



Committee of the Whole

September 9, 2025

8:30 a.m.

Council Chambers, Town Hall

359 Main Street

Agenda

Call of Order and Land Acknowledgement

1. Approval of Agenda

2. Approval of Minutes

- a. Committee of the Whole Minutes, July 8, 2025
- b. Committee of the Whole In Camera Minutes, July 8, 2025

3. Declarations of Conflicts of Interest

4. Presentations

- a. None

5. Public Input

PLEASE NOTE:

- *Reminder to all speakers that the Town conducts its business with the seven sacred teachings in mind, truth, honesty, love, courage, respect, wisdom and humility.*
- *Members of the public participating in public input sessions will conduct themselves in a manner that is respectful to the public, council and staff. Should this not occur, the Chair will advise them to end their questions and/or comments immediately.*



- *You have up to 5 minutes to make comments and provide feedback. Comments are to be directed to the Chair.*
- *If appropriate, responses to input and/or questions will be responded to in a future CAO Report.*
- *Any questions that relate to personnel, current or potential litigation issues, or planning issues for which a public hearing has already occurred, but no decision has been made by Council, will not be answered.*

6. Staff Reports for Discussion

- IR 022-2025: Intersection Safety Main Street Corridor
- IR 021-2025: Micro Transit Feasibility Study
- IR: 020-2025: Strategic Plan First Draft Review
- RFD 028-2025: Council Proceedings Policy
- RFD 034-2025: Debt Guarantee KTA/VWRM 2025-2026
- RFD 035-2025: Appointment of Development Officer
- RFD 036-2025: Old Burying Ground
- RFD 032-2025: Endorsement of Inclusive Employment Initiative

7. CAO Report

8. Committee Reports (Internal)

- Equity & Anti-Racism Advisory Committee (EARAC)
- Regional Emergency Management Advisory Committee (REMAC)
- RCMP Advisory Committee (RCMP)

9. Committee Reports (External)

- Valley Regional Services

10. Request for Agenda Item

- Fireworks



- 11. Public Input**
- 12. Adjournment to In-Camera Meeting under *section 22(2)(e) Of the Municipal Government Act.***
 - a. Contract Negotiations
- 13. Adjournment of In-Camera Meeting**
- 14. Regular Meeting Reconvened**
- 15. Motions from In-Camera Meeting**
- 16. Regular Meeting Adjourned**

INFORMATION REPORT 022-2025

Title: Downtown Main Street Corridor – Intersection Safety
Date: 2025-09-09
Prepared by: Devin Lake, Director of Planning & Public Works
Contributors: Glenn Horne, CAO



SUMMARY

Downtown Main Street Corridor – Intersection Safety Review

The Town's 2025-26 Operations Plan outlines a project to further study and improve the level of service provided to all users of Main Street downtown (from Gaspereau Avenue / Harbourside Drive to University Avenue). The '24-25 [Operations Plan](#) states:

Intersection Safety Review	A comprehensive study will evaluate improvements at the Gaspereau, Highland, and University intersections with Main St., considering pedestrian safety, active transportation, and traffic flow. The study will also assess alternative solutions, such as lights and roundabouts.	\$100,000	Existing information is being collated for further assessment. Interim actions being developed.
-----------------------------------	--	-----------	---

This report and presentation is a kick-off with Council as staff and consultants begin to work on this file in more detail. This work will be carried out over the next 7-8 months. In this initial discussion, staff are seeking feedback from Council on the overall project, but specifically:

- What do you think is the particular problem we should focus on?
- There are many users of Main Street (drivers, walkers, riders, etc...). How do we want to prioritize users and what level of service is acceptable to Council and the community?
- What does success look like for this work?
 - Get clarity on the scope and scale of street redesign projects, and identify how they will impact the capital budget?
 - Build consensus on solutions for long-standing challenges — such as three particular intersections downtown — so that the Town can take action?
 - Identify options to manage the tension between pedestrian and traffic flow?
 - Offers solutions to get traffic off Main Street, such as alternate travel modes (ie: micro-transit, walking, bikes, and bikeshare) or re-routing regional traffic.
 - Provides a plan of action if a new highway 101 interchange is considered one day?

INFORMATION REPORT 022-2025

Title: Downtown Main Street Corridor – Intersection Safety
Date: 2025-09-09
Prepared by: Devin Lake, Director of Planning & Public Works
Contributors: Glenn Horne, CAO



1) CAO COMMENTS

This report is for information purposes only and will inform the work to come. Through this report and meeting discussion, staff aim to better understand Council's perspectives on the various mobility conflicts and trade-offs on Main Street.

2) REFERENCES AND ATTACHMENTS

- Presentation by former Town Engineer as part of 2023 Budget discussions (ATTACHED).
- 4-way Stop Analysis by Fathom Studios (2021)
 - Please review the Executive Summary. The whole report is provided for background and context but is not required reading (ATTACHED).

3) DISCUSSION

Wolfville's Main Street is an iconic and vibrant ecosystem of inter-related activity. It's where we shop, celebrate, work, gather, eat, converse, exercise, reflect, learn and live. We walk, run, drive, ride and sit. It's a draw for locals and visitors from near and far. Since the earliest records of Mud Creek, it's been a hive of activity and sometimes all those various activities conflict.

Traffic congestion on Main Street in downtown Wolfville is a longstanding item of discussion, with most of the focus to-date on the Gaspereau / Harbourside and Main Street 4-way stop. During the fall harvest season and other busy periods through the tourist season the level of service for vehicles can be affected as the number of cars increase. The number of days per year and time per day when vehicle travel is encumbered is not clear.

With construction on Highway 101 just south of the Town boundary during the summer of 2024, this issue was top of mind as we experienced additional vehicle travel through the Town to avoid highway 101 delays. From July – October of 2024, approximately 22,000 more vehicles passed the west Main Street traffic counter (549,600 in 2023 vs 571,600 in 2024) and approximately 56,000 more vehicles passed the east Main Street traffic counter (274,300 in 2023 vs 330,200 in 2024) than in 2023.

As described in the Town's 2025/26 Ops Plan, this scope of work looks to assess the Main Street corridor from Gaspereau / Harbourside to University rather than just perceived problematic intersections. Main Street operates as an inter-connected system and needs to be assessed in the same way. The Town has engaged [Happy Cities](#) and [RV Anderson](#) (Engineering) to review existing work, develop a set of options for tackling this downtown Main Street challenge, engaging stakeholders on priorities, and proposing a set of options that stakeholders and the Town is willing to support. This workplan is detailed below.

INFORMATION REPORT 022-2025

Title: Downtown Main Street Corridor – Intersection Safety
Date: 2025-09-09
Prepared by: Devin Lake, Director of Planning & Public Works
Contributors: Glenn Horne, CAO



DOWNTOWN MAIN STREET



Project Scope and Timeline

The project workplan & timeline is provided for Council’s feedback and better understanding of what will be undertaken in the coming months.

Phase	Period	Actions
Project setup	Aug 2025	<ul style="list-style-type: none">• Project kick-off• Project charter/clarify scope and timing
Background review	Sept	<ul style="list-style-type: none">• Identify available documents and datasets relevant to building an understanding of current state of Main Street• Review previous attempts to address Wolfville’s transportation challenges
Clarity discussion with Council	Sept 9	<ul style="list-style-type: none">• Articulate challenges, where we are, what has been tried, why this project is needed now.• Outline travel demand management options:<ul style="list-style-type: none">○ Microtransit, AT, etc.○ Diverting regional trips• Discuss the potential of an unraveled network: achieving different things on different streets.• Outline potential strategies for managing traffic that prioritize different values:<ul style="list-style-type: none">○ Prioritizing car speed, with major sacrifices for other modes○ Prioritizing pedestrian comfort, with major traffic backing up for cars

INFORMATION REPORT 022-2025

Title: Downtown Main Street Corridor – Intersection Safety

Date: 2025-09-09

Prepared by: Devin Lake, Director of Planning & Public Works

Contributors: Glenn Horne, CAO



		<ul style="list-style-type: none">sacrifices for other modes<ul style="list-style-type: none">○ Slow and steady for cars, while optimizing for the safety and comfort of pedestrians & cyclists to the extent possible● Address why a study is needed: “Why can’t we just do something right now?”
Data collection (vehicle and pedestrian counts)	Late Sept, early Oct	<ul style="list-style-type: none">● MioVision cameras at key times/locations on Main Street to capture data throughout the fall (peak travel season for Wolfville)● Tentatively, we will collect numbers on:<ul style="list-style-type: none">○ Average fall days○ Average high-peak days (special events, etc.)● We will draw on previously collected data to capture low traffic days● Look to determine how many days/year there is a low level of service
Data analysis and reporting	Mid Oct	<ul style="list-style-type: none">● Analyze traffic data and engagement results to identify core challenges
Travel scenario demand modeling	Oct-Nov	<ul style="list-style-type: none">● Create traffic projections based on Turner Drake’s low, medium, and high growth scenarios for the Town● Assess solutions for managing projected traffic, such as intersection treatments, active transportation investments, and demand management solutions
Develop toolbox	Nov	<ul style="list-style-type: none">● Develop a toolbox of potential solutions with cost and benefit analysis● Showcase a range of potential interventions, and their costs and benefits (such as their impact on downtown vibrancy)
Facilitated stakeholder discussions	Nov-Dec	<ul style="list-style-type: none">● Facilitate stakeholder discussions to identify priority solutions and interventions
Assess feedback & defining scope for next phases	Dec - March	<ul style="list-style-type: none">● Refine next steps based on the selected interventions● Assess and present short-term (Spring 2026) actions● Complete concept-level designs and other recommendations● Conduct a second round of public and stakeholder engagement● Create communications & design materials as needed
Final report	March	<ul style="list-style-type: none">● Deliver final report

4) FINANCIAL IMPLICATIONS

This is a budgeted 2025/25 project from our Operations Plan. This work will include options for infrastructure upgrades. Future investment decisions along this corridor will be part of future budget discussions and will be weighed against other investment priorities.

INFORMATION REPORT 022-2025

Title: Downtown Main Street Corridor – Intersection Safety
Date: 2025-09-09
Prepared by: Devin Lake, Director of Planning & Public Works
Contributors: Glenn Horne, CAO



5) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

The Town is also working on a number of initiatives that are related to mobility on Main Street and throughout Town:

- Included in the 2025-28 Accessibility Plan, previous work to determine the feasibility of implementing micro-transit in the Town is being updated and brought forward for Council's consideration. This would involve smaller transit vehicles and service in the Town connecting to regional transit.
- Implementation of the Active Transportation (AT) Plan, funded through the Investing in Canada Infrastructure Program (ICIP). This work will see improvements to our pedestrian (biking, walking, rolling) facilities throughout the Town. The downtown Main Street is not included in this work.
- The Housing Accelerator Fund (HAF) has a strong downtown focus and aims to create an investment-ready environment while protecting the character and vibrancy of our Main Street. The HAF work involves updating our Municipal Planning Strategy, including Part 5 – Mobility (how people get around the Town). This work will inform the approach and priorities. Currently, the Mobility Section (Part 5, Policy 5.1(2)) of the Town's [Municipal Planning Strategy](#) states:
 - To recognize that streets, including sidewalks, must accommodate a variety of transportation options and strive to prioritize in the following order:
 - a. Active transportation (walking, biking)
 - b. Public transportation options
 - c. Other mobility options
 - d. Private electric vehicles
 - e. Private fossil-fuel base vehicles

Relevant strategic direction(s) from the 2021-2025 Council Strategic Plan include:

- Economic Prosperity
- Social Equity
- Climate Action
- Community Wellness

Council's updated Strategic Plan development is ongoing but includes an emphasis on mobility options and choices for all ages and abilities.

INFORMATION REPORT 022-2025

Title: Downtown Main Street Corridor – Intersection Safety
Date: 2025-09-09
Prepared by: Devin Lake, Director of Planning & Public Works
Contributors: Glenn Horne, CAO



6) COMMUNICATION REQUIREMENTS

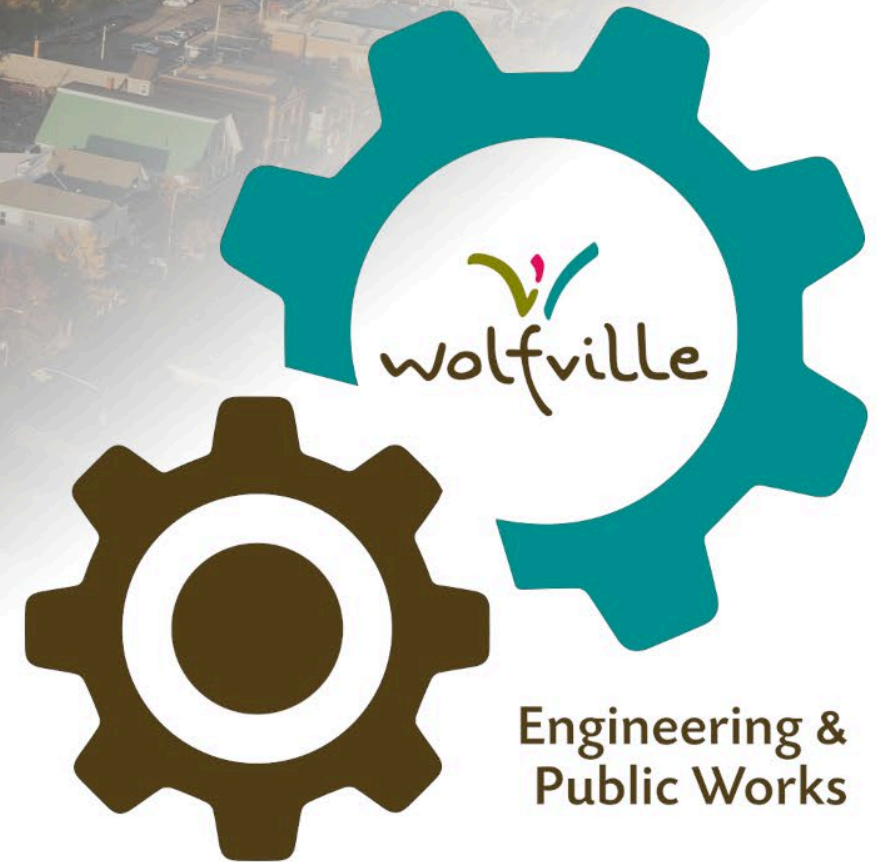
This project was featured in our Operations Plan. The work is just starting, and this is a check-in with Council. As we progress, regular check-ins and presentations to Council will be part of the work plan. Inevitably, this work will inform the capital budget for any infrastructure upgrades proposed.

7) FUTURE COUNCIL INVOLVEMENT

As we progress, regular check-ins and presentations to Council will be part of the work plan. Exact dates TBD.

2023 Traffic Safety & Mobility Initiatives

Alexander de Sousa, P.Eng.
Director of Engineering & Public Works



Main/Gaspereau Intersection (Background)



20 Years of Study!

- Traffic in Wolfville has been a concern for over 20 years. It's not new.
- Intersection changed from 2-way stop to 4-way stop ~2009.
- Dedicated turn lanes removed ~2013 to reduce driver confusion.
- At 3 studies in the past ten years: Fathom, Genivar (WSP) and EXP. Others pre-date electronic records.
- Recent one-way trial to increase pedestrian usability.



Main/Gaspereau Intersection (Analysis)



- Reviewed two previous Performance Evaluations and Signal Warrant Analyses¹. There may have been others.
- Previous studies established (then) current and predicted Levels of Service
- Installation of a signalized intersection was not considered warranted in 2013 or 2018 – Intersection operated at LOS B (Very Good) and was (then) predicted to do so until 2034
- Staff have maintained forward movement by budgeting for renewed study and analysis of design alternatives in 2024/25.

2023 Initial Review and Planning

- Previous studies, counts, and predictions are outdated, especially considering growth
- Previous focus was to improve experience for drivers by reducing delay. Little or no mention about improvements for pedestrian and bicycle usability.
- Installing traffic signals would:
 - Require an investment of \$500,000 to \$800,000
 - Require reinstating dedicated turning lanes, which would be detrimental to pedestrian safety
 - Continuous operational spending (\$?)

1: Canadian Traffic Signal Warrant Procedure, Transportation Association of Canada (TAC)

Main/Gaspereau Intersection (Analysis)



2023 Analysis and Planning (Continued)

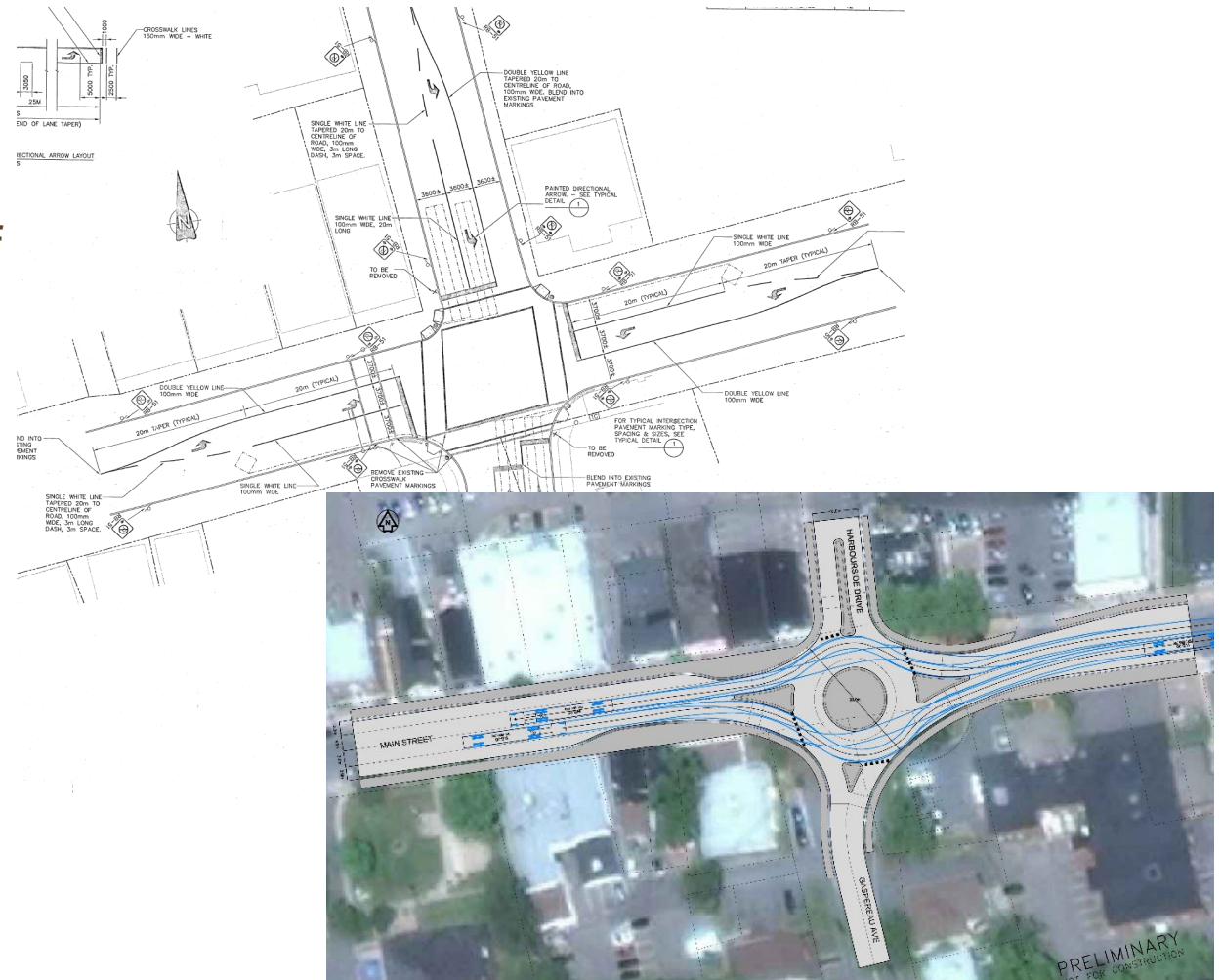
- Previous work did not consider Greenhouse Gas (GHG) impacts of a signalized intersection
- Previous work pre-dates Climate Action and Active Transportation Plans now adopted
- Previous work pre-dates Town Hall replacement and site redevelopment plans and associated opportunities
- Previous work did not properly evaluate and compare other alternatives, especially those that might be preferred options in 2023
- Previous work did not consider less tangible impacts, such as:
 - Perceived walkability and liveability;
 - How “inviting” a core area seems to visitors;
 - Qualitative service level impacts not covered in TAC guides.



Main/Gaspereau Intersection (The Options)

2024/25 Study Focus

- The upcoming study and analysis will:
 - Collect current volumes and usage patterns of both vehicles and pedestrians;
 - Re-analyze our current and predicted LOS for the TAC Signal Warrant Procedure;
 - Thoroughly evaluate the viability of the roundabout alternative;
 - Present recommended actions, timelines, and Class D budgets for each alternative.
- Existing designs and concepts will be evaluated and updated by the consultant



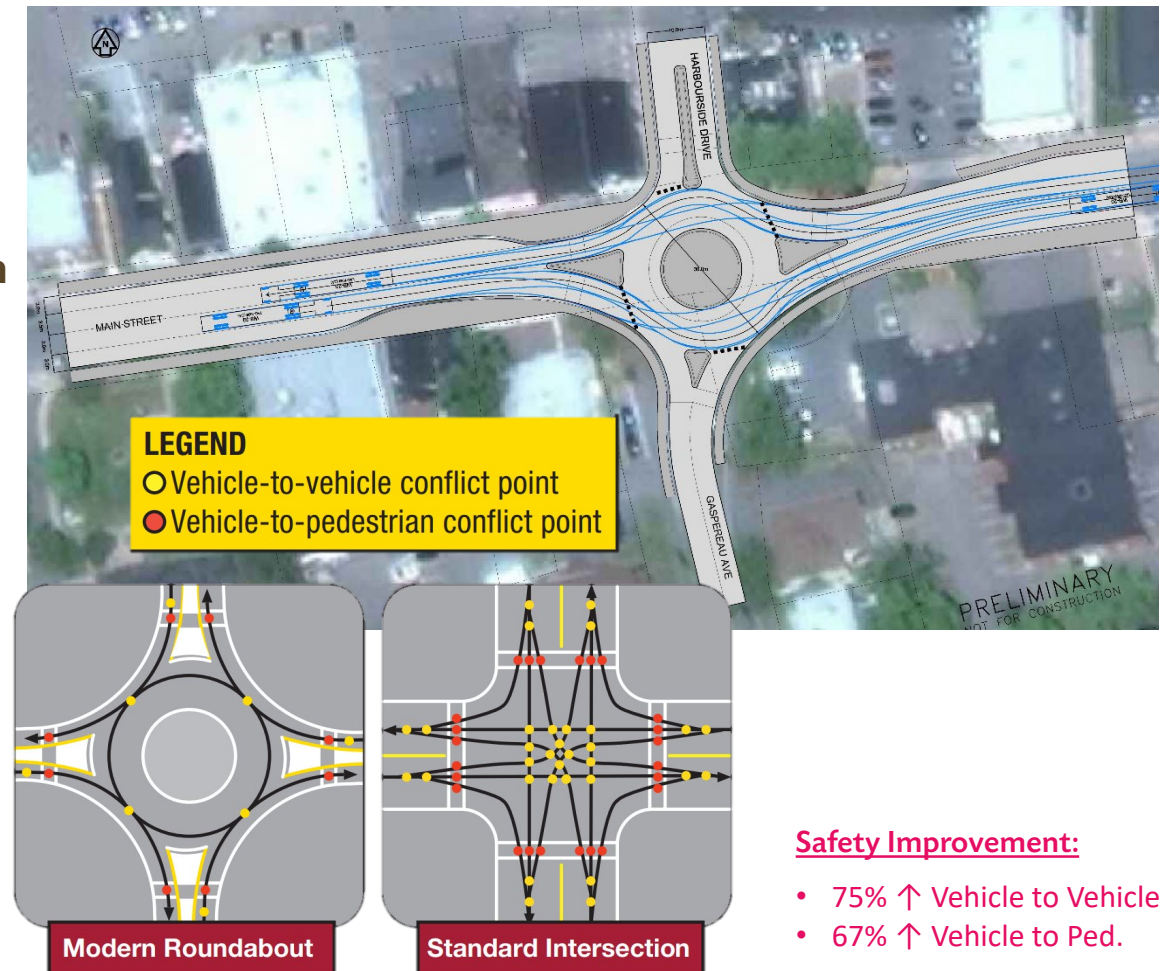
Main/Gaspereau Intersection (The Roundabout)

Possible Pros

- ✓ Enhanced safety
- ✓ Pedestrian-friendly design opportunities
- ✓ Integration with new Town Hall site
- ✓ Improved traffic flow
- ✓ Reduced congestion
- ✓ Lower maintenance costs
- ✓ Decreased idling time
- ✓ Lower GHG emissions
- ✓ Aesthetic appeal
- ✓ Fewer severe collisions
- ✓ Efficient use of space

Possible Cons

- X Initial construction cost
- X Requires more space
- X Potential driver confusion
- X Not suitable for all intersections
- X Will require additional landscaping
- X May not accommodate large vehicles well
- X May not be accepted by all residents
- X Requires careful consideration for AT
- X Reduced street parking



Questions?



Balance. That's what we're all looking for.
In our work. In our personal lives. And,
most of all, in the place we call home.



TOWN OF WOLFVILLE **MAIN HARBOURSIDE GASPEREAU TRANSPORTATION ANALYSIS**

Prepared by

fathom
www.fathomstudio.ca

Date

February 24, 2022: Final Report

TABLE OF CONTENTS

EXECUTIVE SUMMARY	
New Traffic Data	i
BACKGROUND INFORMATION	
Past Reports	2
Perceived Discrepancies	2
Rectifying the Discrepancies	3
NEW TRAFFIC DATA	
Representative Peaks	5
Traffic Characteristics - Overall Intersection	6
Vehicle Traffic	6
Pedestrian Traffic	7
Combined Traffic	8
Traffic Characteristics – Individual Movements	8
Other Traffic	10
General Observations	10
INTERSECTION ANALYSIS	
Analysis Approach	11
4-Way Stop, Existing Conditions	12
SYNCHRO / SimTraffic Analysis	12
Multi-Modal Level of Service Analysis	14
Discussion: Existing Conditions	15
Discussion: 4-Way Stop with Improvements	16
Add dedicated Turn Lanes	16
Safety Improvements	16
Turn Restrictions	17
Remove a Crosswalk	17
Discussion: 2-Way Stop (TWSC)	17
Discussion: Traffic Signals	18
Single Lane Signalization	18
Signals with Turn Lanes	19
Discussion: Roundabout	19

EXECUTIVE SUMMARY

This study was prepared by Fathom Studio to further investigate operations, geometry, and safety at the intersection of Main Street with Harbourside Drive and Gaspereau Avenue in Wolfville, Nova Scotia. The investigation was initiated for two main reasons:

1. To resolve discrepancies between the 2015 Downtown Traffic Study suggesting the intersection operates at “very good” levels of service, as well as real-life conditions and challenges that drivers and pedestrians regularly encounter at the intersection.
2. To review the recommendations for the installation of traffic signals at the intersection and better understanding the implications, timing and design features of potential future intersection upgrades.

To do this, four main tasks were undertaken:

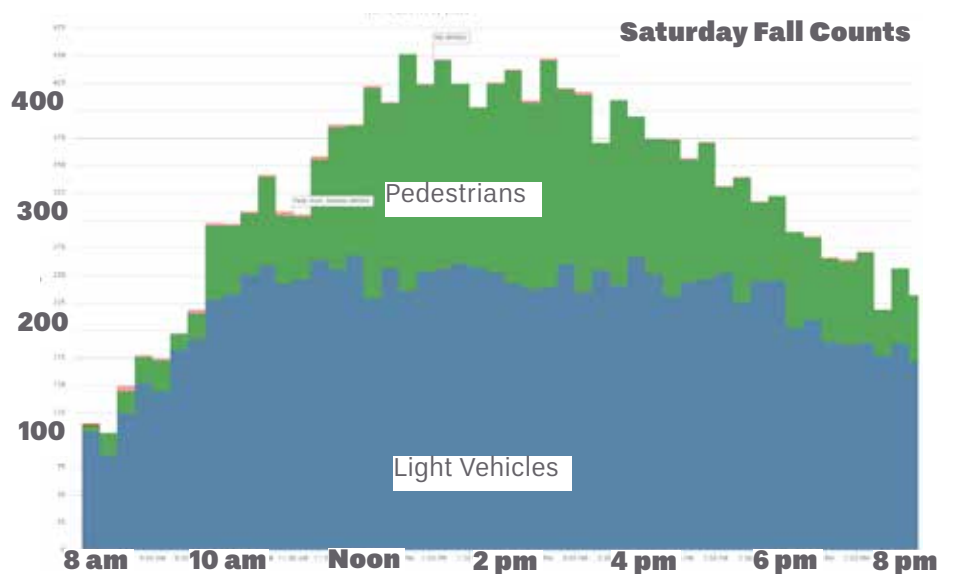
1. The collection of a more robust set of traffic data; for this counts were performed in 2021 during typical weekday and Saturday peak periods during the Summer (August) and the Fall (early October). A count was also completed on the Harvest Saturday in mid-October.
2. Rationalization of vehicle, pedestrian and cyclist activity through the intersection.
3. Re-analysis of the intersection using a Multi-Modal Level of Service (MMLOS) approach supported by both macroscopic and microscopic simulation models.
4. Deciphering the data to resolve past discrepancies in order to make practical recommendations for improvement or upgrading the intersection.

NEW TRAFFIC DATA

The new data showed consistent daily traffic patterns through the intersection, with weekday and weekend traffic being absent of distinct AM and PM peaks. Counts typically show a steady increase in traffic to mid-afternoon, followed by a more gradual decrease of traffic through PM peak and into the early evening.

Volumes of other vehicles including cyclists, trucks, and buses, are low and therefore have no real impact on what type of control should be implemented at the intersection. However, their presence may impact specific detailed design elements.

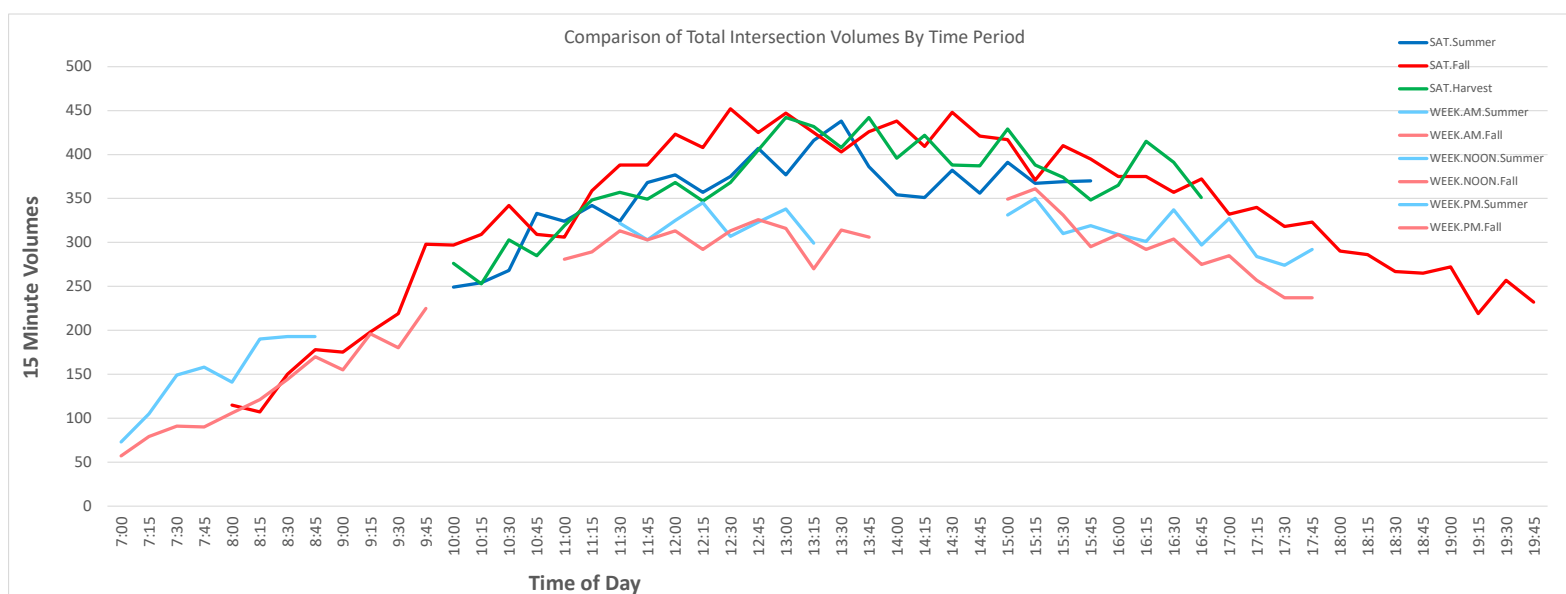
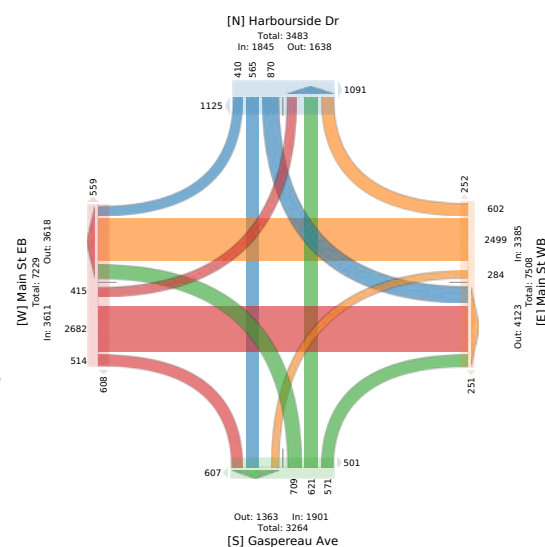
Graphing both pedestrian and vehicle traffic together for all peak periods shows that the Saturday peaks typically generate the highest



combined volumes through the intersection, with the Harvest and Fall peaks showing higher volumes than the Summer counts.

Vehicle Volumes - Saturday peak vehicular volumes frequently exceed 1000 vehicles per hour (less frequently during the summer months). In all cases, the highest movement volumes are found in the east and westbound through movements on Main Street which typically account for just over 50% of total traffic through the intersection.

Pedestrian Volumes - Saturday pedestrian volumes (650 – 750 peds/hr) are significantly higher than weekday peaks (320 – 370 peds/hr), with the North Harbourside crossing and the West Main Street crossing typically having the highest pedestrians crossings volumes.



INTERSECTION ANALYSIS

The intersection was modeled using:

- **SYNCHRO:** a macroscopic transportation model that essentially generates results through equations and calculations
- **SimTraffic:** a microsimulation model that generates results by directly modeling interactions between individual vehicles, pedestrians, cyclists, trucks, and buses on the defined characteristics of the road network.

The analysis found the following conclusions:

1. The results presented in the 2015 report were reasonable for off-peak hours, the AM peak hour, and theoretical conditions if a limited pedestrian volume is present at the intersection. The 2015 results did not accurately represent PM and weekend peaks as they did not accurately portray the impact of pedestrian traffic.

2. Pedestrians dictate operations at the intersection as they are generally allowed to free-flow through on all legs of the intersection and require vehicles to wait for available gaps.
3. Modeling shows that in the absence of pedestrians (or low pedestrian volumes), the intersection operates at a very good level of service under all vehicle loading scenarios. As pedestrian volumes increase, the level of delay and queueing increases.
4. The concentration of pedestrian volumes varies considerably through a typical peak hour. There appears to be a threshold between 6 – 10 pedestrians (or groups of pedestrians) per minute above which delay and queueing tends to increase and below which delay and queueing tends to decrease. The weekend peak periods typically exceed this threshold.
5. Modeling results show the following average delays and queues:
 - **Weekday AM peak** and **off-peak** hours are less than 10 seconds per vehicle on average.
 - **Weekday PM peak** delays are in the 10 – 25 second range with the exception of the eastbound through movement, which typically operates with 50 – 60 seconds of delay and results in more substantial queueing through the downtown.
 - **Saturday peaks** show delays in the range of 75 up to 230 seconds (just under 4 minutes) and significant queueing.

DISCUSSIONS AND RECOMMENDATIONS

To resolve the longer delay and queueing periods, a number of different intersection upgrade options were evaluated with all options being reviewed from both an operational and safety perspective. Options that were **not considered effective or practical** included:

- Existing 4-way stop, dedicated turns lanes – limited operational improvement, negative safety implications.
- Existing 4-way stop with turn restrictions – limited operational improvement and added inconveniences.
- Existing 4-way stop with partial crosswalk removal - limited operational improvement, safety implications.
- Convert to 2-way stop control with free-flow conditions on Main – Limited operational improvement and safety implications for pedestrians.
- Modern roundabout – a full-size roundabout is not feasible due to adjacent buildings.
- Mini-roundabout – small central island not suitable for vehicle and pedestrian volumes.

Options that were **considered feasible** to pursue further included:

1. **Existing 4-Way Stop with Safety Improvements** - features such as bump-outs (curb extensions) or refuge medians and removal of parking in the functional area of the intersection are recommended if the 4-Way stop configuration is maintained in the longer term. Such changes would be coordinated and designed to be compatible with future upgrading of the intersection, thus creating a two-step implementation to the ultimate future condition.

2. **Traffic Signals** – Calculated traffic signal warrants suggest the required 100 priority points are achieved, and modeling analysis shows very significant improvements in overall operation for all periods with traffic signals in place. The intersection design could include formal or informal turning lanes on Main Street (there is no benefit in turning lanes on Harbourside or Gaspereau), or function with single-lane approaches. It could also incorporate many safety related items discussed in the previous point. The installation of signals creates a more vehicle oriented intersection as opposed to the current pedestrian orientation. However, this could be mitigated to a certain extent using context-appropriate design and signal features such as leading pedestrian intervals (LPIs) and vehicle and pedestrian actuation.
3. **Compact Roundabout** – a compact roundabout could potentially be utilized at this location to help maintain a more pedestrian-oriented intersection as opposed to signals. That said, there are a number of design and operational challenges that would have to be overcome to utilize this option successfully.

Given the level of current and anticipated growth in the Town of Wolfville, it appears inevitable that the 4-way stop control version of the Main / Harbourside / Gaspereau intersection has a limited lifespan and will require upgrading to traffic signal control or a compact roundabout as the Town continues to grow. Of these two options, traffic signals appear to be the preferred option and are anticipated to be easier to design and implement. In this regard, there are two primary questions that need to be answered for future planning purposes.

1. **Timing** - Some investigation findings suggest that signals should be implemented today. That said, there are a number of considerations that may warrant further consideration of the timing of such an installation including:
 - The Town is purposefully moving towards a transportation system more oriented towards active transportation and transit use, similar to many, if not most Municipalities across Canada. Signals create a more vehicle-oriented intersection, though there are certainly examples of signalized intersections designed to be pedestrian and cyclist oriented.
 - The true test of whether signals are warranted for short-term implementation rest on how drivers and the general public perceive and operated under more congested conditions through the intersection. If the majority of people that use the intersection regularly are happy to tolerate occasional or even frequent delays and queues at the intersection, then the need for implementing signals in the short term diminishes. Alternatively, if the delays and queues start to create noticeable driver frustration that in turn results in safety performance issues (collisions, near misses, poor driver choices, etc.), then signals should be considered in the short term. Identifying such cases could be done through observations of intersection operations, targeted field surveys of people sitting in an intersection queue, or carefully reviewed general public feedback.
 2. **Phasing** - Early in the planning process for future upgrades, decisions should be made regarding the general design features of the intersection (i.e. turning lanes, lane widths, pedestrian crossing locations, etc.). This will help inform features of the intersection that could help determine when the intersection is upgraded and if there are opportunities to implement intersection improvements in a couple or multiple phases towards the ultimate intersection configuration.
-

An aerial photograph of a town, likely in the Northeastern United States, showing a mix of commercial and residential buildings, streets, and parking lots. The text "APPENDIX A" and "TECHNICAL BACKGROUND REPORT" is overlaid in large, bold, blue capital letters. The town features a central intersection with several streets. To the left, there are large parking lots filled with cars. In the center, there are several commercial buildings, including a large white building with a flat roof and a yellow truck parked in front of it. To the right, there are more residential buildings and parking lots. The overall scene is a typical small-town or suburban landscape.

APPENDIX A

TECHNICAL BACKGROUND REPORT

BACKGROUND INFORMATION

PAST REPORTS

The Downtown Core Traffic Study was prepared by WSP for the Town of Wolfville in 2015. It addressed 13 different intersections throughout the Town, including the Main Street intersection with Harbourside Drive and Gaspereau Avenue – identified as intersection # 6 in that study. It also included the intersections of Main Street with Locust Avenue immediately to the east, Main and Central to the west, and Harbourside and Front Street to the north. The following points relevant to this study were extracted from a review of that report:



- Historical data from 1998 to 2012 suggests an average annual growth of about 0.7%.
- Counts were performed at all 13 intersections in 2014 and included both vehicles and pedestrians.
- The Main/Harbourside/Gaspereau intersection has been reviewed multiple times to optimize operations until such a time as signals may be installed.
- LOS analysis showed the intersection to operate at LOS B in the AM peak and LOS C in the PM peak at the 2034 horizon year and noted that delays tend to be longer during the weekend peak periods and during peak tourist traffic periods.
- Signal warrant points at the time of the study were 108 points suggesting signals should be considered. The report ultimately recommends the installation of traffic signals.
- With signals, the intersection is anticipated to operate at LOS B during the AM and PM peak periods in 2034.
- A one-way street network using Main and Front Street between Elm and Harbourside was considered a potential solution but was recommended against in the report.

PERCEIVED DISCREPANCIES

As the Town of Wolfville progresses on implementing a variety of transportation-based improvements throughout its road and active transportation networks, a variety of issues have been identified that negatively impact operations within that network. One of these issues is the operations of the Main Street intersection with Harbourside Drive and Gaspereau Avenue.

The discrepancy lies in the fact that the 2015 downtown traffic study suggests the intersection operates at a “very good” level of service, yet many users of the intersection note that it is often congested with long queues and other regular challenges. In essence, the modeled results do not seem to match the perceived user experience at the intersection.

Resolving this discrepancy with the intent of providing appropriate short- and long-term recommendations for improvements or upgrades to the intersection is the primary intent of this report.

The most likely explanation was anticipated to lie in the analysis approach to the various intersections throughout Wolfville. The 2015 report noted that SYNCHRO was used as the primary analysis tool to evaluate intersection operations. This was identified as a concern as macroscopic models such as SYNCHRO / HCM methodologies must be used with caution when analyzing more complex intersection operations, such as when high pedestrian volumes or vehicle congestion is present. This is discussed in greater detail later in the report.

RECTIFYING THE DISCREPANCIES

To better understand how the intersection operates and therefore what the best go-forward recommendations are, we undertook four main steps:

1. Collected a more robust set of traffic data to better understand weekday, weekend, and tourist peak traffic patterns.
2. Rationalized the data in terms of intersection and movements specific volumes for vehicles, pedestrians, and cyclists with additional identification of any unique user groups that may warrant further consideration (i.e. families, mobility impaired, student groups, etc.).
3. Re-analyzed the intersection using a Multi-Modal Level of Service (MMLOS) approach as opposed to the traditional vehicular LOS analysis that is commonly used and was used in the 2015 study. This included re-analysis in SYNCHRO (macroscopic modeling) and SimTraffic (microscopic simulation).
4. Deciphered what the data and analysis mean in terms of practical improvement or upgrade recommendations to resolve the perceived discrepancies and coordinate with the longer-term vision of transportation operations (all modes) in the downtown core area of Wolfville.

NEW TRAFFIC DATA

New traffic counts were completed using the Miovision automated traffic count technologies and captured 3 distinct periods:

- 1. **“Summer Counts”** – periods during the summer months when schools are closed and tourist traffic tends to be higher throughout the week and particularly on weekends. This often leads to more vehicle and pedestrian traffic in the downtown core area and, ultimately through the Main / Harbourside / Gaspereau intersection. Typical commuter traffic is still present on the road network, though volumes may be slightly lower as more people take vacation time.
- 2. **“Fall Counts”** – periods during the Fall when students are back at school and the early September return to school traffic has settled down. There is reduced weekday tourist traffic, and weekend tourist traffic is substantially reduced as compared to the summer months.
- 3. **“Harvest Counts”** – counts taken during Harvest weekend which is considered one of the busiest time periods for both vehicular and pedestrian traffic.

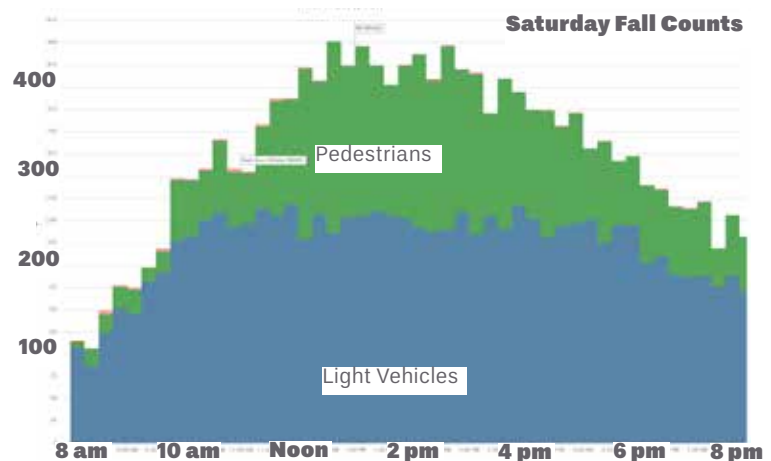
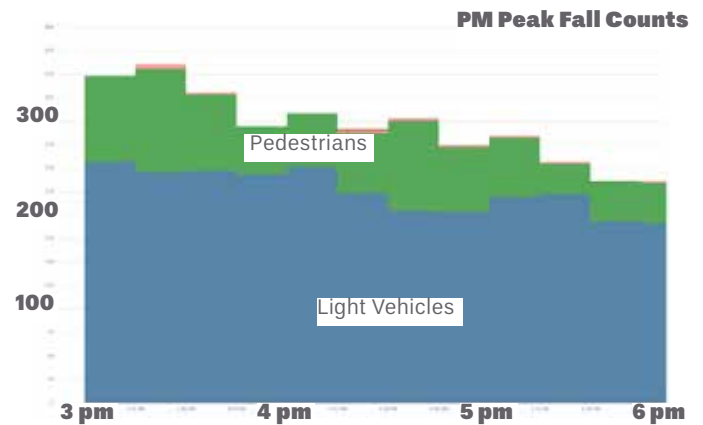
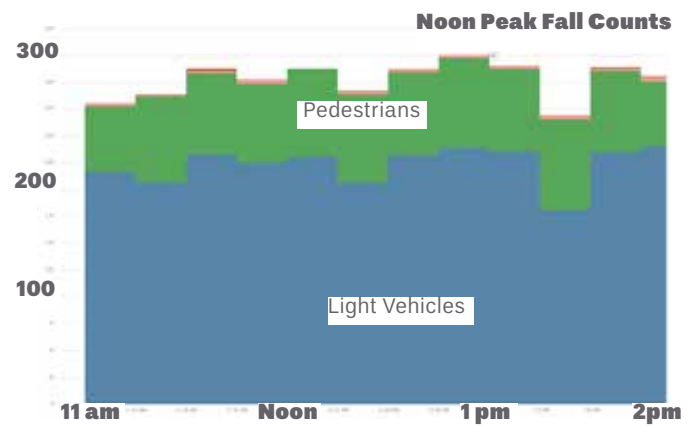
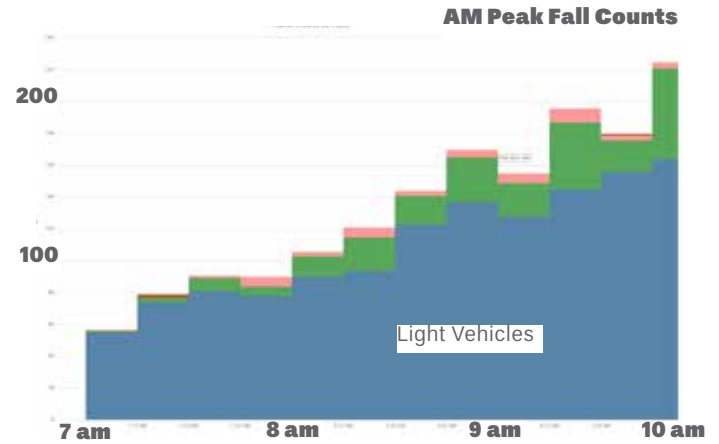
Specifically, counts were completed during the following time frames:

Summer Counts		Fall Counts		Harvest Counts	
Saturday, August 21	7 am – 2 am (19 hour count)	Thursday, September 30	Saturday, August 21	7 am – 2 am (19 hour count)	Thursday, September 30
Tuesday, August 24	7 am – 9 am (2 hr count) 11:30am – 1:30pm (2 hr count) 3 pm – 6 pm (3 hr count)		Tuesday, August 24	7 am – 9 am (2 hr count) 11:30am – 1:30pm (2 hr count) 3 pm – 6 pm (3 hr count)	
Saturday, August 28	8 am – 6 pm (10 hr count)	Saturday, October 2 Tuesday, October 5	Saturday, August 28	8 am – 6 pm (10 hr count)	Saturday, October 2 Tuesday, October 5

REPRESENTATIVE PEAKS

To determine peak counts as well as variations in peak traffic for both vehicles and pedestrians, the fall count period was taken as the baseline counts. Counts from Saturday, October 2 were processed for the entire 12 hour period to identify the peaking characteristics of a typical Saturday. Similarly, all collected periods from Thursday September 30 were counted to better understand the intersection's AM, Noon and PM peak hour characteristics. The Fall counts showed that:

1. **AM Peak** – Intersection volumes generally increase throughout the AM peak period with no distinct AM peak during typical commuter hours. Peak vehicle volumes are around 160 – 170 per 15 minutes period and generally have the lowest pedestrian volumes of the 3 peak daily peak periods.
2. **Noon Peak** – Vehicle and pedestrian volumes through the intersection between 11am, and 2 pm are relatively consistent, with a slight peak during the typical Noon to 1pm period. Peak vehicle volumes are around 240-245 vehicles per 15-minute period.
3. **PM Peak** – PM volumes show a decline in volumes (slower than the increase during the AM peak) with peak vehicular volumes around 260 vehicles per 15-minute period.
4. **Saturday Peak** – The Saturday peak period in the Fall shows similar patterns to the Fall weekday patterns, with the following points being notable:
 - More rapid increase in traffic in the morning - from 8 am to about 10:30 am for vehicles and from 8am to noon for pedestrians in the graph to the right)
 - Relatively steady volumes between 10:30 am and 6 pm for vehicles and between noon and 4 pm for pedestrians
 - A slower decline in volumes during the afternoon extending to 8 pm



Subsequently, data was processed during the Summer weekday peaks for two-hour periods corresponding with the fall peak periods, and during the Saturday peak between the hours of 10 am and 4 pm. For the Harvest weekend, counts were processed for the Saturday peak only between the hours of 10 am and 5 pm.

All processed counts are included in Appendix B of this report. For reference, Appendix A also includes the traffic count data that was extracted from the 2015 Downtown Core Traffic Study.

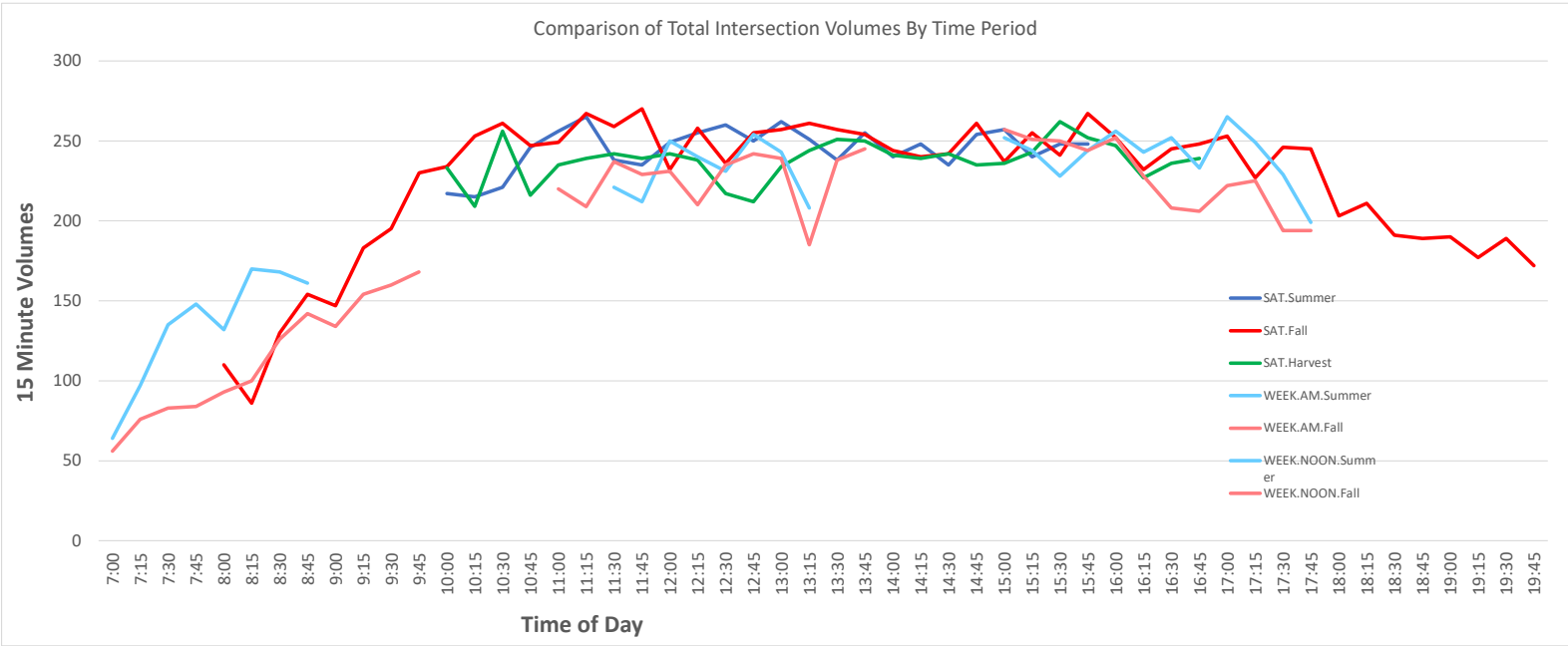
TRAFFIC CHARACTERISTICS - OVERALL INTERSECTION

VEHICLE TRAFFIC

The following graph shows the total intersection volumes (y-axis) for each of the Summer, Fall and Harvest count days by time of day. This includes the Summer counts (displayed in shades of Blue), Fall counts (displayed in shades of Red) and the Harvest Saturday count (shown in Green).

The graph shows that all three time periods exhibit very similar vehicular volumes through the intersection. Each Saturday line shows 15-minute peak volumes in the range of 210 to about 260 vehicles. Total peak hour volumes are generally in the range of about 1000 vehicles per hour though weekday peaks typically do not exceed this threshold. Saturday regularly exceeds 1000 vph based on the project counts.

The highest Saturday hourly vehicle volumes recorded were 1045 (Fall), 1027 (Summer), and 1004 (Harvest). In total, there were 20 Saturday hours that exceeded 1000 vehicles through the intersection, while during all the weekday count periods, there was only 1 count hour exceeding 1000 vehicles. That said, peak weekday volumes frequently get very close to 1000 vph.

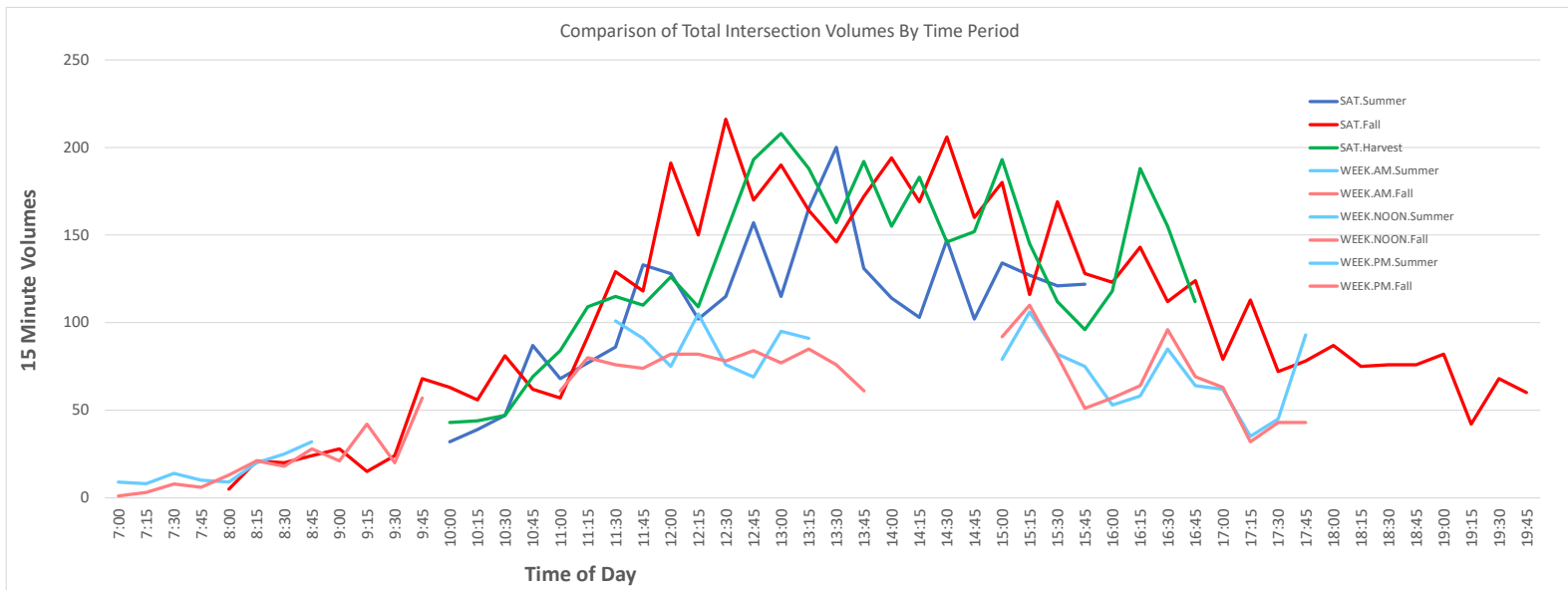


The above graph also shows a couple of other relevant points:

1. There is very little difference in total volumes through the intersection during the weekday peak periods versus typical Saturday peaks.
2. Volumes during the noon and PM peaks are very similar (close to 1000 vpd), with the AM peak period being substantially lower (peak volumes just over 600 vph).

PEDESTRIAN TRAFFIC

Similar to vehicular volumes, pedestrian volumes were graphed, and the following chart shows the total pedestrian volumes (y-axis) for each of the summer, fall and harvest count days by time of day. This includes the Summer counts (displayed in shades of Blue), Fall counts (displayed in shades of Red), and the Harvest Saturday count (shown in Green).

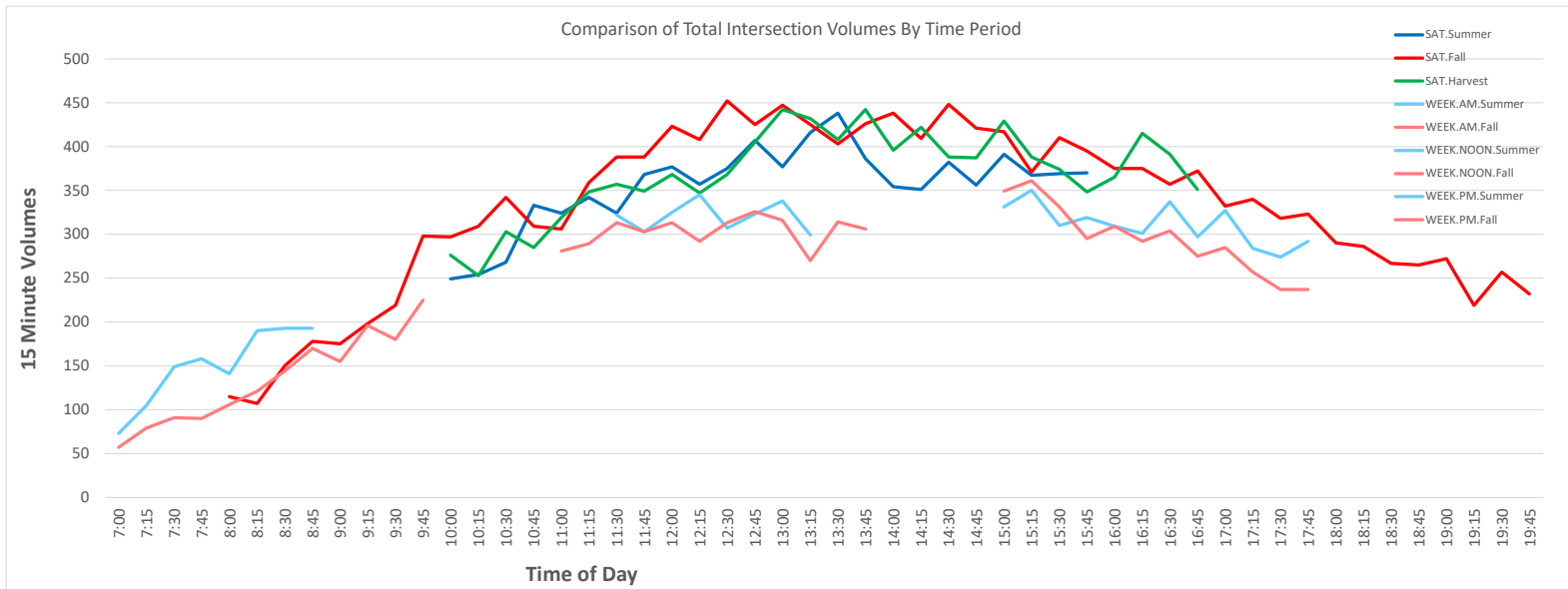


The pedestrian comparison graph shows more variability in the period-by-period pedestrian volumes with a number of key similarities and differences:

1. Saturday pedestrian volumes (650 – 750 peds/hr) are notably higher than weekday peak volumes (320 – 370 peds/hr).
2. Fall Saturday volumes and Harvest Saturday volumes are very similar in magnitude, whereas summer Saturday counts appear to be lower.
3. Peak weekday pedestrian volumes are quite similar between the summer and fall periods.

COMBINED TRAFFIC

The following graph shows the combination of vehicle and pedestrian volumes through the intersection and shows Saturday peak volumes trending well above overall weekday peak volumes.



Of the Saturday volumes, the Saturday Fall count generally shows the highest consistent volume trends. The highest combined volume recorded during all count periods was 12:30 – 1:30 pm during the Fall Saturday count.

TRAFFIC CHARACTERISTICS – INDIVIDUAL MOVEMENTS

Within the intersection, the following observations are relevant:

- Main Street through volumes are consistently the highest at the intersection, typically representing about 50% of the total volume through the intersection for any given period.
- These through volumes are consistently similar in magnitude in both directions. Movements in the inbound (westbound) direction during the AM hours and noon periods (weekday or weekend), represent about 55% of the total through volumes, with the outbound (eastbound) movements representing 45%. During the PM peak periods (weekday or weekend), 55% is in the eastbound direction and 45% is westbound.
- The next highest movements are typically northbound (Gaspereau), and southbound (Harbourside) left-turn movements which account for about 15% of total traffic through the intersection.
- The remaining movements, including NB and SB through and right movements, and the EB and WB left and right movements vary between different peak periods but on average account for about 3 – 6% of the total traffic at the intersection on any of the given movements.

These breakdowns are shown as an example in the figure below which was taken from the 12-hour count during the Saturday fall period. Additional graphs similar to this can be found in Appendix B to this report.

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Full Length (8 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

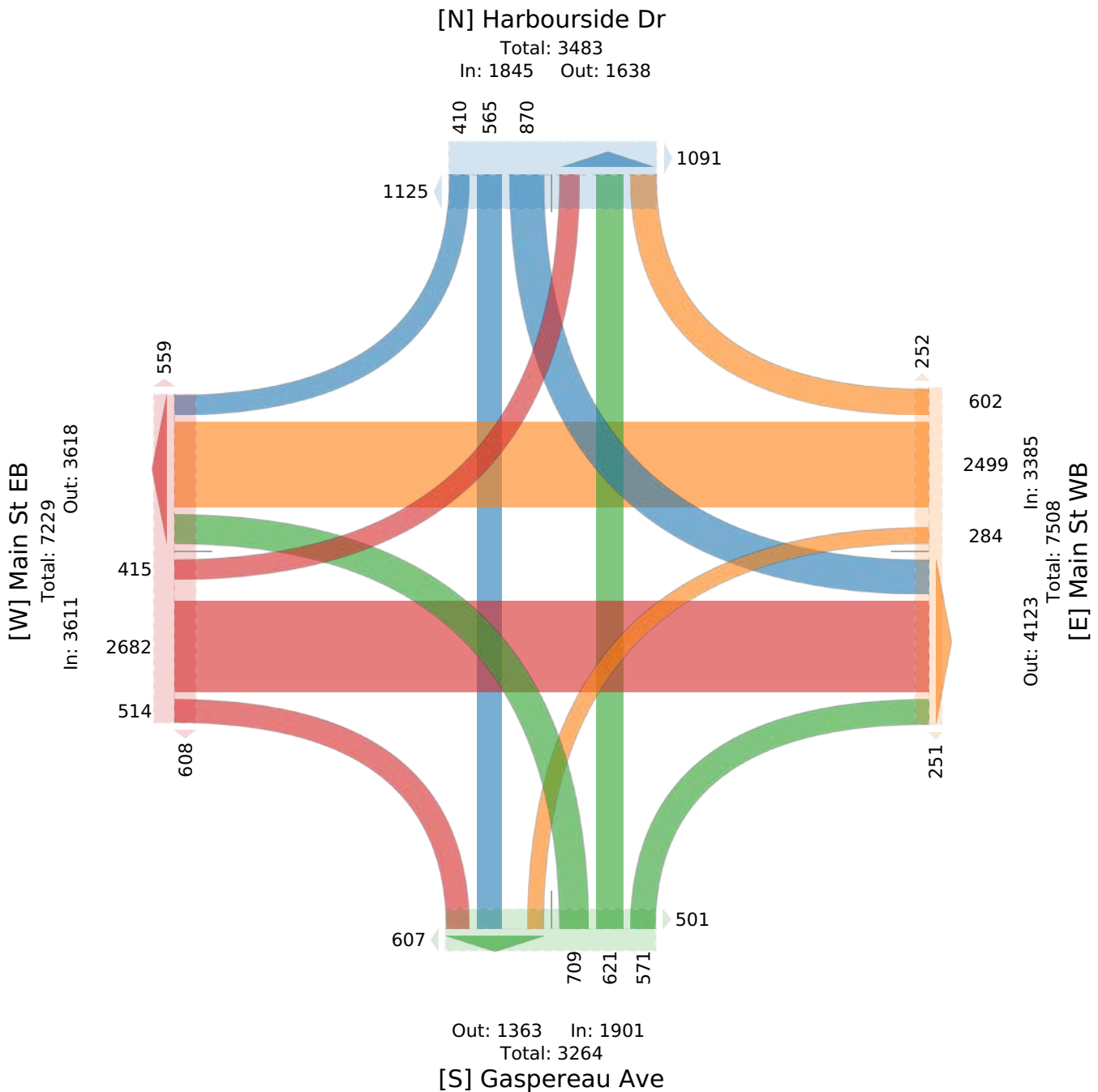
All Movements

ID: 914236, Location: 45.09171, -64.359742

fathom

Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



OTHER TRAFFIC

Counts were processed by vehicle classification and are shown in the following table:

	Summer				Fall				Harvest
	Saturday	Week AM	Week Noon	Week PM	Saturday	Week AM	Week Noon	Week PM	Saturday
Articulated Trucks	0%	0.5%	0.4%	0.1%	0%	0.2%	0.2%	0%	0%
Buses/Single Unit Trucks	0.5%	2.4%	1.6%	0.8%	0.5%	3.5%	1.1%	0.8%	0.6%
Bikes on the Road	0.8%	0.4%	0.3%	0.3%	-	-	-	-	-

Articulated truck volumes are very low through the intersection with virtually no large trucks on the weekend, and less than 0.5% of total volumes focused mainly during the AM peak hour and therefore are likely associated with loading activities. The second classification group consisted of buses and single-unit trucks, which comprise about 0.5% of traffic on Saturdays and up to 3.5% of traffic during the AM peak hour.

Bike traffic on the roadways was collected during the summer Saturday and Weekday peaks and showed volumes comprising about 0.8% on Saturday and less than 0.5% during the weekday periods. In general terms, this would equate to about 8 bicycles through the intersection during a typical peak hour.

GENERAL OBSERVATIONS

- It appears that most drivers adhere to the stop-controlled conditions at the intersection, particularly during busier peak traffic periods. There appear to be few “rolling stops”, and most drivers appear to enter the intersection with reasonable levels of caution.
- Pedestrian traffic free-flows through the intersection with little delay. A review of video segments suggests few potential conflicts between vehicles and pedestrians.
- Queues on Gaspereau seldom exceed 1 or 2 vehicles, even during the highest volume periods.
- Vehicles frequently stop within the intersection to wait for pedestrians crossing on the downstream side of the intersection.



INTERSECTION ANALYSIS

ANALYSIS APPROACH

The study intends to understand the operations of the intersection under various combinations of peak flow conditions as opposed to a traditional AM/PM peak hour analysis. Specifically, the most important part of the analysis is understanding the impact of pedestrian traffic on the intersection roadway operations.

As the pedestrian traffic generally flows freely through the intersection due to the all-way stop control for vehicles, pedestrians dictate the overall level of delay experienced at the intersection. This is composed of two primary parts:

1. The delay resulting from the basic operation of the 4-leg, all-way stop controlled intersection (delays that vehicles experience assuming no pedestrians are present); and,
2. Additional delays that result from pedestrian traffic crossing the various legs of the intersection.

Conversely, the vehicle impacts on pedestrians are considered safety related as opposed to operational as vehicle movements are secondary to the primary pedestrian movement.

The following work flow was used for this analysis:

1. A series of design hour volumes were established for the purposes of analysis and included:
 - The highest overall peak hours with vehicles and pedestrians
 - The highest volumes during the weekday AM and PM peak hours to replicate similar analysis carried out in the 2015 study.
2. Initial SYNCHRO and SimTraffic models were prepared and calibrated to field conditions by comparing modeling results to observations from the video of the same hour of traffic and pedestrian data that was used in the model.
3. The intersection was analyzed using the SYNCHRO macroscopic traffic model, similar to the 2015 Study.



4. The intersection was analyzed using the SimTraffic Microsimulation model to better address the impacts of pedestrian traffic on intersection operations.
5. MMLOS Evaluation was completed for a number of the analysis options to better understand the impact to all users of the intersection.

The Multi-Modal Level of Service evaluation noted in point #5 was based on the Halifax Multi-Modal Level of Service Framework (March 2019), which states that the “MMLOS Framework is an evaluation tool that determines the degree of service provided by a street for ALL modes of transportation”. These modes include walking, cycling, transit, trucks, and automobiles. In the context of this analysis, the “Scale” is defined as the intersection (as opposed to corridors or networks), and the “Purpose” is for operations (as opposed to design or planning). Please note that the MMLOS methodology includes output from the SYNCHRO / SimTraffic modelling as input into the MMLOS evaluation process and is presented for the existing conditions analysis below.

Operational evaluations are presented for each of the potential intersection options, which are listed below and addressed in detail in the following sections. The potential configuration options include:

- 4-Way Stop, Existing Conditions
- 4-Way Stop with Improvements
- 2-Way Stop (TWSC)
- Traffic Signals
- Roundabout

4-WAY STOP, EXISTING CONDITIONS

SYNCHRO / SIMTRAFFIC ANALYSIS

The figure on the following page shows the comparison of modeling results for the AM, PM and Saturday peak periods. All three counts were taken from the Fall Data collection period, similar to the 2014 counts that were taken in mid-November of 2014.

1. The first YELLOW section is data taken directly from the 2015 Downtown Traffic Study – this included the AM and PM peak hours but did not include Saturday count data.
2. The second BLUE section is data taken from the current SYNCHRO macroscopic simulation model and corresponds with the 2015 analysis methodology. The results shown in the tables closely resemble the results from that study in terms of V/C ratios, delays, etc. Based on the calibration process used in this study, the delays and queues are NOT consistent with field observed conditions.
3. The third GREEN section contains results from the same scenario as above, but from the SimTraffic microsimulation model that better model situations with higher pedestrian volumes. These results show that during the lower volume (pedestrians and vehicles) AM peak period, results from the SYNCHRO and SimTraffic analysis are similar. The SimTraffic results are significantly different during the heavier Saturday volumes and the analysis shows significantly higher queueing and delay values that are more consistent with field observations at the intersection. The PM peak hour also shows differences in SYNCHRO and SimTraffic analysis but not to the extent that the Saturday peaks do.

The results of the various analysis suggest that it is critically important to model the intersection using SimTraffic (or other microsimulation tools) to correctly model the operations of the Main / Harbourside / Gaspereau intersection.






AM PEAK		EBL EBT EBR			WBL WBT WBR			NBL NBT NBR			SBL SBT SBR		
		↕			↕			↕			↕		
2015 STUDY	Vol, veh/h	31	141	29	16	262	44	113	42	32	10	16	30
	V/C Ratio	0.31			0.48			0.31			0.09		
	Control Delay (s/veh)	10.4			12.4			11			9		
	LOS	B			B			B			A		
	95th %Queue (veh)	-			-			-			-		
2021 SYNCHRO	Vol, veh/h	10	170	27	11	176	40	44	25	22	37	24	30
	Vol, peds/h	19			16			26			79		
	V/C Ratio	0.3			0.32			0.14			0.14		
	Control Delay (s/veh)	9.6			9.7			9			8.9		
	LOS	A			A			A			A		
	95th %Queue (m)	3.8			9.1			9.9			3.8		
CALIBRATED SIMTRAFFIC	Vol, veh/h	10	170	27	11	176	40	44	25	22	37	24	30
	Vol, peds/h	19			16			26			79		
	Control Delay (s/veh)	5.8			7.1			5.4			5.9		
	LOS	A			A			A			A		
	95th %Queue (veh)	26.2			23.7			14.8			16.2		

PM PEAK		EBL EBT EBR			WBL WBT WBR			NBL NBT NBR			SBL SBT SBR		
		↕			↕			↕			↕		
2015 STUDY	Vol, veh/h	43	250	93	18	191	23	78	34	48	61	49	42
	V/C Ratio	0.62			0.39			0.29			0.28		
	Control Delay (s/veh)	16.5			12.3			11.5			11.4		
	LOS	C			B			B			B		
	95th %Queue (m)	-			-			-			-		
2021 SYNCHRO	Vol, veh/h	35	295	52	24	245	45	77	33	40	80	42	34
	Vol, peds/h	82			24			76			152		
	V/C Ratio	0.64			0.54			0.29			0.3		
	Control Delay (s/veh)	18.1			15.1			12			12.2		
	LOS	C			C			B			B		
	95th %Queue (m)	34.2			23.6			9.1			9.9		
CALIBRATED SIMTRAFFIC	Vol, veh/h	35	295	52	24	245	45	77	33	40	80	42	34
	Vol, peds/h	82			24			76			152		
	Control Delay (s/veh)	53.7			23.6			13.6			12.7		
	LOS	F			C			B			B		
	95th %Queue (m)	149			75.9			26.6			26		

SATURDAY		EBL EBT EBR			WBL WBT WBR			NBL NBT NBR			SBL SBT SBR		
		↕			↕			↕			↕		
2015 STUDY	Vol, veh/h	-	-	-	-	-	-	-	-	-	-	-	-
	V/C Ratio	-			-			-			-		
	Control Delay (s/veh)	-			-			-			-		
	LOS	-			-			-			-		
	95th %Queue (m)	-			-			-			-		
2021 SYNCHRO	Vol, veh/h	36	233	32	15	238	57	87	68	57	83	61	42
	Vol, peds/h	191			54			196			299		
	V/C Ratio	0.54			0.5			0.37			0.35		
	Control Delay (s/veh)	15.4			14.4			12.7			12.6		
	LOS	C			B			B			B		
	95th %Queue (m)	24.3			21.3			12.9			12.2		
CALIBRATED SIMTRAFFIC	Vol, veh/h	36	233	32	15	238	57	87	68	57	83	61	42
	Vol, peds/h	191			54			196			299		
	Control Delay (s/veh)	229			159			103			75.8		
	LOS	F			F			F			F		
	95th %Queue (m)	365.3			213.1			99.5			75.6		

MULTI-MODAL LEVEL OF SERVICE ANALYSIS

The following table represents a Multi-Modal Level of Service Analysis (MMLOS) example for intersections generated using the current methodologies contained in HRM's MMLOS Analysis Guidelines.

SCENARIO: Existing Conditions - Weekday PM Peak Hour					
Area Type: Regional Centre					
MODE					
Target	A	A	B	E	E
Actual	C	C	B	C	D
Priority Corridor	Yes	Yes	No	No	No
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	11-13	< 6	N/A	>= 4.00	< 10%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	10.5 - 14	< 30%	< 0.60	11 - 12	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	< 60	< 60	36 - 55	36 - 55	36 - 55

It suggests that the intersection currently favors pedestrian and bike traffic, with truck and automobile traffic experiencing reduced levels of service. It also shows that transit vehicles experience longer delay times, through the relatively low volumes of traffic and volume to capacity ratios result in an overall good level of service.

DISCUSSION: EXISTING CONDITIONS

The existing conditions analysis suggests that the combination of lower pedestrian and vehicle volumes during off-peak hours and lower AM peak hour volumes, result in the intersection working at a relatively good level of service with limited delay and queueing. Conversely, during the highest peak hours as represented by the Fall Saturday peak, the intersection frequently operates above capacity resulting in significant delay and queueing. During the PM peak hours, the intersection operates near capacity resulting in variable delays and queue lengths that sometime result in excessive queues and delay, but at other times, it operates at reasonable levels of service.

The analysis results suggest maximum vehicular volume to capacity ratios of about 0.60 on peak movements and for the intersection as a whole. This suggests that in the absence of pedestrian traffic, the intersection would typically function at a high level of service, even under the heaviest current traffic conditions. As the number of pedestrians through the intersection increase, so does delay and queueing.

Queueing patterns observed in the field and through the modeling exercise, suggest that the eastbound Main Street leg is the first leg to experience queueing and typically has the longest queue lengths approaching the intersection. The westbound Main Street approach typically experiences the second longest queues/delays, followed by southbound Harbourside Drive and finally northbound Gaspereau Avenue. This pattern of queueing appears to be quite consistent through busier peak periods.

From a frequency perspective, the analyses suggest that significant queueing and delay are expected to occur on many weekday noon and afternoon peaks volumes are similar and on many Saturday afternoons, particularly during the warmer weather months where higher volumes of pedestrians regularly use the intersection. This regular frequency would suggest that mitigative measures should be considered at the intersection. This recommendation should be considered from two perspectives:

1. **Operational Considerations** – longer delays and queues are generally not desirable at intersections, though eliminating such conditions is generally not practical or desirable due to the require infrastructure and associated cost to accommodate a limited number of operational hours. In this case, where the highest peaks (pedestrian and vehicles) for a day such as the Harvest Saturday are similar to other regular peak hours throughout the year, it is prudent to consider alternatives.

Secondly, from a context-sensitive approach, some delay and queueing through a downtown core area such as Wolfville's Main Street may be a tolerable situation. In Wolfville, there appears to be minimal frustration and aggressiveness associated with the periods of longer delay and queueing at the intersection. In this case, a decision has to be made as to what level of service is acceptable and how frequently a lower level of service is tolerable.

2. **Safety Considerations** – research suggests that lower levels of service with increased delay and queueing have implications on an intersection's safety performance. In cases where reduced operational performance may be acceptable for certain periods of the day, it is then prudent to consider intersection upgrades that improve safety performance by reducing risk factors that may be present at the intersection.

DISCUSSION: 4-WAY STOP WITH IMPROVEMENTS

If the current 4-way stop were to remain in place for the short or long term, the following options could be considered.

ADD DEDICATED TURN LANES

Auxiliary turn lanes at a 4-way stop-controlled intersection introduce an added level of complexity for vehicles and pedestrians. They are generally undesirable unless they effectively provide a significant operational benefit. In this case, the Harbourside and Gaspereau approaches have lower volumes that would not benefit significantly from additional turn lanes.

On Main Street, the heaviest movements are the through movements which result in the longest queues, while turn movement volumes are relatively low. In such a situation, auxiliary turn lanes would provide limited operational value. Modeling the intersection with right turn lanes in the east and westbound directions shows minor improvements in overall intersection performance that may help reduce the number of peak hours that the intersection operates over capacity.

Based on this limited opportunity for operational improvement combined with the negative safety implications of additional turn lanes, this option is not recommended.

SAFETY IMPROVEMENTS

Should the intersection remain as a 4-way stop, a variety of safety improvements should be considered. Note that this option assumes that the existing operational delays and queues at the intersection are tolerable in the longer term.

The most obvious improvement is to the pedestrian crossing areas of the intersection through improved guidance (location of cross walk ramps) and reduced crossing widths. This would generally involve the reconstruction of the quadrants of the intersection to include bump-outs and distinct entry and exit points from each crosswalk directly to the sidewalk. Complementary to this, is the consideration of refuge medians on any, or all of intersection approaches as well as tactile strips at the entry points to the intersection. Such improvements would need to be mindful of truck turning movements and the available space at the intersection.

A second improvement worthy of consideration is the removal of parking within the functional area of the intersection to reduce driver workload and increase visibility in the vicinity of the intersection. This improvement could be implemented in coordination with the above noted bump-outs to further improve intersection and crossing clarity.

As intersection changes or improvements move forward, it is important to note that the above safety related improvements could be implemented in various scenarios. They could also be implemented in stages as the intersection is developed towards its ultimate configuration. For example, new curb lines and curb cuts could be constructed that would help improve safety conditions at the existing stop-controlled intersection, but could be designed in a manner to be utilized within a future signalized intersection.

TURN RESTRICTIONS

There is potential to eliminate some movements at the intersection to help operations, though options are limited and it is expected that such turn restrictions will have limited benefit. Due to the 4-way stop nature of the intersection, any turn restriction would need to lead to the removal of vehicles from the intersection (i.e. they would make a turn at another location and not travel through the Main / Harbourside intersection – for example, a driver would turn left on Elm Street instead of Main Street).

The only two practical turn restrictions that may be feasible at the intersection that does not create a significant inconvenience for drivers include:

- Eastbound left-turn movement from Main to Harbourside, and
- Southbound right turn from Harbourside to Main.

Based on the relatively low volumes on each of these movements, and the associated infrastructure and operational challenges created, turn restrictions for this all-way stop controlled intersection are not recommended.

REMOVE A CROSSWALK

Another option would be to remove one of the four crosswalks at the intersection to help improve vehicle throughput. The lowest volume crosswalk is consistently the west crosswalk across Main Street. Removal of this crosswalk would create inconveniences for some pedestrians, albeit a relatively small percentage of the total pedestrians at the intersection. That said, removal of this one crossing movement could arguably result in the person traversing the other three crosswalks; therefore, it is possible the removal could make things worse. Again, given the importance of this intersection as a pedestrian crossroads, this is not a recommended option.

DISCUSSION: 2-WAY STOP (TWSC)

Converting the all-way stop-controlled (AWSC) intersection to a two-way stop-controlled intersection was evaluated. The analysis shows that during the lower volumes AM peak period, the intersection could operate at reasonable levels of service for vehicular traffic. During the PM and Saturday peaks, operations again begin to break down resulting in longer queues and delays.

The two-way stop arrangement creates a more car-centric intersection than the 4-way stop arrangement. As all four legs of the intersection can experience substantial volumes of pedestrian traffic, and the fact that the two-way stop mode of operation does not appear to provide any significant improvement over 4-way stop control, this option is not recommended.













DISCUSSION: TRAFFIC SIGNALS

The 2015 study showed that the intersection achieved 108 warrant points suggesting signals should be considered at this intersection. That analysis further indicated that operations would be improved at the intersection due to signalization. It should be noted that a signalized intersection becomes more vehicle oriented than present with vehicles generally experiencing less delay while pedestrian delay is expected to increase.

There are a number of signalized configurations that could be considered as discussed in the following sections.

SINGLE LANE SIGNALIZATION

This intersection could maintain the same single lane configuration in place today with signals added. The table below shows the single-lane signalization as compared to the all-way stop control (AWSC) for the highest volume Fall Saturday peak hour. The results clearly indicate significantly improved operations through the intersection.





















FALL SATURDAY PEAK		 EBL  EBT  EBR			 WBL  WBT  WBR			 NBL  NBT  NBR			 SBL  SBT  SBR		
		↕			↕			↕			↕		
AWSC	Vol, veh/h	36	233	32	15	238	57	87	68	57	83	61	42
	Vol, peds/h	191			54			196			299		
	V/C Ratio	0.54			0.5			0.37			0.35		
	Control Delay (s/veh)	229			159			103			75.8		
	LOS	F			F			F			F		
	95th %Queue (m)	365.3			213.1			99.5			75.6		
SIGNALIZED (No Turn Lanes)	Vol, veh/h	36	233	32	15	238	57	87	68	57	83	61	42
	Vol, peds/h	191			54			196			299		
	V/C Ratio	0.62			0.56			0.45			0.42		
	Control Delay (s/veh)	16.9			13.9			13.2			13.1		
	LOS	B			B			B			B		
	95th %Queue (m)	43.5			36.2			25.3			24.2		

On Main Street, there is limited delay incurred by through vehicles resulting from a preceeding left turn movement. This is due to the relatively low volumes of right and left turning vehicles in the east and westbound directions, combined with the ample gaps in the opposing traffic stream to allow the left turn movements to be made.

SIGNALS WITH TURN LANES

The 2015 study presented drawings that include dedicated left turn lanes on all four approaches to the intersection. Operationally, there is no benefit to providing left turn lanes on Harbourside or Gaspereau. Volumes are low and all movements can be effectively made without any noticeable delay during the minimum pedestrian phase of required for the north/south movements. Adding turn lanes simply increases pedestrian exposure to vehicular traffic with no notable upside.

Left turn lanes on Main Street can provide some benefit due to the higher volume of through vehicles in the eastbound and westbound directions. The table below shows the result of the analysis with turn lanes and suggests that operationally, there are only very minor improvements with the addition of dedicated left turn lanes.

FALL SATURDAY PEAK		 EBL			 EBT			 EBR			 WBL			 WBT			 WBR			 NBL			 NBT			 NBR			 SBL			 SBT			 SBR		
																																					
SIGNALIZED (Main Turn Lanes)	Vol, veh/h	36	233	32	15	238	57	87	68	57	83	61	42																								
	Vol, peds/h	191			54			196			299																										
	V/C Ratio	0.16	0.52		0.05	0.53		0.44			0.41																										
	Control Delay (s/veh)	10.7	14.3		8.9	13.5		12.5			12.2																										
	LOS	B	B		A	B		B			B																										
	95th %Queue (m)	6.8	35.8		3.2	34.2		24.6			23.6																										

Similar to Harbourside and Gaspereau, the addition of turn lanes increase pedestrian crossing distances and therefore, pedestrian exposure to vehicles. It also has a more significant impact on adjacent parking areas. To maintain a higher-level pedestrian-oriented intersection, consideration could be given to narrowing the cross-section to limit pedestrian crossing lengths and could consider the same safety related improvements discussed in the above Section "4-Way Stop with Improvements".

DISCUSSION: ROUNDABOUT

Roundabouts are an appealing traffic control measure that should always be evaluated as an alternative when traffic signals are being contemplated. Functionally, it appears that a roundabout solution would be feasible at this location and would operate at a good level of service through most peak periods. That said, there is minimal space within the intersection area, and a normal sized single-lane modern roundabout is not feasible.

In order to pursue a roundabout solution at this location, a more compact or mini-roundabout solution would need to be pursued. Such a solution would need to consider truck movements through the intersection, impacts on pedestrians, and the extent of land acquisition and functional spacing required to develop a feasible roundabout solution.

An aerial photograph of a town center. The image shows a grid of streets with various buildings, including commercial structures and residential houses. There are several large parking lots filled with cars. A prominent road runs diagonally from the bottom left towards the center. The text 'APPENDIX B' is overlaid in large, bold, blue letters, and 'TRAFFIC COUNT DATA' is overlaid in smaller, bold, blue letters below it.

APPENDIX B

TRAFFIC COUNT DATA

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Full Length (8 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02																									
8:00AM	0	2	3	0	5	3	4	42	8	0	54	0	9	3	6	0	18	1	3	26	4	0	33	1	110
8:15AM	4	1	6	0	11	5	3	32	6	0	41	3	3	3	4	0	10	6	2	18	4	0	24	7	86
8:30AM	2	3	6	0	11	12	2	31	10	0	43	4	12	9	6	0	27	1	2	43	4	0	49	3	130
8:45AM	8	2	3	0	13	12	5	51	13	0	69	5	17	8	1	0	26	2	2	35	9	0	46	5	154
Hourly Total	14	8	18	0	40	32	14	156	37	0	207	12	41	23	17	0	81	10	9	122	21	0	152	16	480
9:00AM	13	4	7	0	24	14	2	41	10	0	53	6	9	8	2	0	19	3	3	40	8	0	51	5	147
9:15AM	22	5	13	0	40	10	2	45	20	0	67	2	9	9	7	0	25	1	6	38	7	0	51	2	183
9:30AM	10	3	9	0	22	10	1	63	13	0	77	4	10	6	8	0	24	3	10	54	8	0	72	7	195
9:45AM	13	7	10	0	30	53	3	71	25	0	99	1	14	11	7	0	32	3	12	45	12	0	69	11	230
Hourly Total	58	19	39	0	116	87	8	220	68	0	296	13	42	34	24	0	100	10	31	177	35	0	243	25	755
10:00AM	18	12	13	0	43	41	5	60	27	0	92	2	14	11	6	0	31	5	12	44	12	0	68	15	234
10:15AM	21	11	12	0	44	28	8	63	16	0	87	4	21	15	7	0	43	10	16	50	13	0	79	14	253
10:30AM	17	10	14	0	41	38	10	63	13	0	86	9	13	23	11	0	47	8	14	61	12	0	87	26	261
10:45AM	17	12	8	0	37	33	8	66	26	0	100	7	21	16	4	0	41	8	16	44	9	0	69	14	247
Hourly Total	73	45	47	0	165	140	31	252	82	0	365	22	69	65	28	0	162	31	58	199	46	0	303	69	995
11:00AM	15	8	8	0	31	33	5	78	18	0	101	2	16	13	9	0	38	5	11	57	11	0	79	17	249
11:15AM	22	13	14	0	49	54	3	72	15	0	90	5	17	14	14	0	45	16	16	50	17	0	83	17	267
11:30AM	21	21	14	0	56	59	3	56	17	0	76	14	24	20	9	0	53	22	12	53	9	0	74	34	259
11:45AM	27	16	11	0	54	65	3	61	21	0	85	9	8	20	14	0	42	20	18	52	19	0	89	24	270
Hourly Total	85	58	47	0	190	211	14	267	71	0	352	30	65	67	46	0	178	63	57	212	56	0	325	92	1045
12:00PM	19	17	9	0	45	82	10	49	14	0	73	22	18	16	9	0	43	34	5	55	11	0	71	53	232
12:15PM	25	18	14	0	57	57	2	60	19	0	81	18	15	16	11	0	42	36	9	54	15	0	78	39	258
12:30PM	18	14	8	0	40	75	2	57	11	0	70	15	23	19	14	0	56	61	14	49	7	0	70	65	236
12:45PM	26	12	10	0	48	75	5	60	10	0	75	12	23	18	18	0	59	48	10	54	9	0	73	35	255
Hourly Total	88	61	41	0	190	289	19	226	54	0	299	67	79	69	52	0	200	179	38	212	42	0	292	192	981
1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
1:30PM	23	14	6	0	43	71	4	62	15	0	81	7	12	17	20	0	49	37	10	61	13	0	84	31	257
1:45PM	27	10	12	0	49	75	4	63	5	0	72	17	19	23	22	0	64	33	7	54	8	0	69	47	254
Hourly Total	89	59	42	0	190	295	16	246	56	0	318	51	72	71	67	0	210	157	29	245	37	0	311	169	1029
2:00PM	20	16	9	0	45	63	9	57	7	0	73	22	15	15	24	0	54	56	7	59	6	0	72	53	244
2:15PM	22	13	6	0	41	68	9	56	11	0	76	25	18	13	15	0	46	40	2	64	11	0	77	36	240
2:30PM	22	12	6	0	40	74	9	59	10	0	78	23	22	17	13	0	52	44	8	60	4	0	72	65	242
2:45PM	30	19	9	0	58	55	9	58	8	0	75	17	9	21	21	0	51	42	10	60	7	0	77	46	261
Hourly Total	94	60	30	0	184	260	36	230	36	0	302	87	64	66	73	0	203	182	27	243	28	0	298	200	987
3:00PM	30	12	7	0	49	91	11	48	9	0	68	24	13	15	20	0	48	31	5	64	3	0	72	34	237
3:15PM	17	17	7	0	41	43	0	48	11	0	59	16	15	17	21	0	53	30	5	88	9	0	102	27	255
3:30PM	21	17	5	0	43	89	9	56	4	0	69	16	16	17	20	0	53	32	5	60	11	0	76	32	241
3:45PM	32	16	10	0	58	58	8	60	13	0	81	18	8	13	26	0	47	25	10	56	15	0	81	27	267
Hourly Total	100	62	29	0	191	281	28	212	37	0	277	74	52	62	87	0	201	118	25	268	38	0	331	120	1000
4:00PM	19	14	10	0	43	46	8	57	14	0	79	14	22	19	13	0	54	31	6	63	7	0	76	32	252
4:15PM	23	9	8	0	40	58	17	57	6	0	80	21	11	12	9	0	32	26	13	59	8	0	80	38	232
4:30PM	23	13	9	0	45	43	6	49	12	0	67	13	15	16	12	0	43	42	8	69	13	0	90	14	245
4:45PM	28	9	8	0	45	50	8	37	11	0	56	10	20	12	17	0	49	39	9	83	6	0	98	25	248
Hourly Total	93	45	35	0	173	197	39	200	43	0	282	58	68	59	51	0	178	138	36	274	34	0	344	109	977
5:00PM	20	19	5	0	44	40	8	48	12	0	68	10	17	18	20	0	55	14	8	70	8	0	86	15	253
5:15PM	13	13	6	0	32	59	7	40	16	0	63	6	13	13	11	0	37	24	5	75	15	0	95	24	227
5:30PM	25	14	11	0	50	28	6	41	15	0	62	3	10	11	14	0	35	24	12	77	10	0	99	17	246
5:45PM	24	9	10	0	43	38	13	46	10	0	69	7	10	6	14	0	30	22	12	79	12	0	103	11	245
Hourly Total	82	55	32	0	169	165	34	175	53	0	262	26	50	48	59	0	157	84	37	301	45	0	383	67	971
6:00PM	10	13	7	0	30	41	6	57	10	0	73	13	8	4	12	0	24	20	5	53	18	0	76	13	203
6:15PM	13	11	7	0	31	45	13	40	11	0	64	11	10	6	11	0	27	13	12	64	13	0	89	6	211
6:30PM	6	10	3	0	19	33	6	43	6	0	55	7	17	7	8	0	32	19	7	62	16	0	85	17	191
6:45PM	15	7	7	0	29	32	3	35	14	0	52	9	24	5	10	0	39	15	5	46	18	0	69	20	189

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	44	41	24	0	109	151	28	175	41	0	244	40	59	22	41	0	122	67	29	225	65	0	319	56	794
7:00PM	11	12	7	0	30	31	5	39	5	0	49	8	10	6	9	0	25	23	18	52	16	0	86	20	190
7:15PM	17	12	7	0	36	25	2	32	6	0	40	6	11	13	4	0	28	8	4	49	20	0	73	3	177
7:30PM	6	13	5	0	24	22	4	42	6	0	52	5	19	7	7	0	33	19	7	59	14	0	80	22	189
7:45PM	16	15	7	0	38	30	6	27	7	0	40	4	8	9	6	0	23	19	10	44	17	0	71	7	172
Hourly Total	50	52	26	0	128	108	17	140	24	0	181	23	48	35	26	0	109	69	39	204	67	0	310	52	728
Total	870	565	410	0	1845	2216	284	2499	602	0	3385	503	709	621	571	0	1901	1108	415	2682	514	0	3611	1167	10742
% Approach	47.2%	30.6%	22.2%	0%	-	-	8.4%	73.8%	17.8%	0%	-	-	37.3%	32.7%	30.0%	0%	-	-	11.5%	74.3%	14.2%	0%	-	-	-
% Total	8.1%	5.3%	3.8%	0%	17.2%	-	2.6%	23.3%	5.6%	0%	31.5%	-	6.6%	5.8%	5.3%	0%	17.7%	-	3.9%	25.0%	4.8%	0%	33.6%	-	-
Lights	866	565	409	0	1840	-	281	2486	595	0	3362	-	705	621	568	0	1894	-	415	2658	513	0	3586	-	10682
% Lights	99.5%	100%	99.8%	0%	99.7%	-	98.9%	99.5%	98.8%	0%	99.3%	-	99.4%	100%	99.5%	0%	99.6%	-	100%	99.1%	99.8%	0%	99.3%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	4	0	1	0	5	-	3	12	6	0	21	-	4	0	3	0	7	-	0	23	1	0	24	-	57
% Buses and Single-Unit Trucks	0.5%	0%	0.2%	0%	0.3%	-	1.1%	0.5%	1.0%	0%	0.6%	-	0.6%	0%	0.5%	0%	0.4%	-	0%	0.9%	0.2%	0%	0.7%	-	0.5%
Pedestrians	-	-	-	-	-	2216	-	-	-	-	-	503	-	-	-	-	-	1108	-	-	-	-	-	1167	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Full Length (8 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 3483

In: 1845 Out: 1638

410

565

870

1125

1091

252

602

2499

284

In: 3385
Out: 4123

[E] Main St WB

251

709

621

571

In: 1901

Out: 1363

Total: 3264

[S] Gaspereau Ave

[W] Main St EB

Total: 7229

Out: 3618

In: 3611

559

415

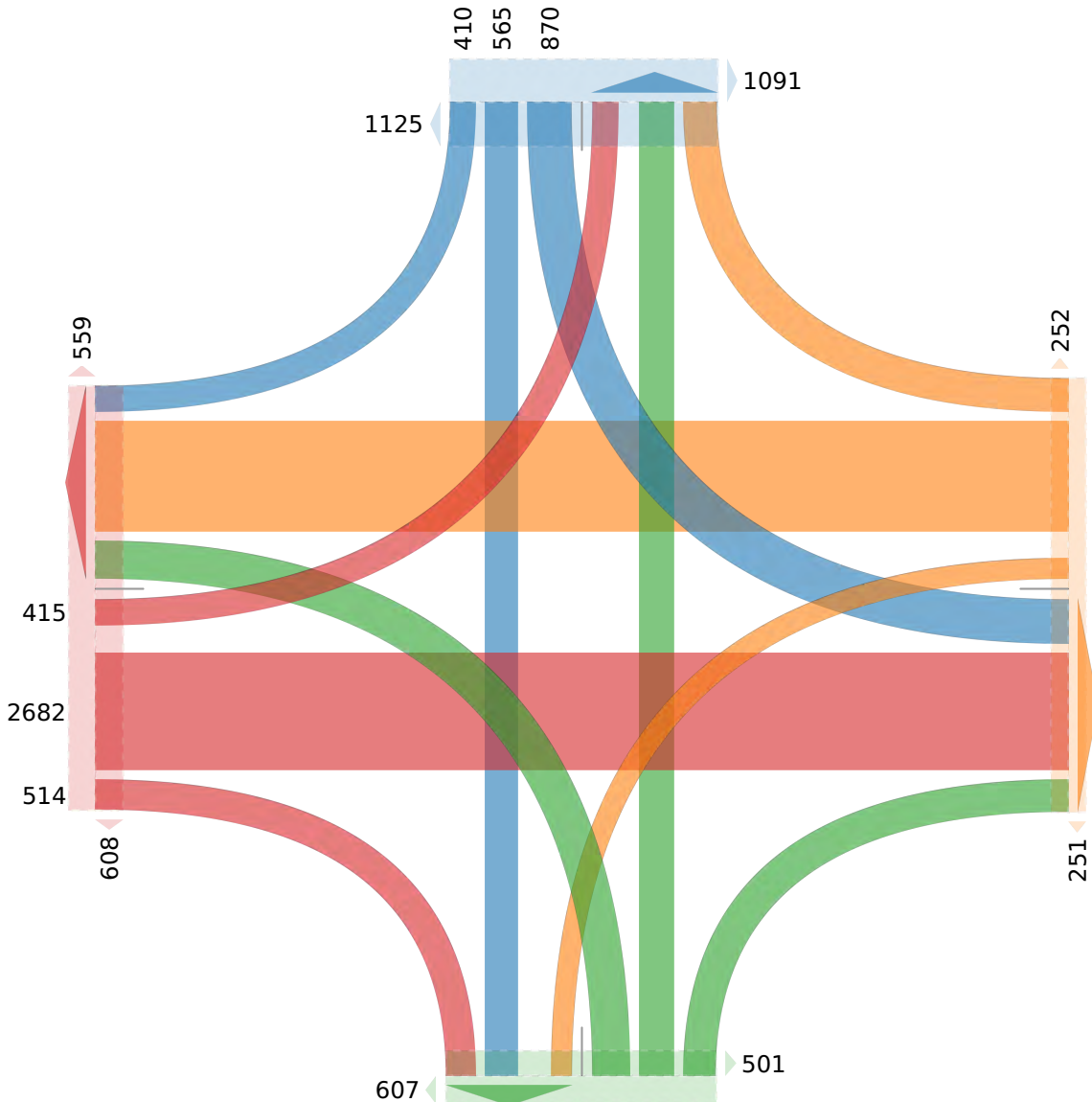
2682

514

608

607

501



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 10:00AM	18	12	13	0	43	41	5	60	27	0	92	2	14	11	6	0	31	5	12	44	12	0	68	15	234
10:15AM	21	11	12	0	44	28	8	63	16	0	87	4	21	15	7	0	43	10	16	50	13	0	79	14	253
10:30AM	17	10	14	0	41	38	10	63	13	0	86	9	13	23	11	0	47	8	14	61	12	0	87	26	261
10:45AM	17	12	8	0	37	33	8	66	26	0	100	7	21	16	4	0	41	8	16	44	9	0	69	14	247
Total	73	45	47	0	165	140	31	252	82	0	365	22	69	65	28	0	162	31	58	199	46	0	303	69	995
% Approach	44.2%	27.3%	28.5%	0%	-	-	8.5%	69.0%	22.5%	0%	-	-	42.6%	40.1%	17.3%	0%	-	-	19.1%	65.7%	15.2%	0%	-	-	-
% Total	7.3%	4.5%	4.7%	0%	16.6%	-	3.1%	25.3%	8.2%	0%	36.7%	-	6.9%	6.5%	2.8%	0%	16.3%	-	5.8%	20.0%	4.6%	0%	30.5%	-	-
PHF	0.869	0.938	0.839	-	0.938	-	0.775	0.955	0.759	-	0.913	-	0.821	0.707	0.636	-	0.862	-	0.906	0.816	0.885	-	0.871	-	0.953
Lights	73	45	47	0	165	-	31	249	81	0	361	-	68	65	28	0	161	-	58	196	45	0	299	-	986
% Lights	100%	100%	100%	0%	100%	-	100%	98.8%	98.8%	0%	98.9%	-	98.6%	100%	100%	0%	99.4%	-	100%	98.5%	97.8%	0%	98.7%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	3	1	0	4	-	1	0	0	0	1	-	0	3	1	0	4	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.2%	1.2%	0%	1.1%	-	1.4%	0%	0%	0%	0.6%	-	0%	1.5%	2.2%	0%	1.3%	-	0.9%
Pedestrians	-	-	-	-	-	140	-	-	-	-	-	22	-	-	-	-	-	31	-	-	-	-	-	69	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 370

In: 165 Out: 205

47 45 73

62

78

21

9

82

252

31

58

199

46

48

13

17

69

65

28

14

Out: 122 In: 162

Total: 284

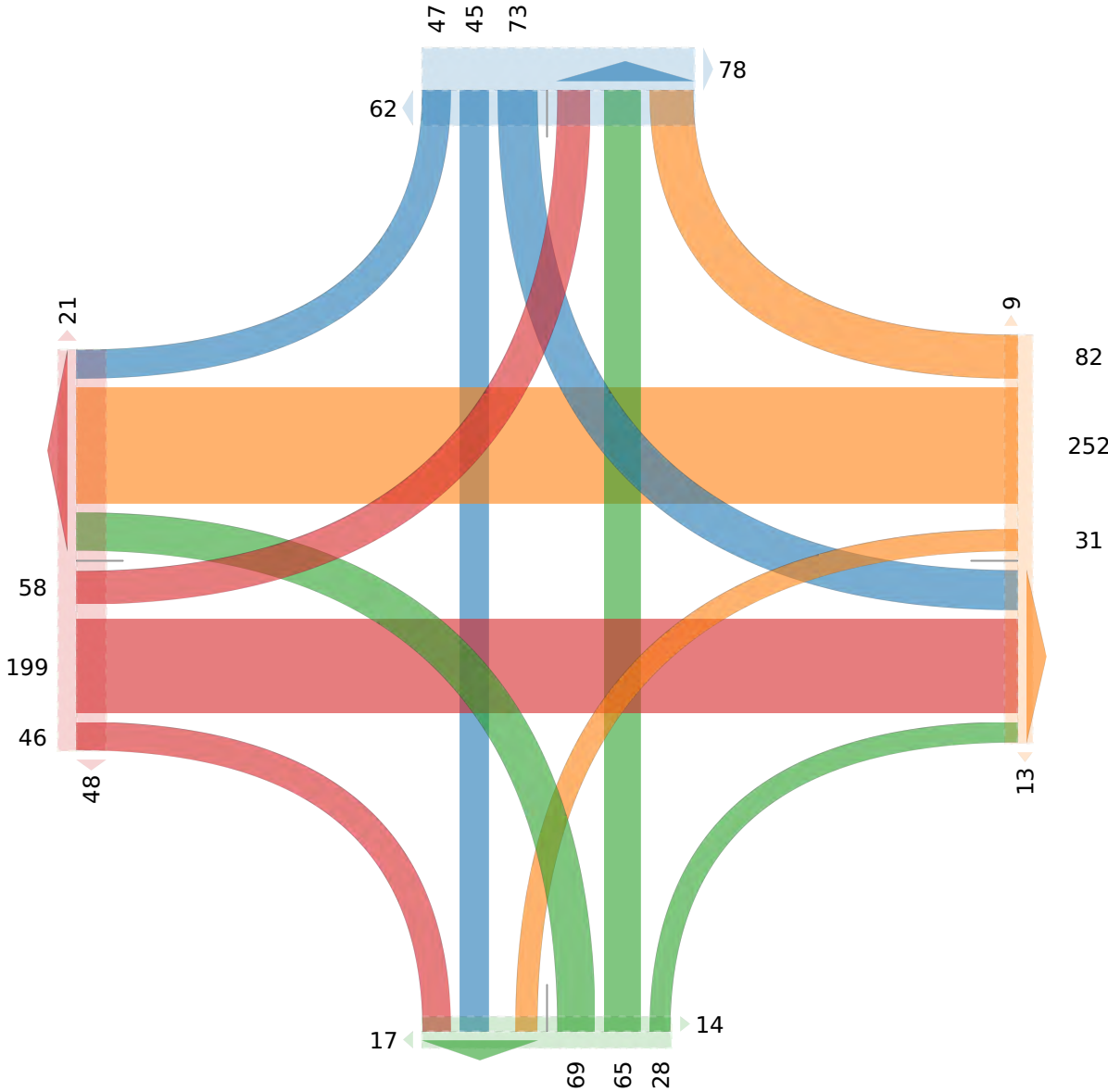
[S] Gaspereau Ave

[W] Main St EB

Total: 671
In: 303 Out: 368

[E] Main St WB

Total: 665
In: 365 Out: 300



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 11:00AM	15	8	8	0	31	33	5	78	18	0	101	2	16	13	9	0	38	5	11	57	11	0	79	17	249
11:15AM	22	13	14	0	49	54	3	72	15	0	90	5	17	14	14	0	45	16	16	50	17	0	83	17	267
11:30AM	21	21	14	0	56	59	3	56	17	0	76	14	24	20	9	0	53	22	12	53	9	0	74	34	259
11:45AM	27	16	11	0	54	65	3	61	21	0	85	9	8	20	14	0	42	20	18	52	19	0	89	24	270
Total	85	58	47	0	190	211	14	267	71	0	352	30	65	67	46	0	178	63	57	212	56	0	325	92	1045
% Approach	44.7%	30.5%	24.7%	0%	-	-	4.0%	75.9%	20.2%	0%	-	-	36.5%	37.6%	25.8%	0%	-	-	17.5%	65.2%	17.2%	0%	-	-	-
% Total	8.1%	5.6%	4.5%	0%	18.2%	-	1.3%	25.6%	6.8%	0%	33.7%	-	6.2%	6.4%	4.4%	0%	17.0%	-	5.5%	20.3%	5.4%	0%	31.1%	-	-
PHF	0.787	0.690	0.839	-	0.848	-	0.700	0.856	0.845	-	0.871	-	0.677	0.838	0.821	-	0.840	-	0.792	0.930	0.737	-	0.913	-	0.968
Lights	85	58	47	0	190	-	14	264	70	0	348	-	64	67	45	0	176	-	57	209	56	0	322	-	1036
% Lights	100%	100%	100%	0%	100%	-	100%	98.9%	98.6%	0%	98.9%	-	98.5%	100%	97.8%	0%	98.9%	-	100%	98.6%	100%	0%	99.1%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	3	1	0	4	-	1	0	1	0	2	-	0	3	0	0	3	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.1%	1.4%	0%	1.1%	-	1.5%	0%	2.2%	0%	1.1%	-	0%	1.4%	0%	0%	0.9%	-	0.9%
Pedestrians	-	-	-	-	-	211	-	-	-	-	-	30	-	-	-	-	-	63	-	-	-	-	-	92	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 385

In: 190 Out: 195

47 58 85

107

104

35

16

71

267

14

57

212

56

57

14

24

65

67

46

39

Out: 128 In: 178

Total: 306

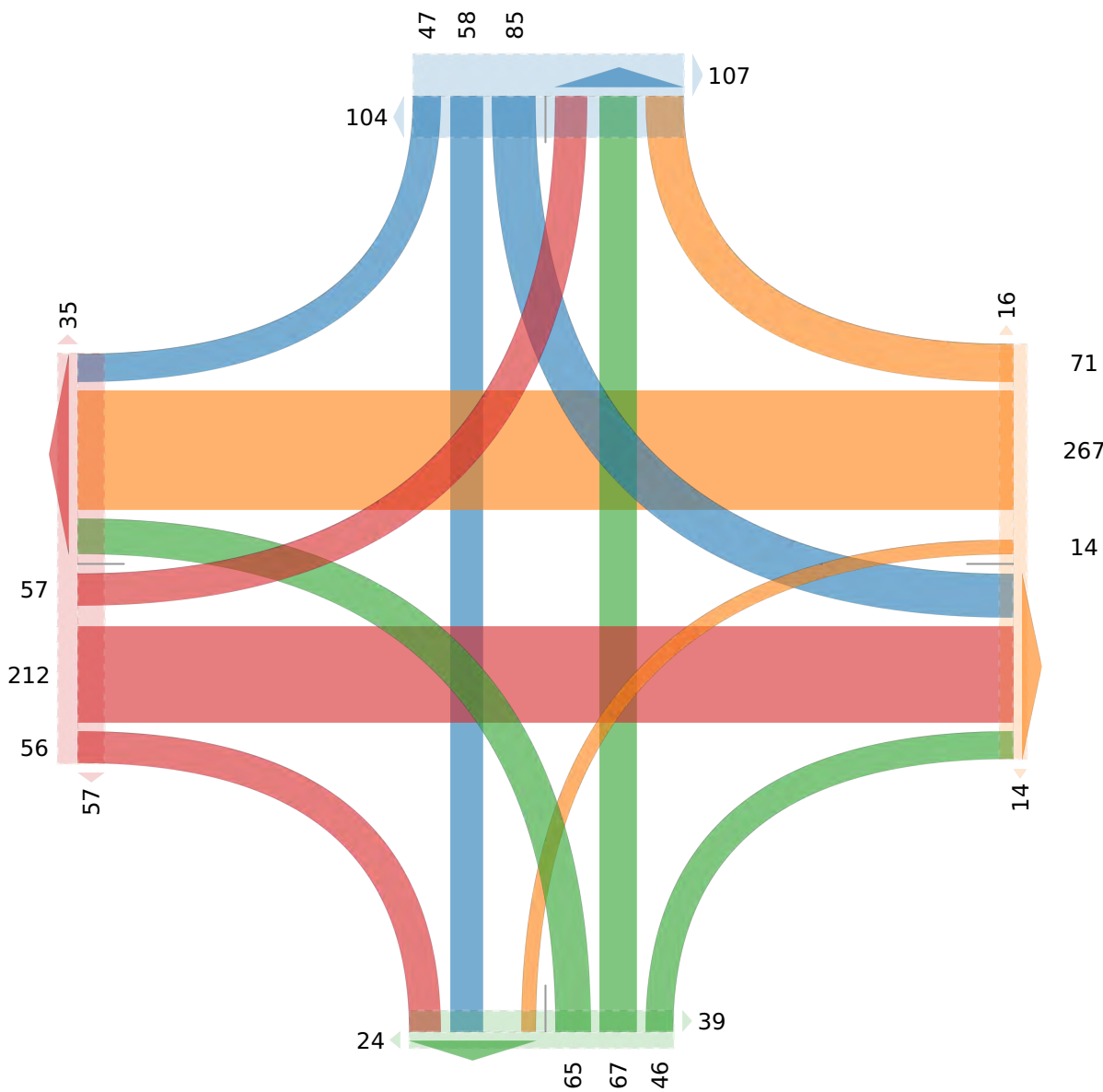
[S] Gaspereau Ave

[W] Main St EB

Total: 704
In: 325 Out: 379

[E] Main St WB

Total: 695
In: 352 Out: 343



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
1:30PM	23	14	6	0	43	71	4	62	15	0	81	7	12	17	20	0	49	37	10	61	13	0	84	31	257
1:45PM	27	10	12	0	49	75	4	63	5	0	72	17	19	23	22	0	64	33	7	54	8	0	69	47	254
Total	89	59	42	0	190	295	16	246	56	0	318	51	72	71	67	0	210	157	29	245	37	0	311	169	1029
% Approach	46.8%	31.1%	22.1%	0%	-	-	5.0%	77.4%	17.6%	0%	-	-	34.3%	33.8%	31.9%	0%	-	-	9.3%	78.8%	11.9%	0%	-	-	-
% Total	8.6%	5.7%	4.1%	0%	18.5%	-	1.6%	23.9%	5.4%	0%	30.9%	-	7.0%	6.9%	6.5%	0%	20.4%	-	2.8%	23.8%	3.6%	0%	30.2%	-	-
PHF	0.824	0.776	0.700	-	0.931	-	0.800	0.976	0.700	-	0.946	-	0.818	0.772	0.761	-	0.820	-	0.725	0.914	0.712	-	0.926	-	0.986
Lights	89	59	42	0	190	-	16	245	56	0	317	-	72	71	67	0	210	-	29	244	37	0	310	-	1027
% Lights	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	99.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	295	-	-	-	-	-	51	-	-	-	-	-	157	-	-	-	-	-	169	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 346

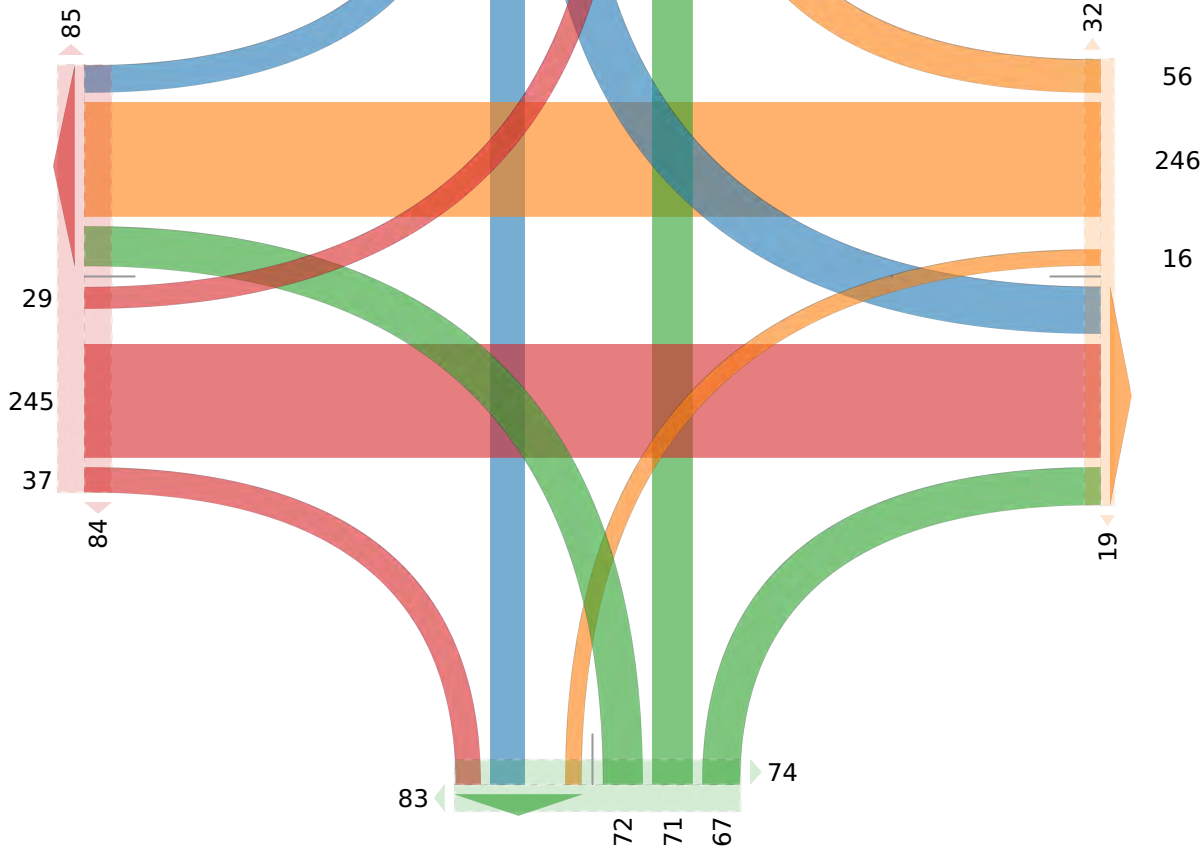
In: 190 Out: 156

42 59 89

176 119

[W] Main St EB

Total: 671
In: 311 Out: 360



Out: 401 In: 318
Total: 719

[E] Main St WB

Out: 112 In: 210
Total: 322

[S] Gaspereau Ave

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Full Length (8 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02																									
8:00AM	0	2	3	0	5	3	4	42	8	0	54	0	9	3	6	0	18	1	3	26	4	0	33	1	110
8:15AM	4	1	6	0	11	5	3	32	6	0	41	3	3	3	4	0	10	6	2	18	4	0	24	7	86
8:30AM	2	3	6	0	11	12	2	31	10	0	43	4	12	9	6	0	27	1	2	43	4	0	49	3	130
8:45AM	8	2	3	0	13	12	5	51	13	0	69	5	17	8	1	0	26	2	2	35	9	0	46	5	154
Hourly Total	14	8	18	0	40	32	14	156	37	0	207	12	41	23	17	0	81	10	9	122	21	0	152	16	480
9:00AM	13	4	7	0	24	14	2	41	10	0	53	6	9	8	2	0	19	3	3	40	8	0	51	5	147
9:15AM	22	5	13	0	40	10	2	45	20	0	67	2	9	9	7	0	25	1	6	38	7	0	51	2	183
9:30AM	10	3	9	0	22	10	1	63	13	0	77	4	10	6	8	0	24	3	10	54	8	0	72	7	195
9:45AM	13	7	10	0	30	53	3	71	25	0	99	1	14	11	7	0	32	3	12	45	12	0	69	11	230
Hourly Total	58	19	39	0	116	87	8	220	68	0	296	13	42	34	24	0	100	10	31	177	35	0	243	25	755
10:00AM	18	12	13	0	43	41	5	60	27	0	92	2	14	11	6	0	31	5	12	44	12	0	68	15	234
10:15AM	21	11	12	0	44	28	8	63	16	0	87	4	21	15	7	0	43	10	16	50	13	0	79	14	253
10:30AM	17	10	14	0	41	38	10	63	13	0	86	9	13	23	11	0	47	8	14	61	12	0	87	26	261
10:45AM	17	12	8	0	37	33	8	66	26	0	100	7	21	16	4	0	41	8	16	44	9	0	69	14	247
Hourly Total	73	45	47	0	165	140	31	252	82	0	365	22	69	65	28	0	162	31	58	199	46	0	303	69	995
11:00AM	15	8	8	0	31	33	5	78	18	0	101	2	16	13	9	0	38	5	11	57	11	0	79	17	249
11:15AM	22	13	14	0	49	54	3	72	15	0	90	5	17	14	14	0	45	16	16	50	17	0	83	17	267
11:30AM	21	21	14	0	56	59	3	56	17	0	76	14	24	20	9	0	53	22	12	53	9	0	74	34	259
11:45AM	27	16	11	0	54	65	3	61	21	0	85	9	8	20	14	0	42	20	18	52	19	0	89	24	270
Hourly Total	85	58	47	0	190	211	14	267	71	0	352	30	65	67	46	0	178	63	57	212	56	0	325	92	1045
12:00PM	19	17	9	0	45	82	10	49	14	0	73	22	18	16	9	0	43	34	5	55	11	0	71	53	232
12:15PM	25	18	14	0	57	57	2	60	19	0	81	18	15	16	11	0	42	36	9	54	15	0	78	39	258
12:30PM	18	14	8	0	40	75	2	57	11	0	70	15	23	19	14	0	56	61	14	49	7	0	70	65	236
12:45PM	26	12	10	0	48	75	5	60	10	0	75	12	23	18	18	0	59	48	10	54	9	0	73	35	255
Hourly Total	88	61	41	0	190	289	19	226	54	0	299	67	79	69	52	0	200	179	38	212	42	0	292	192	981
1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
1:30PM	23	14	6	0	43	71	4	62	15	0	81	7	12	17	20	0	49	37	10	61	13	0	84	31	257
1:45PM	27	10	12	0	49	75	4	63	5	0	72	17	19	23	22	0	64	33	7	54	8	0	69	47	254
Hourly Total	89	59	42	0	190	295	16	246	56	0	318	51	72	71	67	0	210	157	29	245	37	0	311	169	1029
2:00PM	20	16	9	0	45	63	9	57	7	0	73	22	15	15	24	0	54	56	7	59	6	0	72	53	244
2:15PM	22	13	6	0	41	68	9	56	11	0	76	25	18	13	15	0	46	40	2	64	11	0	77	36	240
2:30PM	22	12	6	0	40	74	9	59	10	0	78	23	22	17	13	0	52	44	8	60	4	0	72	65	242
2:45PM	30	19	9	0	58	55	9	58	8	0	75	17	9	21	21	0	51	42	10	60	7	0	77	46	261
Hourly Total	94	60	30	0	184	260	36	230	36	0	302	87	64	66	73	0	203	182	27	243	28	0	298	200	987
3:00PM	30	12	7	0	49	91	11	48	9	0	68	24	13	15	20	0	48	31	5	64	3	0	72	34	237
3:15PM	17	17	7	0	41	43	0	48	11	0	59	16	15	17	21	0	53	30	5	88	9	0	102	27	255
3:30PM	21	17	5	0	43	89	9	56	4	0	69	16	16	17	20	0	53	32	5	60	11	0	76	32	241
3:45PM	32	16	10	0	58	58	8	60	13	0	81	18	8	13	26	0	47	25	10	56	15	0	81	27	267
Hourly Total	100	62	29	0	191	281	28	212	37	0	277	74	52	62	87	0	201	118	25	268	38	0	331	120	1000
4:00PM	19	14	10	0	43	46	8	57	14	0	79	14	22	19	13	0	54	31	6	63	7	0	76	32	252
4:15PM	23	9	8	0	40	58	17	57	6	0	80	21	11	12	9	0	32	26	13	59	8	0	80	38	232
4:30PM	23	13	9	0	45	43	6	49	12	0	67	13	15	16	12	0	43	42	8	69	13	0	90	14	245
4:45PM	28	9	8	0	45	50	8	37	11	0	56	10	20	12	17	0	49	39	9	83	6	0	98	25	248
Hourly Total	93	45	35	0	173	197	39	200	43	0	282	58	68	59	51	0	178	138	36	274	34	0	344	109	977
5:00PM	20	19	5	0	44	40	8	48	12	0	68	10	17	18	20	0	55	14	8	70	8	0	86	15	253
5:15PM	13	13	6	0	32	59	7	40	16	0	63	6	13	13	11	0	37	24	5	75	15	0	95	24	227
5:30PM	25	14	11	0	50	28	6	41	15	0	62	3	10	11	14	0	35	24	12	77	10	0	99	17	246
5:45PM	24	9	10	0	43	38	13	46	10	0	69	7	10	6	14	0	30	22	12	79	12	0	103	11	245
Hourly Total	82	55	32	0	169	165	34	175	53	0	262	26	50	48	59	0	157	84	37	301	45	0	383	67	971
6:00PM	10	13	7	0	30	41	6	57	10	0	73	13	8	4	12	0	24	20	5	53	18	0	76	13	203
6:15PM	13	11	7	0	31	45	13	40	11	0	64	11	10	6	11	0	27	13	12	64	13	0	89	6	211
6:30PM	6	10	3	0	19	33	6	43	6	0	55	7	17	7	8	0	32	19	7	62	16	0	85	17	191
6:45PM	15	7	7	0	29	32	3	35	14	0	52	9	24	5	10	0	39	15	5	46	18	0	69	20	189

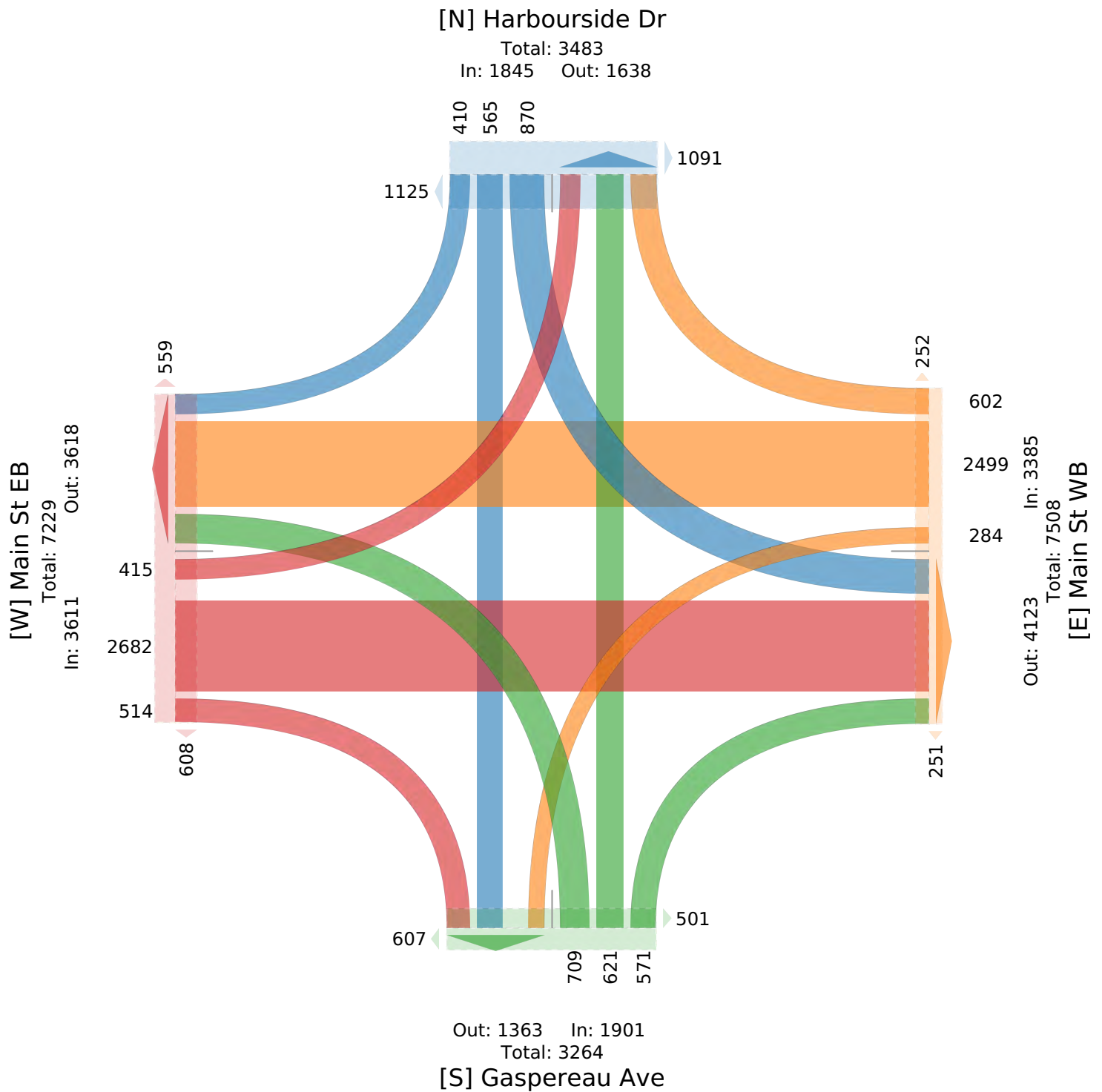
Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	44	41	24	0	109	151	28	175	41	0	244	40	59	22	41	0	122	67	29	225	65	0	319	56	794
7:00PM	11	12	7	0	30	31	5	39	5	0	49	8	10	6	9	0	25	23	18	52	16	0	86	20	190
7:15PM	17	12	7	0	36	25	2	32	6	0	40	6	11	13	4	0	28	8	4	49	20	0	73	3	177
7:30PM	6	13	5	0	24	22	4	42	6	0	52	5	19	7	7	0	33	19	7	59	14	0	80	22	189
7:45PM	16	15	7	0	38	30	6	27	7	0	40	4	8	9	6	0	23	19	10	44	17	0	71	7	172
Hourly Total	50	52	26	0	128	108	17	140	24	0	181	23	48	35	26	0	109	69	39	204	67	0	310	52	728
Total	870	565	410	0	1845	2216	284	2499	602	0	3385	503	709	621	571	0	1901	1108	415	2682	514	0	3611	1167	10742
% Approach	47.2%	30.6%	22.2%	0%	-	-	8.4%	73.8%	17.8%	0%	-	-	37.3%	32.7%	30.0%	0%	-	-	11.5%	74.3%	14.2%	0%	-	-	-
% Total	8.1%	5.3%	3.8%	0%	17.2%	-	2.6%	23.3%	5.6%	0%	31.5%	-	6.6%	5.8%	5.3%	0%	17.7%	-	3.9%	25.0%	4.8%	0%	33.6%	-	-
Lights	866	565	409	0	1840	-	281	2486	595	0	3362	-	705	621	568	0	1894	-	415	2658	513	0	3586	-	10682
% Lights	99.5%	100%	99.8%	0%	99.7%	-	98.9%	99.5%	98.8%	0%	99.3%	-	99.4%	100%	99.5%	0%	99.6%	-	100%	99.1%	99.8%	0%	99.3%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	4	0	1	0	5	-	3	12	6	0	21	-	4	0	3	0	7	-	0	23	1	0	24	-	57
% Buses and Single-Unit Trucks	0.5%	0%	0.2%	0%	0.3%	-	1.1%	0.5%	1.0%	0%	0.6%	-	0.6%	0%	0.5%	0%	0.4%	-	0%	0.9%	0.2%	0%	0.7%	-	0.5%
Pedestrians	-	-	-	-	-	2216	-	-	-	-	-	503	-	-	-	-	-	1108	-	-	-	-	-	1167	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 914236, Location: 45.09171, -64.359742



1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 10:00AM	18	12	13	0	43	41	5	60	27	0	92	2	14	11	6	0	31	5	12	44	12	0	68	15	234
10:15AM	21	11	12	0	44	28	8	63	16	0	87	4	21	15	7	0	43	10	16	50	13	0	79	14	253
10:30AM	17	10	14	0	41	38	10	63	13	0	86	9	13	23	11	0	47	8	14	61	12	0	87	26	261
10:45AM	17	12	8	0	37	33	8	66	26	0	100	7	21	16	4	0	41	8	16	44	9	0	69	14	247
Total	73	45	47	0	165	140	31	252	82	0	365	22	69	65	28	0	162	31	58	199	46	0	303	69	995
% Approach	44.2%	27.3%	28.5%	0%	-	-	8.5%	69.0%	22.5%	0%	-	-	42.6%	40.1%	17.3%	0%	-	-	19.1%	65.7%	15.2%	0%	-	-	-
% Total	7.3%	4.5%	4.7%	0%	16.6%	-	3.1%	25.3%	8.2%	0%	36.7%	-	6.9%	6.5%	2.8%	0%	16.3%	-	5.8%	20.0%	4.6%	0%	30.5%	-	-
PHF	0.869	0.938	0.839	-	0.938	-	0.775	0.955	0.759	-	0.913	-	0.821	0.707	0.636	-	0.862	-	0.906	0.816	0.885	-	0.871	-	0.953
Lights	73	45	47	0	165	-	31	249	81	0	361	-	68	65	28	0	161	-	58	196	45	0	299	-	986
% Lights	100%	100%	100%	0%	100%	-	100%	98.8%	98.8%	0%	98.9%	-	98.6%	100%	100%	0%	99.4%	-	100%	98.5%	97.8%	0%	98.7%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	3	1	0	4	-	1	0	0	0	1	-	0	3	1	0	4	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.2%	1.2%	0%	1.1%	-	1.4%	0%	0%	0%	0.6%	-	0%	1.5%	2.2%	0%	1.3%	-	0.9%
Pedestrians	-	-	-	-	-	140	-	-	-	-	-	22	-	-	-	-	-	31	-	-	-	-	-	69	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

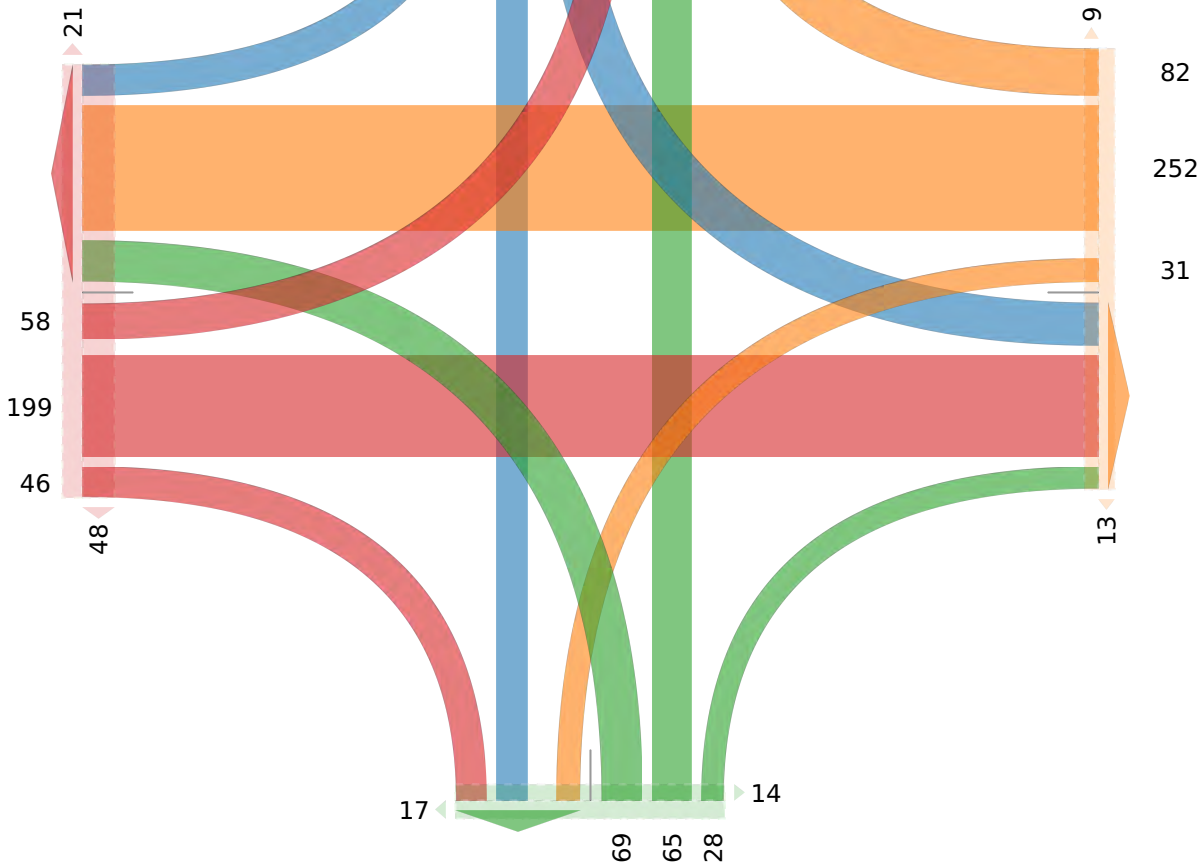
Total: 370

In: 165 Out: 205

47 45 73

62 78

[W] Main St EB
Total: 671
In: 303 Out: 368



[E] Main St WB
Total: 665
In: 365 Out: 300

[S] Gaspereau Ave
Total: 284
In: 162 Out: 122

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 11:00AM	15	8	8	0	31	33	5	78	18	0	101	2	16	13	9	0	38	5	11	57	11	0	79	17	249
11:15AM	22	13	14	0	49	54	3	72	15	0	90	5	17	14	14	0	45	16	16	50	17	0	83	17	267
11:30AM	21	21	14	0	56	59	3	56	17	0	76	14	24	20	9	0	53	22	12	53	9	0	74	34	259
11:45AM	27	16	11	0	54	65	3	61	21	0	85	9	8	20	14	0	42	20	18	52	19	0	89	24	270
Total	85	58	47	0	190	211	14	267	71	0	352	30	65	67	46	0	178	63	57	212	56	0	325	92	1045
% Approach	44.7%	30.5%	24.7%	0%	-	-	4.0%	75.9%	20.2%	0%	-	-	36.5%	37.6%	25.8%	0%	-	-	17.5%	65.2%	17.2%	0%	-	-	-
% Total	8.1%	5.6%	4.5%	0%	18.2%	-	1.3%	25.6%	6.8%	0%	33.7%	-	6.2%	6.4%	4.4%	0%	17.0%	-	5.5%	20.3%	5.4%	0%	31.1%	-	-
PHF	0.787	0.690	0.839	-	0.848	-	0.700	0.856	0.845	-	0.871	-	0.677	0.838	0.821	-	0.840	-	0.792	0.930	0.737	-	0.913	-	0.968
Lights	85	58	47	0	190	-	14	264	70	0	348	-	64	67	45	0	176	-	57	209	56	0	322	-	1036
% Lights	100%	100%	100%	0%	100%	-	100%	98.9%	98.6%	0%	98.9%	-	98.5%	100%	97.8%	0%	98.9%	-	100%	98.6%	100%	0%	99.1%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	3	1	0	4	-	1	0	1	0	2	-	0	3	0	0	3	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.1%	1.4%	0%	1.1%	-	1.5%	0%	2.2%	0%	1.1%	-	0%	1.4%	0%	0%	0.9%	-	0.9%
Pedestrians	-	-	-	-	-	211	-	-	-	-	-	30	-	-	-	-	-	63	-	-	-	-	-	92	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

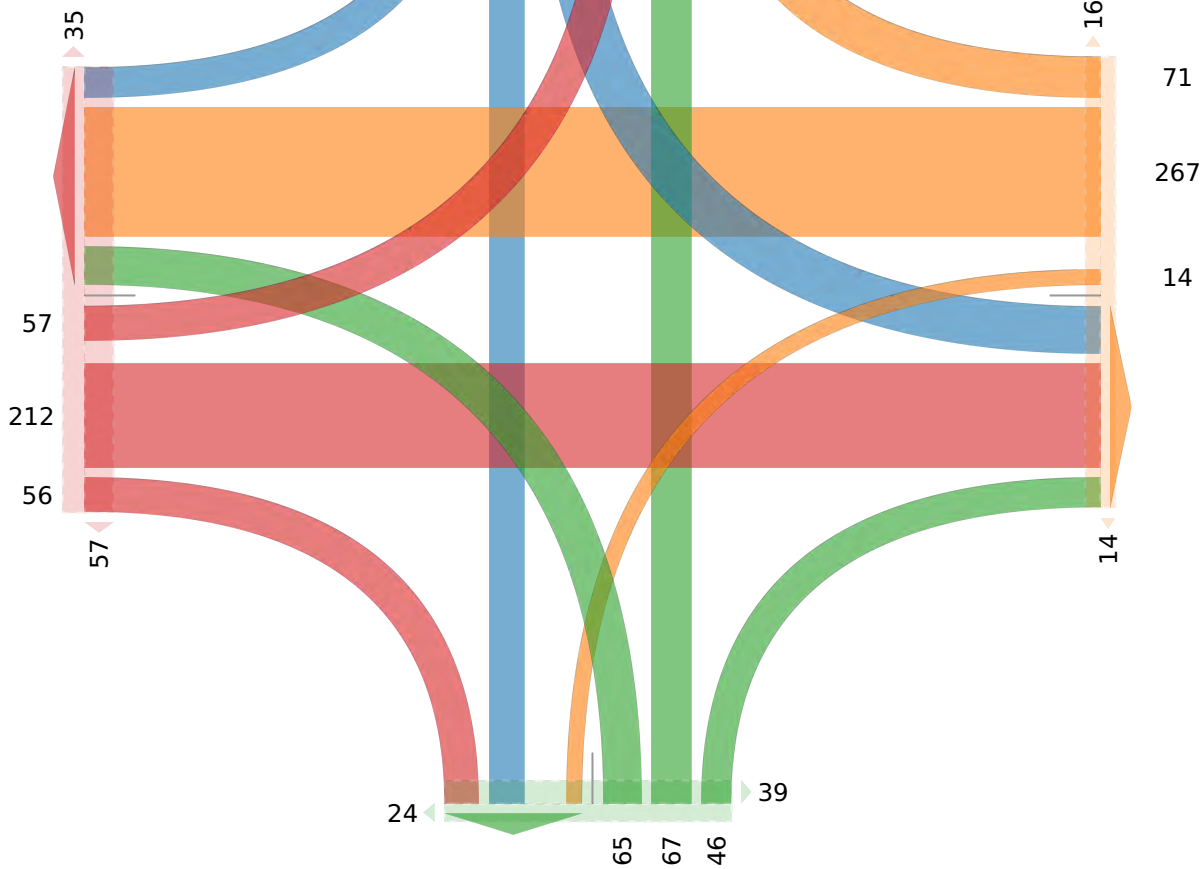
[N] Harbourside Dr

Total: 385
In: 190 Out: 195

47 58 85

104 107

[W] Main St EB
Total: 704
In: 325 Out: 379



[E] Main St WB
Total: 695
In: 352 Out: 343

Out: 128 In: 178
Total: 306
[S] Gaspereau Ave

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Forced Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 12:30PM	18	14	8	0	40	75	2	57	11	0	70	15	23	19	14	0	56	61	14	49	7	0	70	65	236
12:45PM	26	12	10	0	48	75	5	60	10	0	75	12	23	18	18	0	59	48	10	54	9	0	73	35	255
1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
Total	83	61	42	0	186	299	15	238	57	0	310	54	87	68	57	0	212	196	36	233	32	0	301	191	1009
% Approach	44.6%	32.8%	22.6%	0%	-	-	4.8%	76.8%	18.4%	0%	-	-	41.0%	32.1%	26.9%	0%	-	-	12.0%	77.4%	10.6%	0%	-	-	-
% Total	8.2%	6.0%	4.2%	0%	18.4%	-	1.5%	23.6%	5.6%	0%	30.7%	-	8.6%	6.7%	5.6%	0%	21.0%	-	3.6%	23.1%	3.2%	0%	29.8%	-	-
PHF	0.798	0.803	0.700	-	0.912	-	0.750	0.975	0.713	-	0.923	-	0.946	0.895	0.792	-	0.898	-	0.643	0.869	0.889	-	0.907	-	0.966
Lights	83	61	42	0	186	-	15	237	57	0	309	-	87	68	57	0	212	-	36	232	32	0	300	-	1007
% Lights	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	99.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	299	-	-	-	-	-	54	-	-	-	-	-	196	-	-	-	-	-	191	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Forced Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 347

In: 186 Out: 161

42 61 83

160

139

96

38

57

238

15

36

233

32

95

16

110

87

68

57

86

Out: 108

In: 212

Total: 320

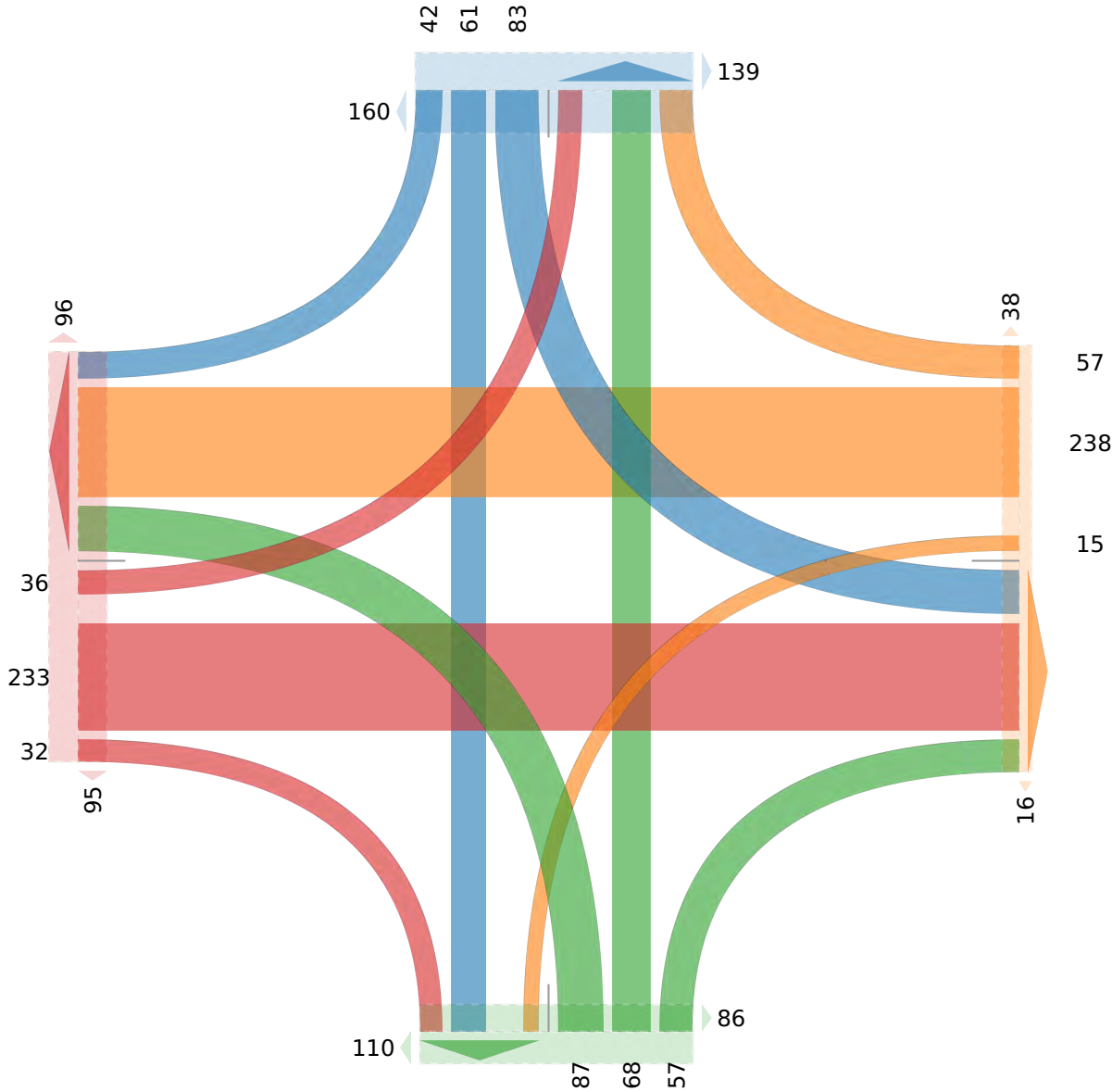
[S] Gaspereau Ave

[W] Main St EB

Total: 668
In: 301 Out: 367

[E] Main St WB

Total: 683
In: 310 Out: 373



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
1:30PM	23	14	6	0	43	71	4	62	15	0	81	7	12	17	20	0	49	37	10	61	13	0	84	31	257
1:45PM	27	10	12	0	49	75	4	63	5	0	72	17	19	23	22	0	64	33	7	54	8	0	69	47	254
Total	89	59	42	0	190	295	16	246	56	0	318	51	72	71	67	0	210	157	29	245	37	0	311	169	1029
% Approach	46.8%	31.1%	22.1%	0%	-	-	5.0%	77.4%	17.6%	0%	-	-	34.3%	33.8%	31.9%	0%	-	-	9.3%	78.8%	11.9%	0%	-	-	-
% Total	8.6%	5.7%	4.1%	0%	18.5%	-	1.6%	23.9%	5.4%	0%	30.9%	-	7.0%	6.9%	6.5%	0%	20.4%	-	2.8%	23.8%	3.6%	0%	30.2%	-	-
PHF	0.824	0.776	0.700	-	0.931	-	0.800	0.976	0.700	-	0.946	-	0.818	0.772	0.761	-	0.820	-	0.725	0.914	0.712	-	0.926	-	0.986
Lights	89	59	42	0	190	-	16	245	56	0	317	-	72	71	67	0	210	-	29	244	37	0	310	-	1027
% Lights	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	99.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	295	-	-	-	-	-	51	-	-	-	-	-	157	-	-	-	-	-	169	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

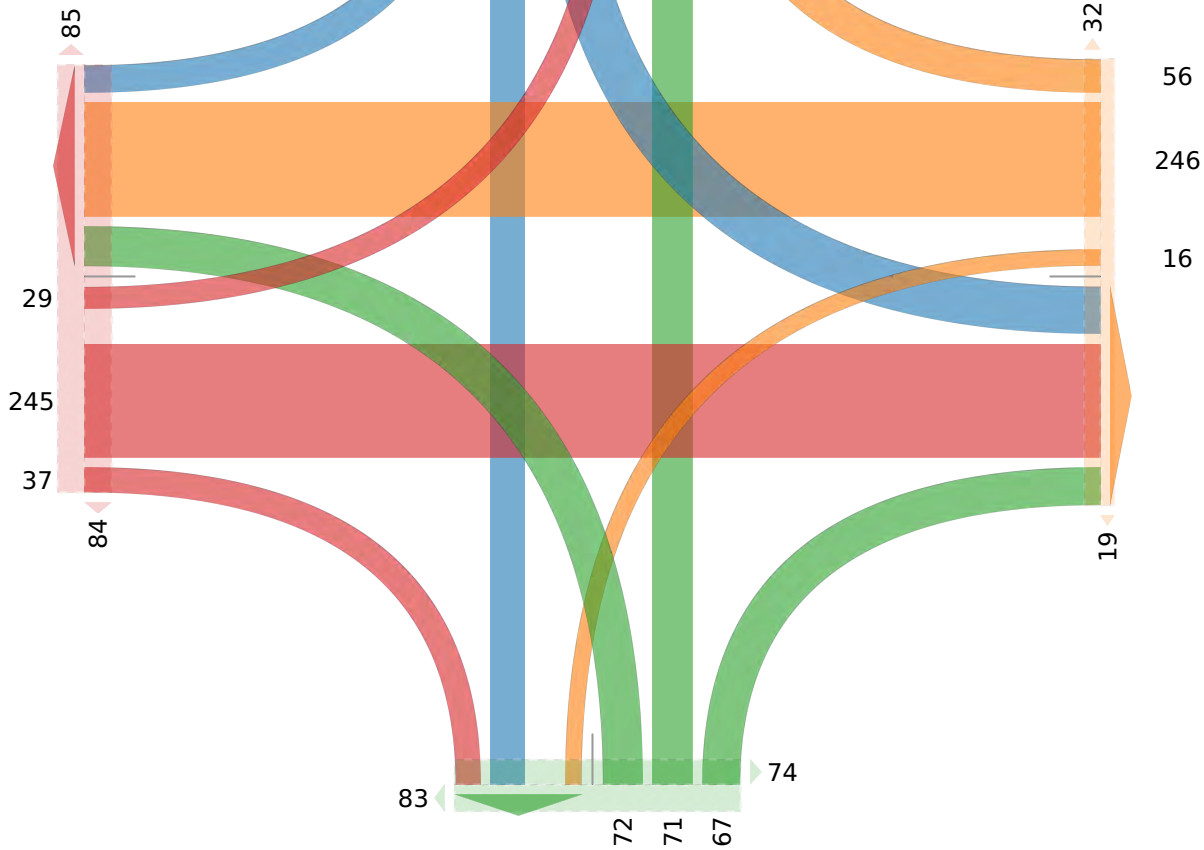
Total: 346

In: 190 Out: 156

42 59 89

176 119

[W] Main St EB
Total: 671
In: 311 Out: 360



Out: 401 In: 318
Total: 719
[E] Main St WB

Out: 112 In: 210
Total: 322
[S] Gaspereau Ave

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Full Length (8 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02																									
8:00AM	0	2	3	0	5	3	4	42	8	0	54	0	9	3	6	0	18	1	3	26	4	0	33	1	110
8:15AM	4	1	6	0	11	5	3	32	6	0	41	3	3	3	4	0	10	6	2	18	4	0	24	7	86
8:30AM	2	3	6	0	11	12	2	31	10	0	43	4	12	9	6	0	27	1	2	43	4	0	49	3	130
8:45AM	8	2	3	0	13	12	5	51	13	0	69	5	17	8	1	0	26	2	2	35	9	0	46	5	154
Hourly Total	14	8	18	0	40	32	14	156	37	0	207	12	41	23	17	0	81	10	9	122	21	0	152	16	480
9:00AM	13	4	7	0	24	14	2	41	10	0	53	6	9	8	2	0	19	3	3	40	8	0	51	5	147
9:15AM	22	5	13	0	40	10	2	45	20	0	67	2	9	9	7	0	25	1	6	38	7	0	51	2	183
9:30AM	10	3	9	0	22	10	1	63	13	0	77	4	10	6	8	0	24	3	10	54	8	0	72	7	195
9:45AM	13	7	10	0	30	53	3	71	25	0	99	1	14	11	7	0	32	3	12	45	12	0	69	11	230
Hourly Total	58	19	39	0	116	87	8	220	68	0	296	13	42	34	24	0	100	10	31	177	35	0	243	25	755
10:00AM	18	12	13	0	43	41	5	60	27	0	92	2	14	11	6	0	31	5	12	44	12	0	68	15	234
10:15AM	21	11	12	0	44	28	8	63	16	0	87	4	21	15	7	0	43	10	16	50	13	0	79	14	253
10:30AM	17	10	14	0	41	38	10	63	13	0	86	9	13	23	11	0	47	8	14	61	12	0	87	26	261
10:45AM	17	12	8	0	37	33	8	66	26	0	100	7	21	16	4	0	41	8	16	44	9	0	69	14	247
Hourly Total	73	45	47	0	165	140	31	252	82	0	365	22	69	65	28	0	162	31	58	199	46	0	303	69	995
11:00AM	15	8	8	0	31	33	5	78	18	0	101	2	16	13	9	0	38	5	11	57	11	0	79	17	249
11:15AM	22	13	14	0	49	54	3	72	15	0	90	5	17	14	14	0	45	16	16	50	17	0	83	17	267
11:30AM	21	21	14	0	56	59	3	56	17	0	76	14	24	20	9	0	53	22	12	53	9	0	74	34	259
11:45AM	27	16	11	0	54	65	3	61	21	0	85	9	8	20	14	0	42	20	18	52	19	0	89	24	270
Hourly Total	85	58	47	0	190	211	14	267	71	0	352	30	65	67	46	0	178	63	57	212	56	0	325	92	1045
12:00PM	19	17	9	0	45	82	10	49	14	0	73	22	18	16	9	0	43	34	5	55	11	0	71	53	232
12:15PM	25	18	14	0	57	57	2	60	19	0	81	18	15	16	11	0	42	36	9	54	15	0	78	39	258
12:30PM	18	14	8	0	40	75	2	57	11	0	70	15	23	19	14	0	56	61	14	49	7	0	70	65	236
12:45PM	26	12	10	0	48	75	5	60	10	0	75	12	23	18	18	0	59	48	10	54	9	0	73	35	255
Hourly Total	88	61	41	0	190	289	19	226	54	0	299	67	79	69	52	0	200	179	38	212	42	0	292	192	981
1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
1:30PM	23	14	6	0	43	71	4	62	15	0	81	7	12	17	20	0	49	37	10	61	13	0	84	31	257
1:45PM	27	10	12	0	49	75	4	63	5	0	72	17	19	23	22	0	64	33	7	54	8	0	69	47	254
Hourly Total	89	59	42	0	190	295	16	246	56	0	318	51	72	71	67	0	210	157	29	245	37	0	311	169	1029
2:00PM	20	16	9	0	45	63	9	57	7	0	73	22	15	15	24	0	54	56	7	59	6	0	72	53	244
2:15PM	22	13	6	0	41	68	9	56	11	0	76	25	18	13	15	0	46	40	2	64	11	0	77	36	240
2:30PM	22	12	6	0	40	74	9	59	10	0	78	23	22	17	13	0	52	44	8	60	4	0	72	65	242
2:45PM	30	19	9	0	58	55	9	58	8	0	75	17	9	21	21	0	51	42	10	60	7	0	77	46	261
Hourly Total	94	60	30	0	184	260	36	230	36	0	302	87	64	66	73	0	203	182	27	243	28	0	298	200	987
3:00PM	30	12	7	0	49	91	11	48	9	0	68	24	13	15	20	0	48	31	5	64	3	0	72	34	237
3:15PM	17	17	7	0	41	43	0	48	11	0	59	16	15	17	21	0	53	30	5	88	9	0	102	27	255
3:30PM	21	17	5	0	43	89	9	56	4	0	69	16	16	17	20	0	53	32	5	60	11	0	76	32	241
3:45PM	32	16	10	0	58	58	8	60	13	0	81	18	8	13	26	0	47	25	10	56	15	0	81	27	267
Hourly Total	100	62	29	0	191	281	28	212	37	0	277	74	52	62	87	0	201	118	25	268	38	0	331	120	1000
4:00PM	19	14	10	0	43	46	8	57	14	0	79	14	22	19	13	0	54	31	6	63	7	0	76	32	252
4:15PM	23	9	8	0	40	58	17	57	6	0	80	21	11	12	9	0	32	26	13	59	8	0	80	38	232
4:30PM	23	13	9	0	45	43	6	49	12	0	67	13	15	16	12	0	43	42	8	69	13	0	90	14	245
4:45PM	28	9	8	0	45	50	8	37	11	0	56	10	20	12	17	0	49	39	9	83	6	0	98	25	248
Hourly Total	93	45	35	0	173	197	39	200	43	0	282	58	68	59	51	0	178	138	36	274	34	0	344	109	977
5:00PM	20	19	5	0	44	40	8	48	12	0	68	10	17	18	20	0	55	14	8	70	8	0	86	15	253
5:15PM	13	13	6	0	32	59	7	40	16	0	63	6	13	13	11	0	37	24	5	75	15	0	95	24	227
5:30PM	25	14	11	0	50	28	6	41	15	0	62	3	10	11	14	0	35	24	12	77	10	0	99	17	246
5:45PM	24	9	10	0	43	38	13	46	10	0	69	7	10	6	14	0	30	22	12	79	12	0	103	11	245
Hourly Total	82	55	32	0	169	165	34	175	53	0	262	26	50	48	59	0	157	84	37	301	45	0	383	67	971
6:00PM	10	13	7	0	30	41	6	57	10	0	73	13	8	4	12	0	24	20	5	53	18	0	76	13	203
6:15PM	13	11	7	0	31	45	13	40	11	0	64	11	10	6	11	0	27	13	12	64	13	0	89	6	211
6:30PM	6	10	3	0	19	33	6	43	6	0	55	7	17	7	8	0	32	19	7	62	16	0	85	17	191
6:45PM	15	7	7	0	29	32	3	35	14	0	52	9	24	5	10	0	39	15	5	46	18	0	69	20	189

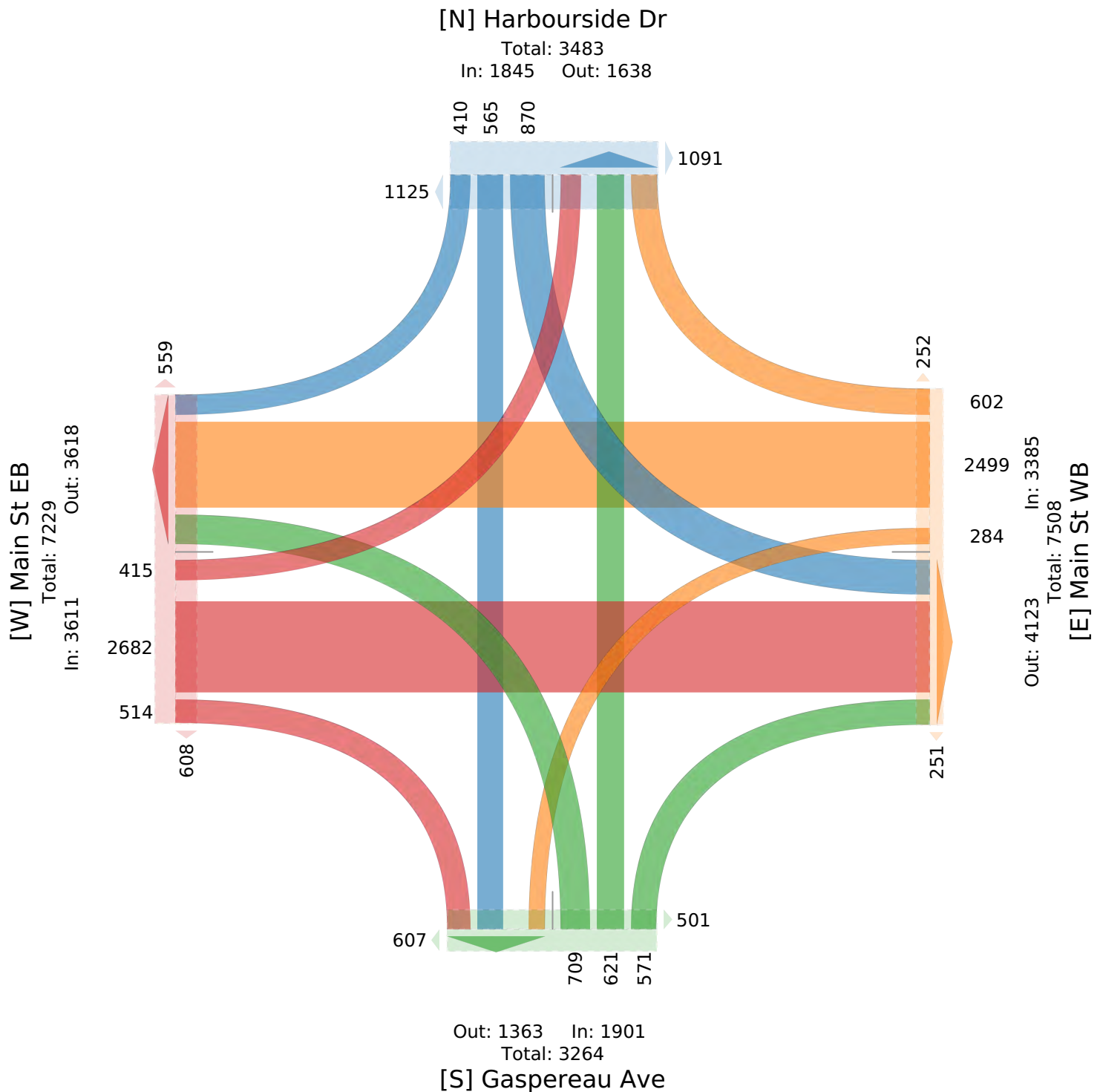
Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	44	41	24	0	109	151	28	175	41	0	244	40	59	22	41	0	122	67	29	225	65	0	319	56	794
7:00PM	11	12	7	0	30	31	5	39	5	0	49	8	10	6	9	0	25	23	18	52	16	0	86	20	190
7:15PM	17	12	7	0	36	25	2	32	6	0	40	6	11	13	4	0	28	8	4	49	20	0	73	3	177
7:30PM	6	13	5	0	24	22	4	42	6	0	52	5	19	7	7	0	33	19	7	59	14	0	80	22	189
7:45PM	16	15	7	0	38	30	6	27	7	0	40	4	8	9	6	0	23	19	10	44	17	0	71	7	172
Hourly Total	50	52	26	0	128	108	17	140	24	0	181	23	48	35	26	0	109	69	39	204	67	0	310	52	728
Total	870	565	410	0	1845	2216	284	2499	602	0	3385	503	709	621	571	0	1901	1108	415	2682	514	0	3611	1167	10742
% Approach	47.2%	30.6%	22.2%	0%	-	-	8.4%	73.8%	17.8%	0%	-	-	37.3%	32.7%	30.0%	0%	-	-	11.5%	74.3%	14.2%	0%	-	-	-
% Total	8.1%	5.3%	3.8%	0%	17.2%	-	2.6%	23.3%	5.6%	0%	31.5%	-	6.6%	5.8%	5.3%	0%	17.7%	-	3.9%	25.0%	4.8%	0%	33.6%	-	-
Lights	866	565	409	0	1840	-	281	2486	595	0	3362	-	705	621	568	0	1894	-	415	2658	513	0	3586	-	10682
% Lights	99.5%	100%	99.8%	0%	99.7%	-	98.9%	99.5%	98.8%	0%	99.3%	-	99.4%	100%	99.5%	0%	99.6%	-	100%	99.1%	99.8%	0%	99.3%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	4	0	1	0	5	-	3	12	6	0	21	-	4	0	3	0	7	-	0	23	1	0	24	-	57
% Buses and Single-Unit Trucks	0.5%	0%	0.2%	0%	0.3%	-	1.1%	0.5%	1.0%	0%	0.6%	-	0.6%	0%	0.5%	0%	0.4%	-	0%	0.9%	0.2%	0%	0.7%	-	0.5%
Pedestrians	-	-	-	-	-	2216	-	-	-	-	-	503	-	-	-	-	-	1108	-	-	-	-	-	1167	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 914236, Location: 45.09171, -64.359742



1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 10:00AM	18	12	13	0	43	41	5	60	27	0	92	2	14	11	6	0	31	5	12	44	12	0	68	15	234
10:15AM	21	11	12	0	44	28	8	63	16	0	87	4	21	15	7	0	43	10	16	50	13	0	79	14	253
10:30AM	17	10	14	0	41	38	10	63	13	0	86	9	13	23	11	0	47	8	14	61	12	0	87	26	261
10:45AM	17	12	8	0	37	33	8	66	26	0	100	7	21	16	4	0	41	8	16	44	9	0	69	14	247
Total	73	45	47	0	165	140	31	252	82	0	365	22	69	65	28	0	162	31	58	199	46	0	303	69	995
% Approach	44.2%	27.3%	28.5%	0%	-	-	8.5%	69.0%	22.5%	0%	-	-	42.6%	40.1%	17.3%	0%	-	-	19.1%	65.7%	15.2%	0%	-	-	-
% Total	7.3%	4.5%	4.7%	0%	16.6%	-	3.1%	25.3%	8.2%	0%	36.7%	-	6.9%	6.5%	2.8%	0%	16.3%	-	5.8%	20.0%	4.6%	0%	30.5%	-	-
PHF	0.869	0.938	0.839	-	0.938	-	0.775	0.955	0.759	-	0.913	-	0.821	0.707	0.636	-	0.862	-	0.906	0.816	0.885	-	0.871	-	0.953
Lights	73	45	47	0	165	-	31	249	81	0	361	-	68	65	28	0	161	-	58	196	45	0	299	-	986
% Lights	100%	100%	100%	0%	100%	-	100%	98.8%	98.8%	0%	98.9%	-	98.6%	100%	100%	0%	99.4%	-	100%	98.5%	97.8%	0%	98.7%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	3	1	0	4	-	1	0	0	0	1	-	0	3	1	0	4	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.2%	1.2%	0%	1.1%	-	1.4%	0%	0%	0%	0.6%	-	0%	1.5%	2.2%	0%	1.3%	-	0.9%
Pedestrians	-	-	-	-	-	140	-	-	-	-	-	22	-	-	-	-	-	31	-	-	-	-	-	69	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

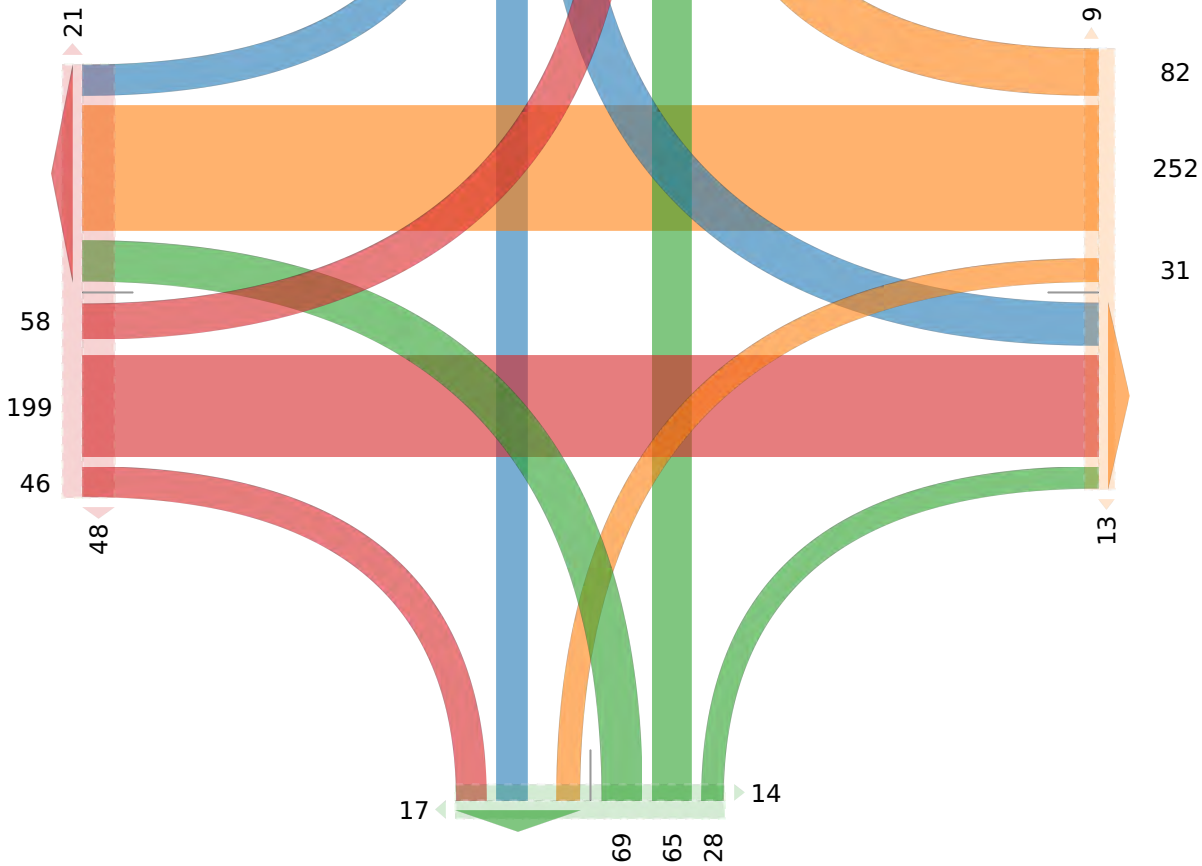
Total: 370

In: 165 Out: 205

47 45 73

62 78

[W] Main St EB
Total: 671
In: 303 Out: 368



Out: 122 In: 162
Total: 284
[S] Gaspereau Ave

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

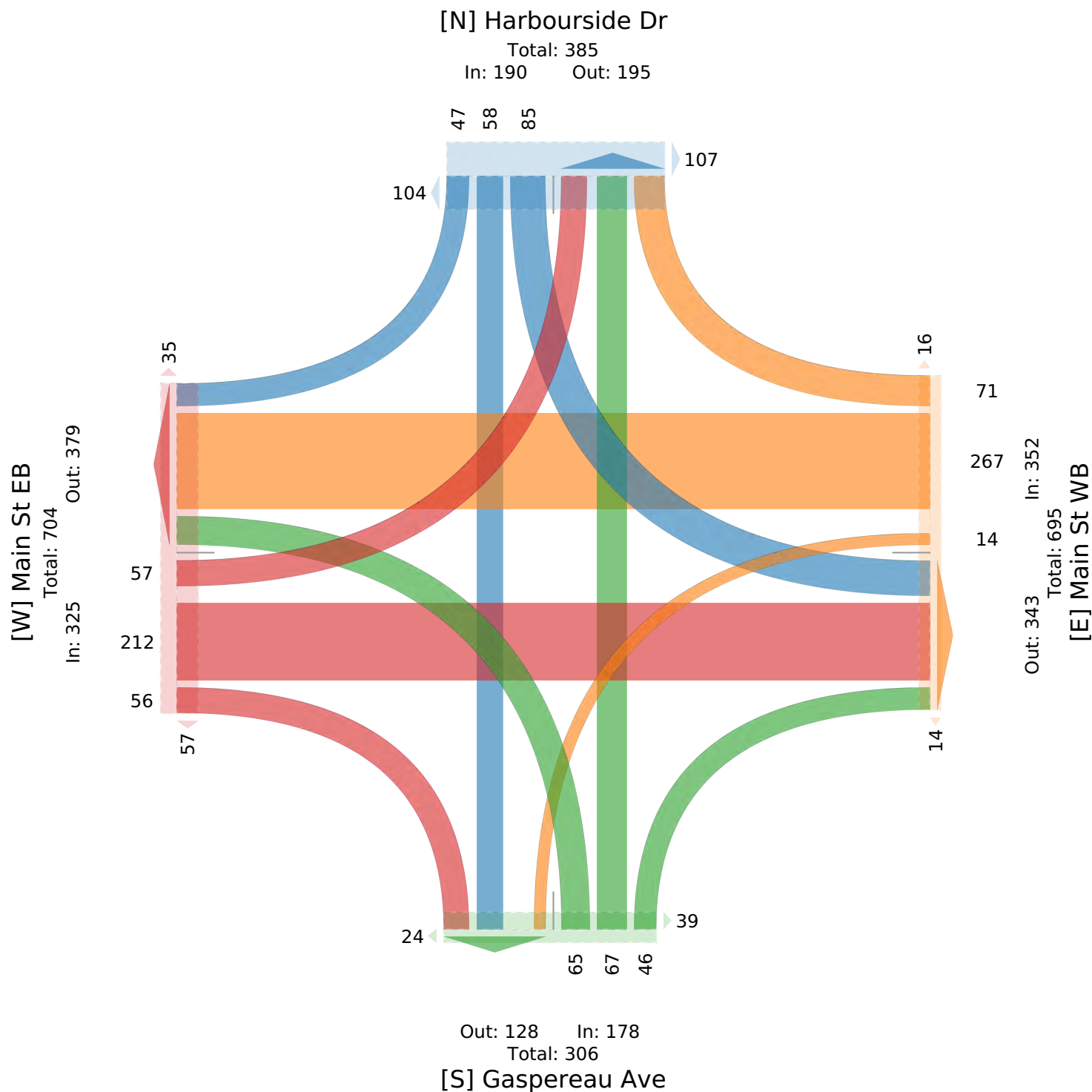
Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 11:00AM	15	8	8	0	31	33	5	78	18	0	101	2	16	13	9	0	38	5	11	57	11	0	79	17	249
11:15AM	22	13	14	0	49	54	3	72	15	0	90	5	17	14	14	0	45	16	16	50	17	0	83	17	267
11:30AM	21	21	14	0	56	59	3	56	17	0	76	14	24	20	9	0	53	22	12	53	9	0	74	34	259
11:45AM	27	16	11	0	54	65	3	61	21	0	85	9	8	20	14	0	42	20	18	52	19	0	89	24	270
Total	85	58	47	0	190	211	14	267	71	0	352	30	65	67	46	0	178	63	57	212	56	0	325	92	1045
% Approach	44.7%	30.5%	24.7%	0%	-	-	4.0%	75.9%	20.2%	0%	-	-	36.5%	37.6%	25.8%	0%	-	-	17.5%	65.2%	17.2%	0%	-	-	-
% Total	8.1%	5.6%	4.5%	0%	18.2%	-	1.3%	25.6%	6.8%	0%	33.7%	-	6.2%	6.4%	4.4%	0%	17.0%	-	5.5%	20.3%	5.4%	0%	31.1%	-	-
PHF	0.787	0.690	0.839	-	0.848	-	0.700	0.856	0.845	-	0.871	-	0.677	0.838	0.821	-	0.840	-	0.792	0.930	0.737	-	0.913	-	0.968
Lights	85	58	47	0	190	-	14	264	70	0	348	-	64	67	45	0	176	-	57	209	56	0	322	-	1036
% Lights	100%	100%	100%	0%	100%	-	100%	98.9%	98.6%	0%	98.9%	-	98.5%	100%	97.8%	0%	98.9%	-	100%	98.6%	100%	0%	99.1%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	3	1	0	4	-	1	0	1	0	2	-	0	3	0	0	3	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.1%	1.4%	0%	1.1%	-	1.5%	0%	2.2%	0%	1.1%	-	0%	1.4%	0%	0%	0.9%	-	0.9%
Pedestrians	-	-	-	-	-	211	-	-	-	-	-	30	-	-	-	-	-	63	-	-	-	-	-	92	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 914236, Location: 45.09171, -64.359742



1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Forced Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 12:30PM	18	14	8	0	40	75	2	57	11	0	70	15	23	19	14	0	56	61	14	49	7	0	70	65	236
12:45PM	26	12	10	0	48	75	5	60	10	0	75	12	23	18	18	0	59	48	10	54	9	0	73	35	255
1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
Total	83	61	42	0	186	299	15	238	57	0	310	54	87	68	57	0	212	196	36	233	32	0	301	191	1009
% Approach	44.6%	32.8%	22.6%	0%	-	-	4.8%	76.8%	18.4%	0%	-	-	41.0%	32.1%	26.9%	0%	-	-	12.0%	77.4%	10.6%	0%	-	-	-
% Total	8.2%	6.0%	4.2%	0%	18.4%	-	1.5%	23.6%	5.6%	0%	30.7%	-	8.6%	6.7%	5.6%	0%	21.0%	-	3.6%	23.1%	3.2%	0%	29.8%	-	-
PHF	0.798	0.803	0.700	-	0.912	-	0.750	0.975	0.713	-	0.923	-	0.946	0.895	0.792	-	0.898	-	0.643	0.869	0.889	-	0.907	-	0.966
Lights	83	61	42	0	186	-	15	237	57	0	309	-	87	68	57	0	212	-	36	232	32	0	300	-	1007
% Lights	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	99.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	299	-	-	-	-	-	54	-	-	-	-	-	196	-	-	-	-	-	191	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

Forced Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 347

In: 186 Out: 161

42 61 83

160

139

96

38

57

238

15

36

233

32

95

16

110

87

68

57

86

Out: 108

In: 212

Total: 320

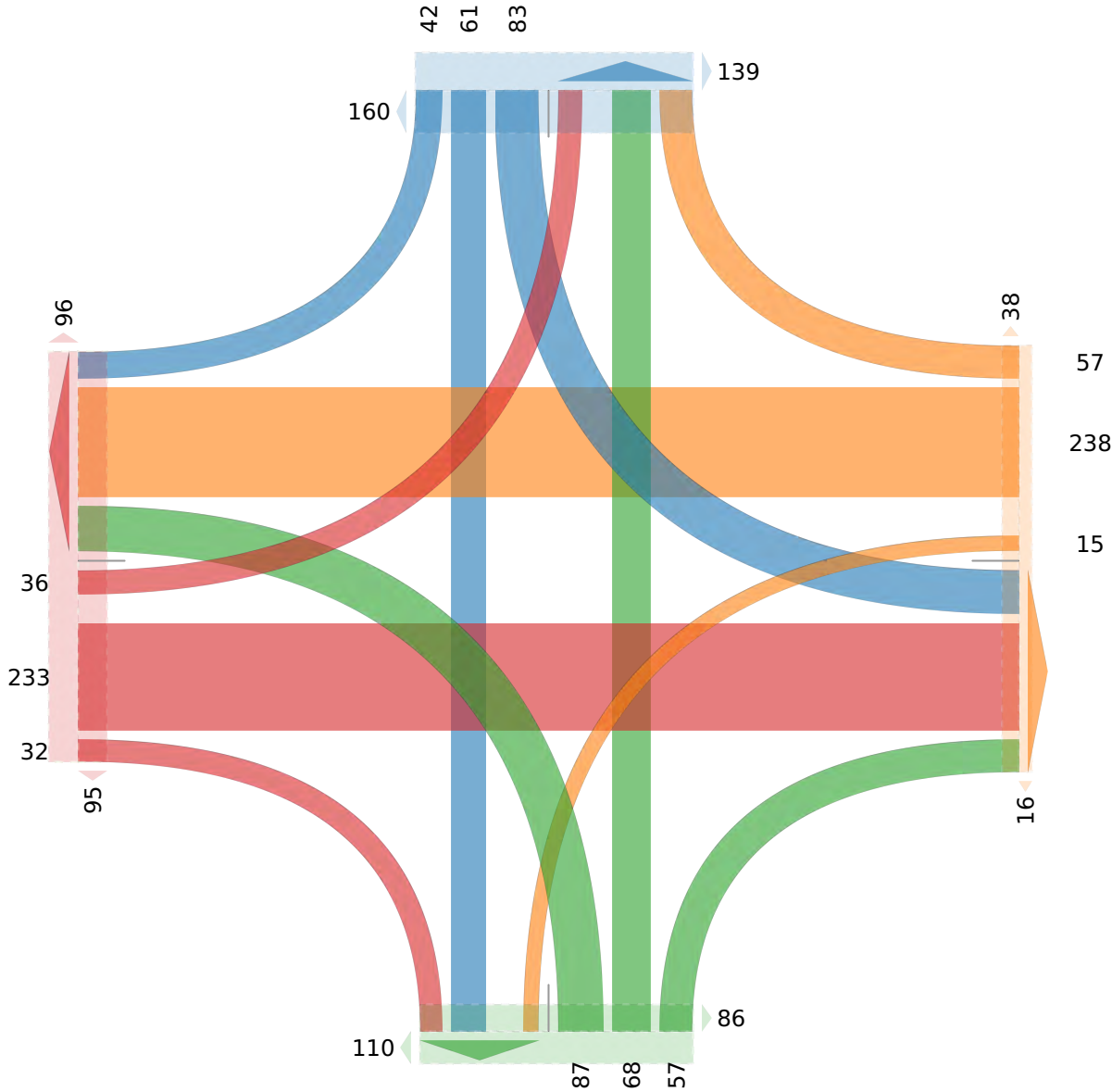
[S] Gaspereau Ave

[W] Main St EB

Total: 668
In: 301 Out: 367

[E] Main St WB

Total: 683
In: 310 Out: 373



Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-02 1:00PM	20	16	15	0	51	70	3	61	20	0	84	20	22	14	11	0	47	46	4	63	8	0	75	54	257
1:15PM	19	19	9	0	47	79	5	60	16	0	81	7	19	17	14	0	50	41	8	67	8	0	83	37	261
1:30PM	23	14	6	0	43	71	4	62	15	0	81	7	12	17	20	0	49	37	10	61	13	0	84	31	257
1:45PM	27	10	12	0	49	75	4	63	5	0	72	17	19	23	22	0	64	33	7	54	8	0	69	47	254
Total	89	59	42	0	190	295	16	246	56	0	318	51	72	71	67	0	210	157	29	245	37	0	311	169	1029
% Approach	46.8%	31.1%	22.1%	0%	-	-	5.0%	77.4%	17.6%	0%	-	-	34.3%	33.8%	31.9%	0%	-	-	9.3%	78.8%	11.9%	0%	-	-	-
% Total	8.6%	5.7%	4.1%	0%	18.5%	-	1.6%	23.9%	5.4%	0%	30.9%	-	7.0%	6.9%	6.5%	0%	20.4%	-	2.8%	23.8%	3.6%	0%	30.2%	-	-
PHF	0.824	0.776	0.700	-	0.931	-	0.800	0.976	0.700	-	0.946	-	0.818	0.772	0.761	-	0.820	-	0.725	0.914	0.712	-	0.926	-	0.986
Lights	89	59	42	0	190	-	16	245	56	0	317	-	72	71	67	0	210	-	29	244	37	0	310	-	1027
% Lights	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	100%	100%	100%	0%	100%	-	100%	99.6%	100%	0%	99.7%	-	99.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	295	-	-	-	-	-	51	-	-	-	-	-	157	-	-	-	-	-	169	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Saturday - Main and Harbourside - TMC

Sat Oct 2, 2021

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914236, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 346

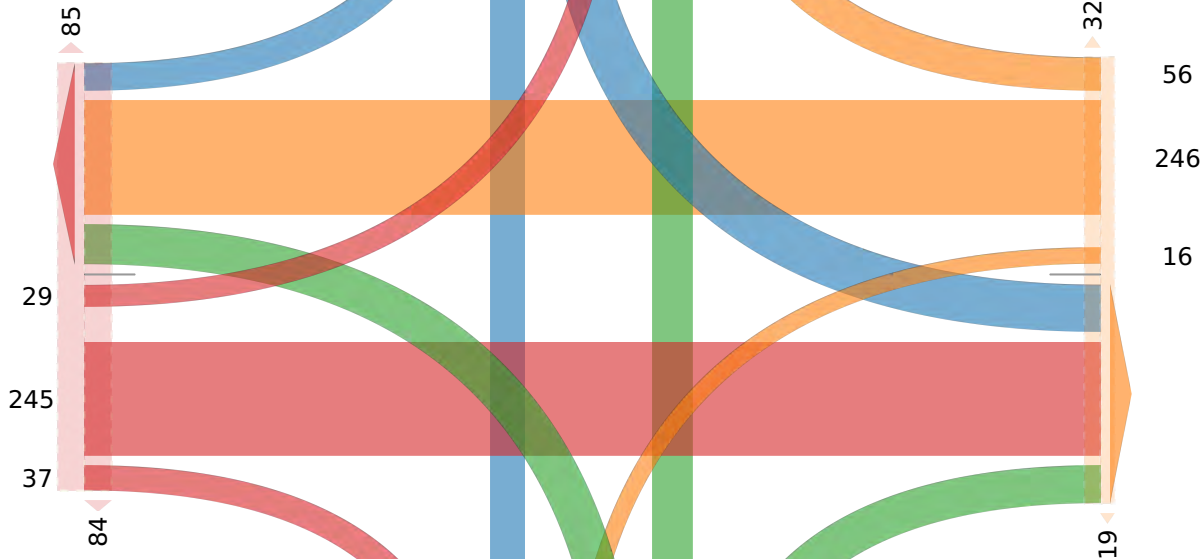
In: 190 Out: 156

42 59 89

176 119

[W] Main St EB

Total: 671
In: 311 Out: 360



Out: 401 In: 318

Total: 719

[E] Main St WB

Out: 112 In: 210
Total: 322

[S] Gaspereau Ave

Fall Weekday Noon - Main and Harbourside - TMC

Thu Sep 30, 2021

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914239, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

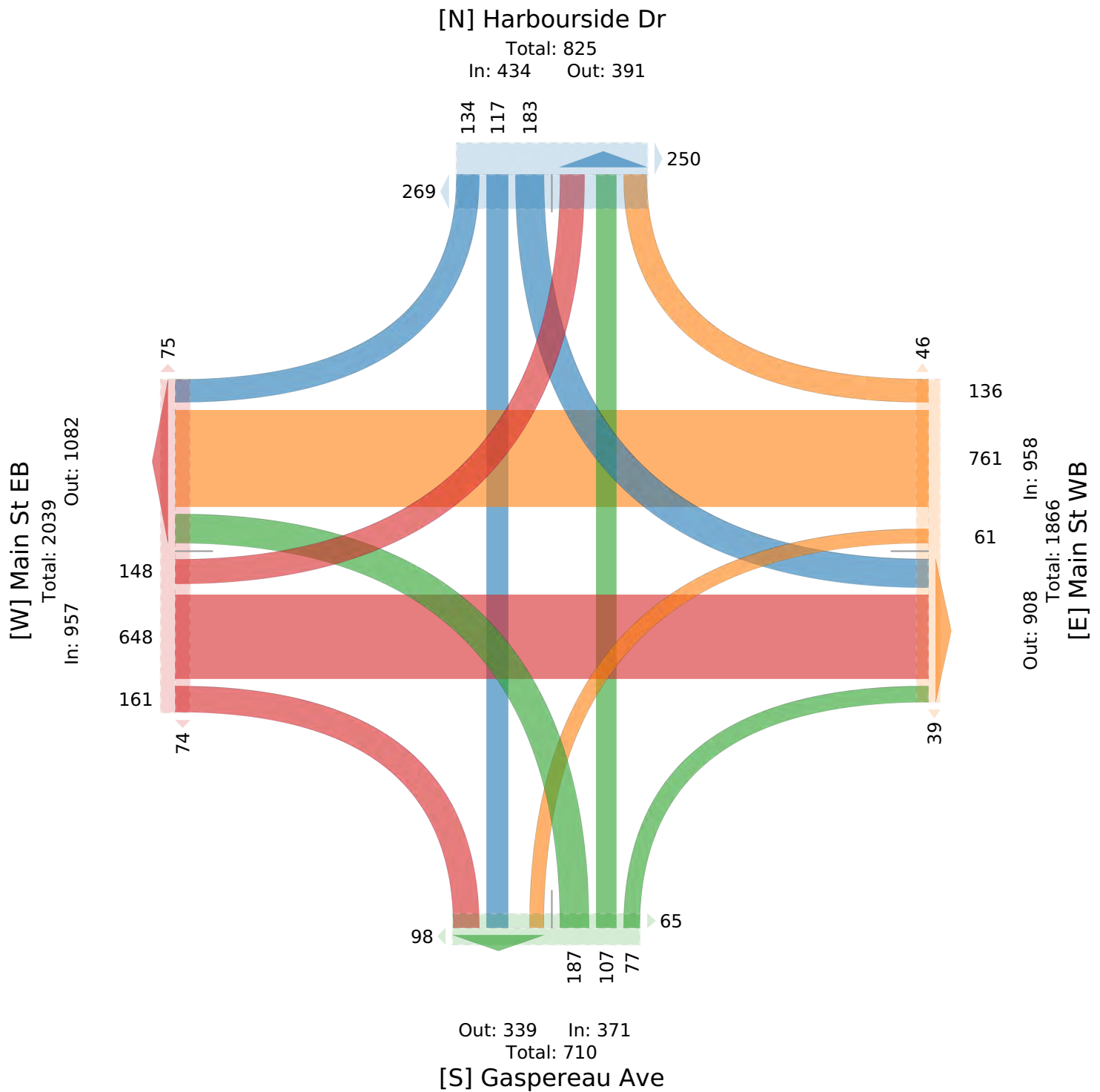
Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-09-30 11:00AM	6	11	19	0	36	42	8	64	9	0	81	0	17	8	14	0	39	5	13	46	5	0	64	14	220
11:15AM	17	7	7	0	31	37	3	62	8	0	73	11	14	14	7	0	35	20	13	38	19	0	70	12	209
11:30AM	23	11	12	0	46	51	7	57	11	0	75	7	19	7	11	0	37	14	14	51	14	0	79	4	237
11:45AM	14	10	7	0	31	45	2	66	15	0	83	7	19	12	1	0	32	13	14	54	15	0	83	9	229
Hourly Total	60	39	45	0	144	175	20	249	43	0	312	25	69	41	33	0	143	52	54	189	53	0	296	39	895
12:00PM	19	12	8	0	39	48	4	57	12	0	73	7	17	9	9	0	35	18	11	61	12	0	84	9	231
12:15PM	14	13	6	0	33	43	6	73	8	0	87	7	13	6	5	0	24	19	9	42	15	0	66	13	210
12:30PM	15	14	9	0	38	36	7	55	13	0	75	11	14	15	6	0	35	12	9	66	12	0	87	19	235
12:45PM	11	6	14	0	31	48	8	72	9	0	89	12	15	12	6	0	33	8	11	61	17	0	89	16	242
Hourly Total	59	45	37	0	141	175	25	257	42	0	324	37	59	42	26	0	127	57	40	230	56	0	326	57	918
1:00PM	16	11	14	0	41	32	3	68	17	0	88	15	17	6	6	0	29	18	13	55	13	0	81	12	239
1:15PM	16	8	6	0	30	53	4	52	5	0	61	4	9	7	2	0	18	17	11	53	12	0	76	11	185
1:30PM	16	5	12	0	33	47	6	74	15	0	95	1	14	4	4	0	22	14	12	64	12	0	88	14	238
1:45PM	16	9	20	0	45	37	3	61	14	0	78	3	19	7	6	0	32	5	18	57	15	0	90	16	245
Hourly Total	64	33	52	0	149	169	16	255	51	0	322	23	59	24	18	0	101	54	54	229	52	0	335	53	907
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	183	117	134	0	434	519	61	761	136	0	958	85	187	107	77	0	371	163	148	648	161	0	957	149	2720
% Approach	42.2%	27.0%	30.9%	0%	-	-	6.4%	79.4%	14.2%	0%	-	-	50.4%	28.8%	20.8%	0%	-	-	15.5%	67.7%	16.8%	0%	-	-	-
% Total	6.7%	4.3%	4.9%	0%	16.0%	-	2.2%	28.0%	5.0%	0%	35.2%	-	6.9%	3.9%	2.8%	0%	13.6%	-	5.4%	23.8%	5.9%	0%	35.2%	-	-
Lights	182	116	134	0	432	-	59	749	132	0	940	-	185	107	76	0	368	-	146	637	160	0	943	-	2683
% Lights	99.5%	99.1%	100%	0%	99.5%	-	96.7%	98.4%	97.1%	0%	98.1%	-	98.9%	100%	98.7%	0%	99.2%	-	98.6%	98.3%	99.4%	0%	98.5%	-	98.6%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1	3	1	0	5	-	6
% Articulated Trucks	0.5%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%	0.5%	0.6%	0%	0.5%	-	0.2%
Buses and Single-Unit Trucks	0	1	0	0	1	-	2	12	4	0	18	-	2	0	1	0	3	-	1	8	0	0	9	-	31
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	0.2%	-	3.3%	1.6%	2.9%	0%	1.9%	-	1.1%	0%	1.3%	0%	0.8%	-	0.7%	1.2%	0%	0%	0.9%	-	1.1%
Pedestrians	-	-	-	-	-	519	-	-	-	-	-	85	-	-	-	-	-	163	-	-	-	-	-	149	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 914239, Location: 45.09171, -64.359742



1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



Fall Weekday Noon - Main and Harbourside - TMC

Thu Sep 30, 2021

Midday Peak (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914239, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-09-30 12:15PM	14	13	6	0	33	43	6	73	8	0	87	7	13	6	5	0	24	19	9	42	15	0	66	13	210
12:30PM	15	14	9	0	38	36	7	55	13	0	75	11	14	15	6	0	35	12	9	66	12	0	87	19	235
12:45PM	11	6	14	0	31	48	8	72	9	0	89	12	15	12	6	0	33	8	11	61	17	0	89	16	242
1:00PM	16	11	14	0	41	32	3	68	17	0	88	15	17	6	6	0	29	18	13	55	13	0	81	12	239
Total	56	44	43	0	143	159	24	268	47	0	339	45	59	39	23	0	121	57	42	224	57	0	323	60	926
% Approach	39.2%	30.8%	30.1%	0%	-	-	7.1%	79.1%	13.9%	0%	-	-	48.8%	32.2%	19.0%	0%	-	-	13.0%	69.3%	17.6%	0%	-	-	-
% Total	6.0%	4.8%	4.6%	0%	15.4%	-	2.6%	28.9%	5.1%	0%	36.6%	-	6.4%	4.2%	2.5%	0%	13.1%	-	4.5%	24.2%	6.2%	0%	34.9%	-	-
PHF	0.875	0.786	0.768	-	0.872	-	0.750	0.918	0.691	-	0.952	-	0.868	0.650	0.958	-	0.864	-	0.808	0.848	0.838	-	0.907	-	0.957
Lights	56	44	43	0	143	-	23	263	45	0	331	-	59	39	23	0	121	-	42	220	57	0	319	-	914
% Lights	100%	100%	100%	0%	100%	-	95.8%	98.1%	95.7%	0%	97.6%	-	100%	100%	100%	0%	100%	-	100%	98.2%	100%	0%	98.8%	-	98.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	5	2	0	8	-	0	0	0	0	0	-	0	3	0	0	3	-	11
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	4.2%	1.9%	4.3%	0%	2.4%	-	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	0.9%	-	1.2%
Pedestrians	-	-	-	-	-	159	-	-	-	-	-	45	-	-	-	-	-	57	-	-	-	-	-	60	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Weekday Noon - Main and Harbourside - TMC

Thu Sep 30, 2021

Midday Peak (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914239, Location: 45.09171, -64.359742

fathom

Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

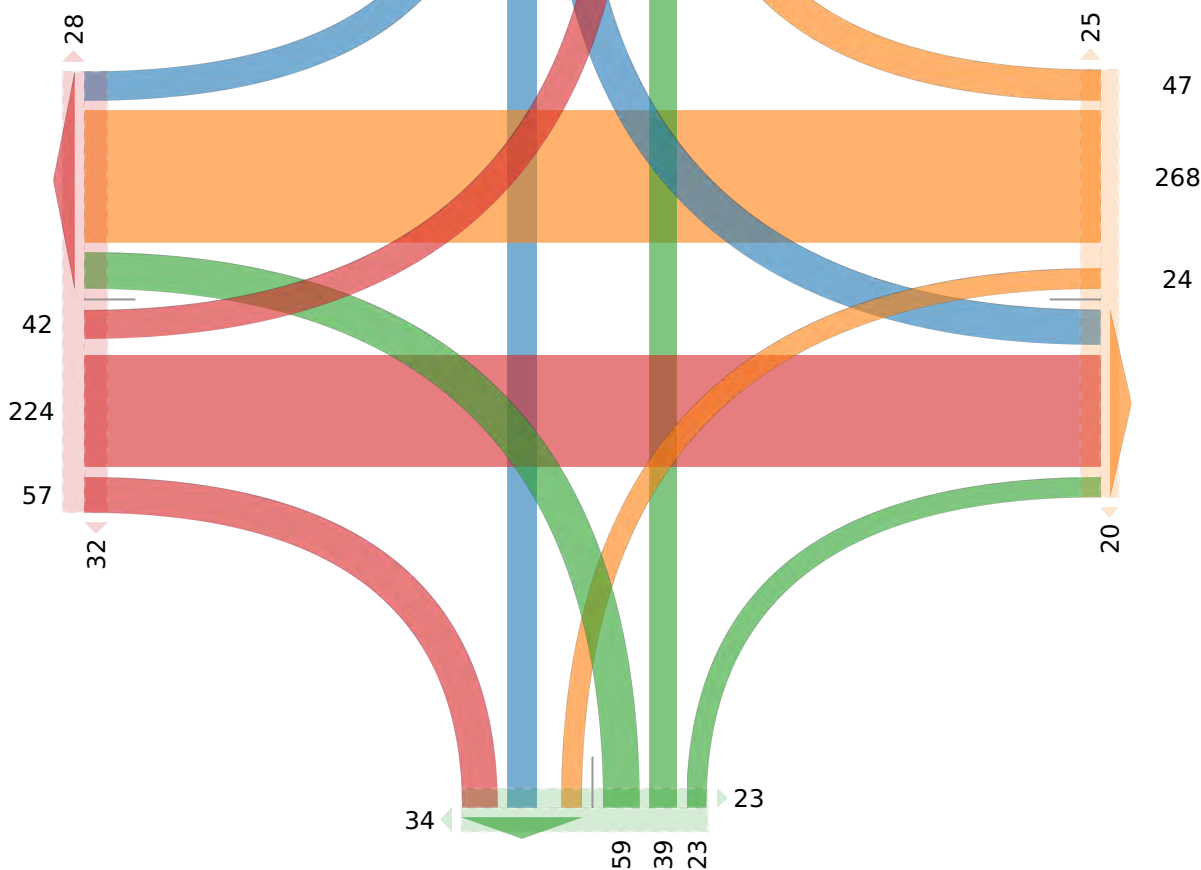
Total: 271

In: 143 Out: 128

43 44 56

86 73

[W] Main St EB
Total: 693
In: 323 Out: 370



Out: 125 In: 121

Total: 246

[S] Gaspereau Ave

Fall Weekday Noon - Main and Harbourside - TMC

Thu Sep 30, 2021

PM Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914239, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-09-30 1:00PM	16	11	14	0	41	32	3	68	17	0	88	15	17	6	6	0	29	18	13	55	13	0	81	12	239
1:15PM	16	8	6	0	30	53	4	52	5	0	61	4	9	7	2	0	18	17	11	53	12	0	76	11	185
1:30PM	16	5	12	0	33	47	6	74	15	0	95	1	14	4	4	0	22	14	12	64	12	0	88	14	238
1:45PM	16	9	20	0	45	37	3	61	14	0	78	3	19	7	6	0	32	5	18	57	15	0	90	16	245
Total	64	33	52	0	149	169	16	255	51	0	322	23	59	24	18	0	101	54	54	229	52	0	335	53	907
% Approach	43.0%	22.1%	34.9%	0%	-	-	5.0%	79.2%	15.8%	0%	-	-	58.4%	23.8%	17.8%	0%	-	-	16.1%	68.4%	15.5%	0%	-	-	-
% Total	7.1%	3.6%	5.7%	0%	16.4%	-	1.8%	28.1%	5.6%	0%	35.5%	-	6.5%	2.6%	2.0%	0%	11.1%	-	6.0%	25.2%	5.7%	0%	36.9%	-	-
PHF	1.000	0.750	0.650	-	0.828	-	0.667	0.861	0.750	-	0.847	-	0.776	0.857	0.750	-	0.789	-	0.750	0.895	0.867	-	0.931	-	0.926
Lights	64	32	52	0	148	-	16	250	49	0	315	-	59	24	17	0	100	-	53	225	51	0	329	-	892
% Lights	100%	97.0%	100%	0%	99.3%	-	100%	98.0%	96.1%	0%	97.8%	-	100%	100%	94.4%	0%	99.0%	-	98.1%	98.3%	98.1%	0%	98.2%	-	98.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	1	0	2	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	1.9%	0%	0.6%	-	0.2%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	5	2	0	7	-	0	0	1	0	1	-	1	3	0	0	4	-	13
% Buses and Single-Unit Trucks	0%	3.0%	0%	0%	0.7%	-	0%	2.0%	3.9%	0%	2.2%	-	0%	0%	5.6%	0%	1.0%	-	1.9%	1.3%	0%	0%	1.2%	-	1.4%
Pedestrians	-	-	-	-	-	169	-	-	-	-	-	23	-	-	-	-	-	54	-	-	-	-	-	53	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Weekday Noon - Main and Harbourside - TMC

Thu Sep 30, 2021

PM Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914239, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 278

In: 149 Out: 129

52 33 64

90

79

25

11

51

In: 322

Total: 633

16

Out: 311

[E] Main St WB

[W] Main St EB

Total: 701

Out: 366

In: 335

54

229

52

28

12

38

59

24

18

16

Out: 101 In: 101

Total: 202

[S] Gaspereau Ave

Fall Weekday PM - Main and Harbourside - TMC

Thu Sep 30, 2021

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914240, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound							Main St WB Westbound							Gaspereau Ave Northbound							Main St EB Eastbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2021-09-30																													
3:00PM	22	9	11	0	42	48		5	65	10	0	80	7		23	6	10	0	39	14		3	80	13	0	96	23		257
3:15PM	21	13	8	0	42	37		3	62	14	0	79	9		18	12	9	0	39	42		7	67	17	0	91	22		251
3:30PM	18	10	6	0	34	38		8	67	12	0	87	7		14	10	12	0	36	13		18	64	11	0	93	23		250
3:45PM	19	10	9	0	38	29		8	51	9	0	68	1		22	5	9	0	36	7		7	84	11	0	102	14		244
Hourly Total	80	42	34	0	156	152		24	245	45	0	314	24		77	33	40	0	150	76		35	295	52	0	382	82		1002
4:00PM	27	11	11	1	50	33		7	54	9	1	71	2		19	11	5	0	35	13		10	69	17	0	96	9		252
4:15PM	14	9	11	0	34	29		7	55	9	0	71	10		10	12	6	0	28	15		7	69	19	0	95	10		228
4:30PM	12	10	7	0	29	44		2	46	12	0	60	14		16	5	11	0	32	20		9	60	18	0	87	18		208
4:45PM	14	11	9	0	34	44		9	53	10	0	72	3		19	8	5	0	32	7		4	49	15	0	68	15		206
Hourly Total	67	41	38	1	147	150		25	208	40	1	274	29		64	36	27	0	127	55		30	247	69	0	346	52		894
5:00PM	18	6	10	0	34	27		5	49	12	0	66	8		16	5	5	0	26	12		6	66	24	0	96	16		222
5:15PM	19	8	10	0	37	23		8	51	9	0	68	2		16	9	9	0	34	6		12	55	19	0	86	1		225
5:30PM	18	9	2	0	29	24		8	58	13	0	79	6		12	6	4	0	22	4		7	48	9	0	64	9		194
5:45PM	16	8	10	0	34	18		3	52	9	0	64	5		21	5	6	0	32	10		10	38	16	0	64	10		194
Hourly Total	71	31	32	0	134	92		24	210	43	0	277	21		65	25	24	0	114	32		35	207	68	0	310	36		835
Total	218	114	104	1	437	394		73	663	128	1	865	74		206	94	91	0	391	163		100	749	189	0	1038	170		2731
% Approach	49.9%	26.1%	23.8%	0.2%	-	-		8.4%	76.6%	14.8%	0.1%	-	-		52.7%	24.0%	23.3%	0%	-	-		9.6%	72.2%	18.2%	0%	-	-		-
% Total	8.0%	4.2%	3.8%	0%	16.0%	-		2.7%	24.3%	4.7%	0%	31.7%	-		7.5%	3.4%	3.3%	0%	14.3%	-		3.7%	27.4%	6.9%	0%	38.0%	-		-
Lights	217	114	103	1	435	-		72	656	127	1	856	-		206	94	90	0	390	-		100	744	184	0	1028	-		2709
% Lights	99.5%	100%	99.0%	100%	99.5%	-		98.6%	98.9%	99.2%	100%	99.0%	-		100%	100%	98.9%	0%	99.7%	-		100%	99.3%	97.4%	0%	99.0%	-		99.2%
Articulated Trucks	0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		1
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0.2%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Buses and Single-Unit Trucks	1	0	1	0	2	-		1	6	1	0	8	-		0	0	1	0	1	-		0	5	5	0	10	-		21
% Buses and Single-Unit Trucks	0.5%	0%	1.0%	0%	0.5%	-		1.4%	0.9%	0.8%	0%	0.9%	-		0%	0%	1.1%	0%	0.3%	-		0%	0.7%	2.6%	0%	1.0%	-		0.8%
Pedestrians	-	-	-	-	-	394		-	-	-	-	-	74		-	-	-	-	-	163		-	-	-	-	-	170		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Weekday PM - Main and Harbourside - TMC

Thu Sep 30, 2021

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914240, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 760

In: 437 Out: 323

104
114
218
1

196

198

108

41

128

In: 865

Total: 1924

[E] Main St WB

Out: 1059

663

73

1

33

73

206
94
91

90

Out: 376 In: 391

Total: 767

[S] Gaspereau Ave

[W] Main St EB

Total: 2011

Out: 973

In: 1038

100

749

189

62

Fall Weekday PM - Main and Harbourside - TMC

Thu Sep 30, 2021

PM Peak, Forced Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914240, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside Dr Southbound						Main St WB Westbound						Gaspereau Ave Northbound						Main St EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-09-30 3:00PM	22	9	11	0	42	48	5	65	10	0	80	7	23	6	10	0	39	14	3	80	13	0	96	23	257
3:15PM	21	13	8	0	42	37	3	62	14	0	79	9	18	12	9	0	39	42	7	67	17	0	91	22	251
3:30PM	18	10	6	0	34	38	8	67	12	0	87	7	14	10	12	0	36	13	18	64	11	0	93	23	250
3:45PM	19	10	9	0	38	29	8	51	9	0	68	1	22	5	9	0	36	7	7	84	11	0	102	14	244
Total	80	42	34	0	156	152	24	245	45	0	314	24	77	33	40	0	150	76	35	295	52	0	382	82	1002
% Approach	51.3%	26.9%	21.8%	0%	-	-	7.6%	78.0%	14.3%	0%	-	-	51.3%	22.0%	26.7%	0%	-	-	9.2%	77.2%	13.6%	0%	-	-	-
% Total	8.0%	4.2%	3.4%	0%	15.6%	-	2.4%	24.5%	4.5%	0%	31.3%	-	7.7%	3.3%	4.0%	0%	15.0%	-	3.5%	29.4%	5.2%	0%	38.1%	-	-
PHF	0.909	0.808	0.773	-	0.929	-	0.750	0.914	0.804	-	0.902	-	0.837	0.688	0.833	-	0.962	-	0.486	0.878	0.765	-	0.936	-	0.975
Lights	79	42	33	0	154	-	24	244	44	0	312	-	77	33	39	0	149	-	35	295	50	0	380	-	995
% Lights	98.8%	100%	97.1%	0%	98.7%	-	100%	99.6%	97.8%	0%	99.4%	-	100%	100%	97.5%	0%	99.3%	-	100%	100%	96.2%	0%	99.5%	-	99.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	0	1	0	2	-	0	1	1	0	2	-	0	0	1	0	1	-	0	0	2	0	2	-	7
% Buses and Single-Unit Trucks	1.3%	0%	2.9%	0%	1.3%	-	0%	0.4%	2.2%	0%	0.6%	-	0%	0%	2.5%	0%	0.7%	-	0%	0%	3.8%	0%	0.5%	-	0.7%
Pedestrians	-	-	-	-	-	152	-	-	-	-	-	24	-	-	-	-	-	76	-	-	-	-	-	82	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fall Weekday PM - Main and Harbourside - TMC

Thu Sep 30, 2021

PM Peak, Forced Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 914240, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside Dr

Total: 269

In: 156 Out: 113

34 42 80

78

74

[W] Main St EB

Total: 738

In: 382

Out: 356

59

35

295

52

23

45

245

24

In: 314

Total: 729

Out: 415

[E] Main St WB

14

10

30

77

33

40

46

Out: 118 In: 150

Total: 268

[S] Gaspereau Ave

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

Full Length (10 AM-4 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-21 10:00AM	24	9	18	0	51	16	5	54	12	0	71	3	16	9	7	0	32	6	9	42	12	0	63	8	217
10:15AM	12	12	10	0	34	21	4	70	18	0	92	5	14	12	4	0	30	1	8	47	4	0	59	13	215
10:30AM	20	8	5	0	33	26	5	76	19	0	100	4	8	9	6	0	23	7	8	48	9	0	65	12	221
10:45AM	19	14	11	0	44	33	4	55	13	0	72	9	23	19	8	0	50	18	13	54	13	0	80	27	246
Hourly Total	75	43	44	0	162	96	18	255	62	0	335	21	61	49	25	0	135	32	38	191	38	0	267	60	899
11:00AM	23	10	15	0	48	35	8	66	20	0	94	4	13	10	8	0	31	11	15	60	8	0	83	18	256
11:15AM	23	8	21	0	52	40	4	65	16	0	85	3	18	10	12	0	40	17	16	61	11	0	88	18	265
11:30AM	18	8	6	0	32	49	3	73	19	0	95	1	21	10	5	0	36	15	6	58	11	0	75	21	238
11:45AM	14	6	15	0	35	72	6	60	19	0	85	16	18	9	6	0	33	17	10	52	20	0	82	41	235
Hourly Total	78	32	57	0	167	196	21	264	74	0	359	24	70	39	31	0	140	60	47	231	50	0	328	98	994
12:00PM	24	15	9	0	48	52	9	59	18	0	86	8	19	12	4	0	35	28	10	63	7	0	80	42	249
12:15PM	25	13	12	0	50	44	7	57	21	0	85	10	13	11	10	0	34	21	9	64	13	0	86	27	255
12:30PM	16	15	8	0	39	47	4	68	15	0	87	10	23	10	15	0	48	32	4	73	9	0	86	27	260
12:45PM	18	13	8	0	39	54	4	72	15	0	91	17	11	12	12	0	35	56	13	60	12	0	85	30	250
Hourly Total	83	56	37	0	176	197	24	256	69	0	349	45	66	45	41	0	152	137	36	260	41	0	337	126	1014
1:00PM	22	11	10	0	43	41	6	71	15	0	92	8	13	11	14	0	38	45	16	57	16	0	89	22	262
1:15PM	33	14	10	0	57	56	6	59	9	0	74	22	18	14	9	0	41	59	10	58	11	0	79	29	251
1:30PM	18	7	5	0	30	48	5	63	13	0	81	11	26	13	9	0	48	77	10	50	19	0	79	66	238
1:45PM	20	14	10	0	44	46	5	60	17	0	82	13	22	7	11	0	40	47	5	70	14	0	89	25	255
Hourly Total	93	46	35	0	174	191	22	253	54	0	329	54	79	45	43	0	167	228	41	235	60	0	336	142	1006
2:00PM	19	9	7	0	35	39	9	62	16	0	87	6	13	14	7	0	34	28	10	64	10	0	84	41	240
2:15PM	35	12	12	0	59	41	7	67	9	0	83	3	17	6	5	0	28	25	8	61	9	0	78	34	248
2:30PM	23	5	5	0	33	48	4	62	14	0	80	18	14	13	10	0	37	42	8	60	17	0	85	39	235
2:45PM	25	12	11	0	48	39	9	64	18	0	91	7	12	7	11	0	30	27	11	63	11	0	85	30	254
Hourly Total	102	38	35	0	175	167	29	255	57	0	341	34	56	40	33	0	129	122	37	248	47	0	332	144	977
3:00PM	20	12	10	0	42	56	5	67	21	0	93	11	11	12	10	0	33	35	3	78	8	0	89	32	257
3:15PM	24	6	9	0	39	59	9	60	11	0	80	13	18	7	12	0	37	33	11	63	10	0	84	22	240
3:30PM	32	9	10	0	51	58	7	55	15	0	77	16	14	14	9	0	37	34	8	65	10	0	83	13	248
3:45PM	23	11	12	0	46	42	7	58	13	0	78	6	20	10	20	0	50	35	12	52	10	0	74	40	248
Hourly Total	99	38	41	0	178	215	28	240	60	0	328	46	63	43	51	0	157	137	34	258	38	0	330	107	993
Total	530	253	249	0	1032	1062	142	1523	376	0	2041	224	395	261	224	0	880	716	233	1423	274	0	1930	677	5883
% Approach	51.4%	24.5%	24.1%	0%	-	-	7.0%	74.6%	18.4%	0%	-	-	44.9%	29.7%	25.5%	0%	-	-	12.1%	73.7%	14.2%	0%	-	-	-
% Total	9.0%	4.3%	4.2%	0%	17.5%	-	2.4%	25.9%	6.4%	0%	34.7%	-	6.7%	4.4%	3.8%	0%	15.0%	-	4.0%	24.2%	4.7%	0%	32.8%	-	-
Lights	528	247	238	0	1013	-	138	1512	373	0	2023	-	392	253	217	0	862	-	232	1406	271	0	1909	-	5807
% Lights	99.6%	97.6%	95.6%	0%	98.2%	-	97.2%	99.3%	99.2%	0%	99.1%	-	99.2%	96.9%	96.9%	0%	98.0%	-	99.6%	98.8%	98.9%	0%	98.9%	-	98.7%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	0	1	0	2	-	2	7	1	0	10	-	0	1	4	0	5	-	0	10	2	0	12	-	29
% Buses and Single-Unit Trucks	0.2%	0%	0.4%	0%	0.2%	-	1.4%	0.5%	0.3%	0%	0.5%	-	0%	0.4%	1.8%	0%	0.6%	-	0%	0.7%	0.7%	0%	0.6%	-	0.5%
Bicycles on Road	1	6	10	0	17	-	2	3	2	0	7	-	3	7	3	0	13	-	1	7	1	0	9	-	46
% Bicycles on Road	0.2%	2.4%	4.0%	0%	1.6%	-	1.4%	0.2%	0.5%	0%	0.3%	-	0.8%	2.7%	1.3%	0%	1.5%	-	0.4%	0.5%	0.4%	0%	0.5%	-	0.8%
Pedestrians	-	-	-	-	-	1049	-	-	-	-	-	216	-	-	-	-	-	712	-	-	-	-	-	675	-
% Pedestrians	-	-	-	-	-	98.8%	-	-	-	-	-	96.4%	-	-	-	-	-	99.4%	-	-	-	-	-	99.7%	-
Bicycles on Crosswalk	-	-	-	-	-	13	-	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	1.2%	-	-	-	-	-	3.6%	-	-	-	-	-	0.6%	-	-	-	-	-	0.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

Full Length (10 AM-4 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742

fathom

Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 1902

In: 1032 Out: 870

249

253

530

567

495

327

120

376

1523

142

In: 2041
Out: 2177

Total: 4218

[E] Main WB

[W] Main EB

Total: 4097

In: 1930 Out: 2167

233

1423

274

350

380

395

261

224

336

Out: 669 In: 880

Total: 1549

[S] Gaspereau NB

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-21 10:00AM	24	9	18	0	51	16	5	54	12	0	71	3	16	9	7	0	32	6	9	42	12	0	63	8	217
10:15AM	12	12	10	0	34	21	4	70	18	0	92	5	14	12	4	0	30	1	8	47	4	0	59	13	215
10:30AM	20	8	5	0	33	26	5	76	19	0	100	4	8	9	6	0	23	7	8	48	9	0	65	12	221
10:45AM	19	14	11	0	44	33	4	55	13	0	72	9	23	19	8	0	50	18	13	54	13	0	80	27	246
Total	75	43	44	0	162	96	18	255	62	0	335	21	61	49	25	0	135	32	38	191	38	0	267	60	899
% Approach	46.3%	26.5%	27.2%	0%	-	-	5.4%	76.1%	18.5%	0%	-	-	45.2%	36.3%	18.5%	0%	-	-	14.2%	71.5%	14.2%	0%	-	-	-
% Total	8.3%	4.8%	4.9%	0%	18.0%	-	2.0%	28.4%	6.9%	0%	37.3%	-	6.8%	5.5%	2.8%	0%	15.0%	-	4.2%	21.2%	4.2%	0%	29.7%	-	-
PHF	0.781	0.750	0.683	-	0.823	-	0.900	0.839	0.816	-	0.838	-	0.702	0.618	0.781	-	0.682	-	0.731	0.917	0.731	-	0.854	-	0.920
Lights	74	42	41	0	157	-	18	251	62	0	331	-	59	47	25	0	131	-	38	186	37	0	261	-	880
% Lights	98.7%	97.7%	93.2%	0%	96.9%	-	100%	98.4%	100%	0%	98.8%	-	96.7%	95.9%	100%	0%	97.0%	-	100%	97.4%	97.4%	0%	97.8%	-	97.9%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	0	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	0	1	1	0	2	-	6
% Buses and Single-Unit Trucks	1.3%	0%	0%	0%	0.6%	-	0%	1.2%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	0.5%	2.6%	0%	0.7%	-	0.7%
Bicycles on Road	0	1	3	0	4	-	0	0	0	0	0	-	2	2	0	0	4	-	0	4	0	0	4	-	12
% Bicycles on Road	0%	2.3%	6.8%	0%	2.5%	-	0%	0%	0%	0%	0%	-	3.3%	4.1%	0%	0%	3.0%	-	0%	2.1%	0%	0%	1.5%	-	1.3%
Pedestrians	-	-	-	-	-	93	-	-	-	-	-	20	-	-	-	-	-	32	-	-	-	-	-	60	
% Pedestrians	-	-	-	-	-	96.9%	-	-	-	-	-	95.2%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	3.1%	-	-	-	-	-	4.8%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 311

In: 162 Out: 149

44 43 75

57

39

34

15

62

255

18

In: 335

Total: 626

[E] Main WB

Out: 291

38

191

38

26

22

61

49

25

10

Out: 99 In: 135

Total: 234

[S] Gaspereau NB

[W] Main EB

Total: 627
In: 267 Out: 360

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-21 12:15PM	25	13	12	0	50	44	7	57	21	0	85	10	13	11	10	0	34	21	9	64	13	0	86	27	255
12:30PM	16	15	8	0	39	47	4	68	15	0	87	10	23	10	15	0	48	32	4	73	9	0	86	27	260
12:45PM	18	13	8	0	39	54	4	72	15	0	91	17	11	12	12	0	35	56	13	60	12	0	85	30	250
1:00PM	22	11	10	0	43	41	6	71	15	0	92	8	13	11	14	0	38	45	16	57	16	0	89	22	262
Total	81	52	38	0	171	186	21	268	66	0	355	45	60	44	51	0	155	154	42	254	50	0	346	106	1027
% Approach	47.4%	30.4%	22.2%	0%	-	-	5.9%	75.5%	18.6%	0%	-	-	38.7%	28.4%	32.9%	0%	-	-	12.1%	73.4%	14.5%	0%	-	-	-
% Total	7.9%	5.1%	3.7%	0%	16.7%	-	2.0%	26.1%	6.4%	0%	34.6%	-	5.8%	4.3%	5.0%	0%	15.1%	-	4.1%	24.7%	4.9%	0%	33.7%	-	-
PHF	0.810	0.867	0.792	-	0.855	-	0.750	0.940	0.774	-	0.959	-	0.652	0.854	0.893	-	0.803	-	0.656	0.866	0.766	-	0.966	-	0.984
Lights	81	52	38	0	171	-	21	267	65	0	353	-	60	41	49	0	150	-	42	252	49	0	343	-	1017
% Lights	100%	100%	100%	0%	100%	-	100%	99.6%	98.5%	0%	99.4%	-	100%	93.2%	96.1%	0%	96.8%	-	100%	99.2%	98.0%	0%	99.1%	-	99.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	2.0%	0%	0.6%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	1	1	0	2	-	0	3	1	0	4	-	0	1	1	0	2	-	8
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.4%	1.5%	0%	0.6%	-	0%	6.8%	2.0%	0%	2.6%	-	0%	0.4%	2.0%	0%	0.6%	-	0.8%
Pedestrians	-	-	-	-	-	186	-	-	-	-	-	45	-	-	-	-	-	153	-	-	-	-	-	105	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	99.4%	-	-	-	-	-	99.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0.6%	-	-	-	-	-	0.9%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742

fathom

Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 323

In: 171 Out: 152

38 52 81

116 70

[W] Main EB

Total: 712

In: 346 Out: 366

49 42 254 50 57

74

60 44 51

Out: 123 In: 155

Total: 278

[S] Gaspereau NB

66 268 21

Out: 386 In: 355

Total: 741

[E] Main WB

11

80

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

PM Peak (WKND) (2:45 PM - 3:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-21 2:45PM	25	12	11	0	48	39	9	64	18	0	91	7	12	7	11	0	30	27	11	63	11	0	85	30	254
3:00PM	20	12	10	0	42	56	5	67	21	0	93	11	11	12	10	0	33	35	3	78	8	0	89	32	257
3:15PM	24	6	9	0	39	59	9	60	11	0	80	13	18	7	12	0	37	33	11	63	10	0	84	22	240
3:30PM	32	9	10	0	51	58	7	55	15	0	77	16	14	14	9	0	37	34	8	65	10	0	83	13	248
Total	101	39	40	0	180	212	30	246	65	0	341	47	55	40	42	0	137	129	33	269	39	0	341	97	999
% Approach	56.1%	21.7%	22.2%	0%	-	-	8.8%	72.1%	19.1%	0%	-	-	40.1%	29.2%	30.7%	0%	-	-	9.7%	78.9%	11.4%	0%	-	-	-
% Total	10.1%	3.9%	4.0%	0%	18.0%	-	3.0%	24.6%	6.5%	0%	34.1%	-	5.5%	4.0%	4.2%	0%	13.7%	-	3.3%	26.9%	3.9%	0%	34.1%	-	-
PHF	0.789	0.792	0.975	-	0.873	-	0.833	0.918	0.774	-	0.917	-	0.764	0.714	0.875	-	0.926	-	0.727	0.862	0.886	-	0.955	-	0.969
Lights	101	38	38	0	177	-	30	246	65	0	341	-	55	39	41	0	135	-	32	266	39	0	337	-	990
% Lights	100%	97.4%	95.0%	0%	98.3%	-	100%	100%	100%	0%	100%	-	100%	97.5%	97.6%	0%	98.5%	-	97.0%	98.9%	100%	0%	98.8%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	1	0	1	-	0	0	0	0	0	-	0	1	1	0	2	-	0	3	0	0	3	-	6
% Buses and Single-Unit Trucks	0%	0%	2.5%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	2.5%	2.4%	0%	1.5%	-	0%	1.1%	0%	0%	0.9%	-	0.6%
Bicycles on Road	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	3
% Bicycles on Road	0%	2.6%	2.5%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	3.0%	0%	0%	0%	0.3%	-	0.3%
Pedestrians	-	-	-	-	-	212	-	-	-	-	-	47	-	-	-	-	-	129	-	-	-	-	-	96	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	99.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	1.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Saturday_Main and Harbourside - TMC

Sat Aug 21, 2021

PM Peak (WKND) (2:45 PM - 3:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915870, Location: 45.09171, -64.359742

fathom

Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 318

In: 180 Out: 138

40

39

101

96

116

[W] Main EB

Total: 682

In: 341

Out: 341

46

33

269

39

51

65

55

40

42

Out: 108 In: 137

Total: 245

[S] Gaspereau NB

65

246

30

In: 341

Out: 412

Total: 753

[E] Main WB

28

19

64

Summer - AM_Main and Harbourside - TMC

Tue Aug 24, 2021

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road,

Bicycles on Crosswalk)

All Movements

ID: 915860, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-24 7:00AM	1	0	3	0	4	3	2	27	1	0	30	3	5	5	3	0	13	2	1	14	2	0	17	1	64
7:15AM	1	2	3	0	6	2	3	40	4	0	47	2	5	2	8	0	15	4	2	25	2	0	29	0	97
7:30AM	0	0	2	0	2	7	1	52	8	0	61	5	24	4	4	0	32	1	4	31	5	0	40	1	135
7:45AM	3	3	9	0	15	3	7	53	10	0	70	2	8	9	2	0	19	3	3	37	4	0	44	2	148
Hourly Total	5	5	17	0	27	15	13	172	23	0	208	12	42	20	17	0	79	10	10	107	13	0	130	4	444
8:00AM	5	3	3	0	11	2	4	56	3	0	63	4	9	5	6	0	20	3	7	25	6	0	38	0	132
8:15AM	2	1	4	0	7	14	4	60	12	0	76	3	16	8	6	0	30	2	5	45	7	0	57	1	170
8:30AM	4	3	6	0	13	13	9	49	11	0	69	1	14	12	6	0	32	5	4	41	9	0	54	6	168
8:45AM	7	9	6	0	22	15	1	50	6	0	57	3	20	9	5	0	34	10	1	36	11	0	48	4	161
Hourly Total	18	16	19	0	53	44	18	215	32	0	265	11	59	34	23	0	116	20	17	147	33	0	197	11	631
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	21	36	0	80	59	31	387	55	0	473	23	101	54	40	0	195	30	27	254	46	0	327	15	1075
% Approach	28.8%	26.3%	45.0%	0%	-	-	6.6%	81.8%	11.6%	0%	-	-	51.8%	27.7%	20.5%	0%	-	-	8.3%	77.7%	14.1%	0%	-	-	-
% Total	2.1%	2.0%	3.3%	0%	7.4%	-	2.9%	36.0%	5.1%	0%	44.0%	-	9.4%	5.0%	3.7%	0%	18.1%	-	2.5%	23.6%	4.3%	0%	30.4%	-	-
Lights	20	20	35	0	75	-	30	377	53	0	460	-	101	53	39	0	193	-	27	242	43	0	312	-	1040
% Lights	87.0%	95.2%	97.2%	0%	93.8%	-	96.8%	97.4%	96.4%	0%	97.3%	-	100%	98.1%	97.5%	0%	99.0%	-	100%	95.3%	93.5%	0%	95.4%	-	96.7%
Articulated Trucks	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	0	1	0	0	1	-	5
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.5%
Buses and Single-Unit Trucks	3	1	1	0	5	-	0	5	2	0	7	-	0	0	1	0	1	-	0	10	3	0	13	-	26
% Buses and Single-Unit Trucks	13.0%	4.8%	2.8%	0%	6.3%	-	0%	1.3%	3.6%	0%	1.5%	-	0%	0%	2.5%	0%	0.5%	-	0%	3.9%	6.5%	0%	4.0%	-	2.4%
Bicycles on Road	0	0	0	0	0	-	1	1	0	0	2	-	0	1	0	0	1	-	0	1	0	0	1	-	4
% Bicycles on Road	0%	0%	0%	0%	0%	-	3.2%	0.3%	0%	0%	0.4%	-	0%	1.9%	0%	0%	0.5%	-	0%	0.4%	0%	0%	0.3%	-	0.4%
Pedestrians	-	-	-	-	-	59	-	-	-	-	-	23	-	-	-	-	-	30	-	-	-	-	-	15	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - AM_Main and Harbourside - TMC

Tue Aug 24, 2021

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915860, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 216

In: 80 Out: 136

36 21 23

33

26

13

55

387

31

10

13

101

54

40

17

Out: 98 In: 195

Total: 293

[S] Gaspereau NB

[W] Main EB

Total: 851

In: 327 Out: 524

27

254

46

9

6

Out: 317 In: 473

Total: 790

[E] Main WB

Summer - AM_Main and Harbourside - TMC

Tue Aug 24, 2021

AM Peak (8 AM - 9 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915860, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound							Main WB Westbound							Gaspereau NB Northbound							Main EB Eastbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2021-08-24 8:00AM	5	3	3	0	11	2		4	56	3	0	63	4		9	5	6	0	20	3		7	25	6	0	38	0		132
8:15AM	2	1	4	0	7	14		4	60	12	0	76	3		16	8	6	0	30	2		5	45	7	0	57	1		170
8:30AM	4	3	6	0	13	13		9	49	11	0	69	1		14	12	6	0	32	5		4	41	9	0	54	6		168
8:45AM	7	9	6	0	22	15		1	50	6	0	57	3		20	9	5	0	34	10		1	36	11	0	48	4		161
Total	18	16	19	0	53	44		18	215	32	0	265	11		59	34	23	0	116	20		17	147	33	0	197	11		631
% Approach	34.0%	30.2%	35.8%	0%	-	-		6.8%	81.1%	12.1%	0%	-	-		50.9%	29.3%	19.8%	0%	-	-		8.6%	74.6%	16.8%	0%	-	-		-
% Total	2.9%	2.5%	3.0%	0%	8.4%	-		2.9%	34.1%	5.1%	0%	42.0%	-		9.4%	5.4%	3.6%	0%	18.4%	-		2.7%	23.3%	5.2%	0%	31.2%	-		-
PHF	0.643	0.444	0.792	-	0.602	-		0.531	0.896	0.667	-	0.868	-		0.738	0.750	0.958	-	0.846	-		0.607	0.817	0.750	-	0.864	-		0.925
Lights	17	15	18	0	50	-		17	211	31	0	259	-		59	33	23	0	115	-		17	142	30	0	189	-		613
% Lights	94.4%	93.8%	94.7%	0%	94.3%	-		94.4%	98.1%	96.9%	0%	97.7%	-		100%	97.1%	100%	0%	99.1%	-		100%	96.6%	90.9%	0%	95.9%	-		97.1%
Articulated Trucks	0	0	0	0	0	-		0	2	0	0	2	-		0	0	0	0	0	-		0	1	0	0	1	-		3
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0.9%	0%	0%	0.8%	-		0%	0%	0%	0%	0%	-		0%	0.7%	0%	0%	0.5%	-		0.5%
Buses and Single-Unit Trucks	1	1	1	0	3	-		0	2	1	0	3	-		0	0	0	0	0	-		0	4	3	0	7	-		13
% Buses and Single-Unit Trucks	5.6%	6.3%	5.3%	0%	5.7%	-		0%	0.9%	3.1%	0%	1.1%	-		0%	0%	0%	0%	0%	-		0%	2.7%	9.1%	0%	3.6%	-		2.1%
Bicycles on Road	0	0	0	0	0	-		1	0	0	0	1	-		0	1	0	0	1	-		0	0	0	0	0	-		2
% Bicycles on Road	0%	0%	0%	0%	0%	-		5.6%	0%	0%	0%	0.4%	-		0%	2.9%	0%	0%	0.9%	-		0%	0%	0%	0%	0%	-		0.3%
Pedestrians	-	-	-	-	-	44		-	-	-	-	-	11		-	-	-	-	-	20		-	-	-	-	-	11		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - AM_Main and Harbourside - TMC

Tue Aug 24, 2021

AM Peak (8 AM - 9 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915860, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 136

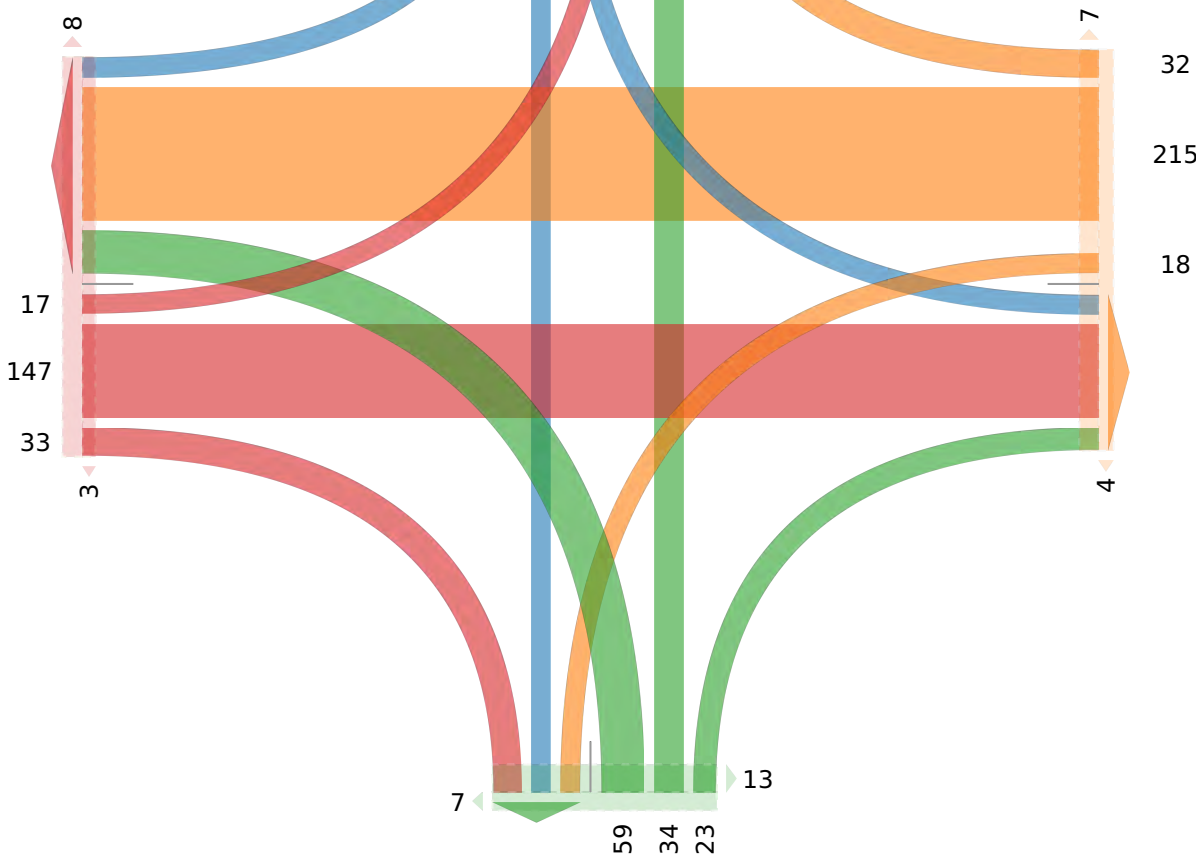
In: 53 Out: 83

19 16 18

26 18

[W] Main EB

Total: 490
In: 197 Out: 293



[S] Gaspereau NB

Out: 67 In: 116

Total: 183

Summer - Noon_Main and Harbourside - TMC

Tue Aug 24, 2021

Full Length (11:30 AM-1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915861, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-24 11:30AM	15	9	12	0	36	40	4	53	17	0	74	10	15	12	8	0	35	32	9	58	9	0	76	20	221
11:45AM	17	11	6	0	34	37	1	66	16	0	83	10	10	9	5	0	24	27	13	52	6	0	71	17	212
Hourly Total	32	20	18	0	70	77	5	119	33	0	157	20	25	21	13	0	59	59	22	110	15	0	147	37	433
12:00PM	24	12	14	0	50	31	4	65	9	0	78	7	13	11	8	0	32	20	13	63	14	0	90	17	250
12:15PM	21	8	14	0	43	57	3	57	20	0	80	11	18	12	9	0	39	22	16	47	15	0	78	15	240
12:30PM	23	12	12	0	47	26	5	55	13	0	73	11	15	9	7	0	31	27	18	51	11	0	80	12	231
12:45PM	19	12	15	0	46	27	4	57	13	0	74	9	15	12	13	0	40	15	10	70	14	0	94	19	254
Hourly Total	87	44	55	0	186	141	16	234	55	0	305	38	61	44	37	0	142	84	57	231	54	0	342	63	975
1:00PM	15	8	12	0	35	19	7	74	9	0	90	13	11	10	7	0	28	32	16	60	14	0	90	31	243
1:15PM	15	6	10	0	31	21	10	58	13	0	81	12	13	9	5	0	27	40	12	43	14	0	69	19	208
1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	30	14	22	0	66	40	17	132	22	0	171	25	24	19	12	0	55	72	28	103	28	0	159	50	451
Total	149	78	95	0	322	258	38	485	110	0	633	83	110	84	62	0	256	215	107	444	97	0	648	150	1859
% Approach	46.3%	24.2%	29.5%	0%	-	-	6.0%	76.6%	17.4%	0%	-	-	43.0%	32.8%	24.2%	0%	-	-	16.5%	68.5%	15.0%	0%	-	-	-
% Total	8.0%	4.2%	5.1%	0%	17.3%	-	2.0%	26.1%	5.9%	0%	34.1%	-	5.9%	4.5%	3.3%	0%	13.8%	-	5.8%	23.9%	5.2%	0%	34.9%	-	-
Lights	146	78	93	0	317	-	37	475	107	0	619	-	107	82	60	0	249	-	103	433	95	0	631	-	1816
% Lights	98.0%	100%	97.9%	0%	98.4%	-	97.4%	97.9%	97.3%	0%	97.8%	-	97.3%	97.6%	96.8%	0%	97.3%	-	96.3%	97.5%	97.9%	0%	97.4%	-	97.7%
Articulated Trucks	0	0	0	0	0	-	0	2	1	0	3	-	0	0	0	0	0	-	1	4	0	0	5	-	8
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0.9%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0.9%	0.9%	0%	0%	0.8%	-	0.4%
Buses and Single-Unit Trucks	2	0	1	0	3	-	1	8	2	0	11	-	3	0	2	0	5	-	3	7	1	0	11	-	30
% Buses and Single-Unit Trucks	1.3%	0%	1.1%	0%	0.9%	-	2.6%	1.6%	1.8%	0%	1.7%	-	2.7%	0%	3.2%	0%	2.0%	-	2.8%	1.6%	1.0%	0%	1.7%	-	1.6%
Bicycles on Road	1	0	1	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	1	0	1	-	5
% Bicycles on Road	0.7%	0%	1.1%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	2.4%	0%	0%	0.8%	-	0%	0%	1.0%	0%	0.2%	-	0.3%
Pedestrians	-	-	-	-	-	258	-	-	-	-	-	81	-	-	-	-	-	214	-	-	-	-	-	150	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	97.6%	-	-	-	-	-	99.5%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	2.4%	-	-	-	-	-	0.5%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Noon_Main and Harbourside - TMC

Tue Aug 24, 2021

Full Length (11:30 AM-1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915861, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 623

In: 322 Out: 301

95 78 149 141

117

70

39

110

485

38

In: 633

Total: 1288

Out: 655

[E] Main WB

[W] Main EB

Total: 1338

In: 648

Out: 690

107

444

97

80

44

117

110

84

62

98

Out: 213 In: 256

Total: 469

[S] Gaspereau NB

Summer - Noon_Main and Harbourside - TMC

Tue Aug 24, 2021

Midday Peak (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915861, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-24 12:00PM	24	12	14	0	50	31	4	65	9	0	78	7	13	11	8	0	32	20	13	63	14	0	90	17	250
12:15PM	21	8	14	0	43	57	3	57	20	0	80	11	18	12	9	0	39	22	16	47	15	0	78	15	240
12:30PM	23	12	12	0	47	26	5	55	13	0	73	11	15	9	7	0	31	27	18	51	11	0	80	12	231
12:45PM	19	12	15	0	46	27	4	57	13	0	74	9	15	12	13	0	40	15	10	70	14	0	94	19	254
Total	87	44	55	0	186	141	16	234	55	0	305	38	61	44	37	0	142	84	57	231	54	0	342	63	975
% Approach	46.8%	23.7%	29.6%	0%	-	-	5.2%	76.7%	18.0%	0%	-	-	43.0%	31.0%	26.1%	0%	-	-	16.7%	67.5%	15.8%	0%	-	-	-
% Total	8.9%	4.5%	5.6%	0%	19.1%	-	1.6%	24.0%	5.6%	0%	31.3%	-	6.3%	4.5%	3.8%	0%	14.6%	-	5.8%	23.7%	5.5%	0%	35.1%	-	-
PHF	0.896	0.917	0.900	-	0.939	-	0.800	0.900	0.688	-	0.953	-	0.847	0.896	0.712	-	0.881	-	0.792	0.825	0.883	-	0.907	-	0.956
Lights	85	44	54	0	183	-	16	229	53	0	298	-	60	43	36	0	139	-	54	227	53	0	334	-	954
% Lights	97.7%	100%	98.2%	0%	98.4%	-	100%	97.9%	96.4%	0%	97.7%	-	98.4%	97.7%	97.3%	0%	97.9%	-	94.7%	98.3%	98.1%	0%	97.7%	-	97.8%
Articulated Trucks	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	1	1	0	0	2	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	1.8%	0%	0.7%	-	0%	0%	0%	0%	0%	-	1.8%	0.4%	0%	0%	0.6%	-	0.4%
Buses and Single-Unit Trucks	1	0	0	0	1	-	0	4	1	0	5	-	1	0	1	0	2	-	2	3	0	0	5	-	13
% Buses and Single-Unit Trucks	1.1%	0%	0%	0%	0.5%	-	0%	1.7%	1.8%	0%	1.6%	-	1.6%	0%	2.7%	0%	1.4%	-	3.5%	1.3%	0%	0%	1.5%	-	1.3%
Bicycles on Road	1	0	1	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	4
% Bicycles on Road	1.1%	0%	1.8%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	2.3%	0%	0%	0.7%	-	0%	0%	1.9%	0%	0.3%	-	0.4%
Pedestrians	-	-	-	-	-	141	-	-	-	-	-	38	-	-	-	-	-	83	-	-	-	-	-	63	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	98.8%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	1.2%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Noon_Main and Harbourside - TMC

Tue Aug 24, 2021

Midday Peak (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915861, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 342

In: 186 Out: 156

55 44 87

57 84

[W] Main EB

Total: 692
In: 342 Out: 350

32
57
231
54
31

42 61 44 37 42

Out: 114 In: 142
Total: 256

[S] Gaspereau NB

In: 305
Total: 660
Out: 355

[E] Main WB

55
234
16

21
17

Summer - Noon_Main and Harbourside - TMC

Tue Aug 24, 2021

PM Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915861, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-24 1:00PM	15	8	12	0	35	19	7	74	9	0	90	13	11	10	7	0	28	32	16	60	14	0	90	31	243
1:15PM	15	6	10	0	31	21	10	58	13	0	81	12	13	9	5	0	27	40	12	43	14	0	69	19	208
1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	14	22	0	66	40	17	132	22	0	171	25	24	19	12	0	55	72	28	103	28	0	159	50	451
% Approach	45.5%	21.2%	33.3%	0%	-	-	9.9%	77.2%	12.9%	0%	-	-	43.6%	34.5%	21.8%	0%	-	-	17.6%	64.8%	17.6%	0%	-	-	-
% Total	6.7%	3.1%	4.9%	0%	14.6%	-	3.8%	29.3%	4.9%	0%	37.9%	-	5.3%	4.2%	2.7%	0%	12.2%	-	6.2%	22.8%	6.2%	0%	35.3%	-	-
PHF	0.500	0.438	0.458	-	0.471	-	0.425	0.446	0.423	-	0.475	-	0.462	0.475	0.429	-	0.491	-	0.438	0.429	0.500	-	0.442	-	0.464
Lights	30	14	21	0	65	-	16	127	22	0	165	-	24	19	12	0	55	-	27	99	28	0	154	-	439
% Lights	100%	100%	95.5%	0%	98.5%	-	94.1%	96.2%	100%	0%	96.5%	-	100%	100%	100%	0%	100%	-	96.4%	96.1%	100%	0%	96.9%	-	97.3%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	1.3%	-	0.7%
Buses and Single-Unit Trucks	0	0	1	0	1	-	1	4	0	0	5	-	0	0	0	0	0	-	1	2	0	0	3	-	9
% Buses and Single-Unit Trucks	0%	0%	4.5%	0%	1.5%	-	5.9%	3.0%	0%	0%	2.9%	-	0%	0%	0%	0%	0%	-	3.6%	1.9%	0%	0%	1.9%	-	2.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	40	-	-	-	-	-	24	-	-	-	-	-	72	-	-	-	-	-	50	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	96.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	4.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - Noon_Main and Harbourside - TMC

Tue Aug 24, 2021

PM Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915861, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 135

In: 66 Out: 69

22 14 30

25 15

[W] Main EB

Total: 337
In: 159 Out: 178

19

28

103

28

31

13

22

132

17

Out: 145 In: 171
Total: 316

[E] Main WB

42

24

19

12

30

Out: 59 In: 55

Total: 114

[S] Gaspereau NB

Summer - PM_Main and Harbourside - TMC

Tue Aug 24, 2021

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915869, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-24 3:00PM	26	9	14	0	49	50	9	59	9	0	77	2	22	8	15	0	45	9	14	54	13	0	81	18	252
3:15PM	35	11	13	0	59	45	2	50	17	0	69	12	22	14	8	0	44	21	8	53	11	0	72	29	244
3:30PM	20	6	8	0	34	43	5	62	9	0	76	5	24	5	4	0	33	13	9	59	17	0	85	21	228
3:45PM	22	11	9	0	42	20	7	52	24	0	83	16	14	9	11	0	34	24	11	56	18	0	85	15	244
Hourly Total	103	37	44	0	184	158	23	223	59	0	305	35	82	36	38	0	156	67	42	222	59	0	323	83	968
4:00PM	34	9	9	0	52	29	6	55	12	0	73	2	15	10	12	0	37	3	7	76	11	0	94	21	256
4:15PM	26	16	10	0	52	17	7	53	15	0	75	7	14	8	9	0	31	19	9	68	8	0	85	17	243
4:30PM	23	20	9	0	52	33	2	65	14	0	81	3	21	8	8	0	37	18	11	50	21	0	82	33	252
4:45PM	25	15	3	0	43	19	4	48	6	0	58	2	18	15	6	0	39	12	12	57	24	0	93	33	233
Hourly Total	108	60	31	0	199	98	19	221	47	0	287	14	68	41	35	0	144	52	39	251	64	0	354	104	984
5:00PM	29	18	8	0	55	23	8	52	14	0	74	2	16	17	12	0	45	17	7	69	15	0	91	23	265
5:15PM	13	12	10	0	35	10	8	55	12	0	75	2	16	11	8	0	35	13	8	73	23	0	104	12	249
5:30PM	20	13	9	0	42	22	8	53	13	0	74	4	17	11	6	0	34	13	3	63	13	0	79	6	229
5:45PM	24	7	5	0	36	38	5	38	13	0	56	11	12	11	7	0	30	32	7	59	11	0	77	12	199
Hourly Total	86	50	32	0	168	93	29	198	52	0	279	19	61	50	33	0	144	75	25	264	62	0	351	53	942
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	297	147	107	0	551	349	71	642	158	0	871	68	211	127	106	0	444	194	106	737	185	0	1028	240	2894
% Approach	53.9%	26.7%	19.4%	0%	-	-	8.2%	73.7%	18.1%	0%	-	-	47.5%	28.6%	23.9%	0%	-	-	10.3%	71.7%	18.0%	0%	-	-	-
% Total	10.3%	5.1%	3.7%	0%	19.0%	-	2.5%	22.2%	5.5%	0%	30.1%	-	7.3%	4.4%	3.7%	0%	15.3%	-	3.7%	25.5%	6.4%	0%	35.5%	-	-
Lights	295	145	106	0	546	-	69	631	154	0	854	-	211	125	103	0	439	-	106	728	184	0	1018	-	2857
% Lights	99.3%	98.6%	99.1%	0%	99.1%	-	97.2%	98.3%	97.5%	0%	98.0%	-	100%	98.4%	97.2%	0%	98.9%	-	100%	98.8%	99.5%	0%	99.0%	-	98.7%
Articulated Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0.1%
Buses and Single-Unit Trucks	2	0	0	0	2	-	2	8	2	0	12	-	0	0	3	0	3	-	0	6	0	0	6	-	23
% Buses and Single-Unit Trucks	0.7%	0%	0%	0%	0.4%	-	2.8%	1.2%	1.3%	0%	1.4%	-	0%	0%	2.8%	0%	0.7%	-	0%	0.8%	0%	0%	0.6%	-	0.8%
Bicycles on Road	0	2	1	0	3	-	0	1	2	0	3	-	0	2	0	0	2	-	0	1	1	0	2	-	10
% Bicycles on Road	0%	1.4%	0.9%	0%	0.5%	-	0%	0.2%	1.3%	0%	0.3%	-	0%	1.6%	0%	0%	0.5%	-	0%	0.1%	0.5%	0%	0.2%	-	0.3%
Pedestrians	-	-	-	-	-	345	-	-	-	-	-	66	-	-	-	-	-	188	-	-	-	-	-	238	-
% Pedestrians	-	-	-	-	-	98.9%	-	-	-	-	-	97.1%	-	-	-	-	-	96.9%	-	-	-	-	-	99.2%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	1.1%	-	-	-	-	-	2.9%	-	-	-	-	-	3.1%	-	-	-	-	-	0.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - PM_Main and Harbourside - TMC

Tue Aug 24, 2021

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915869, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 942

In: 551 Out: 391

107
147
297

178

171

155

36

158

In: 871

Total: 2011

[E] Main WB

Out: 1140

71

32

[W] Main EB

Total: 1988

Out: 960

In: 1028

106

737

185

85

107

211

127

106

87

Out: 403 In: 444

Total: 847

[S] Gaspereau NB

Summer - PM_Main and Harbourside - TMC

Tue Aug 24, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915869, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane,

Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-24 4:30PM	23	20	9	0	52	33	2	65	14	0	81	3	21	8	8	0	37	18	11	50	21	0	82	33	252
4:45PM	25	15	3	0	43	19	4	48	6	0	58	2	18	15	6	0	39	12	12	57	24	0	93	33	233
5:00PM	29	18	8	0	55	23	8	52	14	0	74	2	16	17	12	0	45	17	7	69	15	0	91	23	265
5:15PM	13	12	10	0	35	10	8	55	12	0	75	2	16	11	8	0	35	13	8	73	23	0	104	12	249
Total	90	65	30	0	185	85	22	220	46	0	288	9	71	51	34	0	156	60	38	249	83	0	370	101	999
% Approach	48.6%	35.1%	16.2%	0%	-	-	7.6%	76.4%	16.0%	0%	-	-	45.5%	32.7%	21.8%	0%	-	-	10.3%	67.3%	22.4%	0%	-	-	-
% Total	9.0%	6.5%	3.0%	0%	18.5%	-	2.2%	22.0%	4.6%	0%	28.8%	-	7.1%	5.1%	3.4%	0%	15.6%	-	3.8%	24.9%	8.3%	0%	37.0%	-	-
PHF	0.776	0.813	0.750	-	0.841	-	0.688	0.846	0.804	-	0.886	-	0.845	0.781	0.708	-	0.881	-	0.792	0.849	0.854	-	0.893	-	0.946
Lights	90	65	30	0	185	-	22	217	45	0	284	-	71	50	32	0	153	-	38	246	82	0	366	-	988
% Lights	100%	100%	100%	0%	100%	-	100%	98.6%	97.8%	0%	98.6%	-	100%	98.0%	94.1%	0%	98.1%	-	100%	98.8%	98.8%	0%	98.9%	-	98.9%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	2	0	2	-	0	2	0	0	2	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.7%	-	0%	0%	5.9%	0%	1.3%	-	0%	0.8%	0%	0%	0.5%	-	0.6%
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	1	-	0	1	0	0	1	-	0	1	1	0	2	-	4
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	2.2%	0%	0.3%	-	0%	2.0%	0%	0%	0.6%	-	0%	0.4%	1.2%	0%	0.5%	-	0.4%
Pedestrians	-	-	-	-	-	84	-	-	-	-	-	7	-	-	-	-	-	55	-	-	-	-	-	100	
% Pedestrians	-	-	-	-	-	98.8%	-	-	-	-	-	77.8%	-	-	-	-	-	91.7%	-	-	-	-	-	99.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	1.2%	-	-	-	-	-	22.2%	-	-	-	-	-	8.3%	-	-	-	-	-	1.0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summer - PM_Main and Harbourside - TMC

Tue Aug 24, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 915869, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane,
Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 320

In: 185 Out: 135

30 65 90

32 53

[W] Main EB

Total: 691
In: 370 Out: 321

66
38
249
83
35

28 71 51 34 32

Out: 170 In: 156
Total: 326

[S] Gaspereau NB

46

220

22

Out: 373 In: 288

Total: 661

[E] Main WB

6

3

Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

Full Length (10 AM-5 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound							Main WB Westbound							Gaspereau NB Northbound							Main EB Eastbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2021-10-09 10:00AM	6	72	9	0	87	0		18	19	5	0	42	3		10	41	12	0	63	21		24	8	9	0	41	19		233
10:15AM	11	57	10	0	78	3		19	11	6	0	36	7		8	50	7	0	65	17		12	8	10	0	30	17		209
10:30AM	4	74	18	0	96	5		18	12	7	0	37	6		10	51	18	0	79	10		23	8	13	0	44	26		256
10:45AM	8	71	12	0	91	6		9	9	2	0	20	8		11	52	9	0	72	18		18	12	3	0	33	37		216
Hourly Total	29	274	49	0	352	14		64	51	20	0	135	24		39	194	46	0	279	66		77	36	35	0	148	99		914
11:00AM	8	64	24	1	97	4		9	14	8	0	31	12		11	51	11	0	73	28		20	10	4	0	34	40		235
11:15AM	6	77	19	0	102	8		7	9	8	0	24	26		12	51	10	0	73	41		14	13	13	0	40	34		239
11:30AM	5	67	17	0	89	12		15	18	7	0	40	17		8	50	5	0	63	39		21	12	17	0	50	47		242
11:45AM	6	64	14	0	84	1		19	14	8	1	42	25		6	57	12	0	75	35		16	10	12	0	38	49		239
Hourly Total	25	272	74	1	372	25		50	55	31	1	137	80		37	209	38	0	284	143		71	45	46	0	162	170		955
12:00PM	5	74	12	0	91	7		8	18	9	0	35	15		12	59	5	0	76	34		17	15	8	0	40	70		242
12:15PM	5	68	14	1	88	8		19	11	7	0	37	25		12	58	14	0	84	28		12	9	8	0	29	48		238
12:30PM	2	65	18	1	86	28		16	10	3	0	29	27		21	45	8	0	74	36		10	10	8	0	28	60		217
12:45PM	8	57	12	0	77	21		18	17	11	1	47	33		9	43	6	0	58	61		14	5	11	0	30	78		212
Hourly Total	20	264	56	2	342	64		61	56	30	1	148	100		54	205	33	0	292	159		53	39	35	0	127	256		909
1:00PM	5	63	11	0	79	14		10	17	13	0	40	58		10	52	6	0	68	39		27	14	6	0	47	97		234
1:15PM	2	71	9	0	82	21		12	19	11	0	42	47		7	58	8	0	73	48		24	13	9	1	47	72		244
1:30PM	4	71	9	1	85	13		25	10	8	1	44	28		11	63	9	1	84	17		15	12	11	0	38	99		251
1:45PM	5	67	15	0	87	28		15	18	10	0	43	43		8	66	12	0	86	23		11	12	11	0	34	98		250
Hourly Total	16	272	44	1	333	76		62	64	42	1	169	176		36	239	35	1	311	127		77	51	37	1	166	366		979
2:00PM	4	69	12	0	85	7		14	16	4	0	34	34		6	73	8	0	87	34		18	13	4	0	35	80		241
2:15PM	6	52	11	0	69	18		12	23	17	0	52	36		8	55	7	0	70	33		19	13	15	1	48	96		239
2:30PM	2	64	10	0	76	14		13	18	8	0	39	26		2	62	18	0	82	31		23	13	9	0	45	75		242
2:45PM	8	56	11	0	75	4		9	17	19	1	46	19		11	56	6	0	73	45		18	10	11	2	41	84		235
Hourly Total	20	241	44	0	305	43		48	74	48	1	171	115		27	246	39	0	312	143		78	49	39	3	169	335		957
3:00PM	7	53	15	1	76	16		15	19	7	1	42	35		5	63	5	0	73	60		23	13	9	0	45	82		236
3:15PM	5	63	6	1	75	6		6	24	12	1	43	36		7	54	9	0	70	45		28	16	10	1	55	58		243
3:30PM	4	64	13	0	81	12		17	23	16	0	56	19		1	76	6	0	83	39		25	12	4	1	42	42		262
3:45PM	1	62	9	0	72	4		20	22	14	0	56	12		9	56	8	1	74	33		24	17	8	1	50	47		252
Hourly Total	17	242	43	2	304	38		58	88	49	2	197	102		22	249	28	1	300	177		100	58	31	3	192	229		993
4:00PM	5	60	11	0	76	12		14	24	14	1	53	27		7	60	5	0	72	35		19	16	8	3	46	44		247
4:15PM	10	46	9	0	65	19		11	21	9	0	41	41		7	72	3	0	82	58		19	17	3	0	39	70		227
4:30PM	11	55	10	0	76	22		14	17	16	0	47	31		7	66	5	0	78	43		13	14	5	3	35	59		236
4:45PM	3	56	3	0	62	4		11	10	15	0	36	24		4	73	11	0	88	20		32	13	5	3	53	64		239
Hourly Total	29	217	33	0	279	57		50	72	54	1	177	123		25	271	24	0	320	156		83	60	21	9	173	237		949
Total	156	1782	343	6	2287	317		393	460	274	7	1134	720		240	1613	243	2	2098	971		539	338	244	16	1137	1692		6656
% Approach	6.8%	77.9%	15.0%	0.3%	-	-		34.7%	40.6%	24.2%	0.6%	-	-		11.4%	76.9%	11.6%	0.1%	-	-		47.4%	29.7%	21.5%	1.4%	-	-		-
% Total	2.3%	26.8%	5.2%	0.1%	34.4%	-		5.9%	6.9%	4.1%	0.1%	17.0%	-		3.6%	24.2%	3.7%	0%	31.5%	-		8.1%	5.1%	3.7%	0.2%	17.1%	-		-
Lights	154	1776	341	5	2276	-		388	459	273	7	1127	-		238	1601	241	2	2082	-		536	337	242	16	1131	-		6616
% Lights	98.7%	99.7%	99.4%	83.3%	99.5%	-		98.7%	99.8%	99.6%	100%	99.4%	-		99.2%	99.3%	99.2%	100%	99.2%	-		99.4%	99.7%	99.2%	100%	99.5%	-		99.4%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		1
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Buses and Single-Unit Trucks	2	6	2	1	11	-		5	1	1	0	7	-		2	11	2	0	15	-		3	1	2	0	6	-		39
% Buses and Single-Unit Trucks	1.3%	0.3%	0.6%	16.7%	0.5%	-		1.3%	0.2%	0.4%	0%	0.6%	-		0.8%	0.7%	0.8%	0%	0.7%	-		0.6%	0.3%	0.8%	0%	0.5%	-		0.6%
Pedestrians	-	-	-	-	-	317		-	-	-	-	-	720		-	-	-	-	-	971		-	-	-	-	-	1692		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

Full Length (10 AM-5 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

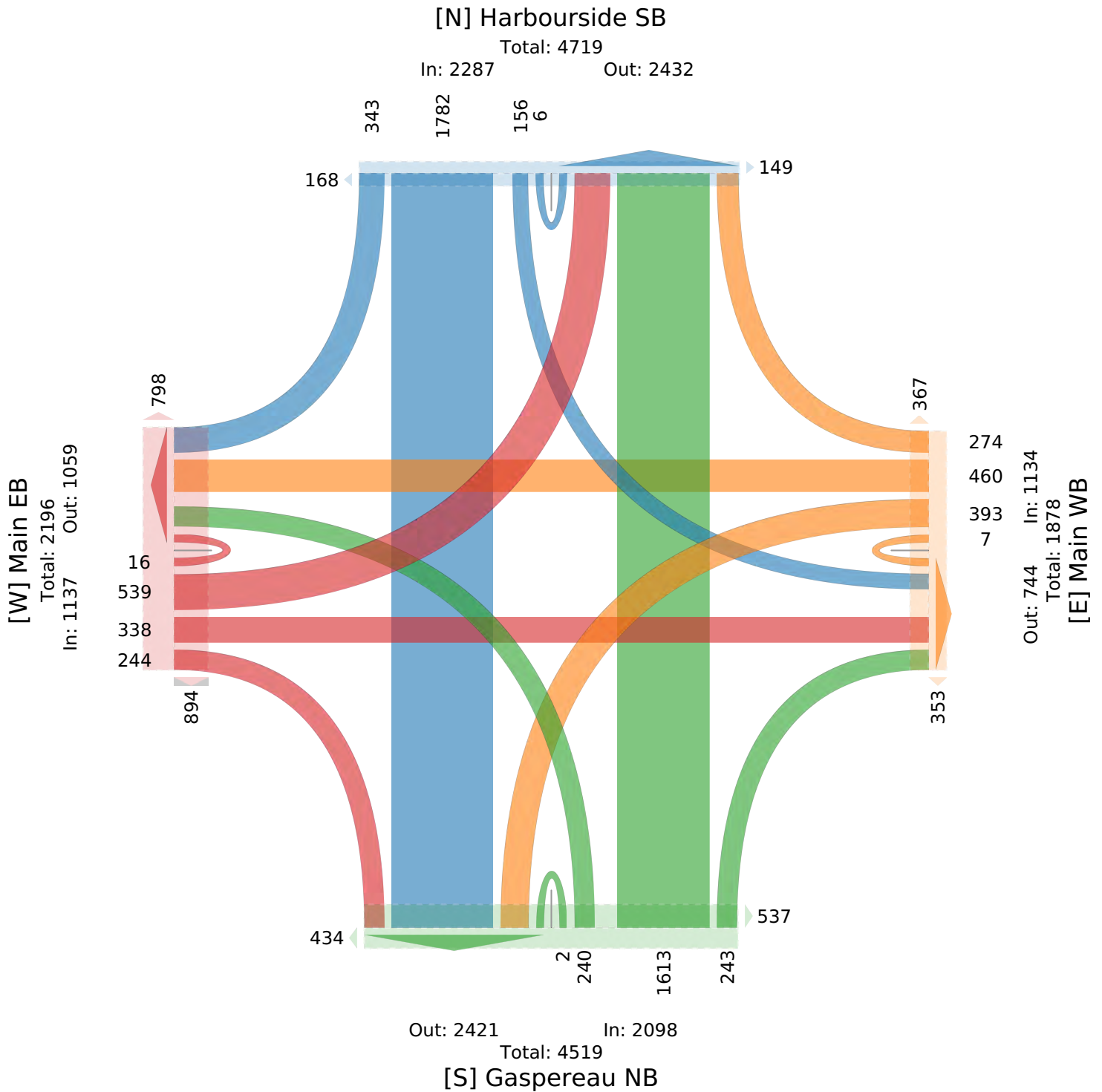
All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-09 10:00AM	6	72	9	0	87	0	18	19	5	0	42	3	10	41	12	0	63	21	24	8	9	0	41	19	233
10:15AM	11	57	10	0	78	3	19	11	6	0	36	7	8	50	7	0	65	17	12	8	10	0	30	17	209
10:30AM	4	74	18	0	96	5	18	12	7	0	37	6	10	51	18	0	79	10	23	8	13	0	44	26	256
10:45AM	8	71	12	0	91	6	9	9	2	0	20	8	11	52	9	0	72	18	18	12	3	0	33	37	216
Total	29	274	49	0	352	14	64	51	20	0	135	24	39	194	46	0	279	66	77	36	35	0	148	99	914
% Approach	8.2%	77.8%	13.9%	0%	-	-	47.4%	37.8%	14.8%	0%	-	-	14.0%	69.5%	16.5%	0%	-	-	52.0%	24.3%	23.6%	0%	-	-	-
% Total	3.2%	30.0%	5.4%	0%	38.5%	-	7.0%	5.6%	2.2%	0%	14.8%	-	4.3%	21.2%	5.0%	0%	30.5%	-	8.4%	3.9%	3.8%	0%	16.2%	-	-
PHF	0.659	0.926	0.681	-	0.917	-	0.842	0.671	0.714	-	0.804	-	0.886	0.933	0.639	-	0.883	-	0.802	0.750	0.673	-	0.841	-	0.893
Lights	28	273	49	0	350	-	64	51	20	0	135	-	39	192	45	0	276	-	77	36	35	0	148	-	909
% Lights	96.6%	99.6%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	100%	99.0%	97.8%	0%	98.9%	-	100%	100%	100%	0%	100%	-	99.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	1	0	0	2	-	0	0	0	0	0	-	0	2	1	0	3	-	0	0	0	0	0	-	5
% Buses and Single-Unit Trucks	3.4%	0.4%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	1.0%	2.2%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	24	-	-	-	-	-	66	-	-	-	-	-	99	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio

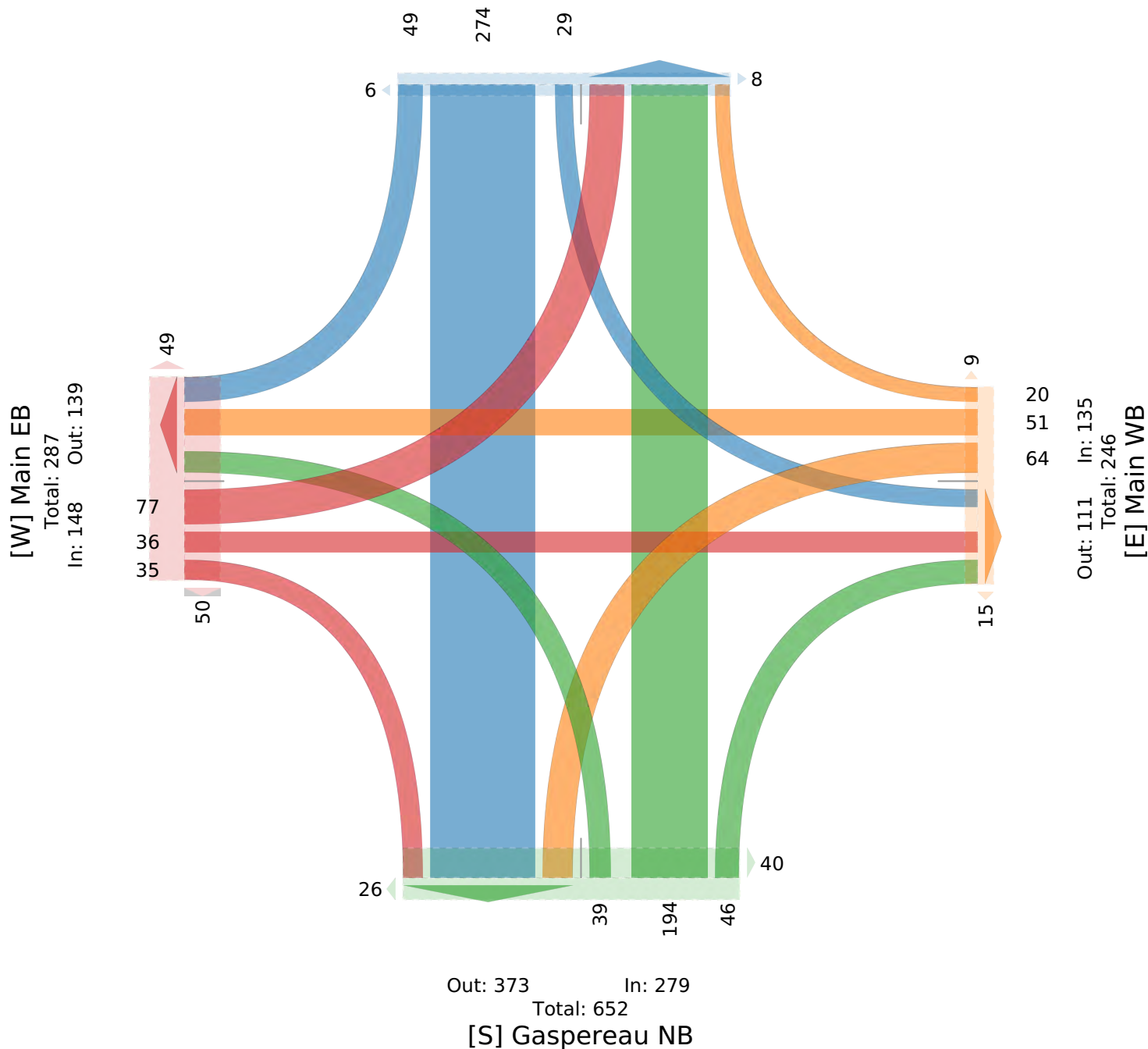
1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 643

In: 352

Out: 291



Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

Midday Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-09 1:00PM	5	63	11	0	79	14	10	17	13	0	40	58	10	52	6	0	68	39	27	14	6	0	47	97	234
1:15PM	2	71	9	0	82	21	12	19	11	0	42	47	7	58	8	0	73	48	24	13	9	1	47	72	244
1:30PM	4	71	9	1	85	13	25	10	8	1	44	28	11	63	9	1	84	17	15	12	11	0	38	99	251
1:45PM	5	67	15	0	87	28	15	18	10	0	43	43	8	66	12	0	86	23	11	12	11	0	34	98	250
Total	16	272	44	1	333	76	62	64	42	1	169	176	36	239	35	1	311	127	77	51	37	1	166	366	979
% Approach	4.8%	81.7%	13.2%	0.3%	-	-	36.7%	37.9%	24.9%	0.6%	-	-	11.6%	76.8%	11.3%	0.3%	-	-	46.4%	30.7%	22.3%	0.6%	-	-	-
% Total	1.6%	27.8%	4.5%	0.1%	34.0%	-	6.3%	6.5%	4.3%	0.1%	17.3%	-	3.7%	24.4%	3.6%	0.1%	31.8%	-	7.9%	5.2%	3.8%	0.1%	17.0%	-	-
PHF	0.800	0.958	0.733	0.250	0.957	-	0.620	0.842	0.808	0.250	0.960	-	0.818	0.905	0.729	0.250	0.904	-	0.713	0.911	0.841	0.250	0.883	-	0.975
Lights	16	272	44	1	333	-	59	64	41	1	165	-	36	235	35	1	307	-	76	50	37	1	164	-	969
% Lights	100%	100%	100%	100%	100%	-	95.2%	100%	97.6%	100%	97.6%	-	100%	98.3%	100%	100%	98.7%	-	98.7%	98.0%	100%	100%	98.8%	-	99.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	-	3	0	1	0	4	-	0	3	0	0	3	-	1	1	0	0	2	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	4.8%	0%	2.4%	0%	2.4%	-	0%	1.3%	0%	0%	1.0%	-	1.3%	2.0%	0%	0%	1.2%	-	0.9%
Pedestrians	-	-	-	-	-	76	-	-	-	-	-	176	-	-	-	-	-	127	-	-	-	-	-	366	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

Midday Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

[N] Harbourside SB

Total: 692

In: 333

Out: 359

[W] Main EB

Total: 311

Out: 145

In: 166

[E] Main WB

Total: 272

In: 169

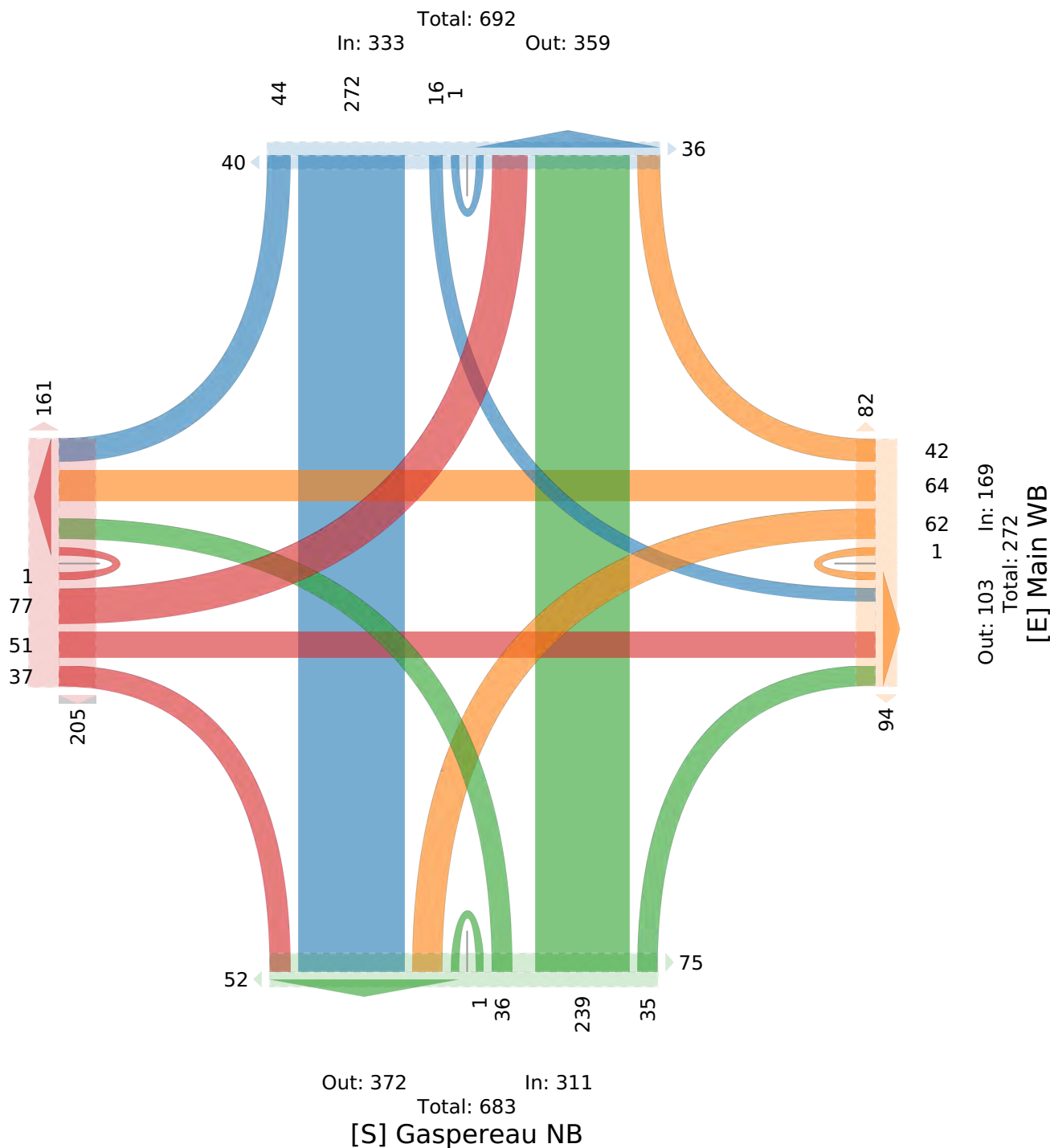
Out: 103

[S] Gaspereau NB

Total: 683

Out: 372

In: 311



Harvest - Saturday_Main and Harbourside - TMC

Sat Oct 9, 2021

PM Peak (WKND) (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio

1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA

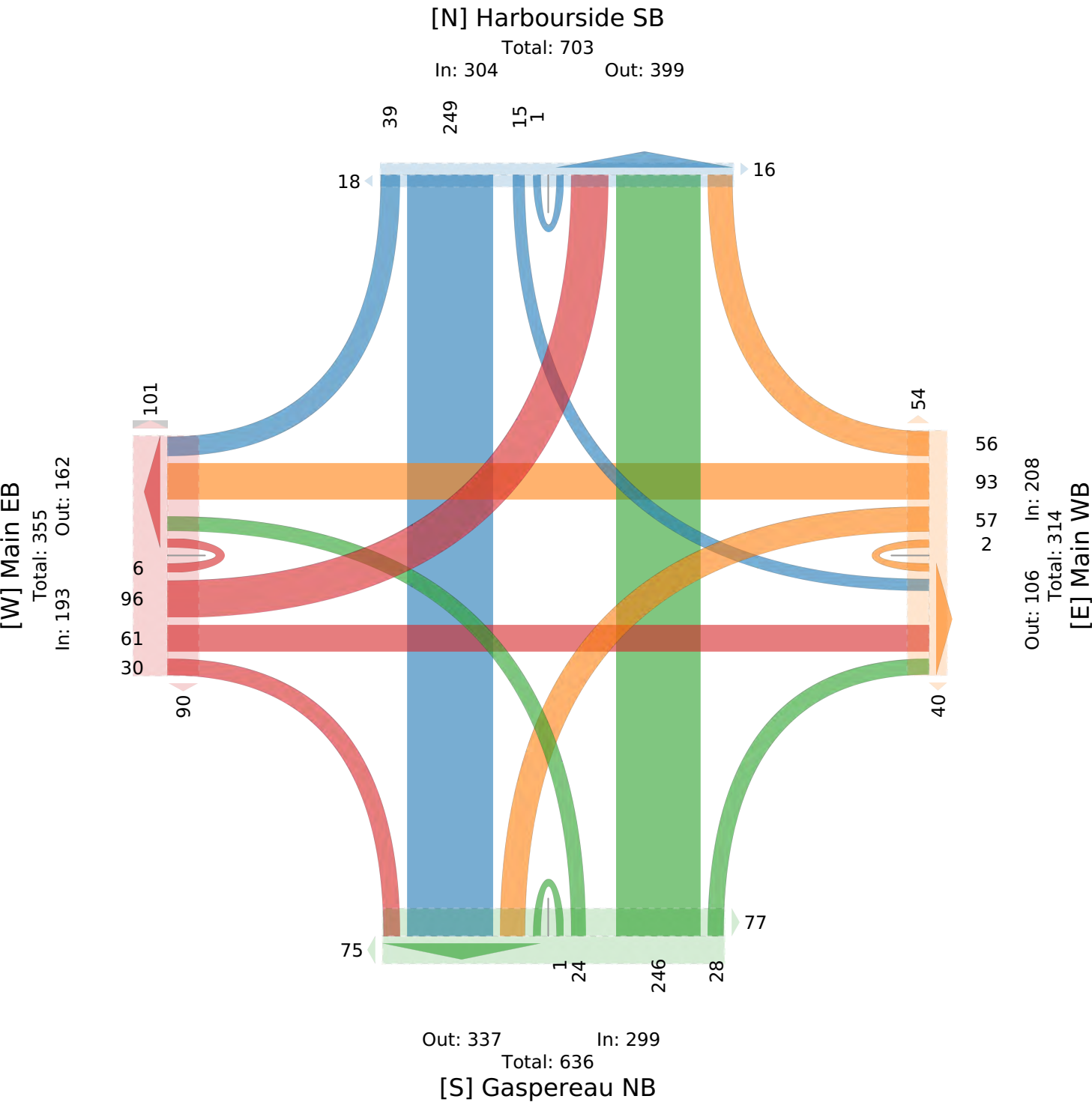
Leg Direction	Harbourside SB Southbound						Main WB Westbound						Gaspereau NB Northbound						Main EB Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-10-09 3:15PM	5	63	6	1	75	6	6	24	12	1	43	36	7	54	9	0	70	45	28	16	10	1	55	58	243
3:30PM	4	64	13	0	81	12	17	23	16	0	56	19	1	76	6	0	83	39	25	12	4	1	42	42	262
3:45PM	1	62	9	0	72	4	20	22	14	0	56	12	9	56	8	1	74	33	24	17	8	1	50	47	252
4:00PM	5	60	11	0	76	12	14	24	14	1	53	27	7	60	5	0	72	35	19	16	8	3	46	44	247
Total	15	249	39	1	304	34	57	93	56	2	208	94	24	246	28	1	299	152	96	61	30	6	193	191	1004
% Approach	4.9%	81.9%	12.8%	0.3%	-	-	27.4%	44.7%	26.9%	1.0%	-	-	8.0%	82.3%	9.4%	0.3%	-	-	49.7%	31.6%	15.5%	3.1%	-	-	-
% Total	1.5%	24.8%	3.9%	0.1%	30.3%	-	5.7%	9.3%	5.6%	0.2%	20.7%	-	2.4%	24.5%	2.8%	0.1%	29.8%	-	9.6%	6.1%	3.0%	0.6%	19.2%	-	-
PHF	0.750	0.973	0.750	0.250	0.938	-	0.713	0.969	0.875	0.500	0.929	-	0.667	0.809	0.778	0.250	0.901	-	0.857	0.897	0.750	0.500	0.877	-	0.958
Lights	15	248	39	1	303	-	57	92	56	2	207	-	24	245	27	1	297	-	94	61	30	6	191	-	998
% Lights	100%	99.6%	100%	100%	99.7%	-	100%	98.9%	100%	100%	99.5%	-	100%	99.6%	96.4%	100%	99.3%	-	97.9%	100%	100%	100%	99.0%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	1	1	0	2	-	2	0	0	0	2	-	6
% Buses and Single-Unit Trucks	0%	0.4%	0%	0%	0.3%	-	0%	1.1%	0%	0%	0.5%	-	0%	0.4%	3.6%	0%	0.7%	-	2.1%	0%	0%	0%	1.0%	-	0.6%
Pedestrians	-	-	-	-	-	34	-	-	-	-	-	94	-	-	-	-	-	152	-	-	-	-	-	191	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harvest - Saturday_Main and Harbourside - TMC
Sat Oct 9, 2021
PM Peak (WKND) (3:15 PM - 4:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 915873, Location: 45.09171, -64.359742



Provided by: Fathom Studio
1 Starr Lane, Dartmouth, NS, B2Y 4V7, CA



INFORMATION REPORT (IR 021-2025)

Title: Microtransit Feasibility Study Update

Date: August 27 2025

Prepared by: Lindsay Slade, Community Planner

Barb Shaw, Manager of Communications & Strategic Initiatives



SUMMARY

Microtransit Feasibility Study Update

In February 2022, a feasibility study for a microtransit system, prepared by consultants at Fathom Studio, was shared with Council. This initial study recommended an on-demand transit system using electric vehicles. The updated draft feasibility study to be delivered to Staff in September, examines new considerations since 2022, which are described briefly in this information report.

INFORMATION REPORT (IR 021-2025)

Title: Microtransit Feasibility Study Update
Date: August 27 2025
Prepared by: Lindsay Slade, Community Planner
Barb Shaw, Manager of Communications & Strategic Initiatives



1) CAO COMMENTS

This report is for information purposes only.

2) ATTACHMENTS AND REFERENCES

1. [2022 Feasibility Study](#)
2. [Accessibility Plan](#)
3. [Municipal Planning Strategy](#)

3) DISCUSSION

An initial microtransit feasibility study was completed in 2022. Since then, several complimentary projects have begun: the Town has begun to implement the Active Transportation Network, started a Downtown Traffic Study with Happy Cities, and adopted the 2025-2028 Accessibility Plan which includes equitable access to transportation service for everyone as an area of focus. Microtransit is one opportunity to strengthen access to transportation for everyone in Wolfville and is a tool to encourage less private vehicle-based transportation.

To better understand what a successful microtransit system for Wolfville looks like, Staff have engaged officials in the Towns of Yarmouth and Bridgewater, who have been operating successful small-town transit services for several years, to learn more about the operational realities of a small-town transit system to help inform an updated feasibility study. Staff visited these towns to learn more and trial their transit systems. These experiences will help shape the updated draft study.

Key themes that stood out from these transit systems include the sense of community that the transit systems have helped shape, the quality-of-life improvements it has made for aging and/or disabled community members, as well as for those who do not drive or own a car. The ease of use of these systems was apparent to Staff when adequate wayfinding was in place, combined with a comprehensive bus schedule and route map.

Staff have also engaged Acadia University, who have shown interest in a Wolfville transit system and willingness to support this work through an accessibility lens.

Key Updates

Updates to this draft study focus on the transit service model and the vehicle type recommended.

Transit service model - The initial Microtransit Feasibility Study recommended an on-demand transit service with flag stops along key streets. Engagement with other small towns suggests that reliability and certainty are the two greatest factors of a transit system, and fixed-route transit models provide a greater level of certainty and reliability, as there is a consistent schedule of where the bus stops are, and when the bus will arrive at each stop.

INFORMATION REPORT (IR 021-2025)

Title: Microtransit Feasibility Study Update

Date: August 27 2025

Prepared by: Lindsay Slade, Community Planner

Barb Shaw, Manager of Communications & Strategic Initiatives



Staff requested that the updated study explore a fixed-route model. The fixed route model should be designed to provide service to higher density areas, sites where users who are more likely to use transit live and connect to popular destinations such as the grocery store on Main Street.

Vehicle Fleet – The initial study recommended a 3-vehicle fleet of 5-seater electric vans. Several issues have been identified with this suggestion. Due to the size and location of the vehicle's battery, customizing the electric van to meet accessibility requirements would be costly, challenging, and would result in fewer seats per van overall. A 20-seater bus has been recommended by the Town of Yarmouth and Bridgewater as these buses can navigate streets more easily than full-sized transit buses, provide a recognized and trusted option for transit users, and provide enough space for electric wheelchair users to safely ride along with other passengers. Further, other municipalities have recommended gas powered vehicles rather than electric, as the existing technology for electric vehicles is not adequate for transit buses that need to be running for a full day.

Fare - The updated study will explore a no-fare transit system and look at other sources of revenue such as paid parking to off-set the cost of operations.

As Staff continue this work, we will seek feedback from Council.

4) COMMUNICATION REQUIREMENTS

Key message: The Town is exploring the feasibility of developing and launching an in-town microtransit system to help people move around the community with ease, without cars. Updates will be provided [on Wolfville Blooms](#).

5) FUTURE COUNCIL INVOLVEMENT

Council will be asked to review and approve plans for a pilot, likely as part of the next budget cycle.

INFORMATION REPORT

Title: Strategic Plan First Draft Review
Date: 2025-09-09
Prepared by: Glenn Horne, CAO
Contributors: Senior Leadership Team
Laura Yaroshevskaya, Administrative Assistant



SUMMARY

Strategic Plan First Draft Review

In June 2025, the Town Council of Wolfville convened a two-day strategic planning session. This session, attended by all elected officials and senior staff, built upon insights from the 2025/26 operating and capital budgets, feedback from the 2024 municipal election, and the collective experience of Town leadership. Foundational elements for the Town's Strategic Plan were produced, including a SWOT analysis, a reaffirmation of the Town's mission, vision, and values, identification of key issues for the current Council term, and prioritization of themes to guide resource allocation.

The resulting document, the *Town of Wolfville Strategic Plan 2025–2029*, is presented as a first draft and includes both the content developed during the session and contextual information about Town operations and finances. While the mission, vision, and values are transcribed directly from the session, the strategic priorities have been interpreted and refined for clarity.

Staff now seek Council's feedback on whether the core elements still resonate, if the priorities and initiatives accurately reflect Council's intent, and whether the proposed implementation and reporting framework is suitable. Further revisions will focus on enhancing clarity and visual presentation before formal approval is considered.

INFORMATION REPORT

Title: Strategic Plan First Draft Review
Date: 2025-09-09
Prepared by: Glenn Horne, CAO
Contributors: Senior Leadership Team
Laura Yaroshevskaya, Administrative Assistant



1) CAO COMMENTS

This Information Report is provided to the Committee to solicit feedback.

2) REFERENCES AND ATTACHMENTS

- DRAFT Town of Wolfville Strategic Plan 2025-2029 (attached)

3) DISCUSSION

Town Council reviewed its Strategic Plan in the spring of 2025. Facilitated by former Halifax Regional Municipality CAO, Jacques Dube, and attended by all elected officials and the Town's senior staff, a two-day session was held on June 5 & 6. During that session, Town leadership reflected on discussions and decisions associated with the approved 2025/26 operating & capital budgets and plan, the feedback expressed during the 2024 municipal election, and their knowledge and experience as Town officials.

The session focused on the development of the following outputs, which comprise this first draft:

- Reflection on the Town's strengths, weaknesses, opportunities, and threats (SWOT Analysis).
- Articulation of the ideals and beliefs that guide decisions (values), purpose and approach to service (mission) and aspirations for the Town's future (vision).
- Anticipation of the key issues facing the Town during this Council term.
- Contemplation of the top priorities and associated themes toward which the Town's resources (people, time, money) will be directed.

The content developed is now compiled and organized into the attached plan. The vision, mission and values are verbatim from the June session. The strategic priorities are based on the notes taken during the session; some required interpretation or elaboration to ensure the intended meaning was captured. In addition to providing the content developed through this process, additional information (ie: town operations & financial condition) is also included to position this content within the Town's greater context. Finally, a section on implementation and reporting is also included.

The Town of Wolfville Strategic Plan, 2025-2029, is presented here as a first draft. Additional editing and revisions are required to refine the content and improve the readability (plain language) and visual appeal of the document before Council will consider its approval. While staff welcome all feedback from Council on this document, please consider the following questions:

- Upon reflection, do the vision, mission and values still resonate with Council?
- Are the priorities, focus areas and specific initiatives reflective of Council's discussions? Have efforts to clarify incorrectly changed the intended meaning?
- Do the priorities still resonate with Council?
- Is the proposed implementation and reporting framework appropriate?

INFORMATION REPORT

Title: Strategic Plan First Draft Review
Date: 2025-09-09
Prepared by: Glenn Horne, CAO
Contributors: Senior Leadership Team
Laura Yaroshevskaya, Administrative Assistant



4) FINANCIAL IMPLICATIONS

The approval of a strategic plan outlines the framework within which the Town will guide its activities and make decisions. Therefore, there are no financial implications associated with this plan. There are financial considerations for many of the individual priorities, which will be identified when they are considered.

5) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

This plan will update and adjust references to strategic priorities from the 2021-2025 Strategic Plan (economic prosperity, social equity, climate action, and community wellness) to the 2025-2029 Strategic Plan (fiscal responsibility, prosperous economy, inclusive community, and sustainable environment).

6) COMMUNICATION REQUIREMENTS

There are no communications requirements at this time. Once approved by Council a communications plan will be put in place.

7) FUTURE COUNCIL INVOLVEMENT

Once Council's feedback has been included, a final draft of the Strategic Plan will be brought for consideration and approval. This is intended for the October Committee of the Whole and subsequent Council meeting.

DRAFT

Town of Wolfville Strategic Plan

2025-2029



A cultivated experience for the mind, body, and soil

Table of Contents

Table of Contents	2
A Message from Town Council	3
Introduction	4
Vision, Mission & Values	5
Financial Condition	7
Implementation & Reporting.....	7
Strategic Priorities	8
Strategic Priorities At-A-Glance.....	9
Fiscal Responsibility.....	10
Prosperous Economy	11
Inclusive Community.....	13
Sustainable Environment.....	14
Appendix A – SWOT Analysis.....	16

A Message from Town Council

Dear Wolfville,

As your elected Council, we want to share our approach to governing the Town of Wolfville, and reaffirm our commitment to serving our community over the 2024-2028 term. Together, we set the strategic direction of the Town. With the support of our dedicated staff, we make informed decisions on budgets, plans, bylaws, and policies that shape our community's future. Our decisions are strengthened by staff research and recommendations and your insights. We remain committed to ongoing communication with you through public discussions and listening sessions.

In June 2025, with the assistance of Jacques Dubé and Town staff, we developed a renewed Strategic Plan to guide the Town's priorities and actions to 2029. This plan was informed by what we heard during the 2024 municipal election and discussions around the Council table since then and will help us continue serving Wolfville thoughtfully and effectively.

We look forward to working with all of you to build a strong, inclusive, and sustainable future for our community.

Sincerely,

Mayor Jodi MacKay
Councillor Mike Butler
Councillor Ian Palmeter
Councillor Howard Williams

Deputy Mayor Jennifer Ingham
Councillor Wendy Elliott
Councillor Kelly van Niekerk



Introduction

Wolfville is a vibrant university town nestled in Nova Scotia's Annapolis Valley, where rich history meets youthful energy and cultural vitality. The town has long embraced a unique identity shaped by its academic roots, scenic charm, and strong community spirit.

The home of Acadia University, Wolfville's walkable downtown, thriving arts scene, and outdoor amenities make it a destination for both locals and visitors. Signature events like the Deep Roots Music Festival and Devour! Food Film Fest, alongside the historic Al Whittle Theatre, reflect the town's creative pulse. Residents congregate to enjoy local sports, parks and trails, and honour their agricultural heritage through farmers' markets and farm-to-table dining.

As Wolfville looks ahead, it faces challenges common to many towns such as aging infrastructure, climate change, and rising costs. With nearly 90% of revenue tied to property taxes, the Town must balance fiscal responsibility with evolving community needs. Yet, opportunities abound—from its location in wine country to the many contributions of Acadia University. This Strategic Plan outlines how Wolfville will navigate complexity while preserving the distinctive character that makes it one of Nova Scotia's most vibrant communities.

The Town of Wolfville's Strategic Plan outlines four key priorities that reflect what matters most to our community: Fiscal Responsibility, Prosperous Economy, Vibrant Community, and Sustainable Environment. Developed through collaboration this plan draws on community feedback, expert input, and strategic planning sessions. It provides a shared direction and ensures that the Town's actions are aligned with the values and aspirations of the community.



Vision, Mission & Values

A vision statement describes a desired future state; it reflects what Wolfville aspires to become:

***An inclusive and vibrant community
where natural beauty, heritage, innovation, and well-being bloom.***

A mission statement is a declaration of the Town's purpose and approach to serve the community:

***Lead with care, creativity, and purpose –
honour our past, enrich our present, and shape a resilient future.***

Values are deeply held beliefs and ideals that guide the Town's actions, decisions, and interactions:

Accessibility

Collaboration

Diversity

Equity

Inclusivity

Informed Decision-Making

Innovation

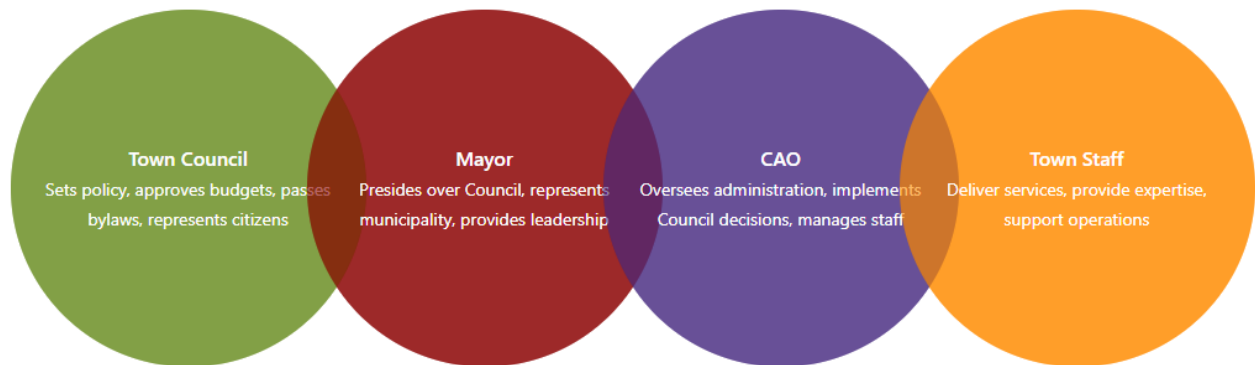
Safety

Stewardship

Trust



Town Operations



In Nova Scotia, the Chief Administrative Officer (CAO) serves as the administrative head of a municipal government. They are the Council's only employee and are responsible for the Town's operations. The CAO's core function is relatively simple: to provide professional, effective, administrative leadership that supports the Council as they serve the community.

The CAO does not work in isolation. Wolfville is fortunate to have a talented, dedicated and hard-working team of public servants that delivers a wide variety of programs and services. The Town also works with local and regional partners to provide higher-quality services at a lower cost than the Town could provide on its own, such as Acadia University, the Wolfville Business Development Corporation, Valley Waste, Kings Transit, Kings Regional Emergency Management, and many more.

The Town has extensive reach and significant service responsibilities, which includes:

- Provision of safe, high-quality drinking water through the Wolfville Water Utility, which includes 71kms of pipe, 220 hydrants, 1610 meters, two drilled wells and associated pumps, a treatment plant and reservoir.
- Collection & treatment of sanitary sewer, which includes 62kms of pipe, 6 pumping stations, and a three-lagoon treatment plant. Construction and maintenance of a transportation network, which includes: 34kms of asphalt roadway, 25.5kms of asphalt and concrete sidewalk, 19kms of recreational trails, 135 streetlights, & 11 parking lots.
- Upkeep of park and greenspace, which include 110 acres of recreation and green space, 1441 urban forest trees, 93 benches, 30+ picnic tables and many more assets.
- Administration of bylaws and working with partners to foster a safe and welcoming community.
- Events and support for community organizations.
- # of staff
- Management of approximately 200 development agreements, processing of 100 development & building permits, responsibility for fire inspection of 280 + properties, management of 35 heritage property files.
- 50km of curb & gutter & 34 km of stormwater pipes;

Financial Condition

The Town of Wolfville has benefited from many years of sound financial management and decision making, putting it in a relatively stable, low risk position. Each year the Nova Scotia Department of Municipal Affairs releases [a report on the financial condition and sustainability](#) of each municipality. For the past five years Wolfville has shown strong financial health s viewed through a relatively low risk rating on 11 of 12 financial indicators in the most recent report based on the 2022/23 financial statements.

One indicator, residential tax effort (which is a measure of the percentage of household income spent on municipal taxes), continues to be higher than the average of other Towns in Nova Scotia, making it a moderate risk.

Add assessment and tax rate changes for past five years & comment on capital costs.

Trends to continuously monitor:

- Assessment growth is not keeping up to the growth in cost of living.
- Relatively high residential tax effort making Town services unaffordable for some property owners.
- 82% of all revenue comes from property tax; 8% comes from levies on property (sewer rates, etc..), meaning 90% of all revenue is generated from property.
- Wolfville is 6 km². 40% of the property in Wolfville does not generate tax revenue (agricultural land, parks & green space, government owned land & Acadia University¹), meaning over 90% of the cost of delivering municipal service is generated from approx. 3.6 km² of land.

Implementation & Reporting

With approval of the *Town of Wolfville's 2025-2029 Strategic Plan*, Council directs the following implementation & reporting:

- Add the *Strategic Priorities At-A-Glance* page to each Committee of the Whole meeting agenda, not for review, but as an ongoing reference to the Town's priorities.
- Schedule an annual review of the *Strategic Plan*, aligned with the beginning of the annual operational plan, operating and capital budget process.
- Schedule two additional *Strategic Plan* updates, aligned with Operational Plan updates, in the spring and fall of each year.
- Report on progress in the CAO report as appropriate.

¹ Nova Scotia municipalities receive a provincial grant in lieu of property taxes for properties owned by universities. In 2025/26, the grant-in-lieu for Acadia University was \$1,261,100.

Strategic Priorities



This plan serves as a roadmap to guide operational planning, shape budgets, inform departmental work plans, and support regular reporting to the community.

Each of the four strategic priority sections follows the same structure:

1. A vision statement outlines the Town's long-term goals in that area.
2. Key themes within each priority identify the focus areas.
3. Action items under each key theme describe the specific initiatives the Town will undertake to support progress, measure outcomes, and ensure accountability.

Each strategic priority is provided a single page to describe the goals, focus areas and specific initiatives. Additionally, all four priorities and associated focus areas are described on a single page so they may be viewed "At-A-Glance"; this page will also be a feature of ongoing reporting.

Strategic Priorities At-A-Glance

Fiscal Responsibility: *Ensure organizational sustainability and deliver public services using sound financial decision-making, through:*

- 1) Asset Management: Collect accurate and timely data to make informed decisions that inspire trust and confidence.
- 2) Community Focus: Make Investments in public services reflective of community need.
- 3) Financial Planning and Management: Collect, administer, and manage funds in a transparent manner.

Prosperous Economy: *Ensure organizational sustainability and deliver public services using sound financial decision-making, through:*

- 1) Holistic Planning: Municipal Planning Strategy and development processes that enables investment, foster multiple and complimentary uses of property, and supports a growing population.
- 2) Partnerships: Foster partnerships that promote Wolfville and create value.
- 3) Placemaking for a Vibrant Community: Enhancing public spaces to foster positive energy and community connection.
- 4) Event Attraction: Positioning Wolfville as an inclusive, supportive partner for events

Inclusive Community: *Build a safe and inclusive community and be a leader in meaningful engagement, through:*

- 1) Inclusivity: Create a community that experiences a sense of belonging.
- 2) Engagement: Listen and provide opportunities for the community to participate.
- 3) Safety: Keep our community safe and supported with our partners.

Sustainable Environment: *Lead climate action, mobility and environmental protection, through:*

- 1) Climate Action: Committed to reducing emissions and preparing for the impacts of climate change.
- 2) Environmental Protection: Protect and sustain our natural assets and biodiversity.
- 3) Reduce emissions: Lead and influence through programs and education with our partners.
- 4) Integrated Mobility: Options for moving around the Town for all ages and abilities

Fiscal Responsibility

Goal: To ensure organizational sustainability and deliver public services using sound financial decision-making

Focus Areas

1. **Asset Management:** Collect accurate and timely data to make informed decisions that inspire trust and confidence.
 - Review existing processes for capital planning and make recommendations for improvements, aligning with community needs.
 - Develop a talent management strategy to support the recruitment and retention of the Town's public servants.
2. **Community Focus:** Make Investments in public services reflective of community need.
 - Develop a system of receiving, assessing, and reporting on community input on initiatives.
 - Incorporate response times into communication service standards.
 - Refine processes for project management & reporting.
 - Audit Committee.... ??
3. **Financial Planning and Management:** Collect, administer, and manage funds in a transparent manner.
 - Make financial decisions that enable the Town's financial indicators remain or trend toward "low risk".
 - Create opportunities for the public to become more informed on municipal budgeting through education and communication.
 - Review the Town's procurement policy and procedures to facilitate valued for dollars spent.
 - Develop multi-year revenue and expense projections to assist with budget development and financial planning.
 - Explore options for non-property tax revenue generation.

Prosperous Economy

Goal: To foster a diverse and resilient local economy that supports entrepreneurship, innovation, sustainable development, and contributes to a vibrant community.

Focus Areas

1. **Holistic Planning:** Municipal Planning Strategy and development processes that enables investment, foster multiple and complimentary uses of property, and supports a growing population.
 - Housing Accelerator Fund (HAF) action plan implemented, including: expanding the C-1 zone, updating planning documents to create more streamlined processes and clear requirements, reducing or removing parking requirements, enabling at least 2-units everyone in Town, enabling housing on Acadia University campus, and enabling more non-market housing and ensure Town land is investment ready
 - Stimulate a vibrant atmosphere in the expanded C-1 zone, including Front Street (including Rail Town), Summer Street, Central Avenue and Elm Avenue
 - Invest in infrastructure to support housing
2. **Partnerships:** Foster partnerships that promote Wolfville and create value
 - Assess the Visitor Information Centre (VIC) operations pilot with the Wolfville Business Development Corporation (WBDC)
 - Enable land development at Acadia University aligned with the Housing Accelerator Fund and support Events Acadia.
 - Kings/Region
 - Micro-transit/Kings Transit Authority (KTA) partnership
 - Define/adopt actions to pull KTA into the micro-transit
 - Help with traffic flow
 - Ensure a livable community
 - Provide support for the Wolfville Farmers' Market (WFM) as a key community space for events, building on its established brand as a safe and inclusive space.
3. **Placemaking for a Vibrant Community:** Enhancing public spaces to foster positive energy and community connection.
 - Through placemaking initiatives, add amenities to alleys in the core such as murals, sunshades and vegetation.
 - Ensure Public Art is included in development in the core, such as at 292 Main Street and Carl's Independent
 - Replace / upgrade Main Street bus stop and work with KTA on locating other shelters in the Town with a consistent look and feel
 - Make key improvements at Waterfront Park, such as deck at Devour Studios, improving the sense of shared/public space, water access point(s) and docking, and planning for future flood control by matching elevations with the Provincial Dyke topping efforts.
4. **Event Attraction:** Positioning Wolfville as an inclusive, supportive partner for events

- Have a “bucket” budget for inclusive events
- Increase the budget for inclusive events
- To communicate with organizers to position Town as a partner/investor
- Provide logistical support to Acadia as they are shopping for events

DRAFT

Inclusive Community

Goal: To build a safe and inclusive community and be a leader in meaningful engagement.

FOCUS AREAS

1. **Inclusivity:** Create a community that experiences a sense of belonging

- Assess existing and consider the creation of new programs and funding opportunities to support and increase opportunities to bring communities together. Fund and do:
 - Soups and Sides
 - Welcome Week event (Acadia, RCMP)
 - Pride events
 - Review of all events (Parks and Recreation framework)
 - Affordable housing actions as per HAF
 - Recreation and Parks services review
 - Information dissemination
-

2. **Engagement:** Listen and provide opportunities for the community to participate

- Transparent communication and digital accessibility
 - Develop and implement communications strategy
 - Responsive services and customer care
 - Improve digital tools and response to complaints
 - Civic engagement and trust building
 - Enhance accessibility of public meetings
 - Rebranding the Visitor Information Centre (Information Hub)
 - Review of information dissemination
-

3. **Safety:** Keep our community safe and supported with our partners

- Continuous relationship building with the Royal Canadian Mounted Police, with specific attention toward community and vehicle safety.
- Review and implement recommendations for the Memorandum of Understanding with Acadia University.
- Support funding for fire equipment, facilities, training, and volunteer retention.
- Reinforcement of community safety priorities, including dog control, through the Town's Community Compliance team.
- Assess and determine options for road and pedestrian safety, including sidewalk and crosswalk reviews
- Carry out the priorities in the Town's Accessibility Plan.
- Carry out the priorities in the Town's Equity and Anti-Racism Plan
- Ensure Town spaces are safe for all who use them (staff, council & residents).
- Improve the resiliency of water system through source water protection plan and strategic capital and operational upgrades.
- Upgrades to the IT systems and infrastructure of internal servers
- Maintenance of SCADA system for control and data acquisition
- Ensuring we meet our Regulatory Requirements in operating our Water and Wastewater infrastructure



Sustainable Environment

Goal: To lead climate action, mobility and environmental protection.

1. **Climate Action:** Committed to reducing emissions and preparing for the impacts of climate change
 - Protect critical infrastructure from future climate impacts (flood mitigation)
 - Waterfront improvements
 - Stormwater assessment, plan and improvements
 - Explore the implications of making Wolfville is a “fire smart” community
 - Consider climate impacts with all capital purchase
 - Influence individual climate action
 - Share information on climate risk mitigation (mail outs)
 - Reduce parking requirements
 - Invest in Micro-Transit
 - Create alternatives to moving via individual vehicle
 - Charging stations

2. **Environmental Protection:** Protect and sustain our natural assets and biodiversity
 - Urban Forest Plan/Policy
 - Create an approach with our partners and community volunteers to green space that protects biodiversity while encouraging people to connect with nature
 - Include natural assets in Asset Management

3. **Reduce emissions:** Lead and influence through programs and education with our partners
 - Implement Climate Action Plan (and have regular check-ins on it?)
 - Solid Waste Reduction & Diversion
 - assess location and timing of waste receptacles and look at adding more where warranted
 - Reduce waste at Town events and facilities
 - Assess options to divert bulky waste (ie: dump and run @ Acadia)
 - Confine to secure clean and abundant source of water
 - Ensure appropriate land-use within Source Water Protection Area
 - Secure new source water
 - Review Source Water Risk Assessment and define appropriate next steps
 - Consider the adoption of a water conservation plan and/or by-law

4. **Integrated Mobility:** Options for moving around the Town for all ages and abilities
 - Micro-transit (MT)
 - Investigate the need and feasibility of MT
 - Continue to improve and create an Active Transportation (AT) network
 - Appropriate education and signage on AT network
 - Improve Harvest Moon trail , including hard surface in the downtown core and winter maintenance
 - Improve bike lanes on Main Street

- Calm traffic and make streets safer for more users
- Improve side-walk conditions and determine how new sidewalks will be considered
- Facilitate AT adoption with key partners
- Work with providers to expand options
- Assist with Acadia interconnectivity
- Strategy to developers (municipal standards)



DRAFT

Appendix A – SWOT Analysis

Opportunities

- Grow business sector
- East end development
- Increase housing options
- Nursing home
- Grow tourism
- Becoming a recognized leader within Province and Valley
- Asset management and Capital Plan
- Dyke system, parks
- Operations with Acadia
- Accessibility Plan implementation
- Equity DEI Plan
- Public transportation
- Recreational programming
- Community engagement
- Event hosting
- Communications
- Short-term accommodation
- Information management
- Access to waterfront
- Celebrating successes

Threats

- Climate change
- Mental health crisis
- Municipal boundary
- Cybersecurity attacks
- Unaffordability of living
- Increases in Taxes
- Public anxiety
- NIMBYism
- Physical and psychological safety of our council and staff
- Aging infrastructure
- Government funding cuts
- Low staff retention rates
- Pandemic level issues
- Growth adversity
- Overdependence on & unsupported immigration
- Deferred maintenance

Strengths

- Strong staff-council relations
- Place communications
- Stable tax base
- Acadia wineries
- Inclusion safety
- Open to innovation
- Partnerships-welcoming

- Value and celebration of heritage and culture
- Strategic location (proximity to Halifax and other partner communities)
- Highly engaged community
- Track-record of collaboration
- Developed agriculture
- Educated and engaged population
- Diverse business community
- Green places
- Age and demographic diversity

Weaknesses

- Geographically locked land
- Lack of housing options
- Location flooding
- Reliance on partners
- Lack of labour force
- Little industrial base
- Aging infrastructure
- Limited tax base
- Demographics
- Affordability
- Reliance on property taxes
- Construction autonomy
- Lack of childcare
- Lack of health care facilities and resources
- Lack of recreational centers
- High reliance on partners
- Insufficient transit service
- Absence of Uber
- Complexity of issues

REQUEST FOR DECISION 028-2025

Title: New Council and Committee Proceedings Policy
(Policy No. 110-002)
Date: 2025-07-08 (updated for COW 2025-09-09)
Prepared by: Glenn Horne, CAO
Contributors: Laura Morrison, Town Clerk & Manager of Administration



SUMMARY

New Council and Committee Proceedings Policy (Policy No. 110-002)

The purpose of this Request for Decision is to recommend the approval of the new Council and Committee Proceedings Policy No. 110-002. The revised policy consolidates and replaces two previous policies—Policy 110-010 (Public Input at Meetings) and Policy 110-015 (Presentations to Council)—and reflects current governance practices, the need for clarity in meeting procedures, and consistency with related policies such as virtual meeting provisions.

The policy provides guidance on the conduct of Council and Committee meetings, including but not limited to; meeting schedules, rules of order, presiding officer roles, public input and presentations, conflict of interest disclosure, in-camera sessions, livestreaming, voting protocols, motions and amendments, and meeting decorum.

At the July COW meeting, several suggestions for amendments were raised including a lengthy discussion on public input as well as some administrative changes. The policy was reviewed at the Council Policy Review Task Force and is presented with the major amendments shown in red. It was also reviewed and revised for further clarity and plain language, including spelling out/removing of acronyms.

DRAFT MOTION:

That Council approves the Council and Committee Proceedings Policy #110-002 as attached to RFD 028-2025.

That Council repeals Policy #110-010 Public Input at Meetings.

That Council repeals Policy #110-015 Presentations to Council Policy.

That Council approves amendments to Policy #110-001 Committees of Council Policy as attached to RFD 028-2025.

REQUEST FOR DECISION 028-2025

Title: New Council and Committee Proceedings Policy
(Policy No. 110-002)

Date: 2025-07-08 (updated for COW 2025-09-09)

Prepared by: Glenn Horne, CAO

Contributors: Laura Morrison, Town Clerk & Manager of Administration



1) CAO COMMENTS

This new policy strengthens procedural clarity and transparency and reflects best practices in municipal government. The consolidation of related policies into a single document makes the policy easier to understand and apply for both staff and members of Council.

2) LEGISLATIVE AUTHORITY

- Municipal Government Act
- Municipal Conflict of Interest Act

3) STAFF RECOMMENDATION

That Council adopt the Council and Committee Proceedings Policy No. 110-002 and repeal the superseded policies as identified.

4) REFERENCES AND ATTACHMENTS

- Attachment 1: Council and Committee Proceedings Policy No. 110-002 (Draft)
- Attachment 2: Policy 110-010 Public Input at Meetings (Repealed)
- Attachment 3: Policy 110-015 Presentations to Council (Repealed)
- Attachment 4: Committees of Council Policy #110-001
- Council & Committees of Council Virtual Meeting Policy #110-014

5) DISCUSSION

The Town did not previous have a comprehensive proceedings policy; this policy formalizes and modernizes the Town's approach to Council and Committee proceedings. Key improvements include:

- Clear definitions and roles for presiding officers.
- Clear rights and responsibilities of Council and committee members.
- Providing policy for the first meeting of a new Council, rather than relying on convention.
- Outlining in policy the content of Council and Committee of the Whole agendas.
- Updating the criteria for in-camera meetings.
- Updated procedures for public input and presentations.
- Enhanced guidance for motions, debate, and voting procedures.

REQUEST FOR DECISION 028-2025

Title: New Council and Committee Proceedings Policy
(Policy No. 110-002)

Date: 2025-07-08 (updated for COW 2025-09-09)

Prepared by: Glenn Horne, CAO

Contributors: Laura Morrison, Town Clerk & Manager of Administration



- Integration with other core governance policies.

This policy is based on best practice from around the province, leaning primarily on the proceedings policy from the District of East Hants, and incorporates elements of meeting proceedings that have been the Town of Wolfville's traditional approach or more recent updates. It has been reviewed by and includes feedback from Council's Policy Review Task Force.

The policy provides a more accessible framework for both Council and the public to understand how municipal decision-making is conducted. To further support Council's use and the public's understanding, a summary sheet is being developed as a quick reference.

6) FINANCIAL IMPLICATIONS

There are no apparent financial implications.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

- Social Equity: Enhances public participation through structured and fair input processes.
- Community Wellness: Supports respectful, transparent governance, contributing to civic trust.

8) COMMUNICATION REQUIREMENTS

The updated policy will be published on the Town website and shared with Committees of Council. A "quick reference" is also being developed. There are no other formal communication requirements.

9) ALTERNATIVES

Council may choose not to approve the policy and request further amendments. Council may defer approval pending additional review.

POLICY

Council and Committee Meeting Proceedings Policy	
Policy Number: 110-002	Supersedes Policy Number: 110-010 Public Input at Meetings 110-015 Presentation to Council
Effective Date: 2025-XX-XX	Approved by Council (Meeting Date): 2025-XX-XX

1.0 Purpose

For any organization to function smoothly, it is critical that all members clearly understand its governing rules and operating principles. The Council and Committee Meeting Proceedings Policy outlines the operating principles and procedures for Council and Committees of Council as listed in Section 5.1.1 of Committees of Council Policy #110-001 for the Town of Wolfville.

The objectives of the Policy are to clearly communicate the procedures to be used for Council and Committees of Council in the execution of all business for the Town of Wolfville relating to meeting protocol, election of officers, conflict of interest, public input, public presentations, rules of order and debate, motions and voting, choices in governance by bylaw, policy or resolution, and provide a guide to procedural motions.

2.0 Scope

This policy applies to all meetings of Town of Wolfville Council and Committees of Council unless stated otherwise.

3.0 References

- 1.1 Municipal Government Act
- 1.2 Municipal Conflict of Interest Act
- 1.3 Committees of Council Policy #110-001
- 1.4 Code of Conduct for Elected Municipal Officials Policy #110-011
- 1.5 Council & Committees of Council Virtual Meeting Policy #110-014
- 1.6 Deputy Mayor Policy #110-003

4.0 Definitions

- 4.1 **Abstain** is when a member who is lawfully entitled to vote chooses not to exercise their right to vote on a matter.
- 4.2 **Agenda** is the specific items of business to be dealt with at a meeting. Items are

POLICY

- placed on the agenda in the sequence defined by the order of business.
- 4.3 **CAO** is the Chief Administrative Officer of the Town of Wolfville (or designate in an Acting capacity).
 - 4.4 **Chair** is the person officially appointed or elected to lead a Council or Committee of Council.
 - 4.5 **Clerk** is the Town Clerk of the Town of Wolfville or designate.
 - 4.6 **Committee** is any Committee of Council.
 - 4.7 **Conflict of interest** is any matter that may have a direct or indirect conflict with the matter under consideration as defined by the Municipal Conflict of Interest Act.
 - 4.8 **Council** is the Council of the Town of Wolfville.
 - 4.9 **In Camera** means closed proceedings to the public under strict and limited conditions as authorized by legislation.
 - 4.10 **Improper conduct** is behaviour that obstructs in any way the deliberations and/or proper action of Committee or Council.
 - 4.11 **Majority** is a number greater than half of the total.
 - 4.12 **Motion** is a proposal or suggestion that becomes a **Resolution** or decision only after it's passed.
 - 4.13 **Personnel** are the employees of the Town of Wolfville (excluding elected officials).
 - 4.14 **Point of order** is a matter that a member considers to be a departure from, or contravention of, the rules, procedures and/or generally accepted practices of Council.
 - 4.15 **Point of personal privilege** is a matter that a member believes questions their integrity and/or the integrity of the Council.
 - 4.16 **Policy Matter** is a matter covered by a policy and includes anything Council may need to make decisions about on a regular or repeated basis, and where Council wants to give direction or set rules for how they or staff should make those decisions.
 - 4.17 **Presiding Officer** is the person presiding over a meeting and may also be referred to as "chair".
 - 4.18 **Public Input** is a period of time during public meetings when members of the public can offer their comments and feedback.
 - 4.19 **Quorum** is the number of members required to make decisions at the meeting. A majority (more than half the total number) of the total number of voting members at Council or Committee meetings equals a quorum.
 - 4.20 **Regular meeting** is a scheduled meeting held in accordance with the approved calendar/schedule of meetings.
 - 4.21 **Resolution** is a **motion** that has been passed, and it is now an official decision.

5.0 Policy

5.1 Application

POLICY

5.1.1. The rules of procedure contained in this policy shall be observed in all proceedings of Council and Committees of Council and shall be the rules for the order and dispatch of business in Council and Committees of Council.

5.1.2. All points of order or procedure for which rules have not been provided for in this policy shall be decided by the presiding officer/chair in accordance with the rules of parliamentary law as contained in “Robert's Rules of Order”, 12th edition, providing it is feasible, otherwise the CAO will make a recommendation on how to proceed.

5.2 Presiding Officer

5.2.1 The mayor shall be the presiding officer/chair at all council meetings, unless unavailable, in which case the deputy mayor shall be the chair/presiding officer.

5.2.2 The deputy mayor shall be the presiding officer/chair at the Committee of the Whole meeting unless unavailable, in which case the mayor shall be the chair/presiding officer.

5.2.3 If the mayor and deputy mayor are absent for a Committee of the Whole or regular Council meeting, the remaining members present can elect a presiding officer/chair from among themselves for that meeting, providing there is quorum. The process to follow is:

- i. Clerk confirms quorum is achieved and the meeting can legally take place.
- ii. CAO or Clerk calls the meeting to order for the purpose of electing a presiding officer/chair.
- iii. Council members present vote to choose a member to act as presiding officer/chair for that meeting only. This vote is decided by simple majority.
- iv. Once elected, the temporary presiding officer/chair takes over and the meeting continues as usual.

5.2.4 As per Committees of Council Policy #110-001 (sections 5.2.6 and 5.2.7), the presiding officer/chair and vice chair of all committees of council except for Committee of the Whole as noted in 5.2.3 above will be served by a seated member of council.

5.2.5 It shall be the duty of the presiding officer/chair to:

- i. Open the meeting by taking the chair, calling the members to order

POLICY

and announcing the business before the assembly and the order in which it is to be acted upon.

- ii. Ensure the meeting agenda is followed and that the meeting progresses with due efficiency.
- iii. Protect all rights of those attending the meeting.
- iv. Receive and put to a vote all motions presented and announce the result.
- v. Decline to put to vote motions which infringe upon the rules of order or are beyond the jurisdiction of the council or the mandate of the committee.
- vi. Enforce the rules of order.
- vii. Preserve order and decide points of order.
- viii. Restrain the members within the rules of order when engaged in debate.
- ix. Determine, at their discretion, whether a motion is in order and whether a motion deals with a policy matter and therefore requires the mandatory 7 days' notice to councillors from council as per the MGA.
- x. Exclude from debate or expel from any meeting any person who is guilty of improper conduct at the meeting.
- xi. If the chair/presiding officer desires to leave the chair for the purpose of taking part in the debate or otherwise, call on the vice chair, or in the absence of the vice chair, on another member, to fill their place until resuming the chair.
- xii. Ensure that decisions of committees/council are in conformity with the laws governing the activities of committees/council.
- xiii. Adjourn the meeting when business is concluded.
- xiv. Adjourn the meeting without question in case of grave disorder arising in the meeting place.

5.3 Council / Committees of Council Meetings

First Meeting of a New Council

- 5.3.1 The first meeting of the new council shall be held on the first available date no earlier than 10 days and not later than 4 weeks after ordinary polling day for the purpose of administering the Oath of Office.
- 5.3.2 The clerk shall be responsible for the content and format of the agenda as well as all arrangements for the proceedings.
- 5.3.3 The clerk shall serve as presiding officer for the first meeting until the mayor has taken the Oath of Office, at which time the mayor will assume chair of the meeting.

POLICY

Regular Council Meetings

- 5.3.4 Unless otherwise decided by council, all meetings of council and standing committees shall be held in Council Chambers, located at Town Hall, 359 Main Street, Wolfville, NS.
- 5.3.5 From time to time, the clerk and mayor may decide to host a meeting of committee or council through video/web conferencing services as described in the Council & Committees of Council Virtual Meeting Policy #110-014.
- 5.3.6 Regular meetings of council will be held on the third Tuesday of the month at 6:30pm, local time, except for January and September, where they will be held on the fourth Tuesday of the month to allow for holidays and summer vacations. No meetings are held in the month of August. Regular meetings of committees will be held according to the schedule set annually by council and at times determined by council.
- 5.3.7 Except as provided in this policy and the MGA, all meetings shall be open to the public.
- 5.3.8 In addition to regular meetings, the council may hold other meetings as may be necessary or expedient for the dispatch of business at such time and place as the council determines if each **council member** is notified at least **three days** in advance and the clerk gives at least **two days public** notice of the meeting.
- 5.3.9 As per the provisions of section 19 of the MGA the clerk shall call a meeting of the council when required to do so by the mayor or upon presentation of a written request by a majority of the councillors. When calling a meeting in this manner, the clerk shall give at least **two days public** notice of the meeting.
- 5.3.10 Any decision to cancel a meeting that was called by a petition of a majority of councillors shall only be upheld by a two-thirds (2/3) majority decision of councillors.
- 5.3.11 The mayor and CAO jointly may decide to cancel or convert to virtual a council/committee meeting due to inclement weather or other circumstances, which in their judgement appears appropriate.
- 5.3.12 As per Section 19(7)(a)(b) of the MGA, a meeting of council is still legal

POLICY

and valid even if proper notice is not given or the meeting takes place in a different location than planned or stated in this policy or in a notice of the meeting.

Emergency Meetings

5.3.13 As per Section 19 (3) of the MGA, where the mayor determines that there is an emergency, the council may meet without notice or with such notice as is possible in the circumstances.

In-Camera Meetings

5.3.14 Committee and council meetings, or portions thereof, may be held in-camera only in accordance with Section 22 of the MGA, as may be amended from time to time, as follows:

- i. acquisition, sale, lease and security of municipal property;
- ii. setting a minimum price to be accepted by the municipality at a tax sale;
- iii. personnel matters;
- iv. labour relations;
- v. alleged breaches of the municipality's code of conduct;
- vi. code of conduct complaints proceeding to the investigation stage;
- vii. contract negotiations;
- viii. litigation or potential litigation;
- ix. legal advice eligible for solicitor-client privilege;
- x. public security.

Or, in the case of a planning advisory committee, joint planning advisory committee or area planning advisory committee or a commission where the committee or commission, by a majority vote, moves a meeting in private to discuss matters related to:

- i. personnel, labour relations, contract negotiations, litigation, or potential litigation or legal advice eligible for solicitor client privilege; or
- ii. a potential application for a development permit,
- iii. land use by-law amendment,
- iv. development agreement
- v. amendment to a development agreement before the applicant has applied to the municipality or development officer e.g. where a developer is looking for feedback regarding a development agreement or development agreement amendment prior to investing in the cost of drawings for an application.

POLICY

- 5.3.15 Prior to moving to an in camera session, a motion stating the fact that the committee/council is convening into in camera session will be passed and will include the general nature of the matter to be considered.
- 5.3.16 As per Section 22(4) of the MGA, where council meets in camera, a record must be made that is open to the public setting out only:
- i. that council met in camera and the type of matter that was discussed as set out in the section.
 - ii. where the matter discussed relates to alleged breaches of the municipality's code of conduct,
 - a. the section of the code of conduct the complaint was lodged under, and
 - b. the recommendations of any report made under subsection 23(C)(2); and
 - c. the date of the meeting
- 5.3.17 A vote may occur during an in camera session, provided the reason for being in camera is sanctioned under Section 2.8.1 of the MGA, and the vote is for a procedural matter or for giving direction to staff or solicitors of the municipality.
- 5.3.18 Recommendations to council from an in camera session will be dealt with in open session immediately following dissolution of the in camera session.
- 5.3.19 Staff reports presented during an in camera session and minutes of an in camera session will be maintained by the clerk and considered confidential unless council determines that the information, or part thereof, shall be made available to the public.

Call to Order / Quorum

- 5.3.20 As soon as there is quorum after the time set for the start of the meeting, the presiding officer/chair shall call the members to order.
- 5.3.21 If quorum for a meeting is not met within five (5) minutes of the time fixed for the commencement of the meeting, the presiding officer/chair shall indicate that no quorum is present, and the meeting shall stand adjourned until the next meeting called in accordance with the provisions of this policy.
- 5.3.22 In the case where quorum is present and the presiding officer/chair has not arrived within five (5) minutes after the time appointed, the vice-chair

POLICY

as set out in section 5.2 of this policy shall assume the chair and call the meeting to order. The vice-chair shall preside until the arrival of the regular presiding officer/chair.

5.3.23 If both chair and vice-chair are not at the meeting, the meeting can only go ahead if:

- i. There are enough members present to meet quorum, and
- ii. For committee meetings, at least two council members are present—one to act as chair and one to act as vice-chair.

If less than two council members are present at a committee meeting, the meeting must be postponed, even if there's quorum as per Committees of Council Policy #110-001 (Sections 5.2.6 and 5.2.7) and Section 5.2.4 of this policy.

5.3.24 Members are required to inform the clerk (or designate) at their earliest opportunity that they will be absent from any meeting. The clerk (or designate) will then inform the presiding officer/chair.

5.3.25 If too many members must step away from a meeting because of a conflict of interest related to a specific topic or subject, and there aren't enough members left to make quorum, the meeting can still go ahead as long as at least two members remain to discuss that topic. Members who have declared a conflict and leave the table do not count toward quorum.

Loss of Quorum

5.3.26 In accordance with the **Municipal Government Act (NS), Section 19**, if quorum is lost at any point during a council or committee meeting:

- i. The meeting shall be immediately paused or adjourned.
- ii. No motions may be made, debated, or voted on while quorum is not present.
- iii. Members may continue informal discussion; however, no decisions or direction can be given, and no part of the discussion is considered official.
- iv. If quorum is later re-established, the meeting may resume from the point at which it was paused.
- v. The loss and re-establishment of quorum, if applicable, shall be recorded in the meeting minutes.

Land Acknowledgement

5.3.27 At the start of any regular Council meeting, including Committee of the Whole, and committee meetings, a member will read a territorial land

POLICY

acknowledgement. The land acknowledgement may differ between committees and council.

Governance by Bylaws, Policy and Resolutions

Bylaws

5.3.28 Council will make and follow bylaws for matters listed under Section 172(1) of the Municipal Government Act, or where provincial legislation specifically requires a bylaw.

Bylaws are used to:

- i. Establish enforceable rules or standards,
- ii. Regulate public conduct or land use,
- iii. Create binding obligations that may involve penalties.

Bylaws must comply with all applicable provincial and federal laws.

Policies

5.3.29 Council will develop and follow policies for all matters that meet the definition of a policy matter.

Policy matters include:

- i. Issues that require consistent decision-making,
- ii. Operational direction to staff,
- iii. Principles or processes Council wants applied in similar situations in the future.

If there is any doubt, it is better to govern by policy than by resolution.

Resolutions

5.3.30 Council may use resolutions only when a matter does not require a bylaw or policy, and when:

- i. The decision is specific to a one-time situation.
- ii. It does not involve setting principles or processes that would guide future council or staff decisions.

Resolutions are used for one-time approvals such as awarding a specific contract, approving a budget line item, or sending correspondence.

Livestreaming of Council and Committee Meetings

POLICY

5.3.31 Council and Committee of the Whole meetings held in council chambers shall be livestreamed when possible.

5.3.32 Other committee meetings held in council chambers **may** be livestreamed.

5.3.33 If there are technical problems and the livestream doesn't work, or if livestreaming isn't possible, the meeting will still go ahead as planned.

5.3.34 Virtual meetings and virtual meeting attendance is governed by the Town's Council & Committees of Council Virtual Meeting Policy #110-014.

Committee Meetings

5.3.35 The rules governing the procedures of council shall be observed in committee and board meetings, except that:

- i. A motion to close debate is out of order; meaning members can keep discussing without a formal vote to end the debate early.
- ii. Motions do not have to be submitted in writing before the meeting, unless requested by the presiding officer/chair for the purposes of ensuring clarity, accuracy, to support members in their preparation for the meeting, assist in notetaking and manage time more efficiently.

5.3.36 The establishment, membership, and administration of committees is provided for in the Town's Committees of Council Policy #110-001.

5.3.37 Where a conflict between these policies is identified, this policy will preside, and the conflict will immediately be referred to the Policy Review Task Force for assessment and a recommendation to resolve the conflict.

5.4 Regular & Special Council & Committee of the Whole Meetings

Order of Business/Agenda Preparation

5.4.1 The clerk, under the direction of the CAO in consultation with the mayor, will prepare the agenda for all regular and special meetings of council and Committee of the Whole meetings.

5.4.2 Members of council may submit a request for agenda item using the provided form at least ten (10) days prior to the meeting at which they'd like the request discussed by the Committee.

POLICY

5.4.3 The clerk, or designate, will strive to have all council agendas, including for committee of the whole meetings and public hearings circulated to members, and posted for the public, one week in advance of the scheduled meeting.

5.4.4 The following shall be the order of proceedings for a regular committee of the whole meeting:

- i. Call to Order
- ii. Land Acknowledgement
- iii. Approval of the Agenda
- iv. Approval of Minutes
- v. Declarations of Conflict of Interest
- vi. Presentations
- vii. Public Input
- viii. Staff Reports for Discussion
- ix. CAO Report
- x. Committee Reports (Internal)
- xi. Committee Reports (External)
- xii. Adjournment to In-Camera Session Under the Municipal Government Act Section 22(2)
- xiii. Regular Meeting Reconvened
- xiv. Motions from In-Camera Session
- xv. Meeting Adjournment

5.4.5 The following shall be the order of proceedings of a regular meeting of council:

- i. Call to Order
- ii. Land Acknowledgement
- iii. Approval of the Agenda
- iv. Approval of Minutes
- v. Declarations of Conflict of Interest
- vi. Community Events, Occasions & Acknowledgements
- vii. Public Input
- viii. Motions & Recommendations from Committees
- ix. New Business
- x. Adjournment to In-Camera Session Under the Municipal Government Act Section 22(2)
- xi. Regular Meeting Reconvened
- xii. Motions from In-Camera Session
- xiii. Meeting Adjournment

Adding Items to the Agenda After It Has Been Circulated

POLICY

5.4.6 Staff may add urgent or important topics to the agenda after it has been circulated, with the approval of the CAO and chair/presiding officer, and without requiring a motion. Council members are not permitted to add new items to the agenda after it has been circulated. All agenda items must be submitted in advance through the normal process. This ensures the agenda remains organized and allows adequate time for all members to prepare for meetings.

Changing the Order of Business

5.4.7 Council and Committee of the Whole meetings usually follow the order of business as listed on the agenda. If a member wants to change the order of items to discuss something earlier or later, they must make a motion to do so. If the motion is approved by the majority, the meeting will follow the new order. Changes to the order of business are allowed to address urgent or time-sensitive matters and may be treated as a suspension of the rules. If council approves the change, it is understood that the rules have been suspended for that purpose.

5.4.8 The agenda for special meetings of council, including Special Committee of the Whole meetings, shall only include the business for which the meeting was called. No additions to the agenda will be permitted.

5.4.9 Agenda preparation and Order of Business for advisory committees of council is governed by the Town's Committees of Council Policy #110-001.

5.5 Disclosure of Conflict of Interest

5.5.1 It is the responsibility of each member to identify and disclose any pecuniary (financial) interest as defined by the Municipal Conflict of Interest Act, in any item or matter before the council or committee.

5.5.2 Members must also be aware of and disclose non-financial conflicts of interest such as:

- i. when a member's personal relationships, involvement in other organizations, or private interests could affect, or appear to affect, their ability to make a fair and unbiased decision e.g. a close personal relationships, friendship or rivalry.
- ii. Volunteering or serving on a board or committee related to the matter.
- iii. Prior involvement in the issue outside of Council or committee.

POLICY

5.5.3 Declaring a Conflict of Interest During a Meeting

If a member has a financial interest, either for themselves or through someone else, in a matter being discussed at a Council or committee meeting, and they are present at that meeting, they must:

- i. declare before the discussion starts and explain in general terms what the interest is.
- ii. leave their seat and sit in the public gallery (if the meeting is open to the public).
- iii. not take part in the discussion or vote on the matter; and
- iv. not try to influence the decision in any way, before, during, or after the meeting.

If the meeting is closed to the public, the member must leave the room completely for the part of the meeting that deals with the matter.

- 5.5.4 If the member wasn't at the meeting where the matter was discussed and therefore wasn't able to declare their interest at that time, they must declare at the next meeting that had they been present they would have declared a conflict. This promotes accountability and ensures records are accurate about the conflict even if they didn't take part in the vote.

5.6 Presentations

- 5.6.1 External party presentations are made only at Committee of the Whole meetings.

- 5.6.2 Presentations from the community and requests for funding shall be allotted fifteen (15) minutes total (*10 minutes for the presentation and 5 minutes for questions*).

- 5.6.3 Presentations made at the request of council or by staff may be allotted more time on a case-by-case basis.

- 5.6.4 From time to time, staff may request stakeholders address council or committee to supplement a staff report or presentation. In those instances, the invited individual shall only speak on the subject in debate and shall not speak on any other subject.

- 5.6.5 Committee of the Whole shall refer presentations to staff for a report if they involve an expenditure of funds, grant applications, or other action on the part of the Town.

- 5.6.6 Presenters shall:

- i. Submit requests to present to the clerk with at least 14 days'

POLICY

notice of the meeting the request is for. **Requests received within the 14-day notice does not guarantee a slot on that agenda; the CAO / clerk will make the final decision.**

- ii. include a summary of the organization wishing to present,
- iii. include information on purpose of presentation,
- iv. include information on any asks being made of the Town.
- v. Include any accommodation requests.
- vi. Provide to the clerk any slides or material to be handed out to council no later one full week prior to the meeting.
- vii. Advise the clerk if wishing to present virtually giving no less than 24 hours notice as per Council & Committees of Council Virtual Meeting Policy 110-014.

Presenters shall not:

- i. Speak disrespectfully of any person;
- ii. Use offensive language;
- iii. Speak on any subject other than the subject for which they have received approval;
- iv. Disobey any decision of the chair/presiding officer; and
- v. Enter into cross debate with other delegations, staff, or committee/council members.

5.6.7 If there is any question of the appropriateness of a presentation request, the CAO / clerk, in collaboration with the mayor will review the request and determine whether to approve or not. The mayor may seek further collaboration advice from council members.

5.6.8 The presiding officer/chair may curtail any delegation, any questions of a delegation and/or debate during a delegation for disorder or any other breach of this policy and, if rules the delegation is concluded, the presenter shall withdraw. The decision of the presiding officer/chair shall not be subject to challenge.

5.7 Public Input at Council and Committee Meetings

5.7.1 People attending a council or committee meeting must remain quiet and respectful. No one may speak to council unless council gives them permission.

5.7.2 People are not allowed to hold up signs, clap, talk, or do anything else that could interrupt or disturb the meeting.

5.7.3 Anyone in possession of a phone or electronic device in council

POLICY

chambers, must turn it off or set it to silent so it doesn't make any noise.

- 5.7.4 Members of the public may speak to council for up to five (5) minutes during the Public Input part of a council or committee meeting.
- 5.7.5 When speaking to council, the public must be respectful to everyone including council, staff, and other attendees. If someone is disrespectful, the chair will stop them from speaking.
- 5.7.6 Anyone who uses rude, offensive, or insulting language will be asked to leave the meeting.
- 5.7.7 Council members will listen but will not respond or enter into debate or discussion at that time.
- 5.7.8 If clarification or a response is required, staff and/or council may follow up after the meeting, or the issue may be referred to a future agenda.
- 5.7.9 Responses to questions made at Committee of the Whole and regular council meetings, will also be included in a report on the next COW agenda so they may be shared with the public as a whole.
- 5.7.10 Members of the public are welcome to interact with council and Town staff in several ways such as:
 - i. By letter or email or phone. Contact details are available on the Town website.
 - ii. Questions, concerns, or requests for service can be submitted to staff by phone, email, in person, or through the Town's website.
 - iii. Participate in scheduled public hearings, surveys, or community consultations on planning, budgets, or policy changes.
 - iv. The Town may share information and gather feedback through social media or online engagement platforms such as Wolfville Blooms.
 - v. Members of the public can request a meeting with a councillor or senior staff member to discuss a concern or idea.
- 5.7.11 Input related to personnel, current or potential litigation issues, or planning issues for which a public hearing has already occurred will not be responded to.
- 5.7.12 A synopsis of all comments from public input is recorded in the minutes.
- 5.7.13 Members of the public shall not approach council members when seated at the horseshoe.

POLICY

5.7.14 Any papers or documentation presented at the public input session for council will be given to the clerk or designate for dispersal.

5.7.15 Any person who is not a member of council, that does not abide by the rules stated in this section may be asked to leave the meeting by the presiding officer/chair.

5.8 Minutes

5.8.1 The minutes of all council and committee meetings are recorded. The clerk or designate shall ensure minutes of all committee and council meetings are available to councillors. All approved minutes shall be marked as such, once approved at a subsequent meeting.

5.8.2 The minutes of all council and committee meetings shall include every motion, resolution, and decision made, whether the meeting is public or held in an in camera session.

5.8.3 Minutes of meetings shall record:

- i. The type, place, date and time of meeting.
- ii. The name of the presiding officer/chair and all members of the committee and council as well as the names of council members attending who are not part of the committee.
- iii. The time of late arrival or early departure of members of committee/council.
- iv. The name of staff in attendance.
- v. The substantive decisions made, and actions taken.
- vi. The results of votes on all motions.
- vii. The time the meeting went in and out of an in-camera session.

5.8.4 The minutes of each council meeting shall be presented to council at the next regular meeting for approval.

5.8.5 The minutes of each Committee of the Whole meeting shall be presented to council at the next regular Committee of the Whole meeting for approval.

5.8.6 The minutes of a committee meeting shall be presented to that committee at the next regular committee meeting for approval.

5.8.7 Council and committees shall be asked if there are corrections to the minutes. Corrections must be factual and reflect what took place at the meeting.

POLICY

5.8.8 If no corrections are identified, the presiding officer/chair shall declare the minutes approved as presented. If corrections are identified, the presiding officer/chair shall request a motion to approve the minutes as amended.

5.8.9 Approved minutes from council and committees are posted on the town website.

5.8.10 Staff reports shall be posted to the municipal website as part of the agenda package.

5.9 Rules of Order and Debate

Conduct of Members

5.9.1 Members of Council shall :

- i. Act in accordance with their Oath of Office and The Town's Code of Conduct for Elected Municipal Officials Policy#110-011.
- ii. Discharge with integrity all responsibilities to council, the Town of Wolfville, and the public, in keeping with approved corporate policies.
- iii. Treat the presiding officer/chair, other members of council, staff, and the delegates from the public with courtesy, respect and good faith.
- iv. Try to be acknowledged by the presiding officer/chair before leaving the council chambers.
- v. Remain in their seat without disturbance while a vote is being taken and until the result is declared.
- vi. Not criticize any decision of the council except for the purpose of introducing a motion for reconsideration.
- vii. Respect the rules of the council or a decision of the presiding officer/chair or council on a question of order, practice or interpretation of the rules of the council.
- viii. Ask any relevant questions of staff prior to any meeting where an issue may be introduced or debated so that staff may be able to have appropriate information at such meeting if necessary; and
- ix. Turn off or silence all cell phones, and electronic devices, except those in use to facilitate the meeting.

5.9.2 If a member continues to break the rules of the meeting or refuses to follow a decision made by the presiding officer/chair or council, even after being warned by the presiding officer/chair, the presiding

POLICY

officer/chair must immediately ask council to vote (without debate) on the following question:

“Should the member be ordered to leave their seat for the rest of the meeting?”

If the member later apologizes, council can take another vote to allow them to return to the meeting.

- 5.9.3 Council and committee members are not allowed to speak to provincial members of government like an MLA (Member of the Legislative Assembly) or federal members of government like an MP (Member of Parliament), municipal vendors, or outside organizations about specific municipal matters **unless they have permission from council or the mayor to do so**. The only exception is when a councillor is helping a resident with a provincial matter and is clearly acting on behalf of the individual, not on behalf of council. If council has asked staff to handle a communication on a certain issue, **individual councillors cannot act on behalf of council** on that topic unless they are officially authorized. This rule does **not** stop councillors from interacting with residents of the Town.

Speaking / Rules of Debate

- 5.9.4 When a presentation or report needs a council decision, the presiding officer/chair will first allow time for discussion and questions, then the presiding officer/chair will ask for a motion.
- 5.9.5 Members must wait for the presiding officer/chair to recognize them before speaking.
- 5.9.6 Once a member is recognized, they must direct their comments or questions to the presiding officer/chair and only speak about the topic being discussed. The presiding officer/chair will keep track of the speaking order and recognize members in the order they asked to speak.
- 5.9.7 No one may interrupt another member who is speaking unless it's to raise a **point of order** or a **point of personal privilege** (as defined in sections 4.14 and 4.15).
- 5.9.8 Any member can ask to have the motion or question being discussed re-read or shown at any time **if it doesn't interrupt someone who is speaking**.

POLICY

- 5.9.9 A member may not speak more than once on a topic until all other members have had a chance to speak. They may speak again only to **clarify a misunderstanding**, not to introduce new information. No member can speak more than **four times** on the same topic without council's permission.
- 5.9.10 A member may not speak for longer than **ten minutes** on a single topic unless council agrees to allow more time.
- 5.9.11 Questions asked during discussion must be directly related to the matter being discussed.
- 5.9.12 Once the presiding officer/chair has called for a vote on a motion, no more discussion or new motions are allowed until the vote is finished and the result is announced.
- 5.9.13 If the presiding officer/chair wants to take part in debate, they must hand over their role to the vice-chair until the issue is finished. This keeps the presiding officer/chair's role fair and neutral.

5.10 Motions

Not Requiring Advance Notice

- 5.10.1 At a Council meeting, certain types of motions can be brought up verbally, without giving advance notice, and without asking for permission, unless a specific rule in this policy says otherwise.
- i. A point of order
 - ii. A point of personal privilege
 - iii. To suspend the rules of procedure
 - iv. To table
 - v. To postpone definitely (deferral motion with a specified date/meeting)
 - vi. To refer
 - vii. To amend
 - viii. To postpone indefinitely (deferral motion without specifying a date/meeting)
 - ix. To recess
 - x. Return to the approved agenda (because it's strayed off topic)
 - xi. Fix a time to adjourn
 - xii. To close debate
 - xiii. Any other procedural motion.

POLICY

Motions Passed by Unanimous Consent

5.10.2 The following are motions that can be adopted without a formal vote when there is no objection:

- i. To approve the agenda (if there are no changes)
- ii. To adopt minutes (if there are no changes)
- iii. To adjourn the meeting

Making and Passing Motions

5.10.3 The presiding officer/chair may ask if a member is willing to move/second a motion, in which case any member may respond verbally. The presiding officer/chair will verbally indicate which members have moved and seconded the motion.

5.10.4 Motions are voted upon by the members by a show of hands and by saying aye/no or any other accepted means.

5.10.5 The person making a motion must clearly say what the motion is before someone else can second it and before it can be voted on.

5.10.6 Once a motion has been made and seconded, it officially belongs to council. The person who made the motion can still withdraw it at any time before it's voted on or changed, as long as no one on council objects.

Procedural Motions

5.10.7 Motion to Adjourn:

- i. always allowed except where this policy says otherwise
- ii. cannot be debated or changed
- iii. cannot be made while someone is speaking or during vote counting.
- iv. cannot be made immediately after a motion to close debate passes.
- v. if defeated, cannot be made again until some business has happened.

5.10.8 The presiding officer/chair can end the meeting by unanimous consent, if all business is done and nothing else is pending.

5.10.9 A motion to adjourn to a specific time, or event pauses the meeting and continues it later.

5.10.10 A motion to adjourn without conditions ends the meeting immediately

POLICY

if passed.

5.10.11 A motion to table is not debatable and is not amendable

5.10.12 A tabled motion won't be discussed again unless a motion is made to take it off the table.

5.10.13 A motion that has been tabled and not taken up from the table for six (6) months shall be deemed to be withdrawn and cannot be revived.

5.10.14 A motion to close debate (call the question):

- i. is not debatable or amendable.
- ii. cannot be moved if there is an amendment being discussed.
- iii. should be moved by a member who has not yet spoken on the topic, unless all have spoken.
- iv. requires a two-thirds (2/3) majority vote of members to pass
- v. if passed, ends debate immediately and a vote is taken without further discussion.

5.10.15 A motion to postpone definitely (to a fixed time or date):

- i. debatable only for reason of postponing and to when.
- ii. can be amended as to the time or date.
- iii. needs a majority vote to pass.
- iv. takes priority over motions to refer, amend, or postpone indefinitely.

5.10.16 A motion to refer (to committee or staff):

- i. is debatable and amendable.
- ii. takes priority over amendments, postponing indefinitely or definitely, and tabling.

5.10.17 A motion to amend:

- i. is debatable and amendable
- ii. must relate to the matter at hand, not change the main idea.
- iii. shall allow only one amendment at a time.

5.10.18 A motion to postpone indefinitely:

- i. is debatable and can include discussion of the main issue effectively stopping a motion and avoiding a direct vote on the question.
- ii. is not amendable.
- iii. requires a majority vote.

POLICY

- 5.10.19 A motion to suspend the rules:
- is not debatable or amendable.
 - requires a two-thirds (2/3) majority vote.
 - takes precedence if related to a pending motion, but yields to a motion to table.
- 5.10.20 A motion to reconsider:
- is debatable only for reasons for or against reconsidering.
 - is amendable.
 - requires a majority vote, regardless of the original vote to adopt the motion being reconsidered.
- 5.10.21 A motion to reconsider may be made only by a member who voted on the winning side in the original vote.
- 5.10.22 A question shall only be reconsidered once, and the motion to reconsider cannot be reconsidered.
- 5.10.23 No debate on the original question can happen unless the motion to reconsider is approved first.
- 5.10.24 The mover of a motion to reconsider must say if the whole or part of the original motion will be reconsidered.
- 5.10.25 A motion to reconsider can only be made at the same meeting as the original decision.
- 5.10.26 A motion to amend/rescind a previous decision:
- is debatable and amendable (only to the amendment not the original decision).
 - requires two-thirds vote of the members present to pass.
- 5.10.27 If this motion fails, it cannot be brought forward again during a period of twelve (12) months following the date on which the question was decided.
- 5.10.28 No debate on the original question takes place, unless this motion passes first.
- 5.10.29 When a matter is brought back for reconsideration, the whole original motion is reviewed unless limited by the reconsideration motion.
- 5.10.30 Until reconsidered and changed, the original decision stands.

POLICY

Point of Order

- 5.10.31 The presiding officer/chair shall decide all points of order.
- 5.10.32 When a member wishes to raise a point of order, the member shall ask permission of the presiding officer/chair and then state the issue.
- 5.10.33 The chair/presiding officer shall decide on the point of order.
- 5.10.34 Thereafter, the member shall only address the presiding officer/chair if appealing the decision. If appealed, council votes without debate. If no appeal, the presiding officer/chair decision shall stand.

Point of Personal Privilege

- 5.10.35 Members can raise issues affecting dignity, reputation, or ability to participate (Point of Personal Privilege).
- 5.10.36 A Point of Personal Privilege has priority over other business.
- 5.10.37 No debate allowed except on the point itself.
- 5.10.38 The chair/presiding officer shall decide upon the point of privilege and advise the members of the decision.
- 5.10.39 Unless a member immediately appeals the decision, it shall be final.
- 5.10.40 If the decision is appealed, the question **“Shall the ruling of the presiding officer be upheld?”** shall be called without debate, and its results shall be final, based on a majority vote.
- 5.10.41 When a point of privilege is raised and recognized, on behalf of another member, that member may speak or move a motion only if separately recognized by the chair.

5.11 Voting

- 5.11.1 The manner of determining the decision of the council or committee on a motion shall be by raised hands and voicing Aye/No or by another accepted means.

POLICY

- 5.11.2 All members including the presiding officer/chair may vote once on each motion.
- 5.11.3 Abstentions count as 'No', except when the member has declared a conflict of interest.
- 5.11.4 A majority of the members present, and voting are required to pass motions (except when two-thirds are required as set out in this policy). A tie vote means the motion is defeated.
- 5.11.5 Movers and seconders of a motion must be present at the meeting for debate to occur.
- 5.11.6 Members not in their seat at the call of the vote shall not be entitled to vote.
- 5.11.7 Members must remain seated until the result of the vote has been declared.
- 5.11.8 Voting at public hearings shall follow the rules as set in the Municipal Government Act.

6.0 Policy Review

This policy will be reviewed every four years, immediately following a municipal election.

7.0 Replace

The following policies are repealed and replaced with this policy:
110-010 Public Input Policy
110-015 Presentations to Council Policy

Approved by CAO

[Click here to enter a date.](#)

Date



POLICY

Public Input at Council and Committee Meetings	
Policy Number: 110-010	Supersedes Policy Number:
Effective Date 2019-07-16 2024-04-16	Approved By Council (Motion Number): 19-07-17 19-04-24

1.0 Purpose

The Town of Wolfville is committed to supporting its citizens to become more engaged and better informed on Town matters. This policy provides for the effective management of public input sessions during Council and Committee meetings.

2.0 Scope

This Policy is applicable to all Town Council and Committee of Council Meetings.

3.0 Definitions

3.1 Public Input Session a period of time during public meetings when members of the public can offer their comments and ask questions of Council.

3.2 Chair Mayor or designated Chair of a Committee of Council.

4.0 Policy

4.1 At Committee of the Whole (COW) meetings, members of the public will have two opportunities to make comments and ask questions during public input sessions. These sessions are scheduled at the beginning of each meeting after the adoption of the minutes of previous meetings, and towards the end of the meeting after Council has received all the reports. Individual members of the public can speak for a maximum of five (5) minutes during these sessions. The intent of the second opportunity is to provide Council with any new information members may have after hearing the reports, which may help in Council in their decision-making.



POLICY

- 4.2** At regular Town Council and Advisory Committee of Council meetings, members of the public will have the opportunity to make comments and ask questions during one public input session at the beginning of each meeting after the adoption of the minutes of previous meetings. Individual members of the public can speak for a maximum of five (5) minutes during this session.
- 4.3** Members of the public will address the Chair directly with questions and comments.
- 4.4** Comments and questions that relate to personnel, current or potential litigation issues, or planning issues for which a public hearing has already occurred will not be answered.
- 4.5** The Chair, in consultation with members of Council, the CAO and/or staff designate, will determine if a question posed can be immediately answered or if it needs to be referred to staff for further follow-up. Any questions not immediately answered will be directed to a staff member for follow-up, either in writing directly to the member of the public with a copy to Council, or in a subsequent CAO Report to Committee of the Whole.
- 4.6** Members of the public participating in public input sessions will conduct themselves in a respectful manner. Should this not occur, the Chair will advise them to end their questions and/or comments immediately.
- 4.7** In order to ensure that no member of the public feels discouraged, intimidated or otherwise prevented from delivering their comments or questions, no shouting from the public gallery, applause or other expressions of emotion will be permitted during public participation sessions.
- 4.8** No audience participation is allowed.
- 4.9** Any persons wishing to attend the meeting virtually must advise the Town Clerk with at least 24 hours' notice to provide for technical set up as per Council & Committees of Council Virtual Meeting Policy 110-014 (section 5.2.3).



POLICY

- 4.10** Any persons requiring accommodation are asked to contact staff at Town Hall.
- 4.11** Members of the public are reminded that Policy Number 120-010 Routine Access Policy clarifies which Town records are available routinely upon request.

5.0 Policy Review

The Policy will be reviewed every four years from the effective/amended date.

Town Clerk

2024-04-16

Date



POLICY

Presentations to Council	
Policy Number: 110-015	Supersedes Policy Number: N/A
Effective Date 2024-04-16	Approved By Council (Motion Number): 20-04-24

1.0 Purpose

To establish guidelines for the effective management of presentations at the Town's Committee of the Whole meetings.

2.0 Scope

This Policy applies to all groups or organizations including all local community organizations, stakeholders, not-for-profit organizations, delegations, federal or provincial government agencies and partners and others which may arise at the discretion of Council who wish to publicly present to Council at a Committee of the Whole Meeting.

For individual public input see policy #110-010 Public Input at Council Meetings Policy.

3.0 Definitions

3.1 Town is the Town of Wolfville

4.0 Policy

4.1 Presentations are made at Committee of the Whole meetings.

4.2 For the purpose of this policy, presentations have been categorized into three groups:

4.2.1 Presentations from the Community includes:

- i. updating Council on local community initiatives, projects, budgets or operations.



POLICY

- ii. raising Council's awareness of new community initiatives or projects.
- iii. Celebrating successes and achievements of volunteer based or not-for-profit organizations which have a social, cultural, economic or environmental well-being in their mandate.

These groups shall be allotted fifteen (15) minutes total (*10 minutes for the presentation and 5 minutes for questions*).

4.2.2 Funding requests

Requests for funding shall be allotted fifteen (15) minutes total (*10 minutes for the presentation and 5 minutes for questions*).

4.2.3 Presentations made at the request of Council or Staff

These requests may be allotted more time on a case-by-case basis.

- 5 Committee of the Whole will refer presentations to staff for a report if they involve an expenditure of funds, grant applications, or other action on the part of the Town.
- 6 Any persons wishing to present by virtual means must advise the Town Clerk with at least 24 hours' notice to provide for technical set up as per Council & Committees of Council Virtual Meeting Policy 110-014.
- 7 Any persons requiring accommodation are asked to contact staff at Town Hall.

5.0 Responsibilities

5.1 Council will:

- i. Identify and approve any changes to Presentations to Council Policy in collaboration with the CAO or designate.

5.2 The CAO/Town Clerk will:

- i. Receive each presentation request.
- ii. Ensure all Council members are informed of the details of each request.



POLICY

- iii. In collaboration with the mayor, and Council, decide on the appropriateness of the request and date of COW meeting to receive the presentation.
- iv. Update the agenda packages accordingly including any presentations/reports for pre-circulation.

6.0 Presentation Requirements

- 6.1 The request to present must include:
 - i. a summary of the information of the organization being represented,
 - ii. a summary of purpose of presentation, and
 - iii. information on any requests being made of the Town.
- 6.2 Requests to present must be received with at least 14 days' notice of the Committee of the Whole meeting the request is for.
- 6.3 Presentation slides or material to be handed out to Council must be provided to the Town Clerk at least 24 hours prior to the meeting.

7.0 Policy Review

The Policy will be reviewed every four years from the effective/amended date.

Town Clerk

2024-04-16

Date



POLICY

Committees of Council Policy	
Policy Number: 110-001	Supersedes Policy Number: 110-002 Committee Procedures
Effective Date: 1996-08-19 2014-12-16 2015-02-17 2018-02-20 2022-01-25 2022-07-19 2023-07-18 2024-09-24	Approval By Council (Motion Number): 19-08-96 03-12-14 19-01-15 26-02-18 26-01-22 16-07-22 17-07-23 16-09-24

1.0 Purpose

The purpose of this policy is to outline the role and operation of committees under the jurisdiction of the Town.

Section 26 of the Municipal Government Act enables council to establish, by policy, citizen advisory committees which shall advise the council, as directed by the council.

2.0 Scope

This Policy is applicable to all meetings of committees of council, and their appointed members, within the Town of Wolfville.

3.0 References

- 3.1 Nova Scotia Municipal Government Act
- 3.2 Town of Wolfville Policy #110-004 Virtual Meeting Policy
- 3.3 Town of Wolfville Policy #110-002 Council & Committee of Council Proceedings Policy

4.0 Definitions

- 4.1 **CAO** is the Chief Administrative Officer for the Town of Wolfville
- 4.2 **Committee(s)** is any committee under Section 5.2, 5.8 and 5.10 of this Policy.
- 4.3 **Quorum** is the number of members required to make decisions at the meeting. A



POLICY

majority of members present equals quorum.

4.4 **Town Clerk** is the Town Clerk, as appointed by the CAO, for the Town of Wolfville

5.0 Policy

This policy shall apply to all Committees of Council unless otherwise stated in the respective policies or bylaws.

5.1. Committees of Council

- 5.1.1 Council shall have the following Committees of Council – Accessibility Advisory Committee, Audit Committee, Committee of the Whole, Planning Advisory Committee, Police (RCMP) Advisory Board, Source Water Protection Advisory Committee and Equity and Anti-Racism Advisory Committee.
- 5.1.2 The Planning Advisory Committee will serve as the Heritage Advisory Committee.

5.2. Council Members of Committees

- 5.2.1 In November of the election year and the third year of Council's term, the Mayor and CAO will recommend Councillor appointments including alternates to committees referenced under Sections 5.1, and 5.11 of this Policy, excluding Committee of the Whole.
- 5.2.2 These recommendations will be based on Council member interests, Committee needs, and Council member scheduling conflicts, along with other considerations that may be relevant (i.e., family and work commitments). The Mayor and CAO will strive to bring forward recommendations that are equitable and fair when distributing the workload amongst Council members.
- 5.2.3 Once appointed to Committees, Council members are expected to attend and be fully committed to each Committee they are appointed to.
- 5.2.4 The Mayor, or Deputy Mayor with approval of Council, shall be an ex-officio voting member on all Committees of Council.
- 5.2.5 Where a committee has two or less Council members, one Councillor will be appointed as an alternate to fill in for any Council member on that committee who may be unavailable.
- 5.2.6 Committees will be chaired by a seated member of Council unless mandated by legislation.
- 5.2.7 Committees will be Vice Chaired by a seated member of Council unless



POLICY

mandated by legislation.

- 5.2.8 Chair & Vice Chair positions will be selected annually by Council unless mandated by legislation.

5.3. Citizen Members of Committees

- 5.3.1 Applications for citizen appointments to committees shall be invited by public advertisement.
- 5.3.2 Council will review all applications and select citizen appointments to Committees in December of each year.
- 5.3.3 Citizen members serving on any Committee shall be eligible to reapply for a consecutive term. Applications of returning members shall be reviewed along with new applicants. Completion of a first term does not guarantee selection for a second term.
- 5.3.4 Citizen members who have served two consecutive terms on the same Committee must take a leave of absence for at least one term before reapplying to serve on the same Committee but could apply for a different Committee without any such break.
- 5.3.5 A citizen member may serve on more than one Committee at a time.
- 5.3.6 Any citizen member of a Committee, who is absent from three (3) consecutive meetings of the same Committee, forfeits office, unless otherwise approved by Council. Any member who so forfeits office is eligible for reappointment following the remainder of the unexpired term subject to Section 5.3.3 and 5.3.4.
- 5.3.7 If a citizen member vacates the committee before that member's term would normally expire, the vacancy will be posted to the end of the unexpired term.
- 5.3.8 Citizen members are required to sign a statement acknowledging compliance with the Citizen Member Code of Conduct (attached).

5.4. Decision Making & Voting

Decisions are made by majority vote of the members present and in accordance with the Town's Council and Committee Proceedings Policy #110-002.

5.5. Scheduling

- 5.5.1 Council shall review and approve a meeting schedule in December of every year for the following January – December calendar year.
- 5.5.2 All Council, Committee of the Whole (including full day meetings and



POLICY

special budget meetings) and Committees of Council meetings will be included in this schedule. Meetings for Committees under Section 5.10 of this Policy will not be included in the schedule.

- 5.5.3 All members of Council shall receive calendar notifications of every Committee of Council meeting. Council members attending a Committee who are not the appointed official for that Committee shall sit in the viewing gallery and have the same rights and privileges as any member of the viewing public.

5.6. Qualifications

- 5.6.1 Committee members shall reside or operate a business in the Town of Wolfville, unless otherwise approved by Council.
- 5.6.2 Citizen members are selected by Council, after consideration of various factors including skillset, knowledge, experience, level of interest and reason for applying, as well as any identified knowledge/experience gaps currently on the Committee. Specific knowledge/experience requirements are included in the Terms of Reference for each Committee.
- 5.6.3 All Committee appointments are made at the discretion of Council.

5.7. Rules of Engagement

- 5.7.1 A majority of the members of a committee constitutes a quorum.
- 5.7.2 All committees shall meet in accordance with their Terms of Reference (*see attached Appendices*).
- 5.7.3 **As per the Town's Council and Committee Proceedings Policy #110-002,** Committees may move or cancel a regularly scheduled meeting with advanced notice to all members, the CAO, and the public.
- 5.7.4 Special meetings of Committees of Council, with the exception of Committee of the Whole, may be called by the Chair with advanced notice to all members and the CAO.
- 5.7.5 Special meetings of Committee of the Whole may be requested by the CAO or Mayor and with agreement by council, arranged by the Town Clerk. The Town Clerk will aim to provide minimally three weeks' notice for any special meetings and will conduct a poll of Council members, when feasible, to schedule special meetings.
- 5.7.6 Subject to the principles set out in the Municipal Conflict of Interest Act, all committee members present including the person presiding shall vote on a question.
- 5.7.7 Any member attending virtually in accordance with Virtual Meeting Policy



POLICY

#110-004 is deemed present for quorum and voting purposes.

- 5.7.8 Subject to Section 22 of the Municipal Government Act, committee meetings are open to the public.
- 5.7.9 The committee may receive presentations from the public upon approval of the chair **as per Sections 5.6 of the Town's Council & Committee Proceedings Policy #110-002.**
- 5.7.10 The role of all committees is limited to advising Council unless otherwise stated in the bylaw or resolution governing that committee.
- 5.7.11 Unless specifically granted the power to do so, no committee has the power to commit the Town to either spend money or take any particular action.
- 5.7.12 No member of a committee shall give specific directions to any staff member at any committee meeting. The responsibility for giving specific directions to staff shall reside with the full Council at a duly assembled meeting unless otherwise delegated to the CAO.
- 5.7.13 A committee may choose to endorse the report of staff to Council or offer a different solution (alternative); in either instance, the staff report should always be attached to the agenda.

5.8. Administration

- 5.8.1 The Town Clerk or designate shall arrange for an orientation session for each new committee member upon that member's appointment to the committee. The purpose of the orientation session is to familiarize the member with the role of the committee, the policies and procedures of the Town which affect the committee and all other information which will assist the member to make a meaningful contribution to the work of the committee. The personnel delivering these sessions will differ for each committee but will involve some combination of the Town Clerk, Staff Liaison and committee Chair.
- 5.8.2 Meeting agendas shall be prepared by the committee Chair and staff representatives and shall be submitted to the CAO or designate for information.
- 5.8.3 The Town Clerk, or designate, will strive to have all committee, Town Council and Committee of the Whole agendas circulated to committee members, and posted for the public, one week in advance of the scheduled meeting.
- 5.8.4 Agendas may be varied at the beginning of the meeting by an affirmative vote of the members present.
- 5.8.5 The minutes of all committee meetings are to be recorded and shall be



POLICY

forwarded to the Town Clerk or designate. The Town Clerk, or designate, shall ensure minutes of all committee meetings are available to Councillors. All approved minutes shall be annotated as such once approved at a subsequent meeting.

- 5.8.6 Information or actions from a committee to be considered by Council will be presented in writing, using the "Committee Update Template" and included in the agenda package for the next regularly scheduled Committee of the Whole meeting. If the timing between meetings does not allow for a written submission to be produced prior to the agenda being circulated, a verbal report may be given at the meeting with the written report circulated and included in the next COW agenda package.
- 5.8.7 The Town Clerk, or designate, is responsible for providing a recording secretary for committee meetings.
- 5.8.8 The CAO is responsible for reviewing minutes of all committee meetings and for highlighting for Council those items in the minutes which require Council's attention.
- 5.8.9 The chair of any committee may request an opportunity to report on the minutes or may request a Council member appointed to that committee to present the information or actions during the Committee Report to Council.
- 5.8.10 The CAO shall appoint a staff member or members as a liaison/resource member to all committees.
- 5.8.11 The Town Clerk, or designate, shall ensure that the minutes of each meeting are forwarded to all members of the committee.

5.9. Task Force Committees

- 5.9.1 Council may appoint special Task Force Committees from time to time to undertake the review of a specific issue or short-term project and to remain in place only if there is a continuing need for the work of that task force as determined by Council.
- 5.9.2 In appointing a Task Force Committee, Council shall fix clear terms of reference, a time schedule for the Task Force Committee to report, and the procedure to be followed in the selection of a Task Force Chair.

5.10. Working Groups

- 5.10.1 Council authorizes the CAO to structure and utilize Working Groups from time to time to support and inform staff recommendations to Council.
- 5.10.2 Working Groups may include, but not be limited to, areas including



POLICY

Design Review, Public Art, Municipal Alcohol Policies and Community Harmony Initiatives.

5.10.3 The CAO, or designate, shall develop terms of reference for each Working Group and inform Council of the creation and terms of reference of any Working Group that has been established.

5.10.4 While Council members are not involved in the creation of a Working Group, they may become a member of a Working Group if appropriate.

5.11. External/Partnership Committees

5.11.1 Council may participate on committees with other municipal partners via request or through Intermunicipal Service Agreements.

- i. These committees include, but are not limited to, Regional Emergency Management, Valley Waste-Resource Management, Kings Transit, Diversity Kings and Valley Regional Fibre Network.
- ii. These committees will be governed by their approved Terms of Reference and /or IMSA and are outside of this Policy.
- iii. While these committees may provide their own orientation sessions, the CAO or designate will provide overview of the purpose of the committee to the appointed Council member(s).

5.11.2 Council will participate in committees with other partners via request or through established contracts or policies.

- i. These committees include, but are not limited to, Kings Point to Point Transit Society, Town and Gown, Annapolis Valley Regional Library, Wolfville Business Development Corporation, and the Annapolis Valley Trails Coalition.
- ii. These committees will be governed by their approved Terms of Reference and are outside of this Policy.

5.11.3 Council will appoint Council representatives including alternates to External/Partnership committees identified under Section 5.11 in accordance with sections 5.2.1, 5.2.2, 5.2.3, and 5.3.1 and 5.3.2 as appropriate.

5.11.4 Council members who have already served on one of these committees may be called upon to mentor/orientate new Councillors.

5.11.5 Alternates for these committees are appointed by Council.

5.11.6 Each Council representative will provide an update from their committee meeting(s) at the Committee of the Whole.

5.12. Council Member Attendance



POLICY

It is expected that Council members attend all Council meetings, including Committee of the Whole regular, budget and special meetings; all Public Hearings and all meetings for which they are appointed to under this policy. Attendance of members is recorded on each set of minutes. Virtual attendance is counted as if in person as per section 5.7.7 of this policy and MGA Section 19A.

As per Section 17 (4) (4a), of the Municipal Government Act, any member of council who is absent for more than three consecutive regular meetings of council, without the leave of council, ceases to qualify to serve.

In addition to the meetings specified in Sections 5.1, 5.9, 5.10 and 5.11 of this Policy, Council members are expected to attend and participate in the following:

- Council Orientation Sessions
- Council Strategic Planning Sessions
- Council Retreats
- Meetings with local community groups and constituents as required.
- Meetings with adjacent municipal representatives as required.
- Nova Scotia Federation of Municipalities (NSFM) Regional and Provincial meetings
- Province of Nova Scotia Regional and Provincial meetings
- Official Town of Wolfville events (Mayor or designate is officially expected to represent Council at these functions)
- Training and Conferences as per 110-004 – Conferences and Professional Development Policy

6.0 Policy Review

This Policy including the attached Terms of References will be reviewed every four years from effective/amended date.

7.0 Repeal and Replace

The following policies are repealed and replaced with this policy:

110-009 Accessibility Advisory Committee

120-015 Environmental Sustainability Committee

140-007 Audit Committee

601-001 Design Review Committee

760-002 Public Art


610-002 Planning Advisory Committee

910-001 Source Water Protection Advisory Committee

110-012 Attendance & Participation for Council Members Policy



POLICY

	September 24, 20224
Town Clerk	Date

DRAFT



POLICY

Appendix A

Accessibility Advisory Committee Terms of Reference

1. Purpose

The Accessibility Advisory Committee (AAC) provides advice to council on identifying, preventing and eliminating barriers to people with disabilities in municipal programs, services, initiatives and facilities. The committee plays a pivotal role in helping the Town of Wolfville become a barrier-free community and ensuring obligations under “*An Act Respecting Accessibility in Nova Scotia*” Chapter 2 of the Accessibility Act (2017) are met.

2. Mandate & Responsibilities

The committee has the following responsibilities:

- 2.1** Advise council in the preparation, implementation and effectiveness of its accessibility plan. In accordance with the Act, the plan must:
 - 2.1.1** Include a report on measures the Town of Wolfville has taken and intends to take to identify, remove and prevent barriers.
 - 2.1.2** Include information on procedures the Town of Wolfville has in place to assess the following for their effect on accessibility for persons with disabilities:
 - i. Any of its proposed policies, programs, practices and services,
 - ii. Any proposed enactments or bylaws it will be administering; and
 - iii. Any other prescribed information.
 - 2.1.3** Advise Council on the impact of Town of Wolfville policies, programs and services on persons with disabilities.
 - 2.1.4** Review and monitor existing and proposed Town of Wolfville bylaws to promote full participation of persons with disabilities, in accordance with the Act.
 - 2.1.5** Identify and advise on the accessibility of existing and proposed municipal services and facilities.
 - 2.1.6** Advise and make recommendations about strategies designed to achieve the objectives of the Town’s Accessibility Plan.
 - 2.1.7** Receive and review information directed to it by council and its committees, and to make recommendations as requested.
 - 2.1.8** Monitor federal and provincial government directives and regulations; and
 - 2.1.9** Host community consultations related to accessibility in the Town of



POLICY

Wolfville.

3. References

- 3.1 Policy 110-001, Committees of Council Policy
- 3.2 Bill No. 59 - Accessibility Act, Chapter 2 of the Acts of 2017

4. Definitions

- 4.1 **Barrier** means anything that hinders or challenges the full and effective participation in society of persons with disabilities including a physical barrier, an architectural barrier, an information or communication barrier, an attitudinal barrier, a technological barrier, a policy or a practice.
- 4.2 **Council** means the Town Council for the Town of Wolfville.
- 4.3 **Disability** includes a physical, mental, intellectual, learning or sensory impairment, including an episodic disability; that, in interaction with a barrier, hinders an individual's full and effective participation in society.

5. Membership

- 5.1 The Committee will consist of seven (7) voting members who serve without pay.
- 5.2 Council shall appoint each of the seven (7) voting members as follows:
 - i. To two-year terms – Two (2) members of council to serve as Chair and Vice Chair.
 - ii. To two-year terms – three (3) members at large
 - iii. To three-year terms – two (2) members at large.
- 5.3 At least one half of the members of the Accessibility Advisory Committee must be persons with disabilities or representatives from organizations representing persons with disabilities.

6. Meeting

6.1 Frequency

The committee shall meet at least four times a year, or otherwise as required to fulfill the duties as outlined.

	September 24, 20224
Town Clerk	Date

POLICY

Appendix B

Audit Committee Terms of Reference

1. Purpose

The purpose of the Audit Committee is to provide advice to Council on all matters relating to audit and finance. The objectives of the committee are to:

- i. Fulfil the requirements outlined in Section 44 of the *Municipal Government Act*.
- ii. Assist council in meeting its responsibilities by ensuring the adequacy and effectiveness of financial reporting, risk management and internal controls.

2. Mandate & Responsibilities

2.1 Audit

- i. Review the qualifications, independence, quality of service, performance and fees of the External Auditors annually and recommend the appointment of an auditor to council.
- ii. Carry out the responsibilities of an Audit Committee contained in Section 44 of the Municipal Government Act.
- iii. Review with management and the external auditor, the annual audited financial statements and recommend the approval to council.
- iv. Review with management, the internal control management letter received from the auditors and recommend any changes to council, as required.

2.2 Finance and Risk Management

- i. Review with management the quarterly financial package to be presented to council and recommend approval.
- ii. Review with management annually all financial policies including those used in the preparation of the external financial statements.
- iii. Review with management the adequacy of internal controls.
- iv. Review with management, annually, risk management practices including insurance coverage.

3. References

- 3.1 [Nova Scotia Municipal Government Act](#)
- 3.2 [Policy 110-001, Committees Policy](#)
- 3.3 [Nova Scotia Municipal Finance Corporation Core Best Practices – Audit Committee](#)




POLICY

4. Membership

- 5.1 The committee shall consist of five (5) voting members who serve without pay.
- 5.2 Council shall appoint each of the five (5) voting members as follows:
 - i. The Mayor
 - ii. To two-year terms – two (2) members of council
 - iii. To two-year terms – two (2) members at large
- 5.3 In the first year, one of the members at large will sit for a one-year term to allow the members at large to rotate off in opposite years to maintain continuity.
- 5.4 Committee members will have an understanding of the auditing procedure and the components associated with auditing in order to resolve the issues brought forth by the external auditor and should possess knowledge in accounting, auditing, financial reporting, and finance expertise.

5. Meeting

- 5.1 **Frequency**
The committee shall meet at least four times a year. Additional meetings may be necessary to review items related to the audit and will be called by the chair.

	September 24, 20224
Town Clerk	Date



POLICY

Appendix C

Planning Advisory Committee Terms of Reference

1. Purpose

The Planning Advisory Committee is responsible for providing clear and complete advice and policy options to Council on issues related to the development, standards, and planning of our town's spaces, specifically concerning:

- Land Use Planning
- Heritage Planning and Preservation
- Environmental Issues
- Building Standards
- Housing Issues
- Parks, Trails, Playgrounds and Open Space Planning
- Landscaping and Beautification of Municipal Property; and
- Any other related matter referred to this Committee by Council or by the Chief Administrative Officer

2. Mandate & Responsibilities

The committee has the following responsibilities:

- 2.1 Upon request of council, provide recommendations on planning and heritage issues.
- 2.2 To consider Municipal Planning Strategy in all recommendations and advice provided by the committee.
- 2.3 To act as and carry out the purposes of a Planning Advisory Committee as prescribed under the Municipal Government Act.
- 2.4 To act as and carry out the duties of the Heritage Advisory Committee as prescribed in Heritage Property Act.
- 2.5 To follow the Town's Public Participation Program.

3. References

- 3.1 [Policy 110-001, Committees Policy](#)
- 3.2 [Municipal Planning Strategy \(MPS\)](#)
- 3.3 [Land Use Bylaw \(LUB\)](#)
- 3.4 [Public Participation Policy, 610-006](#)

4. Definitions



POLICY

- 4.1 **HAC** means the Heritage Advisory Committee
- 4.2 **PAC** means the Planning Advisory Committee

5. Membership

Environmental Knowledge - Members at large will be selected based on either a professional expertise or a general background in one or more of the following subjects: Watershed, Urban Forest, Parks/Recreation, Sustainability, Planning/Development, Utilities, Wildlife, Solid Waste and Recycling, Air Quality, Climate Change, or Green Practices. This knowledge could have been acquired through many avenues including professional practice or community involvement activities.

Heritage Knowledge - Members at large shall have professional experience related to at least one of the following disciplines: urban planning or development, landscape architecture, architecture, civil engineering, a background in heritage and/or built heritage matters and/or heritage research and planning.

As well as Environmental or Heritage Knowledge, other appropriate knowledge or professional skills areas may include public engagement, public-private partnerships, government relations, indigenous affairs.

- 5.1 The Committee consists of nine (9) voting members who serve without pay.
- 5.2 Council shall appoint each of the nine voting members as follows:
 - i. The Mayor
 - ii. To two-year term – three (3) members of Council.
 - iii. To two-year terms – three (3) members at large
 - iv. To three-year terms – two (2) members at large.
 - v. Environmental rep and Heritage rep to be included as part of the members at large group.

6. Meetings

6.1 Frequency

The committee shall meet monthly (except in the month of August), or as otherwise required to fulfill the duties as outlined.

	September 24, 20224
Town Clerk	Date



POLICY

Appendix D

Source Water Protection Advisory Committee Terms of Reference

1. Purpose

The Delivery of safe water to consumers is the top priority for water utilities. The approach to achieve this in Nova Scotia and in many areas throughout the world is the multiple barrier approach. This is a series of steps taken by the water supplier which together provide multiple layers of protection to ensure that safe water is delivered to the consumer.

In Nova Scotia the barriers outlined in the province's Drinking Water Strategy are as follows:

1. Keeping it Clean - by ensuring that the water source is protected from contamination.
2. Making it Safe - by providing the required treatment
3. Proving it Safe - through continuous testing and monitoring

The Town of Wolfville Water Utility (Utility) has a complete program of water treatment, testing and monitoring in full compliance with all regulations to provide a finished product which meets or exceeds the Guidelines for Canadian Drinking Water Quality as published by Health Canada.

To complete the multiple barriers of protection the Utility adopt a Source Water (wellhead) Protection Plan to ensure the source water remains clean.

Guided by the Source Water Protection Plan, the objective of the Source Water Protection Advisory Committee (the Committee) is to provide the Water Utility with advice that will attempt to satisfy the water quality and quantity concerns of all stakeholders; about the sources of contamination in the source water supply area; about the management options available, and about the success of the protection plan.

2. Mandate & Responsibilities

The Committee has the following responsibilities:

- 2.1 Review and make recommendations on activities affecting the SWP area lands.
- 2.2 Review and comment on water quality and quantity monitoring programs and other studies related to the SWP area.
- 2.3 Inform and educate local residents, landowners and other users of the SWP area lands about source water protection.



POLICY

3. References

- 3.1 [Policy 110-001, Committees Policy](#)
- 3.2 [Source Water Protection Plan](#)

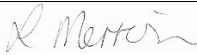
4. Membership

Membership of the Advisory Committee shall reflect the broad spectrum of landowners, interested groups and government officials that have a stake in the monitoring of the Plan. As some of the protection zones will extend into Kings County, representatives from the County will participate on the Committee.

- 4.1 The Committee will consist of eight (8) voting members who serve without pay.
- 4.2 Council shall appoint each of the eight (8) voting members as follows:
 - i. The mayor
 - ii. To two year terms - two (2) members of Council
 - iii. To two year terms - two (2) members at large from the Town of Wolfville
 - iv. One (1) member of the Municipality of the County of Kings
 - v. One (1) member of Acadia University
 - vi. One (1) member at large from the County of Kings
- 4.3 Non-voting members who shall serve on the committee without pay are as follows:
 - i. Director of Engineering and Public Works, Town of Wolfville
 - ii. Manager of Engineering, Town of Wolfville
 - iii. Planning staff, County of Kings
 - iv. Nova Scotia Department of Environment representative
 - v. Consultant
 - vi. Other outside resources as required – i.e., Nova Scotia Department of Transport and Infrastructure Renewal (NSDTIR), NS Agriculture.

5. Meeting

- 5.1 **Frequency**
The committee shall meet quarterly.

	September 24, 20224
Town Clerk	Date

POLICY

Appendix E

Equity and Anti-Racism Advisory Committee

1. Purpose

The Equity and Anti-Racism Advisory Committee shall provide advice to Council to assist in the identification, prevention and elimination of systemic hate, inequity, and racism in the Town of Wolfville.

The Equity and Anti-Racism Committee shall work to deliver this advice through an Equity and Anti-Racism Plan that shall guide how policies and programs are developed, how services are delivered and how budgetary decisions are made.

The Plan shall be reviewed and updated every three years to ensure Council is empowered to disrupt types of racism and discrimination that include ableism, anti-Asian racism, anti-Black racism, anti-Indigenous racism, antisemitism, gender and sexually-based discrimination, Islamophobia and xenophobia, which is dislike of or prejudice against people from other countries.

2. Mandate & Responsibilities

The committee has the following responsibilities:

- 2.1 Advise Council in the preparation, and implementation of its Equity and Anti-Racism Plan. The Plan will:
 - 2.1.1 Include an annual report on measures the Town of Wolfville has taken and intends to take to identify, and prevent systemic hate, inequity and racism in Wolfville.
 - 2.1.2 Support the examination of the way that policies and programs are developed; how services are delivered; and how budgetary decisions are made.
- 2.2 Receive and review information directed to it by Council and its committees, and to make recommendations as requested.
- 2.3 Monitor federal and provincial government directives and regulations; and
- 2.4 Host community consultations related to equity and anti-racism in the Town of Wolfville.
- 2.5 Make recommendations to support internal education and training for Town of Wolfville staff and Council.

3. References

- 3.1 Policy 110-001, Committees Policy



POLICY

3.2 Dismantling Racism and Hate Act

4. Definitions

- 4.1 Equity recognizes that everyone doesn't begin in the same place in society and considers historical and other factors in determining what is fair.
- 4.2 Inequity refers to a state of unfairness or lack of justice. Individuals or groups are treated differently and unequally, often resulting in systematic and patterned disparities in opportunities, resources, rights, or outcomes.
- 4.3 Racism is the unfair treatment, prejudice, or hatred by an individual, community, or institution against a person or people based on their actual or perceived membership in a racial or ethnic group. Racism is also having the power and carrying out that discrimination (unfair treatment), hatred or prejudice through institutional policies and practices.
- 4.4 Anti-racism is the work of actively opposing racism by advocating for changes in political, economic, and social life. Anti-Racism is achieved through the identification and elimination of racism by changing oppressive systems, structures, policies, practices, and attitudes.
- 4.5 Hate means provocation, hostility or intolerance by means of threats, harassment, abuse, incitement or intimidation motivated by the actual or perceived race, religion, national origin, ethnicity, gender, gender identity, gender expression, disability or sexual orientation of any person.
- 4.6 Diversity means having a variety of people from a range of different social, economic and ethnic backgrounds, gender identities, sexual orientations, life experiences, competencies and faiths represented on teams, in workplaces in general and particularly in processes like engagement. Representational diversity is an outcome of proactive measures to correct systemic disadvantage, and to create equitable opportunity structures and pathways for a critical mass of those who are historically underserved and underrepresented.
- 4.7 Inclusion encompasses norms, practices, and intentional actions to promote participation, engagement, empowerment, and a sense of belonging for members of historically underrepresented and underserved groups in all aspects of life. It is about celebrating, valuing, and amplifying perspectives, voices, styles, and identities that have been marginalized by promoting an institutional culture and practices to ensure all can experience a welcoming space of fairness, dignity, and human flourishing.
- 4.8 Underrepresented and Underserved Communities in Nova Scotia are those groups who experience discrimination and exclusion because of unequal power relationships across economic, political, social, and cultural dimensions. This includes but is not limited to:
 - Mi'kmaw and Persons of Indigenous descent.



POLICY

- African Nova Scotians and Persons of African descent.
- Persons of Colour.
- Newcomers (immigrants and refugees).
- 2SLGBTQIA+--2 Spirit, Lesbian, Gay, Bisexual/Biromantic, Transgender, Queer and/or Questioning, Intersex, Asexual/Aromantic and others whose identities are not reflected.
- Persons with disabilities (physical and mental).
- Persons who are neurodivergent.
- In some contexts, women.

4.9 Council means the Town Council for the Town of Wolfville.

5. Membership

5.1 The committee will consist of seven (7) voting members who serve without pay.

5.2 Council shall appoint each of the seven (7) voting members as follows:

- To two-year terms – two (2) members of council
- To two-year terms – three (3) members at large
- To three-year terms – two (2) members at large.

5.3 Members at large shall live, work or study in Wolfville and be from underrepresented and underserved communities in Nova Scotia

5.4 If a member vacates the committee for any reason at any time before that member's term would normally expire, Council shall appoint promptly a new member to the committee to hold office for the unexpired term.

5.5 Applications for the appointment to the committee shall be invited by public advertisement.

5.6 The chair and vice chair will be appointed annually by the committee.

6. Meeting

6.1 Frequency

The committee shall meet at least four times a year, or otherwise as required, to fulfill the duties as outlined.

	September 24, 20224
Town Clerk	Date

REQUEST FOR DECISION 034-2025

Title: VWRM – Debt Guarantees 2025-26 Capital Program

Date: 2025-09-09

Prepared by: Diana Gibson, Director of Corporate Services

Contributors: Valley Waste Resource Management Staff



SUMMARY

Valley Waste Resource Management (VWRM) Debt Guarantee for 2025-26 Capital Program

Each year the Town is involved in Valley Waste Resource Management (VWRM)'s budget process, including any debt guarantees that are required in relation to the capital budget.

The request before Council today relates to the current year (2025-26) capital program, for which VWRM is preparing to participate in the Municipal Finance Department's upcoming provincial debenture issue. The first step of this process was completed on June 18, 2025, when the Interim-IMSA Board signed their Temporary Borrowing Resolution (TBR). The next step is for each of the Inter-Municipal Agreement Service Partners to guarantee their proportionate share of the debt. The documents before Council with this report represent that guarantee for Wolfville.

DRAFT MOTION:

That Council guarantees a share of Valley Waste Resource Management's Temporary Borrowing Resolution of \$1,465,000, with Wolfville's guarantee repayment share being 7.19% equal to \$105,363 as per the attached partner guarantee resolution form.

REQUEST FOR DECISION 034-2025

Title: VWRM – Debt Guarantees 2025-26 Capital Program

Date: 2025-09-09

Prepared by: Diana Gibson, Director of Corporate Services

Contributors: Valley Waste Resource Management Staff



CAO COMMENTS

The CAO supports the recommendation of staff.

1) LEGISLATIVE AUTHORITY

- Municipal Government Act – Sections 60 & 88
- Valley Waste Resource Management Inter-Municipal Service Agreement (IMSA)

2) STAFF RECOMMENDATION

That Council approves the loan guarantee requested by VWRM to address their 2025-26 capital program requirements.

3) REFERENCES AND ATTACHMENTS

- Loan Guarantee Resolution provided by VWRM (attached)
- VWRM 2025-26 Capital Program TBR, including Schedule A showing the breakdown of partner guarantees, and Schedule B noting the Capital Budget items being funded through long-term debt (attached).

4) DISCUSSION

VWRM must go through the process required by the Municipal Finance Department to access debenture funding for its capital program. The final step of this process requires all IMSA partners to guarantee their share of the debt. As one of these partners, Wolfville must guarantee its share of VWRM's long-term borrowing. The documentation attached is needed to ensure VWRM's TBR can be approved by the Minister.

This TBR approval is an annual housekeeping matter, finalizing details surrounding the Interim-IMSA Board and Town Council decisions previously made for fiscal 2025-26. Below is the breakdown of guarantees by IMSA partners:

IMSA Partner	Guarantee Percentage	Guarantee Amount
Municipality of Kings County	58.28%	\$853,730
Municipality of Annapolis	20.98%	\$307,328
Town of Kentville	8.10%	\$118,603
Town of Wolfville	7.19%	\$105,363
Town of Berwick	2.71%	\$39,739
Tow of Middleton	1.90%	\$27,890
Town of Annapolis Royal	0.84%	\$12,347
	100%	\$1,465,000

REQUEST FOR DECISION 034-2025

Title: VWRM – Debt Guarantees 2025-26 Capital Program

Date: 2025-09-09

Prepared by: Diana Gibson, Director of Corporate Services

Contributors: Valley Waste Resource Management Staff



5) FINANCIAL IMPLICATIONS

There is no immediate budget impact on the Town, as VWRM's capital program was previously approved as part of the 2025-26 budget. The long-term borrowing requested will require increased Town contributions in future years once the debenture is in place and repayments are required.

6) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

None at this time.

7) COMMUNICATION REQUIREMENTS

Once approved, the guarantee will be signed and the Town will advise VWRM staff of Council's decision, and then to forward all duly signed copies of the guarantee to VWRM.

8) ALTERNATIVES

Council could choose not to approve the guarantee. In doing so VWRM would be required to seek alternatives to fund its capital budget. Given Council has already approved the VWRM Budget, not providing the guarantee at this time would be an impractical option and is not recommended by staff.

VALLEY REGION SOLID WASTE-RESOURCE MANAGEMENT AUTHORITY

TEMPORARY BORROWING RESOLUTION

Amount: \$1,465,000

Capital Projects: Detailed in Schedule "B"

WHEREAS the Valley Region Solid Waste-Resource Management Authority (hereinafter referred to as the Authority) was incorporated on October 1, 2001 pursuant to Section 60 of the Municipal Government Act;

WHEREAS the Town of Berwick, the Town of Kentville, the Town of Middleton, the Town of Wolfville, the Town of Annapolis Royal, and the Municipality of the County of Kings entered into an inter-municipal services agreement pursuant to Section 60 of the Municipal Government Act;

WHEREAS the Authority pursuant to the inter-municipal agreement states that the body corporate shall be vested with the power to borrow money for the purpose of capital projects, the specific amounts and descriptions of which are contained in Schedule "B";

WHEREAS any borrowing and/or entering into debt obligations of the municipal body corporate must be approved by the municipal units and the Municipal Guarantee percentages and amounts for each of the six municipal parties are attached at Schedule "A"; and,

WHEREAS pursuant to Section 88 of the Municipal Government Act no money shall be borrowed by a municipality, village, committee by an inter-municipal agreement or service commission pursuant to this Act or another Act of the Legislature until the proposed borrowing has been approved by the Minister of Municipal Affairs has the approved the proposed guarantees;

BE IT THEREFORE RESOLVED

THAT under the authority of the intermunicipal services agreement entered into under Section 60 of the *Municipal Government Act*, and subject to the approval of the Minister of Municipal Affairs, the Authority borrow a sum or sums not to exceed

One million four hundred sixty five thousand Dollars
(\$1,465,000) for the purpose set out above;

THAT the sum be borrowed by the issue and sale of debentures of the Authority of an amount as the Authority deems necessary;

THAT pursuant to Section 92 of the Municipal Government Act, the issue of debentures be postponed and that a sum or sums not to exceed

One million four hundred sixty five thousand Dollars
(\$1,465,000) in total be borrowed from time to time from any chartered bank or trust company doing business in Nova Scotia;

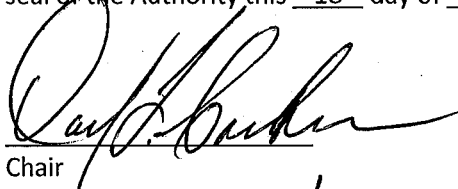
THAT the sum be borrowed for a period not exceeding Twelve (12) Months from the date of the approval of the Minister of Municipal Affairs of this resolution;

THAT the interest payable on the borrowing be paid at a rate to be agreed upon; and,

THAT the amount borrowed be repaid from the proceeds of the debentures when sold.

THIS IS TO CERTIFY that the foregoing is a true copy of a resolution read and duly passed at a meeting of the Valley Region Solid Waste-Resource Management Authority held on the 18 day of June, 2025.

GIVEN under the hands of the Chair and the Secretary and under the seal of the Authority this 18 day of June, 2025.


Chair


Secretary

VALLEY REGION SOLID WASTE-RESOURCE MANAGEMENT AUTHORITY

TEMPORARY BORROWING RESOLUTION

Amount: \$1,465,000

Capital Projects: Detailed in Schedule "B"

SCHEDULE "A"

MUNICIPAL GUARANTEES

MUNICIPAL PARTNER	GUARANTEE PERCENTAGE	GUARANTEE AMOUNT
Municipality of the County of Kings	58.28%	853,730
Municipality of the County of Annapolis	20.98%	307,328
Town of Kentville	8.10%	118,603
Town of Wolfville	7.19%	105,363
Town of Berwick	2.71%	39,739
Town of Middleton	1.90%	27,890
Town of Annapolis Royal	0.84%	12,347
Total Capital Requirements for Borrowing Resolution	100	1,465,000.00

VALLEY REGION SOLID WASTE-RESOURCE MANAGEMENT AUTHORITY

TEMPORARY BORROWING RESOLUTION

Amount: \$1,465,000

Capital Projects: Detailed in Schedule "B"

**SCHEDULE "B"
CAPITAL PROJECTS**

		Estimates \$
Heading:		
Item	Cat 924K Loader - Solid Tires	400,000
Item	Cat 906 Loader - Solid Tires, Grapple - C&D Pile	200,000
Item	HHW Container Replacement	60,000
Item	HHW Pre Fab Structure	250,000
Heading Sub Total:		910,000
Heading:		
Item	Press Upgrade	120,000
Item	Tunnel Door	85,000
Item	Warehouse	350,000
Item		
Heading Sub Total:		555,000
Heading:		
Item		
Item		
Item		
Item		
Heading Sub Total:		0
Heading:		
Item		
Item		
Item		
Item		
Heading Sub Total:		0
Heading:		
Item		
Item		
Item		
Item		
Heading Sub Total:		0
Heading:		
Item		
Item		
Item		
Item		
Heading Sub Total:		0
Heading:		
Item		
Item		
Item		
Item		
Heading Sub Total:		0
TOTAL REQUEST CONTAINED WITHIN THIS RESOLUTION		1,465,000

**VALLEY REGION SOLID WASTE-RESOURCE MANAGEMENT AUTHORITY
MUNICIPAL PARTNER GUARANTEE RESOLUTION
COUNCIL OF**

Guarantee Share Amount: \$ _____ Purpose: _____

WHEREAS the Valley Region Solid Waste-Resource Management Authority (hereinafter referred to as the Authority) was incorporated on October 1, 2001 pursuant to Section 60 of the Municipal Government Act;

WHEREAS the Authority has determined to borrow the aggregate principal amount of _____ Dollars (\$ _____) for purpose of _____;

WHEREAS the Authority has requested the Council of the _____, a municipality that executed the instrument of incorporation of the Authority, to guarantee said borrowing; and,

WHEREAS pursuant to Section 88 of the Municipal Government Act, no guarantee of a borrowing by a municipality shall have effect unless the Minister of Municipal Affairs has approved of the proposed borrowing or debenture and of the proposed guarantee;

BE IT THEREFORE RESOLVED

THAT the Council of the _____ does hereby approve the borrowing of the aggregate principal amount of _____ Dollars (\$ _____) for the purpose set out above;

THAT subject to the approval of the Minister of Municipal Affairs of the borrowing by the Authority and the approval of the Minister of Municipal Affairs of the guarantee, the Council unconditionally guarantee repayment of _____ Dollars (\$ _____) for the purpose set out above; and

THAT upon the issue of the debentures, the Mayor and Chief Administrative Officer of the Municipality do sign the guarantee attached to each of the debentures and affix thereto the corporate seal of the Municipality.

THIS IS TO CERTIFY that the foregoing is a true copy of a resolution read and duly passed at a meeting of the Council of the _____ held on the _____ day of _____, 2025.

GIVEN under the hands of the Clerk and under the seal of the Municipality this _____ day of _____, 2025.

Clerk

REQUEST FOR DECISION 035-2025

Title: Appointment of Development Officer

Date: 2025-09-09

Prepared by: Devin Lake, Director of Planning & Public Works

Contributors:



SUMMARY

Appointment of Development Officer

This report is intended for Council to consider the staff recommendation regarding the appointment of Mark Fredericks as a Development Officer for the Town of Wolfville.

DRAFT MOTION:

That Council approve the appointment of Mark Fredericks as a Development Officer for the Town of Wolfville.

REQUEST FOR DECISION 035-2025

Title: Appointment of Development Officer

Date: 2025-09-09

Prepared by: Devin Lake, Director of Planning & Public Works

Contributors:



1) CAO COMMENTS

The CAO supports the recommendation of Staff.

2) LEGISLATIVE AUTHORITY

Pursuant to Section 243(1) of the MGA, Council must appoint a Development Officer to administer the Land Use By-Law and Subdivision By-law. Currently the Town has one full-time Development Officer (Marcia Elliott) and one alternate Development Officer (Devin Lake).

3) STAFF RECOMMENDATION

Staff recommends that Council appoint Mark Fredericks as a Development Officer for the Town of Wolfville.

4) DISCUSSION

The Town of Wolfville's Planning and Development department is a small collaborative team where many roles overlap and merge. For effective coverage, having multiple Development Officers ensures a consistent ability to issue permits and approvals during personal/medical leave or vacation periods.

Staff are recommending that Council appoint Mark Fredericks as a Development Officer to enhance the Town's ability to provide this consistent coverage of services. Mark Fredericks has extensive Planning and Development experience in previous roles with the County of Kings and West Hants and is qualified for the role.

Marcia Elliott will continue to be the primary Development Officer for the Town.

5) FINANCIAL IMPLICATIONS

There are no budget considerations associated with the appointment of a Development Officer.

6) COMMUNICATION REQUIREMENTS

Staff will be advised of the appointment and changes to contact information will be made where necessary.

7) ALTERNATIVES

Council could choose not to make this staffing appointment.

REQUEST FOR DECISION 036-2025

Title: Old Burying Ground

Date: 2025-09-09

Prepared by: Mark Fredericks, Senior Planner

Contributors: Devin Lake, Director of Planning & Public Works



SUMMARY

Old Burying Ground – updates and budget increase

This report provides information for Council to consider a budget increase to support improvements in the Old Burying Ground at 494 Main Street including a fence replacement and initiation of an archeological assessment to guide future work in this sensitive area.

DRAFT MOTION:

That Council approves the capital budget increase from \$50,000 to \$75,000 to install a new fence and begin the archeological assessment that will inform future work within the Old Burying Ground.

REQUEST FOR DECISION 036-2025

Title: Old Burying Ground

Date: 2025-09-09

Prepared by: Mark Fredericks, Senior Planner

Contributors: Devin Lake, Director of Planning & Public Works



1) CAO COMMENTS

The CAO supports the recommendation of Staff.

2) LEGISLATIVE AUTHORITY

- Municipal Government Act (MGA) Section 65

3) STAFF RECOMMENDATION

Staff recommend that Council approve the budget increase from \$50,000 to \$75,000 to

- 1) replace the chain-link fence surrounding the Old Burying Ground in the fall of 2025 and,
- 2) gather the necessary archaeological information needed to continue working collaboratively with Provincial departments on this important heritage property to inform future improvements.

4) REFERENCES AND ATTACHMENTS

- NA

5) DISCUSSION

Old Burying Ground

The Town of Wolfville's Old Burying Ground is located on Main Street, between Clock Park and Acadia's Festival Theatre. The site dates to 1763 and is a designated Municipal heritage property and Provincial heritage property. A stone wall encloses the Main Street frontage and includes a wrought iron gate at its entrance across from Highland Avenue. The cemetery's mature trees and open greenspace provide a quiet and shady retreat within Wolfville's busy downtown. The site has had several investments in the past including a recent rebuild of the front stone wall, and headstone repairs in previous decades.

This cemetery has incredible potential as a destination and shady green space within the downtown, while highlighting and respecting its history. The site is currently mowed by Town Staff and is open to the public, but there are no pathways which limit accessibility due to the uneven grassy landscape. This site would benefit from landscape improvements including ground leveling, stump grinding, gardening, tree pruning and removal of invasive species.

REQUEST FOR DECISION 036-2025

Title: Old Burying Ground

Date: 2025-09-09

Prepared by: Mark Fredericks, Senior Planner

Contributors: Devin Lake, Director of Planning & Public Works



Consultations and next steps

Staff met with local historians, Planning Advisory Committee (PAC) members and trail builders to discuss the logistics and pricing of establishing crushed gravel paths in the Old Burying Ground. Staff have also met with provincial staff from Special Places and the Heritage Property Program to discuss the development of a path network and landscaping/fencing projects.

The consultations staff held throughout 2025 have clarified an approach to this site to minimize ground disturbance. Any excavation of soil on this site has the potential to include artifacts and/or human remains which require a careful archeological process if encountered. On-site monitoring during any excavation is essential to ensure compliance with the Cemetery Act.

Archeological Resource Impact Assessment (ARIA)

There are many projects that could benefit this heritage property, but we are currently limited to those which do not cause significant ground disturbance until we have an Archeological Resource Impact Assessment (ARIA). This site assessment will help guide future decisions regarding paths and any intrusive landscaping work that causes ground disturbance. This assessment has been discussed with professional archaeologist, Jonathan Fowler, who has done work in this cemetery and is familiar with the site's history. The ARIA would evaluate the property and any proposed paths, provide advice on potential impacts and identify locations to avoid or to use additional caution when working nearby. This assessment could begin in the fall of 2025 and prepare the Town to appropriately invest in this space in future years. This assessment is expected to cost ~\$12,000 (including tax).

Fencing

Until an ARIA is complete, staff are not recommending any path work or major landscape changes to occur. However, it is feasible to complete the fence replacement this year, and we have received support from the province to remove the old fence and install a new fence using minimally intrusive install methods. Staff believe starting with the fence will indicate that the Town is committed to restoring and improving this important historic place.

The proposed replacement fence uses black ornamental steel with through-pickets that mimic the front entrance gate, which is an important *character defining element* within the Heritage designation. This ornamental fencing would be used to replace the deteriorating chain-link fence along the north and west boundaries of the Old Burying Ground. This fencing is expected to cost \$57,977 (including tax).

REQUEST FOR DECISION 036-2025

Title: Old Burying Ground

Date: 2025-09-09

Prepared by: Mark Fredericks, Senior Planner

Contributors: Devin Lake, Director of Planning & Public Works



Existing fence (old chain-link):



Proposed fence style (ornamental steel with through-pickets):



REQUEST FOR DECISION 036-2025

Title: Old Burying Ground

Date: 2025-09-09

Prepared by: Mark Fredericks, Senior Planner

Contributors: Devin Lake, Director of Planning & Public Works



6) FINANCIAL IMPLICATIONS

Budget considerations include the request for an additional \$25,000 in 2025 capital budget. The proposed budget increase from \$50,000 to \$75,000 will be used as follows:

- The archaeological assessment is expected to cost ~\$12,000 (including tax)
- The replacement fencing is expected to cost \$57,977 (including tax)
- Any remaining budget (~\$5,000) could be used for low impact landscaping or cover any extras encountered.

Future investments will be informed by the archaeological assessment.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

Investment in the Old Burying Ground is consistent with the intent of the following actions within the 2021-2025 Strategic Plan:

- *Social Equity*
- *Climate Action*
- *Community Wellness*

8) COMMUNICATION REQUIREMENTS

If the budget increase is made, staff will communicate with the following stakeholders:

- Fencing contractor - schedule and install new fencing
- Archeologist Jonathan Fowler – assessment to begin
- Provincial staff at Special Places and Heritage Properties

9) ALTERNATIVES

Council could choose not to provide the requested budget increase. The fence project would not be completed, but the assessment could begin with the current budget, and some low-impact landscape work could be completed.

REQUEST FOR DECISION 032-2025

Title: Inclusive Employment Endorsement

Date: 2025-09-09

Prepared by: Barb Shaw, Manager of Communications and Strategic Initiatives

Contributors:



SUMMARY

Endorsement of Inclusive Employment Program

The Town of Wolfville has been asked to endorse a new inclusive employment initiative that will be led by L'Arche Homefires with support from the purposeful group and the Wolfville Business Development Corporation. This program will create employment opportunities for adults with diverse abilities throughout the community.

DRAFT MOTION:

That Committee of the Whole endorse the Wolfville Inclusive Employment Program.

REQUEST FOR DECISION 032-2025

Title: Inclusive Employment Endorsement

Date: 2025-09-09

Prepared by: Barb Shaw, Manager of Communications and Strategic Initiatives

Contributors:



1) CAO COMMENTS

The CAO supports the recommendation of staff.

2) LEGISLATIVE AUTHORITY

N/A.

3) STAFF RECOMMENDATION

Staff recommend that Committee of the Whole support the motion and advance the endorsement to Council for ratification.

4) REFERENCES AND ATTACHMENTS

- [Wolfville's Equity and Anti-Racism Plan 2025](#)
- [Wolfville's Accessibility Plan 2025](#)

5) DISCUSSION

L'Arche Homefires is working with the purposeful group to position Wolfville as a model Inclusive Employment Community – a place where individuals of all abilities can thrive through meaningful employment. This model is built around the creation of local “carved employment” opportunities.

Carved employment is a supported employment strategy that creates tailored jobs for individuals, often those with disabilities, by analyzing existing jobs, identifying non-specialized or transferable tasks, and combining or modifying them to fit the specific skills and needs of a job seeker and the goals of an employer. With carved employment opportunities, individuals who may currently lack choice and who may be excluded from community, have an opportunity to experience the benefits of meaningful work, social inclusion and personal growth.

The proposed program will provide employers with support to create and maintain real jobs within various work environments. Endorsement of this program will have the Town officially recognized as a supporter and authorize staff to provide feedback to program officials in an advisory capacity. The Town will also look into opportunities to participate in the program.

6) FINANCIAL IMPLICATIONS

The Town may consider creating a carved position to allow full participation in the program in the future. But at this stage the Town's investment is through staff time, in an advisory capacity.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

REQUEST FOR DECISION 032-2025

Title: Inclusive Employment Endorsement

Date: 2025-09-09

Prepared by: Barb Shaw, Manager of Communications and Strategic Initiatives

Contributors:



- Economic Prosperity
- Social Equity
- Community Wellness

8) COMMUNICATION REQUIREMENTS

If Council provides an endorsement, the Town logo and branding will be used on program materials, and the Town will amplify messaging to support awareness of this initiative.

9) ALTERNATIVES

Council may suggest alternatives to endorsement of this program.

CAO REPORT

September 9, 2025

Office of the CAO



Economic Prosperity * Social Equity * Climate Action * Community Wellness

Truth and Reconciliation Call to Action #57

On Monday, September 29, the Town will be offering two opportunities for staff and Council to take part in a *Blanket Exercise*; all are invited and encouraged to attend. This programming is being provided by Santele's Healing Circles.

A *Blanket Exercise* is an opportunity for hands-on learning about Canadian history from the perspective of Indigenous people. It is an eye-opening and powerful experience. It provides a different perspective on our history and insight into some of the challenges now faced by Indigenous communities.

The *Blanket Exercise* is included in the Town's Equity and Anti-Racism Plan, in response to the Truth and Reconciliation Commission's Call to Action #57. This Call to Action speaks to the positive impact created when municipal governments provide education and awareness to staff of the history of Indigenous peoples in Canada.

We have space for everyone; two sessions are available:

- Session 1: Monday, September 29, 10am – noon
- Session 2: Monday, September 29, 1pm – 3pm

Staff and Council are encouraged to wear orange to this event.

Community Safety and Compliance

Staff have been working to welcome Acadia students back to the community. A successful session on campus with Residence Assistants happened at the end of August and the Acadia Harm Reduction Fair was also covered by our team.

Door-to-Door Outreach was completed on Sept. 5 with Compliance and Acadia staff conducting door-to-door visits in the neighborhoods near campus. This is an annual initiative to welcome students and provide helpful information focused on community expectations.

Compliance staff increased evening shifts in early September to support anticipated increased activity during Welcome Week. RCMP will also have additional resources in Town during this period.

Through the summer, calls have been constant regarding bagged waste, loose debris, and property minimum standard concerns. Staff continue to work with Valley Waste Bylaw Enforcement to provide education and compliance.

CAO REPORT

September 9, 2025

Office of the CAO



Economic Prosperity * Social Equity * Climate Action * Community Wellness

Fire Services

Calls for service:

- **May:** 27 calls
- **June:** 15 calls
- **July:** 17 calls
- **August (to date):** 29 calls

Training & Meetings

- **May:** 276 training hrs | 21 meeting hrs
- **June:** 324 training hrs | 173.5 meeting hrs
- **July & August:** Training suspended in exchange for **weekend standby shifts**.

From May 1 until August 19, 2025, our volunteer fire fighters have logged a total of 2,023 hours of service to our communities.

New bunker gear (10 sets) was received and distributed. Old gear is being assessed for spares or disposal. New lockers are arriving later this month. The lockers were purchased entirely through Firefighters' 50/50 funds.

Through the month of August, members deployed to:

- **Lake Paul Wildfire** – mop-up (now extinguished).
- **West Dalhousie Wildfire** – structural protection; may be redeployed as needed.

Circles NS – Restorative Communities Project

Staff are participating in a three-year restorative community living lab project called Circles NS. Circles NS has set a mission to reimagine how communities can work collectively to create sustainable solutions to the complex issues they face and create pathways for better quality of life for Nova Scotians. This project is noted in the Town's Equity and Anti-Racism Plan. This work will focus on the principles of restorative justice that include relationships, respect, responsibility, repair and reintegration.

Economic Prosperity * Social Equity * Climate Action * Community Wellness

Finance and Corporate Services

Diana Gibson began in the role of Director of Corporate Services on August 5, 2025. The department is currently accepting applications for the position of Manager of Finance. This role will be responsible for payroll, invoicing, bank reconciliations, and monthly journal entries, to name just a few items.

The finance team have been working on completing year-end and are on track to have audited financial statements to Committee of the Whole in October. The 2025 final tax bills have been sent to residents.

Recreation

The Rec Hub opened in June and facilitated over 900 bike loans through end of August. Feedback on the program has been positive, and the program will operate into the fall months.

The recreation team visited seven neighbourhood parks to host community cookouts through the summer. Staff served tacos, made connections and built relationships with residents in their own neighbourhoods, collected feedback and shared food and games. Total attendance was over 500 guests.

The Summer Earth Camps were very well-received with over 150 camper spots filled through the summer. Both the kids and the staff had a blast.

The Summer Concert Series has now extended into September. We have seen higher audience numbers at the weekly event compared to last year.

West End (Stirling South) trail is nearing 100% completion. We are awaiting woods access to complete finishing touches.

The West End Park is on schedule for late fall completion with playground installation, tree planting, landscaping and irrigation to be completed.

GIS and Asset Management

- Launched Wolfville GIS Cloud notification system with workflow templates, URL redirection, and pre-populated forms for efficient permit processing.
- Implemented Permittable on August 11, 2025, now operational for permit applications, review checklists, lot grading plan reviews, issuances, and project completion notifications.
- Migrated Bylaw and Compliance forms to the Cloud; dashboards planned for future deployment.
- Deployed Public Notification App for mailing list management and notice generation.
- Completed Cross Connection water meter GIS risk assessment – identified 219 moderate/high risk meters for backflow contamination mitigation.



Economic Prosperity * Social Equity * Climate Action * Community Wellness

- Configured Field Maps Forms with automated calculations and inspection notifications; ready for September pilot in Water Department.
- Migrated Parks Department to GIS Cloud with general inventory map and asset management tool for maintenance scheduling.
- Deployed Water Department GIS data and application on new Cloud platform; initiated technical training program (session 1 of 4 completed).
- Vehicle inspection and excavation report forms are implemented and used by staff.
- Working with the AIM (Atlantic Infrastructure Management) Network on a proposal to update our Asset Management Plan and a process for continuous improvement

Planning and Building

- 52 Building Inspections, site visits or consultations since last report.
- Urban Forest policy is set to be released for consultation in the early fall.
- Staff had an initial meeting with the Willowbank Cemetery to discuss opportunities and challenges – more review and diligence is required before anything is brought to Council on this issue
- Site Plan approval:
 - Front Street (commercial + 5 Residential units)
 - Gaspereau Ave (3 residential units)
 - Highland Ave (120 residential units)
- Road design for Earnscliffe Ave and Gaspereau Ave on-going to prepare for 2026+ construction
- Planning document review – Land Use Bylaw development and on-going consultations with landowners/developers and upcoming Housing Accelerator Fund community consultations

Public Works

- Staff are working on identifying needs for the 2026 Capital Budget
- Main Street bollards have been installed and staff continue efforts to improve safety in the bike lanes (catch basin repair, patching, sweeping, etc).
- Resurfacing asphalt on Hillside Ave. and Grandview Dr.
- Repairing catch basins across town
- Continue our in-house asphalt patching with our recycler
- Al Whittle / Main Street sidewalk replacement and stormwater work is ongoing
- Finalizing details of the Harvest Moon trail (Harbourside to Farmers' Market) to have this done in concrete. Anticipated to start once Al Whittle sidewalk is complete.
- Working to place 4 pedestrian crossing bollards and 4 speed reminder/calming bollards around the Town as a traffic calming pilot for a few months before winter removal
- A tender package for the budgeted water transmission line is being submitted to the Nova Scotia Regulatory and Appeals Board (formerly the Utility and Review Board) for approval and are looking

**Economic Prosperity * Social Equity * Climate Action * Community Wellness**

to tender in December or January (rather than now). This project has taken additional time to work with the Province around Highway 101. Additional Phases of this project will be required.

- Staff continue to work toward drilling a 3rd production well for the Town – it is anticipated required diligence and land issues will take a number of months.
- Public Works, Planning and Finance Staff have begun pulling together a 3-year business plan for the water utility to support a forthcoming rate study and application.
- Ongoing project management of the Wastewater Treatment Plant upgrades. A more detailed update will be provided on this project will be provided at a forthcoming Council meeting.
- Pressure reducing valve on Sherwood replaced
- 35 more water meters upgraded throughout town
- New SCADA antennae installed on roof at 200 Dykeland
- Yearly lift station inspections completed and planning for capital budget upgrades
- Completed UV light and sleeve replacements at the Wastewater Treatment Plant
- Staff have been working closely with CBCL to monitor water levels and usage during recent drought conditions
- Voluntary water conservation measures have been circulated as a result of drought conditions.
- The Manager of Environmental Services role with the Town has been finalized and posted. It is hoped a new member of the team will begin this fall.

Parks

- Project Management of Washroom and Change Facility at Reservoir Park is ongoing with project completion anticipated for mid-late Sept.
 - Evangeline Park upgrades are complete and in use.
 - Fields and parks were aerated to help relieve compaction from usage.
 - Parks lawn maintenance (irrigation, mowing and whipping is ongoing).
 - 15 street trees have been planted, and twice weekly watering is being carried out.
 - General garden maintenance of all gardens, planters and baskets continues.
 - Picnic tables were added to Waterfront Park and Woodman Grove.
 - Various waste stations were pressure washed as they can get quite soiled through usage.
 - Staff were trained in detection of the Hemlock Woolly adelgid.
 - Splash pad weekly cleaning of surface and equipment is ongoing.
 - “Dog” signage was installed at various trail locations to inform users proper etiquette.
 - Nature Trust Lands (NTL) Mud Dam was cut of trees and debris removed for inspection by Engineering consultants.
 - Trail maintenance was carried out throughout the town trails. Plants were pruned back, and trail washouts were repaired.
 - Playgrounds were inspected and repaired as required (as done on a bimonthly basis).
 - Waste station was added to corner of Highland and Skyway.
-

CAO REPORT

September 9, 2025

Office of the CAO



Economic Prosperity * Social Equity * Climate Action * Community Wellness

- Woodman grove has been added to the Parks lawn maintenance schedule

Active Transportation

- Staff met with Provincial representatives to present the direction from Council on the ICIP funded AT network. A tour of the Rec Hub (also Provincially funded) was also included in the visit. The Province was supportive of all directions being pursued.
- [Mobycon](#), the Town's "AT Coach", was in Town on August 27-29 to support Staff in detailing the changes and begin costing different aspects of the network. It is anticipated most of the network will be in place in 2026 with final projects wrapping up in 2027.
- Staff will bring an updated package to Council (as per directions provided) with our updated budget allocations in October or November.
- The AT working group is advising Staff and consultants on the Council direction and initial design work on the evening of August 28.

Wayfinding

Over the summer several wayfinding signs have been delivered and will be installed by Parks and Public Works crews this fall. These include:

- Millennium Trail signage
- Harvest Moon Trail signage
- New park sign for Waterfront Park
- New park sign for Evangeline Park, as well as a new sign for the dinosaur fossil in the park
- New signs to indicate the bike and scooter lanes along Main St.
- Instructional signs for Highland Ave AT lanes

A new sign for the Recreation Hub has been installed. Washroom signage has been ordered for the new washrooms in Reservoir Park, Rail Town, and Wolfville Library. A new case for the tide clock is on order for Waterfront Park and a new sign will be enclosed along with the clock.

Housing Accelerator Fund

Significant progress has been made on the Housing Accelerator Fund Action Plan. Staff are working on drafting new Planning Documents which contain the action plan items. In July, general direction was provided on several fronts (building height, parking, R-1). Staff will be returning to PAC and Council with

CAO REPORT

September 9, 2025

Office of the CAO



Economic Prosperity * Social Equity * Climate Action * Community Wellness

further information as requested and will be preparing documents to reflect the level of direction received to date.

Engagement: staff are booking the Legion for late October and will follow up when reservation is confirmed (more information below).

Housing Accelerator Fund Proposed Timeline:

September:

Sept 3 & 4 – Staff attend a workshop at Fathom to draft new Land Use Bylaw, amend certain approval tracks and design guidelines. Will also prep a zoning map workshop for Sept PAC.

Sept 9: COW – HAF update through CAO report (transportation and microtransit reports going at this date are complimentary to HAF/parking requirements)

Sept 11: PAC – Presentation to include a check-in on each action plan item and update our progress on the building permit targets. Workshop on zoning maps to understand building height and density to help staff understand their expectations. Work through some design guideline ideas and options for protecting the view corridors.

Sept 23: Council TBD if required.

October:

Oct 1: Draft LUB and MPS complete.

Oct 9: Joint PAC and Council workshop to go through draft MPS/LUB.

Oct 10: town-wide mail out regarding upcoming engagement/link to information. (double sided letter with a zoning map on one side and information on the other with links to blooms and info). Other notices will include bulletins throughout Town, posting on social media channels, through different stakeholder email lists, and potentially through local news paper.

Oct 21: Council – hold for any motions/updates needed.

Oct 29, 30: public engagement to share new documents supported by PAC. The session will be held at the Wolfville Legion with 1 afternoon and 1 evening session each day.

November:

Nov 4: COW: TBD if required

CAO REPORT

September 9, 2025

Office of the CAO



Economic Prosperity * Social Equity * Climate Action * Community Wellness

Nov 13: PAC – Staff present What we Heard from engagement and ask for recommendations on the new planning documents.

Nov 18: Council – TBD if required

December:

Dec 2: COW – Consideration of PAC’s recommendations. Potential for First Reading recommendation to Council.

Dec 16: Council First reading/intention to move into legislative process.

January / February:

Early January – Letters out/advertisement for public hearing.

Jan / Feb: Public Hearing

Jan / Feb: Second Reading

Public Input Reports

July 8, 2025, Committee of the Whole meeting:

Q - Why have the Tide Tables not been updated?

A – The tide tables have now been updated. Further improvements to the tide tables will be incorporated into the redesign of Waterfront Park signage.

Q - Section 15(3) MGA states The Mayor may monitor the administration and government of the municipality – I would like to know if this is being done, if not why not, and if it is being done, how it is being done?

A – The Mayor and CAO, along with the Deputy Mayor and Town Clerk, meet weekly to review Town plans and activities. In addition to this weekly meeting, the Mayor and CAO connect near daily on matters as they arise.

Q – When will the next CAO report be published online?

A – CAO reports are published with the Committee of the Whole agenda package.

CAO REPORT

September 9, 2025

Office of the CAO



Economic Prosperity * Social Equity * Climate Action * Community Wellness

July 22, 2025, Town Council meeting:

Q - When did mayor and council know about the planned nursing home building [re: 705 Main Street]?

A – No development application has been received for this property, therefore Council would not be informed.

Q - How many nursing homes do we need?

A – The need for all forms of housing in Wolfville and throughout Nova Scotia is well documented. The Province of Nova Scotia is responsible for the regulation and approval of nursing home facilities and as such can comment on specific need.

COMMITTEE UPDATE

Title: Equity & Anti-Racism Committee
Date: July 14th, 2025
Department: Committee of the Whole



Equity & Anti-Racism Committee

- Meeting was called to order
- Regrets from Councillor van Niekerk
- No Public Input Chairperson mentioned some community events taking place: Community Cookouts, Canada Day etc.
- Staff reports for discussion included the same three policies as previous meeting but with a more fulsome backgrounder provided by Barb. As well, a copy of the Town of Kentville Naming Policy and how they've moved forward on their way of naming Municipal Assets.
- Our committee is filled with strong, educated, experienced voices and we're all still trying to land on the role of the committee as an advisory committee and not official policy creators.

Barb explained again the role of the committee to advise and make recommendations and then policy will be created from those recommendations.

- Our discussion continued with the Street and Municipal Assets Naming Policy with some wonderful thoughts shared about the importance of including our Indigenous and African-Nova Scotian voices, as well as an emphasis on historical and cultural context.
 - Lots of discussion about public input and whom to reach out to assist with the naming of our streets, parks etc.
 - We all felt having an ongoing list of names would be helpful, and these names should be split into different categories so there's equity in the selection process (nature, people, history etc.)
 - As usual, our discussion was fulsome and educational for all. We have wonderful voices and ideas, and great things are being discussed.
- Our next meeting is not yet determined. We feel another meeting in a few weeks would keep the conversations fresh and move things along to complete our goals.

Respectfully Submitted
Councillor Mike Butler (He/Him)

COMMITTEE UPDATE

Title: Special Regional EM Advisory Committee (REMAC)
Date: September 9, 2025
Department: CAO



UPDATE

The Kings REMO Regional Emergency Management Advisory Committee met on Monday, July 21, 2025.

Key issues of discussion included:

Presentation: [Nova Scotia Department of Emergency Management](#) (NS DEM), Andrew Mitton

NS DEM Strategic Investments

- Effective Regional Incident Command Structures
- 6 Regional Emergency Operations Centres
- Activated NS Guard – trained and prepared community volunteers
- 24/7/365 Provincial Coordination Centre
- Special Operating Agency / Centre of Excellence in Public Safety Field Communications
- Dedicated position for Fire Services and GSAR
- Alerting Solutions for areas with limited cell coverage
- Modernized Disaster Financial Assistance Program
- Comprehensive Review of Fire Services
- Evidence-based decision making (Data/Analytics)
- One Window Website – Preparedness/Emergency/Recovery

2025-05-20/21 NS DEM Conference Report

The Nova Scotia Department of Emergency Management (NS DEM) invited Regional EMCs from across the province to attend the inaugural 'annual' emergency management conference, May 20-21, 2025

Conference Overview:

- Emphasis placed on priorities for the Department of Emergency Management (DEM) and the evolving relationship between REMOs, new Regional Emergency Operations Centres (REOCs), and the Provincial Coordination Centre
- Included a range of presentations and roundtable discussions, allowing EMCs to engage with fellow administrators and emergency management professionals to share insights and address the unique challenges communities are facing

Key Takeaways:

- Establishment of the NS Department of Emergency Management (NS DEM)
- Introduction of the NS Guard
- Emphasis on Climate Change Adaptation
- Strengthening Municipal-Provincial Collaboration
- Implementation of Standardized Emergency Management Practices
- Regional Emergency Management Organization (REMO) Standards
- Focus on Training & Capacity Building

COMMITTEE UPDATE

Title: Special Regional EM Advisory Committee (REMAC)
Date: September 9, 2025
Department: CAO



Kings REMO Regional Emergency Evacuation Plan, Change 2

REMC summarized the changes being put forward in Change 2 to the Kings REMO Regional Emergency Evacuation Plan (REEP)

- Cover Page – date updated for Change 2: June 2025
- Foreword – amended signature block to chair of Kings REMO REMAC
- Section 1.2 Authorities – footnote added for URL web addresses
- Section 1.3 References – updates to dates for references and footnotes added for URL web addresses
- Section 2.4.1 Community Behaviour – new information
- Section 2.4.2 Evacuation Transportation Requirements – new information
- Section 2.10.1 Comfort Centres – weblink and footnote added for Kings County Comfort Centres
- Section 2.12 Domestic Animal Care and Relocation – footnote added for URL web address DARTNS and challenges highlighted for Animal Evacuation
- Section 2.14 Access Control & Security – new section highlighting key reasons for establishing security in an evacuated area
- Section 2.15.1 Return to Risk Area – new section highlighting key issues impacting re-entry of displaced residents and mitigation measures
- Section 5.2 Plan Review & Maintenance – updated with dates of review and change
- Section 6.0 Distribution List – updates to organization names
- Annexes – addition of new information
 - B – Animal Evacuation Challenges
 - C – Community Behaviour in an Evacuation
 - D – Evacuation Transportation Requirements
 - E – Security in an Evacuated Area
 - F – Key issues impacting Re-Entry of Displaced Residents & Mitigation Measures
 - G – Evacuation Re-Entry Issues & Mitigation Measures
 - H – Evacuation Re-Entry Framework

MOTION: IT WAS REGULARLY MOVED AND SECONDED THAT THE KINGS REMO REGIONAL EMERGENCY MANAGEMENT ADVISORY COMMITTEE APPROVE CHANGE 2 TO THE KINGS REMO REGIONAL EMERGENCY EVACUATION PLAN (REEP), DATED JUNE 2025.

Kings REMO SOP003 – Comfort Centre Reimbursement

Purpose:

- To establish a clear, consistent procedure for Kings County Comfort Centre operators to request reimbursement for eligible expenses incurred during an activation directed by Kings REMO, in accordance with the Kings County Comfort Centre Policy

Procedure:

- Step 1 – Maintain documentation
- Step 2 – Complete reimbursement form
- Step 3 – Attach supporting documents
- Step 4 – Submit to Kings REMO

COMMITTEE UPDATE

Title: Special Regional EM Advisory Committee (REMAC)
Date: September 9, 2025
Department: CAO



- Step 5 – Review for reimbursement

Reimbursement Form:

- Section A – Comfort Centre Details
- Section B – Reimbursement Summary
- Section C – Operational Summary
- Section D – Declaration & Signature
- Section E – For Official Use (Kings REMO)

MOTION: IT WAS REGULARLY MOVED AND SECONDED THAT THE KINGS REMO REGIONAL EMERGENCY MANAGEMENT ADVISORY COMMITTEE APPROVE THE KINGS REMO STANDARD OPERATING PROCEDURE (SOP003) FOR KINGS COUNTY COMFORT CENTRE REIMBURSEMENTS, DATED JULY 21, 2025

2025 Wildfire Season

Reference: [NS Wildfire Viewer](#)

- Nova Scotia Wildfire Season March 15 to October 15
- Kings County has seen an average of 20 wildfires per year over the last 19 years
- To date, there have been 5 DNR reported wildfires in Kings County
- The NS Burn Safe Map is updated daily at 2:00 pm

2025 Atlantic Hurricane Season

- 2025 forecast to be an 'Above-Normal' Hurricane Season
 - 13-19 named storms average 14
 - 6-10 Hurricane Strength average 7
 - 3-5 Major Hurricanes (Category 3 to 5) average 3
- Peak Atlantic Hurricane Season: Aug-Sep-Oct
- Detailed information from the Canadian Hurricane Centre (CHC) starts about 72 hours before the storm crosses into the Canadian Hurricane Response Zone.
- The Kings REMO Annual Hurricane Workshop occurred Thursday, July 3, 2025 at the Emergency Coordination Centre (ECC)

Extreme Heat

- Extreme Heat is a health risk
- As our climate continues to change, extreme heat events/heat waves are expected to increase in frequency, length and severity, resulting in increased health risks for many Canadians
- In 2024, there was a total of 16 days + 16 hours of Heat Warnings issued for Kings County
- The document '[Health Checks during Extreme Heat Events](#)' developed by the National Collaborating Centre for Environmental Health (NCCEH) has been distributed across Kings County for awareness.

Comfort Centres

www.kingsremo.ca/Comfort-Centres

- 30 Comfort Centres (as of 2025-07-21)

COMMITTEE UPDATE

Title: Special Regional EM Advisory Committee (REMAC)
Date: September 9, 2025
Department: CAO



- Centreville Community Centre temporarily removed from list of active Comfort Centres – generator replacement required
- Meadowview Community Centre temporarily removed from list of active Comfort Centres – generator repairs being investigated

Pending Additions (Provincial & Municipality of the County of Kings Generator Program Funding):

- Salvation Army Church (Kentville)
- Berwick Lions Club
- Morden Community Centre (Morden)
- Hants Border Community Hall
- Bethany Memorial Baptist Church (Aldershot)

Community Outreach

2025 Presentations: 13 as of 2025-07-21

Pending presentations to confirm:

- Acadia University Lifelong Learners (Fall / 2026 program)
- Filipino Community Group (Kentville)
- Aylesford Lions Club
- Coldbrook Lions Club (Sep 2025)
- South Berwick Womens' Institute (Sep)
- Kings County Seniors Safety Program (Fall)

Kings REMO Social Media

- Social media offer the opportunity to connect and cooperate with the networked public, take advantage of the capabilities and innovations of virtual volunteers, and to reach people quickly with alerts, warnings, and preparedness messages
- Kings REMO actively uses Social Media to increase community awareness:
 - Facebook followers – annual increase:
 - 9,716 2024-07-03 + 2,955
 - 12,752 2025-07-21 + 3,036

Vulnerable Persons Registry (VPR) Program

<https://www.kingsremo.ca/VPR/>

Registrations:

- 2023-01-16 32 registrations
- 2024-01-15 47 registrations
- 2025-01-22 55 registrations
- 2025-04-22 56 registrations
- 2025-07-21 58 registrations

Kings REMO continuing to develop a 'Community of Champions' to increase awareness of the VPR Program

COMMITTEE UPDATE

Title: Special Regional EM Advisory Committee (REMAC)
Date: September 9, 2025
Department: CAO



Training & Exercises

- 2025 Training Schedule:
 - BEM
 - 2025-03-13 (Thu)
 - 2025-06-26 (Thu), Cancelled (insufficient registrations)
 - 2025-09-25 (Thu)
 - 2025-12-11 (Thu)
 - ECC
 - 2025-02-20 (Thu)
 - I100
 - 2025-03-12 (Wed)
 - 2025-06-05 (Thu) **New**
 - Additional courses as required
 - I200
 - 2025-04-23/24 (Wed/Thu), 24 registered
 - 2025-09-23/24 (Tue/Wed) **New**
 - I300
 - 2025-10-15/16/17 (Wed/Thu/Fri), 22 registered
- 2025-04-03 NS DEM Evacuation Workshop
- 2025 Exercise program for Kings REMO:
 - 2025-05-20/21 NS DEM EMC Workshop
 - Emphasis on priorities for NS DEM & evolving relationship between REMOs, new REOCs & PCC
 - 2025-06-10 NSEMO Exercise Nova Charlie
 - Focus on educating participants about and testing new lines of communication created with establishment of new NS DEM functions
 - 2025-07-03 (Thu) Hurricane-ECC Activation Workshop
 - 2025-11-20 (Thu) Winterstorm – Shelter TTX

Roundtable Discussion

Councillor John Andrew, Town of Kentville

- Inquired about attendance at ICS & BEM Training sessions.
- REMC highlighted that the BEM course is not only open to all elected officials, but invitations have been sent out to other organizations such as all Comfort Centre Volunteers. ICS Training is specifically for First Responders and Emergency Coordination Centre (ECC) Municipal support staff & Agency Representatives.

Mayor Mike Trinacty, Town of Berwick

- Berwick Lions Club support as a Comfort Centre may be limited subject to generator load availability from the Berwick Century Apple Dome.
- REMC highlighted that community volunteers from the Berwick Lions Club could support the activation of the Berwick Firehall, in addition to any requested support from the NS Guard. REMC will be meeting with Berwick Lions Club representatives this fall

COMMITTEE UPDATE

Title: Special Regional EM Advisory Committee (REMAC)
Date: September 9, 2025
Department: CAO



Rob Frost, Deputy CAO Municipality of the County of Kings

- Deputy CAO has been at the NS DEM Deputy Minister CAO Table to discuss ongoing NS DEM issues, such as REMO Standards, and Fire Services Review being conducted by the Fire Services Association of Nova Scotia (FSANS).
- 3 to 4 reports are expected in the Fall which will put forward recommendations.

Councillor Howard Williams, Town of Wolfville

- Another disaster such as the Swiss Air Disaster of 1998 may have the potential impacts and may have not yet been addressed in current Kings REMO EM Plans.
- A similar disaster from the perspective of offshore or onshore could have significant impact in Kings County
- REMC highlighted that there is an annual review of the Hazard Risk Vulnerability Assessment (HRVA) and issues such as a large aircraft disaster have been discussed from the perspective of the Canadian Armed Forces (CAF) aircraft flying in/out of CFB Greenwood.

Mayor David Corkum, Municipality of the County of Kings

- Recently attended the Ottawa FCM Conference and one of the sessions was with Intact Insurance during which a “50-point pamphlet for disaster prevention for individual homes” was provided. With information overload, a similar pamphlet would be beneficial for residents of Kings County.
 - [Intact Insurance – Home Protection Tips](#)
- REMC highlighted the 5 Kings REMO Brochures provided to residents and will investigate the Intact Insurance brochure for inclusion with materials provided during Community Outreach.

Councillor Samantha Hamilton, Town of Kentville

- Nervous that there are still very few people registered with the Kings County Vulnerable Persons Registry (VPR) Program.
- REMC highlighted that there was ongoing community outreach and building of strategic relationships with organizations that take care of our more vulnerable. The number of those registered does go up and down with annual updates
- Deputy CAO Rob Frost highlighted that the HRM VPR Program overview was provided at the NS DEM CAO’s Table and from a percentage perspective, a similar percentage of registrants based on overall population was registered in both Kings County and HRM. The DM has expressed concern that there should not be large numbers of registrations.

Next Meeting: Monday, October 20, 2025

COMMITTEE UPDATE

Title: RCMP Advisory Committee
Date: July 15th, 2025
Department: Committee of the Whole



RCMP ADVISORY COMMITTEE

- Meeting was held in Council Chambers, July 15th, 2025
- Regrets from Councillor van Niekerk, Shelley F., and we could not connect David MacKinnon virtually. Quorum was not met so our meeting was an information/discussion meeting with no formal approvals of agenda or minutes. No Public Input
- Trishe Coleman from Kings Senior Safety provided an update on the Annual Report 24/25 and overview of services. Kings Senior Safety provide free resources and services to help the seniors of Kings County such as:
 - Home visits, assist with medication labels for seniors suffering from memory loss
 - Community presentations on various aspects of public safety including fraud and scam awareness which is a major issue. 21 presentations were carried out with 337 people attending. Continuing to be a priority.
 - Two safety academies and a living alone academy, free shredding of confidential documents for seniors and two driver refresher courses and Trishe also provided the committee with new pamphlets and business cards highlighting Kings Senior Safety's new branding.
- CAO Horne provided the findings from policing review and the Mass Casualty Commission's recommendations. The governance reforms being proposed are: Unified police records system, Establishment of community safety boards, enhanced provincial oversight, New RCMP billing model, Provincial policing standards and audits, three forms of policing would remain going forward. Municipal Police Services can continue under revised operating model options.
- The RCMP quarterly report was presented, Cpl. Travis Collins presented the brief report. One thing we noted was over the last quarter there were no reported collisions of persons with motor vehicles which is great to hear.
- Speed issues are on the rise, as well as frauds and scams with seniors.
- Brief round table highlighted the new bike lanes, and we discussed the recent vandalism of town properties.
- Next meeting scheduled for September 16th, 2025, at 10am

Respectfully submitted,
Councillor Mike Butler (He/Him)

“Meeting Minute” based on the July 16, 2025, Valley Regional Services Board Meeting at 10:00am in the Valley Waste-Resource Management Board room with virtual attendance option

A Board decision, relevant to both organizations, was an approval to establish the CAO committee, comprised of each participating municipality’s CAO or delegate, to provide support and advice to the Valley Regional Services Board and staff of Valley Waste and Kings Transit as needed.

KINGS TRANSIT AUTHORITY



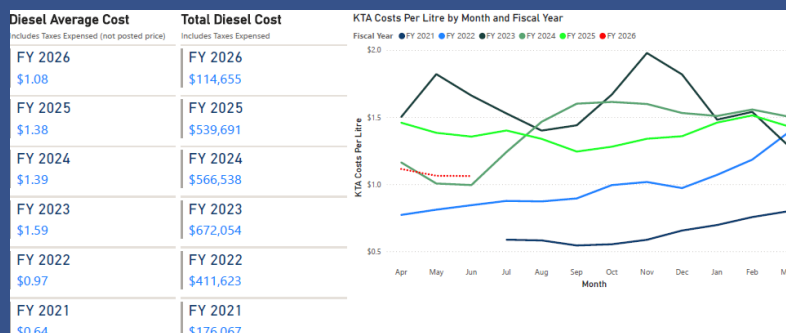
Under the leadership of General Manager Hodges, the following items of interest are underway:

General Manager Updates:

- Five Low-floor Nova buses have been purchased from Grand River Transit. Some buses have already arrived, and all should be in Kings Transit possession by August.
- The Kings Transit Summer Youth Pass began July 1st, and youth aged 12 – 25 can ride the bus all summer for only \$30
- Work continues with the KTA social media/communications strategy. Templates of post text, images, and formats have been created to ensure a consistent brand voice
- Transloc, the new bus tracking system, has been publicly launched and very popular with the public.
- Meetings with Kings Point to Point to investigate partnership/cost opportunities are underway.
- Discussions with the Town of Digby to continue KTA service have concluded. KTA has applied to amend the Motor Carrier license and end the route at Canadian Tire on Warwick Street. on August 1st, 2025.

Board Decisions:

- The Board of Directors approved the signing of the Regional Emergency Management Organization (REMO) Memorandum of Understanding with both Annapolis County and the District of Digby
- The Board approved that Council will be given 7 days’ notice to review the proposed policies, *Policy Development Policy KTA-00* and *Free Transit Ride Policy KTA-01*, prior to approval by the Board.
- The Board deferred approval to rename the Kings Transit Authority to the September meeting to give time for consideration.



Fuel Cost and Ridership



VALLEY WASTE - RESOURCE MANAGEMENT



Under the leadership of General Manager Andrew Garrett, the following items of interest are underway:

General Manager Updates:

- Circular Materials shared a DRAFT Summary of Work for the collection and processing of recycling from non-residential properties at curbside. VWRM will need to provide a list of all non-residential properties using the curbside service, eligible units cannot exceed 6 bags of recycling or bundles of cardboard and the cost per unit is \$65 for collection, processing of material and administration.
- Collection on many private roads in Annapolis County will begin on July 9th. Green carts are being distributed to residents upon request.
- Ground wood will be transported to Port Hawkesbury Pulp & Paper beginning in mid-July. Johns Towing and Transportation was awarded a contract to transport the material. In addition, Valley Waste signed a contract with Scott Farms in Upper Canard to accept clean wood.
- Theft at both the Eastern and Western Management Centres is occurring often. In both cases the Town of Kentville Police and the RCMP have been called to investigate.
- Quarterly tonnage is consistent with last year.
- DHS Engineering, a company that owns wind turbines in the Tatamagouche area, provided an assessment of the turbine located at the Eastern Management Centre and there are several repairs needed to become operational again. Staff have contacted the only known supplier of parts, All Energy Management Inc., located in Wisconsin, USA, to see if the required parts are available.

Board Decisions:

- The Board of Directors approved the Valley Waste-Resource Management Occupational Health and Safety Policy renewal and authorized the Chair and General Manager to execute the policy.

2025-2026 CAPITAL PROJECTS

- The Request for Proposals for the expansion of the construction and demolition debris yard at the Eastern Management Centre closed on June 12th and has been awarded to Kenneth Lutz Excavating.
- The Request for Proposals for the shelter for the hazardous waste building at the Western Management Centre is still being evaluated.
- The Request for Proposals for the warehouse at the Western Management Centre received three bids, and all were significantly above the budget of \$350,000. As a result, staff are not going to proceed with this project this year.
- Solution Smith Engineering has been hired to design the new compaction equipment at the Western Management Centre. Once complete, an RFP will be released for the construction of the equipment.

REQUEST FOR AGENDA ITEM

Title:

Submitted by:

Submitted on:



The Request for Agenda Item form is to be used by the Mayor and Councillor's to request an item to be added to the Committee of the Whole agenda for consideration. All Request for Agenda Item forms should be submitted at least **10 BUSINESS DAYS** prior to the scheduled Committee of the Whole meeting to the Chief Administrative Officer. Exceptions may be made for extraordinary circumstances.

Date of Committee of the Whole requested:

Recommendation(s) and/or Motion

(provide the recommendation(s) and/or motion that you would like Committee of the Whole to forward to Council for consideration)

Summary

(provide a Brief description of item/background for this request)

Expected Outcome:

In Camera Discussion

For information/discussion purposes only

Recommend an action to the CAO

Promote clarification/renewal or production of a policy or procedure

Recommend a motion for approval by Council