

HALIFAX

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Item No. 8
Halifax Regional Council
July 18, 2017

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed by 

SUBMITTED BY:

Bruce Zvaniga, P.Eng., Director Transportation & Public Works

DATE: June 12, 2017

SUBJECT: Traffic Calming Creighton and Uniacke Streets

INFORMATION REPORT

ORIGIN

Halifax Regional Council, January 24, 2017, Item No. 12.2.2:

Councillor Smith submitted a petition with 126 signatures requesting traffic calming measures to reduce through traffic on Creighton Street and Uniacke Street. In submitting the petition Councillor Smith requested that it be forwarded to staff for report back to Council.

LEGISLATIVE AUTHORITY

Administrative Order Number 2015-004-OP Respecting Traffic Calming

10(1) If the 85th percentile speed identified as part of the initial assessment on the project street is equal to or below 45 km/hr, the project street does not qualify for further consideration of traffic calming measures. ...

Neighbourhood Short-Cutting Policy, September 9, 2004

4. The following principles will act as guidelines in determining which local streets require application of the Neighbourhood Short-Cutting Policy:

...

2. Traffic volumes on local streets should be in keeping with the volume on similar streets in the same area. Ideally, local residential streets should carry a volume of less than 3000 vehicles per day.

BACKGROUND

Halifax Regional Council adopted the Neighbourhood Short-Cutting Policy in April 1999 (and subsequently amended it in 2004). The policy was intended to address issues associated with the infiltration of non-local (cut through) traffic into residential neighbourhoods and to improve the overall safety of the street network for all use. The Neighbourhood Short-Cutting Policy focusses primarily on traffic volume levels. The main factor used in determining whether a short-cutting reduction study is undertaken is an Annual Average Weekday Traffic (AAWT) volume threshold of 3000 vehicles per day (which is considered to be the upper limit of traffic volume that a local roadway should reasonably accommodate).

In February 2016 HRM adopted Administrative Order 2015-004-OP Respecting Traffic Calming (the Traffic Calming Policy) to apply alongside the Neighbourhood Short-Cutting Policy. The purpose of the Traffic Calming Policy was to provide clear and concise criteria and method for assessing Municipal streets to determine the need and suitability of implementing traffic calming measures to address speeding issues. Section 10 in the Traffic Calming Policy states that if a location has an 85th percentile speed of 45 km/h or lower, the street does not qualify for further consideration of traffic calming measures.

The Traffic Calming Policy does not take into consideration temporary conditions such as school zones. In accordance with the Nova Scotia Motor Vehicle Act, speed limits are automatically reduced to 30 km/h in school zones if the speed limit in effect immediately before the start of the school area is 50 km/h. The 30 km/h speed limit is only in effect when children are present within 30 m of the centerline of the roadway. Therefore, vehicles are not mandated to travel at this speed 24 hours of the day.

DISCUSSION

Creighton Street

Creighton Street has been assessed twice under the two existing Council approved policies, the Neighbourhood Shortcutting Policy and the Administrative Order Respecting Traffic Calming. A request for traffic calming measures on Creighton Street was received in August 2014. At that time HRM did not have a traffic calming policy and thus the need for traffic calming was solely considered through the Neighbourhood Short-Cutting Policy. Creighton Street did not satisfy the volume threshold for the implementation of measures under the Neighbourhood Short-Cutting Policy.

A request under the new Traffic Calming Policy to assess traffic calming measures on Creighton Street was received in June 2016. Speed data collected on Creighton Street between North Street and Charles Street in July 2016 found an 85th percentile speed of 42 km/h. Therefore, this request did not pass the initial assessment stage of the Traffic Calming Policy. Volume data was collected at the same time, resulting in an AAWT equal to 1079 vehicles per day, which is below the threshold for potential measures under the Neighbourhood Short-Cutting Policy.

Uniacke Street

Speed and volume data was collected on Uniacke Street in May 2017. The 85th percentile speed measured was 37 km/h. Therefore, this street did not pass the initial assessment stage as per the Traffic Calming Policy.

Volume data collected resulted in an AAWT equal to 2324 vehicles per day, which is below the volume threshold for the implementation of traffic calming measures under the Neighbourhood Short-Cutting Policy.

Data collected to assess both streets for the two applicable policies determined that neither street satisfies the thresholds.

FINANCIAL IMPLICATIONS

This report has no financial implications.

COMMUNITY ENGAGEMENT

Community Engagement is not a component of the data collection and assessment using the approved policy criteria.

ATTACHMENTS

None.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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