

SPRING GARDEN ROAD TRANSIT PRIORITY CORRIDOR

Transportation Standing Committee

March 2023

Background

- In December 2021, Regional Council directed staff to proceed with a daytime, transit priority corridor on Spring Garden Road, between South Park Street and Queen Street. Council directed staff to begin the project in June 2022.
- Initiated in July 2022, after five days, the project was paused.
- In September 2022, the Transportation Standing Committee directed staff to conduct an operational review and to develop an updated implementation approach for a transit priority corridor.



Background



Spring Garden Road

Proposed Transit Priority Corridor

Queen Street

Birmingham Street

Dresden Row

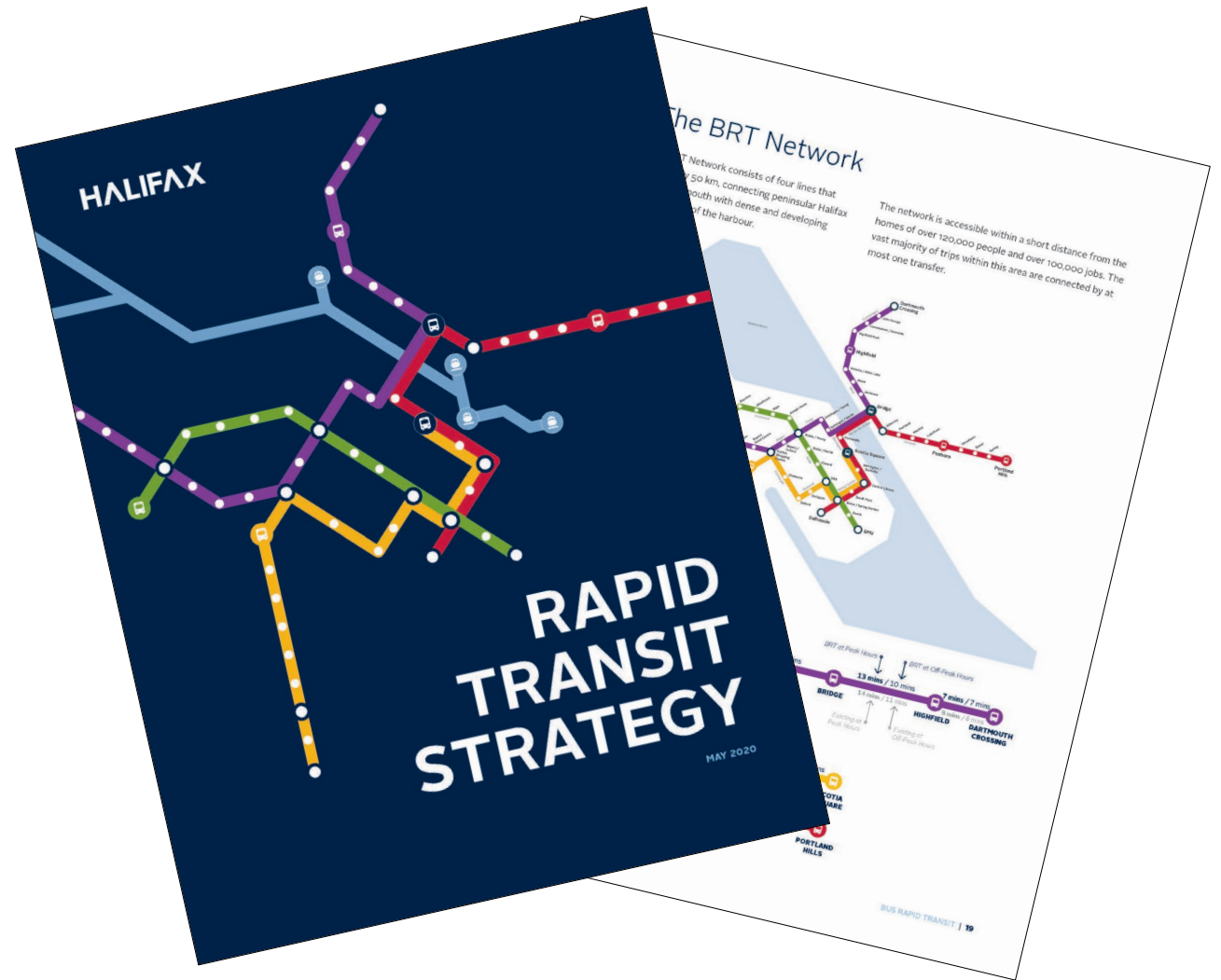
Brenton Street

South Park Street

Spring Garden Road

Project Objectives

- To gain a better understanding of how Spring Garden Road can function as a transit corridor and how the pedestrian realm can be enhanced.
- This will help inform the future Bus Rapid Transit (BRT) implementation—by removing general automobile traffic from the street, staff expect to learn how the project impacts transit service, user experience, road safety and compliance, and local businesses.



Operational Review – Key Findings

Operational Period

- 24/7 is generally more restrictive than is necessary for the pilot; time-based provides greater operational flexibility.
- A pilot length of six to 12 months is necessary to collect, analyze, and report findings to Regional Council.

Traffic Control Measures

- Additional traffic control measures and adjustments to the July 2022 approach are necessary.
- More robust traffic control options (automatic gates, traffic signal adjustments) are not feasible for the pilot.

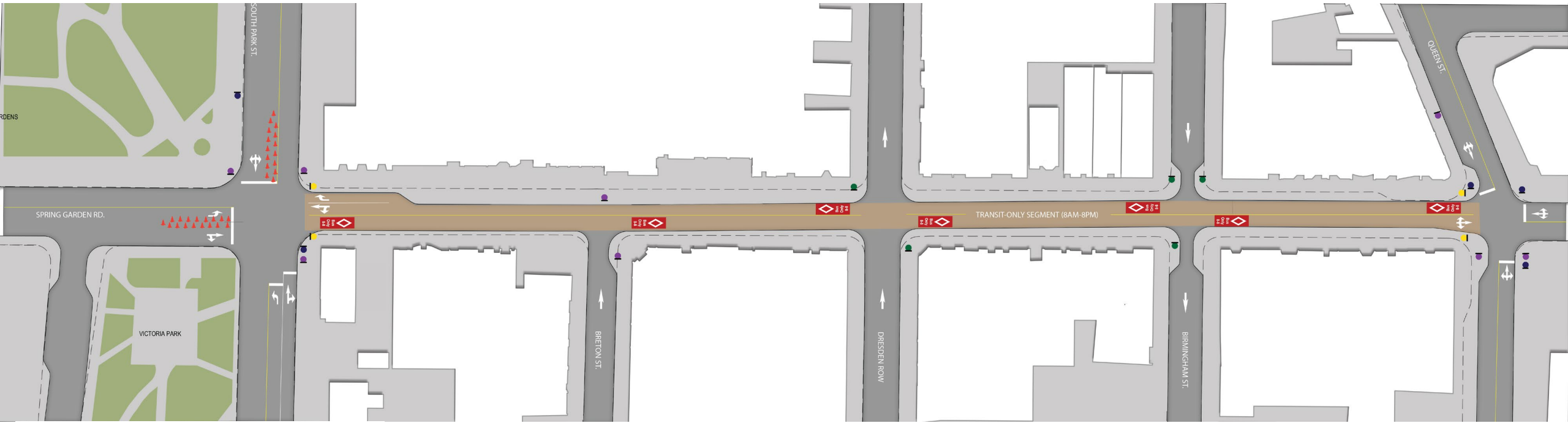
Enforcement

- HRP must be at the site, either as dedicated enforcement or part of standard patrols, to enforce the regulations.
- HRM can request dedicated shifts from HRP to enforce the pilot, but these are voluntary assignments.

Implementation Approach

Parameter	July 2022	Spring 2023
Operational Period	<ul style="list-style-type: none"> Daytime, 7:00 a.m. to 8:00 p.m., every day of the week for one year. 	<ul style="list-style-type: none"> Daytime, 8:00 a.m. to 8:00 p.m., every day of the week for a minimum of six months. Begin May/June 2023.
Traffic Control Measures	<ul style="list-style-type: none"> Permissive Regulatory Signage 	<ul style="list-style-type: none"> Prohibitory Regulatory Signage Lane Reassignments using Temporary Barriers Transit Priority Pavement Markings Electronic Message Board Signs and Overhead Street Banner
Enforcement and Education	<ul style="list-style-type: none"> Two-week dedicated Halifax Regional Police presence and ongoing enforcement as part of regular traffic patrols 	<ul style="list-style-type: none"> Subject to operational availability, two-week dedicated Halifax Regional Police presence and ongoing enforcement as part of regular traffic patrols Dedicated, onsite Halifax Transit Mobile Supervisor

Implementation Approach



Discussion

- The implementation approach augments the July 2022 approach by using additional, prohibitive signage; transit pavement markings; lane reassignments; and information and educational signage to provide information to road users.
- The implementation approach includes, subject to their availability, two weeks of dedicated Halifax Regional Police presence and an onsite, dedicated Halifax Transit Mobile Supervisor. Police availability is expected to be a challenge.
- Staff expect poor compliance at the start of the pilot during a period of adjustment as road users adapt.
- A rigorous communication strategy will be developed and implemented to inform the public about the pilot.
- Data collection and evaluation will be an important aspect of the pilot and will help inform BRT—a key objective of the project.
- There are risks associated with the nature of the regulations and their impact on the transportation network.

Recommendation

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council approve the implementation approach developed as described in this report for a transit priority corridor pilot project along Spring Garden Road, between South Park Street and Queen Street.