

COMMITTEE OF THE WHOLE NOVEMBER 19, 2007

PEDESTRIAN CROSSWALK SIGNAL FOR ST. ELIZABETH HIGH SCHOOL

Recommendation

Councillor Alan Shefman and Councillor Sandra Yeung Racco recommend:

1. That a pedestrian signal be approved and installed at an appropriate location on New Westminster Drive in front of St. Elizabeth High School.

Economic Impact

The estimated cost of \$54,000 to install the pedestrian signal, pavement markings and signage was approved as part of the 2007 Capital Budget. The ongoing costs to maintain the signals, pavement markings and signs will be part of future Operating Budgets.

Communication Plan

The school community as well as other users of the school should be informed of the establishment of the signal at this location.

Purpose

To establish a pedestrian crosswalk and signal on New Westminster Drive in an appropriate location in front of St. Elizabeth High School.

Background – Analysis and Options

As part of the 2007 Capital Budget process the monies to install a pedestrian signal on New Westminster in front of St. Elizabeth Catholic High School were approved. A subsequent staff report, however, did not support the pedestrian signal at this location, and as such, it was not approved for installation.

Patricia Murphy Masse, Chair of the St. Elizabeth Catholic School Council, has since written to Councillor Shefman asking that Council reconsider the decision to deny the establishment of the pedestrian crosswalk signal made at the June 25 meeting of Council

She asks that Council reconsider its decision based on the following concerns:

- a. The student population is over 1600.
- b. That students enter and leave the school grounds at various times throughout the day, therefore limiting the usefulness of the traffic studies which are done at specific times of the day. The traffic studies, because they tend to be concentrated on rush hour times, may not accurately reflect pedestrian patterns.
- c. Students cross this busy road during daylight hours as well as in the dark. Because there is a slight curve in the road, they may not be visible to oncoming drivers.
- d. Teenage students, being teenagers, do not search for the nearest traffic signal to cross the street. They will cross at the closest access to their subdivision and to their destination. The crosswalk would be placed at such a convenient location.
- e. Community use of the Centre for the Arts by Opera York and other groups has increased traffic on New Westminster at various times during the day and early evening.
- f. The opening of the new Smart Centres shopping centre at Centre and New Westminster will result in even more traffic on New Westminster in the future increasing the danger for young people crossing the road.

Relationship to Vaughan Vision

A-1 – Pursue excellence in the delivery of core services.

A-2 – Promote community health, wellness and safety.

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

Regional Implications

None

Conclusion

Although the previous traffic study did not result in the warrants being met to support the establishment of a pedestrian crosswalk signal at this location, the particular nature of this situation is such that the pedestrian crosswalk signal should be approved.

Attachments

1. Extract from Council Meeting Minutes of June 25, 2007
2. 2007 Approved Capital Budget Project #EN-1677-07

Report prepared by:

Debi Traub, Council Executive Assistant

Respectfully submitted,

Alan Shefman
Councillor, Ward 5

Sandra Yeung Racco
Councillor, Ward 4

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 31, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007, be approved; and
- 2) That the written submission of Ms. Catherine Rosenberger, Principal, and Ms. Patricia Murphy Masse, Catholic School Council Chair, St. Elizabeth Catholic High School, 525 New Westminister Drive, Thornhill, L4J 7X3, dated June 18, 2007, submitted by Councillor Yeung Racco, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a pedestrian signal not be installed on New Westminister 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 Westminister 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 Westminister 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 Westminister Drive in the vicinity of St. Elizabeth High School."

New Westminister 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 Westminister 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 Westminister 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 Westminister 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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

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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.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

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Attachments

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

MR:mc

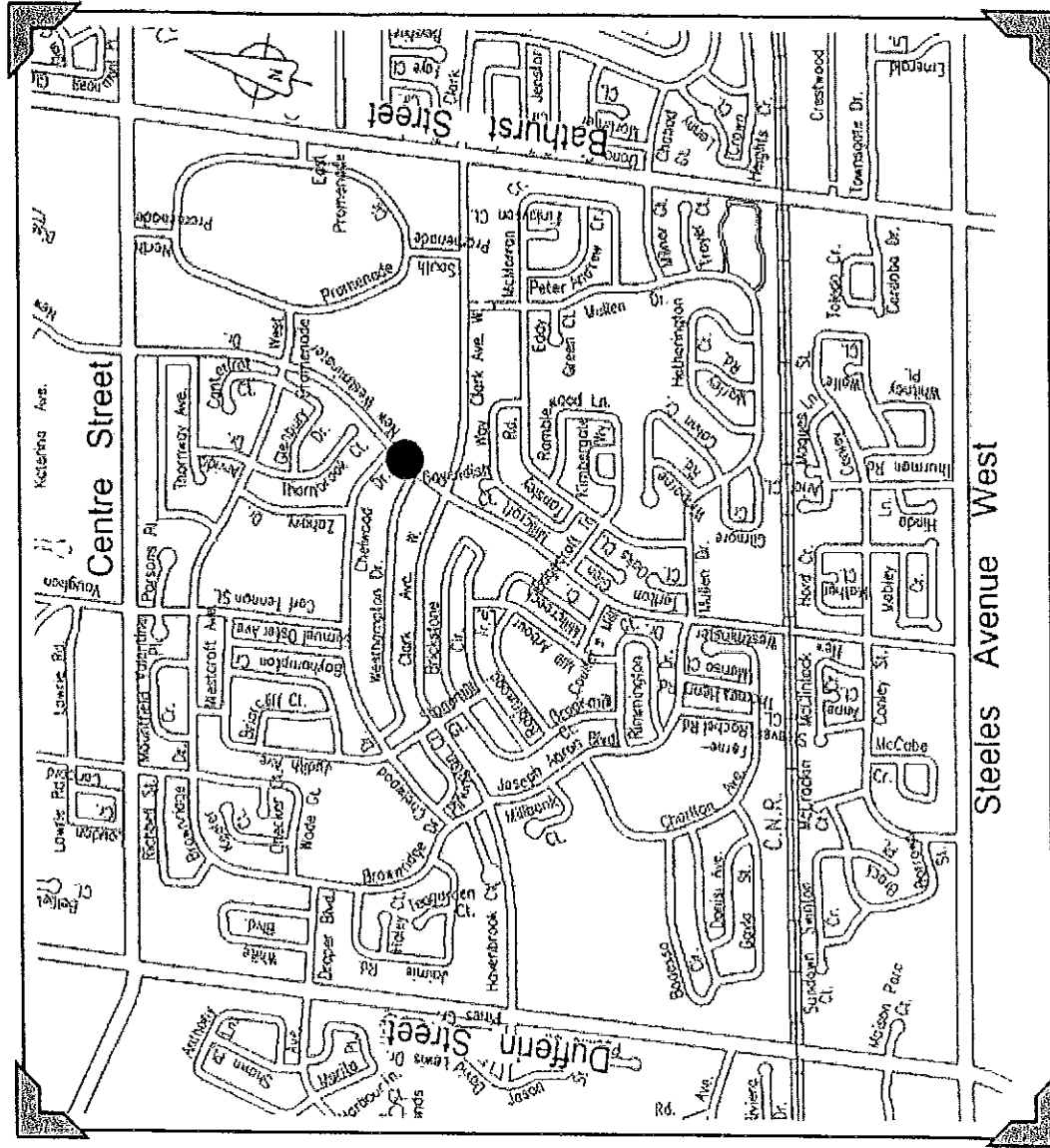
(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

Project Location

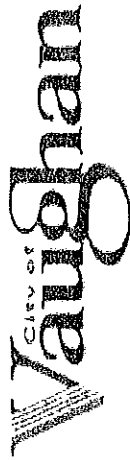
**2007 APPROVED CAPITAL
 BUDGET**

**Pedestrian Signals-New
 Westminster**

Project # EN-1677-07



MAP NOT TO SCALE



The City Above Toronto

Project Summary

Project # EN-1677-07
Title Pedestrian Signals-New Westminster
Asset Type Traffic Control
Department Engineering Services
Budget Year 2007
Version Name Proposal
Budget Status Council Approved
Regions Ward 4, Ward 5
Project Type New Infrastructure

Active

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------------------------|------------------------|-------------------|------------|-------|--|----------------|-----------------------------|---|------------------|--------------------|---------------------|--------------|-------------|--------|--------------|------------------------|-------|--|-----------------------|---------------|----------------|--|---------------|--------------|----------------------------|--------|--|-----------------------|---------------|
| Project Description Installation of a pedestrian signal on New Westminster Drive in front of St. Elizabeth High School. | Project Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Version Description Installation of a pedestrian signal on New Westminster Drive in front of St. Elizabeth High School. | Version Comments This work will provide for better pedestrian safety to and the high school. High volume roadway with high operating speeds. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Forecast <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Total Expense</td> <td style="width: 30%;">Total Revenue</td> <td style="width: 30%;">Difference</td> </tr> <tr> <td>54,000</td> <td>54,000</td> <td>0</td> </tr> <tr> <td>54,000</td> <td>54,000</td> <td>0</td> </tr> </table> | Total Expense | Total Revenue | Difference | 54,000 | 54,000 | 0 | 54,000 | 54,000 | 0 | Project Detailed 2007 <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">GL Acct</td> <td style="width: 30%;">Description</td> <td style="width: 30%;">Total Amount</td> </tr> <tr> <td>01001 - 8801</td> <td>Contractors</td> <td>52,000</td> </tr> <tr> <td>01001 - 8805</td> <td>3% Administration Cost</td> <td>2,000</td> </tr> <tr> <td></td> <td>Total Expense:</td> <td>54,000</td> </tr> <tr> <td>Revenue</td> <td></td> <td>54,000</td> </tr> <tr> <td>41010 - 8820</td> <td>City Wide DC - Engineering</td> <td>54,000</td> </tr> <tr> <td></td> <td>Total Revenue:</td> <td>54,000</td> </tr> </table> | GL Acct | Description | Total Amount | 01001 - 8801 | Contractors | 52,000 | 01001 - 8805 | 3% Administration Cost | 2,000 | | Total Expense: | 54,000 | Revenue | | 54,000 | 41010 - 8820 | City Wide DC - Engineering | 54,000 | | Total Revenue: | 54,000 |
| Total Expense | Total Revenue | Difference | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54,000 | 54,000 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54,000 | 54,000 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GL Acct | Description | Total Amount | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01001 - 8801 | Contractors | 52,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Total Expense: | 54,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Revenue | | 54,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41010 - 8820 | City Wide DC - Engineering | 54,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total Revenue: | 54,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Related Projects Project Description | Operating Budget Impact <table border="1" style="width: 100%;"> <tr> <td>Effective Date</td> <td>Exp/(Rev)</td> <td>FTE Impact</td> </tr> <tr> <td>01/01/2007</td> <td>8,000</td> <td>0</td> </tr> </table> | Effective Date | Exp/(Rev) | FTE Impact | 01/01/2007 | 8,000 | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
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| 01/01/2007 | 8,000 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Year Identified</td> <td style="width: 30%;">Start Date</td> <td style="width: 30%;">Project Partner</td> </tr> <tr> <td>2007</td> <td></td> <td></td> </tr> </table> | Year Identified | Start Date | Project Partner | 2007 | | | <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Manager</td> <td style="width: 30%;">Est. Completion Date</td> </tr> <tr> <td>Mike Dokman</td> <td>January 01, 2007</td> </tr> </table> | Manager | Est. Completion Date | Mike Dokman | January 01, 2007 | | | | | | | | | | | | | | | | | | | | |
| Year Identified | Start Date | Project Partner | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Manager | Est. Completion Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mike Dokman | January 01, 2007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |