

Beverley Glen Drive Corridor Review

City of Vaughan

Public Engagement Session #2 | April 24, 2023

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.

Project Team Overview

- City of Vaughan
 - Lee Low, Project Manager
 - Sari Liem, Project Manager
- CIMA+
 - Jeffrey Suggett, Senior Project Manager
 - Thanushan Rajeswaran, Engineer in Training
 - Claire Basinski, Public Facilitator

Presentation Overview

- Project Purpose
- What We Heard So Far
- Preliminary Recommendations
- Q & A
- Closing Remarks

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 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 areas for improvement, which will be presented to Council for approval.

What is a Corridor?

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

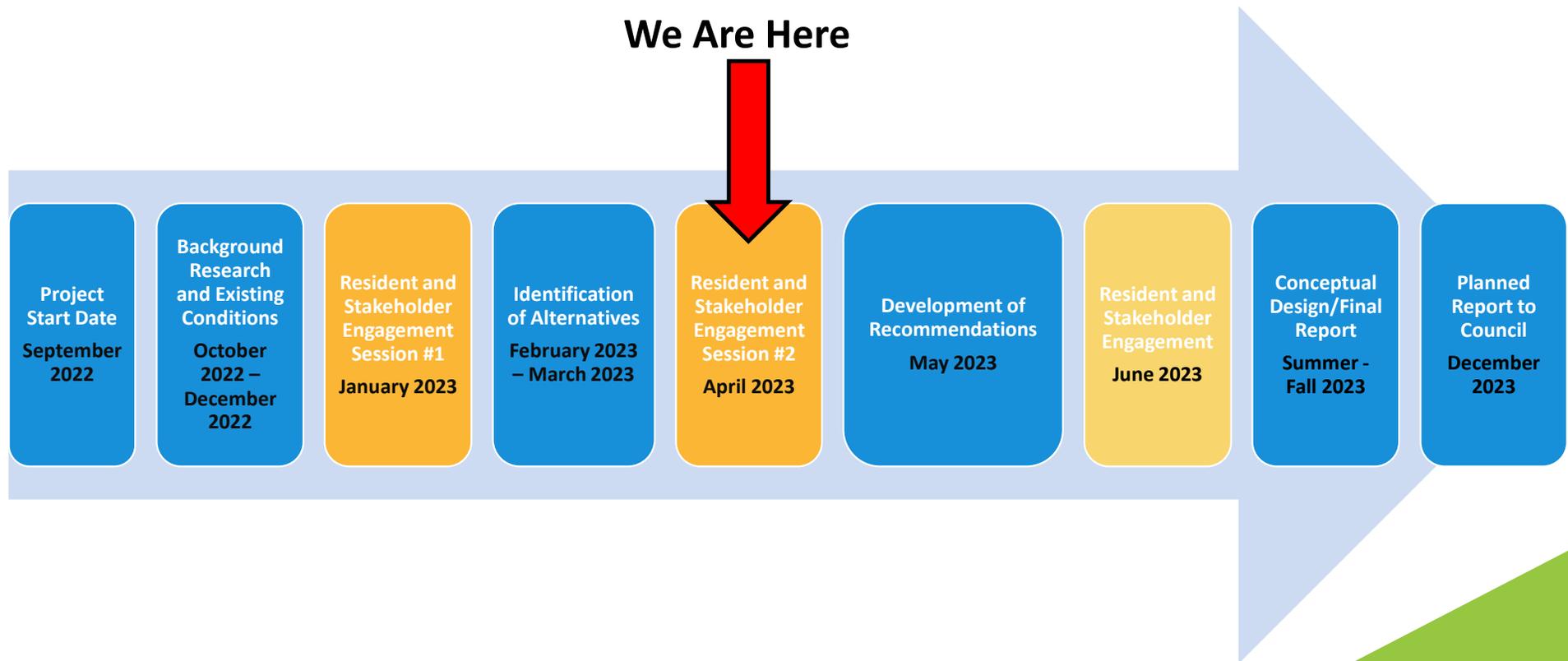
This can include a main roadway and any sidewalks, bike lanes, greenspace and/or bus stops located along that roadway.

Presentation Overview

Purpose of the Session

- Highlight the work completed to date
- Identification of areas for improvement and identified preliminary recommendations
- Collect public feedback to inform and shape recommendations

Project Schedule

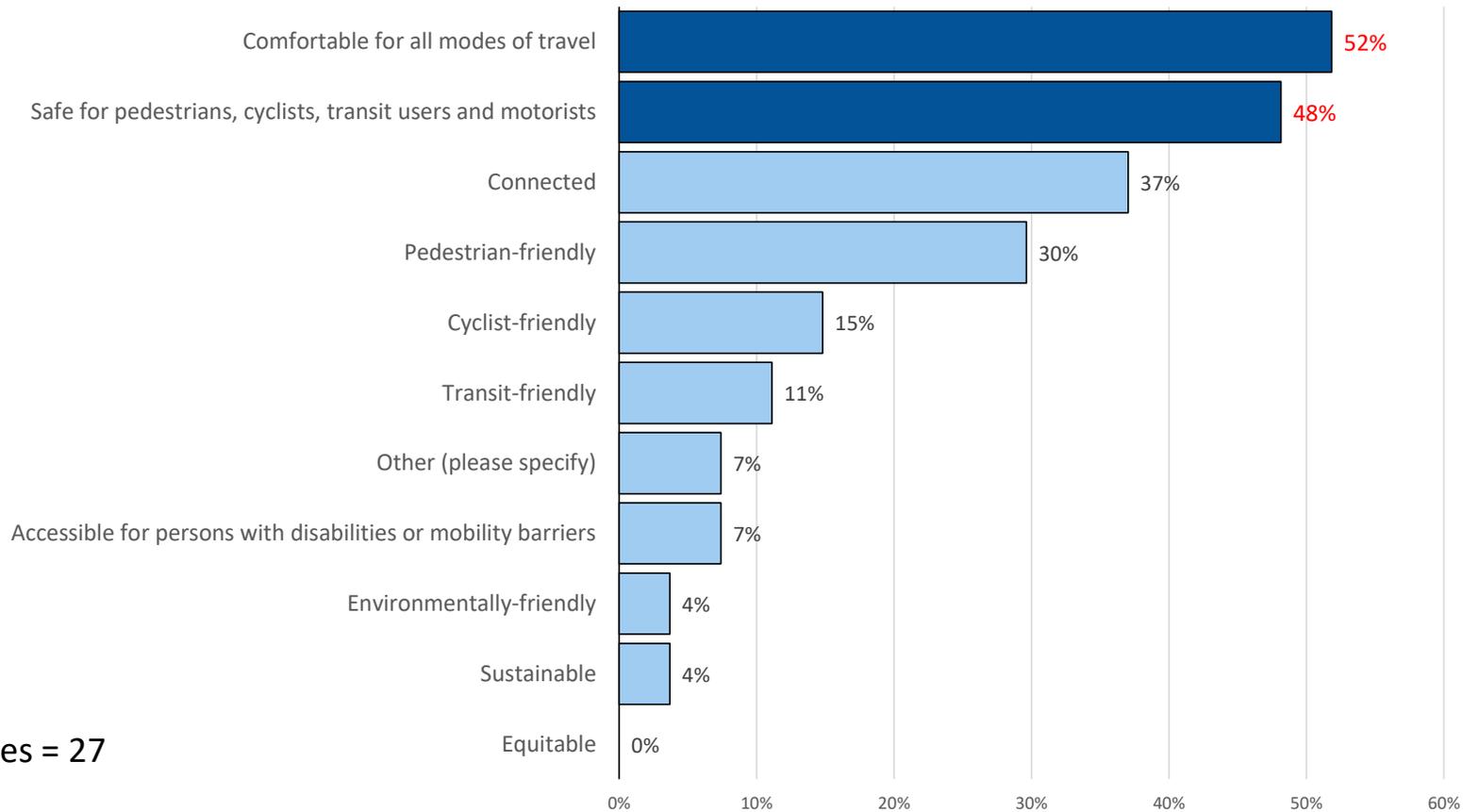


Work Completed to Date

- Background Research and Existing Conditions
- Stakeholder Engagement Round 1
- Identification of Issues and Alternatives

What We Heard So Far

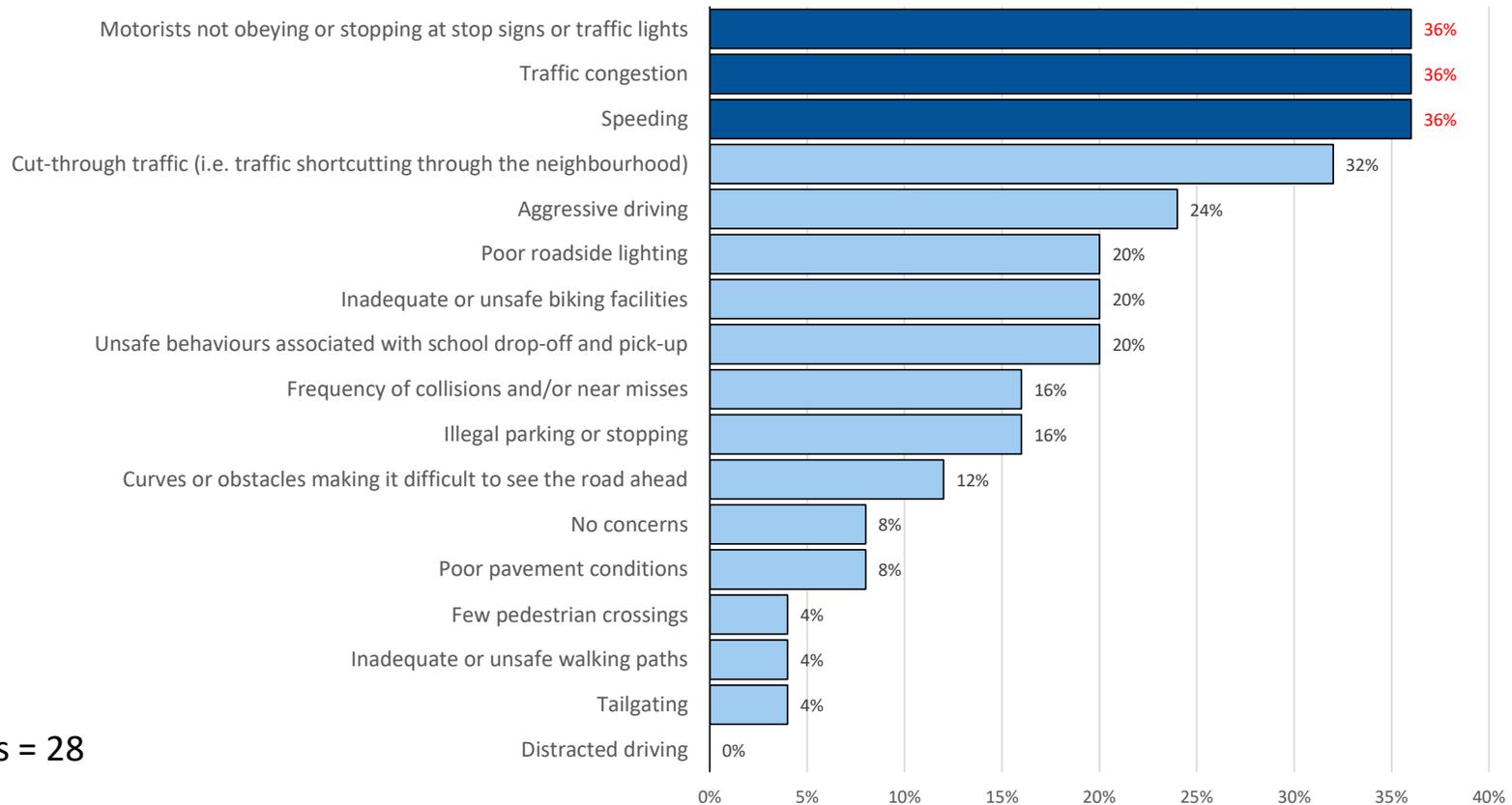
Which of the following words or phrases best capture your vision for the corridor? Please select up to three.



Responses = 27

What We Heard So Far

Based on the current conditions and your experiences using the corridor, what are your greatest transportation and traffic concerns? Please select your top five concerns from the list below.



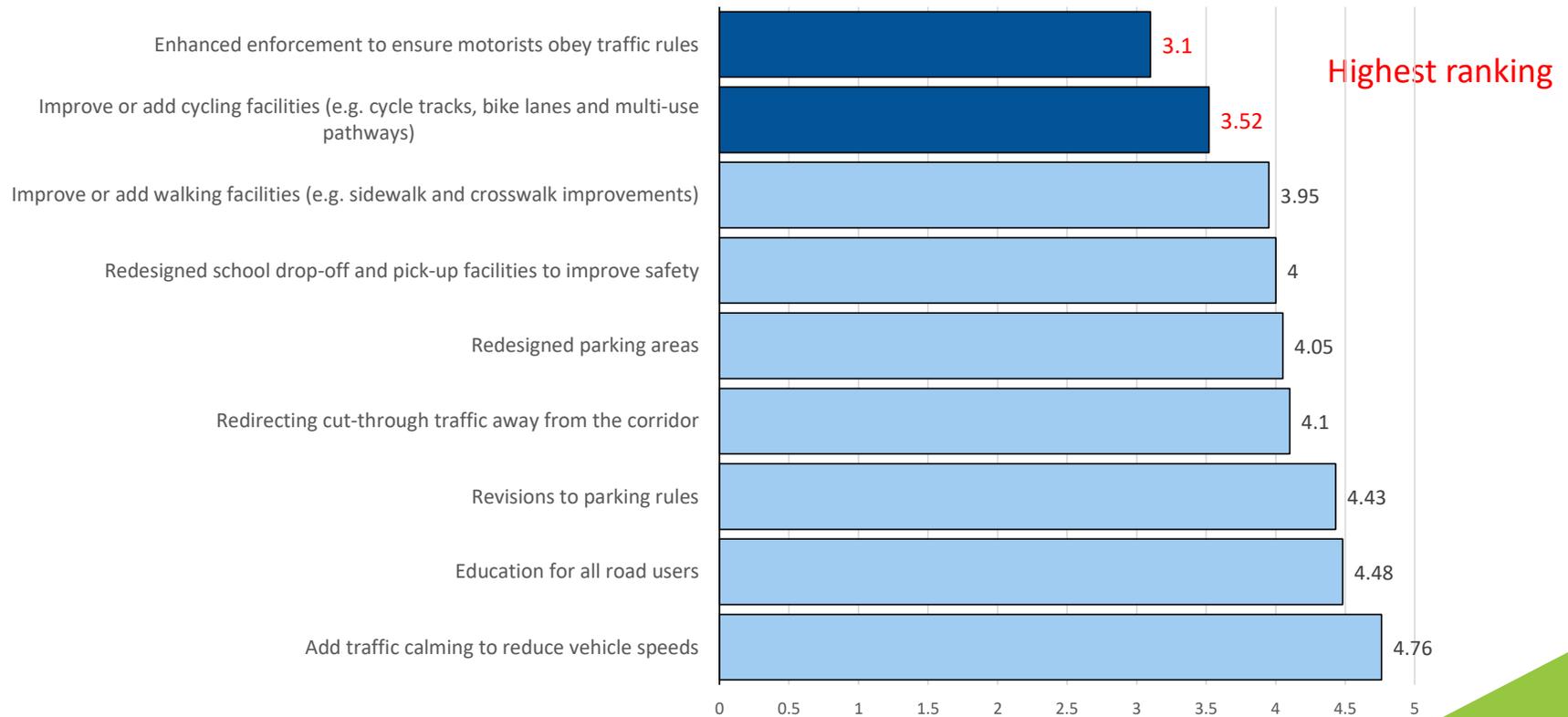
Responses = 28

Common Themes

- Aggressive driving and speeding concerns along the corridor
- Drivers not obeying 'Stop' signs
- Near misses
- Unsafe conditions for pedestrians and cyclists along the corridor
- Need for more and improved signage and ladder crossings along the corridor
- Need for street lighting to improve visibility for pedestrians and drivers
- Traffic calming islands (speed bumps) in front of driveways make it difficult to get in and out of residences

Solutions raised by survey respondents

Averaged Weighted Ranking

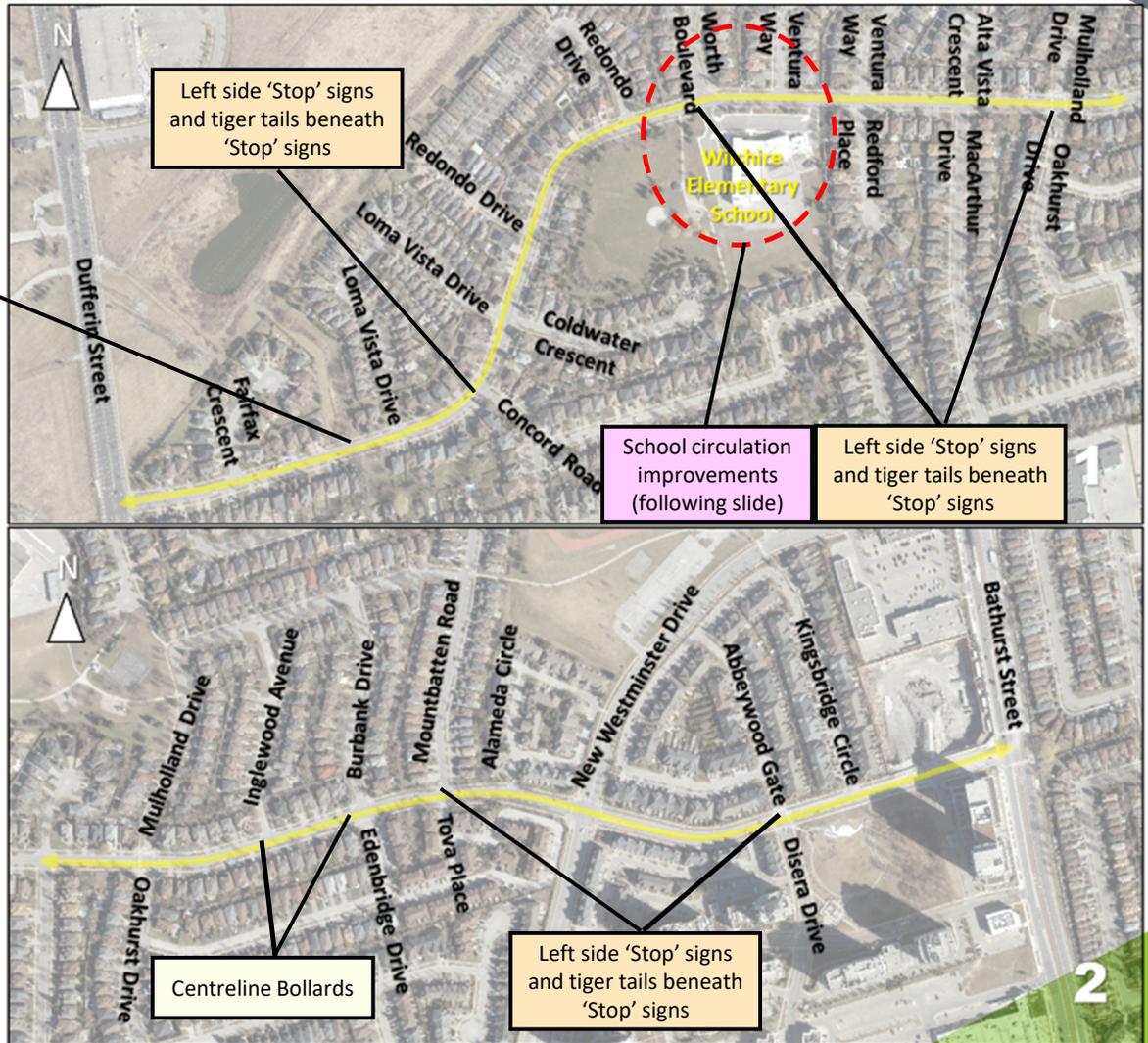


Preliminary Recommendations

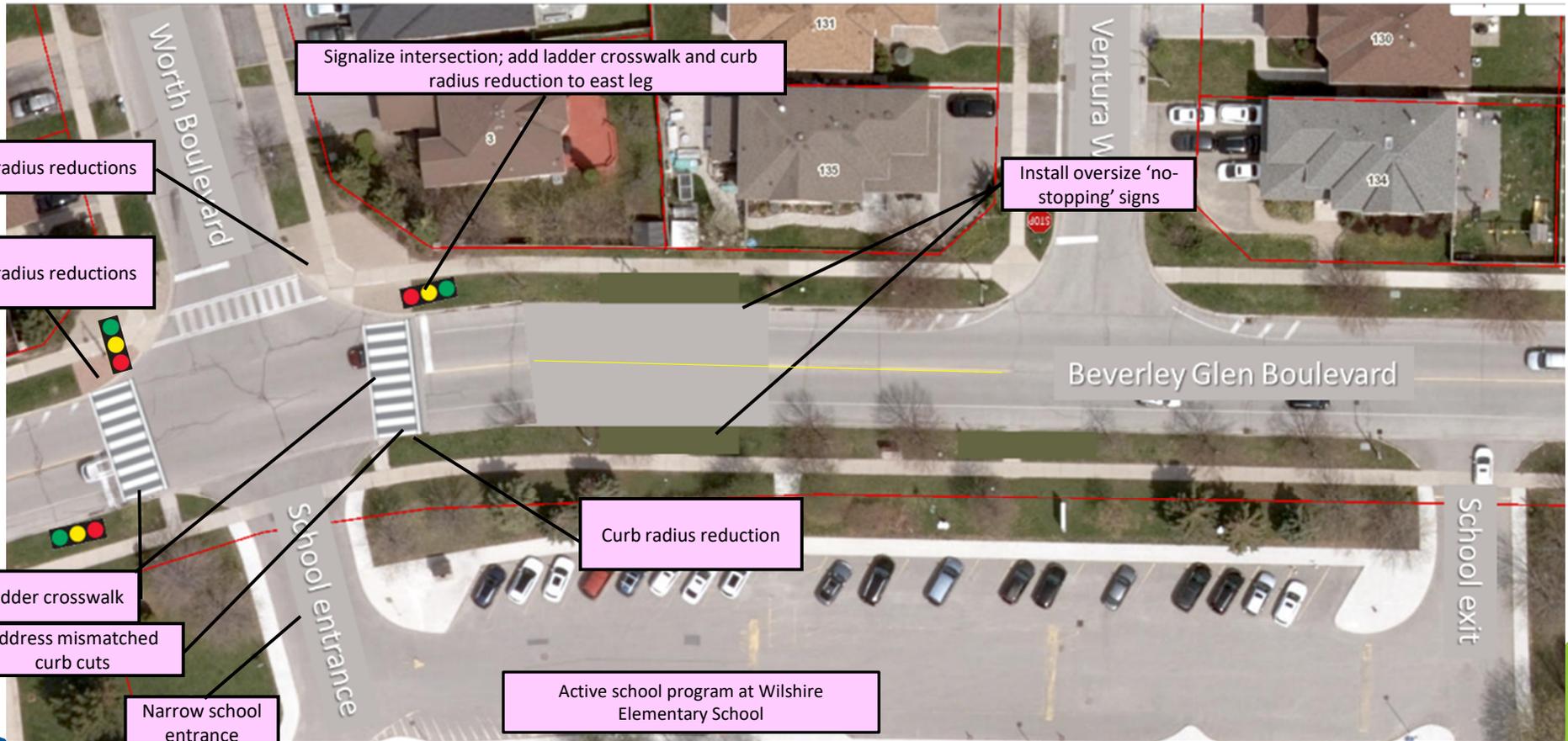
Replace painted edge lines with painted bicycle lane (with buffer as space permits)



Key map



Preliminary Recommendations at Wilshire Elementary School



Finding #1 – Lack of cycling facilities

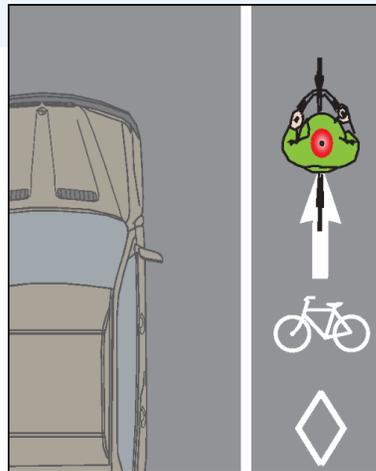
- City has identified Beverley Glen Boulevard as being an ideal candidate for dedicated cycling facilities
- According to current engineering guidance, roads having the volume and speeds observed on Beverley Glen Boulevard should have on street cycling facilities (buffer/flexposts where possible)
- ‘Improve or add cycling facilities’ identified as the 2nd highest ranked treatment

Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<p><u>Recommendation 1A</u> Replace painted edge lines with painted bicycle lane between Dufferin Street and New Westminister (extend to Bathurst Street after condominium construction complete). Use flexposts/buffer where space permits.</p>	<ul style="list-style-type: none"> • Provides dedicated facilities for cyclists to travel along Beverley Glen Boulevard • Flexposts would not be installed near driveways • Promotes active travel to schools (Wilshire Elementary School) • Would result in the removal of on-street parking (noted as being very low on Beverley Glen Boulevard west of New Westminister Drive)



Bicycle lane with buffer



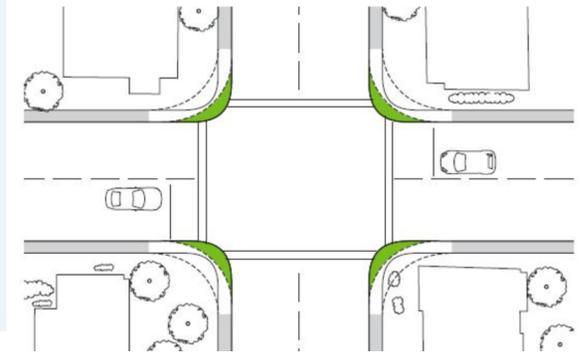
Bicycle lane with no buffer

Finding #2 – Traffic Circulation at Wilshire Elementary School

- Congestion associated with parent pick up and drop off (illegal stopping near pedestrian traffic signal);
- Traffic operations at Beverley Glen Boulevard and Worth Boulevard will have significant delay and congestion in the future
- Conformity of spacing of all-way Stop control and mid-block pedestrian signal - *OTM Book 5 standards* (250 metres minimum)
- More pedestrians are crossing Beverley Glen at Worth Boulevard than at the intersection pedestrian signal

Preliminary Recommendations #2

Preliminary Recommendation	Considerations
<p><u>Recommendation 2A</u></p> <ul style="list-style-type: none"> • Replace pedestrian signal with full signal at Worth Boulevard (with oversize signal heads and upgraded pedestrian push buttons) • Ladder crosswalks on east, west and north approaches • Narrow entrance to school • Install curb radius reductions to calm traffic through intersection 	<ul style="list-style-type: none"> • Will address long term issues with congestion • Will address potential for confusion between closely spaced stop control at Worth Boulevard and adjacent pedestrian traffic signal • As a temporary measure, flexposts/paint lines may be installed in the short term • In the long term, aprons or raised curbs may be installed as a more permanent measure • Curb radius reductions will calm traffic at intersection



Finding #3 – Higher Operating Speeds



- Higher operating speeds noted in a few sections along the corridor (close to 50 km/h with exception of between Inglewood Avenue and Mountbatten Road/Tova Place)
- Wide cross section (~11.5m)
- Speeding as cited as concern by 38% of respondents in survey; however traffic calming identified as a low priority
- Increased enforcement identified as highest priority

Preliminary Recommendations #3

Preliminary Recommendation	Considerations
<u>Recommendation 3A</u> Add centreline flexposts (with posted speed) at Inglewood Avenue and Burbank Drive	<ul style="list-style-type: none">Treatment has modest impacts on speed and has been used elsewhere in the City



Preliminary Recommendations #3

Preliminary Recommendation	Considerations
<p><u>Recommendation 3B</u> Investigate need for Community Safety Zone and Automated Speed Enforcement along corridor</p>	<ul style="list-style-type: none">Community Safety Zone study currently underway identifying candidate locations for automated speed enforcement. Recommendations may include implementation of ASE for any eligible locations along Beverley Glen Boulevard. ASE candidate locations centred on areas near parks and Wilshire Elementary School



Finding #4 – Concern over Driver Behaviour

- Concern over drivers failing to stop at intersections, aggressive driving and speeding
- Higher number of collisions reported at intersections

Preliminary Recommendations #4

Preliminary Recommendation

Recommendation 4A

- Install tiger tails beneath Stop signs at all-way Stop controlled intersections
- Install left side Stop signs at all-way Stop controlled intersections

Considerations

- Can be implemented quickly and have been shown to be effective elsewhere in the City
- **Note:** Review of traffic data indicated that no new locations are warranted for an all-way Stop control.
- Unwarranted all-way Stop controls can result in increased non-compliance, aggressive driving and mid-block speeding



Other Preliminary Recommendations

- Implement area wide 40 km/h neighbourhood speed zone
- Increase conspicuity of crosswalk markings
- Stop bars and tactile strips at all intersections
- Reposition signs and trim vegetation, where needed, to improve signage visibility along the corridor
- Provide curb cuts and crosswalks across Beverley Glen Boulevard at Concord Road
- Remove curb cuts and platforms at uncontrolled pedestrian crossing locations
- Pedestrian crossing improvements at crosswalk near Fairfax Court
- Signal conspicuity improvements/ladder crosswalks at New Westminster Drive
- Prohibit parking on west approach and replace non-standard stop bar on south approach at Tova Place



Q & A

- To what degree do you think the proposed suite of preliminary recommendations will help address the needs of the community?
- How, if at all, might the proposed suite of preliminary recommendations be strengthened or refined?

Next Steps

- Continue with analysis of preliminary recommendations
- Recommendations will be posted for public review and comments
- Target completion for project in early Fall 2023
- Presentation to Council in late Fall 2023

Thank you!

[www.vaughan.ca/Corridor Reviews.](http://www.vaughan.ca/Corridor%20Reviews)