

# Welcome to the Lawford Road Traffic Study Public Open House

Tommy Douglas Secondary School - 4020 Major Mackenzie Drive

Tuesday, September 19, 2023

6:00 – 8:00 pm

# 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.**

# Purpose of Public Open House

- To share with those invited on the key findings and recommendations
- To provide members of the public with an opportunity to comment on the recommendations



# Project Welcome

- **City of Vaughan**

- Margie Chung, Manager of Traffic Engineering
- Sadia Khan, Project Lead

- **CIMA+**

- Jeffrey Suggett, Senior Project Manager
- Thanushan Rajeswaran, Technical Support

# Project Purpose

- This project reviewed neighbourhood traffic and identified additional road safety opportunities for pedestrians, cyclists, and transit and vehicular road users
- This project will enable City staff to make recommendations on short- and long-term implementation plans to address any specific issues identified in the neighbourhood.



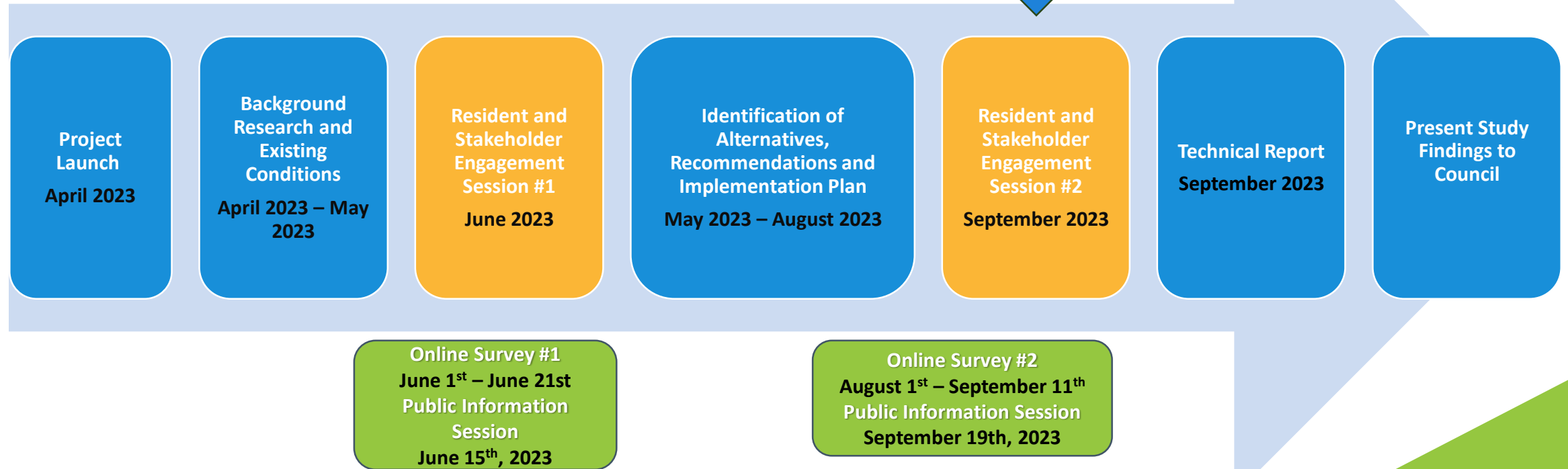
# Presentation Overview

- **Project Overview**
  - Purpose
  - Study Area
  - Project Timeline
  - Online Survey Initial Findings
- **Findings and Preliminary Recommendations**
  - Traffic Management
  - Walking and Cycling
  - School Related
- **How to Provide Feedback**
- **Closing Remarks**



# Project Timeline and Engagement

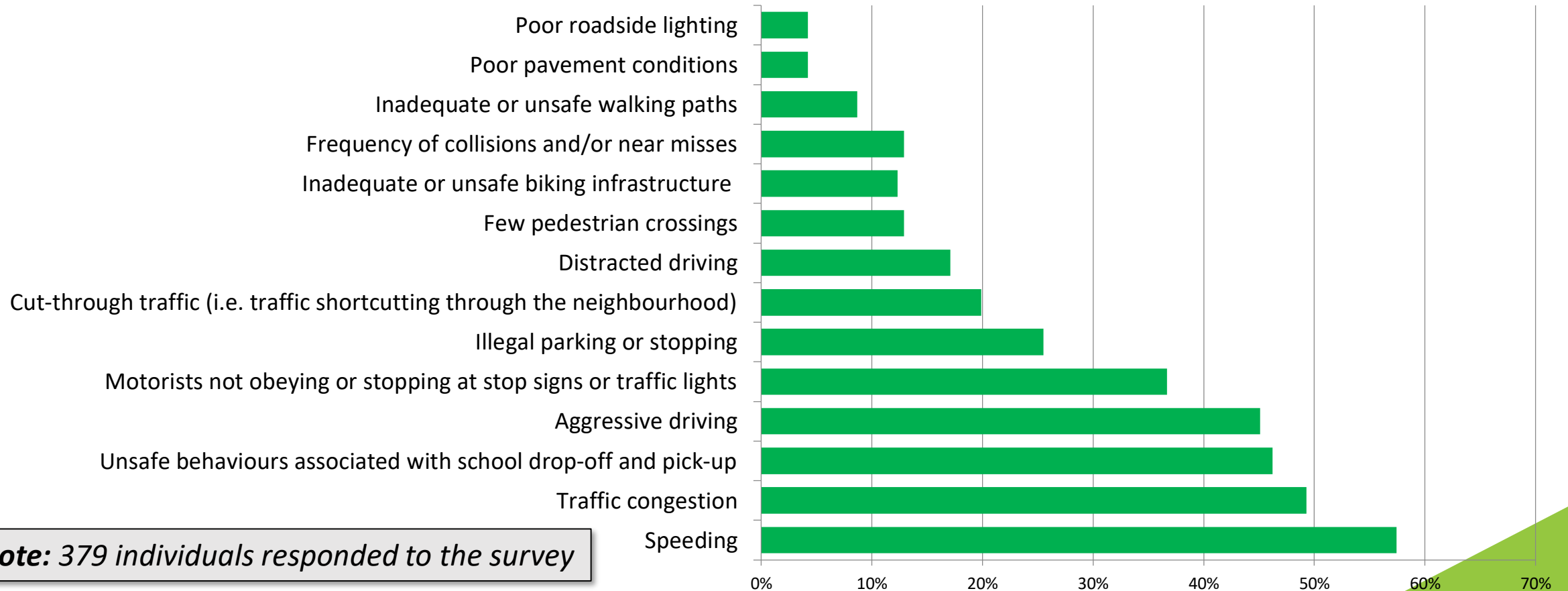
We Are Here





# What We Heard So Far (Online Survey #1)

Based on the current conditions in the neighbourhood and your personal experiences, what are the greatest transportation concerns? Please select your top five concerns.



**Note:** 379 individuals responded to the survey

# What We Heard So Far (Online Survey #2)

## Lower Priority

- Introduce turn restrictions or one-way restrictions to discourage drivers from using residential areas as shortcuts

## Moderate Priority

- Reduce the width of the travel lanes with edge line markings on certain major roads
- Tighten the corner radius at key intersections along major roads
- Install cycling infrastructure or multi-use trails on key roads in the neighbourhood
- No stopping restrictions near schools along with physical changes to further discourage stopping
- Install additional flex posts and pavement stencils near schools
- Further promote active school travel

## Higher Priority

- Install pedestrian crossovers at key locations along major roads and/or at trail crossings
- Install direct connection between the Lawford Neighbourhood Park and the two elementary schools

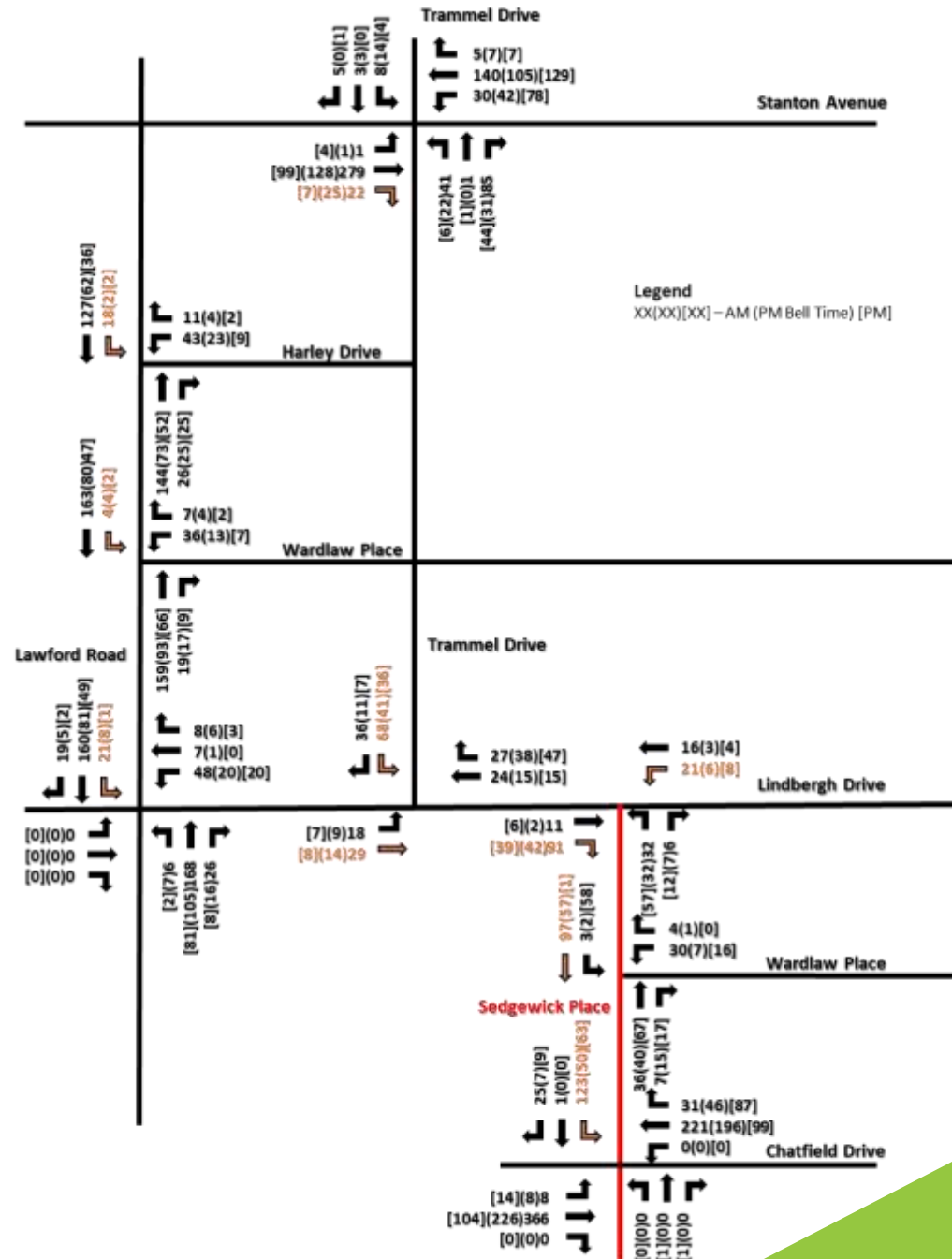
# 11 Traffic Movements

- Roads carrying the most traffic are Poetry Drive, Stanton Avenue, Chatfield Drive and Lawford Road
- No additional stop signs or traffic signals warranted at any intersection
- All intersections are operating at an acceptable Level of Service; although short-term congestion noted due to bell times at the three schools occurring almost at the same time
- Issue raised with School Boards, not feasible to adjust bell times due to school bussing constraints
- New public school opening in Kleinberg will significantly reduce enrollment at Johnny Lombardi Public School, reducing congestion



# Traffic Infiltration

- Movements into and out of Sedgewick Place were reviewed to determine evidence of short cutting traffic
- Road is only outlet from residential area to Chatfield Road, explaining higher traffic volumes
- Majority of traffic consists of community trips and there is little evidence to support infiltration to access Regional Roads
- Review of trip data on the Regional road network indicates a low percentage of vehicles travelling on Weston Road and Major Mackenzie Drive going through the neighbourhood (ranging between 5 – 8%); some of these trips may be pick up and drop off at the three schools



# Turn Restrictions and One Way Streets

- **Turn restrictions** are a traffic management tool that can be used to restrict movements on particular roads, either during certain times of the day or at all times
- **One-way streets** convert a road to one-way operation and are in place for the entire day



## Advantages

- **Turn restrictions** are a low-cost tool for discouraging traffic infiltration and have the flexibility of being implemented at all times or during certain time periods
- **One-way streets** are a relatively low-cost tool for discouraging traffic infiltration at all times

## Disadvantages

- **Turn restrictions** and **one-way streets** inconvenience residents who live on the affected road
- **Turn restrictions** and **one-way streets** result in increased traffic on other parallel routes
- **One-way streets** may have higher operating speeds and may require traffic calming treatments

# Roundabout Recommendations

- Roundabout educational outreach
- Street name sign improvements
- Pedestrian crossing enhancements (discussed later)

## LET'S CIRCLE BACK TO ROUNDABOUTS

**Safety benefits of roundabouts**  
Roundabouts are a safe, efficient, & environmentally friendly alternative to traditional intersections. While they may take some getting used to, the most important benefit is fewer crashes.

**Roundabout Dos & Do Nots**

**Do**

- Only enter when it is safe to do so.
- Observe the lane signs and choose the correct entry lane.
- Signal when exiting the roundabout
- As a cyclist, follow road rules and/or dismount to use the marked crosswalk.
- As a pedestrian, use marked crosswalks.
- Maintain a low speed (i.e., 20km/h) in a roundabout.

**Do NOT**

- Stop in a roundabout unless traffic flow is impeded.
- Pull over inside a roundabout; instead pull over for emergency vehicles before entering or after exiting a roundabout.
- Change lanes inside a roundabout.
- As a pedestrian, cut across the middle of the roundabout
- Block crosswalks.

**YIELD**

- To vehicles or cyclists already in the roundabout.
- To pedestrians and cyclists using marked crosswalks.

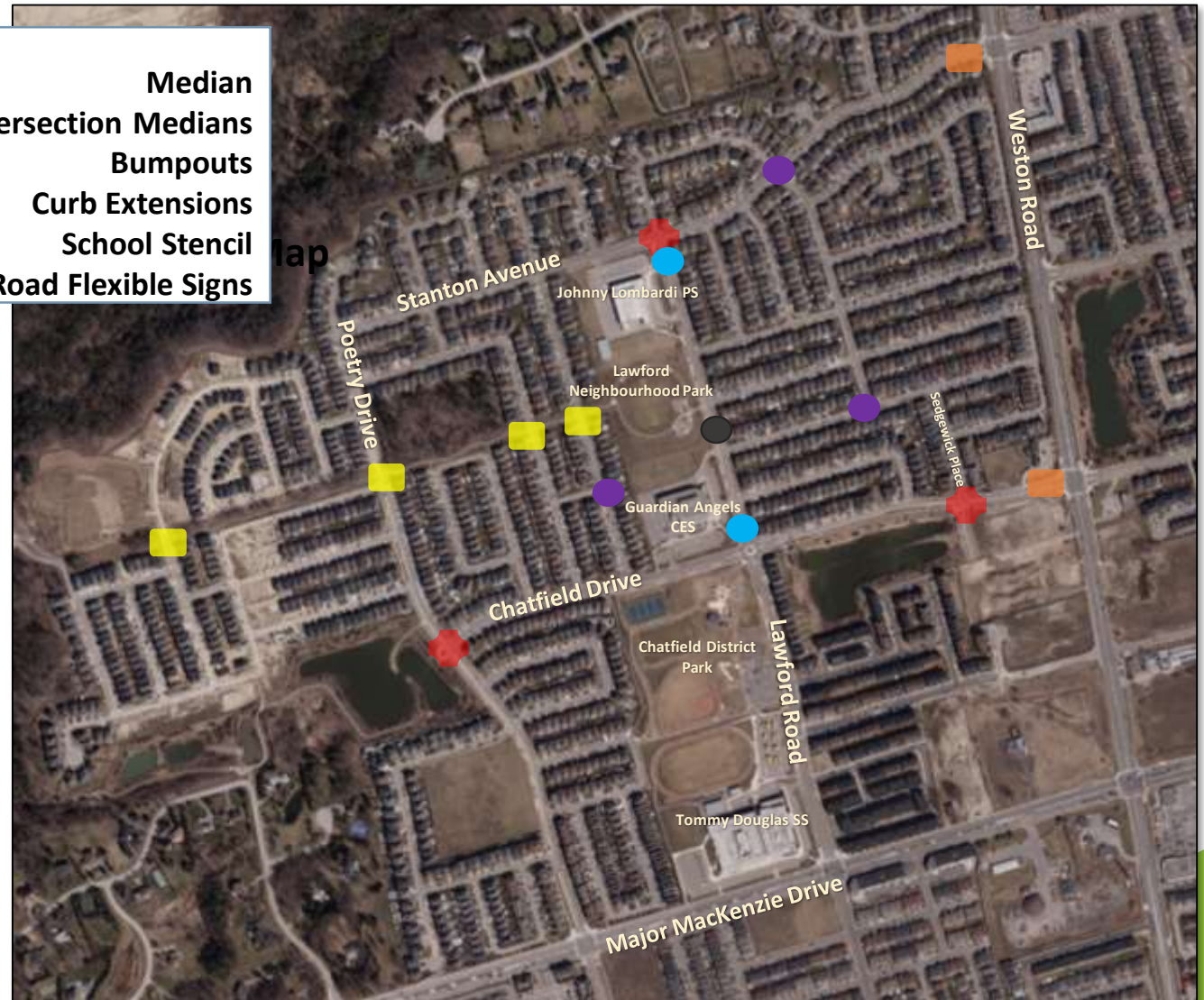
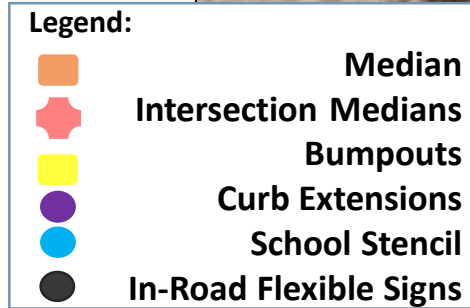
**Legend:**

- Travelling straight across
- Taking an early exit
- Taking a later exit

Visit [tirf.ca](http://tirf.ca) to view sources  
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# Existing Traffic Calming Measures

- Several traffic calming measures were implemented when the neighbourhood was originally developed
- Region has implemented no stopping and no parking restrictions on Major MacKenzie Drive at Tommy Douglas High School
- 40 km/h neighbourhood speed zone
- Refreshed existing centre lines and edge lines on Stanton Avenue and Lawford Road
- Flex post signs and bollards on Lawford Road between the two schools
- SLOW SCHOOL ZONE stencils on Lawford Road
- All-way Stop and associated pavement markings on Lawford Road at Harley Drive
- Radar message boards near Johnny Lombardi and Guardian Angels
- #SlowDownVaughan lawn signs



# Proposed Traffic Calming Measures

1. Painted edge lines and centre lines
2. Curb radius reductions/remove median
3. Radar message boards
4. Flex sticks, bollards and painted stencils (SLOW SCHOOL ZONE) added near schools
5. Local traffic only signs

**Legend:**

- Edge lines and centre lines
- Curb radius reductions
- Radar message boards
- Flex sticks and stencils
- Local traffic only sign



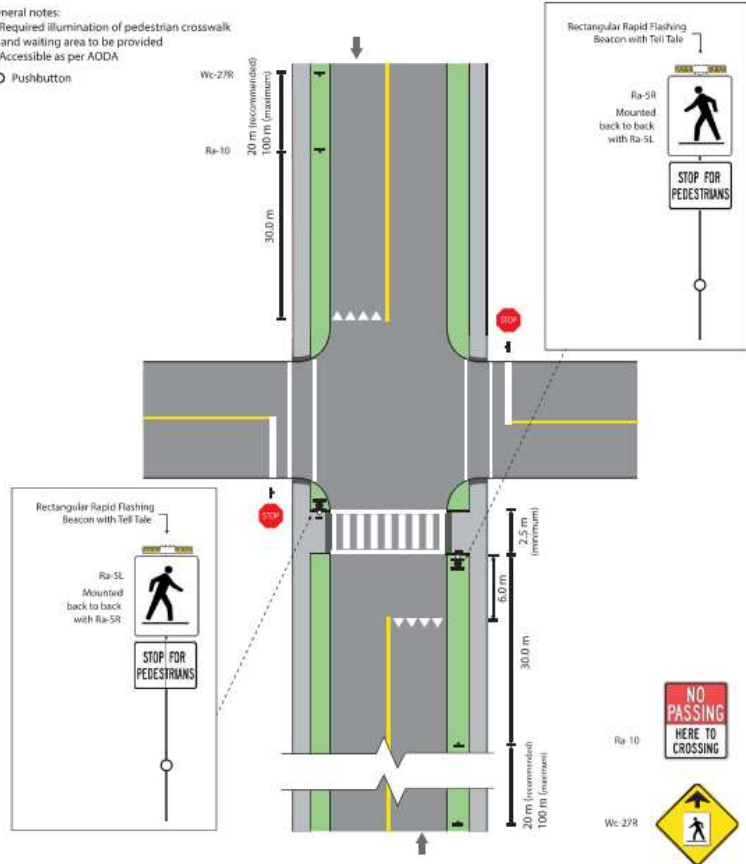


# Common Pedestrian Crossovers

General notes:

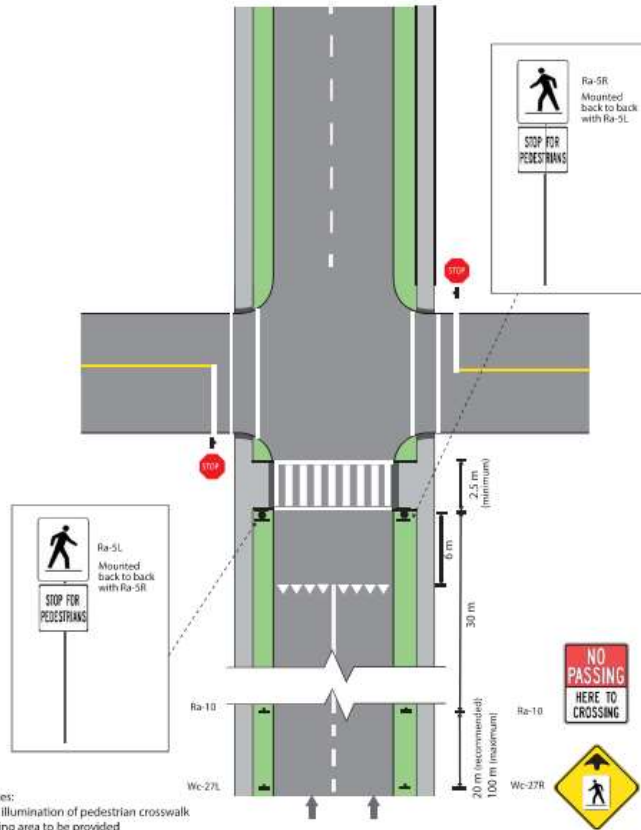
- Required illumination of pedestrian crosswalk and waiting area to be provided
- Accessible as per AODA

○ Pushbutton



Type C - Intersection

General notes:  
 - Required illumination of pedestrian crosswalk and waiting area to be provided  
 - Accessible as per AODA



Type D - Intersection

## Pedestrian Crossovers

- Pedestrians**
  - ➔ Indicate intention to cross
  - ➔ Wait for traffic to stop
  - ➔ Make eye contact to ensure driver sees you
- Cyclists**
  - ➔ When riding with traffic, follow rules for drivers
  - ➔ When crossing, follow rules for pedestrians; dismount and walk your bike across
- Drivers**
  - ➔ Be prepared to stop for pedestrians
  - ➔ Stop behind the yield line
  - ➔ Make eye contact so pedestrian sees you
  - ➔ Wait until pedestrian completely crosses road before proceeding

**Fines and penalties**  
Up to \$500 and 3 demerit points

# Proposed Pedestrian Improvements

## New Pedestrian Crossover Locations:

1. Stanton Avenue and Ironside Drive (west leg)
2. Trail crossings (Poetry Drive, Headwind Boulevard and Ironside Drive)
3. Lindbergh Drive (south leg) – relocate supervised crossing location at Gorman Drive to this location
4. All four entry legs to roundabout at Chatfield Drive and Lawson Drive

## Other Pedestrian Improvements

- Park path direct connection to schools recommended



### Legend:



**Pedestrian Crossover**

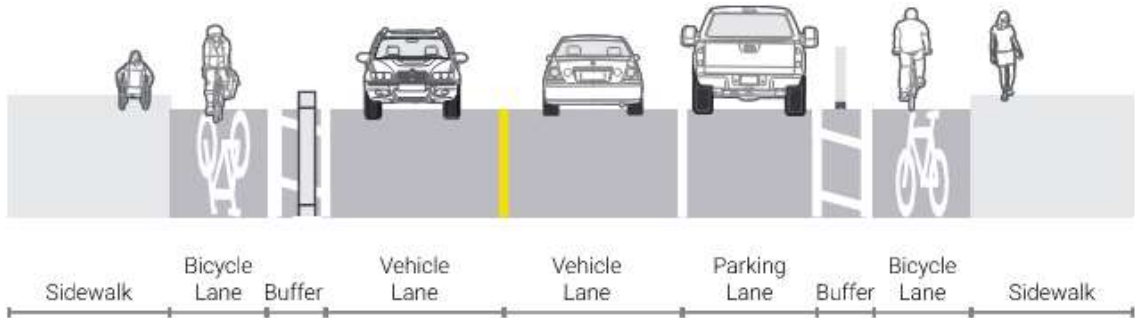


**Park Path Connection**

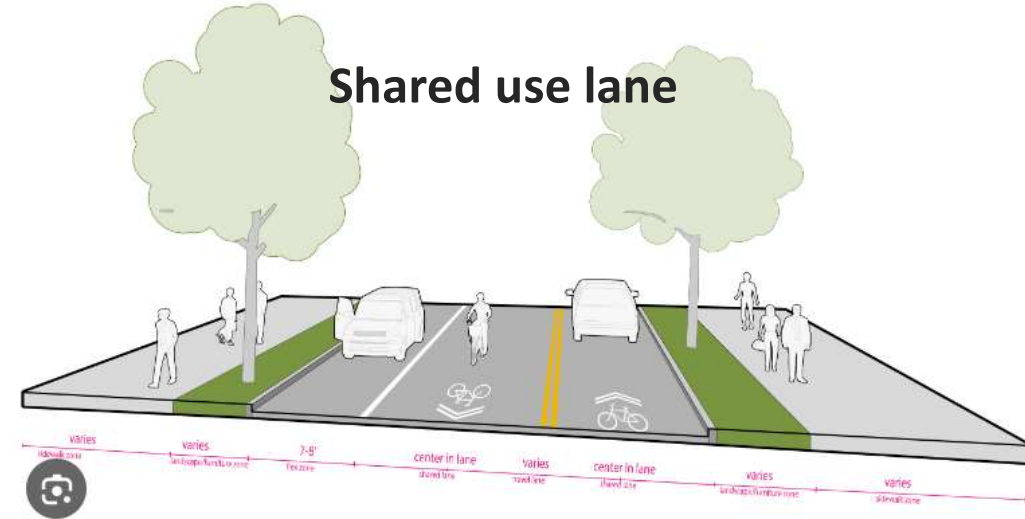


# Types of Cycling Facilities

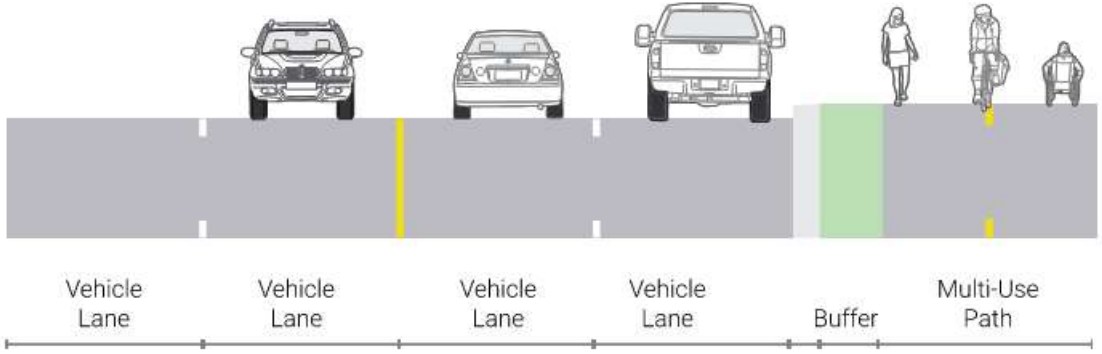
On road separated bicycle lanes



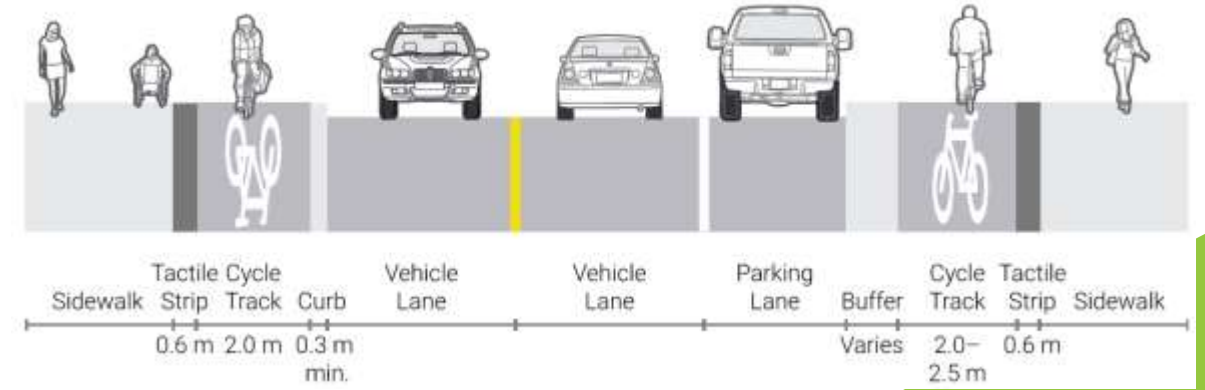
Shared use lane



Multi-use pathway



One-way cycle tracks



# Planned Cycling Facilities

- Currently assessing feasibility of implementing cycling facilities on Stanton Avenue, Poetry Drive, Chatfield Drive given operational and design constraints
- City's *Pedestrian and Bicycle Master Plan* recommends cycling facilities on collector roads (Poetry Drive, Stanton Avenue, Chatfield Drive and Lawford Road)
- In boulevard cycling facility proposed on the west side of Lawford Road within neighbourhood (facility type to be confirmed subject to design feasibility)



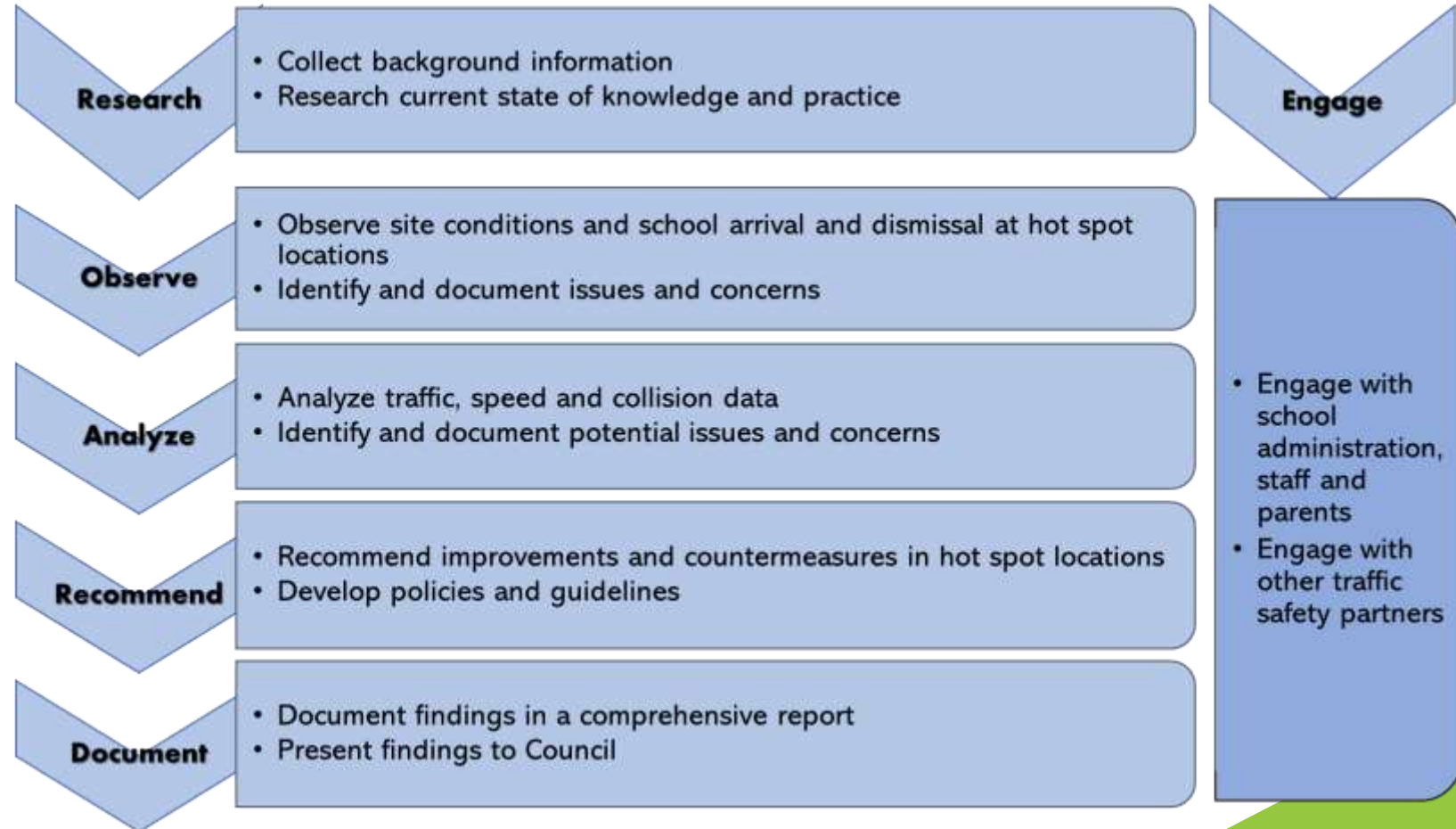
- Legend:
- Existing Recreation Trail
  - Existing Regional Route
  - Proposed City Cycling Route
  - Proposed In Boulevard Cycling Facility



# Safer School Zone Study

- In parallel with this project, CIMA+ is currently working on the City's Safer School Zone study
- All three schools within the neighbourhood have been selected for a detailed review
- Separate consultation is underway with school officials and parent council representatives

## Key Tasks



# School related recommendations

- Reinforcing existing no stopping bylaws
- Additional stopping restrictions in undesirable locations
- Use of flex sticks if necessary to further discourage parking and stopping
- Discouraging undesirable behaviour during arrival and dismissal (crossing road midblock)

## General

- City bylaws indicate that motorists may not stop within **15 metres** of a school crossing, **9.0 meters** of a pedestrian crossing, or within **0.6 metres** of a private driveway

## Tommy Douglas Secondary School

- **No stopping restrictions** on Lawford Road (both sides) between Sandwell Street and Major Mackenzie Drive

## Johnny Lombardi Public School

- **No stopping restrictions** on Lawford Road (east side) opposite school
- **No stopping restrictions** on Stanton Avenue (north side) opposite school
- **Install flex sticks** on west side of road on Lawford Road at Harley Drive

## Guardian Angels Catholic School

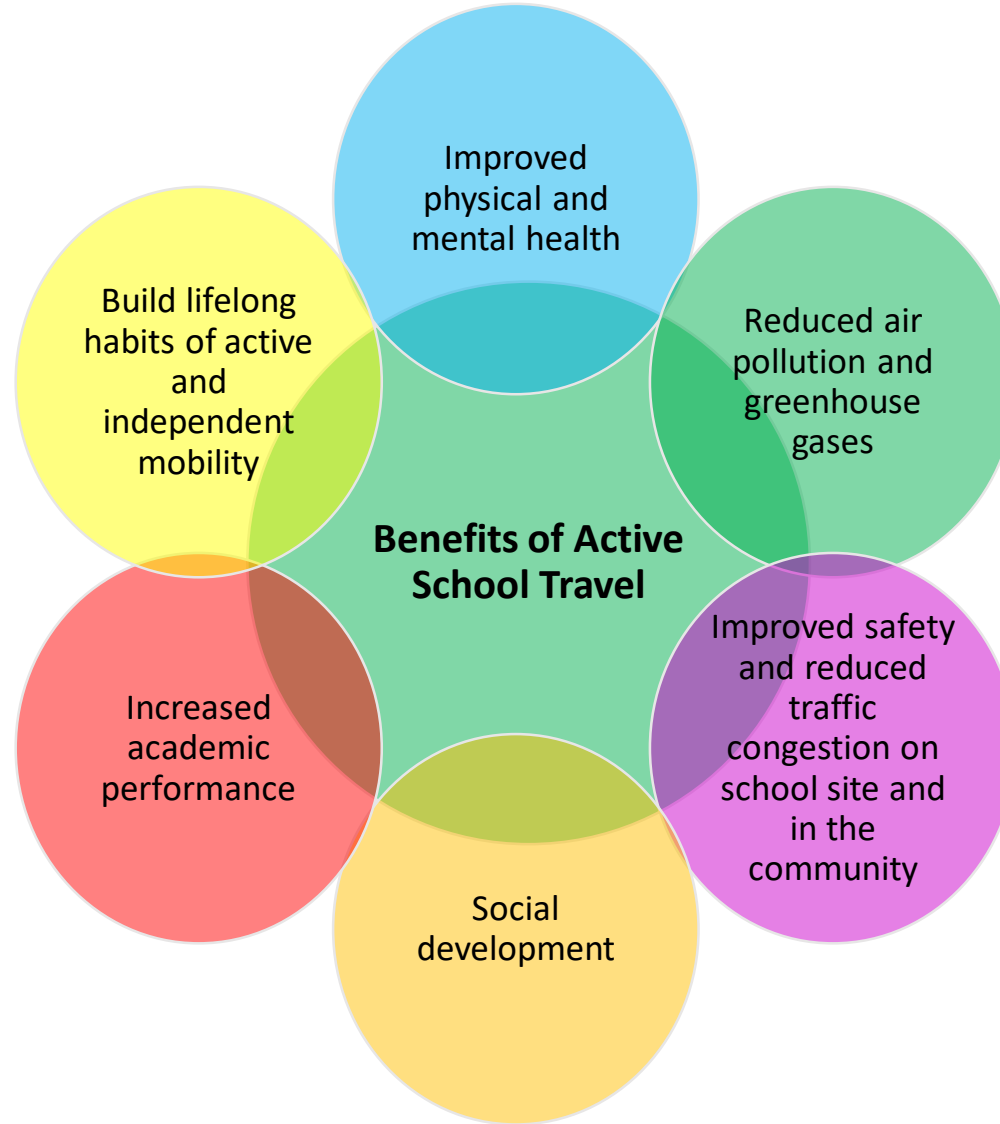
- Reinforce **no stopping** bylaws at entrance and new pedestrian crossover location

# Additional school related recommendations

- Work with School Boards and School Administration to address parking supply issues on school properties
- Maps for parents showing locations of no stopping restrictions
- Work with York Region Transit to address issues of bus loading on Lawford Road in front of Tommy Douglas High School (466 Tommy Douglas Special Route)
- Signage and pavement marking improvements at trail crossings
- Installation of tactile strips and stop bars at intersections



# Benefits of Active School Travel





# Benefits of Identified Measures

Encourages sustainable and active travel

Improves road safety

Improves connectivity and accessibility

Supports mobility for all road users

Supports mobility for all age groups

# Implementation Plan

## Quick Wins

Edge line and centre line treatment on Poetry Drive, Chatfield Drive, Stanton Avenue and Lawford Road

Other pavement marking improvements

No stopping restrictions near schools

Flex sticks and pavement stencils

Radar message boards

## Medium Term

Pedestrian crossovers

Curb radius reduction at Poetry Drive and Chatfield Drive

In boulevard cycling facility on the west side of Lawford Road

Direct trail connection to schools

## Long Term

Cycling facilities on Poetry Drive, Chatfield Drive and Stanton Avenue

# How to Contribute to Tonight's Open House

Now that we have developed the recommendations, we want your help to refine and prioritize them. You can help by:

- Submitting feedback at interactive boards to help prioritize proposed actions on:
  - Speed Management & Traffic Calming
  - Pedestrian Crossovers
  - Cycling Facilities
- Talking to City staff and project consultants to ask questions and share knowledge



# Next Steps

- The draft report will be completed in the coming weeks, with a final report presented to City Council later this year

## How you can continue to be involved:

- E-mail the project team at [lawfordstudy@cima.ca](mailto:lawfordstudy@cima.ca)
- Keep up to date on study at the project website:

<https://www.vaughan.ca/about-city-vaughan/projects-and-initiatives/transportation-projects/lawford-area-traffic-study>

Thank you!