



PO Box 1749
Halifax, Nova Scotia
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Item No. 2

**Halifax Regional Council
March 25, 2008**

TO: Mayor Kelly and Members of Halifax Regional Council

A handwritten signature in black ink, appearing to read "Mike Labrecque".

SUBMITTED BY: _____
Mike Labrecque, P.Eng., Director, Transportation and Public Works

DATE: March 3, 2008

SUBJECT: Petition for Traffic Signals at the Intersection of Sackville Drive and Jubilee Lane/Beaver Bank Cross Road

INFORMATION REPORT

ORIGIN

Item 11.2 raised at the November 13, 2007 meeting of Halifax Regional Council.

A petition was submitted by Councillor Brad Johns requesting the installation of traffic signals at the intersection of Sackville Drive and Beaver Bank Cross Road/Jubilee Lane.

BACKGROUND

Councillor Johns submitted a petition with 88 signatures requesting the installation of traffic signals at the intersection of Sackville Drive and Beaver Bank Cross Road/Jubilee Lane. Sackville Drive is the major connector, carrying traffic from Middle and Upper Sackville, as well as from Lucasville Road into Sackville. Beaver Bank Cross Road and Jubilee Lane are local streets connecting to Sackville Drive.

DISCUSSION

A national standard has been developed by the Transportation Association of Canada (TAC) whereby the warrant for signalization of an intersection can be calculated. The methodology calculates a number of 'priority points' based on such factors as traffic and pedestrian volumes, accident history, and the location of other nearby traffic signals. A total of 100 or more priority points is an indication that signalization of an intersection may be warranted.

Since amalgamation, traffic signals in HRM have been installed based on the TAC methodology. TAC may periodically make adjustments to the warrant and each signal that HRM has installed has been done so based on the version of the TAC warrant at that time.

The data for the latest warrant calculation was gathered on November 22, 2007 by means of a manual turning movement survey and pedestrian survey. Based on this data, the intersection scored 64 priority points, well short of the 100 points necessary to be considered for signalization. With the exception of 2006, this intersection has had the TAC warrant applied each year since 2002 with similar results.

Due to the high volume of traffic on Sackville Drive and limited growth opportunities for the adjacent areas, meaning there is a limit to the amount of traffic that the minor streets will ever produce, and considering there is not a significant collision history at this location, it is unlikely that this intersection will require signalization in the foreseeable future.

Traffic signals are not warranted or recommended for this location.

BUDGET IMPLICATIONS

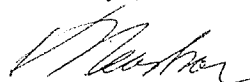
There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

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

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

Report Prepared by: Patrick Doyle, Traffic Analyst, Traffic & Right of Way Services, 490-4856



Report Approved by: Ken Reashor, Manager Traffic & Right of Way Services, 490-6637