



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Harbour East Community Council
October 1, 2009

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in black ink, appearing to read "Ken Reashor", written over a horizontal line.

Ken Reashor, P.Eng., Traffic Authority

DATE: September 15, 2009

SUBJECT: Stop Sign Request - Slayter Street at Cherry Street

INFORMATION REPORT

ORIGIN

Item 12.1 raised at the July 2, 2008 meeting of the Harbour East Community Council.

It was **MOVED** by Councillor Smith, seconded by Councillor Nicoll, that Community Council request a report from staff.

BACKGROUND

Councillor Smith advised that residents at the intersection of Slayter Street and Cherry Street are having difficulty turning left either coming out of Cherry Street onto Slayter Street or turning left into Cherry. Residents are requesting Traffic Services look at the intersection to see if there is any way a stop sign can be placed on Slayter Street.

In a follow-up e-mail to staff, Councillor Smith also requested information on the technical approaches used to determine where school reduced speed signs were installed. The resident questioned whether or not the school zone would reach the intersection of Slayter Street and Cherry Street.

DISCUSSION

Stop Signs

All-way stop control may be warranted for installation at intersections which have a significant and relatively equal volume of traffic on each of the intersecting roadways, or where an unusual collision history exists. The volume warrant requires that the combined pedestrian and vehicular volumes on the minor street average 200 per hour for an eight-hour period. The collision warrant may be satisfied where, regardless of volume, an average of five collisions per year deemed preventable by all-way stop control are reported over a five-year period.

Requests to implement all-way stops as a measure to control speeding are common. However, unwarranted all-way stops can be ineffective and detrimental. Motorists tend to speed away from unwarranted stops to make up time as well as becoming conditioned to 'not stop' or 'roll through' the intersection due to the low traffic volumes on the side street. This creates more of a safety concern for both the motorist and pedestrian. Studies have also shown that all-way stops contribute to noise and air pollution and increase fuel consumption.

The traffic volume on Slayter Street is less than 3000 vehicles per day. Side street (Cherry Street) traffic is low. Minimum criteria required for the all-way stop to be warranted is not met and therefore a 3-way stop is neither recommended nor approved. There are existing unwarranted all-way stops further north on Slayter St, but these were installed prior to amalgamation and current policy.

Speeding is best handled through Police enforcement and this location has been forwarded to them to monitor accordingly.

School Zones

Under the Motor Vehicle Act (MVA), it is illegal to drive in excess of 50km/h within an area designated as a school zone by the erection of signs. This is in effect when children are present in the area, i.e., walking to/from school. At all other times of the day the maximum speed limit for the roadway would apply.

At present the lowest speed we are able to post on local streets is 50km/h. The Province is currently reviewing a request made by HRM City Council which, if approved, would allow the municipal Traffic Authority to install reduced speed zones adjacent to schools. This would involve the necessary legislative changes to the MVA. The reduced speed zones would only be considered on streets adjacent to schools and would not apply to Cherry Street or Slayter Street.

BUDGET IMPLICATIONS

There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Karen MacQuarrie, Traffic Analyst, Traffic & Right of Way Services, 490-4859

Financial Approval: _____
Catherine Sanderson, Senior Manager, Financial Services, 490-1562