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INTERSECTION PEDESTRIAN SIGNAL HIGHWAY 27 AT WILSEN STREET TOWNSHIP OF KING

The Transportation and Works Committee recommends:

- 1. An Intersection Pedestrian Signal (IPS) be installed at the intersection of Highway 27 (Y.R. 27) and Wilsen Street in the Township of King;**
- 2. The installation costs for the IPS be paid by the Township of King; and**
- 3. The Regional Clerk forward this report to the Clerk of the Township of King.**

1. RECOMMENDATIONS

It is recommended that:

1. An Intersection Pedestrian Signal (IPS) not be installed at the intersection of Highway 27 (Y.R. 27) and Wilsen Street in the Township of King, at this time, and that Regional staff conduct another count in three months time.
2. The Regional Clerk forward this report to the Clerk of the Township of King.

2. PURPOSE

The purpose of this report is to address the Township of King's Council resolution dated December 12th 2005, requesting a pedestrian crosswalk at the intersection of Highway 27 and Wilsen Street. A plan showing the location of the intersection is shown in *Attachment 1*.

3. BACKGROUND

At the Township of King's Council meeting on December 12, 2005, Council adopted a recommendation to request York Region to install a crosswalk at the intersection of Highway 27 and Wilsen Street.

Regional Council at its meeting on February 21, 2002 recommended the Intersection Pedestrian Signal (IPS) as the preferred pedestrian crossing facility on Regional roads. In addition, Regional Council adopted a policy containing a warrant for the installation of the IPS. As part of the IPS policy, the minimum warrant criteria must be satisfied in order for the intersection to be considered as a valid location for an IPS.

4. ANALYSIS AND OPTIONS

The intersection of Highway 27 and Wilsen Street is located 280 metres north of King Road in the Community of Nobleton. Highway 27 north of King Road is a two-lane road carrying an average of 14,000 vehicles per day with a posted speed limit of 50-kilometres per hour. In this area, the properties on the west side of Highway 27 include residential dwellings and a senior's residence. The properties on the east side of Highway 27 have residential and commercial uses. In addition, Nobleton Senior Public School is located north of the signalized intersection of Highway 27 at Sheardown Drive and Nobleton Junior Public School is located on King Road east of Highway 27.

The intersections of Highway 27 at King Road and Highway 27 at Sheardown Drive are currently signalized. Highway 27 at King Road is located 280 metres south of Wilsen Street and Highway 27 at Sheardown Drive is located 390 metres north of Wilsen Street. Pedestrians wishing to cross Highway 27 to access the commercial establishments located on the east side of Highway 27 and the schools located outside of this study area can be accommodated at the existing traffic signals.

An IPS at the intersection of Highway 27 and Wilsen Street will not benefit pedestrians because the commercial establishments are located at the existing signalized intersections of Highway 27 at Sheardown Drive and Highway 27 and King Road, which is the destination of the pedestrians that are currently crossing at the intersection of Highway 27 and Wilsen Street.

There are sidewalks along both sides of Highway 27 which provide pedestrians with a safe place to walk to access the existing traffic signals where the commercial establishments are located.

Regional staff conducted an eight-hour traffic turning movement count and pedestrian count at the intersection of Highway 27 and Wilsen Street on Thursday, December 22, 2005 between 7:00 am to 9:00 am, 11:00 am to 2:00 pm, and 3:00 pm to 6:00 pm. A total of six pedestrians were counted during the eight-hour pedestrian count. The turning movement and pedestrian data was used to conduct an intersection pedestrian warrant analysis according to the Region's policies approved by Council.

The following table shows the results of the IPS minimum warrant analysis for the intersection of Highway 27 at Wilsen Street from the turning movement count and pedestrian data collected on Thursday, December 22, 2005.

Table 1
IPS Minimum Warrant Criteria
Highway 27 at Wilsen Street – Thursday, December 22, 2005

Criteria	Satisfied (Y/N)
Should not be installed closer than <i>215 metres</i> to another traffic control signal or stop sign on a two-way street.	Yes
Should not be installed on roadways with a posted speed in excess of <i>60 km/hr</i> .	Yes
Adequate sight distance must be available for both pedestrians and vehicles for the operating speed of the roadway.	Yes
Minimum of <i>100 pedestrians</i> must be present crossing the main street during the seven highest hours of the day.	No
Maximum of 5,000 vehicles per day on the intersecting side street approaches.	Yes

In terms of the policy an IPS can only be considered if all the minimum warrant criteria are satisfied. The intersection of Highway 27 and Wilsen Street does not satisfy the minimum number of pedestrians crossing the main street (Highway 27).

It is recognized that generally there are fewer pedestrians in the winter months. Staff will therefore conduct another count this year, during warmer weather and before the summer.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

The Township of King requested a pedestrian crosswalk at the intersection of Highway 27 and Wilsen Street. The pedestrian volumes do not warrant an IPS. Sidewalks on Highway 27 provide pedestrians a safe pathway to the current traffic signals where the commercial establishments are located.

7. CONCLUSION

This report is in response to the Township of King's Council resolution, requesting York Region to install an IPS at the intersection of Highway 27 and Wilsen Street in the Township of King. The intersection of Highway 27 and Wilsen Street does not satisfy the IPS minimum warrant conditions, therefore, staff recommend that an IPS not be installed at this time and that staff continue to monitor traffic and pedestrian volumes at this intersection.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the March 1, 2006 Committee meeting.)