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Transit Priority Corridor: Gottingen Street

Transportation Standing Committee

February-22-18

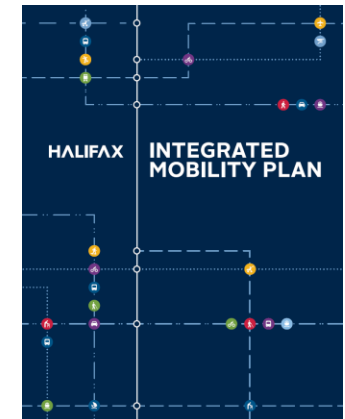


Project Rationale

April 2016: The Halifax Transit *Moving Forward Together Plan* identifies Gottingen Street and Bayers Road as ‘**critical locations**’ for transit priority measures.

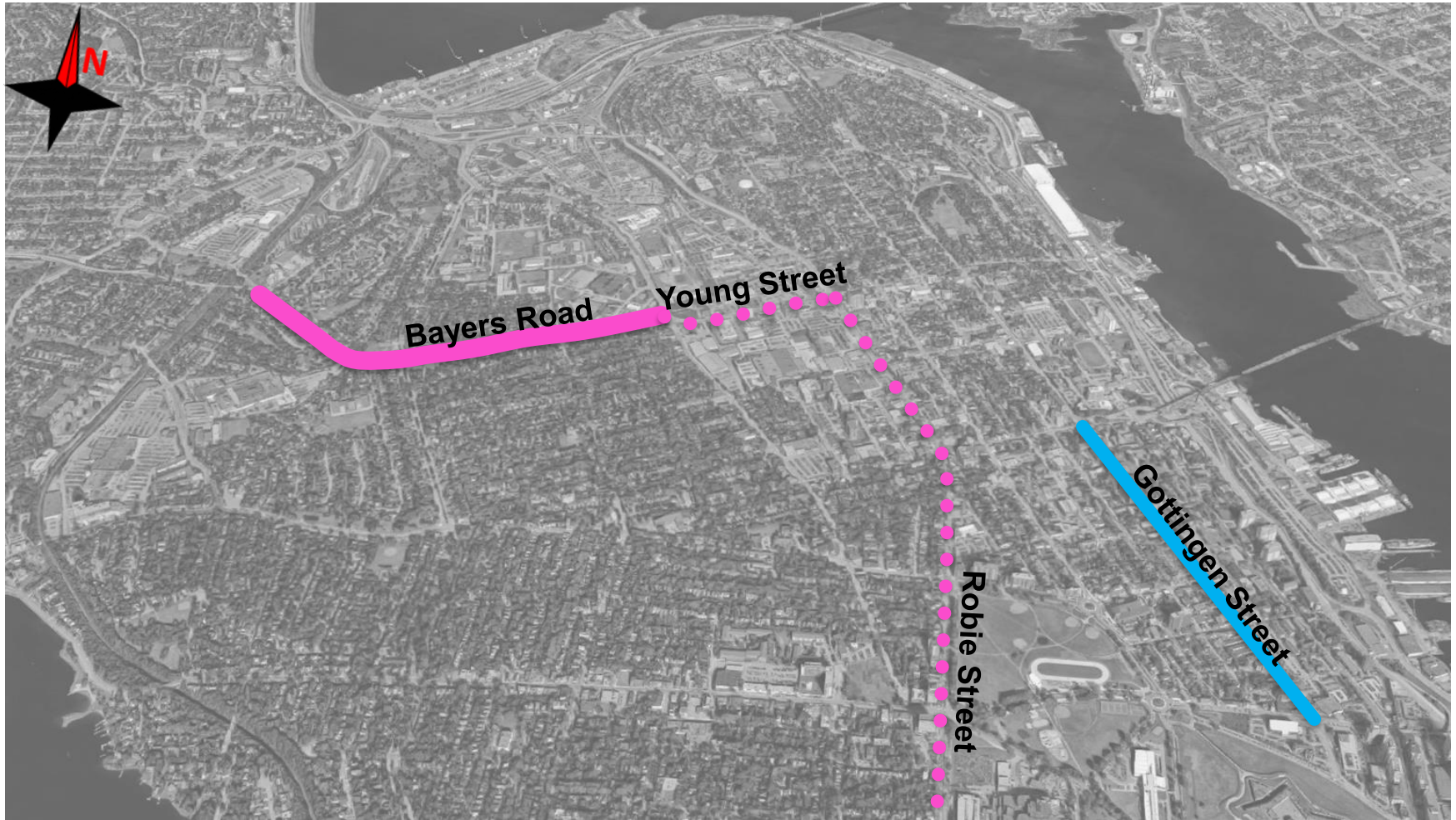
June 2016: Regional Council directed staff to seek cost-shared funding approval for 16 transit projects, including the Transit Priority Corridors Project.

December 2017: The *Integrated Mobility Plan* was unanimously approved, and staff were directed to include an implementation plan in the upcoming staff report for the Bayers Road and Gottingen Street Transit Priority corridors functional design **to allow Council to consider construction in fiscal 2019/20.**



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Proposed Transit Priority Corridors



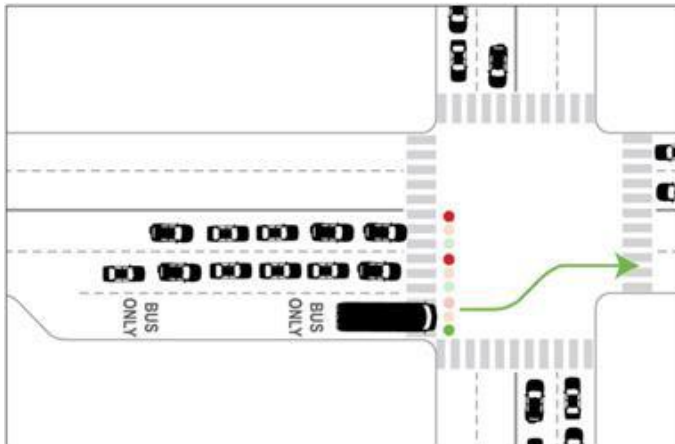
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What are Transit Priority Measures?

Transit Priority Measures (TPMs) provide transit vehicles with a competitive time advantage over private vehicles. They can be physical or policy related.

Queue Jump Lane



Transit Signal Priority



Dedicated Bus Lanes



What is a Transit Priority Corridor?

- Transit Priority Corridors are streets that have been prioritized for transit through the use of multiple Transit Priority Measures
- Implementation of TPMs across a corridor can have an impact greater than the sum of individual, isolated measures.
 - Example: Windmill Road Corridor



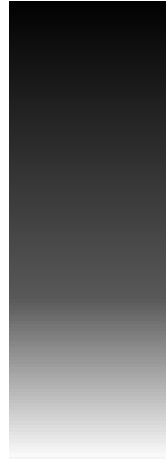
Key Trade-offs

Adding transit priority to existing streets typically requires that trade-offs be made:

- Reallocation of existing street space (i.e. parking, loading, traffic lanes)

The IMP establishes
a **Curbside Priority Chart**:

**Highest
Priority**

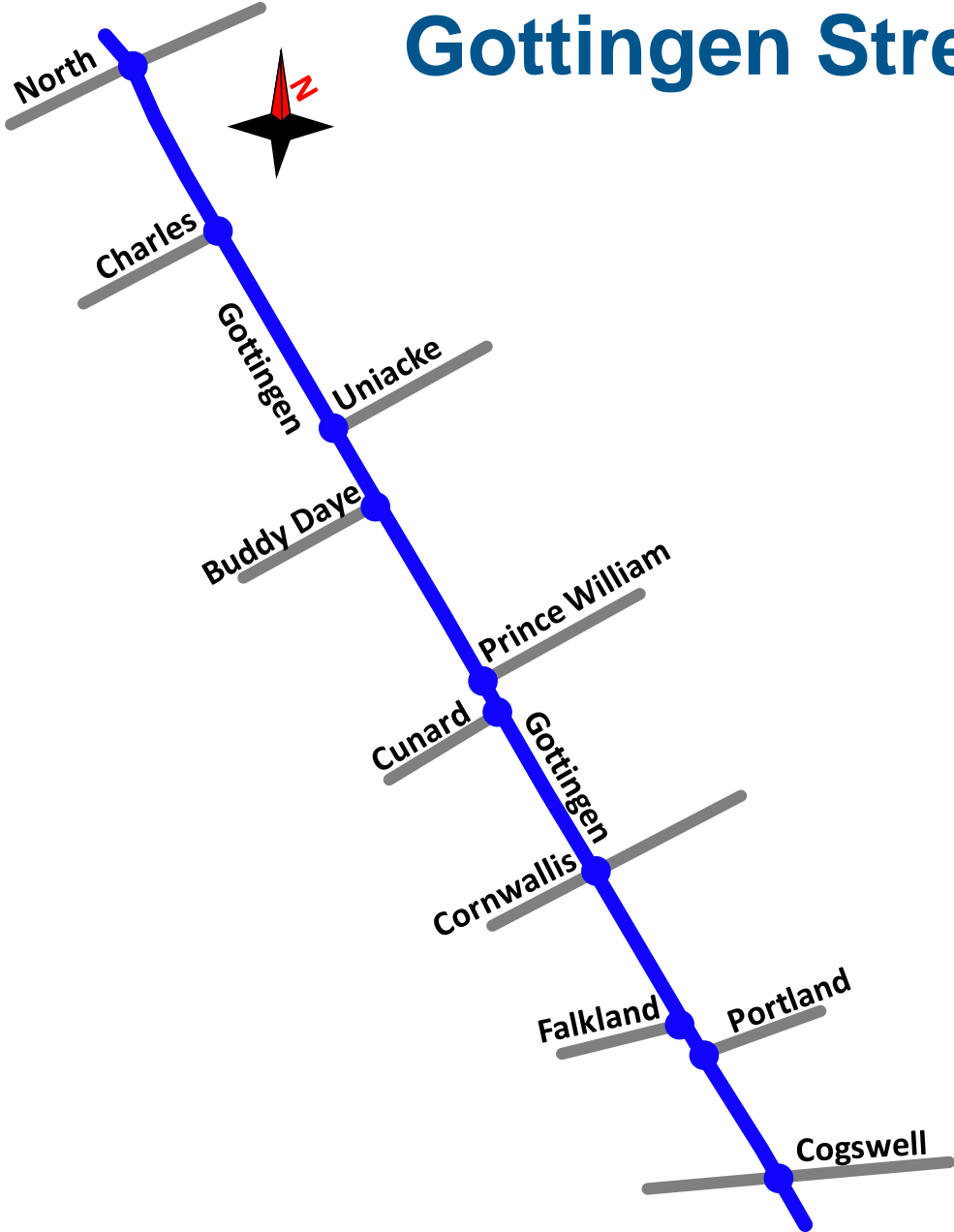


**Lowest
Priority**

Movement of Emergency & Service Vehicles
Accessible Parking
Goods Movement & Servicing
Mode Choice
High Turnover Parking Residents' Needs
All-day Parking

- The IMP indicates that curbside priority on most streets in the region generally follows this hierarchy except those designated as priority transit or bicycle routes/corridors.
- IMP ACTION 131: Where mode share can be impacted, consider the curbside priority for key transit and active transportation corridors

Gottingen Street



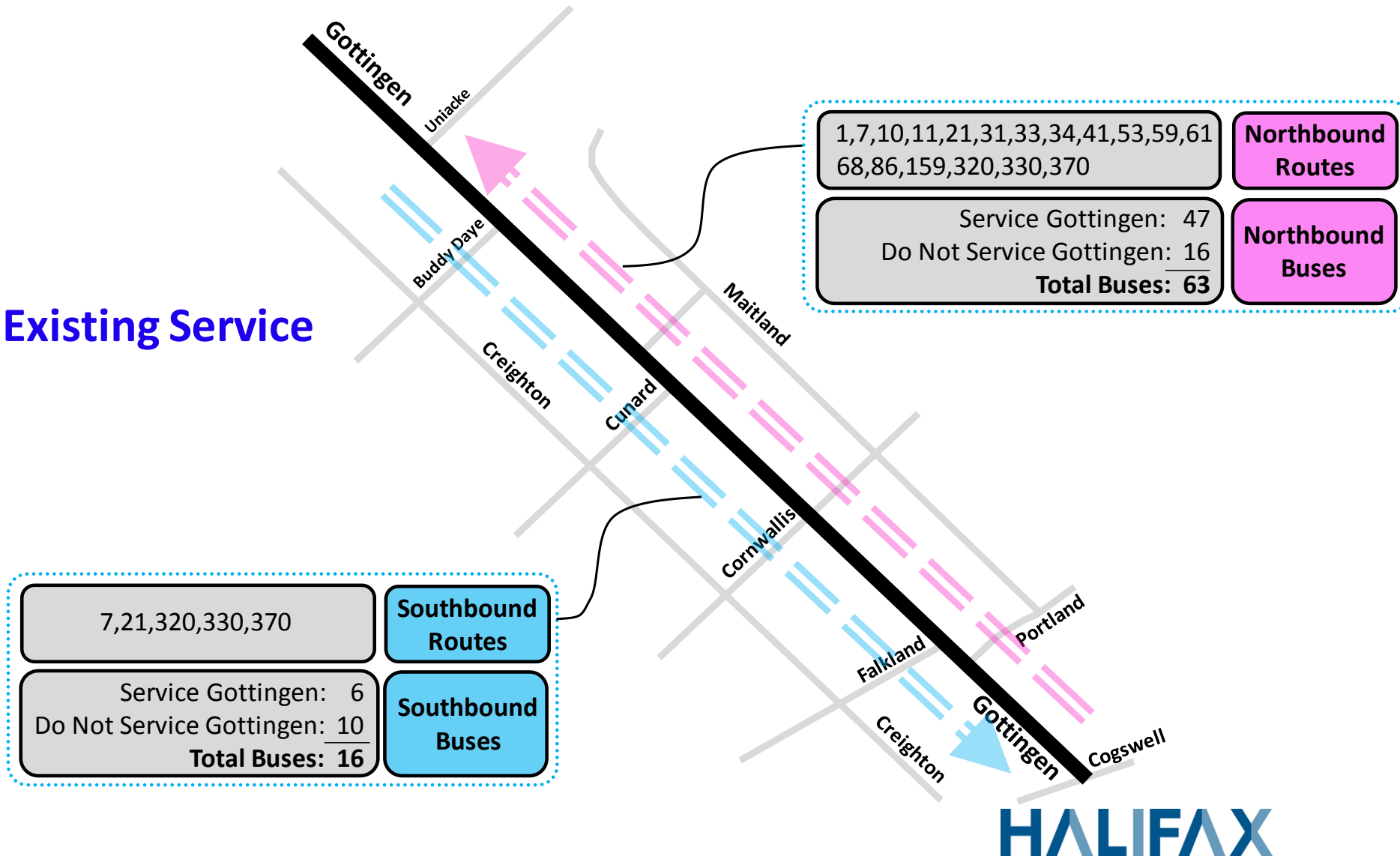
Why Gottingen Street as a Transit Priority Corridor?



- Key north-south corridor on the peninsula, connection to the Macdonald Bridge
- Currently 18 bus routes, up to 79 peak hour buses (2-way)
- Peak period congestion impacts bus operation
 - Regular delays of 5-6 minutes, up to 15 minutes

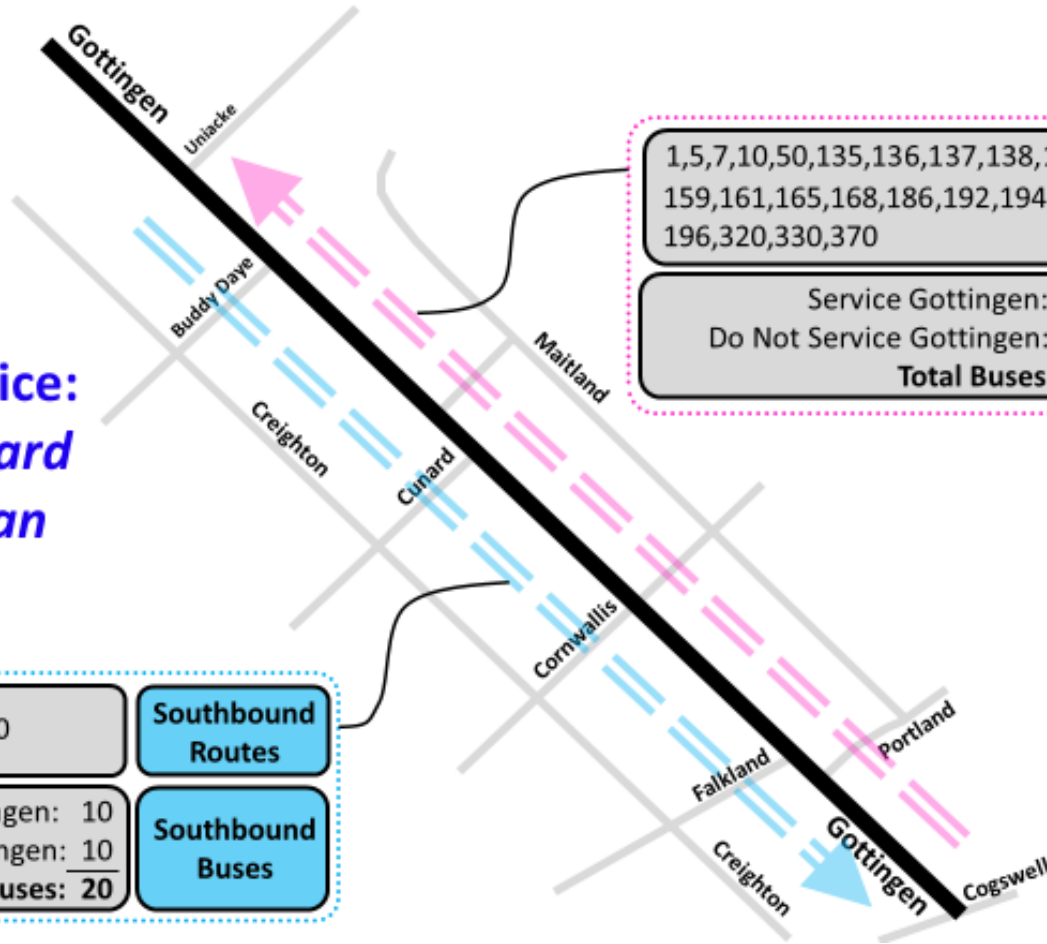
Transit Service: PM Peak Hour

Existing Service



Transit Service: PM Peak Hour

**Planned Service:
Moving Forward
Together Plan**



1,5,7,10,50,135,136,137,138,158
159,161,165,168,186,192,194,
196,320,330,370

**Northbound
Routes**

Service Gottingen: 60
Do Not Service Gottingen: 10
Total Buses: 70

**Northbound
Buses**

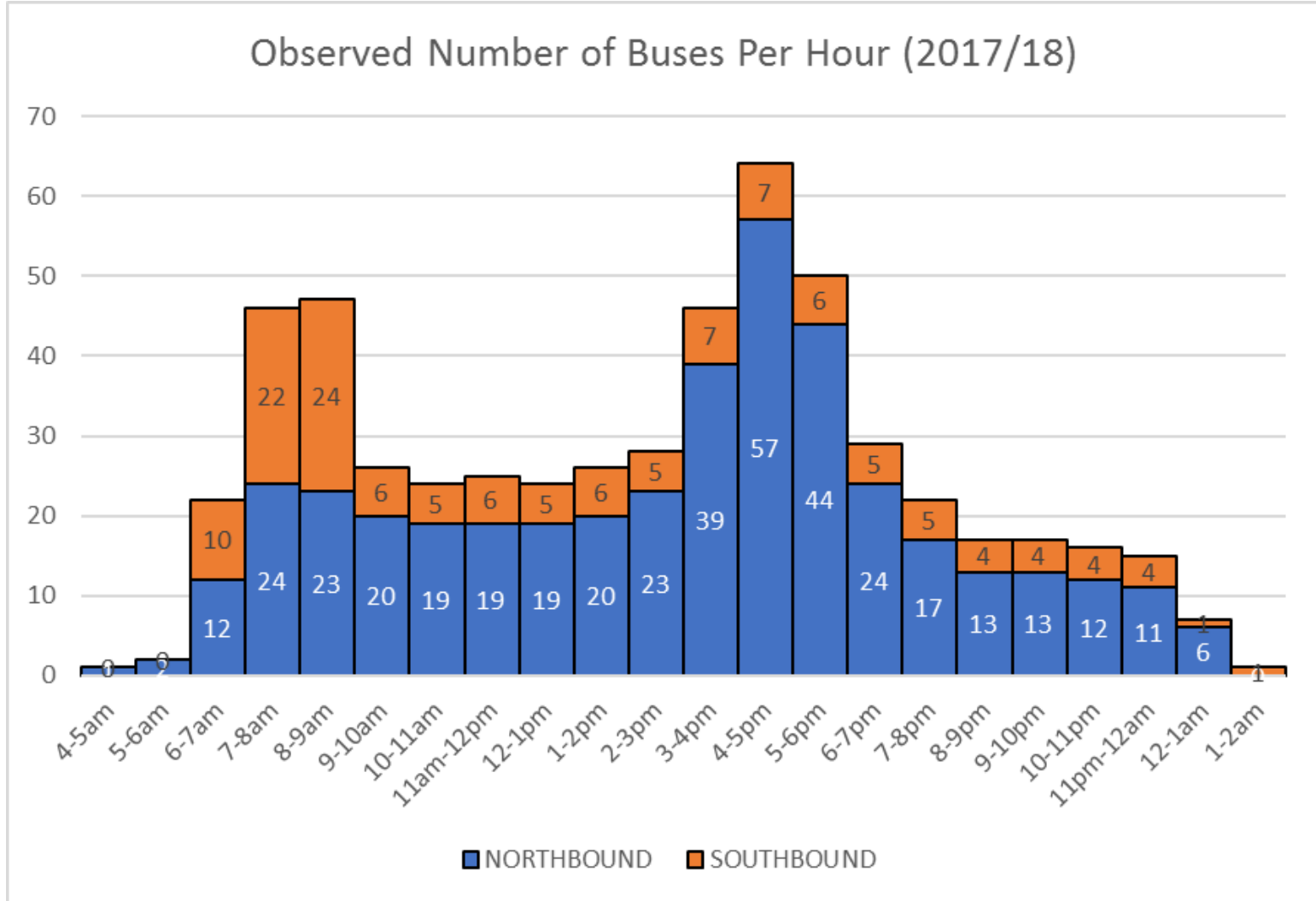
1,7,320,330,370

**Southbound
Routes**

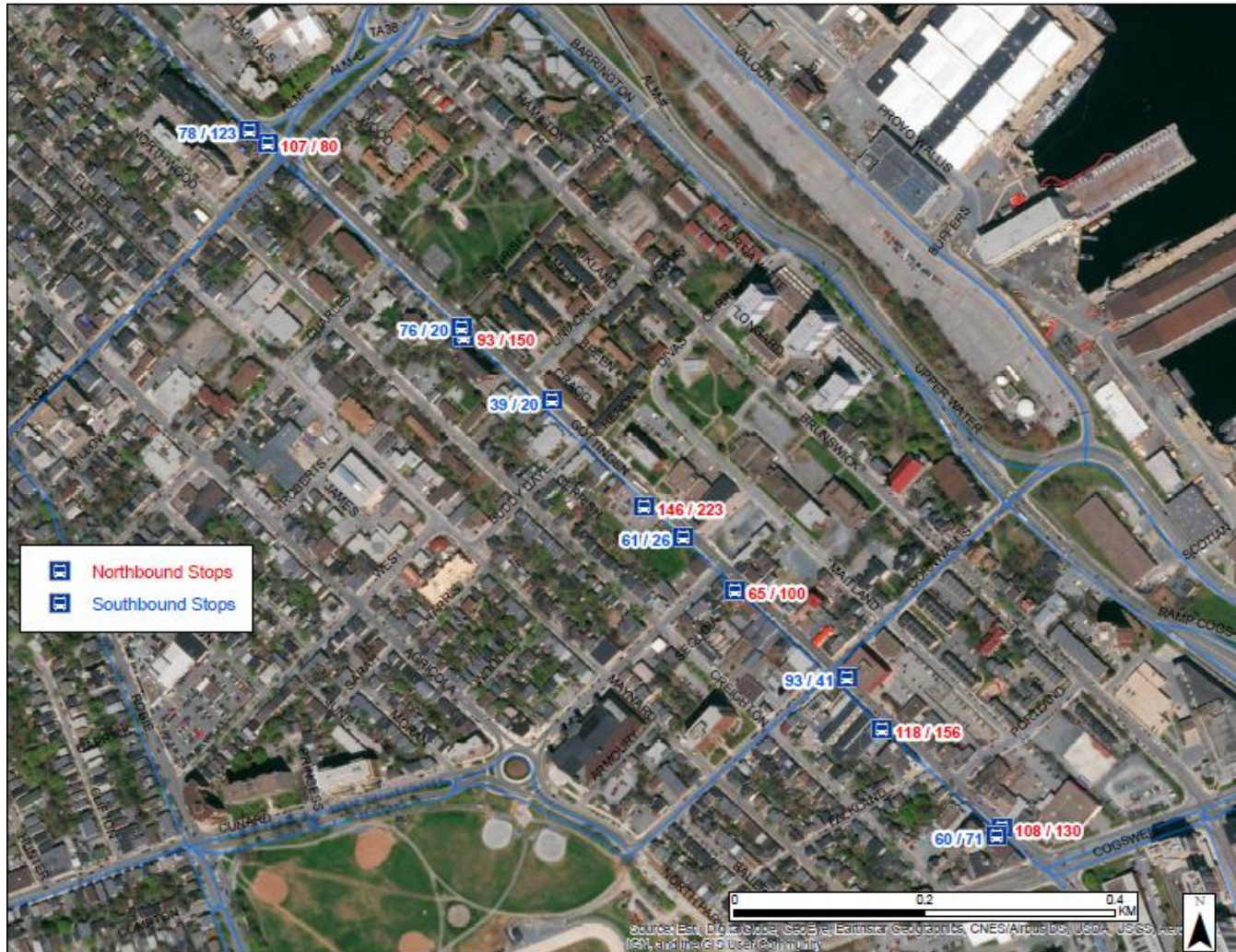
Service Gottingen: 10
Do Not Service Gottingen: 10
Total Buses: 20

**Southbound
Buses**

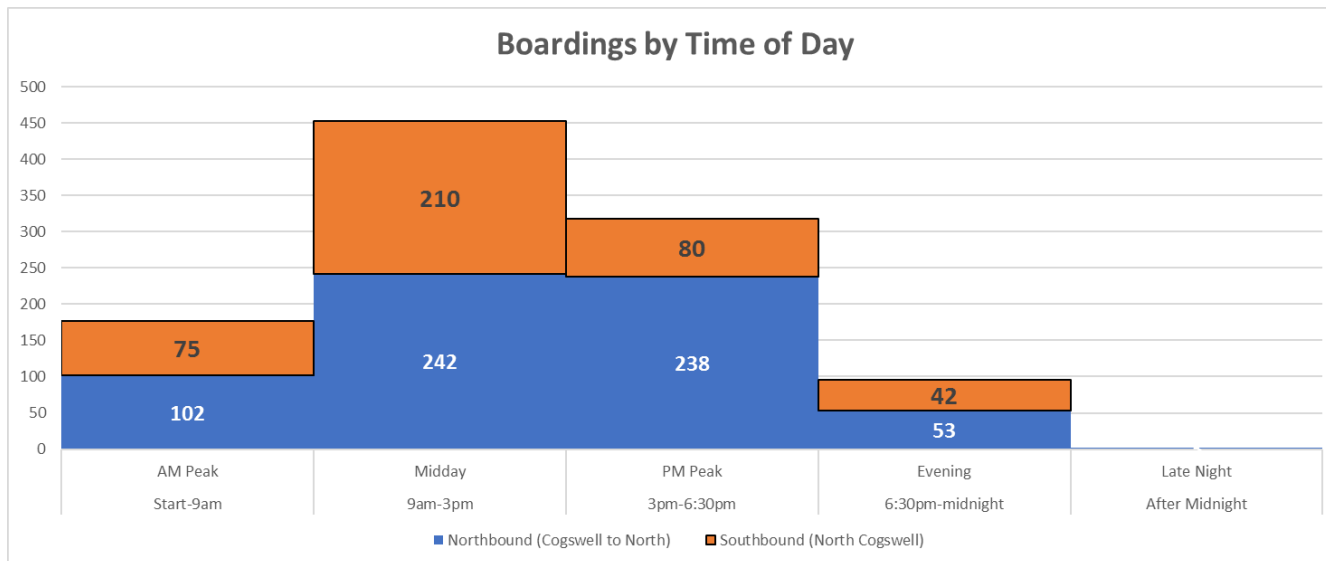
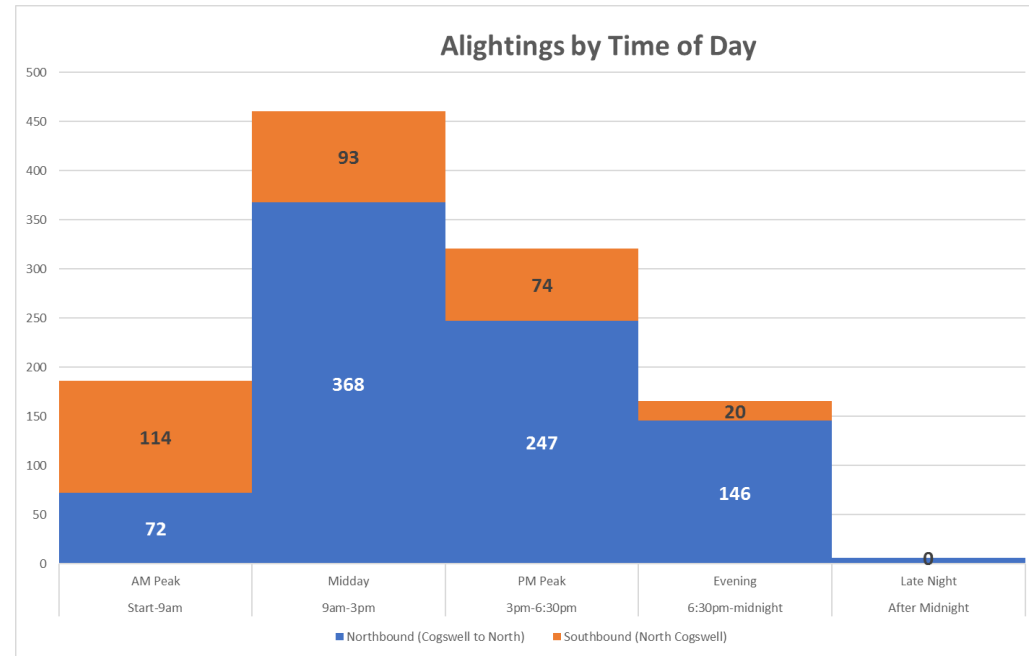
Buses Per Hour On Gottingen St.



Average Daily Boardings/Alighting By Stop

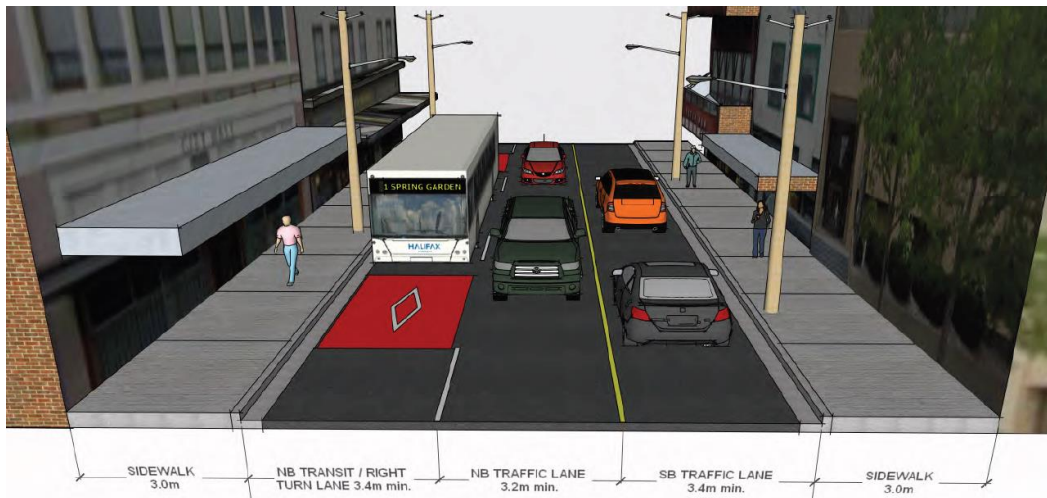
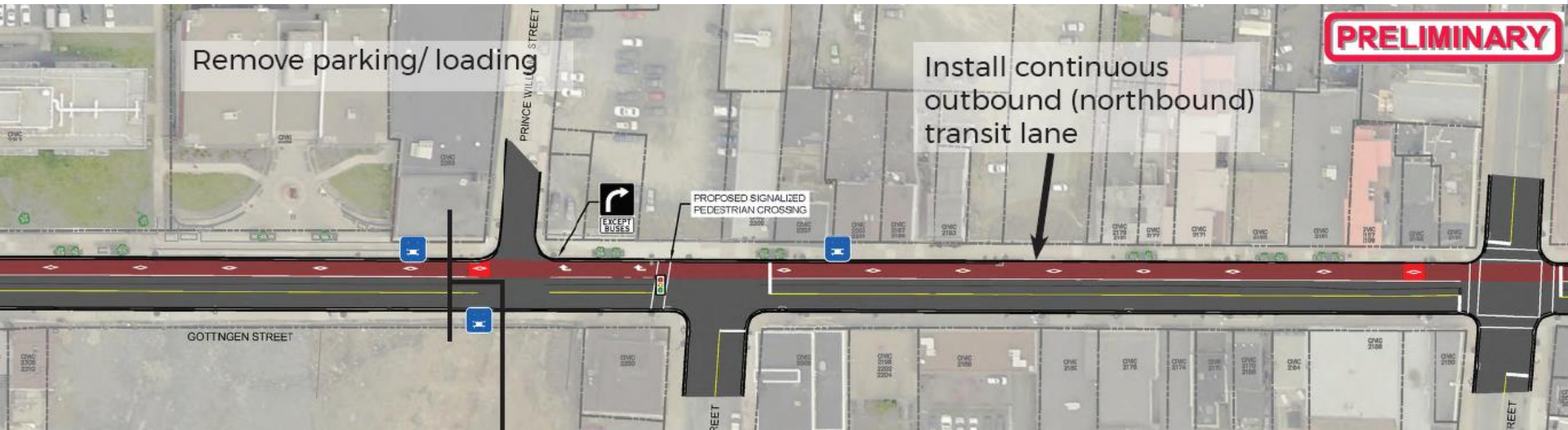


Boardings and Alightings on Gottingen Street By Time of Day



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Gottingen Street



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Gottingen Street: Key Impacts



Significant service improvements, particularly outbound direction.



Added signalized pedestrian crossings.



Loss of 51 on-street parking spaces and loading access on Gottingen Street.



No property acquisition required.



Potential for slight improvement (less interaction with parked vehicles).

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Public / Stakeholder Consultation

Key Stakeholder Engagement:

- North End Business Association
- CNIB, Halifax Cycling Coalition, Walk & Roll, It's More Than Buses, DalTrac

Public Open House

- Monday, October 2nd – George Dixon Centre

Online Engagement

- Shape Your City site

Survey Feedback

- 296 responses

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Public / Stakeholder Consultation

What we heard:

Survey feedback indicates public support for increased transit priority measures on Gottingen Street:

- Highest transit priority option (northbound transit only lane) was the most popular option.
- Majority of respondents accepting of potential trade-offs (parking / loading, traffic congestion, increased bus traffic, and implementation costs).

Business community concerns:

- Amount of buses on Gottingen St.
- Impact to businesses as a result of the full time north bound transit lane (loss of on-street parking / loading)
- Impact on public realm
- Potential to use Barrington St. bridge ramp for Dartmouth bound buses

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Transit Service

Definitions

Local Service	Routes where passengers may board/alight at any stop on corridor
Limited Stop	Routes that have limited stops, 3 locations on corridor
No Stop	Routes that do not stop along the Corridor, but travel through it

If the Barrington Street Bridge Ramp becomes accessible

- All routes not making any stops could potentially be removed from Gottingen St.
- In peak periods, limited stop express routes could be analysed for ridership demand and consideration could be given to removal on a route by route basis
- If Dartmouth express routes are able to use the bridge ramp there could be up to 12 fewer northbound trips per hour in the PM Peak on Gottingen St.

Based on service requirements, some express routes such as the Clayton Park express and Bedford express may remain.

If all no stop and all limited stop routes were removed, there would still be approximately 50 buses/hr on Gottingen Street.

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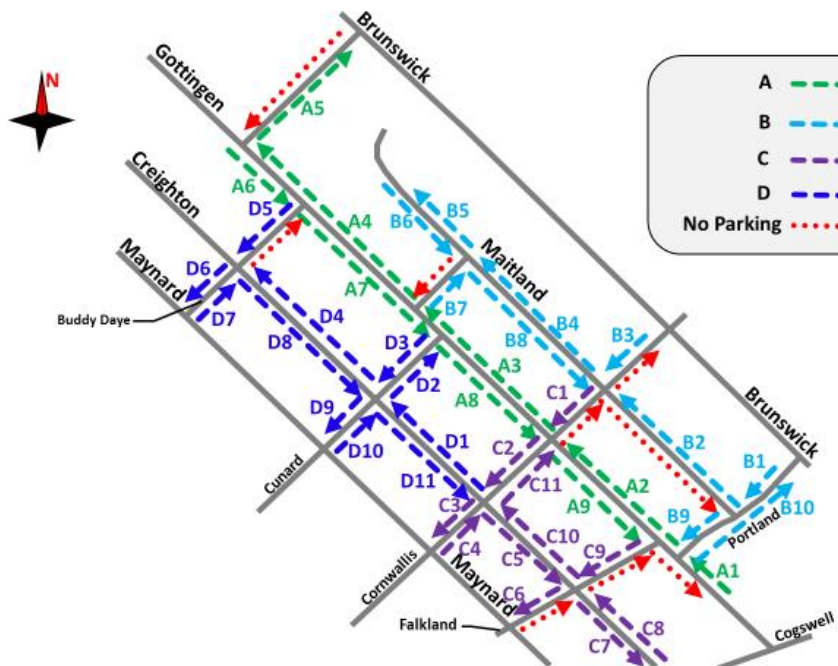
Local Transit Service on Gottingen Street

- Local service on Gottingen Street will change.
- Changes to local service wasn't a decision stemming from the Gottingen Street TPM project, but is as a result of the approved MFTP.
- Some local service is decreasing at peak hours on Gottingen Street as routes 59/61/68 are being replaced by the new corridor route 5, which will run every 15 minutes.
- In addition, the Moving Forward Together Plan sees the removal of the existing routes 21 and 41 from Gottingen Street, both of which currently provide local stops along this corridor at peak.
- Some local service in the peak period which was formerly provided by the local routes 59, 61, and 68 has been replaced by limited stop service (new 159, 161, and 168) at peak.
- The Corridor route 5 echoes the principle of building a simplified, transfer based network
- At peak, there are additional trips provided by express routes 159, 161, and 168 to complement the Corridor Route 5.
- At off peak period, MFTP would see almost a 40% increase in local service on Gottingen Street from 22 to 30 trips per hour, largely due to the introduction of the route 1 travelling southbound.

Parking / Loading Impacts

Parking loss mitigation plan includes:

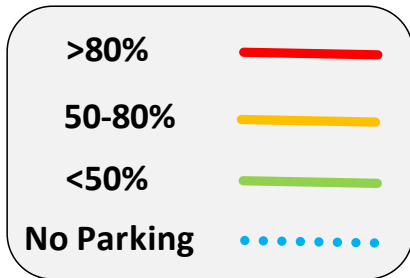
- Parking utilization study (% occupied, turnover rates)
 - Gottingen Street and nearby streets
- Review of opportunities to mitigate parking loss
 - Modify parking restrictions on side-streets
 - Improve awareness of parking opportunities



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Parking Utilization Study

On-Street Parking
Utilization
Thursday, February 8, 2018
(9AM – 4PM)

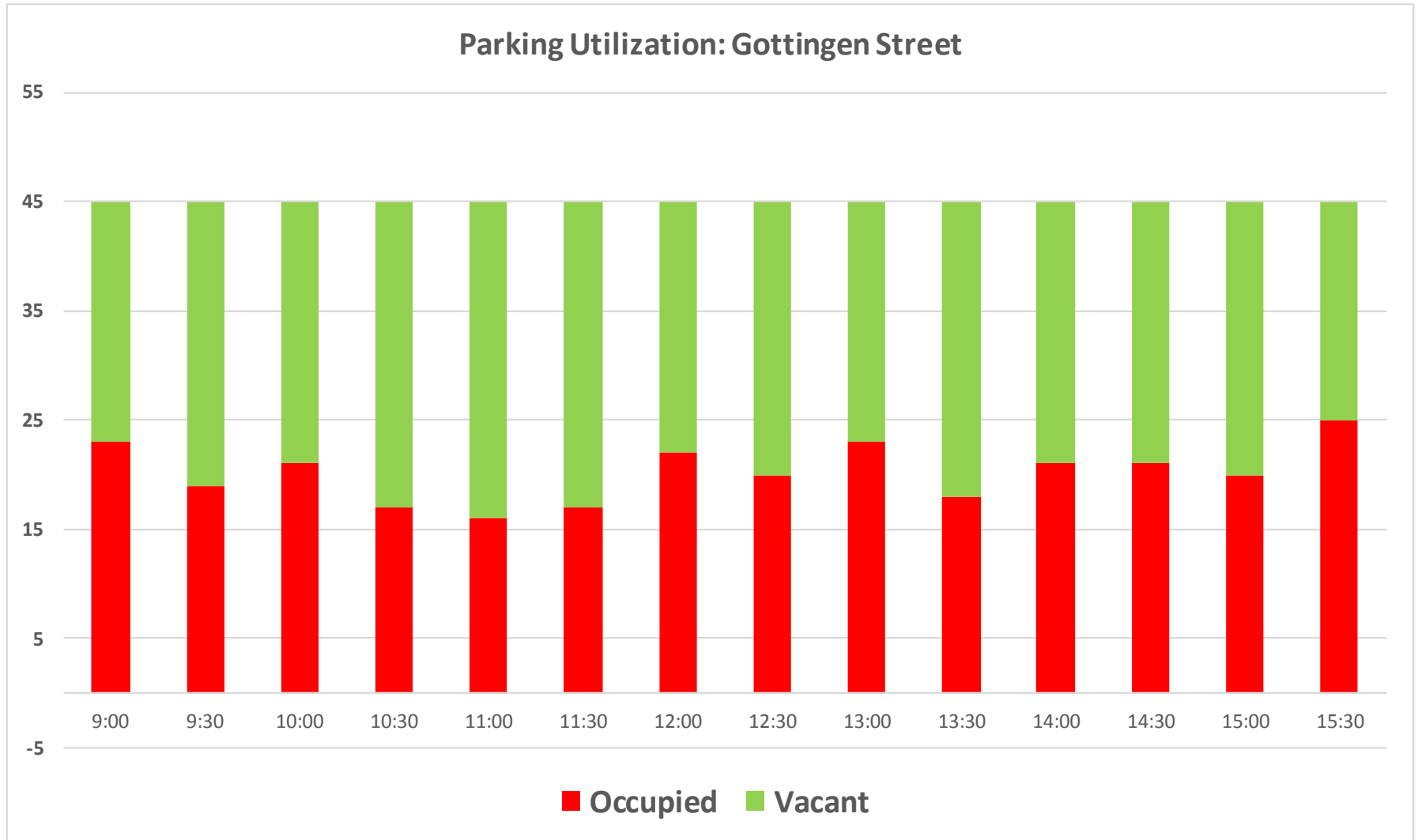


Buddy Daye



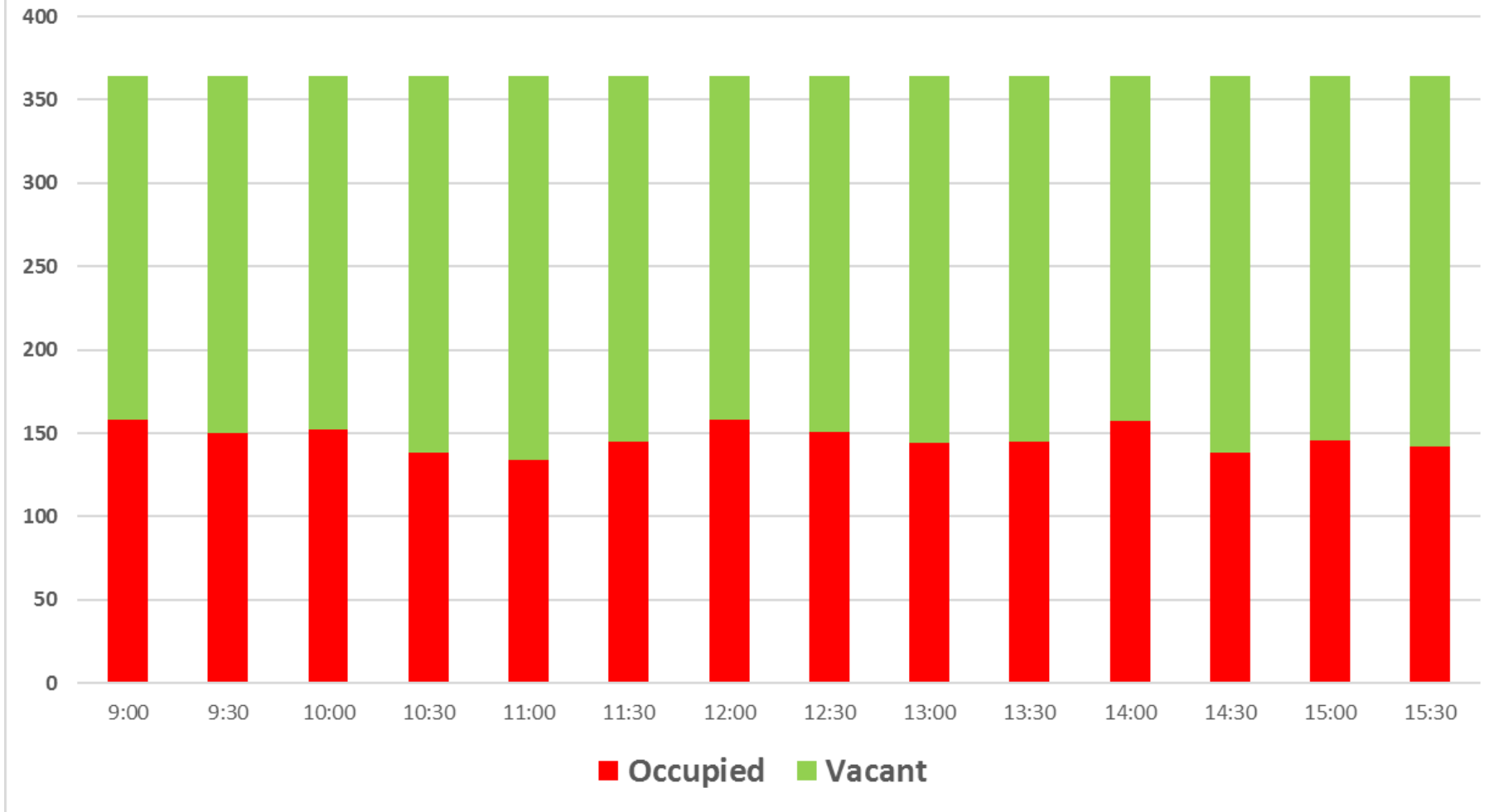
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Parking Utilization Study

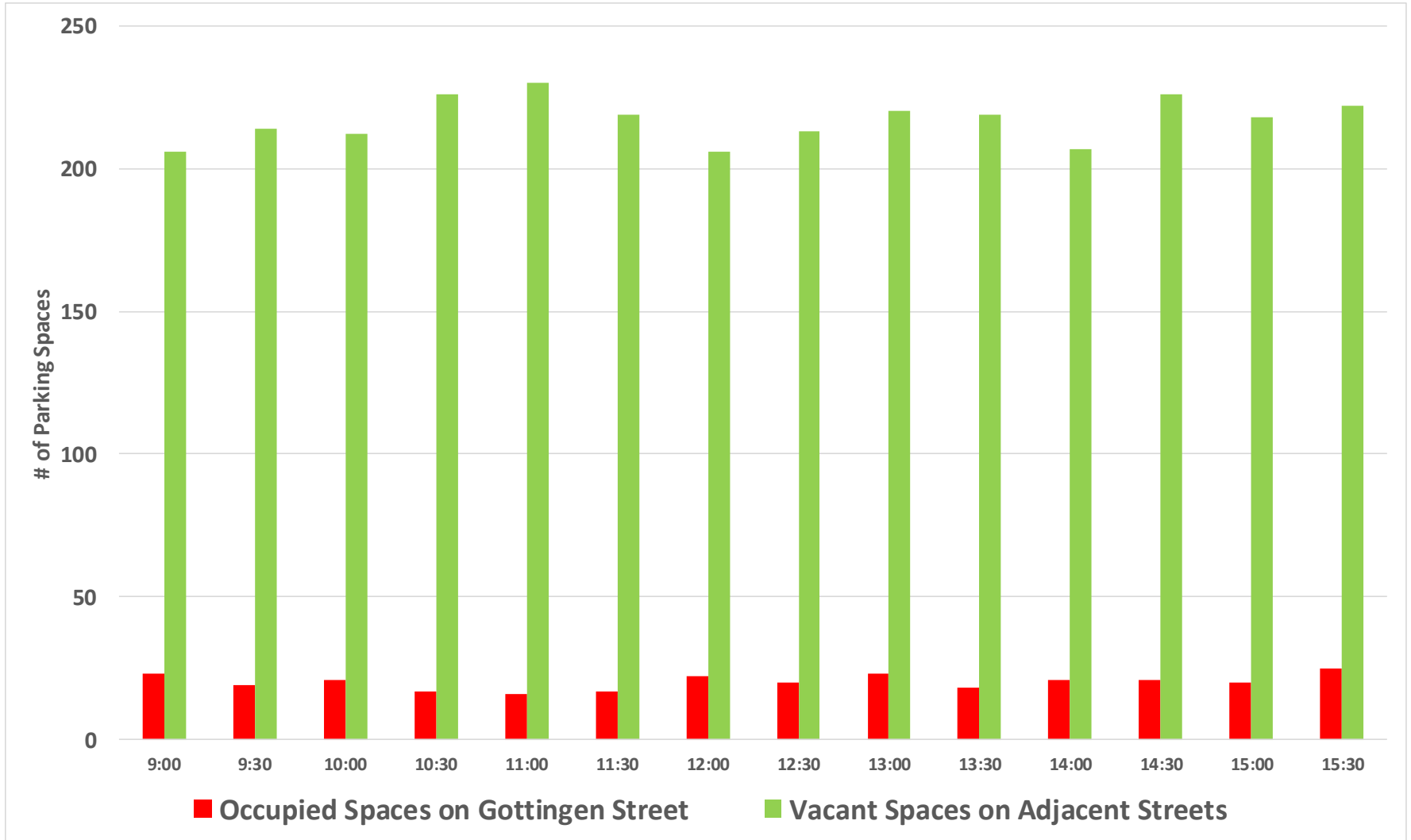


Parking Utilization Study

Parking Utilization: Adjacent Streets



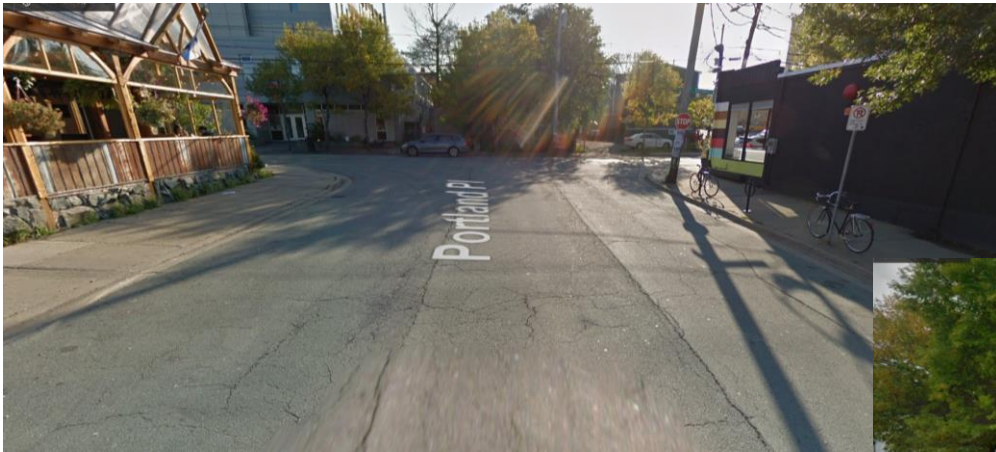
Parking Utilization Study



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Public Realm

- Gottingen Street is considered both a “Place” and a “Link”
- Implementation of the transit corridor will include consideration of opportunities for public realm improvements.



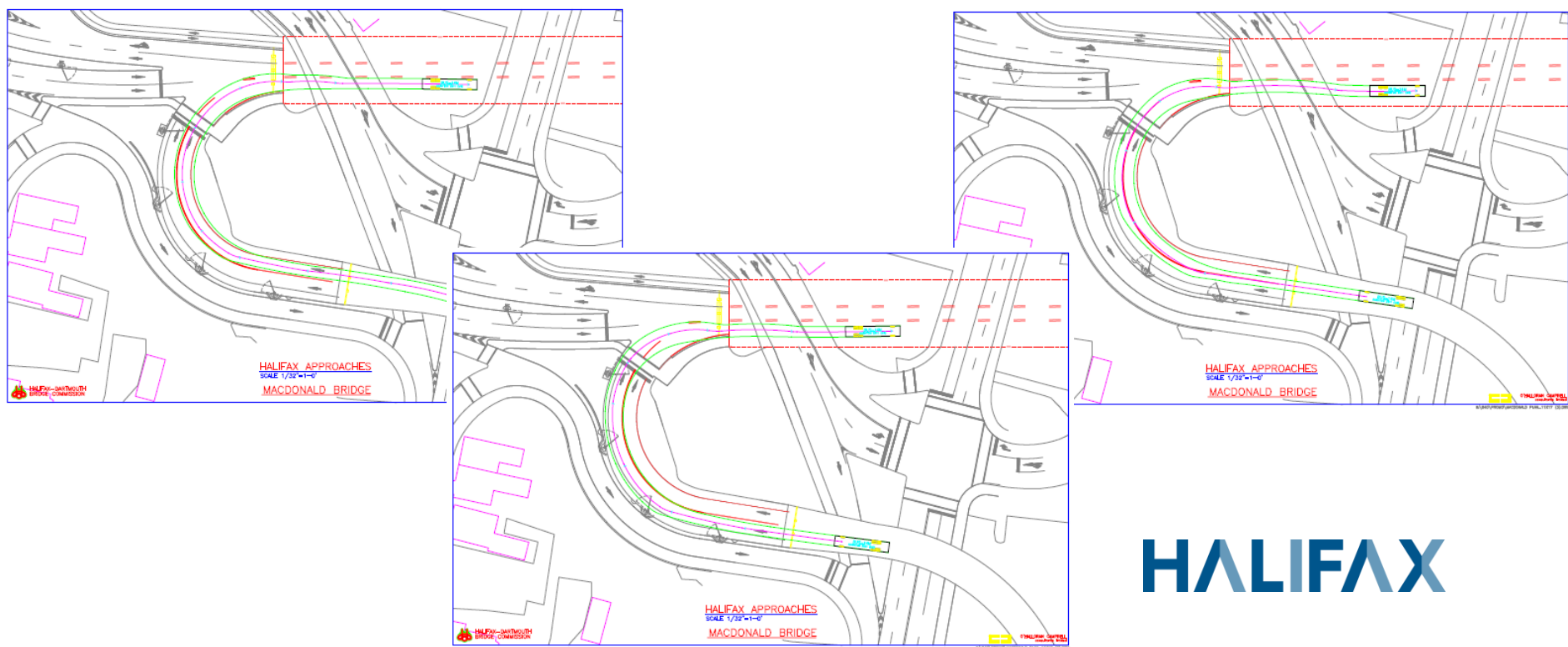
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Macdonald Bridge Access

Currently, all northbound buses access the Macdonald Bridge via Gottingen Street.

Bridge access for buses is constrained by geometry of the Barrington Street bridge ramp.

- Staff are continuing to work with Halifax Harbour Bridges to review options



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Next Steps – Gottingen Street

Next Steps:

- Completion of a Parking Loss Mitigation Plan and consultation with local stakeholders.
- Continued work with HHB on the Barrington Street bridge ramp
- Refinement of the corridor configuration and development of a detailed design recommendation including public and stakeholder engagement.
- Return to Council with a detailed design recommendation prior to tendering the project.

If direction is provided to tender the project, construction costs can be accommodated within the 2018/19 budget.

Task	2018							
	J	F	M	A	M	J	J	A
1. Detailed Design ^{a b}		█						
2. Construction Tendering					█			
3. Award of Construction Tender ^c							█	
4. Construction								█

Recommendations

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

Proceed with detailed design of a dedicated northbound bus lane on the Gottingen Street corridor, including a Parking Loss Mitigation Plan which includes engagement with the public and stakeholders, and return to Council with a recommendation prior to tendering the project.