



P.O. Box 1749  
Halifax, Nova Scotia  
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**Item No. 2**  
**Halifax Regional Council**  
**October 2, 2012**

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

Original Signed by Director

**SUBMITTED BY:**

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Ken Reashor, P.Eng., Traffic Authority

**DATE:** August 15, 2012

**SUBJECT:** Petition for Speed Humps – Westmount Street, Halifax

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### **INFORMATION REPORT**

#### **ORIGIN**

Item 10.2.2 raised at the August 7<sup>th</sup>, 2012 meeting of Regional Council:

*“Councillor Watts submitted a petition containing 37 signatures in support of Gerald Ferguson’s efforts to have speed bumps installed on Westmount Street to make the area safer for our children and ourselves.”*

#### **BACKGROUND**

In 1996, Halifax Regional Council formally adopted the Neighbourhood Short-Cutting Policy. One of the main goals of this policy is to reduce, insofar as is practicable, the use of residential neighbourhood streets by traffic without either its origin or destination in the neighbourhood. That is not to say there should be no use of a residential street by vehicles other than those which have a direct purpose in the neighbourhood, but to ensure that traffic levels on residential streets are kept to a reasonable level given their intended function within the overall transportation network. Recognizing the typical service function of a residential street within an urban area and street network, it would be reasonable to expect this type of roadway to accommodate up to a maximum of about 3000 vehicles per day (vpd). This volume threshold is used within the Neighbourhood Short-Cutting Policy as a “trigger” to determine if measures for traffic calming / short-cutting would be considered for a street and if a formal short-cutting study should be initiated.

## **DISCUSSION**

Westmount Street is a two-way local residential street, approximately 260 metres in length and runs north/south between Chebucto Road and Flinn Street, with stop control at both ends. The street is approximately nine metres wide with parking permitted on both sides.

Traffic and Right of Way Services had collected traffic speed and volume data on Westmount Street in November of 2003. The data indicated a two-way volume of approximately 422 vehicles per day (vpd) and an 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles are travelling at or below) of 46 kilometres per hour (kph) and average speed of 35 kph.

At the request of residents in 2011, Halifax Regional Police installed a stationary radar unit (speed sentry) which collects traffic volume and speed data. The speed sentry was installed on seven occasions between April 29<sup>th</sup> and May 10<sup>th</sup>, 2011. In all cases, the speed sentry was in place between the hours of about 7:30 am and 5:00 pm. Of the data collected, the highest volume identified on a particular day was 436 vehicles and the highest average speed identified on a particular day was 42 kph.

In response to the petition, dated June 20<sup>th</sup>, 2012, submitted by Councillor Watts on behalf of the residents of Westmount Street, Traffic and Right of Way Services placed a traffic counter on the street for the week of August 13<sup>th</sup> to 20<sup>th</sup> in order to update the data that was previously collected and to assess whether there has been any substantial change in the speed and volume of traffic on the street. The resulting data indicated a two-way volume of approximately 370 vpd with an 85<sup>th</sup> percentile speed of 41 kph and average speed of 30 kph.

All data collected indicates traffic volumes and speeds on Westmount Street are quite low and have remained more or less constant over the last nine years. Based on the results of all data collection efforts for Westmount Street, it is evident there is neither a volume nor speed issue here. Given that volume levels on the street would not meet the required 3000 vpd threshold as outlined in the Neighbourhood Short-Cutting Policy, installation of speed humps is not deemed to be required and will not be considered for this location.

## **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 required as the request originated from a petition submitted by residents.

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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:            Roddy MacIntyre, P.Eng., Transportation Engineer (490-5525)

Original Signed

Report Approved by:            \_\_\_\_\_  
Taso Koutroulakis, P.Eng., A/Manager, TROW Services (490-4816)

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