



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

North West Community Council
July 8, 2010

TO: Chair and Members of North West Community Council

SUBMITTED BY:

A handwritten signature in cursive script, appearing to read "Ken Reashor".

Ken Reashor, P.Eng., A/Director, Transportation and Public Works

DATE: June 23, 2010

SUBJECT: Hammonds Plains Road at Yankeetown Road

INFORMATION REPORT

ORIGIN

Item 9.2.1 raised at the March 25, 2010 meeting of North West Community Council.

A petition was submitted on behalf of the Hammonds Plains Children's Centre, with 50 signatures requesting that HRM immediately address the following:

1. extend the 70 km/h zone, which starts just 500m East from the corner of Hammonds Plains Road and Yankeetown Road, to include the corner as well as the children's playground for the safety of the children and parents; and
2. that a sign "Yankeetown Road" be seen coming from Bedford to give enough time to slow down to make the left turn into Yankeetown Road since this has been the cause for several major accidents.

In addition, the petition further requested help in 'getting our children across Hammonds Plains Road safely when getting off the bus.' The petition stated that:

3. we would consider only a crosswalk in combination with traffic lights as safe; and,
4. a 'Left Hand Turning Lane' was the most asked for item in the petition and we believe that this would finally eliminate the major cause of accidents at the intersection.

BACKGROUND

Hammonds Plains Road is a two lane arterial roadway, carrying approximately 13,000 vehicles per day in the vicinity of Yankeetown Road. Yankeetown Road is a loop road, including two intersections with Hammonds Plains Road, approximately 1.2 km apart. The intersection in question is the one closer to Pockwock Road, which is 1 km to the east. A number of businesses access Yankeetown Road, just off of Hammonds Plains Road, including the Hammonds Plains Children Centre.

Through communication with various people in the community, and specifically with the Highland Park Ratepayers Association, a number of concerns have been looked at for the section of Hammonds Plains Road between Yankeetown Road and Nottingham Drive. As a part of these discussions, the posted speed of 90 km/h was questioned. A relatively new tool issued by the Transportation Association of Canada (TAC) allows for the input of a variety of data into a spreadsheet to aid in determining a correct posted speed. This information, used in conjunction with speed studies conducted in 2008, indicated that the appropriate posted speed limit for this entire section should be 80 km/h, opposed to 90 km/h. This new posted speed went into effect on March 5, 2010.

DISCUSSION

1. Extend the 70 km/h Zone

The speed zone for the section of Hammonds Plains Road from Pockwock Road to just west of Yankeetown Road was studied to determine the appropriate posted speed limit. Also, a shorter section, from the beginning of the existing 80 km/h zone to just west of Yankeetown Road was studied. In both instances, 80 km/h was calculated as the correct posted speed limit. As a result, existing speed zones will not be changed.

2. “Yankeetown Road” Sign

Staff has already started the process to install an oversized street name sign for Yankeetown Road. Other streets in the Pockwock to Westwood Boulevard corridor will receive similar treatment, if required. The cost for these signs will come from the general operating budget.

3. Crosswalk in Combination With Traffic Lights

HRM uses the TAC guideline to determine whether traffic signals are warranted for an intersection. It uses data based on major and minor street volumes, pedestrian volumes and other factors.

Staff has visited this location at various times throughout the day. Staff attempted to cross the street many times, with only a short wait for a gap in traffic, even during peak hours. During a staff visit, two bus passengers were witnessed exiting the bus during the pm peak hour and crossing with ease, again only waiting a short time for an acceptable gap in traffic to safely cross. The 2009 bus load count for this stop has zero passengers getting on the bus and two passengers getting off the bus in a full day.

Considering the low volume of traffic on Yankeetown Road and the small number of pedestrians, neither traffic signals or a crosswalk are warranted at this location.

4. Left Hand Turning Lane

Recent data collected at this intersection concludes that less than 5% (28 vehicles) of the westbound traffic is turning left onto Yankeetown Road in the pm peak hour. Much higher turning volumes are typically required before installing a left turn lane at an intersection. Regardless, a cost estimate for a left turn storage lane at this location was investigated and the cost of a 15m left turn lane on Hammonds Plains Road at Yankeetown Road (east) is estimated to be \$150,000. This will be included for consideration in a future Capital Budget.

Lighting upgrades are planned for some intersections along Hammonds Plains Road between Pockwock Road and Westwood Boulevard in 2010, including this intersection. The current speed limit of 80 km/h in conjunction with the placement of the oversized street name sign and additional lighting will improve the function of this intersection.

BUDGET IMPLICATIONS

There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

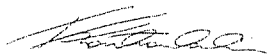
This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

Community engagement was not deemed to be necessary in this process because decisions were based on operational procedures.

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 : Patrick Doyle, Traffic Analyst, Traffic and Right of Way Services, 490-4856



Report Approved by: Taso Koutroulakis, P.Eng., Acting Manager, Traffic and Right of Way Services, 490-4816