

Appendix

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Study Comments
and Responses

Date	Organization	Comment	Response
1	3/7/2019 Community Comments	I notice the sections of roads listed for improvements does not include the Harbourview/Sunnyside intersection. As Harbourview is designated as an Arterial Road, someone needs to realize that the left turn lane that was added to that intersection is extremely dangerous, especially in the winter. In the winter the curb lane shrinks due to snow accumulation and traffic coming southbound straddles the northbound left turn lane. Due to the curve, it is also not always possible to see all the way around the corner before moving into the left turn lane. Many times I have moved into the left turn lane, only to have to move back over as someone comes around that corner half in my lane. Add increased traffic and some heavy trucks to this road and there is going to be serious accidents in this spot. Even in the summer that curve is a problem as the road markings are poor and cars are not staying in their own lane as they come through that intersection. I would like my concern recorded officially.	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and included in a list of intersections that the public has identified for further safety evaluation by the Town.
2	3/28/2019 Public	Olivier attended our office to discuss the traffic light at Eighth and Yonge Sts. He live at 340 Eighth and says the traffic backs up quite a long way down Yonge St during peak periods of the day, especially when the school buses are running. His daughter gets on her school bus in front of the Wing House each morning, and after school she is let off the bus on the other side of the street after turning from Yonge onto Eighth. He said that because of the traffic, drivers are getting frustrated and he said it's a concern on his block. Sometimes frustrated drivers are driving through the Dairy Queen parking lot when turning from 8th onto Yonge Street to avoid the light. (I did mention that this particular issue would likely be more of a police issue.) He is suggesting that an advanced green be added to the light for drivers heading up Yonge St towards County Rd 93 as he thinks the traffic would not back up quite as badly. He would like to speak to someone about this as soon as possible. Thanks.	This intersection was evaluated as it was involved in a previous recommendation from the 2012 TMP. An advanced eastbound left-turn has been recommended and adjustments to the pedestrian crossing times have been recommended to address the operational concerns outlined.
3	4/1/2019 Town of Midland	The section referred to has a steep rise and fall that permits limited sight lines and provides only short, and often slippery, stopping areas before meeting either of the two above named very busy streets and	Noted.
4	4/1/2019 Town of Midland	Fourth Street carries a high volume of through traffic- both cars and transport trucks - traveling to businesses, government institutions, marinas and the Town of Penetanguishene because there is only one interruption - the stop sign at Hugel	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and Fourth Street has been included in a list of areas that the public has identified for further safety evaluation by the Town.
5	4/1/2019 Town of Midland	Drivers almost universally ignore posted speed limits and the truck prohibition so that this residential street sees speeding cars and heavy truck trailer traffic	Noted.
6	4/1/2019 Town of Midland	Enforcement of existing traffic laws has been non-existent (the only example being one time in 15 years that resulted in over 80 warnings and tickets) and no presence by the by-law officer despite repeated requests	Noted.
7	4/1/2019 Town of Midland	we request that Council Include Fourth St. as a candidate for traffic calming measures during its traffic planning exercise, Encourage the OPP to police Fourth St. to enforce existing limits, Increase visibility of signages, especially the no truck route ones and Explore options for m(?)difying electronic mapping.	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and Fourth Street has been included in a list of areas that the public has identified for further safety evaluation by the Town.
8	4/8/2019 Community Comments	To start with I am relatively new to Midland and I live on William Street and have a very dangerous issue with Courtesy Cross Walks at Donald and one other street. They do not work and I have seen many times, kids and adults almost getting run over. It is a 3 lane road and extremely busy and no one stops because they know it is "courtesy" only. I have flashed down cars that were not going to stop, so that persons can cross. I think it is time that the Town changes this to full signaled cross walks before someone gets hit and possibly killed. I challenge you to try and make this crossing, especially from 3:00 pm on. Just imagine when you are attempting the crossing that you were disabled in anyway. This will also hopefully help to reduce the speed on this road as it is treated as a highway by-pass around Midland. I trust that you will get back to me with some insight and solution to this problem " just waiting for a serious injury"	This comment was considered while developing crosswalk and pedestrian recommendations in the MTMP. Specifically, several crosswalks have been proposed along William Street to provide more protected crossing opportunities.
9	4/17/2019 Active Transportation	Item 5.2.1. c) Glad to see Winter Maintenance of AT facilities being referenced, however, a stronger verb than "consider" might be appropriate? Our beautiful waterfront trail is pretty well unwalkable for ALL of the winter months due to the amount of snow and ice (at the end of winter), whereas with proper winter maintenance, we would see a lot more people being active on the waterfront trail during the long winter. I realize shared use in some section with snowmobiles would have to be considered.	This comment was from the Official Plan Review and have been considered in the development of our winter maintenance strategy.
10	4/24/2019 Active Transportation	At earlier AT committee meetings, we discussed a link to the Thompson Forest at the western end of Midland. There is a county owned corridor between 93 and the Thompson Forest on the west side of 93, and we were looking to connect the proposed Vindin trail to the county's right of way, or connect the Mid Penn Link to 93 to also connect with the Thompson Forest. Note: Golf Link Road has or will have bike lanes, but is a busy road. A safer way to access the forest may - in my opinion - be via that county owned right-of-way off 93, even though it is uphill.	The MTMP recommends connections to Vindin and the Mid-Pen Link trail for external connections.
11	4/24/2019 Active Transportation	And lastly, I am in full support of any traffic calming initiatives. Fourth Street between Yonge and Hugel should be a priority. While I don't live in that area, I know from my own experience that this route is recommended by our own GPS guidance system, and therefore creates unnecessary traffic on this road, which is not suitable for the amount of traffic, the speed, the sight lines, and the steep incline just north of Yonge, causing some cars to go airborne. Also, the No Trucks sign is missing going south from Hugel.	There was limited traffic, speed, and collision data to evaluate this specific portion of roadway. Additionally, detailed intersection or link improvements are beyond the scope of this MTMP. However we have included this stretch of Fourth Street as part of a community-identified list of safety concerns around the community that the Town should evaluate further.
12	5/6/2019 Midland Active Transportation Advisory Committee	Introduction: Glad to see Winter Maintenance of AT facilities being referenced, however, a stronger verb than "consider" might be appropriate? Our beautiful waterfront trail is pretty well unwalkable for all of the winter months due to the amount of snow and ice, whereas with proper winter maintenance, we would see a lot more people being active on the waterfront trail during the long winter. Shared use in some sections with snowmobiles would have to be considered.	Our winter maintenance recommendations include the Town developing appropriate standards for pedestrian, cycling, and multi-use trails. These standards should be developed in consultation with the community in relation to fiscal and budgetary considerations.
13	5/6/2019 Midland Active Transportation Advisory Committee	Item 5.2.2 Streetscapes/Sidewalks c) and d) Nice that this statement aims to ensure: - a continuous network of sidewalks which is also referenced in 5.5.2 a) i.) as well as in 5.5.2 a) ix. - that utilities will be buried underground. The aesthetics of our streetscapes are often a visual eye sore, due to the number of (usually crooked) poles and the multiple cables strung between poles. Other countries, especially in Europe, which is much older than Canada, seem to do a much better job at this. f) Walk-ability requires specific attention to intersections, road crossings, street furniture (a simple bench plan incorporated into the capital/asset management plan) and pedestrian lighting, public art and pedestrian signage, and urban tree management with a focus on street trees and a mature tree canopy. In Jeff Speck's book "Walkable City" a walk has to be four things (interesting, purposeful, safe, comfortable). Most of our efforts will be towards safety and comfort, but it's interesting to try and think of making the town more interesting for walkers (basically public art, signage, and lots of nature - gardens and trees). Cycle friendliness also means adding amenities like bike parking (short and long term) in our downtown and near public facilities like schools, rec centres, etc. Cycling signage along our existing trail system would be helpful.	Design considerations will be tailored to the local context through implementation.

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14	5/6/2019 Midland Active Transportation Advisory Committee	Item 5.2.3 Multi-use trails General comments: • Cycle friendliness will require building out an inter-connected network of AT infrastructure. Some of the network will be on the periphery of the community connecting Midland to our neighbours, but most of our efforts will be trying to surgically implant AT infrastructure within the existing road network. b) iii. Very pleased to see the word "landscaped berm" in this statement. However, if a landscaped berm is not practical or feasible, other separations such as bollards, concrete berm, raised curbs, etc. would also be acceptable. A high priority should be on trail development and building upon the already wonderful rail trail. The rail trail is the backbone of off road AT network so connections and expansion of that network should be a priority not just for recreation but for cycle tourism. Creating connections from the waterfront trail to Little Lake Park will require some on-road AT infrastructure consideration. c) i. This statement reads that the "trails network shall be designed to accommodate two-direction travel". Uni-directional travel would be preferred on multi-use trails as it would be safer to separate the two directions, unless there is no other option than to accommodate both directions in the same space, which will often be the case, such as on our waterfront. c) v. Unless staff is available on a regular basis to remove "waste", garbage cans are known to potentially overflow, and have garbage carried away by wind. A Pack Out what you Pack In attitude should be encouraged as well as a "pick up after your dog".	Design considerations in terms of bi-directional multi-use trail can be altered at the implementation stage based on what is most appropriate for the local context.
15	5/6/2019 Midland Active Transportation Advisory Committee	5.2.4 Municipal Active Transportation Plan General comments: • Good to see that the OP includes a recommendation to develop an Active Transportation Plan.	No Action Required
16	5/6/2019 Midland Active Transportation Advisory Committee	5.4.2 Road design/complete street General comments: • Specific and separated policies and design considerations towards walk-ability and cycle-friendliness. • Continuing to incorporate complete street policies that accommodate for all ages and abilities (age-friendly/universal design). • Nice to see a "Pedestrian First" principle in the downtown core, but why not at other major pedestrian/vehicle intersections, such as near shopping malls? d) Continue to focus on the pedestrianization of our downtown. Special attention to the shoulder and side streets and laneways, ensuring that it is easy to walk and bike downtown. Low cost intersection upgrades to First Street, Midland Ave, and Bayshore Dr ensure that downtown isn't an island to pedestrians and connects to the adjacent neighbourhoods and our port/docks and trails. e) i. This paragraph indicates that sidewalks are required on at least one side of "private lanes". Does the Town have jurisdiction on these with respect to the sidewalk requirement? e) ii. General goal is to continue to increase the separation and protection of vulnerable road users. Work towards a fully separated and protected AT network.	These comments were addressed in the draft MTMP through the recommendation of several infrastructure and policy measures to enhance pedestrian mobility within Midland.
17	5/6/2019 Midland Active Transportation Advisory Committee	Item 5.4.3 Road classification g) This statement refers to a "maximum additional dedication of 1.5 m per side to accommodate a bike lane or trail. Should this not read "minimum" instead of "maximum"?	This pertains to the Official Plan update. No action required.
18	5/6/2019 Midland Active Transportation Advisory Committee	Item 5.4.7 Traffic Calming General comments: • Full support of any traffic calming initiatives.	This comment was addressed in the draft MTMP through the recommendation of several infrastructure and policy measures in support of traffic calming.
19	5/6/2019 Midland Active Transportation Advisory Committee	Schedule D - Active Transportation Map 1. Since Drummond Dr has not been connected between Fuller Ave and Bayport Road yet, perhaps the continuation of Everton to the waterfront as a Missing Pedestrian Link (yellow) be reflected?	This has been included in the MTMP
20	5/6/2019 Midland Active Transportation Advisory Committee	At the October 11, 2018 AT meeting, the previous committee passed a motion to "Direct staff to explore the feasibility of a pedestrian connection between the permanent homes at Smith's Camp and Walmart, through the Hanson Development." This motion carried and was reconfirmed at the April 17 AT meeting. As such, can the Schedule D map show a "Missing Pedestrian Link", as stated in the motion?	A more refined pedestrian network should be developed as the development applications processed by the town. This MTMP recommends a neighbourhood pedestrian connection to the Walmart plaza via new streets that are proposed to be built in the area.
21	5/6/2019 Midland Active Transportation Advisory Committee	Would the proposed Vindin Trail not continue to 93? At earlier AT committee meetings, we discussed a link to the Thompson Forest at the western end of Midland. There is a county owned corridor between 93 and the Thompson Forest on the west side of 93, and we were looking to connect the proposed Vindin trail to the county's right of way or connect the Mid-Pen Link to 93 to also connect with the Thompson Forest. Note: Golf Link Road has or will have bike lanes but is a busy road. A safer way to access the forest may be via that county owned right-of-way off 93, even though it is uphill.	A bike lane is proposed along Vindin to connect to CR 93. For pedestrian connections there are multi-use trail connections south and north of Vindin street leveraging existing and planned trails.
22	5/6/2019 Midland Active Transportation Advisory Committee	Aspire to incorporate Vision Zero design ideas and principles into the transportation network, basically work towards the goal of no deaths or injuries on the road network - ending "traffic violence" in our community.	This has been included in the MTMP
23	5/6/2019 Midland Active Transportation Advisory Committee	Policy review of ageist and discriminatory rules regarding mobility, specifically skateboarding. It's not just about youth engagement but designing a skate friendly community requires the town to be more mindful of skateboards as a legitimate mode of transportation	Noted
24	5/6/2019 Midland Active Transportation Advisory Committee	School travel planning, and other transportation demand management tools. Schools seem to be the biggest traffic congestion problem areas so we should look to TDM techniques to solve the systemic problem. Large factories and employment areas don't seem to create any congestion, the schools seem to be the problem areas. Perhaps language that encourages collaborative partnerships with the school boards, health unit, community groups, etc.	The MTMP TDM section has been updated to include recommendations revolving around school travel planning.
25	5/6/2019 Midland Active Transportation Advisory Committee	Snow removal and winter city planning in terms of transportation. Policy review/refresh/update of our winter removal schedules and techniques to ensure that we're prioritizing sustainable transportation. Ensuring sidewalk network is plowed near schools in the morning, bike lanes are cleared to the late fall/early spring, etc. As a winter city in the snow belt this isn't a new topic of debate, it's just making sure we find the right balance of snow removal. It may require a level of service increase, so discussing the options and techniques is helpful for policy makers. If joint and several liability is reviewed by the province, it may alleviate the concerns regarding winter maintenance of the paved multi-use pathways, which is a request the town often receives from residents (Aberdeen and Little Lake Park)	A winter maintenance strategy has been included in the MTMP.
26	5/6/2019 Midland Active Transportation Advisory Committee	Adopt best practice (Ontario and North American standards) and look towards cutting edge design manuals. Aspiring towards NACTO standards for urban core intersections would not be very hard to do. Reviewing and considering FHWA standards while and implementing Book 18	The active transportation recommendations and traffic calming recommendations were developed in consideration of these guidelines and best practices.
27	5/6/2019 Midland Active Transportation Advisory Committee	Keeping an eye on new standards from Canada/US. Vancouver all ages and abilities design manual, NACTO, FHWA multi-modal guidelines, etc. Not just low level AT standards, look towards provincial leaders like Ottawa (i.e. green paint and bollards and curbs, etc.)	The active transportation recommendations and traffic calming recommendations were developed in consideration of these guidelines and best practices.
28	5/6/2019 Midland Active Transportation Advisory Committee	Micro mobility, future flexible road network for new modes of micro transportation - electric scooters, skateboards, ebikes, etc. There's a growing trend of rentable electric scooters in SoCal that we might see expand to Canada. Basically, the miniaturization of electric motors means that we're seeing bikes, skateboards, scooters get super charged, which creates a future challenge for our AT network. We're already seeing conflicts with fast ebikes and walkers on our multi-use trails.	Considerations for smart mobility and micro-mobility have been included in the MTMP.
29	10/16/2019 The Town of Midland	Page 12: The two routes in Midland operate on a 30 minute headway each. The Penetang route operates on a 60 minute headway.	This has been corrected in the final report.
30	10/16/2019 The Town of Midland	Page 25: Spelling error	This has been corrected in the final report.
31	10/16/2019 The Town of Midland	Page 34: We don't have a University Avenue	This has been corrected in the final report.
32	10/16/2019 The Town of Midland	Page 38: This should be removed or add Town of	This has been corrected in the final report.
33	10/16/2019 The Town of Midland	Page 38: This is incorrect. Midland's two routes are currently operated by the same bus. No transfer is required on the Midland routes. A transfer is only used for the Penetang route or the County route.	This has been corrected in the final report.
34	10/18/2019 Active Transportation Committee	Page 14: First paragraph refers to "conservation areas". Did you mean green spaces? I am not aware of any formal Conservation Areas in Midland, but there are a fair number of parks, wetlands, and green spaces in general.	This has been changed to Green Spaces in the final report.
35	10/18/2019 Active Transportation Committee	Page 19: 3rd last bullet refers to cyclists using "county trails". Is this specific to Simcoe County? If so, most of the off road cycling routes in Simcoe County (i.e. the railtrails that make up the Simcoe County Trails Loop) are owned and operated by the local municipality, not the County. County trails are also referenced on Page 39, first paragraph	This has been changed to inter-regional trails to reflect that we are identifying connections to facilities that extend beyond the Town's borders.

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36	10/18/2019	Active Transportation Committee	Page 34: 2 nd bullet on the left refers to a University Avenue (near Hugel and First Street). I don't believe this is the correct name	This has been corrected in the final report.
37	10/18/2019	Active Transportation Committee	Page 63: 8th line: "an" should read "on" Last sentence in first paragraph: add "ride" after "bike" 3rd paragraph: remove "on" before "parts of William Street"	This has been corrected in the final report.
38	10/18/2019	Active Transportation Committee	Page 67: An "existing Mid-Peninsula Trail" is referred to various times. I am not familiar with this trail. Which trail is this? Is it the new hwy 93 multi-use trail, that is still being built? However, it also is said to be near Riverwalk/Aberdeen. In addition, has this name been confirmed, if so, because of its proximity to the Mid-Pen Link, the name is confusing.	The references have been adjusted to Mid-Pen Link and Waterfront Rotary Trail where applicable.
39	10/18/2019	Active Transportation Committee	Page 74: Top of the page, right column: correct spelling of "right-turn lanes"	This has been corrected in the final report.
40	10/18/2019	Active Transportation Committee	Page 75: Intersection at Vindin/Harbourview/5th: I use this intersection a lot in all directions, and fail to see why closing 5th street to Vindin is a recommendation. Since it lines up perfectly with Harbourview, I don't see that as a problem. The problem is the Vindin eastbound approach to Harbourview (poor sightlines, and two lanes coming at you in a curve), also the westbound approach to that same intersection, both the right turn lane (poor visibility as what comes from 5th Street or Vindin), and through lanes to Vindin. Since the Town owns the lands on the NW corner, and could possibly expropriate lands on the east side, a round-about may be a better solution than creating a cul de sac on 5th. Also, this is a very dangerous crossing for pedestrians as there is only 1 signalized pedestrian crossing at the intersection, not at both sides of the road.	There was limited space to include a roundabout given the intersection's configuration. The recommended option was what we were able to determine based on our preliminary analysis. We have recommended that the improvement at Vindin/Harbourview/5th be part of a larger Environmental Assessment that will further evaluate options for implementation in more detail than this MTMP can do.
41	10/18/2019	Active Transportation Committee	Page 77: Under no. 15, the report refers to a jog on Everton, I believe this should read at Brunelle/Fuller/Midland Point Roads (not Everton)	This has been corrected in the final report.
42	10/18/2019	Active Transportation Committee	Page 78: Right column, 2 nd last paragraph: correct spelling of "dedicated"	This has been corrected in the final report.
43	10/18/2019	Active Transportation Committee	Page 103: Minimum Maintenance Standards for the winter on sidewalks, but there is no reference to winter maintenance on Midland's multi-use trails. I appreciate a snow cover is needed for snowmobiling on some of the trails, but there is certainly an opportunity to clear other parts of the trails network, so residents can remain more active during the winter months (previously stepped in deep snow, that freezes afterwards, become very difficult and slippery to walk on). Also dog walkers need a place to walk safely.	Additional wording has been added outlining that there are no minimum maintenance standards for multi-use trails.
44	10/18/2019	Active Transportation Committee	Page 106: The plan suggests that a snow maintenance standard for the cycling network be developed. Please include multi-use trails.	Multi-Use trails have been included in the recommendations.
45	10/18/2019	Active Transportation Committee	Page 112: Section 5.3.7.2 Micro-mobility covers the growing trends of e-scooters, e-bikes and bike sharing, however, lacks any recommendations on how to manage e-bikes and e-scooters on trails. Local municipalities are currently discussing whether to allow them or not, and how to make trail use safer. It would be nice to see some best practices from other areas included in the TMP.	There is limited data on best-practices for micro-mobility as it is a nascent mobility form. Wording has been added towards recommending that the Town monitor best-practices for micro-mobility periodically.
46	10/18/2019	Active Transportation Committee	Page 115: References to the available funding for Federal and Provincial Gas Tax funding. Is the Town of Midland taking advantage of this? Can some funds be directed towards safer pedestrian travel?	Additional funding sources have been added in relation to cycling and pedestrian facilities.
47	10/22/2019	The Town of Midland	Page 55: Capitalize (beginning of sentence)	This has been corrected in the final report.
48	10/22/2019	The Town of Midland	Page 57: Remove the g	This has been corrected in the final report.
49	10/22/2019	The Town of Midland	Page 61: Should this be on instead of an	This has been corrected in the final report.
50	10/22/2019	The Town of Midland	Page 61: Should this be removed	This has been corrected in the final report.
51	10/22/2019	The Town of Midland	Page 66: Figure lines through text	This has been corrected in the final report.
52	10/24/2019	PIC	My primary concern is the intersection of William and Elizabeth. This is highlighted by the Motor Vehicle/Pedestrian accident that occurred October 1 around 3 pm. A pedestrian was on the marked crosswalk on the south side of William and Elizabeth and was struck by a southbound vehicle. They sustained leg injuries and were transported to hospital. Many emergency vehicles and personnel responded to the accident. The factor for the children leaving school and having to go past the scene and seeing the victim on the road until placed in an ambulance for transport to hospital has not been determined. School staff shortly after brought out a blanket to shield the scene from the passing children. I am not sure if any students were traumatized by what they saw. I visited Town Hall shortly after this incident to find out what has been planned for this intersection for pedestrian activated signals with a crosswalk. I was advised the crosswalk budget for this year has been spent.	Our MTMP recommends several new pedestrian crosswalks along William Street, including the implementation of a crossing guard at Elizabeth Street during school hours. These enhancements will reduce the average protected crossing distance down to ~500m compared to over 1km today. We have added wording in support of the Town monitoring this intersection for a potential permanent crosswalk solution in the future.
53	10/24/2019	PIC	CIH Developmental Support Services operate at 339 Olive Street. A number of their employees take Midland Transit twice a day to get to and from home. Those who take the bus that arrives on Elizabeth Street around 8:30, have to navigate crossing three lanes of active rush hour traffic to cross over William to walk to their employment at the corner of Elizabeth and Olive. I am not sure some of these people are confident enough to cross this Intersection and then walk up Elizabeth to their work. Their other option would coming by car. They do this again on the return at 3:30. My proposal on this item is to have Midland Transit proceed east on Bay to Aberdeen, right on Yonge Street to Olive with a new bus stop on Olive to serve the Georgian Bay Native Friendship Center which offers many programs in Midland. At present there is no close bus service to this Centre. The bus route would then continue down Olive to the corner of Olive and Elizabeth where workers at CIH Developmental Support Services could be let off. The bus shelter from Elizabeth and William could be relocated to this stop. Midland Transit could then continue to route along Elizabeth Street to downtown. The walk from the present location of William and Elizabeth can be dangerous due weather or road conditions. Having the bus closer to the center may actually help more individuals to get to the CIH Center if they did not have to cross William. One intersection controls the ability for adults as well of school age children to get to work and home each day in a safe and timely manner. Consideration to their safety should be uppermost for the Town. Both groups are vulnerable in their own way. Both groups rely on their safety by the degree the Town of Midland decides for the Improvements to the traffic /pedestrian flow at the intersection of William and Elizabeth. If nothing is done to improve this situation, further accidents may occur. Please give this request for a safer crossing at this intersection a priority.	Our MTMP recommends several new pedestrian crosswalks along William Street, including the implementation of a crossing guard at Elizabeth Street during school hours. These enhancements will reduce the average protected crossing distance down to ~500m compared to over 1km today. We have added wording in support of the Town monitoring this intersection for a potential permanent crosswalk solution in the future.
54	10/24/2019	PIC	Highway 93 is a Provincial road. I am not sure if the Town of Midland has any say in a small improvement to the access to Georgian Bay General Hospital. Canadian Tire has a traffic light with a left turn lane off Highway 93. Surely a left turn lane could be installed at the entrance to the hospital. The road width at this point is the same as the one at the Canadian Tire store. It is quite difficult sometimes when you are in the passing lane waiting for a break in the traffic to complete your left turn safely into the hospital. It basically needs to have left turn lane painted on the road. I not suggesting a light as the volume is not the same as Canadian Tire but just a marked left turn lane.	The MTMP is a town-wide study that looks broadly at what mobility improvements are needed at a town-wide level in the future. Unfortunately this precludes looking into detailed operational concerns such as this. We have passed along this comment to Town staff and suggest that a left-turn warrant analysis could be conducted to determine whether a painted left-turn is needed at this location.
55	10/24/2019	PIC	Speed Bumpas at all school zones	
56	10/24/2019	PIC	speed reduced to 25Km/h in all school zones.	An additional section and recommendation in relation to lowering local street speed limits has been included in Section 5.3.2.4 and 5.3.2.5
57	10/24/2019	PIC	Traffic light at William and Elizabeth St	Our MTMP recommends several new pedestrian crosswalks along William Street, including the implementation of a crossing guard at Elizabeth Street during school hours. These enhancements will reduce the average protected crossing distance down to ~500m compared to over 1km today. We have added wording in support of the Town monitoring this intersection for a potential permanent crosswalk solution in the future.

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58	10/24/2019	PIC	Photo enforcements at William St	Additional wording has been added outlining the Province's new photo enforcement provisions and have recommended that Midland further evaluate their applicability.
59	10/24/2019	Public - Engaging Midland	Convert 2-way stop signs to all-way stop signs where residential streets intersect - There are a number of intersections where there are two residential streets that intersect where converting the 2-way stop signs to 4-way would help provide more locations for pedestrians and people biking to cross safely. I've noticed that due to the relatively high speed limit on residential streets (50km/hr) coupled with a lack of 4-way stops, it is difficult to cross many residential streets safely.	The application of 4-way stop signs indiscriminantly is strongly discouraged by industry best-practices as they often lead to higher non-compliance. The Traffic Calming framework we've recommended in the MTMP will provide a way for the Town to address safety-related concerns such as this in specific areas in collaboration with residents.
60	10/24/2019	Public - Engaging Midland	Lower speed limit on residential streets to 30 km/hr - Many cities are starting to reduce the speed limits on residential (and implement more traffic calming) with the knowledge that kids, elderly and other adults are less likely to die if they are hit by a car. Lowering the speed limit is essential to a Vision Zero, where we build our streets so that no one has to die. Lower speeds also give drivers more time to avoid crashes in the first place. And make it easier for people to cross the street when looking for a gap. Since many Midland streets only have sidewalks on one side of the street this means that people are forced to cross mid-block. We should be making it easier for them to do so. The provincial coroner and Toronto Public Health have advocated for reduced speed limits. Many people put up homemade signs asking people not to speed. It's about time that towns and cities take residents' concerns seriously and take steps to save lives. Studies have shown that reducing speed limits on residential streets without other traffic calming measures still has an effect in making them safer. https://www.tcat.ca/project/saferstreetsnearschools-getting-started/supporting-research/ https://www.thestar.com/news/city_hall/2015/06/22/30-km-h-limits-likely-for-local-downtown-streets.html	An additional section and recommendation in relation to lowering local street speed limits has been included in Section 5.3.2.4 and 5.3.2.5
61	10/24/2019	Public	Take a more coordinated and forward thinking approach to traffic calming - Instead of relying on residents to complain to town council, or asking residents to jump through a number of hoops (aka warrants), planners should be coming up with more neighbourhood solutions to calming traffic. As the average age of residents increases, more people will find that it is becoming increasingly dangerous and uncomfortable for them to walk or bike on streets where drivers routinely exceed the already too high speed limits. Implementing traffic calming can help reduce speeding and also ensure that fewer drivers take residential streets as fast short cuts. I applaud the few measures I've seen in the master plan (including a couple roundabouts) but it seems like a large part of the town is still left wanting. https://www.tcat.ca/project/saferstreetsnearschools-getting-started/traditional-traffic-calming-measures/	The proposed traffic calming recommendations within the MTMP provides a recommended framework for addressing traffic calming issues as they arise. Once approved by council, this will lay the foundation for formally updating the Town's traffic calming policy to address more localized safety concerns within Midland that this MTMP cannot address.
62	10/24/2019	Public	As a resident of Fourth Street between Hugel and Yonge I am writing to ask your help with the traffic problems on Fourth Street between Yonge and Hugel. Several situations now exist which if not addressed, will lead to a pedestrian accident. As we live on a hill, the cars coming off Yonge onto Fourth, must accelerate to get up the hill. This creates high decibel noise and pollution that impacts on our health. Also many accelerating drivers don't cap their speed at the max 40. Due to traffic calming measures on Yonge Street, there is now constant high volumes driving west in a single lane and frustrated drivers trying to exit onto Yonge from Fourth have long waits. Probably most dangerous is that frustrated drivers are rushing pedestrians and make their turn while pedestrians are in the cross walk. I have experienced this myself twice in the past month and had to pull back to avoid being hit. I was too shocked to record a license number. There are no sight lines over the hill and speeding drivers are weaving around parked cars rather than slowing to a safe speed. This is a residential neighbourhood and is being treated like a high volume, high speed shortcut. In early 2019 our fourth street residents presented a petition to bring these traffic issues to council for solutions. A mobile radar unit was temporarily placed on the street to gather data but nothing further has been done. The construction work downtown has only made things worse. As a resident who see the issues first hand, I put forward the following immediate suggestions to slow traffic: 1) Install a NO LEFT TURN onto Yonge from Fourth or a Four Way Stop at Young and Fourth This would make the pedestrian cross walk safe again and reduce the traffic backed up the hill. 2) Install a speed hump at the top of the hill on Fourth Street to slow traffic 3) In addition, Fourth Street is a designated No Truck route but we get daily semi-trailer and large flatbed truck traffic because the truck signage is very weak and not visible to truck drivers from Yonge Street. By contrast to First Street, where truck signage clearly indicates an approved truck route from Yonge, please consider posting No Truck turning signs on Yonge from both directions as traffic approaches Fourth. Trucks heading to the businesses on Vinden and lower Fourth Street should be entering the town off Highway 93 to Vinden Street and not driving through residential neighbourhoods.	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and Fourth Street has been included in a list of areas that the public has identified for further safety evaluation by the Town.
63	10/29/2019	Public	I would like to request an extension to a sidewalk. We begin with the existing sidewalk on Dominion Ave that ends on Eighth Street and picks up again past Carpenter park and then ends again at Margaret Street. Past Margaret there is no sidewalk all the way up to Penetanguishene Rd. In order for people from Dominion to access the Bus they must walk on the Rd. This is very difficult in the winter snow. The problem with no sidewalks on Dominion is the heavy vehicle traffic servicing the Clinic, Hospital and school. With the heavy traffic, parking on both sides of the street becomes dangerous for pedestrians and others to get by. Too many blind spots. We need a sidewalk on this street before someone gets badly hurt and even killed. We walk this street often and see the potential for an accident to happen.	This recommended sidewalk extension has been included within our short-term pedestrian recommendations along with its associated costing.
64	10/30/2019	Public	There is in an unsafe left turn from Younger St onto King St when heading westbound. Is there an option to have an advanced left turn in this area?	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and the intersections has been included in a list of areas that the public has identified for further safety evaluation by the Town.
65		Community Comments	Wondering what the status is for roadways of Fuller Ave. and Harbourview Dr. As the volume of heavy trucks has increased substantially, When will projects of the past be implemented? ie, intersection upgrade at Fuller and Midland Point, pavement improvement, the sharp bend of road connection, safe pedestrian route. Incentives such as stop signs, speed bumps even intersection lights in the plans to promote safe motor vehicle speeds?	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and included in a list of intersections that the public has identified for further safety evaluation by the Town.
66		Community Comments	This is great plan! I specially like the consideration of better bike lanes and pedestrian routes. The proposed changes to the intersection of Fourth and Bay are good, it's a dangerous place to cross as a pedestrian, and no way I would ever try it on a bike as it is! The proposed bike box for turning would do wonders I think - I find motorists in Midland are typically very hostile to cyclists, and very inconsiderate to pedestrians (I have personally been almost hit at stop signs 5 times in 2 years because of vehicles not stopping at white lines at stop signs/ running stop signs). So any measures that remind cars to share the road with others are welcome.	No Action Required
67		Community Comments	As our public meeting approaches, a few questions are coming up. One is around that intersection at Bayport blvd and Harbourview. Residents complain of people that are driving into Midland from Fuller running that stop light. While this is not something I have seen myself, they are quite adamant that it is happening. I do see people going straight in the left turn lanes and infringing on the turn lanes frequently. It is a nervous intersection to be sure. I wonder about an advance notice of the stoplight for those going south and perhaps traffic lane pilons dividing the lanes (I have no idea of the terminology here). How are decisions made for these types of measures?	Detailed intersection evaluations were not part of the scope of this MTMP, however your comment has been noted and included in a list of intersections that the public has identified for further safety evaluation by the Town.