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HALIFAX REGIONAL COUNCIL

April 2, 2002

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

**SUBMITTED BY:**   
David McCusker, P.Eng., HRM Traffic Authority

**DATE:** March 22, 2002

**SUBJECT:** MARKED CROSSWALK REQUEST - HOLLIS STREET AT  
TERMINAL ROAD

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**INFORMATION REPORT**

**ORIGIN**

March 5, 2002 Halifax Regional Council meeting, item 9.1.4.

**BACKGROUND**

At the Halifax Regional Council meeting of March 5, 2002, Councillor Sloane served a petition from businesses on Hollis Street between Morris Street and Terminal Road requesting that a crosswalk be marked across Hollis Street at Terminal Road prior to May 1, 2002 which is the advent of the tourist season and the arrival of the cruise ships.

## **DISCUSSION**

Because of the numerous requests for the marking of crosswalks, it has been necessary to establish criteria which provide a basis for evaluation as to where marked crosswalks are installed on HRM maintained roadways. The attached "Traffic Control Practices and Warrants" sheet provides details of the rationale for the criteria. The purpose of establishing minimum criteria is to limit the proliferation of marked crosswalks thereby preserving their effectiveness. Numerous studies on the relative safety of marked crosswalks support minimal installation.

Because there is an existing marked crosswalk across Hollis Street at South Street which is only 40 meters from Terminal Road, a marked crosswalk is not approved for the requested location.

Staff observations have been that pedestrians are generally able to cross Hollis Street at Terminal Road with little delay or difficulty. There have been no pedestrian collisions reported at this intersection. Pedestrians who feel the necessity to cross in a marked crosswalk need only walk the short distance to South Street.

## **BUDGET IMPLICATIONS**

N/A

## **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**

N/A

## **ATTACHMENT**

Marked Crosswalk Policy

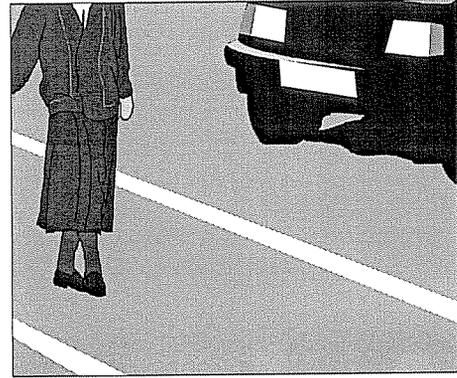
<p>Additional copies of this report and information on its status can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208. Report prepared by: Vaughn Perrin, Traffic Analyst</p>
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VP/bmh

# MARKED CROSSWALKS

## What are they?

A marked crosswalk installation consists of two painted parallel lines across the roadway and four ground mounted pedestrian crosswalk signs, two signs for each direction of travel.



## What are the issues?

Since crosswalks exist by legal definition at all intersections whether marked or unmarked, the determination of whether a crosswalk needs to be marked is based primarily on the necessity to create gaps in traffic. At locations with low traffic volume, pedestrians can generally cross a street without difficulty and more safely by waiting a short time for an adequate gap. On higher volume streets, pedestrians may experience excessive delays while waiting for acceptable gaps unless drivers stop to permit them to cross. Marked crosswalks are useful in providing notice to drivers that pedestrians are likely to be encountered at a particular location on a regular basis. If the pedestrian activity is minimal and sporadic, however, the marked crosswalk becomes a redundant device and simply becomes part of the background “sign clutter” along the roadside. When crosswalk markings are used sparingly, individual locations are more conspicuous. To over-saturate the streets with crosswalk markings would reduce their significance greatly.

## When are they used by HRM Traffic Services?

The following criteria ensure that marked crosswalks are established only at locations where a need for pedestrian assistance exists and where operation of such an installation will be safe and efficient.

Crosswalks will not be marked at locations where pedestrian safety may be compromised:

- because visibility is restricted by horizontal or vertical alignment
- where stopping sight distance is insufficient due to prevailing operating speeds
- by complex lane configuration and usage.

Crosswalks should not be marked at locations within 200 meters of an existing “protected” crosswalk (i.e. equipped with traffic signals or stop signs or RA-5 signs).

The vehicular volume must be in excess of 6000 vehicles per day (or 4000 v.p.d. for a “school” crosswalk requested for use with crossing guards).

The pedestrian volume must be in excess of 50 pedestrians crossings per hour in at least one hour of the day.