P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 12.2.2

Request for Transportation Standing Committee Consideration		
■ **Agenda Item** (Submitted to Municipal Clerk's Office by Noon at least 5 working days prior to the meeting)	☐ **Added Item** (Submitted to Municipal Clerk's Office by Noon at least one day prior to meeting)	☐ **Request from the Floor**

Date of Meeting: July 21, 2016

Subject: Process Update: Cogswell Interchange Traffic Management (Information Report)

Motion for Transportation Standing Committee to Consider:
That that Transportation Standing Committee receive the presentation.

Reason:
For Information purposes.

Outcome Sought:
To receive the presentation

Councillor Outhit	*District 16*

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 12.2.2
Transportation Standing Committee
July 21, 2016

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY: **Original Signed**
Jane Fraser – Acting Deputy Chief Administrative Officer

DATE: July 11, 2016

SUBJECT: Process Update – Cogswell Interchange Traffic Management

INFORMATION REPORT

ORIGIN

This report originates with staff as an update regarding the initiation of work on the traffic management plan for the Cogswell Interchange redevelopment project.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Section 61, Powers of the Municipality regarding property; Section 63, Sale or lease of municipal property; Section 233, Acquisition of land for development; and Administrative Order 50; Disposal of Surplus Property.

BACKGROUND

In 2014, Regional Council approved the Cogswell Lands Plan and instructed staff to begin the process of a systematic demolition and reconstruction of the road network in this area. The timeline of that project runs from the adoption of that plan in 2014 to the completion of reconstruction in 2020.

A number of project milestones have been achieved to date such as the hiring of a Project Director, the installation of a third-party Procurement Fairness Monitor, the development of a preliminary project budget, the award of a contract for a Traffic Engineering Consultant and the issuance of an RFP for the Prime Design Consultant.

Traffic modelling is now underway and preliminary conclusions from that work are developed to a point where it is appropriate to broadly update the committee and begin engagement of key stakeholders to guide further development and refinement of the traffic management plan. This report is provided as a high level update to inform the committee on the status of the traffic management related components of the project. A detailed presentation will be provided to augment this report at the July 21, 2016 meeting.

DISCUSSION

The demolition and re-instatement of the road system in the Cogswell area is a major infrastructure project with the potential for significant traffic disruptions. Effective management of traffic interruptions will be a key component to the overall success of the project.

At this point in the project timeline, a fully vetted and approved design for the area has not yet been developed. However, Council has endorsed the Cogswell Land Plan which is generally based on the concept of re-instatement of the original road pattern. Under these circumstances, options for new road alignments are relatively limited and the traffic impacts are known well enough to allow preliminary traffic management planning to begin.

The contract for traffic engineering services was awarded to CBCL in 2015. In May 2016, the consultant completed a traffic count program at 15 intersections within the Cogswell study area as shown on the air photo attached as Appendix A. Using this data, traffic modelling is now underway to inform recommendations on a traffic management framework intended to mitigate the impacts of roadway disruptions during the demolition and construction phases.

This framework is being developed based on a staged, sequenced demolition and construction program. Access to commercial properties along Upper Water Street is proposed to be maintained throughout the project and passenger vehicle movement will be generally accommodated on-site with temporary route changes through the project area. Ongoing truck and transit movements are proposed to be accommodated through broader alterations to existing routes

The prime focus of the July 21st presentation accompanying this report will be to outline a revised heavy truck route away from the Cogswell area during demolition and construction. Final routing will be determined in conjunction with the Prime Design Consultant once engaged.

Staff intends to use this high level traffic management framework as a basis for more detailed engagement with various organizations, agencies and businesses who are key stakeholders with regard to traffic related issues. This engagement process will begin with a meeting regarding heavy truck movement with officials from the Port of Halifax on July 28, 2016.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this particular report.

COMMUNITY ENGAGEMENT

There has been no community engagement associated with this report. Stakeholder engagement with respect to the content of this report is pending and there will be community engagement undertaken at various times during the course of this project.

RISK CONSIDERATION

While there are a number of inherent risks present in the overall Cogswell project, there are no risks associated with this information update report.

ATTACHMENTS

Appendix A – Intersections in Study Area

A copy of this report can be obtained online at http://www.halifax.ca/commcoun/index.php then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Steven Higgins – Project Manager, Cogswell Redevelopment Program 902.476.8120

Report Approved by: Original Signed
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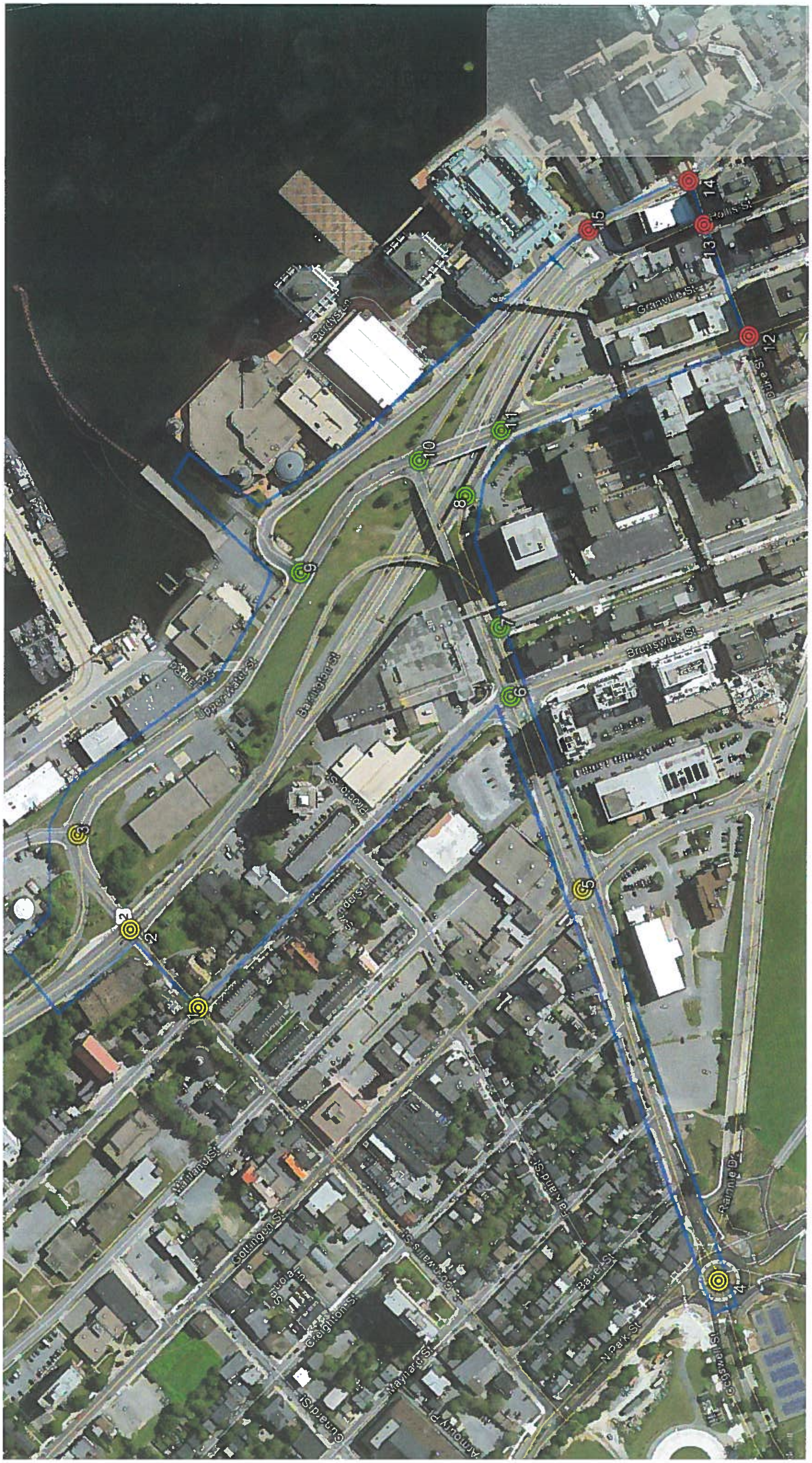
John Spinelli – Project Director, Cogswell Interchange Redevelopment Program 902.293.8567

Appendix A



Cogswell Study Area & Key Intersections