

Re: Item No. 15.1.1

HALIFAX

January 28, 2025

Windsor Street Exchange Functional Plan

Halifax Regional Council

Additional Design Considerations

The June 2024 endorsement of the Windsor Street Functional Plan asked for the following additional considerations:

1. Active transportation facility options, prioritizing a AAA connection
2. Inclusion of bus lanes to support the future BRT Green Line
3. Demonstrate future proofing to allow for bike and pedestrian connections to any future MacKay Bridge project
4. Requesting the Mayor write the relevant Federal Ministers regarding an extension to accommodate these changes
5. Provide an analysis of what increased vehicle traffic capacity will mean on mode share given induced demand.

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Project Background



Critical corridor for Port goods movement



Future BRT corridor, servicing 10 bus routes currently



Challenging pedestrian access



No cycling facilities

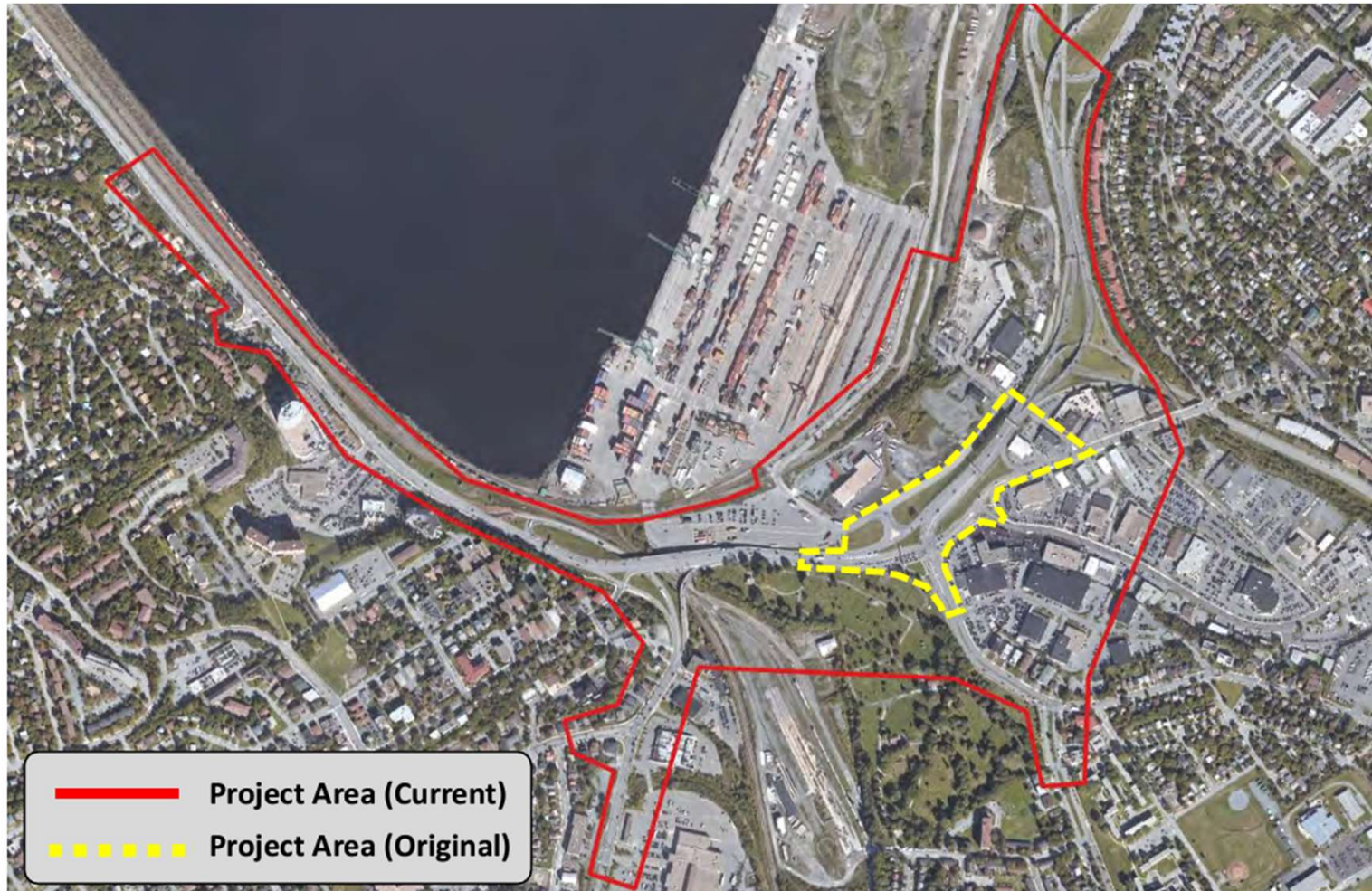


90-110 thousand vehicles per day



Project Objectives

- Reduce goods movement travel time by 24%
- Reduce congestion
- Reduce collision frequency and severity
- Reduce transit run-time variability
- Reduce greenhouse gas emissions
- Improve safety for all road users
- Create active transportation network connections
- Improve access to Africville museum
- Integrate needed Halifax Water capital work for water, sanitary and storm infrastructure



Windsor Street Exchange

Project Scope

- Reconfigure the intersection of Bedford Highway – Windsor Street – Lady Hammond Road
- Separate traffic between the Bedford Highway/Joseph Howe Dr. and the MacKay Bridge.
- New underpass between Bayne St. and Lady Hammond Rd.
- Changes to the Bedford Highway-Joseph Howe Dr. interchange to improve flow to and from the WSE area.
- New exit to Bayne St., improving access to the Fairview Cove Container Terminal and Africville Rd.
- Halifax Water infrastructure renewal and upgrades

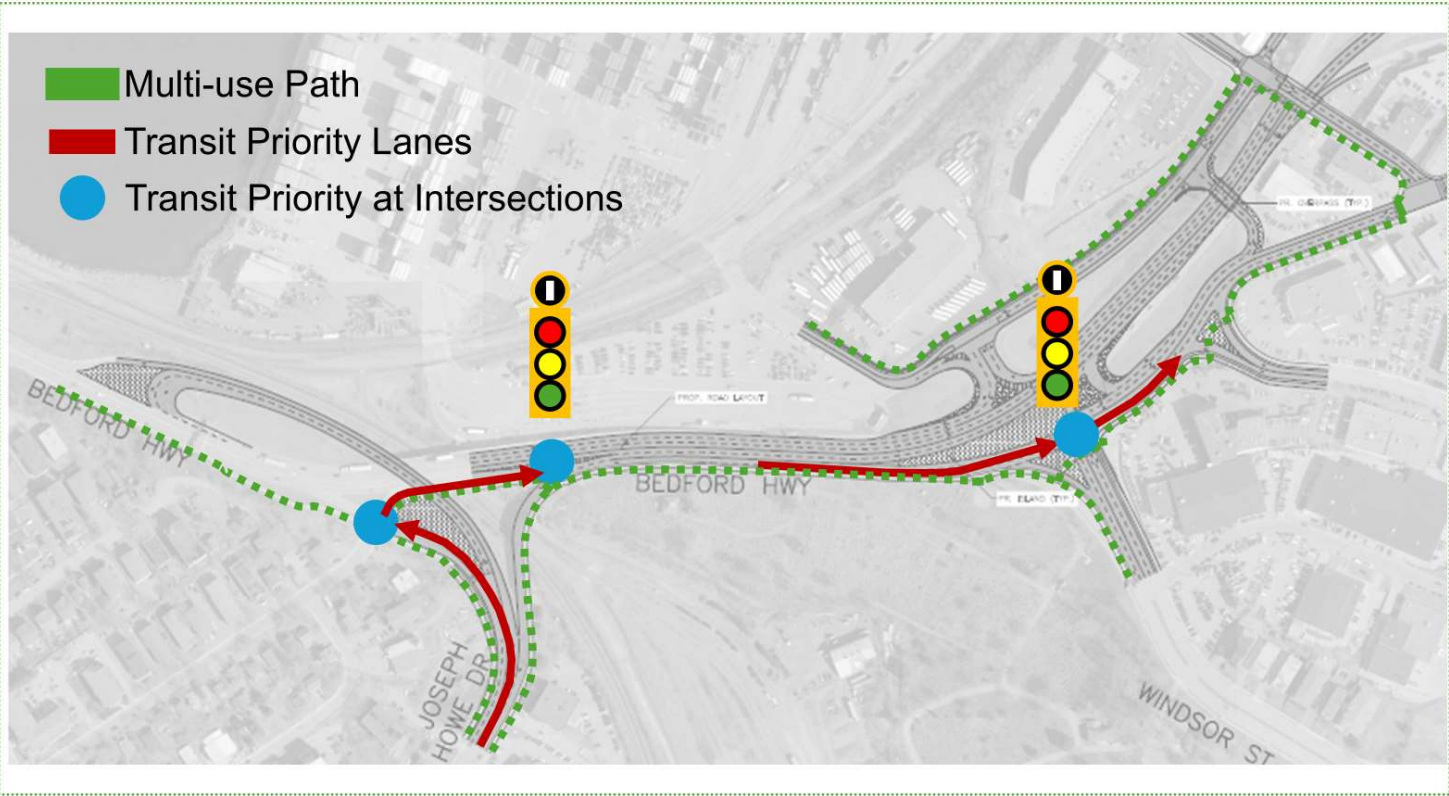
Project Timeline

- National Trade Corridor Funding announced June 2019.
- Functional design options with public and stakeholder input developed in 2021-2022.
- Value engineering study of the design options 2023.
- Revised functional design 2023-2024.
- June 2024, Regional Council approved the functional design and requested report on additional design considerations around Transit and AT.
- Progressive Design Build contract awarded November 2024.
- *Design development through 2025.*
- *Construction begins July 2025 and completed in 2028.*














Proposed Configuration

Current Functional Design



Options for Dedicated Transit Lanes

Scenario 1 – Road Widening	Scenario 2 – Lane Reallocation
<p>  transit delay  vehicle delay  person-hour delay No impact to trucks  impacts to Port and cemetery  schedule: 4-6 years  \$52 to 69 million (incl. Fairview Overpass) </p>	<p>  transit delay  vehicle delay  person-hour delay  truck delay Within existing right of way No change to schedule  \$600,000 increase </p>

Functional Design Opportunities

- Future proof new structures to allow for future Active Transportation and Transit. (Current recommendation)
- Future proof the design to allow for road widening and future dedicated transit lanes.
- Continue to reduce lane widths (within standards) to improve active transportation facilities.

Impacts to Mode Share

- New connections and improved infrastructure for people walking, rolling and cycling.
- Improvements to transit travel time and reliability.
- Reduced travel time for goods movement vehicles.
- Reduced delays for all vehicles (i.e. trucks, buses and cars)
- Reducing delay will support all users.
- Better walking, rolling, cycling and transit infrastructure should also encourage people to use those modes.

Halifax Water Capital Projects

- Pending UARB approval, Halifax Water intends to integrate capital work.
- Adds system redundancy to water distribution to the peninsula and separates existing combined sewers to support growth in the area
- Includes asset renewal work to repair and/or replace existing infrastructure within the project construction area
- New infrastructure will be incorporated into the overall project design.

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Proposed Project Budget and Cost Share Agreements

	Original Budget (2019)		Proposed Budget (January 2025)	
	Amount	Share	Amount	Share
Transport Canada (NTCF)	\$23.5 M	50%	\$23.5 M	16%
Halifax Regional Municipality	\$10.75 M	23%	\$53.75 M	36%
Province of Nova Scotia	\$10.75 M	23%	\$10.75 M	7%
Port of Halifax	\$2 M	4%	\$2 M	1%
Halifax Water	N/A	N/A	\$60 M	40%
Total Estimated Project Costs	\$47 M	100%	\$150 M	100%

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Project Risks

If the project does not proceed with the current design, there are several risks:

- Loss of \$34.25 Million in combined funding from the Federal and Provincial governments.
- Key active transportation connections and transit performance improvements would not be made.
- Port access and general traffic performance would remain unchanged and further degrade over time.
- Critical Halifax Water capital projects would have to proceed separately, negating cost-sharing benefits and reduction to construction impacts to the public. Those budgets could then be used for other capital priorities.
- The Municipality would be required to fund the costs to date for design, consultants and other works without any cost sharing from other parties.

Recommendation

It is recommended that Halifax Regional Council:

1. 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;

It is recommended that Halifax Regional Council direct the CAO to:

1. Proceed with the Windsor Street Exchange project, as per the current funding agreement and Design Build contract, including future proofing new structures along the corridor where municipal lands permit, to accommodate future dedicated transit lanes and separated pedestrian and cycling facilities.

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Questions?



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Windsor Street Exchange

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