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**Peninsula Community Council  
December 11, 2006**

**TO:** Chair and Members of Peninsula Community Council

**SUBMITTED BY:**

A handwritten signature in black ink, appearing to read "Mike Labrecque", written over a horizontal line.

Mike Labrecque, P.Eng., Director of Transportation and Public Works

**DATE:** November 30, 2006

**SUBJECT:** Case 00815: Halifax MPS and LUB Amendments and Development Agreement - 6193 Young Street (Petro Canada)

### INFORMATION REPORT

#### ORIGIN

Item 7.1 raised at the July 10, 2006 meeting of Peninsula Community Council.

#### BACKGROUND

Moved by Councillor Sloane, seconded by Councillor Murphy, to request a staff report re-evaluating the intersection at Young and Windsor Streets, Halifax, regarding pedestrian and driver safety issues raised through resident submissions and public consultation on this item.

## DISCUSSION

The intersections of Windsor Street at Bayers Road and Windsor Street at Young Street were combined as one intersection in the fall of 2004. This roadway realignment was done to better facilitate vehicle movements through what has traditionally been a heavily congested traffic area. Petro Canada had since made application to have the land on the northeast corner of this new intersection re-zoned to allow for the construction of a large service station. During the public discussion and consultation process regarding that re-zoning application, some residents who were opposed to the approval of the re-zoning application, expressed safety concerns for the intersection as a basis of support for that opposition. The residents' concerns may be summed up as issues related to pedestrian safety, intersection alignment, increased traffic volume, and increased collisions.

Combining the two intersections into one has resulted in the loss of protected crosswalks across Windsor Street at Young Street. This was an unfortunate but necessary decision which had to be made in order to allow the new intersection to function as it is intended. The new intersection is wide; and, the east/west alignment is skewed as a result of the available land provided to complete the redesign; however, all pedestrian movements are permitted. The longest pedestrian crossings are on the east and west sides where pedestrians must walk some 27 and 28 metres respectively to complete their crossing. Pedestrian walk lights are activated by a pedestrian push button which provides more than enough time to safely complete a crossing before cross street traffic receives a green light. As is the case at most wide intersections, a pedestrian who has already started to cross on a walk signal can complete the crossing even if the flashing don't walk indication appears.

Left turning vehicles on all but the east bound Bayers Road approach are provided an advance protected left green signal arrow during critical volume hours of the day to reduce conflicts with opposing through movements; and, the southbound left turn lane on Windsor Street has a continuity guide line painted through the intersection to direct traffic into the proper receiving lane on Young Street.

The redesign of the intersection was not intended, nor is it expected, to attract more traffic to this area. It was simply intended to decrease the congestion otherwise caused by the off set between Young Street and Bayers Road which are arterial roadways providing a major east/west corridor on and off the peninsula. Any increase in traffic volume at this intersection is anticipated to reflect normal traffic growth experienced annually on the peninsula.

A review of available collision data for the four years for the two intersections prior to the redesign indicates an average of 16 reported collisions per year; while, in the two years since these intersections were combined, the collision rate has dropped by almost 50% to an average of 8.5 per year.

**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.

**ALTERNATIVES**

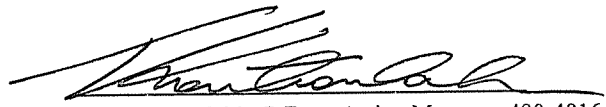
There are no alternatives.

**ATTACHMENTS**

None.

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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