

# Potential Relocation of Routes from Gottingen St. and Macdonald Bridge Ramp Access

Transportation Standing Committee

January 24, 2019

# Report Origin & Background

At the March 6, 2018 meeting of Regional Council, the following motion was put and passed:

That Halifax Regional Council proceed with detailed design of a continuous northbound bus lane on the Gottingen Street corridor at peak (7am-9am and 3pm-6pm, Monday to Friday), with a provision for intermittent northbound transit priority measures off peak, that will include allowing short duration time regulated (15-90 minute) parking and loading where appropriate, and to return to the Transportation Standing Committee with:

1. A Parking Loss Mitigation Plan which includes engagement with the public and stakeholders, returning with a recommendation prior to tendering the project;
2. A supplementary report regarding the potential for moving northbound express buses (as planned) to a different route and moving Dartmouth bound express buses to Barrington Street via the Bridge ramp.
3. A plan to measure and evaluate the impact of the project and recommend changes, if any, within one year of implementation.

# Transit Utilization: Gottingen St. and Barrington St.

- Gottingen St. has observed high ridership and high demand
  - Approximately 40% higher than Barrington St. from Cogswell to North
- Transit supportive land use, diverse amenities, walkability, and availability of transit service are factors

**Table 1: Average Daily Boardings - Gottingen Street and Barrington Street**

Corridor	Average Daily Boardings (October 2017 - October 2018)
Gottingen Street (Cogswell Street to North Street)	964
Barrington Street (Cogswell Street to North Street)	665

# Potential Relocation: Dartmouth Bound Routes

Should Macdonald Bridge Ramp be modified to make it usable by buses, the following routes could be considered for relocation:

- 320 Airport/Fall River
- 370 Porters Lake
- 158 Woodlawn Express
- 159 Colby Express
- 161 North Preston Express
- 165 Caldwell Express
- 168 Cherrybrook/Auburn Express
- 10 Dalhousie

# Potential Relocation: Dartmouth Bound Routes

## Considerations for Routing Dartmouth Routes to Barrington St.:

- Geometry
- Directness & Reliability.
- Cogswell
- Moving Forward Principles.

## Considerations for Routing Dartmouth Routes to Brunswick St.:

- Geometry
- Land use

# Providing Transit Bridge Ramp Access

- Determine what changes required to permit safe maneuver from Macdonald Bridge Ramp to the curb lane of the Macdonald Bridge.
- CBCCL contracted in July to review & confirm findings, complete analysis, and recommend appropriate intervention
- Four Options considered:
  1. Left Lane on Ramp for Transit Only
  2. Widening at Intersection to Allow Right Turn
  3. Left Lane Transit Lay-by
  4. Right Lane Transit Lay-by

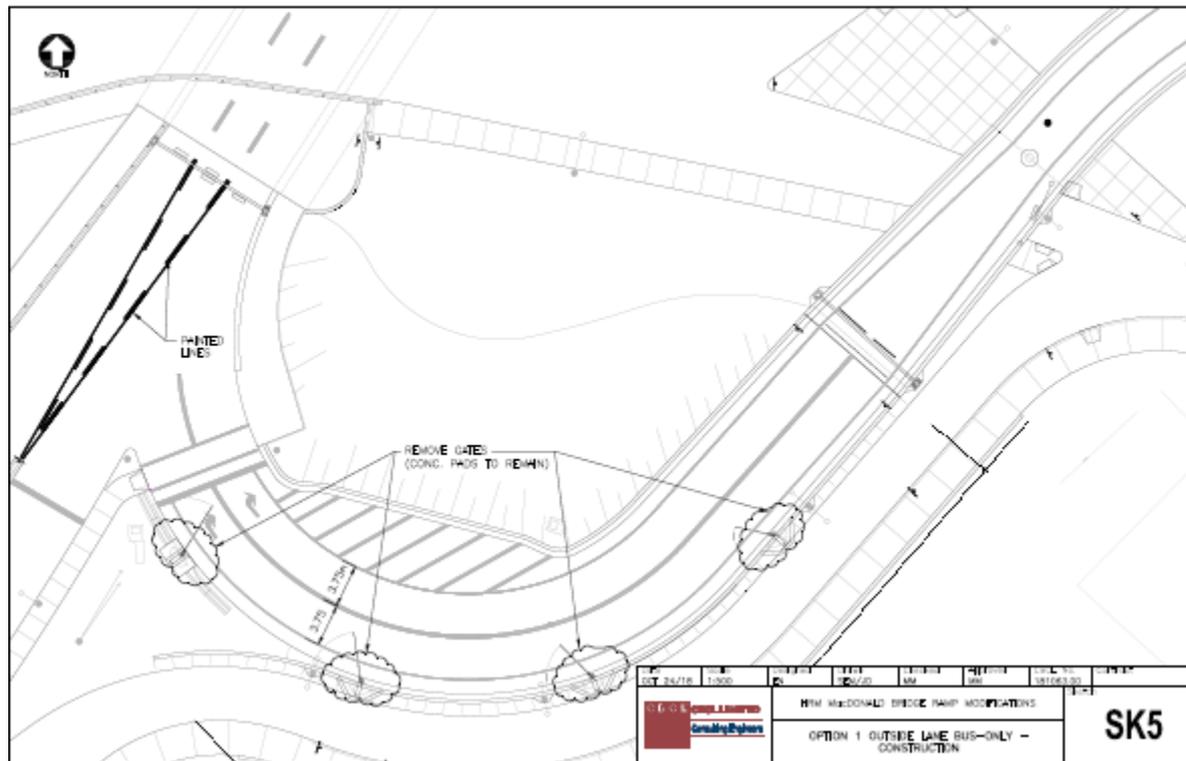
# Providing Transit Bridge Ramp Access

## Option 1: Left Lane on Ramp for Transit Only

- Existing left lane on the bridge ramp would be bus only
- Buses and cars will not be able to make turns safely at the same time, transit signal required
- Lowest cost estimate but significant traffic impact

# Providing Transit Bridge Ramp Access

## Option 1: Left Lane on Ramp for Transit Only



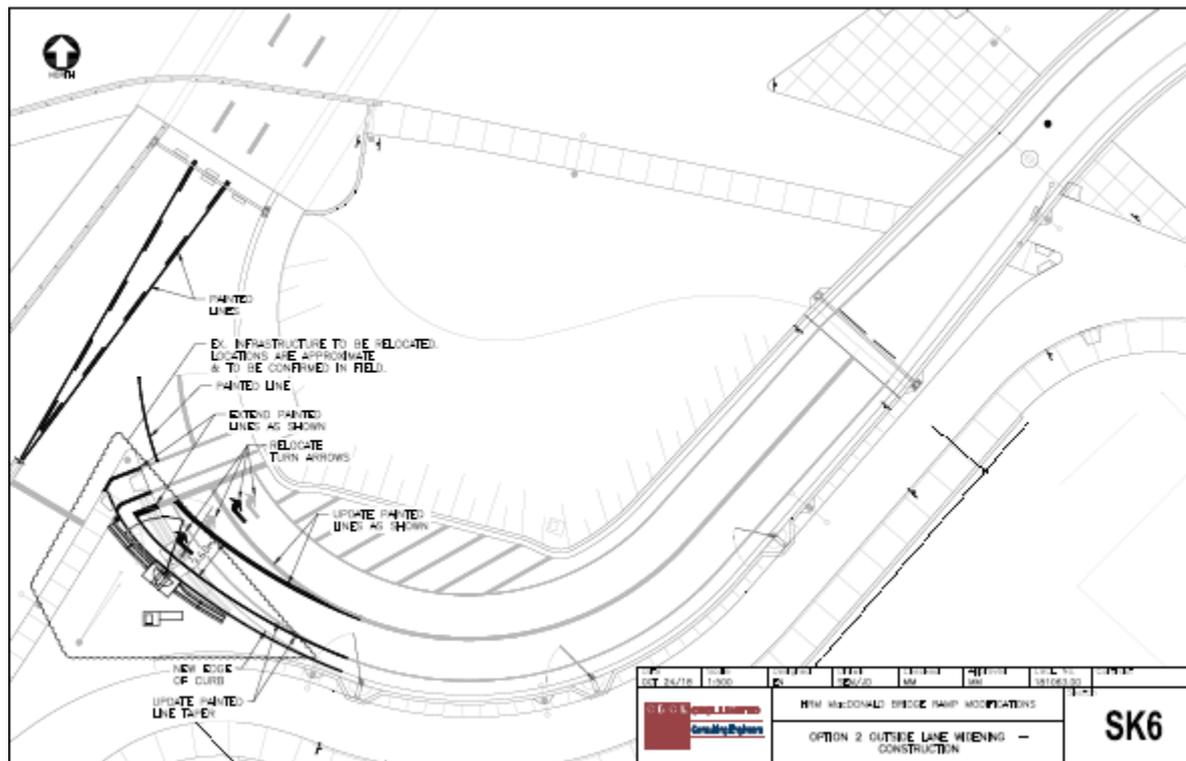
# Providing Transit Bridge Ramp Access

## Option 2: Widening at Intersection to Allow Right Turn

- Existing two lane cross section on the ramp would be widened.
- Only option that allows buses and cars to turn at the same time.
- Widening lanes would see longer pedestrian crossing (3m), likely reducing pedestrian island size
- High cost, no impact to general traffic, and disadvantage to pedestrians compared to existing layout.

# Providing Transit Bridge Ramp Access

## Option 2: Widening at Intersection to Allow Right Turn



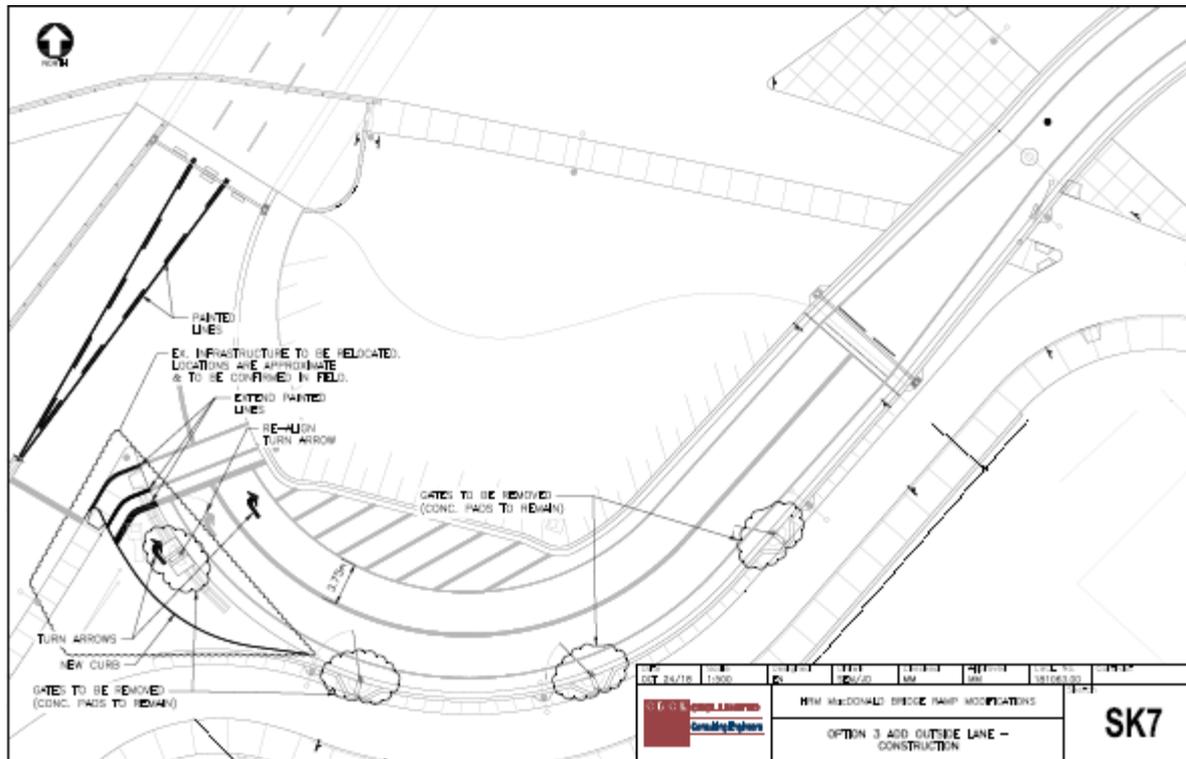
# Providing Transit Bridge Ramp Access

## Option 3: Left Lane Transit Lay-by

- Left ramp lane would be widened to accommodate a transit layby lane.
- Buses would pull into this lane, and wait for the end of the green for transit only signal.
- High cost, likely moderate traffic impact, prioritizes traffic above transit.

# Providing Transit Bridge Ramp Access

## Option 3: Left Lane Transit Lay-by



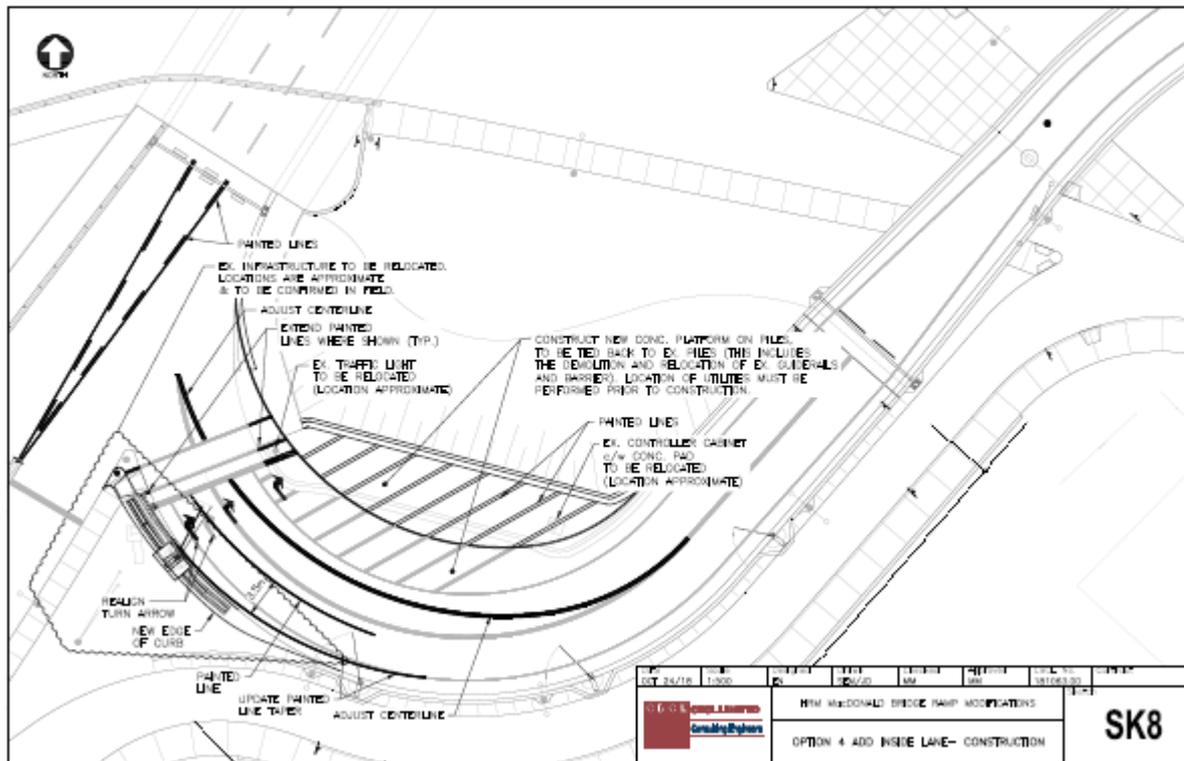
# Providing Transit Bridge Ramp Access

## Option 4: Right Lane Transit Lay-by

- Lay by would be added to the right side of the bridge ramp, where HHB staff pull over is now.
- Similar to option 3, transit vehicles removed from queue near signals, wait for transit only signal after green cycle.
- Highest cost, likely moderate traffic impact, prioritizes traffic above transit.

# Providing Transit Bridge Ramp Access

## Option 4: Right Lane Transit Lay-by



# Providing Transit Bridge Ramp Access

Option	Estimated Construction Costs
Option 1: Left Lane on Ramp for Transit Only	\$63,000
Option 2: Widening at Intersection to Allow Right Turn	\$251,000
Option 3: Left Lane Transit Lay-by	\$221,000
Option 4: Right Lane Transit Lay-by	\$685,000

# Potential Relocation: Halifax Bound Routes

- A number of routes could be considered for relocation, including Limited stop and Express Routes
- Considerations for Routing Halifax Routes to Barrington St. include
  - Directness & Reliability
  - New TPM Corridors

# Conclusions

- No route modifications recommended at this time, although a number of routes could be considered for rerouting in future.
- Once Cogswell Redevelopment is complete, if Barrington St. to the bridge becomes a faster and more reliable routing than Gottingen St., then design work could be planned and budgeted for future year to modify the ramp.
- All routing changes would be described in Annual Service Plans, outlined in Quarterly Reports, and approved by Regional Council through the budget process.