

COMMITTEE OF THE WHOLE – MARCH 25, 2008

PEDESTRIAN SAFETY STUDY KIPLING AVENUE

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes.
2. That staff arrange to have two “Pedestrians Ahead” warning signs installed on Kipling Avenue;
3. That staff review the area in the Spring, 2008 when there is more pedestrian activity and report further on observations and any recommended action; and
4. That York Regional Police be requested to provide enforcement of the existing 40 km/h posted speed limit.

Economic Impact

The cost to install the signs will have an impact of the 2008 Operating Budget. The cost to maintain the signs will have an impact on future budgets.

Communications Plan

The Ward Councillor will inform the residents of the decision by Council on this matter.

Purpose

To enhance pedestrian safety on Kipling Avenue from Meeting House Road to its terminus at Langstaff Road, in response to a request Council direction.

Background - Analysis and Options

At its meeting on October 22, 2007, Council directed:

- “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.”**

Kipling Avenue is a two lane arterial road with an existing 33 metre right-of-way. The existing posted speed limit on Kipling Avenue within this specified area is 40 km/h.

There are three new developments planned for this section of Kipling Avenue:

1. A new subdivision of 181 units on the north side of Langstaff Road between Martin Grove Road and Rainbow Creek.
2. A 117 unit condominium / townhouse project on the west side of Kipling Avenue midway between Burton’s Lane and the CPR tracks.
3. 116 units on the east side of Kipling Avenue north of Chavender place, and 66 units (including 24 “live-work”) on the west side of Kipling Avenue between the laneway to Woodbridge Foam and the CPR tracks.

Vehicle Volume Studies

Staff installed Automatic Traffic Recorders at three different locations on Kipling Avenue from January 7, 2008 – January 10, 2008. The results are as follows:

Location	Northbound	Southbound
Kipling Avenue north of Tandian Court	3420 vehicles per day	3370 vehicles per day
Kipling Avenue south of Gate House Court	3470 vehicles per day	3440 vehicles per day
Kipling Avenue north of Chavender Place	3570 vehicles per day	3600 vehicles per day

According to the Transportation Association of Canada's Geometric Design Guide for Canadian Roads, arterial roads are designed to carry no more than 20,000 vehicles per day. Kipling Avenue at its busiest location carries approximately 7170 vehicles per day, which is within this limit.

Speed Studies

Staff conducted radar studies in three different locations on Kipling Avenue on Wednesday, January 9 and Thursday January 10, 2008 between the peak periods of 8:00 – 9:00 am, 11:00 am – 12:00 noon, and 4:00 – 5:00 pm. The weather on both days of the study was partly cloudy and the road pavement was dry. The collected average speeds are summarized in the table below:

Kipling Avenue north of Gate House Court:

Direction	Morning Average speed	Noon Average speed	Evening Average speed
Northbound	50 km/h	51 km/h	52 km/h
Southbound	50 km/h	51 km/h	52 km/h

Kipling Avenue north of Meeting House Road:

Direction	Morning Average speed	Noon Average speed	Evening Average speed
Northbound	53 km/h	53 km/h	50 km/h
Southbound	50 km/h	50 km/h	53 km/h

Kipling Avenue south of Meeting House Road:

Direction	Morning Average speed	Noon Average speed	Evening Average speed
Northbound	51 km/h	49 km/h	52 km/h
Southbound	55 km/h	52 km/h	51 km/h

The average speeds noted above are within acceptable limits for a roadway such as Kipling Avenue. The 85th percentile speeds on Kipling Avenue (the speed at which 85% of vehicles are travelling or less) are:

Kipling Avenue north of Gate House Court 57 Km/h
Kipling Avenue north of Meeting House Road 57 Km/h
Kipling Avenue south of Meeting House Road 59 Km/h

The average 85% percentile speed is 57.6 Km/h.

Kipling Avenue currently has an existing sidewalk on the west side of the road from Langstaff Road to Chavender Place, and on both the east and west side of the road from Chavender Place to Meeting House Road. There are four homes on the east side of Kipling Avenue between Chavender Place and Langstaff Avenue. There are existing all-way stop controls at the

intersections of Kipling Avenue and Meeting House Road, and Kipling Avenue and Gate House Court. There is a traffic signal at Kipling Avenue and Langstaff Road / Vaughan Mills Road. All three of these intersections provide an area for pedestrians to safely cross the roadway. During general observations of the roadway, very few pedestrians were observed on Kipling Avenue, however this could be due to the time of the year. These pedestrians were observed on the existing sidewalks.

There is a curve on Kipling Avenue north of Hurricane Avenue, however due to the large radius of the curve, there is not a sight line issue viewing vehicles or pedestrians. There are no parks or playgrounds adjacent to this section of Kipling Avenue or a walkway to the Board of Trade Golf Course. The Parwest Parkette is located between Tandian Court, Beechnut Avenue, the CPR tracks, and Claremont Lane, however it is well away from Kipling Avenue. Any pedestrian from the east side of Kipling Avenue can safely cross at the all-way stop at Kipling Avenue and Gate House Road to access this parkette.

Kipling Avenue has been designated an emergency response route, and therefore according to Council's Approved Neighbourhood Traffic Calming Policy and Procedure speed humps cannot be installed on Kipling Avenue. Other traffic calming measures that could be installed include:

1. Traffic Circles at Hurricane Avenue and at Chavender Place.
2. Road narrowings, either painted or curb.
3. Chokers at the existing all-way stop control at Gate House Court.
4. Overhead pedestrian warning sign and flashing amber beacon to warn motorists of pedestrian activity in the area. (possible 2009 installation upon completion of the residential developments).
5. Pedestrian warning signs installed along the road way to advise motorists of pedestrian activity in the area or those who will cross at the intersection.

Given the limited pedestrian activity observed, traffic calming measures do not appear to be warranted at this time. Accordingly, installation of pedestrian warning signs would serve to advise motorists of the potential for pedestrians in the area and crossing the road. Since this review was conducted in the Winter when pedestrian activity tends to be limited, it is recommended that the area be reviewed in the Spring and a further report be prepared detailing observations and recommending further action as necessary. This report would be brought to a future Committee of the Whole meeting no later than June, 2008.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable

Conclusion

The Engineering Services Department recommends that this report be received for information purposes and that pedestrian warning signs be installed on the curb along this section of Kipling Avenue.

Attachments

1. Location Map

Report prepared by

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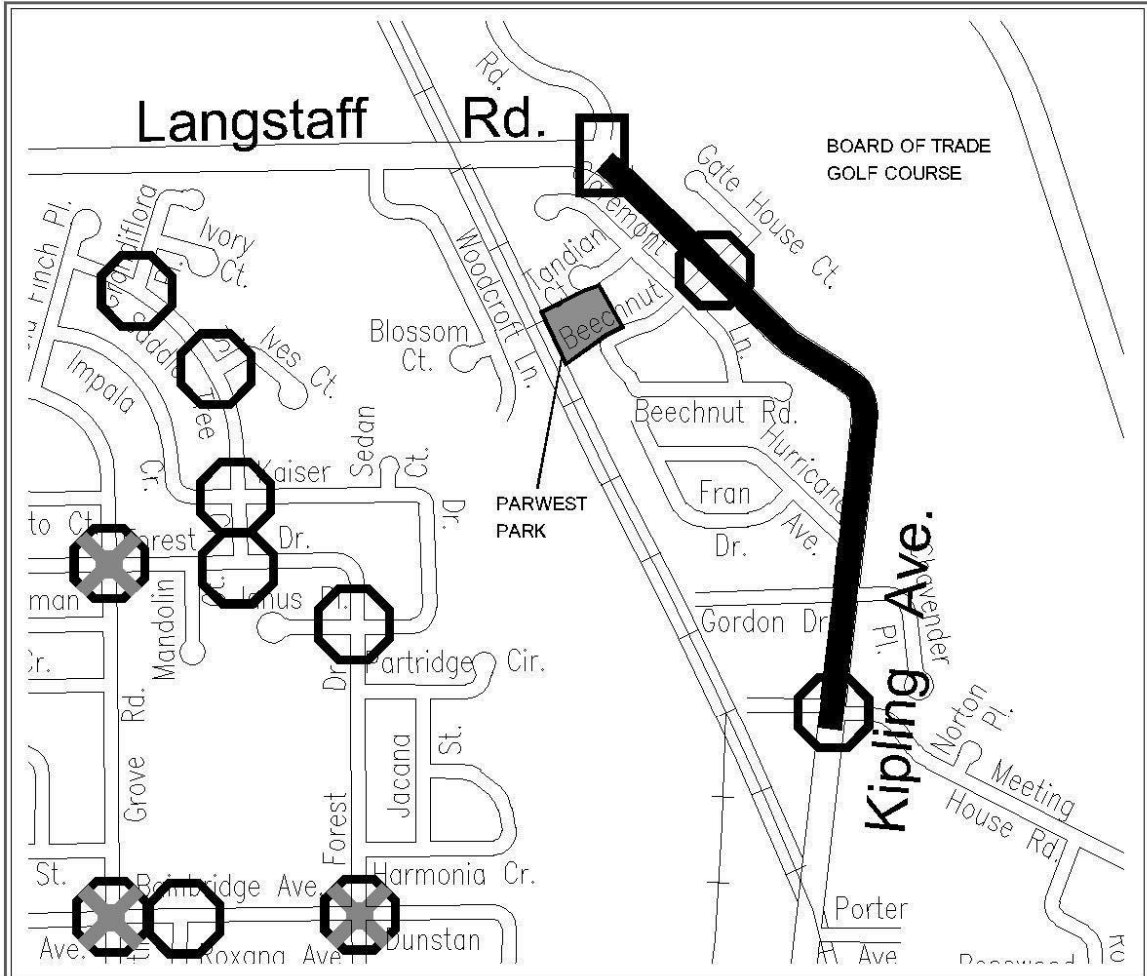
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Mike Dokman, C.E.T.
Supervisor, Traffic Engineering





LW:mc

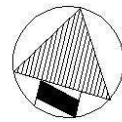
ATTACHMENT No. 1



KIPLING AVENUE PEDESTRIAN SAFETY REVIEW

LEGEND

-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING
-  ROADWAY UNDER REVIEW



NOT TO SCALE