee Meeting

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To whom it may concern,

This message is meant to be my feedback (written deputation) for the July 8th Development Services Committee meeting where staff will present findings to Council. Please share this to all appropriate individuals. I have also CC'd **Councillor Usman** who represents our district and has been advocating on our behalf.

First off, I take issue that all way stops must follow Provincial Warrant Criteria following MTO guidelines. These guidelines are meant to account for traffic flow to ensure cars can navigate through the intersection safely, whether it is going straight or turning left/right in that intersection - but the All Way Stop Intersection Warrant criteria does not account for foot traffic crossing such roads. And here lies the issue we have on hand. The residents of BoxGrove are not asking for all way stops because we find it a challenge to drive out of our residential streets onto Copper Creek, rather we'd like this neighborhood to be pedestrian friendly.

Furthermore, using the argument that all way stops must follow provincial warrant criteria is flawed. Communities have been developed with all way stops being put in place without traffic studies. Examples I would call out are all ways stops on Oakborough/Riverwalk, Oakborough/Boswell, Rizal/Riverwalk, etc. which were put in place without traffic studies - as part of the design of the community.

The design of the living units along Copper Creek follows the live/work concept. If you look at the design, the number of storefronts far outnumber the available parking spots. It is clear this is a pedestrian friendly design with the expectation that businesses are supported mainly from foot traffic from the community. With one of the major sources of customers being the homes south of Copper Creek, it begs the question why the design of a safe crosswalk was never considered to promote more foot traffic into the area. This is a design approved by the city I might add. Hindsight is 20/20 but a little foresight during the planning stages would have prevented this issue in the first place.

Please look at the first bullet under the Safety Tips for Pedestrians section of this MTO page. [Road safety: pedestrians \(gov.on.ca\)](https://www.gov.on.ca/road-safety/pedestrians) It recommends pedestrians "***cross only at marked crosswalks or crossovers***" and **not** "***in the middle of the block.***"

In summary, I am certainly not here to come up with a solution to the problem. I am here to state the problem and expect the experts from the city to come up with solutions. I do not believe speed is the main problem - although it is part of the issue. I do not believe the road diet is the solution to what we are asking for. What I believe we need are safe pedestrian crossings on Copper Creek between Boswell and Rizal. Whether the solutions are signaled pedestrian PXO, all way stops, refuge islands, etc. - I'll leave it to the experts to decide. Ultimately so long as a solution is put forth by the city that focuses on pedestrian crossing safety first and foremost, and having this solution implemented expeditiously, preferably this calendar year, that is all that the residents of BoxGrove are asking for.

From a concerned BoxGrove Resident,
Ray Wong