



Integrated Mobility at the Windsor Street Exchange

Choices about the Windsor Street Exchange design will have major implications for the residents of HRM for decades. For that reason, It's More Than Buses, Walk 'n Roll HFX, and the Halifax Cycling Coalition are reaching out to our Councillors and the Project Team to advocate for the following design priorities. Together, we represent all modes of climate-friendly transportation that contribute to a more liveable and healthier city.

- Separated and wide sidewalks for people walking and rolling;
- Separated and protected cycle lanes for people cycling;
- Dedicated transit lanes for people using public transit;
- Protected intersections that are safe for all vulnerable road users; and,
- Design for 40 KPH traffic speeds (3m lane width, excluding for dedicated transit and truck lanes; small curb radii).

There is enough space and right of way to meet these priorities and the considerations for vehicular flow and goods movement. These priorities can be achieved while:

- evaluating all designs through the Pillars of the Integrated Mobility Plan (IMP);
- following the guidance of the Municipal Design Guidelines and related references such as NACTO (acknowledging the ability to vary the guidelines for the unique circumstance of the Exchange and to document those variances);
- managing congestion through temporal and modal shifts and other Transportation Demand Management techniques; and,
- encouraging the participation by advocacy organizations at every stage of public engagement and beyond.

Context

The Windsor Street Exchange is a critical infrastructure, and it is more than an arterial road. It is a regional transportation link surrounded by a variety of land uses, in particular the Fairview Cove Container Terminal (FCCT), a stable and evolving mixed of uses in the northern end of the Peninsula, recreational lands along the Bedford Basin, nearby Fairview and Clayton Park residential growth areas and, further afield Mainland North and Dartmouth.

Because of the importance of the FCCT to the economy of the region, access to and from the Terminal through the Exchange is a priority. However, in addition to moving container freight the Exchange must also address the needs of people with diverse needs and mobility modes (walking, biking, transit, freight or car).

We are encouraged by the implementation of transit priority corridors on Robie and Young Streets. However, we feel strongly that the Windsor Street Exchange must also receive this level of transit priority to support and enhance existing transit measures. Excluding transit priority from the project today will be costly to correct in the future and will reduce the value of ongoing projects.

Importantly, the Windsor Street Exchange is in the Regional Centre; it is urban; it is not suburban or rural. Traffic speeds, intersections, and associated infrastructure need to reflect this context.

Our priorities overlap with the Complete Streets design guidelines of the Integrated Mobility Plan and are guided by the following principles.

All Ages and Abilities

The design must consider all ages and abilities. The Exchange needs to be safe, comfortable, and enjoyable for all vulnerable road users, using a variety of modes of mobility in all seasons.

Multi-Functional

The Exchange performs multiple functions and must accommodate multiple modes of mobility. The Multi Modal Level of Service analysis, current and target, will guide the design. The design must respect the modal priorities in the 'inverted mobility triangle' of the IMP.

Since the exchange will connect multiple destinations and surrounding neighborhoods, intersections are a critical part of the project and should be designed to meet the needs of all users. If roundabouts are part of the final design, they should borrow from European designs where the exit angle is sharper, slowing exiting traffic where it crosses the paths of crossing vulnerable road users.

Connected Networks

The Exchange must connect transportation networks and not be a barrier to people moving through it. These include networks for walking, cycling and transit to link homes to out-of-home activities including employment, shopping, schools, medical, recreation and other community amenities, and the regional road network to link FCCT freight movements to the Region and beyond. An increased freight movement efficiency and safety is compatible with upholding the safety, comfort, and connectivity of vulnerable road and public transit users, businesses, and residents.

Collaboration

The design requires collaboration among municipal departments, other orders of government, communities, landowners, advocacy organizations and public. A design with a comprehensive public engagement that recognizes the diverse needs of all will deliver the best infrastructure which will serve us for decades.

Sustainability

The design must contribute to the sustainability of the region. The Exchange must accommodate active transportation and transit, improve local ecology through street trees, green spaces, and stormwater management, and support social and cultural local businesses, commuters, and goods movement.

We are happy to exchange ideas to make progress on each of our priorities.

It's More Than Buses, Walk 'n Roll HFX, Halifax Cycling Coalition

Guiding documents

In preparing this submission, we drew on the following resources:

- Regional Planning Strategy
- Regional Centre Municipal Secondary Planning Strategy
- Integrated Mobility Plan
- All Ages & Abilities Bicycle Network
- Making Connections AT Plan
- Transit Corridors Map
- Rapid Transit Strategy
- Municipal Design Guidelines
- Windsor Street Exchange Redevelopment Functional Plan and Preliminary Design - RFP 20-400