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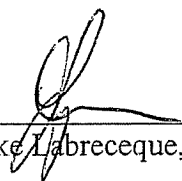


PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

**Marine Drive, Valley and Canal Community Council
March 26, 2008**

TO: Chair and Members of Marine Drive Community Council

SUBMITTED BY:


Mike Labreque, P.Eng., Director, Transportation and Public Works

DATE: February 12, 2008

SUBJECT: Traffic Calming Measures - Beaver Bank Road / Majestic Avenue /
Monarch Drive

INFORMATION REPORT

ORIGIN

Item 4 raised at the May 3, 2007 meeting of Marine Drive Valley and Canal Community Council.

A resident expressed concern with the traffic at the school and asked if something could be done to address the problem.

MOVED by Councillor Snow, seconded by Councillor Hendsbee, that staff investigate the possibility of installing traffic calming measures at the intersection of Monarch and Beaver Bank Road and at the intersection of Majestic and Monarch by the school. MOTION PUT AND PASSED UNANIMOUSLY.

BACKGROUND

Traffic calming measures are installed in HRM under the requirements of the Neighbourhood Short-Cutting Policy, therefore, the request has been considered in light of those requirements.

DISCUSSION

Beaver Bank Road is designated as a minor collector in the area where it intersects with Monarch Avenue. It is a through road connecting to Hants County – therefore, it will not be under any “short-cutting” provisions.

The route made up of Majestic Avenue - Monarch Drive - Joan Drive - Rivendale Drive does connect through between Beaver Bank Road and Beaver Bank Windsor Junction Cross Road but the route is so circuitous and slow that short-cutting drivers avoiding the direct Beaver Bank Road - Beaver Bank Windsor Junction Cross Road must be very few. Traffic on Majestic Avenue and Monarch Drive is predominantly local.

There is likely little short-cutting on Majestic and Monarch. The Short-Cutting Policy also includes an expectation that local streets are expected to carry up to 3000 vehicles per day. Near 120 Majestic Avenue the 24-hour weekday average traffic was about 1300 vehicles when counted on the 14th and 15th of November 2007. Near 27 Monarch Drive the 24-weekday average traffic was about 1100 vehicles when counted on the same days. These volumes are well below the criteria in the short-cutting policy.

Therefore, no traffic calming measures are recommended for this area.

BUDGET IMPLICATIONS

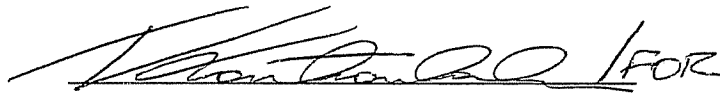
There are no budget implications.

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.

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Alan Taylor, P.Eng., Transportation Planner



Report Approved by: Ken Reashor, P.Eng., Manager of Traffic and Right of Way, 490-6637

Council Report Sign-Off Sheet

Subject: Beaver Bank Road - Majestic Avenue - Monarch Drive

Meeting Date: March 26, 2008 _____ Regular Council In Camera Information Report
 Community Council Board/Committee

Prepared by: Alan Taylor, P.Eng., TPW Date: February 14, 2008
 Name and Business Unit _____

| √ | Stakeholder - Internal | Reviewed By | Date/Time | Time Spent on Report | Initial/Signature |
|---|--|-----------------------------|-----------|--------------------------|-------------------|
| | Not Required (unique to originating BU) | | | | |
| | BPIM | | | | |
| | CD | | | | |
| √ | FINANCE - FinTrack - Accounts - Financial Consultants - Procurement - Manager | | | | |
| | FIRE | | | | |
| | HR | | | | |
| | IAM | | | | |
| | LEGAL - By-Laws - Admin Orders - Other | | | | |
| | POLICE | | | | |
| √ | TPW | Leonard Alan students | Feb. 12 | 30 min 5 hrs 4 hrs | |
| | LIBRARY | | | | |
| | HRWC | | | | |
| | COUNCILLOR(s) | | | | |
| | Stakeholder - External | | | | |

Revised: October 16, 2007

