

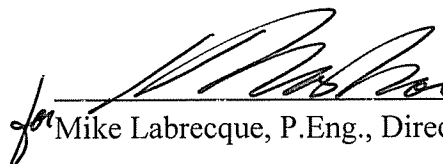
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Halifax Regional Council
May 2, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: 
for Mike Labrecque, P.Eng., Director, Transportation & Public Works

DATE: April 18, 2006

SUBJECT: Petition - Closure of McPherson Road

INFORMATION REPORT

ORIGIN

Item 9.2.1 raised at the February 28, 2006 meeting of Regional Council.

BACKGROUND

Councillor Snow submitted a petition on behalf of 45 residents of McPherson Road in Fall River. The petition requests the closure of McPherson Road at the Lockview Road intersection. Residents are concerned with the speed and volume of traffic on their street, considering the number of people walking on the street.

Requests for traffic calming for this street have been received in the past. The most recent request was in 2003. The resulting data concluded that there was an average of 2438 vehicles per day travelling on McPherson Road with an 85th percentile of 47 km/h (85% of drivers were travelling at a speed of 47 km/h or less). The average speed was 41 km/h. These numbers did not warrant changes to the existing infrastructure at the time.

DISCUSSION

Design and Construction Services have conducted a preliminary cost estimate detailing the work which would be necessary to convert McPherson Road to a cul-de-sac. To meet current standards, any new 'dead-end' street must include a bulb at the end with a specified turning radius.

Two options were examined:

- The bulb could be built with relative ease in the vicinity of civic addresses 27 and 32 due to the relatively flat topography. The major disadvantage to this location would be the extended lengths of driveways for civic addresses 33 and 38 (which would require a much longer driveway).
- To build the bulb at the end of the street (near civic 33 and 34/38) would require the removal of several trees and the construction of a retaining wall.

The major constraint in constructing a cul-de-sac is that there is insufficient land available in the existing right-of-way. Therefore, significant land would be required from property owners on both sides of the road. At the widest point of the proposed cul-de-sac, the asphalt edge would be located approximately 10 metres closer to homes than the current asphalt edge. This is a significant distance which will practically eliminate the front yards of two properties by the time proper ditching is installed.

The estimated cost to construct a cul-de-sac near civic addresses 27 and 32 is \$50,000, excluding land purchases. The cost would increase by approximately \$20,000 to construct it near civic addresses 33 and 34/38.

The petition also mentions that speed humps have been requested in the past, but refused because of emergency vehicles. Fire Services have determined that McPherson Road is not a primary response route. Therefore it is eligible to be considered for speed humps or other short-cutting reduction and traffic calming measures under the Neighbourhood Shortcutting Policy, if warranted.

To begin this procedure, the residents of the street must submit a petition representing a majority of residents on the street (one signature per address). Traffic and Right-of-Way Services will begin collecting the necessary speed, volume and collision data to determine if a problem exists as defined in the Neighbourhood Shortcutting Policy. If the requirements are all met, the process will continue from there. The policy is available online at <http://halifax.ca/traffic/calming/SCPSep04.pdf>.

Conclusion - Due to the extreme effect on some of the properties in conjunction with the associated costs of closing McPherson Road by making it a cul-de-sac, it is not recommended that this request be approved. However, it has been determined that Fire Services do not consider McPherson Road a primary response route, therefore the residents may apply for other traffic calming measures through the Neighbourhood Shortcutting Policy if they so desire.

BUDGET IMPLICATIONS

There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

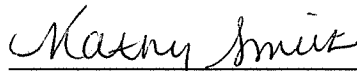
This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

The residents may apply for other short-cutting or traffic calming measures under the Neighbourhood Shortcutting Policy.

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

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