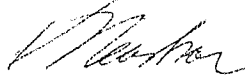


**Transportation Standing Committee
August 10, 2011**

TO: Chair and Members of the Transportation Standing Committee



SUBMITTED BY:

Ken Reashor, P.Eng., Director Transportation & Public Works

DATE: August 5, 2011

SUBJECT: Burnside Drive Active Transportation Corridor – Transfer of Funds

ORIGIN

Staff

RECOMMENDATION

It is recommended that Transportation Standing Committee recommend that Halifax Regional Council approve the transfer of \$400,000 from Project CTU01286 (Joseph Howe Drive Turn Lanes) to Project CTU00420 (Active Transportation Plan Implementation) according to the Budget Implications section of this report.

BACKGROUND

The Active Transportation Plan, approved by Halifax Regional Council in 2006, identifies a regional active transportation corridor along Burnside Drive from Highway 111 to Highway 102. 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

DISCUSSION

When the Chester Spur rail line was abandoned by CN in 2009, HRM purchased a portion of the corridor parallel to Joseph Howe Drive to create an active transportation corridor and an additional traffic lane on Joseph Howe Drive. Traffic simulations have shown that using this additional space to create turning lanes to Dutch Village Road and Highway 102 will have a significant positive effect on traffic congestion in this area. The 2011-12 Project Budget included \$500,000 to complete this project with the hope that acceptance of the project for funding under the Gateway & Border Infrastructure Fund would reduce the municipal portion of the project. Although the engineering design work for the Joseph Howe Drive Turn Lanes is nearly complete, staff has determined that the project would be better tendered in 2012 than in 2011. The key reasons for this determination are:

- (1) Coordination of utility relocations has proven challenging and may take a full year to finalize.
- (2) Support from the funds related to the development of the Atlantic Gateway that was hoped for but has not been realized. An additional year may result in new funding opportunities.

When the Burnside Drive Multi-use Overpass was completed in 2009, it was intended to be the start of a major regional active transportation corridor connecting Highfield Park and Highway 111 to Highway 102 and the Bedford/Sackville area. The continuation of that project, an off-road active transportation corridor from the new overpass to Commodore Drive, was then designed and prepared for tendering. When the Active Transportation Project Budget was reduced to \$100,000 to meet targets for the 2011-12 budget year, undertaking this project was no longer possible and had to be delayed until the 2012-13 budget year when sufficient funding was proposed.

With the Joseph Howe Drive Turn Lanes project funded, but requiring a tendering delay, and the Burnside Drive Active Transportation Corridor (Highway 111 to Commodore Drive) project ready for tender but within sufficient funding only in next budget year, staff felt these two projects were a good fit to recommend a transfer of funding.

The proposed shift of funds to the Active Transportation Project Budget will be sufficient to fund both the Burnside Drive corridor and supply and installation of additional bicycle parking in the Regional Centre for which staff has recognized high demand.

BUDGET IMPLICATIONS

CTU00420 - Active Transportation Project Budget

Current Balance	\$ 204,416
Plus Transfer from CTU01286	<u>\$ 400,000</u>
Available Balance following transfer	\$604,416

CTU01286 – Joseph Howe Drive Turning Lanes Project Budget

Current Balance	\$ 450,000
Less Transfer to CTU00420	<u>(\$ 400,000)</u>
Available Balance following transfer	\$50,000

The remaining funding in CTU 01286 Joseph Howe Drive Turning Lanes will be used in the current budget year for preparatory tasks such as acquisition of lighting and overhead signage infrastructure.

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, but none specifically related to the Burnside Drive corridor. A public information session was held in 2010 related to the Joseph Howe Drive Turn Lanes.

ALTERNATIVES

Regional Council may choose to leave Project Budgets as is, and delay the tendering of the Burnside Drive Active Transportation Corridor (Highway 111 to Commodore Drive) until next year.

ATTACHMENTS

Plan of Burnside Active Transportation Corridor

Burnside Drive Active Transportation - 4 -
Corridor – Transfer of Funds
Transportation Standing Committee

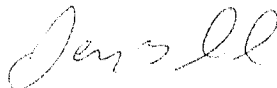
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A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.



Report Approved by:

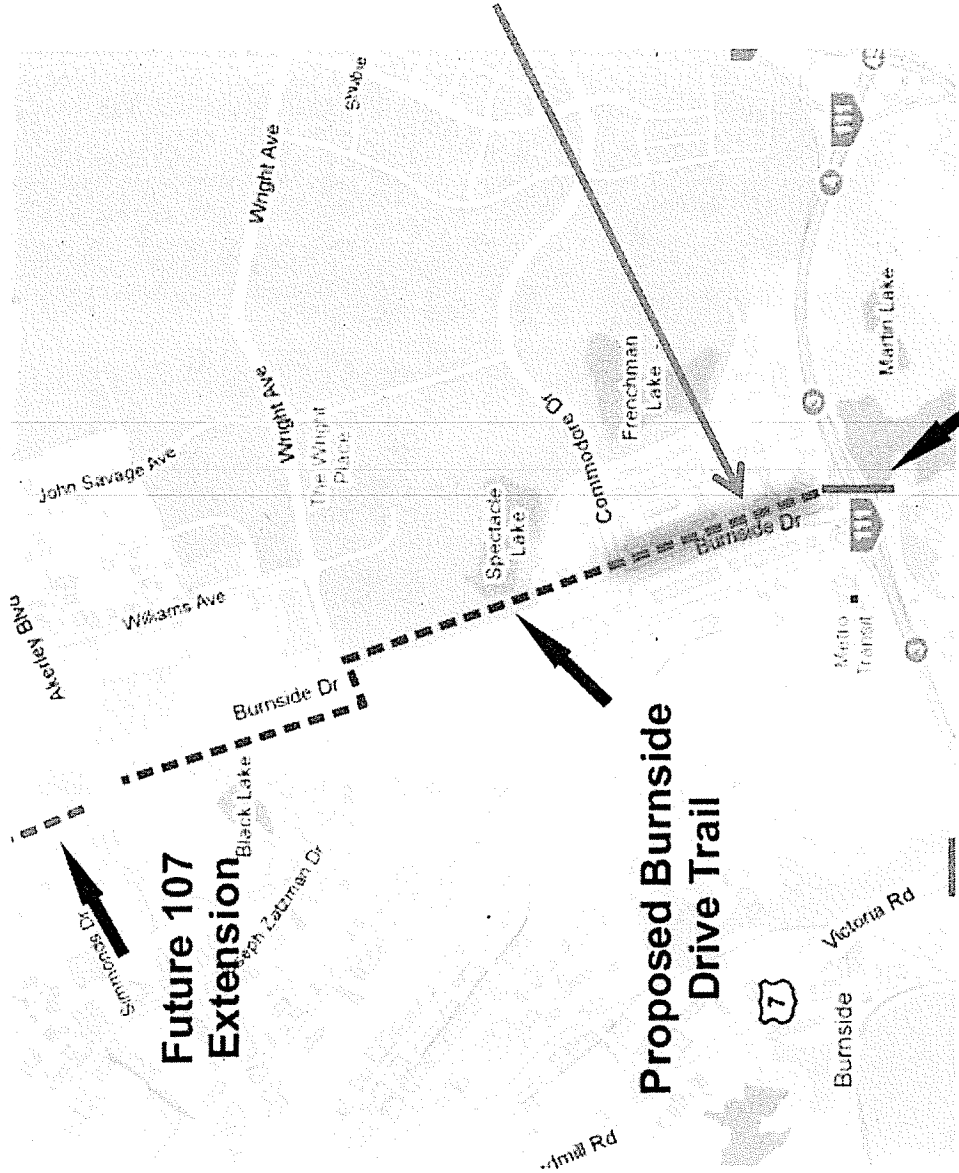
David McCusker, P.Eng., Manager, Strategic Transportation Planning, 490-6696



Financial Approval by:

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

Burnside A.T. Corridor



Phase 1 of proposed Burnside Drive Trail, from Hwy 111 to Commodore, proposed for construction in 2011/12

Proposed Burnside Drive Trail

Ped-Bike Bridge (Built 2009)

Future 107 Extension