

Item No. 7

**Halifax Regional Council
July 06, 2010**

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Phillip Townsend, Director, Infrastructure and Asset Management

DATE: June 21, 2010

SUBJECT: **Petition for Road Upgrades, Oldham Road and Highway #2,
District 1 - Central Region**

INFORMATION REPORT

ORIGIN

Halifax Regional Council meeting of June 30, 2009, Item 10.2.1, Petition submitted by Councillor Streach, signed by 18 residents of District 1, requesting HRM address road upgrades to improve safety at the corner of Oldham Rd and Highway #2 in Enfield.

BACKGROUND

At the June 30, 2009 Halifax Regional Council meeting, Councillor Streach served a petition on behalf of the residents of District 1, requesting HRM address road upgrades at the corner of Oldham Rd. and Highway #2 in Enfield. Specifically the following items were requested:

- install a new sidewalk to link the Enfield Big Stop to the existing sidewalk located at the bridge;
- reduce the speed limit to 50 km/h from the current 70 km/h; and
- install a crosswalk at the intersection of Oldham Rd. and Highway #2.

DISCUSSION

New Sidewalk (Enfield Big Stop to the existing sidewalk located at the bridge)

Highway #2 and Oldham Rd. in Enfield is located outside the Core Area of HRM, and the roads are owned and maintained by the Provincial Department of Transportation and Infrastructure Renewal (NSTIR). The Local Improvement Policy approved by Halifax Regional Council on April 29, 1997, states that all local improvement projects, including new sidewalks outside the Core Area, are not eligible for HRM project funding. Property owners would be responsible for 100% of the project funding through local improvement charges.

Speed Limit Reduction (50 km/h from the current 70 km/h)

The request for a speed limit reduction has not been granted by NSTIR. Refer to the attached letter for specific details.

Crosswalk (Corner of Oldham Rd and Highway #2)

The request for a crosswalk has not been granted by NSTIR. Refer to the attached letter for specific details.

BUDGET IMPLICATIONS

There are no budget implications at this time.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

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

COMMUNITY ENGAGEMENT

Not Applicable.

ATTACHMENTS

NSTIR letter, dated June 17, 2010

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 : Jeff Spares, P.Eng., Sr. Design Engineer, Design & Construction Services at 490-6820



Report Approved by: Dave Hubley, P.Eng., Manager, Design & Construction Services at 490-4845

JS/su



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June 17, 2010

Jeff Spares, P.Eng.
Senior Design Engineer
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

FAXED
Pg 2 Date June 18/10

Dear Mr. Spares:

Re: Speed Zone & Pedestrian Crosswalk - Trunk 2 - Enfield - HRM

As a follow-up to your request, Department staff have completed a speed zone study and pedestrian crosswalk request on Trunk 2 in Enfield, Nova Scotia.

The speed zone study was completed on the 800m section of Trunk 2, from the H-102 interchange to the Hants County Line. Within this section there is a total of 4 dwellings, the Irving Big Stop and a farm market resulting in a housing density of 7.5 dwg/km. The housing density is very low for a 70 km/h speed zone.

Staff completed a radar sample for the section, which resulted in an 85th percentile speed of 71.6 km/h with a 16 km/h pace of 58-74 km/h. This radar result shows excellent compliance with posted 70 km/h limit.

The 5 year collision rate for this section shows favorable rates compared to the Provincial average for urban Trunk roads.

The housing density, prevailing vehicle speed and collision rates support the retention of the existing 70 km/h speed limit.

Staff reviewed the request for a crosswalk using the Transportation Association of Canada's warrant charts. The traffic volume on Trunk 2, in the vicinity of the Oldham Road at Hants/Halifax Line, for 2009 had an AADT 7680; 10% of these vehicles would be found in the peak hour. Based on the charts, a pedestrian crosswalk is not warranted for this area.

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It should be noted that there have not been any pedestrian facilities along Trunk 2 in the area of the pedestrian crosswalk request.

If you have any other questions concerning the above information, please contact me at 424-5328.

Regards,

A handwritten signature in black ink, appearing to read 'Brian J. Ward', written over the typed name.

Brian J. Ward, P.Eng.
Area Manager Halifax Suburban

BJW/cmk