



Subject: CCOA Crosswalk Request Review
To: Executive Committee
Date Prepared: March 2026
Related Motions: C25(198)
Prepared by: Jesse Hulsman, Director of Infrastructure & Operations
Approved by: Adam Clarkson, Acting Chief Administrative Officer

Summary

The new Community Corridor Options for Adults (CCOA) building has recently opened in the Elmsdale Business Park, and it is expected that there will be an increase in pedestrian travel from the CCOA site to the public sidewalk network on the opposite side of Park Road. This report details the review of current conditions to determine if a mid-street crosswalk would be warranted for this location.

The CCOA building is a unique hybrid site which includes both commercial and institutional style uses. The closest intersection is a notable distance and a permeant crosswalk could be a benefit in the future. However, a vehicle count conducted in December 2025 did not meet the threshold to warrant the addition of a permanent crosswalk to this community destination, but it may be of interest to continue monitoring both vehicle count and pedestrian use in the coming years, with a further study on this topic again at a future date.

Financial Impact Statement

TBD in the future

Recommendation

To bring the topic back up in a future capital budget where the data currently does not support the need for a crossing, with consideration of a timeline for further study.

Recommended Motion

Move that the Infrastructure and Operations Committee recommend that Council request that a crosswalk in support of the Community Corridor Options for Adults location in the Elmsdale Business Park be brought back in a future budget for consideration, once more traffic data is collected and pedestrian movements to access the institutional/commercial site are better understood.

Background

Triggered by a letter received from the Corridor Community Options Society in June of 2025, council passed motion C25(198);

“Passed to direct staff to bring a report back for Committee consideration discussing the cost and feasibility of installing a crosswalk at 201 Park Road, Elmsdale.”

Community Corridor Options for Adults (CCOA) is a not-for-profit organization that supports adults with intellectual disabilities through programming and social enterprises. The new facility located at 201 Park Road, within the Elmsdale Business Park, and was opened in the winter of 2025/26. A public sidewalk network is in place across the street from the location.

The CCOA building operates as a hybrid of both commercial and intuitional uses. The intent is for there to be permanent tenants living on-site, in addition to the operation of the Rick’s Riches Thrift Store, and other manufacturing functions that are a part of ongoing CCOA programming.

Discussion

LEGISLATIVE AUTHORITY

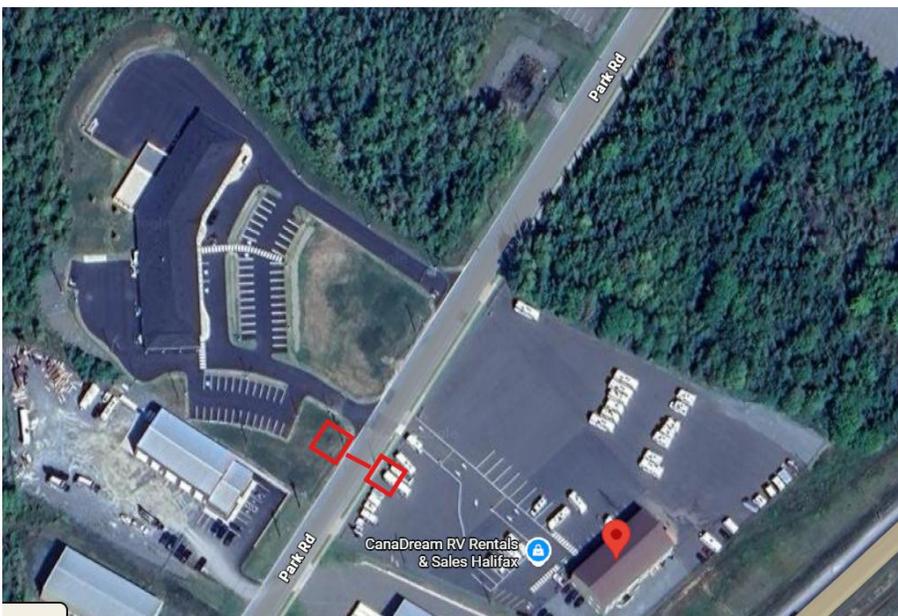
The Motor Vehicle Act of Nova Scotia (MVA) establishes in c.293, subsection 90(1) that:

The Traffic Authority may establish and designate, and maintain, or cause to be maintained, by appropriate devices, marks or lines upon the surface of the highways, crosswalks at intersections where, in his opinion, there is particular danger to pedestrians crossing the highway, and at such other places as he may deem necessary.

The Traffic Authority is a non-elected official who may determine a number of changes to the roads under which they have authority to do so as outlined in the passage above.

Location Option

The south entrance would be the most viable location, where at a speed limit of 50km/h the sightline measurement of at least 65m can be achieved. With both CCOA and CanaDream being setup for large vehicle use and turning in and out of their respective sites, a south driveway crosswalk would reduce risk as the majority of this traffic will not turn south to go down Park Road.



That said, the disadvantage to this location is that pedestrians tend to default to the shortest route to their destination, which would be to the north, towards desirable locations such as the East Hants Aquatic Centre and the Superstore commercial area. The north location is not considered favourable due to the long length of driveway and green space sloping required for site drainage. There would be more complexities for CCOA to improve foot travel to that area, as current layout would force pedestrians to walk up the centre of the driveway and into the path of vehicles entering the site.

Vehicle Count

A vehicle count was completed using a digital speed display sign in one direction, December 1-7, 2025;

Vehicle Count

Location: 168 Park Road Report Period: 2025-12-01 to 2025-12-07
 Address: 185, Park Road Total Vehicle Count: 2628
 Speed Limit: From schedule 50 km/h

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(km/h)
00:00 - 01:00	n/a	n/a	n/a	n/a	n/a	1	n/a	n/a	1	1	55	n/a
01:00 - 02:00	n/a	n/a	n/a	n/a	n/a							
02:00 - 03:00	n/a	1	n/a	n/a	n/a	1	n/a	1	1	1	66	67
03:00 - 04:00	1	n/a	n/a	1	n/a	n/a	n/a	1	n/a	1	46	51
04:00 - 05:00	n/a	3	n/a	1	n/a	n/a	n/a	2	n/a	2	58	58
05:00 - 06:00	4	19	n/a	19	15	n/a	1	14	1	12	58	67
06:00 - 07:00	6	24	n/a	22	31	2	n/a	21	2	17	60	68
07:00 - 08:00	34	46	n/a	H 58	46	31	12	46	22	38	59	68
08:00 - 09:00	44	H 56	n/a	54	41	36	7	49	22	40	56	66
09:00 - 10:00	39	38	n/a	37	39	28	7	38	18	31	56	65
10:00 - 11:00	H 45	36	1	33	H 50	26	H 22	33	24	30	55	64
11:00 - 12:00	43	50	19	43	49	H 37	12	41	25	36	56	65
12:00 - 13:00	H 45	47	30	39	35	20	19	39	20	34	56	68
13:00 - 14:00	30	42	33	39	40	10	7	37	9	29	55	66
14:00 - 15:00	30	41	34	35	36	18	14	35	16	30	54	64
15:00 - 16:00	H 45	39	23	47	45	9	6	40	8	31	56	65
16:00 - 17:00	26	26	H 36	33	49	6	4	34	5	26	57	64
17:00 - 18:00	24	18	18	29	19	2	5	22	4	16	58	65
18:00 - 19:00	26	22	21	17	12	1	3	20	2	15	55	64
19:00 - 20:00	27	10	11	10	4	4	8	12	6	11	53	63
20:00 - 21:00	3	3	3	3	1	5	n/a	3	5	3	58	66
21:00 - 22:00	1	1	1	n/a	5	n/a	n/a	2	n/a	2	52	71
22:00 - 23:00	n/a	n/a	n/a	1	n/a	n/a	n/a	1	n/a	1	49	n/a
23:00 - 24:00	n/a	n/a	n/a	1	n/a	n/a	n/a	1	n/a	1	41	n/a
Total	473	522	230	522	517	237	127	492	191	408	AVG: 55	AVG: 65

H - highest value in the column, bolded H is highest H value in report
 ** "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.

Where the count was setup in 1 direction, and the business park is a dead end, the total for consideration can be double. Both Tuesday and Thursday read 522 vehicles which can be estimated at 1044 for a total daily count with respect to consideration if a pedestrian crossing is warranted.

Transportation Association of Canada (TAC) Warrant

The minimum threshold is 15 Equivalent Adult Units (EAUs) per hour, over a 7-hour period and 1500 vehicles/day.

Equivalent Adult Units (EAUs);

- Adults 1.0 EAUs
- Children less than or equal to 12 years 2.0 EAUs
- Older pedestrian greater than or equal to 65 years 1.5 EAUs
- Pedestrian with impairment 2.0 EAUs

If there were daily traffic between 1500 to 4500 counts on a 50 km/h road with 2 lanes of traffic, the recommended crossing treatment as per the TAC Pedestrian Crossing Guide would recommend a crossing of

marked crossing, often having a false sense of security, they may not be as vigilant in checking both ways before crossing. There is also risk of an event due to complacency from both pedestrians and regular vehicle road users, who may not be as vigilant due the crossing's frequent inactivity.

Projected Traffic Count Increases

On March 20, 2025, there was a federal funding announcement in support of Mass Timber Company (MTC), a manufacturing business anticipated to be built in the Elmsdale Business Park. The estimated \$215M facility will, once operational, provide over 120 new local jobs. The operation of this site, in addition to others due to be built in the near future, south of the CCOA site, will increase overall traffic counts to potentially over 1500 per day incrementally over the next several years.

Staff have reached out to MTC to understand potential traffic counts. At the time of this report these have not been provided. It is no likely that the increased traffic will put the counts over the 1500 threshold.

Cost to setup a proper crossing

The scope for this scenario at a mid-block crossing would likely include;

- A safe concrete landing pad added to the CCOA side of Park Road, including curb cut and the inclusion of Tactile Walking Surface Indicators (TWSIs) at the edge of the pad before leading across the road surface
- A curb cut on the opposite side of the road from CCOA with concrete sloping added along with TWSIs for access
- Asphalt work along the transition area with concrete curb updates
- Four (4) road signs; Two (2) approach warning signs for each direction, Two (2) signs at the crossing for each direction
- Zebra style painted line markings (due to it being a mid-block crossing)

The cost will likely be in the range of between \$30,000 to \$40,000. With annual ongoing maintenance costs in the range of \$700-\$1000.

Alternatives

Do Nothing at This Time

In this scenario, the review could end with the crossing not being warranted based in the current data. This would close the file, and it would not be looked at again until a future request to review was made.

Attachments

n/a