



Engineering
for people



Traffic and Speed Management Study

Athabasca Community
Public Information Session No.2

June 2022

01 Welcome



Land Acknowledgement

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.

Public Information Session No. 2

Welcome!

The purpose of this session is to:

- Provide an update on the traffic and speed management study status and a brief summary from Public Information Session No.1
- Present a suite of traffic and speed management options and recommendations
- Provide an opportunity for you to share your feedback on the recommendations
- Lay the foundation for next steps

Your feedback will help provide valuable information to inform and determine the traffic calming recommendations to address the community's concerns!



Public Information Session No. 2

Meeting Schedule Outline

1. Welcome	7:00 pm to 7:10 pm
2. Summary of Public Consultation	7:10 pm to 7:45 pm
3. Identified Issues	
4. Traffic and Speed Management Elements Considered During the Development of Options	
5. Evaluation Process	
6. Corridor-wide Alternatives and Preliminary Recommendations	
<ul style="list-style-type: none">• Open Discussion and Feedback	7:45 pm to 8:45 pm
7. Next Steps	8:45 pm to 9:00 pm

Study Purpose

The City of Vaughan is undertaking a neighbourhood traffic and speed management study for the Athabasca Community that aligns with the directions, programs, and plans set forward as outlined in the MoveSmart Mobility Management Strategy and City's speed limit policy.

The Study will **investigate the existing traffic issues** and will **recommend a strategy** to address the concerns of the residents and the traffic issues identified.

Study Area

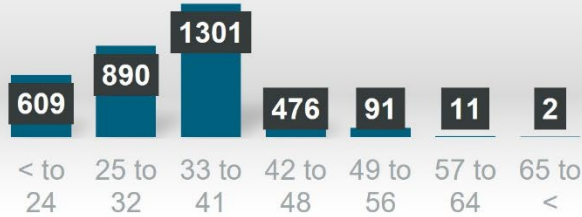
The Study Area is composed of two distinct sections:

- **Area 1** is the residential area to the west of Dufferin Street.
- **Area 2** is the residential area limited by Kirby Road to the north, Dufferin Street to the East, and the Nevada Park to the south.

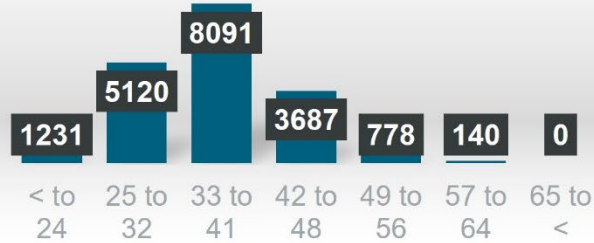
The urban area south of Kirby Road and east of Keele Street (Area 3) was included as part of the study for comparison purposes.



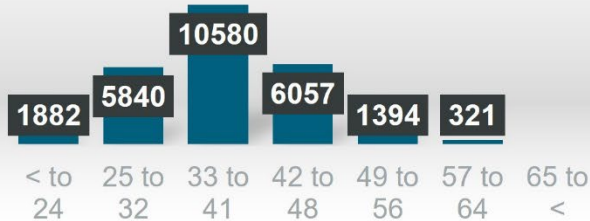
Athabasca Drive and Hunterwood Chase (corridor wide)



Peak Point Boulevard (corridor-wide)

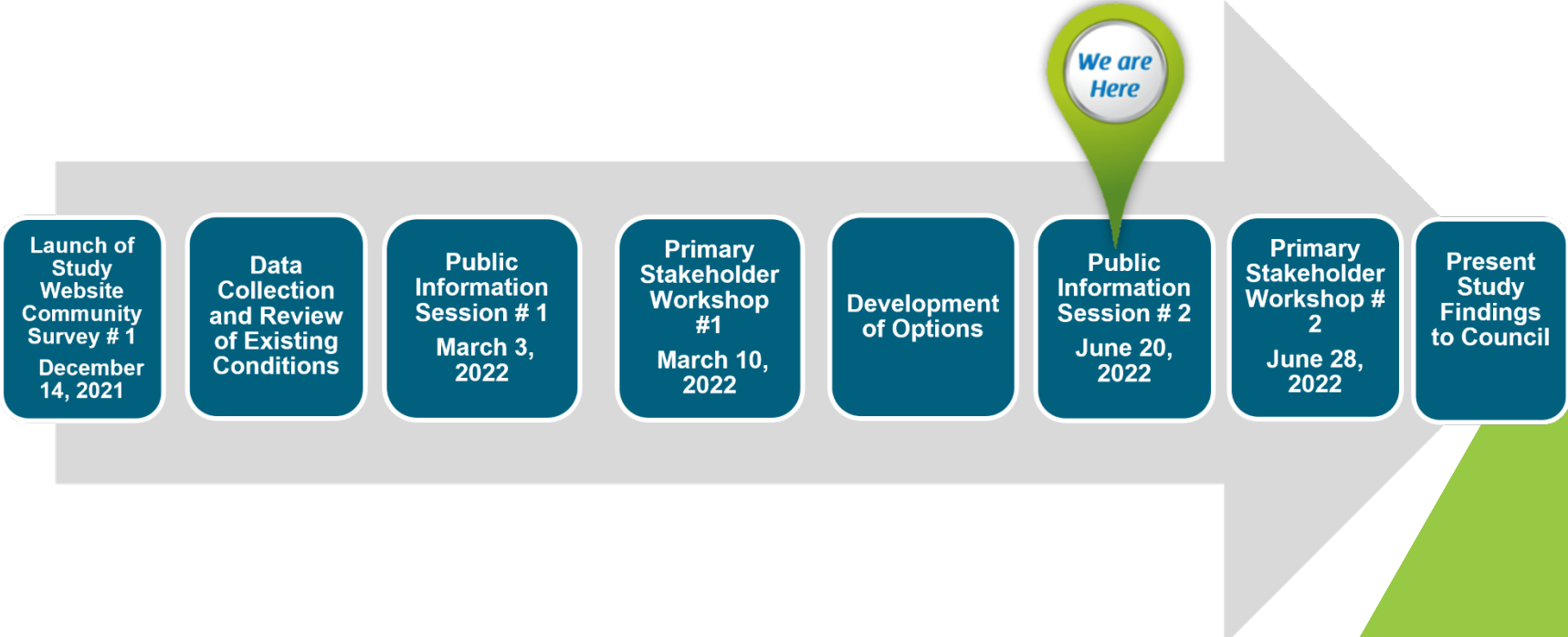


Ravineview Drive (corridor- wide)



All three areas present a similar speed pattern in which most drivers are circulating at or under the posted speed.

Project Timeline



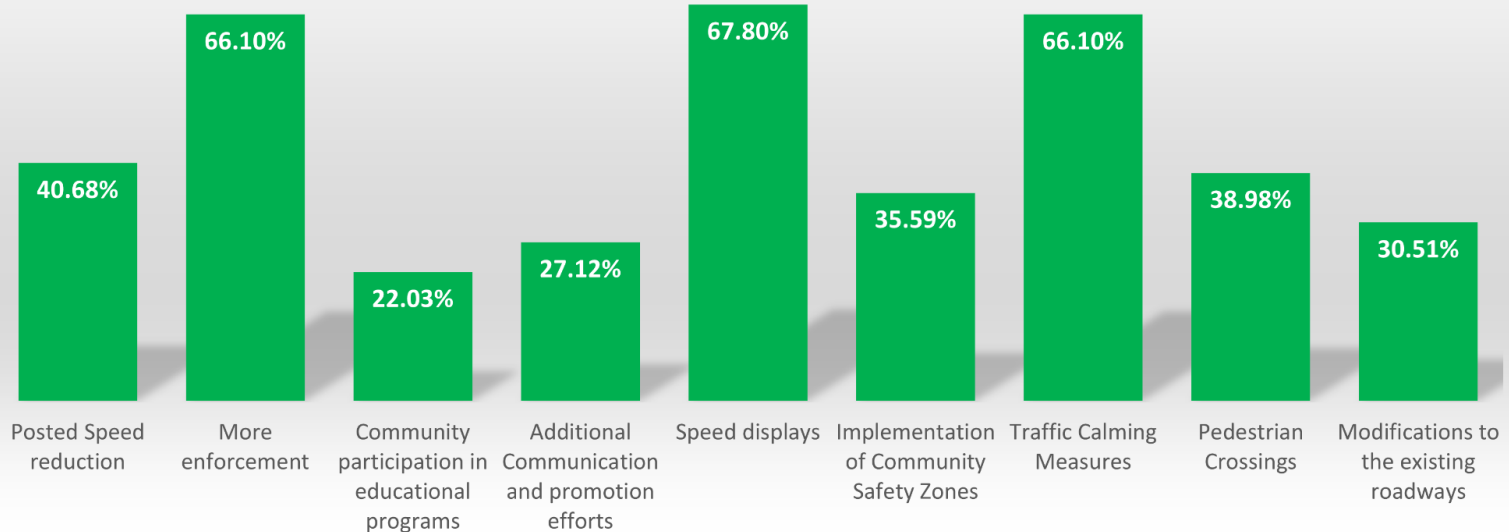
02 Summary of Public Consultation



Community Survey – Dec 2021

How would you like to see the City address the speed and traffic management issues within the Athabasca community?

■ Responses



Public Information Session No. 1 Summary

- Public Information Session No. 1 was held virtually on **Thursday, March 3, 2022**, from 7:00 PM to 9:00 PM .
- The purpose was to **gather community feedback** on potential solutions to address traffic safety and speeding issues in the Athabasca Community.
- An overview of the existing traffic conditions in the study area, results of a community survey, and preliminary potential solutions to be considered in the study were presented.

Public Information Session No. 1 Summary

Main Topics of Concern

- **Traffic safety** related issues (traffic infiltration and speeding) in Area 3, specifically on Peak Point Boulevard
- Need for **traffic calming measures** to balance traffic issues and convenience impacts to residents
- **Preference for measures other than speed bumps** because they penalize the majority of drivers who are compliant with the rules of the road

Responses to Public Feedback

- The City is planning on implementing edge lines along Peak Point Boulevard and flexi posts and bollards near the park/school, estimated for this summer.
- Traffic and Speed Management treatments that limit the effect over drivers following the rules of the road will be prioritized.
- Traffic and Speed Management treatments that can be easily implemented will be preferred.

03 Identified Issues



Identified Issues

Of the observed traffic, **70%** in the Athabasca community is found to be at or below the posted speed of 40 km/hr. The speed differential between the posted speed and the 85th percentile speed is on average, 3 kilometres per hour.

The driving behavior of the remaining portion can be considered as **speeding** based on the interpretation of the Section 128 of the Highway Traffic Act.

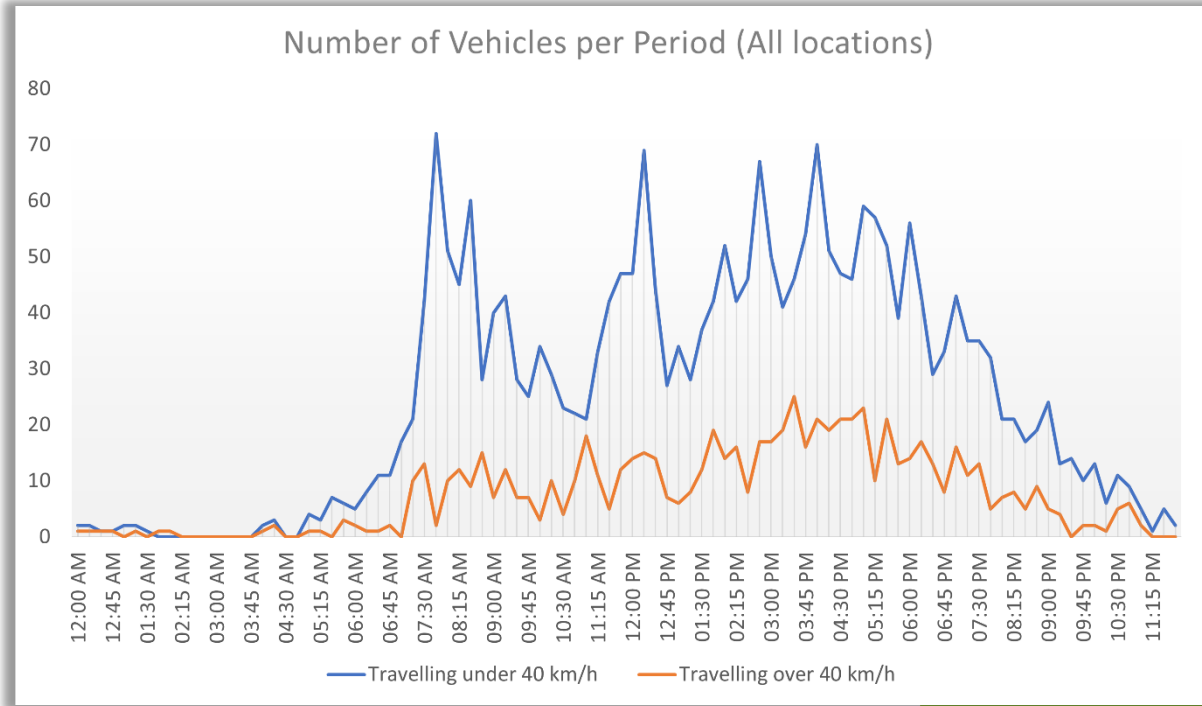


Identified Issues

Although “speeding” is not explicitly defined by the Highway Traffic Act and Regulations, Section 128 of the Act states that:

- No person shall drive a motor vehicle at a rate of speed greater than:
 - 50 km/h on a highway within a local municipality or within a built-up area
 - The maximum rate of speed posted on a highway or portion of a highway pursuant to Section 128.

As such any vehicle circulating over the posted speed – or the default 50 km/h, is speeding, and the driver can be subjected to the penalties established in the Act.



Identified Issues

Inattentive driving was considered the main reason causing traffic collisions, and one of the main concerns in the Athabasca community.



Identified Issues

On-street parking along Nevada Crescent was identified as an issue by residents near Nevada Park. A review of parking utilization was conducted at two different occasions (January and May 2022) to quantify this issue.

04

Traffic and Speed Management Elements Considered During the Development of Options



Traffic and Speed Elements Considered

- Traffic Control
- Physical Traffic Calming Measures
- Psychological Traffic Calming Measures
- Educational and Community Measures
- Policies and Procedures
- On-Street Parking

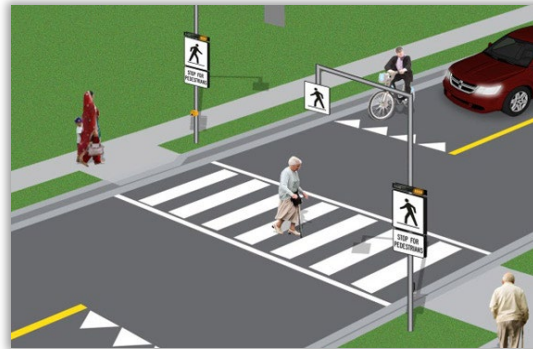
Traffic Control

Potential Effects

Reduce the risk of collisions due to modifications to the existing roadway

Reduce the length of roadway segments with uninterrupted flow

When warranted – increase the safety of pedestrians at controlled crossings as well as vehicular traffic at intersections



Traffic Control

Signalized Intersections are **not** being considered as a potential option



Signalized Intersections

Traffic Control

**Intersection
and Mid-block
Pedestrian
Signals** are not
being
considered as a
potential option



Intersection and Mid-block Pedestrian Signals

Traffic Control

Pedestrian Crossovers
are being
considered as
a potential
option



Pedestrian Crossovers

Traffic Control

All-Way Stop
Controlled
Intersections
are **not** being
considered as a
potential option



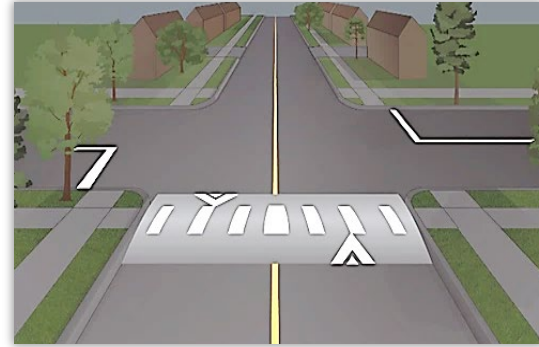
All-Way Stop Controlled Intersection

Physical Traffic Calming Measures

Potential Effects

Reduce vehicular speed based on permanent obstructions along the width of the roadway surface at specific locations

All vehicles circulating along the roadway – including EMS, Transit, and Maintenance vehicles, will be affected by the measure



Physical Traffic Calming Measures

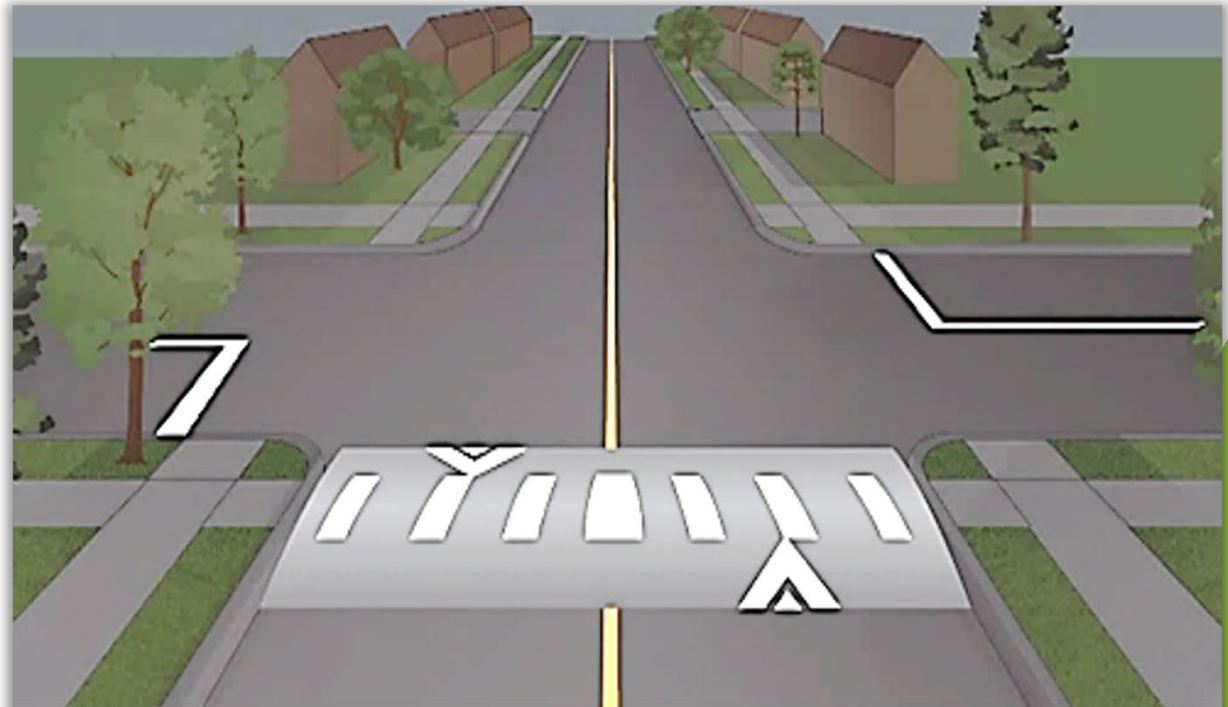
Vertical Deflections are being considered as a potential option under a long-term scenario



Vertical Deflection - Speed Cushion

Physical Traffic Calming Measures

Vertical Deflections are being considered as a potential option under a long-term scenario



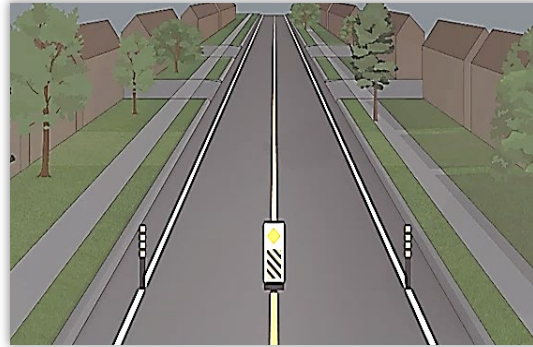
Vertical Deflection – Raised Crosswalk

Psychological Traffic Calming Measures

Potential Effects

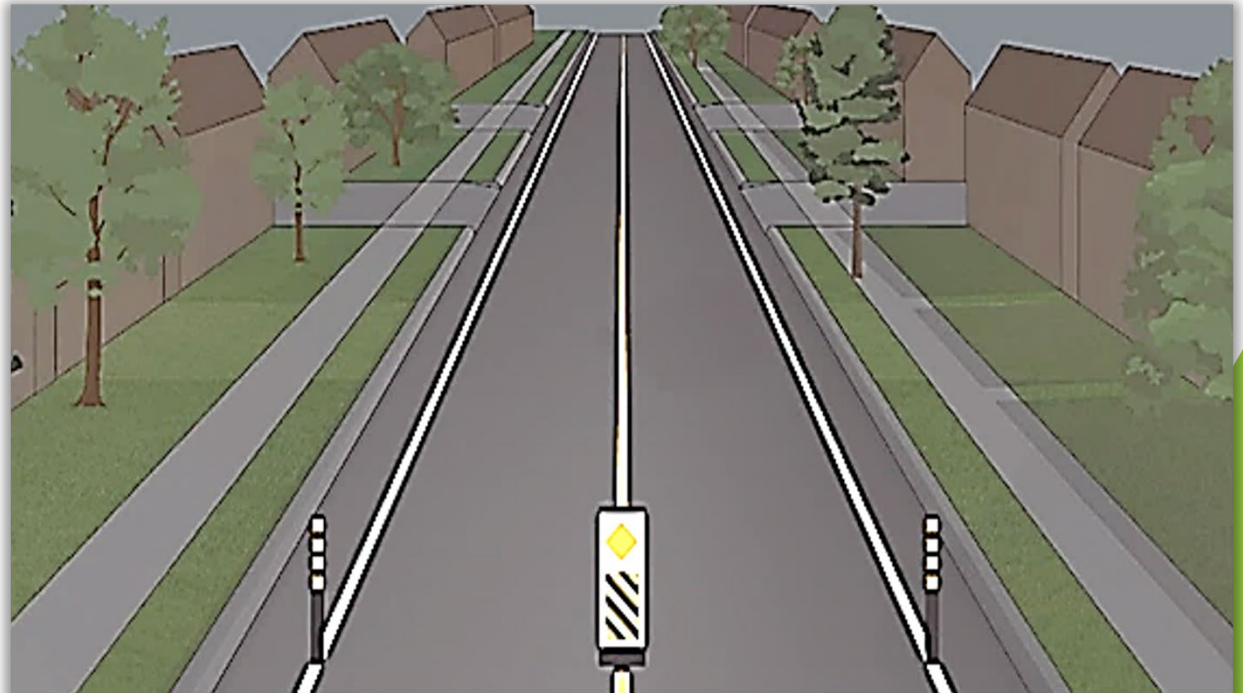
Reduce speed based on the use of measures that alter the way in which the driver perceives the roadway

The measures may not affect the behaviour of all drivers – all the time, in the same way



Psychological Traffic Calming Measures

Vertical Centrelines are being considered as a potential option



Vertical Centrelines

Psychological Traffic Calming Measures

Pavement Markings are being considered as a potential option under a short-term scenario



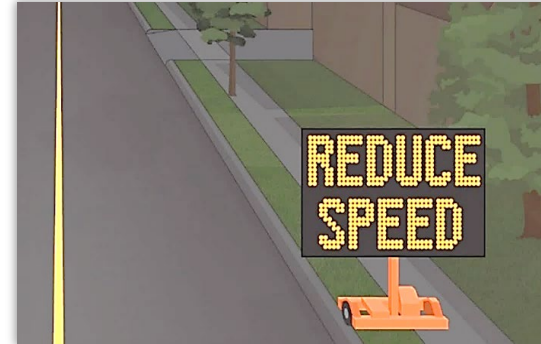
Pavement Markings

Educational and Community Measures

Potential Effects

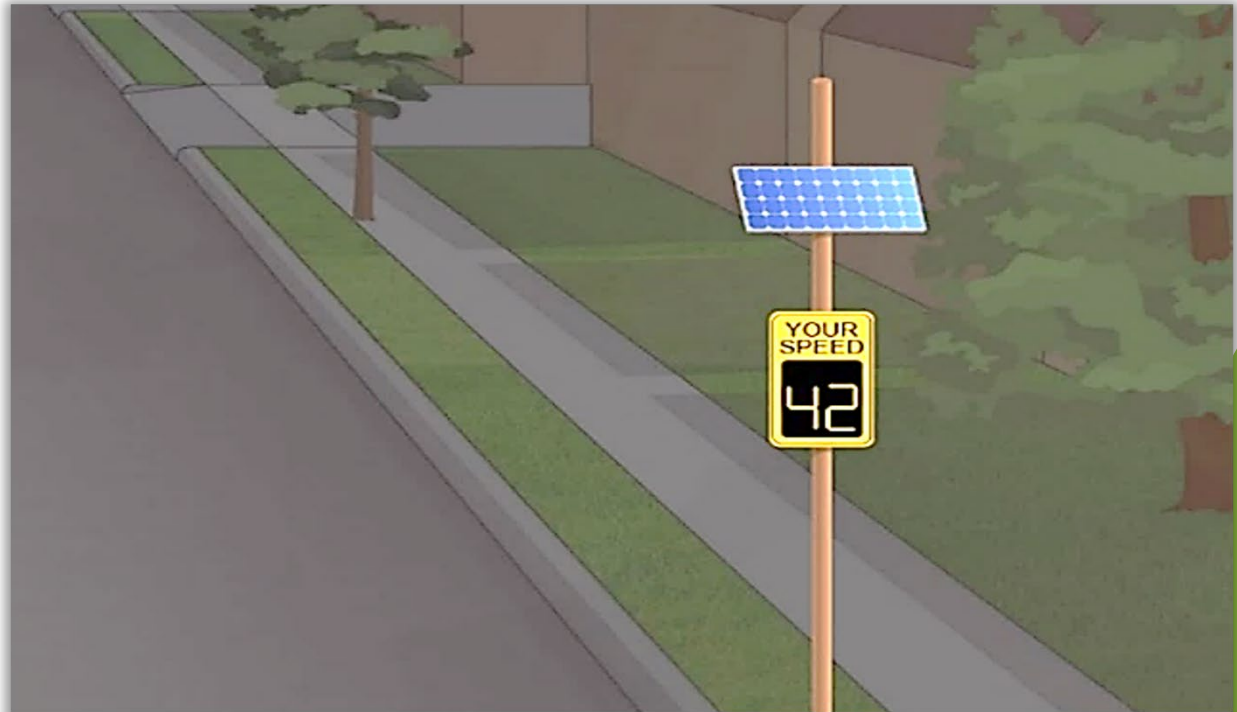
Increase awareness regarding the purpose of the roadway as well as the nature of the surrounding environment

Effectiveness of this type of measure depends on implementation of other type of measures (i.e. physical measures or enforcement)



Educational and Community Measures

Speed Display Device
are being considered as a potential option under a short-term scenario



Speed Display Device

Educational and Community Measures

**Mobile
Changeable
Message Signs**
are being
considered as a
potential option
under a short -
term scenario



Mobile Changeable Message Signs

Educational and Community Measures

SLOW DOWN
#SlowDownVaughan

VAUGHAN

MOVESMART

vaughan.ca/SlowDownVaughan

Educational and Community Measures

Education and Community Measures were considered as a potential option under a **short-term** scenario

Identification of policy elements already in progress as part of other City projects (i.e., Complete Streets) were considered as a potential option under the **short-term** scenario.

Policy and Procedure

RFP22-176

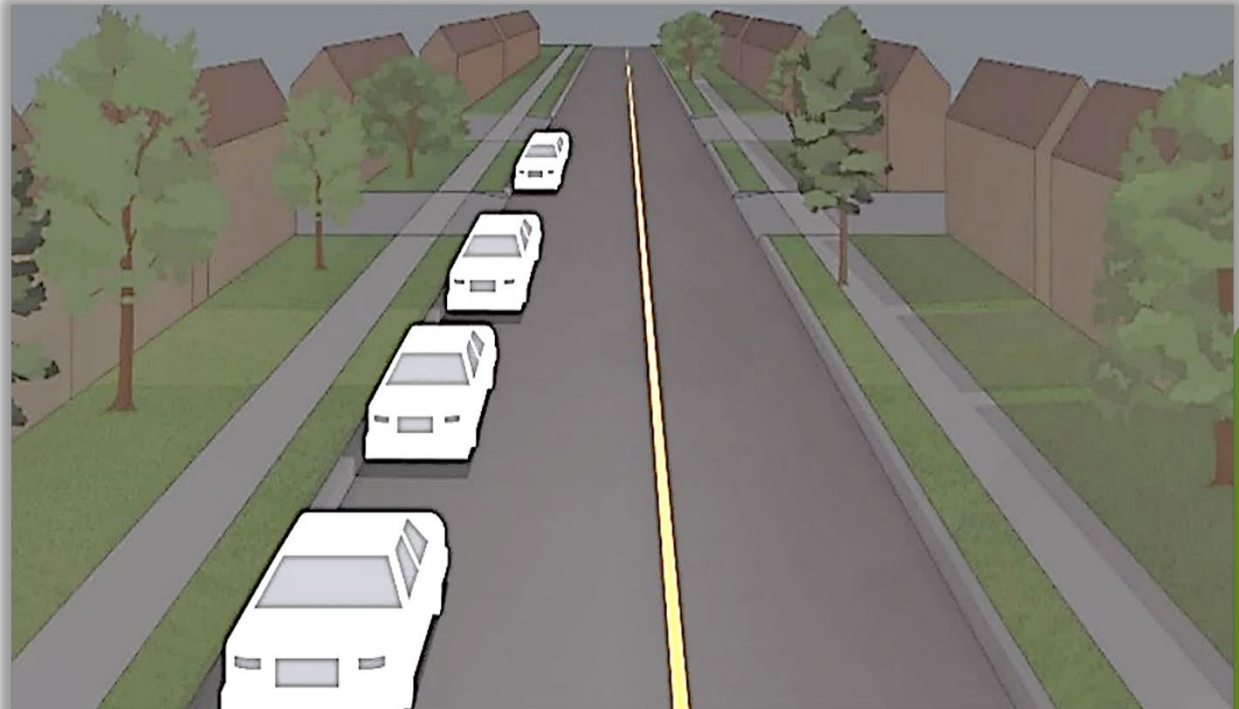
Neighbourhood Area Traffic Calming Policy, Design and Speed Management Plan for the City of Vaughan

It will consider:

- current internal (e.g. City practices, policies, and procedures) and external (Regional, provincial standards, development practices) policies and processes; and
- identify shortcomings and opportunities to change normative behaviour and social culture about road safety.

On-Street Parking

Extend On-Street Parking Time is not being considered as a potential option



Extend On-Street Parking Time

On-Street Parking

Extending On-Street Parking time or prohibit on-street parking was not considered as a potential option, due to the following:

- The City of Vaughan's Parking Bylaw does not consider specific requirements for "Neighbourhood Parks".
- As such, on-street parking cannot be prohibited to non-residents of the neighbourhood .
- Review of parking utilization conducted during a weekday and a weekend in the Winter and Spring respectively, did not identify extensive use of available parking or in excess of the regulated parking time.

Enforcement

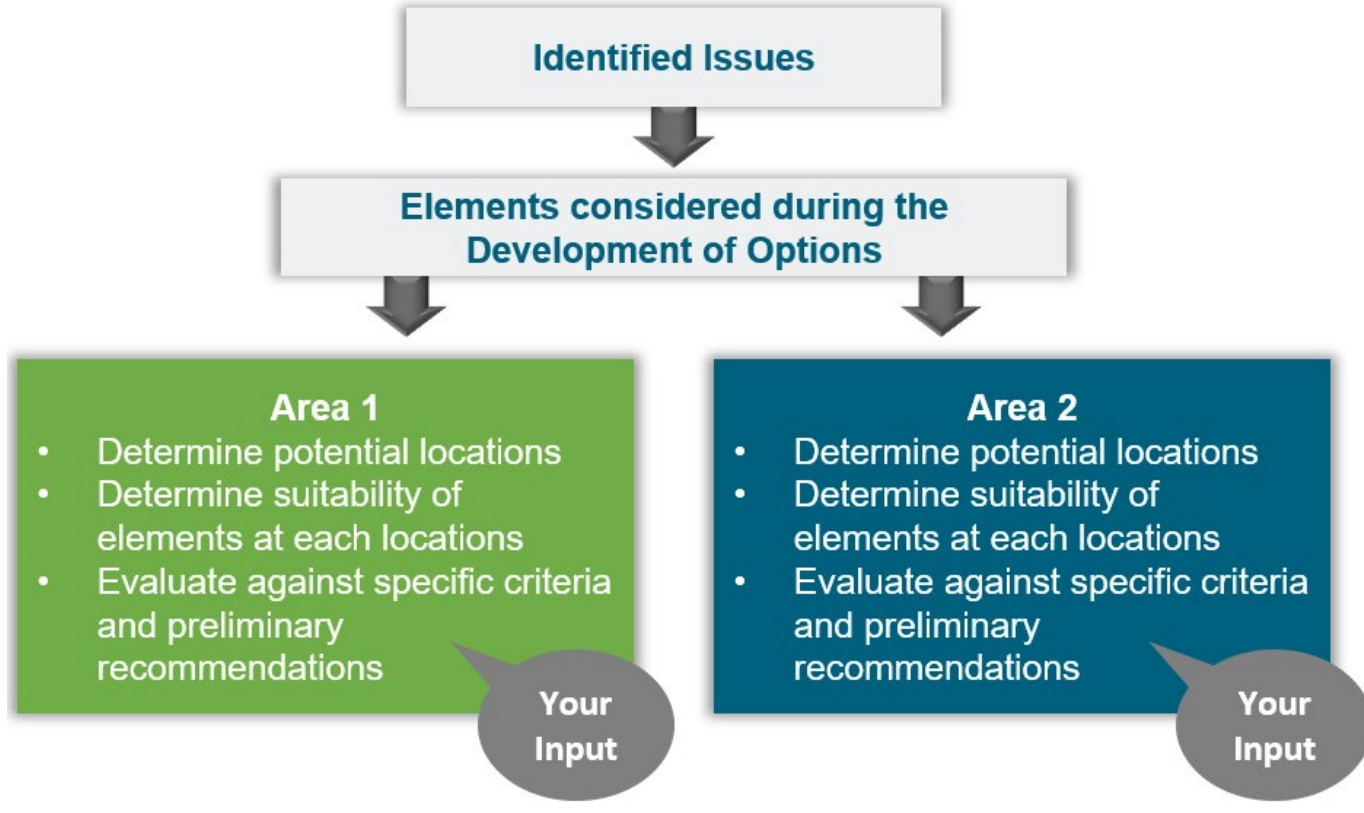
Enforcement was considered to support the implementation and success of other measures (i.e. speed displays).

Automated Speed Enforcement (ASE) was included as part of the elements to be considered in this study. ASE is identified as an initiative in the City's MoveSmart Mobility Strategy.

05 Evaluation Process



Evaluation Process



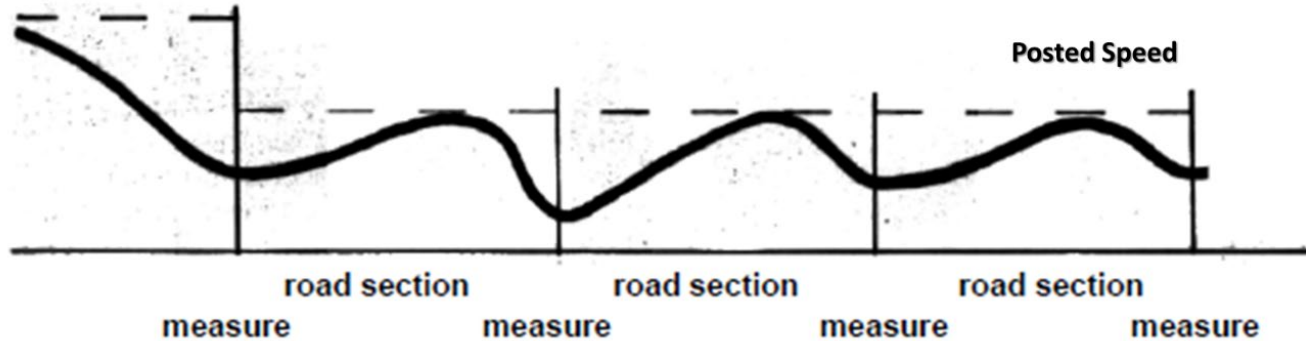
Determination of Potential Locations

Within each of the Study Area, potential locations where potential traffic calming measures may be considered followed a “self-enforcement” approach.

Under this approach, the proposed alternatives focused on how the element may “**altering driver behaviour**” in order to lower speeds, reduce speeding prone conditions, and increase respect for non-motorized users of the streets (i.e. pedestrians and cyclists).

Determination of Potential Locations

“Slow-and-go” Speed Profile



A separation of 150 metres between traffic control devices and traffic calming measures was considered as desirable.

Evaluation Criteria

The set of proposed alternatives were subjected to a qualitative evaluation process that consider the following criteria:

Speed Reduction

- Effectiveness of the proposed alternative to reduce vehicular speed.

Local Access

- Potential obstruction to local traffic, nearby driveways and private accesses.

Emergency Services

- Potential effect on emergency services response time and the level of discomfort to the occupants of emergency vehicles.

Active Transportation

- Potential effect on active modes of transportation (i.e. pedestrian and cyclists).

Evaluation Criteria

The set of proposed alternatives were subjected to a qualitative evaluation process that consider the following criteria:

Enforcement

- The need of police (or bylaw) for enforcement.

Parking

- Potential effect to the provision of on-street parking.

Maintenance

- Maintenance required and effects on existing maintenance operations.

Cost

- Cost estimate for implementation

Implementation Timeframes

Short-Term Implementation

Do not require significant modifications to existing infrastructure or the involvement of other road authorities, and can be implemented shortly following approval from Council.

All implementations will be subject to budget approval

Long-Term Implementation

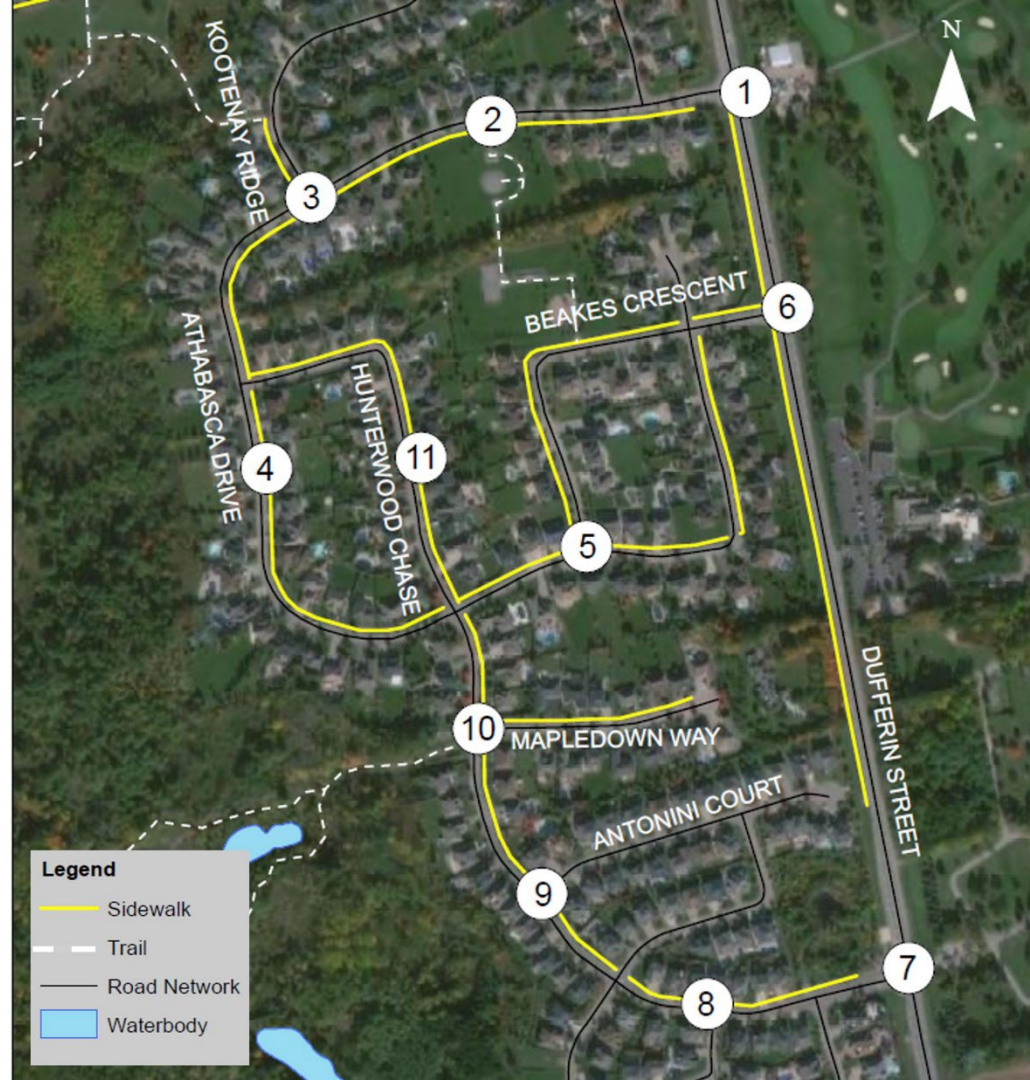
Do require modifications to existing infrastructure, the involvement of other road authorities, may require design and construction elements and cannot be implemented immediately following approval from Council.

06 Corridor – Wide Alternatives



Area 1

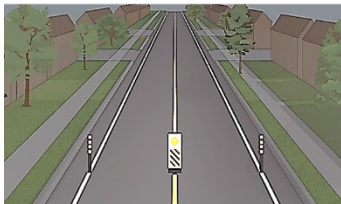
- (1) Dufferin Street and Athabasca Drive
- (2) Athabasca Drive
- (3) Athabasca Drive and Kootenay Ridge
- (4) Athabasca Drive, south of Hunterwood Chase
- (5) Athabasca Drive and Beakes Crescent
- (6) Dufferin Street and Beakes Crescent
- (7) Dufferin Street and Hunterwood Chase
- (8) Hunterwood Chase, west of Dufferin Street
- (9) Hunterwood Chase, north of Antonini Court
- (10) Hunterwood Chase, south of Mapledown Way
- (11) Hunterwood Chase, north of Athabasca Drive



Dufferin Street

(1)	Vertical Centreline	Short-Term
Dufferin Street and Athabasca Drive	Pavement Markings	Short-Term
(6)	Vertical Centreline	Short-Term
Beakes Crescent	Pavement Markings	Short-Term

Vertical Centreline



Pavement Markings



Dufferin Street

(7)

Dufferin Street and
Hunterwood Chase

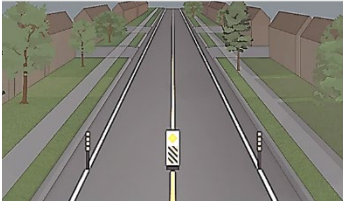
Vertical Centreline

Short-Term

Pavement Markings

Short-Term

Vertical Centreline



Pavement Markings



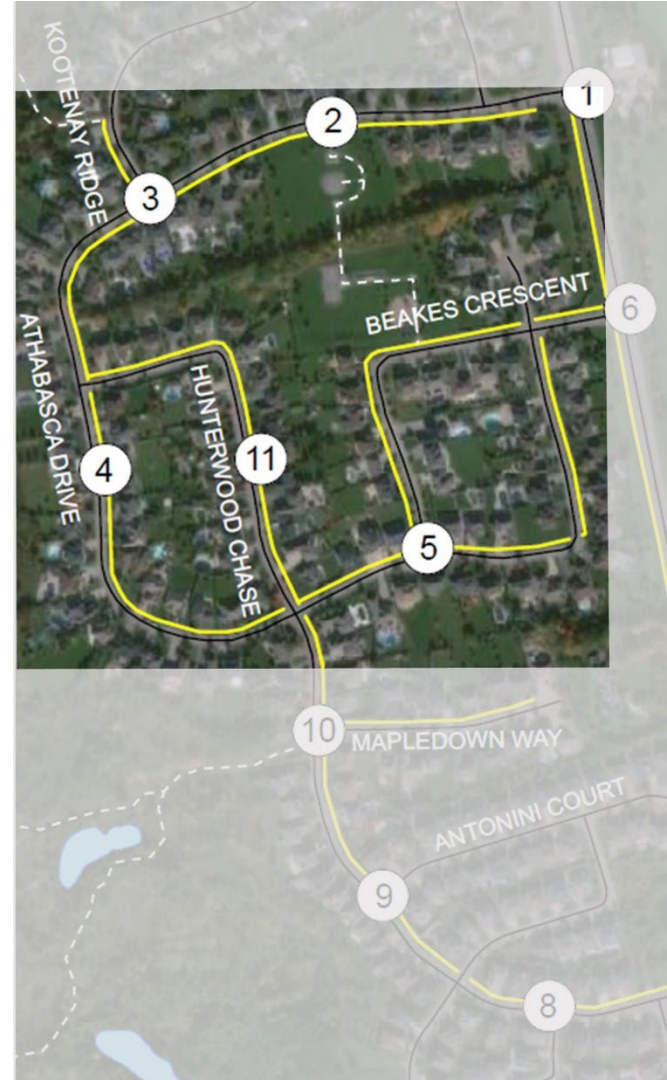
Athabasca Drive

(2) Athabasca Drive	Temporary Speed Cushion	Short-Term
	Mobile changeable message device or speed display device	Short-Term
(3) Athabasca Drive and Kootenay Ridge	Refresh Pavement Markings	Short-Term

Speed Cushion



Pavement Markings



Athabasca Drive

(4)

Temporary Speed Cushion

Short-Term

Athabasca Drive
south of
Hunterwood Chase

Mobile changeable message
device or speed display device

Short-Term

(5)

Temporary Speed Cushion

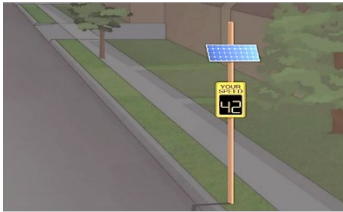
Short-Term

Athabasca Drive and
Beakes Crescent

Mobile changeable message
device or speed display device

Short-Term

Speed Display Device



Mobile Changeable
Message Device



Hunterwood Chase

<p>(8) Hunterwood Chase, west of Dufferin Street</p>	<p>Speed Display Device</p> <p>Short-Term</p>
<p>(9) Hunterwood Chase, north of Antonini Court</p>	<p>Speed Display Device</p> <p>Short-Term</p>

Speed Display Device



Hunterwood Chase

(10)	Pedestrian Crossover (potential) Long-Term
Hunterwood Chase, south of Mapledown Way	Refresh Pavement Markings / Raised Crosswalk Long-Term
(11)	Temporary Speed Cushion Short-Term
Hunterwood Chase, north of Athabasca Drive	Mobile changeable message device or speed display device Short-Term

Pedestrian Crossing



Speed Display Device



Mobile Changeable Message Device



Area 2

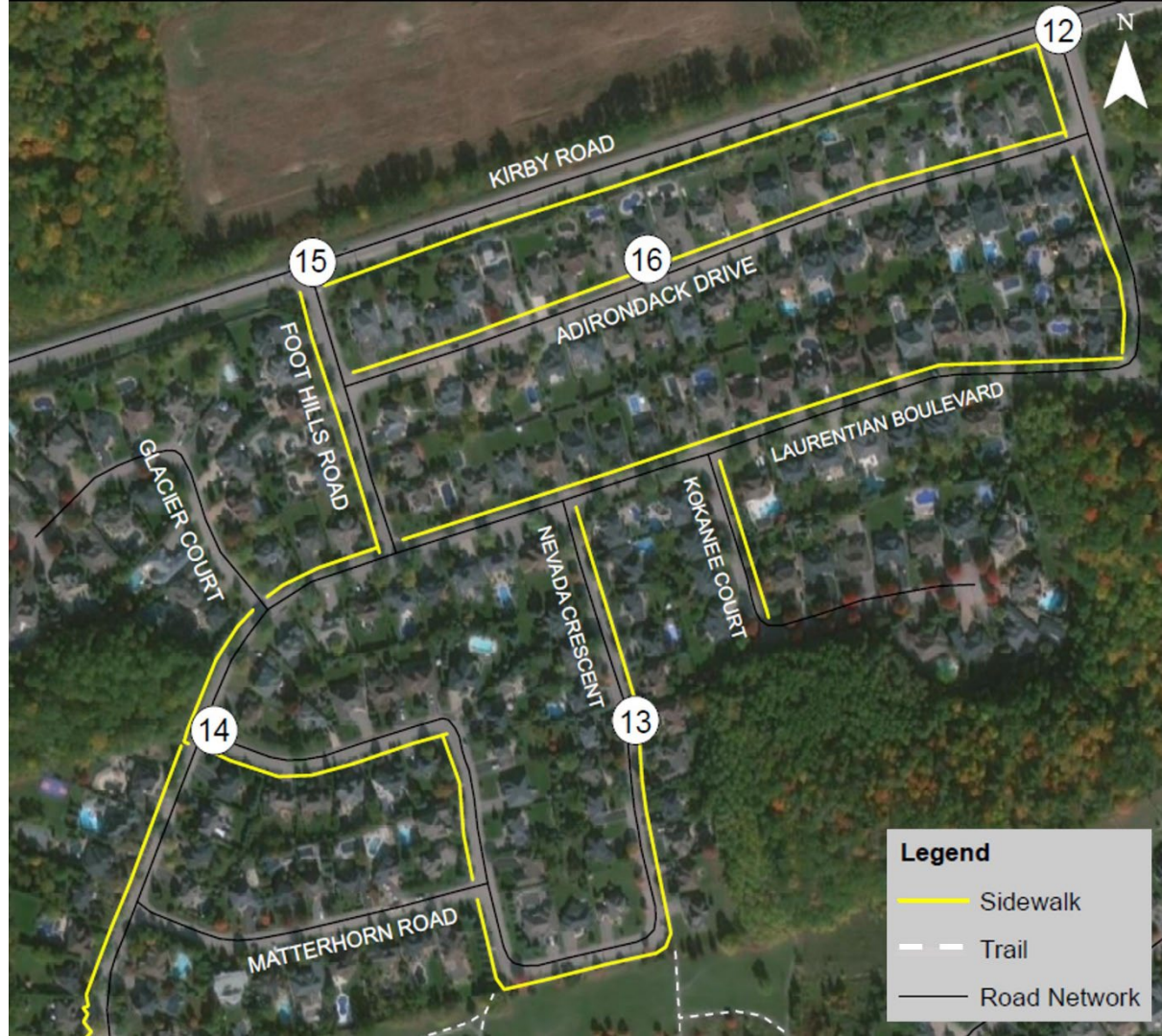
(12) Kirby Street and Laurentian Boulevard

(13) Nevada Crescent, south of Laurentian Boulevard

(14) Laurentian Boulevard and Nevada Crescent

(15) Foot Hills Road and Kirby Road

(16) Adirondack Drive

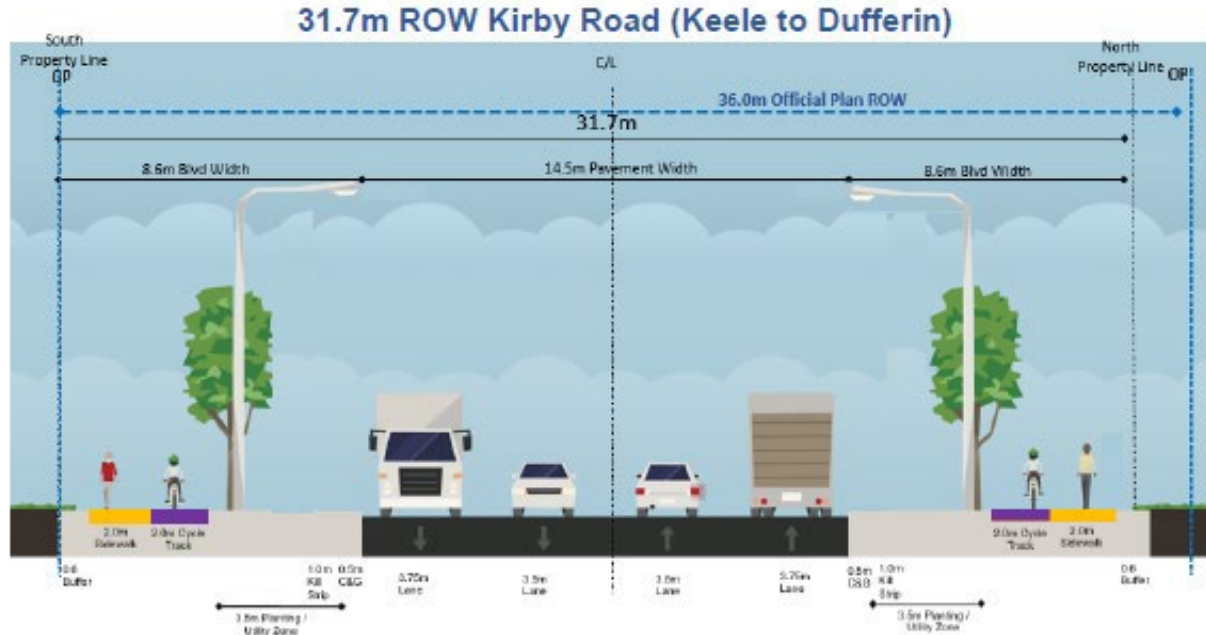


Kirby Road and Adirondack Drive

(12) Kirby Road and Laurentian Boulevard	Gateway Treatment	Long-Term
	Vertical Centreline	Short-Term
(15) Kirby Road and Foot Hills Road	Pavement Markings	Short-Term
	Gateway Treatment	Long-Term
	Vertical Centreline	Short-Term



Kirby Road Widening Environmental Assessment Study



Kirby Road and Adirondack Drive

(16)

Adirondack Drive

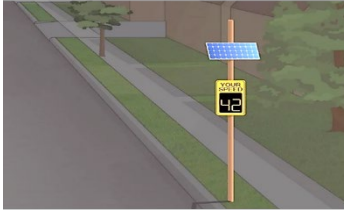
Temporary Speed Cushion

Short-Term

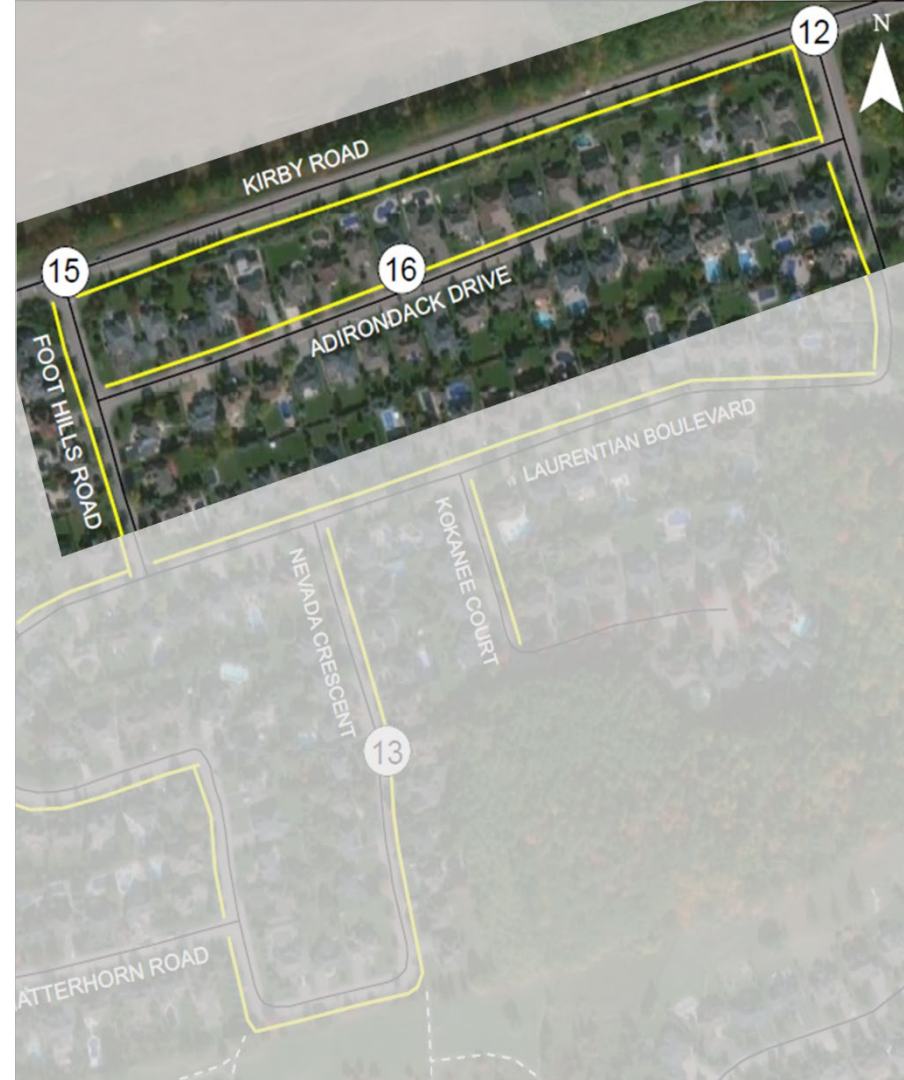
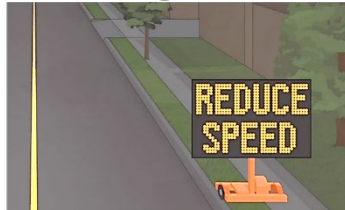
Mobile changeable message device or speed display device

Short-Term

Speed Display Device



Mobile Changeable Message Device



Nevada Crescent

<p>(13) Nevada Crescent, south of Laurentian Boulevard</p>	<p>Mobile changeable message device or speed display device</p> <p>Short-Term</p>
<p>(14) Nevada Crescent and Laurentian Boulevard</p>	<p>Refresh Pavement Markings / Ladder Crosswalk</p> <p>Short-Term</p>

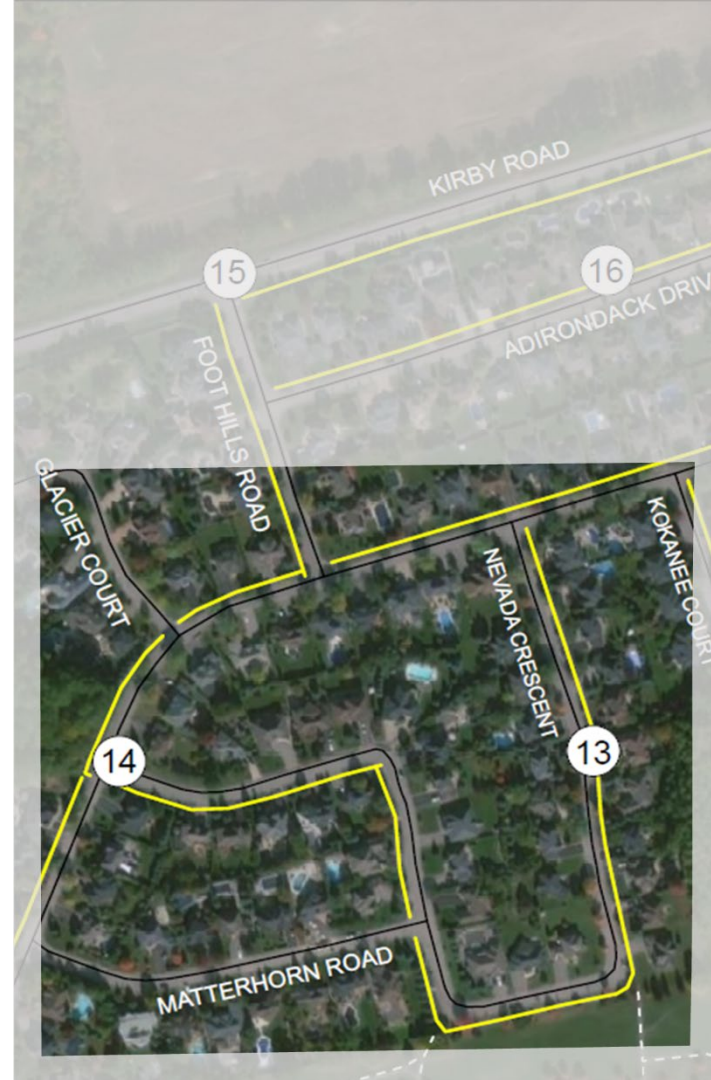
Speed Display Device



Mobile Changeable
Message Device



Ladder Crosswalk



Future Policies and Procedures for Consideration

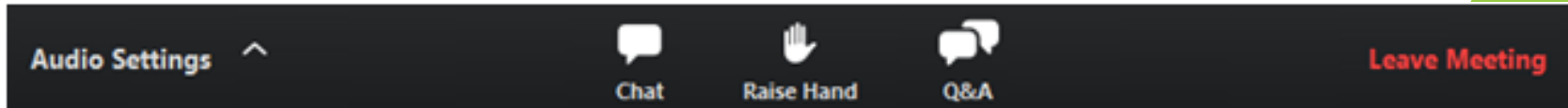


How to Navigate in Zoom

Sharing **Written** Questions / Answers / Comments

Question & Answer:

- Open the Q&A window
- Type your question/comment (or answer to the Study Team's questions) in the Q&A box...and Click Send
- Your question or answer/comment may be shared live (out loud)
- Should your questions/answers/comments not be addressed live during the session, be assured that they will be considered in the session summary
- Questions and comments can also be addressed to the Team post-session



How to Navigate in Zoom

Sharing **Verbal** Questions / Answers / Comments

To ask a question or share an answer/comment verbally:

By computer/tablet:

- Raise your hand electronically by selecting the “Raise Hand” icon
- The Moderator/Host will invite you to unmute and speak. All participants will be able to hear you. You will receive a notification at that time to “stay muted” or “unmute myself.”

By simple phone:

- Raise your hand electronically: press *9
- Unmute (when promoted): press *6
- You will be identified by your area code and the last 3 digits of your phone number Example: 1-905****546
- Once the host identifies your number you will receive a prompt indicating that the host would like you to unmute your microphone, you can press *6 to unmute

We want to hear from you!



Please raise your hand or post your question in the Q&A box

- 1) To what degree do you think the proposed recommendations in **Area 1** or **Area 2** help to **meet the needs** of the community?
- 2) How might the proposed recommendations in **Area 1** or **Area 2** be **strengthened**?



07 Next Steps



Next Steps

- Review and consider your feedback from this event
- Evaluate and confirm the Preferred Option at each location based on feedback
- Develop Implementation Plan
- Present study findings to Council

Get involved!

The commenting period for this Information Session is from June 20 to July 11, 2022.

- Email your comments, questions, ideas, and feedback to:
AthabascaTrafficStudy@vaughan.ca
- Visit the project website for session information and project updates and **fill out a survey**:
vaughan.ca/TrafficSpeedStudy

*We look forward to hearing from you
and receiving your input on this study.*

Thank You

for your participation!