

30 km Community Engagement and Policy Study

Age Friendly Advisory Committee
April 28, 2025



C 1

Communication

Age-Friendly Vaughan

Advisory Committee – April 28, 2025

Item No. 2



Nice to meet you



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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)

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:	Policy Owner:		
Council	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.

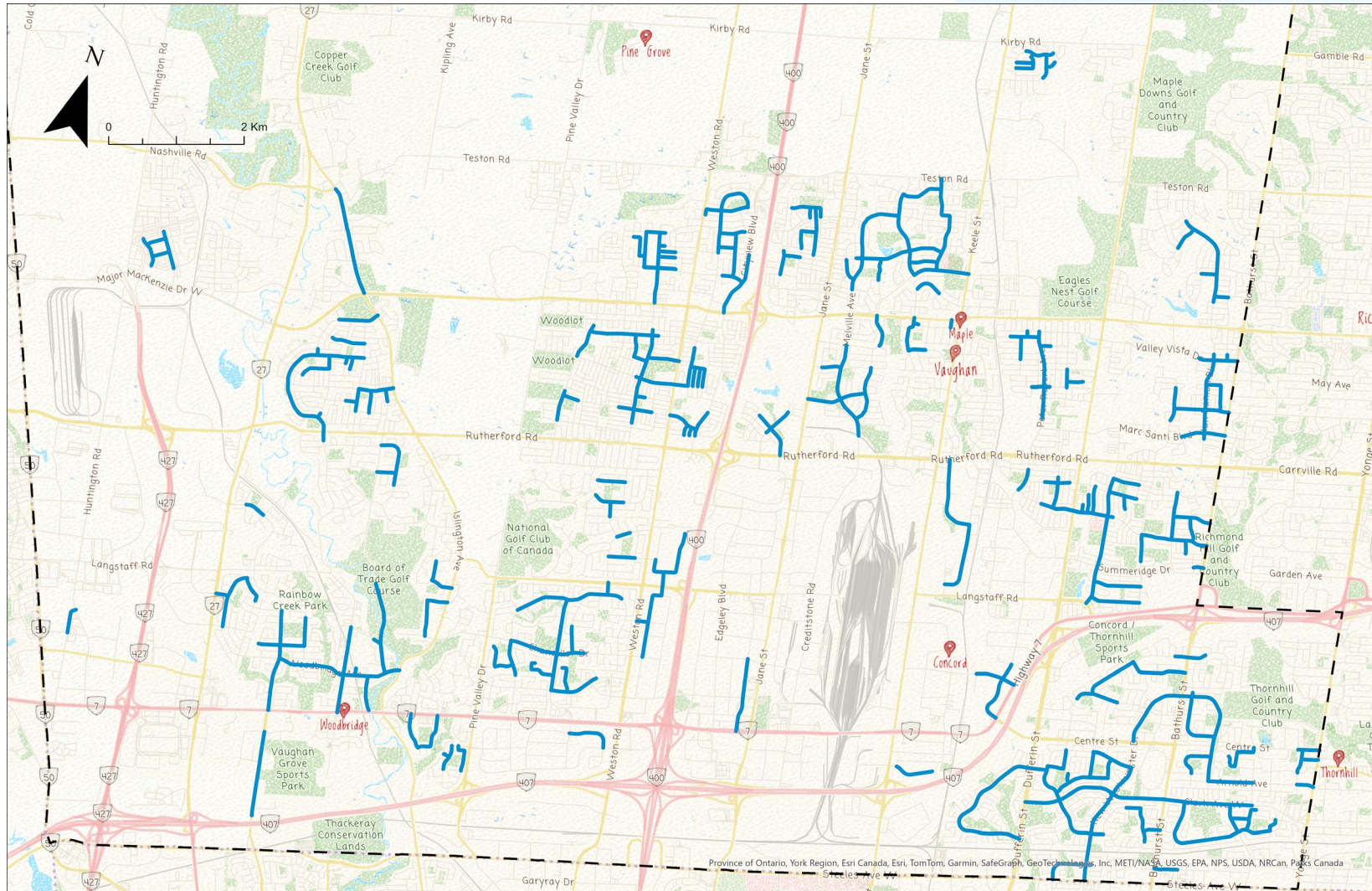
PURPOSE

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.

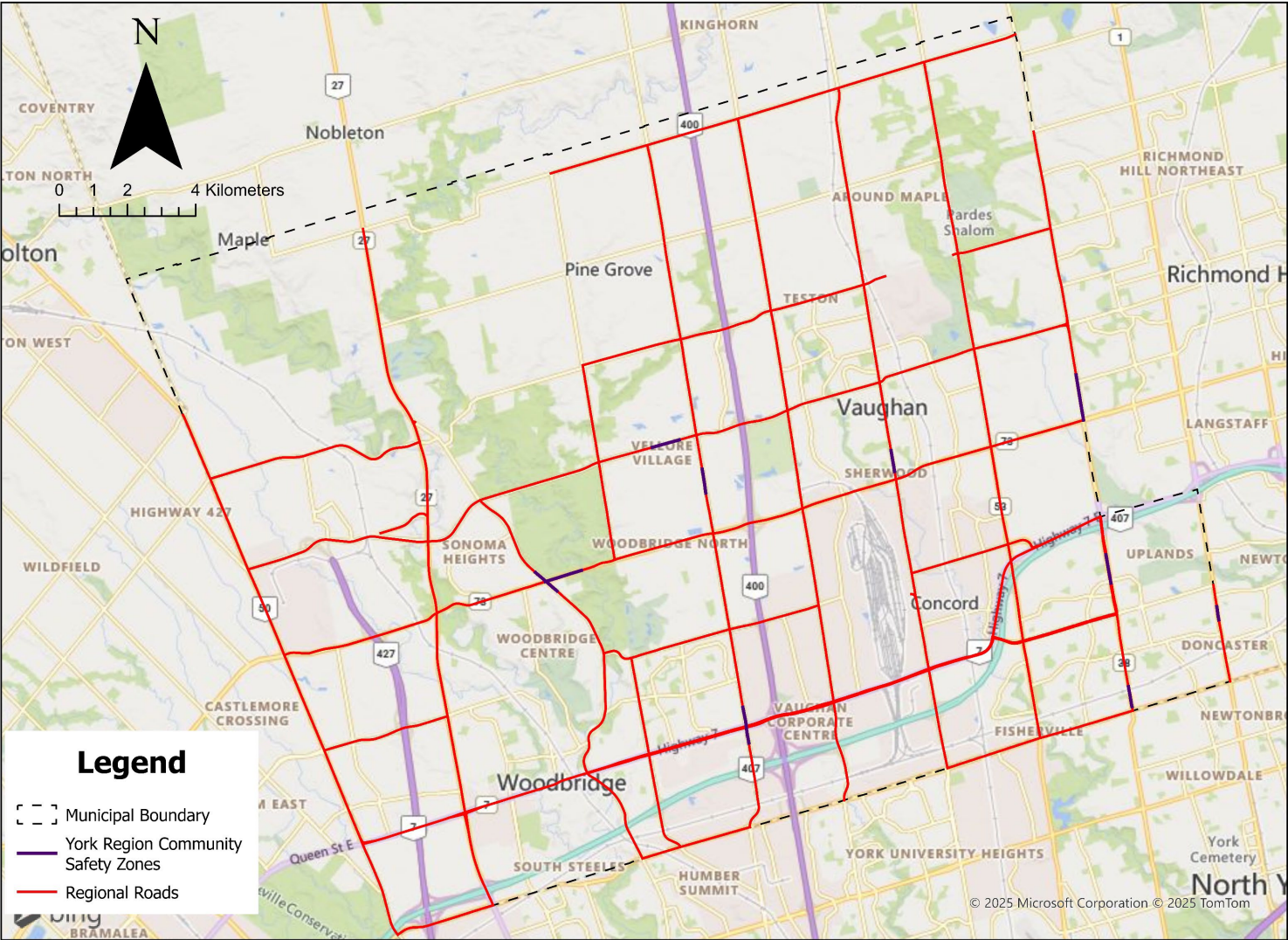
SCOPE

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.

Vaughan currently has over 100 CSZs



York Region Roads and CSZs

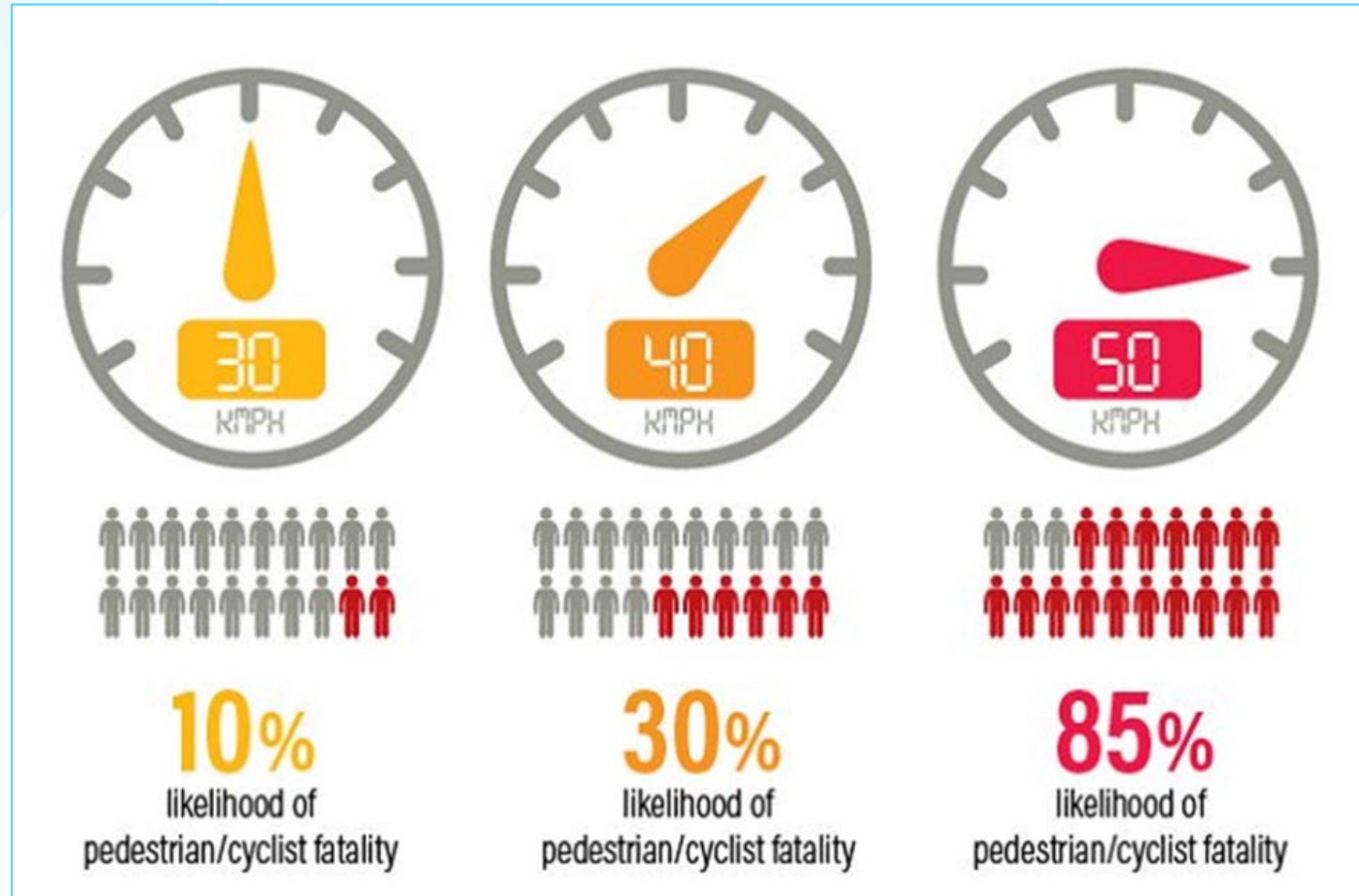


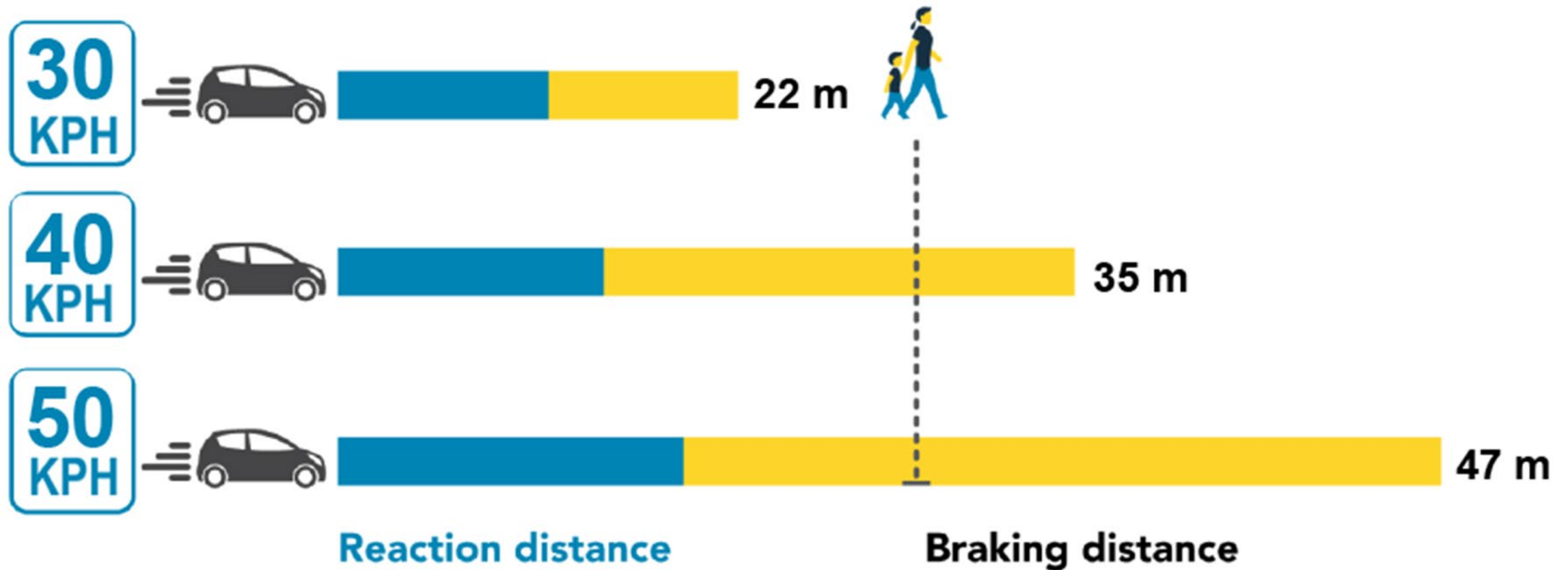
The City is assessing whether speed limits should be reduced in Community Safety Zones from 40 to **30 kilometres per hour**.



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





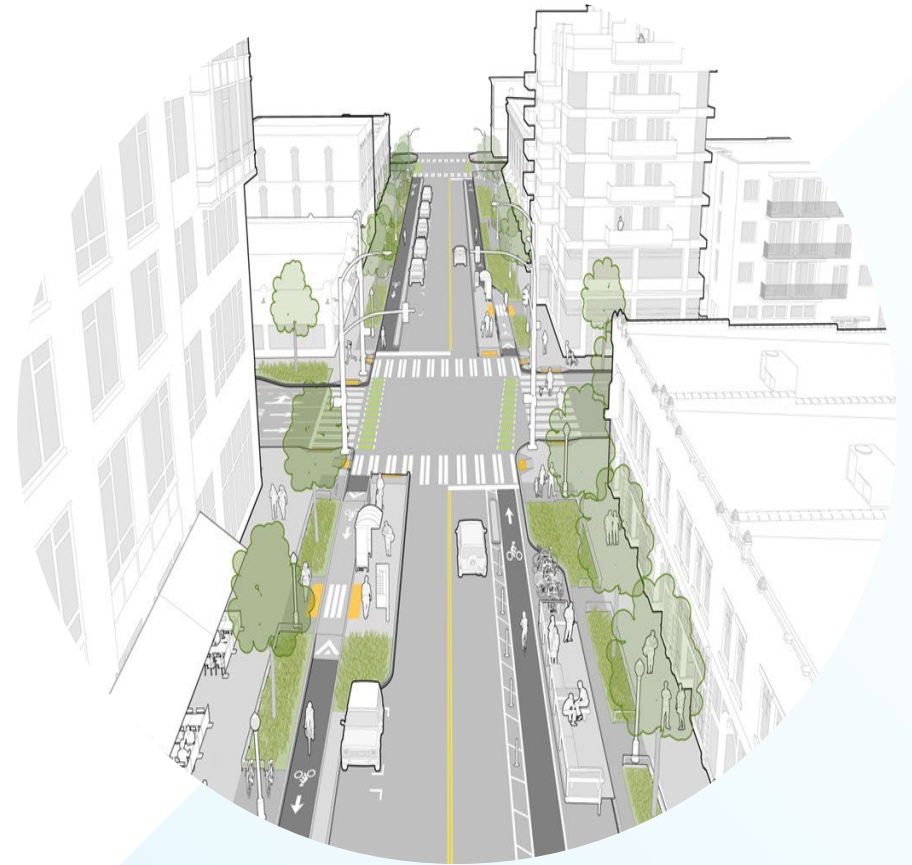
Did you know?

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

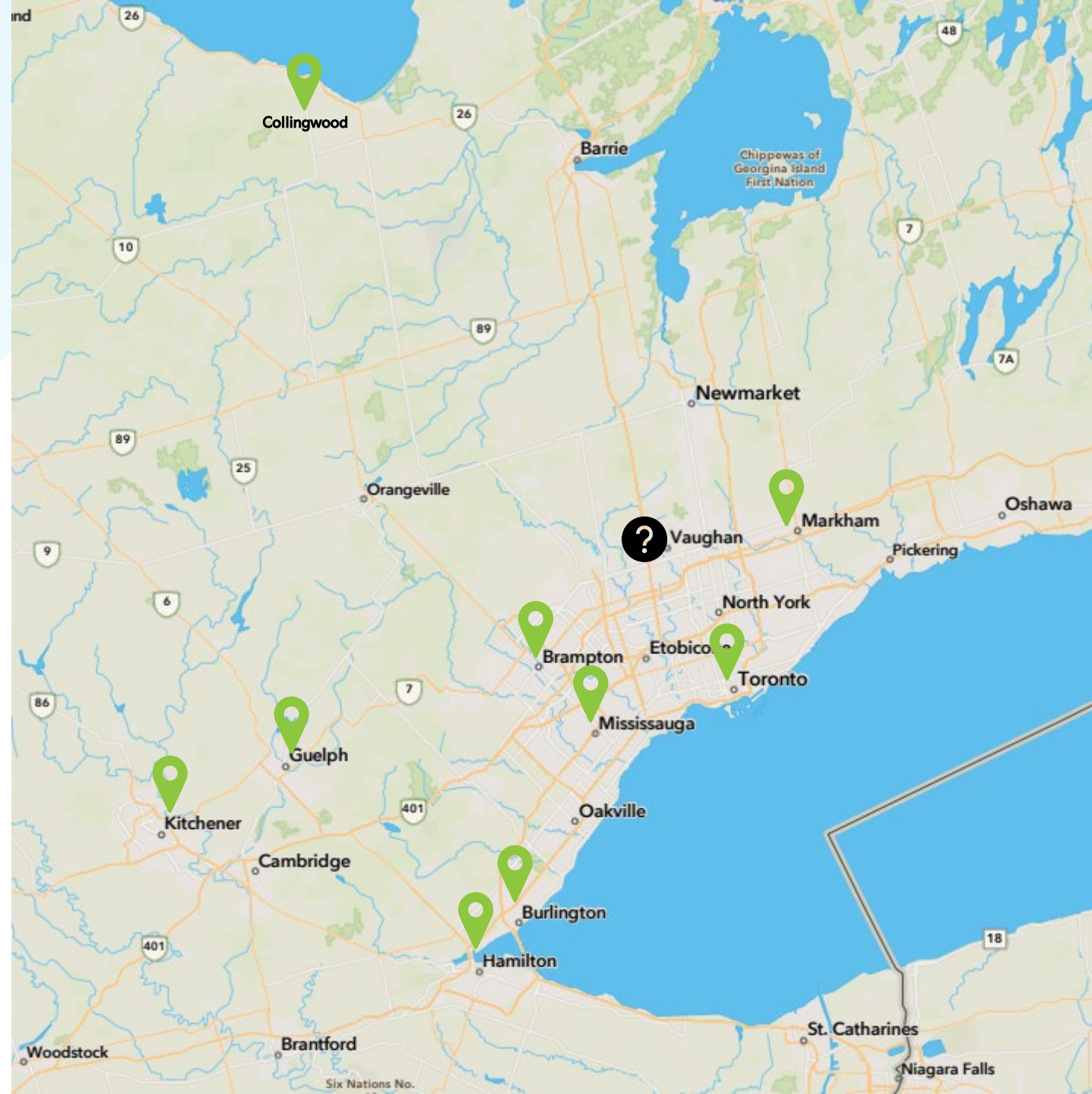
Travel time impacts

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



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)

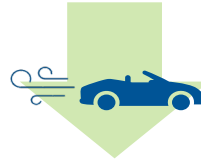
30 km/h Speed Zones

- 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)

7 km/h



87%



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!