



PO Box 1749  
Halifax, Nova Scotia  
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## Item No. 2

**Halifax Regional Council**  
**March 10, 2009**

**TO:** Mayor Kelly and Members of Halifax Regional Council

A handwritten signature in black ink, appearing to read "Mike Labrecque".

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

**DATE:** February 6, 2009

**SUBJECT:** **Request for Speed Limit Reduction and Traffic Lights at Highland Park**

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### INFORMATION REPORT

#### ORIGIN

Item 10.2.3 raised at the January 20, 2009 meeting of Halifax Regional Council.

#### BACKGROUND

Councillor Lund submitted a petition, with approximately 115 signatures, on behalf of the residents of Highland Park, Hammonds Plains, requesting traffic lights at the intersection of Northwood Road and Hammonds Plains Road, street lighting along Hammonds Plains Road between Yankeetown Road and Rockcliffe Crescent and a reduction in speed limit to 80 km/h from 90 km/h.

## **DISCUSSION**

These items were also requested by some residents of the Highland Park area in 2008.

As a result, the necessary data was collected to do a warrant analysis for the traffic signal which was requested at the intersection of Hammonds Plains Road and Northwood Road. Based on the data we collected, the intersection scored 65 points. HRM uses the national traffic signal warrant devised by the Transportation Association of Canada to determine whether an intersection may warrant traffic signals. Using data such as traffic and pedestrian volumes, speed limits, proximity to schools and other traffic signals and other information, an intersection scoring 100 or more points means the intersection may require traffic signals. Considering the intersection scored only 65 points and there is no history of collisions, traffic signals are not recommended for this location.

Speed data was also collected at two locations on Hammonds Plains Road, both to the east and to the west of Northwood Road. The 85<sup>th</sup> percentile is the speed at which drivers travel at or below. This number is used to determine appropriate speed limits as studies have shown that 85% of drivers will travel at a speed that is reasonable and prudent. Speed limits established in this manner encourage voluntary compliance because they appear reasonable to the public. East of Northwood Road, the 85<sup>th</sup> percentile was 88 km/h while the average speed was 78 km/h. To the west of Northwood Road, the 85<sup>th</sup> percentile was 88 km/h and the average speed was 79 km/h. The 85<sup>th</sup> percentile of 88 km/h in each direction, in conjunction with the fact this is a controlled access highway indicates that the posted speed limit of 90 km/h is appropriate for this section of roadway.

There are no plans to add lighting between Rockcliffe Drive and Yankeetown Road (west) at this time. Hammonds Plains Road is a controlled access highway with IMP having the only driveway accessing Hammonds Plains Road in this section. This is a 2 kilometre section of relatively straight roadway with the intersection of Northwood Road falling within this section. This past year, Nova Scotia Power worked on improving the lighting at this and other intersections by installing longer arms for the existing street lights.

It is not atypical for this type of highway to have no lighting. There are many highways throughout HRM which are not entirely lighted. The province, which owned this section of roadway until a couple of years ago, also did not see the need to have the entire stretch of roadway lit. We have found no collision history to indicate that the lack of lighting is causing problems here either.

Having said the above, there are other roadways of similar classification and characteristics that do have street lights. Prior to amalgamation, each municipal unit had their own street light policies which has now resulted in inconsistent lighting standards throughout HRM. We have partnered with the Union of Nova Scotia Municipalities, Nova Scotia Power and Conserve Nova Scotia to hire a consultant to look at various street light issues and one of the consultant's tasks will be to recommend what is the appropriate lighting levels on our roadways. The results of this study are expected to be received this spring

**BUDGET IMPLICATIONS**

There are no budget implications associated with this report.

**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/council/agendasc/cagenda.html> then choose the appropriate 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, 490-4856



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