

CITY OF VAUGHAN

NEIGHBOURHOOD AREA TRAFFIC CALMING POLICY, DESIGN AND SPEED MANAGEMENT PLAN



PHASE 3 ENGAGEMENT SUMMARY



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CITY OF VAUGHAN

PROJECT NO.: 221-09129-00
DATE: JULY 13, 2023

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PHASE 3 ENGAGEMENT

INTRODUCTION

The City of Vaughan is creating safer roads through the Neighbourhood Traffic Calming Plan, also known as the Neighbourhood Area Traffic Calming Policy, Design and Speed Management Plan. This project is one of the major road safety initiatives identified under the MoveSmart Mobility Management Strategy. Throughout this project, the City and its retained consultant will assess and develop a new traffic calming toolbox comprising a selection of traffic calming measures. This toolbox aims to help the City address road safety concerns and ensure appropriate traffic calming and speed management approaches are integrated on new and existing roads in Vaughan.

ENGAGEMENT APPROACH

In Phase 3 of the project, the City conducted a second round of public engagement using various tools to inform the community about why their neighbourhood was selected as a pilot location and to gather feedback from residents. An online survey was launched, featuring questions to identify key themes and challenges in each neighbourhood, as well as a mapping tool for respondents to indicate locations where they believe traffic calming devices are needed. The following sections provide a summary of the engagement activities and survey results. Key highlights and insights from these efforts helped to inform what measures should be installed and where.

Table 1 demonstrates the engagement activities completed throughout Phase 3 of the project.

Table 1. Summary of Engagement Activities and Dates for Phase 3 of Engagement.

Engagement Activity	Date
Online Survey	Survey Period - May 3, 2023 to June 14, 2023
Digital Mapping Exercise	Digital Mapping Exercise Period for All Neighbourhoods: May 3, 2023 to June 14, 2023
Virtual Community Open House	Ward 1 – New Kleinburg; May 23, 2023 Ward 2 – Sonoma Heights; May 23, 2023 Ward 3 – Vellore Village; May 23, 2023 Ward 4 – Carrville Corners; May 24, 2023 Ward 5 – Lakeview Estates; May 24, 2023
Community Walkabouts	Ward 1 – New Kleinburg; June 6, 2023 Ward 2 – Sonoma Heights; June 5, 2023 Ward 3 – Vellore Village; June 4, 2023 Ward 4 – Carrville Corners; June 4, 2023 Ward 5 – Lakeview Estates; June 5, 2023

PROJECT WEBSITE ENGAGEMENT

To introduce the project and keep community members up to date on any progress, the project team developed the project content to be published on the City of Vaughan’s website. In addition to providing an overview of the project, the website also included project team contact information, timelines, and opportunities for residents to stay involved in the project. **Over 700 community members have visited the project website, and 350 residents have been actively engaging by providing input through several online tools.** The following sections provide an overview of the online tools, including a survey and a digital mapping exercise.

SURVEY

The online survey was hosted on the City’s website and consisted of nine questions. This survey intended to identify key themes related to safety concerns, including how residents are seeing safety trends shift over time and what some of the potential solutions could be in their community. This survey also inquired into respondents’ willingness to participate in the community walkabout exercise. Overall, there were a total of 264 residents who responded to the survey.

The following shows the total number of responses received per each piloted neighbourhood:

- Ward 1 – New Kleinburg: **50**
- Ward 2 – Sonoma Heights: **53**
- Ward 3 – Vellore Village: **55**
- Ward 4 – Carrville Corners: **84**
- Ward 5 – Lakeview Estates: **22**

The survey questions are provided in Appendix A.

DIGITAL MAPPING EXERCISE

Residents also provided comments on a digital map of the pilot neighbourhoods. The map showed the geographical boundary of each pilot neighbourhood, and the residents identified locations of concerns using a pinpoint tool. During the mapping exercise, participants were asked to pinpoint particular roads or intersections that cause concern or require traffic calming measures. They were then prompted to select from a list the type of issue that would be most appropriate for addressing the traffic concern. Respondents were also asked to comment on the traffic-related challenge associated with each pinpoint on the map.

A total of **201** comments were added to the map, highlighting different areas where residents desired improvements. The following shows the total number of responses received per each piloted neighbourhood:

- Ward 1 – New Kleinburg: **31**
- Ward 2 – Sonoma Heights: **39**
- Ward 3 – Vellore Village: **38**
- Ward 4 – Carrville Corners: **83**
- Ward 5 – Lakeview Estates: **10**

VIRTUAL COMMUNITY OPEN HOUSE

In May 2023, the project team hosted virtual open house sessions for each pilot neighbourhood to explain the project to each community. These sessions were recorded and posted under the applicable pilot webpage, along with the survey and mapping tool where community members can learn about the priority locations for traffic calming.

Throughout these sessions, the project team provided an online presentation for each piloted neighbourhood. The presentation discussed the principles and criteria for selecting

the neighbourhoods to pilot the traffic calming measures. Residents also had the opportunity to ask their questions to the project team.

COMMUNITY WALKABOUTS

The team organized community walkabouts in each pilot neighbourhood as part of the project. These in-person events included walking tours and a design element to engage with community members and gather feedback on preferred solutions for traffic calming at key locations. The sessions aimed to inform residents about proposed traffic calming measures and were unique in their own way. However, they all featured spontaneous interactions with residents along the walking route. Our summary distinguishes between participants and interactions, with participants referring to residents who joined the formal walking tour and interactions referring to intercept conversations that took place along the way. This helped raise awareness of the project and provided additional insights from residents as they carried out their daily activities.

Please refer to Figure 1 for photos of the community walkabouts. The number of participants for each neighbourhood:

- Ward 1 – New Kleinburg: **7 participants, approximately 25 interactions**
- Ward 2 – Sonoma Heights: **8 participants, 20 interactions**
- Ward 3 – Vellore Village: **24 interactions, 24 interactions**
- Ward 4 – Carville Corners: **6 participants, 12 interactions**
- Ward 5 – Lakeview Estates: **7 participants, 5 interactions**

The following sections provide a summary of the following:

- **“What Was Said”** – verbatim quotes and summary data from surveys, community walkabouts and community virtual engagement sessions;
- **“What We Heard”** – key themes that emerged from our engagement efforts; and
- **“What We Did”** – overview of how we did or did not use the feedback received.



Figure 1. Community walkabouts in the piloted neighbourhoods.

WHAT WAS SAID

The focus in the “What Was Said” section is providing a description and purpose of each engagement activity, along with an overview of the ‘unfiltered’ results. For this phase of the project, we were focused on increasing the awareness of the pilot projects, gathering specific feedback about challenging locations across neighbourhoods and discussing the necessary trade-offs when considering the implementation of traffic calming techniques.

The results of surveys and exercises are outlined for each neighbourhood in the following sections.

WARD 1, NEW KLEINBURG

Online Survey Results

- **50 out of 264** responses accounted for the New Kleinburg neighbourhood.
- **88%** of respondents (44 out of 50) of the participants live in the neighbourhood.
- **42** respondents provided the proximity of the street they live in.
- **80%** of the respondents (38 out of 48) indicated that they have school-aged children living in their homes.
- **58%** of the respondents (22 out of 38) stated that their children attend school in the neighbourhood.
- **50%** of respondents (19 out of 38) expressed willingness to join a community walkabout in their neighbourhood.
- Respondents were also asked to comment if they had any other traffic-related concerns about the neighbourhood. **23 comments** were provided on the survey form. Some verbatim quotes are provided below.
- The community was asked to state how much they agree or disagree with certain statements. **43 responses** were collected in total. The results are provided as follows:

Table 2: Summary of Ward 1 Survey Results

Statement	Percentage of the Community that Agrees or Strongly Agrees with the Statement
Speeding is a problem.	90%
Cut-through traffic is a problem.	81%
Aggressive/erratic driving is a problem.	79%
Failure to stop at stop signs is a problem.	74%
Inattentive/distracted driving is a problem.	67%
Biking to school and/or nearby destinations feels unsafe.	53%
Speeding through signalized intersections is a problem.	53%
Walking to school feels unsafe.	48%
Failure to yield to pedestrians is a problem.	48%

Below is a summary of residents' comments related to traffic-related concerns in Ward 1:

"Speeding in laneways is a big problem also. People stop past the stop sign and onto the sidewalk, almost hitting kids walking to school."

"Too many people not stopping properly at stop signs."

"Mactier Drive is a drag strip from Barons to East's Corners due to the need for STOP signs and traffic calming measures. This presents a serious danger to residents using the linear park on Mactier. Multiple traffic calming measures are needed on this stretch of Mactier."

"The community is being used as a cut-through / by-pass for commercial trucks and traffic looking to avoid the long wait for a right-hand turn to go north on Highway 50."

"Too many people not stopping properly at stop signs."

Mapping Exercise Results

30 respondents participated in the mapping exercise for the New Kleinburg neighbourhood. Figure 2 demonstrates the result of the mapping exercise for this neighbourhood. Based on the input provided by the community, the following locations have been identified as areas experiencing traffic-related issues and requiring traffic-calming measures:

- Barons Street and Kincardine Street
- Algoma Drive and Barons Street
- Barons Street close to Moody Drive
- Along Moody Drive

The following list is the summary of feedback received throughout the mapping exercise.

- 15 respondents identified locations with traffic-related concerns. These concerns include:

- Failure to stop at stop signs;
- Cut-through traffic in neighbourhood streets;
- Speeding; and
- Noise pollution as a result of cut-through and high-speed traffic.
- 16 respondents were interested in having traffic calming measures installed in the identified locations in their neighbourhood.
 - More stops signs are required (some participants noted speeding resulting from the removal of a stop sign);
 - Poorly designed roundabout needs improvement to facilitate the traffic flow; and
 - Utilization of speed humps (particularly on Mactier Drive to address speeding concerns).

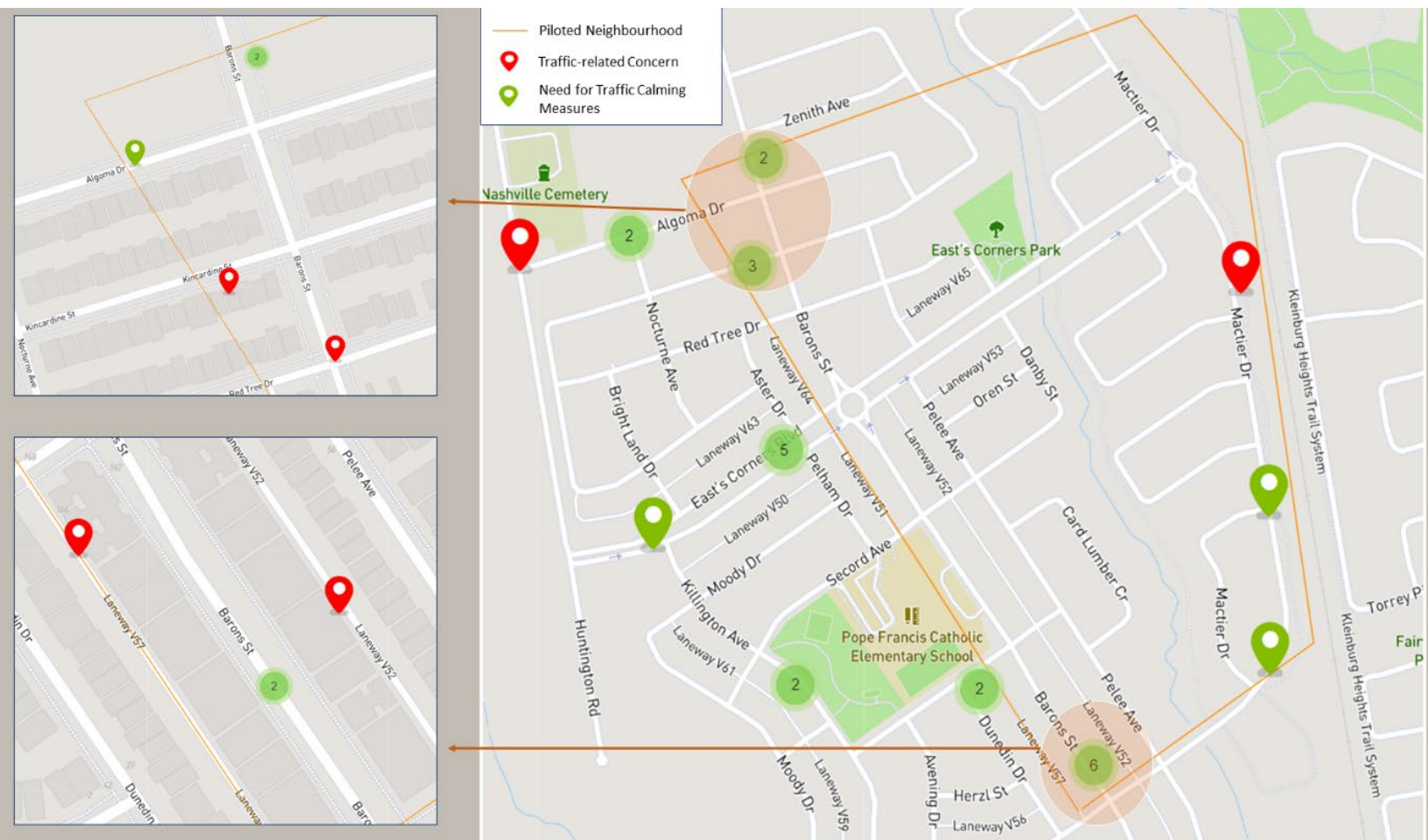


Figure 2. Result of the mapping exercise for Ward 1.

Community Walkabout Discussions

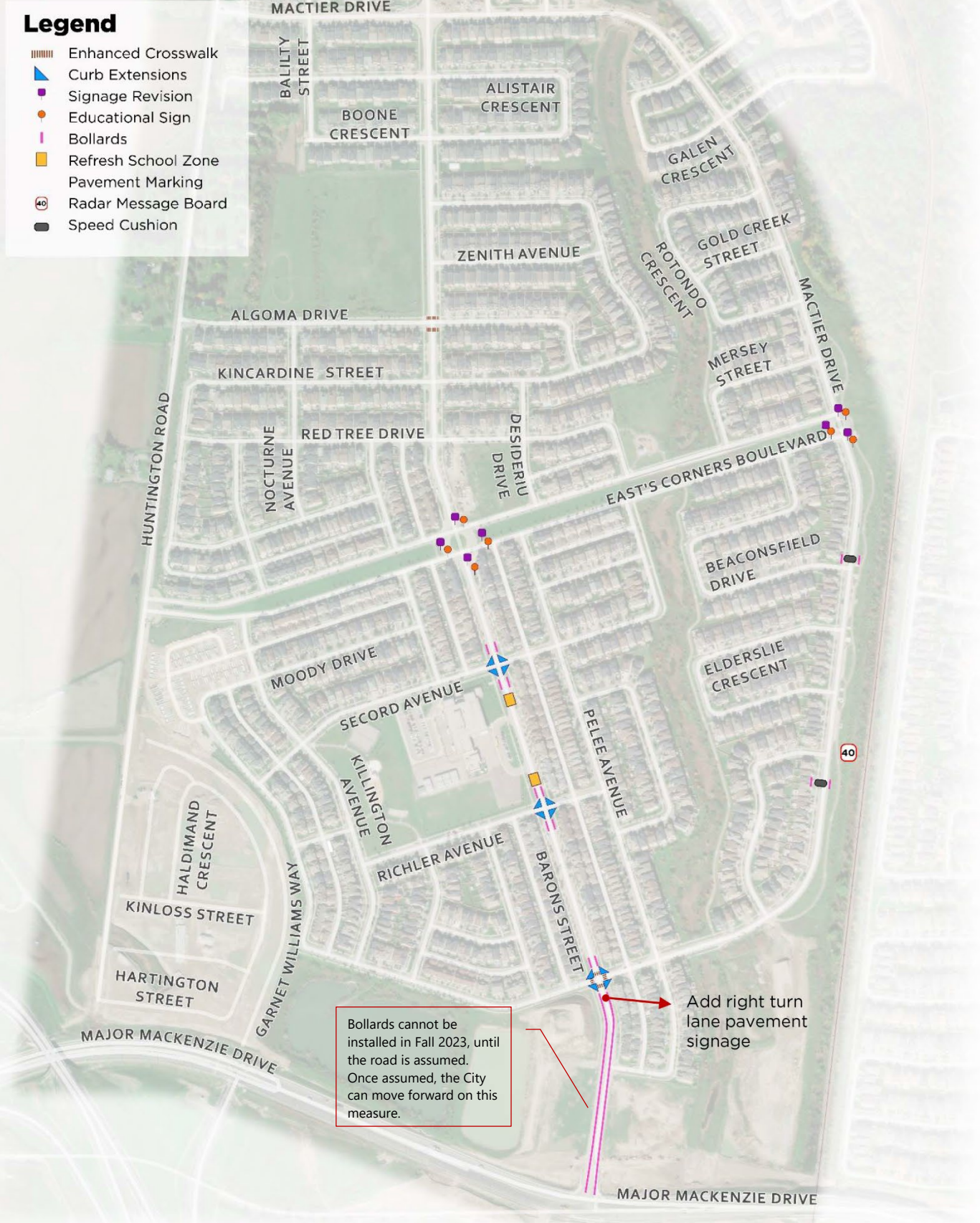
Seven residents joined the walkabout session for the New Kleinburg neighbourhood. During the session, residents brought up the following traffic-related concerns that they experienced in the neighbourhood:

- Roads are extremely wide and speeding is concerning
- Road widths are wide and unsafe for pedestrians to cross the road
- At some intersections, the corner radii exceed the standard and cause drivers to make sharp turns which is a safety concern for non-automobile road users
- Implementing stop signs at some intersections is required to oblige drivers to stop

The following map shows the proposed traffic calming measures and treatments for New Kleinburg prior to the public engagement phase. **Please note that these maps do not reflect the final changes. The final maps with finalized traffic calming measures are in the “What We Did” section. These proposed traffic calming measures are under consideration and subject to resources and further review.**

Ward 1: New Kleinburg Proposed Traffic Calming Opportunities

Proposed treatments prior to public engagement



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

WARD 2, SONOMA HEIGHTS

Online Survey Results

- **53 out of 264** responses accounted for the Sonoma Heights neighbourhood.
- **92%** of respondents (51 out of 53) of the participants live in the neighbourhood.
- **48** respondents provided the proximity of the street they live in.
- **58%** of the respondents (29 out of 50) indicated that they have school-aged children living in their homes.
- **90%** of the respondents (26 out of 29) stated that their children attend school in the neighbourhood.
- **38%** of respondents (17 out of 44) expressed willingness to join a community walkabout in their neighbourhood.
- Respondents were also asked to comment if they had any other traffic-related concerns about the neighbourhood. **34 comments** were provided on the survey form. Some verbatim quotes are provided below.
- The community was asked to state how much they agree or disagree with certain statements. **48 responses** were collected in total. The results are provided as follows:

Table 3: Summary of Ward 2 Survey Results

Statement	Percentage of the Community that Agrees or Strongly Agrees
Failure to stop at stop signs is a problem.	87%
Speeding is a problem.	80%
Inattentive/distracted driving is a problem.	77%
Speeding through signalized intersections is a problem.	75%
Aggressive/erratic driving is a problem.	70%
Failure to yield to pedestrians is a problem.	62%
Cut-through traffic is a problem.	58%
Biking to school and/or nearby destinations feels unsafe.	49%
Walking to school feels unsafe.	40%

Below is a summary of residents' comments related to traffic-related concerns in Ward 2:

"The biggest traffic Safety issue is having bike lanes on Napa Valley and allowing 3-hour parking in the bike lanes, forcing cyclists into the middle of the road. It is simply dangerous having Napa Valley Rd as a bus route and allowing 24-hour road parking and having bike lanes that cars can park in. The road is simply not wide enough. Please help correct this before someone gets hurt."

"Cars speeding up and down Islington Ave is a real problem. I can hear cars racing at all hours from Major Mac down through to Rutherford."

"Speeding over the limit of 40km/h is a problem on the Eastern section of Sonoma Blvd. Closer to Islington Ave. (Sonoma Blvd. From Islington to Forest Fountain)."

"The schools on Napa valley create a lot of congestion and parents should not be allowed to park along these streets to bottle neck and block traffic"

"The roundabout at Sonoma & Via Cristina causes vehicles to speed up the street (exceed the speed limit) as they come out roundabout approach."

Mapping Exercise Results

39 respondents participated in the mapping exercise for the Sonoma Heights neighbourhood. Figure 3 demonstrates the result of the mapping exercise for this neighbourhood. Based on the input provided by the community, the following locations have been identified as areas experiencing traffic-related issues and requiring traffic-calming measures:

- Along Napa Valley Avenue
- Along Sonoma Boulevard
- Napa Valley Avenue and Fonteselva Avenue

The following list is the summary of feedback received throughout the mapping exercise.

- 20 respondents identified locations with traffic-related concerns. These concerns include:
 - Need to educate drivers;
 - Failure to stop at stop signs, enhancements needed at all-way stops;
 - Need to consider parking rules during the school's pick-up and drop-off times;
 - Prolonged stopping periods by York Region Transit buses at peak hours created delays for drivers merging onto Islington Avenue; and
 - Educating drivers about no-parking zones.
- 19 respondents were interested in having traffic calming measures installed in the identified locations in their neighbourhood, which include:
 - Installing a traffic calming measure to slow down speeding around the corner;
 - Installation of speed humps;
 - Educating drivers and residents on the importance of safety rules;
 - Traffic calming measures to reduce speeding at intersections, such as narrowing the intersections;
 - Improve pedestrian crossing; and
 - Improve road marking.

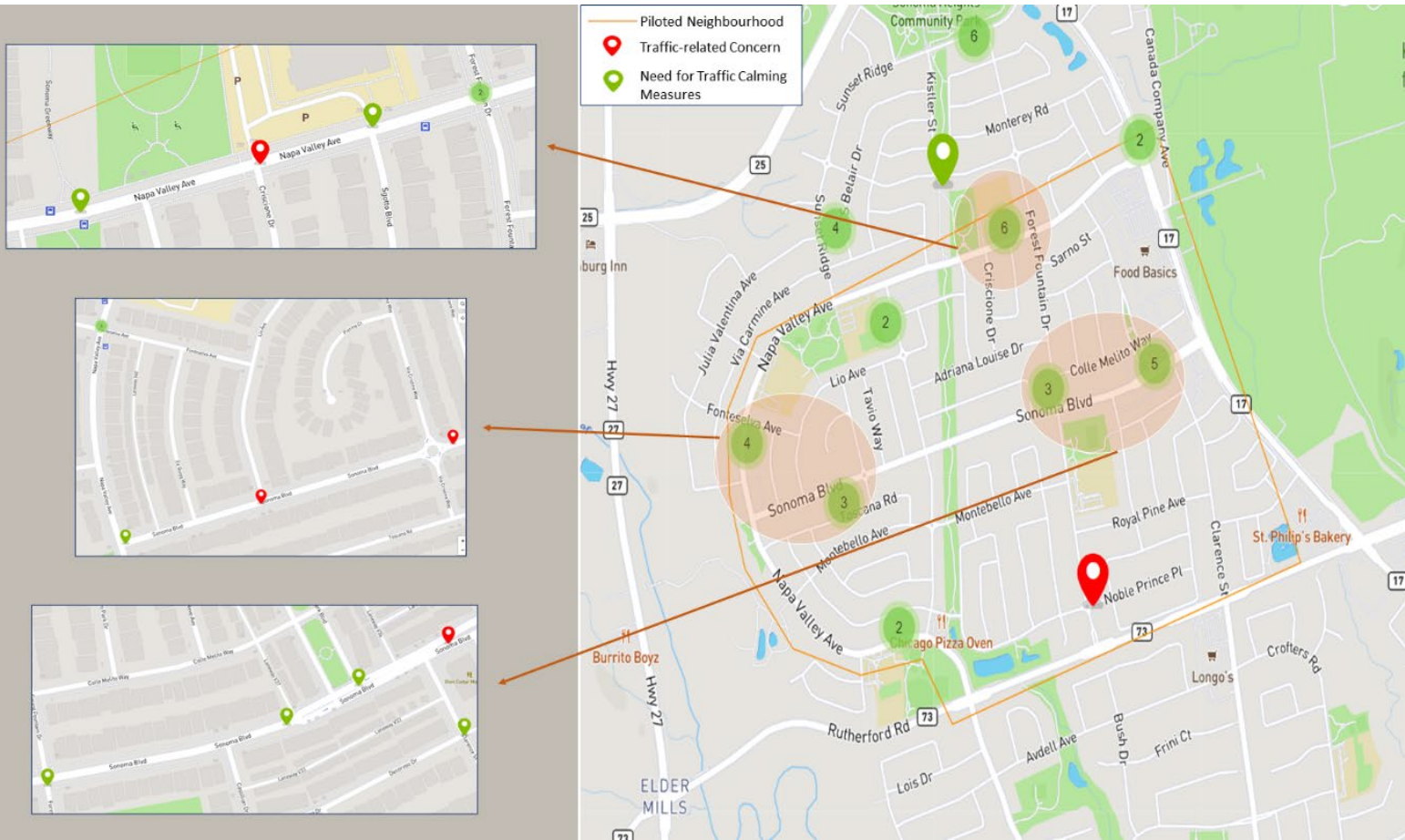


Figure 3. Result of the mapping exercise for Ward 2.

Community Walkabout – Resident Concerns and Discussions

As the project team walked around the neighbourhood, the team interacted with 20 residents. Their concerns and input are summarized in the following:

- There were many parked cars on Napa Valley and Monte Carlo. [Parking By-Law](#) allows parking in school zones, i.e. Lorna Jackson Public School, reducing visibility as kids cross the street.
- Many residents brought up that many drivers were speeding on Monte Carlo Drive and Napa Valley Avenue.
- Most residents raised the observation that most drivers would not stop at intersections with stop signs.
- Parking areas are located too close to all-way stops (i.e. Napa Valley and Monte Carlo).
- Signage and pavement markings are needed to improve pedestrian access and navigation at roundabouts.

The following map shows the proposed traffic calming measures and treatments for Sonoma Heights prior to the public engagement phase. **Please note that these maps do not reflect the final changes. The final maps with finalized traffic calming measures are in the “What We Did” section. These proposed traffic calming measures are under consideration and subject to resources and further review.**

Ward 2: Sonoma Heights Proposed Traffic Calming Opportunities



Legend

- Boulevard Silhoutte
- Curb Extension
- Bollard
- Centreline Flex Post
- Refresh School Zone
- Pavement Marking
- Add New School Zone
- Pavement Markham
- Flashing Beacon
- Speed Table

Proposed treatments prior to public engagement



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

WARD 3, VELLORE VILLAGE

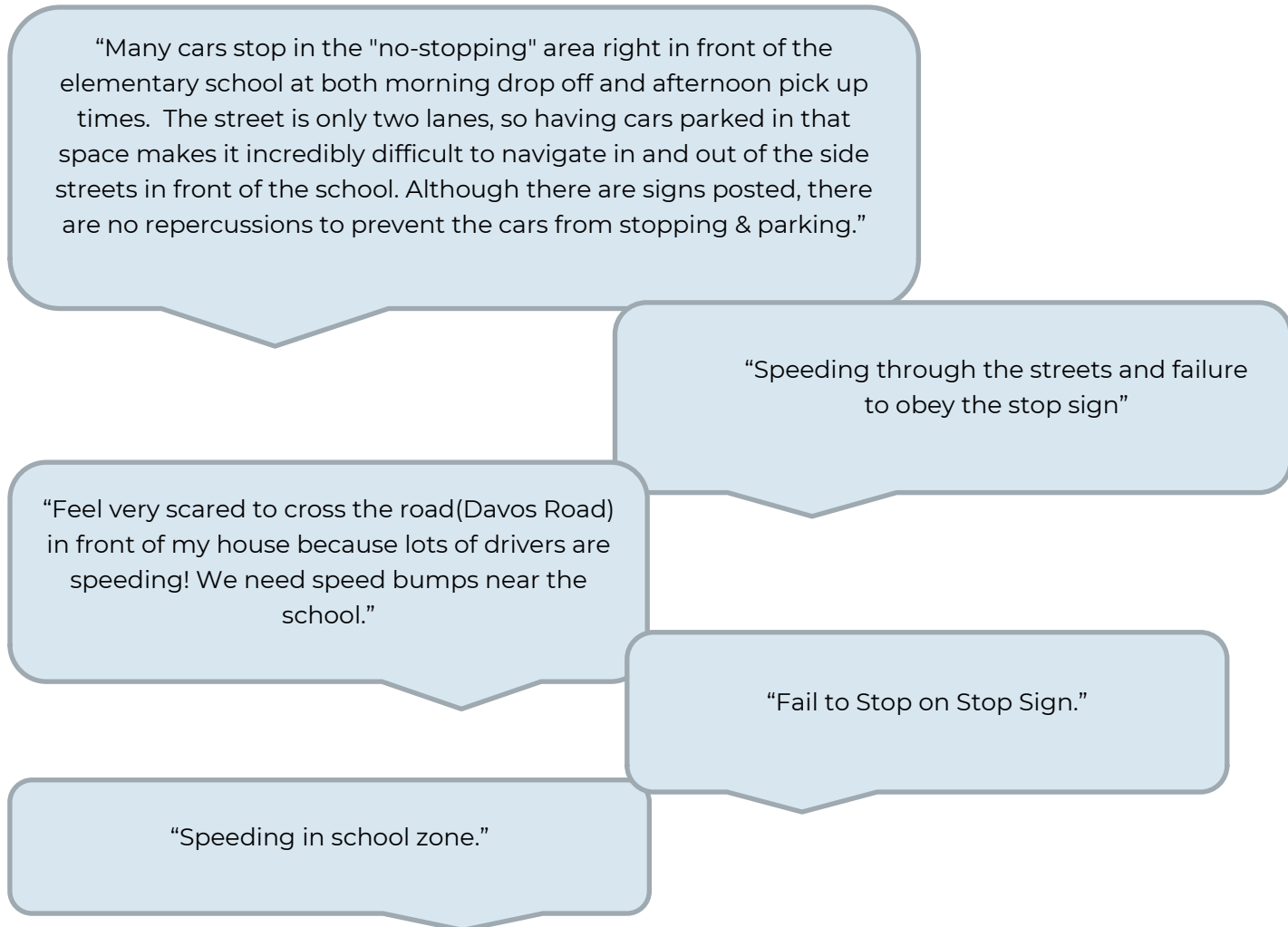
Online Survey Results

- **55 out of 264** responses accounted for the Vellore Village neighbourhood.
- **87%** of respondents (48 out of 55) of the participants live in the neighbourhood.
- **47** respondents provided the proximity of the street they live in.
- **64%** of the respondents (35 out of 54) indicated that they have school-aged children living in their homes.
- **79%** of the respondents (27 out of 34) stated that their children attend school in the neighbourhood.
- **34%** of respondents (16 out of 46) expressed willingness to join a community walkabout in their neighbourhood.
- Respondents were also asked to comment if they had any other traffic-related concerns about the neighbourhood. **32 comments** were provided on the survey form. Some verbatim quotes are provided below.
- The community was asked to state how much they agree or disagree with certain statements. **49 responses** were collected in total. The results are provided as follows:

Table 4: Summary of Ward 3 Survey Results

Statement	Percentage of the Community that Agrees or Strongly Agrees
Speeding is a problem.	84%
Aggressive/erratic driving is a problem.	82%
Failure to stop at stop signs is a problem.	81%
Inattentive/distracted driving is a problem.	75%
Speeding through signalized intersections is a problem.	69%
Cut-through traffic is a problem.	67%
Failure to yield to pedestrians is a problem.	60%
Biking to school and/or nearby destinations feels unsafe.	58%
Walking to school feels unsafe.	54%

Below is a summary of residents' comments related to traffic-related concerns in Ward 3:



Mapping Exercise Results

81 respondents participated in the mapping exercise for the Vellore Village neighbourhood. Figure 4 demonstrates the result of the mapping exercise for this neighbourhood. Based on the input provided by the community, the following locations have been identified as areas experiencing traffic-related issues and requiring traffic-calming measures:

- The intersection of Maria Antonia Road and Fossil Hill Road
- Along Fossil Hill Road by Matthew Park

The following list is the summary of feedback received throughout the mapping exercise.

- 17 respondents identified locations with traffic-related concerns. These concerns include:
 - Speeding and concerns regarding pedestrian safety;
 - Failure to stop at stop signs;
 - Improve the visibility of traffic signs by removing obstructions such as trees; and
 - Cars parked in no-parking zones during the school's pick-up and drop-off times.
- 21 respondents were interested in having traffic calming measures installed in the identified locations in their neighbourhood, which include:
 - Including more stops signs;
 - Utilization of any appropriate traffic calming measure that addresses speeding;
 - Narrowing the roadway and designing for the speed limit;
 - Blocked vision by trees is a safety concern for kids close to the school zone;
 - Increasing enforcement; and
 - Utilization of speed humps and encouragement of drivers for slower speed.

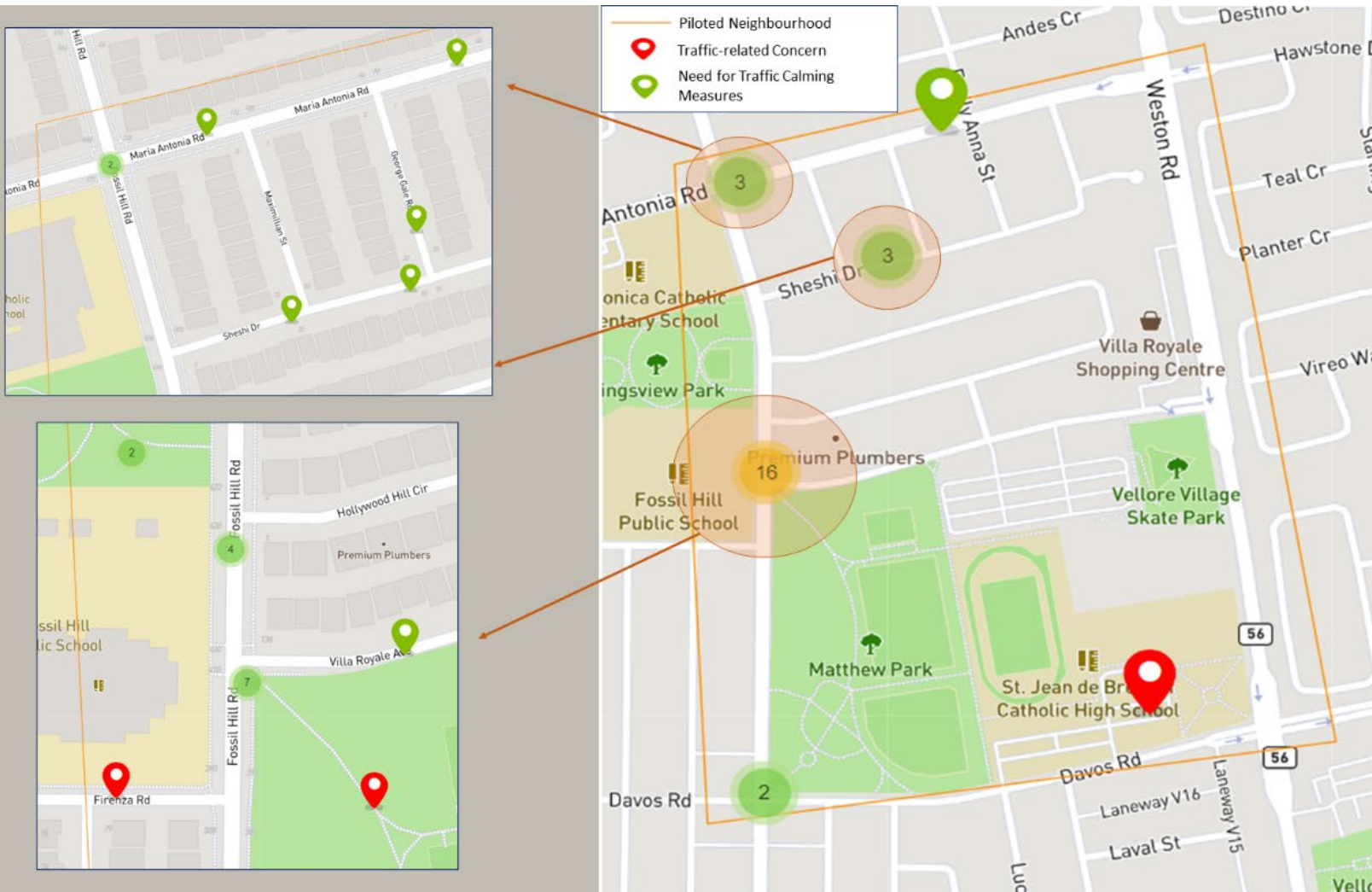


Figure 4. Result of the mapping exercise for Ward 3.

Community Walkabout – Resident Concerns and Discussions

The Vellore Village walkabout was hosted as a pop-up event, engaging residents in a community park and at the Vellore Village Community Centre. Throughout the event, the team interacted with about 24 residents. Key concerns expressed by residents were:

- High speeds and low levels of stop compliance near the park, especially at Fossil Hill and Davos Road.
- High-speed traffic on streets like Maria Antonia Road, Via Campanile and La Rocca Avenue makes crossing to community parks more difficult.

The following map shows the proposed traffic calming measures and treatments for Vellore Village prior to the public engagement phase. **Please note that these maps do not reflect the final changes. The final maps with finalized traffic calming measures are in the “What We Did” section. These proposed traffic calming measures are under consideration and subject to resources and further review.**

Ward 3: Vellore Village Proposed Traffic Calming Opportunities

Legend

- Boulevard Silhouette
- Curb Extension
- Enhanced Crosswalk
- Signage Revision
- Chicane
- Edge Line
- Speed Cushion
- Refresh School Zone
- Pavement Marking
- Max 40km/h Pavement Marking

Proposed treatments prior to public engagement



WARD 4, CARRVILLE CORNERS

Online Survey Results

- **84 out of 264** responses accounted for the Carrville Corners neighbourhood.
- **86%** of respondents (72 out of 84) of the participants live in the neighbourhood.
- **70** respondents provided the proximity of the street they live in.
- **74%** of the respondents (61 out of 82) indicated that they have school-aged children living in their homes.
- **67%** of the respondents (41 out of 61) stated that their children attend school in the neighbourhood.
- **42%** of respondents (29 out of 69) expressed willingness to join a community walkabout in their neighbourhood.
- Respondents were also asked to comment if they had any other traffic-related concerns about the neighbourhood. **48 comments** were provided on the survey form. Some verbatim quotes are provided below.
- The community was asked to state how much they agree or disagree with certain statements. **78 responses** were collected in total. The results are provided as follows:

Table 5: Summary of Ward 4 Survey Results

Statement	Percentage of the Community that Agrees or Strongly Agrees
Speeding is a problem.	73%
Cut-through traffic is a problem.	73%
Failure to stop at stop signs is a problem.	72%
Aggressive/erratic driving is a problem.	70%
Biking to school and/or nearby destinations feels unsafe.	59%
Inattentive/distracted driving is a problem.	58%
Speeding through signalized intersections is a problem.	55%
Walking to school feels unsafe.	51%
Failure to yield to pedestrians is a problem.	50%

Below is a summary of residents' comments related to traffic-related concerns in Ward 4:

"The level of speeding and erratic and aggressive driving on residential streets, particularly in and near school zones (specifically Romeo Dallaire Public School), is unacceptable. Cars speed up and down Sand Valley Street on a daily basis, where dozens of children walk home from school, play on driveways, and ride their bikes and scooters. Traffic control and calming measures need to be implemented before there is a tragedy, similar to what has already occurred in other neighbourhoods in the area in the past few years."

"Instead of traffic calming, I think the priority should be to eliminate cut through traffic. The less unnecessary traffic, the better."

"The intersection at Freedom Trail and Peter Rupert gets so busy and backed up during rush hour"

"I work in the area and would like to see improvements for people walking and riding a bike connections to schools, parks, and trails in the area."

"There's no street parking enforcement. People regularly park on both sides of the road leaving no room for traffic, contesting the roads. School pick up lines/traffic are also a huge problem. Parents have regularly blocked off roads often allowing no room for cars to pass on either side."

Mapping Exercise Results

81 respondents participated in the mapping exercise for the Carrville Corners neighbourhood. Figure 5 demonstrates the result of the mapping exercise for this neighbourhood. Based on the input provided by the community, the following locations have been identified as areas experiencing traffic-related issues and requiring traffic-calming measures:

- The intersection of Peter Rupert Avenue and Freedom Trail
- Along Sand Valley Street
- Peter Rupert Avenue by St. Cecilia Catholic Elementary School
- Grand Trunk Avenue between Sand Valley Street and Freedom Trail

The following list is the summary of feedback received throughout the mapping exercise.

- 46 respondents identified locations with traffic-related concerns. These concerns include:
 - Speeding and concerns regarding pedestrian safety;
 - Failure to stop at stop signs;
 - Better traffic flow during the school pick-up and drop-off time;
 - Utilization of roundabouts and speed humps;
 - The design of the intersection of Major Mackenzie Drive and Peter Rupert Avenue limits drivers' ability to foresee the upcoming traffic;
 - The neighbourhood's connection to major roads is often experiencing a traffic-related issue; and
 - Illegal parking in no-parking zones.
- 37 respondents were interested in having traffic calming measures installed in the identified locations in their neighbourhood, which include:
 - Given the topography and gradual increase in the road width on Ivy Glen Drive, road narrowing and other appropriate traffic calming measures were suggested;
 - Installation of speed humps along the roadway;
 - Utilization of roundabout;
 - Raised pedestrian crossing;
 - Adding more stop signs;
 - Carrying out educational campaigns; and
 - Traffic enforcement.

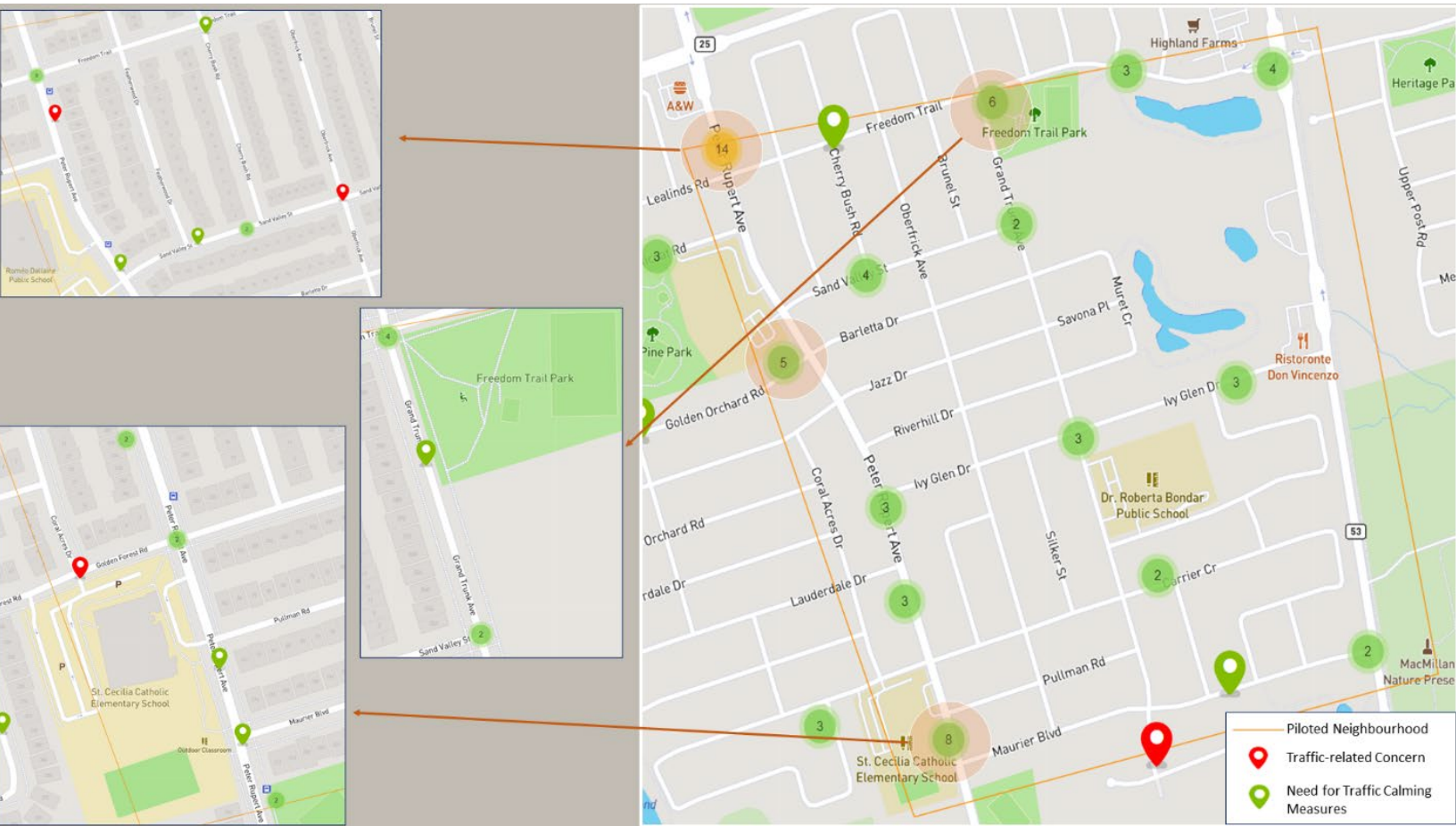


Figure 5. Result of the mapping exercise for Ward 4.

Community Walkabout – Resident Concerns and Discussions

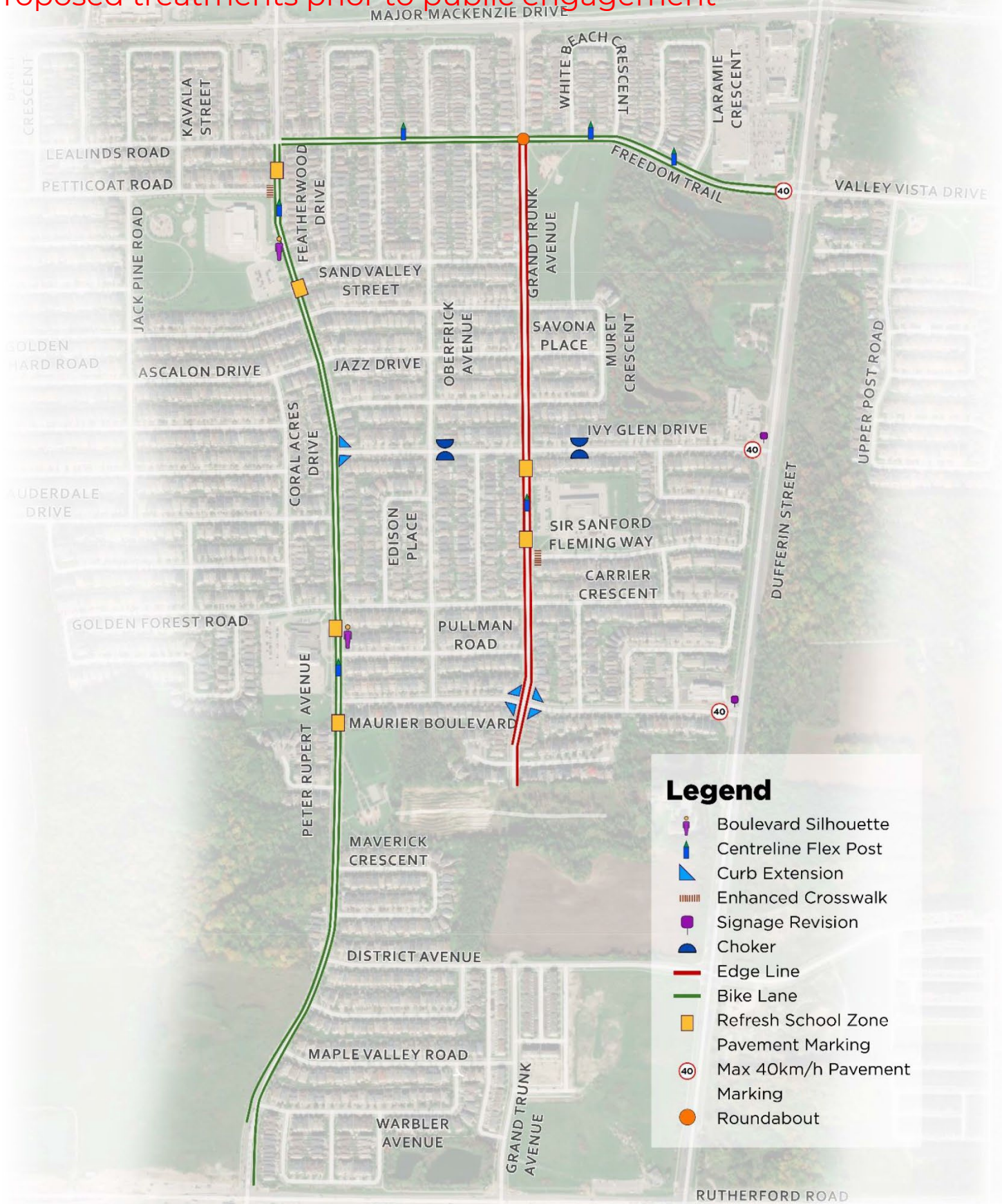
Six residents joined the community walkabout, including interactions with about 12 additional residents. The following bullet points summarize the community’s input throughout the neighbourhood walkabout:

- Children walk across Jack Pine Road to Jack Pine Park/Romeo Dallaire Public School. There are no ladder crossings in this area.
- Illegal U-turns were made at Peter Rupert Avenue and Freedom Trail.
- Residents mentioned that drivers speed on Peter Rupert Avenue, from Rutherford Road to Maurier Boulevard. Drivers who head north on Peter Rupert Avenue encounter the first stop sign at Maurier Boulevard.
- A resident mentioned that the educational signs (“Slow Down”) should have more substantial, sturdier, and robust reinforcement sticks. With their experience, the sign had difficulty staying on the ground due to wind and other weather conditions.
- If chokers were implemented, residents wanted the chokers to include some space for the cyclists to go through.

The following map shows the proposed traffic calming measures and treatments for Carrville Corners prior to the public engagement phase. **Please note that these maps do not reflect the final changes. The final maps with finalized traffic calming measures are in the “What We Did” section. These proposed traffic calming measures are under consideration and subject to resources and further review.**

Ward 4: Carrville Corners Proposed Traffic Calming Opportunities

Proposed treatments prior to public engagement



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

WARD 5, LAKEVIEW ESTATES

Online Survey Results

- **22 out of 264** responses accounted for the Lakeview Estates neighbourhood.
- **95%** of respondents (21 out of 22) of the participants live in the neighbourhood.
- **21** respondents provided the proximity of the street they live in.
- **50%** of the respondents (11 out of 22) indicated that they have school-aged children living in their homes.
- **80%** of the respondents (8 out of 10) stated that their children attend school in the neighbourhood.
- **75%** of respondents (15 out of 20) expressed willingness to join a community walkabout in their neighbourhood.
- Respondents were also asked to comment if they had any other traffic-related concerns about the neighbourhood. **12 comments** were provided on the survey form. Some verbatim quotes are provided below.
- The community was asked to state how much they agree or disagree with certain statements. **22 responses** were collected in total. The results are provided as follows:

Table 6: Summary of Ward 5 Survey Results

Statement	Percentage of the Community that Agrees or Strongly Agrees
Speeding is a problem.	68%
Failure to stop at stop signs is a problem.	59%
Cut-through traffic is a problem.	59%
Aggressive/erratic driving is a problem.	50%
Failure to yield to pedestrians is a problem.	45%
Biking to school and/or nearby destinations feels unsafe.	36%
Speeding through signalized intersections is a problem.	32%
Inattentive/distracted driving is a problem.	32%
Walking to school feels unsafe.	27%

Below is a summary of residents' comments related to traffic-related concerns in Ward 5:

"Parents of Louis Honore PS parking in No Stopping zones;
Cars turning illegally onto Conley Street from 7am - 9am, sign posted!
Cars speed through Conley as a bypass road to Steeles Avenue;
Was run off the street once, injuring myself, from a speeding car on the curve of the road;
Neighbour, who lives on the Conley curve, had two vehicles hit from speeders."

"Mainly failure to stop at intersection and inattentive drivers whipping around corners. I have almost been hit twice walking across at an intersection and several near misses backing out of my driveway due to cars turning the corner, barely slowing down, let alone stopping at the stop sign."

"Speeding (need a Speed Hump), Aggressive driving, Cut-through traffic, Increased safety needed for pedestrians."

"Cars are not making complete stops (Stop Signs) at Thurman Road and Conley Street. Many cars speed east and west on Conley Street, especially near Frechette P.S."

Mapping Exercise Results

10 respondents participated in the mapping exercise for the Lakeview Estates neighbourhood. Figure 6 demonstrates the result of the mapping exercise for this neighbourhood. Based on the input provided by the community, the following locations have been identified as areas experiencing traffic-related issues for potential traffic calming measures:

- Intersection of New Westminster Drive and Conley Street
- Intersection of Conley Street and Thurman Road
- Westbound traffic from Steeles Avenue West entering New Westminster Drive

The following list is the summary of feedback received throughout the mapping exercise.

- 8 respondents identified locations with traffic-related concerns. These concerns include:
 - Speeding and concerns regarding pedestrian safety;
 - Failure to stop at stop signs;
 - Improving the traffic flow during the school pick-up and drop-off time; and
 - Drivers do not follow the speed limit in the school zone.
- 2 respondents were interested in having traffic calming measures installed in the identified locations in their neighbourhood, which include:
 - Utilize any appropriate traffic calming measures to improve the safety of pedestrians, seniors and children.

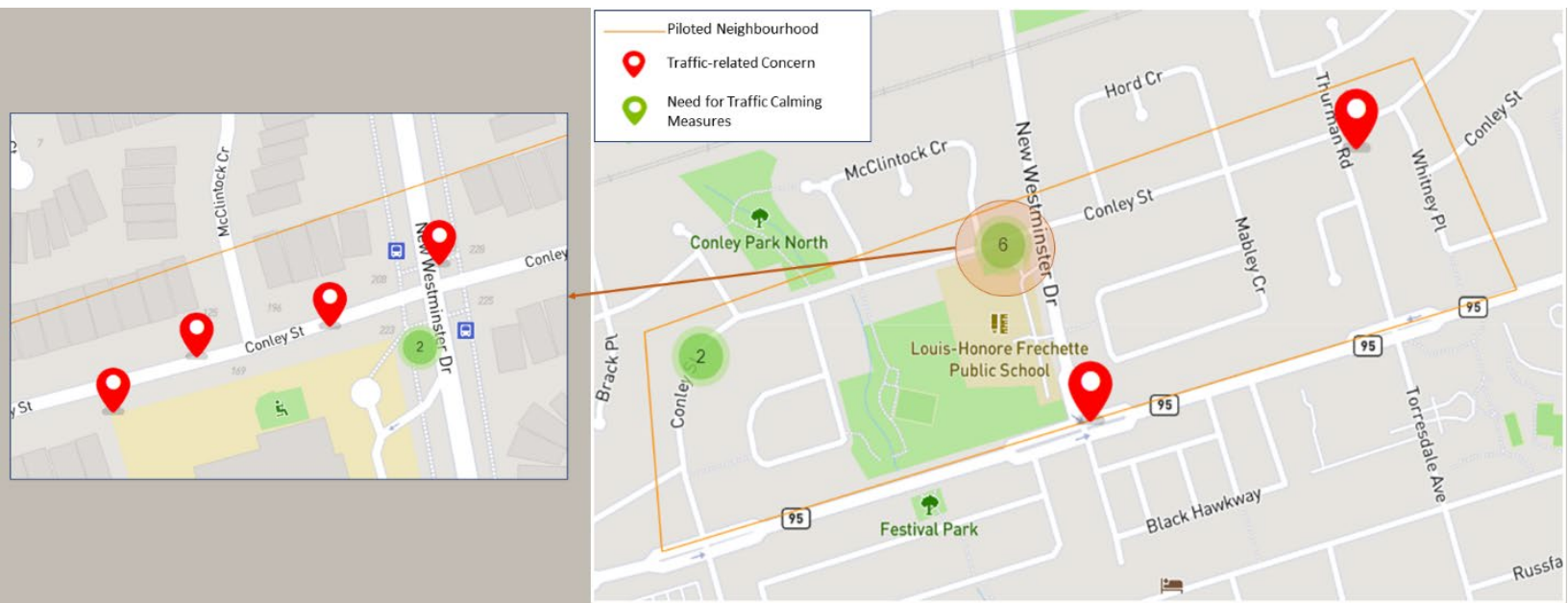


Figure 6. Result of the mapping exercise for Ward 5.

Community Walkabout – Resident Concerns and Discussions

Seven residents joined the community walkabout in Ward 5. The following comments were received throughout the community walkabout in the Lakeview Estates neighbourhood:

- There is no pick-up/drop-off area at Louis-Honore Frechette Public School. Conley Street is always overpacked with parked vehicles, especially during rush hours. Vehicles are parked on the opposite side of the street from the school, which does not allow parking.
- Parked vehicles on both sides of the streets decrease pedestrian visibility.

The following map shows the proposed traffic calming measures and treatments for Lakeview Estates prior to the public engagement phase. **Please note that these maps do not reflect the final changes. The final maps with finalized traffic calming measures are in the “What We Did” section. These proposed traffic calming measures are under consideration and subject to resources and further review.**

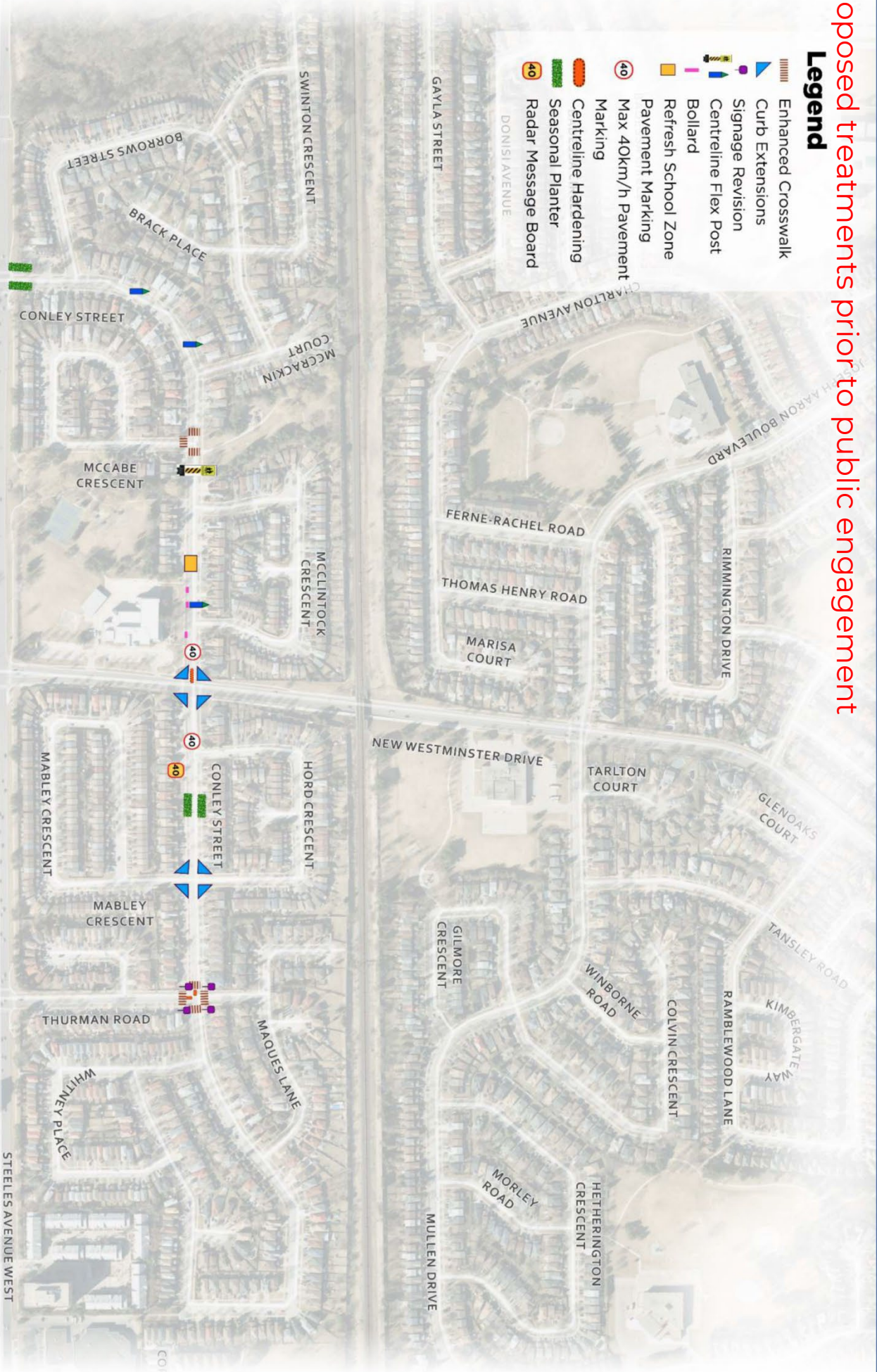
Ward 5: Lakeview Estates Proposed Traffic Calming Opportunities



Proposed treatments prior to public engagement

Legend

- Enhanced Crosswalk
- Curb Extensions
- Signage Revision
- Centreline Flex Post
- Bollard
- Refresh School Zone
- Pavement Marking
- Max 40km/h Pavement Marking
- Centreline Hardening
- Seasonal Planter
- Radar Message Board



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

WHAT WE HEARD

The feedback received throughout the project's second round of public engagement sessions was precious to help provide a foundation for the study and ensure the team knows the community's priorities and objectives for traffic calming. The following section highlights some of the common themes that emerged through these engagements, which will be used to guide the subsequent phases of the project:

- According to the online survey, the main three traffic-related concerns perceived for all five piloted neighbourhoods are:
 - **Speeding**
 - **Cut-through traffic**
 - **Failure to stop at stop signs**
- **Improved and clear signage** is necessary to prevent confusion among road users, particularly when yielding to vehicles.
- **Wide roads cause particular problems at intersections** – roads designed to be wide enough to accommodate one lane in each direction plus parking on both sides of the street that are not narrowed when approaching intersections confuse drivers – they're uncertain if the road is one lane or two, which leads to unsafe maneuvers. These designs also set stop signs back further from the sightline of drivers, reducing compliance.
- Speeding can lead to a **failure to stop at stop signs**, posing a significant danger to the safety of children near schools.
- It is important to provide **sustainable transportation options** in certain neighbourhoods, especially in newer subdivisions, to create a safer community for everyone.
- **Inconsistent roundabout designs** across Vaughan lead to confusion, introducing unsafe pedestrian crossings and creating higher-speed traffic.
- The **use of neighbourhood roads by commercial trucks** to avoid traffic on main roads is a growing concern.
- Vehicles parking near school pick-up/drop-off areas, especially **in No-Parking zones**, cause significant traffic problems and impose safety risks for children by reducing the visibility of children attempting to cross streets near schools.
- **Implementing traffic enforcement** measures such as increased policing and traffic cameras were supported as ways to address traffic-related concerns.
- **Changing the design of intersections** was a clear priority for residents, especially as residents learned more about the impact of turning radius on vehicle speeds. When curb extensions were discussed, they received nearly universal support among residents attending the walkabouts.
- **Improving traffic flow on regional roads** is a way to address concerns on local streets. Collaboration with York Region is suggested to ensure effective solutions.
- **Education** is crucial for the project's success, as many people lack knowledge on how to interact appropriately with traffic calming measures and other road users, leading to confusion and discomfort.

WHAT WE DID

Based on the feedback received during the second round of public engagement, several elements have been included in the Neighbourhood Traffic Calming Plan approach moving forward. The feedback provided by the community played a key role in refining the proposed measures, which have been aligned with the available resources and the City of Vaughan's existing capital and operational plans.

Based on the feedback, the project team has refined and updated the proposed measures to move forward in each neighbourhood. The following section highlights the key differences between the initial list of measures proposed in each neighbourhood compared to those carried on during the project's pilot phase.

Key elements of the project that have been impacted by the feedback received to date include:

- All proposed measures listed in the background report are being carried forward within the traffic calming toolkit for Vaughan. While some concerns were identified with measures like roundabouts, traffic diversion techniques and truck aprons, there was also a strong appetite to include best practice designs and proven effective countermeasures within the toolkit. Criteria for implementation and enhanced tools for monitoring efficacy will be included in the recommendations to support the City in modifying designs as the project moves forward.
- Tools like planter boxes, edge lines, four-season bollards and directional intersection closures have been added to the toolbox for traffic calming based on feedback from technical and community partners.
- Began to develop communications materials to emphasize the importance of **designing for safe speeds**. Based on the comments received by the community, residents desire more traffic enforcement in the neighbourhoods. Moving forward in this project. The project team will focus on providing design standards which lead to reduced speeding behaviour.

During the project's subsequent phases, we will finalize the determined traffic calming measures for each piloted neighbourhood, including the quick build designs followed by implementation by various departments. Moving forward with the project, the project team will consider the feedback from residents and the community to develop a *Traffic Calming and Speed Management Policy* and a *Traffic Calming Measure Toolbox*.

The City's Corporate and Strategic Communications department will employ its channels to let residents know how they can provide feedback on the traffic calming measures that have been implemented.

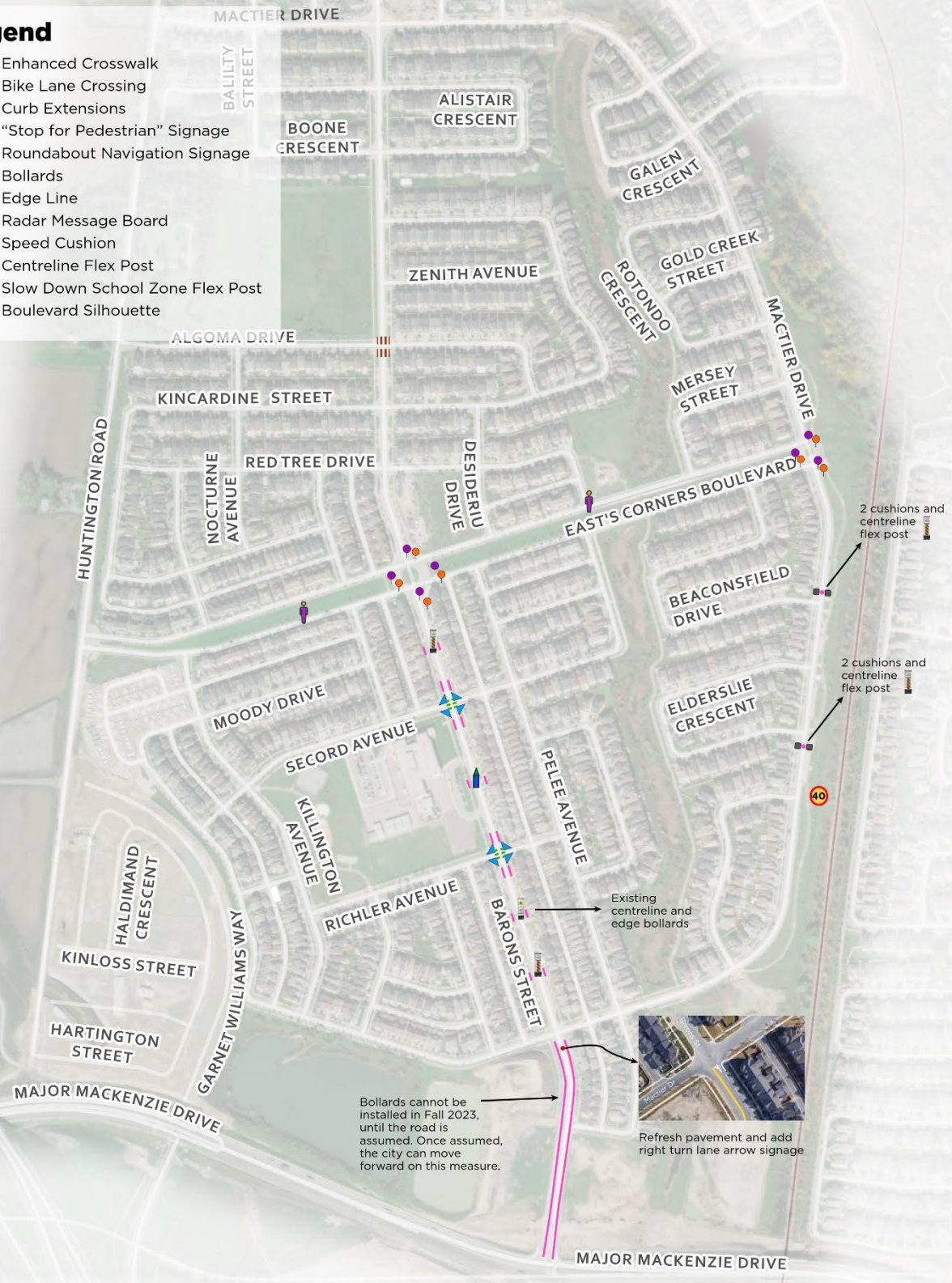
The following maps show the types and locations of the traffic calming measures for each Ward. The measures and treatments were determined based on the feedback received from the residents and City staff. The installation is based on the availability of resources and the feasibility of implementation, which will be finalized after public consultation and city staff review.

Ward 1: New Kleinburg

Proposed Traffic Calming Pilot Opportunities

Legend

- Enhanced Crosswalk
- Bike Lane Crossing
- Curb Extensions
- "Stop for Pedestrian" Signage
- Roundabout Navigation Signage
- Bollards
- Edge Line
- Radar Message Board
- Speed Cushion
- Centreline Flex Post
- Slow Down School Zone Flex Post
- Boulevard Silhouette



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

Ward 1 Proposed Traffic Calming Measures

The following pictures illustrate the quick-build traffic calming measures and treatments that will be applied to New Kleinburg.

Enhanced Crosswalk	Bike Lane Crossing	Curb Extensions
		
Bollards	Edge Line	Speed Cushion
		
"Stop for Pedestrian" Signage	Roundabout Navigation Signage	Radar Message Board
		
Centreline Flex Post	Slow Down School Zone Flex Post	Boulevard Silhouette
 		

Ward 2: Sonoma Heights

Proposed Traffic Calming Pilot Opportunities

Legend

- Curb Extension
- Bollard
- Centreline Flex Post
- Slow Down School Zone Flex Post
- Edge Line
- Tiger Tails on Stop Sign
- Centreline Hardening
- Enhanced Crosswalk
- Boulevard Silhouette
- Enhanced Radar Message Board Design
- Roundabout
- "Stop for Pedestrian" Signage



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

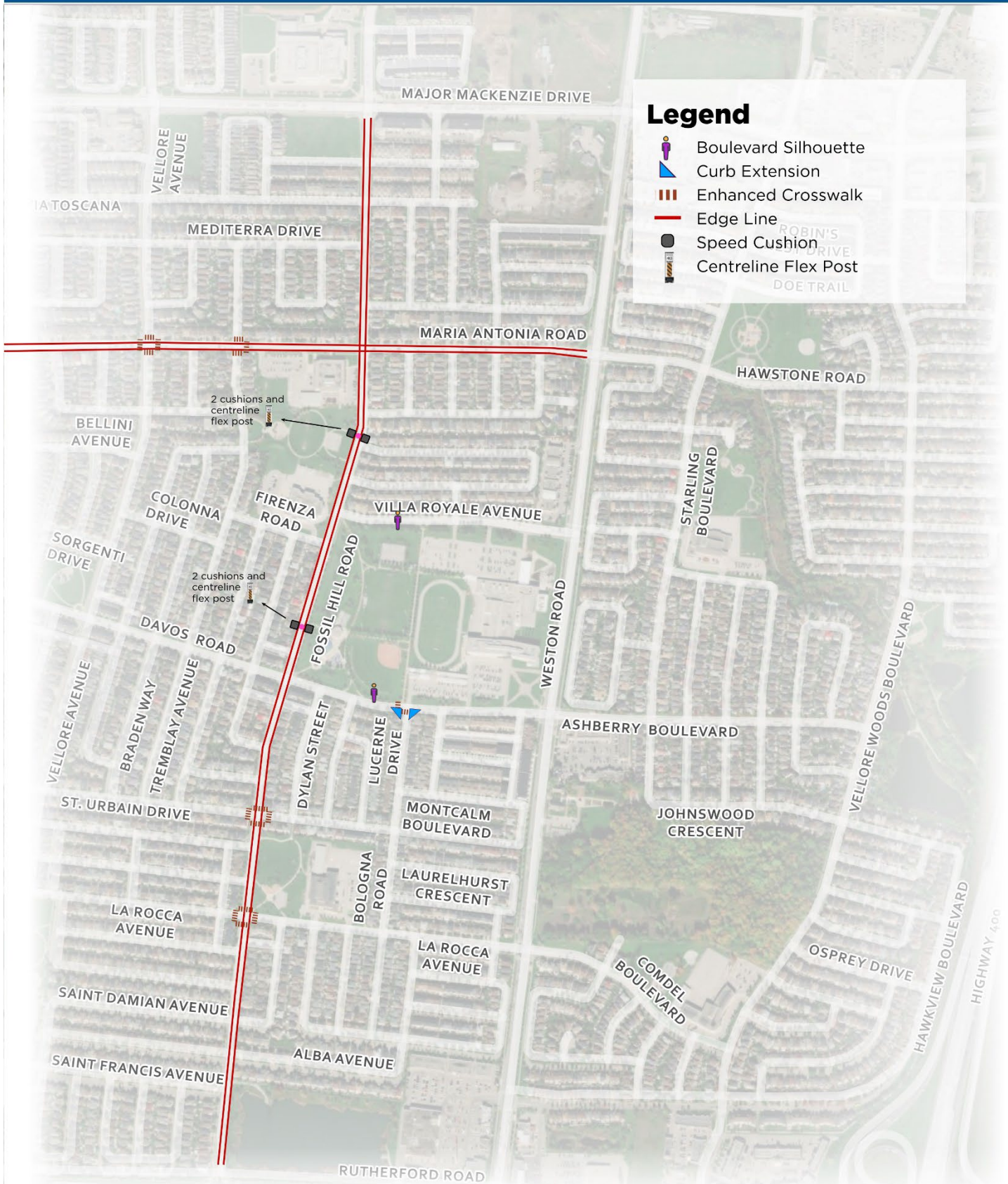
Ward 2 Proposed Traffic Calming Measures

The following pictures illustrate the quick-build traffic calming measures and treatments that will be applied to Sonoma Heights.

Enhanced Crosswalk	Curb Extensions	Centreline Hardening
		
Bollards	Edge Line	Tiger Tails on Stop Signs
		
Centreline Flex Post	Slow Down School Zone Flex Post	Enhanced Radar Message Board
		
Boulevard Silhouette	"Stop for Pedestrian" Signage	
		

Ward 3: Vellore Village

Proposed Traffic Calming Pilot Opportunities

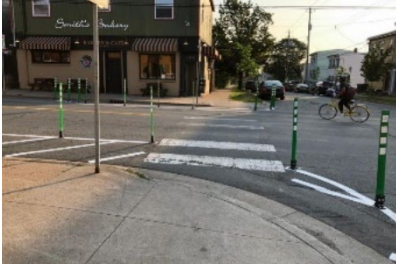


* All proposed traffic calming measures are still under consideration and subject to resources and further review.

Ward 3 Proposed Traffic Calming Measures

The following pictures illustrate the quick-build traffic calming measures and treatments that will be applied to Vellore Village.

Curb Extension



Enhanced Crosswalk



Centreline Flex Post



Boulevard Silhouette



Edge Line



Speed Cushion



Ward 4: Carrville Corners









Proposed Traffic Calming Pilot Opportunities



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

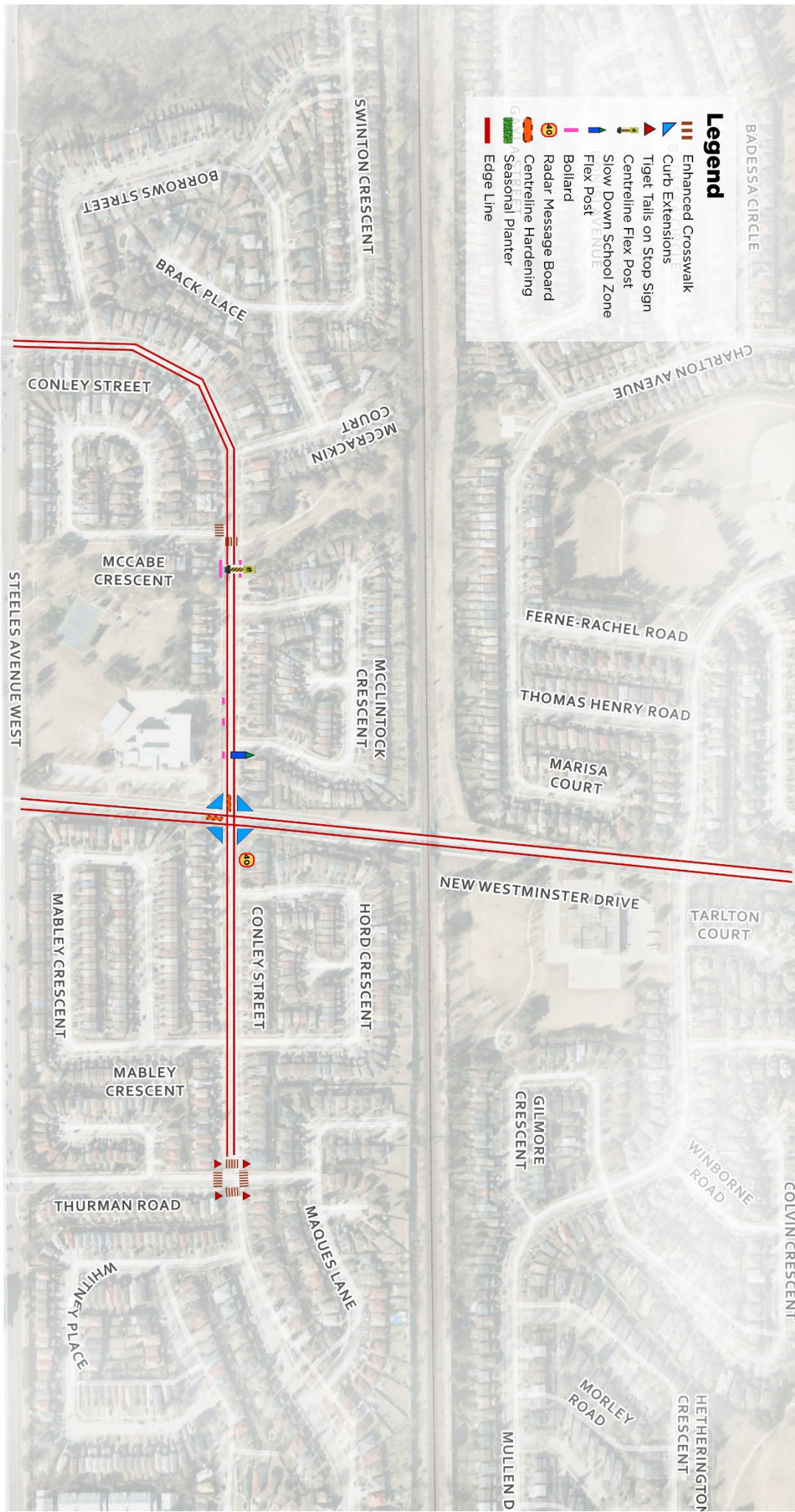
Ward 4 Proposed Traffic Calming Measures

The following pictures illustrate the quick-build traffic calming measures and treatments that will be applied to Carrville Corners.

<p>Enhanced Crosswalk</p>	<p>Curb Extension</p>	<p>40km/h Speed Limit Signage</p>
		
<p>Bollards</p>	<p>Edge Line</p>	<p>Seasonal Planter</p>
		
<p>Radar Message Board</p>	<p>Boulevard Silhouette</p>	<p>Centreline Flex Post</p>
		
<p>Slow Down School Zone Flex Post</p>		
		

Ward 5: Lakeview Estates

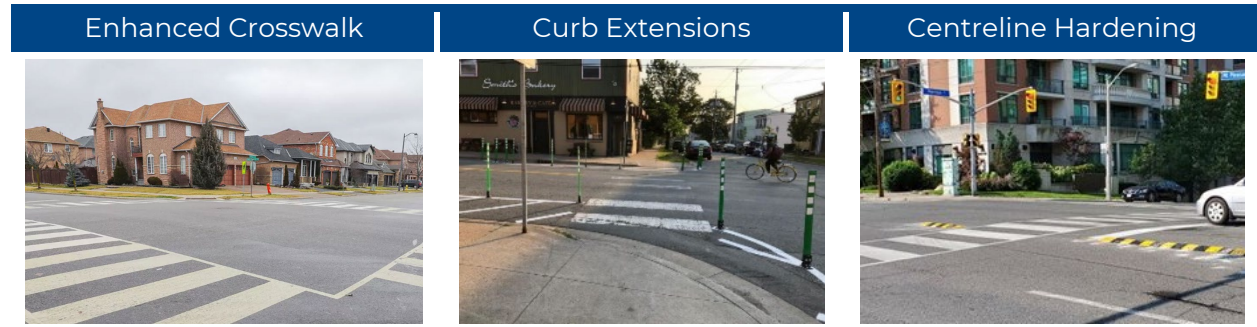
Proposed Traffic Calming Pilot Opportunities



* All proposed traffic calming measures are still under consideration and subject to resources and further review.

Ward 5 Proposed Traffic Calming Measures

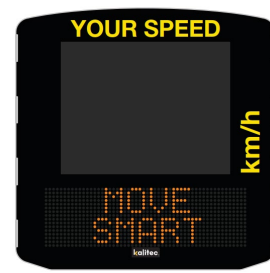
The following pictures illustrate the quick-build traffic calming measures and treatments that will be applied to Lakeview Estates.



Bollards	Edge Line	Seasonal Planter
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Centreline Flex Post	Slow Down School Zone Flex Post	Radar Message Board
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Tiger Tails on Stop Sign



APPENDICES

APPENDIX A

Online Survey Questions

- 1. For which neighbourhood would you like to complete the survey for?**
 - a. Ward 1 – New Kleinburg
 - b. Ward 2 – Sonoma Heights
 - c. Ward 3 – Vellore Village
 - d. Ward 4 – Carrville Corners
 - e. Ward 5 – Lakeview Estates
- 2. Do you live in the neighbourhood?**
- 3. What is the name of the street you live on? Please only provide the name of your street and not your personal address.**
- 4. Do you have school-aged children (18 years of age or younger) living in your home?**
- 5. Do your children attend school in the neighbourhood?**
- 6. Thinking about the neighbourhood as a whole, please tell us how much you agree or disagree with each of the following statements:**
 - a. Speeding is a problem.
 - b. Aggressive/erratic driving is a problem.
 - c. Failure to stop at stop signs is a problem.
 - d. Failure to yield to pedestrians is a problem.
 - e. Inattentive/distracted driving is a problem.
 - f. Speeding through signalized intersections is a problem.
 - g. Cut-through traffic is a problem.
 - h. Walking to school feels unsafe.
 - i. Biking to school and/or nearby destinations feels unsafe.
- 7. Are there any other traffic-related concerns related to the neighbourhood as a whole that you would like to share?**
- 8. Would you be interested in joining a community walkabout/design workshop?**
- 9. What is your preferred time for attending a walking tour/design workshop?**