

HALIFAX

Spring Garden Road

Transit-Priority Pilot –
Accessibility Advisory Committee

2022-02-24

2019 Regional Council Direction

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

1. Proceed with the design and construction of streetscaping improvements for the segment of Spring Garden Road between South Park Street and Queen Street, based on the built form and traffic operational approach described as Option 4 in the discussion section of this report; and
2. Gather data during construction on how loading is accommodated and how diverted traffic impacts other streets and return to Council with further analysis of the impacts of a daytime transit priority corridor, including consideration of the feasibility of a temporary pilot project.



Retail
Space
FOR
LEASE

Tim Hortons

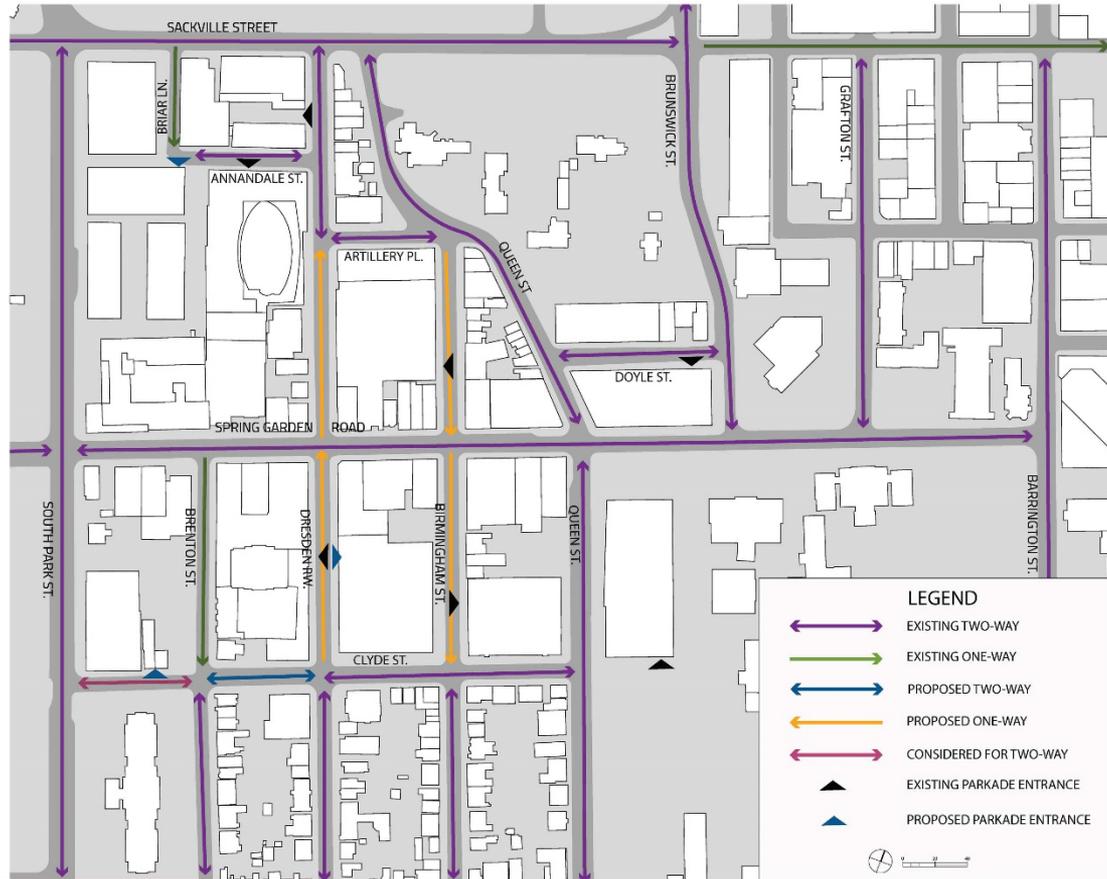
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DAYTIME TRANSIT CORRIDOR From 7am - 8pm; Monday - Sunday

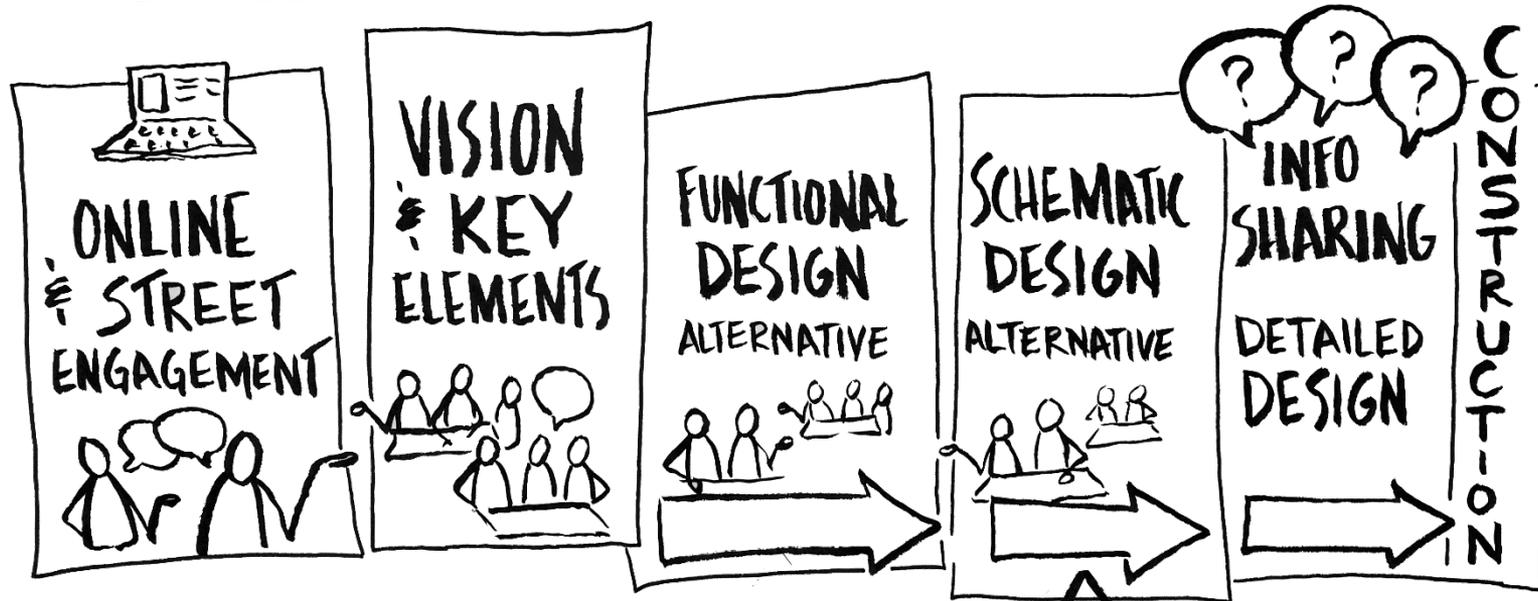




How we got here



Timelines



Transit
Only
Pilot-
June
2022

Project Kick-off –
Summer 2018

Accessibility
Advisory
Committee
Check-in –
February 2019

Accessibility
Advisory
Committee
Check-in –
February 2020

Summer
2021

Accessibility Audit - 2020

- Composed of best practice recommendations from a variety of sources:
 - The Canadian Standards Association (CSA) Built Environment Standards;
 - The Canadian National Institute for the Blind (CNIB) “Clearing our Path” Guidelines;
 - Universal Design Best Practices (UDBP) outlined by the Rick Hansen Foundation Built Environment Standards.

Accessibility Audit - 2020

- Built environment elements assessed:
 - Accessible parking spaces
 - Pavement and sidewalk treatment
 - Intersection design
 - Street furniture and amenity space
 - Transit stop detail
 - Lighting

Comparison Table – Accessible Parking

	Guidance	Existing Condition Meets Guidance	Schematic Design Meets Guidance	Comments for Improvement
AP-1	Locate accessible parking spaces as close as possible to an accessible entrance and integrate with an accessible route. (CSA)	Current parking spaces are located close to accessible entrances	Proposed parking spaces are located close to accessible entrances – No accessible spots on Clyde Street to service Mary Anne/ Margaretta Building	Consider additional accessible parking spots on Clyde Street to service existing and future commercial development.
AP-2	Identified with a sign and/or other markings identifying it for use by persons with a disability. (CSA)	Pole signage exists	Schematic design is unclear	Consider pole signage and pavement marking to indicate accessible spots.
AP-3	Provides unencumbered side access to an elevated sidewalk with a curb with no obstructions for most of the length of the stall. (CSA)	Most provide unencumbered access; however, the Dresden Row accessible spot is encumbered by a tree. Most of the lone Birmingham Street accessible spot is unencumbered, however a bike rack and power pole anchor are present.	Schematic design shows Brenton Street accessible parking space blocked by bike racks. However, accessible space is on the left side of the street, it should be on the right. North Dresden spot looks to be encumbered by a tree. Brenton Street spots are encumbered by bike racks.	Ensure accessible parking spaces are unencumbered by amenity space elements.
AP-4	Provided with safe access to sidewalk with a curb ramp at rear end of stall or immediately behind stall; does not require a person to transit past other vehicles in traffic lanes to access sidewalk. (CSA)	No curb ramps provided within parking stall boundaries or immediately behind.	No curb ramps provided within parking stall boundaries or immediately behind are indicated in the schematic design.	Provide curb ramps within parking stall boundaries or immediately behind stall.
AP-5	Located on right side of street to permit side ramp/people transfer from a van. (CSA)	Six of the seven existing spots are located on the right side of the street. The Brenton Street spot is located on the left side of the street	The Brenton Street and South Dresden Row accessible spots are located on the left side of the road.	Consider switching the Brenton Street and South Dresden Row accessible spots to the right side of the road or provide access aisles for safe transfer for people who use mobility aids.
AP-6	Minimum length of 7.5 meters to accommodate vehicle and rear-access ramp. (CSA)	Existing spaces seem to exceed the minimum length; however, spots do not have pavement marking to indicate size.	Proposed spots meet the minimum length except the Birmingham Street and Artillery Place Spots	Ensure accessible spots are a minimum of 7 metres and are sufficiently delineated.
AP-7	Provide a stable, slip resistant, level surface for accessing and egressing from vehicle. (CSA)	Existing Condition meets guidance	Schematic Design appears to meet guidance.	

Audit Comment



Implementation



Audit Comment



Transit-only Pilot Implementation – Timing of Implementation

- June 2021
- Be in place for a full calendar year
 - With a 6-month check-in
- 7am to 8pm
 - Allows for the improved reliability of transit, while allowing for general vehicle use of the street at times when transit and general traffic volumes are lower.

Transit-only Pilot Implementation – Communication/Education

- As a transit-only street is a new concept for Halifax, communication and education will be important to complement regulatory signage and enforcement efforts.
- A communications plan will be developed to increase awareness of the changes to drivers and residents.

 **Spring Garden Road is BUS-ONLY**

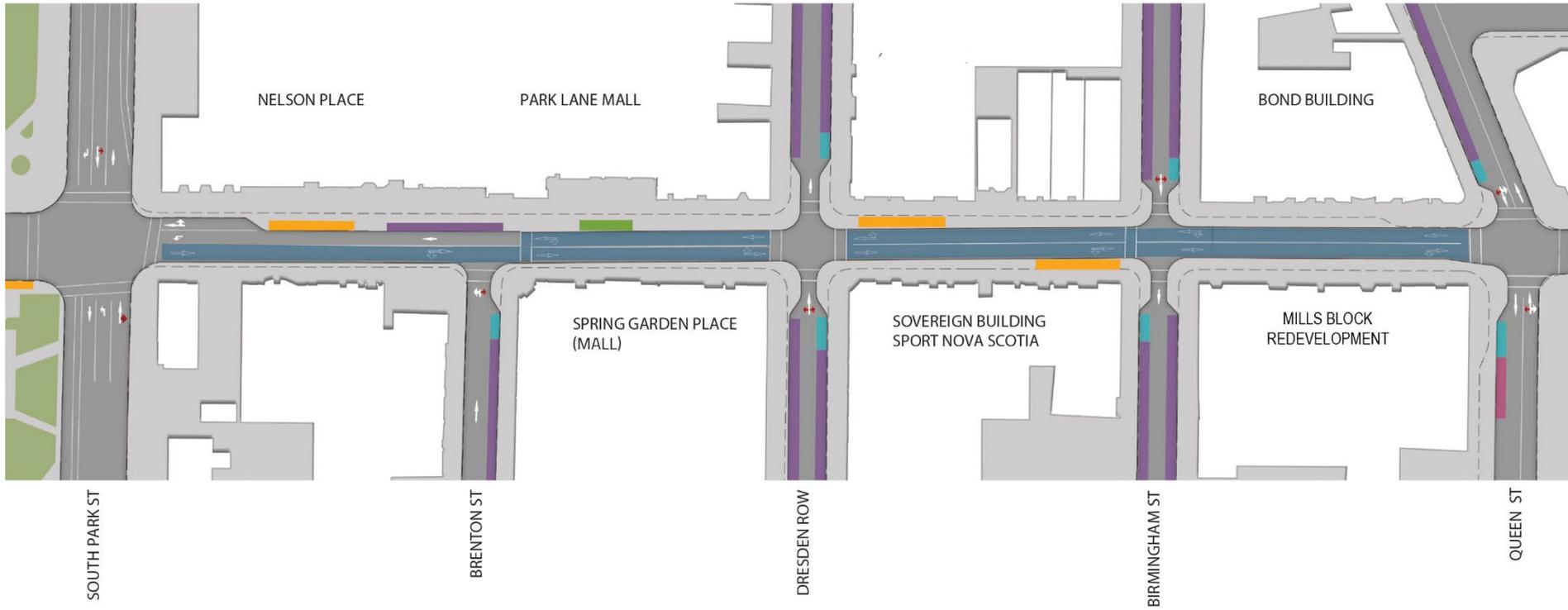
From South Park to Queen, 7 a.m. - 8 p.m.

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Transit-only Pilot Implementation – Measures of Effectiveness

- To be considered a success, the pilot will need to improve the pedestrian and transit experience along the 400m corridor, with minimal negative impacts to the surrounding area.
- Some of the possible evaluation metrics include:
 - Pedestrian, customer, and transit rider experience on the street
 - Public and area resident feedback
 - Average transit travel time
 - Compliance review
 - Business sales data

DAYTIME TRANSIT CORRIDOR From 7am - 8pm; Monday - Sunday



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