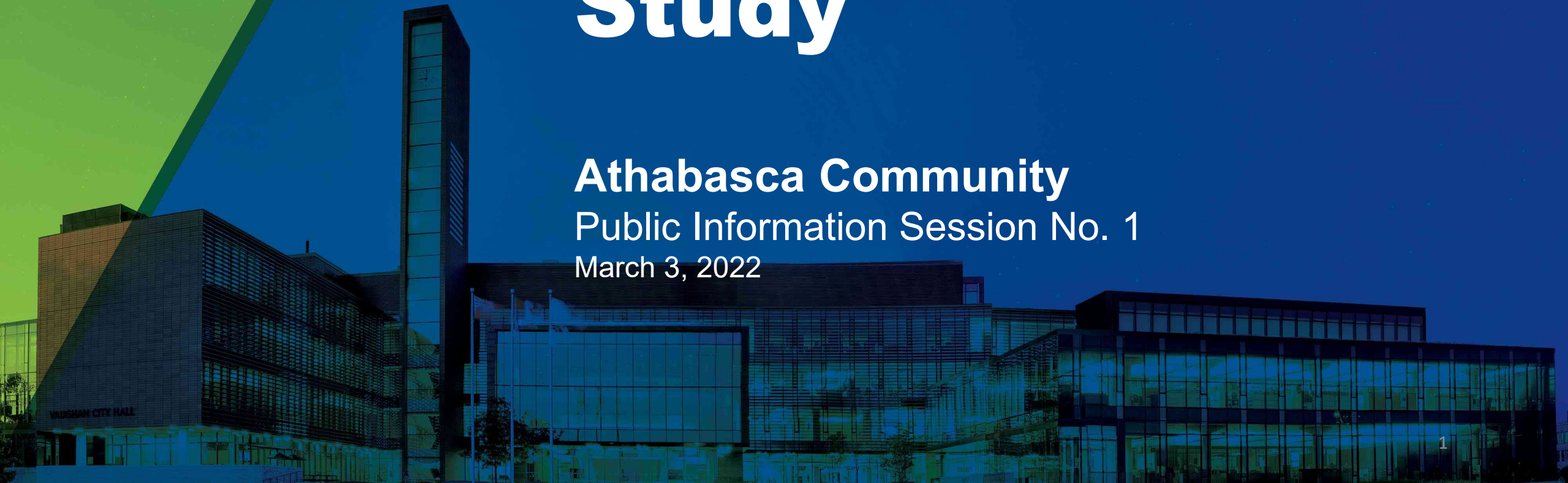




Traffic and Speed Management Study

Athabasca Community
Public Information Session No. 1
March 3, 2022



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 Session No. 1

- Purpose of the Session
 - Foster awareness of study purpose and intent
 - Share results of the analysis to date
 - Provide opportunity for the public to share local insight and understanding
 - Help inform and shape potential solutions
 - Lay the foundation for next steps



Your knowledge of the area and input can help provide valuable information to inform the determination of traffic issues as identify potential solutions to address concerns.



Public Session No. 1

Meeting Schedule Outline

- Welcome
 - Presentation with Integrated Polling
 - Review of Existing Conditions
 - Community's Perspective
 - Potential Options
 - Next Steps
 - Facilitated Discussion
 - Next Steps
 - Closing Remarks
- 7:00 pm to 7:15 pm
 - 7:15 pm to 8:00 pm
 - 8:00 pm to 8:45 pm
 - 8:45 pm to 8:55 pm
 - 8:55 pm to 9:00 pm

Polling Question #1

Are you a resident of:

- a) The Athabasca Community?
- b) The City of Vaughan but living outside of the Athabasca area?
- c) An area outside of the City of Vaughan?

Polling Question #2

Of the following, what do you think are the top traffic safety related issues for the Athabasca Community (select all that apply):

- a) Congestion
- b) Disobeying traffic controls
- c) Inattentive driving
- d) Lack of enforcement
- e) Speeding
- f) Stunt driving
- g) Other

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 was also included as part of the study for comparison purposes.



Project Timeline



Review of Existing Conditions



Review of Existing Conditions

- Review of Background Information
- Review of Traffic Data collected by the City
 - ✓ Traffic Volumes
 - ✓ Speed Studies
 - ✓ Collision Information
- Data Collection (November 2021)
 - ✓ Traffic Volumes
 - ✓ Speed Studies
- Field Review (January 2022)

Roadway Elements – Area 1



Roadway Elements – Area 1

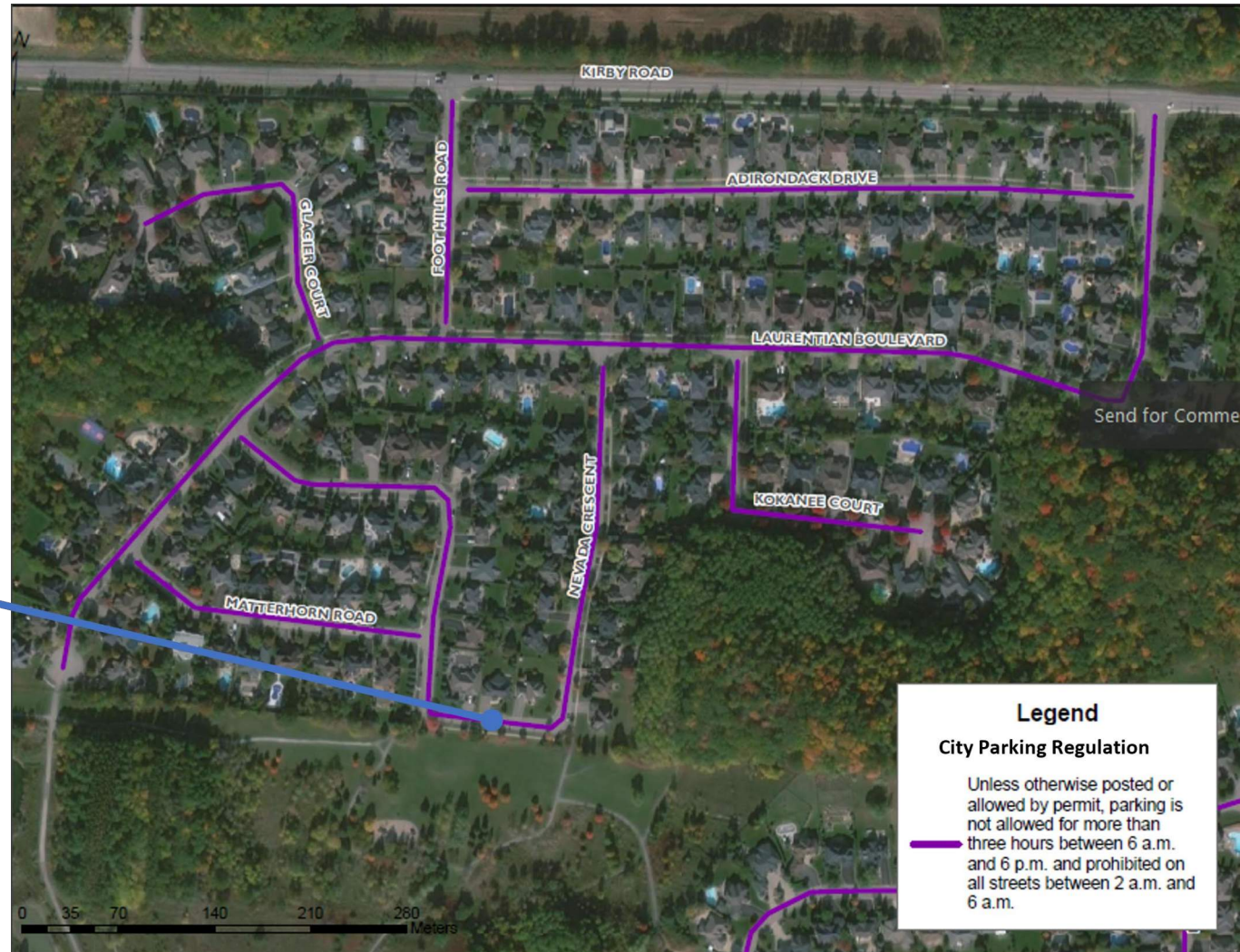


Roadway Elements - Area 2



Roadway Elements – Area 2

There were 5 vehicles parked along Nevada Crescent during the site visit on January 25, 2022.



Roadway Elements – Area 3



Roadway Elements – Area 3



Roadway Elements



Sidewalk on one side of the road only



Restricted on-street parking



Long segments of roadway with uninterrupted flow



Lack of “visual clues”

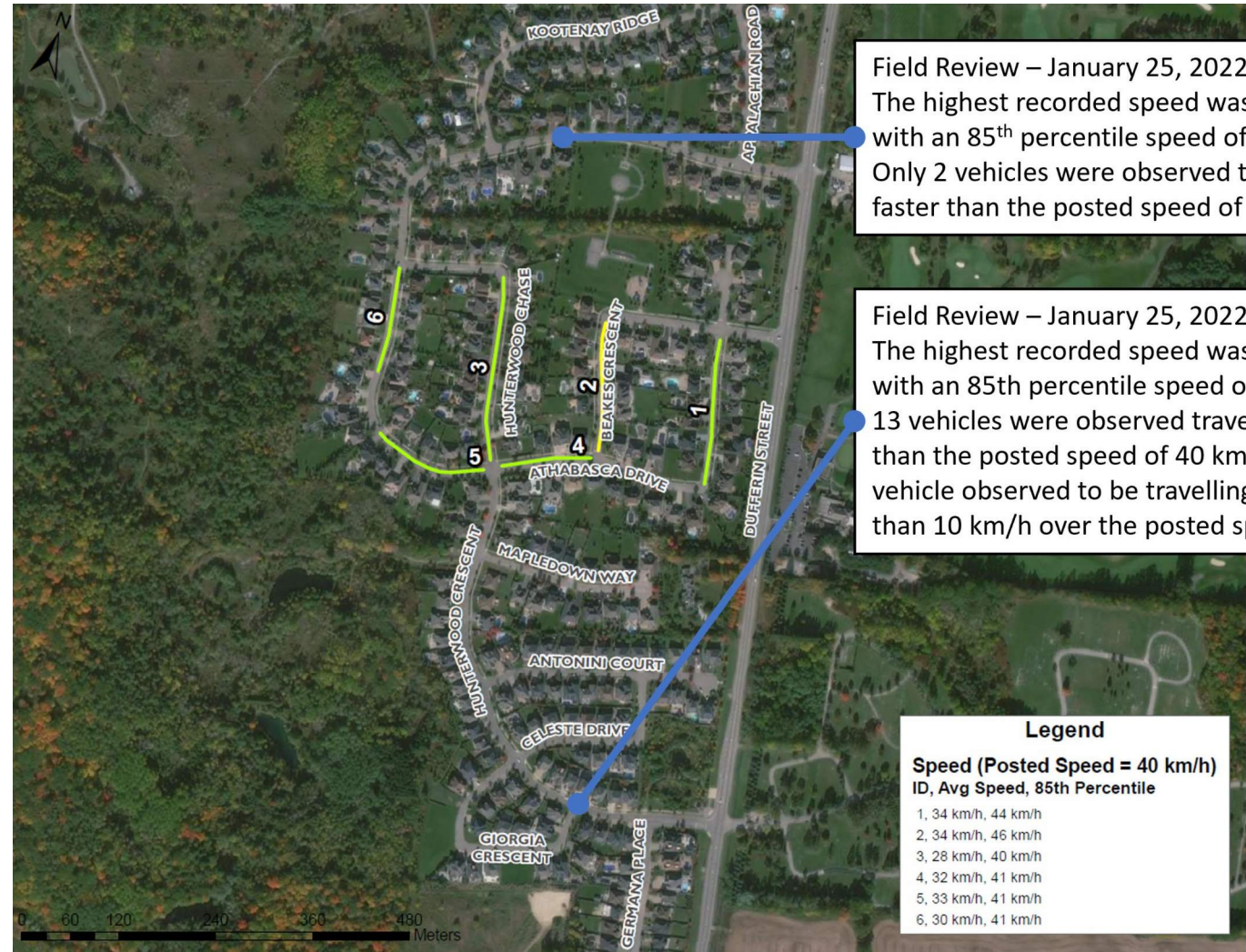


Wide pavement surface

DESIGN OF ROADWAY ELEMENTS

Traffic Operations – Area 1

The posted speed along the entire length of Athabasca Drive, Hunterwood Chase and Beakes Crescent is 40 km/h.



Field Review – January 25, 2022
 The highest recorded speed was 43 km/h with an 85th percentile speed of 37 km/h. Only 2 vehicles were observed travelling faster than the posted speed of 40 km/h.

Field Review – January 25, 2022
 The highest recorded speed was 53 km/h with an 85th percentile speed of 42 km/h. 13 vehicles were observed travelling faster than the posted speed of 40 km/h, with 1 vehicle observed to be travelling more than 10 km/h over the posted speed.

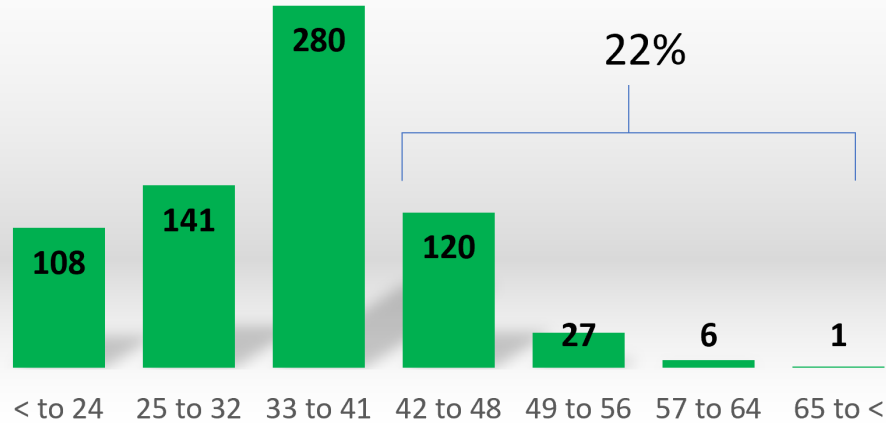
Legend

Speed (Posted Speed = 40 km/h)
ID, Avg Speed, 85th Percentile

1,	34 km/h,	44 km/h
2,	34 km/h,	46 km/h
3,	28 km/h,	40 km/h
4,	32 km/h,	41 km/h
5,	33 km/h,	41 km/h
6,	30 km/h,	41 km/h

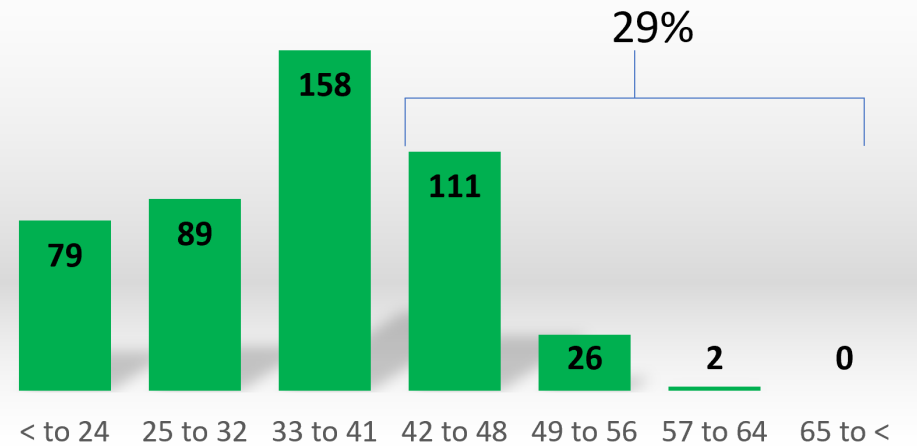
Traffic Operations

Athabasca Dr south of Beakes Cres



Posted Speed : 40 km/h

Beakes Cres north of Athabasca Dr

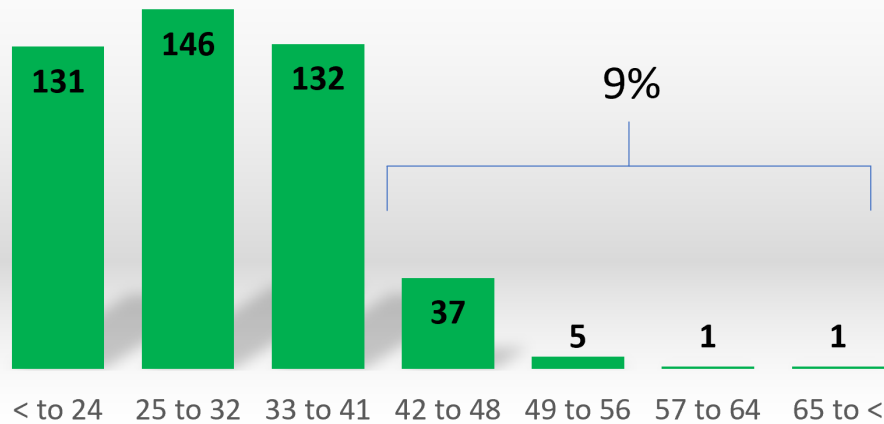


Posted Speed : 40 km/h

Number of Vehicles per Speed Range

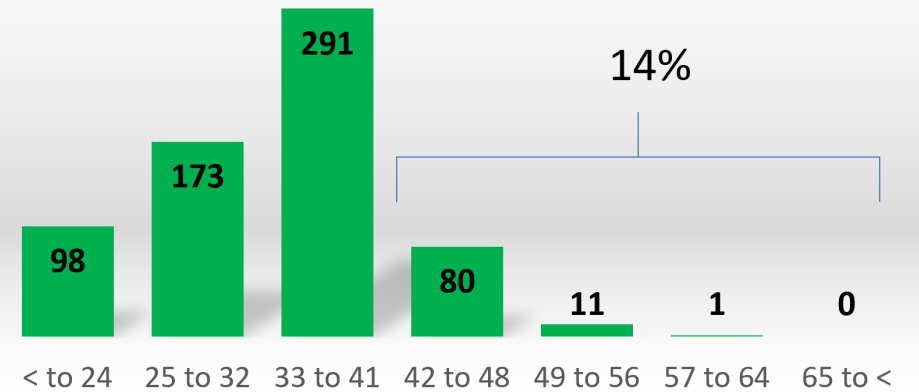
Traffic Operations

Hunterwood Chase north of Athabasca Dr



Posted Speed : 40 km/h

Athabasca Dr btwn Hunterwood & Beakes

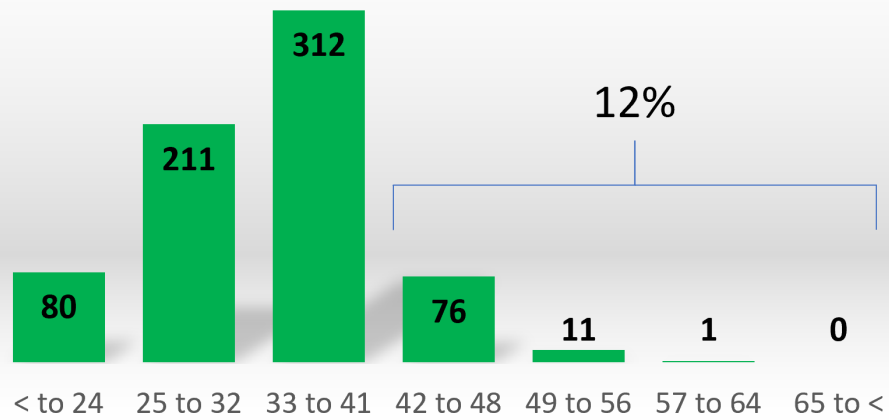


Posted Speed : 40 km/h

Number of Vehicles per Speed Range

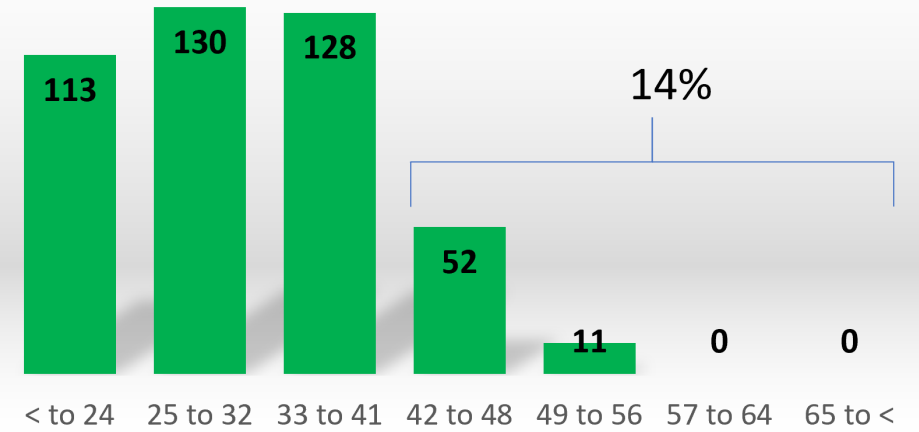
Traffic Operations

Athabasca Dr north of Hunterwood Chase



Posted Speed : 40 km/h

Athabasca Dr south of Hunterwood Chase



Posted Speed : 40 km/h

Number of Vehicles per Speed Range

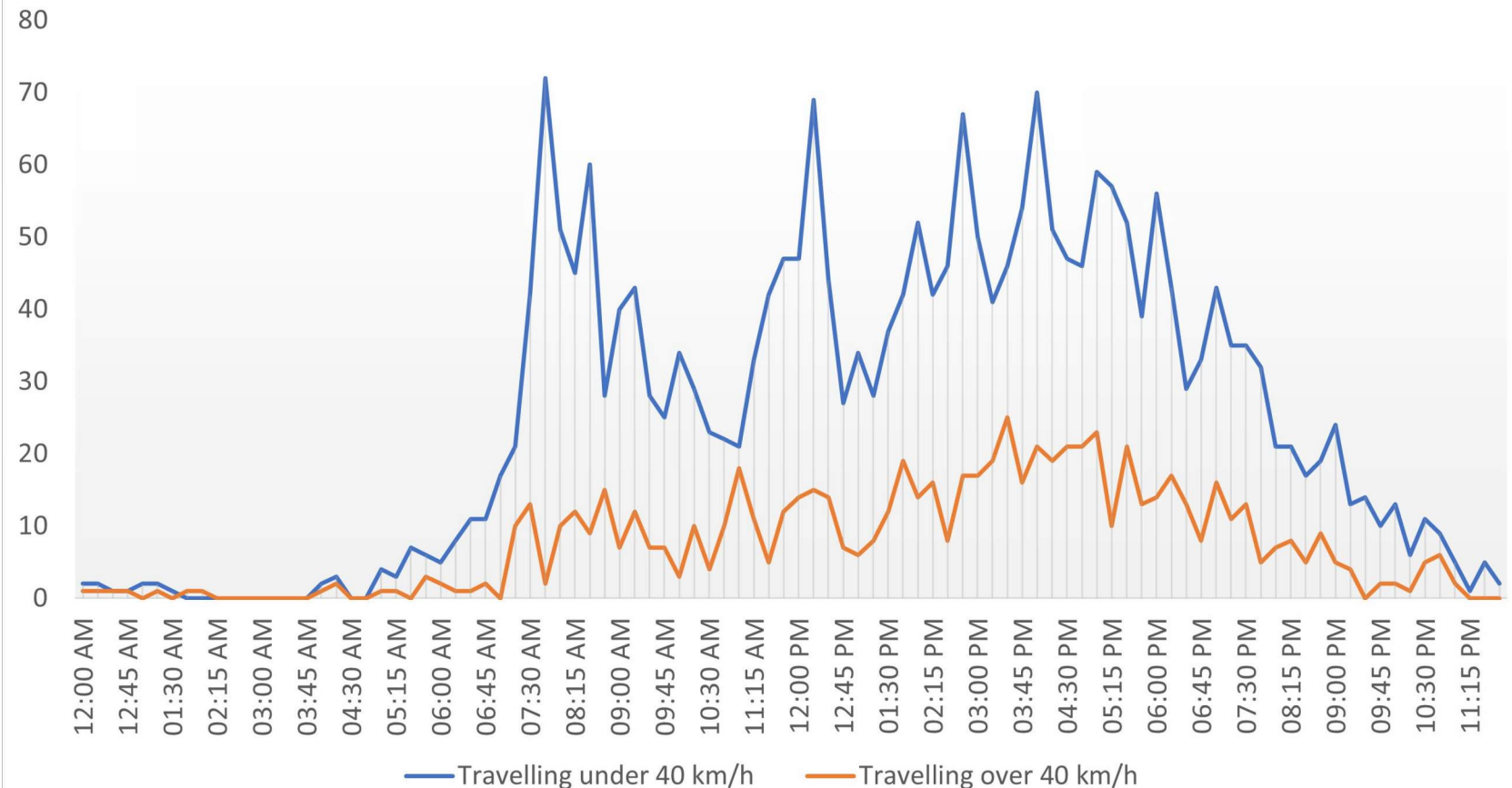
Traffic Operations

Although “speeding” it 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.

Number of Vehicles per Period (All locations)



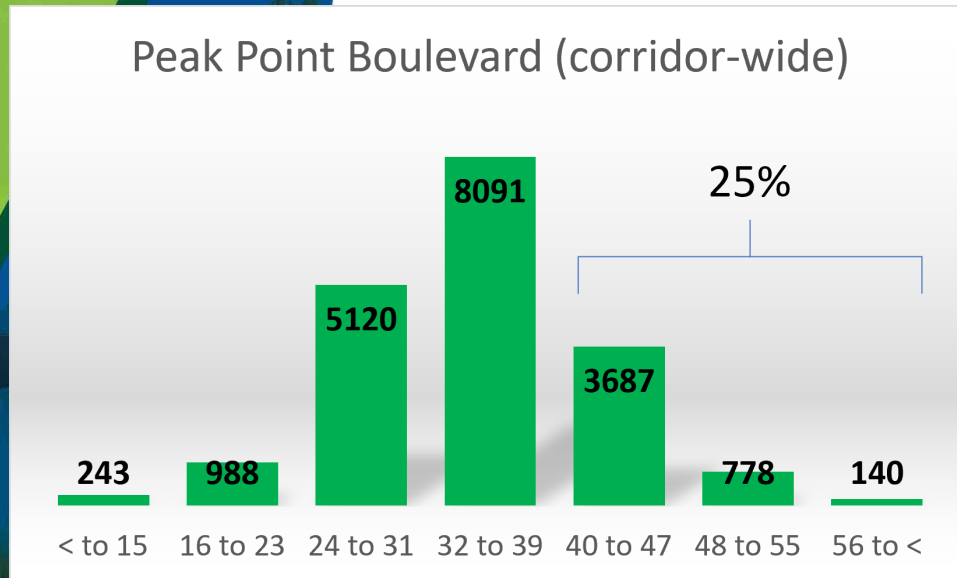
Traffic Operations – Area 3

The following roadway segments have a posted speed of 40 km/h:

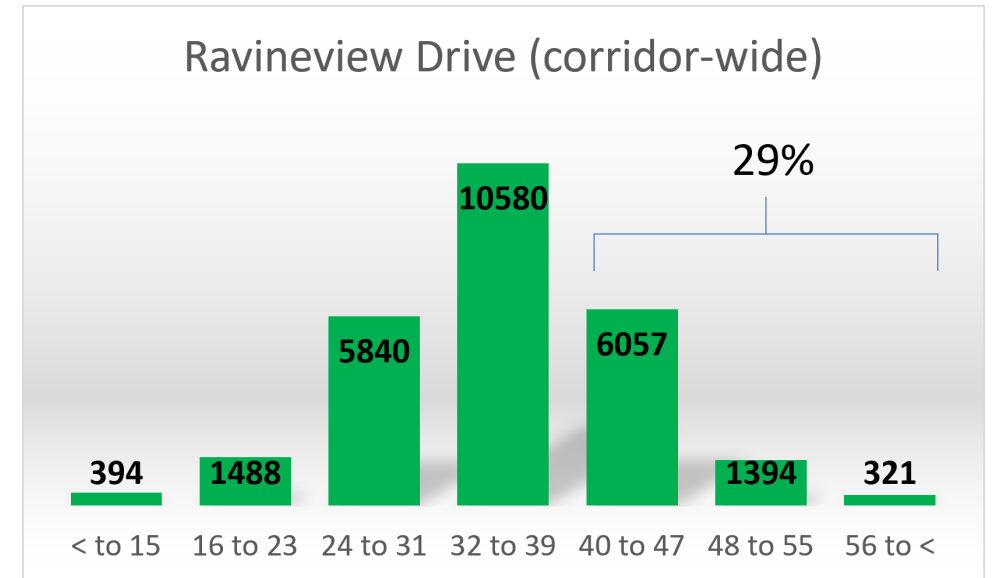
- Ravineview Drive, from 40m north of Bottero Drive to north limit of Bestview Crescent.
- Peak Point Boulevard, from north limit of Meadow Ridge Court to south limit of Ravineview Drive.



Traffic Operations – Area 3



Posted Speed : 40 km/h



Posted Speed : 40 km/h

Number of Vehicles per Speed Range

Road Safety Review – Area 1



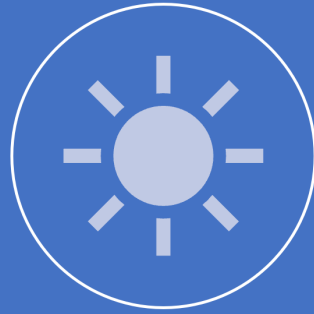
Road Safety Review – Area 2



Road Safety Review



Main cause of the collision:
Failure to Stop



Majority of collisions occurred on daylight with clear weather



Majority of collisions occurred at Kirby Road intersections



Main driving behaviour:
Inattentive driver



One collision caused by impaired driver

ROADWAY SAFETY / DRIVER BEHAVIOUR

Polling Question #3

Now that you have heard the result, have your views changed?

Of the following, what do you think are the top traffic safety related issues for the Athabasca Community (select all that apply):

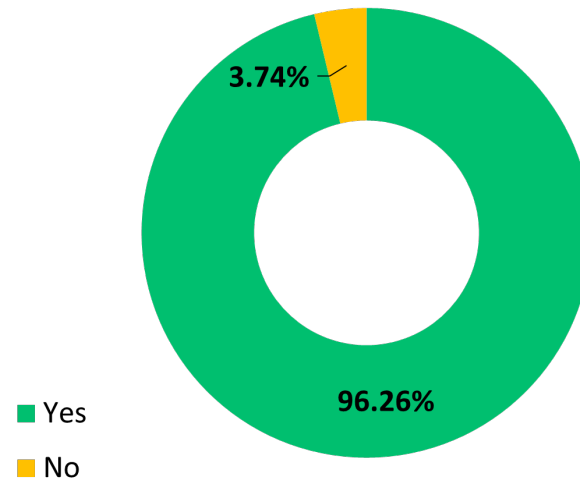
- a) Congestion
- b) Disobeying traffic controls
- c) Inattentive driving
- d) Lack of enforcement
- e) Speeding
- f) Stunt driving
- g) Other

Community's Perspective

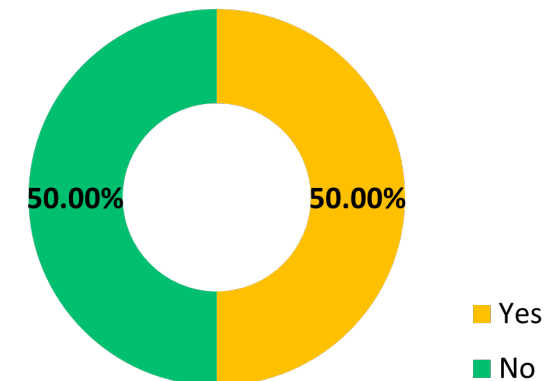


Survey Respondents

Are you a resident of the City of Vaughan?

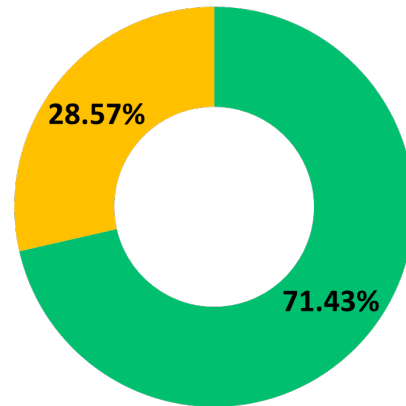


Are you a resident of the Athabasca Community? (Community south of Kirby Road and west of Dufferin Street)



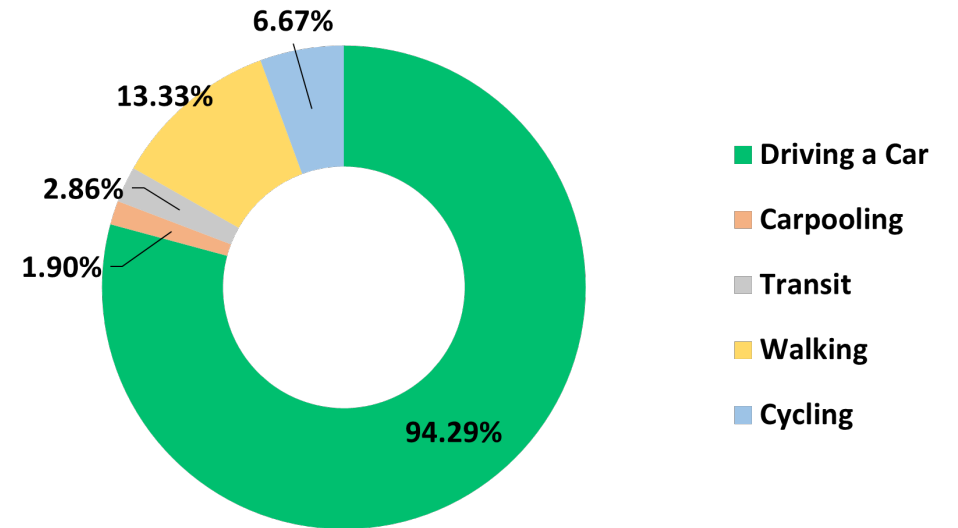
Modes of Transportation

Do you commute to work or to school?



■ Yes
■ No

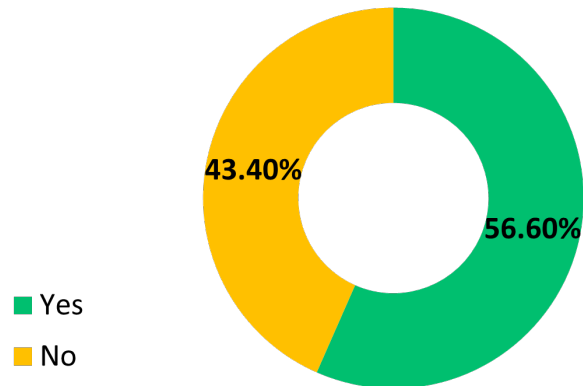
What is your primary mode of transportation for your day-to-day activities?



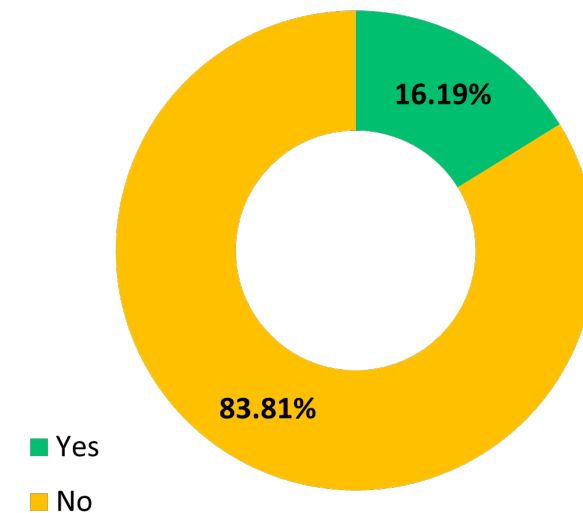
■ Driving a Car
■ Carpooling
■ Transit
■ Walking
■ Cycling

School Related Destination

Do you have school aged children in your home?

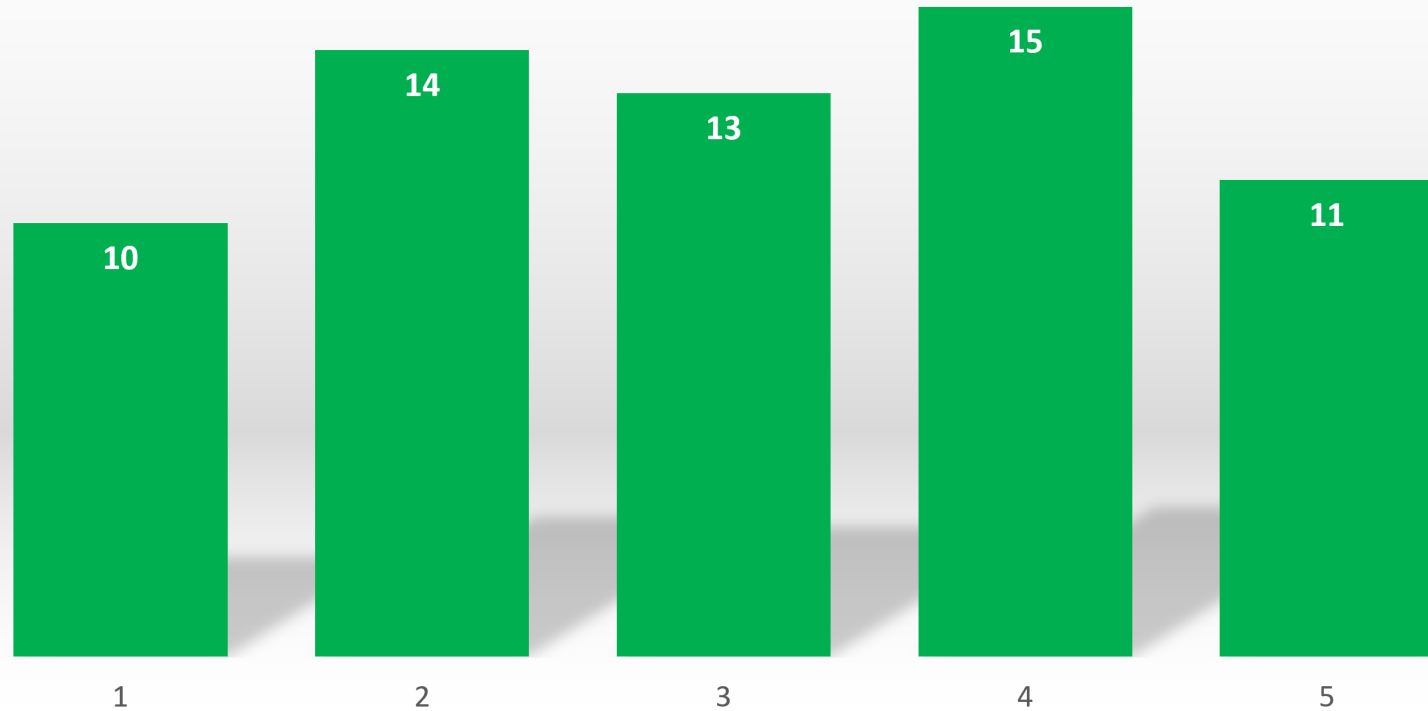


Do they attend a school within the Athabasca Community?



Community's Opinion

On a scale of 1 to 5, how comfortable are you travelling/moving within the Athabasca community now?



Very uncomfortable



Very comfortable

Community's Opinion

How would you describe the current traffic conditions within the community?

Lack of Enforcement

Stunt driving

Speeding

Congested

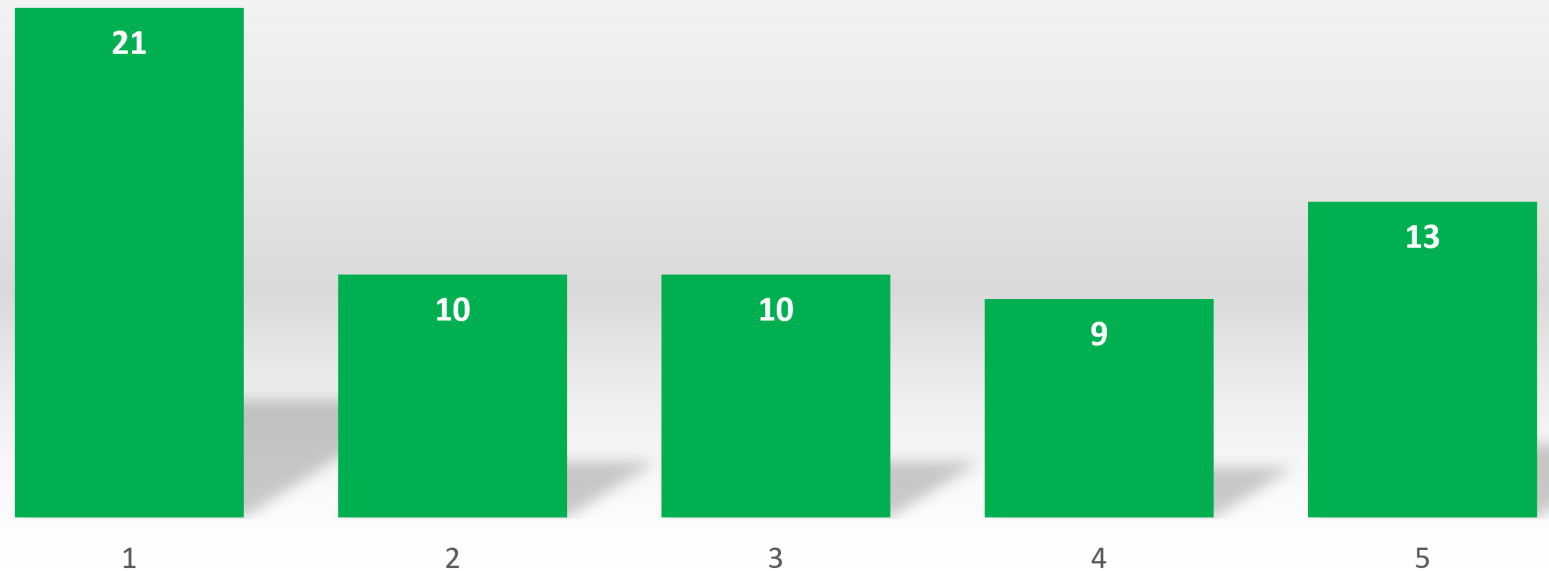
Inattentive Driving

Disobeying traffic controls

Font size schematically illustrates the number of comments referring to these concepts

Community's Opinion

Local roads are defined by the City of Vaughan as roads designed to accommodate two traffic lanes and one parking lane and have a default speed of 50 km/h if not posted. Does this definition “match” with your perception of the local roads?



Not at all



Perfect match

Community's Opinion

Could you explain your response?

Wide Roads

Parking Issues

Speeding

Traffic Infiltration

Too much traffic

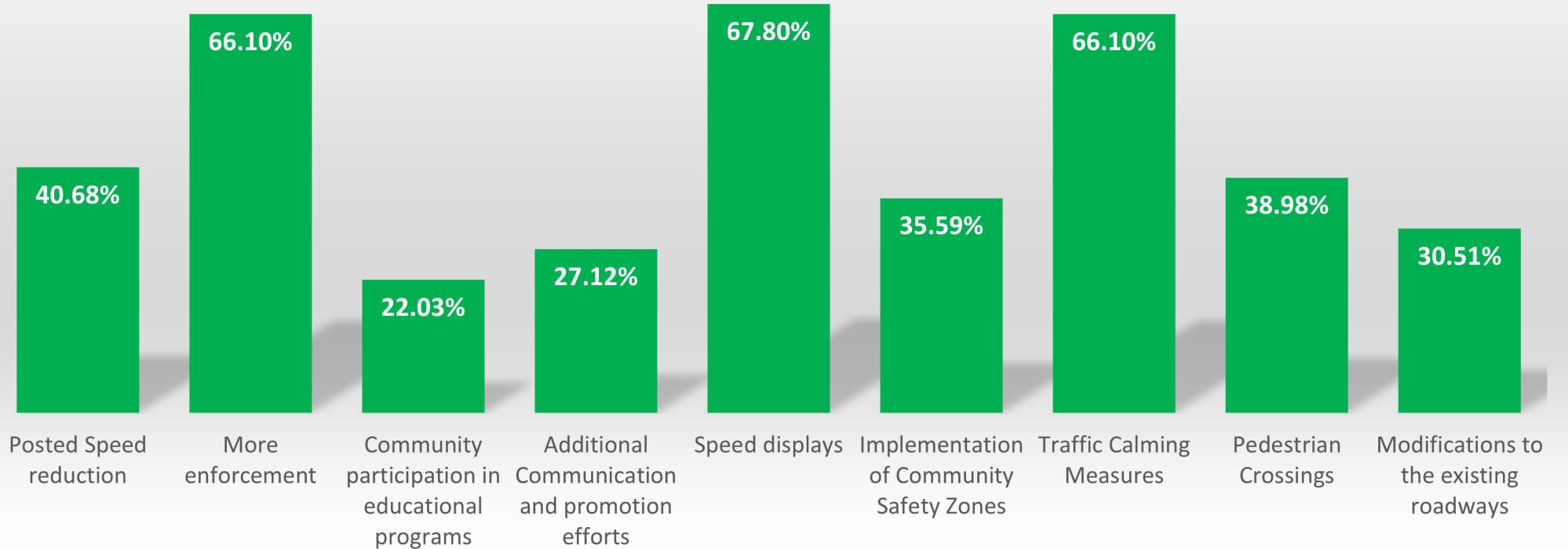
High speed along Regional Roads

Font size schematically illustrates the number of comments referring to these concepts

Community's Opinion

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

■ Responses



Potential Options



Potential Options

Potential Causes

Design of roadway elements

Roadway Safety

Intrinsic Driver Behaviour

Traffic Conditions (Speeding)

- A set of potential options was identified to address issues observed in the review of existing conditions, as well as issues identified by the community as part of the online survey.

Potential Options

- Traffic Control
- Physical Traffic Calming Measures
- Psychological Traffic Calming Measures
- Educational and Community Measures
- Enforcement
- Policies and Procedures

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

- Modifications to the intersections of Laurentian Boulevard, Foot Hills Road and Ravineview Drive as part of the Kirby Road widening project
- All-Way Stop Signs (considered for long-term scenarios)
- Pedestrian Crossovers

Physical Traffic Calming Measures

Potential Effects

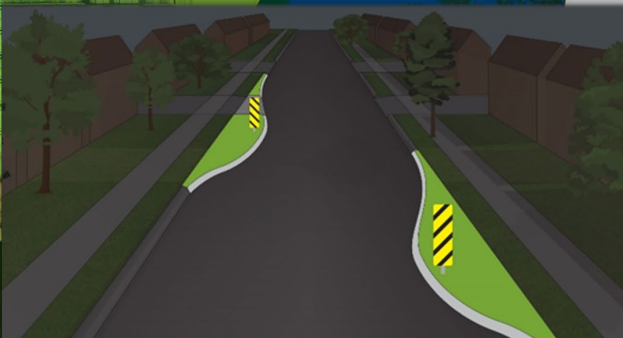
Reduce vehicular speed based on permanent modifications to the width of the roadway surface at specific locations

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

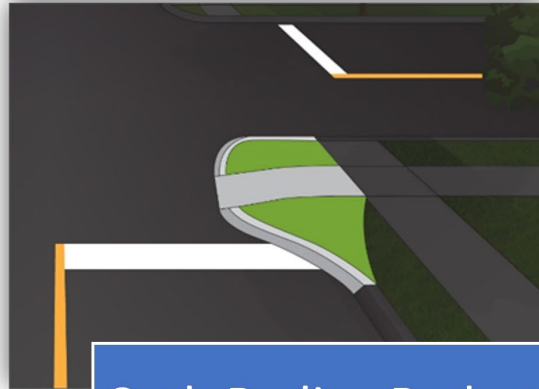
- Horizontal Deflections
 - This is a type of traffic calming measure that introduces elements on the road that causes a minor change in the travel pattern of vehicles.
 - This shift forces the driver to slow down in order to comfortably navigate the measure.

Physical Traffic Calming Measures

- Horizontal Deflections



Chicane



Curb Radius Reduction



Lateral Shift

For illustration purposes only (Source: Traffic Calming Policy and Guidelines, 2021 – City of Kingston)

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

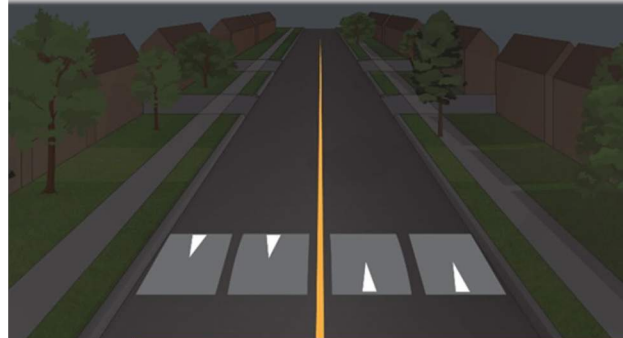
- Vertical Deflections
 - This is a type of traffic calming measures that causes a vertical upward movement of the vehicle.
 - This movement generally results in lowered vehicle speeds because drivers will slow down to avoid unpleasant sensations when traversing the traffic calming measure.

Physical Traffic Calming Measures

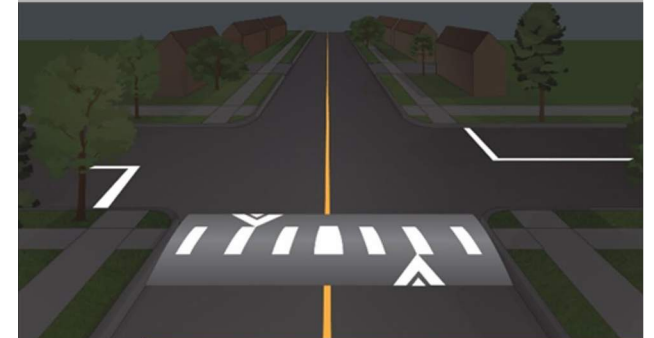
- Vertical Deflections



Speed Hump/Table



Speed Cushions



Raised Crosswalks

For illustration purposes only (Source: Traffic Calming Policy and Guidelines, 2021 – City of Kingston)

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

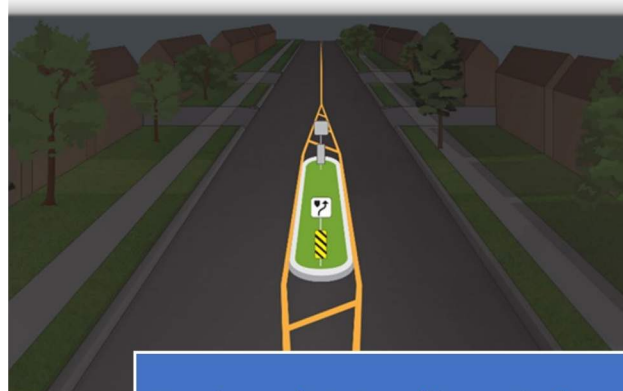
The measures may not affect the behaviour of all drivers – all the time, in the same way

- This type of measures can be defined as a change to the existing roadway cross-section that makes the road appear narrower, with the intent to modify the drivers' perception of the road.
- A narrower road requires greater attention when driving which potentially reduce vehicular speed.

Psychological Traffic Calming Measures



Lane Narrowing



Raised Median Island



Vertical Centreline

For illustration purposes only (Source: Traffic Calming Policy and Guidelines, 2021 – City of Kingston)

Educational and Community Measures

Potential Effects

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

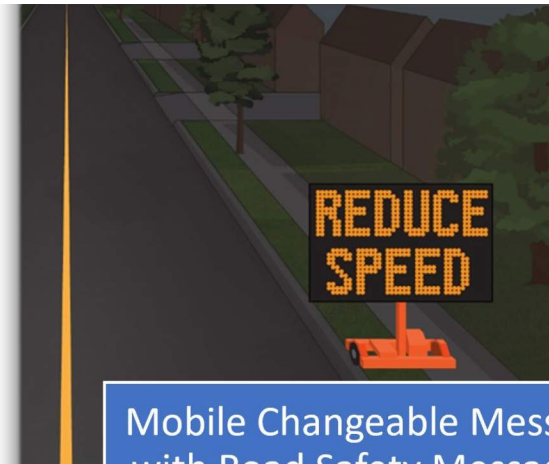
Effectiveness of this type of measure depends on implementation of other type of measures (i.e. physical measures or enforcement)

- Educational and Community Measures include the use of tools and programming to inform stakeholders and local residents and encourage them do their part in improving road safety within their neighbourhood.

Educational and Community Measures



Speed Display Devices



Mobile Changeable Message with Road Safety Messaging



Student Silhouettes

For illustration purposes only (Source: Traffic Calming Policy and Guidelines, 2021 – City of Kingston and City of London Student Silhouettes - 2019)

Enforcement

Potential Effects

Increase driver's compliance

May require a continuous presence to deter unwanted driver behaviour



Police Enforcement

For illustration purposes only (Source: York Region Portal)

Policies and Procedures

Potential Effects

Reduce stopping distance due to lower speed

Improve road users' flexibility

Improve awareness of peripheral activities

Reduce vulnerable road user anxiety

- Policies and procedures can be used not only to govern vehicular speed but also how the roadway is used for all modes of transportation, in which different roadway users can share the right-of-way in a safe manner.

Policies and Procedures



Play Street



School Street

For illustration purposes only (Source: NACTO, 8 -80 Cities, City of Toronto)

Polling Question #4

Of all the potential solutions to address traffic safety issues, which one do you think will have the potential to make the greatest positive difference to the Athabasca Community:

- a) Traffic Control
- b) Physical Traffic Calming Measures
- c) Psychological Traffic Calming Measures
- d) Educational and Community Measures
- e) Enforcement
- f) Policies and Procedures

Next Steps



Next Steps

- Develop Options
 - ✓ Completion of Evaluation Process
 - ✓ Identification of Recommended Options
- Public Information Session No. 2
- Develop Implementation Plan
- Present study findings to Council

Facilitated Discussion



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

Audio Settings ^

 Chat

 Raise Hand

 Q&A

Leave Meeting

How to Navigate in Zoom

Sharing **Oral** Questions / Answers / Comments

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

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

Discussion Questions

1. What additional key community context would you like to share that can inform potential study solutions?
2. Of all the potential solutions to address the traffic safety issues, which one do you think has the potential to make the greatest positive impact and why?
3. For you to feel that this study has been a success, what is the most important thing it needs to achieve?
4. Of the potential solutions presented, which do you believe would be unacceptable or inappropriate for the community?

Next Steps

The commenting period for this Information Session is from March 3 to March 25, 2022.

- Email your comments, questions, ideas, and feedback to:

AthabascaTrafficStudy@vaughan.ca

- Visit the project website for session information and project updates

vaughan.ca/TrafficSpeedStudy

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

Thank You.

