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Halifax Regional Council
August 19, 2003

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in black ink, appearing to read "Rick Paynter", written over a horizontal line.

Rick Paynter, P.Eng., Director, Public Works & Transportation

DATE: August 5, 2003

SUBJECT: Petition for Speed Humps on Hennessey Place

INFORMATION REPORT

ORIGIN

At the July 8, 2003 meeting, Councillor Blumenthal submitted a petition on behalf of residents of Hennessey Place in Halifax requesting speed humps be installed on their street. The petition was forwarded to Halifax Regional Municipality Traffic and Transportation Services for attention, item 9.2.2.

BACKGROUND

This request is considered under the HRM Short-Cutting Policy. Regional Council approved the Short-Cutting Policy on April 27, 1999.

DISCUSSION

The petition as submitted does not strictly meet the requirements for implementation of the Short-Cutting Policy as approved by Regional Council on April 27, 1999. 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 Agricola Street and Novalea Drive as collector roads. Thus, the problem street would be Hennessey Place plus Hennessey Street. There is a total of 51 houses on Hennessey Place and Hennessey Street. Signatures from only 21 separate addresses were submitted. This is short of the required 26 distinct-address signatures. Notwithstanding this, the matter should be considered further before making the petitioners try to get five more signatures. 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.

The standard maximum traffic volume expected on a local street in Halifax is 3000 vehicles per day. In the Short-Cutting Policy, local streets with volumes over 3000 per day are candidates for a short-cutting study. As volumes get lower and lower below 3000 per day, it is less and less likely there is a short-cutting problem. An automatic traffic recorder was set up on Hennessey Place between June 10 and June 16. The average two-way traffic volume is approximately 300 vehicles per day. There was an average of about 200 vehicles per day in the eastbound direction and 100 vehicles per day in the westbound direction. The volume recorded on the weekend was lower than on the weekdays.

The automatic traffic recorder also recorded the speeds of vehicles. The counter was placed on the median opposite 5524 Hennessey Place (approximately in the middle of the block). The average speed recorded was 22 kph and the 85th percentile speed was 35 kph. For vehicles travelling eastbound the average speed recorded was 22 kph and the 85th percentile speed was 35 kph (85% of the vehicles were recorded at speeds at or below 35 kph). For westbound vehicles the average speed recorded was 22 kph and the 85th percentile speed was 36 kph. For the two directions combined the average speed recorded was 22 kph and the 85th percentile speed was 36 kph. There were no incidents of speeds being recorded greater than 50 kph which is the default speed limit on residential streets.

The results show traffic volumes much below the maximum local street level. Speeds are also much below commonly expected local street speeds.

Due to the very low traffic volumes on this local street and the lower than 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

There are no budget implications.

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:



Alan Taylor, P.Eng., Transportation Planner, 490-6680

Report Approved by:



Taso Koutroulakis, P.Eng., A/Manager, Traffic & Transportation Services

AT/bmh