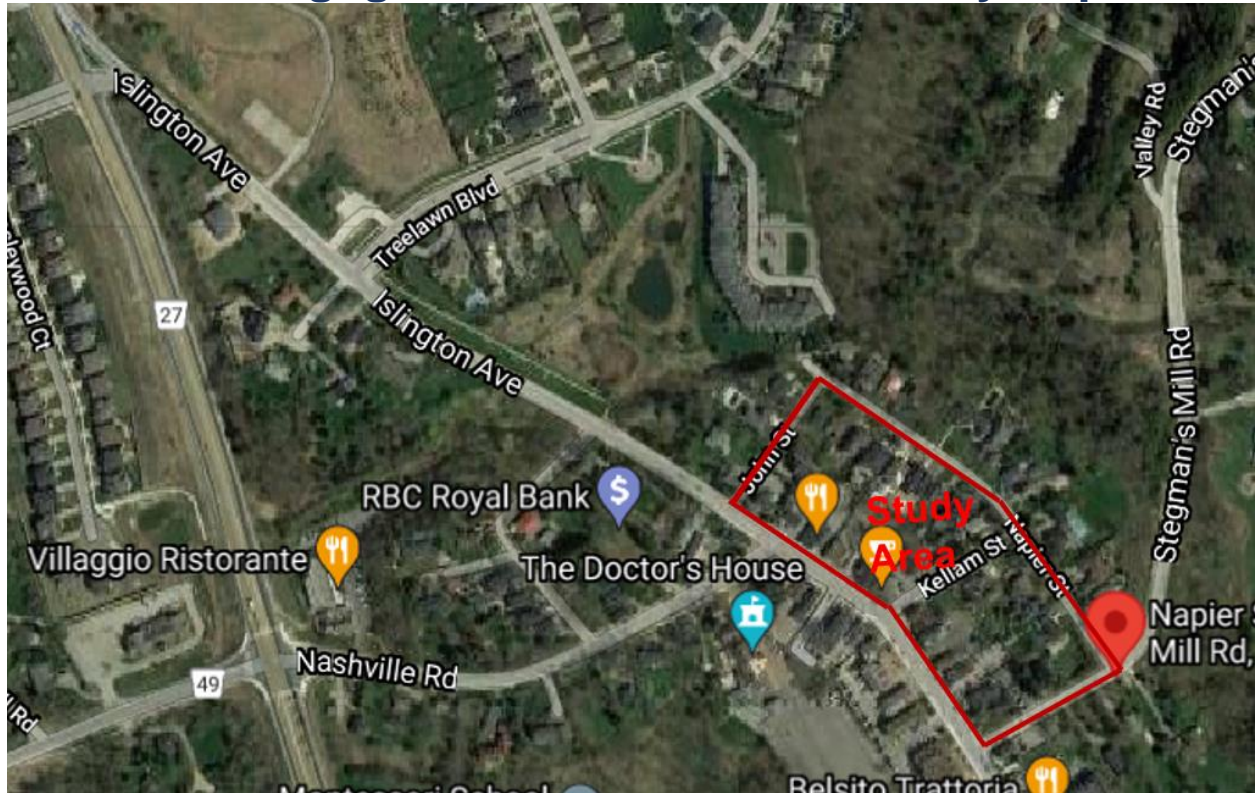


Attachment No. 3

Napier Street Area Traffic Operations and Road Safety Study

Public Engagement Executive Summary Report



Prepared by LURA Consulting

February 2022



Executive Summary

The following ‘What We Heard Summary’ provides an overview of the feedback received by the City of Vaughan and its consultants on the proposed Napier Street Area Traffic Operations and Road Safety Study.

Community members provided feedback on elements of the proposed traffic operations and road safety study options. Through this process, which is elaborated further in the following pages, the project team heard several key perspectives shared by participants in the virtual public meeting and online survey, including the following:

- Though support for the proposed options was mixed, public meeting participants and survey respondents were eager to see the study area safety improved.
- Community members agreed that significant changes need to be made to this study area to improve traffic safety.
- Participants in the public meeting and online survey reiterated safety concerns about speed, a narrow roadway, through traffic on Napier Street and dangerous intersections.
- Residents sought clarity on how each mitigation option would impact the broader neighbourhood traffic patterns.
- Residents who live on Napier Street requested further enforcement of no parking.
- The influx of tourists and visitors who drive through this neighbourhood on the weekend contributes to resident concerns, especially on Kellam and Napier Streets.

Consultation and Engagement Approach

The City of Vaughan engaged community members through a virtual public meeting and an online survey.

Outreach Method	Outreach Activities
Project Webpage	A dedicated webpage – vaughan.ca/NapierStreet – was developed to host all project-related information. Through the webpage, interested residents could also subscribe to receive updates and information about the project, access the survey and public information session material.
Mobile Signage	Mobile signage was erected at Napier Street and Stegman’s Mill Road to inform the immediate area about the public information session.
Council Packages	Distributed Council packages for Councillors to share information about the Public Information Session and the survey through their targeted networks.
Social media messages	Distributed content on all City social channels to promote the public information session and the online survey.
Engagement eNewsletter	Promoted the study to a dedicated engagement mailing list.
Surveys Mailed to Home	A copy of the survey was mailed to residents' homes within the study area. Through this, residents could mail back the survey to the City of Vaughan.
Public Meeting Direct Mail	A flyer advertising the public meeting was mailed to 33 homes within the study area.

What we heard

The following section summarizes the key themes from feedback received through the virtual public meeting and the online survey.

Road Closure

Residents expressed equal support and opposition for a full closure of Napier Street on Stegman's Mill Road.

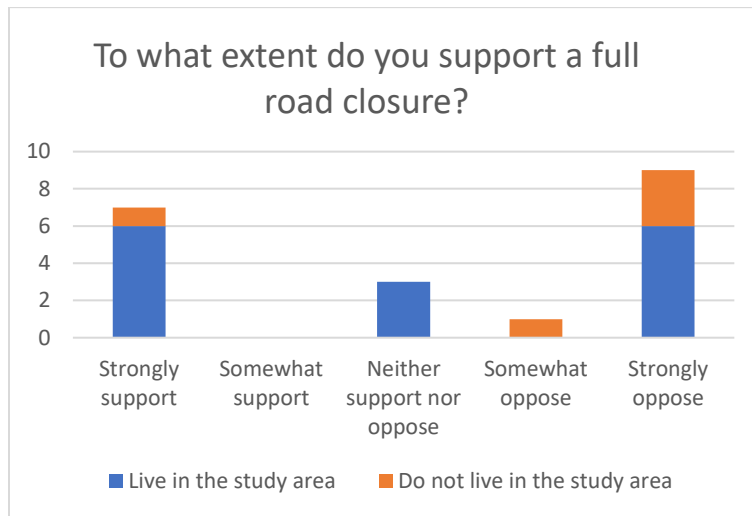


Figure 1. Chart showing support levels for a full road closure

Partial Closure

Option 2a – “3/4” Access Only

Residents generally did not prefer “3/4” access only (left in/right in/right out), which would restrict the outbound left-turn movements from Napier Street. Many participants surveyed either strongly oppose or somewhat oppose introducing a 3/4 access option. Residents further suggested that the City investigate the addition of lights and the permitting of right turns only onto Stegman's Mill Road.

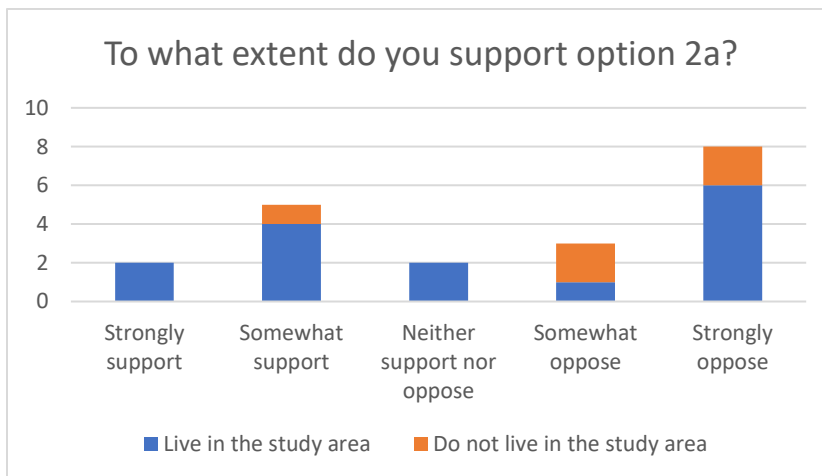


Figure 2. Chart showing support levels for the introduction of a 3/4 access option

Option 2b – Right-in/Right-out Only

Survey participants were then asked about Option 2b – to introduce a “right-in/right-out” access that restricts outbound left-turn movements from Napier Street and inbound left-turn movements from Stegman’s Mill Road. Public meeting participants and the survey respondents who live within the study area equally provided support and opposition for a right in/right out option. Further, while some participants noted that this option would be preferable with the addition of a traffic light, other residents did not feel that this option provides enough traffic mitigation.

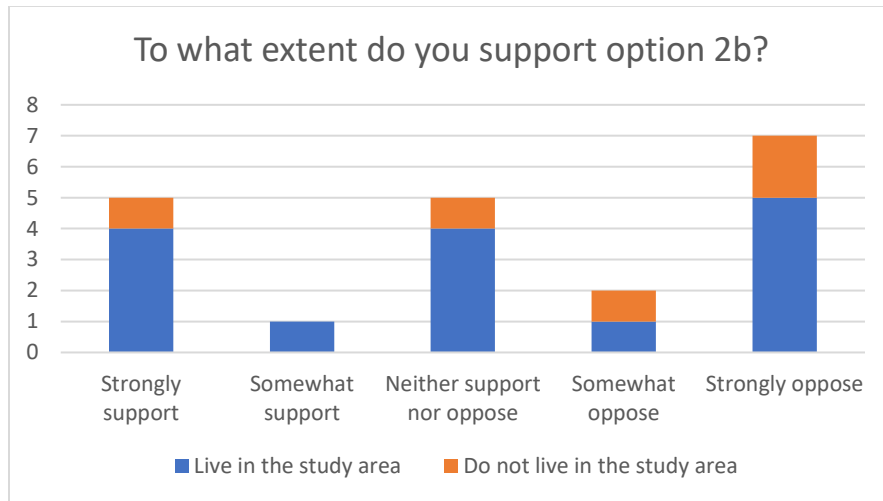


Figure 3. Chart showing support levels for the introduction of a right in/right out access option

Option 2c – Inbound Movements Only

Most survey respondents and public meeting participants were opposed to this option, and only 20% supported it. Among respondents who live in the Napier Street study area, most were opposed.

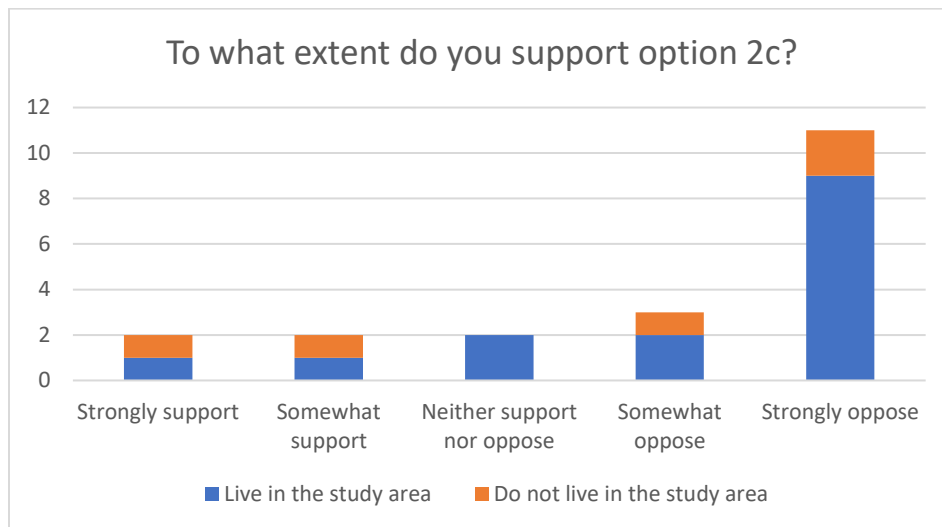


Figure 4. Chart showing support levels for the introduction of a curb bump out

Full or Partial Closure

When survey participants were asked to indicate whether they prefer a full or partial closure, there was a slight preference for partial closure (60%), as shown in the figure below.

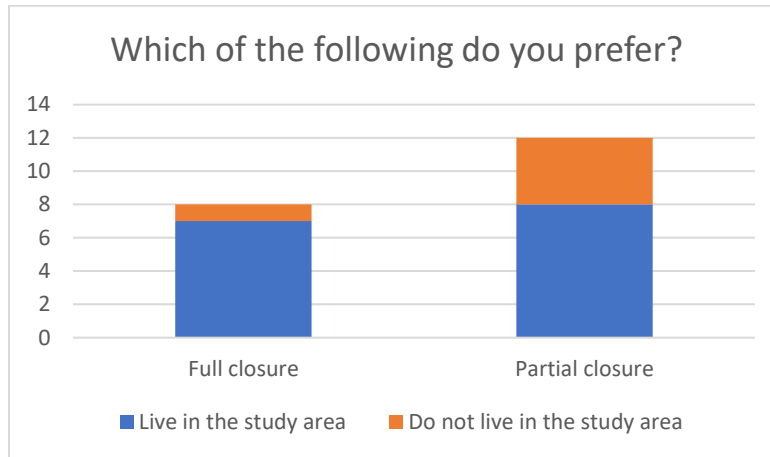


Figure 5. Chart showing support levels for both full closure and partial closure options

Traffic Mitigation

Participants in the online survey showed varying levels of support for the traffic mitigation options, as shown in the figure below. Options 7, 8 and 9 had the highest levels of strong support, and with support for Option 3 and 4 which include:

- **Option 3:** application of pavement markings to influence drivers' perceptions of the roadway environment. It will include the application of longitudinal edge of pavement markings to artificially narrow the roadway and travel lanes.
- **Option 4:** application of pavement markings to influence drivers' perceptions of the roadway environment. Regulatory speed limits will be stenciled on the roadway to increase driver awareness.
- **Option 7:** lowering the posted speed limit on Islington Avenue from 50 km/h to 40 km/h between Highway 27 and Lester B. Pearson Street for consistency with the rest of the corridor.
- **Option 8:** increased signage along the corridor (i.e., slow pedestrians) and installation of speed boards to raise awareness of the environment.
- **Option 9:** designating the residential area as a "Neighborhood Area" per the City's [Speed Limit Policy](#). The speed limit would be set using specialized signage. The entry points to the area would be signed and accompanied by roadway stenciled pavement markings illustrating the regulatory speed limits to increase driver awareness when entering these zones.

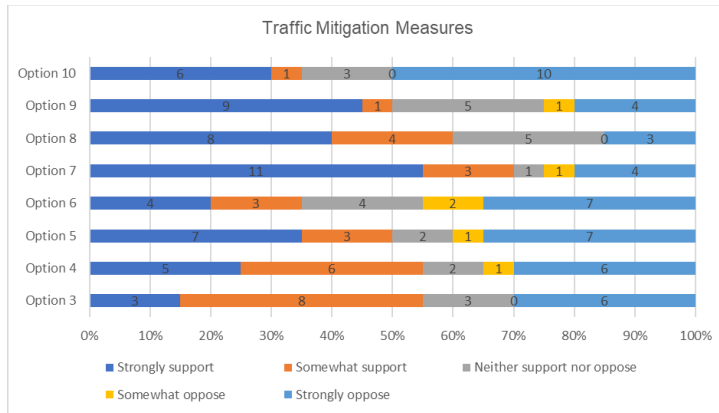


Figure 6. Chart showing support levels for traffic mitigation options