



**WEST HANTS REGIONAL MUNICIPALITY  
Police Advisory Board - Meeting Agenda  
October 18, 2021 - 6:00 p.m.  
In-Person Sanford Council Chambers, 76 Morison Drive, Windsor, NS  
(also Facebook (FB) Livestreamed)**

Agenda is subject to change due to additions that may not be able to be reflected until after the meeting.

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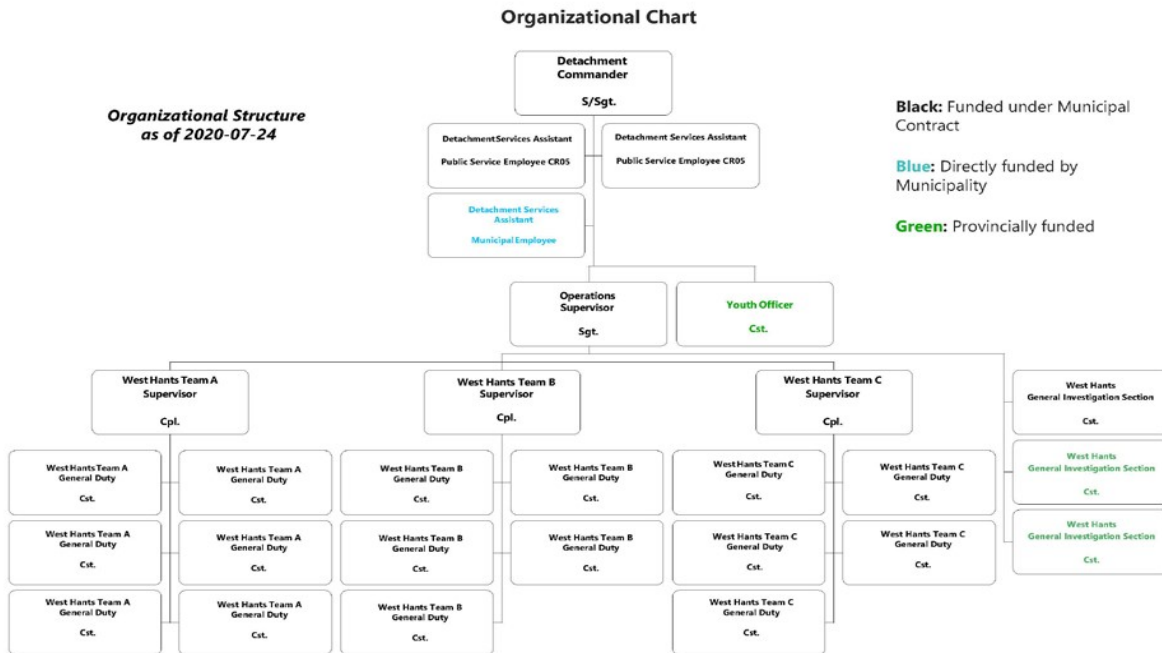
1. Call Meeting to Order
2. Attendance
3. Approval of Agenda
4. Declaration(s) of Conflict of Interest
5. Approval of previous meeting minutes – July 19, 2021
6. Presentation(s) - None
7. Reports
  - a) Quarterly Report (to be attached at the meeting)
8. Business Arising from the Minutes / Old Business – None
  - a) PAB Training and Tour of Headquarters – (Outstanding – no update)
  - b) Noise By-law / Peace & Good Order By-law – (Outstanding – no update)
  - c) Outdoor Fires By-law – (verbal update)
  - d) Traffic Calming Measures – (attached)
  - e) RCMP Collective Bargaining Impacts Update – (verbal)
9. New Business
  - a) Motor Vehicle Act
    - i. Traffic / Speeding Complaints
  - b) RCMP Patrol Presence
10. Correspondence - None
11. Next Meeting/Adjournment



**Quarterly Police Report  
Municipality of West Hants  
October 2021  
2021/2022 Fiscal Year  
Second Quarter  
July - September 2021**

# 1. WEST HANTS DISTRICT ORGANIZATIONAL STRUCTURE

## "H" DIVISION - SOUTHWEST NOVA - WEST HANTS DETACHMENT



- **1 Staff Sergeant (District Commander)**
- **1 Sergeant (Operations Manager)**
- **3 Corporals (Shift Supervisors)**
- **16 Constables (Investigators)**
- **1 Constable (General Investigations Section Investigator)**
- **2 Constables (Street Crime Enforcement Unit) – Provincial**
- **1 Constable (School Safety Resource/Youth Liaison) – Provincial**
- **2 Public Service Employees**
- **1 Municipal Employee**

**1.1 FULL TIME EQUIVALENT UTILIZATION FOR ESTABLISHED POSITIONS**

Pay Class	Established	FTE Utilization	Hard Vacancy	Soft Vacancy
S/SGT-01	1	1.00	0	0
SGT-01	1	1.00	0	0
CPL-01	3	2.70	0	0
CST-01	17	14.65	0	2
CR-5	2	2.00	0	0
<b>Grand Total</b>	<b>24</b>	<b>21.35</b>	<b>0</b>	<b>2.00</b>

*Note: Data as of September 30th, 2021*

- **Sergeant** - Sergeant Robert FRIZZELL assumed the Operations Manager duties on September 27<sup>th</sup>, 2021.
- **Corporal** – Corporal currently completing a graduated return to work after being off duty since 2020-11-17 (30 days+ Medical)
- **Constable** – Constable off duty since 2021-03-30 (30 days+ Medical)
- **Constable (Restricted Duties)** – Constable working restricted duties since 2021-08-10 (30 days+ Medical)
- **Constable (Restricted Duties)** – Constable currently completing a graduated return to work after being off duty since 2019 (30 days+ Medical)
- **Constable (Hard Vacancy)** – Constable transferred out of School Safety Resource Officer Position in May, 2021. Replacement identified from within West Hants Detachment. *\*\*Position funded by Province through Additional Officer Program and position not reflected in FTE establishment*
- **Constable** – One Constable intermittently deployed to the fishery dispute as part of specialized support services unit. (Not charged to West Hants Municipality)
- **Constable (Parental Leave)** – Constable within Street Crime Enforcement Unit on Parental Leave effective June 13<sup>th</sup> until February 2022 *\*\*Position funded by Province through Additional Officer Program and position not reflected in FTE establishment*


**2. WEST HANTS DISTRICT FLEET**

- (8) Patrol Cars (7 Municipal, 1 Provincial)
- (4) Patrol SUVs
- (2) Unmarked Police Vehicles (1 Municipal, 1 Provincial)
- (2) All Terrain Vehicles
- (2) Patrol Bicycles

**3. WINDSOR/WEST HANTS DISTRICT FINANCIAL REPORT 2021/2022**

- P6 Report (Report Prepared by RCMP Senior Financial Analyst Mitchell CARR)

Municipality of West Hants  
 Quarterly Police Report  
 July – September 2021

 Royal Canadian Mounted Police / Gendarmerie royale du Canada		Municipal Policing Service Agreement The Region of Windsor and West Hants Municipality P6, As at September 30, 2021					
Direct Expenditure Table (With Adjustments)							
Vote / Standard Object	Commitment Item	2020/21	Budget	Expenditures	Forecast	Variance	Prior Forecast
Billable at 90%							
<b>OPERATING</b>							
01 - PERSONNEL	030 - Pay - Members	1,796,044	2,406,087	894,119	1,861,955	544,132	1,892,306
	031 - Extra Duty Pay - Mem	143,989	195,000	71,442	150,000	45,000	165,000
<b>01 - PERSONNEL Total</b>		<b>1,940,033</b>	<b>2,601,087</b>	<b>965,560</b>	<b>2,011,955</b>	<b>589,132</b>	<b>2,057,306</b>
02 - TRANSPORTATION & COMMUNICATIONS	050 - Travel	1,475	1,500	1,070	2,500	-1,000	2,500
	052 - Training Travel	165	161	92	400	-239	0
	053 - Training Travel UCA	18	0	37	250	-250	250
	070 - Freight/Post/Exp/Car	2,018	2,042	951	2,100	-58	2,100
<b>02 - TRANSPORTATION &amp; COMMUNICATIONS Total</b>		<b>3,659</b>	<b>3,703</b>	<b>2,151</b>	<b>5,250</b>	<b>-1,547</b>	<b>4,850</b>
03 - INFORMATION	130 - Publication Services	83	84	0	0	84	0
<b>03 - INFORMATION Total</b>		<b>83</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>
04 - PROFESSIONAL AND SPECIAL SERVICES	190 - Training & Seminars	10,904	10,904	633	12,000	-1,096	12,000
	219 - Professional Svcs	19,329	19,909	2,162	22,500	-2,591	25,000
	220 - Other Services	2,636	2,636	1,348	2,700	-64	2,700
	223 - Radio Comm Svcs	75,259	82,000	13,874	85,000	-3,000	88,000
<b>04 - PROFESSIONAL AND SPECIAL SERVICES Total</b>		<b>108,129</b>	<b>115,449</b>	<b>22,215</b>	<b>122,200</b>	<b>-6,271</b>	<b>119,700</b>
05 - RENTALS	291 - Leasing of Aircraft	2,297	2,297	2,527	2,527	-230	2,300
	290 - Rentals - Other	869	879	303	1,000	-121	1,000
<b>05 - RENTALS Total</b>		<b>3,166</b>	<b>3,176</b>	<b>2,830</b>	<b>3,527</b>	<b>-351</b>	<b>3,300</b>
06 - PURCHASED REPAIR AND MAINTENANCE	370 - Repair of Vehicles	15,029	15,209	11,974	30,000	-14,791	20,000
	380 - Repair Misc Equip	4,268	4,320	2,844	7,500	-3,180	7,500
<b>06 - PURCHASED REPAIR AND MAINTENANCE Total</b>		<b>19,297</b>	<b>19,529</b>	<b>14,818</b>	<b>37,500</b>	<b>-17,971</b>	<b>27,500</b>
07 - UTILITIES, MATERIALS AND SUPPLIES	430 - Fuel	61,269	62,002	32,339	80,000	-17,988	70,000
	500 - Stationary	7,882	7,977	3,984	8,000	-23	8,000
	510 - Clothing & Kit	6,559	15,000	4,110	8,500	6,500	7,000
	540 - Supp & Sundry Equip	6,900	6,983	2,742	8,000	-1,017	7,000
	470 - Photographic Goods	322	0	0	0	0	0
<b>07 - UTILITIES, MATERIALS AND SUPPLIES Total</b>		<b>82,931</b>	<b>91,962</b>	<b>43,174</b>	<b>104,500</b>	<b>-12,533</b>	<b>92,000</b>
09 - ACQUISITION OF MACHINERY AND EQUIPMENT	440 - Transport Supp/Acc	9,449	9,562	2,741	10,000	-438	10,000
	441 - Vehicle Changeovers	13,254	4,000	0	5,000	-1,000	5,000
	480 - Firearms/Amun/Wcap	606	7,500	0	1,000	6,500	1,000
	560 - Investigational Aids	2,550	2,500	0	2,500	0	3,000
	910 - Off Machines/Equip	1,109	1,116	136	1,300	-116	1,300
	910 - Laboratory Equipment	1,098	0	393	1,200	-1,200	1,200
	900 - Other Equipment	0	6,500	3,445	6,000	500	6,200
	841 - Acq Computer Equip	0	16,320	0	16,320	0	0
	842 - Acq of Software	0	48	0	48	0	0
<b>09 - ACQUISITION OF MACHINERY AND EQUIPMENT Total</b>		<b>28,000</b>	<b>47,548</b>	<b>6,605</b>	<b>43,068</b>	<b>4,478</b>	<b>27,400</b>
12 - OTHER SUBSIDIES AND PAYMENTS	220 - CADIC	-2,217	0	0	0	0	0
	590 - Misc Expenditures	0	0	596	0	0	0
	580 - Other Expenditures	0	0	2,400	1,500	-1,200	0
<b>12 - OTHER SUBSIDIES AND PAYMENTS Total</b>		<b>-2,217</b>	<b>0</b>	<b>2,996</b>	<b>1,500</b>	<b>-1,500</b>	<b>0</b>
<b>OPERATING Total</b>		<b>2,183,082</b>	<b>2,882,536</b>	<b>1,060,901</b>	<b>2,324,500</b>	<b>-553,936</b>	<b>2,312,095</b>
<b>CAPITAL</b>							
09 - ACQUISITION OF MACHINERY AND EQUIPMENT	890 - Vehicles	404,377	50,000	0	50,000	0	0
<b>09 - ACQUISITION OF MACHINERY AND EQUIPMENT Total</b>		<b>404,377</b>	<b>50,000</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>
<b>CAPITAL Total</b>		<b>404,377</b>	<b>50,000</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>
<b>Billable at 90% Total</b>		<b>2,587,459</b>	<b>2,932,536</b>	<b>1,060,901</b>	<b>2,374,500</b>	<b>-553,936</b>	<b>2,312,095</b>
Billable at 100%							
<b>OPERATING</b>							
01 - PERSONNEL	010 - Pay - PS	130,888	121,000	60,751	121,140	-140	123,056
	011 - Overtime - PS	194	277	300	300	-300	0
<b>01 - PERSONNEL Total</b>		<b>131,082</b>	<b>121,277</b>	<b>61,051</b>	<b>121,440</b>	<b>-440</b>	<b>123,056</b>
04 - PROFESSIONAL AND SPECIAL SERVICES	170 - Cont Svcs-Real Prop	120,538	129,064	47,069	129,064	0	129,064
	213 - Corps of Commission	32,036	29,288	17,733	39,500	-10,212	40,000
<b>04 - PROFESSIONAL AND SPECIAL SERVICES Total</b>		<b>152,569</b>	<b>158,352</b>	<b>64,802</b>	<b>168,564</b>	<b>-10,212</b>	<b>169,064</b>
05 - RENTALS	240 - Rental Land/Bld/Wrks	0	0	4,333	0	0	0
<b>05 - RENTALS Total</b>		<b>0</b>	<b>0</b>	<b>4,333</b>	<b>0</b>	<b>0</b>	<b>0</b>
06 - PURCHASED REPAIR AND MAINTENANCE	310 - Repair Bldgs & Works	17,551	17,500	278	2,500	15,000	17,500
<b>06 - PURCHASED REPAIR AND MAINTENANCE Total</b>		<b>17,551</b>	<b>17,500</b>	<b>278</b>	<b>2,500</b>	<b>15,000</b>	<b>17,500</b>
07 - UTILITIES, MATERIALS AND SUPPLIES	400 - Utility Svcs/Heating	22,254	24,000	9,955	24,000	0	24,000
<b>07 - UTILITIES, MATERIALS AND SUPPLIES Total</b>		<b>22,254</b>	<b>24,000</b>	<b>9,955</b>	<b>24,000</b>	<b>0</b>	<b>24,000</b>
09 - ACQUISITION OF MACHINERY AND EQUIPMENT	830 - Furniture & Fixtures	1,829	0	0	0	0	3,000
<b>09 - ACQUISITION OF MACHINERY AND EQUIPMENT Total</b>		<b>1,829</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>
12 - OTHER SUBSIDIES AND PAYMENTS	570 - Prisoners' Expenses	358	362	228	500	-138	500
	592 - Pymts in Lieu of Tax	8,446	9,500	0	9,500	0	9,500
<b>12 - OTHER SUBSIDIES AND PAYMENTS Total</b>		<b>8,804</b>	<b>9,862</b>	<b>228</b>	<b>10,000</b>	<b>-138</b>	<b>10,000</b>
<b>OPERATING Total</b>		<b>235,095</b>	<b>238,714</b>	<b>140,641</b>	<b>235,544</b>	<b>4,210</b>	<b>246,620</b>
<b>Billable at 100% Total</b>		<b>2,822,554</b>	<b>3,171,250</b>	<b>1,201,542</b>	<b>2,609,044</b>	<b>-553,246</b>	<b>2,558,715</b>

Municipality of West Hants  
 Quarterly Police Report  
 July – September 2021

Indirect Expenditure Table							
Row Labels	SubCategory	2020/21	Budget	Expenditures	Forecast	Variance	Prior Forecast
Billable at 90%							
Category 1: Pension Insurance	Company Pension: RM/CM Pensionable Salaries	335,105	467,743	168,227	361,964	105,779	357,561
	Member Employment Insurance	19,016	22,749	9,858	20,008	2,740	18,912
	PS/Reservists Employment Insurance	36				0	
	Canada Pension Plan	60,684	77,479	30,771	63,789	8,730	60,257
Category 1: Pension Insurance Total		414,841	567,971	208,855	445,721	117,250	436,730
Category 2: Support Programs	Divisional Administration	700,654	958,826	39,500	744,975	213,851	760,370
	Enhanced Reporting and Accountability	2,178	2,525	1,079	2,236	289	2,113
	Legal Advisory Services	3,339	3,929	1,679	3,479	450	3,180
Category 2: Support Programs Total		706,171	965,280	42,258	750,690	214,590	765,663
Category 3: National Programs	Cadet Training Program	93,308	107,998	43,683	90,500	17,498	89,786
	Recruiting	25,127	28,336	12,133	25,136	3,200	23,558
Category 3: National Programs Total		118,435	136,334	55,816	115,636	20,698	113,344
Category 5: Other Capital Cost Recoveries	Police Reporting and Occurrence System	14,754	17,357	7,068	14,643	2,714	14,430
Category 5: Other Capital Cost Recoveries Total		14,754	17,357	7,068	14,643	2,714	14,430
Category 6: Other Government Departments	Civilian Review & Complaints Commission	10,714	11,437	5,318	11,018	418	10,415
	Shared Services Canada, Windsor - West Hants	7,667	7,220	7,220	7,220	0	7,220
Category 6: Other Government Departments Total		18,400	18,657	12,538	18,238	418	17,635
Billable at 90% Total		1,272,601	1,700,599	646,426	1,344,928	355,671	1,347,801
Billable at 100%							
Category 1: Pension Insurance	Company Pension: PS Employees Pensionable Salaries	12,754	11,988	6,069	12,102	-114	12,193
	PS/Reservists Employment Insurance	2,433	2,482	1,241	2,482	0	2,482
	Canada Pension Plan	6,480	6,589	3,295	6,589	0	6,589
Category 1: Pension Insurance Total		21,667	21,059	10,605	21,172	-114	21,264
Category 4: Accommodations	Cost of Accommodation, Windsor - West Hants	106,263	106,263	106,263	106,263	0	106,263
Category 4: Accommodations Total		106,263	106,263	106,263	106,263	0	106,263
Billable at 100% Total		127,931	127,321	116,867	127,435	-114	127,527
Grand Total		1,400,532	1,827,920	763,293	1,472,363	355,557	1,475,328

Expenditure & Forecast Summary	2020/21	Budget	Expenditures	Forecast	Variance	Prior Forecast
Direct Expenditures	2,587,659	2,932,536	1,060,901	2,379,500	553,036	2,312,055
Adjustments & Credits	0	0	0	0	0	0
Indirect Expenditures	1,272,601	1,700,599	646,426	1,344,928	355,671	1,347,801
<b>Total Expenditures Billable at 90%</b>	<b>3,860,260</b>	<b>4,633,135</b>	<b>1,707,326</b>	<b>3,724,428</b>	<b>908,707</b>	<b>3,659,856</b>
Share at 90%	3,474,054	4,169,821	1,536,594	3,351,985	817,836	3,298,871
Direct Expenditures	335,055	330,714	140,641	326,504	4,210	346,260
Adjustments & Credits	0	0	0	0	0	0
Indirect Expenditures	127,911	127,321	116,867	127,435	-114	127,527
<b>Total Expenditures Billable at 100%</b>	<b>462,966</b>	<b>458,035</b>	<b>257,508</b>	<b>453,939</b>	<b>4,096</b>	<b>474,147</b>
Municipality Expenditures	3,937,019	4,627,857	1,794,102	3,905,924	821,932	3,768,017

FTE Table							
Employee Category	Employee SubCategory	2020/21	Budget	Expenditure	Forecast	Variance	Prior Forecast
Public Service Employee	Public Service Employee	2.01	2.00	1.00	2.00	0.00	2.00
Public Service Employee Total		2.01	2.00	1.00	2.00	0.00	2.00
Regular Member	Regular Member	18.85	22.00	9.34	19.35	2.65	18.29
	Reservist	0.03	0.00	0.00	0.00	0.00	0.00
Regular Member Total		18.88	22.00	9.34	19.35	2.65	18.29
Grand Total		20.89	24.00	10.34	21.35	2.65	20.29

Indirect Rates - FTE / Superannuation based							
Category	SubCategory	2020/21	Budget	Expenditures	Forecast	Variance	Prior Forecast
Category 1: Pension Insurance	Company Pension: PS Employees Pensionable Salaries	0.10	0.10	0.10	0.10	0	0.10
	Company Pension: RM/CM Pensionable Salaries	0.19	0.19	0.19	0.19	0	0.19
	Canada Pension Plan	3,214.17	3,294.52	3,294.52	3,294.52	0	3,294.52
	Member Employment Insurance	1,008.81	1,034.03	1,034.03	1,034.03	0	1,034.03
	PS/Reservists Employment Insurance	1,210.52	1,240.78	1,240.78	1,240.78	0	1,240.78
Category 1: Pension Insurance Total		5,434.79	5,569.62	5,569.62	5,569.62	0	5,569.62
Category 2: Support Programs	Divisional Administration	37,169.97	43,583.00	38,500.00	38,500.00	5,083	41,573.00
	Enhanced Reporting and Accountability	115.54	114.76	115.54	115.54	-1	115.54
	Legal Advisory Services	177.13	178.60	179.79	179.79	-1	173.86
Category 2: Support Programs Total		37,462.64	43,876.36	38,795.33	38,795.33	5,081	41,862.40
Category 3: National Programs	Cadet Training Program	4,900.00	4,909.00	4,677.00	4,677.00	232	4,909.00
	Police Dog Service Training Center	34,434.00	34,619.00	34,432.00	34,432.00	187	34,619.00
	Recruiting	1,433.00	1,288.00	1,289.00	1,289.00	-11	1,288.00
Category 3: National Programs Total		40,767.00	40,816.00	40,398.00	40,398.00	298	40,816.00
Category 5: Other Capital Cost Recoveries	Police Reporting and Occurrence System	782.72	788.94	756.73	756.73	32	788.94
Category 5: Other Capital Cost Recoveries Total		782.72	788.94	756.73	756.73	32	788.94
Category 6: Other Government Departments	Civilian Review & Complaints Commission	569.43	519.86	569.43	569.43	-50	569.43
Category 6: Other Government Departments Total		569.43	519.86	569.43	569.43	-50	569.43

Notes:  
 P06 Forecast Reporting does not include an amount for the potential impact of the Regular Member Pay and Compensation Package. It is anticipated an amount will be included @ P07.

**4. CALLS FOR SERVICE**

Calls for Service Include unfounded and unsubstantiated Criminal Code, Federal & Provincial Statutes as well as Assistance to other agencies and by-law enforcement within West Hants District. Totals for reporting periods prior to amalgamation are being combined for the purpose of this section.

<b>2020/2021 FY</b>	<b>2021/2022 FY</b>	<b>2nd Quarter 2020/2021</b>	<b>2nd Quarter 2021/2022</b>
5,428	2,633 YTD	1,643	1,272

**5. WEST HANTS DISTRICT CRIME STATISTICS**

**Caveat for the following Data Table:**

*All data are working data and are subject to change through ongoing investigations and data quality measures.*

*Statistics represent first line scoring, consistent with Stats Can. Files marked unfounded and unsubstantiated have been removed. Files marked insufficient evidence to proceed are **included**.*

*Detachment information is parsed from the "Notes" field in the PROS data. If the location was not properly entered in this field, the stat will not be included in the dashboards.*

*Traffic stats and stats coded to Traffic Units have been removed.*



**West Hants**  
**July to September Statistics**  
*(Includes Traffic Services and Occurrences taken by Call Back Unit)*

Protected "A"

Type of Crime & Occurrence Type	2021	2020	Amount of Change
<b>Crimes Against Persons</b>			
Offences Related to Death	0	0	0
Sexual Offences	6	7	-1
Assault	26	39	-13
Kidnapping/Hostage/Abduction	0	0	0
Robbery	2	1	1
Extortion / Intimidation	3	1	2
Criminal Harassment	6	6	0
Indecent   Harassing Comm.	9	4	5
Uttering Threats	21	20	1
<b>Property Crime</b>			
Arson	3	1	2
Break and Enter	18	10	8
Unlawfully in a Dwelling House	1	2	-1
Theft Over	2	2	0
Theft of Motor Vehicle	2	2	0
Theft of Other MV / Motorcycle	15	2	13
Take MV w/o Consent	0	0	0
Theft Under	25	14	11
Shoplifting	6	3	3
Theft (mail, bicycle, et al)	3	6	-3
Theft from Motor Vehicle	4	11	-7
Possession of Stolen Goods	6	1	5
Fraud	20	34	-14
Identity Theft	0	6	-6
Mischief	58	31	27
<b>Drug Enforcement</b>			
Possession	0	5	-5
Trafficking	3	3	0
Import/Export	0	1	-1
Production	0	0	0
Other	0	0	0



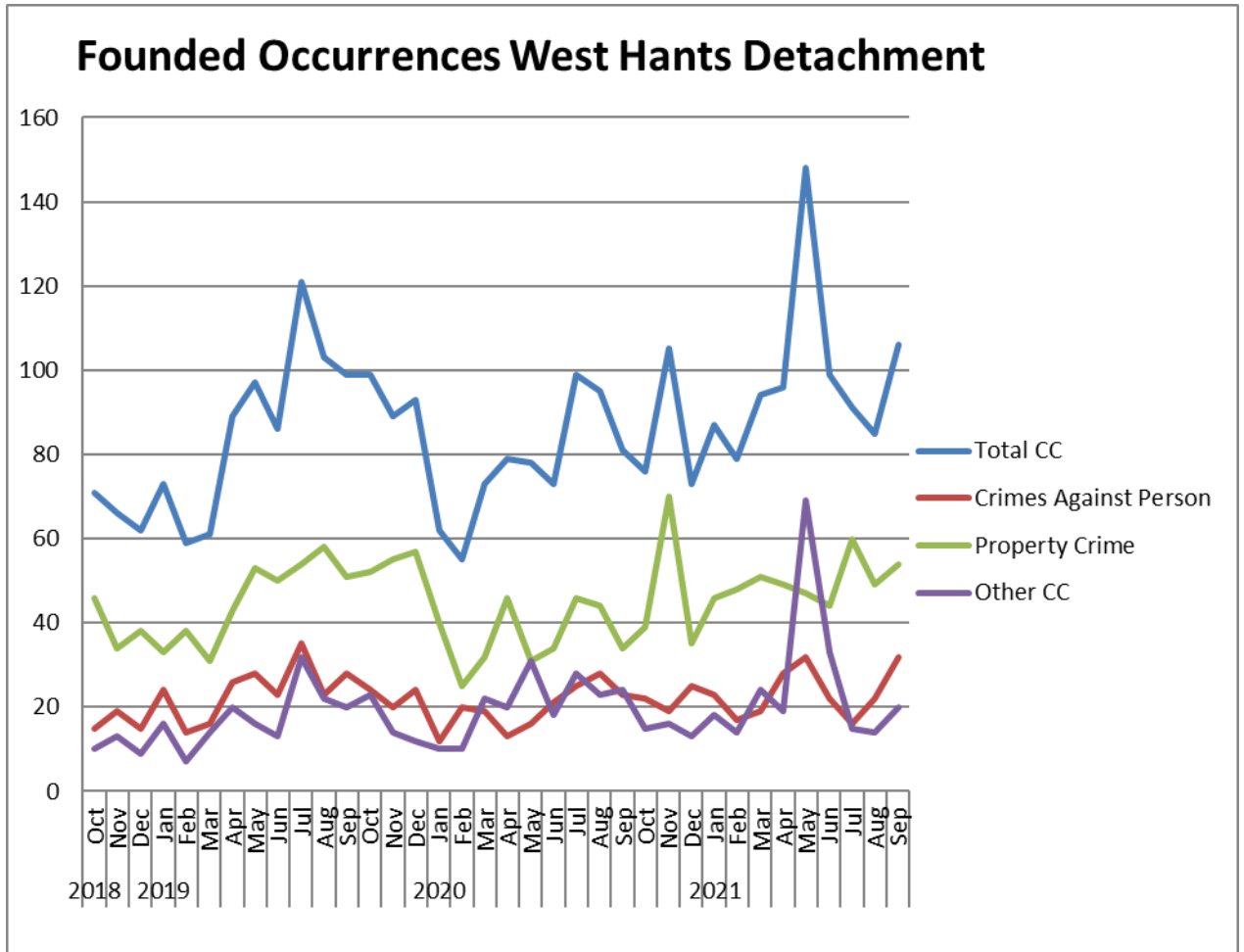
**West Hants**  
**July to September Statistics**

Protected "A"

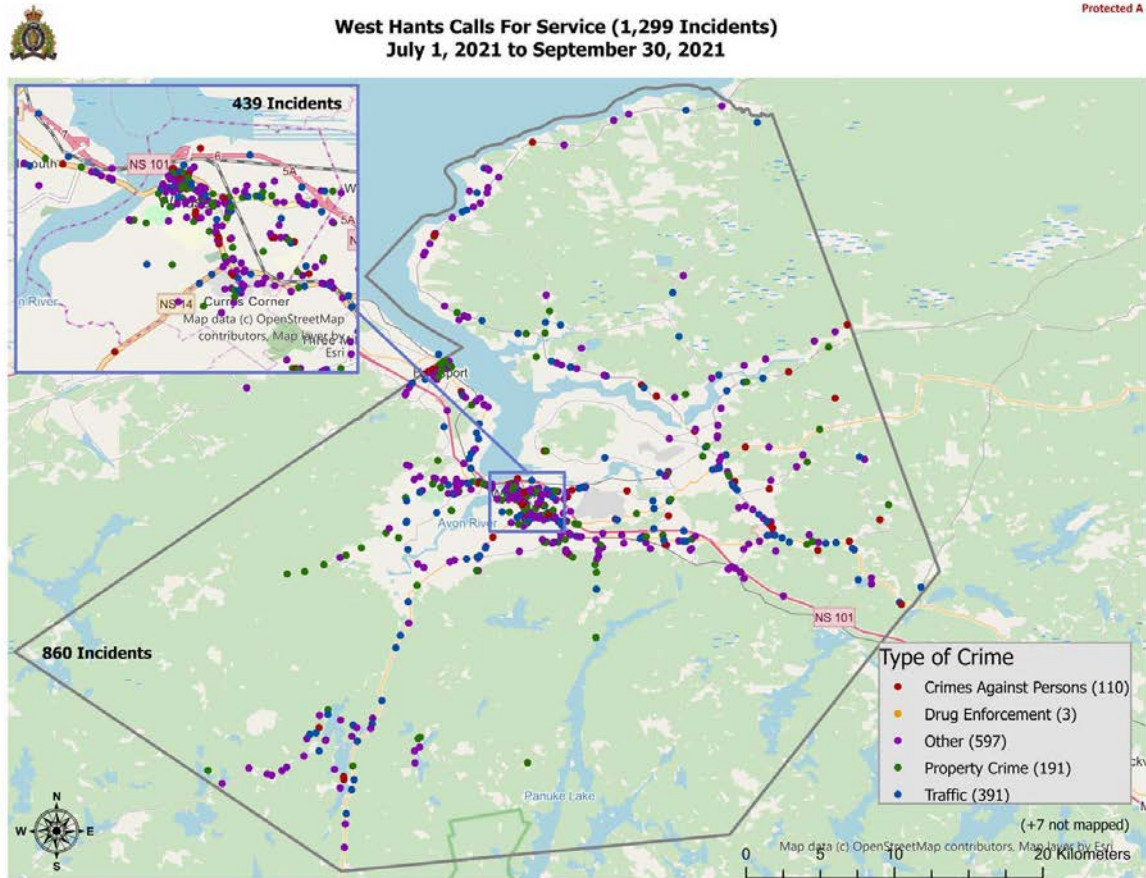
*(Includes Traffic Services and Occurrences taken by Call Back Unit)*

Type of Crime & Occurrence Type	2021	2020	Amount of Change
<b>Traffic</b>			
Dangerous Op of MV	3	0	3
Impaired by Alcohol	20	34	-14
Impaired by Drug	3	1	2
Failure/Refusal	0	0	0
Driving while Disqualified	4	9	-5
Fail to Stop or Remain	4	11	-7
Seatbelt Violation	6	26	-20
Intersection Violation	13	13	0
Speeding Violation	65	188	-123
Insurance Violation	6	10	-4
Road Side Suspension (Alcohol)	2	1	1
Road Side Suspension (Drug)	0	0	0
Collision - Fatal	1	3	-2
Collision - Non - Fatal Injury	6	14	-8
Collision - Reportable	28	36	-8
Collision - Non Reportable	21	16	5
Off-Road Vehicle Collision	2	1	1
Municipal By-laws	0	1	-1
Other Traffic Offence/Violation	170	240	-70
Other Traffic Related Duties	4	2	2
Checkstop	22	68	-46
<b>Other</b>			
911 Call	38	35	3
Breach of Court Order	27	26	1
Liquor Act	12	10	2
Mental Health Act	57	45	12
Missing Person	20	9	11
Municipal Bylaw - Other	4	6	-2
Other	358	420	-62
Suspicious P V P	44	50	-6
Trespass At Night	1	1	0
HPA (COVID-19) - Offences only	0	15	-15
HPA (COVID-19) - Other activities	0	0	0
QUA (COVID-19) - Offences Only	0	0	0
QUA (COVID-19) - Other Activities	13	34	-21
<b>Total Founded &amp; SUI Occurrences</b>	<b>1,193</b>	<b>1,537</b>	<b>-344</b>
<b>Total Occurrences*</b>	<b>1,299</b>	<b>1,722</b>	<b>-423</b>

*\*Includes Unfounded and Unsubstantiated*

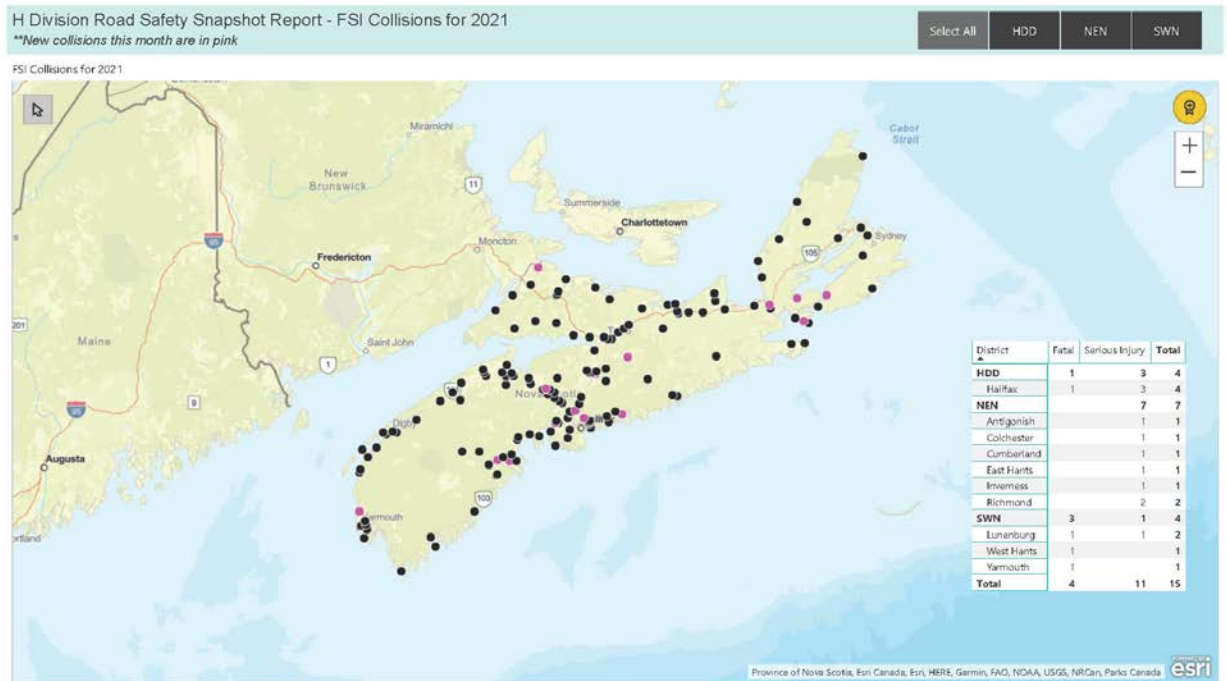


6. CALLS FOR SERVICE MAP (WEST HANTS)



7. ROAD SAFETY REPORT

West Hants Road Safety Report (Report Prepared by RCMP Traffic Services Data Analyst Michelle FISHER)



- West Hants RCMP Members conducted twenty-two check stops at various locations throughout West Hants during this quarter.
- Targeted speed enforcement was conducted in the areas of Highway 1 Falmouth and Highway 14 in Vaughn during this quarter.
- West Hants RCMP Members issued seventy-eight summary offence tickets and one hundred eight written warnings during this quarter.

## 8. GENERAL INVESTIGATION SECTION

- R. vs. SNOW Historical Sexual Assault investigation proceeded to full disclosure, amounting to 700 pages disclosed electronically to Nova Scotia Special Prosecutions Service. SNOW was charged with 41 sexual offences that involve six victims in the 1980s and 1990s. One additional incident remains under investigation.
- Historical Domestic Assault A victim called to report recent and historical incidences of domestic violence after having left the relationship. GIS was tasked with leading this investigation and identified upwards of twenty-one persons' offences over a two-year period. A search warrant was drafted for the accused

after a period of surveillance, where they were then taken into custody and brought before a Justice of the Peace. Robust victim services are being offered to the victim as the matter proceeds through the court.

- R. vs. MACUMBER Possession for the Purpose of Trafficking Investigation into cocaine trafficking from a local business located in Falmouth. Two adults were arrested for possession for the purpose of trafficking, with a substance seized believed to be crack cocaine. The matter is still before the courts.
- R. vs. DEMPSTER & SINCLAIR Break & Enter to a Residence West Hants SCEU and GIS spearheaded a large investigation into the activities of Justin DEMPSTER and Meghan SINCLAIR, who are believed to have committed numerous break & enters and criminal offences throughout Nova Scotia since DEMPSTER's release in late July with multiple incidents occurring in West Hants. West Hants GIS produced 11 judicial authorizations resulting in significant evidence being obtained to support charges throughout multiple jurisdictions.
- West Hants GIS took the lead in investigating several incidents in the Windsor area where an individual is alleged to have assaulted or uttered threats toward multiple individuals. This same individual was the subject of a mischief complaint after they had barricaded themselves into an examination room at the Hants County Hospital where they were taken into custody without further incident.
- Missing Persons Investigation. West Hants GIS was tasked with investigating a high-risk missing person due to information learned during the investigation. West Hants GIS coordinated with multiple agencies and support services during the initial stages of this investigation. Ultimately the investigation was taken on by Southwest Nova Major Crimes Unit. The missing person was located deceased the following week and the circumstances were determined not be suspicious. GIS liaised with Victim Services and is currently managing concluding the investigation while ensure support is provided to the family.

## 9. SCHOOL SAFETY RESOURCE OFFICER

The School Safety Resource Officer transferred as of May 1<sup>st</sup>, 2021. The position remains vacant however a replacement from within West Hants Detachment has been identified and is currently able to maintain a presence in schools as time permits.

**10. STREET CRIME ENFORCEMENT UNIT (SCEU) (PROVINCIAL)**

- One of the two SCEU Investigators is on Leave Without Pay effective June 13<sup>th</sup>, 2021 until February 2022 for a parental leave term.
- Coastal Delivery Cannabis Dispensary investigation. Several meetings with crown and preparation of evidence presentations for upcoming trials. This is very time consuming due to the complexity of the investigation and the amount of evidence. Matter is set for trial next week. Several accused have already entered guilty plea's in court.
- Multiple judicial authorizations written for cocaine trafficking investigation. This includes a Mutual Legal Assistance Treaty Request to obtain evidence that is located outside of Canada.
- Assisted West Hants GIS with investigating a street level cocaine trafficker in Windsor. Suspect was subsequently arrested and charged under the Controlled Drugs and Substances Act.
- Assisted GIS with the DEMPSTER SINCLAIR series of Break and Enters.
- Recovered a stolen pick up truck valued in excess of fifty thousand dollars.
- Assisted Southwest Nova Major Crime Unit and West Hants GIS with a high risk missing persons investigation by writing judicial authorizations as required.
- Assisted with video canvas for the two recent robbery files that occurred in West Hants. The female suspect has been identified and arrested and is believed to be responsible for multiple similar incidents in other counties. As of October 15<sup>th</sup> the female remains in custody.

**11. SIGNIFICANT / NOTEWORTHY**

Some significant and noteworthy items this past quarter include the following:

- There were eighteen reported Break & Enters during this quarter. Three of these incidents were determined to be unfounded. Three resulted in charges being laid, four are still under investigation and the remaining investigations resulted in insufficient evidence to proceed further. Five of these reported incidents are attributed to two suspects who were subsequently arrested and charged with a significant amount of stolen property being recovered.
- There was a significant increase in thefts of various types of motor vehicles during this quarter. In September West Hants members responded to the Falmouth area when two individuals were observed in possession of multiple stolen vehicles. Both fled on foot however the RCMP Police Dog Service tracked one of the individuals and he was arrested without incident. The second suspect has been identified and both males charged accordingly. Since these arrests the thefts have ceased.
- West Hants Detachment investigated twenty incidents of individuals reported missing. Several of these incidents required significant time and resources to locate the individual and ensure their safety.
- Six sexual offences were reported during this quarter. Charges were laid in two instances and two were determined to be unfounded. The remaining occurrences are still under investigation.
- There was one occurrence of distributing intimate images without consent which is still under investigation.
- There was one investigation related to Child Pornography which remains under investigation.
- Members responded to fifty-seven motor vehicle collisions during this quarter. Seven of these collisions resulted in injuries, one fatality and the remainder resulted in damage to property.
- Members investigated six sudden deaths during this quarter.
- Members responded to fifty-seven calls for service related to individuals experiencing mental health crises. This is an increase from the previous quarter and a trend has been observed where police are required to remain with the individual at the hospital for lengthy periods of time. On several occasions it has resulted in police resources being at the hospital for several days before the person can be transported to a secure facility in Halifax by EHS.
- Police dealt with twenty-eight incidents of possible impaired driving during this quarter. Charges were laid in seven instances. Eight occurrences were investigated and determined impairment was not a factor. The remaining occurrences had insufficient evidence to proceed.

- West Hants RCMP remains engaged in the Avon River Aboiteau Fish Demonstration. Cpl. TUCKER remains engaged as the local point of contact and the RCMP's Provincial Divisional Liaison Team remains engaged as well.

Respectfully Submitted,

Staff Sergeant David FERGUSON  
District Commander  
West Hants RCMP

September 14, 2021

# Traffic Calming Memo

Committee of the Whole Presentation



## What is Traffic Calming?

Traffic Calming Advantages

Traffic Calming Disadvantages

Traffic Calming Objectives

Traffic Calming Process

Traffic Calming Toolbox

Recommendations

Q & A

# What is Traffic Calming?

- Defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”.<sup>1</sup>
- Traffic calming measures can be effective in addressing issues related to:
  - Vehicle speed
  - Excessive traffic volume
  - Noise pollution
  - Overall neighbourhood safety and comfort
- Traffic calming measures can be a combination of vertical and horizontal deflections, road narrowing and access restriction. Commonly utilized traffic calming measures may include:
  - Speed humps
  - Traffic circles
  - Curb extensions
  - Curb radius reduction
  - Raised median islands

<sup>1</sup> Institute of Traffic Engineers (ITE) Subcommittee on Traffic Calming, 1997

What is Traffic Calming?

**Traffic Calming Advantages**

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## Traffic Calming Advantages

Traffic calming measures can have a number of positive and negative impacts.

Some advantages include:

- Reduced motor vehicle speeds & traffic volume
- Discouraged through vehicular traffic
- Improved roadside aesthetic by using attractive materials
- Reduced noise & air pollution
- Improved neighbourhood livability
- Reduced conflict between roadway users

What is Traffic Calming?

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## Traffic Calming Disadvantages

Traffic calming measures can have a number of positive and negative impacts.

Some disadvantages include:

- Increased travel speed between traffic calming features
- Reduced ease of vehicular access in and out of neighbourhoods
- Increased vehicular travel time and trip length
- Increased emergency vehicle response time
- Diverted vehicular traffic onto neighbouring roadways
- Decreased roadside aesthetic by using unattractive materials
- Increased noise pollution
- Cost considerations

What is Traffic Calming?

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## Traffic Calming Objectives

To address undesirable traffic conditions on local and collector roadways, the specific objectives of traffic calming are to:

- Increase the Safety of Neighbourhoods
- Improve the Liveability of Neighbourhoods
- Restore Streets to their Intended Function
- Preserve Access and Minimize Impact to Emergency & Maintenance Services
- Promote Public Participation and Community Support

What is Traffic Calming?

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**Traffic Calming Process**

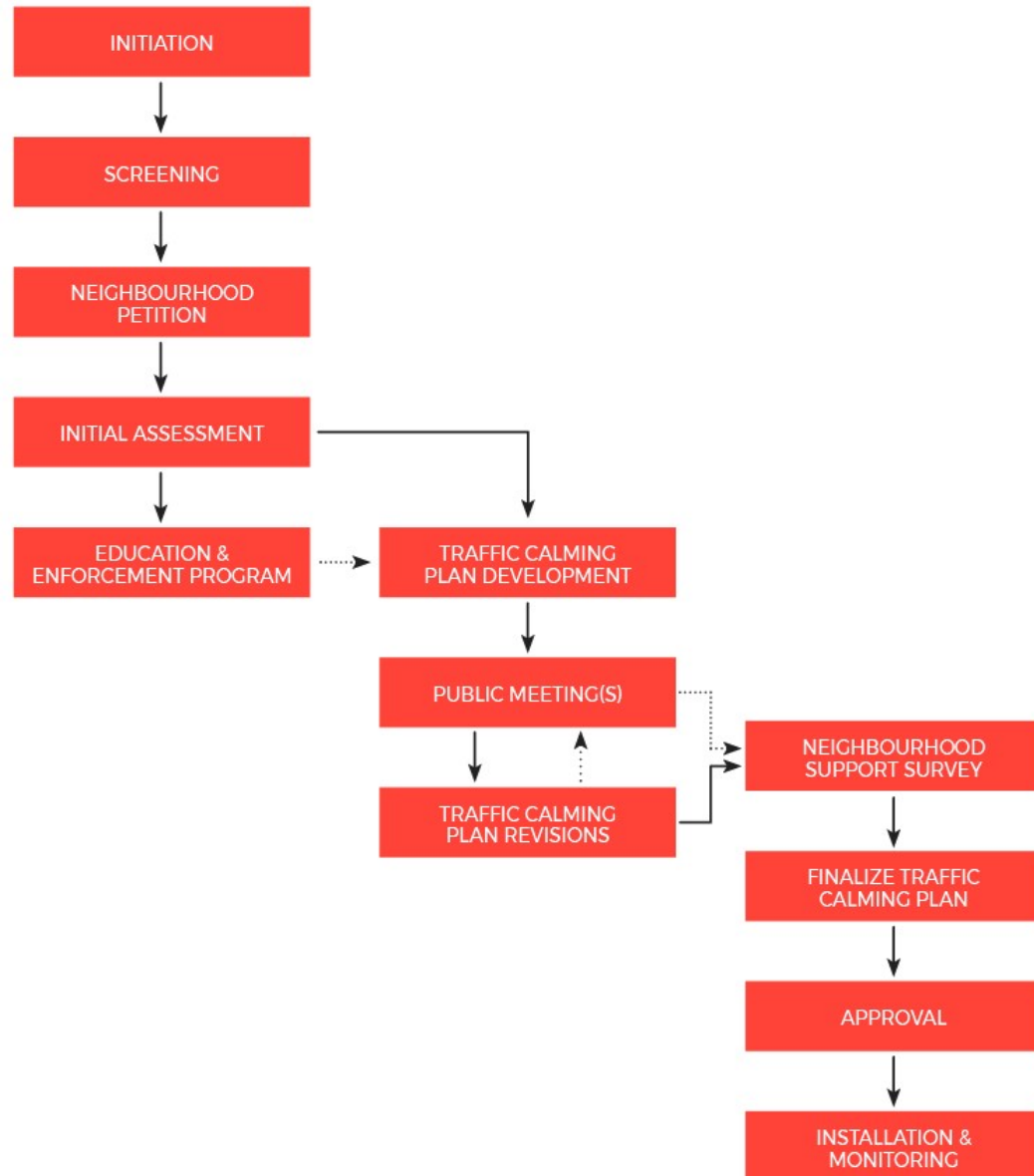
Traffic Calming Toolbox

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# Traffic Calming Process

A key component of the process is community engagement and effective communication with residents.



What is Traffic Calming?

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# Traffic Calming Process

## 1) Initiation

- Resident(s) or a councillor with traffic related concerns are instructed to submit a written request to investigate traffic calming within their neighbourhood to WHRM.

## 2) Screening

- WHRM staff will then conduct a brief preliminary assessment to determine if the requested roadway meets initial screening criteria. Screening criteria may include that the street:
  - Be owned and maintained by the Municipality
  - Be classified as either a local or collector roadway
  - Not be a multi-lane roadway
  - Not have a posted speed limit greater than 50km/hr
  - Not be shorter in length than 150m
  - Not provide direct access to an emergency services building
  - Be in an area where the zoning is primarily residential
- If the initial screening criteria is met, then the next step in the process is initiated; otherwise, the street is not considered for traffic calming.

What is Traffic Calming?

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## Traffic Calming Process

### 3) Neighbourhood Petition

- A neighbourhood petition is conducted to determine the level of support to initiate an investigation into the need for traffic calming on the requested roadway.
- Without public support, the traffic calming measures intended to alleviate traffic concerns could be met with negative public opinion and, as a result, jeopardize the outcome and potential positive impacts of the affected neighbourhood.
- A certain percentage of households (67% requirement from the Town of Riverview policy)<sup>2</sup> with direct frontage onto the section of roadway being considered for traffic calming, must indicate support in order to proceed with an investigation.

<sup>2</sup> Town of Riverview. 2015. Traffic Calming Policy. p.7

What is Traffic Calming?

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**Traffic Calming Process**

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# Traffic Calming Process

## 4) Initial Assessment

- WHRM staff conduct the traffic review to quantify/qualify traffic concerns within a neighbourhood.

### HALIFAX REGIONAL MUNICIPALITY <sup>1,2</sup>

### TOWN OF RIVERVIEW <sup>3</sup>

CRITERIA		HALIFAX REGIONAL MUNICIPALITY <sup>1,2</sup>	TOWN OF RIVERVIEW <sup>3</sup>
85TH PERCENTILE SPEED	<p>85<sup>th</sup> percentile speed must exceed 40 km/hr to consider traffic calming.</p> <p>Where in a school zone, 85<sup>th</sup> percentile speed must exceed 40 km/hr and/or exceed 30 km/hr during school arrival and dismissal times to consider traffic calming.</p> <p>Where designated a local street bikeway, 85<sup>th</sup> percentile speed must exceed 30 km/hr (or meet the traffic volume criteria below) to consider traffic calming. 85<sup>th</sup> percentile speed exceeding 45 km/hr will necessitate traffic calming.</p>	<p>In addition to the traffic volume criteria presented below, 85<sup>th</sup> percentile speed must be a minimum of 10 km/hr over the posted speed limit to consider traffic calming.</p> <p>Where 85<sup>th</sup> percentile speed equals or exceeds 15 km/hr over the posted speed limit, there is no minimum traffic volume requirement.</p>	
TRAFFIC VOLUME	<p>For streets that are not designated local street bikeways, traffic volumes are only assessed for project ranking purposes.</p> <p>Where designated a local street bikeway, traffic volumes must exceed 1,000 vpd (or meet the traffic speed criteria above) to consider traffic calming.</p>	<p>For residential local streets, annual average daily traffic must exceed 500 vpd.</p> <p>For urban collector minor roadways, annual average daily traffic must exceed 5,000 vpd.</p>	



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## Traffic Calming Process

### 5) Education and Enforcement Program

- Municipal staff conduct an education and/or enforcement program over a period of one to six months and monitor the effectiveness of the techniques used in the program in addressing the identified issue. <sup>6</sup>
- Some education and enforcement techniques identified within the Canadian Guide to Traffic Calming include:
  - Active and Safe Routes to School Program
  - Pace Car Program
  - Vehicle Activated Signs
  - Targeted Education Campaigns
  - Mobile Speed Enforcement
- If data collection results indicate that the issue was not resolved through education and/or enforcement techniques, then the traffic calming process continues to the Traffic Calming Plan Development stage.

<sup>6</sup> Solomon, H., Malone, B., Garcia, J. et al. 2017. Canadian Guide to Traffic Calming, Second Edition. Ottawa, ON: Transportation Association of Canada. p.25

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## Traffic Calming Process

### 6) Traffic Calming Plan Development

- Based on location context, appropriate traffic calming measures are selected based on a toolbox of traffic calming measures.
- A plan could include one or more different types of traffic calming techniques. Once municipal staff have prepared concept drawings of the traffic calming measures, consultation with emergency and maintenance services is conducted.
- Modifications to the plan are made to address concerns. **If the concerns cannot be remedied, the traffic calming process will be discontinued.**

### 7) Public Meeting(s)

- Municipal staff host a public information meeting or open house to present the traffic calming plan and explain the rationale behind the specific preferred traffic calming treatment(s).
- The public meeting provides residents with an opportunity to become involved in the process, learn more about the proposed traffic calming treatment(s) and to provide their feedback.

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## Traffic Calming Process

### 8) Traffic Calming Plan Revisions

- Modifications to the plan may be made to address feedback received from the public. If major changes are made to the plan, additional consultation with emergency and maintenance services and another public meeting may be required.

### 9) Neighbourhood Support Survey

- A neighbourhood support survey is completed to determine the level of support for the traffic calming plan and to provide an opportunity for the most directly affected residents to support or oppose any modifications to the road.
- A certain percentage (typically 50-70%) of total surveys submitted must be in favour of the traffic calming plan to proceed with installation.
- **If the support rate is not met, the traffic calming process will be discontinued.**

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## Traffic Calming Process

### 10) Finalize Traffic Calming Plan

- Staff finalize the traffic calming plan by developing detailed engineering drawings that consider aspects such as geometric roadway design, surface drainage, utility locations, signage placement, cost and adherence to municipal specifications.
- Alterations to the traffic calming plan may be necessary if limitations are identified that make the original plan not feasible. Additional consultation with emergency and maintenance services and the public may be required if significant modifications have been made to the plan.

### 11) Approval

- Upon completion of the detailed engineering drawings and the calculation of a construction cost estimate, approval by the municipal council is requested.
- **If approved, installation of the traffic calming measures is completed; otherwise, the traffic calming process is discontinued.**

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## Traffic Calming Process

### 12) Installation & Monitoring

- Traffic calming measures are installed. Municipal staff may decide to utilize interim and/or temporary treatments based on budget constraints and/or to provide time to examine the impacts of the measures prior to permanent installation.
- Monitoring of traffic calming treatments is conducted to determine the effectiveness and impact to the subject road and surrounding road network. Monitoring programs may include, but are not limited to, assessments of:
  - Before and after 85th percentile speed and traffic volumes on the subject road
  - Traffic diversion to other local and/or collector roadways
  - Before and after traffic noise levels
  - Before and after collision frequency and severity
  - Before and after active transportation user activity
  - Impacts to emergency and maintenance services
  - Resident feedback

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## Traffic Calming Process

### 12) Installation & Monitoring

- If data collection results indicate that traffic calming objectives (e.g. reduction in traffic speed) were not met, municipal staff may consider implementing additional measures and/or discuss potential enforcement alternatives with police services, if deemed appropriate.
- If traffic calming objectives are met and there were no associated operational and/or safety impacts, no further action is required if permanent installations were already implemented. If temporary treatments were installed, permanent installations can be pursued.
- Removal of the measures may be warranted if the installation of traffic calming measures resulted in unforeseen operational and/or safety impacts and/or there is support for removal from residents in the associated neighbourhood.

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## Traffic Calming Toolbox

### Horizontal Deflection

- Horizontal deflection traffic calming measures create a lateral shift in the vehicular travel path of a roadway corridor.
- Depending on the selected measure, it can discourage speeding and/or shortcutting.
- Examples of horizontal deflection traffic calming measures include:
  - Chicanes
  - Curb radius reductions
  - Lateral roadway shifts
  - Traffic circles



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# Traffic Calming Toolbox

## Vertical Deflection

- Vertical deflection traffic calming measures create a vertical upward movement for vehicles to encourage drivers to slow down on the approach in order to avoid damaging the vehicle and/or experiencing an unpleasant sensation.
- Examples of vertical deflection traffic calming measures include:
  - Raised active transportation crossings
  - Raised intersections
  - Speed cushions
  - Speed humps



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## Traffic Calming Toolbox

### Road Narrowing

- Narrowing a road (both physically and perceived) can help to calm traffic by increasing a driver's feeling of confinement to encourage them to slow down and be more aware of their surroundings.
- Examples of road narrowing measures include:
  - Curb extensions
  - Painted lane narrowing
  - On-street parking
  - Tree planting
  - Raised median island



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## Traffic Calming Toolbox

### Access Restriction

- Access restrictions help to calm traffic by reducing the number of vehicles traveling along a street by prohibiting all or a few vehicular turning movements into and/or out of a street.
- This can be done through signage and/or physical obstruction.
- Examples of access restrictions include:
  - Directional closures
  - Diverters
  - Full closures
  - Raised median through intersection
  - Right-in / right-out island



wsp

What is Traffic Calming?

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## Recommendation

It is recommended that West Hants Regional Municipality develop a traffic calming policy and program that includes public participation to address traffic concerns relating to traffic speeds and noise on residential streets.

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Traffic Calming Advantages

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Traffic Calming Objectives

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Recommendation

Q & A

# Q & A

Thank you

[courtney.mccarthy@wsp.com](mailto:courtney.mccarthy@wsp.com)



Committee of the Whole Excerpts  
September 14, 2021

### **Traffic Calming**

At the Council meeting on July 27, 2021, staff were directed to identify and report back on potential traffic calming measures/solutions for problematic roads that experience speeding under the ownership of the municipality. CAO advised that the policy be adopted with a supplementary piece added to address the questions surrounding cost of adopting a policy when the report returns to council and revisit at that time.

**The recommended motion was...**

**... THAT THE WEST HANTS REGIONAL MUNICIPALITY DEVELOP A TRAFFIC CALMING POLICY AND PROGRAM THAT INCLUDES PUBLIC PARTICIPATION TO ADDRESS TRAFFIC CONCERNS RELATING TO TRAFFIC SPEEDS AND NOISE ON RESIDENTIAL STREETS.**

September 14, 2021

# Traffic Calming Memo

Committee of the Whole Presentation



## What is Traffic Calming?

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# What is Traffic Calming?

- Defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”.<sup>1</sup>
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  - Overall neighbourhood safety and comfort
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What is Traffic Calming?

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## Traffic Calming Advantages

Traffic calming measures can have a number of positive and negative impacts.

Some advantages include:

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- Discouraged through vehicular traffic
- Improved roadside aesthetic by using attractive materials
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- Improved neighbourhood livability
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## Traffic Calming Disadvantages

Traffic calming measures can have a number of positive and negative impacts.

Some disadvantages include:

- Increased travel speed between traffic calming features
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- Increased vehicular travel time and trip length
- Increased emergency vehicle response time
- Diverted vehicular traffic onto neighbouring roadways
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## Traffic Calming Objectives

To address undesirable traffic conditions on local and collector roadways, the specific objectives of traffic calming are to:

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- Improve the Liveability of Neighbourhoods
- Restore Streets to their Intended Function
- Preserve Access and Minimize Impact to Emergency & Maintenance Services
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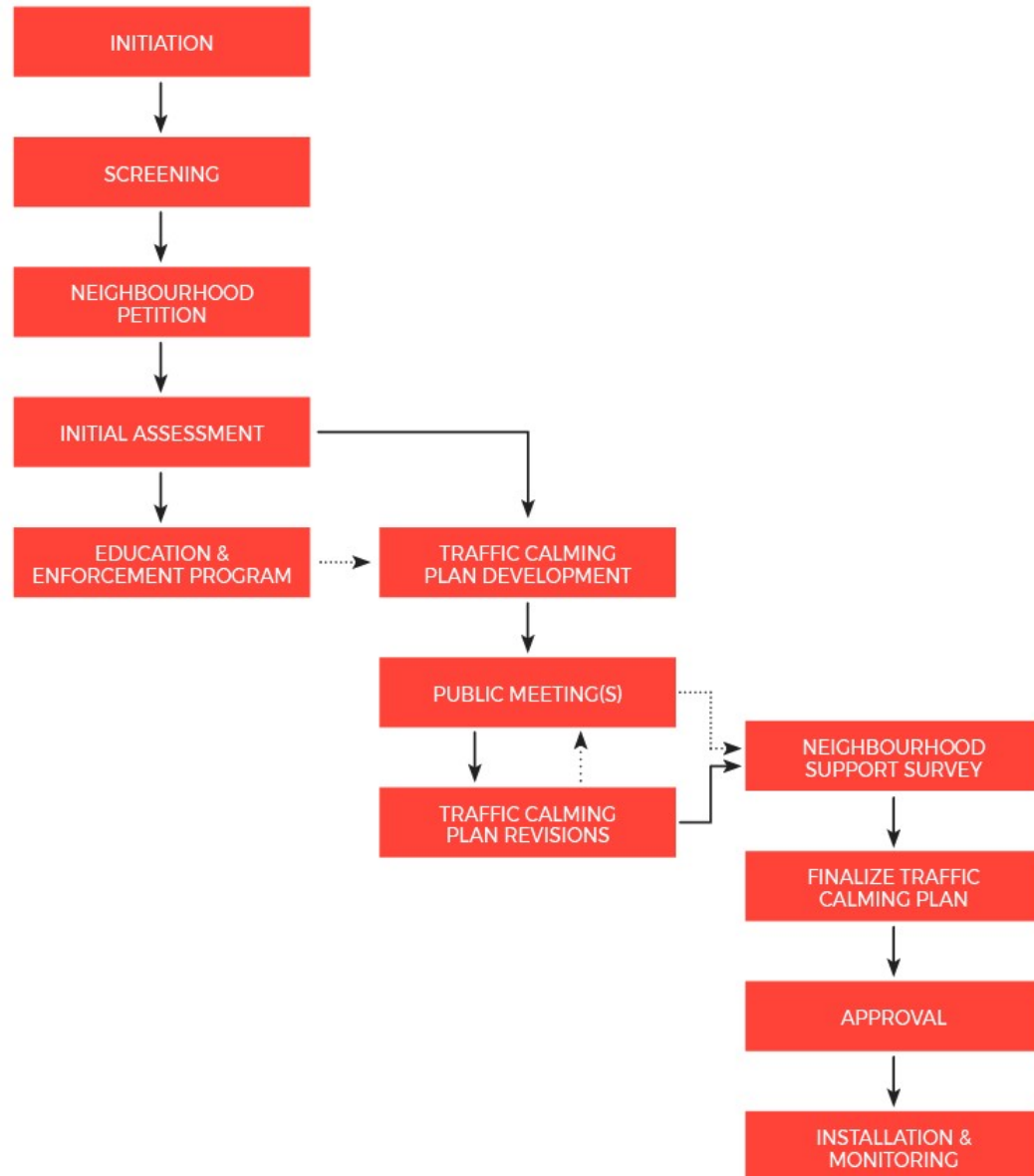
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# Traffic Calming Process

A key component of the process is community engagement and effective communication with residents.



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# Traffic Calming Process

## 1) Initiation

- Resident(s) or a councillor with traffic related concerns are instructed to submit a written request to investigate traffic calming within their neighbourhood to WHRM.

## 2) Screening

- WHRM staff will then conduct a brief preliminary assessment to determine if the requested roadway meets initial screening criteria. Screening criteria may include that the street:
  - Be owned and maintained by the Municipality
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  - Not be a multi-lane roadway
  - Not have a posted speed limit greater than 50km/hr
  - Not be shorter in length than 150m
  - Not provide direct access to an emergency services building
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## Traffic Calming Process

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- A neighbourhood petition is conducted to determine the level of support to initiate an investigation into the need for traffic calming on the requested roadway.
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<sup>2</sup> Town of Riverview. 2015. Traffic Calming Policy. p.7

What is Traffic Calming?

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# Traffic Calming Process

## 4) Initial Assessment

- WHRM staff conduct the traffic review to quantify/qualify traffic concerns within a neighbourhood.

### HALIFAX REGIONAL MUNICIPALITY <sup>1,2</sup>

### TOWN OF RIVERVIEW <sup>3</sup>

CRITERIA		HALIFAX REGIONAL MUNICIPALITY <sup>1,2</sup>	TOWN OF RIVERVIEW <sup>3</sup>
85TH PERCENTILE SPEED	<p>85<sup>th</sup> percentile speed must exceed 40 km/hr to consider traffic calming.</p> <p>Where in a school zone, 85<sup>th</sup> percentile speed must exceed 40 km/hr and/or exceed 30 km/hr during school arrival and dismissal times to consider traffic calming.</p> <p>Where designated a local street bikeway, 85<sup>th</sup> percentile speed must exceed 30 km/hr (or meet the traffic volume criteria below) to consider traffic calming. 85<sup>th</sup> percentile speed exceeding 45 km/hr will necessitate traffic calming.</p>	<p>In addition to the traffic volume criteria presented below, 85<sup>th</sup> percentile speed must be a minimum of 10 km/hr over the posted speed limit to consider traffic calming.</p> <p>Where 85<sup>th</sup> percentile speed equals or exceeds 15 km/hr over the posted speed limit, there is no minimum traffic volume requirement.</p>	
TRAFFIC VOLUME	<p>For streets that are not designated local street bikeways, traffic volumes are only assessed for project ranking purposes.</p> <p>Where designated a local street bikeway, traffic volumes must exceed 1,000 vpd (or meet the traffic speed criteria above) to consider traffic calming.</p>	<p>For residential local streets, annual average daily traffic must exceed 500 vpd.</p> <p>For urban collector minor roadways, annual average daily traffic must exceed 5,000 vpd.</p>	



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### 5) Education and Enforcement Program

- Municipal staff conduct an education and/or enforcement program over a period of one to six months and monitor the effectiveness of the techniques used in the program in addressing the identified issue. <sup>6</sup>
- Some education and enforcement techniques identified within the Canadian Guide to Traffic Calming include:
  - Active and Safe Routes to School Program
  - Pace Car Program
  - Vehicle Activated Signs
  - Targeted Education Campaigns
  - Mobile Speed Enforcement
- If data collection results indicate that the issue was not resolved through education and/or enforcement techniques, then the traffic calming process continues to the Traffic Calming Plan Development stage.

<sup>6</sup> Solomon, H., Malone, B., Garcia, J. et al. 2017. Canadian Guide to Traffic Calming, Second Edition. Ottawa, ON: Transportation Association of Canada. p.25

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### 6) Traffic Calming Plan Development

- Based on location context, appropriate traffic calming measures are selected based on a toolbox of traffic calming measures.
- A plan could include one or more different types of traffic calming techniques. Once municipal staff have prepared concept drawings of the traffic calming measures, consultation with emergency and maintenance services is conducted.
- Modifications to the plan are made to address concerns. **If the concerns cannot be remedied, the traffic calming process will be discontinued.**

### 7) Public Meeting(s)

- Municipal staff host a public information meeting or open house to present the traffic calming plan and explain the rationale behind the specific preferred traffic calming treatment(s).
- The public meeting provides residents with an opportunity to become involved in the process, learn more about the proposed traffic calming treatment(s) and to provide their feedback.

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### 8) Traffic Calming Plan Revisions

- Modifications to the plan may be made to address feedback received from the public. If major changes are made to the plan, additional consultation with emergency and maintenance services and another public meeting may be required.

### 9) Neighbourhood Support Survey

- A neighbourhood support survey is completed to determine the level of support for the traffic calming plan and to provide an opportunity for the most directly affected residents to support or oppose any modifications to the road.
- A certain percentage (typically 50-70%) of total surveys submitted must be in favour of the traffic calming plan to proceed with installation.
- **If the support rate is not met, the traffic calming process will be discontinued.**

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### 10) Finalize Traffic Calming Plan

- Staff finalize the traffic calming plan by developing detailed engineering drawings that consider aspects such as geometric roadway design, surface drainage, utility locations, signage placement, cost and adherence to municipal specifications.
- Alterations to the traffic calming plan may be necessary if limitations are identified that make the original plan not feasible. Additional consultation with emergency and maintenance services and the public may be required if significant modifications have been made to the plan.

### 11) Approval

- Upon completion of the detailed engineering drawings and the calculation of a construction cost estimate, approval by the municipal council is requested.
- **If approved, installation of the traffic calming measures is completed; otherwise, the traffic calming process is discontinued.**

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### 12) Installation & Monitoring

- Traffic calming measures are installed. Municipal staff may decide to utilize interim and/or temporary treatments based on budget constraints and/or to provide time to examine the impacts of the measures prior to permanent installation.
- Monitoring of traffic calming treatments is conducted to determine the effectiveness and impact to the subject road and surrounding road network. Monitoring programs may include, but are not limited to, assessments of:
  - Before and after 85th percentile speed and traffic volumes on the subject road
  - Traffic diversion to other local and/or collector roadways
  - Before and after traffic noise levels
  - Before and after collision frequency and severity
  - Before and after active transportation user activity
  - Impacts to emergency and maintenance services
  - Resident feedback

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### 12) Installation & Monitoring

- If data collection results indicate that traffic calming objectives (e.g. reduction in traffic speed) were not met, municipal staff may consider implementing additional measures and/or discuss potential enforcement alternatives with police services, if deemed appropriate.
- If traffic calming objectives are met and there were no associated operational and/or safety impacts, no further action is required if permanent installations were already implemented. If temporary treatments were installed, permanent installations can be pursued.
- Removal of the measures may be warranted if the installation of traffic calming measures resulted in unforeseen operational and/or safety impacts and/or there is support for removal from residents in the associated neighbourhood.

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## Traffic Calming Toolbox

### Horizontal Deflection

- Horizontal deflection traffic calming measures create a lateral shift in the vehicular travel path of a roadway corridor.
- Depending on the selected measure, it can discourage speeding and/or shortcutting.
- Examples of horizontal deflection traffic calming measures include:
  - Chicanes
  - Curb radius reductions
  - Lateral roadway shifts
  - Traffic circles



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## Vertical Deflection

- Vertical deflection traffic calming measures create a vertical upward movement for vehicles to encourage drivers to slow down on the approach in order to avoid damaging the vehicle and/or experiencing an unpleasant sensation.
- Examples of vertical deflection traffic calming measures include:
  - Raised active transportation crossings
  - Raised intersections
  - Speed cushions
  - Speed humps



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### Road Narrowing

- Narrowing a road (both physically and perceived) can help to calm traffic by increasing a driver's feeling of confinement to encourage them to slow down and be more aware of their surroundings.
- Examples of road narrowing measures include:
  - Curb extensions
  - Painted lane narrowing
  - On-street parking
  - Tree planting
  - Raised median island



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## Traffic Calming Toolbox

### Access Restriction

- Access restrictions help to calm traffic by reducing the number of vehicles traveling along a street by prohibiting all or a few vehicular turning movements into and/or out of a street.
- This can be done through signage and/or physical obstruction.
- Examples of access restrictions include:
  - Directional closures
  - Diverters
  - Full closures
  - Raised median through intersection
  - Right-in / right-out island



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## Recommendation

It is recommended that West Hants Regional Municipality develop a traffic calming policy and program that includes public participation to address traffic concerns relating to traffic speeds and noise on residential streets.

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Thank you

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