




PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

Chebucto Community Council  
March 2, 2009

**TO:** Chair and Members of Chebucto Community Council

**SUBMITTED BY:**

  
\_\_\_\_\_  
Mike Labrecque, P.Eng., Director, Transportation and Public Works

**DATE:** January 30, 2009

**SUBJECT:** Crown Drive - Request for Speed Humps

## INFORMATION REPORT

### ORIGIN

Item 10.1.2 raised at the October 6, 2008 meeting of Chebucto Community Council.

### BACKGROUND

Crown Drive connects Brook Street with St. Margarets Bay Road via Keating Road, Fenerty Road and Coronet Avenue. Brook Street is one of the two exit roadways from the Fairmount subdivision. Compared to current HRM local roadway standards the cross-section of Crown Drive varies and is narrow. Keating Road is also narrow. Fenerty is very narrow. Coronet has a rural, somewhat undefined edge and is not used much by drivers. Some residents of Crown Drive and nearby streets have complained of motor vehicle traffic volumes and speeds and the lack of sidewalks on these streets, particularly Crown Drive, Fenerty Road, and Keating Road. This information report is an update on the situation.

## **DISCUSSION**

The motion passed by the community council requested a traffic study and staff report from HRM engineering staff that includes but is not limited to street width and geometry, present and projected traffic volumes, pedestrian traffic, a proposal for a potential solution with regards to safety and that the report should be authored and signed by a licensed, professional traffic engineer; and that a request for speed bumps on Crown Drive be given consideration.

During the debate Councillor Mosher advised that this came as a result of ongoing traffic issues on Fenerty Road, Crown Drive and Keating Road. She stated that high volumes of traffic posed a safety concern for children walking to school and that there was limited parking due to the narrowness of these streets, continuous development and a potential new active transportation trail where the CN railway was previously located. Councillor Mosher also wished to know the status of HRM potentially buying the land from CN.

### **Street Width and Geometry**

Crown Drive, Keating Road, Fenerty Road, and Coronet Avenue appear to have been constructed and the lot fabric and housing stock created when the area was under the administration of Halifax County Municipality. There are many streets in Mainland Halifax with less-than-desirable roadway cross-sections that date from County days, such as the nearby Rockwood Avenue and Birchwood Terrace or Parkhill Road adjacent to Sir Sanford Fleming Park. Bringing these streets up to a current residential standard has not been done, likely because the dwellings were built so close to the road that widening or adding sidewalks would mean some houses would need to be removed and/or some driveways would become unusable.

The longitudinal geometry of the roads, or in other words the alignment, of Crown Drive, Keating Road and Coronet Avenue are all satisfactory. The visibility is within expectations for residential areas in Halifax and there are no particular problems for drivers or pedestrians seeing each other.

Fenerty Road, on the other hand, has some sharp bends and is narrow for most of its length, so it might be expected there could be concerns regarding visibility between drivers and between drivers and pedestrians. However, in practice, the roadway is so very narrow and winding that motorists must travel very slowly and the problem does not arise. If there is any problem, it is when two motor vehicles meet, and one driver must yield or stop to let the other proceed.

### **Present and Projected Traffic Volumes and Pedestrian Traffic**

Existing peak hour motor vehicle and pedestrian traffic volumes were counted in December 2008, before school holidays began. The results are shown in the diagrams in Attachment One. The results show low motor vehicle traffic volumes that are well within the capability of the roadways. The pedestrian volumes are also conspicuously low, particularly at the marked crosswalk at the intersection of Fenerty Road - St. Margarets Bay Road - Fenwood Road. At that location no children crossed St. Margarets Bay Road between 7 and 8 a.m., three crossed between 8 and 9 a.m. (two of them accompanied by an adult), 7 crossed between 3 and 4 p.m. and two crossed between 4 and 5 p.m. This location has a crossing guard provided. The normal requirement for provision of a crossing guard is that there be at least 20 children crossing the street in any one hour.

The number of pedestrians travelling along Fenerty Road has been cited as a problem. The counts showed that at the Crown Drive end there were six child pedestrians in the busiest hour. During the same hour there were 102 vehicles travelling along Fenerty, or about one every 35 seconds, which is not a very busy street. In addition, the low speed drivers must use on Fenerty reduces the potential hazard.

The neighbourhood is almost built out. The apartment buildings under construction will include 41 units accessed via Crown Drive. There is a potential for an additional eight lots on Coronet Avenue and one lot on Keating Road. In the Fairmount Ridge subdivision there are 20 vacant lots and 31 dwellings under construction. Calculations of potential trip-making by these units once occupied show an expected maximum additional traffic volume on Crown Drive of 30 vehicle trips in the morning peak hour and 37 vehicle trips in the evening peak hour. (These would be broken down for the morning six inbound, 24 outbound, for the evening, 24 inbound, 13 outbound.) Adding these potential trips to the existing traffic volumes yields expected volumes well within the capability of the roads to carry them.

### **Proposal for a Potential Solution with Regard to Safety**

Notwithstanding the comments or complaints of residents, the traffic volumes on these streets are well within the normal and expected range for residential streets all over HRM areas. The less-than-normal width on Crown Drive, Keating Road, and Coronet Avenue does not affect visibility of vehicles and pedestrians to drivers. Fenerty Road is very narrow with very sharp curves which forces drivers to travel at very slow speeds, speeds such that visibility is not a particular problem. That being said, no roadway that has both pedestrians and motor vehicles are perfectly safe, but these roads are similar to many others in HRM and there are no particular safety proposals to be made.

### **Request for Speed Humps on Crown Drive be Given Consideration**

Speed humps have been requested for Crown Drive before and have been turned down. Speed humps are not appropriate for this location for several reasons. Speed humps are only installed under the HRM Neighbourhood Short-Cutting Policy. The Policy is intended to reduce the effects of short-cutting traffic on residential streets. While the subject streets are residential, the motor vehicle traffic that exists is not of a short-cutting nature.

The policy also has a guideline or expectation of no more than 3,000 vehicles per day on a residential street. Twenty-four hour traffic volume counts could not be taken in time for this report because of the construction activity on Crown Drive. The most recent twenty-four hour traffic counts taken in 2004 showed weekday total volumes of about 1,350 vehicles per day on Crown between Brook and Fenerty and about 1,160 vehicles per day on Crown between Brook and Keating. Since those counts were taken, about 100 lots have been developed in the Fairmount Ridge Subdivision. In 2004 there were 370 dwellings (plus the two schools) in Fairmount "enclosed" by the rail line, so the additional 100 units is an increase of about 27 percent. Even if we were to add 50 percent to the 2004 volumes, the Crown Drive traffic would still be only 2,025 between Brook and Keating, still much less than 3,000 per day. In addition to this, there appears to be an insufficient proportion of short-cutting traffic to qualify under the policy even if the total volumes were to exceed 3,000 vehicles per day.

Therefore, Crown Drive would be ineligible under the Short-Cutting Policy.

Speed humps are also not constructed on roadways that are fire and emergency routes. Keating Road between St. Margarets Bay Road and Crown Drive, and Crown Drive between Keating and Brook Street are fire and emergency routes.

Finally, speeds on these streets are not high. The results of the same 2004 volume studies also included speeds, which showed average speeds on Crown Drive between Brook and Keating of 37 kph and between Brook and Fenerty of 39 kph.

**Status of HRM Buying the Railway Alignment**

Negotiations between CN and HRM staff regarding the acquisition of a corridor for active transportation continue. No estimated date for completion is known.

**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.

**ATTACHMENTS**

- 1. Motor Vehicle Volumes and Pedestrian Crossing Counts

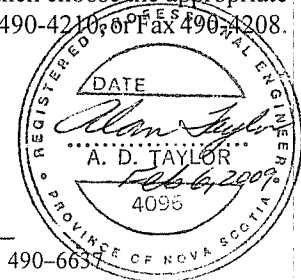
A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Alan Taylor, P.Eng., Transportation Planner, 490-6680

Report Approved by:

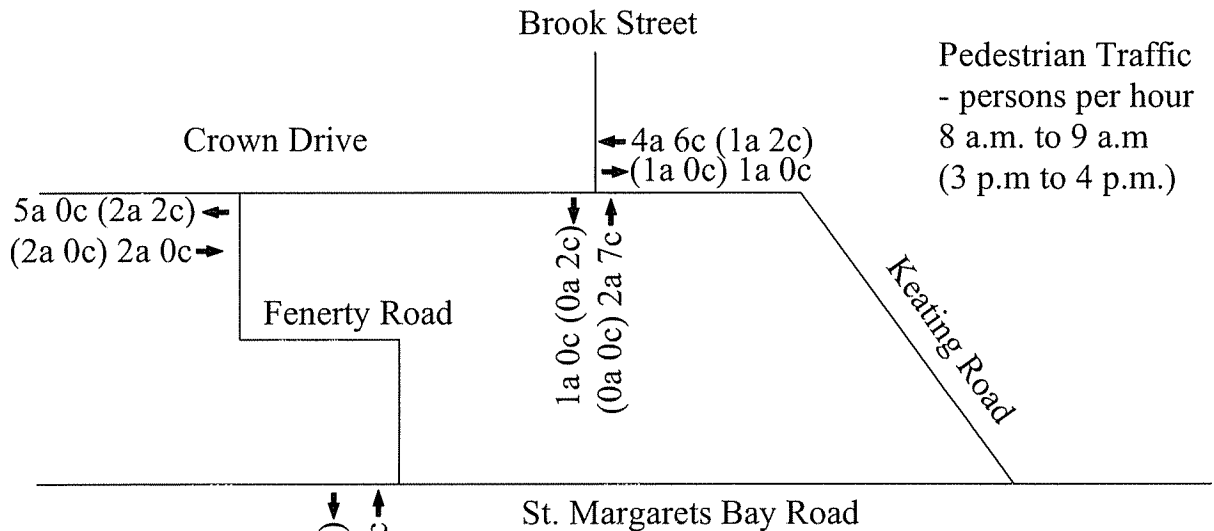
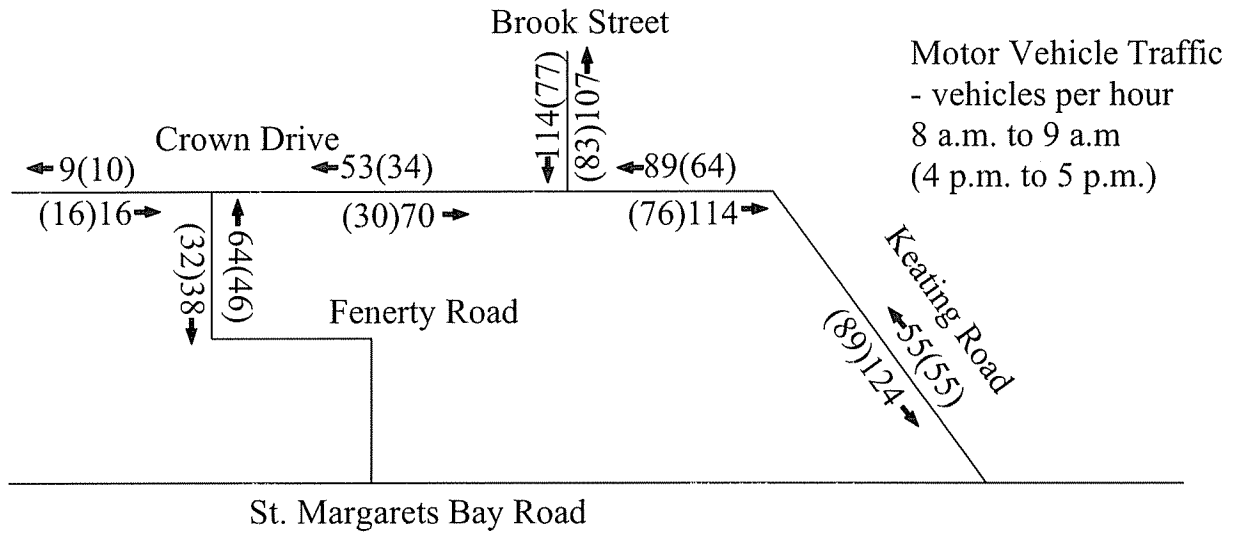


Ken Reashor, P.Eng., Manager, Traffic and Right of Way Services, 490-6635



# Attachment One

## Motor Vehicle Volumes and Pedestrian Crossing Counts



5a 0c (2a 0c) means  
5 adults, zero children between 8 and 9 a.m.  
and 2 adults, zero children between 3 and 4 p.m.