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**Halifax Regional Council**

**June 13, 2006**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**   
Paul Dunphy, Director, Planning & Development Services

**DATE:** May 23, 2006

**SUBJECT:** Chebucto Road Reversing Lane Project

## **INFORMATION REPORT**

### **ORIGIN**

At the May 9, 2006 meeting of Halifax Regional Council, Councillor Fougere requested an information report on the Chebucto Road Reversing Lane project. At the May 20, 2006 meeting of Halifax Regional Council, Councillor Mosher asked staff to prepare a report discussing options to the Chebucto project. At that same meeting, presentations were made by two members of the Chebucto Neighbourhood Association and Council directed staff to consider their proposed solution.

### **BACKGROUND**

The issue of traffic congestion is identified as one of Regional Council's Focus Areas. In response to previous concerns raised by Council, Staff presented a Roadway Network Optimization Plan in a report to Regional Council on May 11, 2004. The plan identified several smaller scale projects which strived to maximize existing road capacity investment by widening short sections of discontinuity in corridor capacity. The intent of that plan (which included the Chebucto project) was endorsed with the exception of the Robie/Cunard intersection project which was deferred.

The Chebucto Reversing Lane and Armdale Roundabout Conversion projects are both elements of the transportation strategy contained in the HRM Regional Plan (Draft). The strategy is based on modelling of future transportation demand and identifies capacity requirements for both the roadway and transit networks. Although the strategy focuses on transit, active transportation and transportation demand management, some additional road capacity requirement was found to be necessary (see Attachment 5).

## **DISCUSSION**

A number of questions regarding this project have been raised by the public, either through a public meeting on April 27, 2006 (meeting notes are included as Attachment Seven) attended by Staff and organized by Councillor Fougere, the Public Hearing on the Regional Plan, or correspondence from individuals. A complete list of these questions is included as Attachment Two. A sketch of the proposed project is provided in Attachment Eight.

At the Regional Council meeting held on May 30, 2006, staff were directed to:

“ come forward with a solution the will work better than the proposed reversing lanes and widening of Chebucto Road. What are the alternatives to ensure safe, effective traffic flow without enticing more drivers than the usual patterns to utilize the Armdale Rotary to access peninsular Halifax. The report to include but not limited to a parclo, tunnel, bridge and overpass. Councillor Fougere requested the staff report include the issue of high occupancy vehicles. Further, this be included when looking at the terms of reference for the data collection and modelling of the Rotary”.

Staff is confident that all solution opportunities, including a range of infrastructure designs and traffic demand management policies, have been fully explored in developing the Regional Plan's transportation strategy. In response to Council's request, it is our intent to have this assessment process reviewed by an independent professional in the area of transportation planning. To avoid prejudicing the outcome of any future work, staff have suspended all detailed design and property acquisition work on the Chebucto Road project until the assessment is complete and presented to Council.

Of the 36 questions posed in Attachment Two, only those related to existing available data and background planning work have been responded to at this time (see Attachment One). The remainder are best addressed following the reassessment of alternatives and completion of modeling work related to the Armdale Rotary/Roundabout.

Ongoing discussion of the Chebucto Road Reversing Lane project should not interfere with approval of the HRM Regional Plan. The Plan contains a number of projects that, in their entirety, make up a strategy to effectively deal with future transportation demands. Many of these projects will require approval of this or future councils and the plan must be adaptable to react to the possibility of any one of these projects not receiving budget approval.

Similarly, any funding identified in the proposed 2006/07 Capital Budget as Rotary Conversion/Chebucto Road Reversing Lane will be considered by Staff as money that will be applied to implementing a solution to traffic congestion and future transportation demands in that area as directed by Council.

Retaining the project titled Chebucto Road Reversing Lane in either the HRM Regional Plan or the 2006-07 Capital Budget does not commit Regional Council any specific solution for traffic management at that location.

### **BUDGET IMPLICATIONS**

There are no immediate budget implications to what is provided in this report.

### **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 alternatives proposed to the information contained in this report.

### **ATTACHMENTS**


Attachment One:	Response to Questions from the Public
Attachment Two:	Questions Related to the Project
Attachment Three:	Chebucto Road Traffic Volumes
Attachment Four:	Quinpool Road Traffic Volumes
Attachment Five:	Regional Plan Capacity and Demand Analysis
Attachment Six:	Chebucto Road Traffic Patterns
Attachment Seven:	Notes from the April 27 Public Meeting
Attachment Eight:	Widening Limits

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

Report Prepared by:

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Financial Review:

  
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The numbers listed below correspond to the numbers on the master list (Attachment Two):

- 3, 4: What is the present capacity of Chebucto from the Rotary to Mumford? What is the present traffic flow?

The capacity of that section of Chebucto Road is 900 vehicles per hour in each direction. The present peak hour volumes are at that capacity level. Two-way volume counts are provided in Attachment Three.

- 7, 8: What is the present capacity of Quinpool from the Rotary to Connaught? What is the present traffic flow?

The capacity of that section of Quinpool Road is 1300 vehicles per hour in each direction with a present peak hour volume of 1270. Two-way volume counts for Quinpool Road are provided in Attachment Four.

- 10, 11: What percentage of traffic comes in from or goes out to the Bay Road and Spryfield? What percentage of traffic presently goes from the Rotary to Chebucto, Quinpool or Dutch Village?

This data is currently being updated and will be available later this month.

- 13: What is the purpose of a setback from property lines for residential properties?

Building setbacks achieve many purposes and vary based on the type of environment that is to be created or sustained. Design, safe access from the street and parking serve three functions of front yard setback. The depth and width of front yard setbacks vary depending on the development context of the area and the desired pattern of settlement. For example, narrow streets, short blocks and shallow front yard setbacks are more desirable in some areas to promote social cohesion and pedestrian movement and to reduce vehicle thoroughfare.

- 14-16: What is a typical front setback in the west end? on Chebucto from the Rotary to Mumford? on Chebucto from Mumford to Connaught?

The setback (distance from the right-of-way line to face of the building) for residential properties along the north side of Chebucto Road ranges from 14 feet (4.3 m) to 28 feet (8.50 m). The average setback along the north side is 20 ft. The setback distance for residential properties along the south side ranges from 4.5 ft (1.4 m) to 38.0 ft (11.5 m) with an average setback of 18.0 ft (5.5 m).

The typical minimum front yard setback for residential properties in the west end is fifteen feet. This fifteen foot setback applies to residential properties on Chebucto Road from the Rotary to Connaught Avenue with two exceptions. On the south side of Chebucto Road

between Quinn Street and Armcrescent, the minimum front yard is twenty-five feet. On the south side of Chebucto Road between Armcrescent and Newton Avenue, the minimum front yard is twenty feet.

- 18: What is the problem this project is intended to solve?

Computer modelling undertaken during the development of the transportation strategy for the Regional Plan indicated that after implementation of a high-level transit plan and establishment of transportation demand management measures, the proposed settlement pattern would still result in increased traffic loading onto and off of the Halifax peninsula. As there is currently insufficient roadway capacity to manage this increased demand, two projects (Chebucto Reversing Lane and Fairview Interchange Upgrade) were identified for short-term implementation to provide the needed capacity. Figures outlining the capacity analysis and the projection of vehicle and transit volumes are included in Attachment Five.

- 27: In terms of land use planning, how will acquiring land from each of these lots affect their future ability to expand their homes? (i.e. lot coverage regulations and setback requirements under the land use bylaw)

The properties on the south side of the street are zoned R-1; front yard setback 15 ft. minimum (except if that section of street is on the "Building Line Plan", front yard requirement shall be that shown on the plan), lot coverage maximum of 30%. The properties on the north side of the street are zoned R-2; front yard setback 15 ft. minimum, lot coverage maximum of 35%. The acquisition may effect an 'as of right' addition to the front of their building, or the size of an addition from the reduction in lot area. A Minor Variance for front yard setback or lot coverage may be a possibility.

The Municipal Government Act allows HRM to acquire land for municipal purposes without subdivision approval. Since the acquisition of parcels for right-of-way purposes is considered a municipal use, subdivision approval is not required for the parcels being acquired or the remaining remnant properties. Residents who wish to undertake future work to their property are still governed by the subdivision by-law.

- 28, 29: Are there future plans to further remove any other Chebucto Road bottlenecks? If so, what is the timeline? Can you demonstrate with actual traffic data that traffic disperses in several directions at Connaught?

Attachment Six shows traffic patterns on Chebucto Road from recent traffic data and indicates that more than half of the inbound morning traffic on Chebucto turns onto Connaught Avenue. Further dispersion occurs at North Street and Oxford Street. From this diagram, it can be seen that volumes of traffic travelling through the intersections on Chebucto decreases as one moves farther into the peninsula. This is the reason for the regional planning traffic strategy focusing on the limited number of access points onto the

peninsula rather than individual intersections as traffic disperses throughout the peninsula. Accordingly, the regional plan does not identify a requirement for capacity addition elsewhere on the Chebucto corridor.

- 30: Can you provide more up to date traffic on the Rotary other than the chart that lists the counts in various years between 1980 and 2001?

That data is currently being updated and will be available later this month.

1. What is the capacity of the Rotary in terms of throughput compared with the new Roundabout at the following times?

7-9 am	Mon to Fri	Sat	Sun
9-10 am	Mon to Fri	Sat	Sun
10-4 pm	Mon to Fri	Sat	Sun
4-6 pm	Mon to Fri	Sat	Sun
6-10 pm	Mon to Fri	Sat	Sun

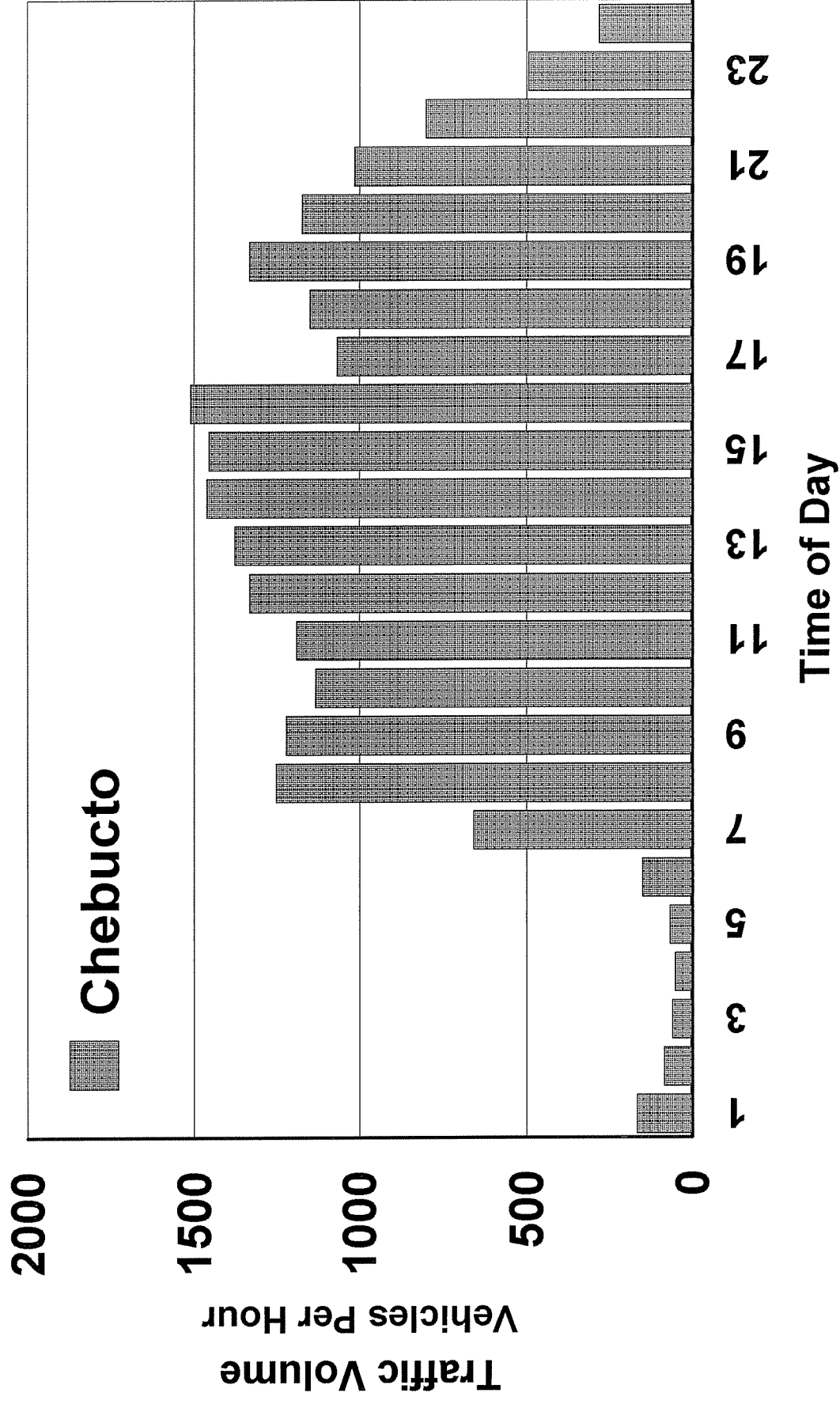
2. Exactly how many more cars will traverse the Rotary at these times if the work is done?
3. What is the present capacity of Chebucto from the Rotary to Mumford?
4. What is the present traffic flow on Chebucto from the Rotary to Mumford at the above times?
5. What will the new capacity of Chebucto be from the Rotary to Mumford
6. What traffic flow is predicted if the work is done at the above times?
7. What is the present capacity of Quinpool from the Rotary to Connaught at the above times?
8. What is the present traffic flow on Quinpool at the above times?
9. What is the forecast traffic flow on Quinpool if this work is to be done?
10. What percentage of traffic comes in from or goes out to the Bay Rd and Spryfield at the above times.
11. What percentage of traffic presently goes from the Rotary to Chebucto, Quinpool or Dutch Village at the above times?
12. How much will Induced Traffic increase the number of cars at the above stated times?
13. What is the purpose of a setback from property lines for residential properties?
14. What is a typical front setback in the west end?
15. What is a typical setback from the Rotary to Mumford on Chebucto?
16. What is a typical setback on Chebucto from Mumford to Connaught?
17. What is the total cost of this proposed project ? How much of the total cost applies to the Chebucto Road portion ?
18. What is the problem this project (Chebucto Road reversing lane) is intended to solve?
19. Several numbers have been quoted 100 more cars per hour, 1400 additional cars per hour at the intersection, 900 cars per hour - What is the predicted increase in traffic in this corridor, in terms of capacity, after completion of the reversing lane, measured in vehicles per hour?
20. Has there been any traffic modelling to support this ?

21. Will this solve the problem identified ? Has there been any traffic modelling to support this?
22. What will be the actual effect of not completing the project ? (In the March 21, 2006 information report, it states that “more major roadway projects must be undertaken to provide adequate capacity - what would they be ?)
23. Can this project be designed to accommodate adequate snow storage and proper width of sidewalk. ?
24. How many street trees will be removed ? Will they be replaced ?
25. How many properties will be affected by having HRM purchase a piece of their property?
26. What is the extent of land purchases in terms of area from least to most area ?
27. In terms of land use planning, how will acquiring land from each of these lots affect their future ability to expand their homes ? (ie lot coverage regulations and setback requirements under the land use bylaw )
28. Are there future plans to further remove any other Chebucto Road bottlenecks ? (For example: where Chebucto Road reduces to a single eastbound lane was of Connaught Avenue, where Chebucto Road reduces to one eastbound and one westbound lane, east of North Street, the intersection of Chebucto Road and Windsor.) If so, what is the time line?
29. Can you demonstrate with actual data that traffic disperses in several directions at Connaught Avenue ?
30. Can you provide more up to date traffic on the rotary other than the attached chart that lists the counts in various years between 1980 and 2001 ?
31. What plans do you have to assist with pedestrian safety where the marked crosswalk will intersect with the reversing lane ? In other words, how will pedestrians be alerted that at different times of the day, traffic will be coming from different directions ?
32. What is the proposed distance measurement of the pedestrian crossing on Chebucto Road between Mumford Road and MacDonald Street ?
33. How does the proposed pedestrian crossing distance at the intersection (above) compare to other intersections that have no boulevard or pedestrian refuge, and how ill this affect the timing of the lights ?
34. How many overhead lane markers will there be, and where will they be placed in relation to peoples properties ?
35. What plan do you have for further public consultation on this project ?
36. How does Council propose to protect the safety of our children after this construction ?



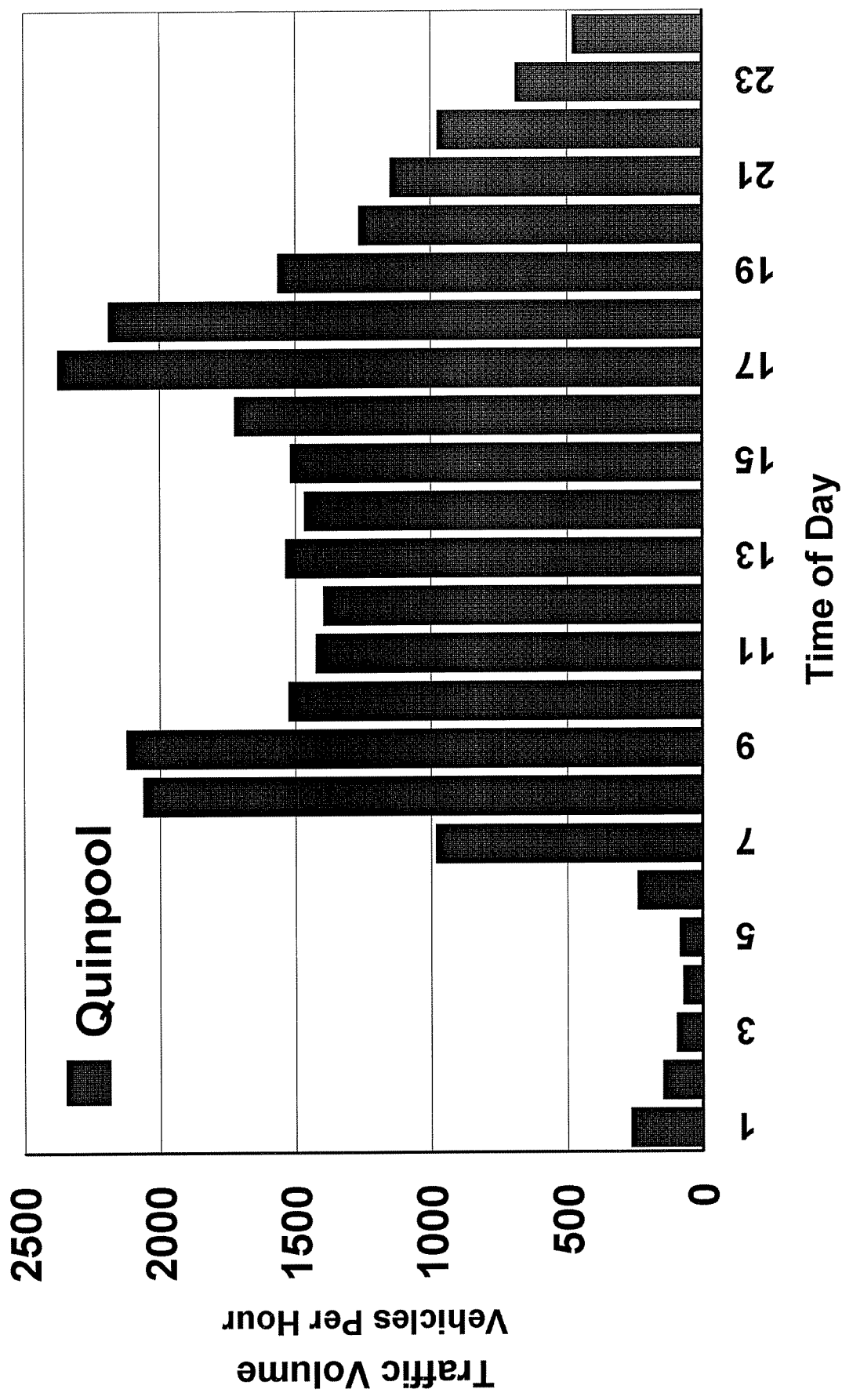
## Attachment 3

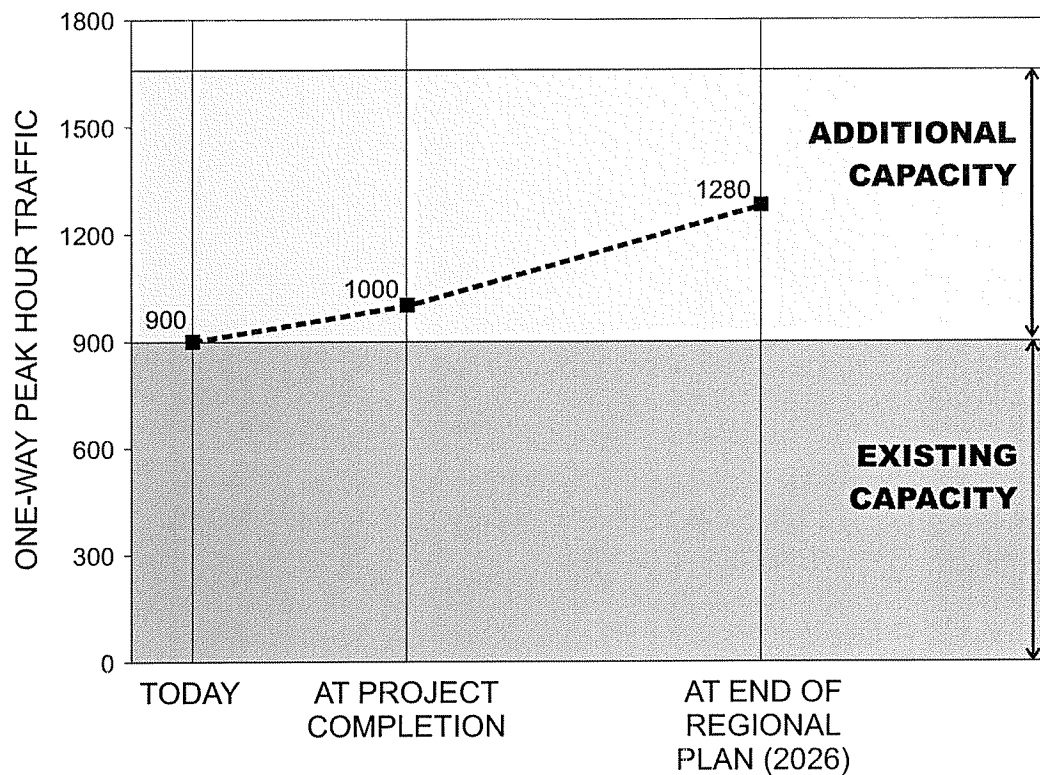
# Chebucto Road Total Traffic Volumes



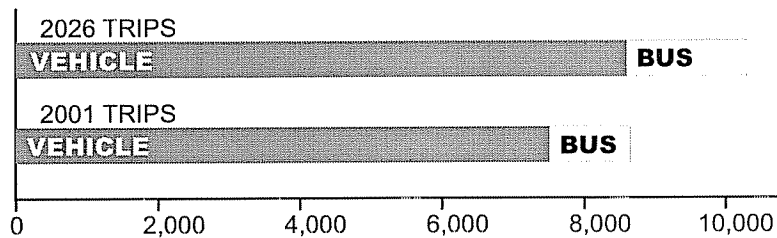
## Attachment 4

# Quinpool Road Total Traffic Volumes

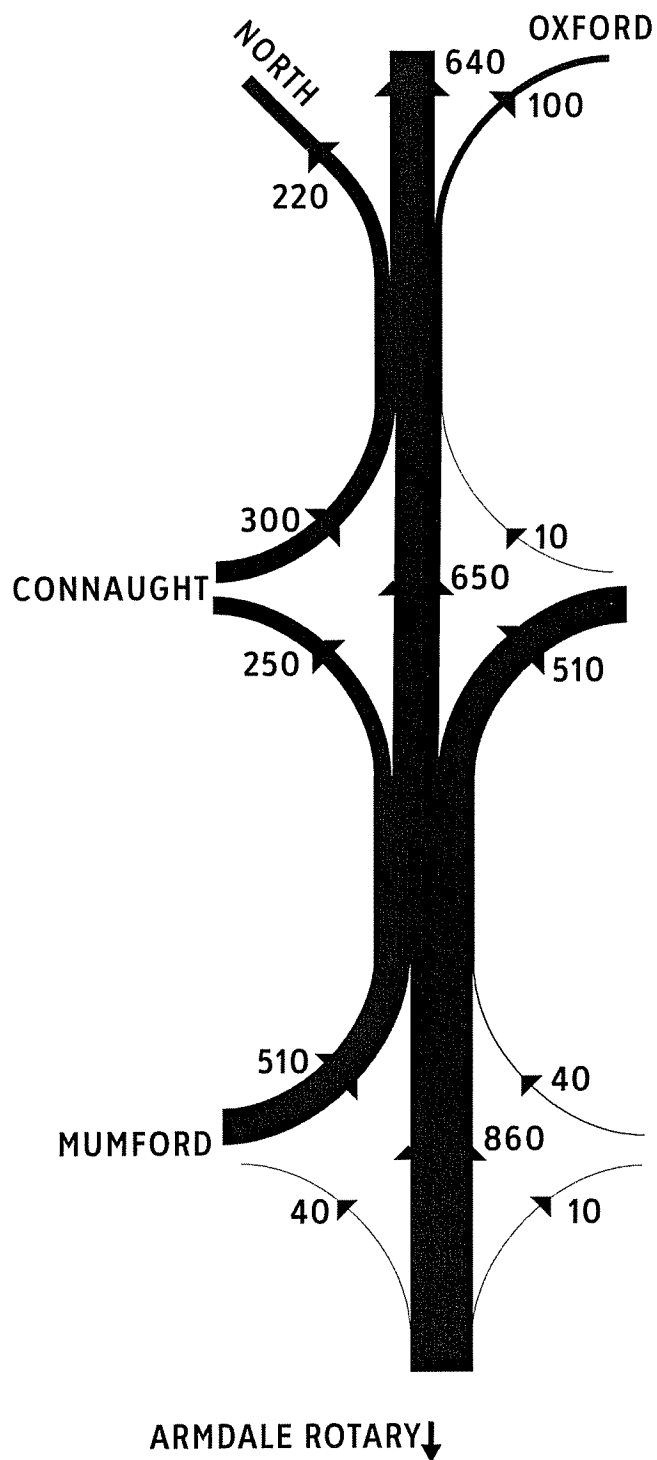




VOLUME AND CAPACITY AT CHEBUCTO ROAD ENTRY TO THE PENINSULA



PEAK HOUR ONE-WAY TRIPS ONTO THE PENINSULA AT ALL CROSSING POINTS



Numbers are rationalized based on manual turning movement counts taken in Oct/04, Jun/05, and Jul/05.

Not to scale.

**PUBLIC INFORMATION MEETING**  
**Chebucto Road Reversing Lanes Project**  
**Thursday, April 27, 2006**  
**6:30 p.m. to 9:00 p.m.**  
**Bethany United Church**  
**Clinton Avenue, Halifax**

The following are questions/comments captured on tape from the public:

Presentation starts and is interrupted with the following comments:

With the yellow handouts given out last week, this happened about two years ago. What is your budget for this? Give us a dollar value. Expropriating land, taking people's lawns, tearing up the rest of it. What is the construction budget for this - 1.5 million dollars. Who is doing the road work, that doesn't include probably the same amount of properties. I think, as I suggested to Sheila Fougere, more steps on the traffic problems since she has been dealing with City Hall. I mentioned to other city officials, developers, Quinpool Road, you got four lanes from the rotary and the same system like on the bridge. The reason I was told it couldn't be done - too expensive! very expensive they said. I notice a little difference how we get treated with roads around here north of Quinpool Road is a different story compared to some.

We don't get input of any kind but when they ask for a speed bump or a road to be closed, they get it. Does money on that side of the street mean as much as the money on this side of the street? We got just as much votes. I don't buy this as a forgone conclusion. Maybe we should not only be looking for a new alderman..... Just like the residential one definition that was sprung on us because inadequacies of the board who give permits. Your expropriating property that is zoned under R-1 so what's good for the goose is definitely not good for the gander. They can chop it up we can't. That's all I have to say.\*

\*This was captured before the presentation was completed.

Presentation continued...

Resident - Joseph Street -I would like to know basic to what you just told us how to accommodate more traffic onto the peninsula via Chebucto Road and I would like to know by how much are you going to reduce the capacity on that road? The problem is the excessive capacity of traffic - **capacity is how much the road can handle.** Then you were talking about delay, delay means people stopping at traffic lights so when you spend 1.5 million dollars on this project it will help people get through the traffic lights faster. - **correct** Will this particular project stop the problem of congestion on the peninsula? - **No, our Regional Plan doesn't intend to stop congestion, it**

tries to maintain so it tries to help more cars get onto the peninsula. What I don't understand is to me this is the 1970's issues. We're talking about healthy communities, we're talking about less traffic volume on the peninsula this is not the solution to that, this is very unhealthy to me and at the same time we have people who value their homes and I don't understand the logic of the decision and the other thing is I agree with the chap here who was cheering about the fact that the people did not have a proper consultation period. We have to have the opportunity to address these issues and if it has been approved with a lot of other projects I think very much so that this project should be pulled out and we should look at it independently.

Resident - Shirley Street - What is the current mean time at Mumford and Chebucto during rush hour because I take it every day I get through there within a couple of minutes tops without too much traffic. **-we're doing that modeling as part of the engineering, we do have it I don't have it with me we can provide it to you.** So what's the goal of this project to reduce the wait time. **- yeah there is a relationship to the lane there somewhere but our objective is to be able to handle more traffic.** So you are actually trying to increase traffic on Chebucto? **- Yes.** Maybe we should talk about Chebucto I guess where the road narrows to two lanes through there. **- Traffic disburses quite a bit through the intersection.** You're going to create more traffic from the rotary to Connaught it stands to reason you're going to have larger volumes so as you widen Chebucto all the way to downtown. SO what is your long term transportation rules are for the city if you encourage more people to drive their cars downtown aren't you taking away from your public transportation system. Trying to bring people downtown trying people on public transportation. **- Regional Plan encourages your suggestion as well at the same level that we have now.** Where outside of the city? **- No, across the stream lines as shown on the map this stream line is one where congestion will continue the same level as it does now. There will be a few fluctuations that in the first few years of the project and there won't be as much congestion, there will be a migration in traffic to other routes but overall the level of congestion stays the same.** What is the goal you are trying to achieve? **Traffic is going to increase but the Regional Plan is preapproved but there is going to be more traffic what the intent here is to reduce the amount of degradations. Part of the whole strategy is to use transit, we're looking at fast ferries as well as other types of strategies to improve the downtown. We're not trying to encourage more people to drive into the downtown but we want to accommodate what's already there....but what we are attempting to do is to accommodate those that can be accommodated by bus, by walking by other modes, by high speed ferries but obviously that kind of service can't facilitate everybody and as Dave pointed out it certainly is of importance to the downtown that we are going to get the traffic. But we are trying to do is reduce it with all the other aspects with still have to deal with the capacity and what's already there to slow the congestion and what's going to come in any event now obviously to reduce the amount of traffic and as well as trying to get more people to use transit like one example may not have shown up here, Timberlea would have their own system where we have buses out**

there to pick up people and drive them in and drop them off and transfer to express transit systems, these are all part of the strategy for the Regional Plan to help reduce traffic onto peninsula that's not what we're trying to do. We're not trying to just allow traffic to grow and commandeer everybody that likes to drive. We're certainly trying to put a sense in place to give people other choices, to help the community all with the opportunity of reduction type measures, all those types are all part of the Regional Plan but clearly there is still going to be problems with traffic, every city has that. There really is no city in North America that has reduced the level of congestion and not build roads for accommodating traffic. What about what Vancouver has? - **Well Vancouver took a different approach and now they're going back and reconsidering they want all transit and that's not accommodating and now they're starting to investigate.** What type of solution to you recommend?.....

**We have done some modeling to try to estimate that figure, okay? Based on the travel patterns that are out there today we estimate that this project goes ahead next year, there maybe 100 more cars in the morning. It's not a big amount.....**

Property owner on Chebucto Road that is affected - Secretary Treasurer for the Chebucto Neighbourhood Association - and I appreciate you having this meeting with us today and trying to clear things up and I guess the gentleman ahead of me asked some of mine but the two that sort of hit me is that right now the city HRM is planning to spend a lot of money to do something which they're not 100% sure of how much effect there will be is what I'm hearing from you so all of us in HRM pay taxes for what could possibly be a theory that works a little bit or may be not that big amount of reduction we're not sure, and I guess I can think of we have a senior's complex in our area, we have elderly people who are trying to cross the road and I have seen two near misses in the last while I wait for the bus. It's a six second time crosswalk to cross Chebucto at the corner of Mumford. If we have an extra reversing lane there what will we all now need is rollerskates to get across or are we just going to keep the six minute light because the whole idea is not to have more delay at the lights so now we have three lanes plus a wider on ramp and off ramp to cross at the same time and I guess I sort of being at odds with the engineer and not knowing these things and I shouldn't walk every day up Quinpool Road and I see a road that has four lanes already that two lanes in the morning have basically no cars in them because they're going the opposite way and two lanes in the evening that have no cars in them because it's going the opposite way it occurred to me possibly that it would be a savings to all of us in HRM if one of those lanes was made a reversing lane. Let's think of it. We get want you want add to the fact where the area of the bottleneck is rather than let them speed up Chebucto to get to the bottleneck at Quinpool and Connaught and we don't have to do construction and you would save a lot of money because you wouldn't have to tear down a lot of properties, you don't have to in fact change the roads at all to add to your overhead if you could possibly explain to me why I need to give up my property for the \$3,000 each thank you very much why can't you two things, convince me that it is going to be

effective and convince that it is in keeping with the Active Transport Planning that was presented last month and that I'm not actually going to be paying money in a contradictory you know one hand doesn't seem know what the other hand is doing. Why not reach a mandate and let's try something that doesn't have to be so dramatic and see if it works and then move on. **I would like to answer your comment on Quinpool Road why aren't we making a reversible lane on Quinpool Road and the comment was we wouldn't have to all this widening on Quinpool Road because there are already four lanes there now. If we had a reversing lane on Quinpool Road we would still have to widen through intersection that is the whole point of the issue on Chebucto Road is the fact that once you go through a major signalized intersection it matters if you have four lanes there now in order to get the cars safely through the intersection you undoubtedly have to some widening and that is what we're doing on Chebucto Road. I mean there are a lot of people who say that this is a widening project for the most part it is not a widening project because we are essentially maintaining the existing curbs that are there now and the only piece of widening we have to do is through the intersection of Mumford because it is a necessity in order to get the traffic through there in a safe manner. We would have to do the same thing on Quinpool Road if we decided to put a reversible lane on Quinpool Road. Now I can't comment on the Active Transportation project but I can comment on that why we wouldn't do it on Quinpool Road we would still have to the widening on Quinpool Road as well. So I guess that makes a better question why Chebucto where the bottom is. We all know in order to go to the south end and I know anyone coming in from out of town they're going up Quinpool to Connaught and Connaught and Jubilee so your question why not Quinpool if that's the case. Well on Quinpool Road you have a lot more signalized intersections for example and also we have on Chebucto is a six lane section of roadway which takes you from Mumford Road all the way up to Connaught but from a cost point of view it is cheaper to implement a reversing lane on Chebucto Road than it is on Quinpool.**

**This is just the attitude others feel on Quinpool Road. In the next years we'll have a lot to talk about.....It is steeper than Chebucto.....you have driveways in which cars are turning left. There are a lot of businesses where everybody is turning whether it's Tim Hortons, McDonalds, or other restaurants whatever. It's an entirely different matter. It's generally not recommended to have a reversing lane in this type of situation where you end up having single lanes in opposite directions trying to deal with left hand turns and things like that and that is what Paul is indicated that we need to widen those intersections to allow accommodations to be made in order to have access to businesses and businesses run all day long residential a.m./p.m concentration trips. There are a number of factors why this process is used.....obviously businesses have a big impact as well as you are here tonight to impress your points of view on what could be done.**



**But what I would like to address is pedestrian issues certainly at Mumford. There will be issue of lighting no question about it, signal timings will be set the same as pedestrian walk times will be set to accommodate safe passage across both roadways. There will be an issue of allowing time which will be controlled by signals push buttons and everything else at that location.**

So there will be a longer delay in the lights? **No, not necessarily longer delays.....What is happening is the fact right now is trying to get traffic through one lane what we'll end up doing is allowing that traffic to get through to two lanes so in fact we'll still get main walk signal as before and you'll have to be inside the crosswalk.**

Property owner on Chebucto Road - wanted to thank everyone for taking the time to show up from HRM and from the Chebucto Neighbourhood Association. I do want mention that we have do have this neighbourhood association and pamphlets in the back if you would like to join available to anybody who is over 18 and a resident of Nova Scotia and it's a municipal way to communicate with each other and give some information. It's not just created for this one issue but for perpetuity to be clearly active in safe guarding the neighbourhood with love so much so thanks again for coming.

I have a comment and I guess once it's a question I kind of take you at your word that it is better to bring cars onto the peninsula and that this is inevitable I think that that could be disputed but for the sake of this argument I'll accept that and I'll ask you to answer this question is Chebucto and Mumford is it not true that the rotary is the real issue which is carrying a much higher car load that it was ever designed for and I in fact looked and some of the traffic studies thanks to Councillor Fougere who shared some of them with me I went back to the dark ages where they were talking about a flyover the Herring Cove Road and they would probably land right on top of my house rather than just being a few feet off my front yard so I'm really glad you're not talking that particular project tonight. I'd like to make note that when I first heard this we're doing it because it was easy. We're doing this because mainly it's residential growth and it is mostly exclusively residential growth from the rotary up to Cunard up to Robie...I know that this is classified as an artery but it wasn't designed to be an artery. We have houses that are I don't know if I'm 12 feet off of the road at the moment, I'll be 10 feet off the road, 9 feet off the road when this is completed and I will have four lanes of traffic going at high speed you know and this is what we're talking about. Increase flow of traffic whizzing down my street. I don't think Chebucto was ever designed for that and I understand that there is tremendous pressure to open up the peninsula to people coming off the peninsula and I appreciate that but I also think that as residents of a neighbourhood and we are a residential neighbourhood that our needs should be registered as well so one thing is the Chebucto/Mumford problem and 2) if we're doing this because it's easy then if that's the case we're.....residents. **Maybe I'll start off at the top briefly with the rotary with the design, the traffic volumes it has today...without going that far back,...over the years actually in previous years was**

designed to handle more traffic.....We're trying to encourage traffic into the rotary or anything like that.....what we're trying to do is handle the volume that is there today...even with all the measures we're trying to take; transit, high speed ferries, other reduction methods healthy communities, active transportation. All of those types of activities, traffic is going to grow on Chebucto Road irrespective....we're not going to reduce it so that we have access capacity so that it will attract more people, it's just not there, we don't have it. We're not trying to accommodate that on the peninsula.....obviously trying to force people....

Shouldn't they be building better roads to get that many more people onto it.....**right now lot of people I know of...traffic backs up to the rotary in a lot of cases** - how long - five minutes a day, 10 minutes a day, twice a day - **say we're trying to encourage a or b, I travel the rotary myself and I experience those kinds of things.....and the thing is you see it today.....there's a responsibility to provide some sort of access, not everybody takes transit, not everybody walks, you know high speed ferries and things like that will help that tremendously will allow expenditures and one third of that cost will be a huge.....**

What kind of displacement as opposed to commercial, mixed kind of road you know and I can't think of any other road on the peninsula maybe with the exception of Robie Street where the houses are so close....we're going to have a tremendous....so wouldn't it be better to like really make this into a corridor. Why don't you just get us out of there and build your what's the next level - an expressway...I certainly feel like we're paying the price you know - we're being asked to pay the price of.....and I of course care about HRM and I know that everybody else does here....**one of the points I will make is these roadway projects appear in the Regional Plan from the beginning and that's a period of approximately two years of public consultation and we did go out to the workshops and open house sessions throughout the region. There was a lot of discussion of the issue of putting more traffic on our peninsula streets and as we tried to say to our transit investment we're trying to minimize how much that is but there will be an increase. There was a whole lot of discussion around that, a lot on input similar to what we're getting here is that more traffic doesn't belong on the peninsula it's too much of an impact on residential streets. We got certainly an equal amount of input on the other side that there's a lot of traffic wanting to get downtown and you're not doing enough to build the roadways. We need to be able to get through the peninsula so for staff trying to synthesize with this and since Council is making the final decision. Certainly there is overwhelming support at this meeting for reducing traffic onto the peninsula and I can tell you we get sessions equal in size to support pushing in the other direction. So it's a difficult issue for Council to have to deal with so we're doing what we feel is the best we can to try to minimize those impacts but there is a push to provide road capacity for cars onto the peninsula.**

Someone commented on all this pressure about people in the neighbourhood.....

What affect will this have on the property owners on Chebucto Road?.....How is this project going to change this process? - **At the beginning the rotary was designed to accommodate more cars but now that isn't working.....**

*Conversation back and forth from citizen to staff - unable to make out clearly to type.*

**....but it will work better particularly in.....change in legislation and in addition.....when you travel the rotary in a lot of cases traffic does back up in certain.....when going up Chebucto.....**

*When a member of the public is bantering back and forth with a staff member, the conversation is too low to be able to hear clearly and there is a lot of cheering and clapping going on that it is too difficult to make out any legible words.*

**Induced traffic is traffic that takes the opportunity when we create more capacity. For us we treat the streamline as a whole, on the traffic coming onto and off the peninsula. Induction of the traffic initially will be traffic shifting from one location to another. Eventually the growth in traffic generation from growth in residential population on the peninsula will be generated traffic to fill those gaps. And over time the generated levels will return to the same as they were. The induced traffic is traffic coming as a result of growth which is volume we have to be able to handle in the Regional Plan.**

*Questions being asked by the public were so low that I was unable to capture them in type.*

**The model calculates increase in traffic. Inducement sounds like the traffic adheres but we know where traffic generates and how good choices are made. Our modeling does show a switch in tripping decisions towards transit and weight of vehicle traffic but overall there still is a small increase in traffic.**

**.....questions asked and a lot of clapping. - Over the next three years we have this 1.5 million dollar project we have an estimated 2.5 million dollar project for Lacewood Drive.....and at the same time we have budgeted \$20 million dollar fast ferry project, a \$10 million dollar MetroLink expansion, \$5 million dollar initial route for rural transit and about \$20 million dollars for bolstering our buses for basic transit network. So over that four year period there is an investment of about \$60 million dollars in transit and just over \$5 in road building which is far different from where we've committed in the past. So clearly the balance of the investment is transit and not road building.**

Resident of Chebucto said most of the people around him in the audience are his neighbors. We are.....a place and it's true we live here and our children live here and go to school here and our parents and our grandparents live in seniors housing just

about.....it seems to me about what you said about the south end and about what you said about Quinpool Road that those two options are not available because of a lot of resistance and that Chebucto Road is a baseline existence and Paul Burgess.....there are no.....to get speed bumps instead.....they get speed bumps.....children I see going across in front of my house.....that we require people to cross the road with crossing guards who are terrified most of the time. They take those little children across that street with a six second light.....have you considered what it would mean to those children during peak hours.....with an extra lane of high speed traffic. I've lived on Chebucto for 15 years. When I moved in I could have a conversation on my front lawn today I can't hear my neighbor on my front lawn because it's so noisy, there are so many cars that are going so much faster....do you really believe that making Chebucto faster cause that's the term that's being offered by my front lawn city told us it would make the traffic faster so my question is do you think that making the traffic faster is going to help the neighbourhood?

Resident- Stanford Street - just off the Mumford Highway - my wife and I moved to Mumford about six years ago and about four years when they built the Wal-Mart and started to notice things.....and even a cat....a marathon runner, I'm a pretty fast runner and four years ago I started to come across dead cats on the road and I also started to see single car drivers a sort of an alpha males frothing at the mouth trying to turn down the side streets. You have a lot of psychopaths trying to.....the shopping malls. The other thing I'd like to say and I'm not sure is this is point two but there was no median on Mumford Road until someone was almost killed going across but irregardless there were a lot of people almost got killed for a long time before a median got put in on Mumford Road. ....construction of this really bizarre thing called a Wal-Mart/West End Mall so I just wanted to mention that I've seen a lot of dead ends, I've seen a lot of angry men frothing at the mouth while sitting in their cars..so I want to take a look at your assumptions being presented.... well this is going to happen, there's going to be more congestion, there's going to be more traffic, that's just the way it's going to be, well who said? First time I came to Halifax in the late eighties what happens to the population in the nineties and the way I look at it the plans.....so you got these hand-fisted designs for places in Bayers Lake or Wal-Mart down on Mumford and really if you were going to put this half-assed band-aid on Chebucto part of the reason.....is the assumption that well it's going to happen, all you have is this inverted funnel.....so you are assuming that it necessarily has to be that way well if you really have more than something myopic of how and where communities grow, why not decentralize economic development here....everything doesn't have to be in that order, I mean you have these assumptions.....if you want to drive like a maniac down Mumford Highway well then maybe we'll have to charge people \$15 dollars to go down Mumford Highway.....this business of snookering these poor folks with \$3,000 to speed up a little bit I mean I don't know about the old folks but I can run pretty fast and I almost get clipped all the time so I figure where the old folks go to church so personally I think you're putting a very small band-aid on and basically that's no way to spend our bucks to solve the problem...well maybe you should throw away the whole problem and think fresh.....and Bayers Lake and the Wal-Mart on the Mumford Highway why not cool your jet

stream.....

Resident - Chebucto Road and I too want to address the issue..that angry at the start of your presentation quite high tech just calling us a budget, we're not a budget, we're a neighbourhood. I realize you have a job to do.....I'm not denying that but I think that it must be hard to keep the human issue in your mind. We are people.....I have been driving Chebucto Road for ... years.....new mall, new Wal-Mart, etc. How much more do we have to take.....they all moved out there because they wanted to live in a nice quiet neighbourhood.....Are we a project or points on a line or whatever, this is a neighbourhood where people live with their kids. We have been making sacrifices if you dig up this nobody wanted this Chebucto Road thing.....we know that, we knew we had to give up things again our kids aren't playing road hockey and our kids gave up walking....but other people do and that's a nice thing and people that walk are....we know that but we've given up enough and I think it's time that other people started.....I know we have hard jobs to do and we all appreciate that but we really would like to keep the human aspect more importantly I'd like to extend.....two years ago today.

Resident - 20 years on Sherwood Street - I'm affected by the traffic on Chebucto Road, I live just around the corner and I have driven to my house a little short street over the past twenty years everyday and I go downtown Halifax and I can tell you that I avoid Chebucto Road. I always go by Quinpool Road. You go up Chebucto Road and try to turn right onto Connaught you get back up to the lights at Mumford, if you carry on a little farther Oxford Street, turn right onto Oxford Street, the back up from Quinpool is to the set of lights and if you keep on going you get snagged up there by Robie Street and Chebucto or a Windsor. So there's no point in widening Chebucto Road because you get bogged up it's way better to go Quinpool. Does anybody here what I'm saying? So one this little piece of paper in my door..... with all the engineering talent I think you could of had a lot more information on a piece of paper but it was so obvious to me just from what I know.....spreading out traffic, making extra lanes, speed coming up Mumford it's not going to get anybody from the Armidale Rotary to downtown any faster. I want to check my figures - the first thing that I did was that I called up Paul, that's the engineer on this piece of paper and I asked him if I could get all the information presented to Council on this matter because I wanted to see with my eyes what Council saw, wondering why in the hell they'd, this has to be a grievance....so I got a couple of things, details.....I asked Paul ....how many cars per hour are going through that Mumford intersection and he told me he really didn't know. Normally on two way traffic you have 1800 cars per hour both ways but because ...update under mitigating circumstances this sketch shows 1400 cars per hour, isn't that right Paul? **Yes, that's the facts.** Yes that's the facts. So then I ask now if you go through with this project how many cars would increase per hour, the capacity you figure we could handle and you said **4800** there you go, we go from 1400 to 2800 right. Earlier you mentioned that what you were expecting was 100 more cars per day in the morning so now it looks....what is now handling about 1400 cars an hour we're all said and done we have the capacity to bring it up to 2800 cars....argue the fact my point once you get

these extra 1400 cars every hour beside McCusker I don't know your name -**Ken** you said we're going to have changes in the future, we're going to .....capacity. Let's supposing we do have ten years into the future a need for 1400 cars more an hour in that intersection right, my questions is how are we going to get those 1400 cars extra into the Scotia Squares and all the parking garages down there because they got to fit through the intersection and they hang a right onto Connaught and they get through Quinpool and hang a right on Oxford and they get through there and they keep on going....I would like to just stop this thing right now with a simple dumb question.

**Perhaps ...related to the deluge of cars to get across Mumford Road where the traffic signals are and that's related to.....the fact of the matter is all the capacity to be built as part of that intersection project would probably never get used because there's not enough traffic that could get through the rotary for one thing so if the capacity is used there's the ability to have more cars through the rotary and through the Connaught intersection and the additional capacity would be built at the Mumford intersection. A good portion of that can be used but not all of it can but there's only increments you can add to the capacity. You can only go from a single lane to a double lane. You can't add a quarter of a lane to get additional cars past it so it's incremental.**

My very simple question is as one engineer to another one of the first.....so that's why I'm here now.....I don't work for any companies...I don't live on Chebucto Road but I'm telling you that as a taxpayer.....I'm starting to find out where this money is going. We have a needless project here, we don't need this project. We simply will not be able to get those extra cars through today tomorrow or next year.....Once they get past Mumford Road, they're just going to line up on Chebucto, Armidale Rotary, line up down Oxford...line up along Connaught. They're not going to get downtown any faster. You might pull a few of them off the rotary a little faster but irregardless.....modern roundabout and I asked them what's a modern roundabout. Turns out a modern roundabout is really the same kind of roundabout.....I suggest to you sir there is a need to do something at that rotary that's where you should focus your attention. I spent an hour with our Councillor, this is Councillor Fougere and I want to thank her very much for showing up kinda late....5:30 to 6:30 last night at City Hall. She had to be there and she told me a lot about the rotary....Sir I really suggest.....maybe you will find ways to alleviate your traffic on St. Margaret's Bay Road get it over to Quinpool faster...that's where it should go and then it will solve your rotary problems and leave the residents on Chebucto Road alone.

I have two housekeeping issues here one-numbers, there are numbers flying around and I just want to make sure.....but the numbers are this-there's a document that I.....and it went to Council and these are five projects that are all going to receive....and there's one called project five...project four - which one is this? They weren't mentioned because at the time when they were going to Council there was a land acquisition issues to be identified in this project which is project number five which is \$1.9 million...said that that was going to be an In Camera session for Council because they

didn't want.....of the plan...I'm just curious was it 1.6 or 1.9 million dollars, is it project four or project five? **Project four was the Chebucto Reversing Lane which was 1.6 million.** Okay now Mr. McCusker, the document that was signed by you....how much money was in there for this project in the fiscal year 2005? **\$600,000 dollars.** And how much was in there for fiscal year 2006? **2.8 million** .....

The reason I want to make this point so pertinent earlier this 1.5 million project. It's not a 1.5 million dollar project, it's a 3.3 million dollar project. It's signed off by Mr. McCusker...head of the transportation. **3.3 million dollars is really for two projects - one is the Chebucto Road project and the other is the work we're planning on doing to convert the Armdale Rotary to a roundabout so when we talk about the 1.5 million dollars is the correct figure and that is why I quoted tonight as far as the construction money for this project.**

Okay, I have a very simple question if you eliminate this 1.5 million dollar project you just spend your money on a roundabout and that would solve your problem. **I don't think it would.** Why? **Because as Mr. Reashor mentioned we have done traffic modeling and it has suggests to us that any work that we do to the Armdale Rotary we really also have to do work on Chebucto Road in order to make any project on the Armdale Rotary work,** Has Council seen any of this?.....Have they seen this information? This project you're talking about. These facts here, have you seen them? One of the greatest respects sir is a former bureaucrat but a taxpayer..I would suggest it's the responsibility of the bureaucrats to lay out all sorts of options good information to our elected representatives and give the elected representatives the opportunity to be well informed. Give the elected representatives a chance to take the various options back to the public and let the public communicate with the elected representatives and then the elected representatives can talk to the bureaucrats and say you know what we decided this is government policy. But you know what you have absolutely....the elected representatives.....because you haven't even provided us with all this...information all these options and everything else You took the....and said go for it. **There was another report to Council which talked about the long leg on the Armdale roundabout and that was provided to Council and in that report we talked about the.....results of what we could be achieved with converting the roundabout.....Have you seen that? We had a speaker come and talk about doing that model and the potential....and that did happen.** So this is something.....**There was one being done.... so that part of the confusion about the money as well so.....**I think we need more time here...information about what's going on here...Ms Fougere the meeting started before you even could get here..**That's my fault.....**tied up in traffic....very very important point that I asked Mr. McCusker and he seemed to have a pretty good opinion about this just paraphrasing.....is this just a meeting with the people on this project or is this really a bonafide public meeting...and take this back to Council where they will make the final decision or is this a done deal?.....Thank you very much.

...second of all this public meeting is happening tonight because I asked for it to happen and that's why these people are here tonight to help answer questions you have and I'm here tonight because I wanted to hear from you. In my mind this project is not a done deal. There are a couple of opportunities for Council to discuss further and I will create an opportunity to discuss this further at Council. The approval Council gave for this series of five projects people continue to talk about was that Halifax Regional Council endorse the intent of the roadway network optimization plan as described in this report. So Council apparently Council did endorse the intent, the votes are written on the back, I did not, Council did. When the intent of these was endorsed, you're in a much better position because three of these projects were all completed, or two were completed, one following in the works had been approved in the budget. This one I believe there's still money that needs to be approved in this year's budget which not even come to Council until next week so the money has not been approved in the budget. This project is also in the Regional Plan which is subject to public hearing which also will come to Council on the 16<sup>th</sup> of May and I would encourage you all as well to participate in those discussions and state your opinion because those are opportunities for all of the public to participate but I will create an opportunity for this to be discussed at Council and ensure Council has full details because quite frankly we don't, and I mean that as no ill will to the people who work for HRM who worked very hard and are very qualified. They have a job to do, they do what they are asked and make recommendations and Council takes those at face value. It is our job as elected representatives to ask the questions and that's why we're here tonight and that's why we will be discussing further and that's why I want to assure of that.

Resident of Blink Bonnie Terrace just off MacDonald Street, been there for 32 years and I had my thoughts in my head until Sheila spoke so I kind of have to rethink this, thanks Sheila. I haven't any new information and I don't have a great understanding of engineering patterns. I'm speaking from an emotional point of view. Two years ago, my neighbours were involved in changing our neighbourhood, from Quinpool Road, MacDonald, Chebucto, Quinn Street to an R-1 zone to join the west side of MacDonald Street, neighbors who have worked hard to change their zone to protect our neighbors, our wonderful neighbourhood and this yellow form came in my mailbox...today I thought we worked so hard to get squeezed between four lanes on Quinpool and three lanes by reversing traffic on Chebucto and Mumford Highway so I was really...so that's why I came tonight and I have a couple of questions for all our wonderful traffic people has anybody actually taken the number of students that cross Mumford at Chebucto to Westmount....people with baby carriages and seniors as well. The other question I have.....since being there since 1972 we had a death on the corner of Blink Bonnie and Quinn Street, we have a five leg an amazing five way intersection with a crest on a hill that when the city rebuilt MacDonald Street, never thought to take down that hill any farther, never changed, closed off the street. We asked to close off the street you have to be I don't know who you have to be to get the street closed but that's not going to



happen so who's going to give us any special like not just Chebucto but all streets coming up Chebucto....traffic problems. The only time anything was ever done on Blink Bonnie when the police...in 1968...speed bump...The other thing is that is that....my concern where are we if this is a done deal what is going to happen to all our traffic issues that are already there.....Is there any random thought to clear that. Anyone want to answer that? **Just to start off the pedestrian problem at Mumford and Chebucto we probably have the counts generated March 28<sup>th</sup> because there are signals there and....pedestrians signals. With the upgrading obviously we those will be upgraded to standard pedestrian signals.** I think we already covered that . I'm really more interested in is there going to be of any concern of pedestrian traffic in both areas of shooting off of MacDonald....**In terms of MacDonald I guess one of the things that you said.....happen at the Armdale Rotary one of the issues that came back was converting the two.....across the Rotary.....that right down traffic going up Quinpool Road in order to access Chebucto....there will be some reduction in traffic.... the other thing the new traffic signals that..that's what we're trying to do, we're not trying to increase traffic** So it's going to be no right hand turn at certain hours.....**No, we're not....as I indicated the rotary some traffic actually does make left turns.....will help us take traffic off the rotary.** Well thank you for that answer I guess concern is still that we're working and worrying about the whole HRM and getting people into the city but we're concerned about our neighbourhood.....

Owner of a restaurant for over 50 years - I have a few questions...and I appreciate your comments....for our Councillor, I am very pleased she got us involved in this. ....ask a questions that's been on my mind and I have a question now I can't remember maybe three years ago and perhaps about four years ago, we had traffic backed down every evening to North Street and there were those cars that were being....on Chebucto Road....restaurant in the neighbourhood across the street and the question I have is have you gotten any analytical work on what this actually might do to the side streets because currently...this issue is of common interest to the Jubilee Road issue and Connaught Avenue where there are actually narrow streets...going down Jubilee Road which I think is an arterial road it certainly is but the.... on the narrower portion of that street so what type of statute do we get to protect our neighbourhood for traffic that flows back and forth.....**Well, actually...to keep traffic off this street, I mean, if you improve the main corridors.....you can get with traffic signals..Jubilee obviously the parking problem is narrower and not an arterial roadway - Connaught Avenue to Oxford is not. It seems to me that whole subdivision - it's not that narrow in that section it's narrow further south** -excuse me it was...because I have plans right here.....

The other question.....between 8:30 and 9:00 I can't get on Bayers Road .....on Connaught Avenue because of the lights you can't get on Chebucto Road that easily...but I usually leave at 7 or 6:30 to 7 to go to work, when I come home for that extra half hour forty-five minutes I can't get anywhere. I challenge you that if I'm one of ... fellow citizens that lives in the rural areas, suburbs, there on Connaught Avenue,

they can come down through Westmount, they can come down through.... or Armcrescent to get onto this street, they're going to take it to avoid the backlogs from those stupid....lights.....to create the opportunity for the people who live in suburbia to make a collective decision.....to save five to ten minutes...you're prepared to spend 3 to 4 million dollars so they can all arrive 5 to ten minutes earlier....I was late coming here today because my office is on Windsor Street and 8:00 in the morning this street is backed up from Cunard right up through to Almon. Councillor Fougere,,,,the issue, there's traffic all over the city so you're not going to enhance it by trying to help these people.....**I guess your....leaving or coming from work, going through, there are already complaints in the Westmount direction of Chebucto....wait more than one light at quarter after 6. You still only have to wait one light at Mumford, that's not changing it just allows backup....we have to facilitate two lanes.** Phase two as I understand now, phase two is the roundabout and what you're trying to do is you're going to try and enhance the flow of traffic. Well if I live say on St. Margaret's Bay Road or I live in Terrance Bay or I live somewhere else, I'm going to pick my route so that I can get to work more quickly than others and that's just human nature, that's the way we are. So all you're doing here is encouraging traffic to come here.....**Obviously there are different opinions in the crowd.....the point is it's certainly going to help the rotary and not necessarily and clog up Chebucto. Certainly they have Quinpool, they can get to Joseph Howe Drive to get through not necessarily....** Well let me ask this question if I'm right....because I'm not sure where you live, do you live in this area? **Yes, I live up the St. Margaret's Bay Road....** So if I'm correct, that all of a sudden the rotary becomes this short-cut.....roundabout so you all can get home earlier, will this.....how are you going to do that? ....or Macdonald Street....those streets to stop the traffic from crossing.....What you have to understand is that years ago when I was a little fellow.....used to be Sears, Simpsons was here.....over the last fifty years we have really tolerated and we have done that . All these improvements.....and the city comes here and builds huge commercial.....is true R-1 zoning is for single family homes that have kids.....and for some reason the plans.....so I think what we're asking for is your strength and I'm not sure we're getting it from the traffic department here and planning. We're looking to get somebody else.....how these folks live here feel. At 10 at night I can sit on my back deck and think that I'm in the country because it's so quiet I mean it's great to live here.....the other question I have is I do know something about evaluations of property.....but when Bayers Road was widened close to the corner of George Dauphinee and Bayers Road sold for somewhere in the \$110,000, 120,000 dollars a few years ago but the value of the subdivision around \$180,000 and it sold at that value because it was adjacent to six lanes. I attended a public hearing.....widened the upper part of Bayers Road and there was a gentleman there introduced...who sold my house.....so what happens, the evaluations in particular the Chebucto Road properties over time it's absolutely no question about it's not the \$3,000 you're going to pay, the problem I have is that these folks have invested many years, 20-30 years in these properties, what's going to happen is their investment is being technically expropriated if you don't let them live there because they expropriated their tax base so it's not a 4 million dollar deal. You

start to factor in this over the years it's tens of millions of dollars of evaluation and guess what you don't to build roads or schools, put sewer lines in, sidewalks or parks to create this type of infrastructure because we already have it here so my question is has your department analyzed the lost revenue to the city of Halifax in taxation as a result of this expropriation of the declining evaluation of these properties and any of the adjacent properties. It won't affect mine but it will affect the properties on Armcrescent at the intersections, they will affect the properties along Macdonald Street and two or three houses into the intersection along Chebucto Road. **To answer the question.** No so that's a bigger number. This 3 million dollars is like half of the money. It's like building a new hockey rink.....it's not built. It's the same thing here.....The only other thing I want to add is the increased traffic here as a result of the expansions at the Halifax Shopping Centre.....contracts, development...City of Halifax and that's been a matter of the right developer so has there been any thought...look at some of these costs should be more...by the shopping centre. So the answer to the question folks on what you focus on widening the street.....

Resident who has lived on Chebucto Road almost 20 years and I don't think walking here and the same people coming out of the various houses and streets and I hoped they were coming to this meeting, I never felt better as a resident on Chebucto Road and it's not because of the traffic that I feel so good about that I'm living on Chebucto Road but it's the people in this room and the people that couldn't come to this meeting that also live there and more for the little offices.....who are not a traffic authority, you are not a pedestrian authority, a parent authority you're not a seniors authority, you are a traffic authority so I don't blame you for not considering things that aren't in your area of expertise. However, HRM in their process has to pay attention to these other considerations and I'm glad that Sheila Fougere is here, two years a bit late but later than never and I think what we need to focus on is why do we have to, you're.....on Council, you're outvoted by all people in the outlying areas who couldn't give a shit and actually most of their people would be happier to get in here faster and anything that's going to get them in town faster is going to get the bloody vote like Timberlea, Tantallon and so forth and I think we need to be really, we don't want to be in a situation where you and Dawn Sloan who votes yes and everybody else votes no, or you vote no and everybody else votes yes so a number of people have talked about who have lived a lot longer than I have about how they've seen a community and put up with it and changes and accommodated even now if I want to come between 4 and 6 to the rotary I can't go around the rotary and up Chebucto Road. I'm find with it....to find another way to get to my home on Chebucto Road even though it's over there and so why do people who are supposed to be buying property out in the suburbs have the god given right by buying out there have the fastest trips to Halifax.....and people here who live on the street know it's not a problem, there's not a traffic problem why I have to back my car out of my driveway, been here for twenty years and I have to do it every single day.....and people come from outside can't take three minutes to come up that street than that shouldn't be our problem. That's pretty.....now we put up with and accommodated and I don't think there's been any particular ill feeling about it but now where starting to know

who each other are in the neighbourhood and I don't know what it takes because I know myself that ....traffic calmed here. They didn't have to organize and get all kinds of people to vote against something that was gonna harm their Councillor over and over with this traffic authority trying hundreds of different ways to find different ways, none of those solutions I would guess involved taking a square inch of property off the existing planners. Let's operate within the street, they didn't talk about why we'll take three or four feet off your land and make it harder to go through. I can't understand why in the south end we have all this traffic leaving Quinpool..does that lighten the traffic on Quinpool north of that street make it easier, more traffic then could go on the rest of Quinpool? NO, that's the problem, the only interest that matters there is how to keep the traffic off that street. Here we have the exact opposite and people talk about zoning however R-1, R-2 and I think the city are treating us as though we're R nothing.....How long does it take for the out of town people to smarten up, somebody mentioned a block party, well maybe we can have a block party.....maybe we could have a seniors week at four o'clock in the afternoon.....or even simpler the Chebucto wacky club.....one half could block the crosswalk on Mumford and the other half could block the line of traffic.....it wouldn't take long for the word to get around don't drive up Chebucto.....Most of us I think.....backyards we don't necessarily see our neighbours on a regular basis.....and so I don't know how much it would take to organize some of these things, I don't think it's necessary and ...necessarily have to do it.....half the people say we got to rehabilitate Chebucto as a road we need to travel on because we don't go there very often. If I knew there was a one in twenty chance that Chebucto was going to be blocked like all the way to Mumford, stuck in traffic, I'm going another way and I'm certainly open to any suggestions from Sheila on how to mobilize the support from the other Councillors even though I don't that we should have it but if that's what it would take then we gotta.....to sell the traffic authority on this vote and we have the right.....**To ask the question that deserves an answer in fact what we've done is come here tonight and you have asked some good valid and legitimate questions all of which I have written down and which are being recorded and all of which I will make sure that there are special answers, because some of the answers are not evident and that their not here either and that the questions you're asking and the answers to them I think will help in getting that story across to the other Councillors. I did have success in meeting with the public when the discussion on Robie Street, widen Robie Street to five lanes to reduce that project and make sure that that neighbourhood had a livable neighbourhood and the project was changed so it can happen and it's possible and I may call on you again. I may call on you to come to City Hall and I hope that you will do that as well. This is the most important thing you did was to show up tonight and I appreciate that you get to help you.**

**I want to mention before you speak that the Clerk's office does take transcripts of these and they're going to be and they're going to be upset with me if I don't remind you to give your name and the street that you live on before you speak, that's an important part of the transcripts...**

Resident - MacDonald Street and personally I think that the opportunity to come out and speak tonight.....City Council and Miss Fougere we put together a very good team to come up with a solution.....I think that I could be completely wrong but this thing that traffic is inevitable is completely discredited and that's not true. That's exactly, it's archaic.....possible energy solution. However your team must have a very smart bunch of guys you know why.....I just....across the street.....two days ago.....experts today on city traffic and she's got this book with examples of where they have traffic problems like this and rather than trying to tell the people what they need was which may interest you and you know what happened? The traffic went away. The engineers.....it disappeared. It's insane. This traffic doesn't make any sense. I want to ask what we can do now to.....Council. Thanks **You're welcome. We have a couple of opportunities, obviously there's the letter group which is marginally effective quite frankly unless you individually hand out them to count them. If you're going to do that, I suggest that you focus on the individuals who are using this and what their problem is the people represented on both sides of the rotary and what their issue is and what other solution we can find for them and do that individually because....through Council because quite literally we get hundreds everyday. I can honestly say that there are some members who do not read all their mail. We also as a peninsula community have a Peninsula Community Council. We meet only once a month and it is the Councillors just for the peninsula. Now there are four of us but it helps when everyone carries.....together. There is also a Chebucto Community Council which meets once a month. We meet on the second Monday of every month. We meet at City Hall and one of the features of the Community Council which differs from Regional Council is we have a public participation portion and it is basically an open mike session all of which is recorded in the minutes and recommendations from that Council. We can also have speakers come to that Council and request the speaker two opportunities the speaker can request a formal presentation during the meeting which then instantaneously goes to staff to respond to it in a report. We end every public meeting with a public participation which is questions and commentaries which is under five minutes but then it's unlimited numbers of people can come on any occasion to state the issues that they have that have to do with the peninsula and I would think that this is a big one and you couldn't be anymore central to the peninsula. Chebucto Community Council has four Councillors that represent the area on the other side of the rotary. They also meet once a month I believe it's at the Keshan Goodman Library but I'm not entirely sure which night they go. You can check with the municipal clerk's office and there are similar Community Councils as well. I tend also ..... association that some of you belong to not all. Associations are eligible to make presentations to Regional Council by applying in writing so that the municipal clerk's office get on the actual Council agenda. The benefit of that is that you get to address the entire Council. Also our telezons by Eastlink to about 28,000 people who watch it through the community, certainly the suburban areas served by Eastlink so it's an opportunity to have your concerns noted..... I will make**

myself available at times.....I'm happy to do that to put our heads together to come up with solutions. As I said, I am more than willing to bring this in front of Council. I have had several opportunities to do that, create opportunities by putting it on the agenda that's one of the reasons.....There's lots of opportunities for that if you want to talk about that more than anybody, I'll stay around and give you more information.

Resident - Sherwood Street -maybe what I should do is.....and thanks for answering that. The earlier concept has been approved by Council but not the money.....**Part of the money has been approved in a previous budget. The additional money has not been approved. The money to complete the package has not yet been approved. It hasn't even been presented to Council yet and the content, the intent of this had been approved by Council not necessarily the content. Council has not seen this concept so to speak and in fact a meeting probably three or four weeks ago, this is the first time that I had seen the actual construction drawing and in fact, I believe it was November that residents were directly affected. We received letters and that again was my first information on the individuals who were affected by this, so that is still a fairly short time period and if I'm not mistaken even if Council approved all of this, it's not something that could happen this year.....construction so there's time and there are opportunities.....**

We could change the intent probably reverse that part of it when you say they approved the intent, that's something that's not happening and now it's up to us to.....**when Council approved this intent some of these projects were already done. So what that means I would consider to be questionable and I would certainly be willing to bring up this individual content back before Council for more information.....**

You know when the next Council meeting will be to discuss this issue and should we come to that. **Coming to a Council meeting just ad hoc serves no real purpose because you enter there as observers in the gallery for members of the public unless you come as an organized group then applied in writing to speak at a Council meeting you have no opportunity to participate in the public hearing process. The only opportunity that relates specifically to this that have a public process associated with it would be approval of the Regional Plan public hearing which is the 16<sup>th</sup> of May. It starts at 1:00 at City Hall in the Council Chambers and would go through the evening on May 16<sup>th</sup>. To speak at that.....sign up, you can sign up through the day on the 16<sup>th</sup> and that public hearing will continue until all the people who have signed up have spoken so it carry on into the following day. So it would be an afternoon and evening and potentially the following day. This project is listed in the Regional Plan so in that, the public hearing is about the whole package, there's a section on traffic I believe it's on the internet, and so you can access this section that references this and can be directed to that in**

**Council on May 16<sup>th</sup>, on May 16<sup>th</sup>. You may not get the opportunity to actually speak on May 16<sup>th</sup> depending on the numbers of people that show up. It's five minutes per person. It's five minutes per person and you what they'll do is a sign up sheet will be able at noon on the 16<sup>th</sup> of May at City Hall for people to sign up and people will find the Mayor when the public hearing begins at 1:00 will start with those sheets and he will call people name by name on that list and allow them to speak for five minutes maximum. There will be a break every hour. He'll continue through that list that continues to grow through the day and the end of the evening the public hearing will carry over if there are more speakers. If he gets through that entire list then he will call for anybody else who wants to on the matter at hand whose name wasn't on the list. Nothing happens on this matter to me nowadays it seems. I don't know if that I would say nothing will happen necessarily. You're not going to see.....that's for sure. There's no budget approval for it so no because it's designed, they may continue with designing until that money is there. Sheila, what is your personal opinion on what's the best case scenario for the residents here. **The best case scenario is.....**You think that there is at least a 1% chance of that happening? **I also like to hold out hope. If residents largely in your ability to convey the way you feel...tonight's a good start on that. It also ..... my ability to convey that to Council and in terms of the work while....this project. That it either not happen at all or that there are some alternatives to this. I hope to do that with some help. Barring that, the next best hope is to work to make this as marginally unintrusive as possible and I'm not sure how to do that given the discussion here but that's, those are kind of the options. Perhaps there is some type of middle ground.....that not having it all.....I don't know it all but I guarantee you we will all be discussing in great lengths and there'll be lots of.....around here and other information that I would like to get more information so that maybe I can find a way to..... I still think there's lots of opportunities for improvement on what needs to be done. Thank you.****

Resident - Joseph Street - I just wanted to make a point this evening. I have a mother that walks across Chebucto Road with three children six times a day and already it's not safe. Increasing speed, increasing more traffic, I don't think that you would .....to kids who have to walk across that street to get to their school everyday..... It doesn't make sense to me at all, I don't understand it.

Resident - MacDonald Street - I've got four kids who have gone to Westmount and St. Agnes over the last couple of years so being familiar with kids crossing the street, just last week a Metro Transit bus clipped somebody at that intersection and it was just around supertime and it's not the first time it's happened. I've kicked doors in, people cutting in front of me in the crosswalk. I'm in the crosswalk and they still want to get through. I kicked the door in and then they complain to me. I don't understand it. I want to thank Councillor Fougere because my wife and other people here who would have met with her a number of years ago to try and make it so the arrow for people who were coming from Mumford turning left onto Chebucto would be changed so that the

individual could walk first rather than the cars having the right of way and then pedestrians and crossing guard taking their chances with the teachers who are late for school and bussing it, and they're crossing in front of their students to get to school on time so thank you to..... The thing I really find challenging are obviously drivers who, the problem is really just the traffic and the capacity you had in your models, it's the fact that I've lived here all my life, I grew on Beech Street and I've lived on MacDonald over the past 20 years. People don't really care about the citizens in this city anymore but there's no policing or no kind of enforcement to slow people down. People are flying through yellow lights. They're driving at all kinds of speeds. They do not care for their fellow citizens.....

My first question is: is it really the intent of this project to make it easier for cars to get out of the city in the afternoons.....so the idea is more important. The engineers haven't had a chance to talk for awhile. Is it more important for the people to get out of the city in the afternoon or is it more important for the people to get into the city in the morning. That's my first question. My second question is: I think this roundabout idea is a great idea. It works everywhere else in the world. Now the only problem with the roundabout is that person in the middle has the right of way. Reason why that's a problem here is where going to funnel two types of traffic down, the Quinpool Road guys.....and they will eventually be first. What makes it easier, what's the advantage of letting Chebucto guys fly down here in the afternoon when the roundabout is already reserved by all the Chebucto guys, they're in the flow, all you're doing is backing up Chebucto so why spend the money because it can't work in the afternoon. As far as the morning goes what you've done in 1966 you built that big accumulator between Westmount Street and Connaught Avenue with three lanes each way, a boulevard in the middle sort of like a mini Cogswell Street.....so you built this big accumulator to hold all the traffic until you get stuck trying to get up the other side of Connaught. The sad thing is all that pavement, very little of it actually gets used. I go to work in Burnside in the morning and the buses go right there. It takes me an hour and fifteen minutes to get home in the afternoon because the centre lane is full of traffic coming up from the Rotary, the left lane, when there's three cars in that left lane, gees in the morning you have come in at the wrong time so there's ten....so you come in at a different time tomorrow but most of the time there's nothing. The right lane moves just as quick. So it's only that centre lane that's a real problem so I don't see what the advantage is of pouring much more cars into that centre lane. They're just going to back up right to the rotary by virtue of you're lack of two lanes and here's the worst part,.....up the centre lane to get to the intersection, you got two lanes coming down in the morning....road construction.....Bayers Road this summer, what happens when the sign says please slow down and please merge, everybody's fighting to get in. Why....they're more important than anybody else in their community. They refuse to let anybody else merge in the flow of pattern of share and share alike. So two questions 1) So is it the a.m. or the p.m. flow that's more important and 2) Why do we destroy.....all the traffic up Quinpool Road and it is first without any hesitation of the.....to go by having all these people interfering with that flow, they're trying to butt their way in coming down



Chebucto. So those are the two questions. **The project in terms of what's more important because we're proposing reversing lanes, both are important both a.m. and p.m. Right now we have the two lanes.....so that is the ....change....lanes.** ....all these different.....I'm an engineer.....mechanical engineer and I work in manufacturing, I worked in.....that is confusing because it's very ..... didn't tell these people what they need to understand about how this Regional Plan is going to work.

.....you want to get the people out of the city in the evening and into the city in the morning.....**roundabout so that the traffic flows better and with having basically two lanes from Mumford allow the traffic.....both directions.....and obviously with improvements to the Armdale Rotary.....**

And the second question is all these cars are coming down trying to merge into that rotary which already has a steady flow of traffic coming from Quinpool and the right of way because they were there first, what's the advantage having all these cars interfering with the smooth flow of traffic. You're now shifting.....I would sit in traffic in Burnside for ten years.....**It's not smooth flowing, that's part of the problem at the rotary and I don't know whether you've driven the rotary.....and yes there are.....We had people from Europe model this for us.** I agree with you.....two lanes going that way, two lanes going that way whatever speed you want the what they did is they said we're doing discussion.....100 km/h and we all merge four lanes of traffic, two going southbound, two going northbound all on the same road. Four lanes of traffic going onto one road.....everyone merged and slowed down, everybody had.....never saw an accident. We come here, we have accidents all the time because people don't know how to drive or have respect for their fellow citizens.....yes working people are reasonable, they're not reasonable, I can't get across the frigging lights to go to church because people are flying across that intersection all the time. 8:00, 8:15 on a Sunday morning, the light turns, there's still some bimbo coming from the suburbs has to fly through that intersection and cut off the elderly people who take forty seconds to cross the road with arthritis in their hips. You're not going to change it by making the traffic easier.....**working with Police.....** I work in Burnside....the very far end and I spend more time getting from where I work to the main road to the bridge than I ever do trying....way more time that's.....this place. You got choices, you got many choices, choices with respect for others, you may have choices you worked on, you still got choices when you decide to fly through an intersection and cut off some kids six years old.

**Before you begin we only have the hall until 9:00 this evening and we got four more speakers. I think we can probably get you through as long as nobody else goes into the line. If you don't feel like you've had an opportunity to say what you want we could .....another meeting and provide that or maybe give you business cards and phone numbers if you want to have a one on one conversation with us. It would give you more time.**

Resident - George Dauphinee - is affected by tonight's discussions. I do represent St. Agnes Parish, Parish Council Chair and I don't want to get into specifics about regards to our negotiation with the City except to tell these folks that whatever offer the City made to us and whatever rebuttals we made to them, we did not come to any conclusion. We have turned down every offer.....but I must also confess..in the true spirit of being in a church hall that I came here expecting to put up my arms and suggest that it's just one of those things for the folks on Chebucto Road. A heavy traffic area. It's one of those things that you should consider when purchasing a property and I must say that I've heard some very valid arguments from all the folks here and I congratulate you all for coming forward a well founded set of arguments to the City's proposals and I don't think that we would be in this kind of violent situation if you will if they had come to us prior to making a final decision.....prior to any kind of outlay of taxpayer money for the.....tonight, the planning and so on. But I'd like to correct the Manager's suggestion to our Councillor and to the folks from the City that I think I have a win win situation. We should implement something that we've talked about and you've mentioned all your proposed things like the 10 million dollar projects, the 3 million dollar project, the transit and all that stuff, why not consider something like they did in London, England a win win situation. We surcharge these folks in the outer areas.....so to discourage people coming into the peninsula. We're the unique situation, there is very little way to get in here to work.....There are situations here that are unique to Halifax and there are only some many ways to get to the city. Why not discourage that traffic instead of encouraging it. Or make incentives to use transit instead of.... Exactly.....**That is part of the Regional Plan, road projects are made to people who choose to drive more responsible for the cost they contribute, it comes after the transit investment though but the intent is to have the alternatives in place like the better transit services before we start applying for those surcharges so you actually do have a choice, so you will see that coming, it comes after the transit investment, that is part of the plan.** So that will be after reconstruction on Chebucto Road. **The defined projects listed are fundamental before the Regional Plan builds on top of those we identified those as basic fundamental projects that we build on top so the intention of the Plan is to go forward.** I suggest to you if you implement what I suggested not only would we get much needed income for the City, then maybe pay for some reconstruction for all your roads, then it could also .....people which would probably make you not want or need to do what you're here.....

This question is for Sheila - resident - Churchill Drive and I'm not directly affected but indirectly I guess. I'm wondering if this situation would benefit....come to this head.....The reason I'm here second time speaking is because I have listened to everybody and Sheila said..a critical piece of information ...really bothered me. I don't think City Council was given adequate information when they passed that legislation pertaining to this project. You confirmed that in a roundabout way. You made a statement that projects came before the City for approval for plans to be done and they were already done before the monies were approved. What the hell would have

happened if you said no. How many other projects like this from all of HRM's bureaucratic departments have done this. I'm not just singling that this department. I'm singling out a lot of others.....go back to City Council and tell them to get off their bloody asses and do something for what they were elected for.....and when something comes up from whatever department and ask some questions. I don't get money handed to me easily. I'd love to be able to you know get it like the various departments do but you are talking about the Regional Plan, how come this is up before the Regional Plan is even been approved yet. The meeting is not until May. One other thing I'd like to mention when everybody thought that this was R-1 zoning, there was a thing in there about nonsubdivisions or cutting off blocks. Why does the City be able to take away from land that's been approved the size it is now.....that bothers me and somebody else said earlier that the City buys every house on that street that's been affected but don't just chop off you know 10 feet and offer \$30,00 dollars. Where do you find the.....for Halifax in that area for under a hundred and a half. Now that is something.....thank you. **I'll just clarify that. Those projects Council didn't approve the money after they were done. The money was approved in official tenders.** They approved the concept. **They approved the concept.** Why would you approve the concept if you don't know what it is. **I can't speak for my fellow Councillors....**I just.....a week and a half ago about this and it came up this lovely little two paragraph...It had a nice little drawing in the back but it didn't say the street was going to be chopped up. People were going to be thrown out of their homes.... Going out to my car the other night.....and the city right here and I was in a hurry and I stopped to talk for twenty minutes and I.....there...I'm one of those disturbers there.....I don't think that this is right to be able to jab something down somebody's throat from last November that they've been working on for two years except for City Council and they didn't know what was going on. That's my.....story.

Resident - Chebucto Road - It was interesting tonight that I thought the process was flawed just from my own point of view about how of our dealings as property owners who are directly affected the expropriation.....I thought it was terribly..... and now I thought this meeting extremely interesting because I'm finding that there's a lot at a higher level and just for the record I'd like to state there are a number of ways in which this process could be improved and I hope that the acquisitioning just doesn't go into the Chebucto problem pot but that it goes into the larger thinking about how we do business on the peninsula. I don't think that this is the only time when it seems to me when residents are going to be put in this kind of situation so I just like to say that.....I'm not an engineer and I don't have a fetus for a straight lines or.....and I would just like to say that I think that this project is really really really nothing. It's just.....This is not the kind of city I want to live in.....Even though it is a peninsula and it has limited access. It has a ..... capacity I think to handle some of this traffic and if this is the best solution you can come up with to make you know a long with these beautiful type houses to have these ugly reversing lanes, signals, have these enormous intersection in between our living space, places where we go to church and go to school and walk to work, I don't want it.

This will change I'm....and I'm actually from Cape Breton Island so it's pretty far from Chebucto Road.....but strangely enough I do business several days a week in downtown Halifax and while I'm here I travel the St. Margaret's Bay Road. So I think and also one of my other ....and Sheila will know this, I'm also a regional municipal councillor in Cape Breton so I certainly don't relish the position that Sheila is in given that she has such concerns in this neighbourhood which are very valid. Try that no way that balance out with your constituents which probably upwards of over 15,000 people. .... that considering the proper perspective and that is the economy of HRM and that's the reason why.....I think what we're dealing with here is something very different than what we do in Cape Breton. We have an economy that is declining and we're losing business and we're losing population and we're losing a lot of that to HRM and you fellows down at .....curse an economy that's busting at the seams and a transportation system.....that wasn't designed for half the population of the Province of Nova Scotia so for me you know, all I'd like to offer the City Officials and the residents is that every effort should be made for a possible solution for your community as much as possible certainly you deserve that. But as far the process.....you can tell me what's this guy know he's not from here and that's fair enough and I would study somewhere else and quite frankly I actually do business somewhere else like maybe Moncton but friends that I have in Tantallon, Deerbrooke, Hatchett Lake, Brookside, Prospect Road and all these areas out there, they work in downtown Halifax, they work for the government, they work for the hospitals, they work in businesses in downtown Halifax and they don't have the luxury.....but the thing is that these friends I know of, they pay taxes, they already pay their surcharge to the City. They expect to get to work every morning and try to get home for a reasonable commute and I don't have the answers and I don't think there is any magical solution unfortunately I think and I offer you.....and I also have a political appreciation as my right to support .....residential neighbourhoods.....and every year something new comes up that we're trying to respond to daily. It's just impossible to make .....happy while trying to balance the commute of 30,000 cars on the road getting into downtown Sydney. So this year the Mayor and approach it thinking that Chebucto neighbourhood at the end of the day is going to be totally happy I would suggest that Samaritans...I think approach it dealing with the reality that downtown Halifax is now.....Atlantic Canada. People want to get in, people want their short term measures and there's lots of different measures. I don't think the money or resources is there right now for what goes on .....so I think as a people we have to kind of exist among ourselves and try to coexist and I don't know if .....I couldn't get any of my friends to come here because I learned the reason why they didn't want....get from their place but I actually think that .....about this reversing lane project might mean to.....because I was familiar with the Herring Cove reversing lanes project which I think happened while I was attending university some ten years ago so I didn't realize.....but I certainly can appreciate your concerns. Sheila in all fairness for her.....I don't know .....residents.... be happy.....

As the last gentleman of the night.....I was just thinking that we have here a city where people have chosen to live and we have.....suburbs, the churches are closing their buildings in the city so they can build in the suburbs.....the city has collapsed

and building in the suburbs they have forgotten that the city at the edge of the rotary is not the suburbs that's where people sleep, they work in the city. This is the heart of HRM now you really have to got to consider that if you're going to drive this dagger down through Chebucto Road and bring more traffic in you're going to do what Boston has.....in the last few years. You're going to create an expressway where there was no expressway.....this neighbourhood and we're just the first neighbourhood that **everyone will barrel through we know that because a little farther up Chebucto Road is another neighbourhood and they're next and beyond that there's another neighbourhood and they're next so I'm just saying we're the first to descent but we're not the last.** Thank you.....

**I will take this final wrap up and thank you very much for coming and for being very honest because that's really important. From this point forward what will happen we may end up having another public meeting, I don't know at this point. I'm going to take the comments you have made. We also have them on tape. I will meet with these folks again to get more clarification on some of the things you have asked, some of the things you have asked that sparked my need to ask other questions as well. I don't .....to Council and don't hesitate to call me, email me, write me, same for other Councillors, please by all means come to the opportunities you have to share the way you feel with the rest of Council those being as opportunities for public hearing and through Peninsula Community Council meetings. For more information don't hesitate.....if you cannot get a hold of me personally, if you call the basic general number in the phone book for the Councillors' office, they can provide you with information on those opportunities as well as the municipal clerk's office. Both of those numbers are in the telephone book in the municipal government pages. This will not be the last you hear that I promise you. Thank you very much for coming.**

Just one question, this \$600,000 in this year's budget for planning and for acquisition don't you think that given this.....here that it would be wise for you to recommend a moratorium on any further expenditure. \$600,000 to Councillors is not a whole lot of money but you know what most guys write their checks to pay their taxes is a lot of money and if we could save one nickel of that \$600,000 by putting a hold on the expenditure so that the engineering people.....could spend any more money.....As our elected representative.....to make sure that happens and that there's a moratorium on that \$600,000. Don't you think that's reasonable?.....Don't you think that's reasonable or not? **I don't how much is to spend I don't know anything about that.**  
.....

**End of taping.**

*Please note that staff responses are in bold print.*



ROMAN CATHOLIC CHURCH

WILLIAM HUNT AVE.

MUMFORD ROAD

CHEBUCTO RD

MACDONALD STREET

SHERWOOD STREET

PROPERTY LINE

NEW CURB

NEW TRAFFIC SIGNALS

CVC 2760

CVC 2370

CVC 5606

CVC 6870

CVC 8062  
PROPERTY TO  
BE ADJUDGED

CVC 8066

CVC 5005

CVC 9372

CVC 9111

CVC 9923

NEW EXHAUST

CVC 9530

CVC 9534

CVC 9540

CVC 9827

CVC 9823

**HALIFAX**

REGIONAL MUNICIPALITY  
PLANNING AND DEVELOPMENT SERVICES  
REGIONAL TRANSPORTATION PLANNING

CHEBUCTO ROAD  
REVERSING LANE PROJECT

ATTACHMENT 8  
WIDENING LIMITS

DATE: JUNE 2006

DESIGN: PVB

SCALE: NTS

FIG NO.: