

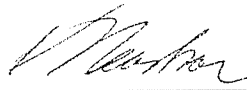
Info#1



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Harbour East Community Council
October 7, 2010

TO: Chair and Members of Harbour East Community Council

SUBMITTED BY: 
Ken Reashor, P.Eng., Director of Transportation and Public Works

DATE: September 3, 2010

SUBJECT: Speed Bumps - Pelzant Street and John Street

INFORMATION REPORT

ORIGIN

Item 12.2 raised at the June 10, 2010 meeting of Harbour East Community Council.

Motion passed that Harbour East Community Council request a staff report requesting information on installing speed bumps at the three way stop at the intersection of Pelzant Street and John Street in Dartmouth.

BACKGROUND

Speed humps are constructed on HRM streets only under the Neighbourhood Short-Cutting Policy

DISCUSSION

Pelzant Street is a two-lane local street passing through a residential area. Pelzant Street runs between Windmill Road and Wyse Road, three blocks north of the Macdonald Bridge toll plaza. Residents have complained that drivers short-cut from Windmill Road to Wyse Road to access the Macdonald Bridge, and the drivers travel too quickly when short-cutting.

At this time there is no all-way stop at the intersection of Pelzant Street and John Street. Follow-up with Councillor Smith revealed the motion in the minutes should have read "*Harbour East Community Council request a staff report requesting information on installing speed bumps OR A three way stop at the intersection of Pelzant Street and John Street in Dartmouth.*" Councillor Smith also suggested the intersection of Pelzant Street with Bligh Street be considered too.

All-way stop signs are generally¹ installed on HRM roadways under two circumstances:

A) 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 5 collisions per year deemed preventable by all-way stop control are reported over a five year period.

B) Under the HRM Neighbourhood Short-Cutting Policy all-way stop signs may be installed on roads that are subject to a short-cutting study which shows there is a short-cutting problem and when the road is a designated fire and emergency route. Pelzant Street is not a designated fire and emergency route therefore all-way stops will not be considered as part of a short-cutting study if such a study was undertaken. Speed humps are only installed under the Neighbourhood Short-Cutting Policy on streets that are not fire and emergency routes. Speed humps could possibly be installed under a short-cutting study.

For the purposes of circumstance (A) HRM personnel counted turning and through traffic at the intersections of Pelzant Street with John Street and with Bligh Street on Tuesday, June 22, 2010. Counts were taken for four hours – 7 a.m to 9 a.m and 4 p.m. to 6 p.m. The results showed that over the four hours counted, the total traffic on Bligh Street approaching Pelzant Street was only 7 vehicles. On John Street the total traffic approaching Pelzant Street over the four hours counted was only 11 vehicles. These traffic volumes are far, far short of an average of 200 vehicles per hour over an eight hour period. Even Pelzant Street, the "main" street, has a total four hours of counted traffic of only 179 vehicles (45 vehicles per hour average). The low volumes show that pedestrians and side-street drivers have more than ample opportunity to cross Pelzant Street or turn left or turn right onto it. The collision warrant is not satisfied because there have been no reported collisions at the intersections of John Street and Bligh Street over the last five years.

¹All-way stop control may also be used as an interim measure prior to the installation of traffic signals and as an educational tool for an interim period of time when stop control at an intersection is being reversed. These circumstances are very rare.

Speed humps might be possible under circumstance (B). The Neighbourhood Short-Cutting Policy applies only to streets with a significant proportion of traffic being short-cutting traffic **and** with traffic volumes approaching 3,000 vehicles per day (for a local residential street). An automatic traffic recorder counter was placed on Pelzant Street in the block between George Street and John Street on Tuesday, August 10, 2010 and was picked up on Friday, August 13, 2010. The results showed an average two-way 24-hour traffic volume of 987 vehicles (415 vehicles per day eastbound toward Wyse Road and 572 vehicles per day westbound toward Windmill Road). 987 vehicles per day is much smaller than the approximately 3,000 vehicles per day used as a study criteria in the HRM Neighbourhood Short-Cutting Policy. Thus the Policy does not apply to Pelzant Street and speed humps cannot be considered otherwise.

BUDGET IMPLICATIONS

There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

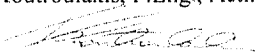
This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

Community engagement is not deemed to be necessary in this process because this decision complies with (A) operational procedures - Traffic and Right of Way Services standards regarding warrants for all-way stop signs; and (B) the HRM Neighbourhood Short-Cutting Policy of Council decision (regarding speed humps and unwarranted stop signs).

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.

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