

HALIFAX

Brunswick Street & Rainnie Drive Complete Streets

Public Engagement #1

August 2021



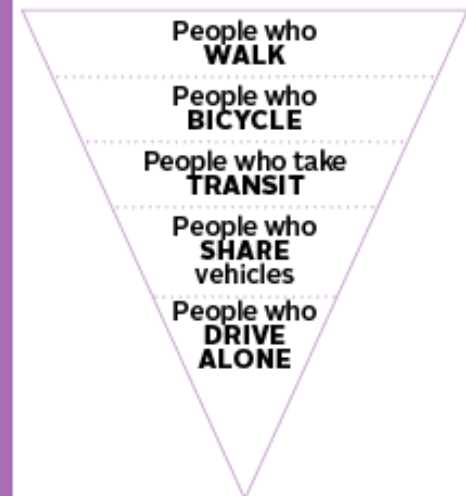
COMPLETE STREETS are planned, designed and maintained to make travel safe, convenient and comfortable for people of all ages and abilities and using all transportation modes.



WHAT MAKES A COMPLETE STREET?



COMPLETE STREETS HIERARCHY



Project Background



In 2017, Regional Council endorsed a new vision for moving people and goods. The vision of the Integrated Mobility Plan (IMP) is to create connected, healthy, affordable, and sustainable travel options.

The IMP identified potential protected bikeways, local street bikeways, and multi-use paths to create an All Ages and Abilities (AAA) cycling network throughout our Urban Centre.

Brunswick Street and Rainnie Drive are proposed as part of the protected bikeway network.

Although this project will encompass Brunswick Street, Rainnie Drive, and the portion of Gottingen Street that connects them, this presentation will focus on Brunswick Street.

Concepts for Rainnie Drive will be shared at a later time.

GUIDING PRINCIPLES		OBJECTIVES	HOW? (Examples)
	Encourage cycling by enhancing user experiences and safety	Improved Cycling Infrastructure	- Extended and connected Brunswick Street bikeway - Connections to Halifax Common, Cogswell St, and Spring Garden Road
		AAA Facility	- Raised, protected bike lane - Separation from pedestrians and vehicles
	Improve the pedestrian experience along Brunswick Street	Ease of pedestrian movement along the corridor	- Smooth, durable walking surfaces - Universal Accessibility best practices (depressed curbs, tactile warning indicators, gradual grade changes etc)
		A safe public realm	- Buffered separation between pedestrians, cyclist and vehicle traffic - Design street to reduce vehicle speeds - Lighting review
	Improve the public realm and amenities	Street as a place to spend time, not just move through	- Beautify streetscape (lighting, wires, etc.) - Incorporate streetscape elements to enhance experience (benches, art, plantings etc) - Recognize the role of the street in modern urban life - Provide buffer between pedestrians and cyclists and vehicles - Design vegetation into the streetscape - Recognize the importance of Citadel Hill National Historic Site on the west border

GUIDING PRINCIPLES		OBJECTIVES	HOW? (Examples)
	Maintain functional uses along Brunswick Street that support businesses	Provide adequate loading areas for businesses	• Accommodate area loading • Create time-of-day loading restrictions for deliveries and couriers • Maintain tour bus space
		Consider parking needs along the corridor	• Accommodate on-street parking • Use time-of-day restrictions as appropriate • Accessible spaces at key locations
	Optimize vehicular use of Brunswick Street, in the context of downtown Halifax	Maintain north-south vehicular movement in the downtown area	• Consider impacts of Brunswick Street redesign on function for vehicular traffic • Ensure appropriate access to and from adjoining streets • Consider Brunswick Street is a truck route and gateway to downtown

Design Requirements

These dimensions are taken from HRMs Municipal Design Guidelines as well as industry best practices.

Space for Cyclists

- Two-way bikeway 3.0m minimum
- Minimum 1.0m buffer between vehicles and cyclists
- Minimum 0.6m buffer between pedestrians and cyclists (1.2m preferred)

Space for Pedestrians

- Minimum 1.5m sidewalk (2.1m preferred)
- Minimum 1.5m boulevard/amenity space

Space for Vehicles

- 3.3m travel lane (0.4m gutter)
- 2.2m required for parking (0.4m gutter)
- Consideration of loading needs for businesses



The Concepts

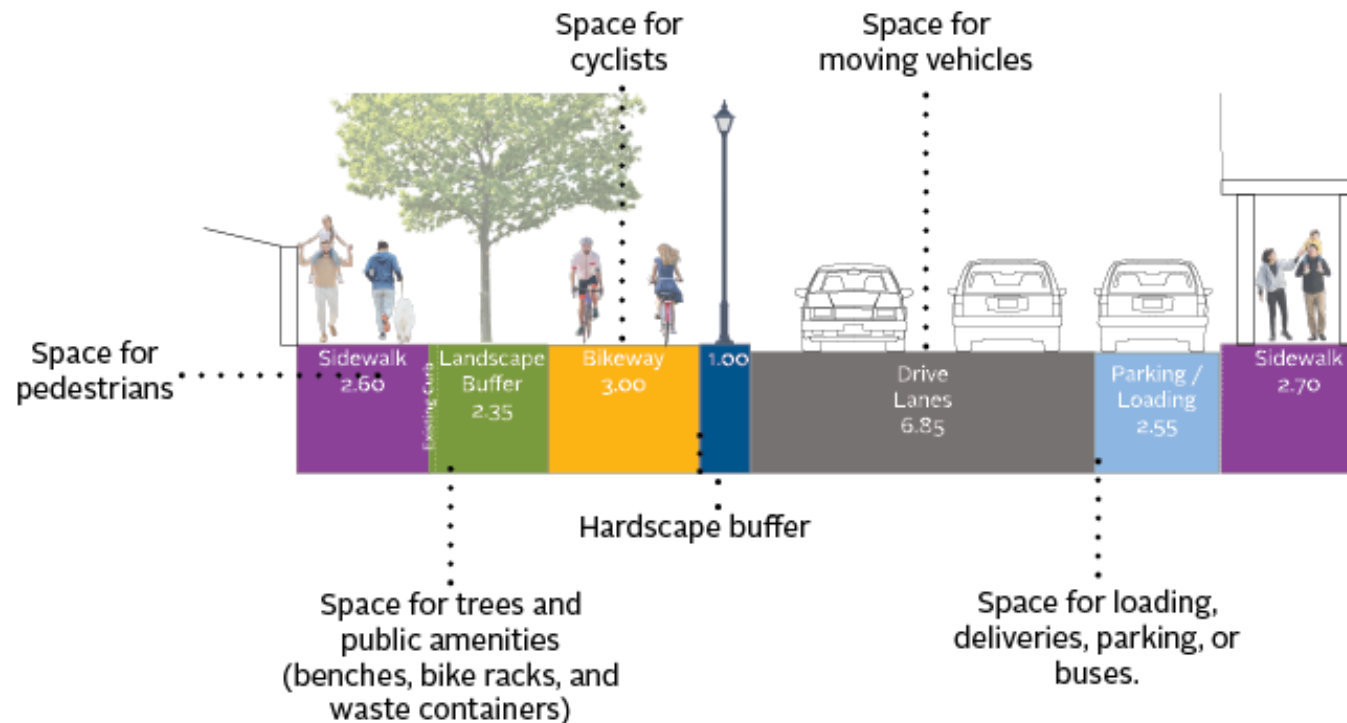
We have developed three core concepts summarized below.

Green Space Priority	Balanced	Pedestrian Priority
• All 'extra' space is allocated to trees and other vegetation • This area can also be used for amenities like benches, bike racks, art, and other street furniture	• 'Extra' space is divided equally between pedestrians and green space	• All 'extra' space is allocated to pedestrian zones • Sidewalks are as wide as possible • Possibility for sidewalk cafes to be implemented without use of temporary sidewalks

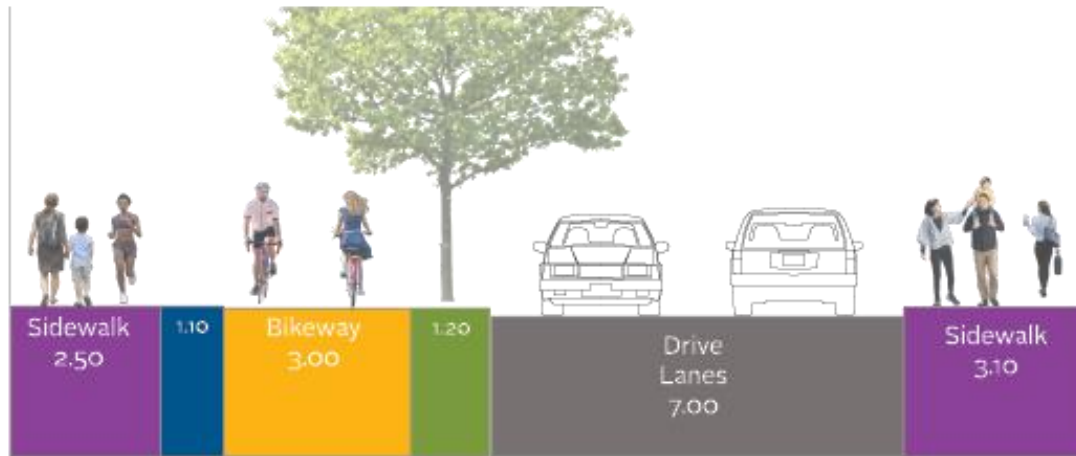


The Diagrams

Each diagram represents a proposed design option and they are labeled according to their priority area (pedestrians, green space, or balanced)



Doyle Block Width 18.3m



Results Achieved

- 3.00m two-way bikeway
 - separated from traffic with 1.20m buffer
 - separated from pedestrians with 1.10m buffer

Implications

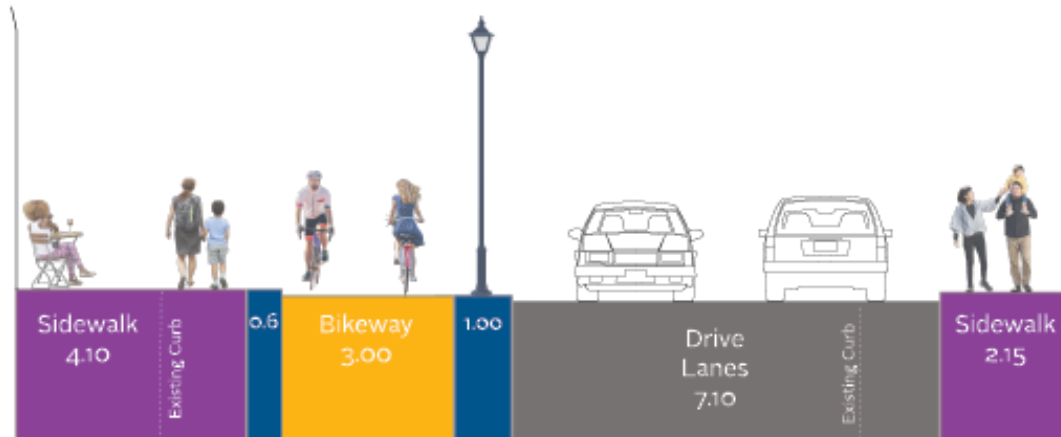
- This portion of Brunswick Street was built to allow for the implementation of the bikeway, there will be very few changes in this location

Section 1

Southern portion Brunswick Street (Cambridge Suites to Doyle Street)

Width 18.3m

Option 2: Pedestrian Priority



Results Achieved

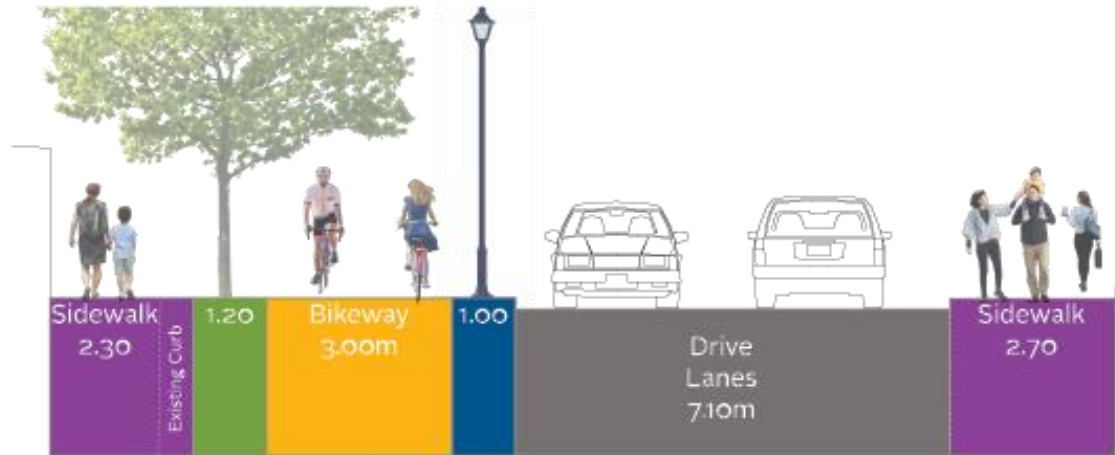
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 0.60m half-height curb
- Wide sidewalk with space for patio (no need for temporary patio infrastructure)
- Wide sidewalk with no pinch points

Implications

- West sidewalk increase 2.30m
- East sidewalk decrease 0.35m
- Loading relocated to side street (Doyle St.)
- Removal of parking

Section 2 Sackville Street to South of Cambridge Suites Width 17.3m

Option 1: Green Space



Results Achieved

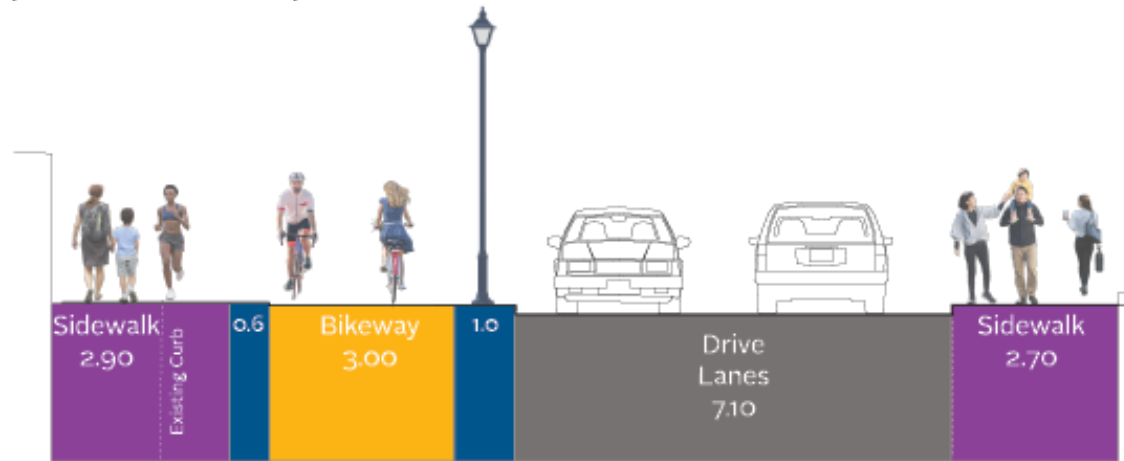
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 1.20m landscape buffer
- 2.30m sidewalk on both sides
- New street trees
- Decorative lighting and buried wires
- Wider sidewalk with no pinch points

Implications

- West side sidewalk increase 0.50m
- East side sidewalk remains unchanged
- Removal of parking

Section 2 Sackville Street to South of Cambridge Suites Width 17.3m

Option 2: Pedestrian Space



Results Achieved

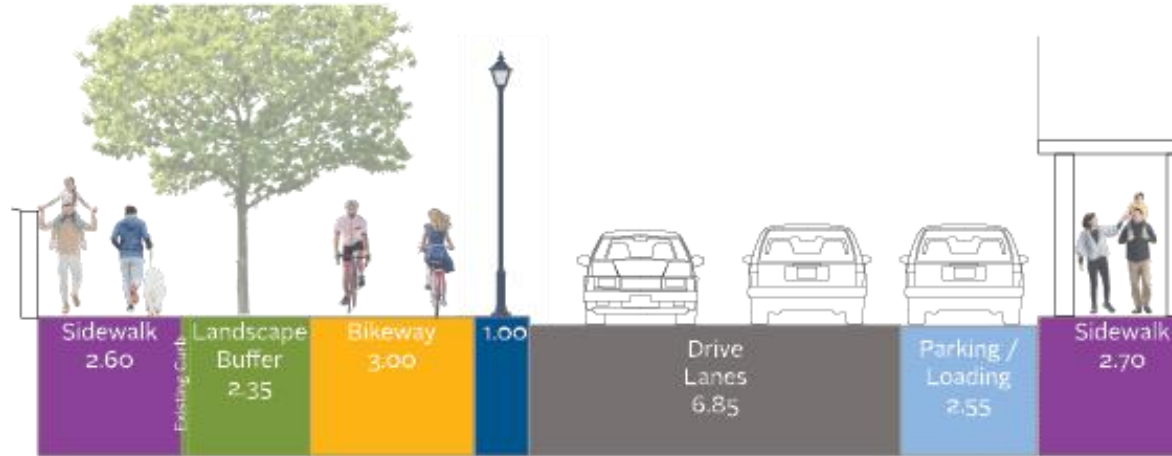
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 0.60m half-height curb
- 2.90m west sidewalk
- Decorative lighting
- Buried wires

Implications

- West sidewalk increase 1.10m
- East sidewalk unchanged
- Removal of parking

Section 3 Carmichael Street to Sackville Street Width 21.0m

Option 1: Green Space Priority



Results Achieved

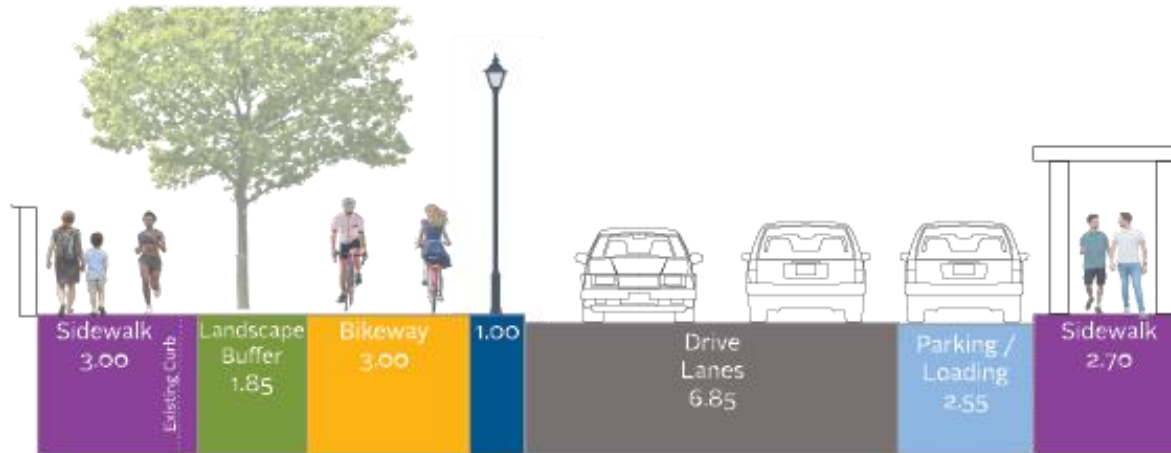
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 2.60m west sidewalk
- 2.35m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk decrease 0.20m
- East side parking and loading remain the same
- West side parking removed

Section 3 Carmichael Street to Sackville Street Width 21.0m

Option 2: Balanced



Results Achieved

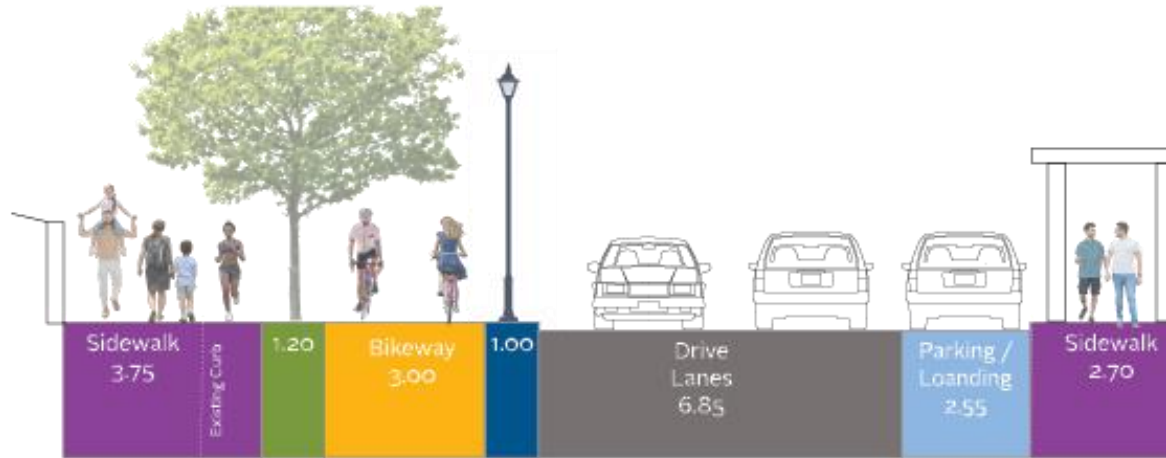
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 3.00m west sidewalk
- 1.85m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 0.25m
- East side parking and loading remain the same
- West side parking removed

Section 3 Carmichael Street to Sackville Street Width 21.0m

Option 3: Pedestrian Priority



Results Achieved

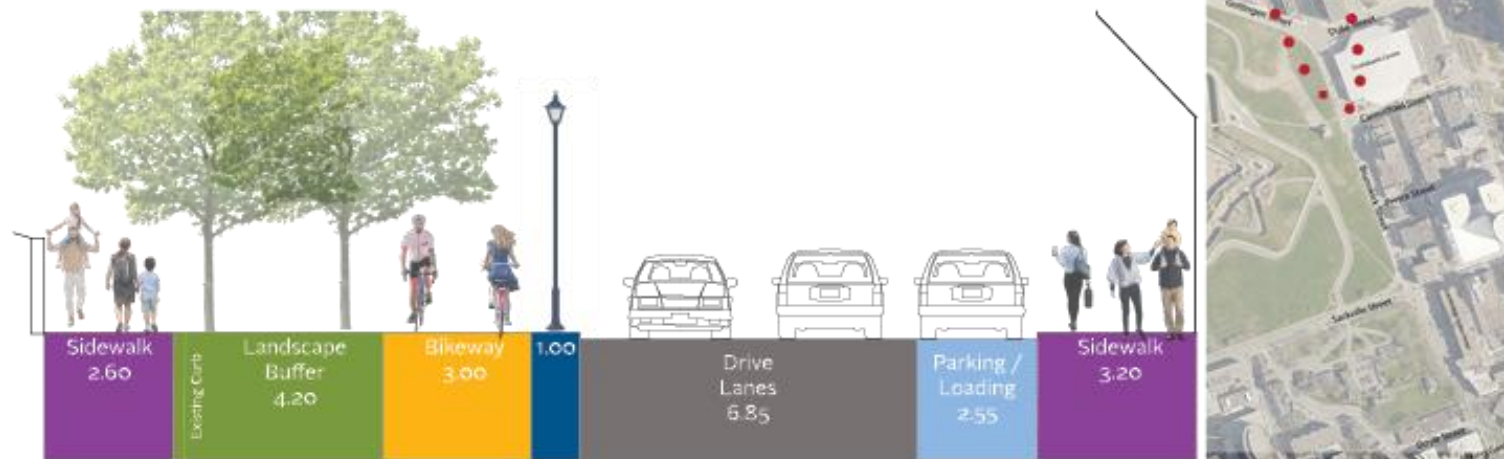
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 3.75m west sidewalk
- 1.20m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 1.00m
- East side parking and loading remain the same
- West side parking removed

Section 4 Cogswell Street to Carmichael Street Width 23.3m

Option 1. Green Space Priority



Results Achieved

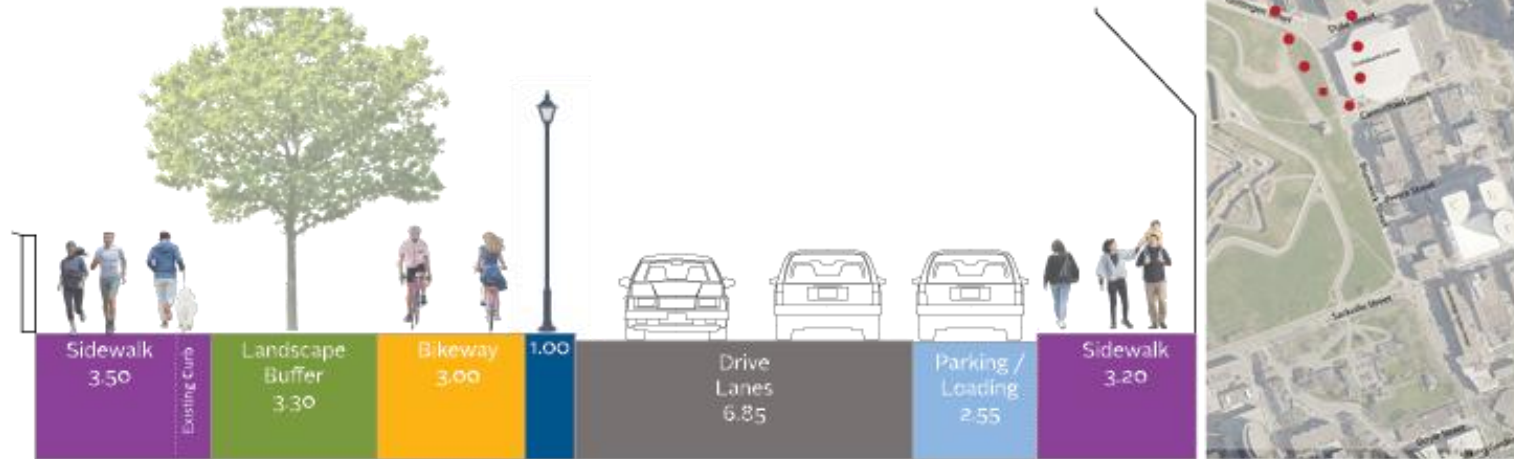
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 2.60m west sidewalk
- 4.20m landscape area for trees and street furniture
 - Potential double row of trees
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk decrease 0.20m
- East side parking and loading remain the same
- West side parking removed

Section 4 Cogswell Street to Carmichael Street Width 23.3m

Option 2: Balanced



Results Achieved

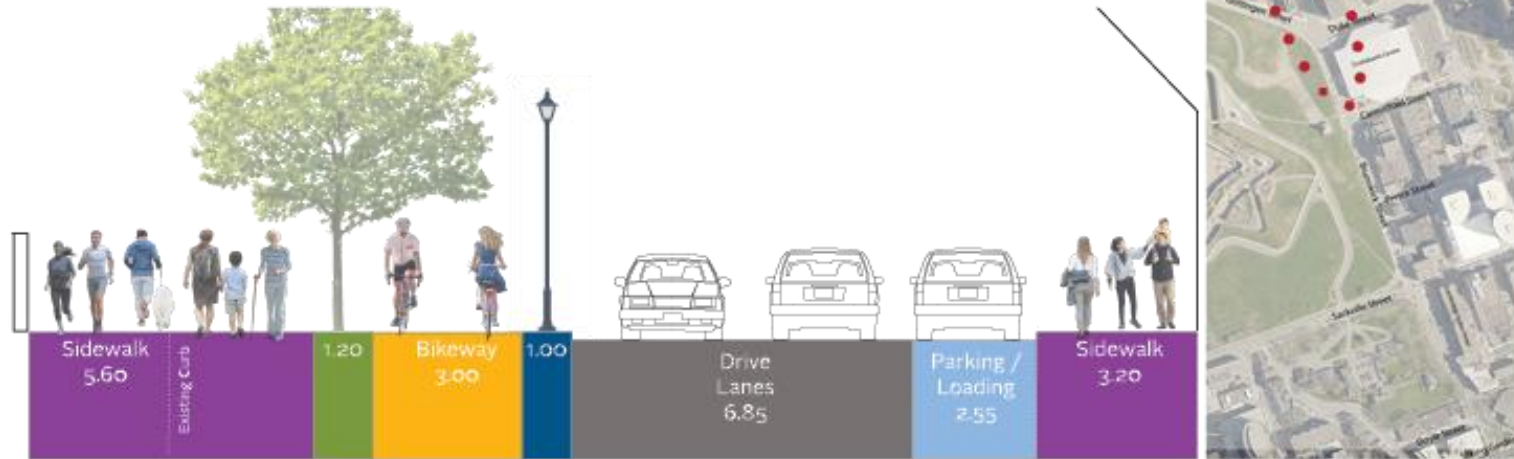
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 3.50m west sidewalk
- 3.30m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 0.70m
- East side parking and loading remain the same
- West side parking removed

Section 4 Cogswell Street to Carmichael Street Width 23.3m

Option 3: Pedestrian Priority



Results Achieved

- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 5.60m west sidewalk
- 1.20m landscape area for trees and street furniture
- Wide sidewalk with space for patios (no need for temporary patio infrastructure)
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 2.80m
- East side parking and loading remain the same
- West side parking removed

Summary

We have developed three core concepts, they are summarized below.

Green Space Priority

- All 'extra' space is allocated to trees and other vegetation
- This area can also be used for amenities like benches, bike racks, and other street furniture

Balanced

- Space is divided equally between pedestrians and green space

Pedestrian Priority

- All 'extra' space is allocated to pedestrian zones
- Sidewalks are as wide as possible
- Possibility for sidewalk cafes to be implemented without use of temporary sidewalks



Next Steps

- Public Survey
 - closes September 30
- What We Heard Report
 - October 2021
- Functional Design
 - December 2021
- Variance Committee (if required)
 - December 2021
- Report to Council
 - March 2022



Feedback

We want to hear from you

You can access our survey at

www.shapeyourcityhalifax.ca/rainnie-brunswick-complete-streets

or

email the project manager,

Katherine Peck
peckk@halifax.ca

The survey will be available until 5pm on
September 30, 2021