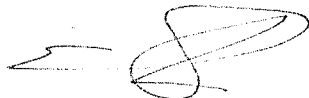


4.1.10

Chebucto Community Council
February 6, 2012

TO: Chair and Members of Chebucto Community Council



SUBMITTED BY: _____
Eddie Robar, Director, Metro Transit

DATE: January 13, 2012

SUBJECT: Pedestrian Safety/Metro Transit Stoneridge Subdivision

INFORMATION REPORT

ORIGIN

Chebucto Community Council meeting of November 7, 2011 item 10.2.3

1. Request a report regarding the possibility of installing a marked crosswalk in front of the playground and Chain of Lakes trailhead on Walter Havill Drive
2. Request a report regarding speeding in the Stoneridge Subdivision
3. Request that a one and a half year update on Route 22 ridership be provided to Community Council in March or April 2012

BACKGROUND

Service for the Stoneridge area has been requested through Chebucto Community Council since 2006, given the high number of residents in this developing community. Metro Transit staff assessed various alternatives for the provision of transit service within the Stoneridge community. Ultimately, Route 22 Armdale was introduced August 29, 2010 providing two-directional service from Mumford Terminal to Armdale communities (including Walter Havill Drive), St. Margaret's Bay Road, a Park and Ride lot at Exhibition Park and the Ragged Lake Transit Centre. The high population density of Walter Havill Drive single family homes and multi-residential buildings allows Metro Transit to directly serve a large portion of the community as recommended in the Council approved HRM Regional Plan and Transit's 5-Year Strategic Operations Plan.

DISCUSSION

1. Request a report regarding the possibility of installing a marked crosswalk in front of the playground and Chain of Lakes trailhead on Walter Havill Drive

HRM uses the Transportation Association of Canada (TAC) guidelines in determining where it is appropriate to install marked crosswalks. The main factors in deciding where marked crosswalks are warranted are pedestrian and vehicular volumes. There must be at least 20 pedestrian crossings in the busiest hour of the day and fewer than 120 crossing opportunities per hour, which equates to approximately 800 vehicles per hour. Both historical and current data collected by HRM's Traffic and Right of Way Services and Halifax Regional Police conclude that there are fewer than 800 vehicles per day and no more than 40 vehicles per hour travelling on Walter Havill Drive. Considering these factors, along with the fact there is no collision history and there are good sight lines at this crossing, a marked crosswalk is not warranted at this location.

Crosswalks are marked at locations with high volumes of pedestrians and vehicles in order to give heavily used crossing locations more emphasis and to alert drivers of their presence, considering the busy nature of the street. Studies have shown that marking crosswalks at low volume, unwarranted locations isn't necessarily safer, as pedestrians may enter a marked crosswalk, assuming approaching vehicles will stop for them. Pedestrians may tend to use more caution at unmarked locations, as they do not assume vehicles will stop. Therefore marked crosswalks are not installed at this type of location.

2. Request a report regarding speeding in the Stoneridge Subdivision

From January 1, 2011 and November 30, 2011 there were three reported driving complaints on Walter Havill Drive. One was a report of a vehicle driving erratically, one report of a driver with no license and a third involving a speeding complaint. There were no driving complaints received regarding busses. There were no Motor Vehicle Accidents reported on Walter Havill Drive reported between January 1 and November 30.

Speed data was obtained using a mobile Speed Sentry which is a tool used by police to measure speeds of vehicles. The device is attached to existing sign posts. The information is retrieved in such a manner that we can determine if there is a speeding issue and if so, what time of day is most prevalent.

The Speed Sentry was positioned on Walter Havill Drive near civic 123 on December 13, 2011. It was in position from 7:35 am until 10:00 am on the 14th. During this period 600 vehicles were noted.

39% travelling between 31km-40km

22% travelling between 41km-50km

3% travelling between 51km-60 km

0.2 % (2 vehicles) travelling between 61km-70km

The Speed Sentry was positioned on Walter Havill Drive near civic 81 on December 15, 2011. It was in position from 7:20 am until 2:15 pm. During this period 251 vehicles were noted.

15% travelling between 21km-30km

39% travelling between 31km-40km
27% travelling between 41km-50km
4% travelling between 51km-60 km
0.0 % (0 vehicles) travelling between 61km-70km

The results of the monitoring were consistent with the data previously obtained in 2010. Based solely on the data collected, there doesn't appear to be a speeding problem on Walter Havill Drive.

3. Request that a one and a half year update on Route 22 ridership be provided to Community Council in March or April 2012

The Route 22 Armdale was introduced August 29, 2010, following the introduction of a new transit service the service is typically monitored for 18 to 24 months to allow for the public's familiarity and ridership growth to occur. Service standards established for local routes are 6 am to midnight, with 30 minute frequency up to 6 pm and 60 minute frequency from 6 pm to midnight. Route 22 Armdale begins at 5:40 am and the last trip ends at 12:15 am, while maintaining 30 minute service all day, this route exceeds service standards as it provides service to and from the Ragged Lake Transit Centre.

Metro Transit has been monitoring and assessing the performance and usage of this route with respect to meeting established service standards of 25 passengers per hour during weekday daytime and 15 passengers per hour during evenings and weekends. Should this route not meet service standards over the course of the first 18-24 months, Metro Transit may propose service adjustments. At the time of this report the Route 22 has been monitored at several various stages, most recently at 13 months (September 2011), overall showing encouraging signs of ridership growth.

Overall weekday ridership on the route has grown by 15%, from 378 daily revenue riders in September 2010, to 434 in September 2011. Specific to Walter Havill Drive, revenue ridership has grown by 125% from 24 boardings to 54. Of the boardings along Walter Havill Drive, approximately 45% occur at the stop in front of the condos near Northwest Arm Drive, while the remaining 55% are equally distributed between the other stops along the street. The route currently has 15 passengers per hour during the weekday daytime period, and 7 passengers per hour during the weekday evening, therefore not currently meeting service standards.

Weekday Passengers per Hour	Daytime	Evening
1 Month – September 2010	13	5
13 Months – September 2011	15	7

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


There is no Community Engagement involved with this report.

ATTACHMENTS

There are no attachments for this report.

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.

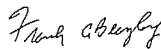
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