

City of Vaughan: Rural Corridors

Kipling Avenue

Traffic & Safety Corridor Review



Project Purpose



- ▶ **As part of the MoveSmart Mobility Management Strategy, the City of Vaughan is furthering its commitment to road safety by conducting six In-Service Road Safety and Corridor Operational Reviews (Corridor Reviews: 3 rural and 3 urban corridors).**
- ▶ **The Corridor Reviews will examine the current and future transportation planning and mobility infrastructure needs for six corridors across Vaughan.**
- ▶ **By assessing traffic operations in these areas, the City can identify additional road safety opportunities for pedestrians, cyclists, and transit and vehicular road users to better serve all modes of transportation.**
- ▶ **These reviews will enable City staff to make recommendations on short- and long-term implementation plans to address any areas of improvement identified in these areas.**

What is a Corridor?

A corridor refers to a linear road and its associated land uses.

This can include a main roadway and any sidewalks, bike lanes, greenspace and/or bus stops located along that roadway.



Employee-owned | Client-centric | Solution-focused

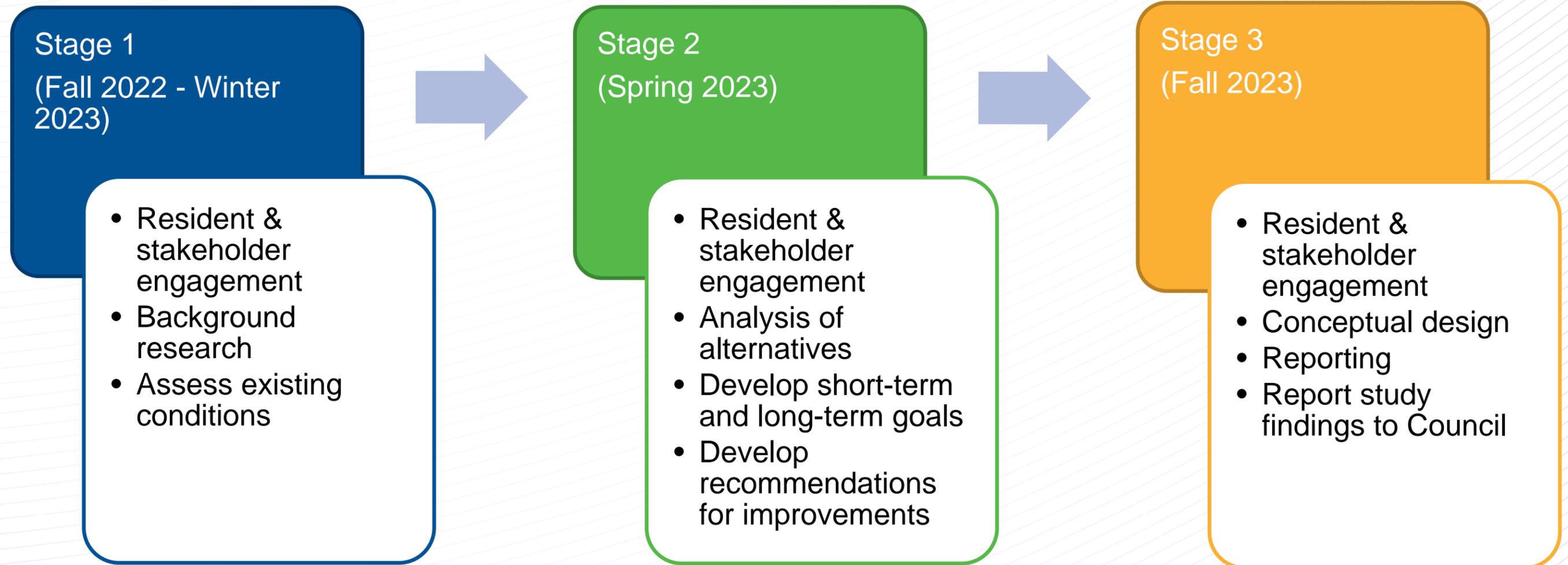


Project Components



- ▶ **Identify existing and future transportation needs, including when traffic control measures changes are required (including pedestrian facilities, cycling crossings, stop signs, traffic signals etc.)**
- ▶ **Address the existing and future multi-modal transportation needs for the corridor, which should balance the demand and needs of all modes of transportation**
- ▶ **Address area resident interests concerning traffic operations, traffic safety, operating speeds, pedestrian and cycling safety**
- ▶ **Identify opportunities for transportation improvements to address identified areas and interests**

Project Schedule



Project Schedule



Project Start
September 2022

**Background Research and
Existing Conditions**
October – December 2022

**Resident and
Stakeholder
Engagement Session #1**
January 2023

Stage 1

Project Schedule



Identification of Alternatives
February – March 2023

Resident and Stakeholder Engagement Session #2
Early Spring 2023

Development of Recommendations
Early Spring 2023

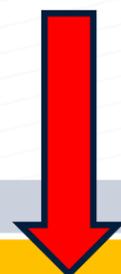
Conceptual Design
Spring 2023

Stage 2

Project Schedule



We Are Here



**Resident and Stakeholder
On-Line Review**

**Report to Council via
Annual MoveSmart
Update
Q1 2024**



Stage 3

Work Completed



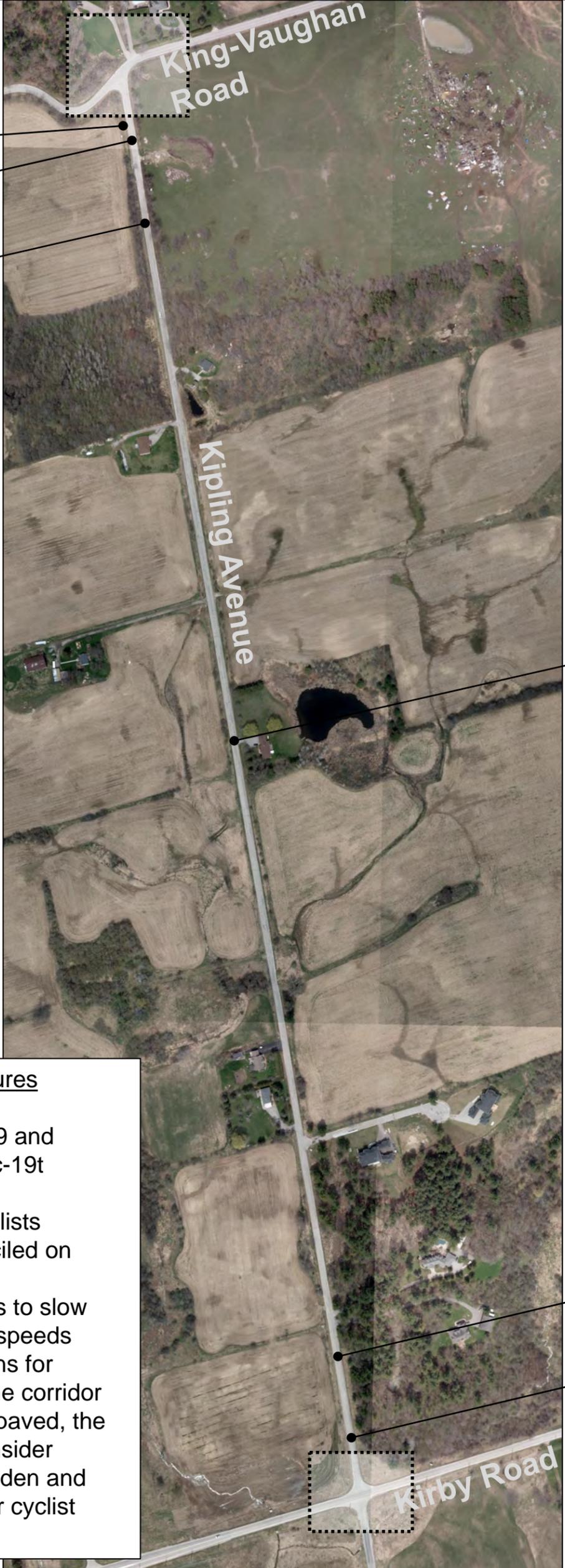
To date, we have completed the following:

- ▶ **Background Research and Existing Conditions**
 - Field Observations
 - Traffic Data Collection
 - Intersection Analysis
 - Corridor Assessments
 - Collision Review
- ▶ **Stakeholder/Agency/Councilor Engagement Round 1 – January 2023**
- ▶ **Identification of Issues and Alternatives**
- ▶ **Stakeholder/Agency/Councilor Engagement Round 2 – April 2023**
- ▶ **Development of Conceptual Designs**

Kipling Avenue between Teston Road and King-Vaughan Road



- ①
- ②
- ③



④

③

②

Recommended Measures

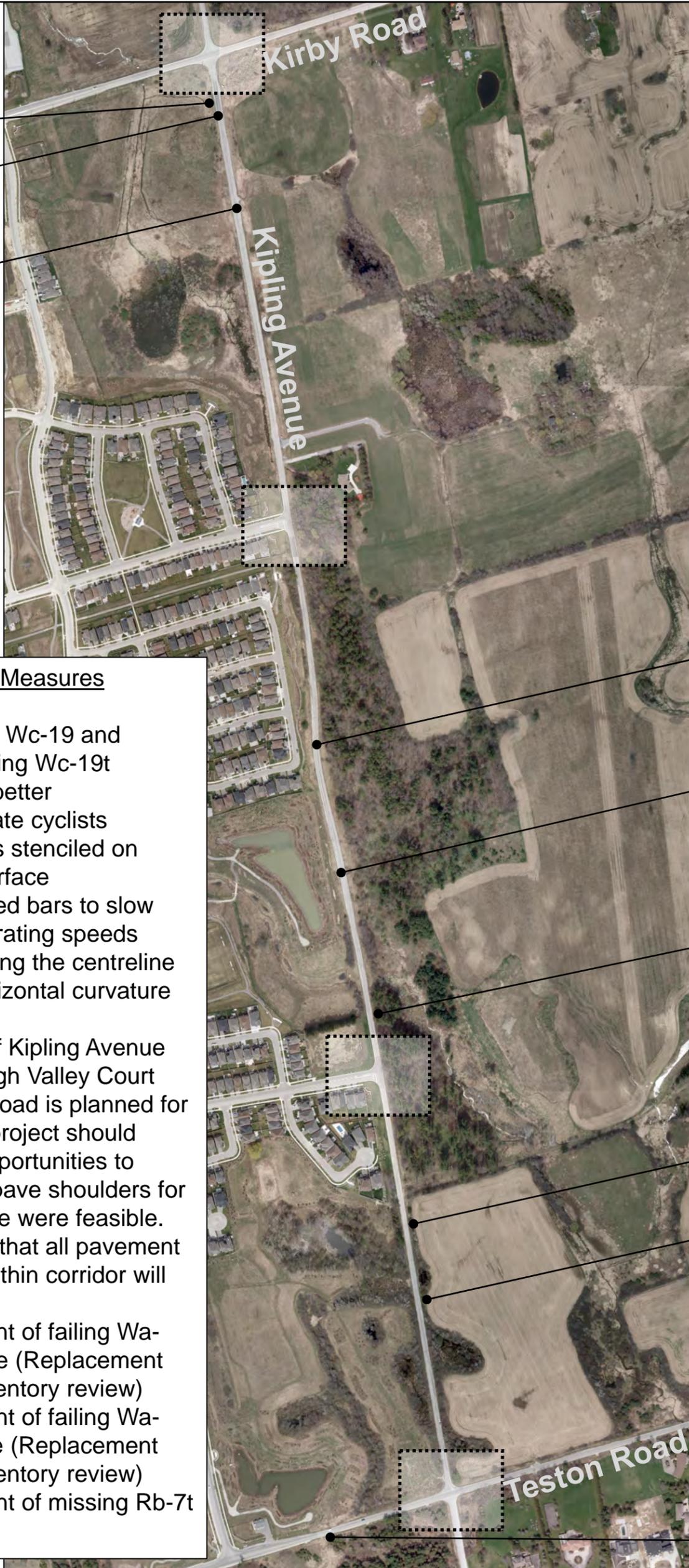
1. Provision of Wc-19 and accompanying Wc-19t signage to better accommodate cyclists
2. Speed limits stenciled on roadway surface
3. Optical speed bars to slow vehicle operating speeds
4. No immediate plans for repaving. When the corridor section is to be repaved, the project should consider opportunities to widen and pave shoulders for cyclist usage



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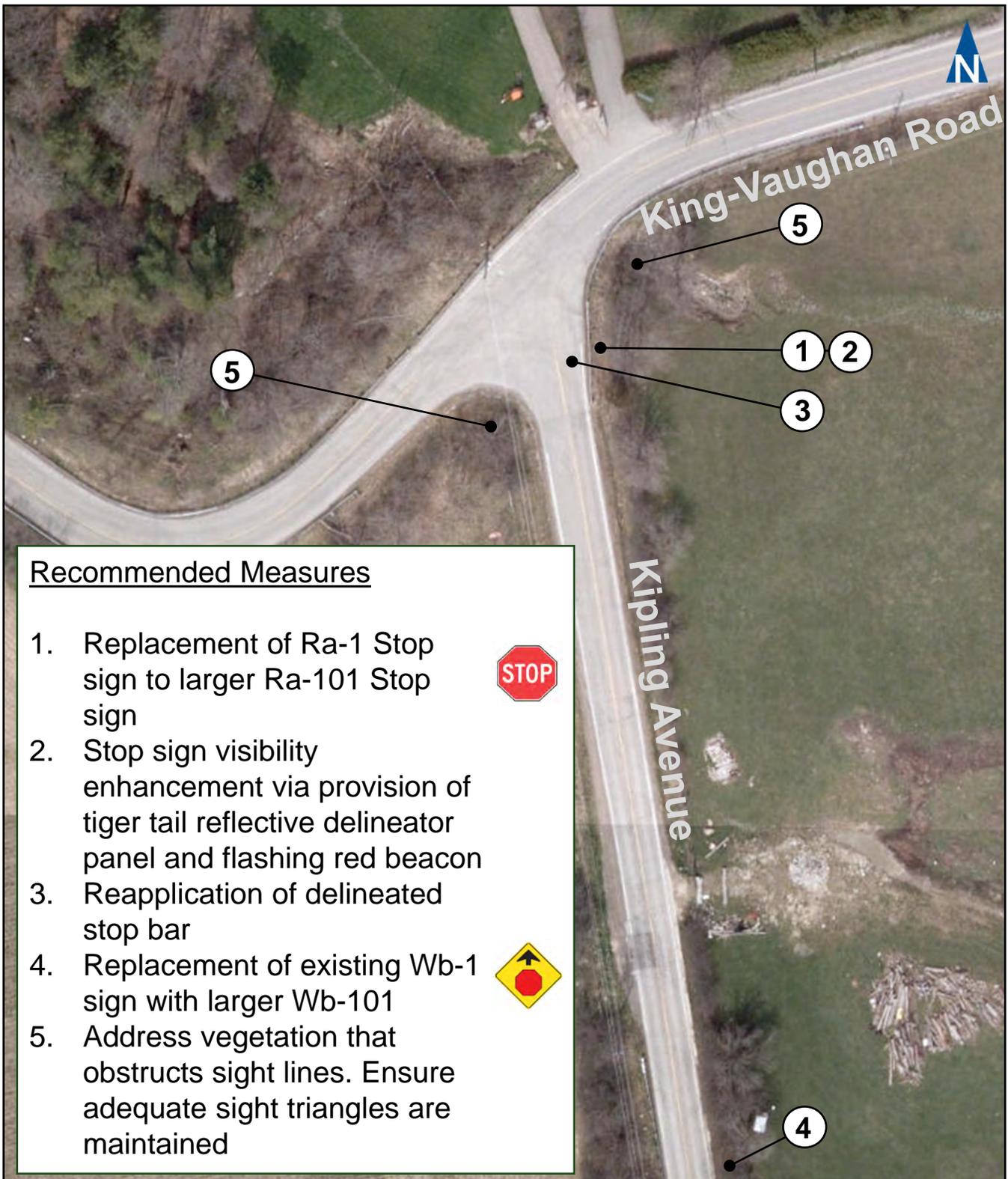
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Recommended Measures

1. Provision of Wc-19 and accompanying Wc-19t signage to better accommodate cyclists
2. Speed limits stenciled on roadway surface
3. Optical speed bars to slow vehicle operating speeds
4. Bollards along the centreline through horizontal curvature section
5. Repaving of Kipling Avenue between High Valley Court and Kirby Road is planned for 2024. The project should consider opportunities to widen and pave shoulders for cyclist usage were feasible. Anticipated that all pavement markings within corridor will be replaced
6. Replacement of failing Wa-33R signage (Replacement per City inventory review)
7. Replacement of failing Wa-33L signage (Replacement per City inventory review)
8. Replacement of missing Rb-7t signage



Recommended Measures

- 1. Replacement of Ra-1 Stop sign to larger Ra-101 Stop sign
- 2. Stop sign visibility enhancement via provision of tiger tail reflective delineator panel and flashing red beacon
- 3. Reapplication of delineated stop bar
- 4. Replacement of existing Wb-1 sign with larger Wb-101
- 5. Address vegetation that obstructs sight lines. Ensure adequate sight triangles are maintained





Recommended Measures

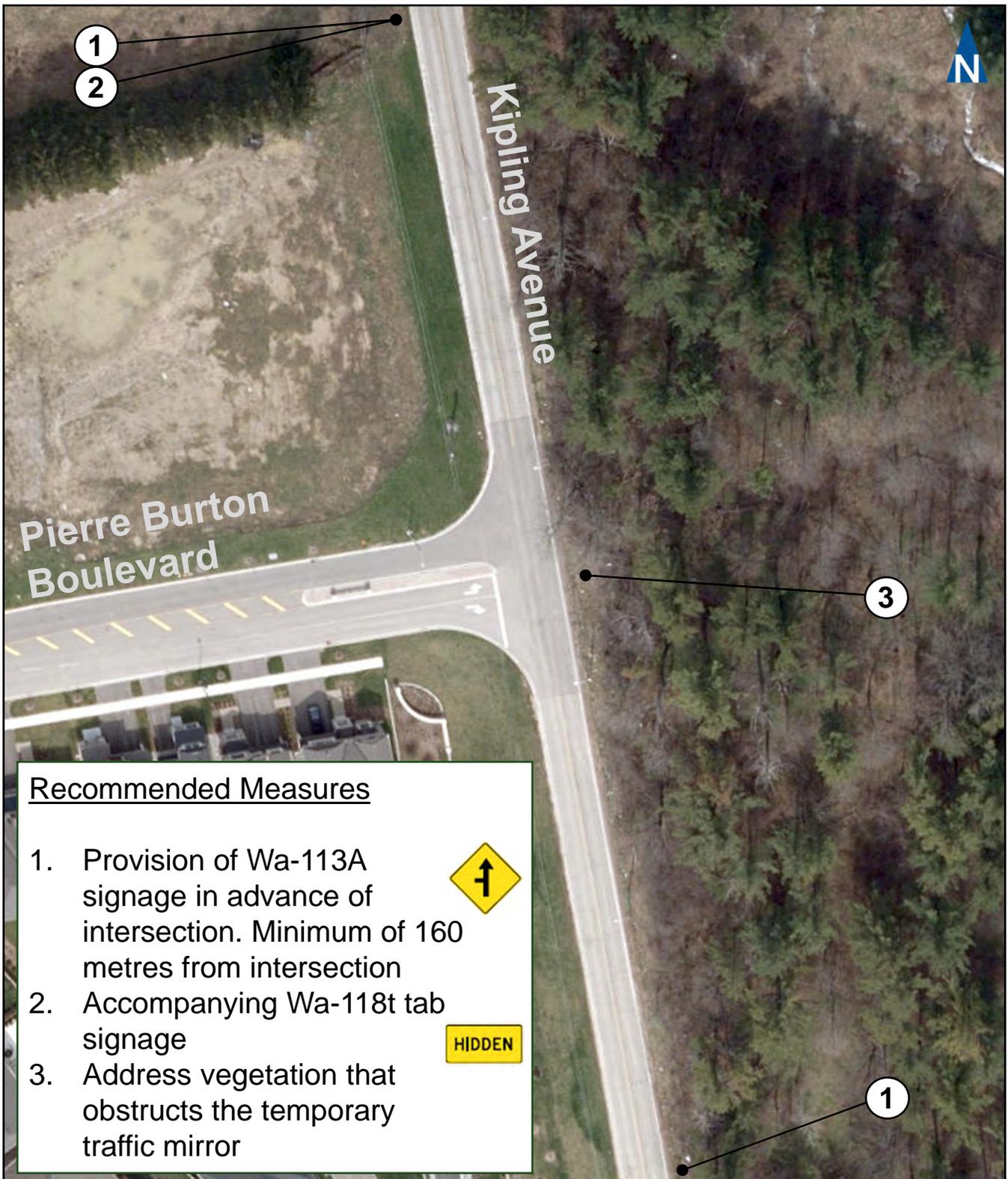
1. Provision of Wb-101 signage in advance of intersection. Minimum of 160 metres from intersection 
2. Delineated stop bar
3. Stop sign visibility enhancement via provision of tiger tail reflective delineator panel
4. Address vegetation that obstructs sight lines. Ensure adequate sight triangles are maintained 
5. Replacement of failing Wa-33R signage 
6. Replacement of failing Wa-11A signage with larger Wa-111A signage
7. Replacement/provision of white edge lines



Recommended Measures

- 1. Provision of Wa-113A signage in advance of intersection. Minimum of 160 metres from intersection
- 2. Address vegetation that obstructs the temporary traffic mirror
- 3. Replacement of failing Wa-33R signage
- 4. Address vegetation that obstructs sight lines. Ensure adequate sight triangles are maintained





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Kipling Avenue

Pierre Burton Boulevard

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Recommended Measures

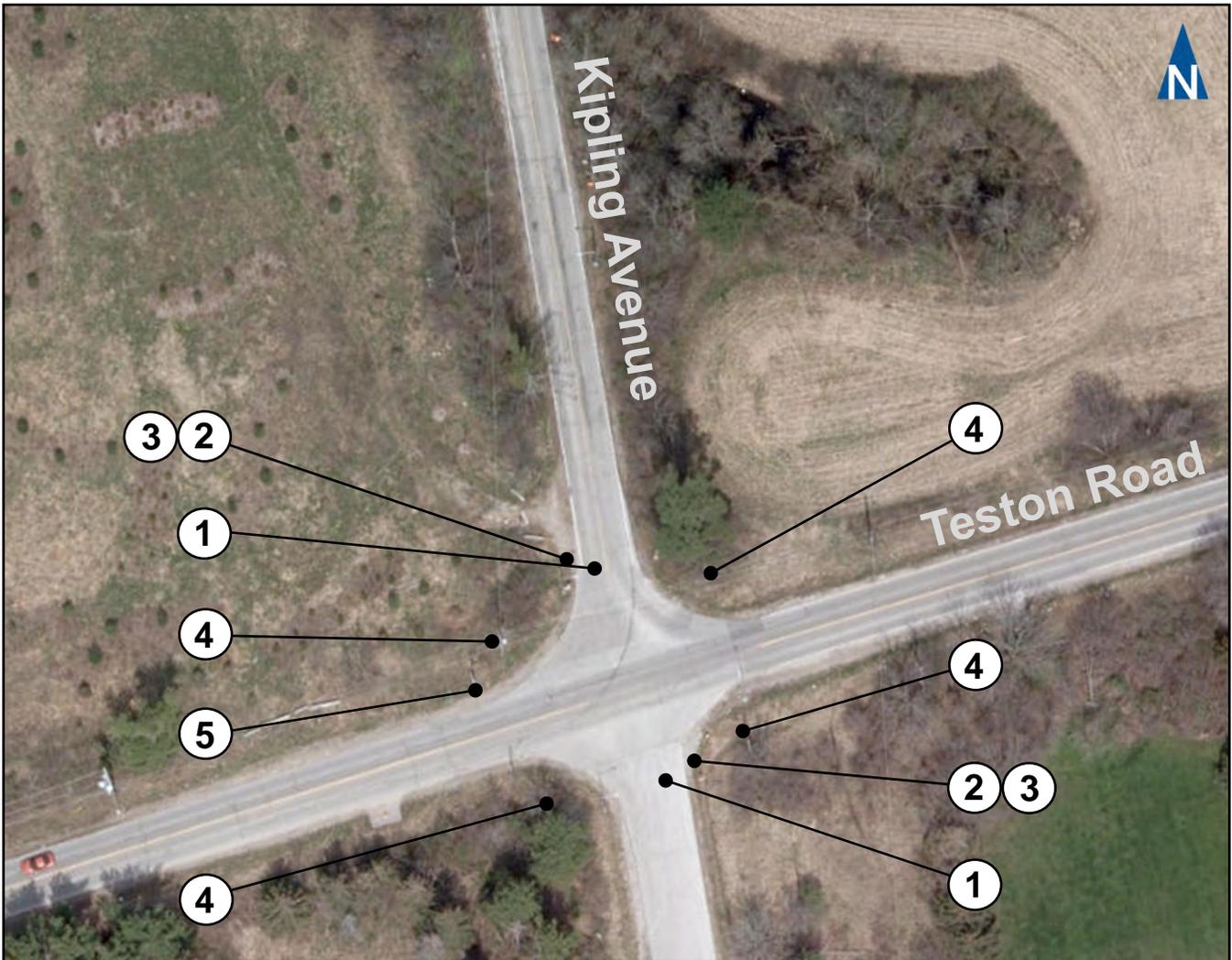
- 1. Provision of Wa-113A signage in advance of intersection. Minimum of 160 metres from intersection
- 2. Accompanying Wa-118t tab signage
- 3. Address vegetation that obstructs the temporary traffic mirror



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Kipling Avenue and Pierre Burton Boulevard



Recommended Measures

1. Provision of delineated stop bar
2. Replacement of Ra-1 Stop sign to larger Ra-101 Stop sign
3. Stop sign visibility enhancement via provision of tiger tail reflective delineator panel
4. Address vegetation that obstructs sight lines. Ensure adequate sight triangles are maintained
5. Replacement of failing Rb-5 signage (40 km/h)



Other Treatments



- ▶ **When pavement resurfacing is planned, consider opportunities to widen and pave shoulders for rural / non-urbanized cross-section for cyclists and pedestrians**
- ▶ **Speed limit signage with radar-actuated LEDs around the sign boarder**
- ▶ **Passive Traffic Calming Measures**
 - Education, awareness, and enforcement
 - Radar Speed Boards: To educate and raise awareness of motorist travel speed to improve road safety
 - Promotion of the Road Watch Program. A community driven program that provides citizens with a means to report dangerous or unlawful driver behaviour such as speeding
 - #SlowDownVaughan. A social media campaign to encourage motorists to obey posted speed limits

Next Steps



- ▶ **Finalize conceptual drawings (Date To Be Determined)**
- ▶ **Complete reports for each rural corridor**
- ▶ **Report to Council (March 2024)**
- ▶ **Implementation**
 - Signage and Pavement Marking Treatments (<18 months)

Thank You!

Project Website Link

<https://www.vaughan.ca/about-city-vaughan/projects-and-initiatives/transportation-projects/movesmart-mobility-management-strategy/corridor-reviews>

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City of Vaughan | Transportation and Fleet Management Services



Employee-owned | Client-centric | Solution-focused

