

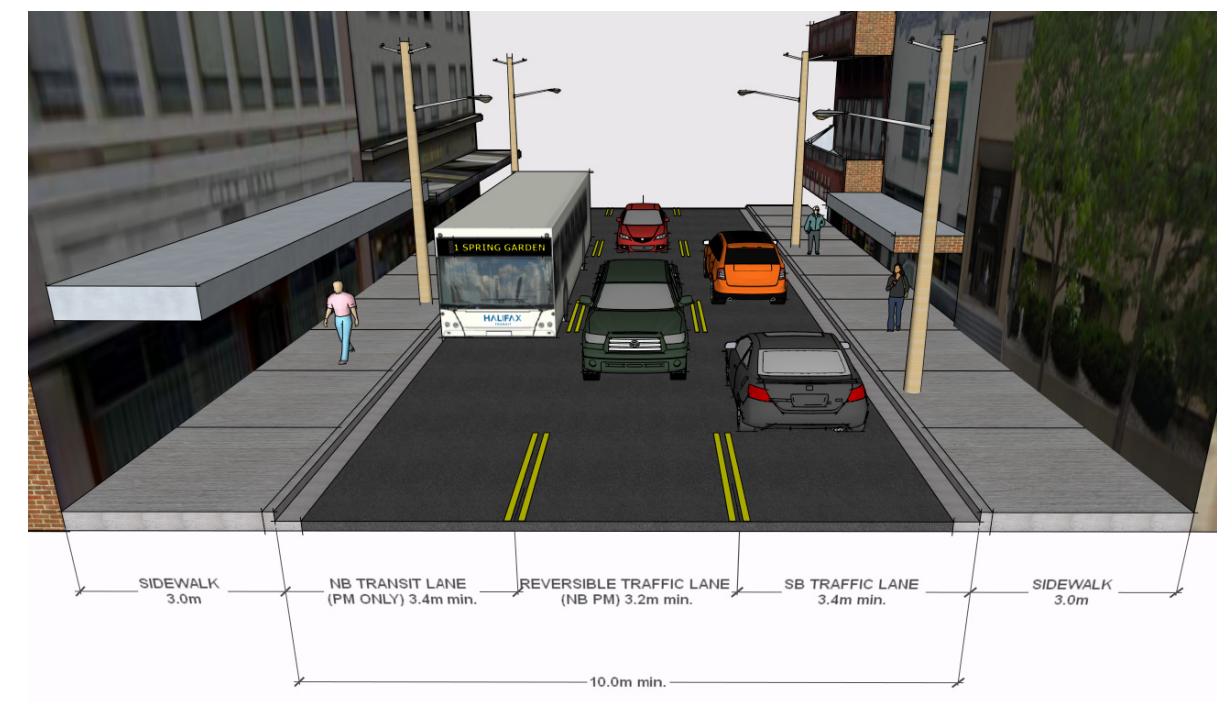
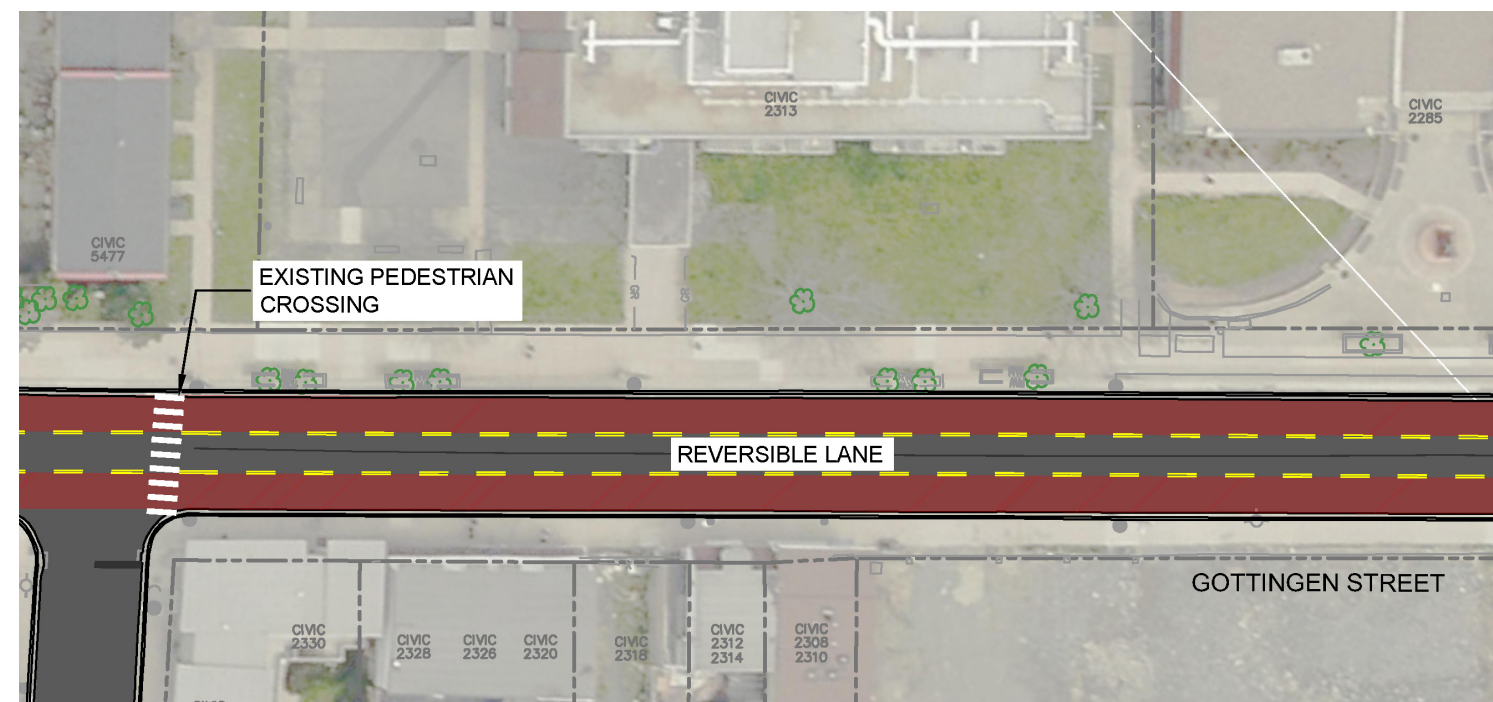
OTHER OPTIONS BEING CONSIDERED

In addition to the options presented in the functional designs for Gottingen Street, other alternatives were identified but not considered in further detail at this time. Some of these options are discussed on this panel:

REVERSING BUS LANE

A reversing bus lane would allow a continuous peak-direction bus lane within the existing curb-to-curb width. During the morning, the west curb lane would be a southbound dedicated bus lane, and during the afternoon, the east curb lane would be a northbound dedicated bus lane. This option was not pursued due to the following:

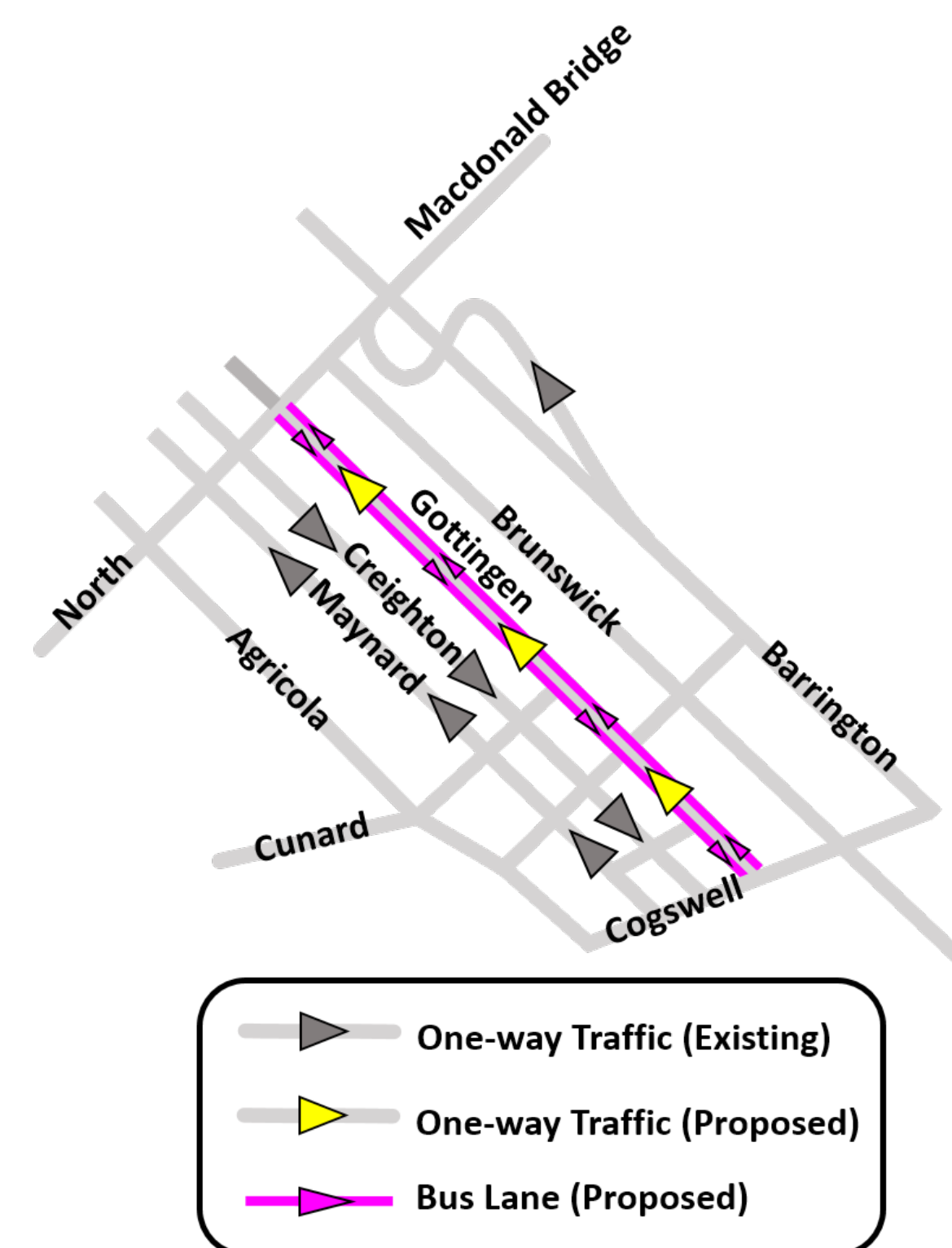
- The unfamiliar configuration – including time-variable lanes, abrupt lane transitions, and turn restrictions – would make this potentially confusing.
- Overhead signs would be required to designate the lane assignments. They would be expensive, challenging to install within the narrow right-of-way, and would impact aesthetics of the street.



ONE-WAY CONVERSION

With sufficient width to accommodate three lanes of travel, consideration could be given to making Gottingen Street one-way southbound or northbound for general traffic, and installing a transit lane in each direction. Northbound traffic would be diverted to alternate routes such as Agricola Street, Maynard Street, or Barrington Street. This option would improve transit priority significantly; however, was not pursued due to the following:

- Impacts to local access to Gottingen Street.
- Significant traffic diversion to primarily residential streets (Maynard Street, Creighton Street) would be undesirable.
- Agricola Street and Barrington Street are farther away than is typically preferred for a one-way pair with Gottingen Street.



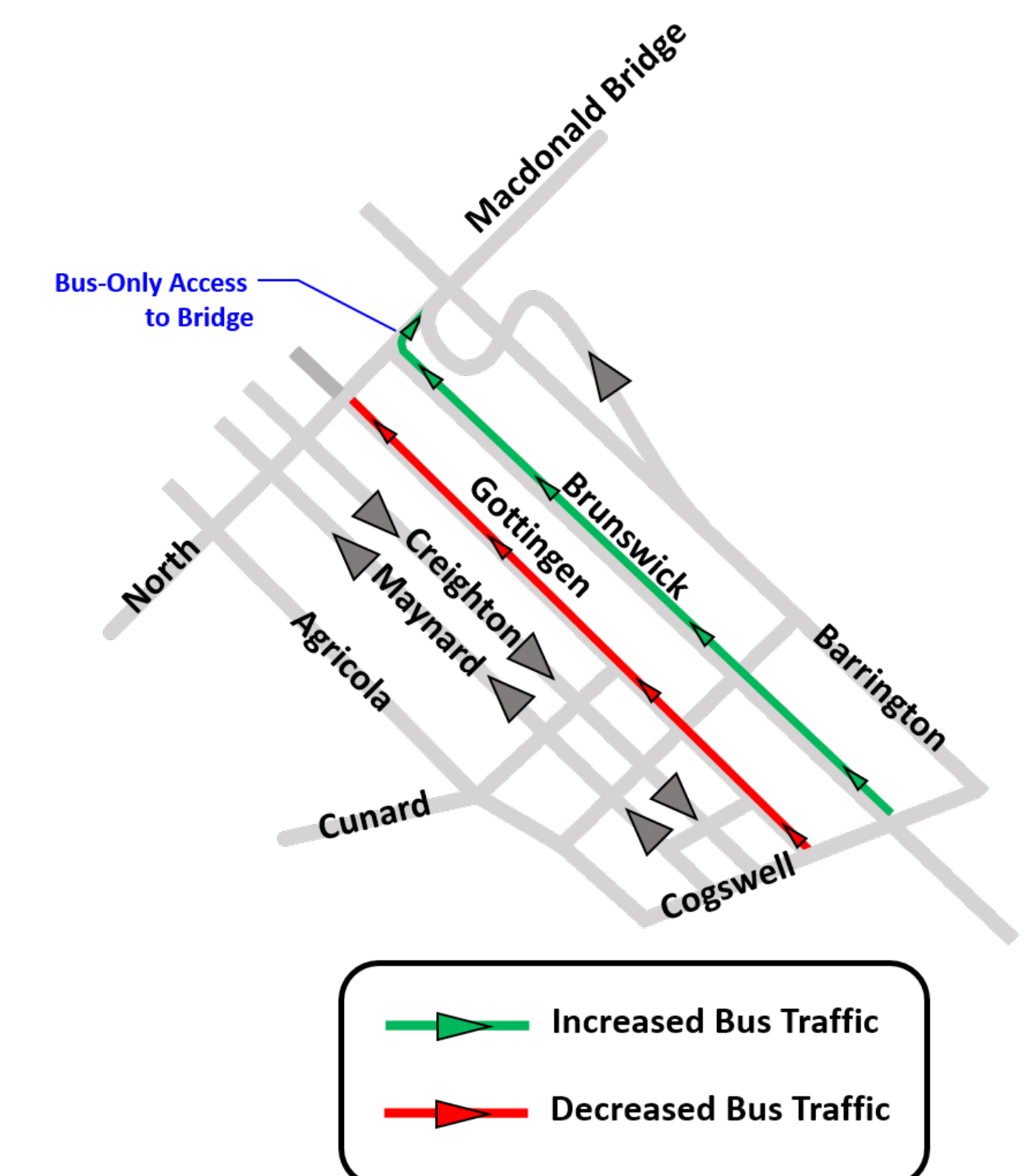
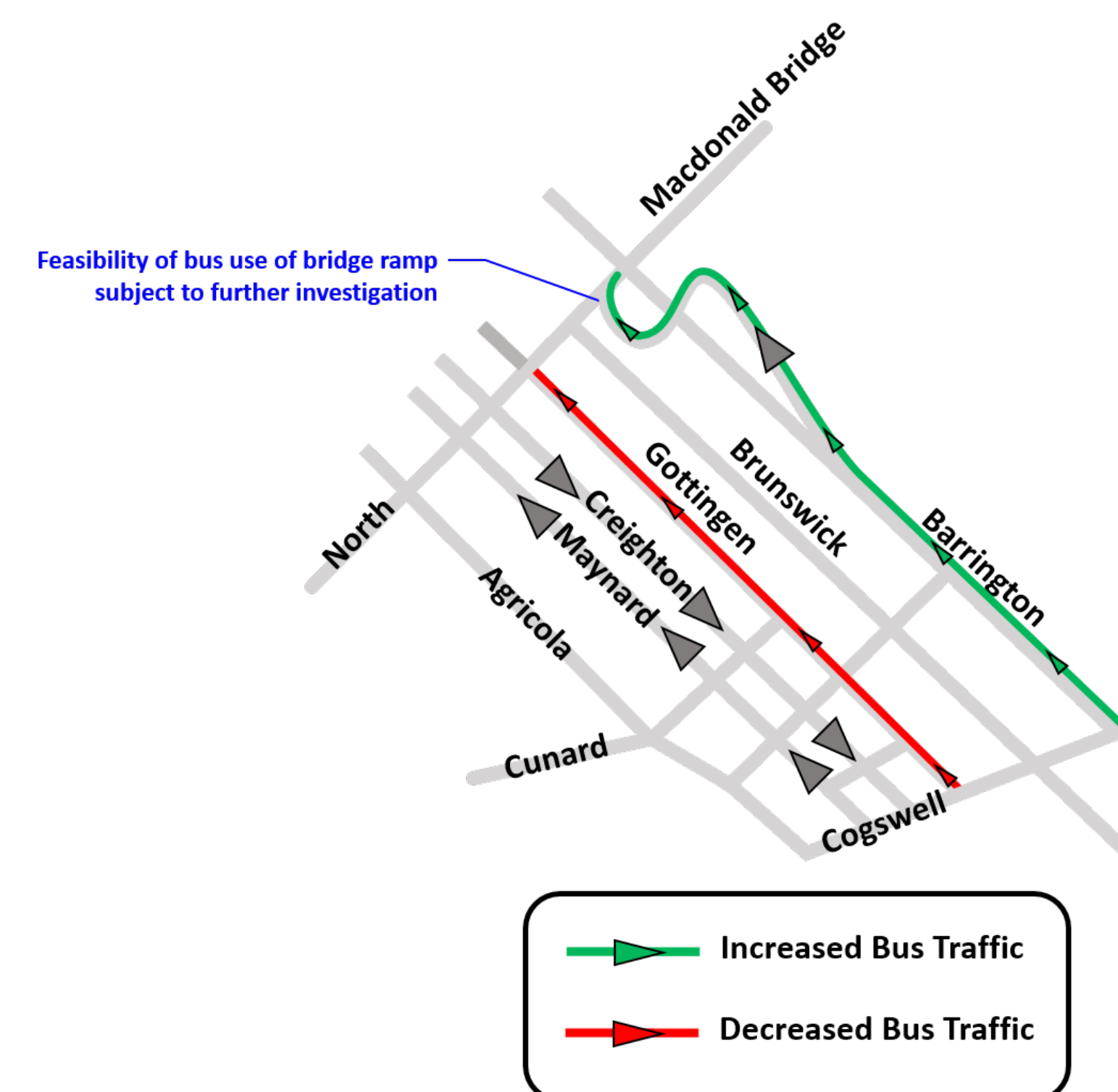
Diversion of some bus traffic from Gottingen Street to parallel streets including Barrington Street and/or Brunswick Street could potentially improve transit service and reduce the concentration of buses on Gottingen Street. It could also provide a more balanced distribution of northbound and southbound buses. Some key considerations include:

BARRINGTON STREET:

- Buses are presently restricted from using the Barrington Street access ramp to the Macdonald Bridge due to size restrictions. Halifax Transit will be investigating what (if any) options may be available to remove this restriction.
- Barrington Street is further east that is typically preferred for a one-way bus route pair with Gottingen Street. Grades are also challenging between the two streets.
- It is unknown how the planned development of the Cogswell Interchange lanes will impact the flow of transit buses on Barrington Street.

BRUNSWICK STREET:

- Brunswick Street is just 150m east of Gottingen Street and it is relatively easy for transit users to walk between the two streets., which improves the potential for splitting northbound and southbound bus traffic between the two streets.
- Traffic cannot currently access the Macdonald Bridge from Brunswick Street. Modifications would be required to the Brunswick Street–North Street intersection to allow northbound buses to turn right onto the bridge.
- Brunswick Street is classified as a local street, and is primarily residential, which is typically not an ideal street type for transit.



Though these options are not being investigated at this time, they could be considered in the future.