

# HALIFAX

## Transit Priority Corridors: Robie Street / Young Street

Transportation Standing Committee

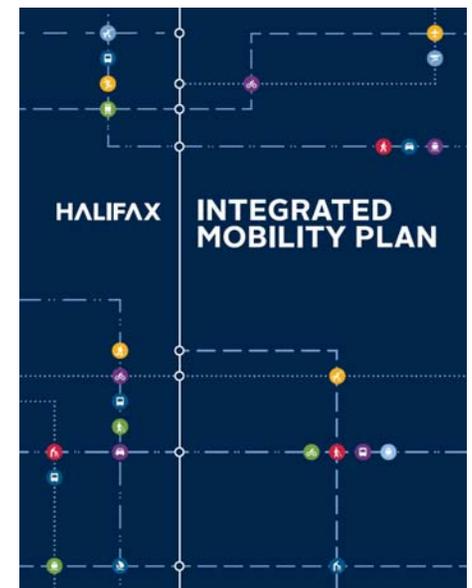
June-20-19



# Project Rationale

**February 2017:** Regional Council directed staff to enter a contribution agreement with the federal government under the Public Transit Infrastructure Fund (PTIF) to study and design 'Transit Priority Corridors'.

**December 2017:** The *Integrated Mobility Plan* was unanimously approved by Regional Council. Staff were directed to prioritize delivery of transit priority corridors on Robie Street and Young Street.

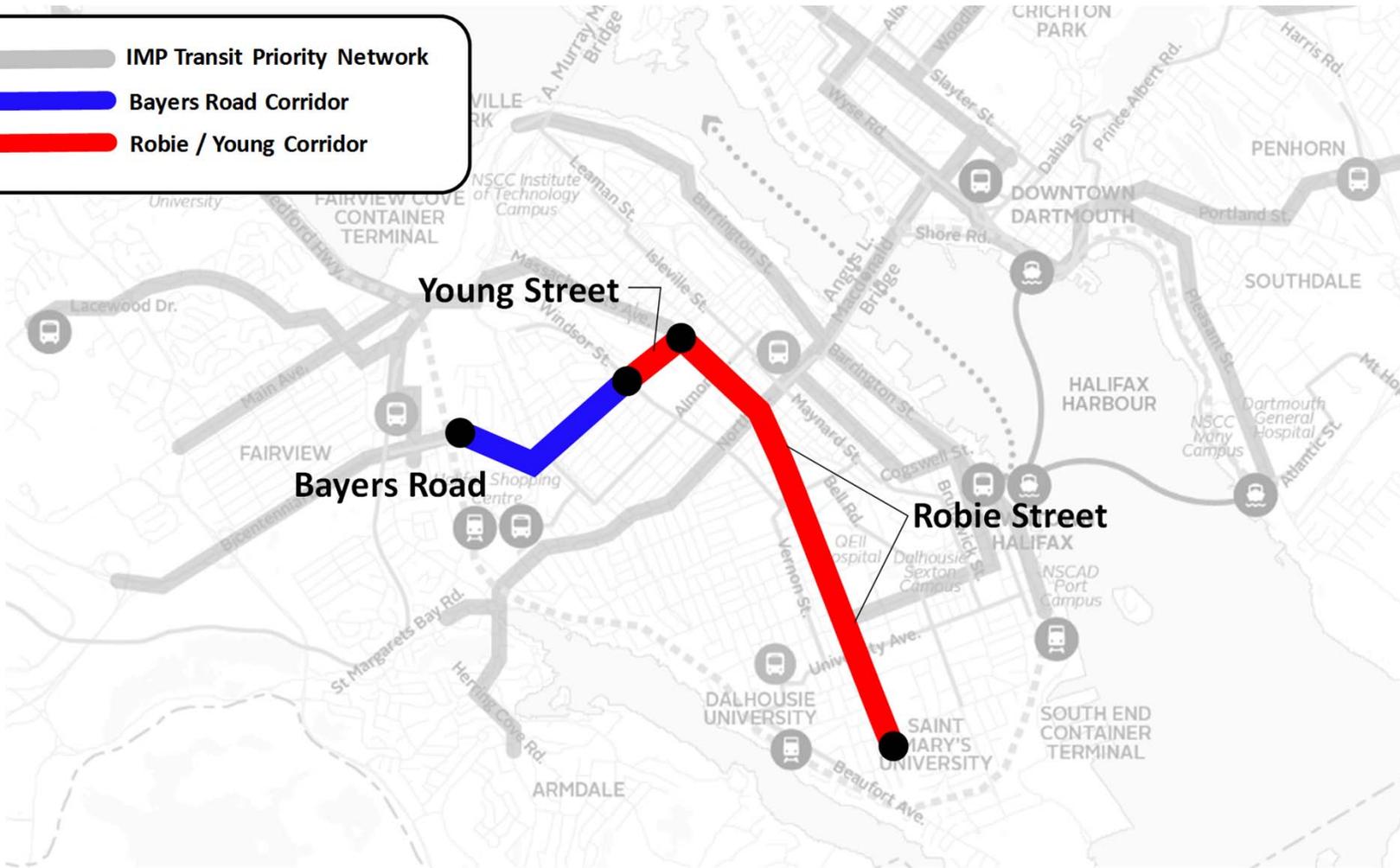


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# IMP Transit Priority Corridors

- IMP Transit Priority Network
- Bayers Road Corridor
- Robie / Young Corridor



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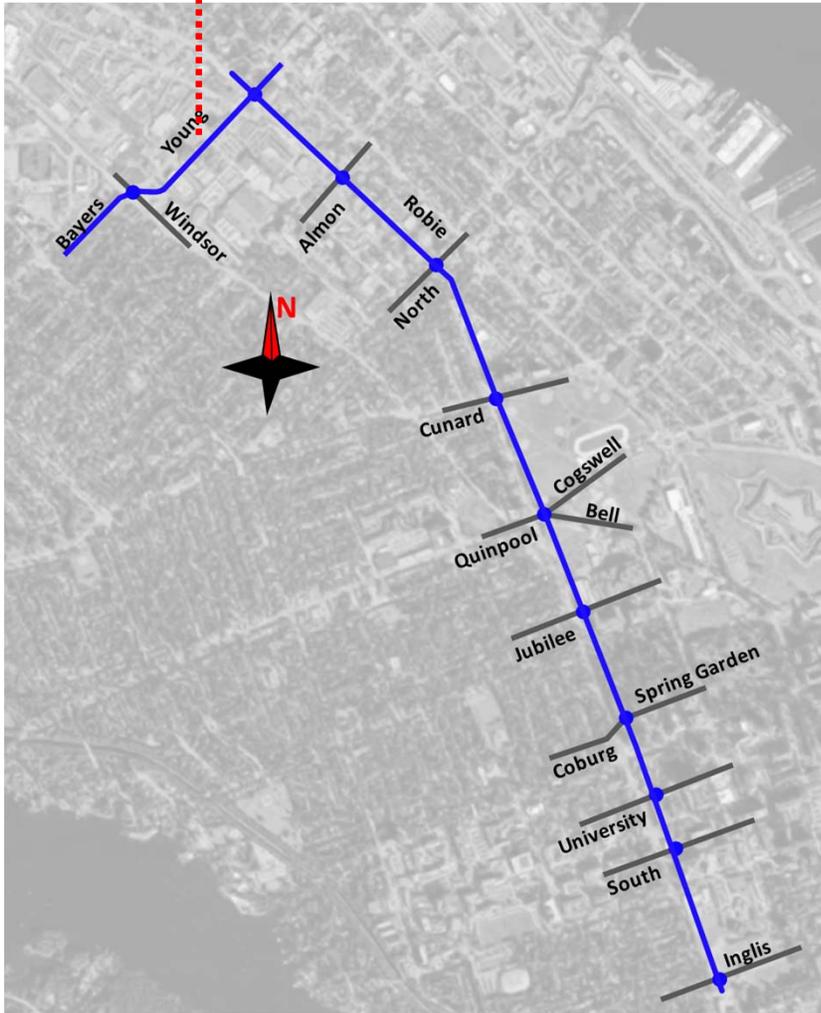


# Why Robie / Young Street as a Transit Priority Corridor?

- Peak period congestion significantly impacts bus operation
- High level of transit service with potential for increased service
- Direct connection to planned Bayers Road Transit Priority Corridor.
- Key central corridor on the peninsula with significant potential for increased population density

# Young Street

## Existing Conditions

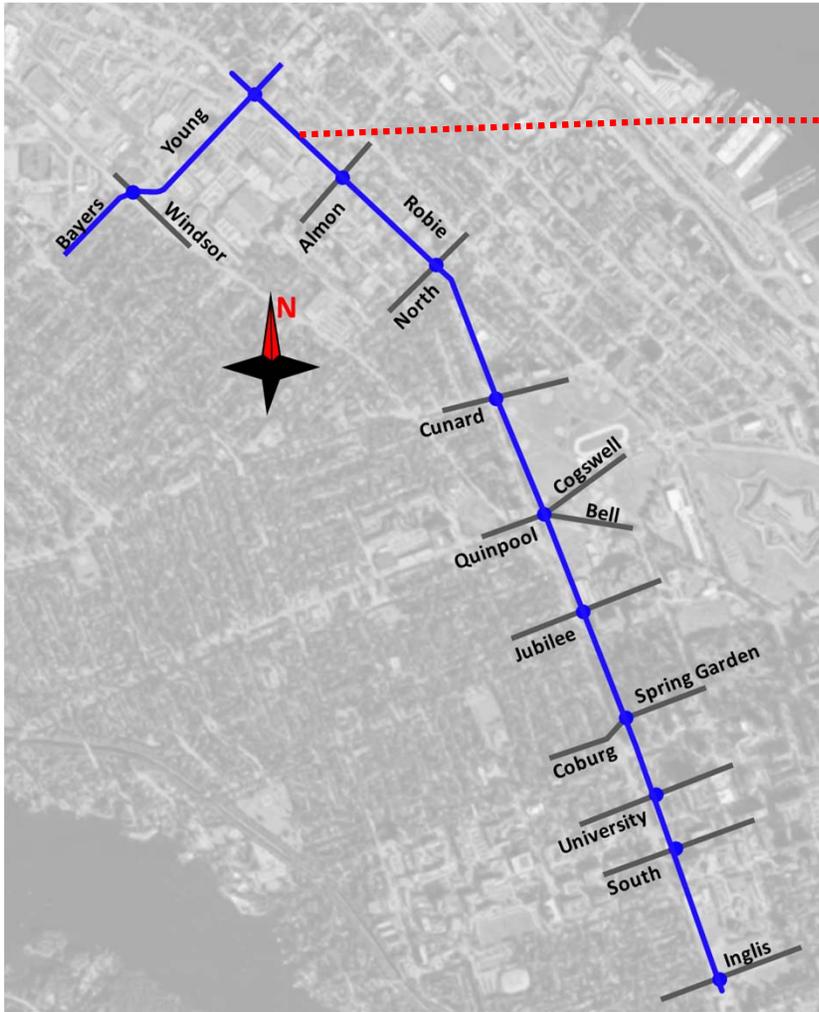


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# Robie Street

## Existing Conditions

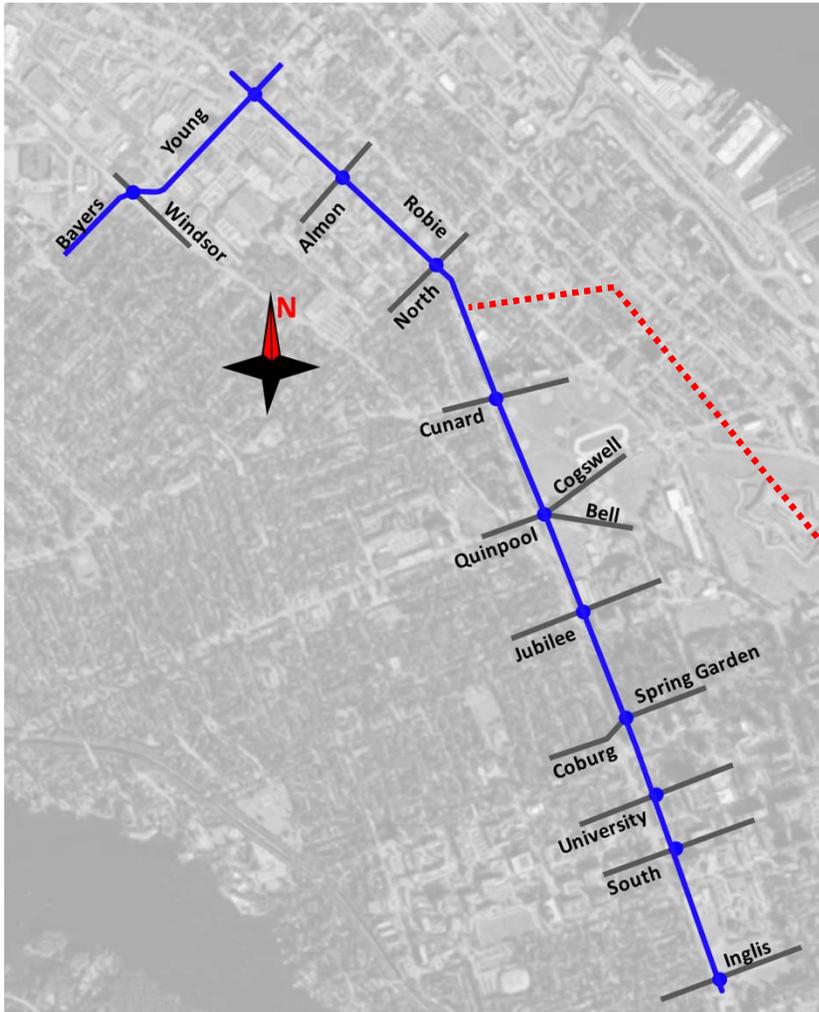


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# Robie Street

## Existing Conditions

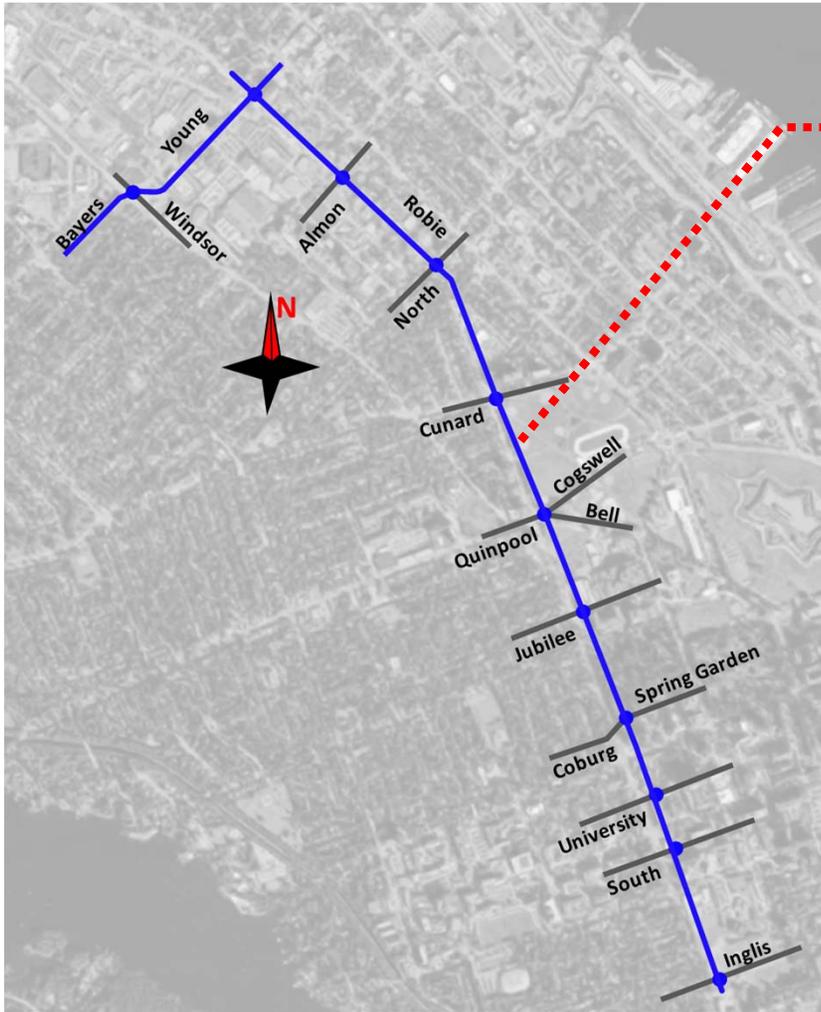


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# Robie Street

## Existing Conditions

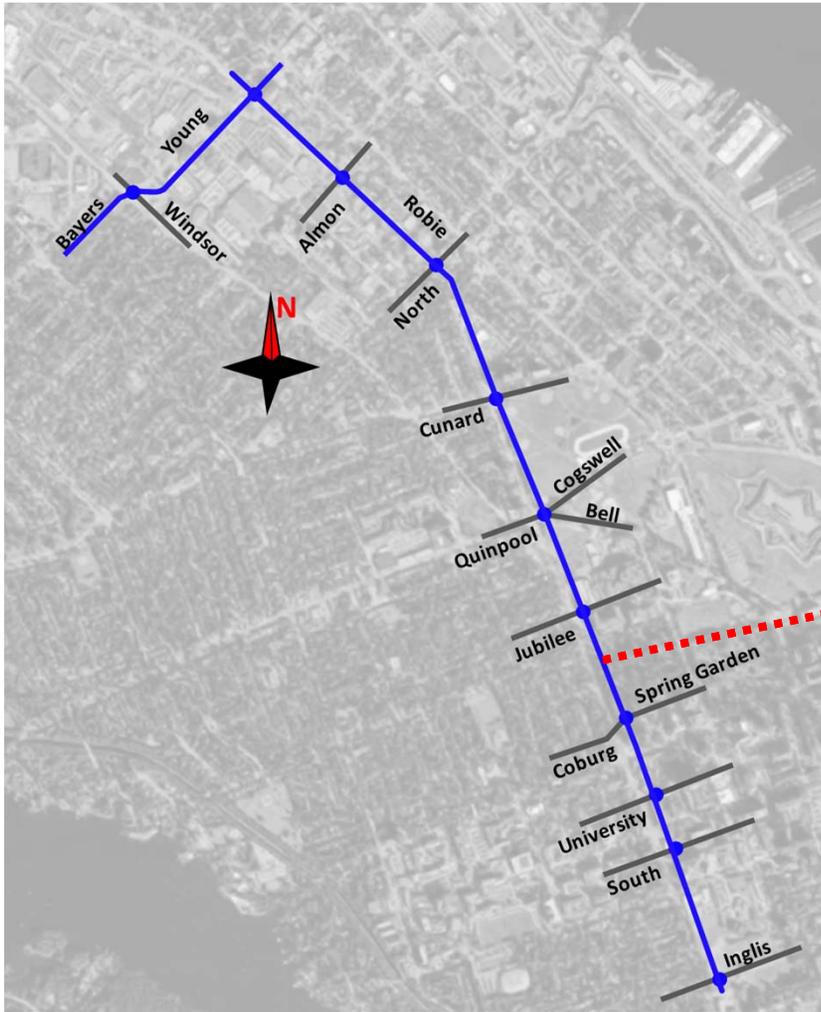


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# Robie Street

## Existing Conditions



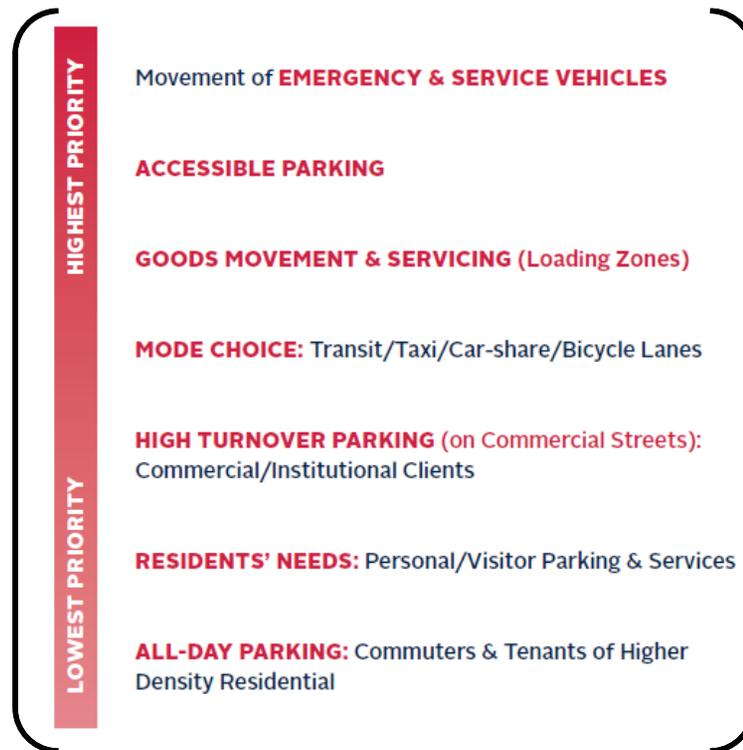
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# Key Trade-offs

- Adding transit priority to existing streets typically requires that trade-offs be made:
  - Reallocation of existing street space (i.e. parking, traffic lanes)
  - Right-of-way expansion (street widening, property impacts)

## IMP Curbside Priority Chart

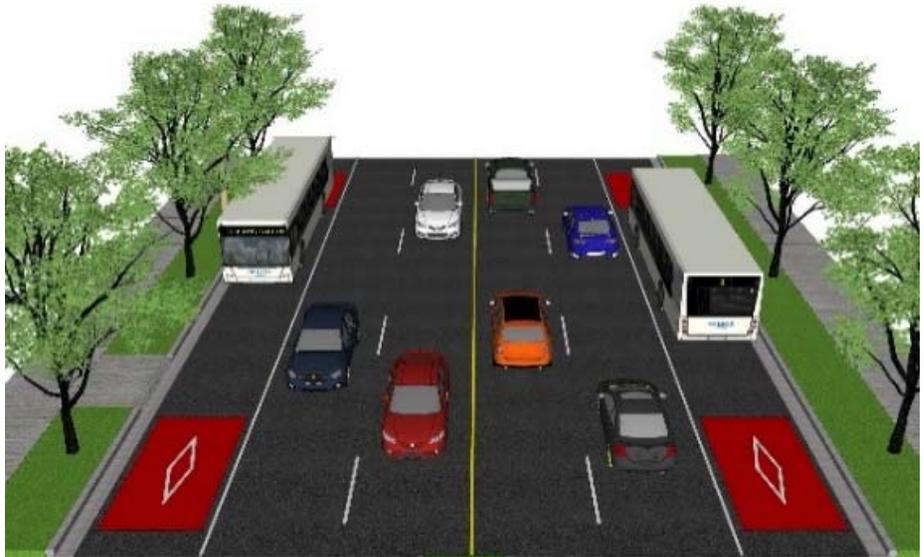


**IMP ACTION 131:** *Where mode share can be impacted, consider the curbside priority for key transit and active transportation corridors*

# Functional Design Options

## Curbside Bus Lanes

- Mid-block: Dedicated space for buses
- Intersections: Right Turn Only (except buses)
- Consistent with current and planned transit infrastructure
- Requires widening and/or reallocation of street space
- Can be completed in phases



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# Functional Design Options

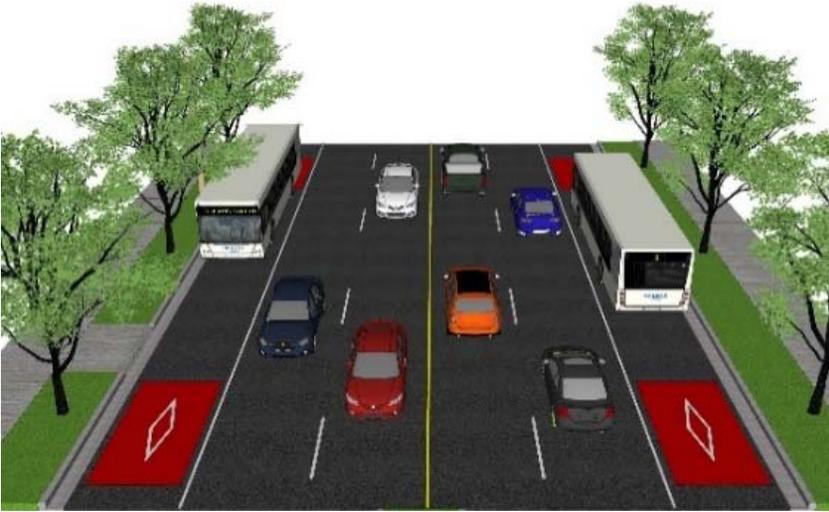
## Centre Median Bus Lanes

- Mid-block: Dedicated space for buses
- Intersections: Limited conflicts, but left turn restrictions required
- Passengers board / alight from curbed islands
- Requires significant widening and reallocation of street space
- More difficult to complete in phases
- Strategic long-term potential: higher order transit



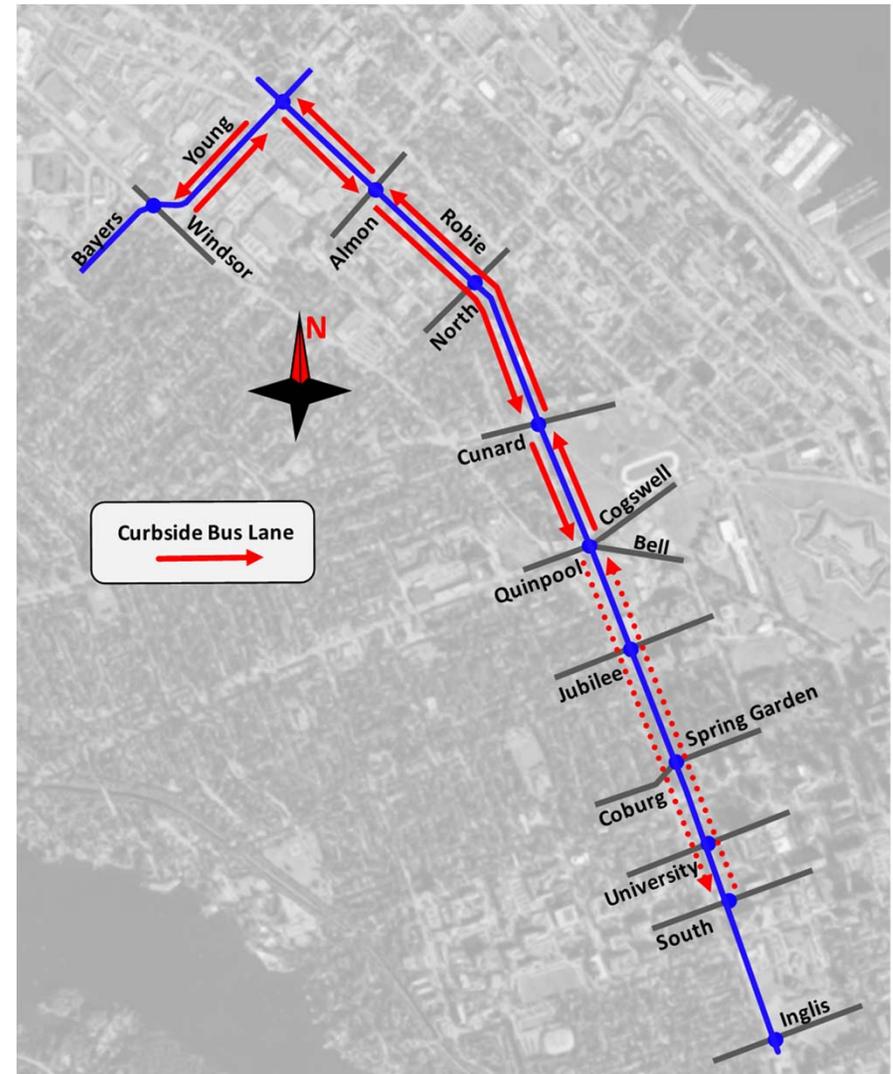
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# Preferred Option: Curbside Bus Lanes



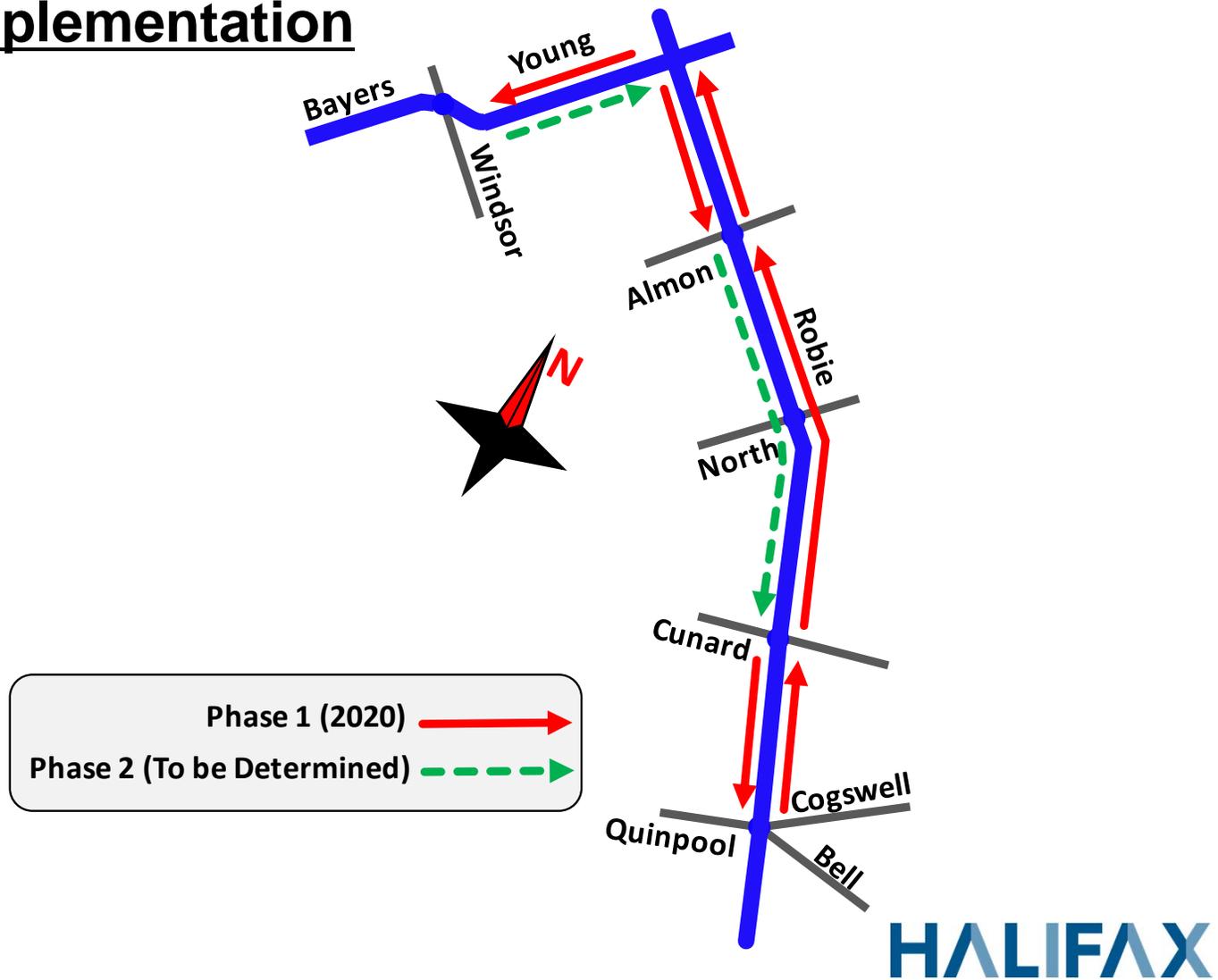
## Key Challenges:

- Property constraints
- Impacts to trees / medians
- Construction costs
- Traffic impacts
- Parking / loading impacts



# Recommended Approach

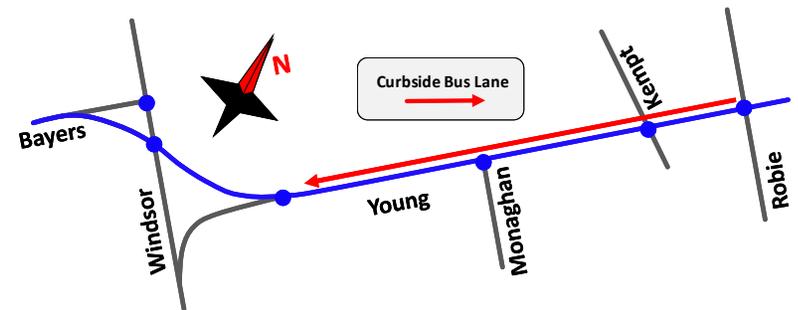
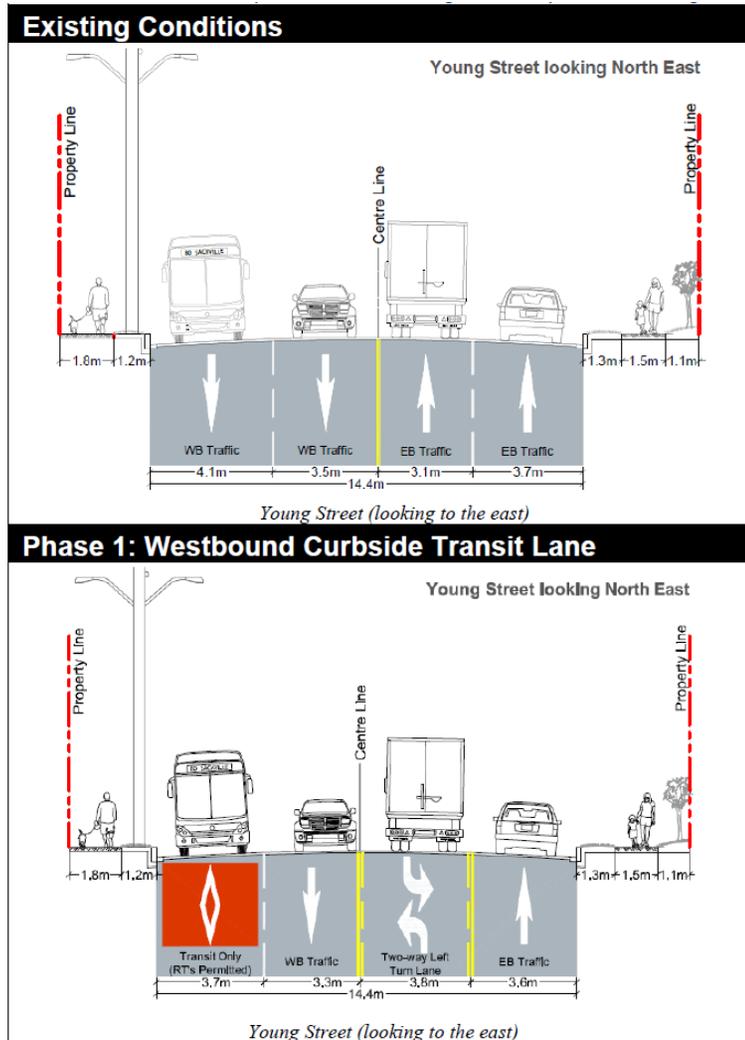
## Phased Implementation



# Recommended Approach

## Young Street: Kempt Road to Windsor Street

### Phase 1



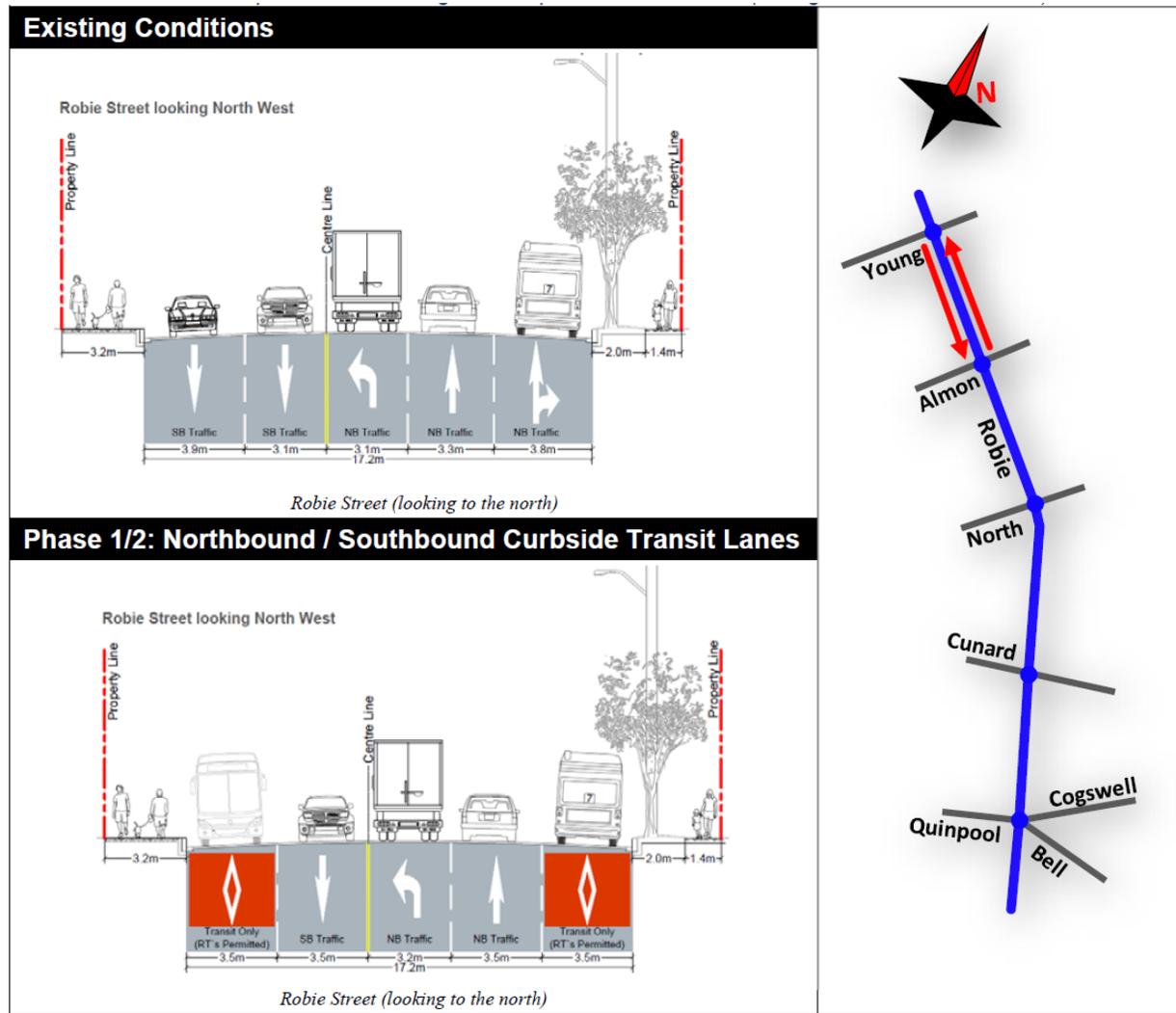
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# Recommended Approach

## Robie Street: Young Street to Almon Street

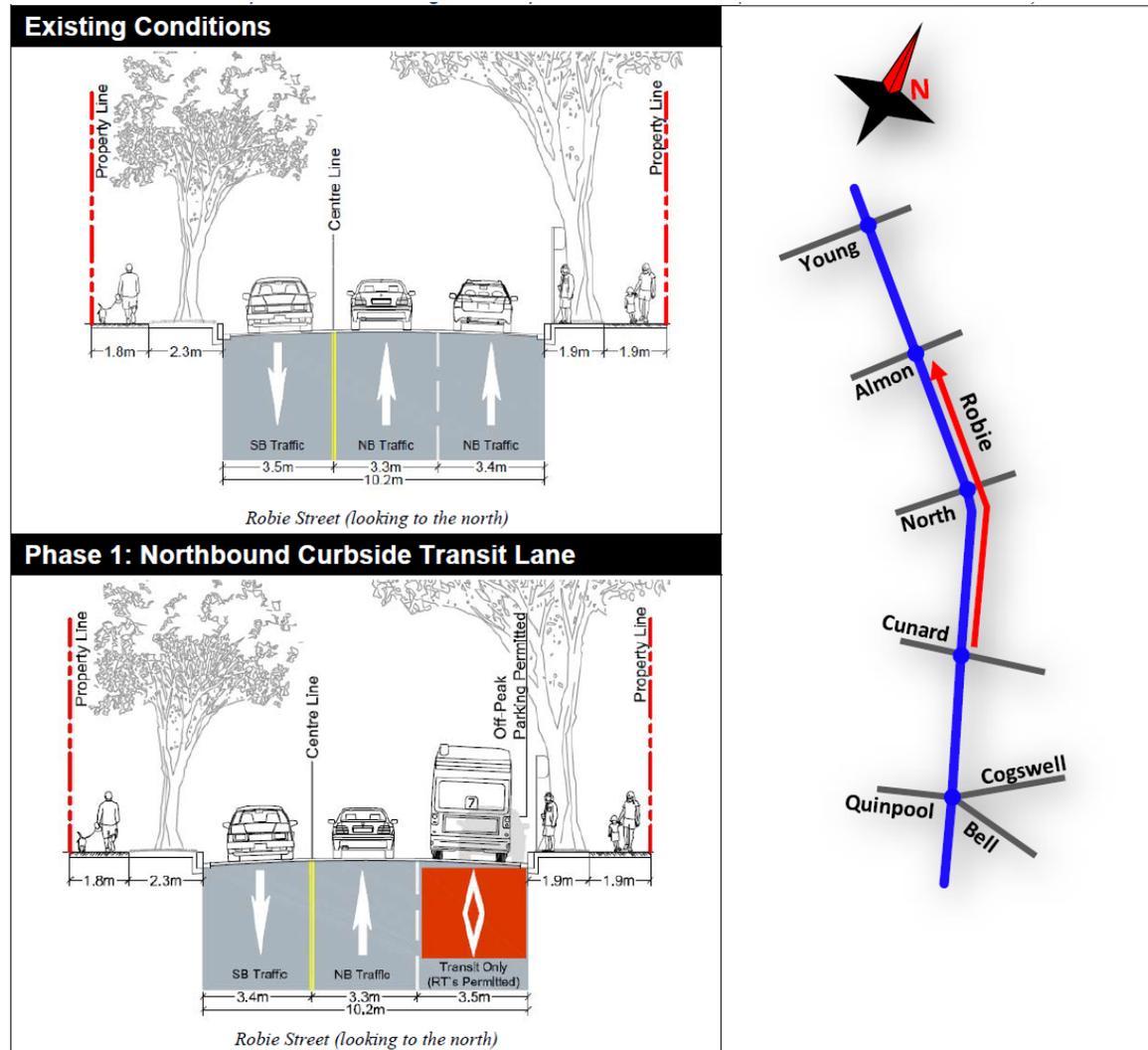
### Phase 1/2



# Recommended Approach

## Robie Street: Almon Street to Cunard Street

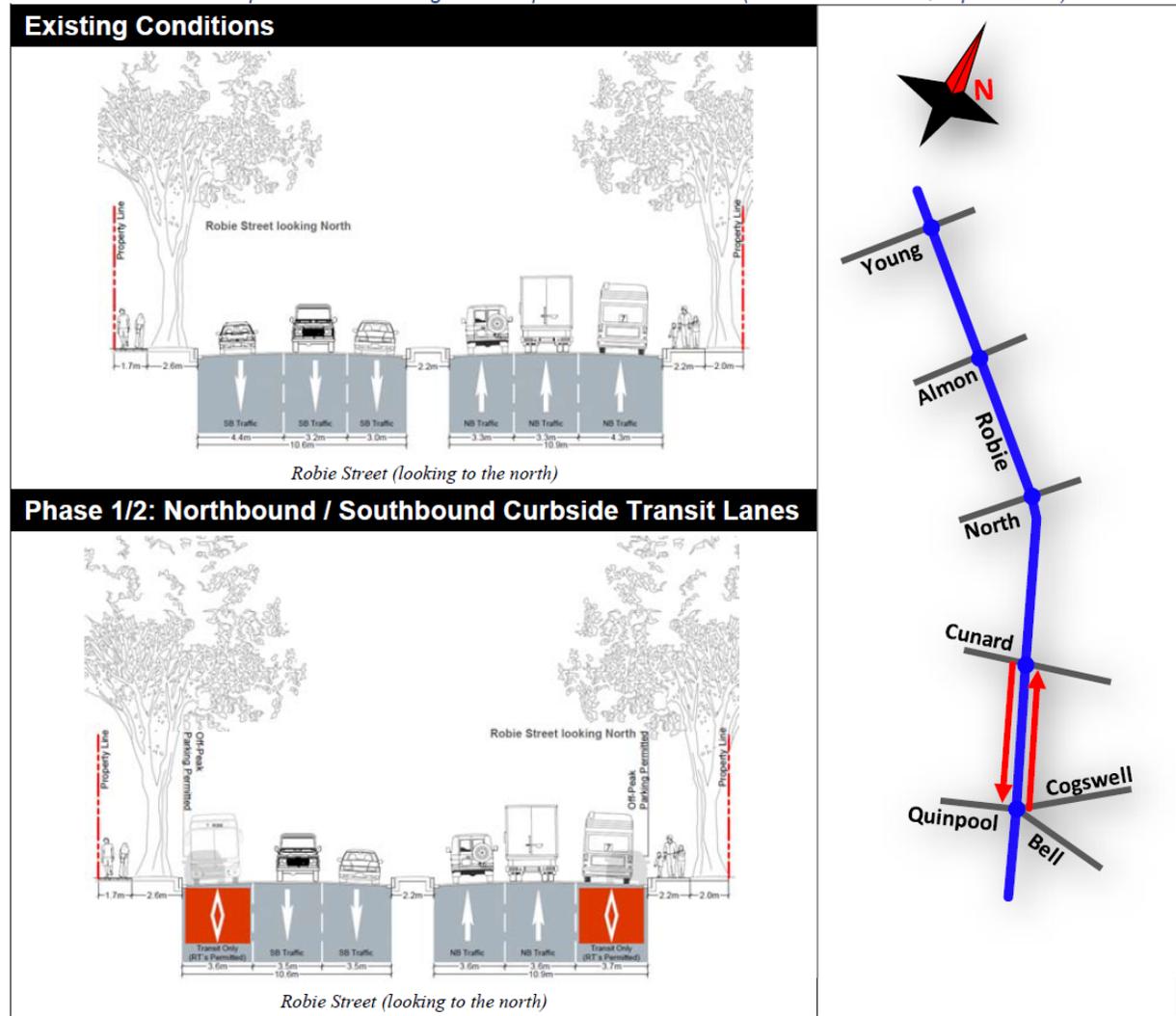
### Phase 1



# Recommended Approach

## Robie Street: Cunard Street to Quinpool Road

### Phase 1/2



# Recommended Approach

## Robie Street: South of Quinpool Road



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# Recommended Approach

## Time of Day Restrictions

### **Bus Lane Operational:**

Weekdays: 6AM – 6PM

### **Parking / Loading Permitted:**

Weekdays: 6PM – 6AM

Weekends / Holidays: All day

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# Recommended Approach

## Young Street: Phase 1 Impacts



Significant service improvements for outbound buses



Bicycles permitted to ride in bus lane



No change



Minimal ROW widening anticipated



Loss of one westbound and one eastbound traffic lane.

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# Recommended Approach

## Robie Street: Phase 1 Impacts



Significant service improvements in both directions.



Pedestrian improvements at Cunard Street intersection.  
Bicycles permitted to ride in bus lane



Loss of up to 57 on-street parking spaces and  
loading access when bus lane is operational



Minimal ROW widening anticipated



Loss of one northbound traffic lane throughout and  
loss of one southbound traffic lane north of Almon  
Street and south of Cunard Street

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# Public / Stakeholder Consultation

## Key Stakeholder Engagement:

- CNIB, Halifax Cycling Coalition, Walk & Roll, It's More Than Buses, DalTrac
- Local businesses

## Public Open House

- Thursday, February 1<sup>st</sup>, 2018 – Maritime Hall

## Online Engagement

- Shape Your City site

## Survey Feedback:

- Robie Street: 601 responses
- Young Street: 442 responses

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# Public / Stakeholder Consultation

## What we heard:

Survey feedback indicates public support for increased transit priority measures on Robie Street and Young Street:

- Robie Street:
  - Curbside bus lanes received >70% favorable response
  - Centre median bus lanes received ~50% favorable response
- Young Street:
  - Curbside bus lanes received >75% favorable response

Among the potential trade-offs of the presented options (property impacts, parking / loading, traffic congestion, increased bus traffic, and implementation costs), the potential for **increased traffic congestion** was the lone category that most respondents (53%) indicated was unacceptable

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# Next Steps: Phase 1

- Corridor will move to the detailed design stage, which will include:
  - Refinement of the corridor configuration and development of a detailed design
  - Stakeholder and public consultation.
  - It is anticipated that detailed design will be completed internally.
- Construction will be brought forward in a future year’s budget for Council’s consideration.

Task	2019			2020	
	Summer	Fall	Winter	Spring	Summer
1. Detailed Design <sup>a b</sup>					
2. Construction Tendering <sup>c</sup>					
3. Construction <sup>d</sup>					

Notes:

a. Assumes Regional Council approval of staff recommendations in June/July 2019.

b. Detailed design completed by HRM internal resources or consultant (to be determined).

c. Award of construction tender subject to budget availability.

d. Construction timelines for this project are uncertain. Mitigation of construction-related impacts on traffic will likely be desired due to the significance of the Robie Street corridor. It has been assumed that construction will commence during spring, coinciding with the start of the road construction season.

# Recommendation

## **RECOMMENDATION**

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

1. Proceed with detailed design of time-restricted (Weekdays 6AM – 6PM) curbside bus lanes on Robie Street between Young Street and Quinpool Road (Phase 1 configuration as described in the Discussion section of this report).
2. Proceed with detailed design of a westbound curbside bus lane on Young Street between Kempt Road and Windsor Street (Phase 1 configuration as described in the Discussion section of this report).
3. Initiate efforts to further investigate the right-of-way requirements necessary to accommodate continuous curbside bus lanes in both directions (Phase 2 configuration as described in the Discussion of this report) for the following roadway segments:
  - i. Robie Street (between Almon Street and Cunard Street), and
  - ii. Young Street (between Robie Street and Windsor Street).
4. Initiate the right-of-way requirements necessary for future potential construction of centre median transit lanes on Robie Street.