

City of Vaughan

Valley Vista Drive Corridor Review



Final Report

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Project No B001467B

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Executive Summary

Study Area

The City of Vaughan retained CIMA Canada Inc. (CIMA+) to review traffic and safety along a collector road in the City of Vaughan (Valley Vista Drive) between Dufferin Street and Bathurst Street. The study corridor is approximately 2.07 km in length and is characterized to be a minor east-west collector roadway in Block 11. The stated study corridor includes single-family dwellings (low density), high-density development (condominiums), open space, agricultural, and parkway belt areas. Major traffic generators include Chartwell Valley Vista Retirement Residence and Anne Frank Public School near the study corridor on Ilan Ramon Boulevard. Two parks are adjacent to the study corridor, including Pioneer Park at Valley Vista Drive and Ilan Ramon Boulevard, and Heritage Park at Valley Vista Drive and Upper Post Road.

The study area has traffic controls in place within the study area, specifically posted speed, stop signs and traffic signals. The western half of the study corridor is posted at 50 km/h (up to Big Rock Drive), with the remaining posted at 40 km/h. The Regional roads at either end of the study area are signalized. Stop controls (on the minor approach) are in place at all remaining intersections, with the exception of Valley Vista and Ilan Ramon Drive, which is under all-way Stop control. Stop controls (on the minor approaches) are in place at all remaining intersections.

Several traffic calming measures are in place within the study area, specifically a gateway treatment at the west end (east leg of Dufferin Street at Valley Vista Drive), in-road flexible speed signs in front of Chartwell Retirement Residence and on the approaches to Ilan Ramon Boulevard and the pedestrian crossover at Southdown Avenue. The flexible signs are removed in the fall and reinstalled in the spring. In addition, there is an edge line treatment throughout the corridor, that visually narrows the roadway to make drivers feel restricted and lower their vehicular speeds.

Office Review

A significant amount of background data was reviewed for this study, consisting of collision data, ATR data (volume and speed), turning movement counts, origin-destination survey, parking data and a review of traffic impact studies in the area. This

data was used to characterize traffic conditions in the neighbourhood and determine the potential need for changes to traffic control and/or pedestrian and cycling facilities. The following was noted:

- Traffic volumes on Valley Vista Drive carry roughly 2800 - 4200 vehicles per day, typical for a collector roadway.
- 85th percentile speeds (speed at which 85% drivers travel at or below) collected in 2022 are in the range of 52 km – 71 km/h, including operating speeds higher than posted (particularly in front of and to the east of the Chartwell Valley Vista Retirement Residence).
- Pedestrian counts indicate modest pedestrian movements in the west portion of the corridor with higher movements in the east end, particularly at Southdown Road
- A parking survey indicates low levels of parking along Valley Vista Drive with the exception of modest numbers of parked and/or stopped vehicles on the south side of Valley Vista Drive during arrival and dismissal periods at Anne Frank Public School
- The adjacent lands along the corridor are designated for further development; notably, the Carrville Community Centre is currently being built on the northeast corner of Valley Vista Drive, and Thomas Cook Avenue and a Catholic church and a high school are planned for Thomas Cook Avenue north of Valley Vista.
- Thomas Cook Avenue has been proposed to be extended to the south, subject to the outcome of a Municipal Class Environmental Assessment
- The traffic calming warrant indicates the need to calm traffic at selected locations along the corridor due to higher observed operating speeds
- There is no need for any additional school crossing guards along the corridor
- There is no need for any additional all-way stop controls or traffic signals along the corridor
- Based on pedestrian crossing volumes and the presence of adjacent controlled locations that provide an opportunity for pedestrians to cross Valley Vista Drive alone, there is no evidence of a need for a pedestrian crossover. However pedestrian desire lines exist, particularly in the section of Valley Vista Drive adjacent to the Chartwell Valley Vista Drive Retirement Residence where a need has been identified.
- The City has indicated a desire for dedicated cycling facilities along Valley Vista Drive; given the observed operating speeds and volumes, a combination of on-street and in-boulevard cycling facilities is warranted

- A review of historical collision performance noted that most of the collisions occurred primarily at the intersection of Valley Vista Drive and Ilan Ramon Boulevard, indicating areas to be address with respect to stop compliance and possible driver confusion due the width of the legs permitting multiple movements on each leg proceeding at the same time.
- A review of traffic operations indicated congestion at the intersection of Valley Vista Drive and Ilan Ramon Boulevard in the 10-year horizon year in all peak periods; while a traffic signal is not currently warranted, traffic conditions at this intersection should be monitored. Under the existing traffic control, Valley Vista Drive and Thomas Cook Avenue intersection will experience congestion on Saturdays.

Field Investigation

The following summarizes overall observations made during the field investigation:

- Excessive pavement width throughout the corridor, which is likely encouraging higher operating speeds (although edge lines were painted last year to reduce lane widths)
- Missing or faded stop bars and missing tactile strips at several intersections
- Inconsistent use of crosswalk markings (some are missing / patterned crosswalks used elsewhere that are not conspicuous).
- Missing street name sign at Thomas Cook Avenue
- Unprotected bridge abutment within the clear zone west of Chaya Sara Gardens/Big Rock Drive
- Large intersection footprint at Valley Vista Drive and Ilan Ramon Boulevard, which is encouraging aggressive driving and non-compliance with Stop control

Consultation Summary

Throughout the project, CIMA met with stakeholders and members of the public. With regard to the stakeholders, CIMA with the City project team had three agency meetings with stakeholders representing various internal City departments and selected external partners (Region of York, York Regional Police, York Transit) and had a meeting with school board officials and school officials from Anne Frank Public School and staff at

Chartwell Valley Vista Retirement Residences and the City Councillor. CIMA staff and the City project team also had two virtual public engagement sessions, one in January 2023 and one in April 2023. The consultant team provided the preliminary findings and problem identification results in the initial meeting to the public. Public input and comments were also received. The second public engagement provided the opportunity to report the preliminary study recommendations and gain further feedback from the public. Finally, members of the public had an opportunity to provide feedback on a slide deck that contained the study recommendations and included conceptual drawings showing the future vision for the corridor.

Identified Issues and Corresponding Recommendations

Based on the review of the study area and its characteristics, the office review (review of traffic conditions, collision history, field investigation and public consultation findings (three rounds of engagement), the following key broad areas to be addressed and corresponding treatments were identified within the Valley Vista Drive Corridor.

- **Managing higher operating speeds** through the implementation of traffic calming measures (traffic circle at Valley Vista Drive and Thomas Cook Avenue)
- **Addressing uncontrolled pedestrian movements** through the addition of a pedestrian crossover in front of Chartwell Valley Vista Retirement Residence
- **Providing cycling facilities** through the addition of a painted bicycle lane with a buffer in the developed section of Valley Vista Drive and a cycle track in the undeveloped section of Valley Vista Drive.
- **Addressing unsafe driver behaviour at the intersection of Valley Vista Drive and Ilan Ramon Boulevard** by narrowing the radius on the approaches to discourage aggressive driving and encourage stopping compliance.

Additional minor treatments were identified along the corridor.