

**HALIFAX**

**Herring Cove Road  
Bus Lane and Active  
Transportation Infrastructure**

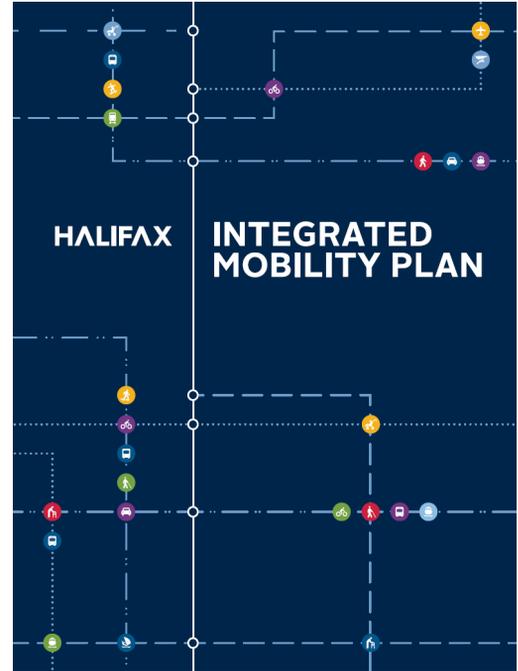
Transportation Standing Committee

March 25<sup>th</sup>, 2021

# Project Rationale

The *Integrated Mobility Plan* was unanimously approved by Regional Council in December 2017.

Action 121 of the IMP calls for the development of strategic corridor plans for existing roadway corridors that are key to regional traffic flow, transit, goods movement and active transportation.



# Project Objectives

- Provide a long term corridor-wide vision for Herring Cove Road
- Identify and understand potential options to reconfigure the corridor to improve quality and consistency of transportation infrastructure for all users
- Evaluate all recommended modifications and changes through the pillars of the *Integrated Mobility Plan*
- Complete functional design for selected corridor reconfiguration options that enables a strong understanding of the property requirements and construction cost implications.

# Project Timeline

<b>Project</b>	<b>Completion Date</b>
Herring Cove Road Functional Plan (30% Design – Armdale Roundabout to civic 554)	Fall 2019
Rapid Transit Strategy	Spring 2020
Herring Cove Road Preliminary Design (60% Design – Armdale Roundabout to Glenora Ave)	Fall 2020

# Herring Cove Road

Armdale Roundabout to civic 554 = 5.5km



Disconnected sidewalks



Limited cycling infrastructure



5 Bus routes

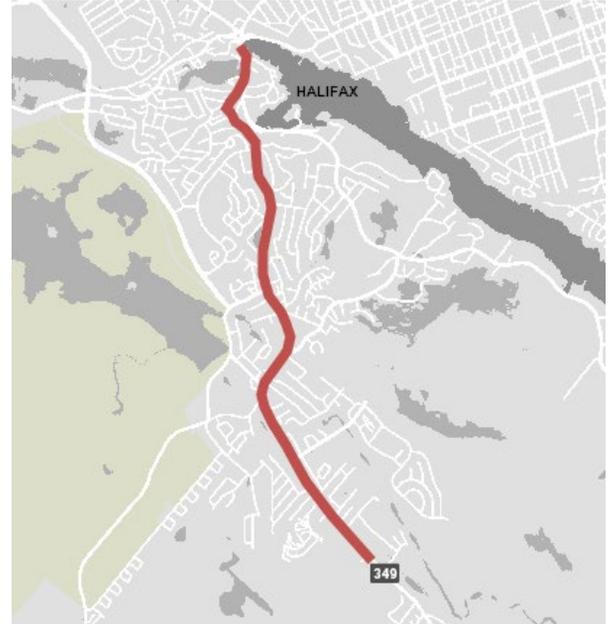
Up to 24 buses per hour



Up to 34,000 vehicles per day



Limited right-of-way

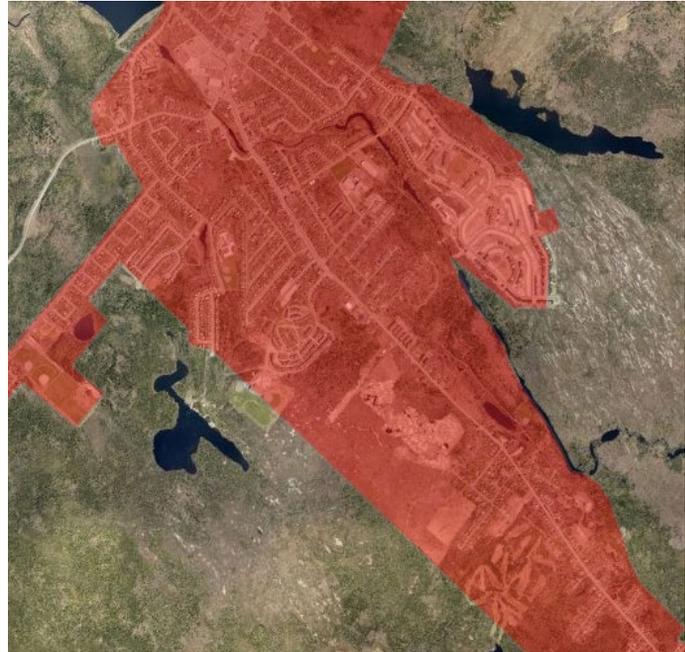


# Existing Conditions



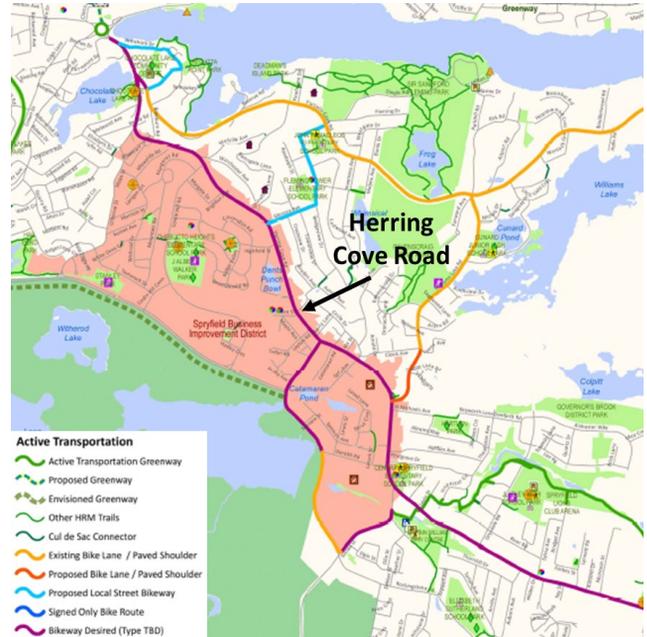
# Development Potential

- Potential for 2300 units along Herring Cove Rd within Urban Service Boundary.
- Widening roads for vehicle capacity leads to induced demand and more congestion. The IMP promotes sustainable transportation options



# Functional Plan Objectives

- Complete gaps in sidewalks and upgrade asphalt to concrete
- Add protected cycling infrastructure
- Address pedestrian and traffic safety concerns



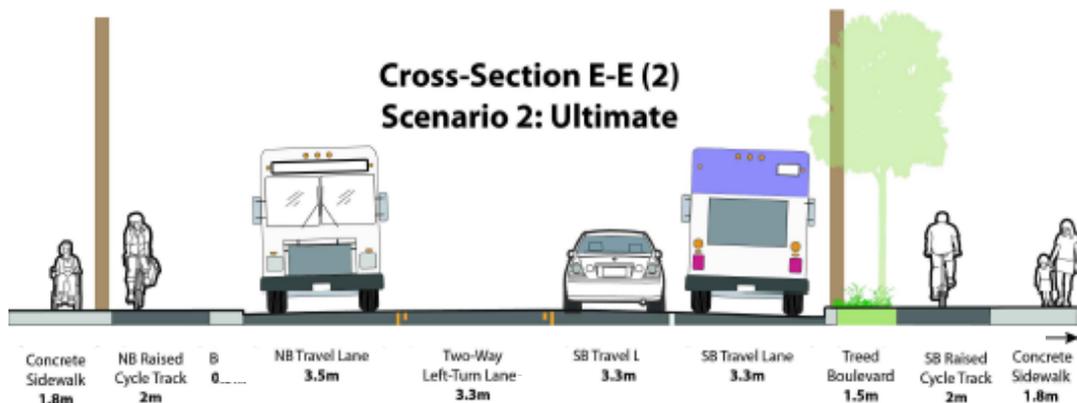
# Functional Plan Objectives

- The Integrated Mobility Plan identified a portion of Herring Cove Rd as a Transit Priority Corridor
- Providing transit priority between Cowie Hill Rd and the Armdale Roundabout also a priority



# Herring Cove Road Functional Plan (Sept 2019)

- Completed sidewalk connections
- Added protected cycling lanes from Cowie Hill Rd to Greystone Dr
- Multi-use path between Armdale Roundabout and Cowie Hill Rd
- Included transit priority lane inbound from Cowie Hill Rd to Armdale Roundabout



# Public Engagement

- Well attended public engagement
  - 155 open house attendees
  - 985 online surveys completed
  - 3530 webpage visits

How do you commute along Herring Cove Road?  
(frequently or occasionally)



# Public Engagement

- Public generally supported new sidewalks and bike lanes, and transit priority where possible.
- Some concern around vehicle congestion and increased development



66% would walk more if sidewalks are built where they don't exist



61% would walk more if there were safer or more crossings



44% would take the bus more if transit priority measures are built



40% would cycle more if there were physically separated bike lanes



31% would cycle more if there were painted bike lanes

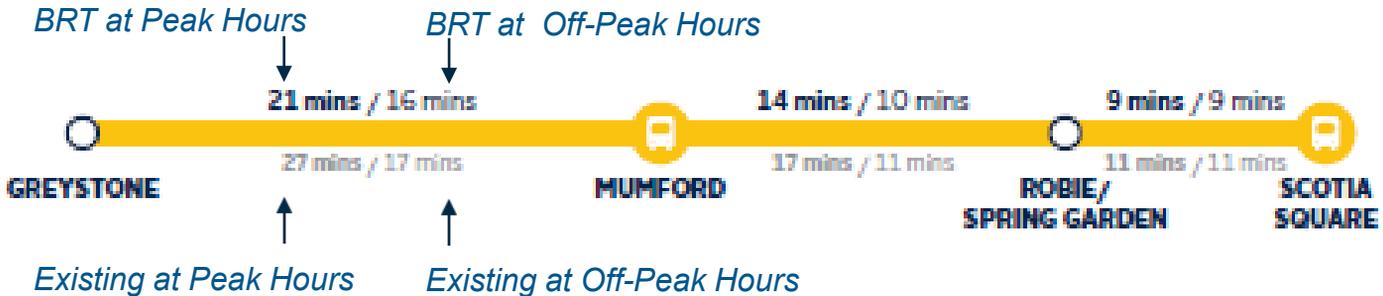


# Rapid Transit Strategy (May 2020)



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- High frequency (10 min headways) and all day service
- Travel times competitive with private vehicles



# Phase 1 Preliminary Design (Sept 2020)

- Preliminary design completed with more detail on retaining walls, property impacts and costs estimates.
- Also updated design to include findings of the Rapid Transit Strategy recommendations
- Minimal changes to functional design
- This design does not reduce vehicle capacity. Active transportation and transit infrastructure is added by widening the road.



## Phase 2 Preliminary Design (2021-)

- Phase 2 preliminary design will likely result in a reduction in vehicle capacity in some areas in favour of cycling and transit lanes.
- Phase 2 preliminary design will evaluate multi-modal capacity and consider as-of-right development (2300 units) and the potential for additional lands (holding zones and urban reserve)

# Cost Estimates

- Functional Plan (Armdale Roundabout to civic 554) ~\$21.6M
- Preliminary Design (Armdale Roundabout to Glenora Ave) ~\$10.3M to \$12.6M
- Completing preliminary design for the remainder of the study area is needed for complete cost estimate
- These costs are included in the cost of implementing the Rapid Transit Strategy
- Does not include property acquisition costs

# Funding Opportunities

- Federal government announced \$14.9B in funding for public transit over 8 years
- In Sept. 2020, application for ICIP funding approved by Regional Council and submitted to the Province
- Federal funding cannot be used for purchasing land
- In order to receive the full benefit of federal funding, land acquisition would need to take place in advance

# Recommendation

*It is recommended that the Transportation Standing Committee recommend that Regional Council direct the Chief Administrative Officer to:*

1. Endorse the Herring Cove Road functional plan and further integrate with the recommendations of the recently approved *Rapid Transit Strategy (2020)*.
2. Initiate efforts to acquire property to widen various sections of Herring Cove Road to accommodate dedicated active transportation and transit infrastructure.

# Next Steps

If the Transportation Standing Committee and Regional Council approve the staff recommendation, next steps will be to:

1. Issue RFP for preliminary design (60%) for the remainder of the Herring Cove Road study area (Glenora Avenue to Greystone Drive), which is included in the 21/22 capital budget.
2. Program detailed design, land acquisition and construction to be phased over the next 5-10 years