

4.1.10

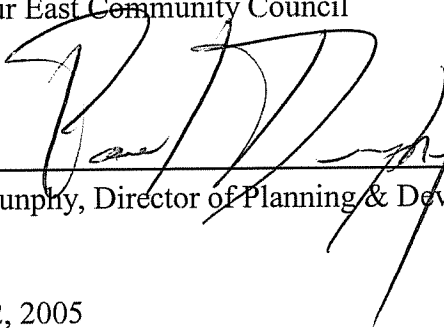


PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Harbour East Community Council**  
**August 4, 2005**

**TO:** Harbour East Community Council

**SUBMITTED BY:**

  
\_\_\_\_\_  
Paul Dunphy, Director of Planning & Development Services

**DATE:** July 22, 2005

**SUBJECT:** Removal of Traffic Island - Penhorn Drive, Dartmouth

**ORIGIN**

Motion from Councillor Younger at Harbour East Community Council's meeting on February 3, 2005 to review the ability to remove the traffic island on Penhorn Drive and the implications of its removal.

**RECOMMENDATION**

It is recommended that the traffic island on Penhorn Drive be removed and the asphalt surface be reestablished enabling motorists to use the full travel width of the Penhorn Drive Right Of Way (ROW).

## **BACKGROUND**

HRM entered into a Development Agreement with Daimler Chrysler Canada Inc. on June 27, 2000 for the construction of their new dealership on Penhorn Drive in Dartmouth. During the public process for this development agreement, the area residents expressed concerns over a possible increase to short cutting through their neighbourhood streets by the clients of the dealership both for accessing the site and/or test driving vehicles.

A Traffic Impact Study (Final Report Traffic Impact Study - Daimler Chrysler Canada Dealership, April 2000, Atlantic Road and Traffic Management) was prepared, and trials were analysed for possible partial closure(s) of Penhorn Drive. The projected traffic generated from this development is in the order of 40 vehicles entering the site and 60 vehicles leaving the site for a peak hour period. Upon reviewing this information and the concerns of the residents, Traffic Services did not anticipate any significant increase in short cutting as a result of this development that would warrant the implementation of a partial street closure and did not support this aspect of the proposal.

However these concerns still existed and it was agreed that the developer would construct a traffic island that would restrict left hand turning movements from the site northbound to the residential neighbourhood.

The intent of the traffic island was to restrict non-local traffic from travelling through the neighbourhood and for the most part it has served its purpose. However, it has also restricted the historical ability of the local residents to travel northbound on Penhorn Drive to their homes. Some motorists choose to ignore the partial closure, resulting in a safety concern for those motorists in the southbound direction who are not anticipating the on-coming traffic at this location. As well, it results in the need for additional enforcement for Police Services and tickets have been issued to those found violating the partial closure.

There have been requests made to the former and current area Councillors as well as to staff, for its removal and the reestablishment of the full northbound traffic movement on Penhorn Drive.

## **DISCUSSION**

On May 2, 2005, Councillor Younger and staff held a public meeting to discuss the resident's concerns with the traffic island. It was not evident from the meeting whether there was overwhelming support for the removal or not. As a result, Councillor Younger mailed out a survey to the residents living on impacted streets only.

The results from the survey are as follows:

	<b>Total Number</b>	<b>% of Returned</b>	<b>% of Sent</b>
<b>Surveys Sent Out</b>	195	NA	NA
<b>Surveys Returned</b>	138	NA	71%
<b>In Favour of Removal (Valid Response)</b>	106	77%	54%
<b>In Favour of Removal (Invalid Response)</b>	1	0.7%	0.5%
<b>Against Removal (Valid Response)</b>	31	22%	16%
<b>Against Removal (Invalid Response)</b>	0	NA	NA

The majority of the residents living in the area responded that they would like to see the traffic island removed.

With the proximity to other major collectors in the area and the local commercial district, it is not anticipated that the removal of this partial closure will significantly impact the traffic in the residential neighbourhood.

The work to remove the traffic island can be completed by HRM Streets and Roads Services for an estimated cost of \$5500. Councillor Younger has agreed to pay for this from his District Capital Fund.

If the traffic island is removed, staff have been asked to comment on the ability to install “No Left Hand Turn” signs at the exits of the dealership. HRM is not able to require the dealership to place these signs on their site nor will they support the placement within the HRM ROW. Such signs would prevent the movement of vehicles to Penhorn Mall. As well, to ensure the signs were obeyed, it would require strict enforcement by Police Services. For these reasons, staff do not support the installation of these signs.

### **BUDGET IMPLICATIONS**

Funds for the removal are to be taken from Councillor Younger’s Capital District Fund. There are no Capital Budget Implications.

**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**

- (1) Removal of the traffic island on Penhorn Drive and the asphalt surface be reestablished enabling motorists to use the full travel width of the Penhorn Drive Right Of Way (ROW). This is the recommendation.
- (2) The traffic island remain in place preventing the northbound movement of traffic on Penhorn Drive to the residential community.

**ATTACHMENTS**

Attachment A - Copy of Schedule "D" from Development Agreement - Servicing Plan  
Attachment B - Survey Sent to Residents

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: Kenda MacKenzie, P.Eng., Development Engineer, East (490-4907)