

# Beverley Glen Boulevard Corridor Study

City of Vaughan

Public Engagement Session #1 | January 23, 2023

7:00 p.m. – 8:30 p.m.

## Project Welcome

- City of Vaughan
  - Lee Low, Project Lead
  - Sari Liem, Project Manager
- CIMA+
  - Jeffrey Suggett, Senior Project Manager
  - Claire Basinski, Senior Project Manager

## Land Acknowledgements

**We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee.**

**The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.**

# Presentation Overview

- **Project Overview**
  - Purpose
  - Study Area
  - Study Scope and Timeline
  - Study Objectives
  - Future Considerations
- **Vehicle Speeds**
- **Driver Behaviour**
- **Parking**
- **Walking and Cycling**
- **Potential Solutions**
- **Roundtable Discussion**
- **Closing Remarks**

5

## Housekeeping

- Participants will be asked to participate in surveys throughout the presentation
- Opportunities to ask questions/make comments will be provided later on in the presentation

# 6 Project Purpose

- As part of the MoveSmart Mobility Management Strategy, the City of Vaughan is furthering its commitment to road safety by conducting six In-Service Road Safety and Corridor Operational Reviews (Corridor Reviews: 3 rural and 3 urban corridors).
- The Corridor Reviews will examine the current and future transportation planning and mobility infrastructure needs for six corridors across Vaughan.
- By assessing traffic operations in these areas, the City can identify any additional road safety opportunities for pedestrians, cyclists, and transit and vehicular road users to better serve all modes of transportation.
- 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.

## What is a Corridor?

A corridor refers to a linear road and its associated land uses.

This can include a main roadway and any sidewalks, bike lanes, greenspace and/or bus stops located along that roadway.

# Study Area



Key map



## Study Area

- **Beverley Glen Boulevard**
  - Between Dufferin Street and Bathurst Street
  - Minor east-west collector roadway (2.19 km) in Block 9
- **Major Traffic Generators**
  - Wilshire Elementary School
  - Large condominiums at east end of corridor
  - Commercial areas along Centre Street
  - Thornhill Green Park
  - Westmount Collegiate Institute/City Playhouse Theatre (New Westminster Drive)



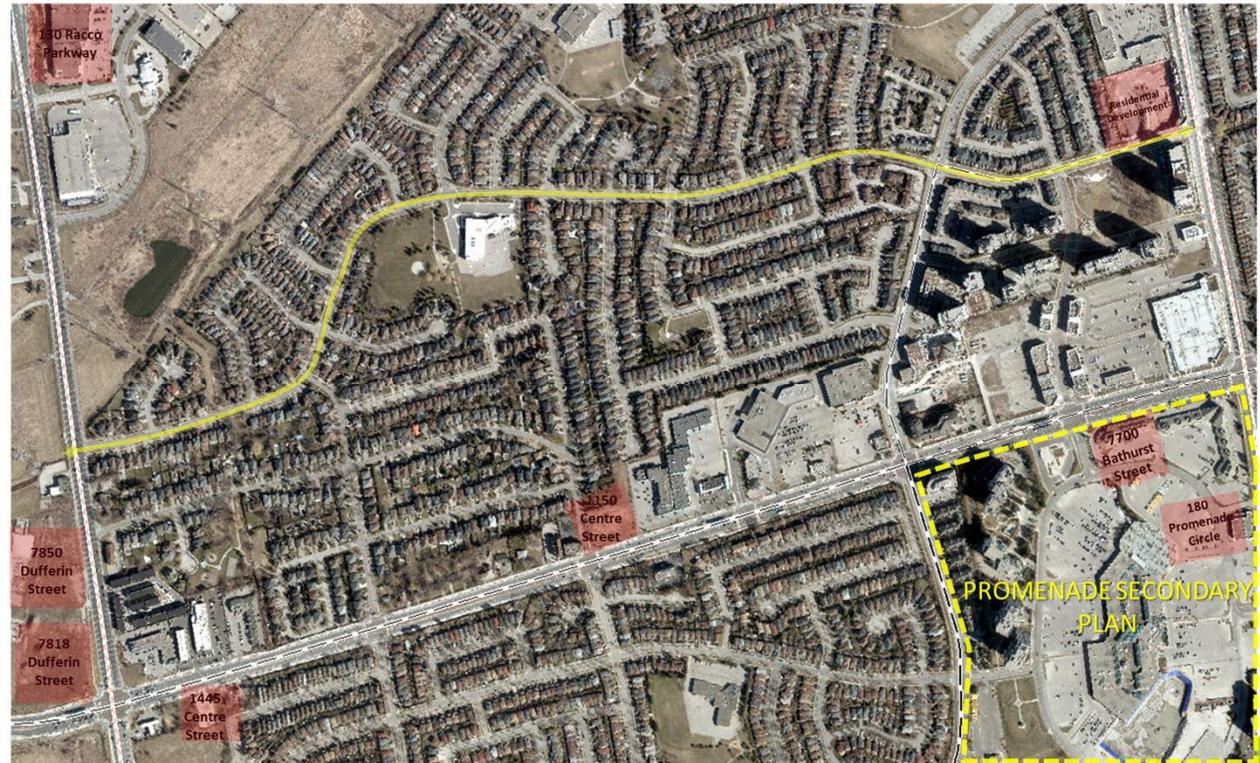
## Future Cycling Routes

- New cycling routes planned along Beverley Glen and New Westminster Drive
- Reference:
  - *2020 Pedestrian and Bicycle Master Plan Update, City of Vaughan*
  - *2016 Transportation Master Plan Update, Region of York*



## Future Development

- Residential and commercial developments planned in various locations east, south and west of the study corridor
- Promenade Secondary Plan (southeast corner of Centre Street and Bathurst Street)



←→ Study Corridor      Future Development

# Project Timeline



## Work Completed to Date

- **Background Research and Existing Conditions (Completed)**
  - Traffic Studies
    - Turning Movement Counts, Automated Traffic Recorder (ATR) Counts, On-Street Parking
  - Historical Collision Analysis
  - Active Transportation
  - Transit
  - Future Development
  - Intersection - Existing Traffic Conditions

13

# Poll Question #1

14

## Poll Question #2

## Topics for Discussion

**Vehicle  
Speeds**



**Driver  
Behaviour**



**Parking**



**Walking  
and Cycling**



# Vehicle Speeds

17

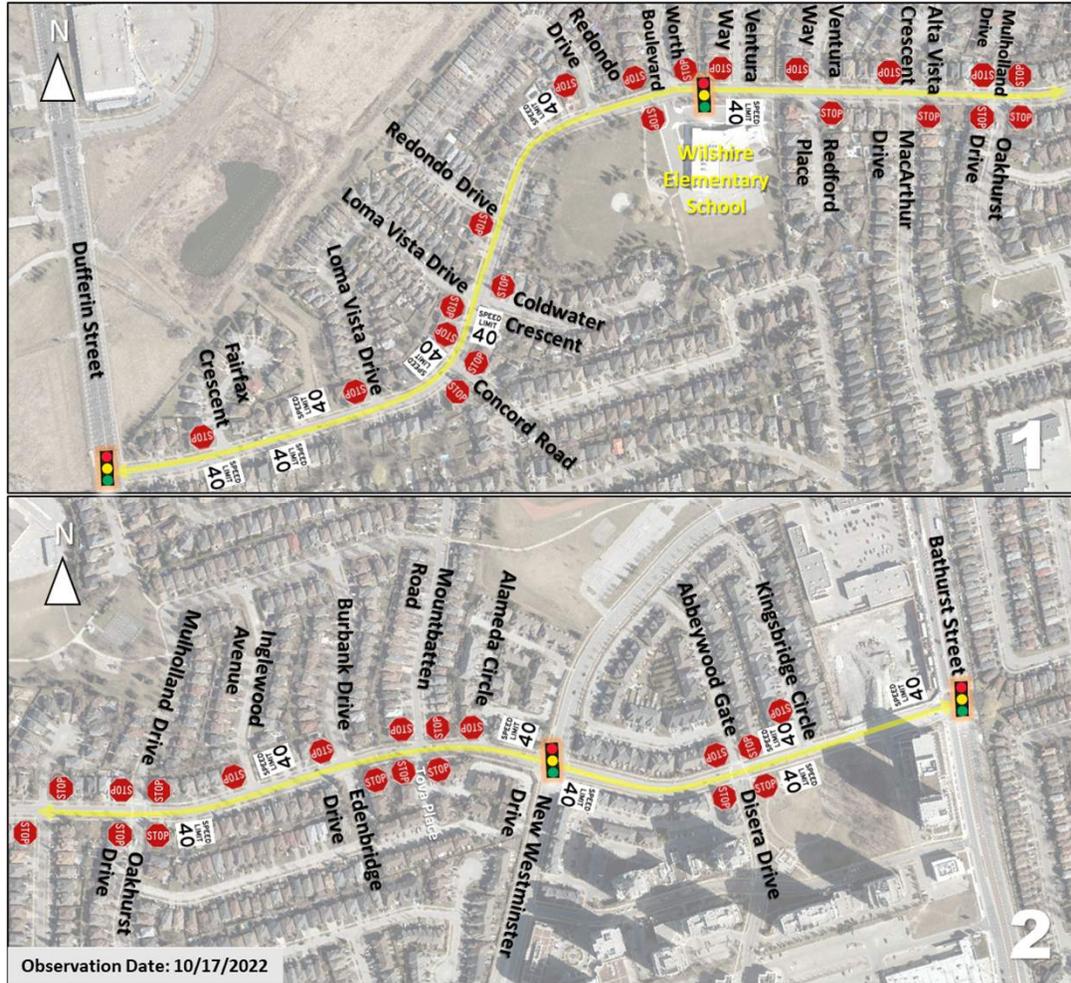
## Poll Question #3

## What we looked at

- **Posted Speeds**
- **Operating Speeds**
  - **Data Collected by Ontario Traffic Inc. (OTI)**
    - Sixteen Automated Traffic Recorder (ATR) counts stations along the corridor
    - Collected in October 2022
  - **85<sup>th</sup> Percentile Speeds** - Speed at or below 85 percent of drivers will operate
- **Traffic Calming Measures**
  - Existing traffic measures implemented along corridor to control speeds



# Posted Speed and Traffic Controls

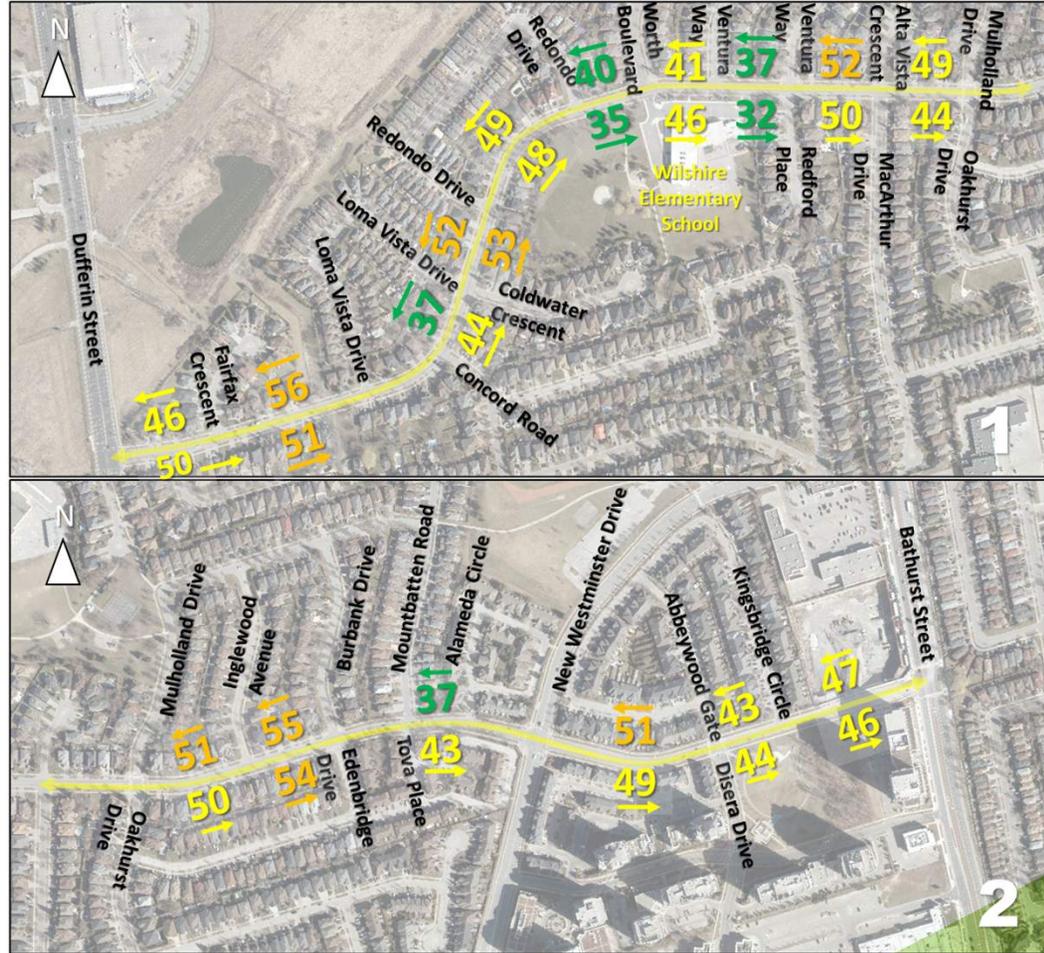


# Speed and Traffic Controls

- **Posted Speed Limit**
  - 40 km/h throughout corridor
- **Traffic Controls**
  - Pedestrian half signal between Worth Boulevard and Ventura Way
  - All-way Stop controlled intersections (Concord Road, Worth Boulevard, Mulholland Drive/Oakhurst Drive, Mountbatten Road/Tova Place, Abbeywood Gate/Disera Drive)
  - Traffic signal at New Westminster Drive and Regional intersections (Dufferin Street and Bathurst Street)



# 85<sup>th</sup> Percentile Speeds

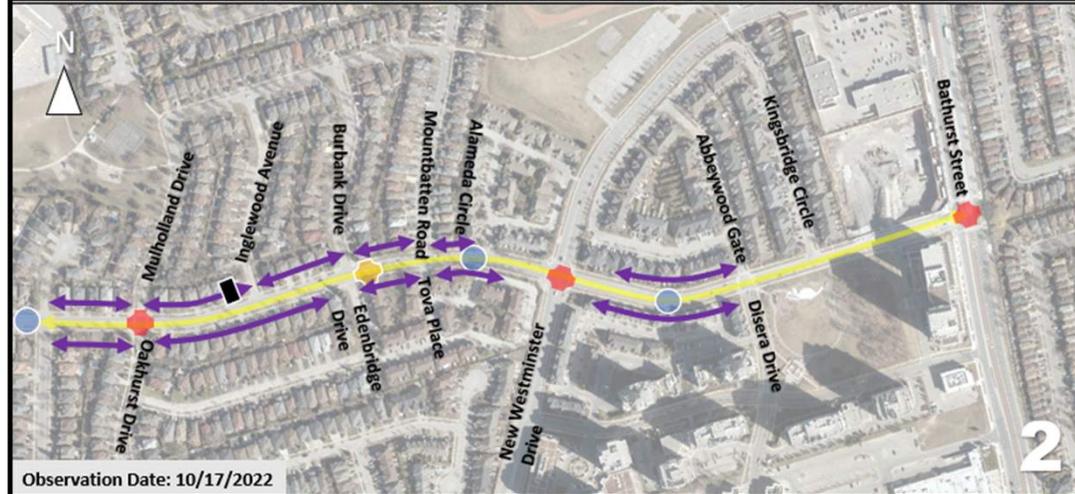


- XX - <40 km/h speeds
- XX - 41 – 50 km/h speeds
- XX - 51- 60 km/h speeds
- XX - > 60 km/h speeds

# Traffic Calming



-  Study Corridor
-  Speed Humps
-  Watch Your Speed Signs
-  In-Road Flexible Speed Signs
-  Raised Medians
-  Flush Medians
-  Edge Line Treatments



Observation Date: 10/17/2022

# Driver Behaviour

24

## Poll Question #4

# What we looked at

- **Traffic movements**
  - **Data Collected by Ontario Traffic Inc. (OTI)**
    - Twenty-one intersection turning movement counts along the corridor (collected in November 2022)
      - Collected data allows for understanding traffic movements during different time periods
    - Collected during a weekday AM peak period, PM peak period, and on a Saturday
- **Delay**
  - **Level of Service (LOS)** – Qualitative measure of traffic flow
- **School Arrival and Dismissal**
- **Collision History**



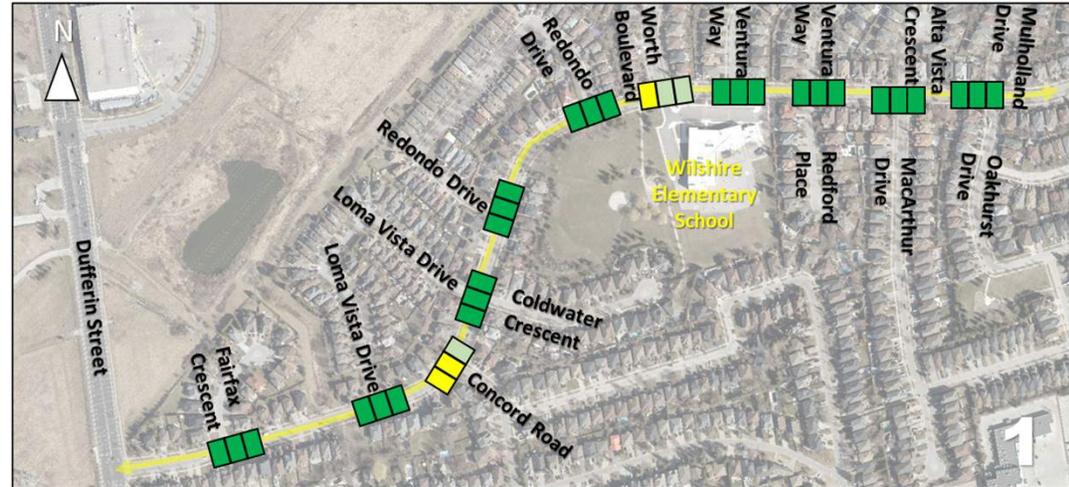
# Level of Service (LOS)

AM PM WK

AM – Morning Peak  
 PM – Afternoon Peak  
 WK – Weekend Peak

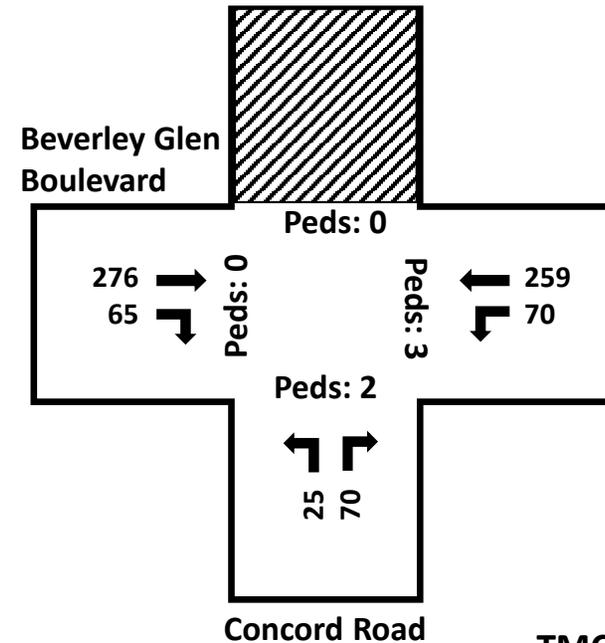
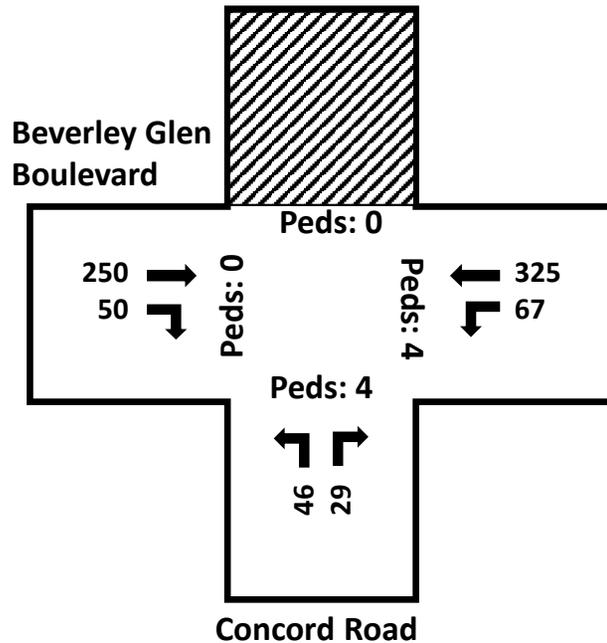
<span style="color: green;">●</span> LOS A	<span style="color: orange;">●</span> LOS D
<span style="color: lightgreen;">●</span> LOS B	<span style="color: brown;">●</span> LOS E
<span style="color: yellow;">●</span> LOS C	<span style="color: red;">●</span> LOS F

LOS	Unsignalized Delay (seconds)	Signalized Delay (seconds)
A	0 – 10.0	<10.0
B	>10.1 – 15.0	10.1 – 20.0
C	>15.1 – 25.0	20.1 – 35.0
D	>25.1 – 35.0	35.1 – 55.0
E	>35.1 – 50.0	55.1 – 80.0
F	> 50.0	>80.0



# 27 Turning Movement Count (TMC) – Beverley Glen Boulevard & Concord Road

AM Peak Hour (8:00AM – 9:00AM)      PM Peak Hour (3:00PM – 4:00PM)



TMC Data Collection -  
November 15, 2022

## School Arrival and Dismissal

- Wilshire Public School
- Queue build up at Beverley Glen Boulevard @ Worth Boulevard adjacent to school
- Vehicles stopped in no stopping zone adjacent to pedestrian half signal at dismissal



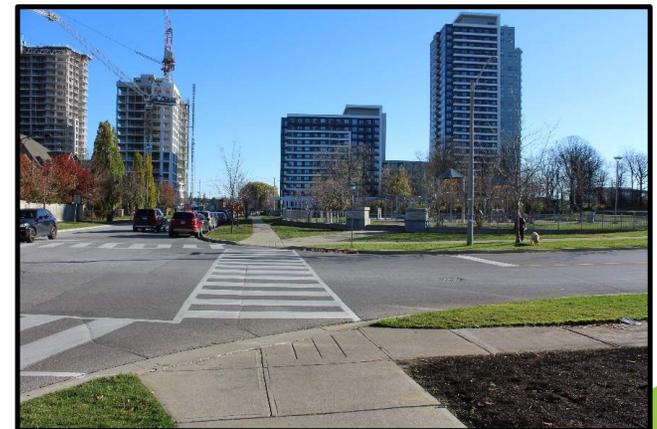
# Parking

30

## Poll Question #5

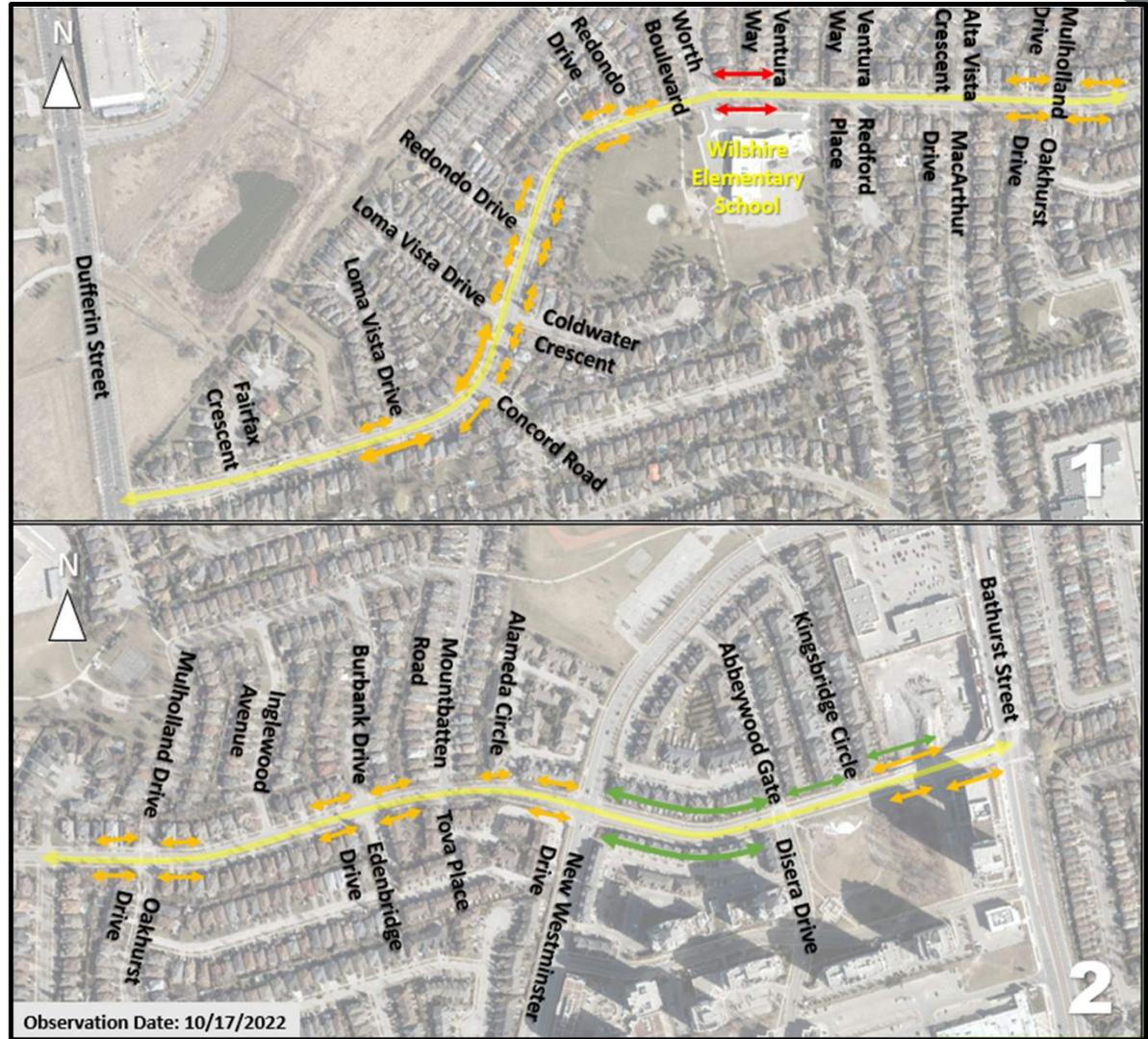
# What we looked at

- **Parking Surveys**
  - **Parking Data Collected by Ontario Traffic Inc. (OTI)**
    - On-street parking, loading and pickup activity along Beverley Glen Boulevard
    - Side streets near traffic generators
    - Data collected on November 3, 2022 (8:30 AM to 9:30 AM, 2:30 PM to 7:30 PM) and November 5, 2022 (1 PM to 5:30 PM)
- **Review of existing no parking and no stopping zones**



# Parking and Stopping Restrictions

-  Study Corridor
-  No Stopping
-  No Parking
-  No Standing 5AM – 10 AM Mon-Fri



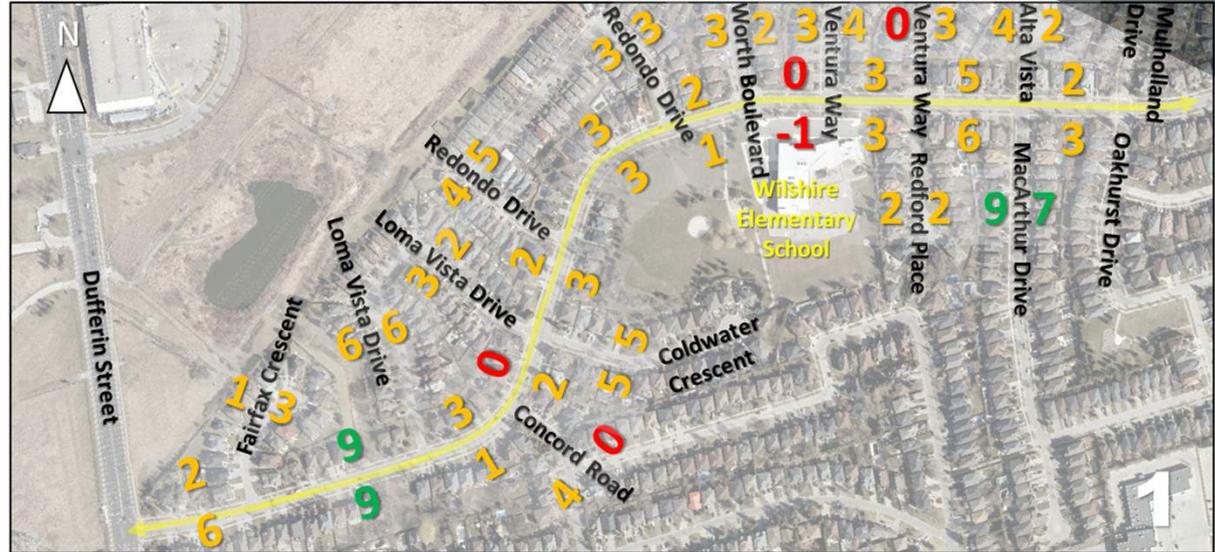
## Parking and Stopping Restrictions

- No parking restrictions at various locations throughout corridor
- No stopping restrictions near Wilshire Elementary School
- No standing restrictions east of New Westminister Boulevard



# Parking Supply vs. Demand

XX < 1  
XX 2 - 6  
XX > 6  
 \* Number of parking spaces available



# Walking and Cycling

36

## Poll Question #6

37

## Poll Question #7

## What we looked at

- **Traffic movements**

- **Data Collected by Ontario Traffic Inc. (OTI)**

- Twenty-one counts of pedestrian and cyclist movements along corridor (collected in November 2022)
      - Collected data allows for understanding pedestrian and cyclist movements during different time periods
    - Collected during a weekday AM peak period, PM peak period, and on a Saturday

- **Pedestrian and cyclist facilities**

## Walking and Cycling

- Sidewalks are located along both sides of the roadway
- Signed as a bike route with no designated facilities
- Pedestrian half signal near Wilshire Elementary School and school crossing guard





# Potential Solutions

## Traffic Control Measures

# Traffic Control Measures

Traffic Control Measures	Stop Control	Traffic Signals	Pedestrian Crossovers
Examples			

# Potential Solutions

## Traffic Calming Measures

# Traffic Calming Measures

Traffic Calming Measures	Examples	Traffic Calming Measures	Examples
<p><b>Chicanes</b></p>		<p><b>In-Road Flexible Signs</b></p>	
<p><b>Curb extensions</b></p>		<p><b>Transverse Markings</b></p>	

# Potential Solutions

**Educational Measures, Community Measures,  
Enforcement**

# Educational and Community Measures

Traffic Calming Measures	Examples	Traffic Calming Measures	Examples
Speed Display Boards		Enforcement	
Educational Campaigns		Warning Signs	

47

## Roundtable Discussion

- Members of the public will now have an opportunity to ask questions or share their insights on the study corridor

## Next Steps

- Consultant team will continue analysis and review input from members of the public
- Next public engagement session will be scheduled in early spring 2023

### **How you can continue to be involved:**

- Visit our website and participate in our online survey that can be found at: [www.vaughan.ca/Corridor Reviews](http://www.vaughan.ca/Corridor%20Reviews)
- Email the project leads at [corridorreviews@vaughan.ca](mailto:corridorreviews@vaughan.ca)

Thank you!