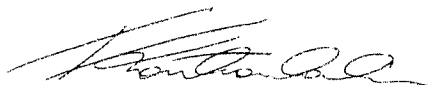




P.O. Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

North West Community Council  
May 26, 2011

**TO:** Chair and Members of North West Community Council

**SUBMITTED BY:**   
Taso Koutroulakis, P. Eng., Deputy Traffic Authority

**DATE:** April 11, 2011

**SUBJECT:** Request for Overhead Pedestrian Lights at the Walker Connector Road and Old Sackville Road, Lower Sackville

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**INFORMATION REPORT**

**ORIGIN**

Item 10.1.1 raised at the March 24, 2011 meeting of North West Community Council.

**BACKGROUND**

Item 10.1.1 Moved by Councillor Johns, seconded by Councillor Outhit, that the North West Community Council:

1. Request that an (RA-5) Overhead Crosswalk Sign be put in place at the intersection of Walker Connector Road/Old Sackville Road, Lower Sackville;
2. Forward Information Item 1 – Correspondence from Minister Bill Estabrooks dated January 20, 2011 re: Sackville Metro Link Terminal and Cobequid Metro Link Terminal, directing staff to provide a report; and
3. That the report provides a comparison of the traffic volumes to traffic volumes on Rocky Lake Drive.

Motion Put and Passed.

**DISCUSSION**

Item 1;

The existing marked crosswalk on Old Sackville Road at Walker Avenue/Walker Connector Road is presently equipped with the basic marked crosswalk installation (which consists of two painted white lines across the roadway and four ground-mounted pedestrian crosswalk signs – two signs for each direction of travel.) Pedestrian actuated flashing amber lights are intended for use on multi-lane roadways and are not considered necessary at this two-lane crosswalk location.

Pedestrian actuated flashing amber lights are not legally required at any marked crosswalk. They are basically a supplementary traffic control device designed for more complex locations where a driver's attention may be difficult to obtain with a simple marked crosswalk. On wide, multi-lane streets it is often more difficult for pedestrians to make eye contact or to signal his/her intention to cross by raising a hand. Flashers are less useful on narrower two-lane roadways and can have a negative effect of increasing rear-end vehicle collisions if pedestrians activate the flashers and immediately step out into the travel-way without first waiting for traffic to slow to a stop.

In the case of the marked crosswalk on Old Sackville Road at Walker Avenue/Walker Connector Road, there is no particular difficulty in conveying a pedestrian's crossing intention to a driver. Some drivers may choose deliberately not to stop and others may be inattentive and fail to stop, but that is not something that flashing lights can overcome.

Item 2;

Of the five items addressed in the correspondence from Minister of Transportation, Bill Etabrooks dated January 20, 2011 (attached), two were deferred back to HRM, since the locations referenced are owned and maintained by, and therefore are under the jurisdiction of the HRM.

The first item related to a request for the installation of a marked crosswalk across Old Sackville Road at Walker Connector Road/Walker Avenue. A marked crosswalk with painted lines and regulatory signs was installed at this location in October 2010.

The other item under HRM jurisdiction related to a request for improvements to the corner of Walker Connector Road and Old Sackville Road due to the difficulty encountered by buses manoeuvring that section of the road. Transit staff have clarified that the issue is not with the corner of Walker Connector Road and Old Sackville Road, but further along Walker Connector Road in the area of Coast Tire where a narrow "S" turn compels a bus to cross the yellow center line, occasionally needing to yield to oncoming vehicles.

Design and Construction is aware of this deficiency, but advises that the remedy (requiring the relocation of curbing and road widening in selected areas) is not an easy or inexpensive solution due to steep slopes and property issues. Typically such projects would only be pursued during street reconstruction.

Item 3;

Clarification was requested from Councillor Johns as to which street section traffic volumes were to be compared with traffic volumes on Rocky Lake Drive. He advised that he was seeking comparison of crosswalk locations without RA-5 overhead crosswalk signs on Old Sackville Road at Walker Avenue/Walker Connector Road and on Sackville Drive at Orchard Drive to crosswalk locations with RA-5 signs on Rocky Lake Drive.

It was explained to Councillor Johns that the decision of whether or not to install RA-5 overhead crosswalk signs, with or without flashers, is not based on traffic volumes. There are several locations in HRM where RA-5 signs with flashing lights are installed on two-lane roadways. Prior to RA-5 signs being adopted for use in Nova Scotia, the overhead crosswalk signs generally in use were eight foot long rectangular orange signs which were not considered to be regulatory traffic control devices. Some municipalities (Dartmouth, Bedford, and Sackville) installed pedestrian actuated flashers on them; some (Halifax) did not.

After Amalgamation, it was decided by the HRM Traffic Authority at the time that the old 8' signs with flashers would be replaced with new RA-5 signs with flashers, but old signs without flashers would be replaced with new RA-5 signs without flashers (or removed and not replaced in some instances). Entirely new RA-5 installations (at locations that did not previously have any overhead signage) are equipped with flashers only when located on multi-lane roads.

### **BUDGET IMPLICATIONS**

There are no budget implications.

### **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

### **COMMUNITY ENGAGEMENT**

The community engagement process was not considered necessary because the response to the request is based on existing operational criteria.

### **ATTACHMENTS**

Letter of January 20, 2011 from Minister Estabrooks

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Vaughn Perrin, Traffic Analyst, Traffic & Right of Way, 490-4822

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Transportation and Infrastructure Renewal  
Office of the Minister

PO Box 186, Halifax, Nova Scotia, Canada B3J 2N2

January 20, 2011

Councillor Bob Harvey, Chair  
North West Community Council  
Halifax Regional Municipality  
PO Box 1749  
Halifax, NS B3J 3A5

Dear Councillor <sup>Bob</sup> Harvey:

Thank you for your letter of December 6, 2010, regarding the North West Community Council's request to improve the roadway network for the Sackville Metro Link Terminal and Cobequid Metro Transit Terminal areas located in Lower Sackville.

We have reviewed the North West Transit Advisory Committee's report and provide the following comments in the order they were presented in the discussion paper.

Sackville Metro Link Terminal

1. A marked crosswalk across the Old Sackville Road to the Walker Connector Road falls under the jurisdiction of Halifax Regional Municipality (HRM), as both the Old Sackville Road and Walker Connector Road are owned and maintained by HRM.
2. Staff will carry out the necessary turning movement study in order to determine if a left turn signal from the Beaver Bank Connector Road onto the Old Sackville Road meets the warrants set out in the Manual of Uniform Traffic Control Devices.
3. The request for improvements to the corner of the Walker Connector Road falls under the jurisdiction of HRM, as the intersection of the Old Sackville Road and the Walker Road is owned and maintained by HRM.

Cobequid Terminal

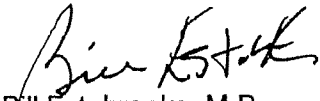
1. Staff will carry out the necessary turning movement study in order to determine if a left turn signal for traffic exiting the Cobequid Terminal onto the Cobequid Road meets the warrants set out in the Manual of Uniform Traffic Control Devices.

Councillor Bob Harvey  
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2. The widening of the corner for a right-hand turn exiting the Cobequid Terminal is not currently on our Capital Program for the upcoming construction season, however, it will be considered in the course of future budget deliberations.

I trust that this satisfactorily addresses all the concerns put forward in the North West Community Council's Report.

Sincerely,



Bill Estabrooks, M.B.  
Minister

- c: David Darrow, Deputy Minister  
Bruce Fitzner, Chief Engineer Highway Programs