

June 18, 2024

Re: Item No. 15.1.7

HALIFAX

Windsor Street Exchange Functional Plan

Halifax Regional Council

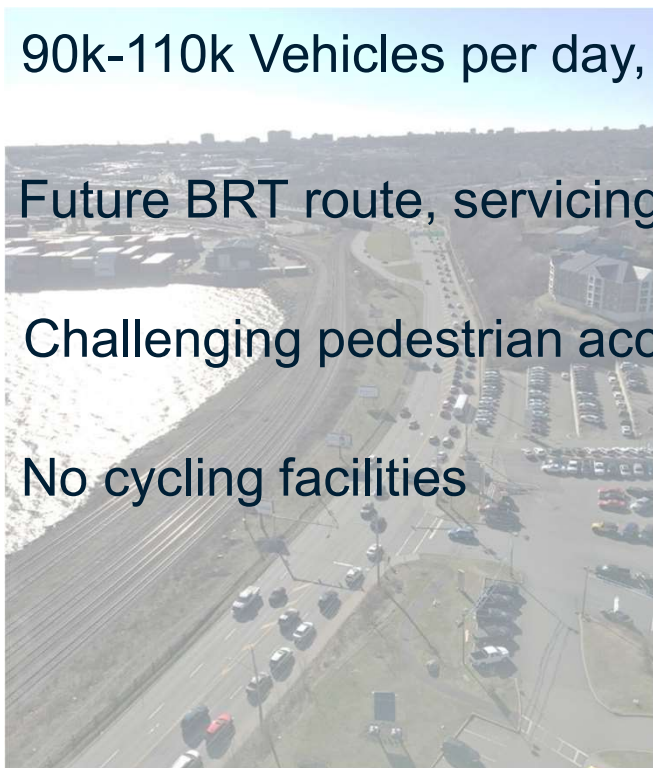
Project Background

 90k-110k Vehicles per day, critical corridor for Port goods movement

 Future BRT route, servicing 10 bus routes currently

 Challenging pedestrian access

 No cycling facilities



Windsor Street Exchange

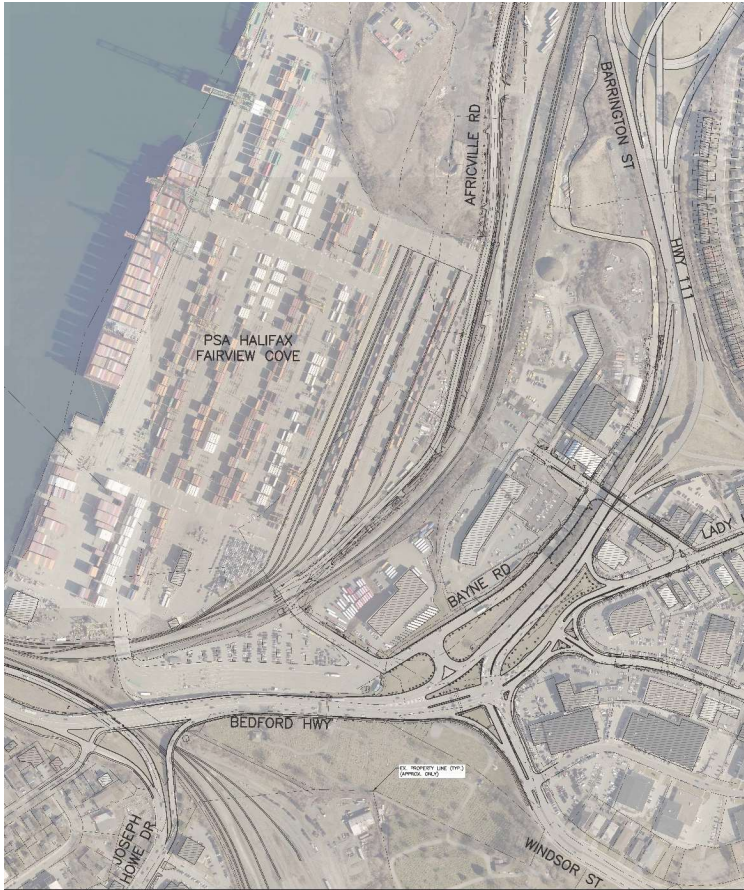
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Proposed Design Outcomes

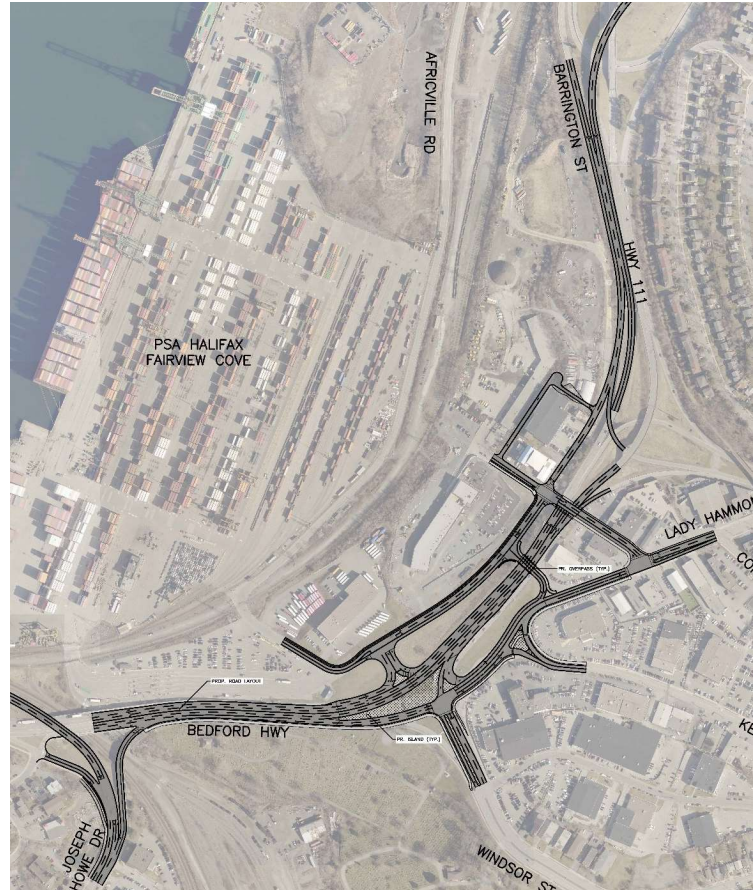
Transport Canada Requirements

- Reduces congestion*
- Reduces collision frequency and severity*
- Reduces transit run-time variability*
- Reduces greenhouse gas emissions*
- Improves safety for all road users
- Active transportation network connections
- Improves access to Africville museum

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Existing



Proposed



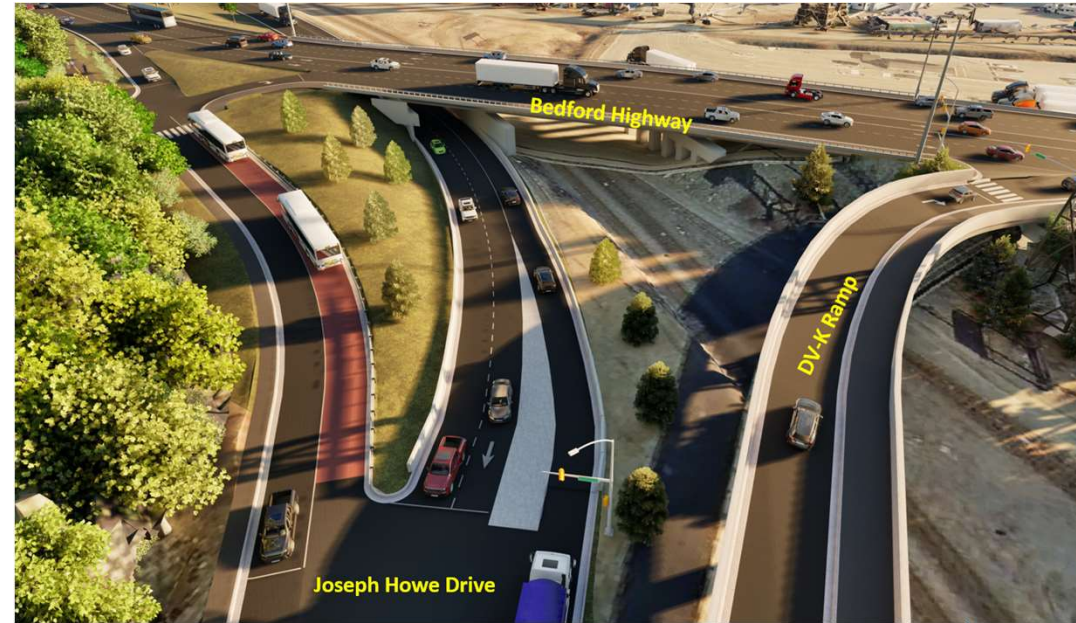
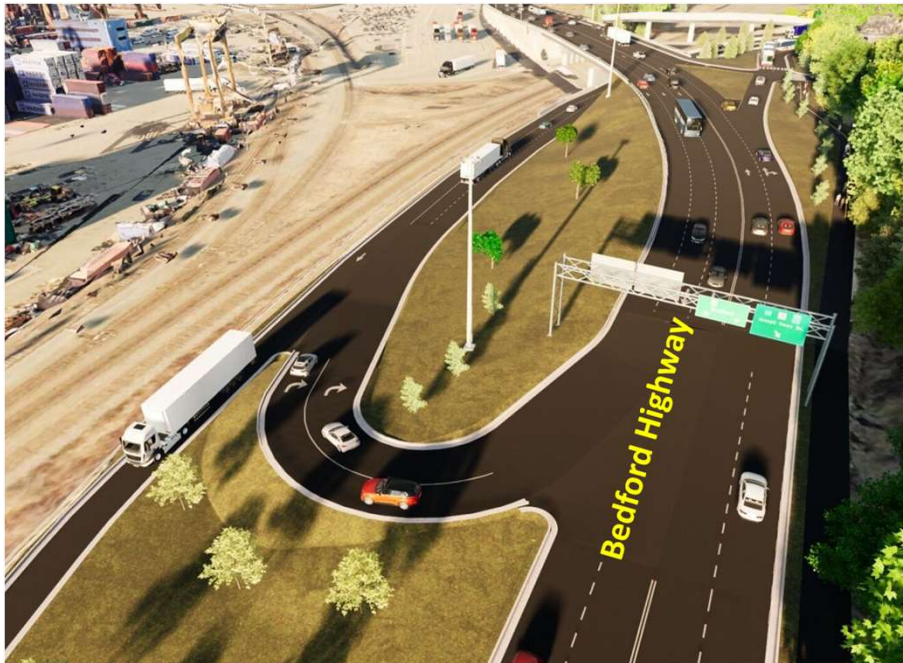
Proposed Configuration

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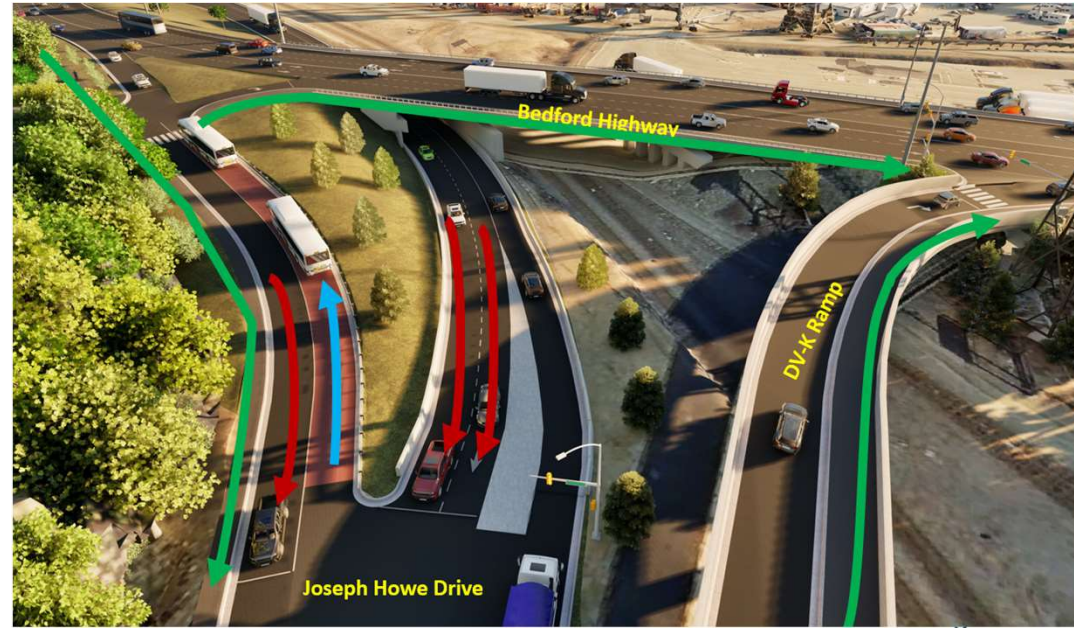
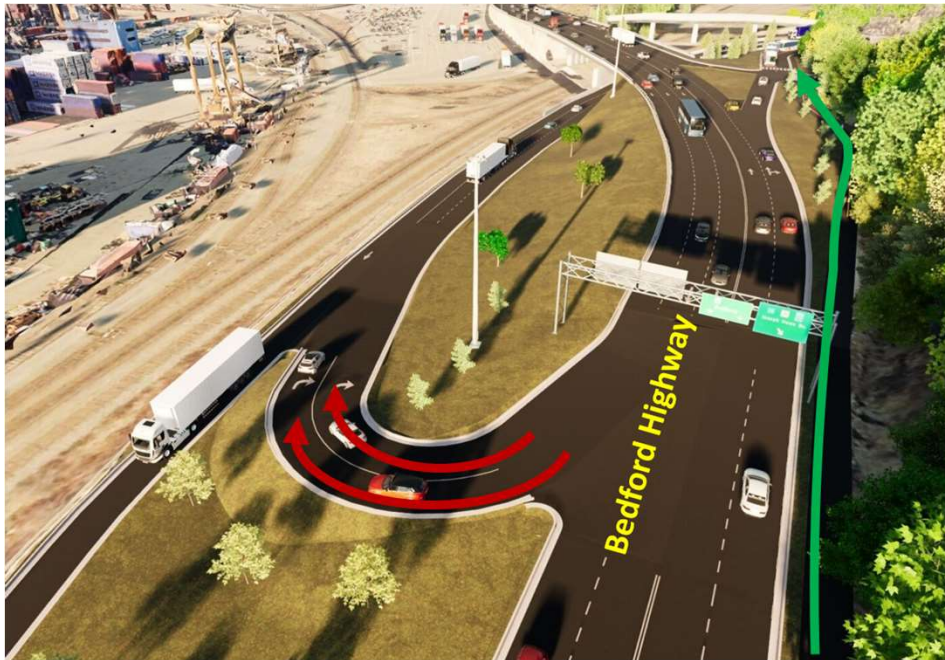
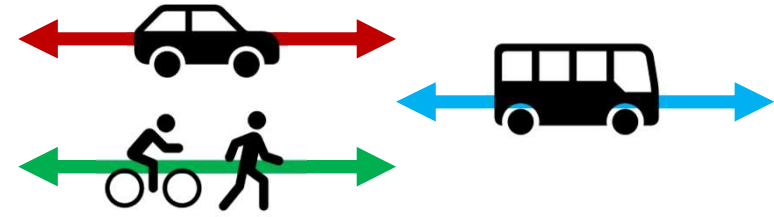
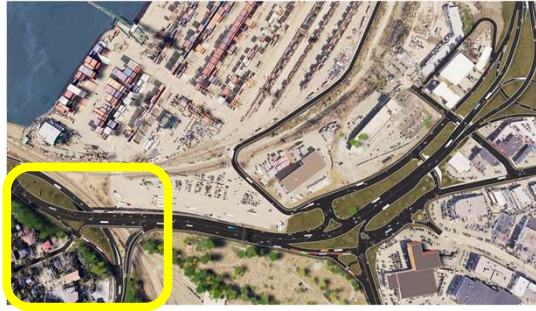
Area 1



Windsor Street Exchange

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Area 1



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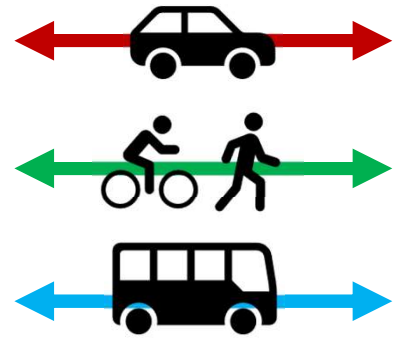
Area 2

Windsor Street Exchange





Area 2



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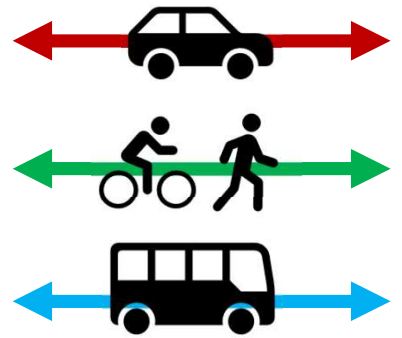
Area 3

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Area 3



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Circulation – General Traffic

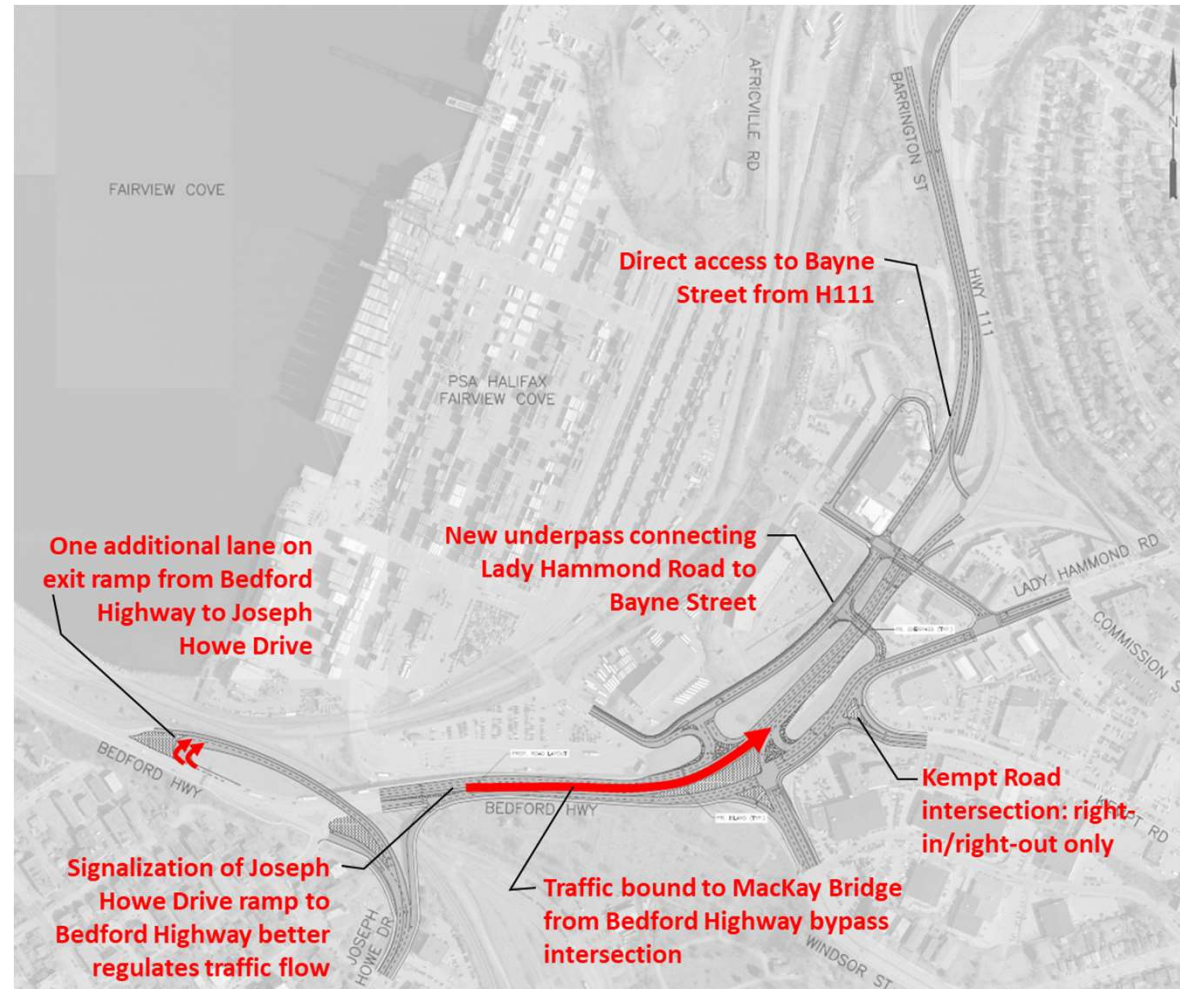
Free-flow through access
between Bedford Highway and MacKay Bridge /
Barrington Street.

Reduced delay towards
Joseph Howe.

Direct exit on Bayne Street.

Simplified Windsor Street
intersection

Signalized Mackintosh/Lady
Hammond.

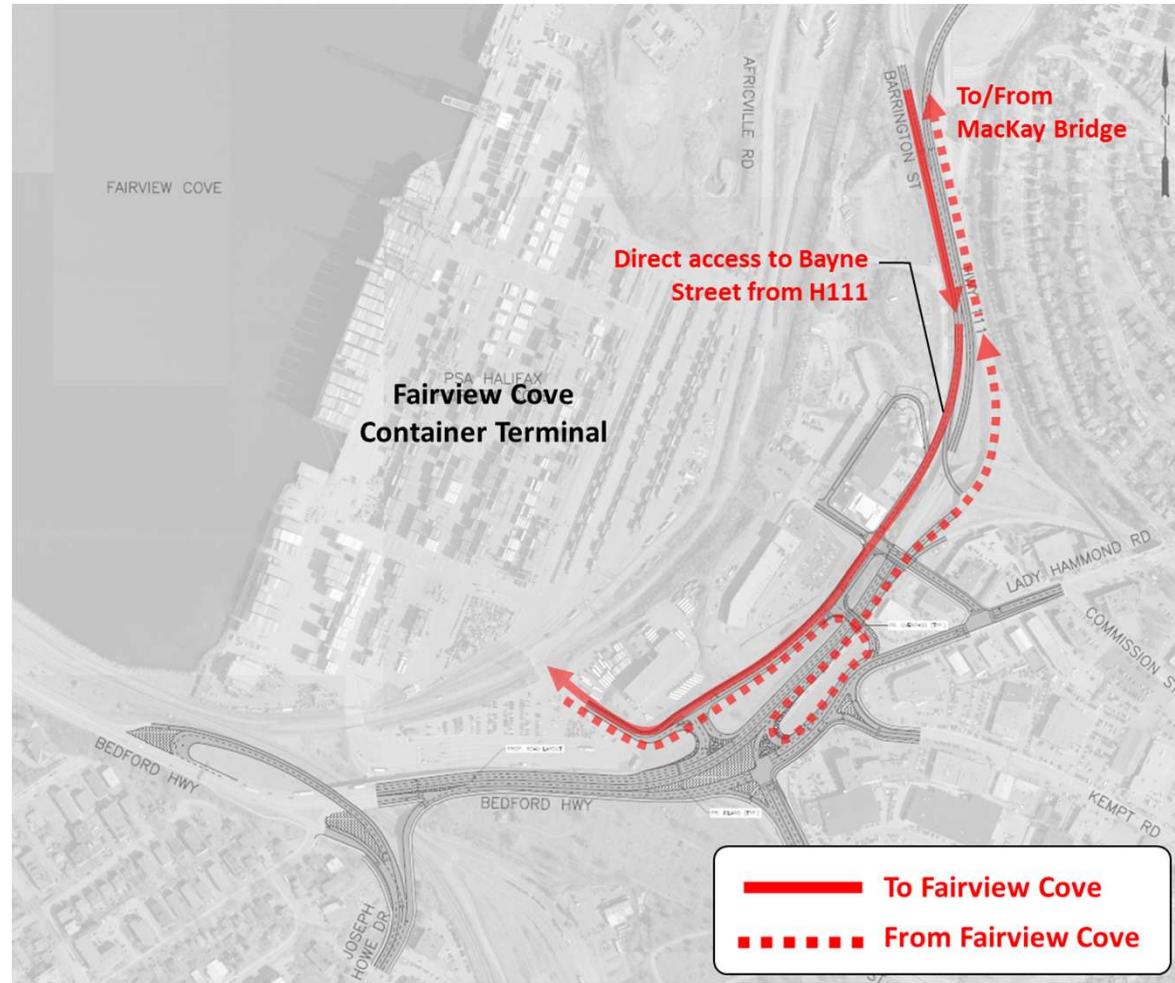


Circulation – Port Access

Shorter access towards the MacKay Bridge and Massachusetts Drive.

Direct exit from MacKay Bridge and Barrington Street to Bayne Street.

Signalized Port access reduces delay.



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Windsor Street Exchange

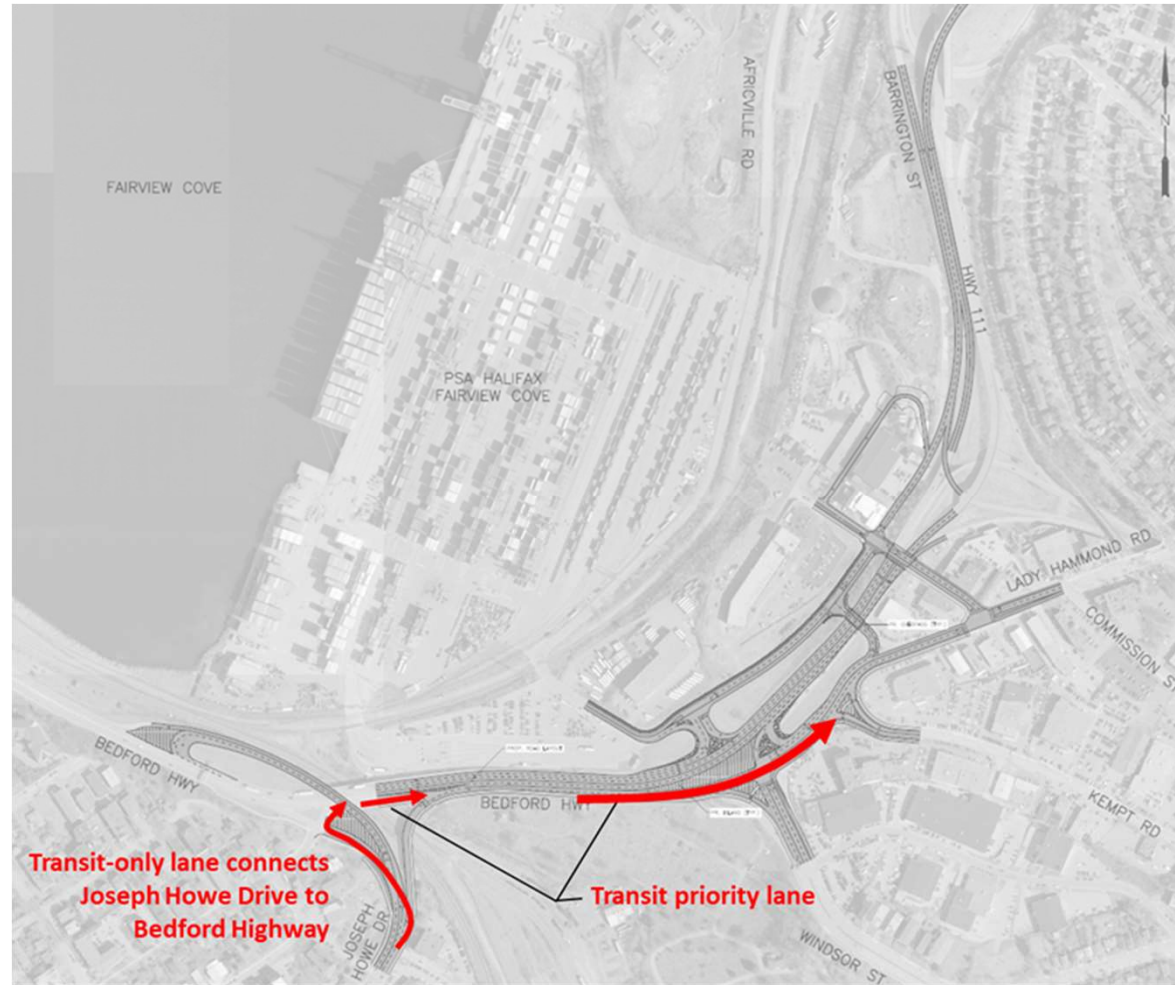
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Circulation – Transit

Direct connection to
MacKay Bridge and
Barrington Street.

Fluid access to Joseph
Howe

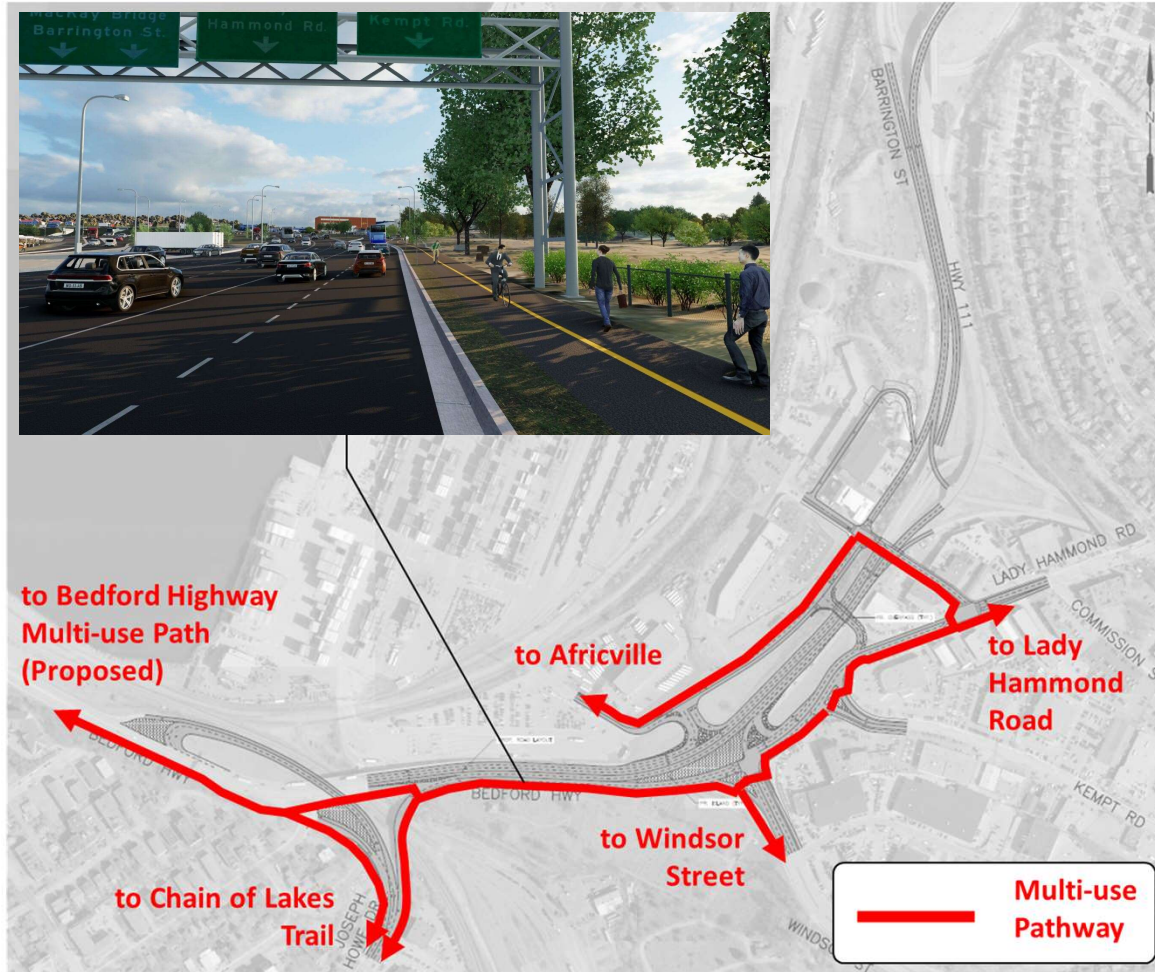
Potential for Transit Priority
lane from Joseph Howe to
Bedford Highway,
extending into Lady
Hammond.



Circulation – Active Transportation

Enhanced Active Transportation facilities on the south side of Bedford Highway / Lady Hammond, with connection to Africville Road via Bayne Street

3m multi-use path throughout with crossings at intersections



Proposed Design Outcomes

Transport Canada Requirements

- ✓ Reduces congestion
- ✓ Reduces collision frequency and severity
- ✓ Reduces transit run-time variability
- ✓ Reduces greenhouse gas emissions
- ✓ Improves safety for all road users
- ✓ Active transportation network connections
- ✓ Improves access to Africville museum

Project Risks

Budget:

- Current project costs included in Capital Budget
- The percentage of funding required by HRM has increased
 - Design concept and scope changed to meet objectives
 - Unprecedented inflation and cost increases since 2019
- Other external funding may be considered in future budget updates; no further funding available through NTCF

Schedule:

- NTCF requires substantial completion by 2027 (pending approval)
- NTCF funding is at risk if design is not advanced

Recommendation

It is recommended that Halifax Regional Council

- Suspend the rules of procedure under Schedule 7, the Transportation Standing Committee Terms of Reference, of Administrative Order One, the Procedures of the Council Administrative Order.
- Endorse in principle the Windsor Street Exchange Functional Design to achieve the project objectives as proposed in this report.

It is recommended that Halifax Regional Council direct the Chief Administrative Officer to:

- Advance the development of the design, project specifications, and plans, and identify land requirements, as per the project delivery plan outlined in this report.
- Prepare contract documents to retain a design-build team for the project.
- Proceed with negotiation of an amended Contribution Agreement with Transport Canada to extend the deadline for substantial project completion to the end of 2027.
- Investigate additional opportunities for external funding for consideration in future capital budget updates.

Questions?



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Windsor Street Exchange

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