

ACCESSIBILITY ADVISORY COMMITTEE – MARCH 24, 2025**COMMUNICATIONS****Distributed March 17, 2025**

C1. Presentation material.

Item

1

Distributed March 18, 2025

C2. Presentation material.

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Please note there may be further Communications.

C1

Communication

Accessibility Advisory

Committee – March 24, 2025

Item No. 1

Proposed Consultation Process

Accessibility Advisory Committee
March 2025



Agenda



1. AODA Requirements & Challenges
2. Inclusive Design Standards
3. Proposed Approach
4. Process Integration
5. Next Steps

Role of Vaughan's AAC

- ▶ As outlined in the [Accessibility for Ontarians with Disabilities Act, 2005](#) and the [O. Reg. 191/11: Integrated Accessibility Standards](#), Vaughan's Accessibility Advisory Committee (AAC) plays a crucial role in providing consultation and guidance on matters related to accessibility within the City's services, facilities, and policies, ensuring they are inclusive and accessible to all residents and visitors.

Required AAC Consultation

- ▶ **A Building, Structure, or Premises (or part thereof) that Council:**
 - Purchases
 - Constructs
 - Significantly Renovates
 - Enters a New Lease with third-parties
- ▶ **Recreational Trails:** New or Redeveloping
- ▶ **Outdoor Play Spaces:** New or Redeveloping
- ▶ **Exterior paths of travel:** New or Redeveloping
- ▶ **Onsite Parking Spaces:** New or Redeveloping

AAC Consultation: Challenges

- ▶ Reviewing each building, facility, and public space individually is neither feasible nor practical for the City and the Accessibility Advisory Committee (AAC).
- ▶ Currently, there are approx. 267 Active Infrastructure and Development Projects with only approx. 8 AAC meetings each year.

Inclusive Design Standards (IDS)

- ▶ The City's Inclusive Design Standards (IDS) were established in 2020 by SPH Planning and Consulting, HR (Accessibility Coordinator), and Facilities Management.
- ▶ IDS serves as a comprehensive set of guidelines for the City buildings, facilities, and public spaces.



Improving Accessible Built Environment Standards

- ▶ In 2023, the Government of Ontario conducted a review of the accessible built environment standards in the Accessibility for Ontarians with Disability Act (AODA) and the barrier-free accessibility requirement under the Ontario Building Code (OBC)
- ▶ The report outlines initial recommendations to enhance accessibility in Ontario's built environment. It focuses on creating inclusive public spaces and buildings for people with disabilities by updating standards, improving design, and ensuring better access to facilities and services. The report includes 126 recommendations that were open for public consultation.

Proposed Approach

- ▶ We propose consulting the AAC on the update of the IDS guidelines themselves, ensuring their consistent application in the development and renovation of City properties.
- ▶ This approach, if adopted by the AAC, would streamline the review process while ensuring compliance.
- ▶ Specific projects can still be discussed during AAC meetings as needed, by adding them as agenda items.
- ▶ Approach aligns with the City of Toronto's standards to ensure compliance while maintaining efficiency and timely delivery of work, without disrupting project timelines.

IDS Process Integration

Areas of Integration	Process
A Building, Structure, or Premises (or part thereof) that Council: <ul style="list-style-type: none">• Purchases, Constructs, Significantly Renovates Recreational Trails: New or Redeveloping Outdoor Play Spaces: New or Redeveloping Exterior paths of travel: New or Redeveloping Onsite Parking Spaces: New or Redeveloping	<ul style="list-style-type: none">• Project and Program Charter Templates• Procurement Bid Documents• Engineering Design Criteria and Standard Drawings
A Building, Structure, or Premises (or part thereof) that Council: <ul style="list-style-type: none">• Enters a New Lease with third parties (including Municipal Capital Facilities)	<ul style="list-style-type: none">• Leasing Strategy

IDS Implementation

- ▶ All recommendations will be considered; however, not all will be implemented due to constraints related to cost, resources, and feasibility.
- ▶ All City new or renovated buildings, facilities, and public spaces will comply with the Accessibility for Ontarians Disability Act (AODA) and the Ontario Building Code (OBC) standards

Inclusive Design Standards (IDS) Update

Timeline

- ▶ Consultation with the Vaughan AAC: **April 28**
 - Provide an overview of the City's Inclusive Design Standards (IDS)
 - Discuss initial findings for the IDS
 - Receive comments and feedback about the IDS
- ▶ Present updated IDS: **September 29**
 - Highlight updates
 - Q&A session

Next Steps

- ▶ Approval from AAC to move forward with the proposed approach
- ▶ Consultation of the updated Inclusive Design Standards (IDS) with the AAC in April
- ▶ Finalize Updated IDS & Process Integration



Thank you!

Inclusion and Community Outreach
City of Vaughan
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Vaughan, ON L6A 1T1

vaughan.ca

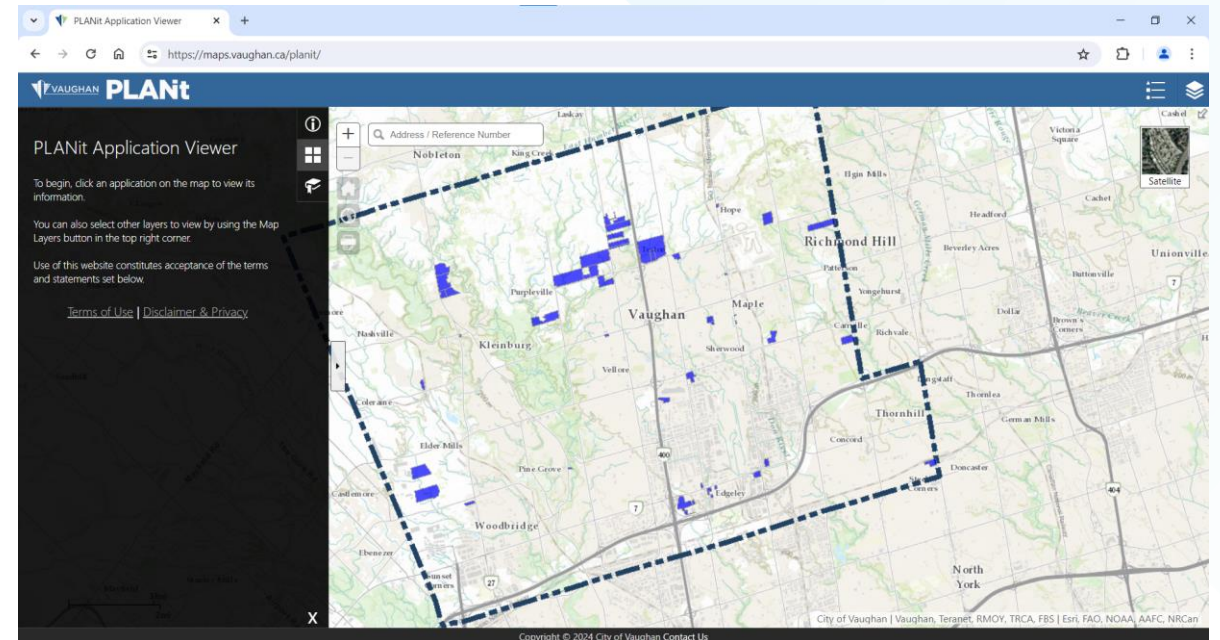
Additional Resources

Accessibility for Ontarians with disabilities act, Part vii (6) Municipal Accessibility Advisory Committees

When the committee selects site plans and drawings described in section 41 of the Planning Act to review, the council shall supply them to the committee in a timely manner for the purpose of the review.
2005, c. 11, s. 29 (6).

► Planit Application

- All site plans are publicly posted on the PLANit Application Viewer platform
- AAC members may visit <https://maps.v Vaughan.ca/planit/> and select sites they wish to review



30 km Community Engagement and Policy Study

Accessibility Advisory Committee
March 24, 2025



C2

Communication

Accessibility Advisory

Committee – March 24, 2025

Item No. 2



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.

Nice to meet you



Grace Mulcahy

Project Manager,
City of Vaughan



Sari Liem

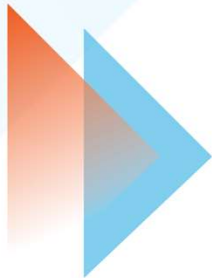
Program Manager,
City of Vaughan



**Justin Jones,
CP3, RSP1**

Project Manager,
HDR

Project Purpose

- 
1. Build on the City's commitment to road safety
 2. Share information and support meaningful dialogue
 3. Gather resident and stakeholder feedback
 4. Provide a recommendation to Council for their consideration and approval

MoveSmart Mobility Management Strategy

MoveSmart consists of **four programs**:



ROAD SAFETY PROGRAM

Increase road safety and raise public awareness

- To bring together key stakeholders to keep the city's streets safer for all road users and help foster a road safety culture
- To take a more proactive approach to road safety by using data and proven statistical procedures and identify additional road safety opportunities



MOBILITY MANAGEMENT PROGRAM

Improve efficiency through innovation and technology

- To modernize the City's traffic signals system, providing more efficient traffic flow and link to existing and future technologies
- To ensure pedestrians, cyclists and vehicle traffic continue to move safely and efficiently through signalized intersections and pedestrian crossings using the existing road network



SUSTAINABLE MOBILITY PROGRAM

Support active and sustainable transportation

- To support the development of additional active and sustainable transportation options and ensure that these options focus on the safety of all road users
- To support the expansion of the pedestrian and cycling network through consideration of the operations and maintenance services



TRAFFIC DATA MANAGEMENT PROGRAM

Assure accuracy and availability of traffic data

- To modernize traffic data management with up-to-date traffic data to form the core of the strategy and support data-driven and evidence-based decision-making
- To have traffic data to allow for ongoing tracking of performance of the transportation system over time

MoveSmart Mobility Management Strategy – Road Safety Program



Community Safety Zones (CSZ)



Speed Compliance Plan



Automated Speed Enforcement (ASE)

Community Safety Zones in Vaughan

Vaughan's Speed Limit Policy

This is a speed management tool for setting and adjusting appropriate speed limits throughout Vaughan's street network.

The policy was approved by Council in June 2021 and implemented in the summer of 2021.



Vaughan's Community Safety Zone Policy

This was approved in 2023 and follows provincial guidelines for designating an area as a CSZ.

School zones are **automatically** designated as CSZs.



Daycare centres, parks, playgrounds, hospitals and senior's residences can also be designated as CSZs.



For areas other than school zones, a roadway must meet a set of criteria to be designated. The CSZ policy considers factors such as:



Land use



Traffic speeds and posted limits



Collision history



Roadway characteristics

ATTACHMENT NO.1



THE CORPORATION OF THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

Section:	Roads, Traffic & Operations		
Effective Date:	Click or tap to enter a date.	Date of Last Review:	Click or tap to enter a date.
Approval Authority:	Council		Policy Owner:
			DCM, Public Works

POLICY STATEMENT

A policy to identify locations for Community Safety Zones designations within the City of Vaughan. The policy includes an evaluation process and a warrant in the form of a set of criteria to identify locations that are justified for Community Safety Zones.

PURPOSE

This policy provides a comprehensive process for determining the suitability of a candidate location as a Community Safety Zone. Community Safety Zones are locations where public safety is a concern and where increased enforcement and fines have the potential to address safety issues. This policy also provides a process for prioritizing Community Safety Zone candidate locations, identifying appropriate boundaries, and presenting criteria for the installation of signs. The objective is to provide an evidence-based approach to assess the implementation of Community Safety Zones in designated areas with a higher road safety risk as identified through analysis of existing road conditions and traffic/pedestrian data. Staff will apply the policy to determine which locations are appropriate for designation as a Community Safety Zone. This decision must be codified in a by-law; once staff have applied the policy to identify locations that are appropriate for designation as Community Safety Zone, by-laws will be brought forward for Council approval.

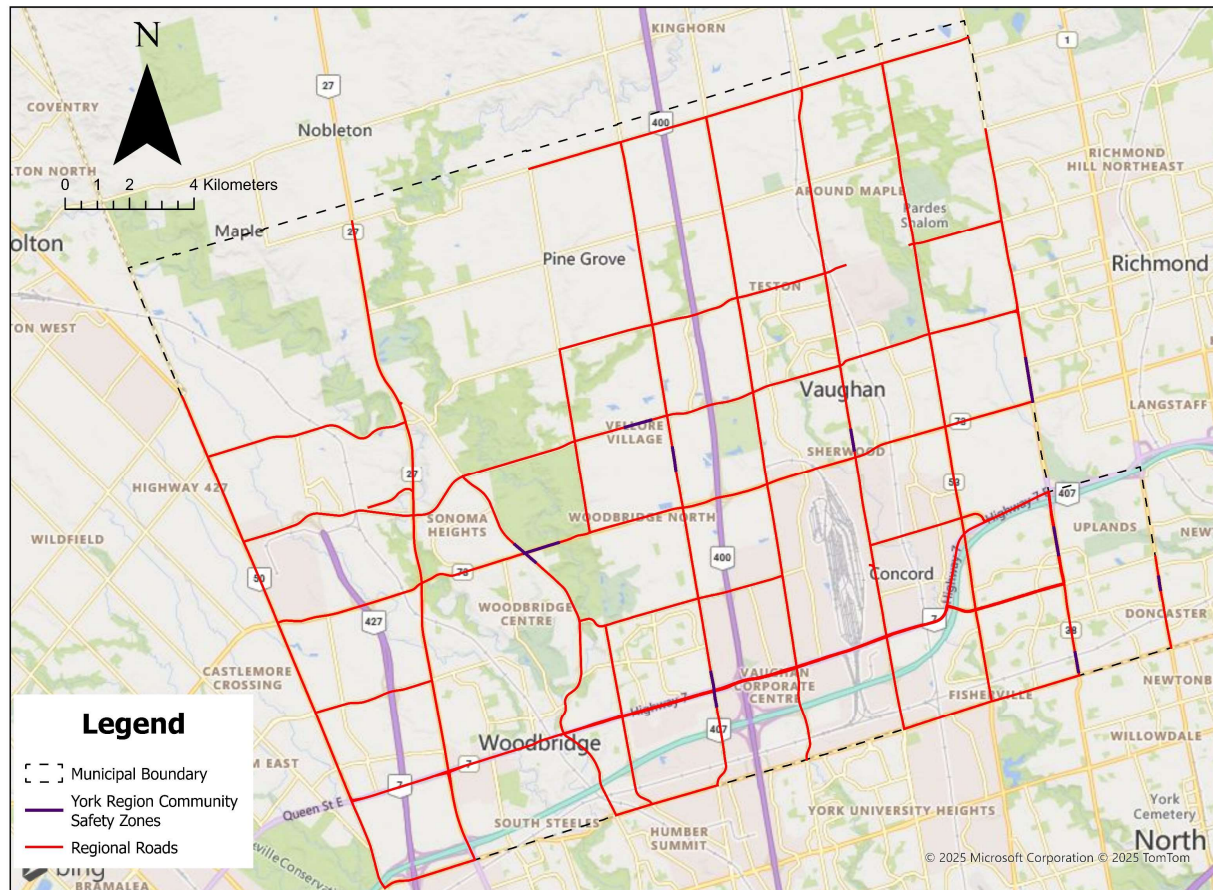
SCOPE

This policy will apply to all roadways under the jurisdiction of the City of Vaughan as a process to identify areas that require enhanced traffic road safety measures to support vulnerable road users.

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York Region Roads and CSZs



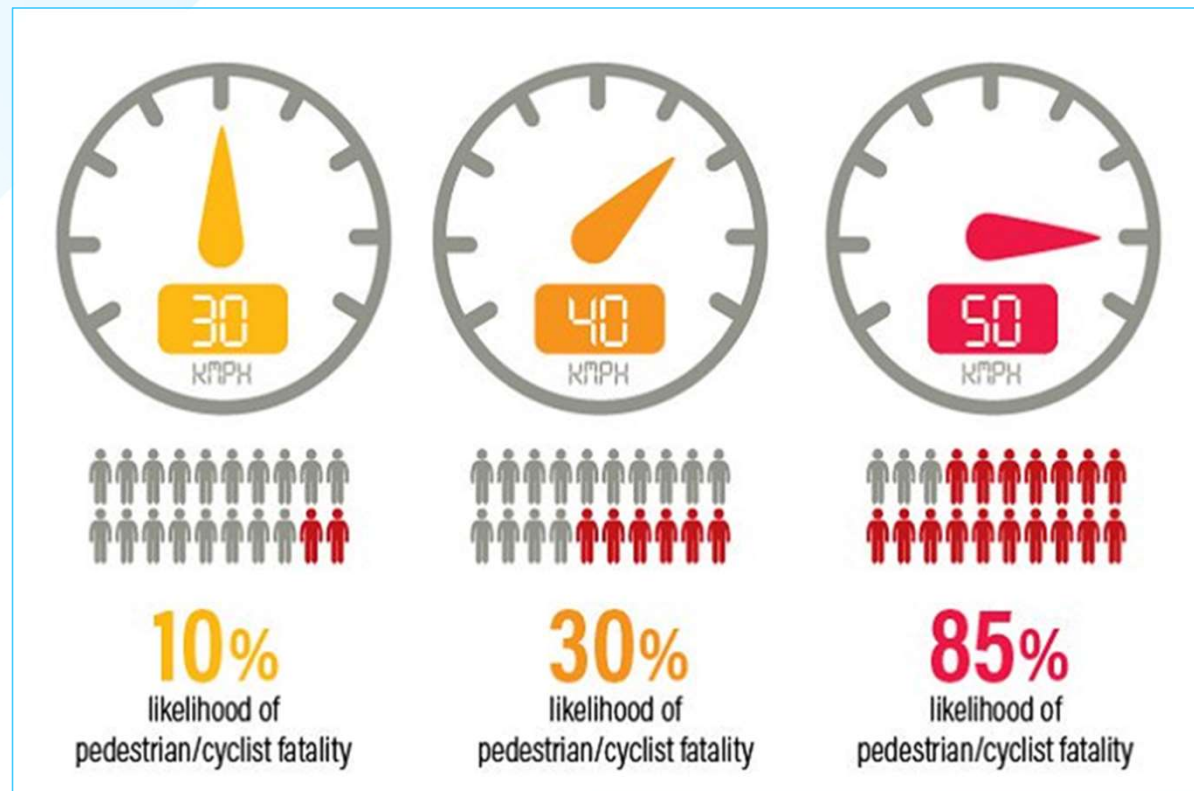
What is the City assessing?

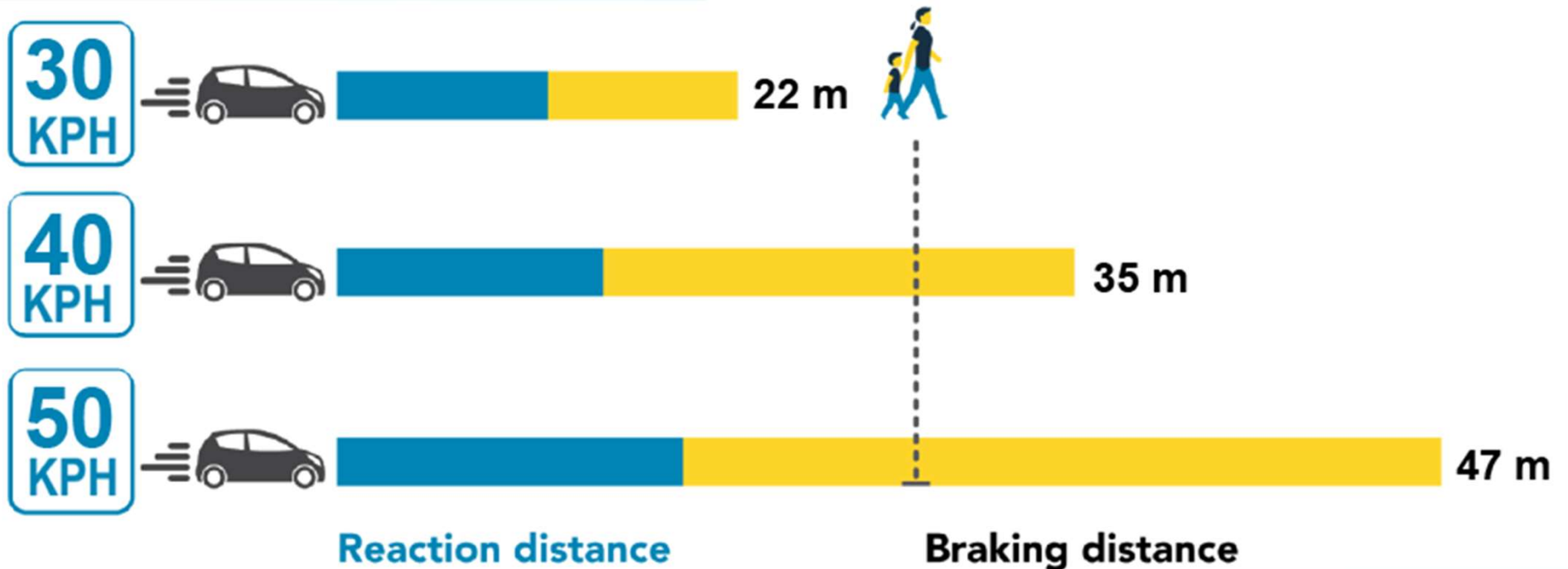
The City is assessing whether speed limits should be reduced in Community Safety Zones from 40 to **30 kilometres per hour**.



Why 30 km/h?

A person is **three times more likely** to survive when struck by a car at 30 km/h than at 40 km/h





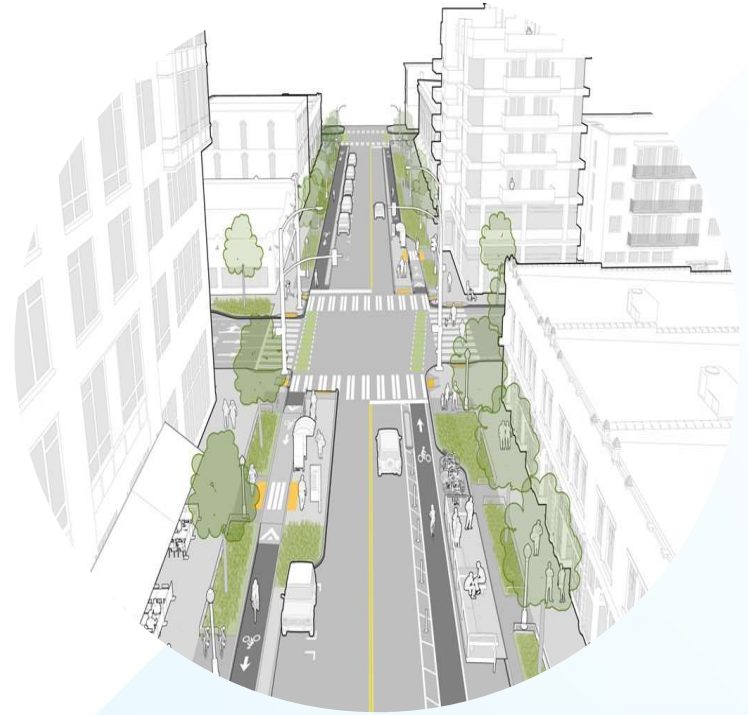
Did you know?

The faster a vehicle is moving, the less the driver can see around them. This makes it harder to notice pedestrians at crosswalks.

Travel time impacts

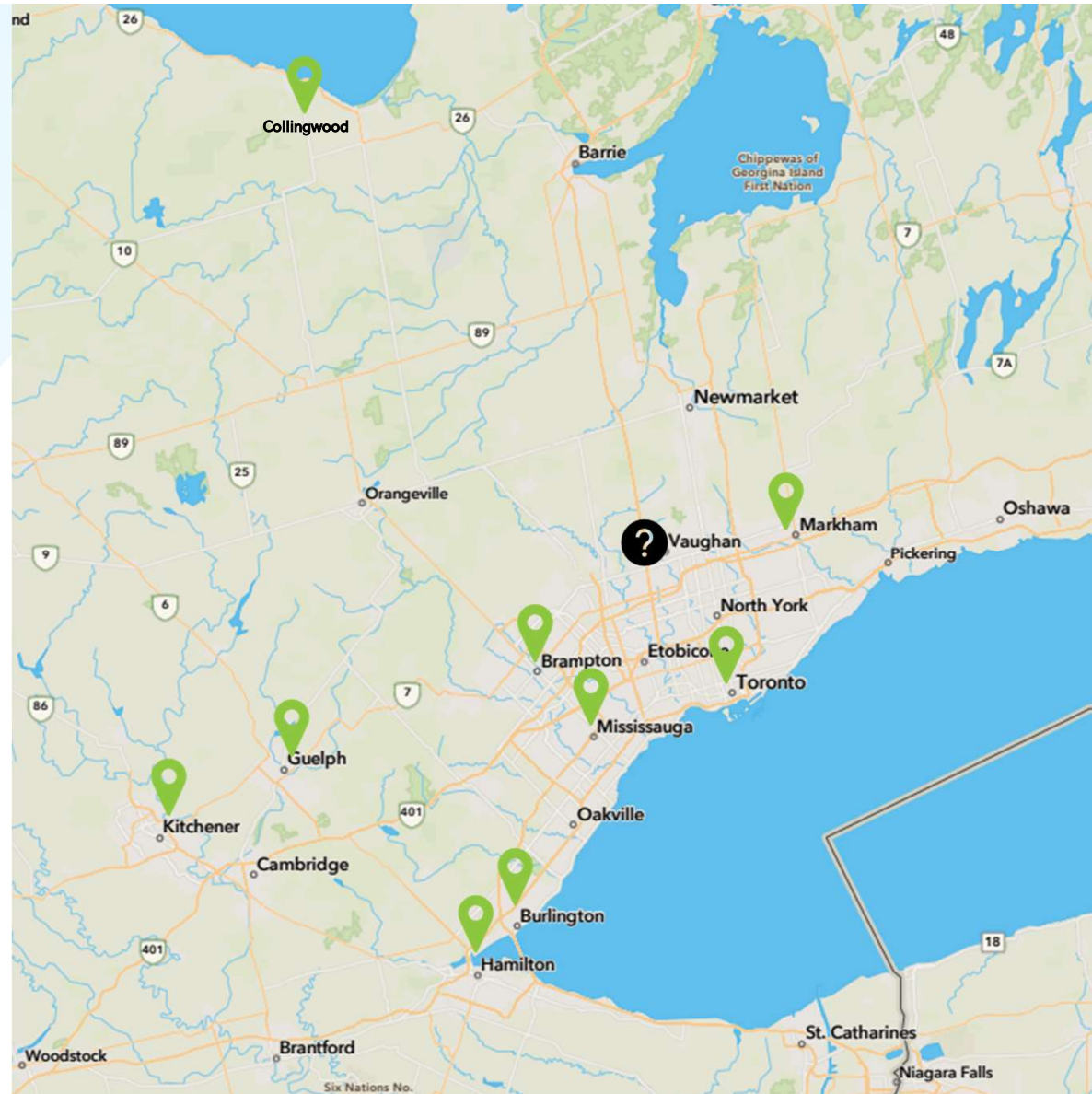
The average length of a Community Safety Zone in Vaughan is 0.61 km

Travel Speed	Distance	Travel time
50 km/h	0.61 km	44 seconds
40 km/h	0.61 km	55 seconds
30 km/h	0.61 km	72 seconds



Municipal Practices

**Who is already
implementing
30 km/h speed
limits?**



Common approaches across Ontario

Context-specific approaches to time-based speed limits



Additional measures to support compliance



School Zones as priority



City of Waterloo, ON

Speed Management on Residential Streets (2023)

30 km/h Speed Zones around schools

- 2 to 9 km/h decrease in average speeds
- 63 per cent increase in speed limit compliance

2-9 km/h



63%

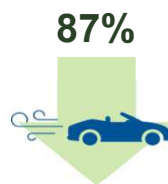


City of Toronto, ON

Vision Zero 2.0 (2019 - 2021)

30 km/h Speed Zones

- 7 km/h decrease in operating speeds
- 87 per cent decrease in high-end speeding (people going more than 20 km/h above speed limit)



City of Mississauga, ON

School Zone Speed Limits (2023)

30km/h Speed Zones around schools

- An average speed decrease of 5.5 km/h
- Recent Council directive to change from all day to 6am-6pm 30km/h zones

5.5km/h





What is Traffic Calming?

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve street conditions for all road users:

- reduce vehicular speeds
- reduce the number and severity of collisions
- improve pedestrian and cyclist safety
- improve the quality of the environment
- reduce traffic volumes

Additional Considerations

01

Signs alone don't
change speeds



02

Design changes to
support lower speeds



03

Community
engagement and
feedback



Discussion

Next Steps – Stay Informed!

- ▶ Community Engagement runs through August 2025
 - Virtual Public Information Centres
 - Focus groups, youth outreach, City Advisory Committees
 - Pop-up events across Vaughan
 - Survey to gather feedback
- ▶ For more information, email the project team at traffic.services@vaughan.ca
- ▶ Report on engagement findings prepared for City Council in Fall 2025
- ▶ Stay up-to-date at vaughan.ca/30km
- ▶ **Complete the Survey by Aug. 5 here:**





Thank you!