

HALIFAX

Herring Cove Road Bus Lane and Active Transportation Infrastructure

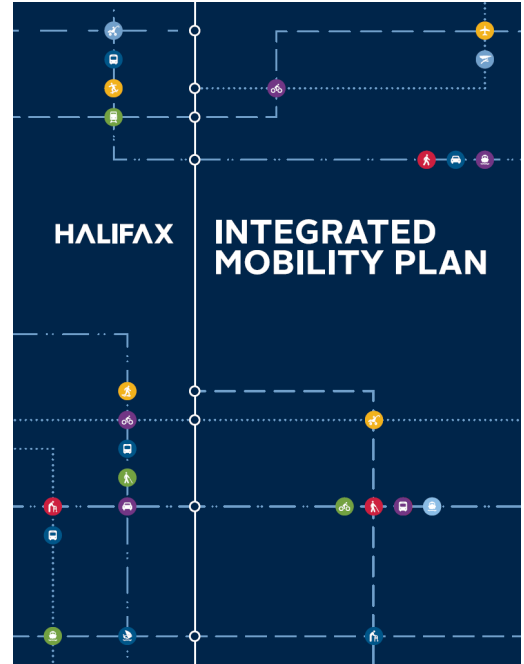
Transportation Standing Committee

April 29th 2021

Project Rationale

The *Integrated Mobility Plan* was unanimously approved by Regional Council in December 2017.

Action 121 of the IMP calls for the development of strategic corridor plans for existing roadway corridors that are key to regional traffic flow, transit, goods movement and active transportation.



Council Approvals

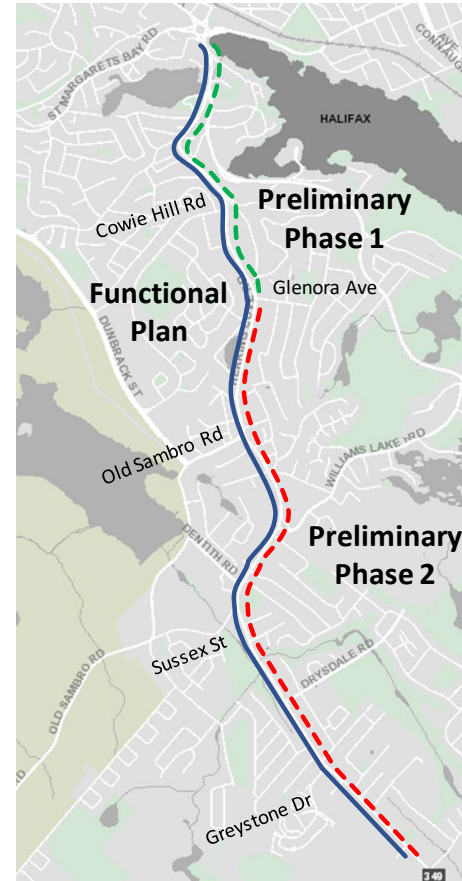
Plan	Approval Date
Active Transportation Priorities Plan	July 2014
Integrated Mobility Plan	December 2017
Rapid Transit Strategy	May 2020
ICIP Federal Funding	September 2020

Project Objectives

- Provide a long term corridor-wide vision for Herring Cove Road
- Identify and understand potential options to reconfigure the corridor to improve quality and consistency of transportation infrastructure for all users
- Evaluate all recommended modifications and changes through the pillars of the *Integrated Mobility Plan*
- Complete functional design for selected corridor reconfiguration options that enables a strong understanding of the property requirements and construction cost implications.

Project Timeline

- Functional Plan (Fall 2019) ———
- Rapid Transit Strategy (Spring 2020)
- Preliminary Design Phase 1 (Fall 2020) ■ ■ ■
- Preliminary Design Phase 2 (2021-) ■ ■ ■

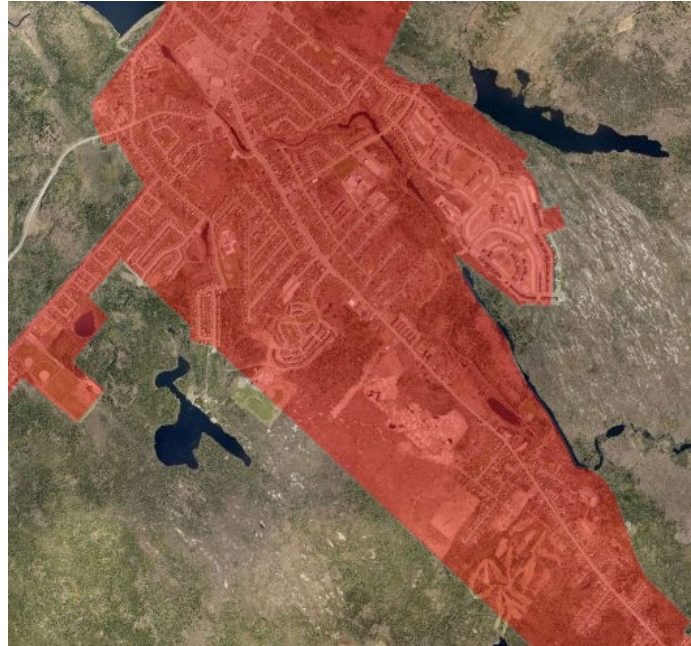


Existing Conditions



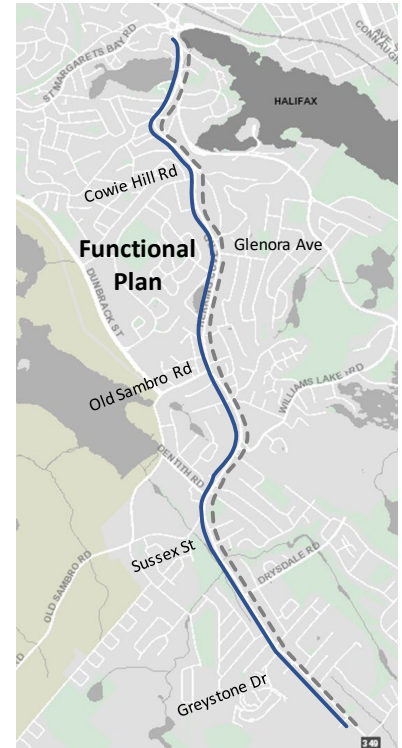
Development Potential

- Potential for 2300 units along Herring Cove Rd within Urban Service Boundary.
- Widening roads for vehicle capacity leads to induced demand and more congestion. The IMP promotes sustainable transportation options



Functional Plan – Fall 2019

- Completed sidewalk connections
- Multi-use path between Armdale Roundabout and Cowie Hill Rd
- Protected cycling lanes from Cowie Hill Rd to Greystone Dr
- Transit priority lane inbound from Cowie Hill Rd to Armdale Roundabout
- Cost estimate ~ \$21.6M

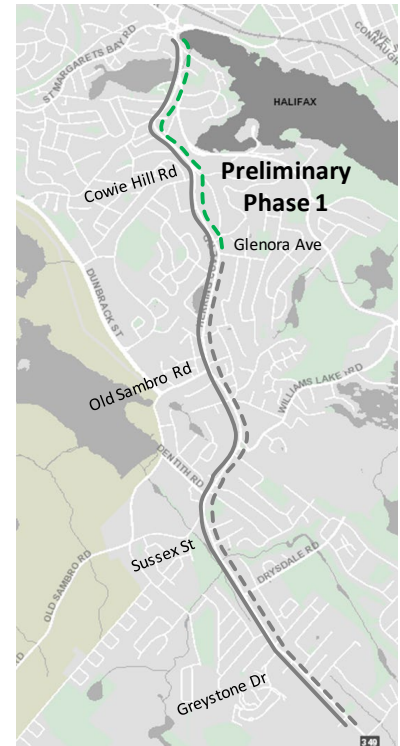


Rapid Transit Strategy – Spring 2020



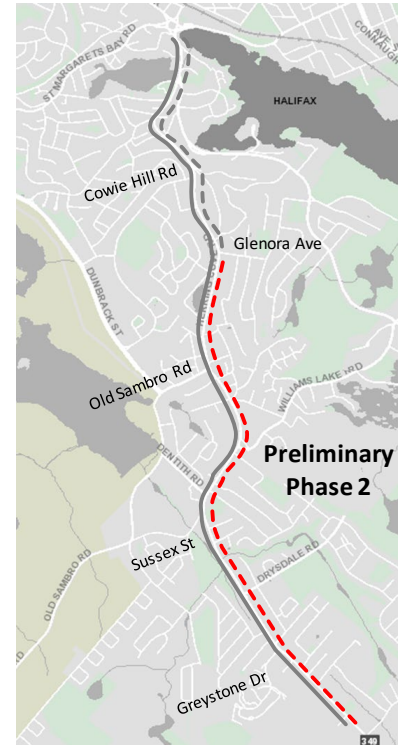
Preliminary Design (Phase 1) – Fall 2020

- Preliminary design completed with more detail on retaining walls, property impacts and costs estimates.
- Updated design to include Rapid Transit Strategy recommendations
- Minimal changes to functional design
- No vehicle lanes are removed
- Cost estimate ~\$10.3 – 12.6M



Preliminary Design (Phase 2) – upcoming 2021

- RFP to be issued in 2021
- Will include public engagement
- Will involve removing vehicle lanes in some locations in favour of AT and transit infrastructure as per direction in Rapid Transit Strategy.
- Will evaluate multi-modal capacity and consider as-of-right development (2300 units) and the potential for additional lands (holding zones and urban reserve)



Funding Opportunities

- Federal government announced \$14.9B in funding for public transit over 8 years
- In Sept. 2020, application for ICIP funding approved by Regional Council and submitted to the Province
- Federal funding cannot be used for purchasing land
- In order to receive the full benefit of federal funding, land acquisition would need to take place in advance

Recommendation

It is recommended that the Transportation Standing Committee recommend that Regional Council direct the Chief Administrative Officer to:

1. Endorse the Herring Cove Road functional plan and further integrate with the recommendations of the recently approved *Rapid Transit Strategy (2020)*.
2. Initiate efforts to acquire property to widen various sections of Herring Cove Road to accommodate dedicated active transportation and transit infrastructure.

Next Steps

If the Transportation Standing Committee and Regional Council approve the staff recommendation, next steps will be to:

1. Issue RFP for phase 2 preliminary design (60%) for the remainder of the Herring Cove Road study area (Glenora Avenue to Greystone Drive), which is included in the 21/22 capital budget.
2. Program detailed design, land acquisition and construction to be phased over the next 5-10 years