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Halifax, Nova Scotia  
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**Item No. 3**  
**Halifax Regional Council**  
**January 10, 2012**

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

**SUBMITTED BY:** Original Signed by Director  
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Ken Reashor, P.Eng., Director, Transportation and Public Works

**DATE:** December 6, 2011

**SUBJECT:** No Parking and Traffic Calming Request: Sunnybrae Avenue

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**INFORMATION REPORT**

**ORIGIN**

A petition with 18 signatures for the installation of no parking signs and traffic calming on Sunnybrae Avenue between Alex Street and Hillcrest Avenue was submitted by Councillor Walker as item 10.2.2 at the November 8, 2011 meeting of Halifax Regional Council.

**BACKGROUND**

Sunnybrae Avenue from Alex Street to Hillcrest Avenue is a 9.5 metre wide street in Fairview. This block consists of mostly single family homes; however, Burton Ettinger Elementary School is on the odd numbered side of the street (north side) at the intersection of Sunnybrae Avenue and Alex Street.

## **DISCUSSION**

There are two different requests for changes on this block, no parking 8am to 4pm signs, and traffic calming measures. The two requests will be addressed individually below.

**No Parking 8 am to 4 pm** – The petition points to a number of perceived issues to support the installation of no parking signage including driveway access, emergency vehicle access, and snow removal. Numerous requests are received annually for no parking signs, and each request is assessed with consideration given to access, safety, speeding and many other factors. No parking signs are not typically considered on a roadway that is at least nine metres wide. The curb to curb width of Sunnybrae Avenue is 9.5 metres, which can easily accommodate two-sided parking. Therefore, parking restrictions would not normally be considered on either side of this roadway.

Sunnybrae Avenue between Alex Street and Hillcrest Avenue is the primary access for École Burton Ettinger Elementary School, a French Immersion Elementary School in Fairview. Due to the configuration of the school's driveway, there is currently no stopping on the school side (odd numbered) side of the road for much of this section. If parking restrictions were to be approved on the even numbered side this would mean that much of this section of the street would have parking restrictions on both sides of the road directly in front of an elementary school with very little onsite parking.

The residents' petition expressed concern over access by Emergency Services. No requests have been received for no parking signage from Emergency Services or from Solid Waste due to parked vehicles impeding access to this street. Typically, where access for these larger vehicles is a concern Emergency Services and/or Solid Waste request parking restrictions directly. Given the width of this roadway and the lack of horizontal curvature, it is not expected that access for these vehicles is a concern.

Under the Nova Scotia Motor Vehicle Act it is illegal to park a vehicle directly in front of a driveway, and park so as to impede snow removal. Parking restrictions are not typically installed to further enforce this existing legislation.

One major concern with the installation of parking restrictions on this roadway is that it would widen the effective width of this roadway. Numerous engineering studies have shown that speeds tend to increase as the roadway width increases, as drivers tend to feel more at ease. Considering that there is an elementary school on this block, the width of the street, and the residents' expressed concern with speeding already, it is not felt that providing this increased width to drivers is acceptable.

For the reasons stated above, approval will not be provided for any further parking restrictions on this block of Sunnybrae Avenue.

**Traffic Calming Measures** – Traffic volume and speed data was last collected on this street over a five day period in May 2008. At that time, the Annual Average Daily Traffic (AADT) was determined to be 632 vehicles per day. Recent traffic counts performed by Traffic Services staff while conducting site visits during the morning and afternoon peak periods confirm that this AADT remains effectively unchanged. Under the HRM neighbourhood shortcutting policy, a local street can be considered for calming measures when its traffic volume exceeds 3,000 vehicles per day. As the daily volume is significantly less than this threshold, this street does not qualify for shortcutting mitigation measures. The 2008 data also indicated that the 85<sup>th</sup> percentile speed on this street was 48km/h, while the 95<sup>th</sup> percentile speed was 55 km/h. This means that only 15 percent of drivers were travelling faster than 48km/h and only 5 percent of drivers were travelling faster than 55 km/h, numbers commonly found on many residential streets. This data indicates that speeding is not a factor on this street.

Recently announced Provincial Legislation regarding school zones, scheduled to take effect in fall 2012, will lower the speed limits in 50km/h school zones to 30km/h when children are present. The intention of this legislation is to reduce speeds in school zones, which will apply to this block of Sunnybrae Avenue.

Traffic calming measures are not warranted on this street due to the low traffic volumes and low vehicle speeds.

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

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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 Hatton, EIT, Traffic Analyst, Traffic and Right of Way Services, 490-6644

Original Signed

Report Approved by:

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Taso Koutroulakis, P.Eng, A/Manager, Traffic and Right of Way, 490-4816

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