

# **HALIFAX REGIONAL MUNICIPALITY**

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## **HALIFAX REGIONAL COUNCIL COMMITTEE OF THE WHOLE March 27, 2001**

**PRESENT:**

Mayor Peter J. Kelly  
Deputy Mayor Jerry Blumenthal  
Councillors: Stephen Streach  
Gary Hines  
Keith Colwell  
Ron Cooper  
Harry McInroy  
Brian Warshick  
Condo Sarto  
Bruce Hetherington  
Jim Smith  
John Cunningham  
Dawn Sloane  
Sue Uteck  
Sheila Fougere  
Russell Walker  
Diana Whalen  
Linda Mosher  
Stephen D. Adams  
Brad Johns  
Bob Harvey  
Len Goucher  
Reg Rankin  
Gary Meade

**ABSENT:**

Councillors: Steve Streach  
Bruce Hetherington (Regrets)  
Stephen D. Adams

**STAFF MEMBERS:**

Mr. Ken Meech, Chief Administrative Officer  
Mr. Wayne Anstey, Municipal Solicitor  
Ms. Vi Carmichael, Municipal Clerk  
Ms. Patti Halliday, Assistant Municipal Clerk

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Mayor Kelly called the meeting to order at 2:00 p.m.

1. **APPROVAL OF THE MINUTES - MARCH 19, 2001**

This item was not addressed.

2. **APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS**

There were no changes made to the agenda.

3. **MR. KEN LINESMAN - TRAFFIC CALMING MEASURES**

Mr. Kulvinder Dhillon, Director, Public Works and Transportation Services, provided opening remarks.

Mr. David McCusker, Manager, Traffic and Transportation Services, introduced Mr. Ken Linesman, who worked for 35 years with the City of Kingston, Ontario. Following retirement eight years ago, Mr. Linesman has been a consultant on traffic calming projects in Ontario.

Mr. Linesman addressed Council, making the following points:

- C There about 26 traffic calming techniques that worked in some areas, but not in others.
- C Each neighbourhood has to be treated separately by meeting with the residents and hearing their concerns.
- C One of the traffic calming techniques recently used in Toronto and Ottawa is four-way stops. A lot of research has been done on these stops, which indicated they dramatically decrease accidents. However, they are not recommended to be used if other satisfactory solutions are available.
- C The most common satisfactory method of traffic calming across Canada has been shown to be speed humps.
- C Toronto received special legislation to reduce the speed limit to 30 kph in the speed hump areas, as there is a lot of concern for the safety of children. This speed limit is enforced by a by-law.
- C In Ottawa, advisory signs indicating 30 kph are placed underneath the speed hump signs.
- C Residents want volume and speed reductions.
- C Caution needs to be exercised in traffic calming so the traffic is not just transferred to another street.
- C Speed reduction was not achieved in the Armview area, which was a concern of the residents. The design speed of this road should be 30 kph. However, this cannot

be enforced due to provincial legislation. The way around this is the use of speed humps.

- C With the use of overheads, various designs of speed humps were illustrated.
- C Parking is permitted on the speed humps, unlike chicanes.
- C Speed humps are an inexpensive solution, and they reduce the speed to at least 30 kph.
- C Speed humps can be used on wide or narrow roads.
- C With the use of overheads, comparison information was shown for before and after traffic calming was implemented for Armview, Pryor, Jubilee and Connaught.
- C Some residents of this area indicated they could accept an increase in volume, but they were very concerned with the approach speed when the signal light was on. The comment made was there was a significant increase in approach speed to Jubilee Road on Connaught.
- C In Ottawa, it was shown that there was a substantial reduction in accidents with a decrease in approach speeds to intersections.

Mayor Kelly thanked Mr. Linesman for his presentation and opened the floor for questions.

Responding to questions, Mr. Linesman made the following additional comments:

- C The speed humps are about 3.5 inches high.
- C The speed humps do not interfere with snow clearing.
- C The use of speed humps is now the most common traffic calming method in North America.
- C Emergency vehicle access was a concern at the beginning of the use of speed humps, but the new design has resolved this issue. However, speed humps should not be used on streets that are accessed by low-floor buses.
- C Reduced speed often naturally leads to reduced volumes in residential areas.
- C Guidelines for traffic calming were developed in 1999, based on a collection of experiences across Canada.
- C Stop signs can be used in situations regarding children and safety.
- C The national guidelines are only guidelines, but each Municipality determines what approach it will use.
- C If a traffic problem is not properly identified, it is difficult to resolve. Therefore, it is very important to meet with the residents.
- C The Armdale Rotary does not have adequate distances for the entrances.
- C There are standards used to determine the need for crosswalks; however, special consideration should be given to tourist and school areas.

Councillor Goucher suggested a request should be made to the Province to amend the Municipal Government Act for legislation to use a 30 kph speed limit. Mr. Linesman noted the advisory signs could probably be used with speed humps without a legislation change.

However, he noted legal advice should be sought before this is done. Responding to a question of Councillor Mosher, Mr. Linesman indicated he could put together some data regarding a reduced speed limit. He suggested the support of UNSM should be sought in seeking a reduced speed of 40 kph. Councillor Mosher noted there are other areas in the Municipality, other than Armview, that need traffic calming measures.

Councillor Walker suggested that Mr. Linesman visit Bayview to view the traffic volumes on this residential street to see if he has any suggestions to address this problem.

(Mayor Kelly left the meeting at 3:15 p.m. and Deputy Mayor Blumenthal assumed the Chair.)

Responding to a question of Councillor Johns, Mr. McCusker stated for the past year and a half staff has been keeping track of all requests of Council and the public regarding traffic issues and when responses are issued. Councillor Johns inquired if Council could receive a copy of this information. Mr. McCusker stated this could be provided.

Councillor Johns suggested a letter be sent to the Provincial Traffic Authority to have a representative come to Council to respond to questions. The Councillor also suggested an internal committee could be struck, to work in conjunction with the HRM Traffic Authority, to deal with traffic concerns.

Closing the discussion, Councillor Uteck suggested a staff report could be brought back to Council with respect to criteria for streets that should have decreased speed limits.

Deputy Mayor Blumenthal thanked Mr. Linesman for his presentation.

**MOVED by Councillor Goucher, seconded by Councillor Uteck, that it be recommended to Council that staff be requested to prepare a report with respect to requesting enabling legislation under the Municipal Government Act of Nova Scotia to use reduced speeds, up to 30 kph, in residential areas deemed necessary for traffic calming and safety issues. MOTION PUT AND PASSED UNANIMOUSLY.**

**MOVED by Councillor Sarto, seconded by Councillor Sloane, that the meeting adjourn at 3:30 p.m. MOTION PUT AND PASSED UNANIMOUSLY.**

