

COMMITTEE OF THE WHOLE JUNE 16, 2008

PEDESTRIAN SAFETY STUDY KIPLING AVENUE

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action is required on pedestrian safety along that portion of Kipling Avenue from Meeting House Road to its terminus at Langstaff Road based on the results of the traffic data collection.

Economic Impact

None.

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 Council direction.

Background - Analysis and Options

At its meeting on March 31, 2008, Council directed:

“1. That staff review the area in the spring, 2008 when there is more pedestrian activity and report further on observations and recommended action”.

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:

LOCATION	DIRECTION	AM AVERAGE SPEED	MID-DAY AVERAGE SPEED	PM AVERAGE SPEED
Kipling Avenue north of Gate House Court	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	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	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 the range expected 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. It was noted that the majority of drivers travel in excess of the 40 km/h speed limit. Staff notified York Regional Police for their action on April 22nd, 2008.

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 Road. 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.

Staff conducted a Pedestrian Observation Study on April 22, 2008 and April 29, 2008. The weather on both of these two days was sunny and the road was dry. During the peak hours from 8:00 – 9:00 a.m. and 3:00 – 4:00 p.m., there were an average of 10 - 12 adults/seniors running/walking on this section of Kipling Avenue, and an average of 10 - 15 children waiting for/dropped off from the school bus at the intersection of Kipling Avenue and Gate House Court, and Kipling Avenue and Hurricane Avenue. During the mid-day observation, very few pedestrians were observed on Kipling Avenue. 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.

At Council's direction, staff has installed two "Pedestrian Ahead" warning signs on this section of Kipling Avenue; one is installed north of Tandian Court for southbound traffic and the other is installed north of Meeting House Road for northbound traffic. Installation of "Pedestrian Ahead" warning signs will advise motorists of the potential for pedestrians in the area and crossing the road.

The results of these studies indicate that very few pedestrians were observed on Kipling Avenue and traffic calming measures do not appear to be warranted at this time. Engineering Services staff will continue to monitor this area as the surrounding developments are built and occupied, and report back to a Committee of the Whole meeting if there are changes to the pedestrian activity. In the event that changes in pedestrian activity do warrant additional measures, the Neighbourhood Traffic Calming Policy and Procedure should be followed.

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. In the event that future changes in pedestrian activity warrant additional traffic calming measures, the following could be considered:

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 to reduce the walking area across Kipling Avenue.
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).

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.

Regional Implications

Not Applicable

Conclusion

Based on the staff review, it is concluded that no further action is warranted based on the results of the traffic studies.

Attachments

1. Location Map

Report prepared by:

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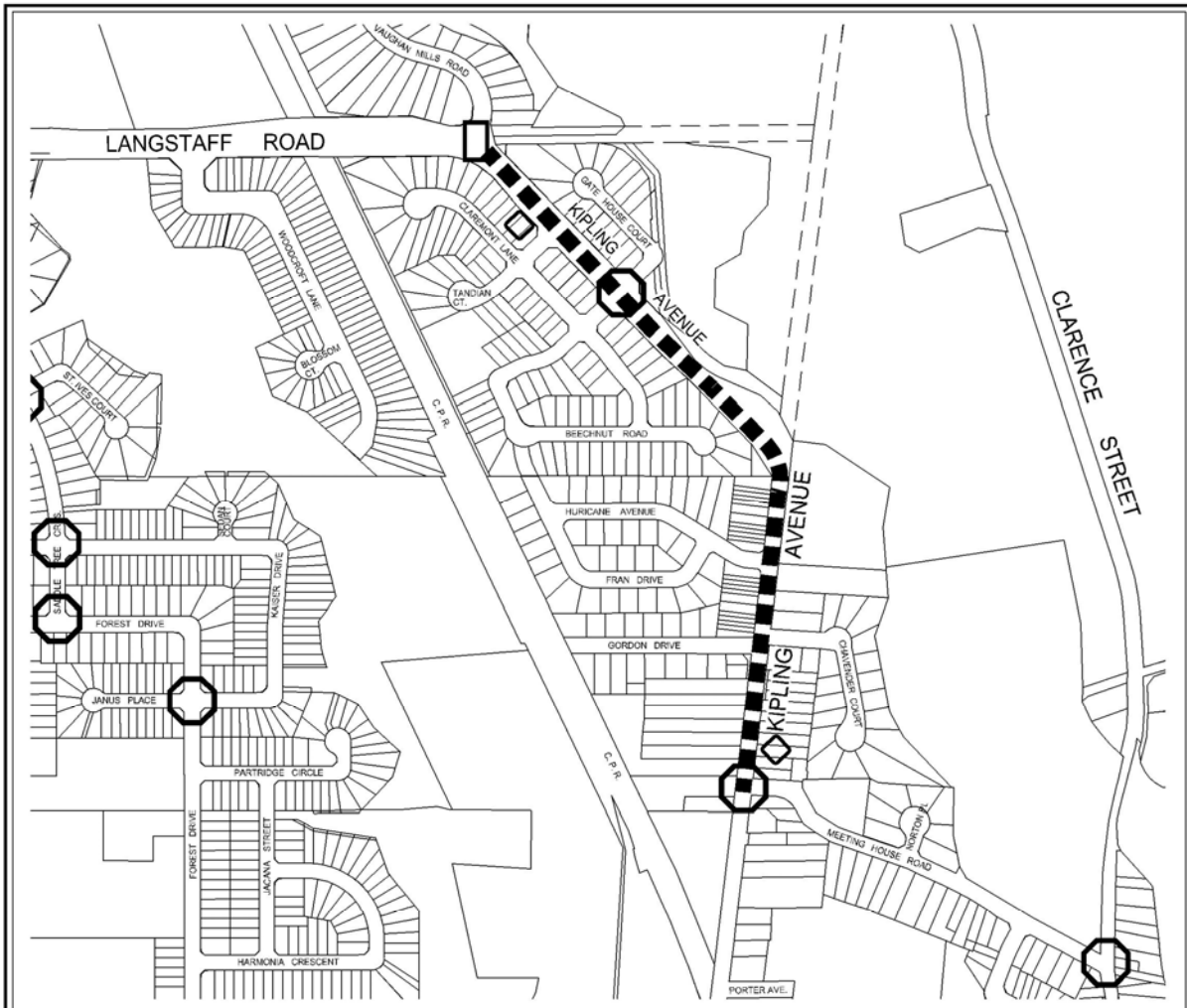
Respectfully submitted,

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

Debbie Korolnek, P. Eng.
Director of Engineering Services

PT:mc

ATTACHMENT No. 1



KIPLING AVENUE PEDESTRIAN SAFETY STUDY

LEGEND

- ■ ■ ROADWAY UNDER REVIEW
- EXISTING TRAFFIC SIGNALS
- EXISTING ALL-WAY STOP CONTROL

◇ 'PEDESTRIAN AHEAD' WARNING SIGN



NOT TO SCALE