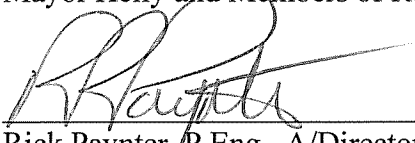


HALIFAX REGIONAL COUNCIL
November 19, 2002

TO: Mayor Kelly and Members of Regional Council

SUBMITTED BY: 
Rick Paynter, P.Eng., A/Director, Public Works & Transportation

DATE: November 13, 2002

SUBJECT: EFFECTIVENESS OF CHICANES

INFORMATION REPORT

ORIGIN

Halifax Regional Council meeting of August 27, 2002 meeting of Halifax Regional Council, item 11.1.2, Neighbourhood Short Cutting - Romans Avenue, Halifax - Final Recommendation.

BACKGROUND

An August 27 report to Regional Council recommended the approval of the permanent installation of chicanes to complete a project undertaken on Romans Avenue under the Neighbourhood Short-Cutting Policy. In addition to approving the staff recommendation, Regional Council requested information on the effectiveness of chicanes and further information on the Province's willingness to approve posted speed limits lower than 50 km/h.

DISCUSSION

Information from a number of sources related to chicanes was compiled by staff and is summarized below. The experience in Halifax with chicanes has been too limited to generate meaningful data. Staff will continue collecting data at traffic calming sites to generate comparative data.

In a United Kingdom study¹, two-way chicanes had an average speed of 43 km/h and an 85th percentile speed² of 50 km/h. This was an 18 km/h reduction in speed from the before case.

In Seattle, Washington³, chicanes showed reductions of average speed of 8 to 21 km/h within the device. Between chicanes, average speed fell by 8 km/h. Of more importance was the reduction in high end speeders. At one location, the number of motorists exceeding the speed limit of 40 km/h dropped from 39 percent to 3 percent.

Reductions from 48 km/h to 37 km/h and from 45 km/h to 34 km/h were observed at two-way chicanes in Nepean, Ontario. No significant reduction in speed was measured between chicanes. In Scarborough, Ontario, a reduction in speed from 50 km/h to 44 km/h was measured.

With regard to speed zones, the province has restated their position that posting speeds below 50 km/h has not proven to be effective in reducing actual travel speeds. The Province has, however, indicated a willingness to co-sponsor an independent review of urban speed zone practices across the country. HRM staff will participate with the Province in having this review conducted.

¹ 85th percentile speed is the speed at which 85 percent of vehicles are traveling at or below.

² IK Department of Transport Traffic Advisory Leaflet 12/97 Chicane Schemes.

³ www.usmayors.org/uscm/uscm_projects_services/health/traffic/best_traffic_initiative_seattle.htm

⁴ Canadian Guide to Neighbourhood Traffic Calming; Transportation Association of Canada.

BUDGET IMPLICATIONS

There are no budget implications at this time.

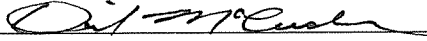
FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

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

There are no recommended alternatives.

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.

Report prepared by: 
David McCusker, P.Eng., Manager, Traffic & Transportation Services, 490-6696

DMC/bmh