

Re: Item No. 15.4.1

**HALIFAX**

# Spring Garden Road

Transit-Priority Pilot –  
Regional Council

2021-12-07

# How we got here



# 2019 Regional Council Direction

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council direct the CAO to:

1. Proceed with the design and construction of streetscaping improvements for the segment of Spring Garden Road between South Park Street and Queen Street, based on the built form and traffic operational approach described as Option 4 in the discussion section of this report; and
2. **Gather data during construction on how loading is accommodated and how diverted traffic impacts other streets and return to Council with further analysis of the impacts of a daytime transit priority corridor, including consideration of the feasibility of a temporary pilot project.**



Retail Space  
FOR  
LEASE

Tim Hortons

TD

SleepCountry

PostNet

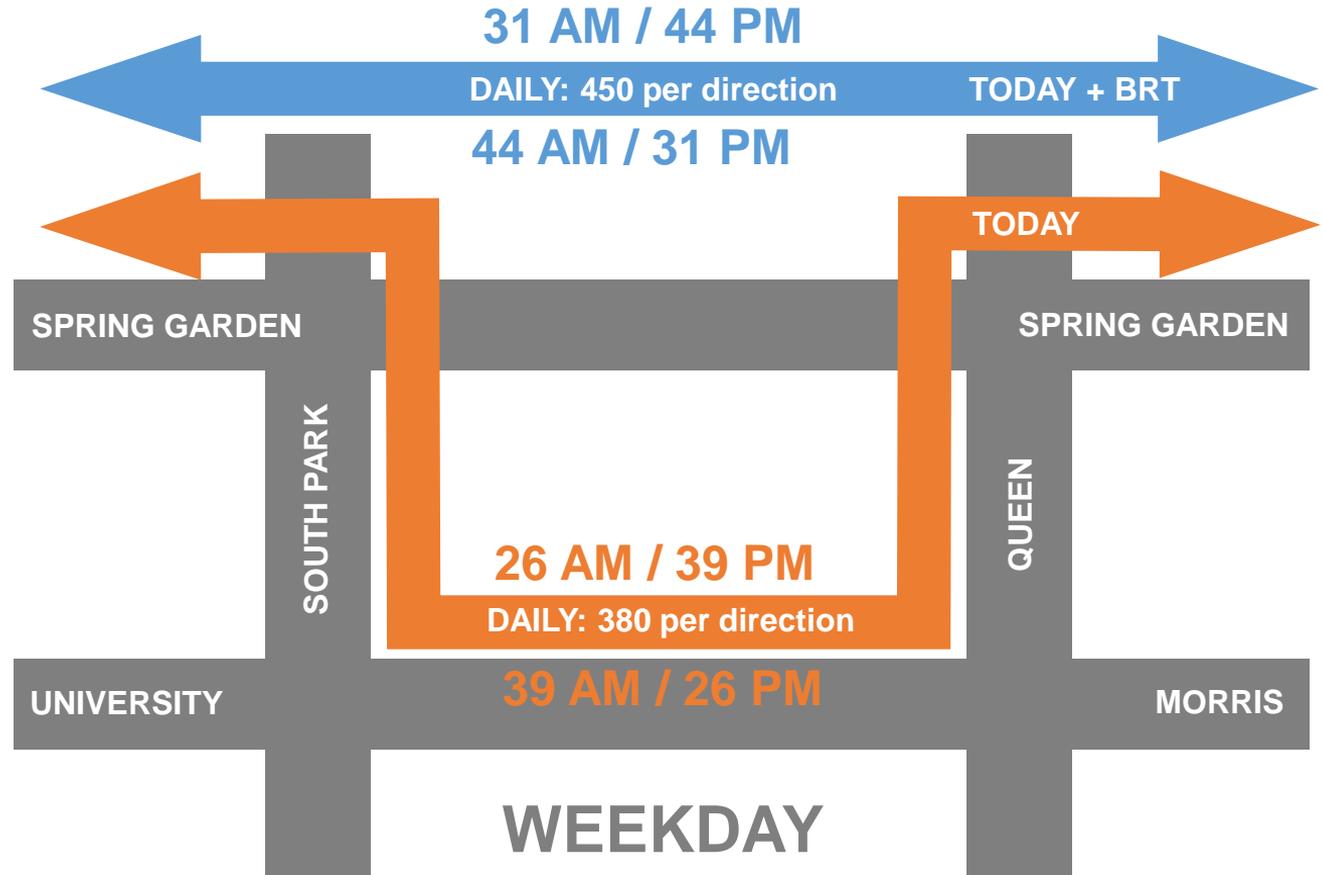
**DAYTIME TRANSIT CORRIDOR** From 7am - 8pm; Monday - Sunday



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# Buses

- One bus every 45 seconds in busiest weekday hours
- One bus every two minutes on weekends

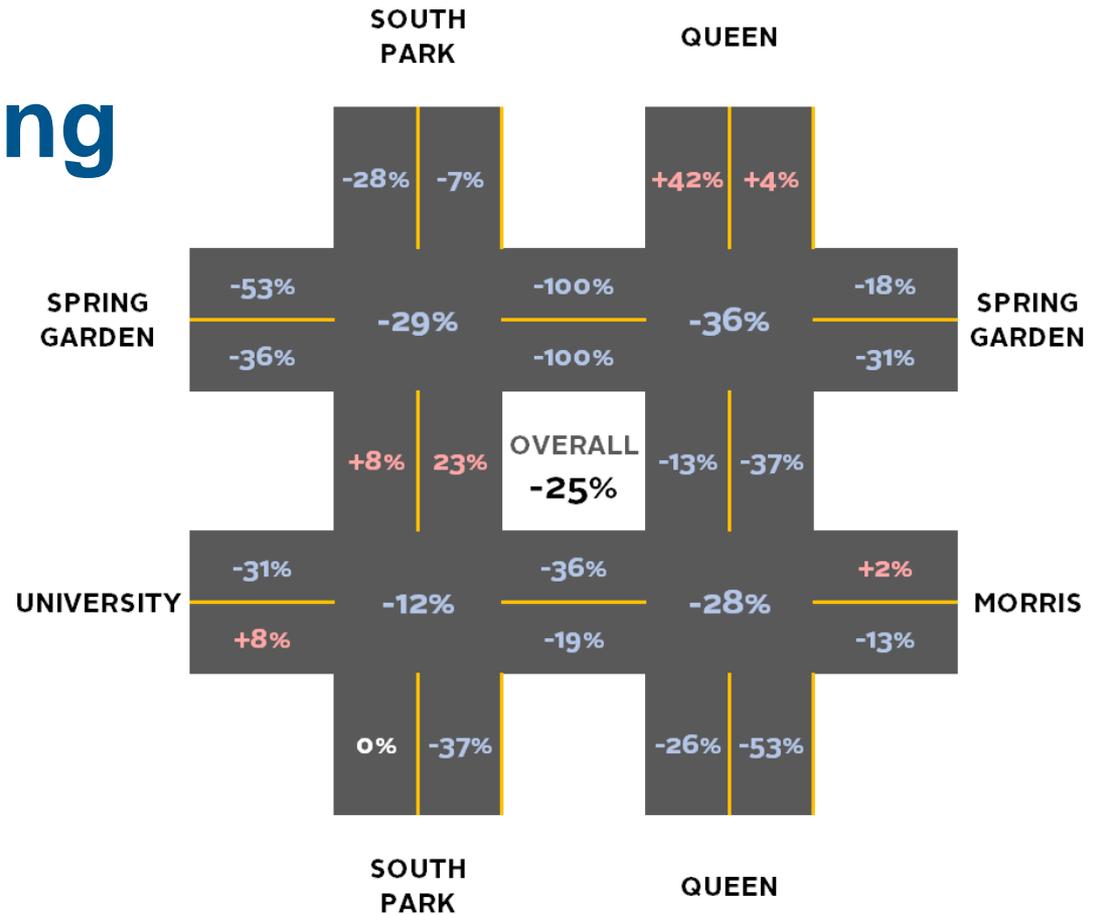


# Change in driving

## 2021 vs. 2019

Weekday Afternoon  
During Construction

25% Reduction Overall



# Transportation Analysis

- **Intersection Operations**

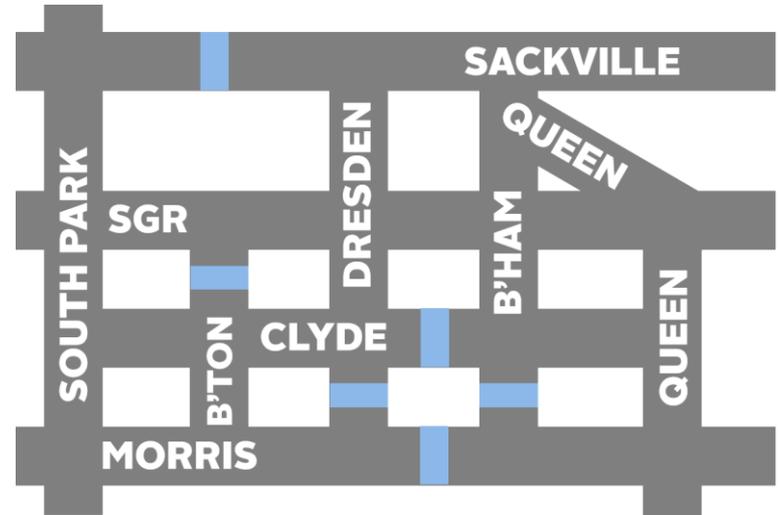
- Basic scenarios
  - 2019
  - 2021 During Construction
  - 2021 Transit-Only Pilot

- **Sensitivity Analysis**

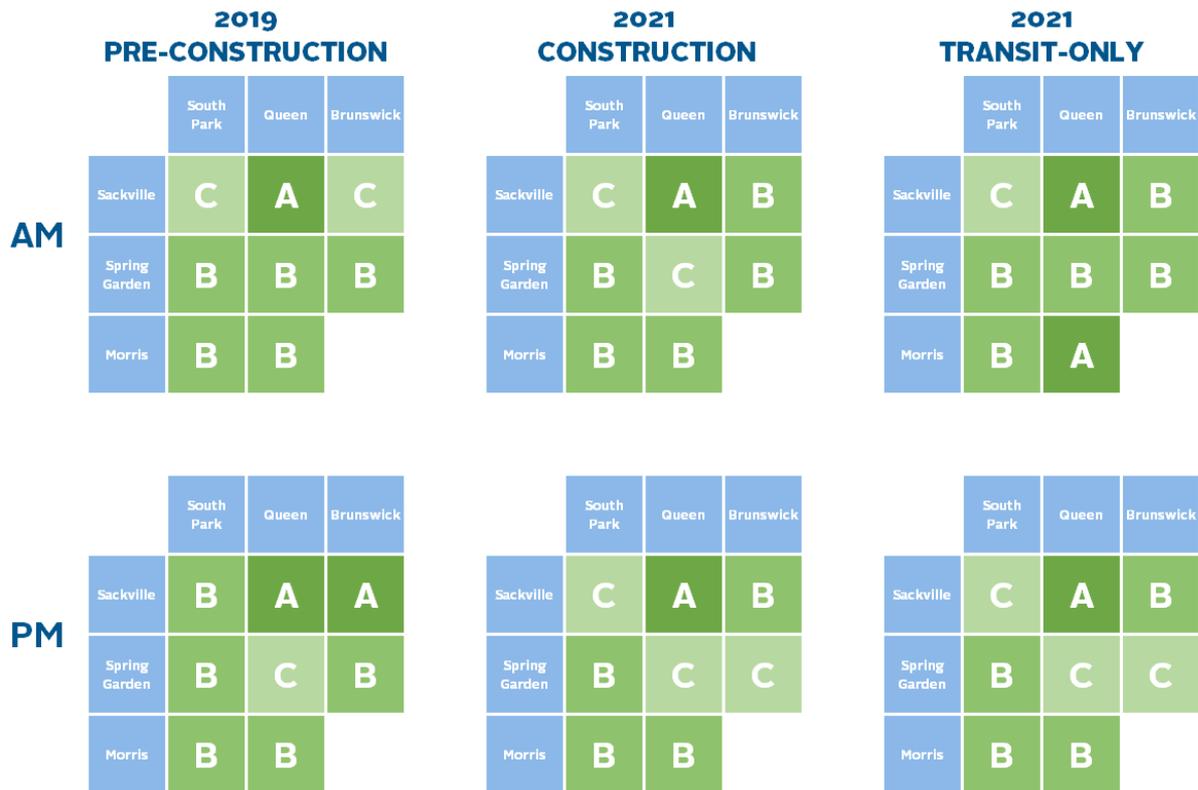
- 2021 Transit-Only Pilot
- + 10-50% volume

- **Speeds**

- Before and during construction

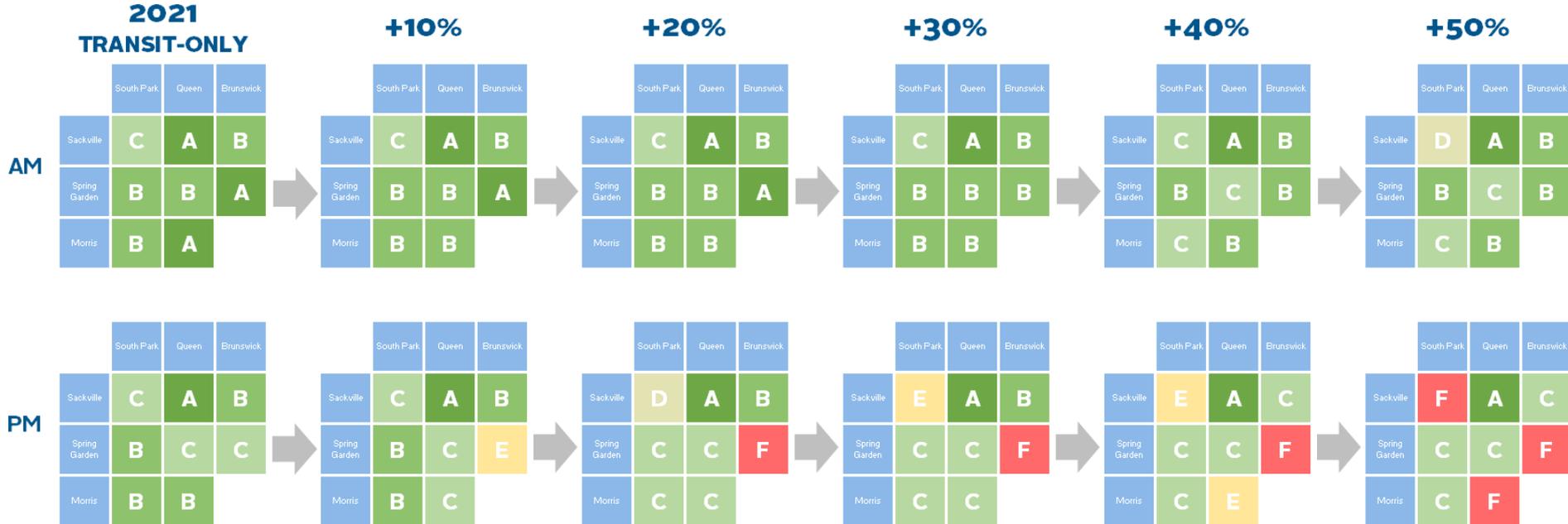


# Driving LOS Summary – Base Scenarios



# Driving LOS Summary – Sensitivity Testing

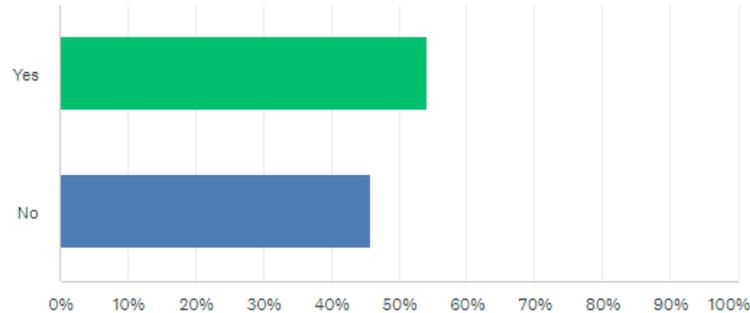
## TRAFFIC VOLUME INCREASE



# Spring Garden BID Feedback

Do you Support a 1-year pilot project of transit only in the Spring Garden Corridor?

Answered: 118 Skipped: 0

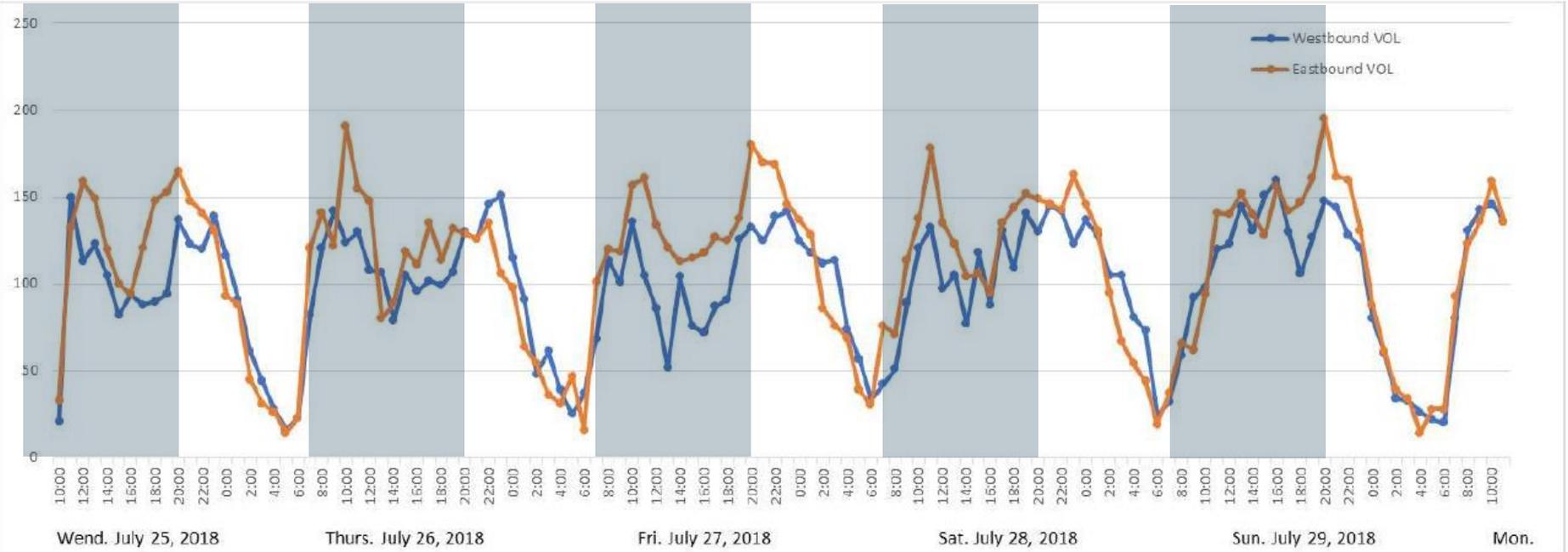


ANSWER CHOICES	RESPONSES	
▼ Yes	54.24%	64
▼ No	45.76%	54
<b>TOTAL</b>		<b>118</b>

# Transit-only Pilot Implementation – Timing of Implementation

- Commence immediately following the completion of construction
  - Vehicle routing will be almost identical to patterns during construction, therefore will not require a major routing adjustment for local drivers
- Be in place for a full calendar year
  - Allow for all seasonal impacts and benefits to be understood
- 7am to 8pm
  - Allows for the improved reliability of transit, while allowing for general vehicle use of the street at times when transit and general traffic volumes are lower.

Figure 2-2: Directional Volumes - Spring Garden between Dresden Row and Birmingham



# Transit-only Pilot Implementation – Brenton Street Configuration

- Prior to construction, Brenton Street (between Clyde Street and Spring Garden Road) was a southbound, one-way street. It has been closed to all but local traffic since June 2021 as a result of the ongoing construction work.
- Under a transit-only scenario, it would be re-opened as a northbound one-way street with a required left-turn at Spring Garden Road

## DAYTIME TRANSIT CORRIDOR From 7am - 8pm; Monday - Sunday



# Transit-only Pilot Implementation – Regulatory Approval & Signage

- A signage plan is being developed in conjunction with this staff report to allow for the quick implementation of this pilot (if approved) once the construction fencing and traffic control set up for the streetscape project is removed in late 2021.
- Signage will include time-limited “bus only” signs (as seen on other transit-only lanes) at the main intersections (Queen and South Park Streets) as well as turn restriction signage on the side streets.
- No transit-only pavement markings will be added.

# Transit-only Pilot Implementation – Communication/Education

- As a transit-only street is a new concept for Halifax, communication and education will be important to complement regulatory signage and enforcement efforts.
- A communications plan will be developed to increase awareness of the changes to drivers and residents.

 **Spring Garden Road is BUS-ONLY**

**From South Park to Queen, 7 a.m. - 8 p.m.**

**HALIFAX**

# Transit-only Pilot Implementation – Enforcement

- HRP will support implementation of the transit-only pilot through on-street education and enforcement, to the extent they are able.
- A dedicated enforcement campaign will be implemented (four hours per day for approximately 14 days)
- Halifax Transit and Compliance officers will support HRP's efforts by enforcing any stopping, loading, and parking violations on Spring Garden Road and side streets.

# Transit-only Pilot Implementation – Measures of Effectiveness

- To be considered a success, the pilot will need to improve the pedestrian and transit experience along the 400m corridor, with minimal negative impacts to the surrounding area.
- Some of the possible evaluation metrics include:
  - Pedestrian, customer, and transit rider experience on the street
  - Public and area resident feedback
  - Average transit travel time
  - Compliance review
  - Business sales data

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# Recommendation

That Halifax Regional Council direct the Chief Administrative Officer to:

1. Proceed with a year-long daytime transit priority corridor pilot project on Spring Garden Road between South Park Street and Queen Street during the hours of 7a.m. – 8 p.m., subject to the approval of HRM's Traffic Authority; and
2. Monitor the operation of the pilot project and return to the Transportation Standing Committee with an update on the first 6 months of data after the commencement of the pilot project, and then return to Halifax Regional Council with a final recommendation of the configuration of the street upon completion of the pilot project.