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PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Western Region Community Council
June 27, 2005

TO: Chair and Members of the Western Region Community Council

SUBMITTED BY: 
Ken Reashor, P.Eng., Traffic Authority, Transportation & Public Works

DATE: June 6, 2005

SUBJECT: All-Way Stop - Lakehigh Crescent at Governor's Lake Drive

INFORMATION REPORT

ORIGIN

April 25, 2005 meeting of the Western Region Community Council, item 12.1, Four Way Stop.

BACKGROUND

Construction of an additional 50 residential units including roadway extensions are underway and represents the final stage (phase 4) of Governor's Glen Subdivision development. Lakehigh Crescent intersects Governor's Lake Drive at two locations both of which form three-way or "T" type intersections. These intersections already exist and are not included within the scope of this new construction. The subdivision would, upon completion, have some 205 residential units.

DISCUSSION

All-way stop control may be warranted for installation at intersections which have a significant and relatively equal volume of traffic on each of the intersecting roadways, or where an unusual collision history exists. The volume warrant requires that the combined pedestrian and vehicular volumes on the minor street average 200 per hour for an eight-hour period. The collision warrant may be satisfied where, regardless of volume, an average of five collisions per year deemed preventable by all-way stop control are reported over a five-year period.

The Governor's Glen Traffic Impact Study Final Report dated February 2004, indicated that upon completion of this phase in 2009, the 205 dwelling units will generate 122 vehicle trips in the a.m. peak hour and 148 in the p.m. peak hour. All-way stop control would only be warranted if Lakehigh Crescent alone could generate a combined average of 200 vehicle/pedestrian trips per hour over an eight-hour period. Clearly, the entire subdivision will generate substantially less traffic than Lakehigh Crescent alone requires to meet the volume component of the all-way stop warrant.

The provincial Department of Transportation and Public Works files indicate no reported collisions at these two intersections; and therefore, the collision component of the all-way stop warrant which requires an average of five reported collisions per year over a five-year period is not met.

Therefore, based upon existing and proposed traffic volume data, as well as the excellent collision history, all-way stop control is neither approved nor recommended for either intersection of Lakehigh Crescent at Governor's Lake Drive. The aforementioned data from the traffic impact study would preclude staff from requiring further traffic count data to be collected for this issue.

BUDGET IMPLICATIONS

There are no budget implications at this time.

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 recommended alternatives.

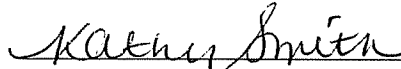
ATTACHMENTS

N/A

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Kevin McEachern, Traffic Analyst, 490-6133

Financial Review:



Kathy Smith, Financial Consultant, 490-6153