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Western Region Community Council
November 28, 2005

TO: Chair and Members of the Western Region Community Council

SUBMITTED BY:

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

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

DATE: November 22, 2005

SUBJECT: **Re-evaluate Three Way Stop Sign in Glen Arbour - Councillor Meade**

INFORMATION REPORT

ORIGIN

Item 12.3 raised at the October 24, 2005 meeting of the Western Region Community Council.

BACKGROUND

Glen Arbour Way serves as a minor collector, connecting residents of Glen Arbour and some residents of Maplewood subdivisions to Hammonds Plains Road. The subdivision is also home to a golf course and subsequently Glen Arbour Way and Thompson Run are used as the access to the course from Hammonds Plains Road.

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.

Requests to implement all-way stops as a measure to control speeding are common. Unwarranted all-way stops can be ineffective and detrimental. Motorists tend to speed away from unwarranted stops to make up time as well as becoming conditioned to 'not stop' or 'roll through' the intersection due to the low traffic volumes on the side street. Studies have also shown that all-way stops contribute to noise and air pollution and increase fuel consumption.

Halifax Regional Police and the RCMP have a new joint Traffic Division whose sole purpose is to provide enforcement of traffic violations. This new group identifies problem speeding areas and can focus on specific locations to help reduce speeding within a neighbourhood.

The average weekday traffic was found to be 1232 vehicles per day based on a traffic study undertaken in early November of 2005. A study from August, 2002 - during golf season, indicated average weekday traffic to be 1281 vehicles per day. Considering the minimal development in the past three years, traffic volumes appear to be unchanged and still fall well below the numbers necessary for all-way stop consideration.

The provincial Department of Transportation and Public Works files indicate no reported collisions on Glen Arbour Way.

Therefore, based upon the aforementioned traffic volumes, as well as the lack of a collision history, all-way stop control is neither approved nor recommended for Glen Arbour Way at this time.

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

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.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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Financial Review:


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