REVISED (page 8 only)

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Item No. 13.1.1
Transportation Standing Committee
April 24, 2025

TO: Chair and Members of Transportation Standing Committee

FROM: Cathie O'Toole, Chief Administrative Officer

DATE: April 7, 2025

SUBJECT: Robie Street Transit Priority Corridor: Project Update

ORIGIN

March 27th, 2025 meeting of the Transportation Standing Committee (Item 16.1):

MOVED by Councillor Cuttell, seconded by Councillor Cleary:

THAT the Transportation Standing Committee request a staff information report on the Robie Street Transit Priority Corridor Project that provides an overview of the project origin, design options that have been considered, past Council direction, community engagement, project status, projected timeline for implementation, current budget commitments, and project risks.

MOTION PUT AND PASSED.

EXECUTIVE SUMMARY

Robie Street is a critical link in HRM's roadway network, running north-south approximately 5km through the center of the peninsula connecting the institutional district in the south end to the rapidly developing north end. It is an arterial roadway that accommodates more than 20,000 vehicles per day, is a designated truck route, and is a key corridor for several Halifax Transit routes.

Robie Street was designated a transit priority corridor in the Integrated Mobility Plan (IMP), recognizing its strategic importance for transit operations. It also plays a significant role in the Bus Rapid Transit (BRT) service proposed as part of HRM's Rapid Transit Strategy. Planned higher order transit on Robie Street has been an important consideration in land use planning; the *Centre Plan* enables significant development along the corridor, which is expected to increase population density considerably over the coming years. Increasing density along rapid transit lines is important to HRM's growth strategy.

Planning and design work for Robie Street as a transit priority corridor began in 2017. HRM worked with a consultant to develop a vision for the Robie Street corridor through a functional design process that developed several options for the corridor, all of which considered different ways to increase priority for transit over general traffic and evaluated how these approaches would impact the overall functionality of the street. Functional designs were developed for the Robie Street corridor between Young Street and Inglis Street. This included functional (30%) design drawings and evaluation of several measures of

effectiveness, including traffic operations, transit travel time, pedestrian/cyclist accommodation, road safety implications, property requirements, and impacts to existing utilities, trees, and other features in the right-of-way.

In July 2019, Regional Council directed Staff to complete transit priority upgrades for Robie Street in two phases: (i) add curbside bus lanes immediately on multiple segments through lane reallocation, and (ii) investigate right-of-way (ROW) requirements to add curbside bus lanes on the remaining segments. Council also directed Staff to investigate the right-of-way requirements for future potential construction of centre median transit lanes on Robie Street.

Staff are currently working to implement transit priority upgrades on Robie Street using a phased approach. The first phase of the project, which added curbside bus lanes on several sections of Robie Street through the conversion of general-purpose traffic lanes, was completed in 2020. The second phase, which focuses on the longer-term configuration for the corridor, is ongoing. Preliminary design for the northern portion of the corridor is nearing completion, and it is anticipated that detailed design will be initiated in 2025. Preliminary design for the southern portion of the corridor will also be advanced in 2025.

Land acquisition is an important part of the ongoing work for Robie Street. Staff are actively carrying out the acquisition of lands included in the Robie Street Transportation Reserve (between Cunard Street and Young Street), which Council approved as part of the *Centre Plan Package B.* This includes the acquisition of parts of 33 parcels along the corridor. As of April 2025, approximately half of the 33 properties are under agreement or acquired, and staff anticipate that acquisition of the remaining properties will be completed before the expiration of the Robie Street Transportation Reserve in November 2026.

Construction timelines depend on many factors, but current plans (as outlined in the 2025-26 Capital Budget) target construction to start in 2028 and take up to four years, being carried out in phases.

RECOMMENDATION

It is recommended that the Transportation Standing Committee forward this report to Halifax Regional Council for information.

BACKGROUND

The *Integrated Mobility Plan (IMP)*[1], approved by Regional Council in December 2017, recommended Robie Street as a proposed transit priority corridor and prioritized its delivery (Action 91). In conjunction with approval of the IMP, Staff was directed to prepare a supplementary report "amending the IMP to set the target date for implementation of the Young/Robie Transit Priority Corridors to fiscal 2020/21.

Following a functional planning and design process, Regional Council directed Staff in July 2019[2] to proceed with delivery of transit priority upgrades for the Robie Street corridor in two phases: (i) add curbside bus lanes on multiple segments through lane reallocation for implementation in 2020, and (ii) investigate right-of-way (ROW) requirements to add curbside bus lanes on the remaining segments between Almon Street and Cunard Street. Council also directed Staff to investigate the ROW requirements for future potential construction of centre median transit lanes on Robie Street.

[1] https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/IMP_report_171220-WEB.pdf
[2] https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/190716rc1553.pdf

In May 2020, Regional Council approved the *Rapid Transit Strategy*[3], that included implementing Bus Rapid Transit (BRT) service as a core recommendation. Robie Street was identified as a key component of the proposed BRT network as a major spine on the Halifax peninsula that would serve two of the four proposed BRT lines.

In June 2020, Regional Council awarded a tender for construction of Phase One transit priority upgrades on Robie Street and Young Street that included the addition of curbside bus lanes through lane reallocation on multiple sections of Robie Street including Quinpool Road to Cunard Street (both directions), Cunard Street to Almon Street (northbound only), and Almon Street to Young Street (both directions). Construction of these upgrades was completed in October 2020.

In October 2021, Regional Council approved the Robie Street Transportation Reserve[4] as part of the *Centre Plan Package B*[5]. This reserve was established to support future transit infrastructure along Robie Street (north of Cunard Street), aligning with the IMP and the Rapid Transit Strategy. The Robie Street Transportation Reserve represents the ROW that is anticipated to be required to construct centre median transit lanes in the future.

DISCUSSION

Network Planning

Robie Street is a critical link in HRM's roadway network, running north-south approximately 5km through the center of the peninsula connecting the institutional district in the south end to the rapidly developing north end. It is an arterial roadway that accommodates more than 20,000 vehicles per day and is a designated truck route. Several Halifax Transit routes operate on Robie Street.

Robie Street was designated a transit priority corridor in the IMP, recognizing its strategic importance for transit operations. It also plays a significant role in the Bus Rapid Transit (BRT) service proposed as part of HRM's Rapid Transit Strategy, accommodating two of the four proposed lines (see Figure 1). Planned higher order transit on Robie Street has been an important consideration in land use planning; the *Centre Plan* enables a significant amount of development along the corridor, which is expected to increase population density considerably over the coming years. Increasing density along rapid transit lines is important to HRM's growth strategy.

[3] https://www.halifax.ca/sites/default/files/documents/transportation/halifax-transit/Rapid%20Transit%20Strategy%20-%20Final%20-%20May%202020.pdf
[4] https://cdn.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/MAP23-RobieStreetTransportationReserve.pdf
[5] https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/211026rc122.pdf

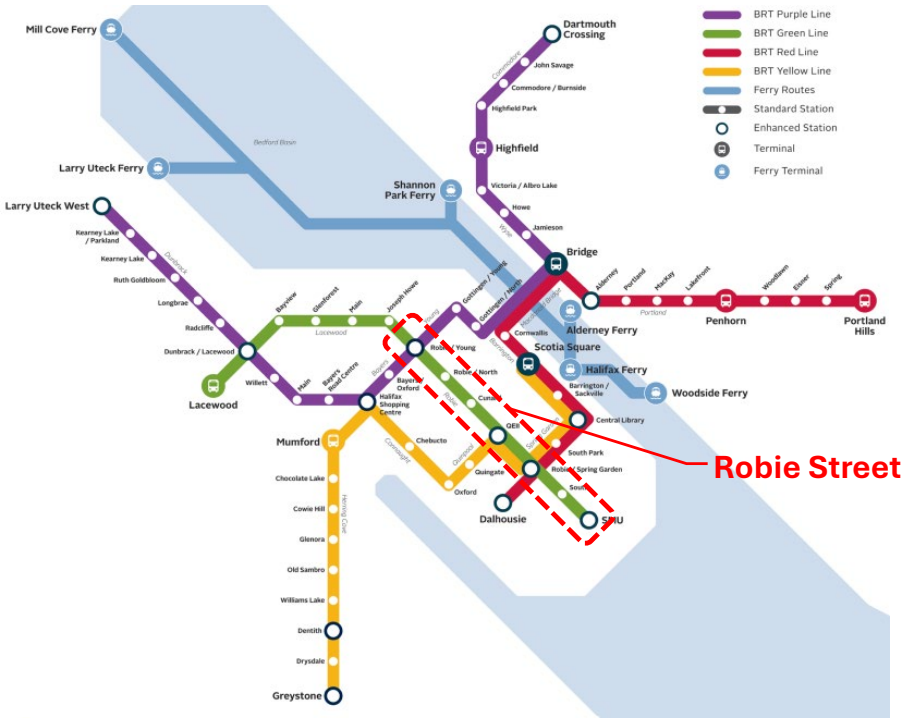


Figure 1: Proposed Bus Rapid Transit (BRT) Network

Functional Design

Planning and design work for Robie Street as a transit priority corridor began in 2017. HRM worked with a consulting team from WSP Canada Inc. to develop a vision for the Robie Street corridor. The functional design process included the development of several options for the corridor, all of which considered different ways to increase priority for transit over general traffic and evaluated how these approaches would impact overall functionality of the street.

Functional designs were developed for the Robie Street corridor between Young Street and Inglis Street. This included the development of functional (30%) design drawings and evaluation of several measures of effectiveness, including traffic operations, transit travel time, pedestrian/cyclist accommodation, road safety implications, property requirements, and impacts to existing utilities, trees, and other features in the right-of-way.

The design process considered Robie Street's critical functions in the regional roadway network. The following are key considerations that influenced the design process:

- Transit Priority: With the planned addition of BRT service on Robie Street, continuous transit priority measures are essential. Traffic flow on Robie Street is not as peak-oriented as a typical arterial roadway, and traffic volumes remain relatively high throughout the daytime. As a result, it is important that transit priority is provided in both directions throughout the day to serve BRT.
- Pedestrian Realm: The design of the pedestrian realm (i.e., sidewalks) is important, particularly given the significant increase in population density expected in the area. The Robie Street project considers opportunities to incorporate wider sidewalks and features that buffer pedestrians from vehicular traffic.
- Traffic and Goods Movement: Though it is a designated transit priority corridor, Robie Street still plays an important role moving traffic in the regional roadway network. Importantly, this includes

the movement of goods, as Robie Street is a designated truck route. Accordingly, traffic capacity does remain an important consideration in the design process.

- Property Impacts: The addition of bus lanes on Robie Street has significant property impacts. The corridor is not a consistent width, and the segment between Almon Street and Cunard Street is most affected due to limited available width in the existing right-of-way.
- Tree Impacts: The constrained section between Almon Street and Cunard Street, which requires right-of-way expansion, will also require impacts to existing trees. In this section, 20 young trees, 33 mature trees and seven very mature trees will need to be removed to accommodate the widening. There will be an opportunity to add new trees as part of the design, and it is anticipated that there will be a net increase in the number of trees along the corridor.

Two core design options were advanced for Robie Street:

1. Curbside Bus Lanes: Addition of continuous bus lanes along the corridor through reallocation of existing general purpose traffic lanes and/or road widening. Curbside bus lanes provide dedicated space for buses that enables them to move more reliably along the corridor with less impact by traffic congestion.
2. Centre Median Bus Lanes: Addition of continuous bus lanes in the centre of the roadway through reallocation of existing general purpose traffic lanes and/or road widening. Centre median bus lanes provide a higher level of transit priority than curbside bus lanes as buses are less impacted by turning vehicles, but they also require significant changes to traffic operations and access.

Curbside bus lanes represent the anticipated near-term solution for transit, while centre median bus lanes are considered a longer-term option that could be considered as part of BRT implementation. The centre median option also allows for a more direct potential conversion to Light Rail Transit (LRT) in the future.

In July 2019, Regional Council directed Staff to complete transit priority upgrades for Robie Street in two phases: (i) add curbside bus lanes immediately on multiple segments through lane reallocation, and (ii) investigate right-of-way (ROW) requirements to add curbside bus lanes on the remaining segments. Council also directed Staff to investigate the ROW requirements for future potential construction of centre median transit lanes on Robie Street.

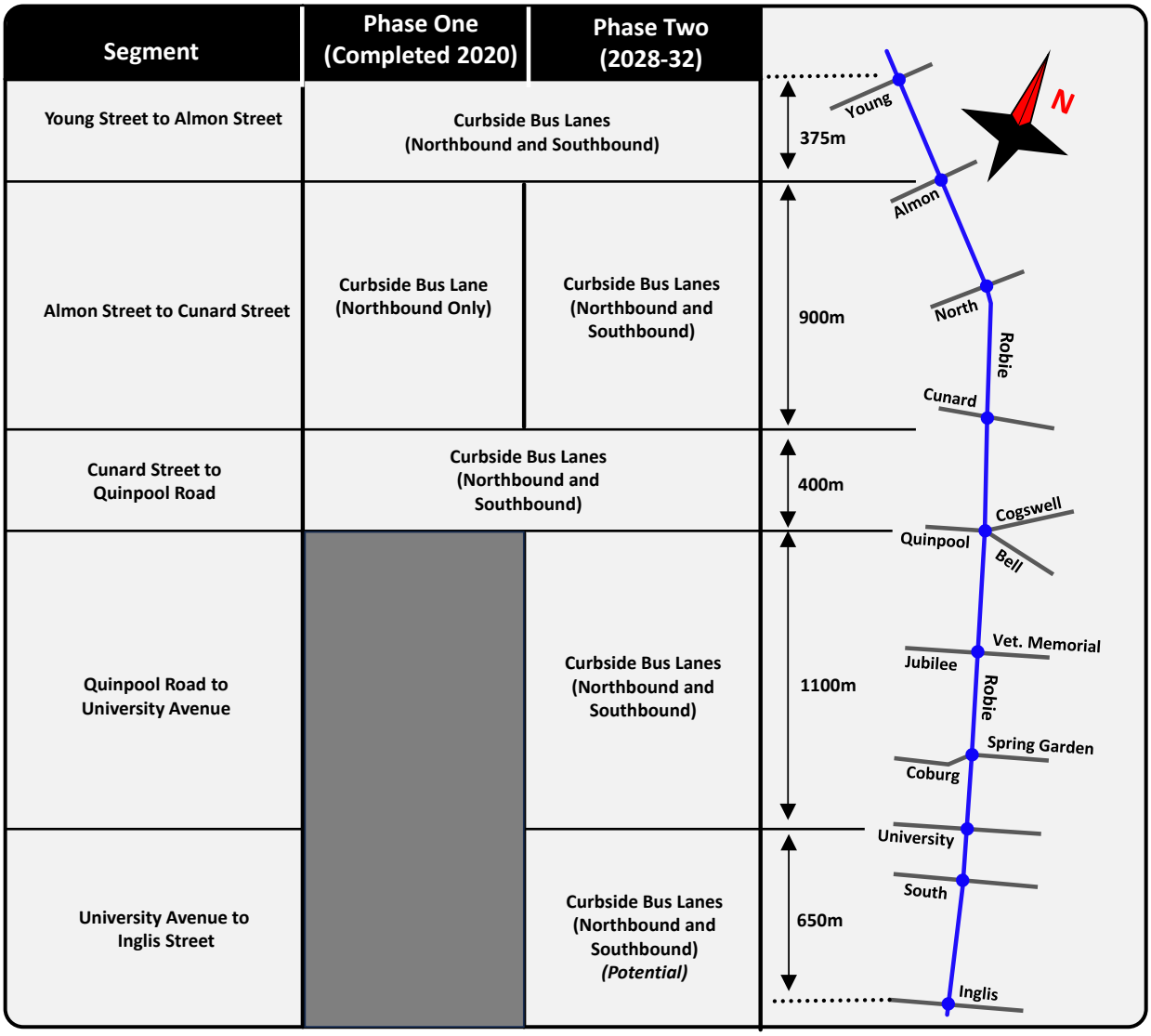


Figure 2: Proposed Configuration / Phasing - Robie Street Transit Priority Corridor

Preliminary Design

Following Council approval, staff completed detailed design for the Phase One changes between Quinpool Road and Young Street. Phase One construction was completed in 2020. Design work for the longer-term configuration was also advanced – staff retained a consultant (Englobe) to prepare preliminary designs for Robie Street that included both curbside and centre median bus lane options. Preliminary design is nearing completion as of April 2025.

Community / Stakeholder Engagement

Engagement with public and community stakeholder groups related to Robie Street as a transit priority corridor was held on multiple occasions as part of the planning and design for Robie Street itself as well as part of the development of related plans and strategies.

Robie Street Functional Design Project

Stakeholder and public consultation were completed to develop an understanding of the key issues on each corridor and solicit feedback on the presented concept designs. Project design options were presented at

in-person public consultation sessions held in February 2018, and a Shape Your City online engagement portal was created that included project drawings and other supporting material. Feedback on design options was collected via in-person comments, a paper feedback survey, and an online survey (there were a total of 601 respondents). The information obtained from public consultation was used to develop an understanding of priorities on each corridor and evaluate public response to the design options. The information obtained from these groups was considered during the development of the design options and incorporated into the options evaluation process.

Results of the public engagement process are provided in Attachment A. Generally, public feedback on the project was very positive. A majority of respondents to the survey indicated that they are supportive of the project and the proposed option to add curbside bus lanes in both directions. Among the potential trade-offs associated with implementation of the presented options (property impacts, parking / loading, traffic congestion, increased bus traffic, utility / tree impacts, and implementation costs), the potential for increased traffic congestion was the lone category that most respondents indicated was unacceptable.

Consultation sessions were also held with the community groups, including the Halifax Cycling Coalition, It's More Than Buses, Walk & Roll, CNIB, Dalhousie Transportation Collaboratory (DalTrac), North End Business Association, and various other businesses and organizations.

Rapid Transit Strategy
Engagement for the Rapid Transit Strategy, which featured Robie Street prominently as a key spine in the proposed BRT network, was carried out during February and March 2020. The engagement program included nine public pop-up sessions in the different communities, an online public survey on the Shape Your City platform, and two stakeholder workshops. The pop-up sessions reached 939 people and the survey received 6,125 responses. Over 90% of survey respondents voiced their support for the BRT network.

Stakeholder workshops were also held with a total of 40 participants representing a diverse range of organizations including universities, the Nova Scotia Community College, Halifax Regional Centre for Education, Nova Scotia Transportation and Infrastructure Renewal, Develop Nova Scotia, the Royal Canadian Navy, Business Improvement Districts and not-for-profit organizations such as It's More Than Buses and the Ecology Action Centre.

Integrated Mobility Plan
An extensive public engagement program was completed during the development of the Integrated Mobility Plan, which featured Robie Street as a transit priority corridor, in 2016 and 2017. Three rounds of public engagement were held in numerous locations throughout the region.

Project Status / Implementation Timeline
Staff are currently working to implement transit priority upgrades on Robie Street in a phased approach. The first phase of the project, which added curbside bus lanes on several sections of Robie Street through conversion of general-purpose traffic lanes, was completed in 2020. The second phase of the project, which focuses on the longer-term configuration for the corridor, is ongoing. Preliminary design for the northern portion of the corridor is nearing completion, and it is anticipated that detailed design will be initiated in 2025. Preliminary design for the southern portion of the corridor will also be advanced in 2025.

Construction timelines are dependent on many factors, but current plans (as outlined in the 2025-26 Capital Budget) are targeting construction to start in 2028 and take up to four years, being carried out in phases.

Property Acquisition
Land acquisition is an important part of the ongoing work for Robie Street. Staff are actively carrying out the acquisition of lands included in the Robie Street Transportation Reserve (between Cunard Street and

Young Street), which was approved by Council as part of the *Centre Plan Package B.* This includes the acquisition of parts of 33 parcels along the corridor. The Robie Street Transportation Reserve expires in November 2026, five years after it was approved in October 2021. Under the requirements of the Robie Street Transportation Reserve, HRM has the right to purchase any properties identified in the designated area within the five-year timeframe, after which the land reverts to the underlying zone. The Transportation Reserve process also stipulates that any property owner can initiate the sale of the subject lands to HRM, and that sale must be completed within 12 months.

As of April 2025, approximately half of the 33 properties are under agreement or acquired, and staff anticipate that acquisition of the remaining properties will be completed prior to the expiration of the Robie Street Transportation Reserve in November 2026. Land acquisition costs to date have totaled approximately $15-million ($9M of the $15M is through Provincial acquisition) and the projected 2025 spend is $32.5M. A remaining $17-million is estimated for 2026, for a total of $64.5M.

Land acquisition requirements south of Cunard Street have not yet been identified but are expected to be significantly less than those on the northern portion of the corridor. This will be further investigated as part of the preliminary design work that will be completed south of Cunard Street starting in 2025.

Project Phasing Summary
Project phasing to date and into the next years of implementation (as per the 2025-26 Capital Plan) is summarized below.

Project Phase	Segment	Functional Design	Preliminary Design	Detail Design	Property Acquisition	Construction
Phase One (Curbside Interim Bus Lanes)	Young Street to Quinpool Road	Completed (2018)	Completed (2019)	Completed (2019)	N/A	Completed (2020)
Phase Two (Bus lanes, Both Directions	Young Street to Cunard Street	Completed (2018)	In Progress	Expected 2025	In Progress	Targeted 2028-30
	Cunard Street to Spring Garden Road		Expected 2025	Expected 2026	Expected 2025-28	Targeted 2031-32[1]
	Spring Garden Road to Inglis Street		Expected 2026	Expected 2027	Expected 2026-2028	Targeted 2030-31

1. Subject to delays resulting from the ongoing QEII Hospital construction.

Budget Considerations
Project costs to date, which include consulting fees, land acquisition, and construction, are summarized below:

Project Costs to Date			
Description	**Vendor**	**Timeframe**	**Amount[1]**
Functional Design	WSP Canada Inc.	2017	$13,100
Construction (Phase One)	Dexter Construction	2020	$2,530,711 [2]
Preliminary Design	Englobe	2022-Present	$221,420
Property Acquisition / Commitments [3]	Various	2022-Present	$15,000,000
		TOTAL	$17,765,231

1. Amounts include net HST.
2. Total purchase order amount. The total amount spent to date is $2,296,800 (incl. net HST).
3. $9M of the $15M is through Provincial acquisition.

Anticipated costs for upcoming years are included in the 2025-26 Capital Budget and summarized below:

Future Projected Project Costs		
Description	**Timeframe**	**Amount[1]**
Detailed Design	2025-2029	$4,500,000
Construction (Phase Two)[2]	2028-2032	$77,400,000
Property Acquisition[3]	2025-2026	$49,500,000
	TOTAL	$131,400,000

1. Amounts include net HST.
2. Cost estimates for construction are preliminary at this stage and are highly dependent on the final configuration of the corridor and other factors such as potential undergrounding of utilities.
3. Additional property acquisition costs for the portion of the corridor south of Cunard Street may be required. Property requirements will be identified through upcoming preliminary design work for that section.

The following table summarizes the total project projected costs for Robie Street Corridor. It should be noted that it is possible portions of these costs will have opportunities for funding from other levels of government in the future.

Total Projected Project Costs	
Description	**Amount**
Design Costs	$4,734,520
Construction Costs	$79,930,711
Property Acquisition	$64,500,000
TOTAL	$149,165,231

Project Risks
The following provides a summary of relevant project risks:

- Property Acquisition: Management of property acquisition risks has been a critical part of the Robie Street project since it was initiated in 2017. The Robie Street corridor is rapidly developing, which is expected to continue into the foreseeable future. This has required swift action by HRM in planning, design, and land acquisition. Given the criticality of the right-of-way to the ability to construct planned upgrades to the corridor, property acquisition has been the highest priority since the Robie Street Transportation Reserve was established in 2021. The Transportation Reserve is a tool that is very effective in mitigating risks around property acquisition as it publicly acknowledges the necessity of the lands for municipal benefit and makes property owners aware of HRM's intent to purchase the lands. Despite its effectiveness, the Transportation Reserve zoning tool does have

limitations that could introduce risks, primarily related to timing. The Transportation Reserve zone is in effect until November 2026, after which it will expire, and the lands contained within it will revert to the underlying zone. Additionally, it should be noted that property requirements south of Cunard Street have not yet been identified, and a Transportation Reserve is not in place to preserve any lands that may be necessary for right-of-way expansion. The need for additional lands will be determined through the next phases of design for that section.

- Cost Escalation: Construction costs have increased sharply in recent years, which could impact the Robie Street project. Staff have developed construction cost estimates for corridor upgrades, but they are subject to change as the design process advances. Cost escalation in property acquisition is also an important consideration, particularly given the increased density provisions granted in the Centre Plan.

Other Considerations

The following are additional considerations related to the Robie Street transit priority corridor project.

- Robie Street and Bus Rapid Transit: Robie Street is a critical link in HRM's proposed BRT network. It is strategically located in the center of the peninsula, through what is expected to be one of the most densely populated areas in the municipality. The potential for higher order transit was an important consideration in zoning implemented as part of the Centre Plan. The significant increase in population density is predicated on the assumption that the higher order transit options will be in place to support the movement of people through the area; without the infrastructure on Robie Street that enables BRT to happen, there are significant potential risks for mobility both locally and across the region.

- Property Acquisition and Housing Impacts: The widening of Robie Street will significantly impact some properties and, in some cases, require that current residents relocate. This situation is unfortunate at any time, but particularly challenging now given the current state of the housing market. The lands being acquired as part of the Robie Street Transportation Reserve were established based on a preliminary design process that included a focused effort to mitigate property impacts where possible. Zoning provisions of the Centre Plan have significantly increased the development potential of lands along Robie Street, and it can be expected that redevelopment of many of these properties will be considered in the coming years (which could also impact current residents). As a result, HRM's acquisition of land along Robie Street is time sensitive to mitigate redevelopment risks.

- Road Widening vs. Lane Reallocation: Adding dedicated transit lanes to a corridor requires that either the roadway be widened or existing space be reallocated. Both approaches are being used for Robie Street. The Phase One changes made in 2020 used reallocation of existing general purpose traffic lanes to add transit lanes. Phase Two of the project, which will add transit lanes to the remaining segments, will require widening as there is insufficient width or traffic lane capacity to facilitate lane conversion. The widening of Robie Street will not increase lane capacity for general purpose traffic, but rather will allow for the addition of transit lanes while retaining existing general purpose traffic capacity.

- Potential Alternatives to Corridor Widening: Given the costs and other impacts associated with widening Robie Street to add continuous dedicated bus lanes, feedback from the community has requested that alternative options be considered to provide transit priority on the corridor:

    - Transit Priority Signals: There are a variety of ways that signalized intersections can be configured to give priority to buses. Transit queue jump lanes allow buses to bypass traffic on an intersection approach, and when combined with dedicated transit signal phases, can allow buses to move through an intersection in advance of general traffic. Signalized intersections can also detect the presence of an approaching bus and extend the green

phase to allow it to proceed without stopping. These features are currently used at intersections in HRM and will continue to play an important role in prioritizing buses on transit priority corridors and future BRT routes, including Robie Street. However, signal priority itself is insufficient to provide the transit priority required to support BRT on Robie Street. Without dedicated transit lanes between intersections, the effectiveness of transit priority signals would be severely limited (transit priority signals do not to eliminate downstream congestion and would leave buses stuck in congestion that will slow travel time and reduce reliability). Transit signal priority is also not a solution that, on its own, can address the need to provide transit priority in both directions on Robie Street.

- One-Way Street Network Changes: One-way street networks can improve traffic flow by reducing turning movements and prioritizing traffic flow on individual streets in one direction only. In some cases, they can also allow more flexibility in street cross-section configuration, providing more space for on-street features such as parking, active transportation facilities, or transit lanes. Although a potential conversion of Robie Street to one-way traffic could theoretically reduce the need for widening to add transit priority lanes, there are challenges that make it infeasible. One-way networks are typically set up in closely separated one-way street pairs serving opposing directions (as is the case in parts of downtown Halifax); this allows the one-way pairs to work together to move traffic but also continue to allow convenient access to properties and avoid circuitous routing. Robie Street lacks a suitable one-way pair street that is continuous and closely spaced on the peninsula – Windsor Street is not continuous south of Quinpool Road, and its separation from Robie Street (up to 500m) is excessive, especially considering the lack of a complete grid network in the north end. Additionally, a one-way configuration would have limitations in its applicability to transit operations (including BRT), as transit routes would need to either run on different streets or require a complex arrangement allowing contraflow bus traffic on a one-way street.

- Reversing Lanes Configuration: Directional imbalance in traffic flow, typically due to morning and afternoon commuting patterns, is common on many major roadways. In some cases, a reversing lane configuration can be used to change lane assignments by time of day to better match traffic demand with capacity and reduce the need to expand infrastructure. Local examples include the Macdonald Bridge, Herring Cove Road, and Chebucto Road. Traffic flow on Robie Street is not well suited to a reversing lane configuration since it does not have a time-of-day based directional imbalance that would make it advantageous. Northbound is the dominant flow direction for most of the day (see Figure 3), which is why the Phase One changes implemented in 2020 prioritized the installation of a northbound transit lane on segments where there was only enough available space for a bus lane in one direction. With the planned implementation of BRT service, it will be essential that transit lanes are provided in both directions throughout the day.

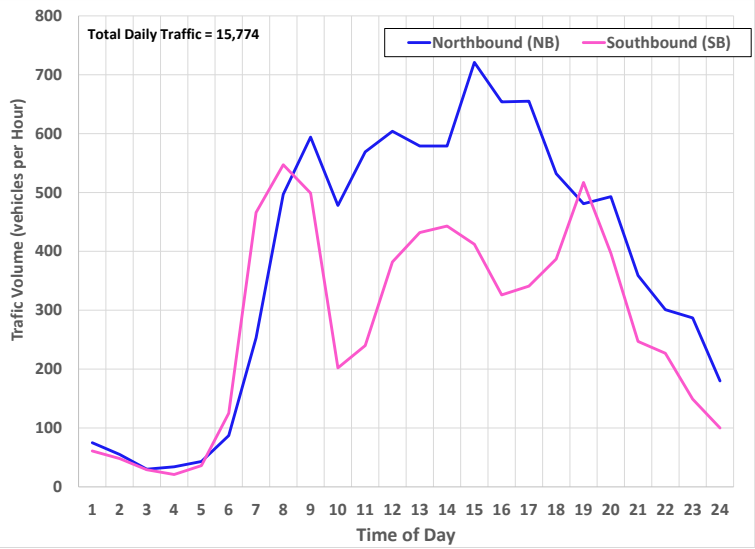


Figure 3: Hourly Traffic Volume (Robie Street North of Cunard Street)

FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with the recommendation that Audit & Finance forward this report to Council for information. There will be a follow up report to follow in May to outline the detailed financial implications. Summary of the current spending to date and planned Capital budget is as follows:

Project Spending to date:

Project Costs to Date			
Description	**Vendor**	**Timeframe**	**Amount[1]**
Functional Design	WSP Canada Inc.	2017	$13,100
Construction (Phase One)	Dexter Construction	2020	$2,530,711 [2]
Preliminary Design	Englobe	2022-Present	$221,420
Property Acquisition / Commitments	Various	2022-Present	$15,000,000
TOTAL			$17,765,231

1. Amounts include net HST.
2. Total purchase order amount. The total amount spent to date is $2,296,800 (incl. net HST)

Future Project Capital Expenditures:

Project No. CT190009 Strategic Mobility Corridors: Land Acquisition:

Cumulative Uncommitted Budget	$ 13,860,719
Plus: 2025/26-2028/29 Capital Budget	$ 25,000,000
Less Estimated Future Spend	($ 49,500,000)
Additional Budget Required:	($ 10,639,281)

Project No. CT200006 Robie – Young Transit Priority:

Cumulative Uncommitted Budget	$ 1,400,000
Plus: 2025/26-2028/29 Capital Budget	$ 24,600,000
Plus: 2029/30-2032/33 Capital Outlook	$ 55,900,000
Less Estimated Future Spend	($ 81.900,000)
Additional Budget Required:	($ 0)

A process change for land acquisition budgeting was undertaken for the 2025/26 capital budget whereby staff is only forecasting land acquisitions one year in advance. The estimated additional budget required for land ($10,639,281) will be allocated in future capital budgets.

COMMUNITY ENGAGEMENT

See 'Community / Stakeholder Engagement' section above.

LEGISLATIVE AUTHORITY

Administrative Order Number One, the Procedures of the Council Administrative Order
Schedule 7 Transportation Standing Committee Terms of Reference

12. Pursuant to clause 20(1)(c) of the HRM Charter, the Council delegates the power to direct staff to prepare reports to this Standing Committees provided that:
(a) the topic of the report is consistent with the mandate of the Standing Committee as expressed in the Committee's terms of reference approved by the Council; and
(b) the topic of the report is consistent with the Council's approved strategic priorities, budgets and policies.

ATTACHMENTS

Attachment A: Summary of Public Engagement Feedback (2018)

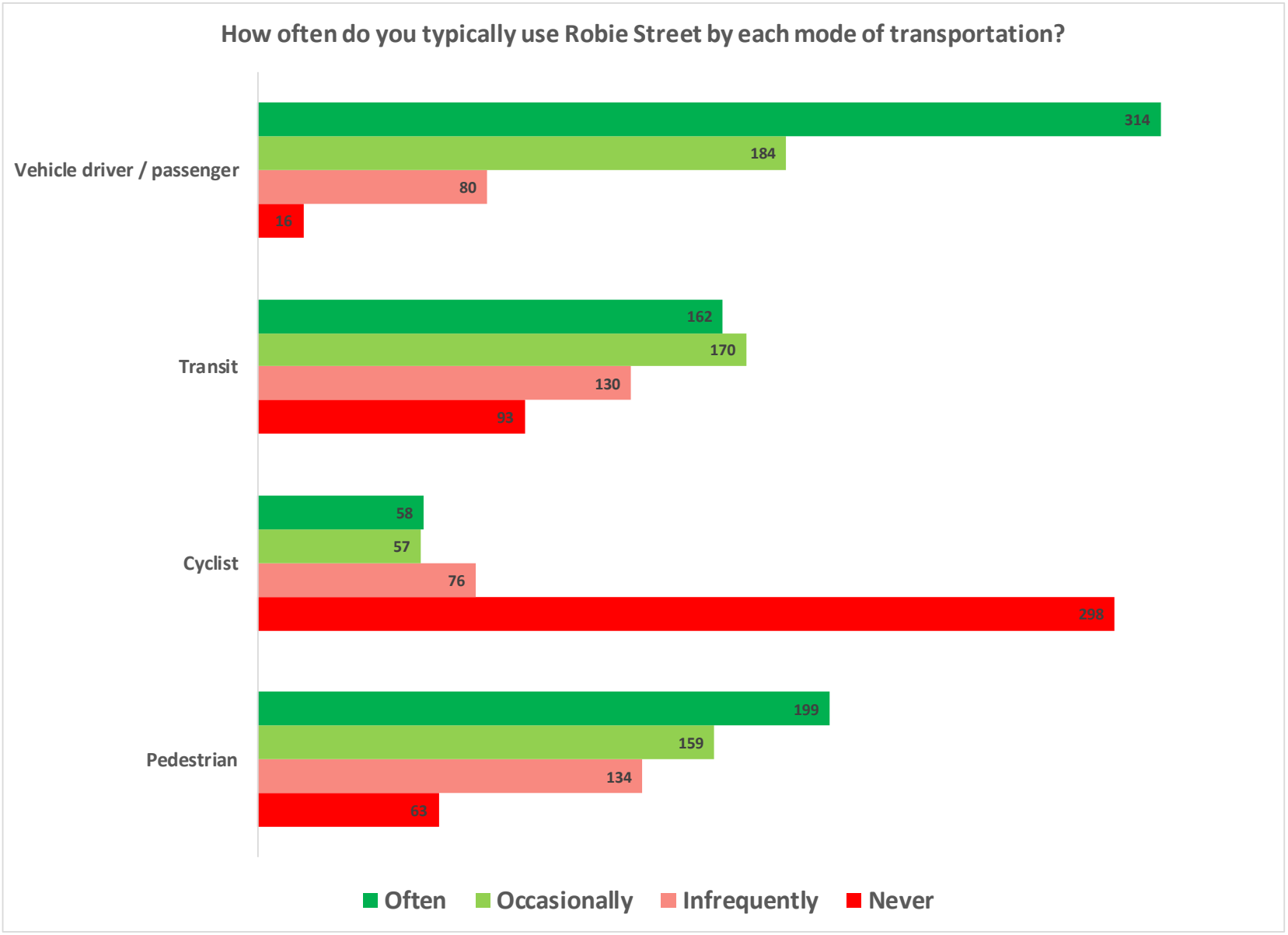
Report Prepared by: Mike Connors, MScE, P.Eng., Manager – Transportation Planning, Strategic Infrastructure & Transportation Planning, 902.817.0795

Robie Street

Total Participants: Shape Your City Online Survey	601

Attachment A

Robie Street



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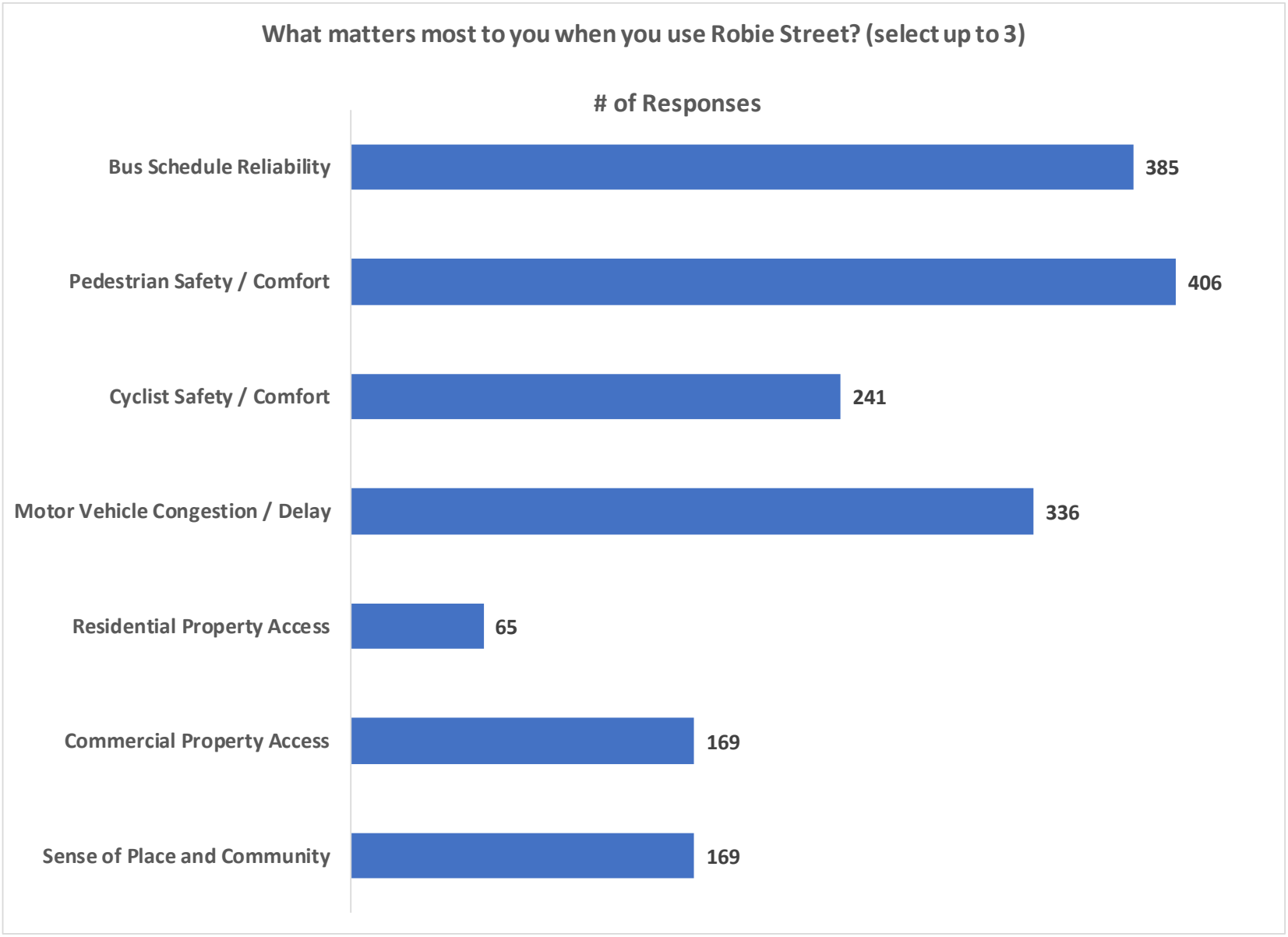
Attachment A

Robie Street



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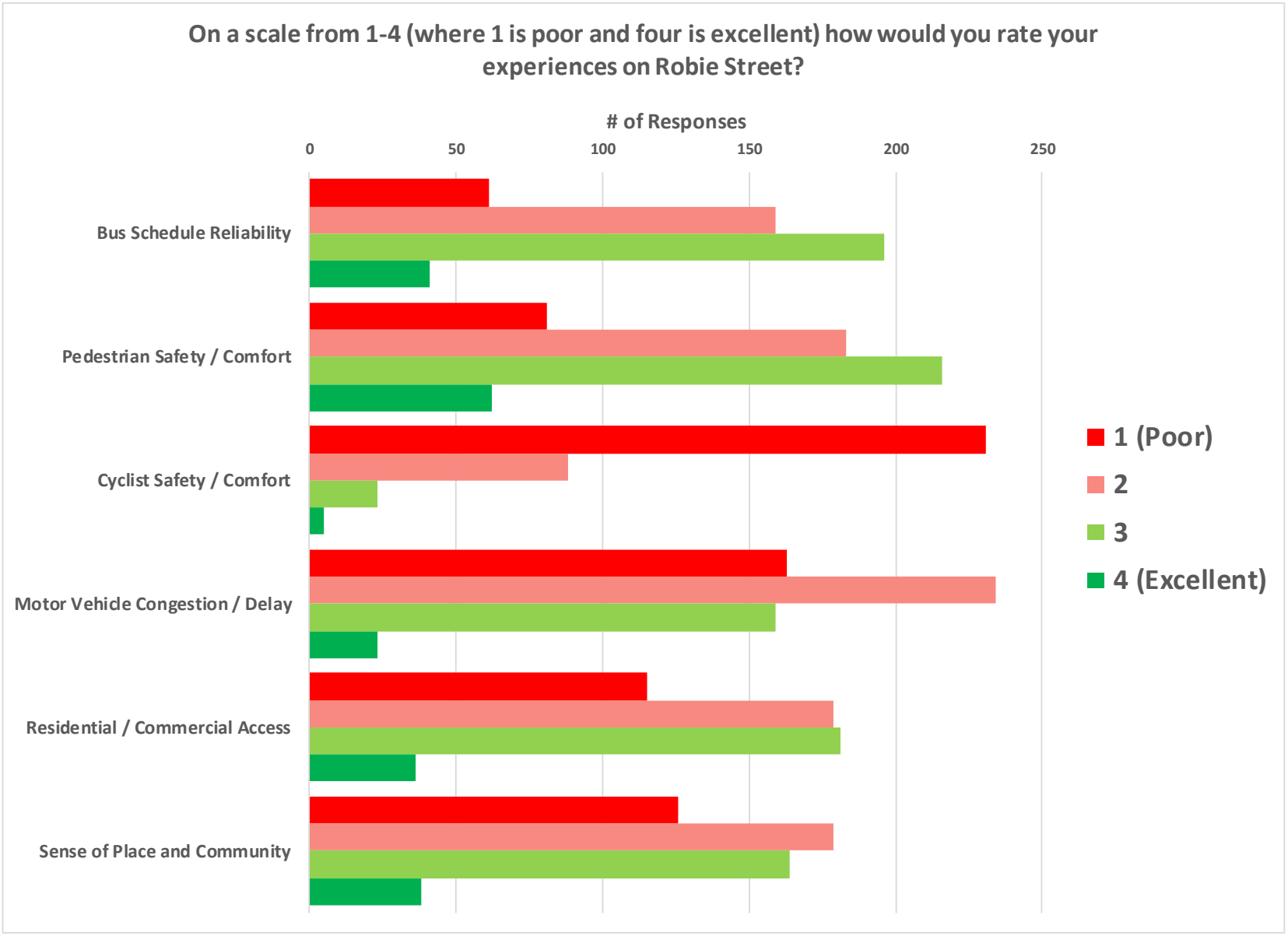

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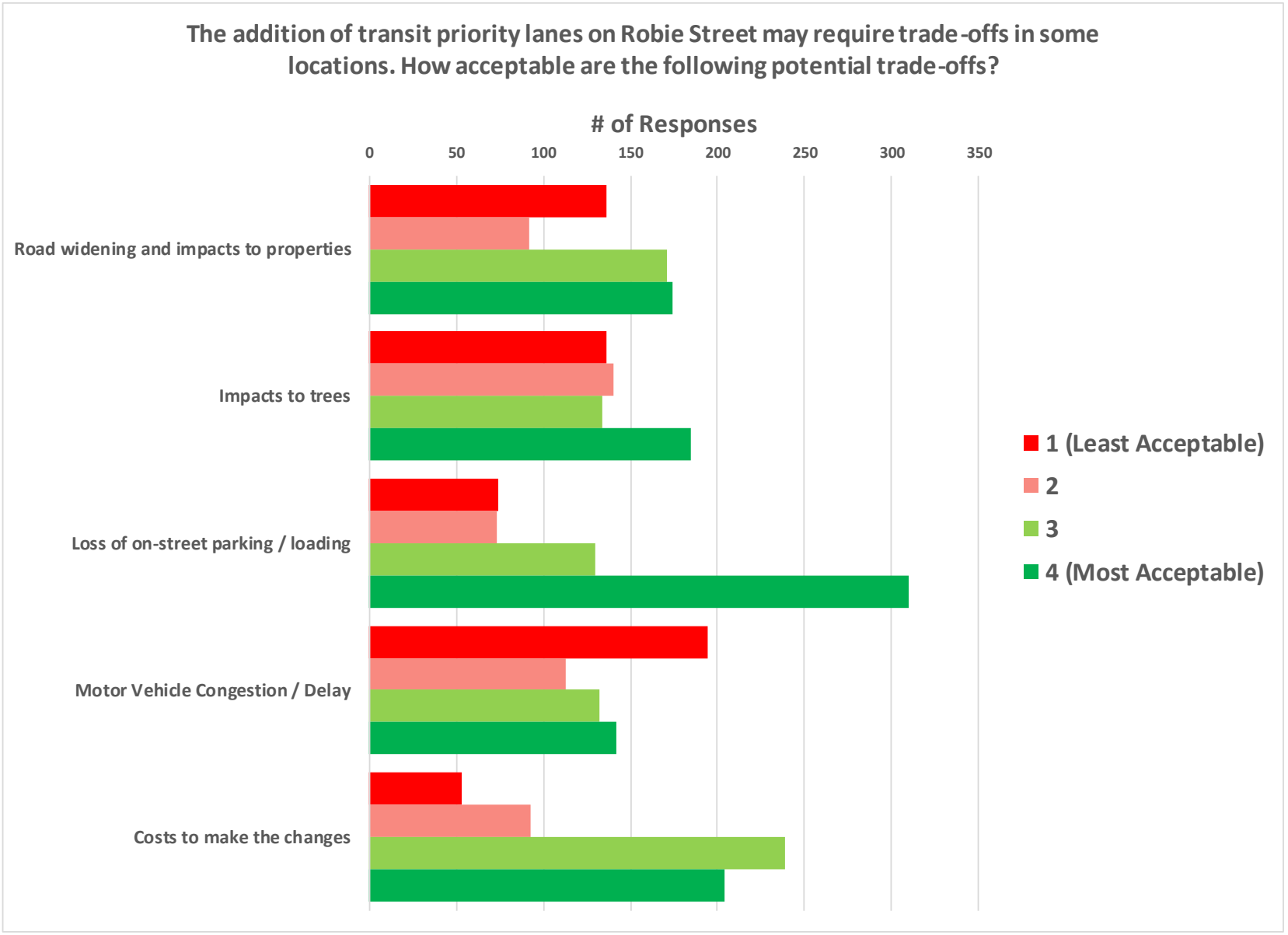

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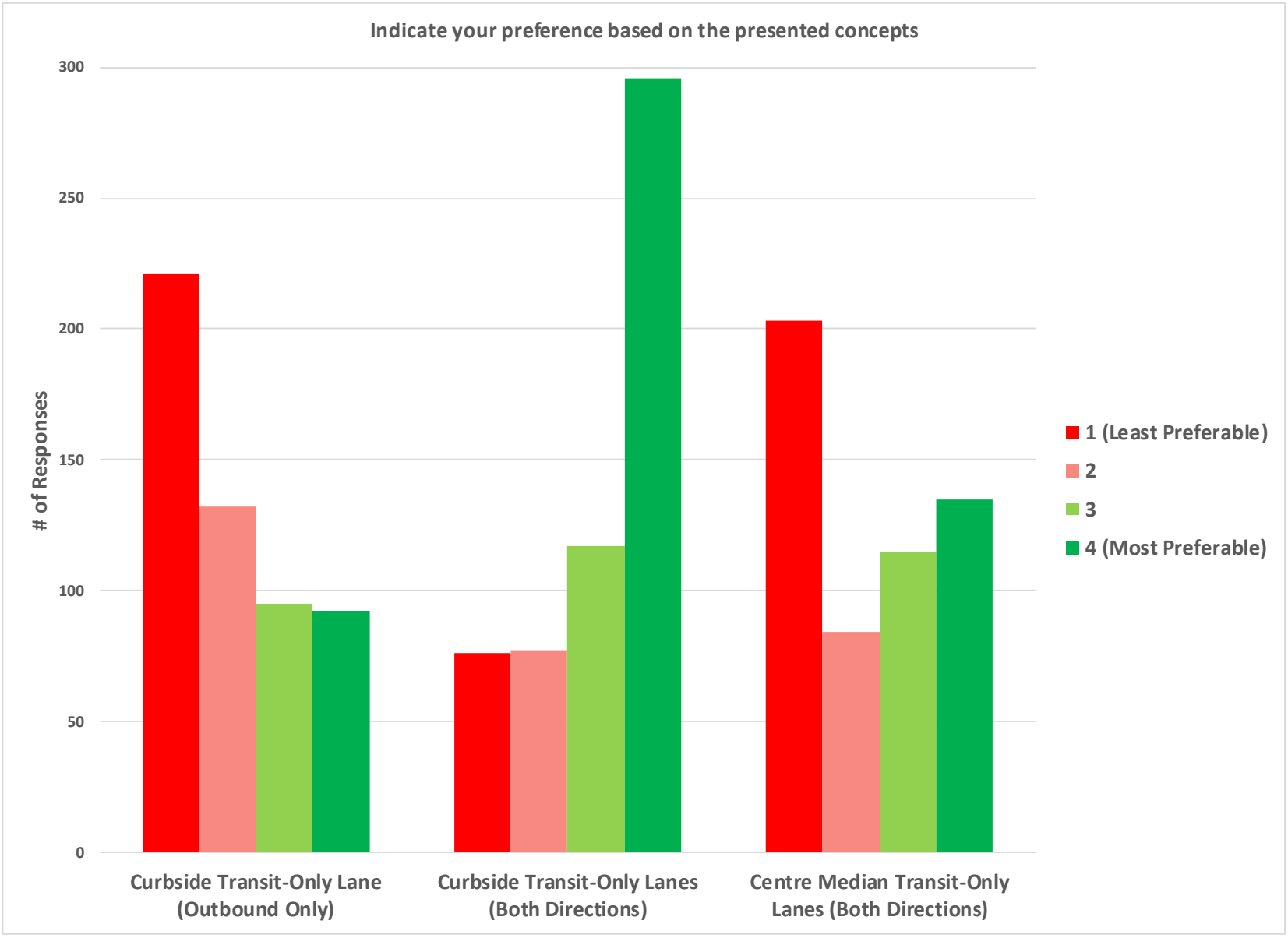

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