

## **COMMITTEE OF THE WHOLE - JUNE 18, 2007**

### **NEW WESTMINSTER DRIVE AT ST. ELIZABETH HIGH SCHOOL PROPOSED PEDESTRIAN SIGNAL**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

That a pedestrian signal not be installed on New Westminster Drive in front of St. Elizabeth High School.

#### **Economic Impact**

None.

#### **Communications Plan**

City staff has received correspondence from the Parent Council that a pedestrian signal is needed to cross New Westminster Drive in front of the school. Engineering staff have monitored this area in the past and have indicated low pedestrian activity. The Parent Council will be informed of Council's decision regarding this matter.

#### **Purpose**

To review the feasibility of implementing a pedestrian signal on New Westminster Drive in front of St. Elizabeth High School.

#### **Background - Analysis and Options**

At its meeting on September 25, 2006 Council directed:

**“That staff investigate the need for and feasibility of a pedestrian signal or crosswalk along New Westminster Drive in the vicinity of St. Elizabeth High School.”**

New Westminster Drive is a major collector roadway with a 26.0 metre right-of-way and two travel lanes in each direction. The existing speed limit on New Westminster Drive is posted at 40 km/h from Centre Street to Clark Avenue. St. Elizabeth High School is located on the east side of New Westminster Drive north of Clark Avenue. The area is shown on Attachment No. 1.

A pedestrian signal study was conducted on Thursday, May 10, 2007 on New Westminster Drive in front of St. Elizabeth High School. The studies were conducted from 7:00am to 9:00am and from 2:00pm to 5:00pm. The Council-approved Pedestrian Signal Criteria has the afternoon study times to be conducted from 3:00pm to 6:00pm. This pedestrian signal study was modified to 2:00pm to 5:00pm to account for the earlier afternoon dismissal time at St. Elizabeth High School.

On the day of the traffic studies the weather was clear and the roads were dry. The collected pedestrian volumes compared to the Council-approved Pedestrian Signal Criteria as shown below.

Time Period	May 10, 2007
7:00am to 9:00am	8
2:00pm to 5:00pm	52
Total Crossing Activity	60

For a pedestrian signal control to be warranted on a 26.0 metre right-of-way roadway, a minimum of 200 pedestrians crossing the street during the 5 peak pedestrian crossing hours must be met. The results of the pedestrian study do not meet the requirements of the Pedestrian Signal Criteria. The above results reflect the highest 5 peak pedestrian crossing hours in front of St. Elizabeth High School. All 60 of the pedestrians noted above were high school age students.

In addition, criteria #5 of the Pedestrian Signal Criteria states a pedestrian signal should not be considered where an opportunity for a safe crossing exists within 150 metres to either side of the proposed pedestrian signal location (e.g. at existing all-way stop controlled intersection or traffic signal controlled intersection).

The proposed pedestrian signal is approximately 150 metres from both the signalized intersections of New Westminster Drive and Clark Avenue, and of New Westminster Drive and Brownridge Drive. Either intersection would provide a safe crossing environment for pedestrians.

Previously, Engineering staff conducted pedestrian crossing studies on May 25, 2006 and September 23, 2004 to determine the number of students crossing New Westminster Drive at St. Elizabeth High School. The time periods conducted were 7:45am to 8:45am, and from 2:15pm to 3:15pm. The results are shown in the table below.

Time Period	May 25, 2006	September 23, 2004
7:45am to 8:45am	25	18
2:15pm to 3:15pm	47	51
Total Crossing Activity	74	69

The number of pedestrians crossing New Westminster Drive has decreased from the study completed in 2006 to the study completed in 2007 (74 to 60).

#### **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.

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

Based on staff's review, it is recommended that a pedestrian signal control not be installed on New Westminster Drive in front of St. Elizabeth High School.

#### **Attachments**

1. Location Map

**Report prepared by:**

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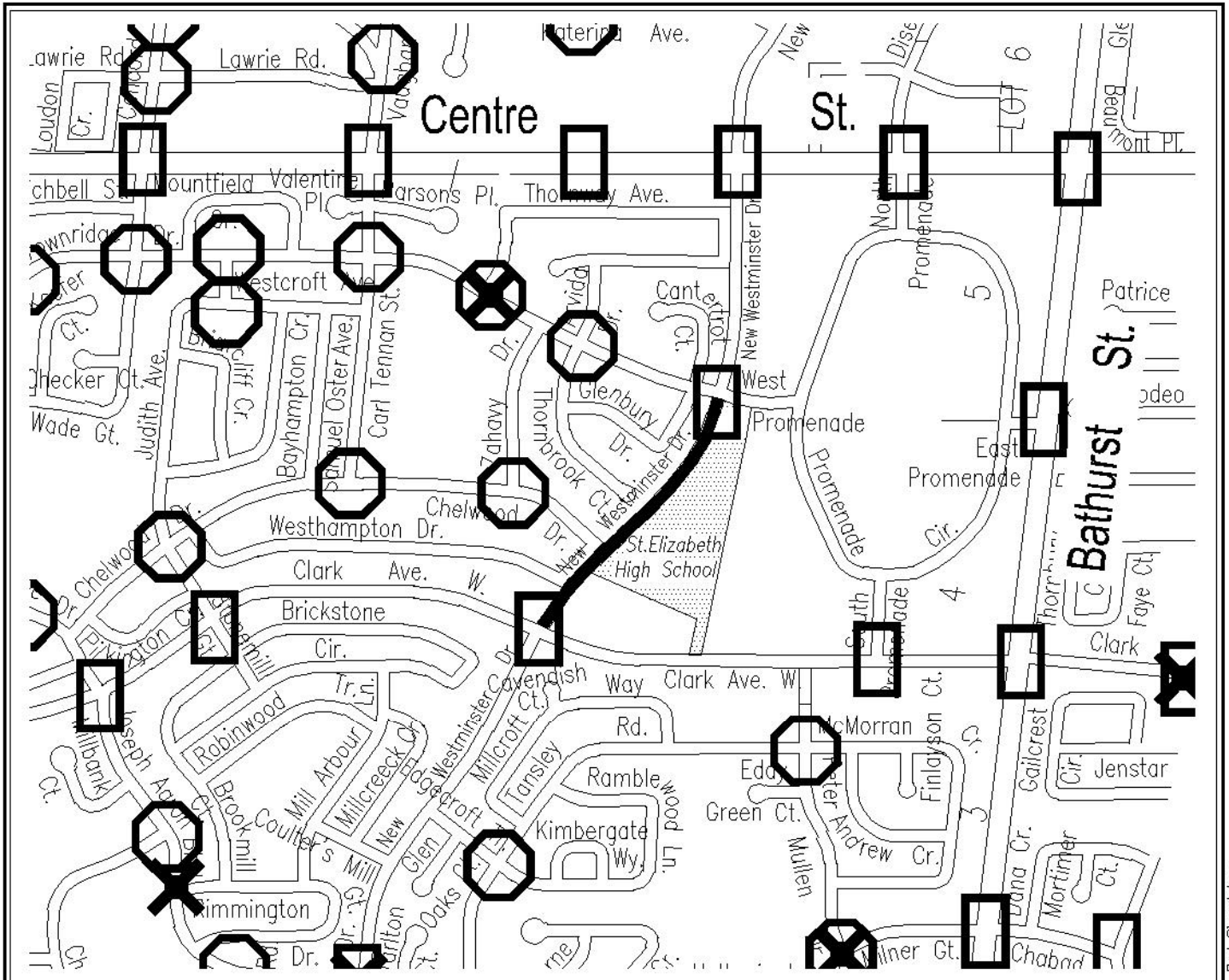
Respectfully submitted,

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

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





MR:mc

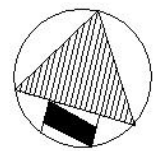
# ATTACHMENT No. 1



## NEW WESTMINSTER DRIVE AT ST. ELIZABETH HIGH SCHOOL PROPOSED PEDESTRIAN SIGNAL

### LEGEND

-  ROAD SECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE