



PO Box 1749
Halifax, Nova Scotia
B3J 3A5, Canada

Item No. 11.1.6
Halifax Regional Council
October 27, 2009

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in cursive script, appearing to read "Dan English".

Dan English, Chief Administrative Officer

A handwritten signature in cursive script, appearing to read "Wayne Anstey".

Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: October 6, 2009

SUBJECT: St. George's Lane - Resident's Petition

ORIGIN

Item 10.2.1 raised at the September 8, 2009 meeting of Halifax Regional Council.

Councillor McCluskey submitted a petition signed by 14 residents of St. George's Lane area, Dartmouth requesting that the historic two-way traffic flow be maintained on St. George's Lane.

RECOMMENDATION

It is recommended that Halifax Regional Council, in light of the recent petition of residents of St. George's Lane, reconsider the previous motion of June 16, 2009 which made an exception to the current Council policy and approved the change of the existing two-way street to one-way from Portland Street to Pleasant Street.

BACKGROUND

At the September 6, 2007 meeting of Harbour East Community Council Councillor, McCluskey presented a petition signed by residents and users of St. George's Lane, in support of:

1. St. George's Lane permanently becoming one-way south bound from Portland Street to Pleasant Street;
2. the installation of speed bumps.

In 2002, Council passed a motion that no street closures or intersection turning movement prohibitions be implemented outside the Neighbourhood Short-Cutting Policy except in the following circumstances:

- (i) where a specific intersection safety hazard has been demonstrated;
- (ii) where street operation would be improved;
- (iii) where impacts from new roadway projects or developments are being mitigated.

Since none of the above applied, staff could not recommend St. George's Lane be made one-way southbound from Portland Street to Pleasant Street.

Since the traffic volumes on St. George's Lane would not meet the minimum criteria required for consideration under the HRM Neighbourhood Short-Cutting Policy, speed humps were therefore not recommended or approved.

At the June 2, 2009 Halifax Regional Council meeting, Moved by Councillor McCluskey, seconded by Councillor Younger, a motion was passed requesting a staff report for the June 16, 2009 Council session to initiate the process to have St. George's Lane, Dartmouth, made a one-way street.

Again, in the report tabled June 16, 2009, staff could not recommend St. George's Lane be made one-way southbound from Portland Street to Pleasant Street because of the existing 2002 policy concerning traffic restrictions on local streets. However, staff had no objection from an operational point of view if Council wished to make an exception to the current policy regarding traffic restrictions on local residential streets and was willing to support the proposed change to St. George's Lane, making it one-way southbound from Portland Street to Pleasant Street. Council voted to make the exception.

At the September 8, 2009 Halifax Regional Council meeting, Councillor McCluskey submitted a petition from residents requesting that two-way traffic flow be maintained on St. George's Lane.

DISCUSSION

Staff has reviewed the two petitions.

2007

Although this petition had 48 signatures, the majority were users of the St. George's Tennis Club also concerned with traffic. There are 12 abutting property owners on St. George's Lane. The petition for the one-way change and speed bumps was signed by six property owners (50%) who were in favor and one who was not in favor.

2009

Although this second petition collected 14 signatures, excluding duplicates, there were ten of the twelve abutting property owners. It indicated two property owners were in favor of the one-way change, and eight or 67% were not in favor of the change and wanted the street to retain the present two-way traffic.

BUDGET IMPLICATIONS

If Council maintains the June 16, 2009 decision to make an exception to policy and approve the one-way street proposal, signage costs (approximately \$900) would be covered under Traffic and Right of Way Services (R747) existing operating budget. Budget availability has been confirmed by Financial Services.

If Council reconsiders this previous motion and reverses its decision, the street would remain a two-way street and there would be no 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

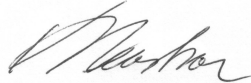
Council could choose to support their June 16, 2009 decision to approve the one-way proposal. This is not recommended by staff as the majority of the residents are opposed to this change.

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: Karen MacQuarrie, Traffic & Right of Way, 490-4859



Financial Approval by: _____
Cathie O'Toole, CGA, Director of Finance, 490-6308



Report Approved by: Ken Reashor, P.Eng., Acting Director, Transportation & Public Works, 490-6637