

Changing Traffic Patterns in Downtown Halifax






Downtown Halifax, with narrow streets in a tight grid pattern, currently has a mix of one-way and two-way traffic flow. HRM by Design proposed changes to traffic patterns to reduce the number of vehicle travel lanes with the goal of increasing street space available for on-street parking, bike lanes, and other potential uses.

HRM has conducted open house sessions for both the Downtown Halifax Business Association (April 2010) and the general public (November 2010). Based on the feedback received, the plan aims to balance the needs of stakeholders to create a more functional street network and vibrant downtown area.

Implementation of the changeover has been scheduled in 3 phases beginning this September. Work required for the changeover, consisting of traffic sign changes and modifications to pavement markings, will be carried out overnight to minimize disturbance and confusion. In advance of the implementation, public service announcements will be made to ensure a safe and smooth transition.

Planned Changeover dates:

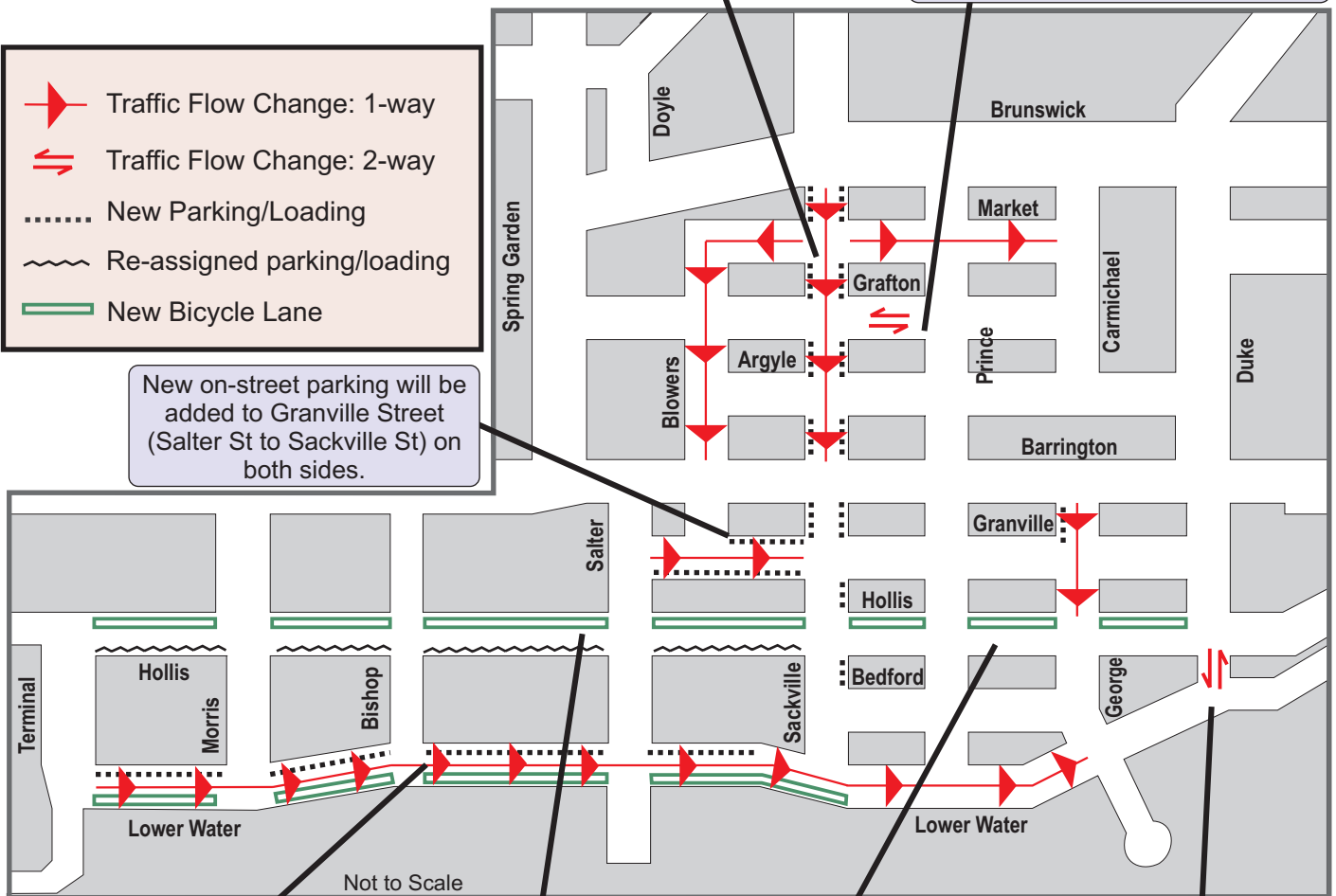
- September 18, 2011:** All streets except Lower Water & Hollis
- October 16, 2011:** Lower Water Street
- March 18, 2012:** Hollis Street, Signals at Duke/Lower Water

-  Traffic Flow Change: 1-way
-  Traffic Flow Change: 2-way
-  New Parking/Loading
-  Re-assigned parking/loading
-  New Bicycle Lane

Sackville Street will have new on-street parking on several blocks.

On-street parking will be removed from the west side of Grafton Street to accommodate 2 lanes of traffic (Sackville St to Prince St).

New on-street parking will be added to Granville Street (Salter St to Sackville St) on both sides.







On-street parking will be added to the West side of Lower Water Street (south of Sackville Street). North of Sackville St., On-street parking will be permitted during non-peak traffic

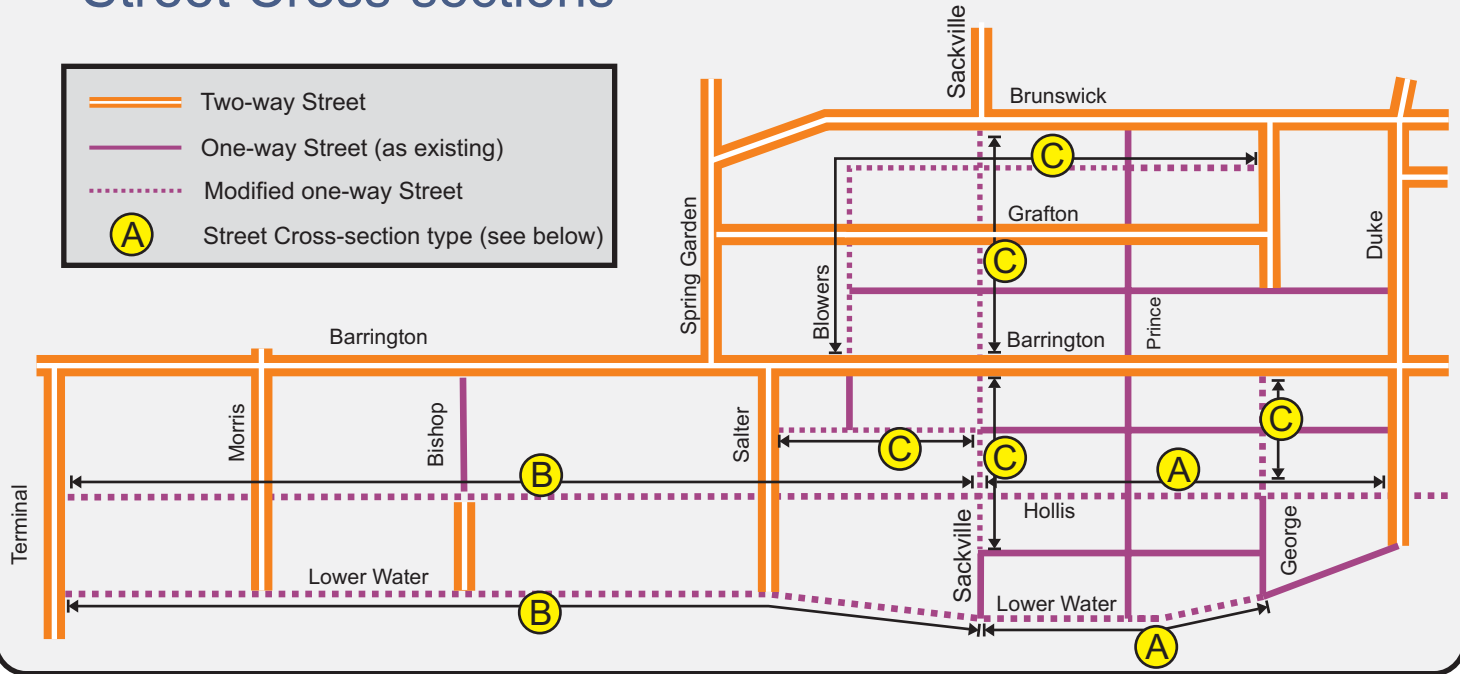
South of Sackville Street, parking meters will be moved from the west side of Hollis Street to the east side. Pay and display parking systems are under consideration.

A new bike lane will result in removal of on-street parking along the west side of Hollis Street. Parking will continue to be permitted on the east side during non-peak traffic periods.

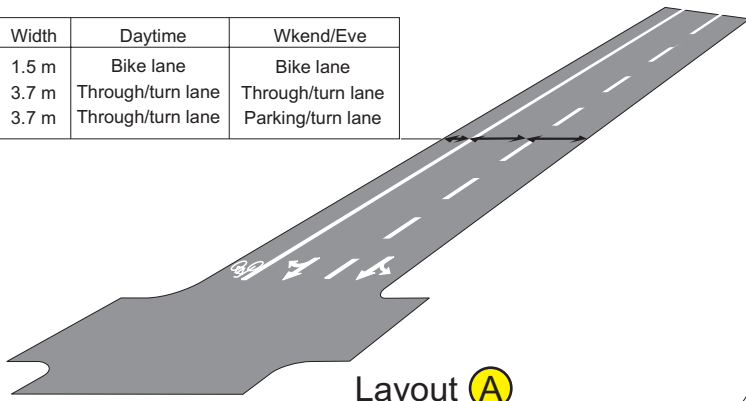
Traffic signals will be installed at Lower Water and Duke to better control pedestrian crossings.

Street Cross-sections

-  Two-way Street
-  One-way Street (as existing)
-  Modified one-way Street
-  Street Cross-section type (see below)

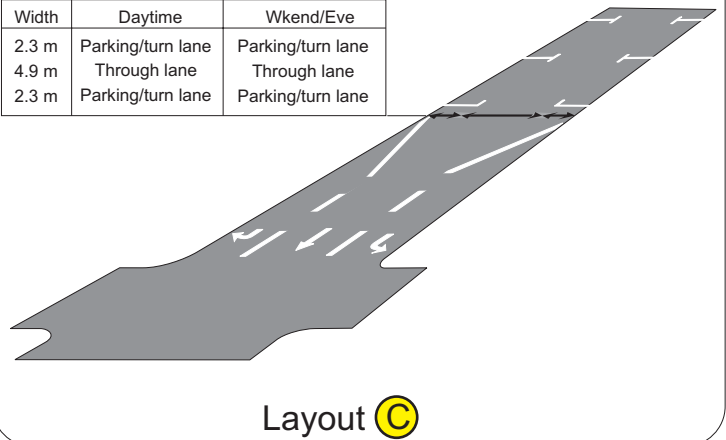


Width	Daytime	Wkend/Eve
1.5 m	Bike lane	Bike lane
3.7 m	Through/turn lane	Through/turn lane
3.7 m	Through/turn lane	Parking/turn lane



While new provincial regulations prohibit parking in bike lanes, they continue to permit stopping and loading.

Width	Daytime	Wkend/Eve
2.3 m	Parking/turn lane	Parking/turn lane
4.9 m	Through lane	Through lane
2.3 m	Parking/turn lane	Parking/turn lane



In addition to on-street parking, new street space created will also be considered as opportunities to add loading zones and sidewalk cafes / patios.

Width	Daytime	Wkend/Eve
1.7 m	Bike lane	Bike lane
4.9 m	Through/turn lane	Through/turn lane
2.3 m	Parking/turn lane	Parking/turn lane

