



# City of Vaughan: Rural Corridors King Vaughan Road/Pine Valley Drive/Kipling Avenue Traffic & Safety Corridor Review

Round 1 Engagement Summary



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## Introduction

As part of the MoveSmart Mobility Management Strategy (MoveSmart) and Road Safety Program, the City of Vaughan has retained independent consultants to undertake six In-Service Road Safety and Corridor Operational Reviews (Corridor Reviews) in the following areas:

- Beverley Glen Boulevard (Bathurst Street to Dufferin Street)
- **King-Vaughan Road (Albion-Vaughan Road to Cold Creek Road, Huntington Road to Pine Valley Drive)**
- **Kipling Avenue (King-Vaughan Road to Teston Road)**
- **Pine Valley Drive (King-Vaughan Road to Teston Road)**
- Pleasant Ridge Avenue (Rutherford Road to Langstaff Road)
- Valley Vista Drive (Bathurst Street to Dufferin Street)

These reviews will examine the current and future transportation planning and mobility infrastructure needs for the specific corridor under review. By assessing traffic operations in these areas, the City can identify additional road safety opportunities for pedestrians, cyclists, transit and vehicular road users to better serve all modes of transportation. Throughout these reviews, the City will collect data on and examine vehicle speeds, traffic volumes, site conditions, and existing traffic control and calming measures.

These reviews will enable City staff to make recommendations on short- and long-term implementation plans to address any specific issues identified in these areas, which will be presented to Council for approval.

**This engagement summary is specific to the three rural corridors, bolded above.**

[More information on this project can be found here.](#)

## Engagement Tactics

Tactics used during the first round of engagement are highlighted in the table below.

Tactic	Date(s)	Participants
<b>Public Meeting (Virtual)</b>	January 30 <sup>th</sup> , 2023	7 participants
<b>Online Survey</b>	January 23 <sup>rd</sup> to Feb. 15 <sup>th</sup> , 2023	15 participants - King-Vaughan Road (Albion-Vaughan Road to Cold Creek Road, Huntington Road to Pine Valley Drive)
		10 participants - Kipling Avenue (King-Vaughan Road to Teston Road)
		23 participants - Pine Valley Drive (King-Vaughan Road to Teston Road)

Comments received via email and through the City's Neighbourhood Traffic Calming study have been incorporated throughout this summary report.

Promotion of the public meeting and online survey occurred through the City's website, social media channels, and mobile signs.

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### Engagement Purpose

The purpose of the first round of engagement was to encourage the public to help identify any traffic, transportation, and safety challenges and concerns along the corridors, inform future stages of the study, and help determine traffic control solutions, such as roadway design modifications to slow vehicular travel speeds, pedestrian crossovers, traffic signals, roundabouts, and bicycle facilities.

### Public Meeting

The public meeting consisted of a mix of presentation and engagement opportunities. Following a description of the project and the three corridors, participants were invited to participate in a polling exercise (using Mentimeter). Poll results are incorporated into the presentation of survey feedback, below. Participants were also invited to submit questions and comments to the project team during the meeting.

### General Feedback

The following is a high-level summary of the input received from meeting participants. A full list of Q&As from all six corridor reviews can be found [online](#).

- Concerns about speeding and drivers not obeying posted signage.
- Concerns about aggressive driving (i.e., speed racing).
- Questions about potential road widening to accommodate future growth.
- Suggestion to make existing signage more visible by adding flashing lights.
- Concerns about lack of space for cyclists on rural corridors.

### Online Survey

The online survey included a series of questions specific to each corridor. Participants were invited to complete questions related to one or more corridor(s). Questions varied slightly for the urban and rural corridors. **Results from the rural corridors are provided below.**

#### King-Vaughan Road (Albion-Vaughan Road to Cold Creek Road, Huntington Road to Pine Valley Drive)

The following section outlines the survey results from King-Vaughan Road. **Fifteen (15) participants** completed this section of the survey. Participants indicated that driving was their primary method of getting around the corridor.

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### What is your relationship to the corridor?

First, participants were asked to indicate their relationship to the corridor. Participants were invited to select all that apply. As shown below, the majority of participants either travel along this corridor regularly and/or live near or off the corridor.

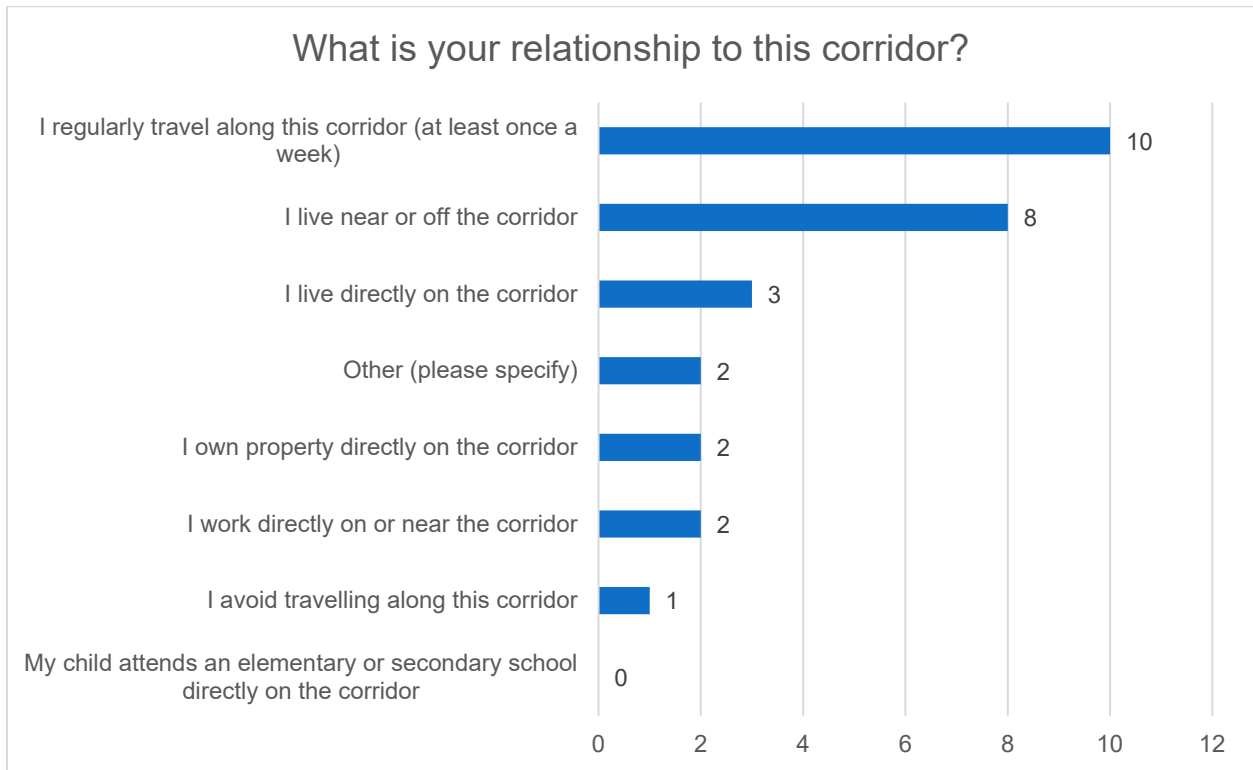


Figure 1: Relationship to corridor, King-Vaughan Rd, n=15

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Which of the following words or phrases best capture your vision for the corridor?

Next, participants were asked to select three words or phrases that best capture their vision for the corridor. As shown below, “cyclist-friendly” and “comfortable for all modes of travel” were the most popular responses.

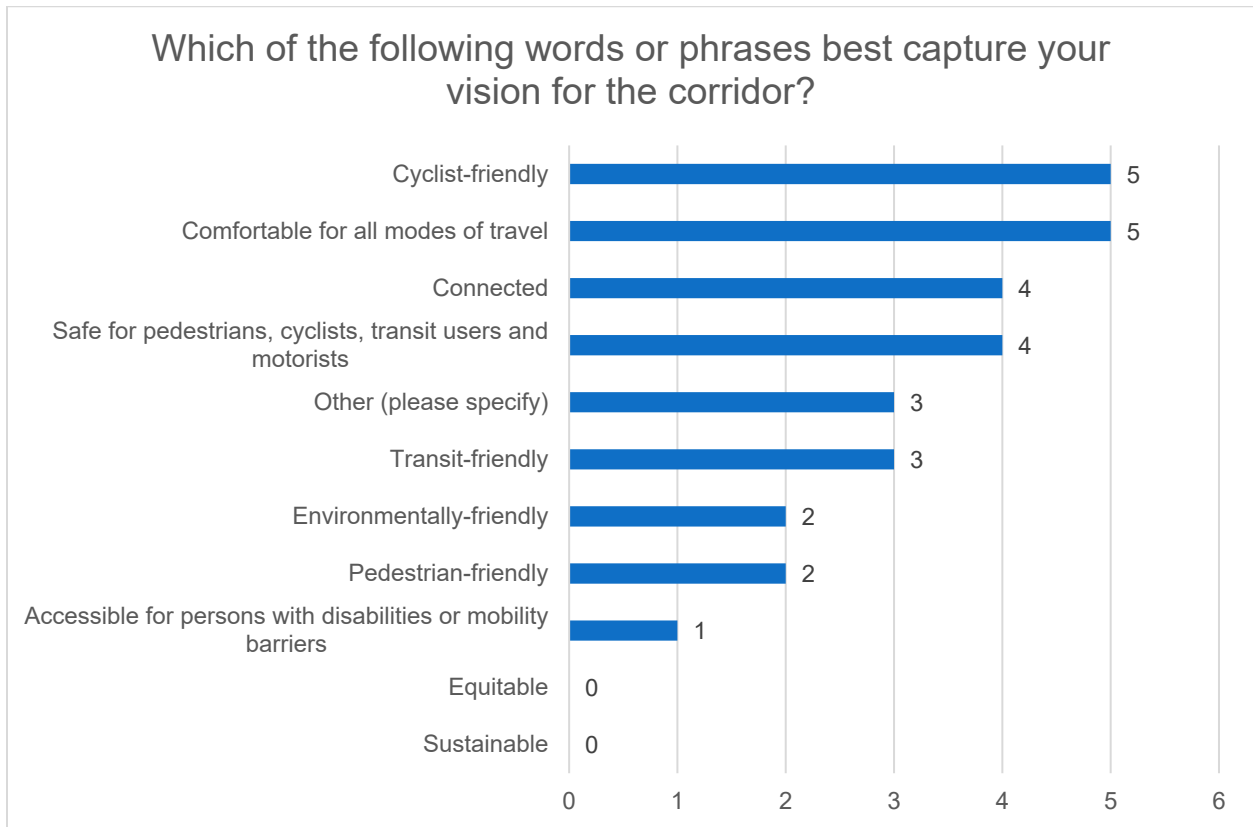


Figure 2: Vision for corridor, King-Vaughan Rd, n=14

When asked a similar question, public meeting participants indicated a preference for “safe for pedestrians, cyclists, transit users and motorists”, “comfortable for all modes” and “connected”.

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Based on the current conditions and your experiences using the corridor, what are your greatest transportation and traffic concerns?

Participants were asked to select their top five traffic concerns from a list. The top concern was “frequency of collisions and/or near misses”.

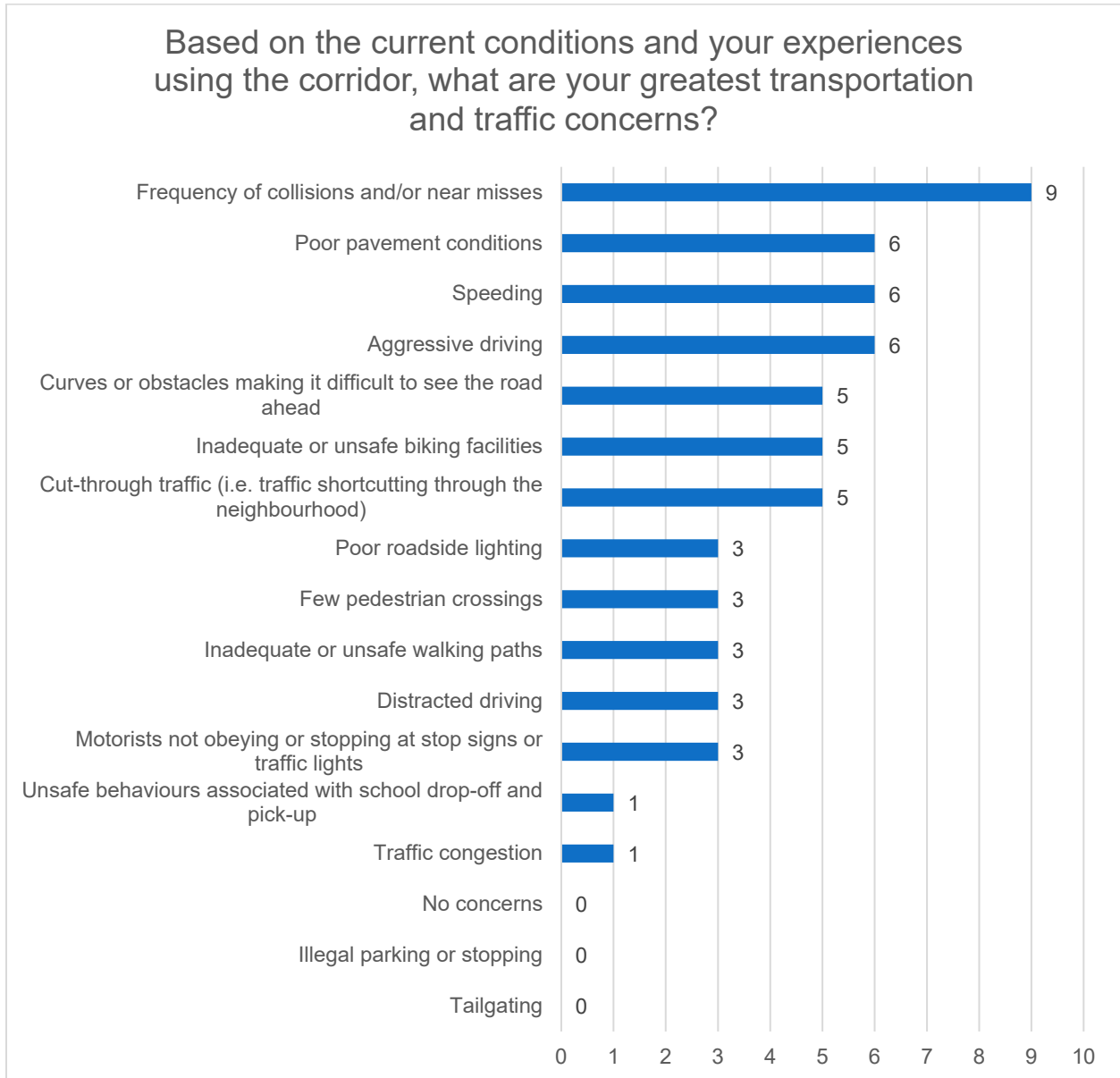


Figure 3: Traffic concerns, King-Vaughan Rd, n=14

When asked a similar question, public meeting participants selected “curves or obstacles making it difficult to see the road ahead” and “aggressive driving” as their top concerns.

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### Does the current roadway design encourage drivers to drive at safe speeds?

Participants were asked to indicate, on a scale of one to five, if the current roadway design encourages drivers to drive at safe speeds. Response options ranged from “1 – does not encourage safe speeds at all” to “5 – highly encourages safe speeds”. Participants provided an **average response of 1.4**, indicating the corridor does not encourage safe speeds.

### In your experience, where along the King-Vaughan Road corridor do you think vehicle speeds are higher than the posted speed limits?

Participants were presented with the map below and asked to indicate where vehicle speeds are higher than posted speed limits. Participants were asked to select all that apply.



Figure 4: Map of King-Vaughan Road Corridor Areas



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As shown below, participants selected a variety of areas along the corridor, with “Area 4” (Kipling to Pine Valley) being the most popular selection.

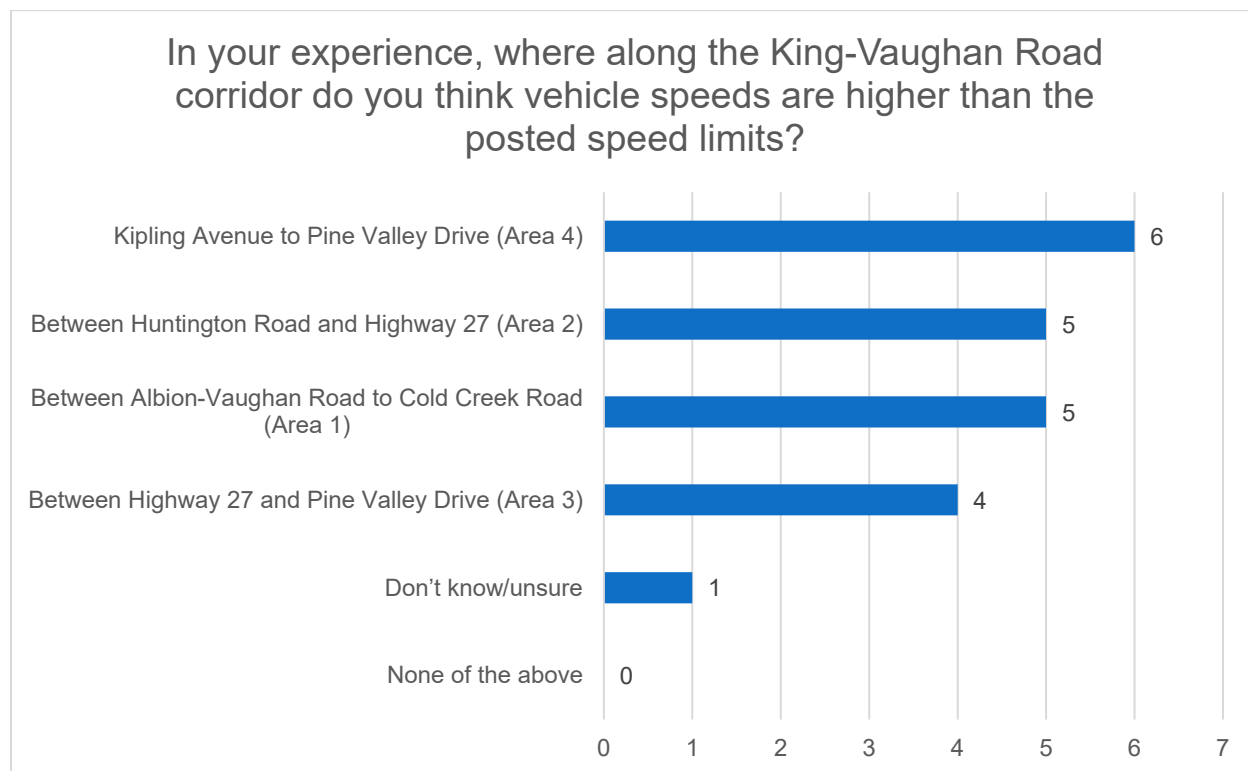


Figure 5: Vehicle speeds, King-Vaughan Rd, n=12

What level of priority would you assign to each potential improvement for enhancing safety, efficiency and accessibility?

The goal of the road safety corridor review is to identify a range of improvements for walking, biking and driving, including design solutions that address any traffic and transportation concerns. Participants were presented with a preliminary list of potential improvements and asked to rate them in terms of priority. The prioritized list of potential improvements is provided below, where 1 = highest priority.

Potential Improvement	Average Priority
Enhanced enforcement to ensure motorists obey traffic rules	1.9
Improve or add cycling facilities (e.g., cycle tracks, bike lanes and multi-use pathways)	2.5
Add traffic calming to reduce vehicle speeds	2.9
Education for all road users	3.1
Improve or add walking facilities (e.g., sidewalk and crosswalk improvements)	3.3
Redirecting cut-through traffic away from the corridor	3.7
Revisions to parking rules	5.6
Redesigned parking areas	5.7
Redesigned school drop-off and pick-up facilities to improve safety	6.6

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## Additional Feedback

Throughout the survey, participants were invited to provide additional written feedback. Highlights of this feedback are provided below.

- Concern for cut-through traffic, using this corridor to avoid other congested routes.
- Concern for excessive speeding. Suggestion to consider reducing the speed limit.
- Concern for aggressive driving behaviour (i.e., passing). Calls for increased enforcement.
- Concern about sharp turns (i.e., curves in the roadway, hills).
- Desire for transit.
- Desire for a paved shoulder for cyclists and/or a cycling lane.
- Desire to make existing signage more visible. This could be achieved by making signage larger, adding flashing lights, moving signage closer to the roadway and/or cutting back trees.

## Kipling Avenue (King-Vaughan Road to Teston Road)

The following section outlines the survey results from Kipling Avenue. **Ten (10) participants** completed this section of the survey. Participants indicated that driving was their primary method of getting around the corridor.

### What is your relationship to the corridor?

First, participants were asked to indicate their relationship to the corridor. Participants were invited to select all that apply. As shown below, the majority of participants either travel along this corridor regularly and/or live near or off the corridor.

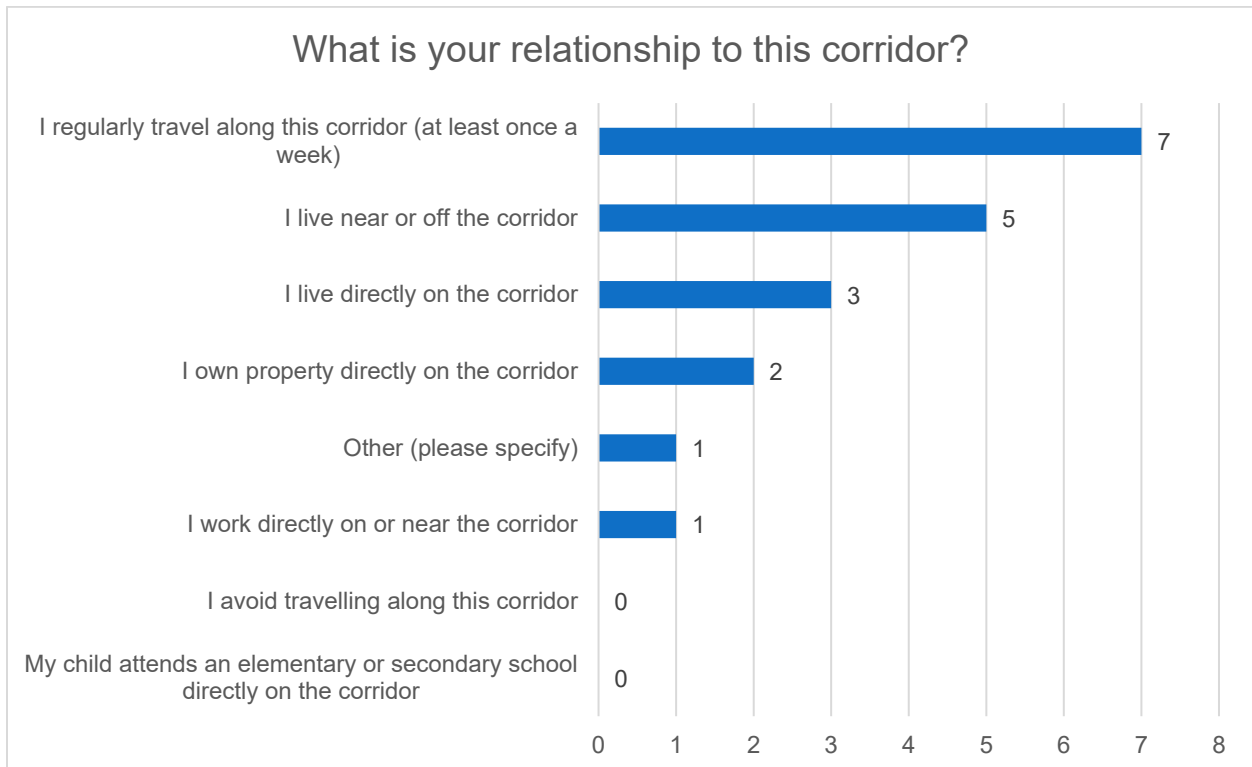


Figure 6: Relationship to corridor, Kipling Ave, n=10

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Which of the following words or phrases best capture your vision for the corridor?

Next, participants were asked to select three words or phrases that best capture their vision for the corridor. As shown below, “cyclist-friendly” and “safe for pedestrians, cyclists, transit users and motorists” were the most popular responses.

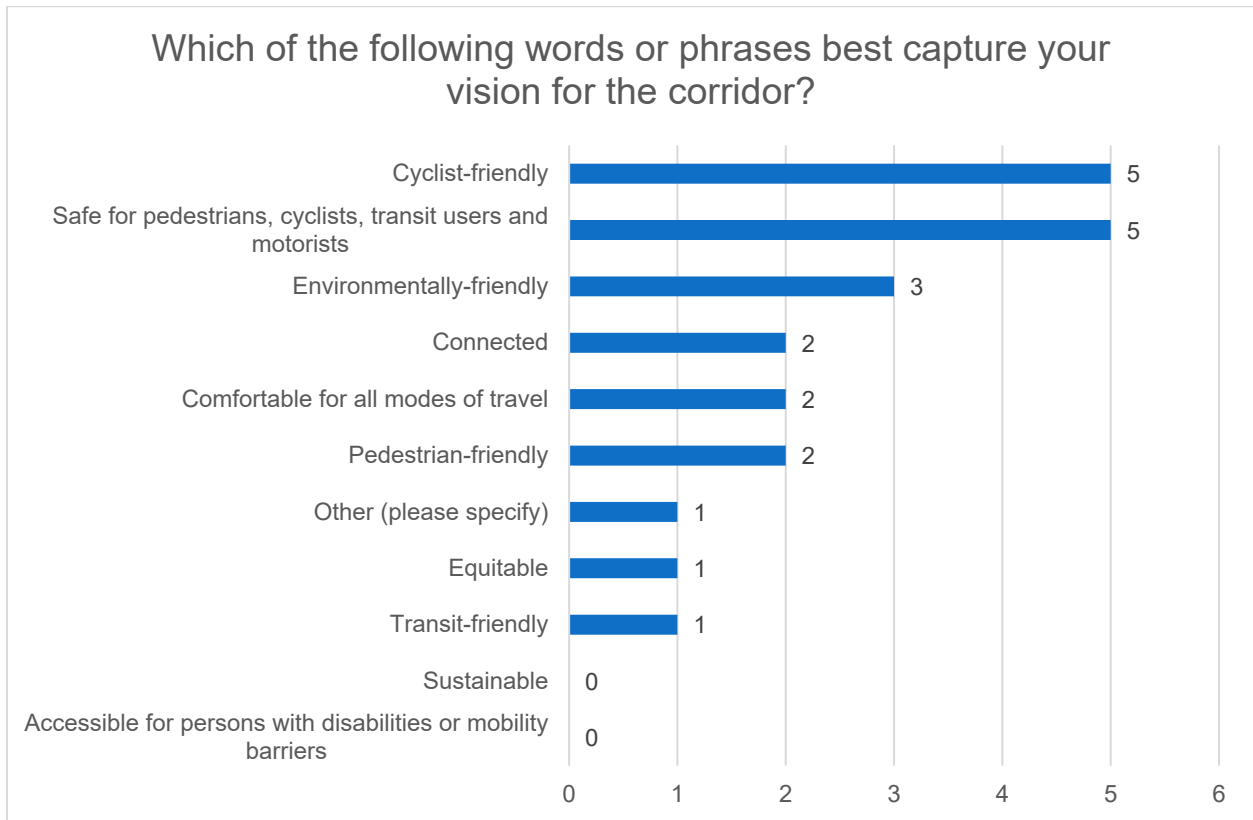


Figure 7: Vision for corridor, Kipling Ave, n=10

When asked a similar question, public meeting participants indicated a preference for “safe for pedestrians, cyclists, transit users and motorists” and “connected”.

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Based on the current conditions and your experiences using the corridor, what are your greatest transportation and traffic concerns?

Participants were asked to select their top five traffic concerns from a list. The top concern was “speeding” followed by “aggressive driving”.

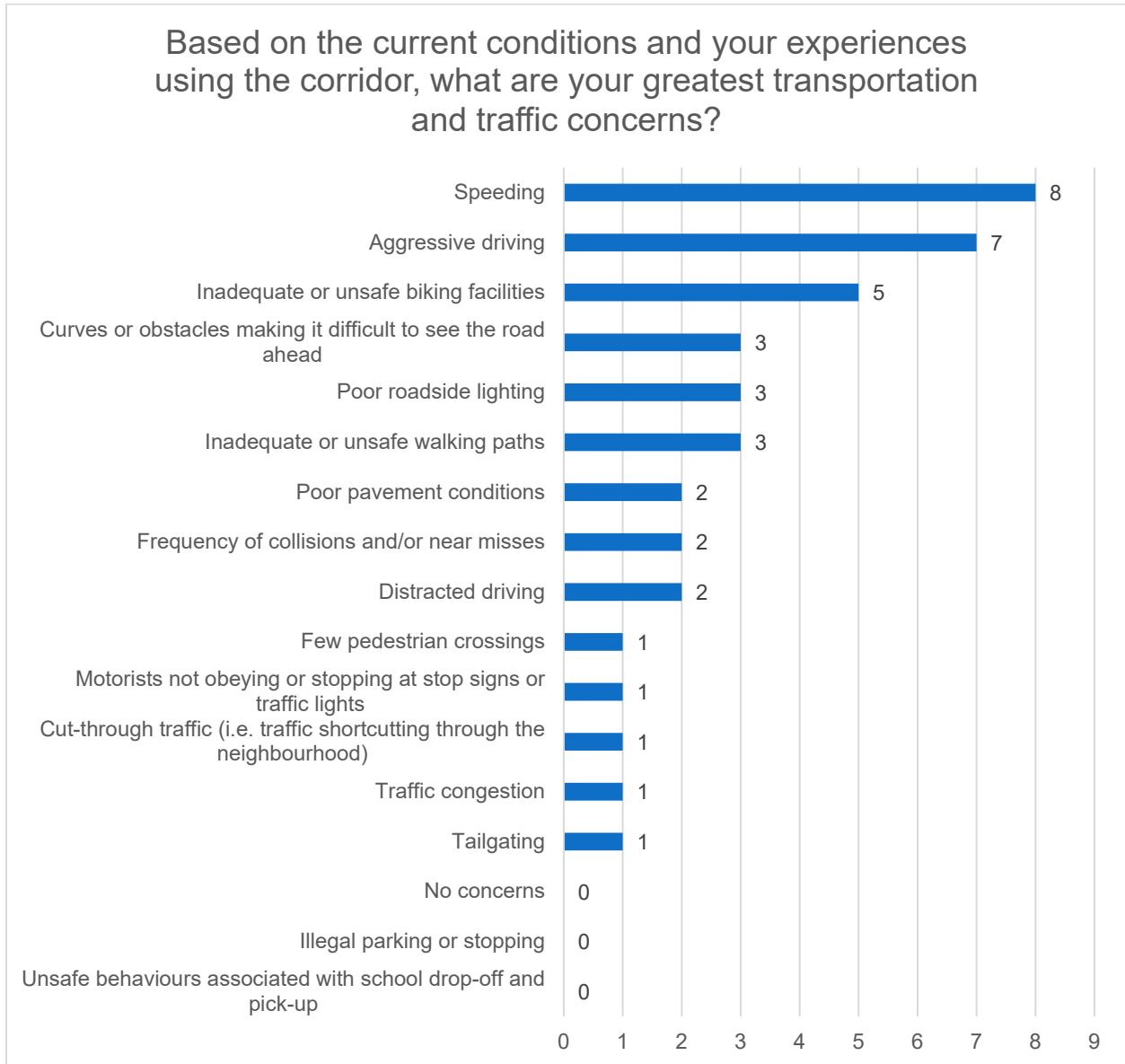


Figure 8: Traffic concerns, Kipling Ave, n=10

When asked a similar question, public meeting participants selected “aggressive driving” and “poor pavement conditions” as their top concerns.

**Does the current roadway design encourage drivers to drive at safe speeds?**

Participants were asked to indicate, on a scale of one to five, if the current roadway design encourages drivers to drive at safe speeds. Response options ranged from “1 – does not encourage safe speeds at all” to “5 – highly encourages safe speeds”. Participants provided an **average response of 1.3**, indicating the corridor does not encourage safe speeds.

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In your experience, where along the Kipling Avenue corridor do you think vehicle speeds are higher than the posted speed limits?

Participants were presented with the map below and asked to indicate where vehicle speeds are higher than posted speed limits. Participants were asked to select all that apply.



Figure 9: Map of Kipling Avenue Corridor Areas



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As shown below, “Area 2” (Teston and Kirby Road) was the most popular selection.

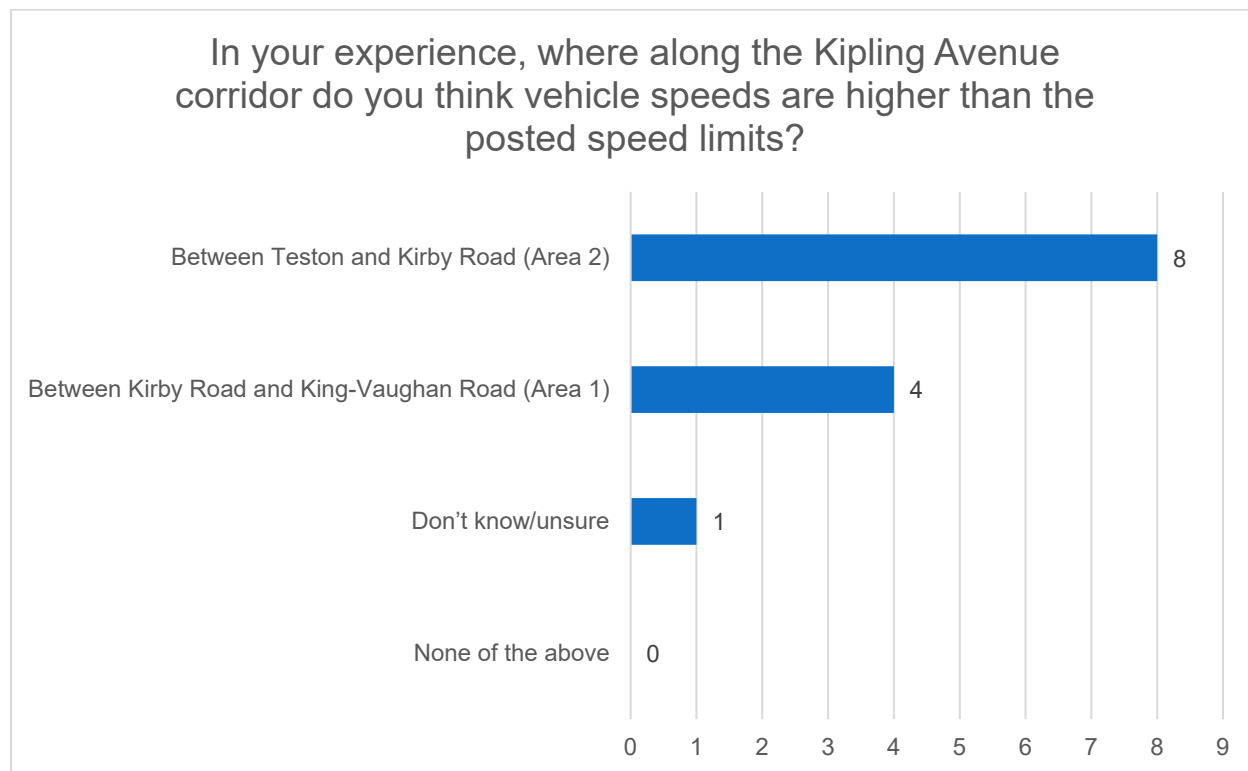


Figure 10: Vehicle speeds, Kipling Ave, n=10

What level of priority would you assign to each potential improvement for enhancing safety, efficiency and accessibility?

The goal of the road safety corridor review is to identify a range of improvements for walking, biking and driving, including design solutions that address any traffic and transportation concerns. Participants were presented with a preliminary list of potential improvements and asked to rate them in terms of priority. The prioritized list of potential improvements is provided below, where 1 = highest priority.

Potential Improvement	Average Priority
Add traffic calming to reduce vehicle speeds	2.0
Enhanced enforcement to ensure motorists obey traffic rules	2.3
Improve or add cycling facilities (e.g., cycle tracks, bike lanes and multi-use pathways)	2.3
Improve or add walking facilities (e.g., sidewalk and crosswalk improvements)	2.5
Education for all road users	3.3
Redesigned school drop-off and pick-up facilities to improve safety	4.6
Redirecting cut-through traffic away from the corridor	5.5
Revisions to parking rules	5.9
Redesigned parking areas	5.9

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## Additional Feedback

Throughout the survey, participants were invited to provide additional written feedback. Highlights of this feedback are provided below.

- Concern about poor sightlines making travel unsafe, especially for cyclists.
- Concerns for dangerous driver behaviour such as passing, speeding and not obeying signage.
- Concern for cut-through traffic, using this corridor to avoid other congested routes.
- Desire to make corridor safer for non-driving modes, encouraging sustainable transportation.
- Desire for additional lighting.
- Desire for stop signs at intersections to subdivisions.

## Pine Valley Drive (King-Vaughan Road to Teston Road)

The following section outlines the survey results from Pine Valley Drive. **Twenty-three (23) participants** completed this section of the survey. Participants indicated that driving was their primary method of getting around the corridor.

### What is your relationship to the corridor?

First, participants were asked to indicate their relationship to the corridor. Participants were invited to select all that apply. As shown below, the majority of participants either live near or off the corridor and/or travel along this corridor regularly.

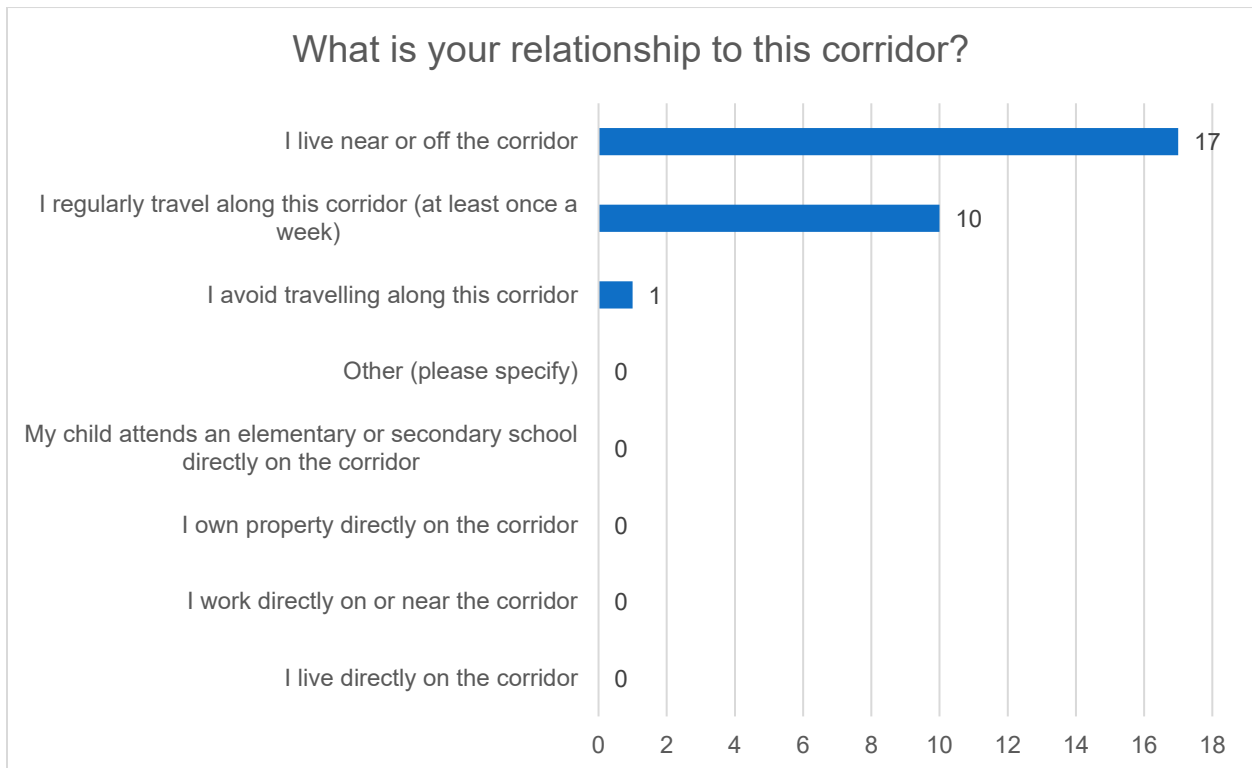


Figure 11: Relationship to corridor, Pine Valley Dr, n=21

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Which of the following words or phrases best capture your vision for the corridor?

Next, participants were asked to select three words or phrases that best capture their vision for the corridor. As shown below, “safe for pedestrians, cyclists, transit users and motorists” and “connected” were the most popular responses.

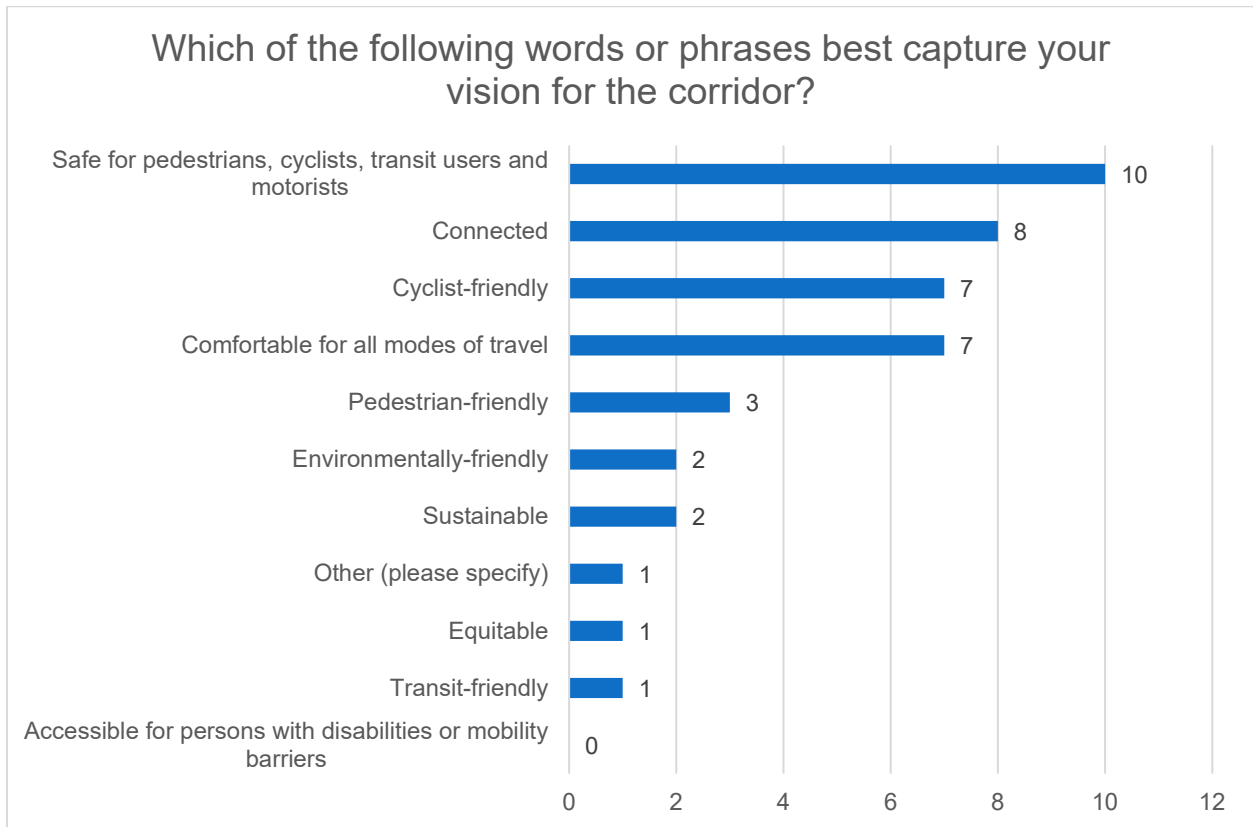


Figure 12: Vision for corridor, Pine Valley Dr, n=17

When asked a similar question, public meeting participants indicated a preference for “safe for pedestrians, cyclists, transit users and motorists” and “connected”.



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Based on the current conditions and your experiences using the corridor, what are your greatest transportation and traffic concerns?

Participants were asked to select their top five traffic concerns from a list. The top concern was “inadequate or unsafe biking facilities” followed by “speeding”.

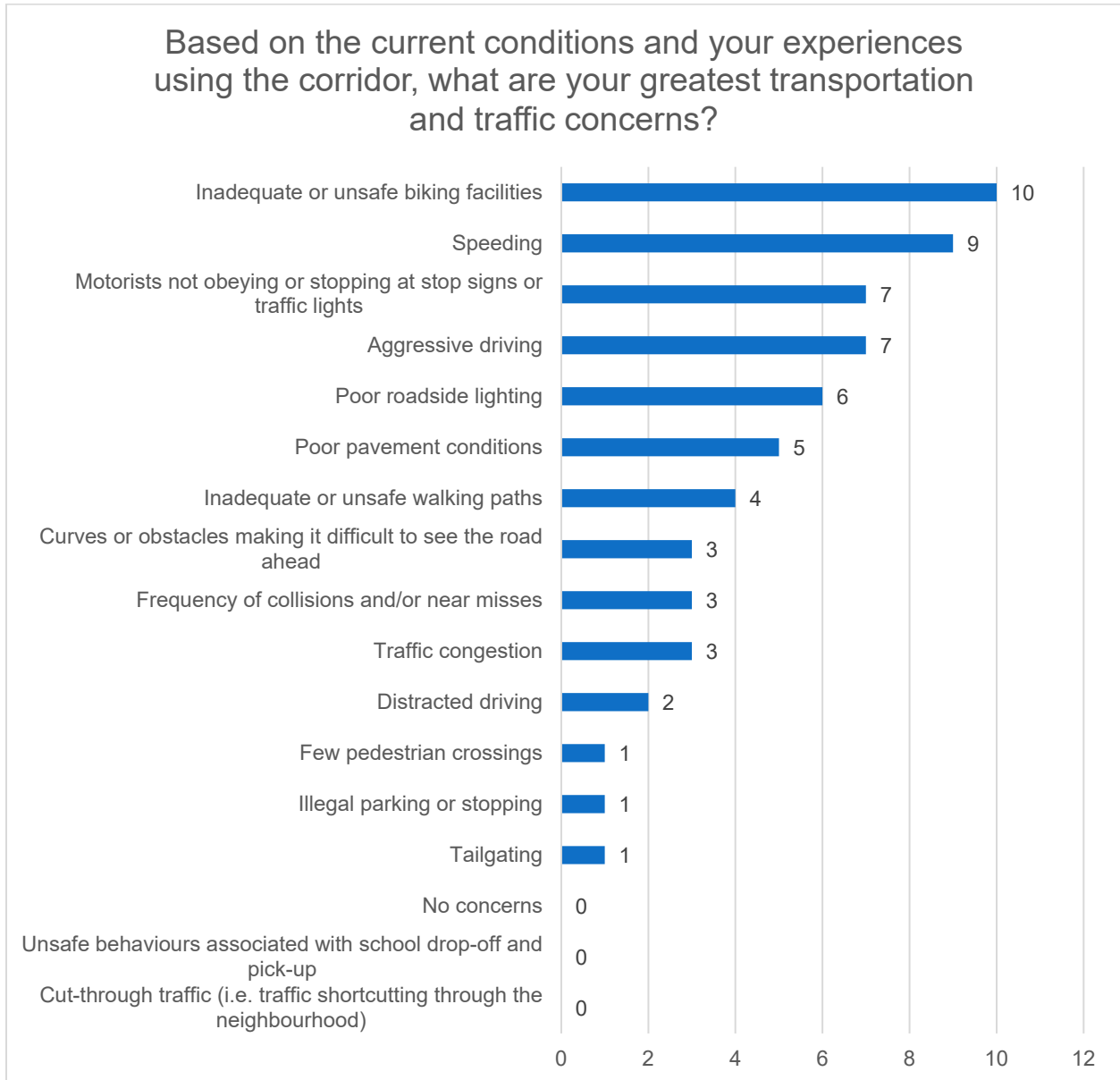


Figure 13: Traffic concerns, Pine Valley Dr, n=17

When asked a similar question, public meeting participants selected “aggressive driving” and “motorists not obeying or stopping at stops signs or traffic lights” as their top concerns.

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### Does the current roadway design encourage drivers to drive at safe speeds?

Participants were asked to indicate, on a scale of one to five, if the current roadway design encourages drivers to drive at safe speeds. Response options ranged from “1 – does not encourage safe speeds at all” to “5 – highly encourages safe speeds”. Participants provided an **average response of 1.3**, indicating the corridor does not encourage safe speeds.

### In your experience, where along the Pine Valley Drive corridor do you think vehicle speeds are higher than the posted speed limits?

Participants were presented with the map below and asked to indicate where vehicle speeds are higher than posted speed limits. Participants were asked to select all that apply.



Figure 14: Map of Pine Valley Drive Corridor Areas

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As shown below, “Area 2” (Teston and Kirby Road) was the most popular selection.

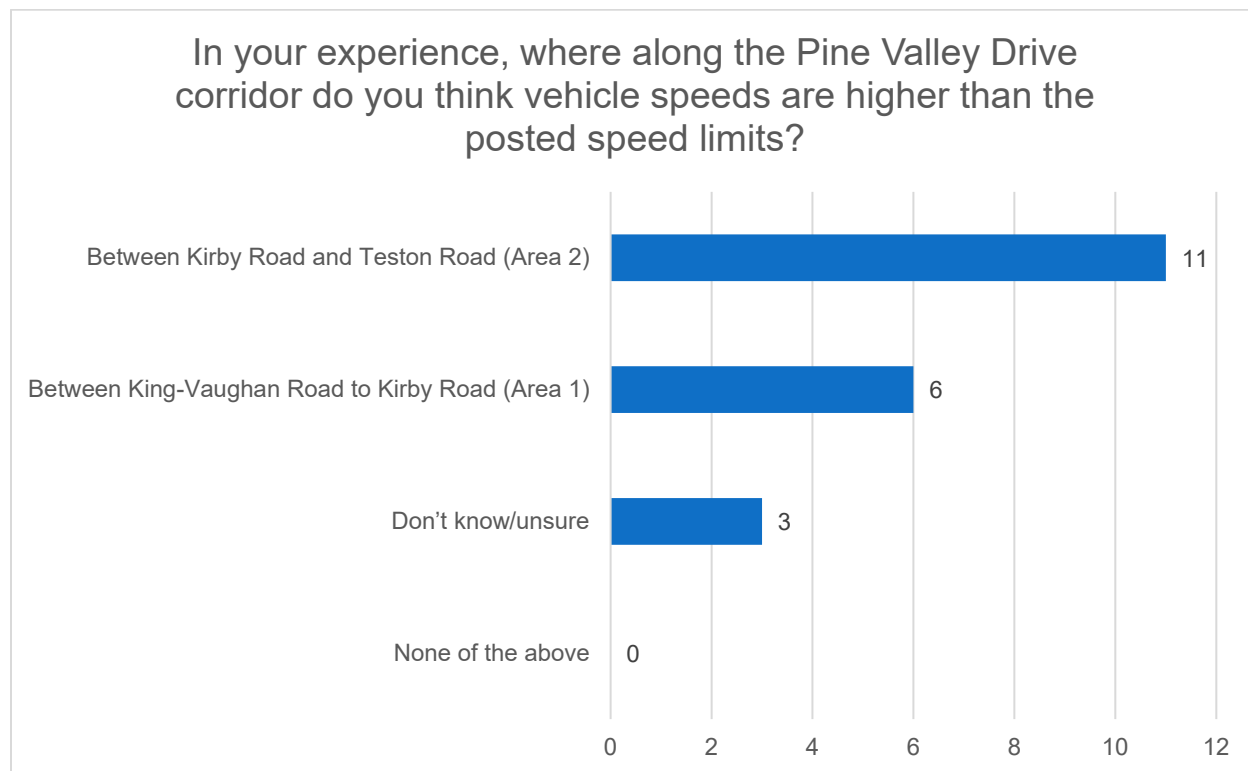


Figure 15: Vehicle speeds, Pine Valley Dr, n=17

What level of priority would you assign to each potential improvement for enhancing safety, efficiency and accessibility?

The goal of the road safety corridor review is to identify a range of improvements for walking, biking and driving, including design solutions that address any traffic and transportation concerns. Participants were presented with a preliminary list of potential improvements and asked to rate them in terms of priority. The prioritized list of potential improvements is provided below, where 1 = highest priority.

Potential Improvement	Average Priority
Improve or add cycling facilities (e.g. cycle tracks, bike lanes and multi-use pathways)	2.9
Enhanced enforcement to ensure motorists obey traffic rules	3.1
Add traffic calming to reduce vehicle speeds	3.3
Improve or add walking facilities (e.g., sidewalk and crosswalk improvements)	3.5
Education for all road users	4.1
Redirecting cut-through traffic away from the corridor	5.1
Redesigned school drop-off and pick-up facilities to improve safety	5.8
Revisions to parking rules	6.3
Redesigned parking areas	6.4

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### **Additional Feedback**

Throughout the survey, participants were invited to provide additional written feedback. Highlights of this feedback are provided below.

- Concern for cut-through traffic, using this corridor to avoid other congested routes.
- Concern for poor driver behaviour (i.e., speeding rolling stops).
- Desire for traffic light at Pine Valley and Teston.
- Support for intersection realignment.
- Desire for a paved shoulder for cyclists and/or a cycling lane.
- Desire for corridor to accommodate planned growth.

### **Next Steps**

The input collected from public, and stakeholders will be used to inform technical work as the project progresses. Additional opportunities for engagement will be made available before targeted completion in Fall 2023.