



To: Public Works and Transportation Committee  
From: Gordon Chan, P. Eng.  
Director, Transportation

To PW+T - July 17, 2002  
Date: July 2, 2002  
File: 6450-01

Re: **KINGFISHER DRIVE - PROPOSED TRAFFIC CALMING MEASURES  
(WESTWIND ELEMENTARY SCHOOL)**

**Staff Recommendation**

That the proposed traffic calming measures on Kingfisher Drive in front of Westwind Elementary School to enhance traffic and pedestrian safety, as described in the attached report, be endorsed.

Gordon Chan, P. Eng.  
Director, Transportation

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
RCMP .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

The Chair of the Westwind School Parent Advisory Committee (PAC) Traffic Safety Committee has recently forwarded to the City a request for traffic calming measures on Kingfisher Drive in front of Westwind Elementary School to address concerns about excessive speeding and high volume of traffic. A letter from the Principal of Westwind School was also received which supported the PAC's request.

To investigate this request, staff recently conducted a traffic study involving on-site observations, traffic volume counts, and traffic speed surveys to assess the extent of the reported problems and to identify any possible solutions. This report summarizes the recent actions undertaken by the City with regard to improving traffic safety in this area and presents staff's recommendations for additional traffic and pedestrian safety enhancements in the vicinity of Westwind Elementary School.

### Analysis

#### 1. Existing Conditions

Kingfisher Drive is a local road serving the Westwind subdivision, which has both single-family dwellings and multi-family dwellings. It is a 12-metre wide road constructed with curb and gutter and sidewalks on both sides of the roadway. At present, "No Stopping School Days" parking restriction is in place in front of the school. There is no other parking regulation immediately north or south of the school zone.

Children attending Westwind School use Kingfisher Drive to walk to/from school and they cross at a marked crosswalk located at the extension of the south property line of the school. The school is located on the straight segment between two curved sections of the road, which reduces the sightline of drivers approaching the school zone.

The recent traffic study conducted by staff found that the average speed on Kingfisher Drive over a survey period of seven days was 40 Km/h, while the posted speed is 30 Km/h during school hours. The majority of drivers (85 percent) were driving at a speed of 55 Km/h or lower, with a total recorded traffic volume of 800 vehicles per day. The observed hourly vehicular volumes along Kingfisher Drive which peaked over two periods of about 30 minutes each before and after school, were found to be mainly attributed to parents picking up or dropping off students. A review of the City's *Motor Vehicle Accidents Summary* since 1998 found that there have been no accidents involving pedestrians or cyclists on Kingfisher Drive.

#### 2. Actions Taken to Date

Over the last few years the City had implemented a number of initiatives to enhance the school zone in front of Westwind School. Some of these actions were:

- the relocation of the existing marked crosswalk to align with the walkway on the south side of the school grounds and away from the school vehicle exit to remove potential conflicts between children crossing and vehicles turning left from the school;

- install a “Hi-Viz” yellow green advance school zone sign on Kingfisher Drive; and
- upgrade the school zone signs and message tabs to the new provincial standard.

### **3. Findings and Proposed Measures**

While the traffic volume on Kingfisher Drive was not found to be excessively high for a local residential road, the recent speed study did conclude that some vehicles were speeding along the observed section of this roadway. This warranted further investigation on potential measures that could be implemented to increase the compliance level of the posted speed limit. The following summarizes the recommended measures (Attachments 1 & 2) to address this issue.

#### **3.1 Traffic Calming Measures**

The School and PAC had requested the installation of traffic calming measures in front of the school. Initially, they had asked that speed humps be installed to slow down the traffic on Kingfisher Drive. In discussions with the Chair of the PAC Safety Committee, staff explained the rationale of why speed humps were not advisable on public streets in the City, and curb extensions were recommended as one of the most effective measures to slow down traffic with the added benefit of reducing the road width for pedestrians at crosswalks.

With the introduction of two pairs of curb extensions in front of Westwind Elementary School on Kingfisher Drive, parking would be required to be removed on both sides of the road within the area of the curb extensions. The southern curb extensions will be located in an area where parking is restricted but the northern extensions will require the imposition of a 24 hour parking restriction in front of one residence.

#### **3.2 Enforcement and Education Effort**

The RCMP and Bylaw Enforcement will be advised of the proposed measures and will be involved in addressing traffic safety concerns regarding any continued violations of speed and parking regulations. In addition staff will continue to take an active role in the education of school zone safety through various initiatives including the distribution of the *Traffic Safety Around School Zones* brochure developed by the City, promotion of the “Way to Go!” program and Traffic Safety Awareness Week, and other initiatives identified by the Traffic Safety Advisory Committee.

### **4. Public Consultation**

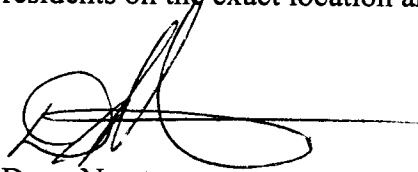
Staff have already obtained support from Westwind School for the proposed curb extensions on the west side of the roadway in front of the school property. Staff recommend a broader public consultation process be initiated on the implementation of the proposed measures, especially on the east side of Kingfisher Drive. A mail-back survey will be sent to the affected residents of Kingfisher Drive in the vicinity of the curb extensions to provide them with the opportunity to comment on the proposed traffic safety enhancements. Any feedback received from the residents, specifically on the exact location and detailed layout of the curb extensions, will be incorporated in the final design of the proposed measures.

**Financial Impact**

The construction cost of the proposed curb extensions (two pairs) is estimated at \$45,000 with the funding source being the 2002 Major Capital Works Program for Neighbourhood Traffic Safety Improvements.

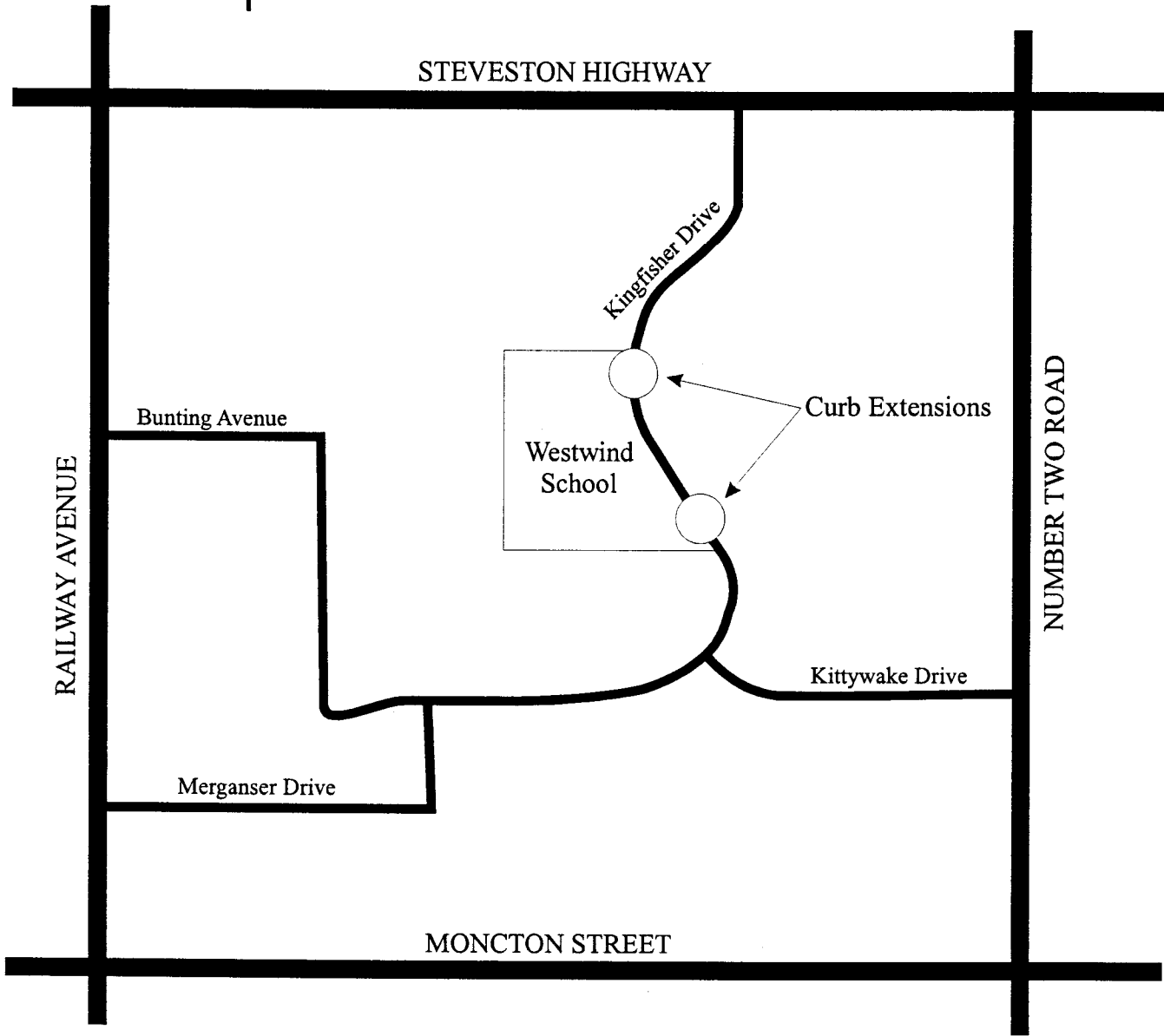
**Conclusion**

Staff have reviewed the pedestrian and traffic conditions on Kingfisher Drive in response to recent concerns expressed by the Westwind School PAC and principal regarding speeding and traffic volume in front of the school. The review has concluded that the installation of two pairs of curb extensions in front of Westwind School, at an estimated cost of \$45,000, is warranted to enhance traffic safety at this location. In addition, enforcement and education will remain key components in the overall effort of promoting school zone safety in the area. Staff further propose to undertake public consultation via a mail-back survey to gain feedback from affected residents on the exact location and detailed design of the proposed curb extensions.

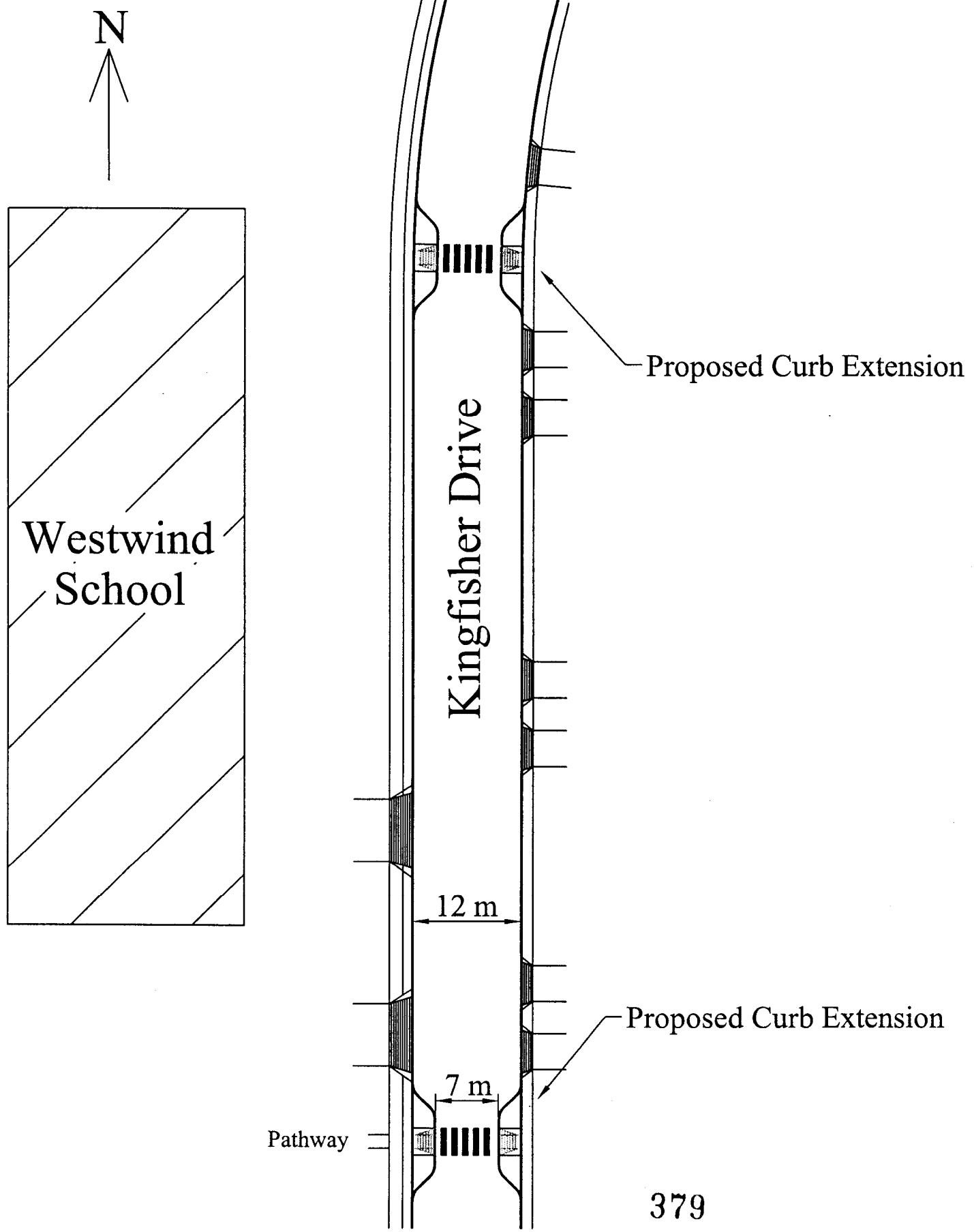


Doug Newton  
Traffic Technician I

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LOCATION OF PROPOSED TRAFFIC CALMING MEASURES  
KINGFISHER DRIVE (WESTWIND SCHOOL)



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CONFIGURATION OF PROPOSED TRAFFIC CALMING MEASURE  
KINGFISHER DRIVE (WESTWIND SCHOOL)