

COMMITTEE OF THE WHOLE JUNE 19, 2006

KIPLING AVENUE SOUTH OF HIGHWAY 7 VARIOUS TRAFFIC CONCERNS

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services recommends:

1. That all day parking prohibitions be implemented on the west side of Kipling Avenue from the north to south limits of the Kipling Parkette from May 1st to September 30th;
2. That the information from the Region of York, Transportation and Works Department, regarding additional weekend traffic signal timing plans at Highway 7 and Kipling Avenue to coincide with community centre/club activities be received for information; and
3. That those issues/concerns raised by area residents, and related directly to the addition of any future recreational/club facilities be addressed through the Development Approvals process as conditions of Site Plan Approval and remain the responsibility of the Applicant(s).

Economic Impact

The cost to install the parking prohibition signs would be an initial impact to the 2006 Operating Budget, and the cost to maintain the signs would be a future Operating Budget impact.

Purpose

To review the traffic operational issues on Kipling Avenue south of Highway 7 as per direction from Council.

Background - Analysis and Options

At its meeting on May 23, 2005, Council directed:

“(1) review in general traffic flow patterns in the vicinity of Kipling Avenue south from Regional Road 7, and in particular with respect to the traffic generated by the location in this area of three quasi-public community centres/clubs which attract vehicular traffic into the area, and

(2) report on initiatives which may be taken to improve the flow of such traffic, the cost of such initiatives, and the potential timing of the implementation of such initiatives in light of budgetary considerations, if any.”

Kipling Avenue is a feeder road between Highway 7 and the southerly limit (Hydro One Corridor). The intersection of Kipling Avenue and Highway 7 is signalized and under the jurisdiction of the Region of York. The existing posted speed limit is 40 km/h throughout. The ‘Kipling Parkette’ is located on the west side of Kipling Avenue south of Nadia Avenue with approximately 65 metres of frontage. The area is shown on Attachment No. 1.

Automatic Traffic Recorders (ATR) were installed on Kipling Avenue between Coles Avenue and Nadia Avenue from Thursday, May 25, 2006 to Monday, May 30, 2006 to collect 24-hour speed and volume data over the weekend (May 27th, May 28th). The following table summarizes the results of this investigation.

Kipling Avenue between Coles Avenue and Nadia Avenue

<u>Date</u>	<u>Direction</u>	<u>24 Hour Volume</u>
Saturday, May 27th	Northbound	2417
	Southbound	2333
	Total	4750
Sunday, May 28 th	Northbound	1930
	Southbound	1989
	Total	3919
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Average Speeds Collected	Northbound	50 km/h
	Southbound	50 km/h

24 Hour volumes on the weekend dates were well within the designed capacity for Kipling Avenue. The capacity for a feeder road is 8000 vehicles per day. Both the Veneto Centre and the Ciociaro Social Club were contacted and both confirmed they had no weekend activities planned on these dates. The average speeds collected were found to be 50 km/h for both northbound and southbound directions. Kipling Avenue would be considered a primary emergency response route according to Vaughan Fire & Rescue Services.

Staff contacted the Region of York, Transportation and Works Department in regard to concerns raised that during weekend activities at the community centres south on Kipling Avenue, additional green time for the northbound direction at Kipling Avenue and Highway 7 is required. Region of York staff have reviewed this concern and in response have added an additional timing plan for northbound traffic at Highway 7 and Kipling Avenue for Saturdays and Sundays between the hours of 11:00am to 3:00pm to facilitate the expected additional traffic.

Staff reviewed the area of the Kipling Parkette which is located on the west side of Kipling Avenue south of Nadia Avenue. Staff recommends a parking prohibition to be installed on the west side of Kipling Avenue from the north to south property limits of the Parkette (approximately 65 metres). The limits of the prohibition would state May 1st to September 30th. The prohibition will improve sight visibility of pedestrians going to/coming from the Parkette.

In terms of other parking infractions along this section of Kipling Avenue By-law and Enforcement Services staff will need to increase surveillance to enforce the maximum 3 hour limit in the City's Consolidated Parking By-law and provide increased safety for pedestrians in the area and park-users .

Other Issues As Requested

Several other issues were raised by the residents as noted in the original report and the May 23, 2006 Council direction. Many of the issues relate to development concerns associated with events occurring at the existing number of private recreational facilities and those potentially arising out of proposed additional similar facilities. Financial contributions and/or roadwork improvements may be required by the Applicant(s) as part of the respective approvals for those facilities contributing to additional traffic. These may include, but not necessarily be limited to, sidewalks, streetlighting, road widening, etc. Staff can offer the following responses:

Roadway Improvements – In response to a resident letter suggesting an alternative lane configuration along Kipling Avenue, staff can indicate that while this may be feasible in the northern two blocks (Hwy. 7 to Coles Avenue and Coles Avenue to Nadia Avenue) it can not be achieved south of Nadia to the end of the street due to narrower pavement widths. Road widening would be required in this area. Further, a 3-lane section north of Nadia would automatically mean a 24 hour, 7 day a week parking prohibition on the west side of the street

(southbound) in order to facilitate regular traffic flow. Similarly, a 24 hour, Saturday and Sunday parking prohibition on the east side of the street (northbound) would be required to allow for the "exiting" event traffic to move freely towards Hwy 7.

The southerly portion of Kipling Avenue (south of the south leg of Veneto Drive) has an unimproved rural cross-section. Urbanization alone of this road segment would not necessarily address the need for improved traffic flow. The current Capital Roads Program calls for resurfacing of the north end of Kipling Avenue in 2009, with the reconstruction (rural road upgrade) of the southerly portion presently not scheduled within the 5 year plan. The estimated capital cost of upgrading the subject section of Kipling Avenue to a 2 lane rural cross section is about \$350,000, with the incremental cost to add an equivalent 3rd lane for on-street parking costed at \$250,000. The comparative construction cost for a 3-lane urban section (curb and gutter only) is approximately \$800,000.

The necessary capital funds for the road upgrades would need to be funded from Long Term Debt and would be included in a Draft Capital Budget for Council's consideration in the particular year the planned works came forward. The long range financial implications will include operating and maintenance costs, including long term reconstruction associated with this type of infrastructure, which are not qualified at this time.

Event Coordination – Coordination of weekend community events would be the responsibility of the various private Community Centres or Clubs to arrange and manage. Different dates and staggered start and finish times would likely reduce the impact of traffic accessing and exiting the site. Such stipulation(s) would likely have to be incorporated into the respective development agreements as a condition of approval, normally negotiated with the Applicant(s.)

Paid Duty traffic officers – The request for off-duty police officers during weekend community centre events would be the responsibility of the various Community Centres or Clubs. The cost of which would have to be borne by the club or group making such request.

Emergency Access – The issue of emergency access as affected by weekend Community Centre/club events has been reviewed by Fire & Rescue Services. Fire & Rescue Services have indicated they have had no emergency response concerns in the past.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Based on staff's review, it is recommended that a parking prohibition from May 1st to September 30th on the west side of Kipling Avenue from the north to south property limits of Kipling Parkette be implemented.

In addition, the information from the Region of York Transportation and Works Department pertaining to an additional timing plan to facilitate weekend community centre events at the intersection of Highway 7 and Kipling Avenue be received for information.

Attachments

1. Location Map

Report prepared by:

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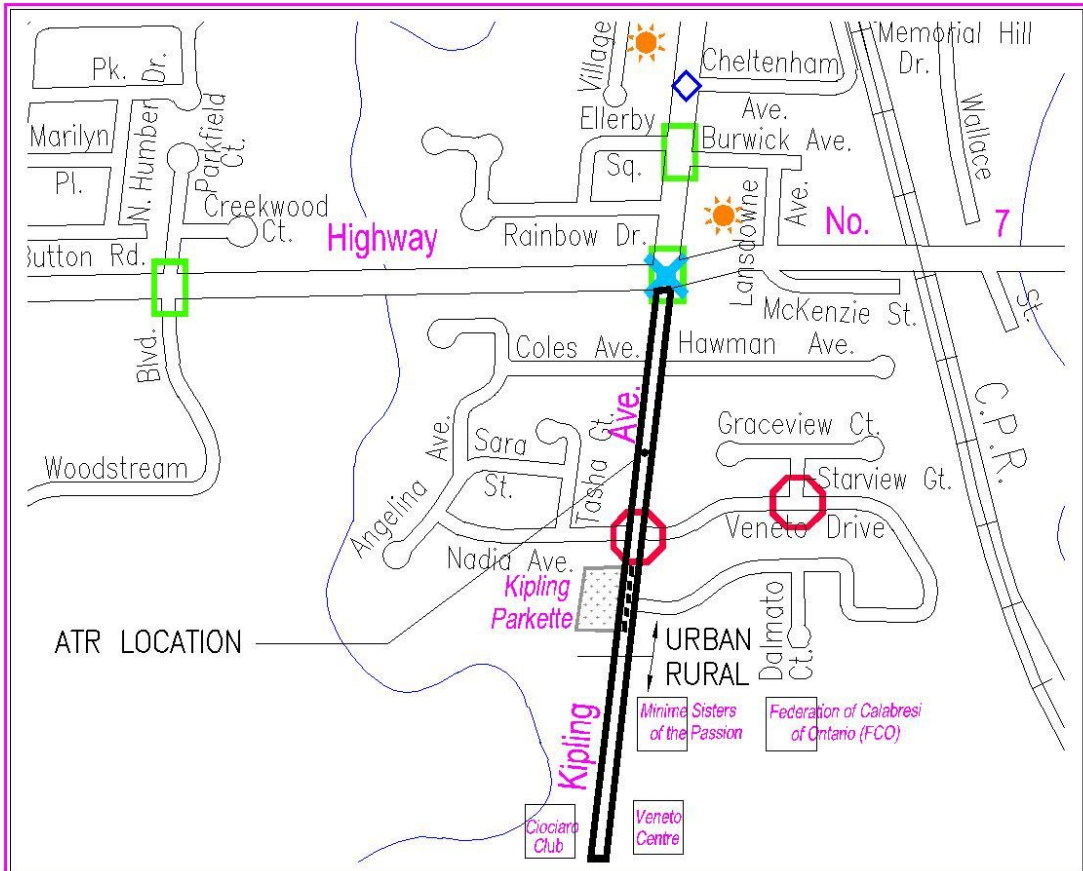
Respectfully submitted,

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

Gary Carroll, P. Eng.,
Director of Engineering Services

:MR

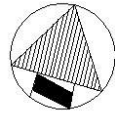
ATTACHMENT No. 1



KIPLING AVENUE

PROPOSED "NO PARKING" PROHIBITION

LEGEND	
	AREA UNDER REVIEW
	NO PARKING PROHIBITION
	EXISTING TRAFFIC SIGNALS
	EXISTING ALL-WAY STOP CONTROL
	EXISTING SUPERVISED SCHOOL CROSSING
	EXISTING FLASHING SCHOOL BEACON
	PEDESTRIAN SIGNAL OR HALF SIGNAL



NOT TO SCALE