

Valley Vista Drive Corridor Review

City of Vaughan

Public Engagement Session #2 | April 20, 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?

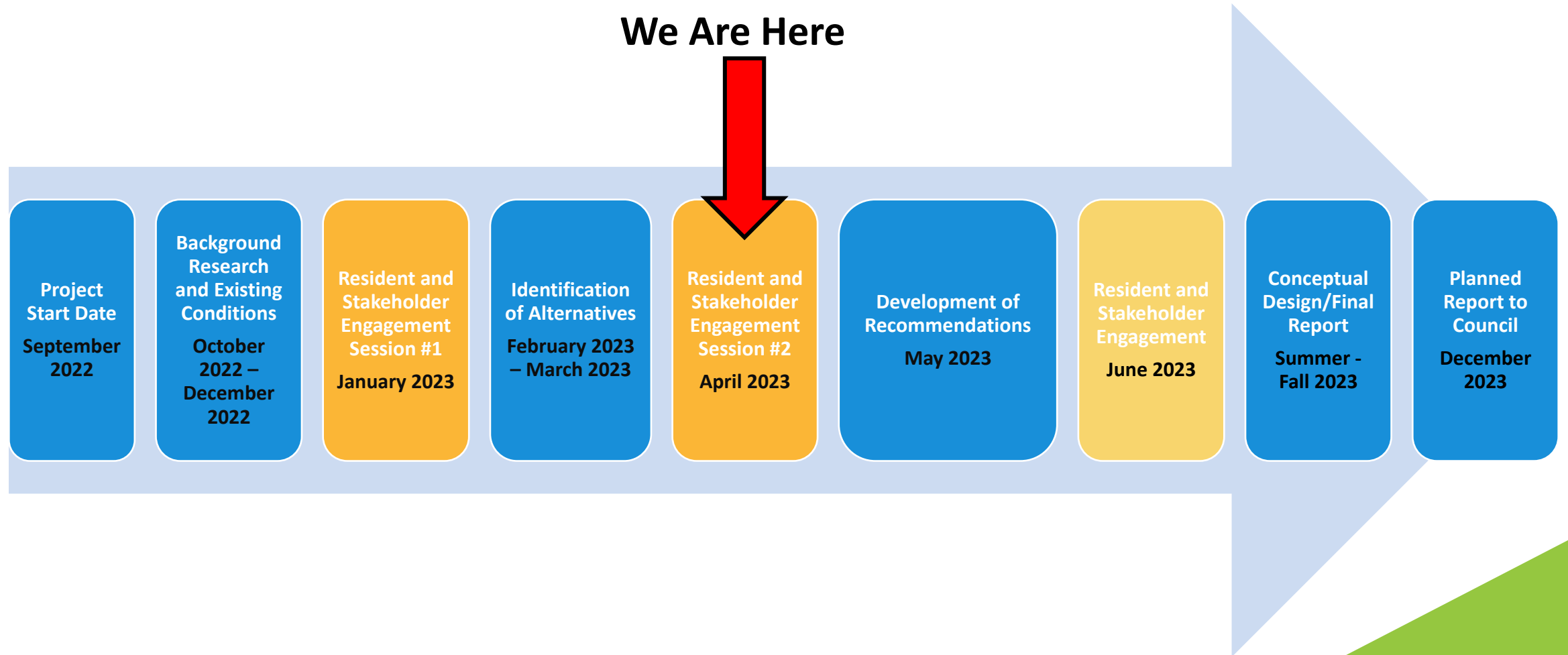
A corridor refers to a linear road and its associated land uses.

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

Purpose of 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

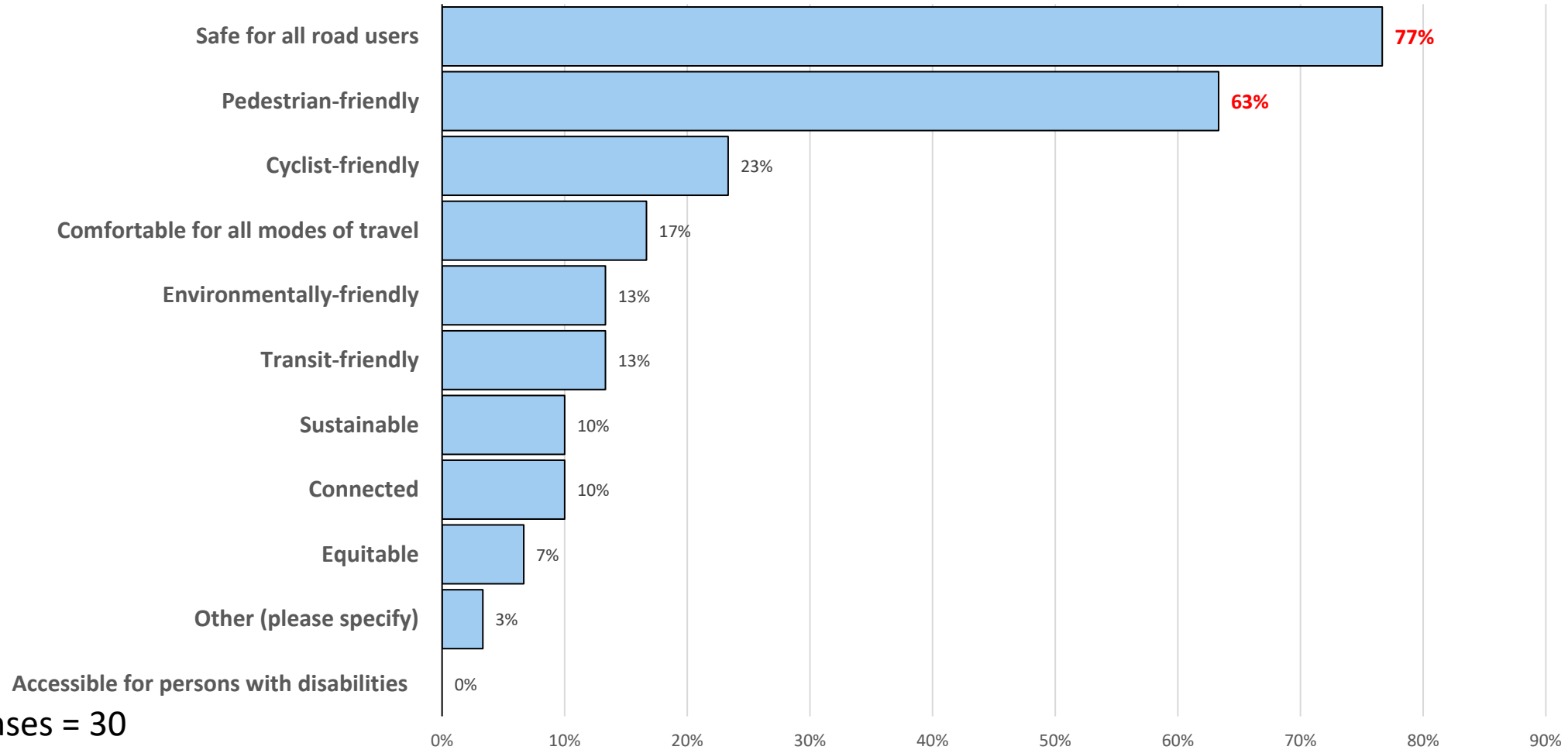


Work Completed to Date

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

What We Heard So Far

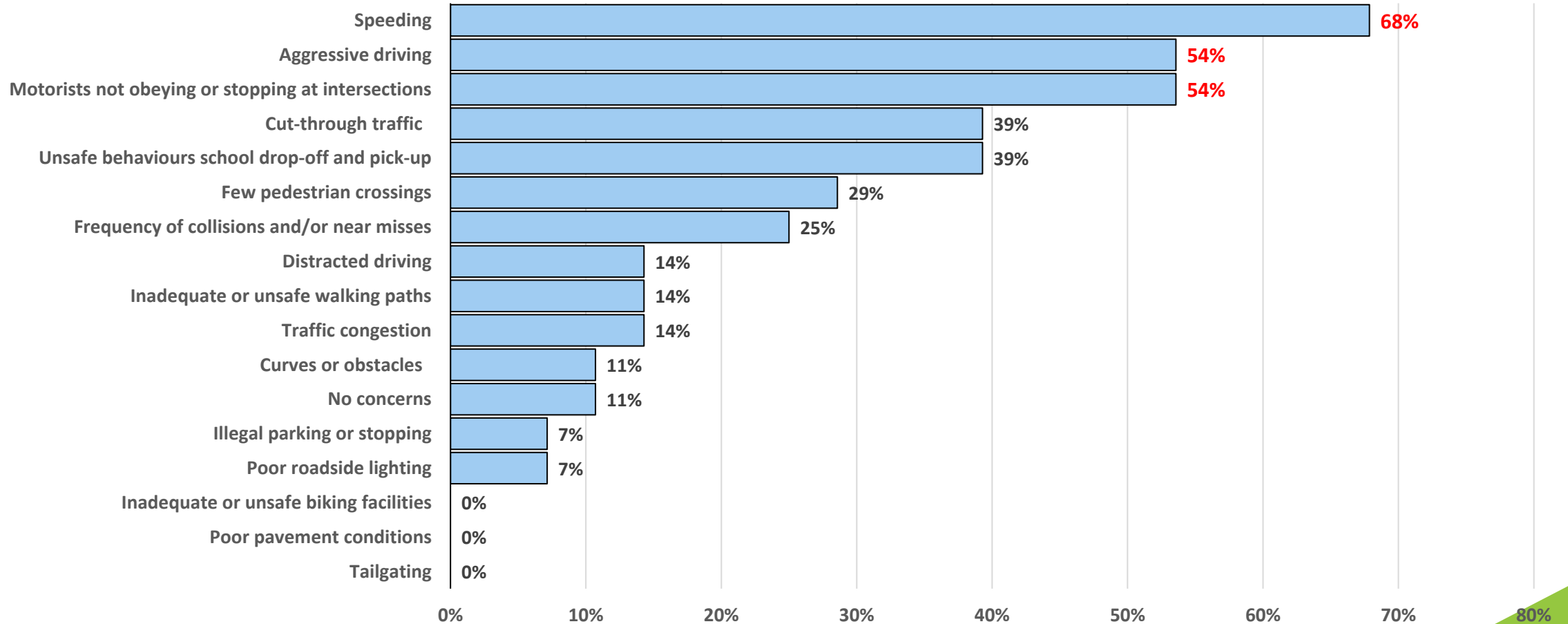
Which of the following words or phrases best capture your vision for the corridor? Please select up to three.



Responses = 30

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.



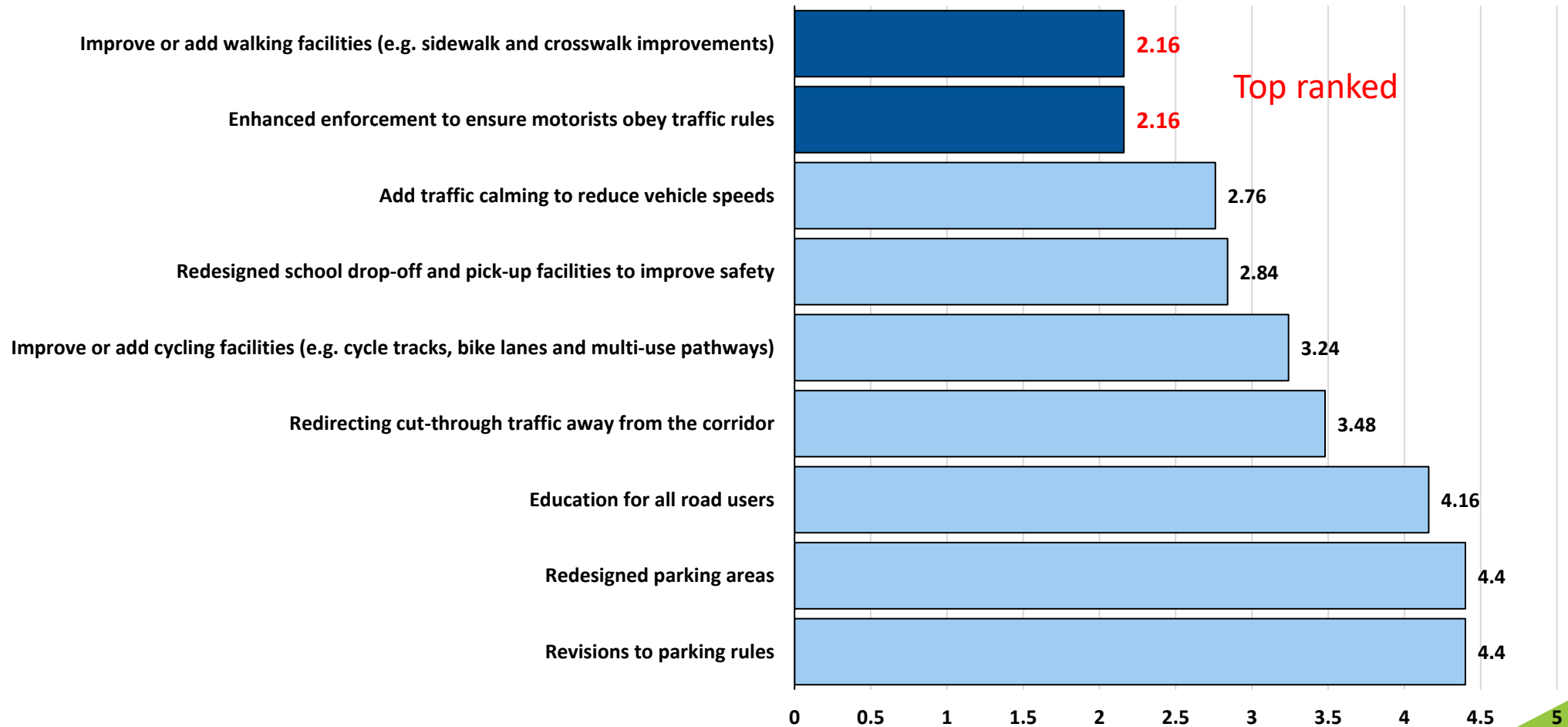
Responses = 28

Common Themes

- Valley Vista Drive is too wide and encourages higher operating speeds and aggressive driving
- Increased traffic along the corridor due to new building construction
- Safety concerns and collisions reported at the intersection of Valley Vista Drive and Ilan Ramon Boulevard
- Need for traffic calming and speed management
- Need for improved cycling facilities

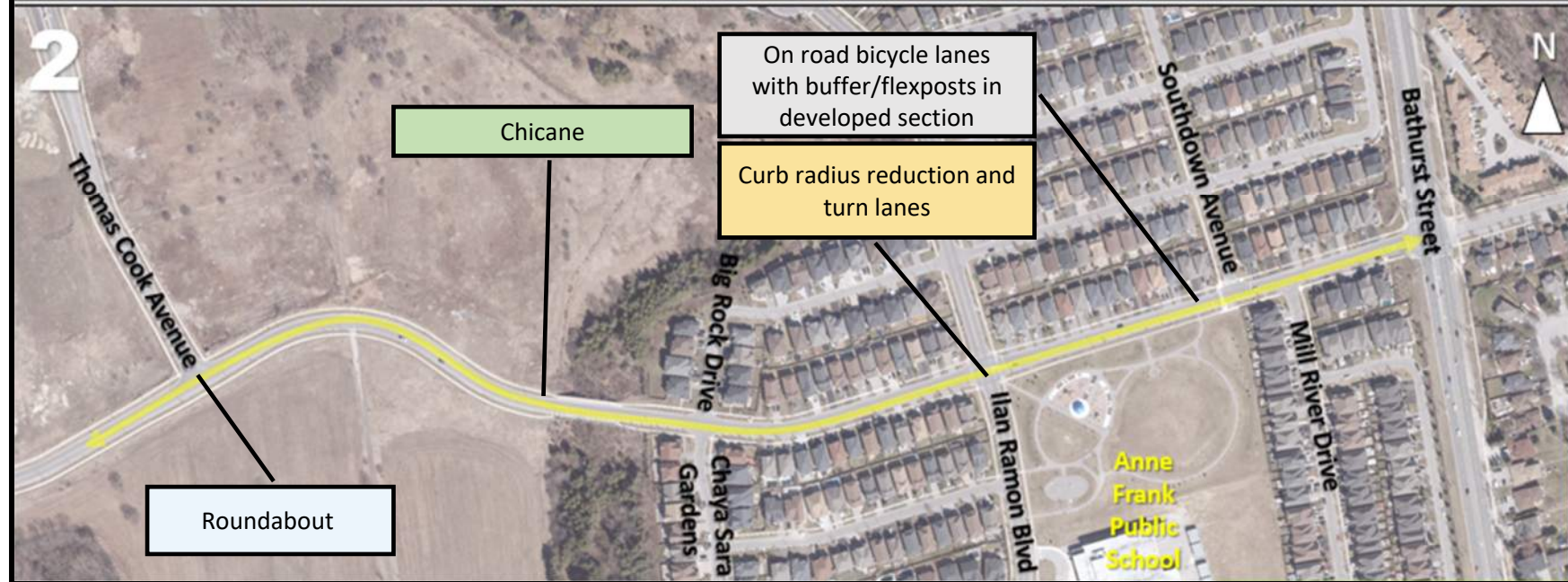
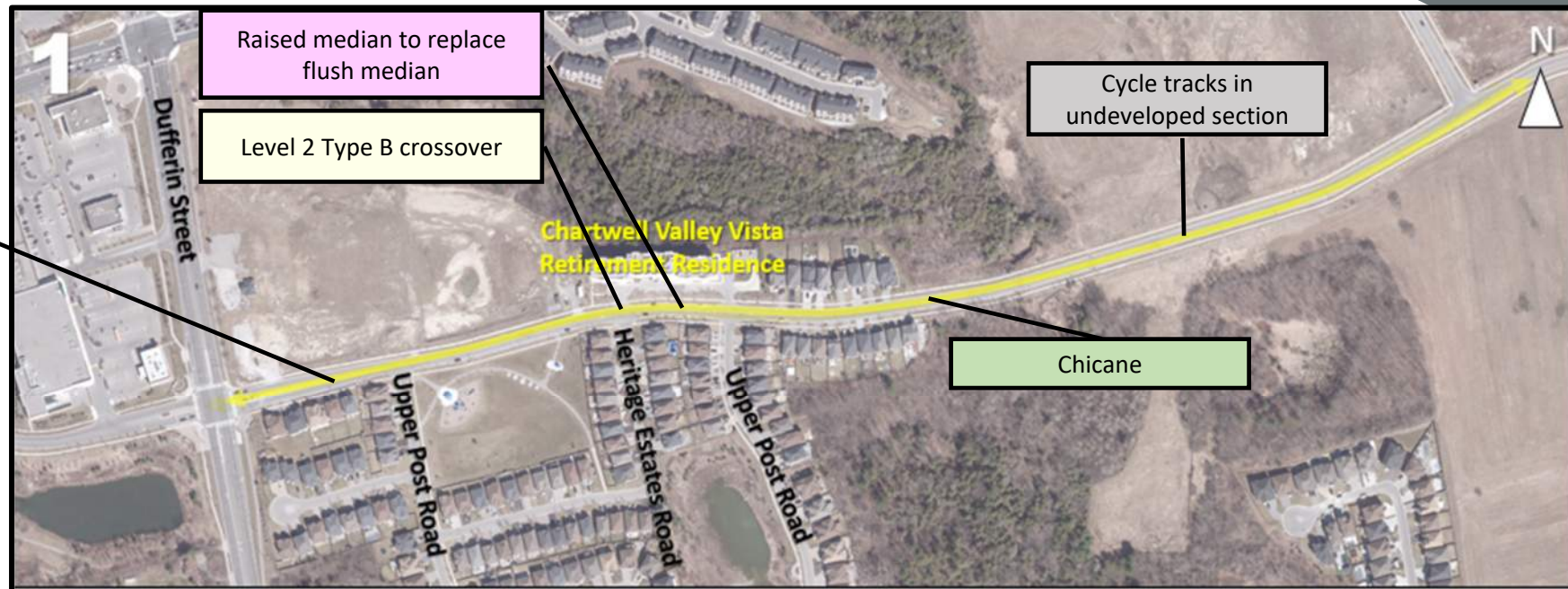
Solutions raised by survey respondents

Weighted Ranked Average



Preliminary Recommendations

On road bicycle lanes with buffer/flexposts in developed section



Finding #1 – Higher Operating Speeds



- Higher than posted operating speeds observed between Chartwell Valley Vista Retirement Residence to Bathurst Street
- Wide cross section (10.8 – 11.0 m)
- Speeding as cited as concern by 68% of respondents in survey
- ‘Enhanced enforcement’ identified as one of two highest ranking for respondents in survey
- ‘Add traffic calming to reduce vehicle speeds’ identified as 2nd highest ranking for respondents in survey

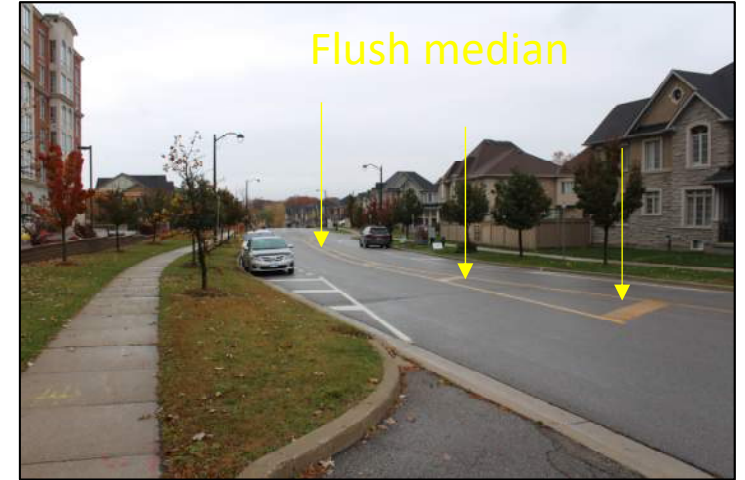
Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<p><u>Recommendation 1A</u> Install a roundabout at Valley Vista Drive and Thomas Cook Boulevard to control traffic through central portion of corridor</p>	<ul style="list-style-type: none">• Roundabouts are an effective tool at reducing operating speeds• Opportunity to provide a temporary traffic circle in the short term• Permanent roundabout would be constructed in conjunction with Thomas Cook Boulevard extension• Permanent roundabout would have single lane entry points and would be similar to other roundabouts recently constructed in the City



Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<u>Recommendation 1B</u> Install raised median in area where flush median provided in front of Chartwell Valley Vista Retirement Residence	<ul style="list-style-type: none">• Raised medians are effective at reducing speeds• Would be implemented with pedestrian crossover (discussed later)• Painted edgelines restricting parking on south side of Valley Vista would need to be adjusted and No Parking signs repositioned to improve compliance



Preliminary Recommendations #1

Preliminary Recommendation

Recommendation 1C

Install chicanes in undeveloped sections (west end just prior to developed portion and east end just prior to bridge)

Considerations

- Chicanes are an effective tool in reducing speeds as they force drivers to make a set of turns to travel through them
- Temporary chicanes could be installed in the short term using pavement markings and flex posts
- Design of chicanes should not impede the movement of emergency vehicles (i.e. using rollover curbs)



Chicane



Chicane

Preliminary Recommendations #1

Preliminary Recommendation

Recommendation 1D

Investigate need for Community Safety Zone and Automated Speed Enforcement (ASE) along corridor

Considerations

- Community Safety Zone study currently underway identifying candidate locations for automated speed enforcement. Recommendations may include implementation of ASE for any eligible locations along Valley Vista Drive. ASE candidate locations would be centred on senior's facilities (Chartwell Valley Vista Retirement Residence) and near Anne Frank Elementary School.



Finding #2 – Pedestrian Desire Lines



- No controlled crossing on Valley Vista between Dufferin Street and Ilan Ramon Boulevard (~2 km)
- Desire lines exist between Chartwell Valley Vista Retirement Residence and adjacent park
- Respondents in survey noted ‘Improve or add walking facilities’ one of two highest ranked choices for corridor

Preliminary Recommendations #2

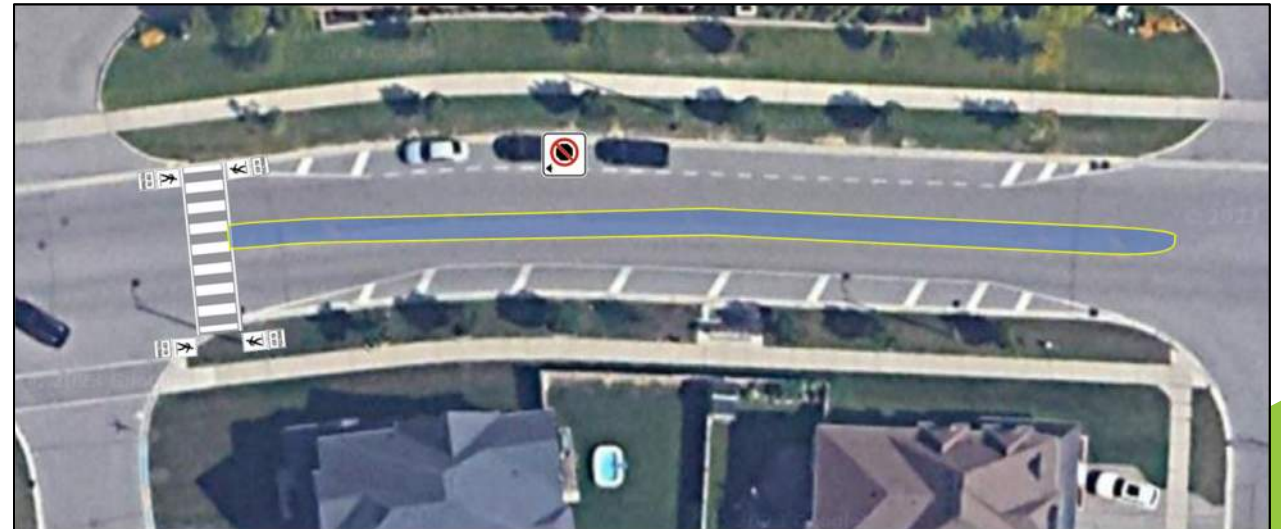
Preliminary Recommendation

Recommendation 2A

Install Level 2 Type B or C pedestrian crossover in front of Chartwell Valley Vista Retirement Residence

Considerations

- Provides a dedicated crossing location for residents of Chartwell Valley Vista Retirement Residence and students crossing to access school bus.
- Some parking on the north side of Valley Vista Drive would need to be eliminated
- Level 2 Type B pedestrian crossover already provided on Valley Vista Drive near Southdown Road



Finding #3 – Lack of cycling facilities

- City has identified Valley Vista Drive as being an ideal candidate for dedicated cycling facilities
- According to current engineering guidance, roads having the volume and speeds observed on Valley Vista Drive should have cycling facilities that are separated from vehicle lanes
- ‘Improve or add cycling facilities’ identified as fifth most important priority

Preliminary Recommendations #3

Preliminary Recommendation

Recommendation 3A

Install a hybrid cycling facility consisting of cycle tracks in undeveloped areas and on road bicycle lanes in developed areas with either a buffer or a physical separation

Considerations

- Provides dedicated facilities for cyclists to travel along Valley Vista Drive
- Promotes active travel to schools (Anne Frank Elementary School)
- Would result in the removal of on-street parking (noted as being very low on Valley Vista Drive)
- Flex posts would not be used near driveways

Cycle track



Buffered cycle lane



Finding #4 – Concern at Ilan Ramon Boulevard and Valley Vista Drive

- Intersection has large footprint and a history of collisions
- Given future traffic demand with development, there will be increased congestion and delay at intersection
- Heavy pedestrian movements associated with students walking to/from Anne Frank Public School
- 59% of respondents cited ‘driver behaviour’ as an issue at Ilan Ramon Boulevard and Valley Vista Drive

Preliminary Recommendations #4

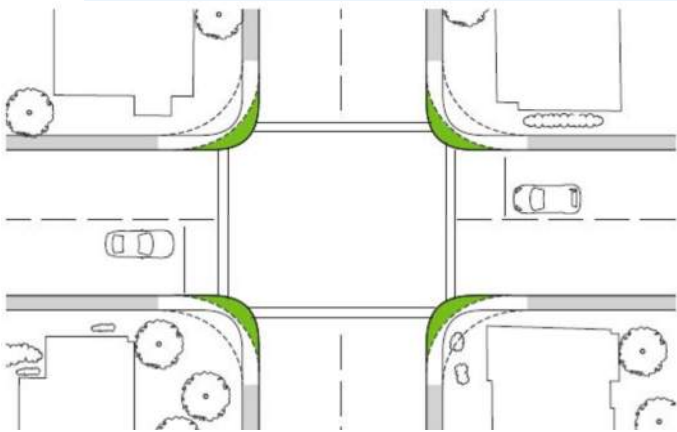
Preliminary Recommendation

Recommendation 4A

- Install auxiliary left turn lanes to accommodate future traffic
- Install curb radius reductions to calm traffic through intersection

Considerations

- Bicycle lanes with buffer will visually narrow approaches to intersection
- Auxiliary left turn lanes will improve traffic operations and reduce driver frustration/aggressive driving
- Curb radius reductions will calm traffic
- 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
- Continue to monitor intersection for possible future need for traffic signal



Other Preliminary Recommendations

- Increase conspicuity of crosswalk markings
- Stop bars and tactile strips at all intersections
- Install street name sign at Thomas Cook Drive
- Improvements, including hazard markers and steel beam guiderail system, at unprotected bridge abutment west of Big Rock Drive/Chaya Sara Gardens



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).