

Halifax and West Community Council
February 18, 2013

TO: Chair and Members of West Community Council

Original Signed

SUBMITTED BY:

Ken Reashor, P.Eng, Director, Transportation and Public Works

DATE: February 8, 2013

SUBJECT: **Marked Crosswalk & Bus Shelter Request – 171 Herring Cove Road**

INFORMATION REPORT

ORIGIN

Item 12.3, raised at the January 7, 2013 meeting of Halifax and West Community Council. Motion passed requesting that Traffic Services consider establishing an overhead, marked crosswalk with lights in front of 171 Herring Cove Road and Metro Transit consider adding a shelter to the existing bus stop.

LEGISLATIVE AUTHORITY

Part 1, Section 25, Item (c), (e), (i), “Powers and Duties of Community Council” of HRM Charter.

BACKGROUND

Herring Cove Road is an arterial roadway with a posted speed limit of 50 km/h. On Herring Cove Road between Highfield Street and Old Sambro Road, there is one lane for the inbound direction and two lanes for the outbound direction. A legal crosswalk exists at all intersections under the Motor Vehicle Act whether or not it is marked as such, and the Herring Cove Road and Highfield Street intersection is 85 meters north of the bus stop. Throughout the years the intersection has been assessed for traffic signals and the warrants have not been met, scoring only 32 points in 2002, 37 points in 2006, and 36 points in 2012, out of the required 100 points for consideration for approval, as per the Transportation Association of Canada (TAC) national traffic signal warrants.

DISCUSSION

HRM Traffic and Right of Way Services (TROW) does not typically install midblock marked crosswalks, i.e., at midblock bus stops. Crosswalks are more appropriately located at intersections where motorists should expect pedestrians and because this is where pedestrians have the legal right-of-way to cross even in the absence of signs and markings. At midblock locations pedestrians must yield right-of-way to vehicles, so a midblock marked crosswalk goes against driver expectations. Therefore, the best and closest location for a marked crosswalk would be at the intersection of Herring Cove Road and Highfield Street, 85 meters north of the bus stop. Therefore, a crosswalk assessment was conducted at this intersection.

All crosswalk requests made to TROW are assessed by analyzing the conflicting traffic and pedestrian volumes. Marked crosswalks are approved for installation where the TAC warrants are met. These warrants take into account, traffic volumes, pedestrian volumes, such that there is an insufficient number of crossings gaps to accommodate the pedestrians, as well as connectivity constraints.

HRM staff conducted a six hour traffic volume and pedestrian count on November 7, 2012, at the intersection of Herring Cove Road and Highfield Street, from 7:00 to 9:00 am, 11:00 to 1:00 pm, and 4:00 to 6:00 pm. In the six (6) hour count conducted, a total of nine (9) pedestrian crossings were recorded crossing Herring Cove Road. The highest two-way vehicular volumes recorded were between 8:00 to 9:00 am, 12:00 to 1:00 pm and 4:00 to 5:00 pm with 908, 1041, and 1192 vehicles in each of the hours, respectfully. The pedestrian crossings recorded in the six (6) hour count, were not sufficient to meet the TAC warrants in the Pedestrian Crossing Control Guide. The location is within 200 meters of an existing protected crosswalk, Herring Cove Road at Glenora Avenue. Therefore, a marked crosswalk at this location is not warranted.

A request for a passenger shelter at the inbound bus stop adjacent to civic 171 Herring Cove Road was included in this request. Each request for a new passenger shelter is processed by reviewing ridership, availability of HRM Right of Way, and passenger exposure to the elements. The average weekday ridership at this stop between the years of 2009-2012, is 38 boarding & 27 disembarking. There is sufficient HRM Street Right of Way to install a passenger shelter at this location; however, the ridership does not meet our standard of 100 passenger movements per day. Metro Transit has no plans to install a passenger shelter at this stop; however the request will be kept on file for future reference. The distance from this stop to the next, where a passenger shelter is in place, is 250 meters north, just past Glenora Avenue.

FINANCIAL IMPLICATIONS

There are no financial implications.

COMMUNITY ENGAGEMENT

Community engagement was not deemed to be necessary in this process because decisions were based on operational procedures.

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.

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Report Approved by: *Original Signed*

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