

# Pleasant Ridge Avenue Corridor Review

City of Vaughan

Public Engagement Session #2 | May 4, 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.

# Presentation Overview

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

# Project Team Overview

- City of Vaughan
  - Lee Low, Project Manager
  - Brenda Bisceglia, MoveSmart Mobility Management
  - Margie Chung, Manager of Traffic Engineering
- CIMA+
  - Jeffrey Suggett, Senior Project Manager
  - Jake Wang, Engineer in Training
  - Brandon Quigley, Technical Manager
- GLPI
  - Glenn Pothier, President

# 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.

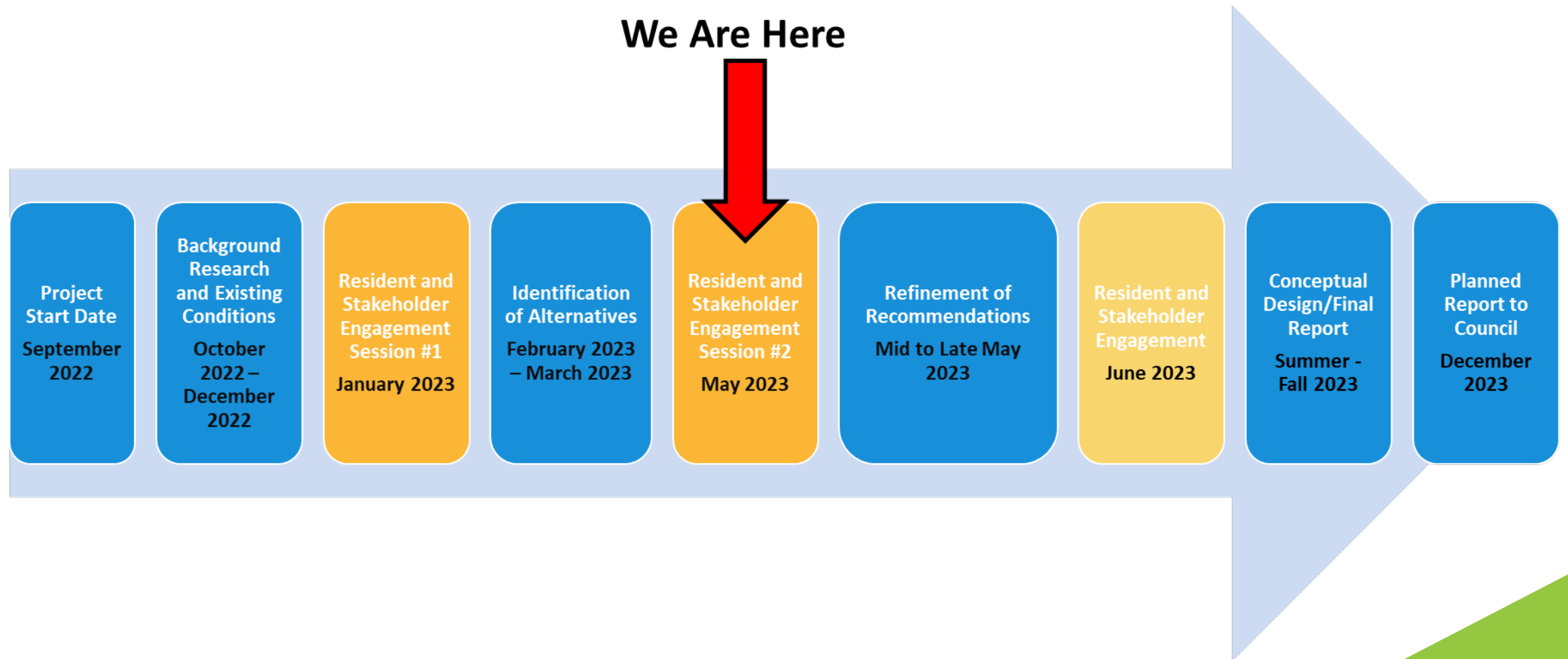
This can include a main roadway and any sidewalks, bike lanes, greenspace and/or bus stops located along that roadway.

# 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



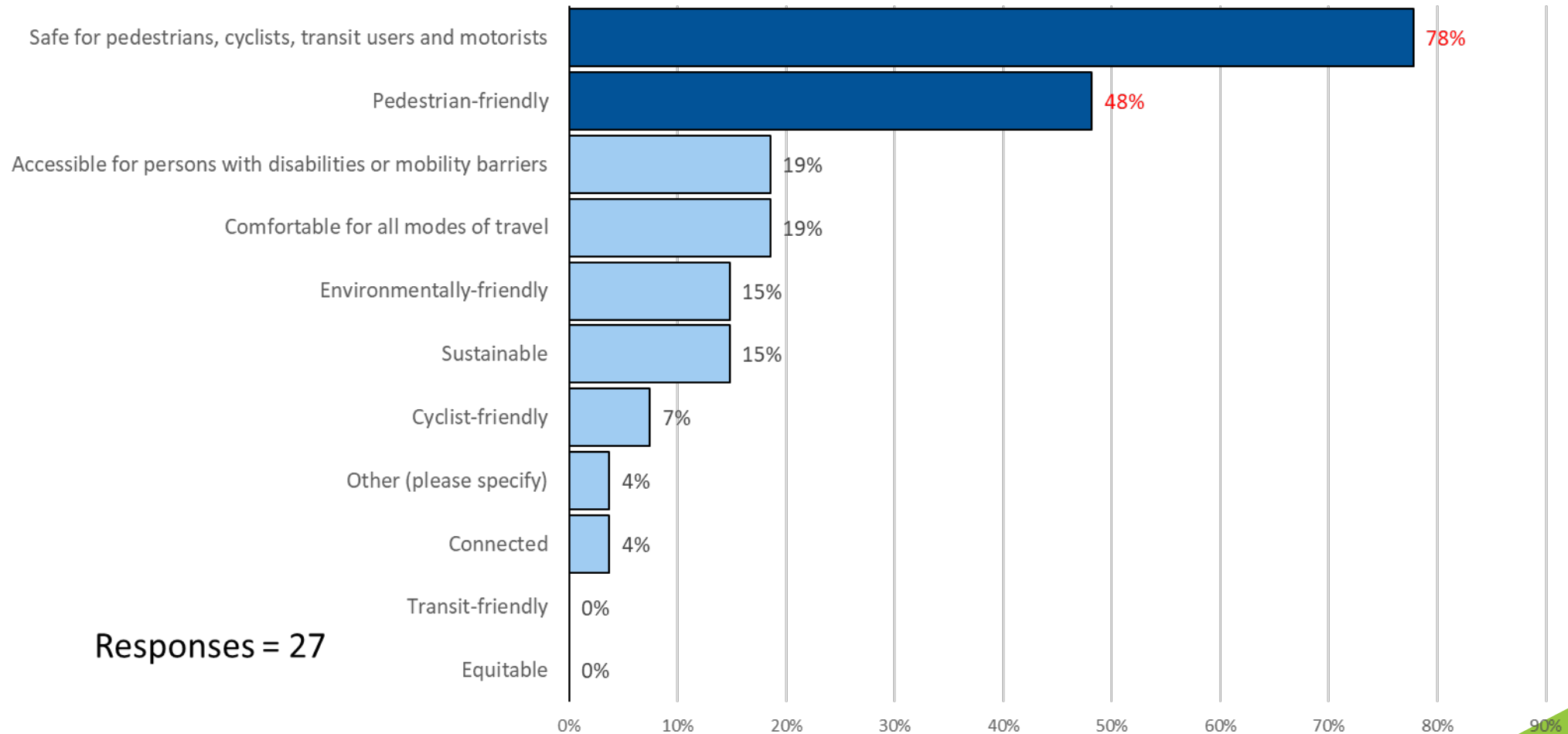
# Work Completed to Date

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



# What We Heard So Far

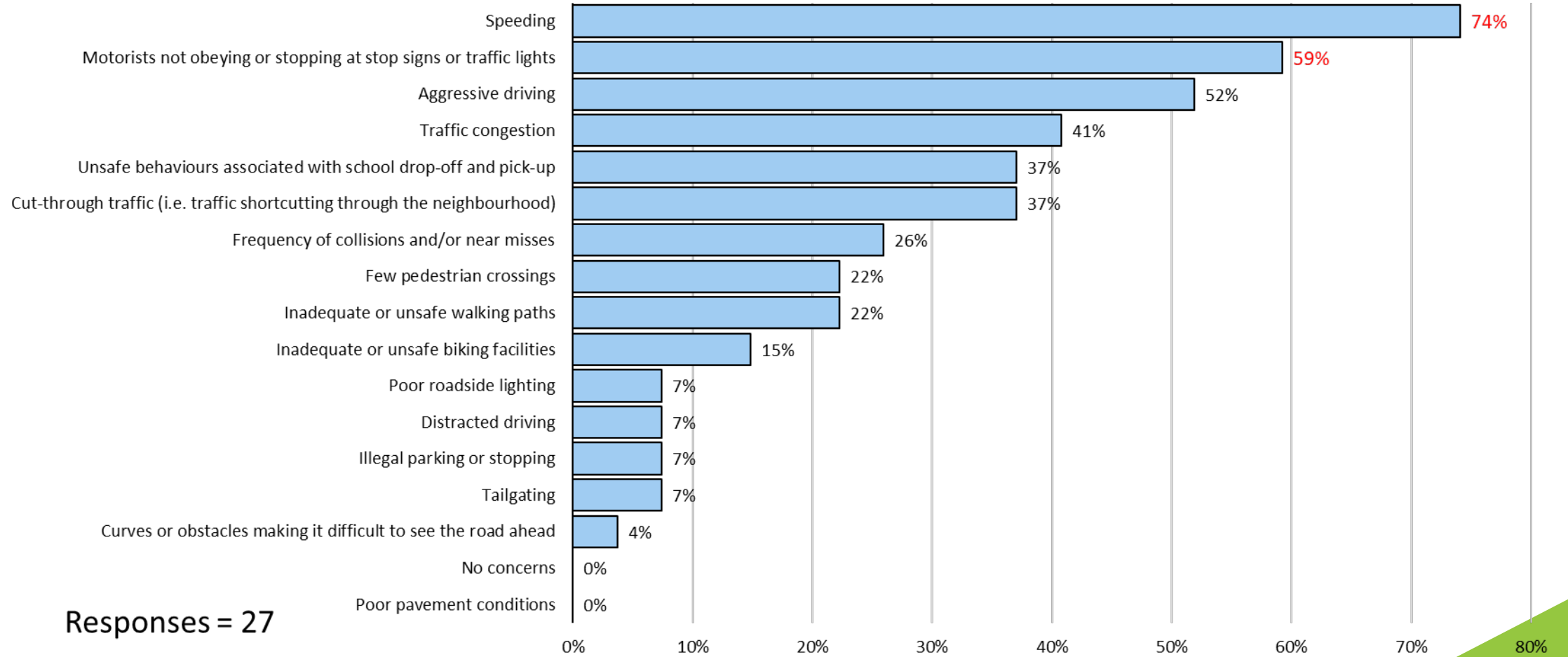
Which of the following words or phrases best capture your vision for the corridor? Please select up to three.



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.



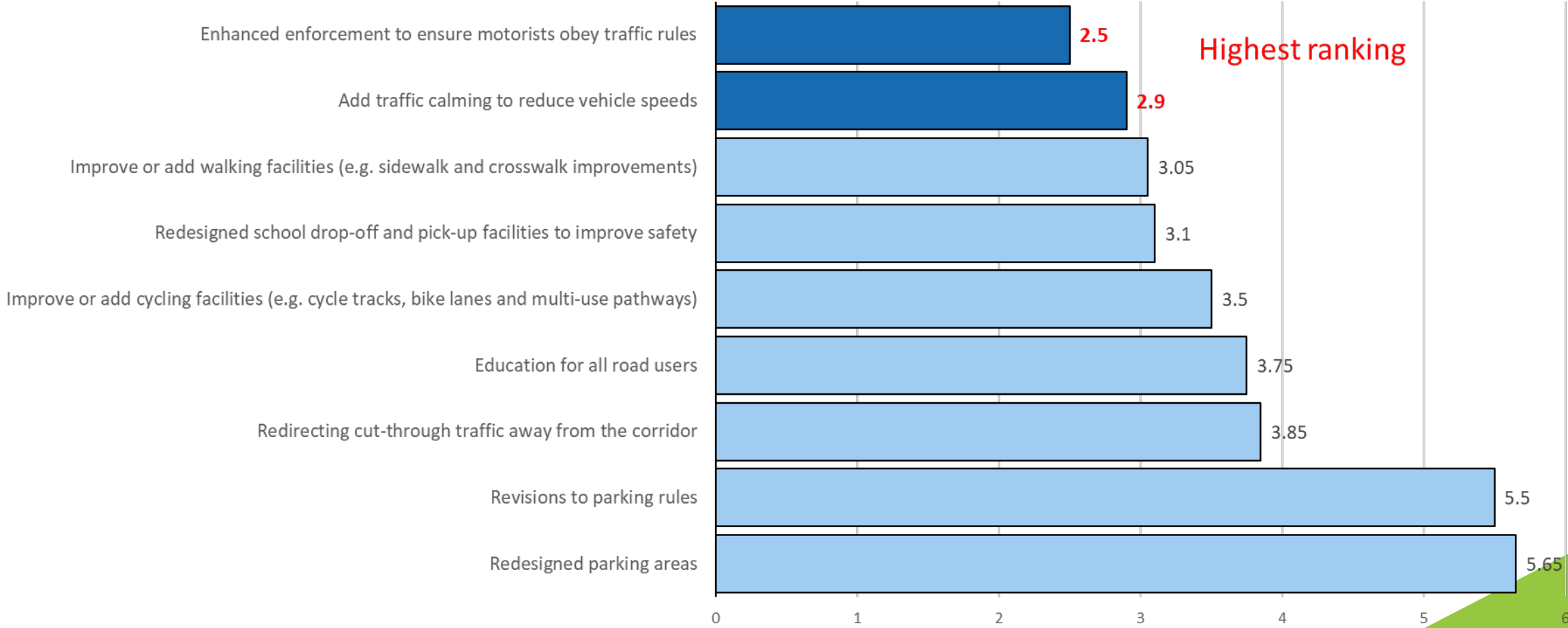
Responses = 27

# Common Themes

- Pleasant Ridge Avenue is too wide and encourages higher operating speeds and aggressive driving
- Unsafe pick up and drop off at Stephen Lewis Secondary School
- Collisions reported at all-way stop controlled intersections
- Need for improved cycling facilities
- Drivers not obeying 'Stop' signs

# Solutions raised by survey respondents

Weighted Ranked Average

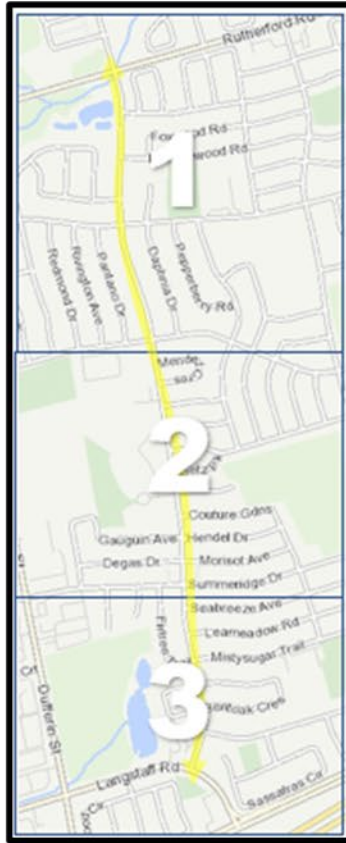


# Preliminary Recommendations

Cycling lane with buffers (throughout)

Curb radius reductions and stop sign visibility enhancements

Curb radius reductions and stop sign visibility enhancements



# Finding #1 – Higher Operating Speeds/Collisions at All-Way Stop Controlled Intersections



- Higher than posted operating speeds in some sections along corridor; wide cross section (10.8 – 11.0 m)
- Speeding as cited as concern by 74% of respondents in survey
- ‘Pleasant Ridge Avenue between Summeridge Drive and Autumn Hill Boulevard’ cited as area of speeding concerns by respondents in survey
- Higher frequency of reported collisions at the all-way stop controlled intersections, particularly Summeridge Drive
- Congestion at Autumn Hill Boulevard

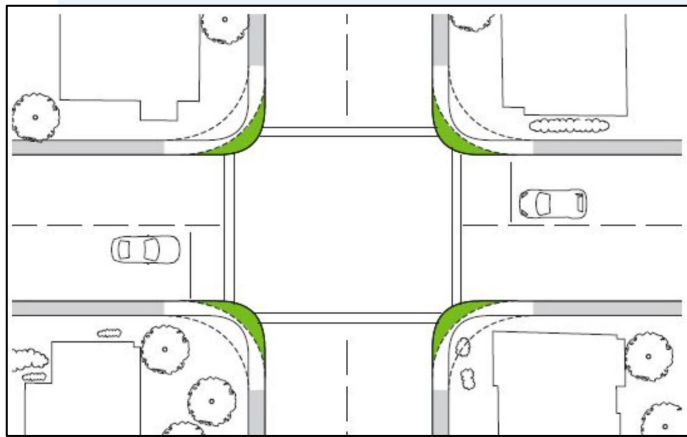
# Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 1A</u></b>                      Install tiger tails beneath Stop signs at all-way Stop controlled intersections and left side Stop signs</p>	<ul style="list-style-type: none"> <li>• Reinforces requirement to stop</li> <li>• Has been shown to be effective at locations elsewhere in the City</li> </ul>



# Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 1B</u></b></p> <p>Install curb radius reductions at Pleasant Ridge Avenue at Balsamwood Road, Pleasant Ridge Avenue at Apple Blossom Drive, Pleasant Ridge at Summeridge Drive)</p>	<ul style="list-style-type: none"> <li>• Curb radius reductions will calm traffic by reducing turning speeds and decreasing pedestrian crossing distances</li> <li>• As a temporary measure, bollards/paint lines may be installed in the short term</li> <li>• In the long term, aprons or raised curbs may be installed as a more permanent measure</li> <li>• Centre medians need to be removed with installation of curb radius reductions and cycling lanes (noted in later slide)</li> </ul>





# Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 1C</u></b>                      At Pleasant Ridge Avenue and Autumn Hill Boulevard, in addition to curb radius reductions, implement left turn lanes on south approach and west approach</p>	<ul style="list-style-type: none"> <li>• Medians will need to be removed with the addition of left turn lanes and addition of cycling lanes (refer to later slide)</li> <li>• Intersection is potential future candidate for a traffic signal</li> </ul>



# Preliminary Recommendations #1

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 1D</u></b>                      Investigate need for Community Safety Zone and Automated Speed Enforcement along corridor</p>	<ul style="list-style-type: none"> <li>Community Safety Zone study currently underway identifying candidate locations for automated speed enforcement. Recommendations may include implementation of ASE for any eligible locations along Pleasant Ridge Boulevard. ASE candidate locations centred on areas near Stephen Lewis Secondary School and community centre</li> </ul>



# Finding #2 – Pedestrian Desire Lines



- Pedestrians observed and reported as crossing Pleasant Ridge at uncontrolled locations, particularly between Autumn Hill Boulevard and Summeridge Drive
- Desire lines noted between residential areas on east side and Stephen Lewis High School/North Thornhill Community Centre
- 50% of respondents in survey noted as third highest ranked priority ‘improve walking or crossing facilities’

# Preliminary Recommendations #2

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 2A</u></b></p> <ul style="list-style-type: none"><li>• Install Level 2 Type B or C pedestrian crossover at Pleasant Ridge Avenue at Basie Gate/North Thornhill Community Centre north entrance with appropriate signs and pavement markings and physically narrow roadway at crossing location</li><li>• Remove all-way stop controlled intersection at Coltrane Drive (not warranted) in conjunction with above and crosswalk</li></ul>	<ul style="list-style-type: none"><li>• Provides a dedicated crossing location for residents crossing to access North Thornhill Community Centre and benefits students walking to Stephen Lewis Secondary School</li><li>• Pedestrian crossovers should not be installed directly adjacent to stop controlled intersections (70 m between Basie Gate and Coltrane Drive)</li></ul>



# Finding #3 – Lack of cycling facilities



- City has identified Pleasant Ridge Avenue as being an ideal candidate for dedicated cycling facilities
- Given observed operating speeds and level of traffic, a bicycle lane is warranted for this roadway
- ‘Improve or add cycling facilities’ identified as fifth most important solution

# Preliminary Recommendations #3

## Preliminary Recommendation

### Recommendation 3A

Install physically separated bicycle lane along entire length of Pleasant Ridge

## Considerations

- Provides dedicated facilities for cyclists to travel along Pleasant Ridge Avenue
- Flexposts would not be installed in areas where there are driveways
- Promotes active travel to schools (Stephen Lewis Secondary School)
- Would result in the removal of on-street parking



Physically separated bicycle lane

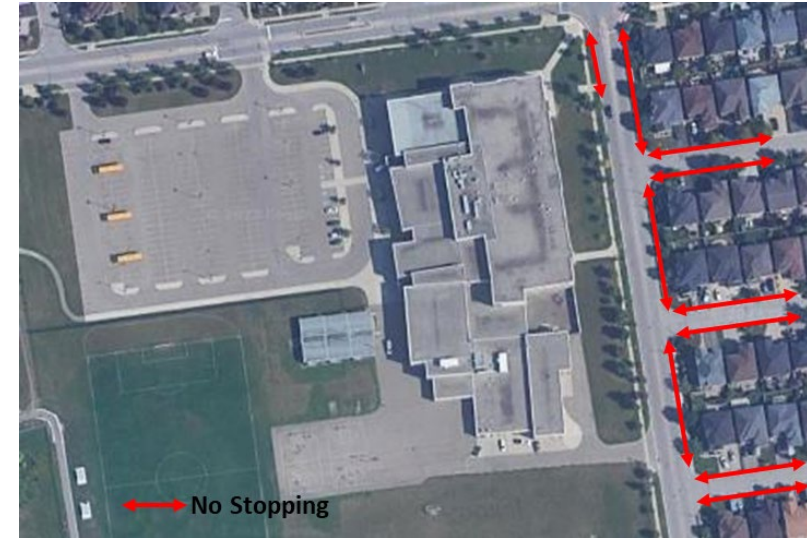
# Finding #4 – Safety relating to pick up and drop off at Stephen Lewis Secondary School

- Parent pick up and drop off on east side of Pleasant Ridge Avenue encouraging students to walk across roadway at uncontrolled locations
- Respondents ranked ‘redesigned school drop-off and pick-up facilities to improve safety’ as fourth most important solution



# Preliminary Recommendations #4

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 4A</u></b></p> <ul style="list-style-type: none"> <li>Stopping prohibition on east side of Pleasant Ridge Avenue between Autumn Hill Boulevard and Basie Gate in addition to side streets (within 50 metres of Pleasant Ridge Avenue); permit parking further away from Autumn Hill Boulevard on the west side</li> </ul>	<ul style="list-style-type: none"> <li>Stopping prohibition restricts vehicles from stopping on the east side of roadway decreasing likelihood of students crossing between parked cars to access school</li> <li>If issue persists, use bollards to physically prevent motorists from stopping or parking on east side of Pleasant Ridge Avenue between Autumn Hill Boulevard and Basie Gate</li> </ul>





# Preliminary Recommendations #4

Preliminary Recommendation	Considerations
<p><b><u>Recommendation 4B</u></b></p> <ul style="list-style-type: none"> <li>Encourage parents to use parking lot off Autumn Hill Boulevard for pick up and drop off</li> </ul>	<ul style="list-style-type: none"> <li>Reduces likelihood of vehicles parking on roadway and improves traffic flow</li> <li>Further analysis of treatments relating to Autumn Hill Boulevard will be reviewed as part of Safer School Zone project</li> </ul>



# Other Preliminary Recommendations

- Increase conspicuity of crosswalk markings
- Stop bars and tactile strips at all intersections
- Remove concrete pads at uncontrolled potential crossing locations
- Improve sight lines (vegetation on corners) and at Langstaff Gospel Hall



# 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_Reviews).