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Chebucto Community Council
October 4, 2010

TO: Chair and Members of Chebucto Community Council

SUBMITTED BY: Ken Reashor, P.Eng., Director, Transportation and Public Works

SUBMITTED BY: Phil Townsend, Director, Infrastructure and Asset Management

DATE: September 21, 2010

SUBJECT: Tall Trees at Bedford Highway

INFORMATION REPORT

ORIGIN

At the July 12, 2010 meeting of Chebucto Community Council, the following motion was passed:

10.2.1 Tall Trees Lane - Councillor Hum

MOVED BY Councillor Hum, seconded by Councillor Wile, that Chebucto Community Council request a staff report to address the issues and concerns raised by residents regarding Tall Trees Lane as outlined in the submitted correspondence. MOTION PUT AND PASSED.

BACKGROUND

Tall Trees Lane is a privately owned roadway which intersects with the Bedford Highway. The correspondence submitted by the residents details a number of safety and access issues. One issue is predicated on safety due to an apparent blind curve in the outbound direction on the Bedford Highway. The remaining issues are centred upon the safety and alignment of Tall Trees Lane itself and as a result, the residents have requested that HRM take over ownership of the roadway.

DISCUSSION

Request for Hidden Intersection Sign:

As a result of a vehicular accident at the intersection of Tall Trees Lane and Bedford Highway, the residents suggest the collision was caused by the curvature of the roadway and, therefore, they have requested that HRM approves the installation of a “Hidden Intersection” sign.

The posted speed limit on this portion of the Bedford Hwy. is 60 km/h. The Transportation Association of Canada recommends that the safe stopping sight distance for this speed limit is 83 metres. Staff has determined the safe stopping sight distances at this intersection to measure 121 metres in the out bound direction and 200 metres in the inbound direction. These sight distances exceed the recommended minimum and will accommodate speeds in the range of 80-85 km/h for outbound traffic and 100 km/h for inbound traffic. Therefore, HRM staff indicates there is no requirement for a “Hidden Intersection” sign.

Request for New Public Road:

Traffic & Right-of-way Services has reviewed the request for a new public road and has determined that it is not required from a traffic perspective.

Ownership Takeover:

Tall Trees Lane is a private road located off Bedford Highway. It is approximately 280 m in the length and has an average paved travelled way width of approximately 3 m. Halifax Regional Municipality records indicate that the Tall Trees Lane Right-of-way was created on December 13, 1979.

A site visit was carried out on August 9, 2010, to determine if Tall Trees Lane meets the requirements for Halifax Regional Municipality takeover. The Halifax Regional Municipality standard template applied was the 20.0 m Rural Local Modified. Staff identified a list of several deficiencies where Tall Trees Lane does not meet the standards for this template. Included in this list are:

- the existing width of the paved travelled way and the right-of-way are too narrow;
- some existing centerline horizontal curve radii are less than the minimum;
- some existing tangent distances between horizontal curves are too short;
- the existing grade exceeds the maximum;
- the length of the lane exceeds the maximum for a cul-de-sac; and
- there is insufficient roadside ditching and driveway culverts for drainage control.

According to the Halifax Regional Municipality Private Road Procedure, all of these

deficiencies must be addressed before the Halifax Regional Municipality can consider acceptance of Tall Trees Lane into the public street system.

The estimated construction cost to widen Tall Tress Lane to the 20.0 m Rural Local Modified standard and construct a turning circle at the end, is \$675,000. This cost is very preliminary and could vary depending on field surveys. However, the works included in this estimate are not sufficient enough to upgrade Tall Trees Lane in order to achieve all of the aforementioned deficiencies. It is the opinion of Halifax Regional Municipality staff that it is not possible to upgrade Tall Trees Lane to the standard due to encroaching buildings and driveways, and the steep grades and horizontal alignment along the existing right-of-way route.

Across the Halifax Regional Municipality, the inventory of private roads exceeds nine hundred. Our private road investigations have been undertaken in accordance with the Council Approved “Halifax Regional Municipality Regional Operations – Design Services Procedure For Acceptance of Private Streets”. Under this procedure, the applicant must demonstrate that the standard can be achieved, be prepared to convey the entire right-of-way to HRM and bear all costs associated with the upgrades including survey, engineering design, construction, legal requirements, etc.

BUDGET IMPLICATIONS

There are no budget implications at this time.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

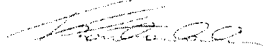
This report complies with the Municipality’s Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

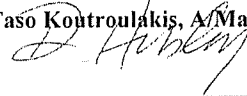
Not applicable.

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

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Report Approved by: Taso Koutroulakis, A/Manager, Traffic and Right of Way Services, 490-4816



Report Approved by: David Hubley, Manager, Design & Construction Services, 490-4858

PL/pm