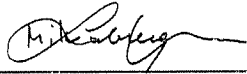




PO Box 1749
Halifax, Nova Scotia
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Harbour East Community Council
January 10, 2008

TO: Chair and Members of the Harbour East Community Council

SUBMITTED BY: 
Mike Labrecque, P.Eng., Director, Transportation and Public Works

DATE: December 4, 2007

SUBJECT: Elliot Street Speed Bump Petition

INFORMATION REPORT

ORIGIN

Item 9.2 raised at the November 1, 2007 meeting of Harbour East Community Council.

At the November 1, 2007 meeting of Harbour East Community Council Councillor McCluskey presented a petition signed by residents of Elliot Street and Erskine Street which requested speed bumps be installed on Elliot Street when it is repaved in 2008.

BACKGROUND

Councillor McCluskey presented a petition signed by twenty-one (21) residents of Elliot Street and two residents of Erskine Street which requested speed bumps be installed on Elliot Street when it is repaved in 2008.

DISCUSSION

Speed “bumps” are not installed on Halifax Regional Municipality roadways. Speed “humps” are installed under the HRM Neighbourhood Short-Cutting Policy. Residents probably meant the “hump” variety in their petition and didn’t know the detailed difference between “bumps” and “humps”.

Under the HRM Neighbourhood Short-Cutting Policy speed humps may be installed to reduce motor vehicle speeds and volumes on a street with significant short-cutting traffic. The policy contemplates that local residential streets can have up to 3,000 vehicles per day of traffic.

A speed survey and traffic count was taken by Halifax Regional Police on Thursday, November 16, 2006, between the hours of 8:00 a.m. and 11:00 p.m. The vehicle volume was 588 vehicles over the 15 hours counted. From 11:00 p.m. until 8:00 a.m. (9 hours) the volume would have likely been much less than another 100 vehicles. 700 vehicles is much less than the 3,000 vehicles per day expected maximum traffic volume on a residential local street contemplated in the Short-Cutting Policy.

The speed survey showed an average speed of only 29 kph and an 85th percentile speed on 41 kph. These speeds are quite low compared to many other local streets and do not show any particular problem to be addressed by speed humps.

Therefore, it is concluded that the motor vehicle traffic volumes and speeds on Elliot Street are much less than required for consideration under the HRM Neighbourhood Short-Cutting Policy.

BUDGET IMPLICATIONS

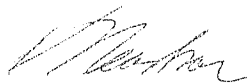
There are no budget implications.

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/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, Traffic & Right of Way, 490-6680



Report Approved by: Ken Reashor, P.Eng., Manager, Traffic & Right of Way, 490-6637
