



P.O. Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. 2**  
**Halifax Regional Council**  
**September 13, 2011**

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

Original Signed by Director

**SUBMITTED BY:** \_\_\_\_\_  
Ken Reashor, P.Eng., Traffic Authority

**DATE:** August 23, 2011

**SUBJECT:** **Signals and Crosswalk Request: Glendale Drive at Smokey Drive**

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**INFORMATION REPORT**

**ORIGIN**

A petition with 17 signatures was submitted by Councillor Johns as item 10.2.1 at the August 9, 2011 meeting of Regional Council.

**BACKGROUND**

The first recorded request for a marked crosswalk at this location was received from the North West Community Council (NWCC) in December 1998. Since that time, Traffic and Right of Way Services has received regular requests, the most recent being item 12.4 at the March 24 meeting of the NWCC. In response to this latest request, Traffic and Right of Way Services submitted a report to the NWCC for its May 26, 2011 meeting indicating that a marked crosswalk has yet to be warranted at this location.

## DISCUSSION

There are two different requests for infrastructure changes at this intersection, a marked pedestrian crosswalk and traffic signals. The requests will be addressed individually below.

**Marked Crosswalk** – All crosswalk requests made to Traffic and Right of Way Services are assessed by analysing the conflicting traffic and pedestrian volumes. Marked crosswalks are only approved for installation where the Transportation Association of Canada (TAC) warrants are met. These warrants require a high traffic volume combined with a high pedestrian volume such that there are an insufficient number of crossing gaps to accommodate the pedestrians. Studies conducted on the relative safety of crosswalks show that marked crosswalks can provide a false sense of security for pedestrians and therefore, Traffic and Right of Way Services is reluctant to recommend the installation of unwarranted, marked crosswalks. As this location is at an intersection, a legal crosswalk exists under the Motor Vehicle Act, whether or not it is marked as such.

The most recent daily counts conducted by the HRM in June, 2010 show a weekday PM peak hour traffic volume of 1438 vehicles on Glendale Drive. Pedestrian counts were last gathered in May, 2010 during the AM and PM peak periods. The AM and PM peak hour pedestrian volumes at the location were 10 and 6, respectively. The primary use of this crosswalk is by transit passengers and an analysis of the November 2010 load counts for this bus stop shows that the weekday activity was 49 passengers per day in both directions.

Although there are sufficient vehicles on Glendale Drive, the volume of pedestrians crossing at this location does not warrant the installation of a marked crosswalk. Traffic and Right of Way staff are, and have been, well aware of this location with respect to the senior's residence relative to the bus stop and will continue to monitor this unmarked crosswalk to determine if and when a marked crosswalk is warranted.

**Traffic Signals** – Traffic and Right of Way Services get numerous requests for the installation of traffic signals throughout the HRM. The installation of signals at an unwarranted location can increase certain types of collisions as drivers are more likely to run a red light, and inattentive drivers are not expecting to find a queue of vehicles on a major road. In some cases, vehicle-pedestrian collision potential has also increased with signalization as inattentive drivers performing a turning manoeuvre on a green signal do not always look for pedestrians who are legally crossing on the walk symbol. Furthermore, delay through the intersection can be increased by the installation of signals as vehicles on the major roadway will be required to wait when there are low or no vehicles on the side street. Therefore, for safety and traffic operational reasons, Traffic Services is very hesitant to recommend the installation of traffic signals at intersections that are unwarranted.

In order to assess whether signals are warranted at a given location, Traffic Services use the TAC warrant, which is the national standard in Canada. The warrant assigns points to the intersection based on vehicular and pedestrian volumes, number of lanes, proximity to schools, and other factors, where 100 points or more indicates that traffic signals should be considered. A signal

warrant conducted using traffic count data obtained by Traffic Services staff in June 2010 shows that this location is not warranted for signals with a point score of 79. Furthermore, under the capital works plan, the HRM is currently in the process of installing an eastbound left turn lane on Glendale Drive, which will improve capacity and reduce delay for eastbound vehicles at this intersection as well as vehicles turning out of Smokey Drive. When the signal warrant is performed on this intersection with the inclusion of the left turn lane, the point score is reduced to 73.

**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, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

**COMMUNITY ENGAGEMENT**

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

**ATTACHMENTS**

None

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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.

Report Prepared by: Patrick Hatton, EIT, Traffic Analyst, Traffic and Right of Way Services, 490-6644  
Original Signed

Report Approved by: \_\_\_\_\_  
Taso Koutroulakis, P. Eng, Deputy Traffic Authority, 490-4816

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