

HALIFAX REGIONAL COUNCIL
July 9, 2002

TO: Mayor Kelly and Members of Regional Council

SUBMITTED BY: 
John Sheppard, P.Eng., A/Director, Public Works & Transportation

DATE: June 28, 2002

SUBJECT: OSBORNE/MAYO/WITHROD SHORT-CUTTING STUDY
PETITION

INFORMATION REPORT

ORIGIN

At the March 5, 2002 meeting (item 9.1.1), Councillor Mosher submitted a petition on behalf of residents of Osborne Street, Mayo Street, Withrod Drive, Lanigan Court, Elizabeth Drive, Melwood Avenue and surrounding streets, in Halifax, requesting implementation of the short-cutting policy. The petition was forwarded to Halifax Regional Municipality Traffic and Transportation Services for attention.

BACKGROUND

Regional Council approved the Short-Cutting Policy on April 27, 1999. The policy was a revision of the previously named Traffic-Calming Policy.

DISCUSSION

The petition as submitted does not follow the requirements for implementation of the Short-Cutting Policy as approved by Regional Council on April 27, 1999 because not enough residents signed the petition. The Short-Cutting Policy says that “*Signatures (one per address) representing a majority of the households and businesses are required.*” The problem street is defined as a street bounded by collectors or arterial roads. The current roadway classification in Halifax shows North West Arm Drive and Herring Cove Road as arterial roadways. This makes the project street to include all of Osborne Street, plus all of Mayo Street, plus Withrod Drive between Mayo and Herring Cove Road. Due to how drivers may short-cut, it is reasonable to include all of Elizabeth Drive, all of Lawnwood Drive, and Melwood Avenue between Elizabeth and Herring Cove Road.

Along those stretches of road, according to the city directory, there are 135 residences. The petition as submitted contained signatures from 64 unique addresses. This is slightly short of the simple majority required, which would be signatures from 68 unique addresses. If Elizabeth, Lawnwood and Melwood are not included, then there are 71 unique addresses. Signatures from only 33 addresses were received while 36 are required. Notwithstanding this small shortfall, we have considered the petition as if it were valid because residents may be able to get a few more signatures to meet the target. We have considered the question so that if the petition is rejected on other grounds we do not ask the residents to collect more signatures in vain.

Osborne, Mayo and Withrod (between Mayo and Herring Cove) were classified by City of Halifax Council in 1991 as collector streets. Even though a street is classified as a collector that does not automatically disqualify it from consideration under the Short-Cutting Policy but it does mean that the tolerance for through traffic must be higher.

The standard maximum traffic volume expected on a local street in Halifax is 3000 vehicles per day. For a collector road the expectation is that traffic not exceed 12,000 vehicles per day. Traffic count records for some of the subject streets are shown in Table One:

Table One

Year	Street	Location	Count
2001	Osborne St.	Between Tamarack Dr. & Bald Eagle Pl.	1998
2001	Withrod Dr.	Between Elizabeth Dr. & Herring Cove Rd.	3133
1999	Osborne St.	Between Bald Eagle Pl. & Tamarack Dr.	1920
1998	Withrod Dr.	Between Mayo St. & Elizabeth Dr.	3285
1998	Mayo St.	Between Withrod Dr. & Marriott St.	1855
1996	Withrod Dr.	Between Mayo St. & Elizabeth Dr.	2712
1996	Withrod Dr.	Between Idlewylde Rd. & Mayo St.	1490
1996	Osborne St.	Between Marriott St. & Mayo St.	1508

The results show traffic volumes generally not much above the maximum local street level and well below the expected maximum collector street level.

A 1999 speed survey on Osborne Street between Tamarack and Bald Eagle Place showed westbound speeds of average 45.1 kph, 85th percentile of 58.8 kph (the speed that 85 percent of drivers do not exceed) while eastbound speeds were average 47.8 kph, 85th percentile of 59.7 kph. These speeds are typical of relatively free flowing urban collector roads. A speed survey for eastbound traffic was done in 2001 at the same location. The results showed an average speed of 49.6 kph and an 85th percentile speed of 58.4 kph.

Due to the low traffic volumes on this collector street, and the normal range of driver speeds, a short-cutting study under the Neighbourhood Short-Cutting Policy is not warranted for this location. There is no need for residents to collect more signatures because that would not change the conclusions.

BUDGET IMPLICATIONS

N/A

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.

ALTERNATIVES

N/A

Additional copies of this report and information on its status can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.
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490-6696.

ADT/bmh