

COMMITTEE OF THE WHOLE – OCTOBER 15, 2007

PEDESTRIAN SAFETY STUDY: KIPLING AVENUE

Recommendation

Councillor Tony Carella recommends

- (1) that the Commissioner of Engineering and Public Works direct appropriate staff to conduct a pedestrian safety study along that portion of Kipling Avenue from Meeting House Road to its terminus at Langstaff Road, and
- (2) that recommendations for enhanced pedestrian safety in this area be brought forward to a future Committee of the Whole prior to March 31, 2008.

Economic Impact

Nil

Communication Plan

The ward councillor will inform local residents of the study and its purpose

Purpose

To determine appropriate initiatives to enhance the safety of pedestrians walking along or across Kipling Avenue, between Meeting House Road and Langstaff Road.

Background - Analysis and Options

From Meeting House Road, Kipling Avenue runs north for approximately 450 m, before bending in a northwesterly direction for a distance of 400 m prior to junctioning with Langstaff Road at the southern end of Vaughan Mills Road. Only one arterial sign stops traffic between Meeting House and Langstaff Road, at the intersection with Beechnut Road/Gate House Court.

Given recent and projected developments in the vicinity---including (1) a new subdivision of 181 units on the north side of Langstaff Road between Martin Grove Road and Rainbow Creek west of Vaughan Mills Road, (2) the 117-unit condominium/townhouse project now being constructed on the west side of Kipling midway between Burton's Lane and the railway tracks; and (3) the approved in-fill developments along this portion of Kipling Avenue (Dunpar Developments, 116 units on the east side of Kipling north of Chavender Place, and Sceptre Developments, 66 units [including 24 "live-work"] on the west side of Kipling between the laneway to Woodbrige Foam and the railway tracks), it is clear that the amount of vehicular traffic is and will continue to increase along this section of Kipling Avenue.

All of these developments (totalling 480 residential/commercial units), but particularly (2) and (3), will also result in increased pedestrian traffic beside and across an 850 m stretch of busy roadway, where frequently speeding traffic is constrained only by a single stop sign. In light of these circumstances, a study to determine how to improve pedestrian safety is warranted.

Regional Implications

None

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Given actual and potential increases in vehicular and pedestrian traffic along the upper end of Kipling Avenue, it is appropriate that a study be done, to determine how pedestrian safety can be insured in the middle and long-term.

Attachments

Key map indicating location of study area

Report prepared by:

Councillor Tony Carella

Respectfully submitted,

Tony Carella
Councillor – Ward 2

This is a detailed street map of the Woodbridge area in Ontario, Canada. The map shows a grid of streets including Highway 7, Highway 407, and various local roads like Woodbridge Rd, Kipling Rd, and Sheppard Ave. Key landmarks such as the Woodbridge Golf Course, Woodbridge Park, and the Woodbridge Mall are labeled. The map also shows the location of the Woodbridge Employment Area and the Woodbridge West Employment Area. The map is oriented with North at the top.