

City of Vaughan

# Beverley Glen Boulevard Corridor Review



## Final Report

Thursday, February 22, 2024

B001467C



Engineering for people

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**Final Report**

**Beverly Glen Boulevard Corridor Review**

**Project No B001467C**

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# Executive Summary

## Study Area

The City of Vaughan retained CIMA Canada Inc. (CIMA+) to conduct a safety review along a collector road in the City of Vaughan (Beverley Glen Boulevard) between Dufferin Street and Bathurst Street. The study corridor spans approximately 2.19 km and is recognized as a key east-west collector roadway in Block 9. It features sidewalks on both sides, traffic calming measures, some locations with on-street parking, and two vehicular travel lanes. Beverley Glen Boulevard has a posted speed limit of 40 km/h. Along the study corridor, there is a mixture of single-family dwellings (low density), medium density residential developments (townhouses), high-density development (condominiums), and open space, as well as Wilshire Elementary School and Thornhill Green Park, all of which are major traffic generators in the area.

The study area has traffic controls in place within the study area, specifically posted speed, stop signs and traffic signals. The intersections with regional roads at either end of the study area are signalized, in addition to New Westminster Drive. All-way Stop controls are in place at the following intersections:

- Beverley Glen Boulevard at Concord Road
- Beverley Glen Boulevard at Worth Boulevard
- Beverley Glen Boulevard at Mulholland Drive/Oakhurst Drive
- Beverley Glen Boulevard at Mountbatten Road/Tova Place
- Beverley Glen Boulevard at Abbeywood Gate/Disera Drive

Stop controls (on the minor approaches) are in place at all remaining intersections.

There are parking prohibitions throughout the corridor, specifically on approaches to many of the intersections. There are stopping prohibitions in place in front of Wilshire Elementary School. Finally, there are sections of Beverley Glen Boulevard east of New Westminster Drive that have a no standing prohibition in place between 5 AM – 10 AM on Mondays through Fridays.

Given that this neighbourhood has a more established character, several existing traffic calming treatments are in place to enhance safety and manage vehicular speeds. These measures encompass a variety of strategies, including speed humps, Watch

Your Speed signs, in-road flexible speed signs (seasonally removed and reinstalled), raised medians, flush medians, and edge line treatments.

## 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, parking data, queuing study, 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 pedestrian and cycling facilities. The following was noted:

- Beverley Glen Boulevard carries roughly 3200 – 6500 vehicles per day, with higher traffic levels towards the western end of the corridor, typical for a collector roadway.
- 85<sup>th</sup> percentile speeds collected in 2022 are in the range of 32 km – 56 km/h
  - Lower operating speeds in the vicinity of Wilshire Elementary School (35 – 46 km/h)
  - Some lower operating speeds may be due to traffic calming features in place (i.e. median islands, speed humps) in addition to changes in horizontal alignment
  - Somewhat higher operating speeds near Inglewood Avenue (54 – 55 km/h)
- Pedestrian counts indicate heavy pedestrian movements at Beverley Glen Boulevard and New Westminster Drive
- A parking survey indicates sufficient parking supply within the study corridor.
- The queue study conducted at Beverley Glen Boulevard and Bathurst Street intersection indicated that the queues formed for eastbound right turn movements were minimal, with a maximum of 4 vehicles. However, in the afternoon, eastbound left turn queues frequently extend past the 7890 –7900 driveway, leading to potential challenges for residents and visitors at this driveway when making turns into and out of the access point during certain periods.
- Several future developments are anticipated near Bathurst Street, with potential implications for future traffic conditions. Relating to the future development,

additional traffic was assigned to through movements along Beverley Glen Boulevard and crossing/intersecting roads as applicable.

- 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 additional all-way stop controls or traffic signals along the corridor.
- While strictly speaking, based on pedestrian crossing volumes and adjacent controlled locations that allow pedestrians to cross Beverley Glen Boulevard, there is no evidence of a need for a pedestrian crossover. However, pedestrian desire lines exist, particularly in the section adjacent to Wilshire Elementary School, the nearby park, or the park opposite Kingsbridge Circle.
- The City has communicated its decision to defer the implementation of cycling facilities along Beverley Glen Boulevard.
- A review of historical collision performance noted that most collisions occurred at Beverley Glen Boulevard and New Westminster Drive.
- A review of traffic operations indicated under existing conditions, the intersections are operating at a LOS of C or better. Under future conditions, the intersections operate at an LOS of E or better except Beverley Glen Boulevard at Worth Boulevard - an all-way Stop controlled intersection – experiencing an LOS of F during the AM and PM peak hours.

## Field Investigation

The following summarizes overall observations made during the field investigation:

- At Wilshire Elementary School, matters to be addressed at Worth Boulevard and Ventura Way include a pedestrian signal that is very close to the all-way stop at Worth Boulevard, resulting in mixed traffic control messages and queues spilling between intersections, the need for renewed and audible pedestrian push buttons, a wide school entrance, and the placing of crosswalk markings at Worth Boulevard and Beverley Glen Boulevard.
- Parking and stopping prohibition signs throughout the corridor to be oriented towards approaching traffic.

- Ongoing improvement to conspicuity and visibility issues with signs throughout the corridor.
- The need for stop bars and tactile strips observed at various intersections.
- Limiting parking before pedestrian crossing is recommended to avoid potential sightline problems, and a raised crosswalk introduces an uneven surface, possibly causing accessibility concerns at Fairfax Court.
- Lack of curb cuts or crosswalks for crossing Beverley Glen Boulevard at Concord Road (an all-way stop-controlled intersection).
- Curb cut at an uncontrolled intersection to improve sightlines looking east due to a hedge at Redondo Drive's east leg.

## Consultation Summary

Throughout the project, CIMA met with stakeholders and members of the public. About 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 the City Council. CIMA staff and the City project team also had two virtual public engagement sessions, one in January 2023 and one in April 2023. In the initial meeting, the consultant team provided the preliminary findings and feedback 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 issues and corresponding treatments were identified within the Beverley Glen Boulevard Corridor.

- **Ongoing management of higher operating speeds by** adding centerline flex posts (with posted speed) at Inglewood Avenue and Burbank Drive to calm traffic in this section. Recommendations include implementing an area-wide 40 km/h neighbourhood speed zone.
- **Opportunity to provide cycling facilities** by replacing painted edge lines with a painted bicycle lane with a buffer between Dufferin Street and New Westminster Drive and extending the bicycle lane to Bathurst Street after complete condominium construction.
- **Addressing traffic circulation at Wilshire Elementary School** by removing the pedestrian signal east of Worth Boulevard, signaling Worth Boulevard, installing flex posts to reduce curb radius on the south approach, making curb radius reductions on the north approach, adding ladder crosswalks on all approaches (pavement marking), and narrowing the school driveway entrance.
- **Addressing uncontrolled pedestrian movements** by adding a pedestrian crossover at Kingsbridge Circle to facilitate pedestrian movements across Beverley Glen Boulevard.
- **Address driver non-compliance at stop-controlled intersections** by installing tiger tails beneath stop signs at all-way stop-controlled intersections and installing left-side stop signs at all-way stop-controlled intersections where warranted.

Additional minor treatments were identified along the corridor.