

# Improving Safety and Awareness on the Martin Goodman Trail

RECREATION  
TRAIL



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\*Note, the final map of the Martin Goodman Trail with new signage is in a separate document called:  
**Martin\_Goodman\_Trail\_map.pdf**

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## Overview:

This document details the recommendations of the Ward 32 Transportation Committee to improve safety and awareness on the eastern portion of the Martin Goodman Trail. After meeting with Parks and City officials and the Ward 32 Councillor Mary-Margaret McMahon, we set about researching and devising the signage and ground markings necessary to create more harmonious and smoothly flowing traffic on the Martin Goodman Trail and to educate visitors from outside the area about the use of the Trail. Throughout this document, the “City” will refer to the City of Toronto, the “Trail” will refer to the Martin Goodman Trail, and the “Committee” will refer to the Ward 32 Transportation Committee.

## History:

The Martin Goodman Trail stretches across the City of Toronto from Sunnyside in the west to the Beach in the east. It has connected in pieces over time, and as some of it is newer and some has been built through old parks as opposed to new condominium developments, there is inconsistent levels of signage along the Trail.

The reason this became an issue for the Transportation Committee was because of a very acute lack of awareness of the usage and rules of the Trail in the Beach. Bikes would travel too fast, groups travelling along would span the width of the Trail, blocking the oncoming direction, slower traffic did not stay to the right making it difficult to pass them, due to the lane lines being incredibly worn many pedestrians would not even realize it was anything but a sidewalk, and in certain high traffic areas, people would simply stand around blocking the Trail completely, to mention but a few. But most importantly, many people thought the Trail to be a bike and rollerblading path, as opposed to the multi-use trail that it is.

This has caused much confusion, frustration, and a few near accidents, not to mention ongoing friction between cyclists and pedestrians. Our recommendations include the addition of signs that were found to be in greater number on the Sunnyside section of the Trail, devising new signs that addressed specific recurring problems, and the addition of more markings on the lanes to indicate two-way traffic.

Some of the existing signage along the Trail. Many of these were taken from Sunnyside, they don't exist or are in sparse numbers in the Beach.



## Design:

None of the markings on the map are to scale, they are only there to indicate what the City needs to see to plan it. The sign designs and colours are rough and will be finalized by the City's signage department, they are only to communicate the message and get the point across. There are multiple versions of some of the signs to offer alternate options that may convey the point stronger.

The Committee has no recommendation or preference when it comes to the final design and colours of the signs; we realize not only does the City have its own standards to ensure consistency across the City, but also may have plans for a larger integration with the City's Wayfinding Strategy currently being developed. However, the icons used in many of the signs are from the "established icons" document from the City, and wherever possible we tried to use them.

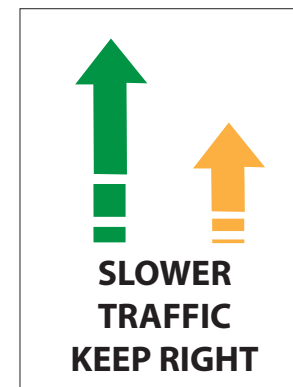
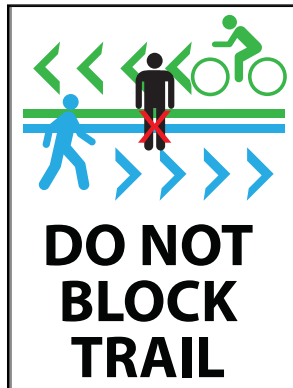
We tried to ensure every sign has an easy to decipher visual, as opposed to just words. We are open to any improvements in the visuals or rewording of the signs, as long as they maintain the message intended. We also realize that it may not be economically feasible to create every sign we would like to see, but if there is to be a scaling back of the scope and breadth of the proposed signage we would like to be consulted to determine which signs are of utmost importance and in what area.

## Signs:

The signs were spread evenly, both in regularity of occurrence and according to importance. The signs were intended to be placed on a 4-sided wooden post, so that signs could potentially be mounted on one post to face every direction. Facing potential pedestrians (north and south facing) are a lot of signs that identify the Trail by name and label it a shared pathway in order to make them aware it's not just another sidewalk. The signs were all designed to visually orient with the Trail according to the direction they face. We only used one instance of "Do Not Block the Trail", in the busy area by the parking lot, because it's the only sign other than "No Motorized Vehicles" with negative language but it was suggested we could use more of them around there. The "Caution 2-Way Traffic" is meant to have the same effect, but isn't as direct as saying "Do Not Block The Trail". There are areas we identified as pedestrian crossing (usually 4-way intersections) but also areas where the Trail has right of way and pedestrians must yield (3-way intersections). We have signs that say "Pedestrian Crossing", used where there is a distinct 4-way intersection, and "Yield to Pedestrians", used when there is a longer high traffic area where pedestrians may cross at any point and not just intersections.

North/South Facing:  
(Non-Trail Traffic)

East/West Facing:  
(Trail Traffic)





### Markings:

Arrows indicate the direction of traffic along the trail, spacing and colour to be determined by the City. There are caution zones indicated by the word "SLOW" written to face traffic. There are also yellow lines to indicate areas of pedestrian crossing and general caution, but again, the colour is only for making it more distinguishable on the map. In the photo mock-ups we have created different versions of the potential crossing markings, but one of them is the City standard. The red dotted lines are to indicate where the edges of the Trail need to be delineated because there is no grass border and the Trail is lost in the expanse of concrete.





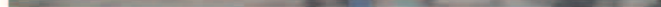
This is a written list of all the signs and their placement on the map. The map has every potential sign post numbered, and each of them has arrows pointing what direction each sign will face. Each sign is placed by its corresponding direction arrow.

1. (a Martin Goodman Trail – Shared Pathway (b No motorized vehicles
2. (a Slower Traffic Keep Right (b 20 km/hr Limit
3. Caution Roadway ahead
4. Caution Roadway ahead
5. Yield to Traffic
6. Yield to Traffic
7. (E Notify When Passing  
(W Notify When Passing
8. Yield to Traffic
9. Yield to Traffic
10. (N Martin Goodman Trail, Yield to Traffic  
(E Slower Traffic Keep Right  
(S Martin Goodman Trail, Do Not Block the Trail  
(W Notify When Passing
11. (N Caution 2-Way Traffic  
(S Martin Goodman Trail – Shared Pathway  
(W Pedestrian Crossing
12. (N Martin Goodman Trail – Shared Pathway  
(E Pedestrian Crossing  
(S Caution 2-Way Traffic
13. (E Notify When Passing  
(W 20 km/hr Limit
14. (N Caution 2-Way Traffic  
(S Martin Goodman Trail – Shared Pathway  
(W Pedestrian Crossing
15. (N Martin Goodman Trail – Shared Pathway  
(E Pedestrian Crossing  
(S Caution 2-Way Traffic
15. (N Martin Goodman Trail – Shared Pathway  
(E Pedestrian Crossing  
(S Caution 2-Way Traffic
16. Yield to Traffic
17. (N Caution 2-Way Traffic  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W Yield to Pedestrians
18. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W Slower Traffic keep right
19. (N Martin Goodman Trail – Shared Pathway  
(E Slower Traffic keep right  
(S Caution 2-Way Traffic  
(W Notify When Passing
20. (N Caution 2-Way Traffic  
(S Martin Goodman Trail – Shared Pathway  
(W Pedestrian Crossing
21. (N Martin Goodman Trail – Shared Pathway  
(E Pedestrian Crossing  
(S Caution 2-Way Traffic
22. (N Caution 2-Way Traffic  
(E 20 km/hr Limit  
(S Caution 2-Way Traffic  
(W Slower Traffic keep right
23. (N Martin Goodman Trail, Yield to Traffic  
(E Notify When Passing  
(S Caution 2-Way Traffic  
(W No motorized vehicles

24. (N Caution 2-Way Traffic  
(E No motorized vehicles  
(S Martin Goodman Trail – Shared Pathway  
(W Yield to Pedestrians
25. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W Slower Traffic keep right
26. (S Martin Goodman Trail – Shared Pathway  
(W Pedestrian Crossing
27. (N Martin Goodman Trail – Shared Pathway  
(E Pedestrian Crossing
28. (N Martin Goodman Trail – Shared Pathway  
(E 20 km/hr Limit  
(S Martin Goodman Trail – Shared Pathway  
(W Pedestrian Crossing
29. (N Martin Goodman Trail, Yield to Traffic  
(E Slower Traffic keep right
30. Caution, Slow through Corner
31. Caution, Slow through Corner
32. (N Caution 2-Way Traffic  
(E Notify When Passing  
(S Martin Goodman Trail – Shared Pathway  
(W Yield to Pedestrians
33. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W Notify When Passing
34. (N Caution 2-Way Traffic  
(E Slower Traffic keep right  
(S Martin Goodman Trail – Shared Pathway  
(W Yield to Pedestrians
35. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W Slower Traffic keep right
36. (N Caution 2-Way Traffic  
(E 20 km/hr Limit  
(S Martin Goodman Trail – Shared Pathway  
(W Yield to Pedestrians
37. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W 20 km/hr Limit
38. (N Caution 2-Way Traffic  
(E No motorized vehicles  
(S Martin Goodman Trail – Shared Pathway  
(W Yield to Pedestrians
39. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W No motorized vehicles
40. (E 20 km/hr Limit  
(W 20 km/hr Limit
41. (N Caution 2-Way Traffic  
(E No motorized vehicles  
(S Martin Goodman Trail – Shared Pathway  
(W Yield to Pedestrians
42. (N Martin Goodman Trail – Shared Pathway  
(E Yield to Pedestrians  
(S Caution 2-Way Traffic  
(W No motorized vehicles
43. (a Martin Goodman Trail – Shared Pathway, (b Slower Traffic keep right







**Thanks to everyone involved on the  
Ward 32 Transportation Committee,  
Ward 32 Councillor Mary-Margaret McMahon  
and the City of Toronto.**