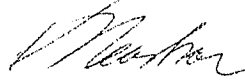


**Transportation Standing Committee  
August 10, 2011**

**TO:** Chair and Members of the Transportation Standing Committee



**SUBMITTED BY:** \_\_\_\_\_  
Ken Reashor, P.Eng., Director, Transportation & Public Works

**DATE:** August 5, 2011

**SUBJECT:** Provincial Agreement – Burnside Drive Extension

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**ORIGIN**

Staff

**RECOMMENDATION**

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council:

- (1) Authorize the Mayor and Clerk to enter into an agreement with the Province to fund the construction of an active transportation corridor within the Highway 107 corridor parallel to the Burnside Drive Extension according to the terms described in this report; and
- (2) Commit \$1,000,000 in funding from the 2013-14 Active Transportation Capital Program to the Burnside Drive Extension Active Transportation Corridor according to the Budget Implications section of this report.

## **BACKGROUND**

The Active Transportation Plan, approved by Halifax Regional Council in 2006, identifies the need for a connection between Burnside Business Park and the Bedford/Sackville area using the planned corridor for Highway 107. Nova Scotia Transportation & Infrastructure Renewal (NSTIR) is currently designing the extension of Burnside Drive to Duke Street in Bedford as a preliminary stage to completing the Highway 107 corridor connection to Highway 102. NSTIR has made a proposal to HRM to include active transportation in the project design.

## **DISCUSSION**

Although the province is in the early stages of developing policy on active transportation, it has not, in the past, funded such projects. Following discussion with NSTIR, the following proposal has been made with respect to including active transportation in the extension of Burnside Drive:

NSTIR will (subject to commitment by HRM):

- Provide the space for the corridor within the highway right-of-way at no cost to HRM
- Provide the resources needed for engineering design, tendering, and construction administration of the corridor at no cost to HRM
- Add width to the two railway overpass structures to include active transportation at no cost to HRM
- Design the active transportation corridor to HRM's design standard

HRM will commit to:

- Pay NSTIR, in fiscal year 2013-14, the incremental cost for earthwork and subgrade preparation needed to build the active transportation corridor as part of the highway construction (estimated to be \$1,000,000)
- Commit to the future long-term maintenance and operation of the active transportation corridor

An active transportation corridor along this route will become a valuable part of HRM's active transportation network. The future trail will be 4.0 metres wide and approximately 5 km long within a wide right-of-way corridor located well away from the highway. Additional funds to surface the corridor will be identified at a later date through future capital budgeting processes. If the commitment for the earthworks and subgrade preparation are not committed now, the cost will be significantly more at a future date with no contribution by NSTIR and no provision for the corridor on the railway structures. The active transportation corridor will provide both a picturesque and natural opportunity for recreational users and an effective transportation connection between Bedford/Sackville and Burnside.

HRM has already made investment in the larger regional corridor by constructing an active transportation overpass across Highway 111 at the Burnside Drive in 2009-2010. Engineering design work has been completed on an extension of this corridor to Commodore Drive and functional design work has begun on a further extension to Akerley Boulevard. The five "Big

Ideas for Active Transportation in HRM” generated by the AT Advisory Committee and presented to the Transportation Standing Committee (April 13, 2011) and Regional Council (May 3, 2011) highlighted the need for connecting communities with employment centres and included the Burnside Drive corridor in their recommendations.

In addition to active transportation, there is an opportunity for this corridor to serve as a route for utilities with the active transportation trail doubling as a service road to support those utilities. Preliminary discussion has begun with Heritage Gas and Halifax Water regarding their assistance in offsetting some of the cost of constructing of the corridor.

### **BUDGET IMPLICATIONS**

The five-year project plan for Active Transportation (CTU00420) included in the 2011-12 budget includes the following funding:

2011-12	\$100,000
2012-13	\$600,000
2013-14	\$1,000,000
2014-15	\$1,000,000
2015-16	\$1,000,000

No project priorities have been associated with these budget allocations, although that process will be undertaken in the five-year review of the Active Transportation Plan to be conducted later this year. Committing the full \$1,000,000 budget allocation for the 2013-14 fiscal year to this single project will mean that no other active transportation projects can be undertaken that year. Nevertheless, a valuable opportunity exists now to take advantage of integrating active transportation corridor construction into the highway project at a cost that will be substantially less than building the corridor separately in a later year.

### **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**

Substantial community engagement was undertaken in 2006 during the preparation of the Active Transportation Plan. In 2010, community engagement was part of the design work for the Burnside Drive Extension. Community engagement specific to active transportation in this particular corridor has not been undertaken.

**ALTERNATIVES**

Regional Council may choose not to enter into this agreement with the Province and to not commit future funds to this project. This would result either in abandonment of that portion of the active transportation network, or delaying its construction until a later date when the cost will be substantially more. This is not recommended as there will be no contribution from NSTIR and the two railway overpass structures would not accommodate the Active Transportation corridor. Separating the earthwork and grading costs would increase the construction costs.

**ATTACHMENTS**

Attachment One: Proposed Burnside Drive Extension

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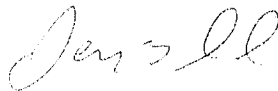
A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Approved by:



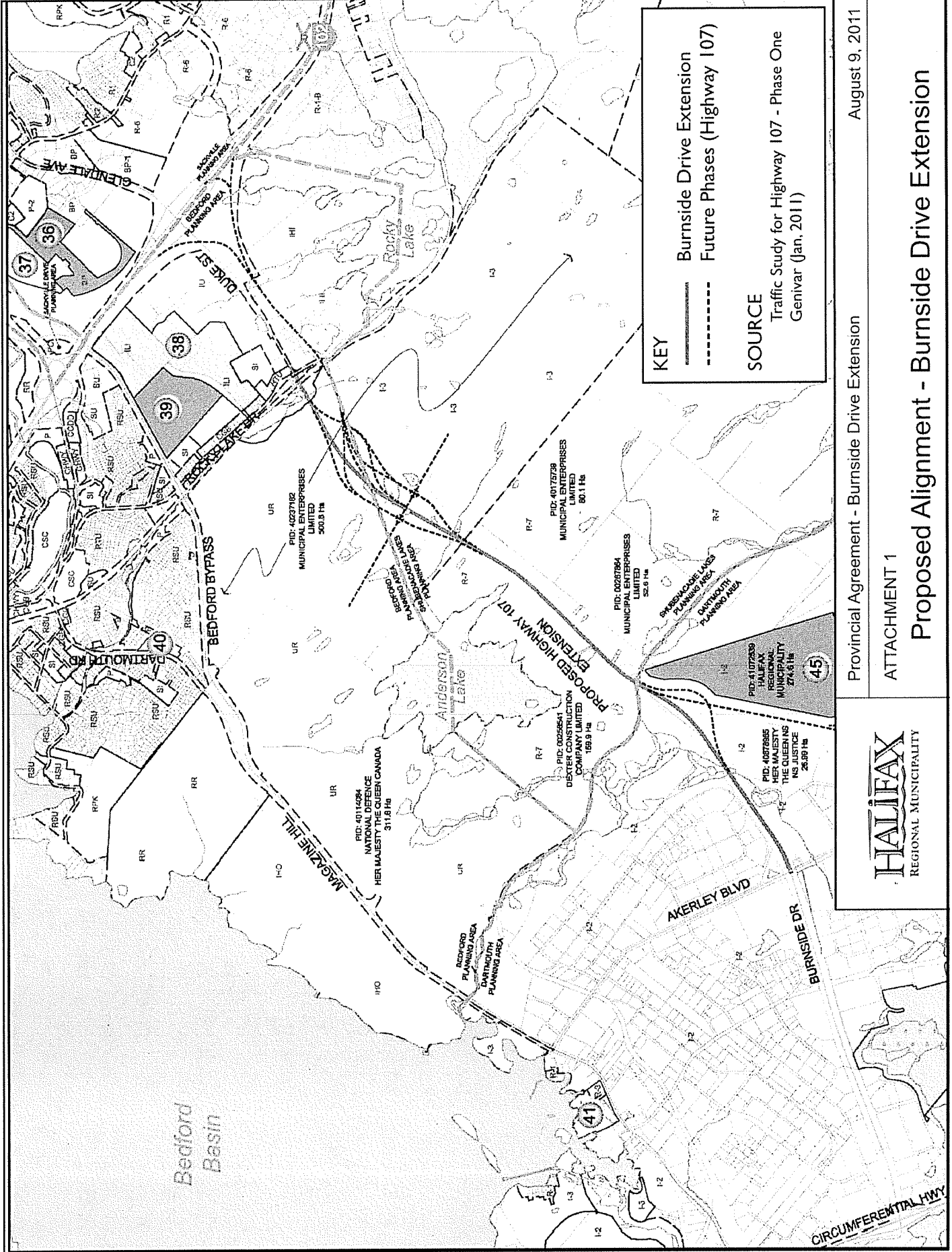
David McCusker, P.Eng., Manager, Strategic Transportation Planning, 490-6696

Financial Approval by:



**Jerry Blackwood for:** Bruce Fisher, MPA, CMA, A/Director of Finance/CFO, 490-6308

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**KEY**

- Burnside Drive Extension
- - - - - Future Phases (Highway 107)

**SOURCE**  
 Traffic Study for Highway 107 - Phase One  
 Genivar (Jan. 2011)

Provincial Agreement - Burnside Drive Extension  
 August 9, 2011

ATTACHMENT 1

**Proposed Alignment - Burnside Drive Extension**

