

Attachment No. 2

Lawford Road Area

Neighbourhood Traffic study

Executive Summary

Study Area

The Lawford Road area neighbourhood Traffic Study was conducted in a relatively new residential subdivision located in the southern half of Block 40 of Ward 3. Major traffic generators include Johnny Lombardi Public School, Guardian Angel Catholic Elementary School, Tommy Douglas Secondary School and Chatfield District Park. The Lawford Road Neighbourhood is classified as a 40 km/h block under the City's Speed Limit Policy. The study area is shown in **Figure E-1**.

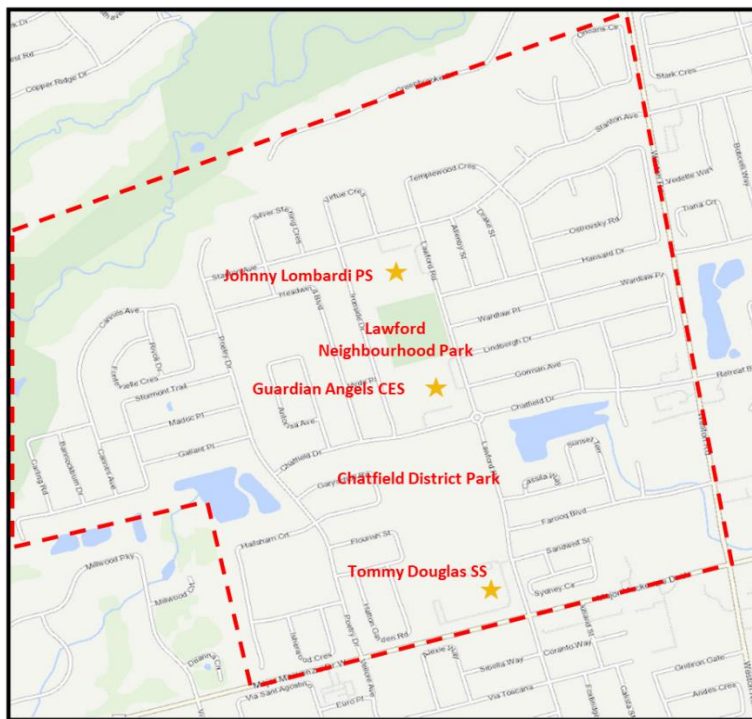


Figure E-1 Study Area

The Lawford Road neighbourhood contains all unsignalized intersections and one roundabout at Chatfield Drive and Lawford Road. Access to the neighbourhood is provided via Weston Road to the east and Major Mackenzie Road to the south. The

Regional intersections along the boundary of the neighbourhood are signalized and are as follows:

- Major Mackenzie Drive and Poetry Drive
- Major Mackenzie Drive and Lawford Road
- Weston Road and Chatfield Drive
- Weston Road and Stanton Avenue

The Lawford area has several traffic calming measures in place, including medians, bump-outs, and curb extensions. The neighbourhood is designated as a 40 km/h speed zone, and there are sidewalks along both sides of collector roads. The City has also installed flex post signs, bollards, and Slow School Zone pavement stencils near schools, as well as radar message boards and Slow Down Vaughan lawn signs for residents. Cycling routes are proposed for Poetry Drive in 2028 and Stanton Avenue in 2030.

Office Review

In 2018, residents in the area identified concerns with the traffic volume on Sedgewick Place. City traffic staff conducted a review and implemented mitigation measures to manage traffic better and improve safety. A follow-up review was to be conducted, which is the purpose of this report.

The City also proposed consultation with the York Region District School Board, the York Catholic District School Board, and the Student Transportation Services of York Region due to the bell times at the three schools occurring at the same time, creating significant congestion on Lawford Road during the period leading up to and immediately following the arrival and dismissal bells.

A significant amount of background data was reviewed for this study, consisting of collision data, ATR data (volume and speed), turning movement counts, origin-destination survey, parking data 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/or pedestrian and cycling facilities. The following was noted:

- There is no evidence of an issue with traffic infiltration into the Lawford Road study area from adjacent Regional roads, nor is there any evidence of traffic using Sedgewick Place as a shortcut by traffic outside of the area bounded by Chatfield Drive, Lawford Road, Stanton Avenue and Weston Road. The higher levels of traffic on Sedgewick Place are indicative of it being the only outlet from

the aforementioned area to the north of Chatfield Drive and east of Lawford Road.

- There is a high number of on-street parking in conjunction with the three schools, particularly Tommy Douglas Public School, where vehicles were noted as parking illegally on both sides of Lawford Road; the remaining collector roads (Chatfield Drive, Poetry Drive and Stanton Avenue) have relatively low demand for parking.
- Future development is planned in the southeast portion of the neighbourhood; a review of the traffic impact studies' recommendations indicates that the planned development should be accommodated within the existing road network without requiring any physical changes to the roadway however signal timing adjustments will be required at the four signalized intersections bordering the neighbourhood.
- A review of speeds indicates that portions of Chatfield Drive, Stanton Avenue and Poetry Drive satisfy warrants to implement mitigative measures and horizontal measures could be considered.
- No additional locations were identified for crossing guards.
- No locations (based on traffic) are warranted for an all-way Stop control.
- No locations are warranted for a traffic signal.
- Several locations are warranted for a pedestrian crossover based on pedestrian crossing volumes or pedestrian desire lines, traffic volumes and the absence of a nearby controlled crossing location – these are:
 - Stanton Avenue and Virtue Crescent (west leg)/Ironside Drive
 - Lawford Road and Lindbergh Drive (with the supervised crossing at Gorman Drive being relocated to this location)
 - Lawford Road and Chatfield Drive (roundabout)
 - Trail Crossings at Poetry Drive, Headwind Boulevard, and Ironside Drive
- A cycling facility has been proposed on the four collector roads aligned with the City's bicycle and pedestrian master plan. There is an opportunity to provide an in-boulevard cycling facility (multi-use pathway or cycle track) on Lawford Road.
- An analysis of intersection operations indicates that all locations operate at an acceptable level of service, although there are brief periods of significant congestion in conjunction with the AM and PM peak hours lasting no more than approximately 15 minutes.

Overall Study Area Observations

The following summarizes overall study area observations:

- Significant congestion was observed in conjunction with the bell times at the three schools
- Road width varies between 9.0 – 13.0 m, in wider sections presumably allowing for parking on both sides of the roadway. In wider sections, excessive width encourages higher operating speeds.
- Lane marking inconsistencies noted at Lawford Road and Farooq Boulevard
- Limited sightlines for traffic exiting Parisienne Road onto Stanton Avenue
- Unsafe arrival and dismissal activities noted (parking and/or stopping in unsafe locations or violating signs or City bylaws)
- Opportunities to improve signs, pavement markings, and curb cuts to assist pedestrians and cyclists in the neighbourhood

Consultation Summary

Throughout the project, CIMA met with stakeholders and members of the public. Concerning the stakeholders, CIMA with the City project team had two agency meetings with stakeholders representing various internal City departments and selected external partners (Region of York, York Regional Police, York Transit), had a meeting with school board officials and transportation services and met with a focus group consisting of school board officials, principals and parent council members from the three schools. CIMA staff and the City project team also had two public engagement sessions, one in June 2023 that was virtual and one in September 2023 that was in person. In the initial meeting, the consultant team provided the results of the preliminary findings and problem identification to the public. Public input and comments were also received. The second public engagement provided the opportunity to report the study recommendations and gain further feedback from the public. Two separate online surveys were conducted during each public engagement. **Table E-1** summarizes the public and stakeholder engagement events and common themes that were identified.

Table E-1 – Public and Stakeholder Engagement Events and Common Themes

| Event | Key Themes and Findings |
|---|--|
| Agency Meeting #1 – June 13 th | <ul style="list-style-type: none"> • Regional plans for the surrounding road network, feasibility of changing bell times, plans for new schools, feasibility of providing a direct connection to the schools from Lawford Neighbourhood Park and request for pedestrian crossovers. |

| Event | Key Themes and Findings |
|--|--|
| Online Survey #1 – June 1 to June 22nd | <ul style="list-style-type: none"> • High participation rate (13%); 381 individuals completed the survey • Common concerns with traffic were speeding, unsafe behaviours associated with pick up and drop off and aggressive driving • Desire for the neighbourhood to be safe for pedestrians, cyclists, transit users and motorists |
| Public Engagement Session #1 – June 15th | <ul style="list-style-type: none"> • Traffic congestion in the neighbourhood • Issues with signs and pavement markings • School pick-up and drop-off • Concerns with illegal parking • Traffic calming • Additional school crossing guards • Future pedestrian and cycling facilities • Future developments • Staggering the bell times for the three schools along Lawford Road • Concerns with illegal parking |
| Meeting with Region of York School Board and Transportation Services – July 19th | <ul style="list-style-type: none"> • Issues with changing bell times • New school to open in Kleinberg which should reduce enrollment at Johnny Lombardi Public School |
| Focus Group Meeting | <ul style="list-style-type: none"> • Need for enforcement of stopping prohibitions • Infrastructure for storing bicycles and scooters at schools • Educating the public on the benefits of cycling • Understanding traffic infiltration on Sedgewick Place, noted as not being an issue • Issues with changing the bell times • Encouraging parents to park in safe locations when dropping off their children |
| Online Survey #2 – August 1 to September 11 | <ul style="list-style-type: none"> • Lower participation rate (5%); 172 individuals completed the survey • Higher priority should be given to traffic calming and traffic management treatments (with exception of one-way streets) |
| Public Engagement Session #2 – September 19 | <ul style="list-style-type: none"> • Overall strong public sentiment for the staggering of bell times for the three schools to help disperse the simultaneous peaking in traffic • Concern with reduction in parking spaces as a result of cycling facilities on street • Support for pedestrian crossovers • Need for education for kids on cycling on crosswalks/crossing the street • Traffic congestion in the neighbourhood and on Stanton Drive and Chatfield Drive turning onto Weston Road • Educating parents on where they can park • Traffic calming |

| Event | Key Themes and Findings |
|-------|--|
| | <ul style="list-style-type: none"> • Education on roundabouts |

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 (first and second round of engagement), the following key broad issues and corresponding treatments were identified within the Lawford Road Neighbourhood.

- **A need to manage school-related congestion** through making a formal inquiry with the school boards into shifting bell times at one or two of the three schools and further encouraging active school travel.
- **A need to reduce operating speeds** by reducing the width of the travel lanes using edge line and centre line markings, tightening the radius at the corner of Chatfield Drive and Poetry Drive, radar message boards, and additional flex post sign installations on Poetry Drive.
- **A need to provide/improve pedestrian facilities** by installing pedestrian crossovers at key locations in the neighbourhood in consideration of pedestrian and traffic movements, pedestrian desire lines and the lack of a nearby dedicated controlled crossing and evaluating the feasibility of providing a dedicated path from the existing park path and the two schools
- **An opportunity to provide/improve cycling facilities** by investigating the feasibility of implementing dedicated cycling facilities in consideration of cross section (which varies between 9.0 – 13.0 metres), parking usage and adjacent residential development, parking aprons and adjacent infrastructure and investigate the feasibility of installing an in-boulevard cycling facility on the west side of Lawford Road, given the presence of the two parks and three schools and the availability of land (owned by the two school boards and the City)
- **A need to discourage unsafe pick-up and drop-off activities at the three schools** by encouraging active transportation as part of the Safer School Zone Strategy, reinforcing existing no-stopping bylaws, implementing stopping restrictions in undesirable locations, use of flex post signs if required to discourage further stopping restrictions in undesirable locations and flex post signs along the median with bollards and pavement stencils (on Stanton Avenue in front of Johnny Lombardi Public School and Chatfield Drive in front of Guardian Angels Catholic School)

Additional minor treatments were identified throughout the neighbourhood and specifically at the three schools.

These treatments are multi-faceted and if implemented together they will have the following benefits, as illustrated in **Figure E-2**.



Figure E-2 Benefits of treatments

An implementation plan, illustrated in **Figure E-3**, identifying short-term 'quick wins' and medium-term and long-term time frames for the treatments.

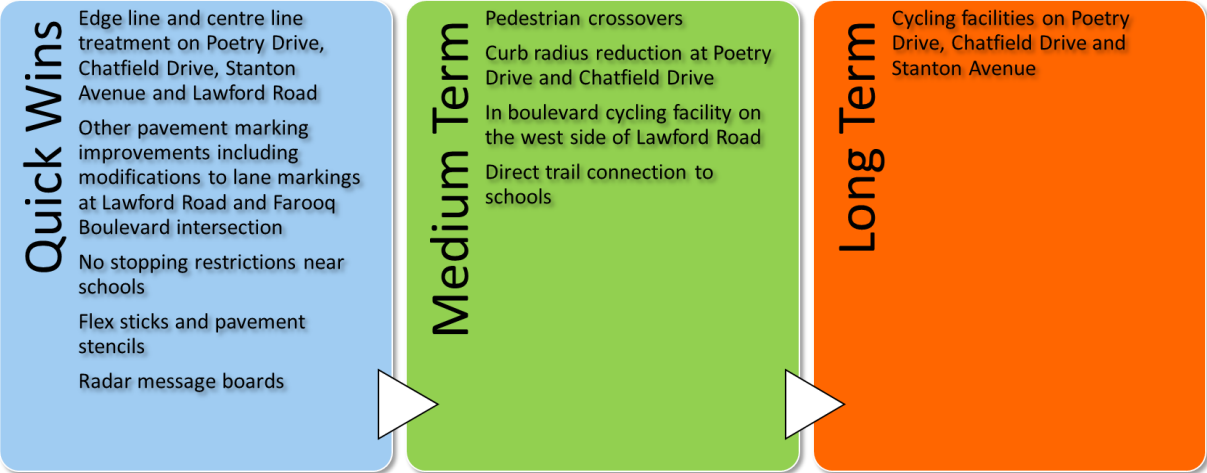


Figure E-3 Implementation Plan

Maps Of Improvements

Figure E-4 shows the traffic calming measures proposed (the number on the map corresponds to the number listed below). Traffic calming measures included:

1. Painted edge lines and centre lines
2. Curb radius reductions (flex signs)/remove median
3. Radar message boards
4. Flex signs, bollards and painted stencils (SLOW SCHOOL ZONE) added near schools
5. Local traffic only signs

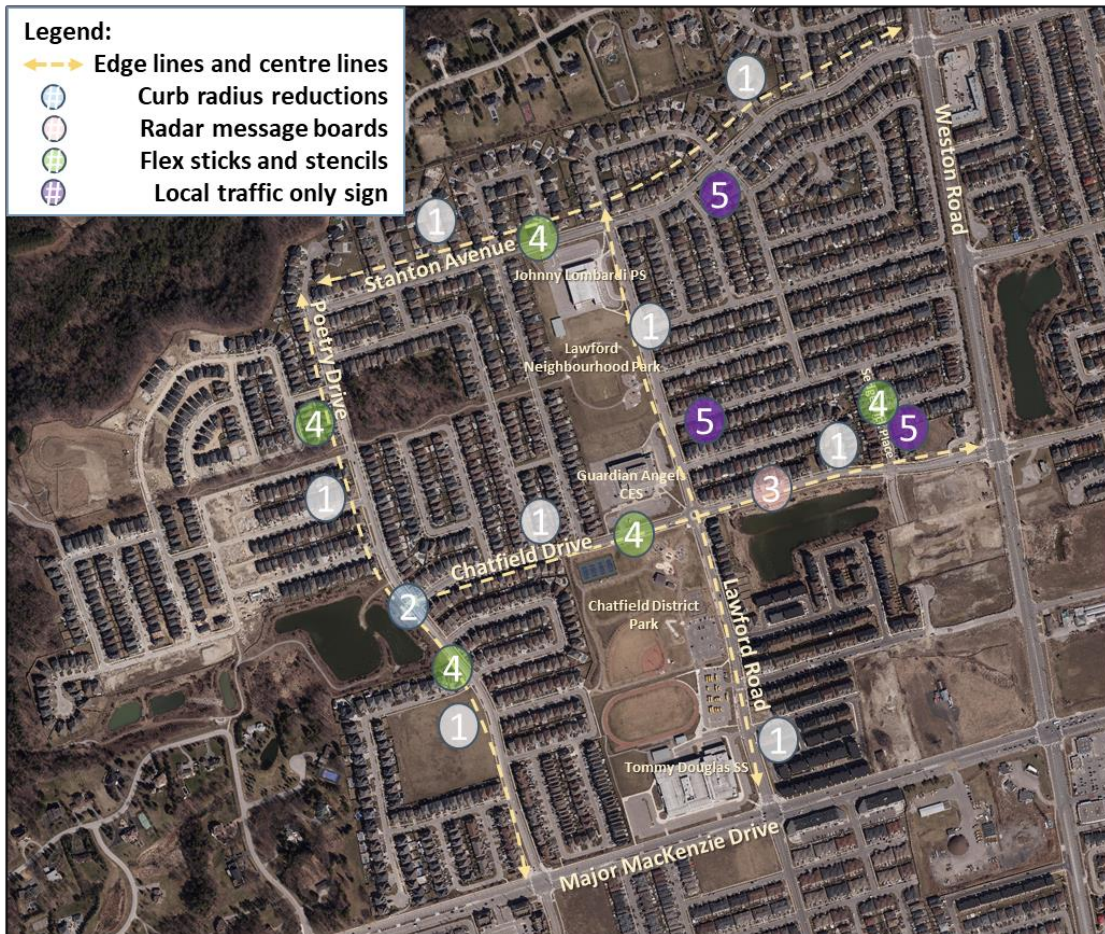


Figure E-4 Proposed Traffic Calming Measures for short-term

Figure E-5 shows the pedestrian improvements proposed (the number on the map corresponds to the number listed below). Pedestrian improvements included pedestrian crossovers at locations 1 – 4 and to investigate the feasibility of a park path direct connection to the schools (shown as a dashed red line).

1. Stanton Avenue and Ironside Drive (west leg)
2. Trail crossings (Poetry Drive, Headwind Boulevard and Ironside Drive)
3. Lindbergh Drive (south leg) – relocate supervised crossing location at Gorman Drive to this location
4. All four entry legs to roundabout at Chatfield Drive and Lawson Drive

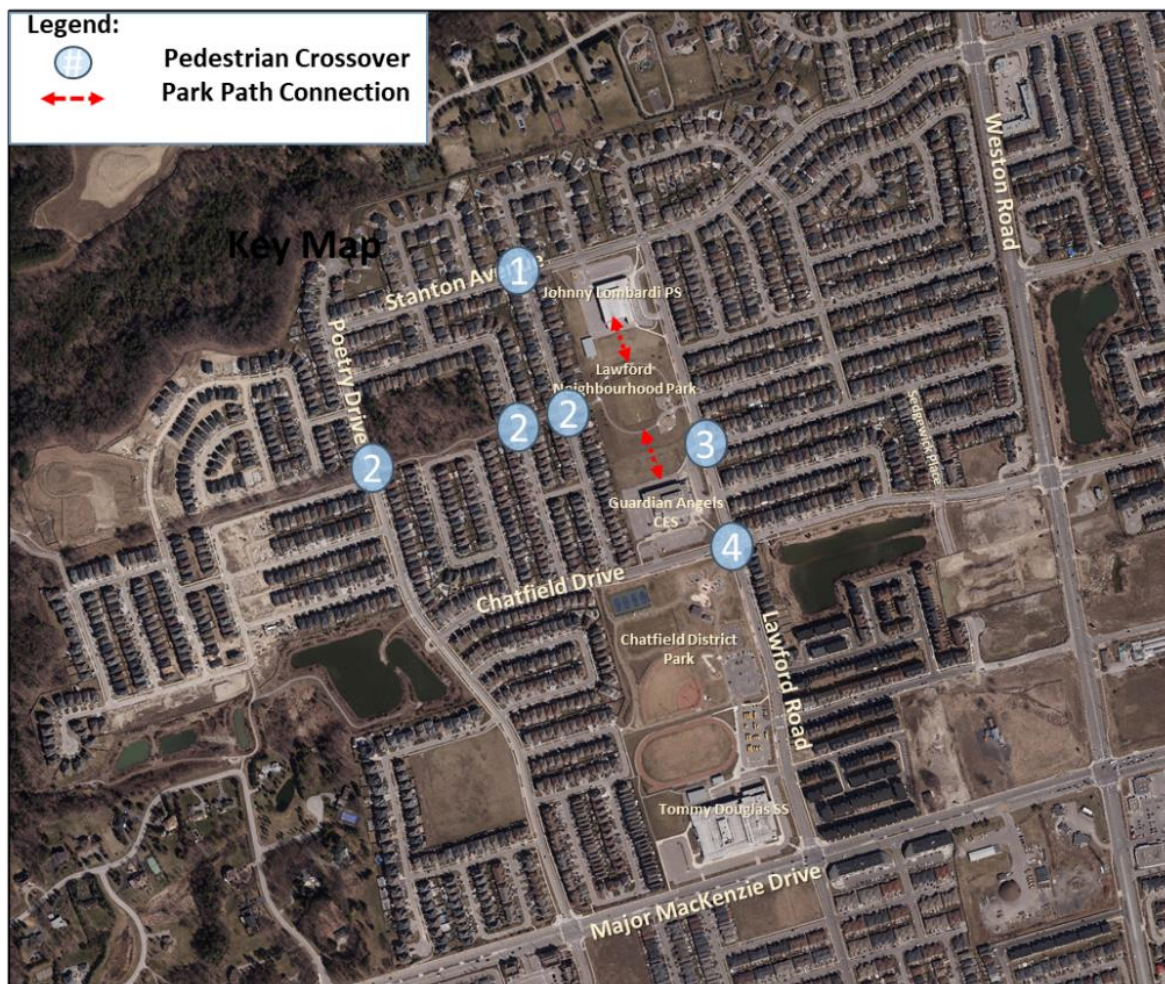


Figure E-5 Proposed Pedestrian Improvements for Medium term.

Note: Feasibility and design study will be conducted as part of the implementation phase. These studies will confirm the type of facility and costs. Operations and maintenance will need to be considered.

The direct path connection between the two schools and park requires coordination and partnership with the school boards and school administration. Operations and maintenance will need to be considered.

Figure E-6 shows the existing recreation trail, existing Regional cycling route, proposed future City cycling routes and a proposed in boulevard cycling facility along Lawford Road. A feasibility and design study will be required for the proposed cycling routes.

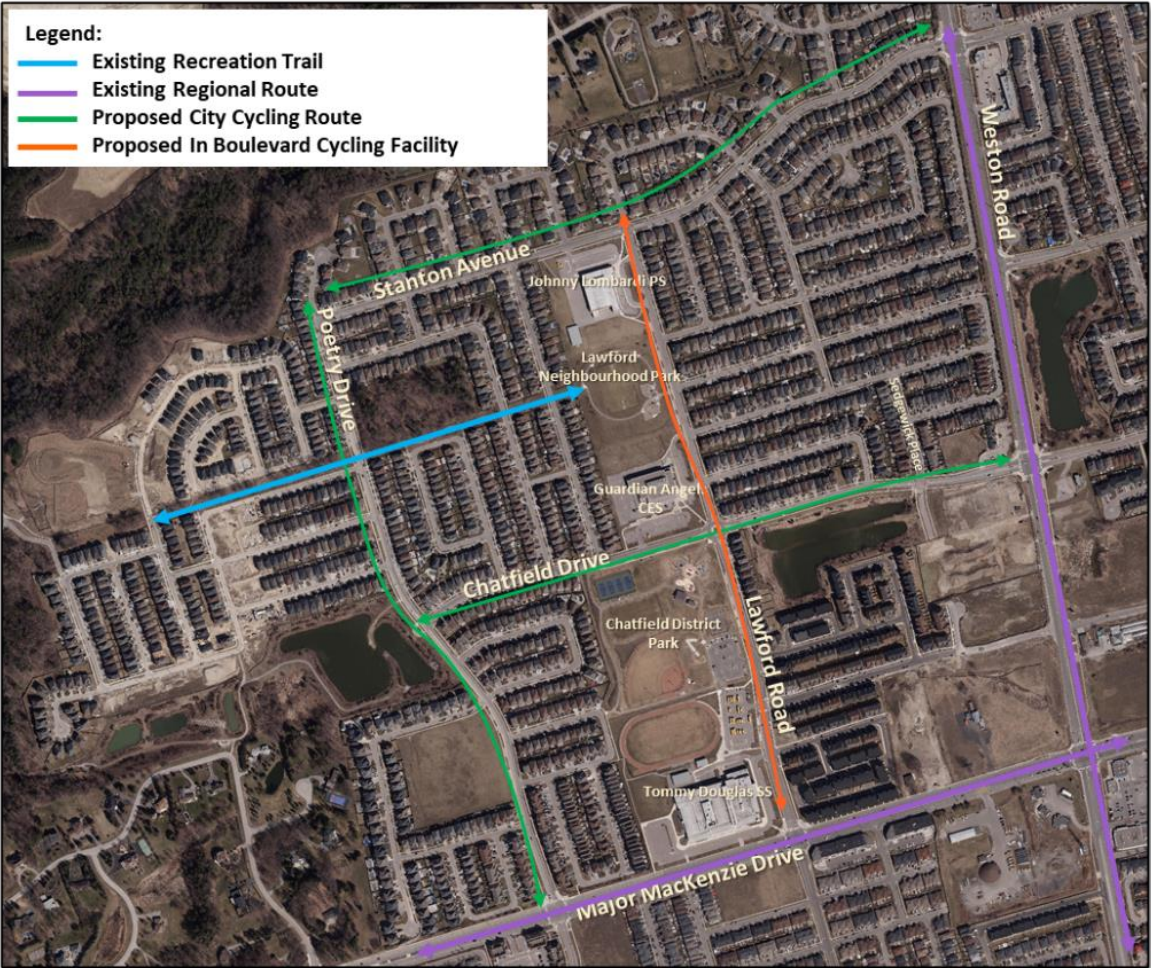


Figure E-6 Existing and Proposed Cycling Facilities for medium and long term.

Note: Feasibility and design study will be conducted as part of the implementation phase. These studies will confirm the type of facility and costs. Operations and maintenance will need to be considered.