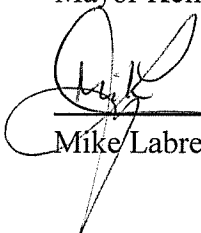




PO Box 1749  
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**Halifax Regional Council**  
**June 21, 2005**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**   
Mike Labrecque, P.Eng., Director, Transportation & Public Works

**DATE:** June 7, 2005

**SUBJECT:** **Request for Three-Way Stop - Portland Hills Drive/Waterside Terrace**

## **INFORMATION REPORT**

### **ORIGIN**

Halifax Regional Council meeting of May 24, 2005, Item 9.2.

### **BACKGROUND**

Councillor Karsten served a petition on behalf of residents of the Portland Hills/Portland Estates community in Dartmouth requesting the installation of a three-way stop on Portland Hills Drive at Waterside Terrace to improve the safety for all users of the street. Residents are concerned with the increase in traffic and speed due to completion of Portland Hills Drive, which connects Portland Hills with Portland Estates.

## **DISCUSSION**

A three-way stop is one of the more common requests from residents who are looking for ways to control vehicle speed on residential streets. Consistency is important in the placement of stop signs and national warrants are used to determine where and when they become necessary to control vehicular and pedestrian traffic. The warrant is summarized in Appendix "A" (see attached).

Staff has reviewed the intersection and found the pedestrian and vehicle volumes do not meet the minimum criteria required for the warrant to be met. The combined vehicle and pedestrian volume for Waterside Terrace, the minor street, is well below the required 200 units per hour and therefore a three-way stop is neither recommended nor approved.

Speed studies were recently conducted by Police over a three-day period and results show the 85<sup>th</sup> percentile speed, or that speed which 85% of motorists travel at or below, of 49, 46 and 45 km/h. These findings indicate general compliance to the posted 50 km/h.

## **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**

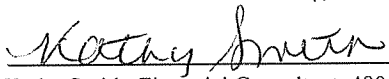
There are no recommended alternatives.

## **ATTACHMENTS**

Appendix "A" - Stop Signs

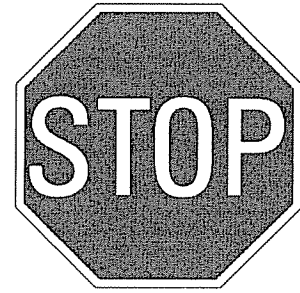
A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by : Karen MacQuarrie, Traffic Analyst, East Region, 490-6727

Financial Review :   
Kathy Smith, Financial Consultant, 490-6153

## **2. TRAFFIC CONTROL SIGNS**

### **2.1 STOP SIGNS**



#### **What are they?**

Stop signs are used to assign right of way and to minimize accidents and personal injury by reducing potential conflicts among roadway users.

#### **Where are they installed?**

Stop signs are typically installed on the minor volume approaches to an intersection, thereby providing and favoring unobstructed flow along the major volume street. Traffic engineers guard against the misuse of all-way stops and have therefore developed installation criteria and warrants for all-way stop control. Adherence to these guidelines brings about a greater understanding on the part of drivers who will tend to respect the stop control. Due to their very nature, intersections which have more than four approaches or those which are equipped with traffic signals should not also have stop sign controls in effect.

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 5 collisions per year deemed preventable by all-way stop control are reported over a five year period.

All-way stop control may also be used as an interim measure prior to the installation of traffic signals and as an educational tool for an interim period of time when stop control at an intersection is being reversed.

#### **What are the issues?**

- All-way stops are in effect full time and therefore should reflect traffic conditions as outlined in the warrant. They should not be used to address irregular traffic events or phenomena.
- A popular misconception is that stop signs can be used to solve any number of traffic related problems. Requests for stop signs to control speeding and reduce short-cutting are common. Approval of such requests can lead to the proliferation of all-way stops. Unwarranted all-way stops are ineffective and can have negative consequences as motorists speed in areas away from the stop sign to make up for lost time and they also become conditioned to “not stop” or “roll through” the intersection since there is seldom any conflicting traffic on the minor volume street. They also contribute to the unnecessary increase in noise and air pollution, and fuel consumption.