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Halifax, Nova Scotia
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Item No. 15.3.3
Halifax Regional Council
April 16, 2019

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: Councillor Lorelei Nicoll, Chair, Transportation Standing Committee

DATE: March 28, 2019

SUBJECT: Spring Garden Road Functional Design (South Park Street and Queen Street)

ORIGIN

March 28, 2019 Transportation Standing Committee meeting, Item No. 12.1.2

LEGISLATIVE AUTHORITY

Administrative Order 1, Respecting the Procedures of the Council, Schedule 7, Transportation Standing Committee Terms of Reference, section 4 (a):

"The Transportation Standing Committee shall oversee and review of the Municipality's Regional Transportation Plans and initiatives, as follows: … overseeing HRM's Regional Transportation Objectives and Transportation outcome areas."

RECOMMENDATION

The Transportation Standing Committee recommends that Halifax Regional Council direct the Chief Administrative Officer 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 the staff report dated February 11, 2019; 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.

BACKGROUND

A staff report dated February 11, 2019 pertaining to the streetscaping project on Spring Garden Road was before the Transportation Standing Committee for consideration at its March 28, 2019 meeting.

For further information, please refer to the attached staff report dated February 11, 2019.

DISCUSSION

The Transportation Standing Committee received a presentation from staff and reviewed the February 11, 2019 staff report at its meeting held on March 28, 2019 and forwarded the recommendation to Halifax Regional Council as outlined in this report.

FINANCIAL IMPLICATIONS

As outlined in the attached staff report dated February 11, 2019.

RISK CONSIDERATION

As outlined in the attached staff report dated February 11, 2019.

COMMUNITY ENGAGEMENT

The Transportation Standing Committee meetings are open to public attendance, a live webcast is provided of the meeting, and members of the public are invited to address the Committee for up to five minutes at the end of each meeting during the Public Participation portion of the meeting. The agenda, reports, video, and minutes of the Transportation Standing Committee are posted on Halifax.ca.

ENVIRONMENTAL IMPLICATIONS

As outlined in the attached staff report dated February 11, 2019.

ALTERNATIVES

The Transportation Standing Committee did not discuss alterative recommendations.

ATTACHMENTS

1. Staff report dated February 11, 2019.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Phoebe Rai, Legislative Assistant, 902.490.6517.

Attachment 1

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 12.1.2
Transportation Standing Committee
March 28, 2019

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY:

ORIGINAL SIGNED

Kelly Denty, Director of Planning & Development

ORIGINAL SIGNED

Dave Reage, Director of Halifax Transit

ORIGINAL SIGNED

David Hubley, Acting Director, Transportation and Public Works

ORIGINAL SIGNED

Jacques Dubé, Chief Administrative Officer

DATE: **February 11, 2019**

SUBJECT: **Spring Garden Road Functional Design (South Park Street and Queen Street)**

ORIGIN

On April 26, 2016 Halifax Regional Council passed the following resolution:

> *That Halifax Regional Council direct staff to complete the preparation of detailed design and construction documents for major streetscaping project on Argyle & Grafton Streets and Spring Garden Road, as described in the staff report dated March 18, 2016, and tender these projects with funding from account CD000002, Downtown Streetscapes – Capital Improvement Campaign under the Q146 – Planned Strategic Project Reserve.*

The approved 18/19 Multi-Year Business & Capital Plans (p. Y8, Downtown Streetscapes - Spring Garden).

The Integrated Mobility Plan - Action 121: Identify “Strategic Corridors” – existing road corridors that are key to regional traffic flow, transit, goods movement and active transportation – and develop plans that will guide their development over time.

LEGISLATIVE AUTHORITY

Transportation Standing Committee Terms of Reference, section 4 (a): "The Transportation Standing Committee shall oversee and review the Municipality's Regional Transportation Plans and initiatives, as follows: overseeing HRM's Regional Transportation Objectives and Transportation Outcome Areas".

Halifax Regional Municipality Charter, subsection 318(2): "In so far as is consistent with their use by the public, the Council has full control over the streets in the Municipality."

Halifax Regional Municipality Charter, subsection 322(1): "The Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean, and clear streets in the Municipality."

Downtown Halifax Secondary Municipal Planning Strategy (SMPS), Policy 71: HRM shall implement the downtown Street Network Plan as shown on Map 13 through its capital investment programs. The Street Network Plan sets out a hierarchy of streets to encourage vehicular traffic to utilize specific streets and enable the development of other streets to be more pedestrian and transit-oriented. (Map 13 designates Spring Garden Road as 'Transit Oriented' and 'Pedestrian Oriented').

RECOMMENDATION

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.

EXECUTIVE SUMMARY

This report asks Council to provide direction for proceeding with the built form and traffic operational aspects of a major streetscape project on Spring Garden Road generally between South Park Street and Queen Street. The project goals include improving the corridor for pedestrians and transit, and beautifying the public realm. The goals were informed by various Council policies (Downtown Halifax Municipal Planning Strategy, Economic Growth Plan, Integrated Mobility Plan) and confirmed with the public during an extensive engagement program in summer 2018 which included a prominent pilot project (the 'stoplet') to temporarily widen the sidewalk and narrow the roadway at one of the corridor's busy bus stops.

Consultants engaged in fall 2018 explored three options for proceeding with the project. This was done in the context of a 'functional plan' for the entire corridor between Barrington Street and Robie Street, to ensure that changes implemented through streetscaping (generally between South Park Street and Queen Street) would not constrain future options for the remaining corridor.

In terms of the built form, the options explored how space for pedestrians could be increased to varying degrees by narrowing the roadway and thereby limiting curbside loading activities.

In terms of traffic operations, the options explored how reliability of transit could be improved by limiting general vehicle traffic to various degrees.

The options were assessed according to various criteria and shared with the public for comment. Option 3 (Daytime transit-only corridor) provided the most benefit for priority modes (pedestrian experience & transit), and appeared to be favoured by the public. Concerns raised by some businesses and residents centred on

the impacts Option 3 would have to loading and deliveries as well as area traffic circulation. To balance these concerns, the recommended option (Option 4) is a hybrid of all three options presented to the public:

> In terms of built form, a major narrowing of the roadway is recommended to significantly increase the area of sidewalk available for walking and for placemaking elements (i.e. trees, art, street furniture, cafes, retail spill out), including the flexibility to accommodate some limited on-street loading, if needed; and,
>
> In terms of traffic operations, it is recommended to proceed with a variety of left turn restrictions for vehicle traffic on Spring Garden Road, but to maintain through movements and some right turns.

The recommended option (Option 4) does not preclude future consideration of a daytime transit-only corridor, and allows for the opportunity to phase in the preferred Option 3. The actual impacts of traffic diversion during the construction period will be monitored to help verify the assumptions in the functional planning study about the potential diversion of traffic associated with Option 3. This would allow HRM to consider the opportunity to temporarily pilot this option at some point in the future, based on better information than is currently available.

The project will also consider the conversion of Dresden Row and Birmingham Street to one-way operation, especially between Clyde Street and Artillery Place, to improve conditions for side street loading within the business district, and increase opportunities for on-street parking. To improve access to the neighbourhood, Clyde Street and Brenton Place (between South Park Street and Dresden Row) will be considered for two-way operation.

BACKGROUND

Spring Garden Road is a vibrant street with high pedestrian volumes and is a major corridor for Halifax Transit. East of South Park Street, it is a diverse commercial street with destination retail as well as shops and services for a growing residential neighbourhood. It is also a direct link between regionally significant public destinations – the Halifax Central Library and the Public Gardens.

Further to recommendations in Halifax's 2011-16 *Economic Growth Plan,* in 2016, Regional Council approved a major streetscaping project for Spring Garden Road to signal its commitment to the downtown core with meaningful investment that would see the street's basic infrastructure upgraded to reflect its prominent civic role. This project represents the second major recent investment of this nature, following the popular Argyle & Grafton Shared Streetscape project which was completed in 2017.

The 2017 Integrated Mobility Plan (IMP) recommends undertaking 'Strategic Corridor Plans" to guide the development over time of roads that are key to regional traffic flow, transit, goods movement and active transportation (Action 121) and to take a Complete Streets approach when a road is under construction (Policy 2.3.5a). A 'complete streets' approach considers how the street functions as a destination or 'place' as well as a transportation 'link'. It aims to improve the comfort and safety for all transportation modes, emphasizing active transportation and transit users.

Spring Garden Road is designated as a Transit Priority Corridor in the IMP, and identified as a significant, transit-oriented street in both the Moving Forward Together Plan, and the Downtown Halifax Secondary Municipal Planning Strategy. For this reason, the functional planning exercise set out to identify built form as well as operational measures to prioritize transit and pedestrians over other types of traffic.

The IMP does not identify Spring Garden Road as a candidate route for the municipal bicycling network. Cycling routes are being planned for intersecting streets (South Park Street and Brunswick Street) and a parallel street (University/ Morris).

Improvements to Spring Garden Road have been considered in the past. In 2008-09 streetscape plans were developed but the project was never built. Given the elapsed time and change in Council priorities, a fresh look at the project was deemed necessary.

In September 2018, a consultant team led by Ekistics Plan + Design was retained to complete a functional plan for the Spring Garden Road corridor between Barrington Street and Robie Street, and a schematic design from roughly South Park Street to Queen Street. The project goal & objectives (Attachment A) were derived from above noted Council policies, and then confirmed through engagement with the public and stakeholders in summer (2018), in association with a pilot project (the 'stoplet') which temporarily widened the sidewalk and narrowed the roadway at one of the corridor's busy bus stops.

Phase One of this project, the functional plan, was undertaken to ensure that any changes made through streetscaping one section would not interfere with the planned function of the entire corridor. The functional planning exercise also set out to confirm the amount of pedestrian realm that would be available for streetscaping improvements (i.e. the balance of roadway vs sidewalk) as well as the operational aspects that would best achieve the project objectives. Phase Two of the project will include the schematic design for the portion of the corridor generally between South Park Street and Queen Street. This report represents the conclusion of Phase One.

Because the functional plan options involve some trade-offs with existing uses of the street, Council direction is being sought at this stage. Subject to Council's approval of Option 4, Ekistics Plan + Design will finalize the schematic streetscape design which will confirm the project limits, identify features and characteristics, the amenities to be provided, and will include more accurate cost estimates. It is anticipated detailed engineering design is to commence in the Fall 2019. Through the engineering design phase, a construction schedule will be determined which will be premised on overall transportation priorities, engagement with business owners, capacity to deliver, impact on traffic disruption, integration opportunities, and conflicts with other projects.

DISCUSSION

In collaboration with a multi-department staff team, including Halifax Transit, Planning & Development and Transportation & Public Works, consultants have explored transit priority and pedestrian first practices; analyzed loading, parking and traffic along the corridor and the surrounding area; and completed extensive engagement with the public, business owners, and other stakeholders. Due to major differences in the available roadway right-of-way, three functional options were developed for each part of Spring Garden Road, east and west of South Park Street.

This report focuses on the portion of the corridor generally between South Park Street and Queen Street where streetscaping construction will take place, and where a narrower right-of-way means that trade-offs are needed to achieve the project goals. Implementation of the recommended option here will not interfere or conflict with options for the corridor east or west of this segment. Functional options for the remainder of the corridor are described in the consultant's report (Attachment E) and can be considered in the future.

THE STREET TODAY

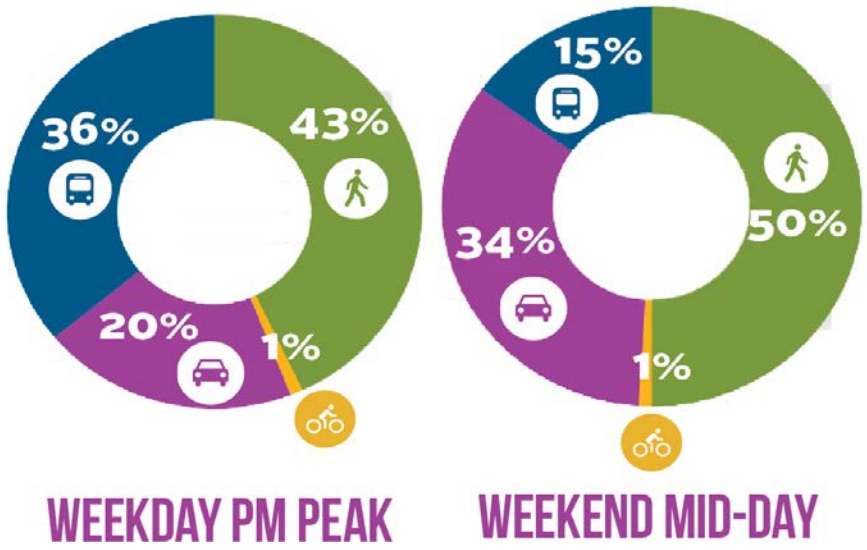
Data on current street function was collected by HRM staff, the Spring Garden Area Business Association, and the consulting team. Background information is available online[1] and is summarized below.

Transportation Mode Share:

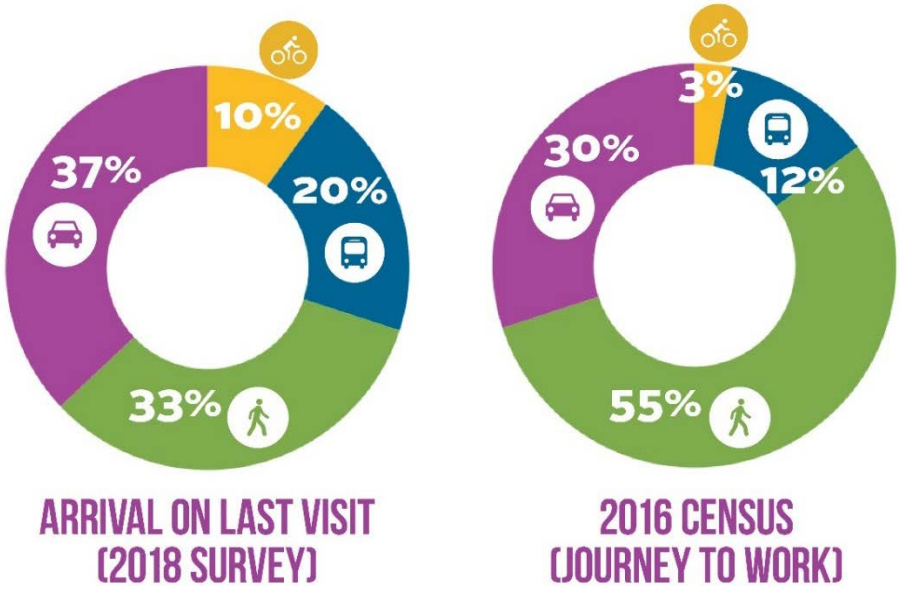
In summer 2018 between Birmingham Street and Dresden Row, data revealed that more people travel ***along*** Spring Garden Road on **foot** than by any other transportation mode (weekdays and weekends). A

[1] https://www.shapeyourcityhalifax.ca/5751/documents/13428

significant portion of people also ride on buses along the corridor, particularly on weekdays, when only one in five people moved along the corridor as a driver or passenger in a private automobile.



In online and intercept surveys, more people reported they travelled ***to the street*** by active transportation and transit (63%) than by car (37%). In the census tract bounded by South Park Street, Sackville Street, Morris Street, and the Harbour, more residents walk to work (55%) than use any other mode (2016 Census).



Pedestrian Realm:

Spring Garden Road's sidewalks are narrowest where pedestrian volumes appear to be the highest, between South Park Street and Queen Street. This section also includes some of the busiest bus stops in the transit network. Without room on the narrow sidewalks for seating or shelters, the busy bus stops combined with high pedestrian volumes lead to congested sidewalks and accessibility challenges.

Increased development in the downtown core and Spring Garden area will result in significant residential intensification. Ongoing projects such as the Margaretta, the Curve and Pavilion, the Doyle, and more will

soon bring an influx of residents to the area. Given the commuting patterns of current residents (see 2016 census, above), this growth is expected to increase demand, primarily on the pedestrian infrastructure.

It is also important to note that this segment of the street is occasionally closed to all vehicle traffic to serve as a route for major civic parades and various 'open streets' events and festivals.

Transit:

As noted above, Spring Garden Road includes some of the busiest bus stops in the network, with over 3,260 people getting off a bus between South Park Street and Brunswick Street on a typical weekday, bringing employees, shoppers, visitors, and residents to this important destination. At present, buses must typically enter and exit the general traffic stream to pick up and drop off passengers.

Public transit vehicle travel times along the Spring Garden Road corridor are consistently higher than those of private vehicles, which is normal for busy transit routes operating in an urban context. While much of the delay in transit travel time is related to dwell time (the time it takes for passengers to board and alight the vehicles), the reliability of bus travel is impacted by turning vehicles, that are delayed by the high pedestrian volumes.

Narrow sidewalks in the constrained right of way also limit the ability to provide shelters and other important passenger amenities at transit stops, and require waiting passengers to stand in the pedestrian throughway, or cluster near building edges and doorways. This can hinder access to businesses and interfere with pedestrian through-traffic.

Traffic:

The information provided above reveals that cars are not the dominant mode of transportation in this area, for people moving either within or to/from the area. While walking and transit dominate in these respects, the motor vehicle travel characteristics are still important and have been reviewed.

Traffic characteristics on Spring Garden Road vary east and west of South Park Street. The western section accommodates approximately 8,000 vehicles per day, and exhibits typical commuter-based peak traffic distribution (with highest volumes observed at 7-9am, 4-6pm). By contrast, the section east of South Park Street experiences lower volumes (approximately 6,000 vehicles per day including 850 transit buses) and has longer, less pronounced peak periods that occur later in the morning and evening (10-11am; 7-8pm); consistent with its more commercial character.

Approximately one-third of traffic on Spring Garden Road (South Park Street to Queen Street) is related to movements onto or off local side streets. This traffic is related to local parkades, pick-up or drop-off activities, or local circulation. The remaining two-thirds of vehicles on this section are 'through traffic', most of which are not destined to stop in the immediate area. These through trips could also be accommodated on alternate parallel streets in the south peninsula street network (i.e. Sackville Street, Morris Street, South Street), or are discretionary trips such as recreational driving or people-watching and do not need to be accommodated.

Parking & Loading:

There are four on-street parking spaces on Spring Garden Road between South Park Street and Queen Street, including one accessible parking space. There are no driveways or parking lots on this section of Spring Garden Road and access to parkades is from side streets. There are approximately 2,100 public parking spaces, existing or under construction, on-street and off-street, within a five-minute walk (400m radius) of the centre of the Spring Garden Business Area. A recent survey by the area business association revealed that existing on-and off-street parking are both well used (70-80% occupancy, weekday peak times), but there is always parking available in the district.

This section of Spring Garden Road is approximately 11m wide (curb to curb) with two lanes of traffic and the remaining width available for bus stops and loading of goods and passengers. The pick-up and drop-off of smaller items and passengers occurs frequently. When trucks are parked curbside for loading / unloading, it creates an unpleasant 'canyon' effect on the narrow sidewalks and deteriorates the pedestrian experience. For this reason, stopping / loading is currently **not permitted** between 11am and 7pm, at the request of the area business association. However, the wide street makes it easy for vehicles to load anytime despite these restrictions, resulting in a constant need for enforcement.

Demand for on-street loading is highest between South Park Street and Dresden Row, where businesses receive deliveries primarily through their front doors. Between Dresden Row and Queen Street businesses load in and out, primarily from the rear. Loading information was collected first hand, through door-to-door interviews with business owners, as well as an extensive loading observational study.

Within 50m north and south of Spring Garden Road, both sides of each side street are designated for loading except for three accessible parking spaces. Observations of side street loading in the morning, at mid-day, and in the afternoon, revealed that curb space was generally available on Dresden Row and Birmingham Street, but less so on Brenton Place. When vehicles are stopped to load/ unload on both sides of Dresden Row and Birmingham Street, two-way operation can be compromised, particularly if the vehicles are large, as these streets are narrow (about 9m, curb to curb). Brenton Street is narrower (about 7.5m), one way, and loading is only permitted on one side. By comparison, the width of a local residential street that is built in a new subdivision is 9 m curb to curb.

FUNCTIONAL PLAN OPTIONS

A range of solutions was considered for the corridor, which culminated in the development of three functional design options for the portion of the street between the Public Gardens and the Central Library. A fourth hybrid option was also developed following public engagement:

Option 1: Transit Prioritized Vehicle Thoroughfare
Option 2: Turn Restricted Transit Corridor
Option 3: Daytime Transit Corridor
Option 4: Hybrid Option

Each was evaluated in terms of its ability to achieve the project goals and objectives, as well as its impacts on the surrounding street network. Options 1 – 3 were shared with the public as described in the Community Engagement section of this report.

In terms of the **built form** of the street, the options explore how the pedestrian experience could be enhanced by providing additional sidewalk area, not just for movement, but for the possibility of outdoor cafes, sidewalk retail, and more space for street furniture and trees. Essentially, sidewalks can be widened by reducing or removing area currently being used for on-street loading and parking. The option with the widest sidewalks presents the most opportunities for area enhancement through streetscaping.

In terms of street **operations**, the options explore the potential to prioritize transit by restricting general vehicle traffic to varying degrees.

Illustrations and diagrams of the options are included as Attachment B. They were compared and evaluated as described below.

<u>All Options</u>

All three options have the following features in common:

- Undergrounding of overhead utilities and replacement of utility poles with decorative light poles.

- The same cross-section between Birmingham Street and Dresden Row that increases sidewalk width and decreases roadway width. Overall, all the options have significantly more area of sidewalk than there is today (2,200m^2)

- Removal of three regular parking spaces from Spring Garden Road.

- Relocation of one accessible parking space to a location immediately around the corner on a side street. The designation of additional accessible on-street parking spaces on side streets will continue to be explored, as needed, as the project advances.

- Access-a-Bus stop on Spring Garden Road in front of Park Lane Mall is preserved.

- Additional sidewalk "bump-outs" to increase space for pedestrians at corners and at bus stops. These also provide some priority for transit by eliminating the need for buses to pull in and out of traffic to access curbside bus stops.

- All options rely more heavily on side streets for loading than the current condition (Option 3 is the most reliant on side street loading/ Option 1 the least). This is true of passenger pick up/ drop off, as well as the delivery of goods. While this is less convenient than loading directly to the front door, the area blocks are small and the distances to side streets are not long (40m maximum/ 30 second walk). A wide, well maintained sidewalk will make it easier to move goods without conflicting with pedestrians. It is normal for goods in urban centres to travel some distance between the delivery vehicle and the shop door. For example, shopping malls and large urban complexes (i.e. Scotia Square) have shared loading bays from which goods are delivered to individual tenants via service corridors and elevators. While this activity tends to be weather protected, the distances in malls are similar or greater. Loading activities are expected to be confined to side streets within the business district, and should not impact nearby residential areas.

- Because of the reliance on side street loading described above, all options may require consideration of design treatments to address vehicle drivers who may attempt to mount the curb and use the sidewalk for loading.

- Options 1, 3, and 4 may benefit from consideration of one-way side streets as described below.

<u>Option 1 – Transit Prioritized Vehicle Thoroughfare (refer to Attachment B):</u>

Built Form

- Total sidewalk area = 3,130m^2 (42% increase from existing conditions)
- Sidewalk width is only maximized between Birmingham Street and Dresden Row.
- Contains the most space for on-street loading directly on Spring Garden Road in a series of lay-bys (indentations of the roadway) framed by sidewalk 'bump-outs'.
- On-street loading areas on Spring Garden Road come at the expense of larger, continuous, enhanced sidewalk space.
- If loading restrictions on Spring Garden Road remain (currently no-loading 11am-7pm), presence of the lay-bys will encourage violations.
- Roadway widens toward Queen Street and at South Park Street (additional asphalt comes at the expense of widened sidewalks and shorter pedestrian crossings).
- The physical design only prioritizes transit by eliminating the need for buses to pull in and out of traffic and between parked/stopped vehicles through the introduction of bump outs. Transit vehicles will continue to be delayed by right and left turning vehicles.

Traffic Operation

- Most similar to current conditions.

- Least restrictive to vehicle traffic; permits travel on and through the corridor, all day, without significant turn restrictions.
- Transit still operates in mixed traffic and experiences delays from right and left turning vehicles.
- Vehicles would have to wait behind the buses when they stop, causing longer travel times through the corridor.
- Some drivers will be motivated to avoid the corridor and reroute onto other major streets; anticipated diversion is estimated at 5-15%.

Option 2 – Turn Restricted Transit Corridor (refer to Attachment B):

Built Form

- Total sidewalk area = 3,260m^2 (48% increase from existing conditions)
- Permits some dedicated loading space on Spring Garden Road in two lay-bys (indentations of the roadway) framed by sidewalk 'bump-outs', but less than Option 1.
- If loading restrictions on Spring Garden Road remain (currently no-loading 11am-7pm), presence of the lay-bys will encourage violation.
- The south sidewalk would be uniformly widened through the corridor.

Traffic Operation

- This option introduces a suite of potential traffic turn restrictions (except for buses) that are intended to reduce transit delay and discourage the use of Spring Garden Road for through traffic. Proposed turn restrictions include the following:
    - ❖ No left turns from Spring Garden Road to side streets between South Park Street and Queen Street. This would reduce the potential for buses to be delayed by left turning vehicles.
    - ❖ During daytime hours (likely 7am to 7pm), east and westbound through traffic on Spring Garden Road is **required** to turn right at Dresden Row, limiting the ability for the corridor to be used as either through route during the restricted times, in either direction.
- Private vehicles would be allowed to drive through the corridor outside of the daytime restrictions.
- Dresden Row and Birmingham Street must remain as two-way operation as this option is not compatible with a one-way side street network.
- Effective signage will be needed to ensure the proper flow of traffic.
- Potentially confusing to the travelling public; relies most heavily on compliance and enforcement.
- Some drivers will be diverted onto other streets; anticipated diversion is estimated at 30-50%.

Option 3 – Daytime Transit Corridor (refer to Attachment B):

Built Form

- Total sidewalk area = 3,485m^2 (58% increase from existing conditions).
- This represents the largest net increase of sidewalk area of the three options and offers the most space for placemaking elements to create the best public realm (trees, art, street furniture, cafes, retail spill out, etc.).
- Narrows the roadway and significantly reduces loading opportunities on Spring Garden Road.
- All loading is accommodated on side streets, or possibly along the street outside of restricted hours.
- The narrow roadway inherently reinforces the stopping/loading restrictions, reducing the potential for violations and the need for continual enforcement;
- Consistency - sidewalks and street are almost continuous in width through entire corridor.

Traffic Operation

- Private vehicles and loading would not be permitted on Spring Garden Road between South Park Street and Queen Street during weekday daytime hours (likely 7am to 7pm). Signals and signage would communicate the vehicle restrictions.

- Emergency vehicles, bicycles, and other authorized vehicles would be permitted during the restricted hours.
- Provides highest level of transit priority; allows for increased efficiency and reliability of buses by removing vehicular traffic.
- Most favourable for pedestrians:
    - ❖ Widest and most consistent pedestrian thoroughfare, most comfortable waiting environment for transit passengers;
    - ❖ Removes conflicts with turning vehicles at intersecting streets;
    - ❖ Pedestrians will find it easier to cross the street mid-block in the gaps between buses, improves access to shops, and provides the most flexibility for people travelling on foot;
    - ❖ Less traffic noise;
    - ❖ Reduction of localized air pollution from the decrease in vehicle traffic & idling.
- Eastbound motor vehicle travel from South Park Street to Dresden Row would still be permitted (to maintain access in and out of Brenton Street).
- Vehicle access **across** Spring Garden Road (i.e. north/south) permitted at all side streets.
- Parkades are accessed from side streets.
- Enforcement would be easier than in Option 2 because the restrictions are relatively simple. The narrow design reinforces the loading restrictions. While signage would still be required, this approach to built form and operations is the most likely to have the enforcement 'built-in'.
- Diverted volumes are not expected to adversely affect nearby residential areas.
- Approximately one third of present day traffic on the corridor is expected to remain within the local road network as it is related to local parkades, pick-up or drop-off activities, or local circulation. The remaining two-thirds of vehicles on this section are 'through traffic', most of which are not destined to stop in the immediate area. These through trips can be accommodated on alternate parallel streets in the south peninsula street network (i.e. Sackville Street, Morris Street, South Street). Some trips on Spring Garden Road may also be discretionary – i.e. recreational driving or people watching. These are not considered essential to accommodate and may disappear from the network.
- All traffic formerly using the corridor during the restricted time will either:
    - ❖ divert to other streets/ parallel routes in the area;
    - ❖ change their travel patterns further upstream in the network;
    - ❖ change their travel behaviour and use other modes of transportation; or
    - ❖ travel at different times of the day or days of the week, outside the restrictions described above.
- Diversion to Sackville Street may necessitate traffic signals at Queen Street (or Dresden Row).
- After the weekday/ daytime restriction, all vehicle traffic would be permitted on the street again.
- Anticipated diversion is estimated at 40-60%.

Evaluation of Options

Staff, in conjunction with the consulting team (including BA Group - subconsultants who specialize in multi-modal transportation analysis), developed a multi-criteria evaluation framework that was used to compare how each option aligned with the project goals. The table below provides a summary of the option evaluation process (a detailed evaluation matrix can be found in Attachment C). The effort to quantify a 'score' for the options should be recognized as a decision-making tool intended to estimate the positive and negative consequences of the proposed changes, and compare them to one another. It should not be regarded as an absolute number. The options were also shared with the public and various stakeholders as described in the Community Engagement section of this report.

While Option 3 scored the highest, it did raise questions and concerns through the engagement period. Local area residents were concerned that diverted vehicles would increase traffic on nearby residential streets. The Spring Garden Area Business Association was concerned about the elimination of loading from the street between Dresden Row and South Park Street, where businesses do not have side or rear loading

options. They were also concerned about eliminating the ability for vehicles to quickly pick up and drop off people directly on the street and felt this function needed to remain to support an aging population.

While Ekistics Plan + Design modelled the impacts of diverted traffic, and analyzed the potential of side streets to accommodate more loading activities, these types of analyses need to be based on assumptions that can be difficult to verify. The Spring Garden Road project, which requires extensive construction activities that will necessitate major traffic restrictions through the area, offers a unique opportunity to test these assumptions and develop a detailed understanding of the level of traffic diversion that is likely to result. Monitoring the actual impacts of traffic diversion and loading during the construction period will help verify the assumptions in the functional planning study, and allow HRM to consider the opportunity to pilot the operational elements of Option 3 (daytime transit-priority corridor), once construction is complete, or at some other time in the future, based on better information than is currently available.

For this reason, a fourth option was developed which combines most of the built form characteristics of Option 3, with some of the traffic operational aspects of Option 2, albeit greatly simplified. This option can proceed and maintain access to through vehicle traffic along the corridor, but it includes the flexibility to operate as a daytime transit-only corridor, should this option be desirable in the future.

Criteria	Value	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor
1. TRANSIT OPERATIONS					
Transit Operations	20%	POOR 5 pts	SUFFICIENT 10 pts	GOOD 15 pts	EXCELLENT 20 pts
Transit Passenger Amenities	20%	SUFFICIENT 10 pts	GOOD 15 pts	GOOD 15 pts	GOOD 15 pts
2. PEDESTRIAN OPERATIONS					
Pedestrian Movement	20%	SUFFICIENT 10 pts	GOOD 15 pts	GOOD 15 pts	EXCELLENT 20 pts
Retail / Pedestrian Experience & Interaction	20%	POOR 5 pts	SUFFICIENT 10 pts	GOOD 15 pts	EXCELLENT 20 pts
3. VEHICULAR LOADING					
Infrastructure Provisions	5%	EXCELLENT 5 pts	GOOD 3.75 pts	GOOD 3.75 pts	SUFFICIENT 2.5 pts
4. VEHICULAR PARKING					
Infrastructure Provisions	5%	SUFFICIENT 2.5 pts	SUFFICIENT 2.5 pts	SUFFICIENT 2.5 pts	SUFFICIENT 2.5 pts
5. VEHICULAR TRAFFIC					
Infrastructure Provisions	5%	SUFFICIENT 2.5 pts	SUFFICIENT 2.5 pts	POOR 1.25 pts	POOR 1.25 pts
6. BICYCLE TRAFFIC					
Infrastructure Provisions	5%	SUFFICIENT 2.5 pts	POOR 1.25 pts	POOR 1.25 pts	SUFFICIENT 2.5 pts
TOTAL SCORE	**100%**	**42.5 points**	**60 pts**	**68.75 pts**	**83.75 pts**

Figure 1 Evaluation Matrix Summary

Option 4 – Hybrid Design (refer to Attachment B)

Built Form

- Total sidewalk area = 3,460m^2 (57% increase from existing conditions)
- Retains one lay-by for loading vehicles between South Park Street and Dresden Row. Built-form wise, it is otherwise the same as Option 3.

Traffic Operations

- Permits travel on and through the corridor all day, but recommends consideration of time-limited left turn restrictions (e.g. 'no left turn 7am-7pm') from Spring Garden Road to side streets (e.g. Birmingham Street, Dresden Row, and Brenton Place).
- Recommends consideration of left turn restrictions **onto** Spring Garden Road (to reduce overall volume of traffic using the corridor).
- Transit operates in mixed traffic but does not experience delay from left turning vehicles; delay from right turning vehicles possibly mitigated by drastically reduced side street crossing distances.
- Vehicles must wait behind buses, causing longer travel times through the corridor.
- Some drivers will likely reroute to other streets; anticipated diversion is estimated at 20-40%.

Evaluation: While the scoring of this option is not detailed in Attachment C or summarized above, the 'score' was determined to be 75. It was deemed to have 8.75 fewer points than Option 3 because it:

- Lost 5 points each for 'Transit Operations' & 'Pedestrian Experience' (buses mix with traffic; pedestrians don't benefit from reduced noise and pollution, or from mobility advantages of a daytime car-free street);
- Lost 1.25 points for 'Pedestrian Movement' (due to inclusion of a loading bay in lieu of a consistently wider sidewalk); and
- Lost 1.25 points for bicycle traffic (because people on bicycles will ride on a narrowed roadway in mixed traffic).
- Gained 2.5 points each for vehicular loading and traffic.

It is being recommended because:

- While it does not get the best score of the three options, it scores well in terms of achieving the project goals;
- It mitigates stakeholder concerns related to traffic diversion through residential neighbourhoods and mitigates impacts on business loading, deliveries, and visibility;
- It achieves many of the pedestrian benefits of Option 3, through the provision of an almost continuous and generously wide sidewalk;
- It represents a cautious approach and does not preclude future consideration of Option 3.
- To protect future opportunities to pilot a transit-only corridor, consideration should be given to ensuring lane markings at either end of the corridor function with both Options 3 and 4.

ONE-WAY STREETS

Further to a request from the Spring Garden Area Business Association, an assessment of converting some two-way side streets to one-way operation was undertaken with the objectives of increasing curbside availability for loading / parking, and improving traffic circulation in the area. Multiple one-way configurations were analyzed and it was determined that converting Dresden Row and Birmingham Street to one-way operation would achieve some benefits in association with Options 1, 3 and 4. Making Dresden Row northbound and Birmingham Street southbound was recommended by the consultants to create additional formal space for loading and parking, and to improve circulation (see Figure 2). Access for area parkades will need to be considered before proceeding with this recommendation.

Additionally, it was suggested that Clyde Street and Brenton Place be considered for conversion to two-way operation between South Park Street and Dresden Row to improve access to the neighbourhood. Continuing to restrict left-turn movements at South Park Street would minimize vehicle conflicts with people using that street's sidewalk and bicycle lane.

These circulation improvements are not expected to encourage undesirable vehicle speeds for an urban commercial area because of the short blocks, and expectation of roadside 'friction' due to the presence of vehicles engaged in parking/ loading activities.

These network changes can be refined in subsequent stages of design, and implemented in conjunction with the construction of the streetscape project.

Figure 2 Proposed Street Direction Changes for Consideration

NEXT STEPS / IMPLEMENTATION:

Ekistics Plan + Design has completed the built form/ operational aspects of the functional plan and, subject to Council approval of Option 4, will proceed to the next phase which is being referred to as the "schematic design". This stage will include two design options for public feedback, as well as internal and external stakeholder consultation to ensure the final project is fully scoped with regards to the interests of various municipal departments to integrate potential project features such as, but not limited to: public art, streetlighting, benches, bicycle racks, parking kiosks, trees, wi-fi, waste management, wayfinding signage, smoking receptacles, and more. The project elements and boundaries will be confirmed based on a more in-depth assessment of the project costs, with the aim of working within the approved budget. More accurate estimates will be developed based on more detailed consideration of the costs of undergrounding overhead utilities, drainage of new surfaces, and the installation of trees in urban hardscapes. Additionally, there will

be consideration of the maintenance requirements and responsibilities of any unique elements that may be desired for this signature project.

Once the schematic design is finalized, staff will issue a request for proposals (RFP) for a consultant to develop detailed design and construction drawings so the project can be tendered and built. The full impact of the construction needs to be better understood before a schedule can be finalized. The approach to construction phasing and traffic management will be developed in conjunction with the preparation of construction documents. An extensive construction mitigation plan will be developed (to minimize area impacts of construction to the extent possible) as well as a monitoring program (to assess traffic diversion and loading adaptations during construction).

The successful contractor will be required to engage the local community to better understand the operational needs of abutting businesses when planning disruptions to services, assessing impacts of traffic diversions, and adapting deliveries during construction.

As the Municipality looks to grow its intelligent connected infrastructure, this is an excellent opportunity to further this work through this redevelopment activity. A key component of the next phase of the design process will be to identify opportunities to integrate smart technologies that will both enhance user experience along this corridor as well as facilitate support and maintenance activities.

RELATIONSHIP TO OTHER PROJECTS/ INITIATIVES

Other projects / initiatives that will need to be considered as the Spring Garden Road project advances include:

- The Cogswell Redevelopment Program is expected to be underway when Spring Garden Streetscaping is ready for construction. While this represents a significant amount of concurrent road construction downtown that is potentially disruptive to traffic, the synergy will also be an opportunity to co-benefit from Transportation Demand Management (TDM) initiatives being developed for the Cogswell Project. This will not only help people get around during construction, it will aim to make lasting changes to people's travel patterns that support Regional Council's targets for increased use of transit and active transportation.

- In 2020, the Halifax Regional Municipality will host one of the largest multi-sport events ever held in Atlantic Canada - the North American Indigenous Games.

- A protected bicycle lane is expected to be installed on South Park Street between Spring Garden Road and Inglis Street in 2019, and between Spring Garden Road and Sackville Street in 2020.

- ICT has inflight work to understand the current digital and communications infrastructure and how to best leverage the existing technology and prepare for already available and developing smart technologies.

FINANCIAL IMPLICATIONS

Once the functional/ schematic phase is complete, detailed design fees are expected to be approximately $450,000, with the remaining funds to be used for contract administration and construction. Finance has confirmed budget availability in Capital Account CD000001, Downtown Streetscapes - Spring Garden Road, as shown below.

Budget Summary:	CD000001 Downtown Streetscapes - Spring Garden Road	
	Cumulative Unspent Budget	$9,875,122

Depending on the extent of transit priority in the recommended option, this project could also be a candidate for the federal Public Transit Infrastructure Fund.

RISK CONSIDERATION

The community engagement and evaluation processes described above were an effort to reduce the risks related to possible outcomes of the options. This was done by gaining sufficient knowledge of their impacts to allow a reasonable selection from among them. However, uncertainty can only be reduced - never eliminated, due to the impracticality of gaining complete knowledge of all future outcomes in a complex urban environment. The negative and positive consequences of the options have been estimated, and a recommendation made which allows for future adaptation. The recommended option represents a cautious approach (to traffic operations only; the proposed built form is bold), which minimizes risk at the outset, but does not preclude future changes. Monitoring opportunities have also been identified, to supply additional information and support future decision-making.

The impact and likelihood of the risk that businesses experience loading difficulties and residents experience shortcutting traffic, are considered '**moderate to unlikely'** for the reasons described in this report (high current pedestrian/ transit volumes; relatively low current traffic volumes that are not characteristic of commuting traffic; increasing residential intensification; central location within walking distance to major employers, availability of loading alternatives, and parallel major streets available for traffic). The project is also expected to make an immense positive contribution to the commercial and residential environments through beautification.

Another remaining risk includes the project timeline. This can be mitigated with strong project management and good communication to a certain extent. Delay may compromise the ability to coordinate a multi-stakeholder project (i.e. with various utilities). People may also forget the extensive amount of public engagement that was undertaken for this project if the gap between the planning and construction stages gets too large, risking loss of public confidence.

COMMUNITY ENGAGEMENT

Through all the engagement described below and in more detail in Attachment D, there has been broad agreement from residents, business owners, customers, stakeholder groups, employees, and commuters, that the street is regionally significant and worthy of investment. While some opinions diverged on the best way to do this, certain themes arose quite strongly. This summary aims to provide Council with a 'temperature' check for how various stakeholders perceive the opportunities and challenges on the street.

Notification

The public was notified of engagement opportunities via:

- Paid newspaper and social media ads
- Collaboration with the Spring Garden Area Business Association to notify all their members
- Emails directly to stakeholder groups (i.e. resident and advocacy organizations) encouraging them to be forwarded to members.
- Digital screens in 47 HRM facilities, including the Central Library
- Social media campaigns on Twitter and Facebook
- Internally via "HRM Employee Hub"
- Placement of a 'homepage icon' on Halifax.ca
- Attraction of significant media coverage (unpaid)
- Posters put up in the area before both public open houses.

Imagine Spring Garden Road Stakeholder and Public Consultation - Summer 2018

Before hiring a project consultant, public engagement last summer aimed to confirm the project goals. In partnership with the Spring Garden Area Business Association (SGABA) HRM installed a colourful temporary deck (the 'stoplet') in the roadway to simulate a widened sidewalk at a busy bus stop between Birmingham Street and Dresden Row. This was meant to be a 'conversation starter' and included sandwich boards raising awareness of the upcoming streetscape project and directing people to information and surveys online.

Over 1200 surveys were collected (866 on-line and 380 on-street) and meetings were held with business owners (as a group and one-on-one) stakeholders, and the public.

To get an understanding of the public's priorities for the street, the open-ended question: "If you could change one thing on Spring Garden Road, what would it be?" was asked. The most prevalent responses centered around the theme of removing or decreasing the priority of personal vehicles on the street, with a range of suggestions including making the street 'pedestrian-only', 'pedestrian and transit-only', or simply decreasing car traffic on the street.

Participants were asked how important various elements were in improving their experience on the street, the top elements included:

- Greening the street (more trees and flowers);
- More space on the sidewalk for transit passengers and pedestrians.
- Restricting loading to certain times of the day or relocating loading to side streets;
- Ensuring there was nearby off-street parking (as opposed to on-street parking);

Functional Design Kick-off Engagement Activities

At the outset of the consultant's functional planning work, a second round of engagement was completed:

- A public open house (September 17, 2018, 6pm, atrium of City Centre Atlantic)
- Business owners meeting held (October 4th, 2018, 6pm, Lord Nelson Hotel)
- Door-to-door meetings with all the business owners fronting Spring Garden Road from South Park Street to Queen Street (October 16, 2018) to gain an understanding of business operations such as loading, garbage removal, fuel delivery, and future building renovation plans.

Pop-up engagement at the SWITCH street party on Spring Garden Road (September 23, 2018) informed hundreds of people of the project and invited them to participate in a 'dotmocracy' exercise to prioritize the top five elements to improve their experience of the street. Over 538 participated, and the top five were:

- Places to sit
- Trees and flowers
- Public art
- Space for patios and sidewalk sales
- Additional feature lighting.

Functional Plan Feedback Engagement

Once the draft functional plan options had been developed, another round of consultation began, including:

- A presentation to the Spring Garden Area Business Association Board (December 11th, 2018)
- A public open house (January 7th, 2019, 6:30pm, Central Library)
- An online survey (January 7th to 25th, 2019)
- An online "quick poll" (January 16th to 25th, 2019)
- "Pop-up" engagements (January 10th, 2019, 10am-noon, Central Library; January 15th 1:30pm-3:30pm, Park Lane Mall).
- A presentation and discussion with the Spring Garden Area Business Association (including businesses, residents, and board members) on January 18th, 2019.

- A presentation to HRM's Accessibility Advisory Committee on February 19th, 2019
- Collaboration with HRM's new in-house accessibility consultant on an audit of the current street to inform the schematic design (next phase).

A total of 232 people completed the online survey and generated 796 comments which were categorized as either 'supporting' or 'against' the three options. Option 3 received more positive comments than negative ones (75% vs 25%), and Options 1 and 2 received more negative than positive comments (57% vs 43%).

The most supported aspects of each of the options were:

- Option 1: The least amount of change relative to present conditions, with more sidewalk space on bump outs
- Option 2: Added left turn restrictions, more sidewalk space, and a more balanced approach
- Option 3: Added transit priority, more sidewalk space, boldness and the most appropriate 'focus' for the street.

The main concerns cited about each of the options were:

- Option 1: retains too much prioritization of vehicles and 'not bold enough'
- Option 2: Too confusing and 'not bold enough'
- Option 3: Implications of traffic diversion on other streets.

In all three options, it is notable that there was significant support for increased sidewalk space and an enhanced pedestrian realm. Most of the comments were related to the traffic operational aspects.

Regarding loading, some business/ property owners expressed concerns about moving the loading zones to side streets, however others supported the removal of on-street loading from Spring Garden Road.

While some residents were concerned about potential re-routing of traffic to area streets, others recognized alternate routes were available, and that transit/ pedestrian priority was important on Spring Garden Road.

Residents expressed some concerns about the proposed one-way network and impacts on access to area parking garages, especially for Dresden Row between Sackville Street and Artillery Place.

There were some comments about the lack of dedicated cycling facilities in any of the options.

In addition to the online survey, 142 people completed an online "quick poll" asking which option they preferred:

- (24%) preferred Option 1: Transit Prioritized Vehicle Thoroughfare
- (23%) preferred Option 2: Turn Restricted Transit Corridor
- (53%) preferred Option 3: Daytime Transit Corridor

The Spring Garden Area Business Association submitted a letter expressing their support for the project and their preference for a hybrid option with the 'built form' of Option 1 (i.e. with the most on-street loading) and the addition of left turn restrictions (but not exactly as proposed in Option 2). They cited concerns about loading and deliveries, and the risk of diverting traffic to residential streets.

ENVIRONMENTAL IMPLICATIONS

This project supports the *Council Priority Outcome* of building healthy, livable communities: it aims to make it more convenient for residents to choose sustainable transportation options for everyday transportation purposes. This is reflected in the enhancements for transit and the improvements for pedestrians.

The development of a high quality public realm complements efforts to add residential and employment density to the core.

ALTERNATIVES

1. The Transportation Standing Committee may recommend that Halifax Regional Council direct the CAO to proceed with Options 1, 2, or 3, or some variation thereof, as described in the Discussion section of this report. This may require a supplementary staff report. These options are not recommended for the reasons outlined in the report.

2. The Transportation Standing Committee may recommend that Halifax Regional Council direct the CAO to abandon the project and return the project funds to the reserve account. This is not recommended for the reasons outlined in the report.

ATTACHMENTS

Attachment A: Project Goals and Objectives

Attachment B: Options

Attachment C: Evaluation Criteria Matrix

Attachment D: Public and Stakeholder Feedback

Attachment E: Consultant Functional Plan Report

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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Attachment A: Project Goals & Objectives
(from: Request for Proposals for Consulting Services for Functional Plan & Schematic Design)

Goal

As a prominent retail and transit corridor, the goal is to strengthen Spring Garden Road's sense of place and create a superior experience for pedestrians and transit passengers.

Objectives

The following are project targets for the proposed re-design of Spring Garden Road.

Placemaking

- Create an attractive, welcoming, and safe environment for people on foot, of all ages and abilities, to both spend time and pass through.
- Incorporate elements that please and delight, and enhance key parts of the street as a destination;
- Identify measures to add vegetation to the street;
- Enhance retail experience; and
- Identify the important heritage / historical aspects of the street (burying ground, cathedral, public gardens, Halifax Common, Schmidtville, other) and respect these through the proposed redesign, while recognizing the street's role in contemporary city life (Central Library, shops, services, transit, parades, etc.).

Walking/ Wheeling

- Enhance pedestrian experience and ways to increase space for pedestrians; and
- Enhance universal accessibility (all ages and abilities).

Transit

- Enhance transit priority along this corridor;
- Optimize locations for bus stops whether bus stops stay in current location or shift;
- Improve passenger waiting areas at bus stops (ground treatment, seating, shelters, heated shelters, etc.); and
- Create a great "first mile/last mile" experience for transit passengers.

Traffic

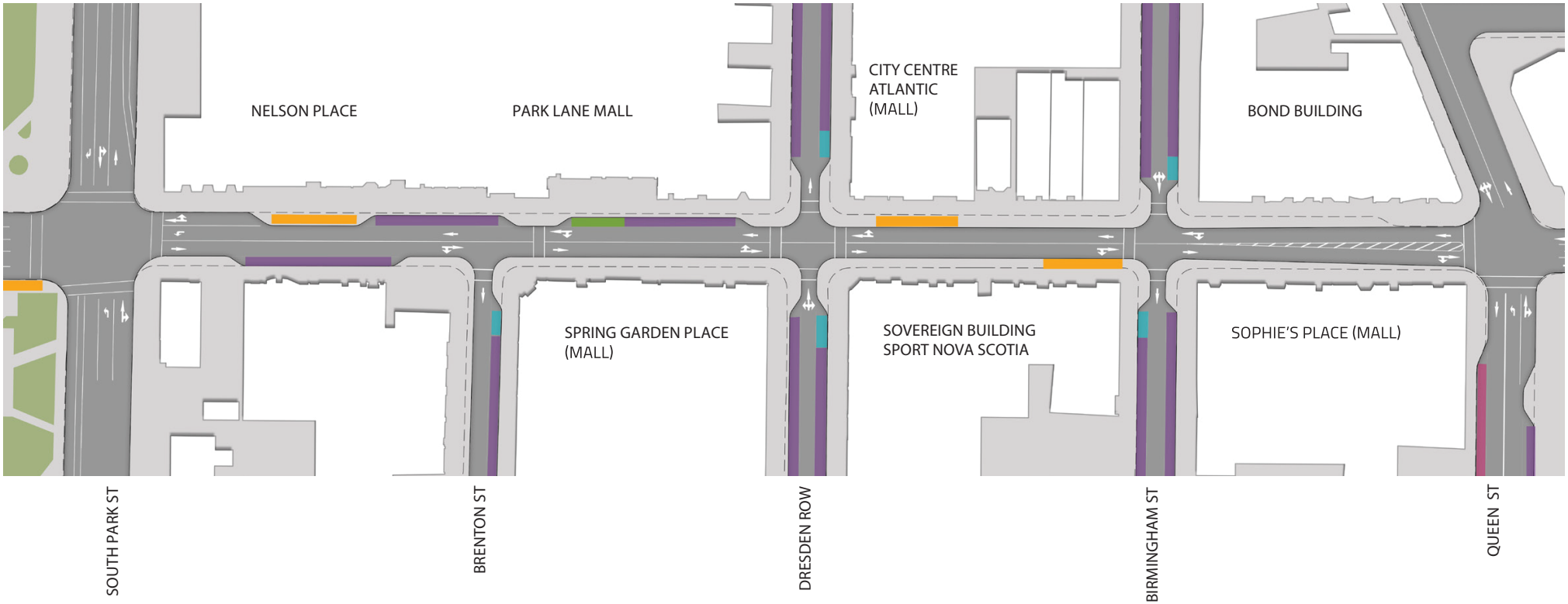
- Identify the correct balance of roadway to sidewalk ratio that prioritizes pedestrians and transit, and identify what the impact may be on other modes of doing so;
- Identify approaches to mitigate potential for future collisions by reviewing current collision patterns along the street; and
- Allow for loading in the area.

Constructability

- Minimize construction impacts as much as possible;
- Coordinate with other projects and take advantage of synergies along corridor;
- Be incrementally achievable (Functional Design), in terms of cost and coordination with other capital / development projects; and
- Be achievable within the budgets available (Schematic Design).

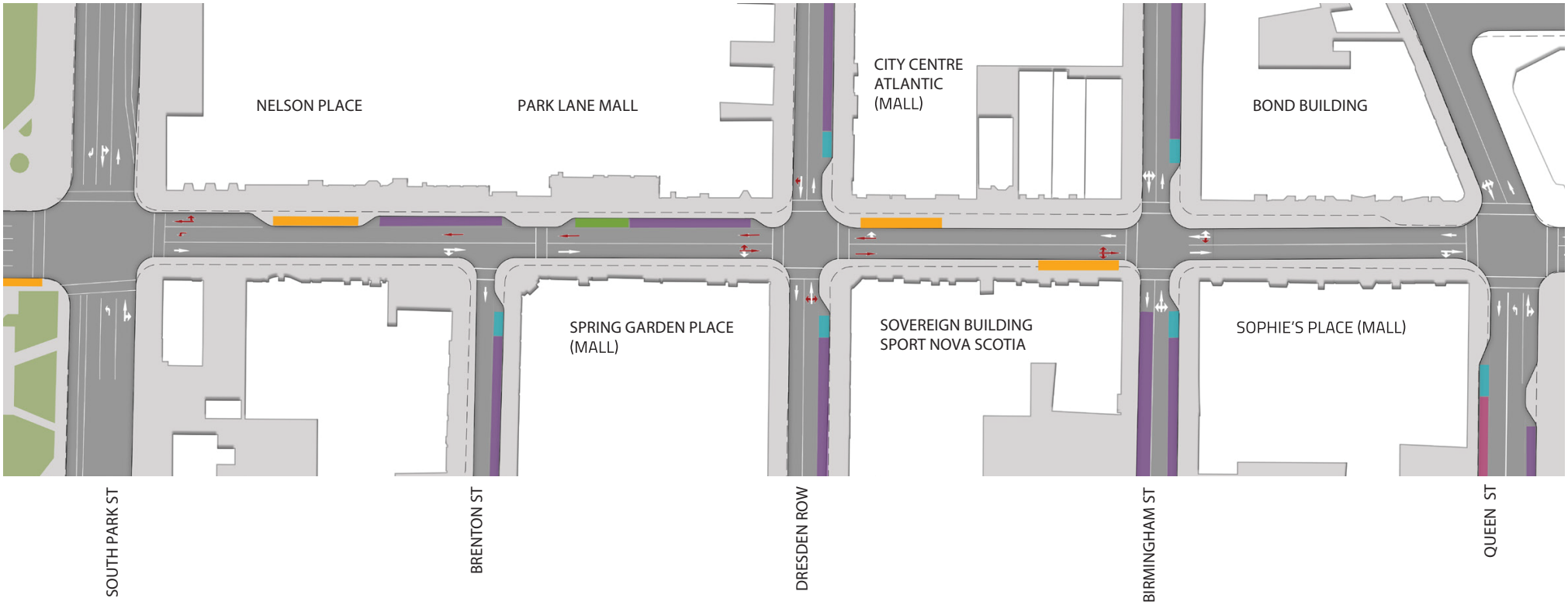
1 OPTION 1: SOUTH PARK STREET TO QUEEN STREET

TRANSIT PRIORITIZED VEHICLE THOROUGHFARE



2 OPTION 2: SOUTH PARK STREET TO QUEEN STREET

TURN RESTRICTED TRANSIT PRIORITY

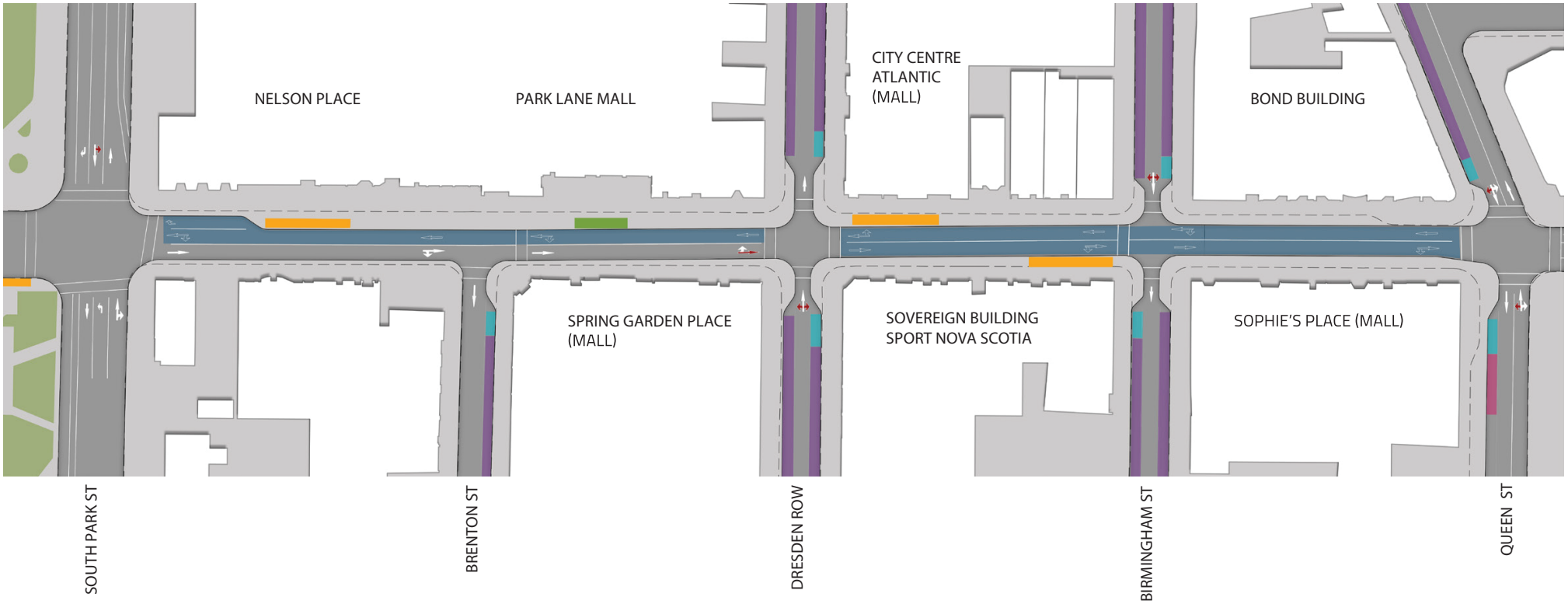


LEGEND

- TRANSIT STOP
- PARKING
- PERMIT PARKING
- LOADING
- TRANSIT ONLY
- TRANSIT PRIORITY
- ACCESSIBLE PARKING
- ACCESS-A-BUS
- TIME RESTRICTED

3 OPTION 3: SOUTH PARK STREET TO QUEEN STREET

DAYTIME TRANSIT CORRIDOR

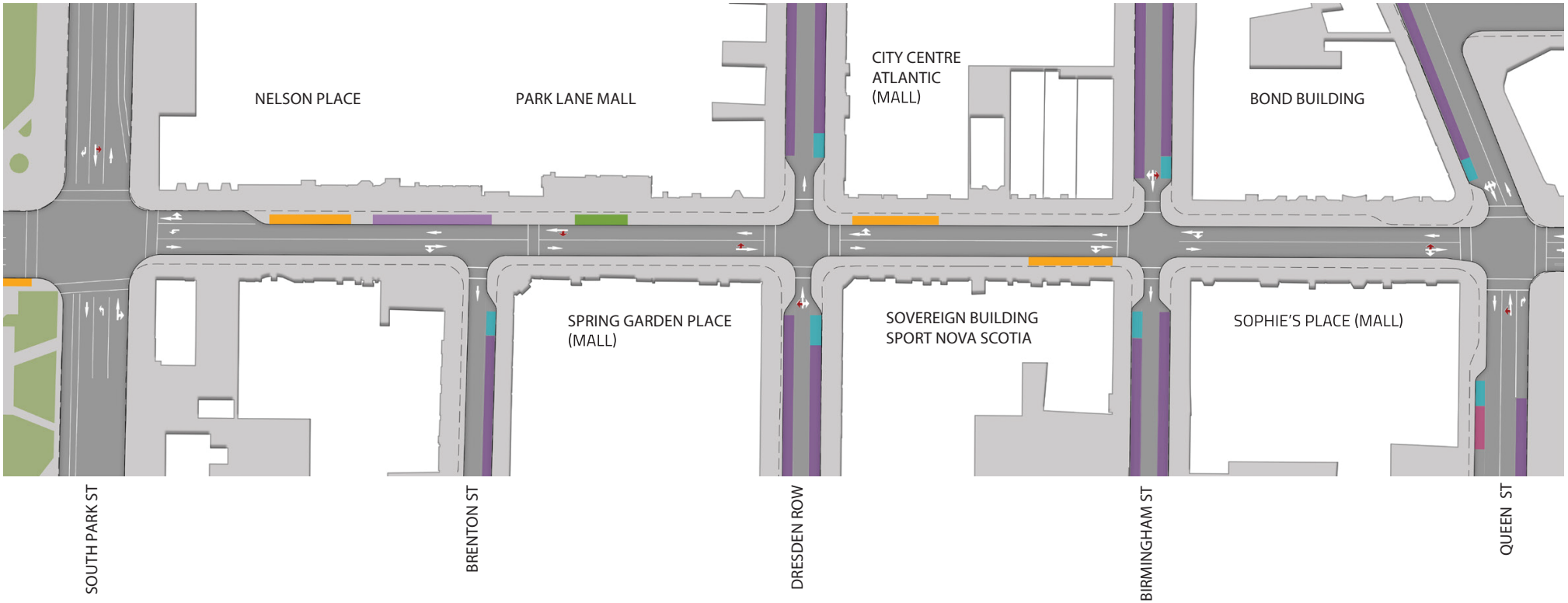


LEGEND

- TRANSIT STOP
- PARKING
- PERMIT PARKING
- LOADING
- TRANSIT ONLY
- TRANSIT PRIORITY
- ACCESSIBLE PARKING
- ACCESS-A-BUS
- TIME RESTRICTED

4 OPTION 4: SOUTH PARK STREET TO QUEEN STREET

HYBRID DESIGN



LEGEND

- TRANSIT STOP
- PARKING
- PERMIT PARKING
- LOADING
- TRANSIT ONLY
- TRANSIT PRIORITY
- ACCESSIBLE PARKING
- ACCESS-A-BUS
- TIME RESTRICTED

TABLE 1 MULTI-MODAL DESIGN – EVALUATION MATRIX

Criteria	Value of Criteria (%)	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor
1. TRANSIT OPERATIONS					
Design Intent: *The following public transit features & amenities are intended to encourage the use of public transit by enhancing the transit rider/user experience. This section focuses on improving transit reliability along the corridor and improving the passenger amenity spaces at transit stops.*					
Transit Operations • Enhanced transit priority along the Spring Garden Road Corridor. Consider the following: ○ Transit Bump-outs (i.e. curb extensions to enable curbside pick-up without buses having to pull in/out of traffic) ○ Bus Lane ○ Operational Transit Improvements (i.e. Transit Signal Priority)	**20%**	• Local traffic is mixed with transit vehicles through roadway: buses operate in mixed traffic and are negatively impacted by vehicles turning left and right, and traffic congestion POOR	• Sidewalk widenings and bumpouts allow buses to access stops without merging into and out of traffic • Limited opportunity for transit priority: buses would still operate in mixed traffic and would be negatively impacted by vehicles turning left and right, and traffic congestion SUFFICIENT	• Sidewalk widenings and bumpouts allow buses to access stops without merging into and out of traffic • Buses are not delayed by left turning vehicles • Diversion of some eastbound / westbound local traffic, reducing traffic volumes and improving transit reliability • Transit priority lanes between South Park Street to Birmingham Street during peak periods, in certain directions • Buses would continue to be delayed by right turning vehicles GOOD	• Sidewalk widenings and bus bulbs allow buses to access stops without merging into and out of traffic • Removal of vehicles during peak periods allows for increased efficiency and reliability of buses • Access-a-bus will be accommodated on-street EXCELLENT

Criteria	Value of Criteria (%)	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor

Transit Passenger Amenities
• Provision of safe, comfortable access and egress to buses and bus stops;
• Appropriate passenger waiting areas at bus stops to allow for improved amenities.
• Creation of a great "first mile/last mile" experience for transit passengers. These amenities can include any of the following:
  ○ Bus stops (standard, special lighted stops)
  ○ Bus Shelters (standard, weather protected, enclosed or heated)
  ○ Posted Bus Route Information
  ○ Posted Bus Maps and Schedules
  ○ Real-time arrival information
  ○ Rider Amenities / Transit Furniture (e.g. garbage / recycling bin, benches)
• Accessible boarding (+2.5 m pavement for ramps)
	20%	• No bus shelters at most locations today
		• Passenger waiting area is congested during peak hours in the segment between South Park St and Queen St, particularly during peak operating periods (rush hour)
		
		SUFFICIENT
			• Standard bus shelters will be provided with upgrades in key locations
			• Bumpouts to provide additional waiting space have been created between South Park St and Brunswick St to alleviate congestion on sidewalks between passengers and pedestrians
			• Key widened locations provide opportunities for transit shelter/upgrade to waiting areas
			• Widened sidewalks provide opportunities to improve amenities at transit stops (i.e. shelters, waiting areas)
			
			GOOD
				• Standard bus shelters will be provided with upgrades in key locations
				• Bumpouts to provide additional waiting space have been created between South Park St and Brunswick St to alleviate congestion on sidewalks between passengers and pedestrians
				• Widened sidewalks provide opportunities to improve amenities at transit stops (i.e. shelters, waiting areas)
				
				GOOD
					• Standard bus shelters will be provided with upgrades in key locations
					• Bumpouts to provide additional waiting space have been created between South Park St and Brunswick St to alleviate congestion on sidewalks between passengers and pedestrians
					• A weather-protected, enclosed shelter with real-time bus arrival information would provide for an "excellent" ranking
					• Widened sidewalks provide opportunities to improve amenities at transit stops (i.e. shelters, waiting areas)
					
					GOOD

Criteria	Value of Criteria (%)	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor
2. PEDESTRIAN OPERATIONS					
Design Intent: *The public realm and design of a pedestrian-oriented street is integral to the overall success of Spring Garden Road. This section focuses on improving the ease of pedestrian movement along the corridor with the intent to increase the safety for pedestrians at areas where pedestrian-vehicle conflict can occur. The public realm and design of a pedestrian-oriented street is integral to the overall success of Spring Garden Road. This section also focuses on improving the overall experience of pedestrians, and creating a space to spend time in, as well as move through.*					

Pedestrian Movement:
• Durable, level surface free of surface irregularities is required in all pedestrian areas including transit stops;
• Application of universal accessibility best practices to accommodate all users and all abilities (i.e. tactile walking surfaces at controlled intersections)
• Adequate sight distance provided at pedestrian-vehicle interaction points
• Delineated, marked crosswalks
• Appropriate (ample) pedestrian space to accommodate pedestrian volumes
• Widened pedestrian waiting at key intersections
• Increased width for pedestrian realm (north and south sides) to enhance pedestrian experience
  ○ Create an attractive, welcoming, and safe environment for people on foot, of all ages and abilities, to both spend time and pass through;
  ○ Incorporate elements that please and delight, and enhance key parts of the street as a destination;
  ○ Identify the important heritage / historical aspects of the street (burying ground, cathedral, public gardens, Halifax Common, Schmidtville, other) and respect these through the proposed redesign, while recognizing the street's role in contemporary city life (Central Library, shops, services, transit, parades, etc.);
• Curb extensions to provide safer, shorter pedestrian crossings
• Raised crosswalks where appropriate in conjunction with transit-priority
	20%	• Congestion during peak hours between pedestrian and transit users in key locations
		• Inconsistent public realm throughout the corridor
		
		SUFFICIENT
			• Widened sidewalks provide increase to pedestrian realm at key locations (i.e. Dresden Row) and pinch points.
			• Bump-outs shorten crossing distances at intersections and increase space and visibility for pedestrians waiting to cross
			• Offers the least amount of pedestrian space between the three options
			
			GOOD
				• Widened sidewalks provide increase to pedestrian realm at key locations (i.e. Dresden Row) and pinch points.
				• Bump-outs shorten crossing distances at intersections and increase space and visibility for pedestrians waiting to cross
				• Transit bump-outs remove waiting transit passengers from the sidewalk, improving pedestrian flow.
				•
				
				GOOD
					• Widened sidewalks provide increase to pedestrian realm at key locations (i.e. Dresden Row) and pinch points.
					• Bump-outs shorten crossing distances at intersections and increase space and visibility for pedestrians waiting to cross
					• Consistency in public realm space throughout corridor reinforces character of Spring Garden Road
					• Lower traffic volumes encourage pedestrians to cross the street, increasing retail accessibility to people on foot
					
					EXCELLENT

Criteria	Value of Criteria (%)	Existing Conditions	**Option 1**: Transit Prioritized Vehicle Throughfare	**Option 2**: Turn Restricted Transit Priority	**Option 3**: Daytime Transit Corridor
Retail / Pedestrian Experience & Interaction: • Design to ensure that vehicle speeds through the corridor are low • Design to ensure that the pedestrian realm includes a buffer from vehicles • Space to enhance retail experience; ○ Each alternative must consider various options for enhancing the street's "sense of place" with a focus on the area between Queen Street and Cathedral Lane that has been identified for major streetscaping, but also identifying streetscape elements that should be considered along the rest of the corridor; • Identify potential measures to add vegetation to the street; • Consider storm drainage & alternative storm water management techniques.	**20%**	• Lobby/foyer space in retail buildings between South Park St & Birmingham St is sometimes used as a waiting area for transit passengers during peak periods • Varying pavement widths don't allow for opportunity to "define" corridor  POOR	• Enhances purpose of corridor as "retail spine" • Loading vehicles limit opportunities for planted or landscape buffer. • Loading layby space cannot easily be repurposed as pedestrian space outside of loading hours • Increased traffic congestion may have negative impacts on the pedestrian experience • Key locations where sidewalks are not widened will limit the potential for public realm improvements (i.e. Park Lane Mall, Lord Nelson)  SUFFICIENT	• Enhances purpose of corridor as "retail spine" • Loading vehicles limit opportunities for planted or landscape buffer • Loading layby space cannot easily be repurposed as pedestrian space outside of loading hours • Traffic congestion and loading vehicles may have negative impacts on pedestrian experience • Diversion of some eastbound / westbound local traffic (including some trucks), reducing traffic volumes and improving pedestrian comfort • Narrow sidewalks remain in front of Park Lane Mall and Lord Nelson. Limits opportunities for enhanced pedestrian realm outside these retail areas • Inconsistent public realm throughout corridor  GOOD	• Enhances purpose of corridor as "retail spine" • Diversion of all eastbound / westbound local traffic during peak periods reduces traffic volumes and improves pedestrian comfort • Maximizes the pedestrian realm available to add features which enhance the area as a retail destination and provides the most opportunities for neighbourhood amenities (i.e. trees, benches, public art)  EXCELLENT

Criteria	Value of Criteria (%)	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor
3. LOADING					
Design Intent: *Spring Garden Road includes a variety of uses (retail, residential, office, institutional, etc), which contribute to the overall vibrancy of the corridor. Key in this aspect is the functional requirements of these uses (i.e. loading and parking). The intent of this section is to consider how these businesses will continue to function and thrive following the redesign of Spring Garden Road. The design and build of this type of infrastructure needs to consider how the street may change following redevelopment along key areas.*					
Infrastructure Provisions: • Accommodates area loading activity • Accommodates area on-street parking • Identifies options for taxi stands (including relocation of any existing stands) • Loading restrictions for couriers/deliveries (time of day) • Parking restrictions (time of day) • Access-a-bus loading space • Offers accessible parking	**5%**	• Loading activity is accommodated on-street on Spring Garden Rd EXCELLENT	• Loading accommodated (with time restrictions) in laybys within blocks where shops currently load via front door • Will require enforcement to move trucks / vehicles along outside of permitted loading times and when not actively loading GOOD	• Some loading accommodated (with time restrictions) in laybys • Some loading diverted to side streets • Will require enforcement to move trucks / vehicles along outside of permitted loading times and when not actively loading GOOD	• Loading diverted to side streets • Loading can be accommodated on-street outside of daytime transit restrictions. SUFFICIENT

Criteria	Value of Criteria (%)	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor
4. PARKING					
Design Intent: *This criteria considers the mix of land uses and the opportunities to relocate on-street parking to provide public realm or to utilize on-street parking in key areas as a buffer to vehicular traffic. It considers the role of parking following the redesign of Spring Garden Road.*					
Infrastructure Provisions • Accommodates area on-street parking • Parking restrictions (time of day) • Provides accessible parking	**5%**	• Some parking activity is accommodated on-street on Spring Garden Rd SUFFICIENT	• Removes three on-street parking spaces from the north side of Spring Garden Road between Queen Street and Birmingham Street • Relocates one accessible parking spot to a level area on the northeast side of Birmingham Street SUFFICIENT	• Removes three on-street parking spaces from the north side of Spring Garden Road between Queen Street and Birmingham Street • Relocates one accessible parking spot to a level area on the northeast side of Birmingham Street SUFFICIENT	• Removes three on-street parking spaces from the north side of Spring Garden Road between Queen Street and Birmingham Street • Relocates one accessible parking spot to a level area on the northeast side of Birmingham Street SUFFICIENT

Criteria	Value of Criteria (%)	Existing Conditions	Option 1: Transit Prioritized Vehicle Throughfare	Option 2: Turn Restricted Transit Priority	Option 3: Daytime Transit Corridor
5. VEHICULAR TRAFFIC					
Design Intent: *Spring Garden Road is an option for vehicular east-west through Halifax. The redesign of this street would consider its use and function for vehicular traffic (i.e. would drivers continue to consider this as a through route or would the redesign encourage diversion of traffic to other throughfares) and the resulting impacts (i.e. diversions to local area roads and traffic pattern changes). The intent of this section of the evaluation considers the vehicular aspect of the street and its overall function within the greater street network.*					
Infrastructure Provisions: • Acceptable traffic impacts associated with proposed changed, including traffic diversion across the network to surrounding streets • Arterial capacity considerations (i.e. do vehicular drivers perceive this as a through route) • Access to / from side streets	**5%**	• Traffic through Spring Garden Road is mixed with transit activity • All turns are permitted at intersections • Varying pavement widths don't allow for opportunity to "define" corridor • Points of congestion SUFFICIENT	• Narrowing of pavement could divert non-essential through traffic to alternative higher-order streets • Narrowed pavement slows speed of traffic • Minimal restrictions to vehicular movements, mitigating driver confusion • Traffic through Spring Garden Road is mixed with transit activity • Turns are permitted at most intersections • Vehicles will not have the ability to pass the other if other vehicles are stopped at curbside or waiting to turn • Reduction to single traffic lane will increase bus-related delays and overall traffic congestion SUFFICIENT	• Narrowed pavement slows speed of traffic and could divert non-essential through traffic to alternative higher-order streets • Vehicular traffic is permitted along Spring Garden Road in non-peak hours • Added turn restriction expected to slightly improve traffic flow on Spring Garden Road • Turn restrictions may increase driver confusion and result in more vehicular "around the block" movements on neighbourhood streets, particularly from unfamiliar drivers • Vehicles will not have the ability to pass the other if other vehicles are stopped at curbside or waiting to turn • Local traffic is diverted to other eastbound / westbound routes • Transit only lanes may impact / increase "around the block" movements on neighbourhood streets, particularly from unfamiliar drivers POOR	• Narrowing of pavement, plus daytime restrictions, could divert non-essential through traffic to alternative higher-order streets • Narrowing of pavement expected to reduce vehicle speeds • Access restrictions for private vehicles are relatively straightforward, reducing driver confusion and improving ease of regulation and enforcement • Vehicular traffic is permitted along Spring Garden Road in non-peak hours • Spring Garden Road traffic will divert to alternate streets, potentially resulting in increased traffic volumes • Reduced vehicular access to the street may seem inconvenient for some people POOR

Criteria	Value of Criteria (%)	Existing Conditions	**Option 1**: Transit Prioritized Vehicle Throughfare	**Option 2**: Turn Restricted Transit Priority	**Option 3**: Daytime Transit Corridor
6. BICYCLE TRAFFIC					
Design Intent: *While Spring Garden Road is not a dedicated cycling route, and cycling is the most infrequent mode of transportation along the corridor, the design must ensure that pedestrian and transit-priority along the corridor do not negatively impact cycling ability or create a dangerous situation.*					
Infrastructure Provisions: • No formal cycling route is provided • Access to / from side streets crossing the corridor to be considered at intersections where cyclist-vehicular conflict may occur	**5%**	• No marked crossings are provided where bicycle infrastructure is located on side streets • Spring Garden Road is not a designated bicycle route SUFFICIENT	• Narrow roadway with buses and mixed traffic • No gaps in opposing traffic & no room to pass transit vehicles POOR	• Narrow roadway with buses and mixed traffic • No gaps in opposing traffic & no room to pass transit vehicles POOR	• Narrow roadway, but low weekday traffic volumes • There will be gaps in opposing traffic and opportunities to pass transit vehicles • Low volumes of traffic could result in a more comfortable cycling environment (i.e. cyclists are passing buses, instead of passenger vehicles) SUFFICIENT

Southwest™
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January 16, 2019

VIA EMAIL: [redacted]

Ms. Elora Wilkinson
Halifax Planning Department
40 Alderney Drive, 1st Floor
Dartmouth, NS B2Y 2N5

Dear Ms. Wilkinson:

Re: Proposed Dresden Row Directional Changes

We were made aware of proposed directional changes to Dresden Row that we feel would cause undo traffic congestion in the immediate area.

The proposed changes making Dresden Row one-way from Sackville St. through to Spring Garden Rd. will divert additional traffic going into Briar Lane merging with those exiting The Martello and the Park Lane Parkade onto Annandale and then forcing a left onto Dresden Row to be held up by additional traffic trying to make the difficult left turn onto Sackville Street.

When considering future incremental traffic from participants using the new YMCA, as well as Curve and Pavilion residents added to the mix above can only exacerbate the situation. More importantly this `one-way out' would not be optimal in any emergency requiring a mass exit of the immediate area.

We would however like to voice our support of the proposed solution put forth by the Spring Garden Business Association that suggests a two-way section of Dresden Row from Sackville to Artillery Place, keeping Artillery Place two-way, to allow for a safer and more efficient flow of traffic, while still providing the couplet flow in the broader Spring Garden Business District you were looking to achieve.

For your convenience I am enclosing their proposed Street Directional Map.

Thank you in advance for your consideration of the matter.

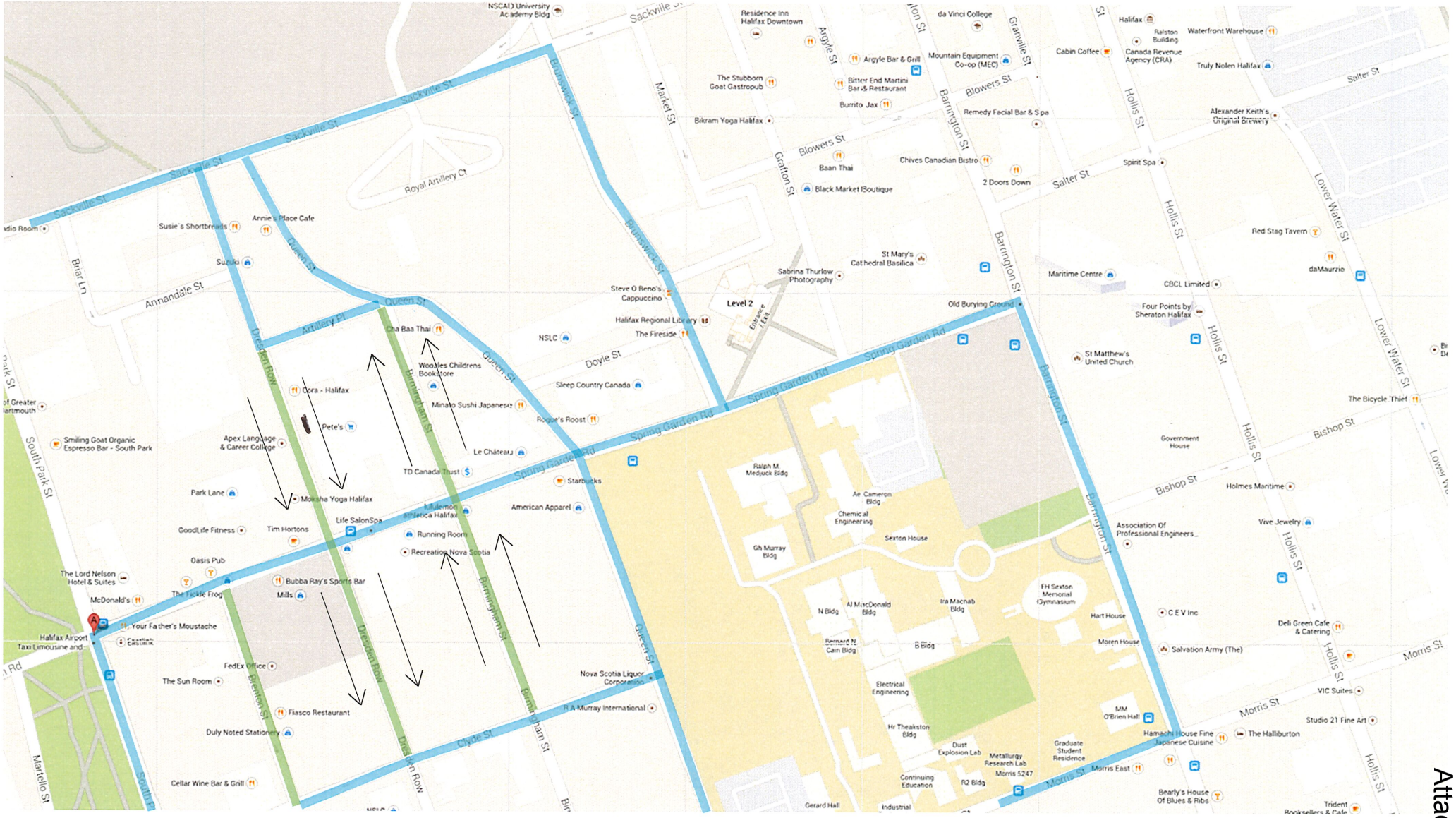
Sincerely,

ORIGINAL SIGNED

Gordon Laing
President & CEO

Southwest Properties Ltd. 1475 Lower Water Street, Suite 100, Halifax, Nova Scotia, Canada B3J 3Z2
tel. 902.422.6412 **fax.** 902.429.7697 info@Southwest.ca **www.**Southwest.ca

Street Directional Map for Spring Garden Area 2017 Proposal



Attachment D

Wilkinson, Elora

From: [redacted]
Sent: February-01-19 12:48 PM
To: Wilkinson, Elora
Cc: [redacted]
Subject: Spring Garden plans and Pet Valu 5686 Spring Garden Rd

Dear Ms Wilkinson,
Thanks to you and your team for what was a very helpful presentation of the three alternative plans for Spring Garden Rd. a couple of weeks ago. As business owners on the street we both favour either the second or third version without the loading zone cut-out. We believe that with reasonable loading zone options either across Spring Garden Rd or on Brenton the benefits of a wider sidewalk in front of the store outweigh the delivery concerns which we had. In past winters, conditions on the street would have prevented moving skids any distance along the sidewalk for as much as six consecutive weeks. However snow removal has been much more effective for the last couple of seasons and we believe that with wider sidewalks in place moving heavy skids may actually be easier after winter storms than it has been in the past.
As residents in the Trillium on South Park with a 13 year old daughter we welcome the enhancement of the pedestrian environment and believe that this will lead to a safer more welcoming environment in which to live.
We look forward to being actively involved in the discussions concerning mitigation of impact on businesses on the , once an option is chosen, and are excited at the prospect of renewal of a grand old street! Having lived and worked in a number of cities of comparable size we have seen the effects of less enlightened downtown plans and are hugely supportive of Halifax council decisions regarding our area. Our hope is that these plans are not derailed by those opposed.

Best regards,
Wilf Clarke
Pet Valu Spring Garden franchise owner

Cc Lina Clarke
Darrel Pink

Suzanne Hastings-James
[redacted]
Halifax, N. S.
B3H 4S3
[redacted]

January 9, 2019

City of Halifax
PO Box 1749
Halifax, N.S.
B3J 3A5

Attention: Elora Wilkinson
P. M., Spring Garden Rd. Business Improvement Plan

Dear Ms. Wilkinson:

Please accept this letter as input regarding the Spring Garden Rd. Business Improvement Plan Options.

Recommendations:

1. Stop the plans from going to Council immediately.
2. Revise the fundamental values of the plan, because they do not reflect the residential component of the area.
3. Revise the three options to reflect the input received at the public meetings from the residents.
4. The plans need to reflect the proportion of residents vs. businesses (eg. 10,000 residents vs. a few hundred businesses or 95% vs. 5% approximately.
5. Revise the name of the project to reflect the residential nature of the area. (eg. Spring Garden Rd. Business Improvement Plans is inappropriate).
6. These plans should be neighbourhood plans not business plans.

7. Delay this project and hold more public meetings with full information presented in a proper manner by the City with City staff there to takes formal notes and then revise accordingly.
8. The revised plans should be presented to the community with full disclosure regarding how the public input was incorporated into the revisions.

Thank you for the opportunity to provide feedback and to potentially be part of this "neighbourhood" plan for improvement.

Yours truly,

ORIGINAL SIGNED

Suzanne Hastings-James

cc. Mayor Mike Savage
Counselor Waye Mason

January 22, 2019

Ms. Elora Wilkinson
Halifax Planning Department
40 Alderney Drive, 1st Floor
Dartmouth, NS B2Y 2N5

[redacted]

Re: Proposed Dresden Row Directional Changes

It was brought to our attention that there has been proposed modifications to the directional street plans with respect to Dresden Row as part of the Spring Garden Road Streetscape Plan.

The YMCA, as a major component of the Southwest Properties' Pavilion/Curve mixed-use development currently under construction, is concerned with the future incremental increased congestion that will be created by travellers exiting from two major parking garages located on Annandale Street (Park Lane/Martello parkade and the future Curve/Pavilion/YMCA parkade) and being required to turn south on Dresden Row.

The John W. Lindsay YMCA Centre is expecting to have 6,500-8,000 members plus thousands more program participants and other community users accessing the facility 364 days of the year. We will be open from 5/5:30am and closing 10:00/10:30pm. We fully expect that, although there will be many who travel to our centre via transit and by bike and on foot, many more will arrive via their own vehicle, accessing our underground public parking at the end of Annandale Street as well as other public parking areas in the vicinity. This inevitably will add to the vehicular and pedestrian congestion in the immediate area and must be carefully considered as street planning is analyzed.

We support the proposed solution put forward by the Spring Garden Road Business Association, to have Dresden Row a two-way street from Sackville to Artillery Place as well as maintaining Artillery Place as a two-way street.

Thank you in advance for your consideration of the matter.

Sincerely,

[redacted]
ORIGINAL SIGNED

Lorrie Turnbull
Chief Operating Officer
on behalf of Brian Posavad, President & CEO
YMCA of Greater Halifax/Dartmouth
5670 Spring Garden Rd. Suite 306 Halifax, NS
(902)423-9709

spring garden
AREA BUSINESS ASSOCIATION

25 January, 2019

Elora Wilkinson
Planning and Development
Halifax Regional Municipality
PO Box 1749
Halifax NS B3J 3A5

Delivered via email

Dear Ms. Wilkinson,

Re: Spring Garden Road Functional Design

On behalf of the Spring Garden Area Business Association (SGABA) I would like to thank you for your presentation of the Spring Garden Road functional design options to our Board of Directors on December 11, 2018 and to our membership on January 18, 2019. SGABA appreciates the municipalities commitment to engaging with the business community on this transformational project.

After careful consideration of all three options, SGABA is in support of what has become known as Option 1(A) – Option 1 with the addition of restricted left turns between Queen Street and South Park Street. We believe:

- This option retains crucially important loading for businesses that do not have side or rear loading options.
- This option provides space for easy pick up and drop off for those businesses that can only be accessed on Spring Garden Road. This is vitally important in supporting our aging population and for people with disabilities
- Restricting left turns is an adequate transit priority measure that will help to reduce the variability in transit times while maintaining the historic feel of the street.

In addition, SGABA supports the one-waying of Dresden Row and Birmingham Street. However, we believe the section of Dresden Row between Sackville Street and Artillery Place should continue to be two way. This bi-directional access will encourage the use of the off-street parking in the area without encouraging longer driving times to find parking.

One of the comments we have heard from our members, and the public, is frustration over the lack of parking enforcement in the Spring Garden area. We believe the street in its current state would function better with increased attention to enforcement and that the success of Option 1(A) will be dependent on it.

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@springgardenrd

Lastly, we encourage the municipality to expediate construction of a traffic signal at the intersection of Sackville Street and Queen Street. This would improve circulation at the intersection and reduce negative interactions between pedestrians and vehicles.

As noted, SGABA carefully considered all options but we believe maintaining vehicle traffic on Spring Garden is critical to the viability of the street. Options 2 and 3 would eliminate through traffic and place significant pressure on the side streets. A redesign of those streets would be necessary and further study would be required. Based on our knowledge and history navigating the area, we propose the following

- Dresden Row, between Sackville and Artillery Place, one-way southbound;
- Dresden Row, north of Spring Garden and south of Artillery Place, would need to be changed to one-way northbound;
- The intersection of Artillery Place, Birmingham Street, and Queen Street needs to be converted to a roundabout.

We note that these changes would complicate existing traffic flow in the neighbourhood and add to the overall expense of the project. For these reasons, SGABA does not support Options 2 and 3.

We hope you take this feedback into consideration when developing your final recommendations.

Kind Regards,

ORIGINAL SIGNED

Lesa Griffin
Chair of the Board of Directors
Spring Garden Area Business Association

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Building Excellence

January 31, 2019

Elora Wilkinson
Planning and Development
Halifax Regional Municipality
Po Box 1749
Halifax, NS B3J 3A5

Re: Spring Garden Road Streetscaping Project

Dear Ms. Wilkinson:

We would like to thank the Imagine Spring Garden Road Project Team and the City of Halifax for their hard work and dedication to this important project.

Universal Realty Group has done an extensive review of the options being presented and are providing our comments to the proposed changes through this letter. This project is of critical importance to Universal due to the significant property ownership we hold in this area.

Universal has a long-standing belief that Spring Garden Road is the most significant street in the Halifax area. We believe that it has the potential to have the prominence to be on par with other leading streets in Canada, such as Bloor Street in Toronto, Robson Street in Vancouver and Rue St. Catherine's in Montreal.

Therefore, we support and value the work being done to enhance our favourite street. However, we feel that it is critical that the right decisions be made as they can have significant repercussions in the years to come.

Our comments in this letter will focus on the proposed changes between South Park Street and Queen Street. In the area, Universal is the manager and owner of the Paramount Apartments, Park Lane Mall and Terraces, 5670 Spring Garden Road, Lord Nelson Hotel & Commercial Complex and Spring Garden Place. The collective tax assessment on these properties for 2018 was in excess of $140 million, making it one of the most lucrative blocks for the city from a revenue perspective.

Universal strongly feels that option one is the preferable option for this area. The loading areas in front of Nelson Place and Park Lane are of vital importance to our tenants in order to ensure delivery of supplies. Tenants in these properties do not have access to side streets for loading, due to the site configuration. The removal of these loading areas would make it extremely cumbersome for our tenants and cause unnecessary stress and additional resources for them.

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4TH FLOOR • 1190 BARRINGTON STREET, P.O. BOX 384
HALIFAX, NOVA SCOTIA, CANADA B3J 2P8
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Although we value the importance of an effective transit system for our city, the reality is that we are heavily dependent on the use of private vehicles. Our transit system does not extend to all areas of the city and does not operate on sufficient frequency to entice commuters to utilize it. Having an option where the street is only open to transit would result in a large amount of the time when the street has no traffic whatsoever. Even the most frequent route (the #1) only has service every ten minutes. We are not Queen Street in Toronto where there is a constant stream of transit vehicles. This does not make for an effective use of Spring Garden Road.

As the largest landlord in the area, our goal is to bring more people to the area. We feel that option two and particularly three would in fact reduce the number of visitors to our properties because of the challenges that it would create to access the area. Already we face the challenge of drawing people to the area. As an example, people will often drive to Bayers Lake to go see a movie as opposed to going to Park Lane, even if they are closer to Park Lane, because of the perceived challenges with parking. We welcome all initiatives to bring more people to the area, but this must include effective transportation for those who are taking the bus and driving.

We also welcome the design changes in option one to allow for an expanded transit stop in front of Nelson Place. Currently this area has high congestion as it is the busiest bus stop along the transit corridor. Despite the existing width of the sidewalk, it is often difficult for pedestrians to get by due to the number of people waiting for buses, particularly during peak hours. By expanding the transit stop into the street area, it will allow for better flow of pedestrian traffic.

We also feel that option one allows for the most efficient and effective access to side streets in the area. Access to our parkades if of particular importance to Universal. Therefore, we are pleased that option one would still allow unrestricted access from all directions to Brenton Street (to access our Spring Garden Place parkade) and Dresden Row (to access our Park lane parkade).

We have great concern regarding the option to convert Dresden Road to a one-way street. Access to our Park Lane parkade is from Annandale Street. We feel that it is critically important for there to be two-way traffic on Dresden Row for our customers exiting the parkade off Annandale Street. This will become even more important when the Curve and Pavilion projects become operational, because their customers and guests, including those using the YMCA, will also be exiting off Annandale Street. Due to the anticipated volume, if there is only one-way access allowed (north onto Dresden Row), traffic will back up severely on Dresden Road and most likely onto Annandale as well. This is especially true as there is no priority access from Dresden Road onto Sackville Street, so there are often long waits especially during peak hours. We feel that it is important to maintain two-way traffic on Dresden Road, at the very least on the portion between Sackville Street and Artillery place.

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We believe that one of the largest issues contributing to the current traffic congestion on Spring Garden Road is the lack of parking enforcement. This is particularly true on the south side of Spring Garden Road between South Park Street and Brenton Street, where there is no parking allowed, but often a row of cars packed, which disrupts traffic flow, particularly when buses are in the area. The same is true of parking in Dresden Row where cars are constantly parked in no parking zones. If there was regular parking enforcement in these areas, then the traffic flow could be greatly approved.

We welcome the opportunity to discuss our views with you in greater detail.

Yours truly,

ORIGINAL SIGNED

Mani Suissa
President & CEO

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Spring Garden Road - Option 1

			Category (Menu)	What do you like / not like?
1	Shape Your City	Too much priority to cars	Focus of the project	What do you not like
2	Shape Your City	Only one through lane of traffic per direction helps to reduce and calm traffic, making the street safer for pedestrians	Traffic Concerns	What do you like
3	Shape Your City	Since cars can still travel the whole length of the street, it will not significantly reduce the amount of traffic on the street and still make it hard for pedestrians to cross the street	Traffic Concerns	What do you not like
4	Shape Your City	Considering the number of buses that travel up and down the street every hour, and the number of passengers these vehicles can carry compared to cars, transit is not prioritized enough	Focus of the project	What do you not like
5	Shape Your City	Cost effective and improves pedestrian safety	Pedestrian Safety	What do you like
6	Shape Your City	Where are cyclists supposed to ride?	Cyclist Focus	What do you not like
7	Shape Your City	Can left turn from Cathedral	ROW	What do you like
8	Shape Your City	Not enough turn restrictions	ROW	What do you not like
9	Shape Your City	Based on the information provided on this website, all three options are identical. This website is of zero value.	Website Concerns	What do you like
10	Shape Your City	Clear designated parking areas, lots of road space	Parking	What do you like
11	Shape Your City	Close but not close enough.	Lack of Boldness	What do you like
12	Shape Your City	Bumpouts.	Sidewalk Width / Bumpouts	What do you like
13	Shape Your City	Wider Crosswalks	Sidewalk Width / Bumpouts	What do you like
14	Shape Your City	Low cost to implement.	Financial	What do you like
15	Shape Your City	I like the pedestrian bump outs because in my opinion it helps with traffic as well as protecting pedestrians. The bump out deters cars from using the inside lane for passing during times where no cars are parked on the side of the road.	Pedestrian Safety	What do you like
16	Shape Your City	wide streets	Sidewalk Width / Bumpouts	What do you like
17	Shape Your City	I don't see any huge changes here which is fine. I think this section is OK for the most part as it is.	Desire for Current State	What do you like
18	Shape Your City	I like the bump-outs at the corners to define pedestrian crossing.	Sidewalk Width / Bumpouts	What do you like
19	Shape Your City	As a business owner on the street I need delivery trucks to be able to access my business throughout the day.	On Street Deliveries	What do you like
20	Shape Your City	I believe we need to maintain vehicular traffic on the street as many clients of my retail businesses get dropped off and picked up in front, or simply park out front in order to pick up an item quickly.	Traffic Concerns	What do you like
21	Shape Your City	The diagrams shown here in this survey do not correspond to those in the documents sections. There is no option showing either Robie to South Park or South Park to Barrington. Terrible presentation in an online survey. There is no way I could make any comments on any of these proposals.	Website Concerns	What do you like
22	Shape Your City	Good for vehicular traffic and parking.	Increase of Parking	What do you like
23	Shape Your City	Crosswalk bump-outs are great. They will provide better visibility (safety), and make more room on the sidewalk for pedestrians, reducing conflict between those that are walking and those that are waiting to cross the street.	Sidewalk Width / Bumpouts	What do you like
24	Shape Your City	I am trying to look at all your plans for the different sections of this road. I think that you have made it too complicated. All plans have their good and not so good points. However to take that road and make different sections of it and change the rules half way down the road is not in anyone's best interest. Make the changes to the entire route. I have watched the HRM put in special bus lanes and when the paint has deteriorated, people drive all over the place. Make it transit and pedestrian only the whole way down so that drivers can understand that road is not for cars.	Traffic Concerns	What do you like
25	Shape Your City	Not much.	Lack of Boldness	What do you like
26	Shape Your City	I like this option because it provides an equal balance for flow of traffic and pedestrians.	Balance	What do you like
27	Shape Your City	Sidewalk extensions	Sidewalk Width / Bumpouts	What do you like
28	Shape Your City	Low cost	Financial	What do you like
29	Shape Your City	"If you have trouble viewing the images in the survey, please visit the documents section of this project to view higher resolution images of each option that you can enlarge to see all the plan details." I can zoom in 300% on a 27" HD monitor , and the layout and resolution are garbage - and impossible to see the differences whatsoever. You should either tell people to view the document in advance, and then have the survey follow the document chronologically; or bolster up the survey to a half usable format.	Website Concerns	What do you like
30	Shape Your City	I like the curb bumpouts, but little else.	Sidewalk Width / Bumpouts	What do you like
31	Shape Your City	Bump-outs at intersections	Sidewalk Width / Bumpouts	What do you like
32	Shape Your City	Makes road use more clear	Traffic Concerns	What do you like
33	Shape Your City	Closest to the status quo	Desire for Current State	What do you like
34	Shape Your City	Love seeing bumpouts at the intersections and the widening of the sidewalks in some areas.	Sidewalk Width / Bumpouts	What do you like
35	Shape Your City	Maintains street parking	Parking	What do you like
36	Shape Your City	frequent Loading areas	On Street Deliveries	What do you like
37	Shape Your City	Ample road space for bikes and cars and transit.	Balance	What do you like
38	Shape Your City	Maintains parking or nearby professional centers and businesses.	Increase of Parking	What do you like
39	Shape Your City	Some pedestrian bumpouts	Sidewalk Width / Bumpouts	What do you like
40	Shape Your City	Small scale project/low investment	Financial	What do you like
41	Shape Your City	Easy to implement	Construction	What do you like
42	Shape Your City	Low cost	Financial	What do you like
43	Shape Your City	Simple	Construction	What do you like
44	Shape Your City	I don't see the Robie to Summer section as problematic today	Desire for Current State	What do you like
45	Shape Your City	I like that parking is maintained on this street as there is already too little parking downtown. I also like the road lanes are more clearly defined to reduce lane hopping.	Increase of Parking	What do you like
46	Shape Your City	No turn	ROW	What do you like

Spring Garden Road - Option 1

47	Shape Your City	It's an improvement.	Boldness	What do you like
48	Shape Your City	If the rail cut will not be used to get traffic off the peninsula then this would be the best option.	Boldness	What do you like
49	Shape Your City	Thi is not presented we'll redo with a legend or simple statements! I will not go farther . Thanks	Website Concerns	What do you like
50	Shape Your City	It attracts new people, buyers to this area who can shop in comfort and cleaner air.	Boldness	What do you like
51	Shape Your City	Improved safety at pedestrian crossings, it is a wide road to cross so the bump outs will reduce pedestrian exposure.	Pedestrian Safety	What do you like
52	Shape Your City	I like the curb Bump outs because it makes more space in the busiest sidewalk places while waiting to cross, they shorten the cross, and they better define parking and loading on roadway.	Sidewalk Width / Bumpouts	What do you like
53	Shape Your City	Transit stops mostly located on sidewalk extensions or bumpouts - Transit should be a priority on such a busy road.	Halifax Transit	What do you like
54	Shape Your City	Difficult to find the right balance for sure between transit and cars. I encourage keeping the existing parking spaces on this section spring Garden.	Increase of Parking	What do you like
55	Shape Your City	Quite a bit of retail on the other end of spring garden and consumers with cars then to buy more. But in general transit needs to be given priorty at lights etc over cars to allow faster transit.	Halifax Transit	What do you like
56	Shape Your City	transit is prioritized	Halifax Transit	What do you like
57	Shape Your City	Low cost	Financial	What do you like
58	Shape Your City	Perhaps better for cycling.	Cyclist Concerns	What do you like
59	Shape Your City	Appears to be the cheapest and easiest option to implement. Provides most parking options.	Financial	What do you like
60	Shape Your City	cannot view the PDF very well they are all grey,	Website Concerns	What do you not like
61	Shape Your City	I feel that in any plan left turns should be avoided wherever possible	ROW	
62	Shape Your City	Single straight lane through to Coburg Rd.	ROW	What do you like
63	Shape Your City	This stretch of road is already lovely.	Desire for Current State	What do you like
64	Shape Your City	Good transit stop spacing.	Halifax Transit	What do you like
65	Shape Your City	Dont like it as not my option I would choose.	Lack of Boldness	What do you not like
66	Shape Your City	I really enjoyed the bumped out sidewalks last summer, I really felt it helped with pedestrian traffic on the sidewalks.	Sidewalk Width / Bumpouts	What do you like
67	Shape Your City	Good vehicle pedestrian balance	Balance	What do you like
68	Shape Your City	This allows for more parking which is needed and still access to all streets in both directions	Increase of Parking	What do you like
69	Shape Your City	I can't really read the map/image and I can't open the documents section of this project, so I can't answer this.	Website Concerns	What do you not like
70	Shape Your City	The sidewalks in this section are already wide enough, and this option is the most cost effective.	Financial	What do you like
71	Shape Your City	Maintain vehicle thoroughfare.	Traffic Concerns	What do you like
72	Shape Your City	There are many health Professionals on Spring garden road like Dentists/Health Professionals that a lot of older or disabled people use and if they cannot be dropped off for appointments in front of the businesses they need to get to.	Accessibility Concerns	What do you like
73	Shape Your City	I like the wider sidewalks like the existing one in front of the Doyle. Very impressive. I like the bump out idea for transit but would like to see enclosed bus stops with electronic countdown to next bus arrival.	Sidewalk Width / Bumpouts	What do you like
74	Shape Your City	Need more 'P' (Parking) signage for tourists to know where underground and above ground parking is located.	Increase of Parking	What do you like
75	Shape Your City	I have been trying for 20 minutes to make sense of this -- This Option doesn't even match any of the images in the documents section (which shows Robie to Summer Street)? Very hard to see the detail or difference in any of the pdfs.	Website Concerns	What do you not like
76	Shape Your City	It allows people to move better than now. Traffic should move more smoothly.	Traffic Concerns	What do you like
77	Shape Your City	Loading and drop-off of people and goods maintained.	On Street Deliveries	What do you like
78	Shape Your City	Nothing, it is the same as it is now.	Lack of Boldness	What do you not like
79	Shape Your City	Ok on wider sidewalks so long as it does not effect parking on the side streets.	Sidewalk Width / Bumpouts	What do you like
80	Shape Your City	Loading should be kept on SPG RD and not on the side streets.	On Street Deliveries	What do you like
81	Shape Your City	The undergrounding of wires is a positive feature	Placemaking Potential	What do you like
82	Shape Your City	Lower cost.	Financial	What do you like
83	Shape Your City	It doesn't explain the parking areas, doesn't look like anything is going to change.	Increase of Parking	What do you like
84	Shape Your City	Not accetable	Lack of Boldness	What do you not like
85	Shape Your City	On street parking is a great idea. This street is the ONLY real access to the downtown core from the rest of the peninsula. Cutting off or reducing that access in any way will kill downtown even more than it has been. All the "improvements" to the downtown core over the last five years have left the area almost entirely inaccessible to people not rich enough to afford a downtown luxury condo as Halifax is the only city on earth to reduce parking while refusing to provide any other means of travelling downtown. On street loading is requirement for downtown as forcing deliveries to travel several streets over will negatively impact downtown businesses.	Increase of Parking	What do you like
86	Shape Your City	I like the parking availability and no turn restrictions.	Increase of Parking	What do you like
87	Shape Your City	Adds some new transit priorities.	Halifax Transit	What do you like
88	Shape Your City	I like the separate turn lanes at Sout Park Street.	ROW	What do you like
89	Shape Your City	I cannot make sense of the information provided. all three Options just have a picture that is so small, I cannot make out details. I went to the documents link, in the hopes that might provide some addition amplification; but the load time was too long, so I just stopped. Consideration might be given to adjusting your survey	Website Concerns	What do you not like
90	Shape Your City	No cost.	Financial	What do you like
91	Shape Your City	Bumpouts	Sidewalk Width / Bumpouts	What do you like
92	Shape Your City	Retaining vehicle movement	Traffic Concerns	What do you like
93	Shape Your City	Looking forward to lots of vegetation in the next Phase	Placemaking Potential	What do you like
94	Shape Your City	It is functional and does not completely compromise automotive space.	Balance	What do you like
95	Shape Your City	Not much. Too little change to justify any expenditure!	Lack of Boldness	What do you not like

Spring Garden Road - Option 1

96	Shape Your City	It keeps the option open to one day add a bike lane. This city started to make some headway into making biking safer and more accessible but this study dismisses cycling outright, thinking that cyclists should bike around this area or walk their bikes through it. Stupid. Cyclists will continue to ride here because it's the best way to get to their work; you have simply made less room and increased their chances of getting injured. Also, Halifax will continue to be a terrible city for cycling.	Cyclist Concerns	What do you not like
97	Shape Your City	Your site says: "If you have trouble viewing the images in the survey, please visit the documents section (External link)of this project to view higher resolution images of each option that you can enlarge to see all the plan details." However, when I download the linked document, it is blank. This whole consultation process is so frustrating...	Website Concerns	What do you not like
98	Shape Your City	Simple, downs make things any worse	Boldness	What do you like
99	Shape Your City	Cost wouldn't be a lot as not a lot different rom now	Desire for Current State	What do you like
100	Shape Your City	I like the bumpouts and shortening of the intersection sidewalks for greater walking safety. I like the extension of the sidewalk area as there is a lot of foot traffic.	Sidewalk Width / Bumpouts	What do you like
101	Shape Your City	The pedestrian bump outs at intersections to improve pedestrian visibility and safety, these are good.	Pedestrian Safety	What do you like
102	Shape Your City	Not a lot.	Lack of Boldness	What do you not like
103	Shape Your City	Requires vehicle traffic to slow down before making a right turn. Helpful for cross-walks. May be more bicycle friendly relative to alternatives, though I am not entirely sure.	Cyclist Concerns	What do you like
104	Shape Your City	Maintains current lane width to accommodate traffic while allowing for on-street parking.	Increase of Parking	What do you like
105	Shape Your City	Expanded corners gives better control for crossing the street and helps to slow down cars, as well as reducing the length of road a pedestrian has to traverse.	Traffic Comments	What do you like
106	Shape Your City	Transit stops are out of the traffic flow and won't stop things when loading/unloading	Halifax Transit	What do you like
107	Shape Your City	I like the narrow crosswalks at Carleton and Spring Garden because it makes the area safer for pedestrians and will hopefully slow down traffic.	Pedestrian Safety	What do you like
108	Shape Your City	Transit options	Halifax Transit	What do you like
109	Shape Your City	Sry unable to open documents section	Website Concerns	What do you not like
110	Shape Your City	Nothing much has changed will not help traffic flow	Lack of Boldness	What do you not like
111	Shape Your City	Like the transit lane that's come into all the designs. Favourite cross sections B-B and C-C.	Halifax Transit	What do you like
112	Shape Your City	Seems like the best arrangement for transit	Halifax Transit	What do you like
113	Shape Your City	I like the improved pedestrian crossings and traffic management.	Traffic Concerns	What do you like
114	Shape Your City	I like this option the best. I don't think you have a lot with this section of Spring Garden Rd just needs to be revamped and done over.	Desire for Current State	What do you like
115	Shape Your City	np preference for any of the options.	Desire for Current State	What do you like
116	Shape Your City	Minimal changes from Status Quo	Desire for Current State	What do you like
117	Shape Your City	It's par for the course	Desire for Current State	What do you like
118	Shape Your City	This is the best option as if is economical. There is really nothing wrong with this section of SGR..	Desire for Current State	What do you like
119	Shape Your City	Most similar to KNOWN existing conditions	Desire for Current State	What do you like
120	Shape Your City	Expedited vehicular traffic	Traffic Comments	What do you like
121	Shape Your City	Flexibility in turning & allows on-street parking for quick stops	ROW	What do you like
122	Shape Your City	i like the bump outs and the shortened crossing distances. I like that it affords a bit for more efficient transit use.	Sidewalk Width / Bumpouts	What do you like
123	Shape Your City	It seems to offer the most space for cyclists to share the road with motorists.	Cyclist Concerns	What do you like
124	Shape Your City	I like that this option provides lots of parking.	Increase of Parking	What do you like
125	Shape Your City	Low cost.	Financial	What do you like
126	Shape Your City	Inexpensive. Reduced through traffic space. Slightly higher transit priority.	Financial	What do you like
127	Shape Your City	Relatively low impact, while shortening crossings for pedestrians	Pedestrian Safety	What do you like
128	Shape Your City	Economic	Financial	What do you like
129	Shape Your City	Am pedestrian---this is favorable to pedestrians	Pedestrian Safety	What do you like
130	Shape Your City	Allows transit	Halifax Transit	What do you like
131	Shape Your City	Seems less disruptive: more pylons and traffic disruptions mean less business for area. It's just too difficult to get around downtown with this construction.	Construction	What do you like
132	Shape Your City	Minimal intervention to traffic between Robie and South Park. I'd rather see the restrictions start after south park	ROW	What do you like
133	Shape Your City	Cost and short implementation .....very little disruption to implement and a reduced time line from the other solutions	Construction	What do you like
134	Shape Your City	The extra space for cyclists.	Cyclist Concerns	What do you like
135	Shape Your City	It interferes the least with vehicle traffic	Traffic Comments	What do you like
136	Shape Your City	Spring Garden Road should really be 99% pedestrian. This may be a way towards that. Perhaps with tweaking the designated section of SGR could be like Argyle street. Allow only public transit; deliveries before 7am	Boldness	What do you like
137	Shape Your City	Street stays much the same, with prioritization for buses added	Desire for Current State	What do you like
138	Shape Your City	Preferred option as it is basically fine as is.	Desire for Current State	What do you like
139	Shape Your City	Low cost is good	Financial	What do you like
140	Shape Your City	too much priority to cars	Focus of the project	What do you not like
141	Shape Your City	Where are the cyclists supposed to ride?	Cyclist Concerns	What do you not like
142	Shape Your City	Not enough left turn restrictions	ROW	What do you not like
143	Shape Your City	Doesn't control amount of vehicles on street. Parking on street increases traffic slow-downs as does left-hand turns	Increase of Parking	What do you not like
144	Shape Your City	Again, not really changing enough to be radical.	Lack of Boldness	What do you not like
145	Shape Your City	Cars can still travel the whole length of the street, it will not significantly reduce the amount of traffic on the street and still make it hard for pedestrians to cross the street	Lack of Boldness	What do you not like
146	Shape Your City	Considering the number of buses that travel up and down the street every hour, and the number of passengers these vehicles can carry compared to cars, transit is not prioritized enough	Lack of Boldness	What do you not like
147	Shape Your City	Too much public space given to private vehicles.	Emphasis on Private Vehicles	What do you not like

Spring Garden Road - Option 1

148	Shape Your City	It looks like there is more parking on the street than there is today. Private vehicles should not be encouraged to use spring garden. Driving around looking for parking creates a lot of unnecessary congestion.	Increase of Parking	What do you not like
149	Shape Your City	I dislike that so much priority is put on transit on this road. This is a short section of road to be plugged up with busses, which will only increase in numbers and frequency if this were made into a transit priority corridor-something that I disagree with.	Halifax Transit	What do you not like
150	Shape Your City	I also think that moving loading zones to side streets needs to be considered more. Businesses violate this all the time and a good example is on Hollis St where trucks park in bike lanes every day which impedes traffic.	Side Street Deliveries	What do you like
151	Shape Your City	Flat out hate this option. Still too much emphasis on vehicle traffic and is not going to solve the transit delays or improve pedestrian safety.	Emphasis on Private Vehicles	What do you not like
152	Shape Your City	The dominant feature remains the street space for motorised traffic.	Emphasis on Private Vehicles	What do you not like
153	Shape Your City	There isn't enough change here to make the improvements that are necessary.	Lack of Boldness	What do you not like
154	Shape Your City	Status quo. Doesn't change enough to make it worthwhile	Lack of Boldness	What do you not like
155	Shape Your City	The crosswalk at Brenton should be a straight-line continuation of the sidewalk on Breton street. The crosswalk needs to be moved west of its location in this design.	Pedestrian Safety	What do you not like
156	Shape Your City	The unmarked crosswalk across SGR on the western side of Brenton Street goes directly into a loading zone. There should be no loading zone in the middle of this intersection. The sidewalk on the northern side of SGR should be widened through this intersection as in option 3.	On Street Deliveries	What do you not like
157	Shape Your City	The painted boulevard between Birmingham and Queen is a non-starter. There are other ways to create the appropriate geometry at this intersection. SGR deserves better than painted boulevards.	Lack of Boldness	What do you not like
158	Shape Your City	There is no need for so much loading on side-streets. Mark some of this as short-term metered parking (15 minutes) to prevent people from abusing loading zones.	Side Street Deliveries	What do you not like
159	Shape Your City	No bicycle infrastructure!	Cyclist Concerns	What do you not like
160	Shape Your City	Still opens road up too much and you need to cross and stop 2 lanes.	Balance	What do you not like
161	Shape Your City	"If you have trouble viewing the images in the survey, please visit the documents section of this project to view higher resolution images of each option that you can enlarge to see all the plan details." I can zoom in 300% on a 27" HD monitor , and the layout and resolution are garbage - and impossible to see the differences whatsoever. You should either tell people to view the document in advance, and then have the survey follow the document chronologically; or bolster up the survey to a half usable format.	Website Concerns	What do you not like
162	Shape Your City	Cars do not belong on Spring Garden in this area. Give the street to pedestrians.	Emphasis on Private Vehicles	What do you not like
163	Shape Your City	The lack of bike lanes	Cyclist Concerns	What do you not like
164	Shape Your City	Loading on Spring Garden Rd. - blocks are short enough that loading can happen from side streets	On Street Deliveries	What do you not like
165	Shape Your City	Lack of refuge island in hatched area at Spring Garden/Queen	Pedestrian Safety	What do you not like
166	Shape Your City	Turning lanes at Spring Garden/Queen	ROW	What do you not like
167	Shape Your City	Too much loading space, only makes marginal improvements - does not remove car traffic or do enough to improve pedestrian flow.	On Street Deliveries	What do you not like
168	Shape Your City	It's a little too easy. Things like no left turns at some of the intersections would allow for better traffic flow and protect pedestrians.	Lack of Boldness	What do you not like
169	Shape Your City	I don't see any change to vehicle turn restrictions. Left turns onto Dresden and Birmingham clog the roads. No parking on Breton, Dresden and Birmingham is difficult.	ROW	What do you not like
170	Shape Your City	Make no left turns from Spring Garden Road onto Queen street, make the left lane heading West STRAIGHT-ONLY and make the right lane (where the bus stop is near the intersection is) TRANSIT ONLY, then they merge when they go straight. This way, traffic flow has no cause of being halted.	ROW	What do you not like
171	Shape Your City	Also, the stop before South Park Street should be put in the loading zone inlet right before it - this way traffic can flow past easily and safely.	Traffic Comments	What do you not like
172	Shape Your City	Buses stopped at stop-lets stop everyone from moving... Including buses serving the other 15 routes... Less routes would improve the practicality of stop-lets.	Halifax Transit	What do you not like
173	Shape Your City	Traffic Congestion is still possible	Traffic Comments	What do you not like
174	Shape Your City	Lack of Mid-Block Crosswalks	Pedestrian Safety	What do you not like
175	Shape Your City	Lack of traffic movement restrictions	Traffic Comments	What do you not like
176	Shape Your City	Excessive parking/loading areas on SGR	On Street Deliveries	What do you not like
177	Shape Your City	Wasted space caused by left turn lane (Either eliminate left turn lane at Queen St or restrict left turns)	ROW	What do you not like
178	Shape Your City	Not much different from current situation. Crosswalk in front of law courts still too wide.	Lack of Boldness	What do you not like
179	Shape Your City	Current problems are retained This is my least favourite option	Lack of Boldness	What do you not like
180	Shape Your City	picture is too small to read or understand or comment on	Website Concerns	What do you not like
181	Shape Your City	I don't like that not much is done to address the type of traffic on Sorting Garden road. This should be treated like a high street like in England.	Lack of Boldness	What do you not like
182	Shape Your City	I don't like that there are no planned bike lanes	Cyclist Concerns	What do you not like
183	Shape Your City	I don't like that there is still parking on the street	Increase of Parking	What do you not like
184	Shape Your City	Too much traffic	Emphasis on Private Vehicles	What do you not like
185	Shape Your City	There are no bike lanes. Where are the bike lanes? Halifax is supposed to be supporting and encouraging active transportation according to all their talk but yet again we see no action.	Cyclist Concerns	What do you not like
186	Shape Your City	leave it alone	Boldness	What do you not like
187	Shape Your City	It maintains the street as a car-centric area.	Emphasis on Private Vehicles	What do you not like
188	Shape Your City	NOT people friendly.	Pedestrian Safety	What do you not like
189	Shape Your City	This option is basically 'window dressing'. If anything, it will make the traffic worse for private vehicles and bikes, as street space is being lost. With worse traffic, the pedestrian experience can only be minimally improved, because everyone will be right next to idling cars and trucks.	Lack of Boldness	What do you not like

Spring Garden Road - Option 1

190	Shape Your City	Too similar to the status quo. You have stated loading zones are being abused, why continue to allow this by maintaining them? Spring Garden is clearly most used by pedestrians, their safe, efficient and pleasant movement should guide the design.	Lack of Boldness	What do you not like
191	Shape Your City	Doesn't reduce traffic enough.	Emphasis on Private Vehicles	What do you not like
192	Shape Your City	There is no parking at all. Presumably one could use the loading zones for drop-off and pickup	Reduction of Parking	What do you not like
193	Shape Your City	cannot view the PDF very well they are all grey,	Website Concerns	What do you not like
194	Shape Your City	I feel that in any plan left turns should be avoided wherever possible	ROW	What do you not like
195	Shape Your City	Not nearly enough to focus on those that NEED to use Spring Garden to have it thrive - pedestrians and transit users (deliveries as well for business support.	Lack of Boldness	What do you not like
196	Shape Your City	As stated in previous section, I am not keen on the new bump outs as they waste valuable real estate for little gain.	Sidewalk Width / Bumpouts	What do you not like
197	Shape Your City	Just not what I would do	Balance	What do you not like
198	Shape Your City	Non-parallel traffic lanes, only two lanes on SGR, loading should be done on side streets	On Street Deliveries	What do you not like
199	Shape Your City	Left turn onto Brenton should be restricted during peak hours.	ROW	What do you not like
200	Shape Your City	will hurt businessess	Construction	What do you not like
201	Shape Your City	Extra sidewalk on Birmingham is not needed. Leave the street parking intact.	Sidewalk Width / Bumpouts	What do you not like
202	Shape Your City	I can't really read the map/image and I can't open the documents section of this project, so I can't answer this.	Website Concerns	What do you not like
203	Shape Your City	This option just doesn't go far enough.	Lack of Boldness	What do you not like
204	Shape Your City	I believe that left turning at some of the cross streets should be prohibited at certain times of the day to improve flow.	ROW	What do you not like
205	Shape Your City	The vehicle traffic	Emphasis on Private Vehicles	What do you not like
206	Shape Your City	Somewhat status quo.	Lack of Boldness	What do you not like
207	Shape Your City	No boulevard.	Placemaking Potential	What do you not like
208	Shape Your City	Even with the larger files they're still far too small to see much of the text. These need to be PDFs that can be scaled. Otherwise pointless.	Website Concerns	What do you not like
209	Shape Your City	it is awful, it is already busy enough in those streets without making changes that will confuse people and make travelling by car (Because people still DO drive cars to work and appointments down there.)	Traffic Comments	What do you not like
210	Shape Your City	From what I can decipher there are no dedicated bus lanes or time of day priority. No bike lanes. The bump outs make biking even more arduous than it already is.	Cyclist Concerns	What do you not like
211	Shape Your City	Doesn't prioritize active transport or transit users enough.	Cyclist Concerns	What do you not like
212	Shape Your City	Nothing, it is the same the lazy Haligonian designer option!	Lack of Boldness	What do you not like
213	Shape Your City	No changes to sidewalks from Brunswick to Barrington should be made already wide enough and the corner with SPG RD Barrington is already dangerous enough for buses to turn. Collision have happened in the past. Make any bump outs permeable	Sidewalk Width / Bumpouts	What do you not like
214	Shape Your City	Doesnt really change much	Lack of Boldness	What do you not like
215	Shape Your City	Where is the explanation of the sections "A" "B", "C" and "D". Again, Whatever option is chosen there needs to be a turning arrow for transit going from Summer Street onto Spring Garden. Cars and pedestrians do not allow the buses to take the corner. Buses need an arrow. The pink sections for parking - is that going to be the same as on Gottingen Street - no parking from 3 to 6 - that sounds like a plan.....	Traffic Comments	What do you not like
216	Shape Your City	no major broadening of raod	Lack of Boldness	What do you not like
217	Shape Your City	Traffic as usual on a road that has a lot of pedestrian use potential.	Lack of Boldness	What do you not like
218	Shape Your City	I don't like the two way traffic on Dresden Row and Birmingham Street.	ROW	What do you not like
219	Shape Your City	Too much priority given to vehicle traffic.	Emphasis on Private Vehicles	What do you not like
220	Shape Your City	It mostly leaves the current streetscape intact. Spring garden Road needs no changes and is currently perfectly fine. The risk of changes is you're only catering to rich folk downtown who are going to use this area no matter what you do. All proposed currently changes as well as those implemented over the last few years only cater to this crowd and have successfully driven people away from Halifax Peninsula and into suburban industrial parks.	Desire for Current State	What do you like
221	Shape Your City	It doesn't address transit issues or vehicle-pedestrian interactions as well as the other options.	Lack of Boldness	What do you not like
222	Shape Your City	Need affordable housing for people who can't afford expensive condos! That is the first and most needed option in HRM	Focus of the project	What do you not like
223	Shape Your City	No bike lane	Cyclist Concerns	What do you not like
224	Shape Your City	Maintains on street loading.	On Street Deliveries	What do you not like
225	Shape Your City	Should be no transit stops except east of Queen	Halifax Transit	What do you not like
226	Shape Your City	Needs more turn restrictions	ROW	What do you not like
227	Shape Your City	Sidewalks are WAY TOO WIDE. I understand that SOME corners can get crowded at lunchtime and 5pm for about three months of the year. Maybe some extra room in these areas would be helpful but this is REDICULOUS. You have solved a problem that doesn't exist and made it impossible to ride a bike in the downtown core. Stupid.	Cyclist Concerns	What do you not like
228	Shape Your City	I would like to also see a significant reduction in the number of bus stops and buses stopped or idling between queen and south park	Halifax Transit	What do you not like
229	Shape Your City	Doesn't solve the congestion issue on the street, bump outs are a good start but more spaces to create opportunities for interaction, repose, or some kind of pop- up community activity. Spring Garden and South Park and of Queen would be great opportunities for a pedestrian scramble sidewalk, this would give pedestrian priority and discourage thru traffic.	Sidewalk Width / Bumpouts	What do you not like
230	Shape Your City	My least favourite. Would love to see wider sidewalks like new developed block across from library if traffic is going to be maintained on Spring garden.	Lack of Boldness	What do you not like
231	Shape Your City	I don't like the left turn options from south park to Queen	ROW	What do you not like
232	Shape Your City	Dresden and Birmingham should be made one way through their entirety.	ROW	What do you not like

Spring Garden Road - Option 1

233	Shape Your City	Again, it's fine, but it's a half-measure. We know from the plan that traffic volumes on Spring Garden are pretty low, so why are we concerned about maintaining the street as a traffic thoroughfare? This isn't really a big boost to either transit OR pedestrians; by the plan's own admission it just more clearly defines pedestrian and vehicle movements. Again I come back to my earlier point: why maintain the status quo when we can do something really radical?	Lack of Boldness	What do you not like
234	Shape Your City	I don't think it prioritizes public transit and active transportation.	Emphasis on Private Vehicles	What do you not like
235	Shape Your City	Bumping out the sidewalk works, but there should be a transit cut to pull buses out of the traffic flow. Having them in the flow will cause significant backups and could end up causing gridlock. The painted island at Queen and SGR seems a waste, and just a chance for bad behaviour (like passing when a driver should not)	Traffic Comments	What do you not like
236	Shape Your City	Too focused on vehicles.	Emphasis on Private Vehicles	What do you not like
237	Shape Your City	I don't like all of the loading zones still along the street as it makes the street feel cluttered and dangerous.	On Street Deliveries	What do you not like
238	Shape Your City	The crosswalk at Spring Garden and Brunswick needs to be on the east side, not the west. The crosswalk is often ignored by motorists and having it closer to the bus stop might increase the chance that pedestrians crossing will not be seen if a bus is loading or unloading.	Traffic Comments	What do you not like
239	Shape Your City	It would be nice to see some cycling infrastructure to help bikes get around the bus when it is at the stoplets. Maybe a narrow protected middle lane bike path at these points and bike boxes in front of the bus at the lights.	Cyclist Concerns	What do you not like
240	Shape Your City	I dont think this would help transit move faster	Traffic Comments	What do you not like
241	Shape Your City	Not enough to help traffic flow	Traffic Comments	What do you not like
242	Shape Your City	I fail to see any improvement over the current situation	Lack of Boldness	What do you not like
243	Shape Your City	current situation with buses would lead to bunching at stops (especially when loading zones are being used). scheduling of buses using this section would need to be much more precise or the overall number of buses reduced for this to work well. seems like it would be best suited to a streetcar type service or electric buses (battery, hybrid, or wired, just not diesel)	Lack of Boldness	What do you not like
244	Shape Your City	The priority for car traffic at Queen Street takes away from potential pedestrian improvements. Improvements in pedestrian and transit infrastructure is essential at the library. Though there is concern about congestion, having a turning lane at this spot will not improve much of the current issues, and may be underutilized with more people shifting away from driving.	Emphasis on Private Vehicles	What do you not like
245	Shape Your City	Almost identical to current situation.	Lack of Boldness	What do you not like
246	Shape Your City	Multiple bump-outs restrict traffic flow for buses and taxis	Sidewalk Width / Bumpouts	What do you not like
247	Shape Your City	DO NOT LIKE SIDEWALK BUMP OUTS - RESTRICT TRAFFIC FLOW!!!! Especially BAD in front of Bond Building and loss of 2nd lane when turning left onto Queen St, when traveling west - VERY STUPID IDEA!!!!!!	Sidewalk Width / Bumpouts	What do you not like
248	Shape Your City	DISAGREE WITH TRAFFIC STUDY CONCLUSIONS - traffic is slow because of delivery vehicles, buses, as well as crosswalk and traffic lights; jaywalking at lights forces traffic to wait to make left/right turns and slows traffic; it's not used as trough-street because of congestion; study done when student population was at lowest and therefore not representative of majority of conditions.	Focus of the project	What do you not like
249	Shape Your City	Enforcement of Walk/Don't Walk signals would significantly increase traffic flow at SG/Dresden Row & SG/Queen Streets	Pedestrian Safety	What do you not like
250	Shape Your City	IF HRM eliminated allowing businesses to place tables/chairs/sign boards on sidewalks this would reduce the need for widening sidewalks	Focus of the project	What do you not like
251	Shape Your City	IF HRM dealth WITH vagrants and item above, IMO the need for wider sidewalks would be eliminated	Focus of the project	What do you not like
252	Shape Your City	I see no reason for the stretch of road to continue to be used as a thoroughfare. It is unsafe for pedestrians, slows down transit, and is already inefficient for cars.	Emphasis on Private Vehicles	What do you not like
253	Shape Your City	Gives too much priority to private cars	Emphasis on Private Vehicles	What do you not like
254	Shape Your City	I feel like this option is putting a bandaid on a broken bone.	Lack of Boldness	What do you not like
255	Shape Your City	Don't like widening sidewalks unless Spring Garden made one-way east to west from Queen and Clyde one-way west to east from South Park to Queen.	Sidewalk Width / Bumpouts	What do you not like
256	Shape Your City	Too few left turn restrictions.	ROW	What do you not like
257	Shape Your City	Almost pointless. Why bother making such a small change? Loading doesn't belong on SGR	Lack of Boldness	What do you not like
258	Shape Your City	Buses will still be stuck in traffic.	Traffic Comments	What do you not like
259	Shape Your City	Does not do enough to prioritize active transportation and public transportation	Lack of Boldness	What do you not like
260	Shape Your City	Still leaves the daytime choke point	Traffic Comments	What do you not like
261	Shape Your City	Mostly status-quo.	Lack of Boldness	What do you not like
262	Shape Your City	feels like not enough change will happen for such a large scale project	Lack of Boldness	What do you not like
263	Shape Your City	Not much change.	Lack of Boldness	What do you not like
264	Shape Your City	The section from Queen to Barrington is OK as it is .	Desire for Current State	What do you like
265	Shape Your City	What plans do you have for delivery services? Couriers, box trucks and trailer trucks making deliveries to the businesses along the street?	On Street Deliveries	What do you like
266	Shape Your City	It's fine, but nothing really new.	Lack of Boldness	What do you not like
267	Shape Your City	Should still be looking at Spring Garden Road as a completely car and truck free are. Public transport only	Lack of Boldness	What do you not like
268	Shape Your City	Multi use path! City needs more commuter options especially around there	Cyclist Concerns	What do you like
269	Shape Your City	Minimal changes to existing route. Makes transit easier but doesn't restrict cars.	Desire for Current State	What do you like
270	Shape Your City	Improves some of the environment and provides some more safety	Pedestrian Safety	What do you like
271	Shape Your City	No left turns onto Queen from Spring Garden is a good idea.	ROW	What do you like
272	Shape Your City	Not much. It's not really different nor solve any issues	Lack of Boldness	What do you not like
274	Shape Your City	It's a marginal improvement.	Boldness	What do you like
275	Shape Your City	Transit priority and some left turn restriction (speeds things up), pedestrian improvements, loading on side streets	Focus of the project	What do you like
276	Shape Your City	Nothing. It kinda sucks.	Lack of Boldness	What do you not like
277	Shape Your City	Nothing. It represents a timid approach from a timid city.	Lack of Boldness	What do you not like

Spring Garden Road - Option 1

278	Shape Your City	Maintains right of vehicles to pass through. Option 1: TRANSIT PRIORITIZED VEHICLE THOROUGHFARE - South Park to Barrington Description: Maintains similar function to the existing street, but modestly increases space and amenities for pedestrians. • Slightly improves transit priority along the street, though transit and private vehicles would still be impacted by each other.	Emphasis on Private Vehicles	What do you like
279	Shape Your City	Wider sidewalks!	Sidewalk Width / Bumpouts	What do you like
280	Shape Your City	better traffic movement	Traffic Comments	What do you like
281	Shape Your City	The no left turn on Queen. Why wasn't this done when the lane was removed????	ROW	What do you like
282	Shape Your City	I like the prioritization of pedestrians and transit. Improving the public space amenities of the area, the widths of the sidewalks and the addition of curb extensions in particular, would greatly enhance the pedestrian experience and attract more people like me to walk along the streets as opposed to drive into the downtown area.	Focus of the project	What do you like
283	Shape Your City	It's nice that you've attempted to make the street more pedestrian friendly.	Focus of the project	What do you like
284	Shape Your City	bus loading bump-outs to increase ability for bus movement and loading	Sidewalk Width / Bumpouts	What do you like
285	Shape Your City	Least impactful of the three	Desire for Current State	What do you like
286	Shape Your City	I like that this option is simple, improves transit and pedestrian space.	Focus of the project	What do you like
287	Shape Your City	I like this one as its the least of major impacts but still getting wider sidewalks improved transit. The bus stop bump outs combined with left turn restrictions will keep buses in the lane which over time will naturally discourage drivers from using this corridor which is part of the over all objective. Also the least costly.	Desire for Current State	What do you like
288	Shape Your City	I like Option 1. It still maintains springgarden rd as a vehicular thoroughfare. No turn restrictions on Dresden Row and keeps Dresden Row a two way street As a soon -to- be resident of the Curve/ the PavilionSouth Park (Southwest Properties Development for 300+ residents) our parking access is on Dresden Row. Options 2 and 3 would limit our access to our parking. Vehicle restrictions on Dresden Row simply will not work	Desire for Current State	What do you like
289	Shape Your City	accessible parking is available close to spring garden corners	Accessibility Concerns	What do you like
290	Shape Your City	Bus bump out, pedestrian enhancements	Sidewalk Width / Bumpouts	What do you like
291	Shape Your City	Increase in the sidewalks and the addition of bump outs.	Sidewalk Width / Bumpouts	What do you like
292	Shape Your City	Increased sidewalk space, and bus stop areas. Restrictions on queen street left turns is great.	Sidewalk Width / Bumpouts	What do you like
293	Shape Your City	I really like the curb bump-outs and widened sidewalks as they would significantly improve pedestrian comfort and crossing safety.	Sidewalk Width / Bumpouts	What do you like
294	Shape Your City	Transit gets priority, pedestrians get priority	Focus of the project	What do you like
295	Shape Your City	sidewalk bumps	Sidewalk Width / Bumpouts	What do you like
296	Shape Your City	Stopping traffic from loading during the day is excellent. slightly wider sidewalks is good. It prevents street art and seating as this just clutters up things again with stuff. The transit stop widening near Dresden resulted in chairs moving all over the place and guys sitting in them to be at ass level with passerby to make comment. I do not have a compass but thought SGR was east to west in laymen tradition.	Traffic Comments	What do you like
297	Shape Your City	I like that this is probably the lowest cost option.	Financial	What do you like
298	Shape Your City	The use of loading areas.	On Street Deliveries	What do you like
299	Shape Your City	Transit bump out The sidewalks are crowded and hard to walk through	Sidewalk Width / Bumpouts	What do you like
300	Shape Your City	My feedback is specifically a vote for the third option - see paragraph under option three.	Lack of Boldness	What do you not like
301	Shape Your City	Not a lot to like or dislike.	Desire for Current State	What do you like
302	Shape Your City	At least better than current situation.	Boldness	What do you like
303	Shape Your City	Added costs, but seems worthwhile	Financial	What do you like
304	Shape Your City	The increased signage.	Placemaking Potential	What do you not like
305	Shape Your City	This option signals little change in the prioritization of road users. Trucks will still dominate the environment.	Traffic Comments	What do you not like
306	Shape Your City	Doesn't solve the traffic congestion problem, nor really improving the environment for pedestrians and shoppers.	Lack of Boldness	What do you not like
307	Shape Your City	Loading zones only on side streets is a mistake. Customers are the reason that businesses need deliveries, and removing all on-street parking on these side streets deters customers. There has to be a parking option that is near the front door of the business!	On Street Deliveries	What do you not like
308	Shape Your City	Still creates issues. and not overly pedestrian friendly	Focus of the project	What do you not like
309	Shape Your City	Why not a more simple solution for all of Halifax city. In an effort to keep all cyclists safe, share the sidewalk. That is, from 7-9am Monday to Friday, and 4-6 pm Monday to Friday, the sidewalk going against traffic is for foot traffic only and the sidwalk going with traffic is for cyclists only. We then only have to share the sidewalk during heavy traffic times. The only cost involved is a few signs and mostly PSA's to remind all walkers, runners and cyclists of the sidewalk route which can apply to every sidewalk within HRM and the greater areas.	Cyclist Concerns	What do you not like
310	Shape Your City	Let's do better! This is such a great opportunity for Spring Garden Road to meet its potential as a beautiful and fun space to walk and visit. I use this area a lot as a cyclist and pedestrian but avoid it at all costs as a driver. And don't use it much as a transit user. The data shows that I'm not alone!	Lack of Boldness	What do you not like
311	Shape Your City	I would like to see all left turns prohibited between (but not including) Barrington and South Park. Some taxi stands and temporary stoppage (with very rigorous enforcement) would be great.	ROW	What do you not like
312	Shape Your City	Not enough sidewalk widening, too much space for vehicles and "loading". Too much of the status quo.	Lack of Boldness	What do you not like
313	Shape Your City	Narrows an already narrow street Traffic will have to follow already slow buses - the bump outs	Sidewalk Width / Bumpouts	What do you not like
314	Shape Your City	Still too many big trucks allowed	Emphasis on Private Vehicles	What do you not like

Spring Garden Road - Option 1

315	Shape Your City	Still allows cars on SG which is ridiculous. It's not a commuting street, too many people and buses. Cars will still pull out into oncoming traffic as they won't wait the 7 seconds for buses (i.e. Mt Edward) so it will still be dangerous.	Emphasis on Private Vehicles	What do you not like
316	Shape Your City	I am concerned that the road layout, lanes and allowable turns would be difficult to understand making drivers focus less on pedestrians and more on where to position their car and which turn to take next.	ROW	What do you not like
317	Shape Your City	Very little change from the current layout. This street is dominated by cars and these additions are too minimal to make any real change to the pedestrian experience.	Lack of Boldness	What do you not like
318	Shape Your City	this doesn't do enough to increase transit reliability, sense of place, and improved pedestrian experience	Lack of Boldness	What do you not like
320	Shape Your City	Concerned that the imbalance of sidewalk to roadway will dampen the vibe of the streetscape. I am primarily a pedestrian and secondarily a transit user in this corridor. There is sufficient sidewalk space. Too much will create a less vibrant feeling.	Sidewalk Width / Bumpouts	What do you not like
321	Shape Your City	I think that spending public money to fix a problem or improve a space halfway is a waste of construction time, an unnecessary inconvenience, and will ultimately have to be redone in twenty to thirty years to keep pace with what our city should look and act like.	Financial	What do you not like
322	Shape Your City	Too confusing.	Traffic Comments	What do you not like
323	Shape Your City	I have specific issues with this option, but I prefer the "extras" with option 3.	Lack of Boldness	What do you not like
324	Shape Your City	Deliveries to businesses may be to restrictive. I'd rather a restriction from 10:00am to 7:00pm	On Street Deliveries	What do you not like
325	Shape Your City	Too much accommodation for private vehicles on spring garden.	Emphasis on Private Vehicles	What do you not like
326	Shape Your City	i don't like how the sidewalks aren't much wider in most areas. i don't like how cars will be allowed to use it all the time - they go toofast and make it hard to cross and walk.	Emphasis on Private Vehicles	What do you not like
327	Shape Your City	Vehicles all day	Emphasis on Private Vehicles	What do you not like
328	Shape Your City	Not enough priority to transit and pedestrians.	Emphasis on Private Vehicles	What do you not like
329	Shape Your City	More bus priority would be good, which is why I think options 2 and 3 are preferable to this one, it doesn't improve things drastically enough.	Lack of Boldness	What do you not like
330	Shape Your City	No major reconfiguration	Lack of Boldness	What do you not like
331	Shape Your City	doesn't address congestion for bus transit on spring garden	Traffic Comments	What do you not like
332	Shape Your City	7pm opening of street, 630 would do	ROW	What do you not like
333	Shape Your City	Go big or go home! This partial approach will only end up frustrating drivers which will result in more complaints about the street from driver. They will also complain about the new regulations on drivers.	Lack of Boldness	What do you not like
334	Shape Your City	Doesn't change enough, doesn't provide enough change for pedestrian traffic.	Lack of Boldness	What do you not like
335	Shape Your City	Widened sidewalks negate the ability of buses to pull-over, letting the traffic behind them pass, thereby speeding the journey for the buses (and all) behind.	Sidewalk Width / Bumpouts	What do you not like
336	Shape Your City	There should be multiple no left turns off spring garden	ROW	What do you not like
337	Shape Your City	Falls short of the great start that has been made in the Doyle building area.	Lack of Boldness	What do you not like
338	Shape Your City	only slight improvements to transit and pedestrian ease of use	Lack of Boldness	What do you not like
339	Shape Your City	It doesn't change much. Still too much emphasis on private vehicles, despite much higher use by pedestrians and transit users.	Emphasis on Private Vehicles	What do you not like
340	Shape Your City	Spring Garden has too much traffic for the amount of pedestrians. Pedestrians are the shoppers, and should have more priority. This is my least preferred of the three options.	Lack of Boldness	What do you not like
341	Shape Your City	I do not like all the loading spaces on the most pedestrian-congested section of the street. Loading and unloading should take place on side streets.	On Street Deliveries	What do you not like
342	Shape Your City	I do not like that crosswalks are missing from some sides of certain intersections (e.g. SGR & Dresden Row intersection is missing a crossing). This may be an error.	Pedestrian Safety	What do you not like
343	E-mail	I wish to record the fact that I consider the stoplet DANGEROUS! I would never sit on the stoplet with cars, trucks, buses, motorcycles going by with no protection. I do see street beggars using it though. Surely a misguided idea that certainly should be improved or removed.	Pedestrian Safety	What do you not like
344	E-mail	I would also like to voice my opinion on the cleanliness of the storefront areas. Stores like Lawton's and Shopper's - and even Pete's - have enterances that could be improved with a good cleaning of built-up grime and a staff member maybe 3X/day removing garbage (coffee cups etc.) taking a one-minute inspection. Shopper's elevator is grimy. These businesses are not suffering I don't think.	Placemaking Potential	What do you not like
345	E-mail	I would not describe the Spring Garden Road Area as impressive to tourists with cleanliness and the number of street beggars. This has been allowed for years!	Placemaking Potential	What do you not like

Spring Garden Road - Option 2

			Category (Menu)	What do you like / not like?
1	Shape Your City	Restricting some blocks of the street to buses only during peak hours will help reduce car TRAFFIC, so transit is more efficient and the street is more pedestrian friendly.	Halifax Transit	What do you like
2	Shape Your City	Sidewalk space is slightly increased compared to option 1	Sidewalk Width / Bumpouts	What do you like
3	Shape Your City	Overall, it seems to be a decent compromise between pedestrians, transit and cars.	Balance	What do you like
4	Shape Your City	Transit lane is great	Halifax Transit	What do you like
5	Shape Your City	Traffic flow simple, fewer left turns. No parking frees up road space. Overall less chaotic	Traffic Comments	What do you like
6	Shape Your City	It's decent, changes a bit more than Option 1.	Boldness	What do you like
7	Shape Your City	Transit priority improvements are a good start.	Halifax Transit	What do you like
8	Shape Your City	Restricts vehicular thoroughfare. Still allows some on street loading.	Traffic Comments	What do you like
9	Shape Your City	I like nothing about this option	Lack of Boldness	What do you not like
10	Shape Your City	I think this is a great compromise to improve the street for transit users and pedestrians, while still maintaining some function for the crazy people that drive down Spring Garden Road during peak hours.	Balance	What do you like
11	Shape Your City	I think it is important for businesses to be able to have access to some on-street loading.	On Street Deliveries	What do you like
12	Shape Your City	Transit bump-outs and sidewalk widening mean buses are not constantly being passed by cars when in bus stops. This is great! It will make all traffic move at a pleasant speed for cycling, and prevent buses from being held up by car traffic.	Sidewalk Width / Bumpouts	What do you like
13	Shape Your City	The crosswalk bump-outs are all great. They will provide better visibility (safety), and make more room on the sidewalk for pedestrians, reducing conflict between those that are walking and those that are waiting to cross the street.	Sidewalk Width / Bumpouts	What do you like
14	Shape Your City	This is worse then the first option	Boldness	What do you not like
15	Shape Your City	Sidewalk extensions	Sidewalk Width / Bumpouts	What do you like
16	Shape Your City	Loading is still close for business, But lanes are limited otherwise. Delivery's and Buses only makes sense.	Balance	What do you like
17	Shape Your City	It's better, I do like the transit focused lanes.	Halifax Transit	What do you like
18	Shape Your City	Transit priority segments	Halifax Transit	What do you like
		Widened sidewalks	Sidewalk Width / Bumpouts	What do you like
19	Shape Your City	"If you have trouble viewing the images in the survey, please visit the documents section of this project to view higher resolution images of each option that you can enlarge to see all the plan details." I can zoom in 300% on a 27" HD monitor , and the layout and resolution are garbage - and impossible to see the differences whatsoever. You should either tell people to view the document in advance, and then have the survey follow the document chronologically; or bolster up the survey to a half usable format.	Website Concerns	What do you not like
20	Shape Your City	I think this is the most realistic as it is a less extreme version of option 3 that allows for loading. It is a good comprimise between IMP / Transit needs and business requirements like loading.	Balance	What do you like
21	Shape Your City	Limited left turns; bump outs	Sidewalk Width / Bumpouts	What do you like
22	Shape Your City	Bus stops still block the flow of traffic! To see how much transit halts traffic on Spring Garden Road, you can stand on the road for five minutes tops and see it happen. Busses need to have inlets for stops.	Halifax Transit	What do you not like
23	Shape Your City	The no left turns are good, as this will make traffic flow better, and will be safer for pedestrians.	ROW	What do you like
24	Shape Your City	Prioritizes transit and widens sidewalks. Both are important through this corridor.	Focus of the project	What do you like
25	Shape Your City	Less cars. Less turns permitted at intersections	ROW	What do you like
26	Shape Your City	Reduces through traffic	Focus of the project	What do you like
27	Shape Your City	Additional proposed Pedestrian space	Sidewalk Width / Bumpouts	What do you like
28	Shape Your City	Usage of TPMs	Halifax Transit	What do you like
29	Shape Your City	Traffic restrictions will ease congestion and provide an advantage to Transit and emergency vehicles	Traffic Comments	What do you like
30	Shape Your City	I like the bump out for transits which will help reduce crowding around store fronts and sidewalk flow for pedestrians. I also like that some steps are taken to reduce traffic in this road and ease transit conditions.	Traffic Comments	What do you like
31	Shape Your City	I like that transit is more highly prioritized in this option I like turn restrictions to reduce vehicular traffic	Halifax Transit	What do you like
32	Shape Your City	This is the option I would choose between the 3.	Boldness	What do you like
33	Shape Your City	If the rail cut will not be used to get traffic off the peninsula then this would be the best option.	Boldness	What do you like
34	Shape Your City	It increased Transit as a priority along the road.	Halifax Transit	What do you like
35	Shape Your City	Additional pedestrian walkway width which is needed.	Sidewalk Width / Bumpouts	What do you like
36	Shape Your City	I Like the parking in front of court house but don't think it should be permit, instead made public. I also like the parking with the bump out at the crossing to Grafton better.	Sidewalk Width / Bumpouts	What do you like
37	Shape Your City	Restricting turns could help. Another thought is overhead or underground corrodures (pedways) such as around scotia squire to reduce pedestians at street level.	ROW	What do you like
38	Shape Your City	Slows down traffic.	Traffic Comments	What do you like
39	Shape Your City	Prioritizes transit, some sidewalk extensions.	Halifax Transit	What do you like
40	Shape Your City	Better than 1 at reducing traffic.	Traffic Comments	What do you like
41	Shape Your City	Similar to #1	Lack of Boldness	What do you not like
42	Shape Your City	cannot view the PDF very well they are all grey,	Website Concerns	What do you like
43	Shape Your City	I feel that in any plan left turns should be avoided wherever possible	ROW	What do you like
44	Shape Your City	Loading zones are definitely needed on this street (unfortunately, since our city doesn't have a better alley system).	On Street Deliveries	What do you like
45	Shape Your City	Turn restrictions!!	ROW	What do you like

Spring Garden Road - Option 2

46	Shape Your City	It is better than option 3, which I think would be the least desirable. A mix of transit times is confusing to those who use transit less frequently. Either transit-only or car allowed all times. This mix is less desirable.	Traffic Comments	What do you like
47	Shape Your City	Yes. It already is turn restriction due to traffic flow logically it should be made official.	Traffic Comments	What do you like
48	Shape Your City	Leverage given to public transit near Public Library	Halifax Transit	What do you like
49	Shape Your City	I can't really read the map/image and I can't open the documents section of this project, so I can't answer this.	Website Concerns	What do you like
50	Shape Your City	Limited loading option	On Street Deliveries	What do you like
51	Shape Your City	Transit priority. Sidewalk extensions and bump outs etc.	Halifax Transit	What do you like
52	Shape Your City	Not much.	Lack of Boldness	What do you not like
53	Shape Your City	Nothing. Traffic pattern is too confusing.	Traffic Comments	What do you not like
54	Shape Your City	it is awful, it is already busy enough in those streets without making changes that will confuse people and make travelling by car (Because people still DO drive cars to work and appointments down there.)	Traffic Comments	What do you not like
55	Shape Your City	Nothing, it will be too confusing to drivers to understand/abuse and you will be required to have police cars or traffic control vehicles on these streets 24 hours a day as drivers will park, as they do now, on Dresden and Birmingham with impunity.	Traffic Comments	What do you not like
56	Shape Your City	Giving transit better flow	Halifax Transit	What do you like
57	Shape Your City	Limiting the use of vehicles is a great idea	Balance	What do you like
58	Shape Your City	This looks better, again no visible explanation of "A" "B" "C" or "D".	Boldness	What do you like
59	Shape Your City	Nothing This plan is irresponsibly incompetent. the street is not wide enough to accommodate these changes. it's an accident waiting to happen.	Sidewalk Width / Bumpouts	What do you not like
60	Shape Your City	not acceptable	Lack of Boldness	What do you not like
61	Shape Your City	Fine compromize.	Balance	What do you like
62	Shape Your City	I like the wider sidewalks.	Sidewalk Width / Bumpouts	What do you like
63	Shape Your City	Gives more priority to public transit. I like that it should deter cars from using the road.	Halifax Transit	What do you like
64	Shape Your City	It focuses on pedestrians and transit users.	Focus of the project	What do you like
65	Shape Your City	My Second choice: increases room for pedestrians and bus commuters.	Focus of the project	What do you like
66	Shape Your City	Bumpouts	Sidewalk Width / Bumpouts	What do you like
67	Shape Your City	Although i am a frequent driver/commuter on this stretch, i would be happy with the proposal for the higher number of turn restrictions. Although i am a frequent driver/commuter on this stretch, I would be also happy with transit priority lanes.	Traffic Comments	What do you like
68	Shape Your City	best out of all 3 keeps road wide	Desire for Current State	What do you like
69	Shape Your City	This is my fave option for the south park to queen section	Boldness	What do you like
70	Shape Your City	Widened sidewalks in this are a great idea. Pedestrian bump outs also a great idea.	Sidewalk Width / Bumpouts	What do you like
71	Shape Your City	I like that there's some transit priority and vehicular thoroughfare restriction.	Halifax Transit	What do you like
72	Shape Your City	This may make traffic flow more efficient.	Traffic Comments	What do you like
73	Shape Your City	Removes the problem of buses causing traffic backups during rush hour traffic. Restricting left turns is a very good idea, something seen in a lot of larger cities. There is a lot of pedestrian traffic and cars can end up waiting a long time turning left (and sometimes turning right)	Traffic Comments	What do you like
74	Shape Your City	More pedestrian friendly than option 1.	Pedestrian Safety	What do you like
75	Shape Your City	I like the wider sidewalks on Spring Garden and the side streets as well as the bumpouts that narrow crosswalks and makes the area more pedestrian friendly. I like the stoplets as it will make transit better and keep the sidewalks less cluttered.	Sidewalk Width / Bumpouts	What do you like
76	Shape Your City	This is my preferred option as it looks to calm traffic, but not banish it. I think that some traffic is vital to the health of the street. we don't need a pedestrian only area here.	Balance	What do you like
77	Shape Your City	Seems like the most balanced option as long as loading can be accommodated that way	On Street Deliveries	What do you like
78	Shape Your City	Most of my previous concerns are addressed in this design. I like the idea of only having transit during the day.	Halifax Transit	What do you like
79	Shape Your City	I like the transit priority lanes.	Halifax Transit	What do you like
80	Shape Your City	the restriction on left turns off of and onto.	ROW	What do you like
81	Shape Your City	Better then Option 3	Lack of Boldness	What do you like
82	Shape Your City	I like that more space is provided for pedestrians. Much more friendly to transit users. I like that boarding zones are afforded, keeping pedestrians passing through out of the way of transit users. I like that it places restrictions on vehicles during peak times.	Focus of the project	What do you like
83	Shape Your City	Improves transit flow, makes the space nicer for pedestrians	Pedestrian Safety	What do you like
84	Shape Your City	I like the main focus on transit and pedestrians.	Focus of the project	What do you like
85	Shape Your City	Like turn (particularly left) restrictions to improve traffic flow.	Traffic Comments	What do you like
86	Shape Your City	Loading zones. Transit bumpouts. Restricted left turn options. Transit only lanes.	Focus of the project	What do you like
87	Shape Your City	Better, but still feels like a half measure. Shortening ped crossings is important.	Lack of Boldness	What do you not like
88	Shape Your City	Good loading for businesses.	On Street Deliveries	What do you like
89	Shape Your City	I like limiting left turns at dangerous intersections	Pedestrian Safety	What do you like
90	Shape Your City	Very little	Boldness	What do you not like
91	Shape Your City	Keeping Spring Garden from being a thoroughfare is a strong statement. Should cut down on "cruisers".	Focus of the project	What do you like
92	Shape Your City	like the limitation of left hand turns on spring garden	ROW	What do you like
93	Shape Your City	Increased transit priority.	Halifax Transit	What do you like
94	Shape Your City	More space for pedestrians and better flow for buses than option 1.	Focus of the project	What do you like
95	Shape Your City	Good balance between the options, less confusion about time of day traffic changes especially for tourists	Balance	What do you like
96	Shape Your City	too much priority to cars	Emphasis on Private Vehicles	What do you not like
97	Shape Your City	Makes little sense to me.	Website Concerns	What do you not like
98	Shape Your City	bike lanes missing	Lack of Boldness	What do you not like
99	Shape Your City	Overly confusing	Traffic Comments	What do you not like
100	Shape Your City	Bump outs on corners are awkward and will slow traffic too much. Unnecessary expense.	Sidewalk Width / Bumpouts	What do you not like

Spring Garden Road - Option 2

101	Shape Your City	I still don't think it's radical enough.	Lack of Boldness	What do you not like
102	Shape Your City	Still allows unnecessary use of street by private vehicles that will slow transit down unnecessarily.	Emphasis on Private Vehicles	What do you not like
103	Shape Your City	Transit is not prioritised enough	Emphasis on Private Vehicles	What do you not like
104	Shape Your City	Cars still have too much space to make the street fully pedestrian-friendly	Emphasis on Private Vehicles	What do you not like
105	Shape Your City	Without proper, continued enforcement, I am worried that cars would still drive down the single block of transit lanes to save the hassle of using side streets	Traffic Comments	What do you not like
106	Shape Your City	I dislike that such a focus is on transit for such a short section of road. I would rather see more focus on pedestrian accessible sidewalks. Making this into a transit corridor will only increase Halifax Transits ability to put more buses on the road with added frequency, which I disagree with for this section of road.	Halifax Transit	What do you not like
107	Shape Your City	Also, businesses will violate the road rules and use the main trunk of Spring Garden for loading/offloading. HRM does not seem to enforce this as seen on Hollis St.	On Street Deliveries	What do you not like
108	Shape Your City	If there's going to be transit priority lanes, it should cover most of the stretch. Having only fragments here and there may confuse drivers and can potentially increase the risk of accidents.	Traffic Comments	What do you not like
109	Shape Your City	Much of the street space remains wide, straight and too fast for a pedestrian focused street.	Emphasis on Private Vehicles	What do you not like
110	Shape Your City	It may be confusing for motorists to remember which blocks during which hours in which directions are vehicle-friendly.	Traffic Comments	What do you not like
111	Shape Your City	restricted vehicular traffic	Emphasis on Private Vehicles	What do you like
112	Shape Your City	Too confusing to have time-related restrictions. More aggravating than anything. You're overestimating the abilities and common sense of HRM drivers...and tourists.	Traffic Comments	What do you not like
113	Shape Your City	Please. Don't do it. Transit-only creates havoc for cars, delivery trucks, and cyclists trying to move in, out, and through this neighborhood. It particularly puts cyclists at a disadvantage. Implement designs to have all traffic move the speed of buses. Don't give cars the chance to pass buses at stops, but please don't create transit-only corridors. If 'transit speed' is too slow for cars, they will naturally start using alternative routes.	Cyclist Concerns	What do you not like
114	Shape Your City	No bicycle infrastructure!	Cyclist Concerns	What do you not like
115	Shape Your City	Transit-only during certain hours confuses the hell out of people (see Gottingen Street bus corridor). Make physical alterations to the street that gives advantage to transit--the average motor vehicle driver is too dumb/distracted to cope with anything else.	Placemaking Potential	What do you not like
116	Shape Your City	Transit Priority may confuse drivers.	Traffic Comments	What do you not like
117	Shape Your City	The unmarked crosswalk across SGR on the western side of Brenton Street goes directly into a loading zone. There should be no loading zone in the middle of this intersection. The sidewalk on the northern side of SGR should be widened through this intersection as in option 3.	On Street Deliveries	What do you not like
118	Shape Your City	"If you have trouble viewing the images in the survey, please visit the documents section of this project to view higher resolution images of each option that you can enlarge to see all the plan details." I can zoom in 300% on a 27" HD monitor , and the layout and resolution are garbage - and impossible to see the differences whatsoever. You should either tell people to view the document in advance, and then have the survey follow the document chronologically; or bolster up the survey to a half usable format.	Website Concerns	What do you not like
119	Shape Your City	There are crosswalks on all edges of the intersections of SGR and Grafton. This design has put parking in the middle of the intersection. Brunswick, and Grafton. Sidewalk widening or a bump-out is required in this intersection in front of the courthouse (as shown in options 1 and 3)	Increase of Parking	What do you not like
120	Shape Your City	I think it'll be difficult for people to grasp - and be frustrating for tourists/visitors trying to navigate the street with lots of pedestrians. It's funneling cars down a route that they shouldn't even be guided down.	Pedestrian Safety	What do you not like
121	Shape Your City	The crosswalk at Brenton should be a straight-line continuation of the sidewalk on Breton street. The crosswalk needs to be moved west of its location in this design.	ROW	What do you not like
122	Shape Your City	The lack of bike lanes	Cyclist Concerns	What do you not like
123	Shape Your City	There is no need for so much loading on side-streets. Mark some of this as short-term metered parking (15 minutes) to prevent people from abusing loading zones.	On Street Deliveries	What do you not like
124	Shape Your City	Loading on Spring Garden Rd. - blocks are short enough that loading can happen from side streets	On Street Deliveries	What do you not like
125	Shape Your City	Parking ACROSS crosswalk at Spring Garden/Grafton	Increase of Parking	What do you not like
126	Shape Your City	It's confusing - rules change depending on time of day.	Traffic Comments	What do you not like
127	Shape Your City	Needlessly disruptive - Have businesses and residents in this section been fully consulted before changes are made?	Construction	What do you not like
128	Shape Your City	Basically all of it.	Desire for Current State	What do you not like
129	Shape Your City	Will no through traffic during the day impact morning and afternoon commuting? Would be nice if cyclists and taxis could still have access maybe? I like the idea of reducing traffic during the day, just wonder about commuting and access to Barrington. I like this idea best of the 3 options.	Traffic Comments	What do you not like
130	Shape Your City	To also make the sidewalks safer, could the crosswalks be raised a little bit? Obviously buses still need to go over them, so I don't know how possible it is, but just a thought.	Pedestrian Safety	What do you like
131	Shape Your City	I don't like that cars are prohibited from some blocks and forced to turn right in the daytime. I think car drivers will be too confused about when they can turn right and when they can't, and I think it will be confusing for pedestrians too.	ROW	What do you not like
132	Shape Your City	Buses stopped at stop-lets stop everyone from moving... Including buses serving the other 15 routes... Less routes would improve the practicality of stop-lets.	Halifax Transit	What do you not like
133	Shape Your City	Seems confusing as to what blocks cars are permitted and which blocks are closed to traffic. Crosswalk in front of law courts still too wide.	Sidewalk Width / Bumpouts	What do you not like
134	Shape Your City	Feels like a halfway measure This is my second favourite option	Lack of Boldness	What do you not like

Spring Garden Road - Option 2

135	Shape Your City	Lost opportunity for TPM all the way to Barrington St (Eastbound) due to permit parking zone	Halifax Transit	What do you not like
136	Shape Your City	Intermittent Traffic (Time dependent, Block by Block) restrictions can be confusing for drivers	Traffic Comments	What do you not like
137	Shape Your City	Excessive loading zones on SGR and side streets	On Street Deliveries	What do you not like
138	Shape Your City	picture is too small to read or understand or comment on	Website Concerns	What do you not like
139	Shape Your City	I don't like that there is no mention of weekends traffic, I think this street should be transit only on the weekends to improve shopping experience and precursors safety during the busiest days on this street.	Pedestrian Safety	What do you not like
140	Shape Your City	There are no bike lanes. Where are the bike lanes? Halifax is supposed to be supporting and encouraging active transportation according to all their talk but yet again we see no action.	Cyclist Concerns	What do you not like
141	Shape Your City	I don't like that there are no planned bike lanes	Cyclist Concerns	What do you not like
142	Shape Your City	I don't like that there is still parking on the street	Increase of Parking	What do you not like
143	Shape Your City	leave it alone	Desire for Current State	What do you not like
144	Shape Your City	There will be additional traffic delays as cars wait for buses to finish at stops.	Traffic Comments	What do you not like
145	Shape Your City	The parking with the bump out at Grafton was a better option (option 1).	Sidewalk Width / Bumpouts	What do you not like
146	Shape Your City	side streets too confusing, and getting their not easy or safe.	Traffic Comments	What do you not like
147	Shape Your City	Feels disjointed, not clear what the point is or if it will actually improve things.	Traffic Comments	What do you not like
148	Shape Your City	Doesn't reduce traffic enough.	Lack of Boldness	What do you not like
149	Shape Your City	Even less access to store fronts. How do stores address deliveries.	On Street Deliveries	What do you like
150	Shape Your City	cannot view the PDF very well they are all grey, I feel that in any plan left turns should be avoided wherever possible	Website Concerns	What do you not like
151	Shape Your City	This is a mediocre solution.	Lack of Boldness	What do you not like
152	Shape Your City	Not my idea of functionality	Traffic Comments	What do you not like
153	Shape Your City	Confusing and arbitrary traffic pattern	Traffic Comments	What do you not like
154	Shape Your City	Forced detours onto Dresden Row will create a traffic nightmare on this side street. The street is already too narrow for the stopping & parking that occurs on it, and both ends of the street come out to stop signs rather than lights. This is dumb, dumb, dumb.	Traffic Comments	What do you not like
155	Shape Your City	will hurt business	Focus of the project	What do you not like
156	Shape Your City	Inconsistent transit priority lanes will cause confusion, and god knows you'll use the dollar store paint that rubs off the road in a slight rain.	Halifax Transit	What do you not like
157	Shape Your City	I can't really read the map/image and I can't open the documents section of this project, so I can't answer this.	Website Concerns	What do you not like
158	Shape Your City	Extra sidewalk on Birmingham is not needed. Leave the street parking intact.	Sidewalk Width / Bumpouts	What do you not like
159	Shape Your City	Restricting vehicle through traffic funnels vehicles onto Sackville and Morris Streets, which are not designed for the increased volume this would bring.	Traffic Comments	What do you not like
160	Shape Your City	Traffic patterns are too confusing.	Traffic Comments	What do you not like
161	Shape Your City	No boulevard.	Placemaking Potential	What do you not like
162	Shape Your City	Even with the larger files they're still far too small to see much of the text. These need to be PDFs that can be scaled. Otherwise pointless.	Website Concerns	What do you not like
163	Shape Your City	From what I can decipher there are no dedicated bus lanes or time of day priority. No bike lanes. The bump outs make biking even more arduous than it already is.	Sidewalk Width / Bumpouts	What do you not like
164	Shape Your City	it is awful, it is already busy enough in those streets without making changes that will confuse people and make travelling by car (Because people still DO drive cars to work and appointments down there.)	Emphasis on Private Vehicles	What do you like
165	Shape Your City	seems very confusing and haphazard. I'm worried drivers will be confused.	Traffic Comments	What do you not like
166	Shape Your City	It will be too confusing to drivers to understand/abuse and you will be required to have police cars or traffic control vehicles on these streets 24 hours a day as drivers will park, as they do now, on Dresden and Birmingham with impunity.	Traffic Comments	What do you not like
167	Shape Your City	increase on street parking not reduce bump outs are not needed on already difficult corners of Dresden, Brenton and Birmingham.	Sidewalk Width / Bumpouts	What do you not like
168	Shape Your City	Need to limit turns during rush hour because pedestrians cross when they want - I think that pedestrians need to have "no turns" during rush hour and no crossing other than at a "flashing light crosswalk". The ride home down Spring Garden is painful because of pedestrians crossing whenever they want to and cars turning and having to wait for them to cross the street. I dislike Spring Garden immensely.	Focus of the project	What do you not like
169	Shape Your City	Pretty much everything. The streets are not wide enough to accommodate this plan. Spring garden is too narrow for this option. All it will do is increase congestion and drive more people off the peninsula.	Traffic Comments	What do you not like
170	Shape Your City	no change in front of Library	Lack of Boldness	What do you not like
171	Shape Your City	Still catering to car-centric attitudes.	Emphasis on Private Vehicles	What do you not like
172	Shape Your City	I would like to see cars removed from spring garden completely.	Emphasis on Private Vehicles	What do you not like
173	Shape Your City	Having sections of the street switch back and forth from transit only may cause confusion and accidents for unfamiliar travelers, and gets rid of the transit benefits during non-peak hours.	Traffic Comments	What do you not like
174	Shape Your City	Need affordable housing in HRM, not waste of money projects on non-essential street projects and not condos.	Financial	What do you not like
175	Shape Your City	Confusing	Traffic Comments	What do you not like
176	Shape Your City	No bike lane	Cyclist Concerns	What do you not like
177	Shape Your City	Maintains on street loading and reduces vehicular traffic times. Sackville and Morris cannot handle more traffic.	On Street Deliveries	What do you not like
178	Shape Your City	Should be no transit stops except east of Queen	Halifax Transit	What do you not like
179	Shape Your City	Same issues as Option 1 (I can't bike on Spring Garden) plus the fact that you will now send all of the cars to other streets (where all the bikers were supposed to go).	Cyclist Concerns	What do you not like
180	Shape Your City	Not sure i like restricted vehicular access.... but transit priority is ok.	Halifax Transit	What do you like
181	Shape Your City	Very much like the first option, no new fresh ideas, only slight variantions, doesn't improve things or create potential opportunities for improvement	Boldness	What do you like
182	Shape Your City	Not convinced traffic flow will work.	Traffic Comments	What do you not like
183	Shape Your City	cutting down to much of the road	Sidewalk Width / Bumpouts	What do you not like
184	Shape Your City	Would prefer the pedestrian bumpout at the brunswisk street crosswalk better	Sidewalk Width / Bumpouts	What do you not like

Spring Garden Road - Option 2

185	Shape Your City	Transit only traffic during peak hours could create massive confusion and congestion along Dresden (which should also be converted to one way).	Traffic Comments	What do you not like
186	Shape Your City	I also feel like this one is trying too hard to have our cake and eat it too. Transit priority strikes me as the sort of thing that should be all or nothing; having it on SOME blocks, SOME of the time seems like the sort of thing that's going to be confusing to motorists and pedestrians alike; I think this is a recipe for more accidents and more problems as people try to adjust to the street now only being fully usable some of the time. If we're going to make changes like this, we should go all or nothing, to decrease the ambiguity as much as possible.	Halifax Transit	What do you not like
187	Shape Your City	I am uncertain whether this will promote active transportation.	Cyclist Concerns	What do you not like
188	Shape Your City	Having the street partly restricted and partly not restricted will be very confusing and push a lot of traffic down side-streets. Moving traffic to Sackville St is okay but Morris St will get overwhelmed. Drivers will start using shortcuts through Clyde or side streets, resulting in frustrated drivers in areas that are meant for lower volumes	ROW	What do you not like
189	Shape Your City	Option 3 is better than 2	Lack of Boldness	What do you not like
190	Shape Your City	Taking parking means it is not accessible for many	Accessibility Concerns	What do you not like
191	Shape Your City	Lack of indenting parking spots to signify where they are. But could also use the right lane as flow-through traffic during certain hours and parking during others.	Traffic Comments	What do you not like
192	Shape Your City	Seems unambitious as far as transit goes, but may be the best option until the Cogswell redevelopment is done and there is more free roadspace downtown (presumably some traffic will be diverted during the redevelopment). Also seems like there might be more conflicts with transit / other motor vehicles in this scenario	Lack of Boldness	What do you not like
193	Shape Your City	I don't like all of the loading zones still along the street as it makes the street feel cluttered and dangerous.	On Street Deliveries	What do you not like
194	Shape Your City	This few peak-only bus lanes are too little and would just be more confusing.	Halifax Transit	What do you not like
195	Shape Your City	The crosswalk at Spring Garden and Brunswick need to be on the east side, not the west. The crosswalk is often ignored by motorists and having it closer to the bus stop might increase the chance that pedestrians crossing will not be seen if a bus is loading or unloading.	Traffic Comments	What do you not like
196	Shape Your City	It would be nice to see some cycling infrastructure to help bikes get around the bus when it is at the stoplets. Maybe a narrow protected middle lane bike path at these points and bike boxes in front of the bus at the lights.	Cyclist Concerns	What do you not like
197	Shape Your City	The crosswalk at Grafton should have the bump out that was in Option 1.	Sidewalk Width / Bumpouts	What do you not like
198	Shape Your City	Maybe to restrictive.	Boldness	What do you not like
199	Shape Your City	still a lot of loading on SpG	On Street Deliveries	What do you not like
200	Shape Your City	On-again, off-again "transit only" corridors will confuse traffic flow and frustrate drivers	Traffic Comments	What do you not like
201	Shape Your City	DO NOT LIKE SIDEWALK BUMP OUTS - RESTRICT TRAFFIC FLOW!!!! Especially BAD in front of Bond Building and loss of 2nd lane when turning left onto Queen St, when traveling west - VERY STUPID IDEA!!!!!!	Sidewalk Width / Bumpouts	What do you not like
202	Shape Your City	DISAGREE WITH TRAFFIC STUDY CONCLUSIONS - traffic is slow because of delivery vehicles, buses, as well as crosswalk and traffic lights; jaywalking at lights forces traffic to wait to make left/right turns and slows traffic; it's not used as trough-street because of congestion; study done when student population was at lowest and therefore not representative of majority of conditions.	Traffic Comments	What do you not like
203	Shape Your City	Enforcement of Walk/Don't Walk signals would significantly increase traffic flow at SG/Dresden Row & SG/Queen Streets	Pedestrian Safety	What do you not like
204	Shape Your City	IF HRM eliminated allowing businesses to place tables/chairs/sign boards on sidewalks this would reduce the need for widening sidewalks	Placemaking Potential	What do you not like
205	Shape Your City	IF HRM dealth with vagrants and item above, IMO the need for wider sidewalks would be eliminated	Placemaking Potential	What do you not like
206	Shape Your City	Halifax has enough confusing one way streets - adding more restrictions may make downtown more confusing.	ROW	What do you not like
207	Shape Your City	Still allows for loading zones, while an improvement. These zones are a blight on the landscape and are an inefficient use of space. They could be moved to side streets.	On Street Deliveries	What do you not like
208	Shape Your City	I often find it useful to be able to turn north (left) onto Dresden Row when proceeding east on SGR (as a cyclist)	Cyclist Concerns	What do you not like
209	Shape Your City	This option is half there but could be confusing for drivers.	Lack of Boldness	What do you not like
210	Shape Your City	Don't like widening sidewalks unless Spring Garden made one-way east to west from Queen and Clyde one-way west to east from South Park to Queen.	Sidewalk Width / Bumpouts	What do you not like
211	Shape Your City	Disjointed transit-only lanes. Either makes the whole corridor transit-only or don't.	Halifax Transit	What do you not like
212	Shape Your City	Feels like a half measure. Let's do some real transformation.	Lack of Boldness	What do you not like
213	Shape Your City	This option has too many turn restrictions and is not as practical as option one but is far better than option three!	Traffic Comments	What do you not like
214	Shape Your City	It still places too much emphasis on car traffic. It would be better to encourage other forms of transportation.	Emphasis on Private Vehicles	What do you not like
215	Shape Your City	Still leaves the daytime choke point and all the issues of traffic want to make left turns... will need a full time constable to enforce the traffic restrictions	Traffic Comments	What do you not like
216	Shape Your City	The forced turn on Dresden Row will confuse and frustrate drivers - especially visitors or those who don't come downtown much.	Traffic Comments	What do you not like
217	Shape Your City	dislike of traffic flow changes during peak times, deterrent for people to visit the area who are unfamiliar with flow	Traffic Comments	What do you not like
218	Shape Your City	This option is too restrictive on traffic on SGR. It would be very bad to have "all cars would be required to turn right off the street At Dresden Row , removing thoroughfare traffic on Spring Garden Road." as getting off Dresden Row to Sackville street is a HUGE problem already today.	ROW	What do you not like
219	Shape Your City	What plans do you have for delivery services? Couriers, box trucks and trailer trucks making deliveries to the businesses along the street?	On Street Deliveries	What do you like
220	Shape Your City	Should still be looking at Spring Garden as a completely car and truck free are. Public transport only	Lack of Boldness	What do you not like
221	Shape Your City	People could se try to zip through this area to bypass throttled traffic on surrounding streets	Lack of Boldness	What do you not like

Spring Garden Road - Option 2

222	Shape Your City	More trees and better safety	Placemaking Potential	What do you like
223	Shape Your City	This is beautifying and offers traffic calming	Placemaking Potential	What do you like
224	Shape Your City	This is my preferred. Same as #1 but restricting turns makes this a better option. This is something people will adapt to quickly AND makes the bus traffic run smoother. I favour taking the restriction of traffic to the furthest extent short of preventing cars coming through.	Balance	What do you like
225	Shape Your City	Improves the environment and aesthetic of the road. Reduces traffic and makes pedestrians safer	Focus of the project	What do you like
226	Shape Your City	Less cars and more pedestrian friendly	Focus of the project	What do you like
227	Shape Your City	Better than Option 1.	Focus of the project	What do you like
228	Shape Your City	No left turns, good transit priority, great space for pedestrians.	Focus of the project	What do you like
229	Shape Your City	Nothing. Too close to the status quo.	Lack of Boldness	What do you not like
230	Shape Your City	Better than option 1, not as good as option 3.	Lack of Boldness	What do you not like
231	Shape Your City	better sidewalks	Sidewalk Width / Bumpouts	What do you like
232	Shape Your City	Again, I love the idea of widening the sidewalks, particularly at crosswalks, there would be more room for planters, seating and meeting friends on the sidewalk.	Sidewalk Width / Bumpouts	What do you like
233	Shape Your City	Great idea to restrict private car traffic on the road, while still maintaining (and promoting) transit.	Balance	What do you like
234	Shape Your City	increased pedestrian . Loading on Spring Garden	Sidewalk Width / Bumpouts	What do you like
235	Shape Your City	I think the bus stop bumps are a good idea.	Sidewalk Width / Bumpouts	What do you like
236	Shape Your City	I like the side street loading zones.	Side Street Deliveries	What do you like
237	Shape Your City	Allows more space for bus pick up so it's not blocking the sidewalks	Sidewalk Width / Bumpouts	What do you like
238	Shape Your City	Bus bump out, more pedestrian enhancements	Sidewalk Width / Bumpouts	What do you like
239	Shape Your City	Increase in the sidewalks and the addition of bump outs.	Sidewalk Width / Bumpouts	What do you like
240	Shape Your City	Increased sidewalk space	Sidewalk Width / Bumpouts	What do you like
242	Shape Your City	discourages through traffic, still has options for business deliveries/etc.	Focus of the project	What do you like
243	Shape Your City	no please	Focus of the project	What do you not like
244	Shape Your City	May support it if the traffic impact outside of SGR is excessive in Option 3.	Traffic Comments	What do you like
245	Shape Your City	Like the turn restrictions.	ROW	What do you like
246	Shape Your City	Loading zones being allowed. The side streets are too tight with parked cars as it is	On Street Deliveries	What do you like
247	Shape Your City	My feedback is specifically a vote for the third option - see paragraph under option three.	Lack of Boldness	What do you not like
248	Shape Your City	Likely better flow than the current congested mess that is SGR right now.	Traffic Comments	What do you like
249	Shape Your City	middle ground between restricting all vehicle traffic and improving the transit flow. Bans daytime deliveries	Balance	What do you like
250	Shape Your City	Wider sidewalks and bump outs should greatly improve pedestrian experience.	Sidewalk Width / Bumpouts	What do you like
251	Shape Your City	Better than option 1.	Boldness	What do you like
252	Shape Your City	I really like the curb bump-outs and widened sidewalks as they would significantly improve pedestrian comfort and crossing safety.	Sidewalk Width / Bumpouts	What do you like
253	Shape Your City	I like the turn restrictions as they would help speed up public transit through this important corridor.	ROW	What do you like
254	Shape Your City	Still too much emphasis on private vehicles and loading zones. That impedes improvements for pedestrians and transit users.	Emphasis on Private Vehicles	What do you not like
255	Shape Your City	I don't like the change to one-way side streets.	ROW	What do you not like
256	Shape Your City	The vehicle movement restrictions and the impact that option 2 will have on South Park St and Queen St needs to be considered and perhaps have further studies impact studies done.	ROW	What do you not like
257	Shape Your City	sidewalks are basely wider on the south side. they are narrower in one area where a transit stop is.	Sidewalk Width / Bumpouts	What do you not like
258	Shape Your City	Vehicles all day	Emphasis on Private Vehicles	What do you not like
259	Shape Your City	I still think there should be more priority given to transit and pedestrians.	Lack of Boldness	What do you not like
260	Shape Your City	Loading space before south park would be better suited to sidewalk space.	On Street Deliveries	What do you not like
261	Shape Your City	Too complicated	Traffic Comments	What do you not like
262	Shape Your City	Might be confusing/frustrating to tourists, as the area south of spring garden is already full of one ways.	Traffic Comments	What do you not like
263	Shape Your City	turning right on Dresden is a bad idea. better would be to stop all the illegal parking there now and maybe traffic could flow smoother. no loading zones to be abused by hoping not to be caught people	ROW	What do you not like
264	Shape Your City	A bit more confusing and more frustrating for drivers than Option 1.	Traffic Comments	What do you not like
265	Shape Your City	Widened sidewalks negate the ability of buses to pull-over, letting the traffic behind them pass, thereby speeding the journey for the buses (and all) behind.	Halifax Transit	What do you not like
266	Shape Your City	Seems to not favour any actually change and would be very very confusing for people who don't live in the city	Traffic Comments	What do you not like
267	Shape Your City	This option greatly increases traffic on Dresden Row which on the cusp of adding 198 units in the Curve at South Park, approximately 75 units at the Pavilion condos as well as the new YMCA and other retail space whom will all add to the traffic on Dresden from the Park Lane shopping complex and the Martello condominiums. It will create huge congestion trying to exit onto Sackville Street which is already difficult at peak hours	Traffic Comments	What do you not like
268	Shape Your City	Confusing rules of how to get to destination. Still has traffic on spring garden. Not as good as option 3.	ROW	What do you not like
269	Shape Your City	I do not like all the loading spaces on the most pedestrian-congested section of the street. Loading and unloading should take place on side streets.	On Street Deliveries	What do you not like
270	Shape Your City	I do not like that crosswalks are missing from some sides of certain intersections (e.g. SGR & Dresden Row intersection is missing a crossing). This may be an error.	Pedestrian Safety	What do you not like
271	Shape Your City	As above, I am concerned that the road layout, lanes and allowable turns would be difficult to understand making drivers focus less on pedestrians and more on where to position their car and which turn to take next. I also don't like the idea of sending all cars up Dresden Row, I feel the intersection of Dresden and Sackville is dangerous as a pedestrian and a car driver, with limited visibility and no crosswalk across Sackville.	ROW	What do you not like

Spring Garden Road - Option 2

272	Shape Your City	I would think necessitating traffic to "detour" onto a small street like Dresden (with a left turn onto Sackville) is creating an unnecessary backlog of traffic. I think it just creates confusion.	Traffic Comments	What do you not like
273	Shape Your City	You've only really done half the job in this scenario. Do everything or do nothing. Having car forced to turn off the street halfway through the commute up SGR will just lead to mass confusion, frustration, and traffic cloggs on the side streets that everyone is forced to turn off onto. Additioanlly, you're putting the pedestrians and cyclists in more danger as the amount of cars turning right will be a constant problem with pedestrians trying to cross the street and cyclists going straight past the "private car" turn off. DO NOT do this unless you have major plans to educate the public and implement ways to make THE PEDESTRIAN safe...you know, the one's that don't have anything but skin and bones protecting their vital organs. This option is a nice start, but you've tried to appease both cars and pedestrians and satisfied neither.	Lack of Boldness	What do you not like
274	Shape Your City	I think we should go further than this when it comes to pedestrian amenity and prioritizing transit and cycling	Lack of Boldness	What do you not like
275	Shape Your City	Heightens concerns noted above	Pedestrian Safety	What do you not like
276	Shape Your City	I think that the increased signage will only lead to confusion in an already confusing part of town to drive in. I can only imagine the chaos that would arise from cars accidentally driving down now one way streets. Having public transit and cars mix with each other is not an expedient solution to any of Spring Garden's problems.	Traffic Comments	What do you not like
277	Shape Your City	Too confusing	ROW	What do you not like
278	Shape Your City	This one is confusing, and I think it would prove aggravating.	ROW	What do you not like
279	Shape Your City	The Wider sidewalks are nice but at a cost of too many restrictions on drivers. Its just pushing the traffic to the side streets and therefore moving the problem to streets not wide enough. May cause more traffic pedestrian conflicts.	Sidewalk Width / Bumpouts	What do you not like
280	Shape Your City	Already lots of trees around there and road didn't feel unsafe	Pedestrian Safety	What do you not like
281	Shape Your City	Take it a step further and plant some perennials and trees	Lack of Boldness	What do you not like
282	Shape Your City	The forced right turn on Dresden Row. Seems like a half measure and may be confusing and not goo for businesses.	ROW	What do you not like
283	Shape Your City	This will chop up normal flow and only make marginal improvements for pedestrians. It is the perfect half measure that no one will like.	Lack of Boldness	What do you not like
284	Shape Your City	Still keeps additional traffic on the road	Desire for Current State	What do you not like
285	Shape Your City	I want this to really feel like a pedestrian-zone and I don't think this gets us there.	Lack of Boldness	What do you not like
286	Shape Your City	Could use all left turns prohibited. Not a fan of Dresden being right-turn only.	ROW	What do you not like
287	Shape Your City	Not enough sidewalk widening, too much space for vehicles and "loading" and not enough transit priority.	Emphasis on Private Vehicles	What do you not like
288	Shape Your City	Still not good enough.	Lack of Boldness	What do you not like
289	Shape Your City	Precludes vehicles. Creates a sector of the city cars can not get thru North South AND East West	ROW	What do you not like
290	Shape Your City	mix-up traffic movement	Traffic Comments	What do you not like
291	Shape Your City	Why not a more simple solution for all of Halifax city. In an effort to keep all cyclists safe, share the sidewalk. That is, from 7-9am Monday to Friday, and 4-6 pm Monday to Friday, the sidewalk going against traffic is for foot traffic only and the sidwalk going with traffic is for cyclists only. We then only have to share the sidewalk during heavy traffic times. The only cost involved is a few signs and mostly PSA's to remind all walkers, runners and cyclists of the sidewalk route which can apply to every sidewalk within HRM and the greater areas.	Cyclist Concerns	What do you not like
292	Shape Your City	It is not reasonable to remove all side street parking on all of these streets. Families go on excursions downtown, and why shouldn't they travel together in a car? Why shouldn't they be able to park near where they are going? Visitors do not seek out parking garage space unless it is for the hotel they are staying in. The Spring Garden area must continue to offer on street parking for quick drop ins to businesses. Where is this being achieved in the plan?	Reduction of Parking	What do you not like
293	Shape Your City	Getting to the parkade on Birmingham st will be difficult as it's only a stop sign there. all other side streets (except Brenton) are managed by lights. Which means a driver getting to Birmingham is at the mercy of a stop sign and 2 crosswalks and on coming traffic. I usually take Queen to spring garden to Birmingham as there are less pedestrian crossings that way. Also Dresden and Queen are not enforced well and people park in spots that cause congestion (the no parking side of dresden and queen are terrible). They should be no stopping unless you decide to make dresden one way. Queen would still have that issue. Making Birmingham 2 way would help as well as you could take Queen to clyde then up Birmingham. This is also a problem on Clyde (no parking on one side and people park all day at off peak and week-ends	ROW	What do you not like

Spring Garden Road - Option 3

			Category (Menu)	What do you like / not like?
1	Shape Your City	This option has the most sidewalk space for pedestrians	Sidewalk Width / Bumpouts	What do you like
2	Shape Your City	Thanks to the large amount of transit-only lanes, transit buses would be able to serve this corridor quickly and efficiently	Halifax Transit	What do you like
3	Shape Your City	Car traffic would be reduced the most under this option, which would give the safest environment for pedestrians to cross the street	Pedestrian Safety	What do you like
4	Shape Your City	This option would really help to promote transit use, walking and other active modes of transportation and discourage car use for a greener city and planet	Focus of the project	What do you like
5	Shape Your City	BUS ONLY LANES YEAHHHHHHHHH!!!!!!	Halifax Transit	What do you like
6	Shape Your City	Makes more sense than option 2.	Boldness	What do you like
7	Shape Your City	Transit lane is great	Halifax Transit	What do you like
8	Shape Your City	This would be a tremendous addition to the city and would make the street more of a destination on sunny days.	Boldness	What do you like
9	Shape Your City	Improved bus transit during peak hours while allowing traffic to continue between Barrington and Brunswick	Halifax Transit	What do you like
10	Shape Your City	Now this is more like it. Spring Garden should be modelled after Granville Street in Vancouver. A destination for people to walk and be free or vehicles, a place to shop and get on and off transit, like GRANVILLE.	Focus of the project	What do you like
11	Shape Your City	This is the best use of the street. The mode share of the street clearly shows that this is a pedestrian and transit street. It should be designed this way. Even drivers of private vehicles end up parking in lots in the area and walking to their destination. Everyone who uses Spring Garden ends up a pedestrian for the end of their trip. The street design should reflect this.	Focus of the project	What do you like
12	Shape Your City	Best option in my opinion. Restricts vehicular thoroughfare the most.	Focus of the project	What do you like
13	Shape Your City	I do not like anything about this option.	Boldness	What do you not like
14	Shape Your City	Love this!	Boldness	What do you like
15	Shape Your City	Very hard to see the detail here on this image - it needs to be bigger. I like that some sections of street are narrower and the restriction is there at times for buses only?	Website Concerns	What do you not like
16	Shape Your City	I think this will improve things the best for everyone. In my experience, it's almost never necessary to drive straight down Spring Garden Road and I generally avoid it, especially during peak hours. I don't think it would impact businesses as there is almost no parking in this section and most patrons are either walking to the businesses or parking on other blocks and walking from there.	Focus of the project	What do you like
17	Shape Your City	This would improve the efficiency of our transit system (maybe encouraging more people to use it?!), improve the walkability for pedestrians, and would have minimal impact on traffic. I think that very few motorists actually use Spring Garden Rd as their regular commute route.	Halifax Transit	What do you like
18	Shape Your City	Transit bump-outs and sidewalk widening mean buses are not constantly being passed by cars when in bus stops. This is great! It will make all traffic move at a pleasant speed for cycling, and prevent buses from being held up by car traffic.	Focus of the project	What do you like
19	Shape Your City	The crosswalk bump-outs are all great. They will provide better visibility (safety), and make more room on the sidewalk for pedestrians, reducing conflict between those that are walking and those that are waiting to cross the street.	Focus of the project	What do you like
20	Shape Your City	This option best handles the east-bound bus-stop in front of the central library. No odd angles for buses to approach at, and the bump out east of Brunswick makes it clear where all traffic should be heading if there are no parked cars in front of the court house.	Traffic Comments	What do you like
21	Shape Your City	Anything to reduce car traffic on Spring Garden is the way to go. Personally, I think this section should be permanently closed to car traffic. There are many examples of this all over the world. The coolest cities I have visited all have pedestrian only streets in their downtowns (Calgary, Boulder Co, Burlington VT, Ottawa, ON - Sparks St.). Deliveries can be done early AM. I also think Argyle St. should be closed to cars.	Boldness	What do you like
22	Shape Your City	This is my favorite option because it truly prioritizes transit and pedestrians, which is called for in the IMP. The city should unapologetically be making it less easy and less attractive to drive motor vehicles throughout the Halifax peninsula and downtown Dartmouth.	Focus of the project	What do you like
23	Shape Your City	Sidewalk extensions, and the transit only times is a nice idea, but this is already the times when there is a smaller amount of vehicles on the street anyway, so kind of redundant isn't it?	Sidewalk Width / Bumpouts	What do you like
24	Shape Your City	Very Pedestrian Friendly	Focus of the project	What do you like
25	Shape Your City	"If you have trouble viewing the images in the survey, please visit the documents section of this project to view higher resolution images of each option that you can enlarge to see all the plan details." I can zoom in 300% on a 27" HD monitor , and the layout and resolution are garbage - and impossible to see the differences whatsoever. You should either tell people to view the document in advance, and then have the survey follow the document chronologically; or bolster up the survey to a half usable format.	Website Concerns	What do you like
26	Shape Your City	It's forward thinking, and will make Spring Garden enjoyable part of the city to visit. It should make it easier to close the Dresden to Queen block for events, where it'll only displace Transit and not regular commuters.	Placemaking Potential	What do you like
27	Shape Your City	Widened sidewalks	Sidewalk Width / Bumpouts	What do you like
28	Shape Your City	Generally I like the idea of a transit mall.	Halifax Transit	What do you like
29	Shape Your City	Takes cars completely off of SGR, prioritizes use to align with IMP. Better for accessibility, will improve Transit time.	Halifax Transit	What do you like
30	Shape Your City	It's creative and outside of the norm for Halifax designs.	Boldness	What do you like
31	Shape Your City	Pedestrian safety, reduced traffic,	Pedestrian Safety	What do you like
32	Shape Your City	Nothing. It's ridiculous! Cars still exist - are there any other bordering streets that can take all vehicle traffic (not busses). No!	Boldness	What do you not like
33	Shape Your City	Prioritizes transit and widens sidewalks. Both are important through this corridor.	Focus of the project	What do you like

Spring Garden Road - Option 3

34	Shape Your City	Wider sidewalk in front of law courts makes for safer crosswalk. Less traffic, NO TRUCKS or TAXI's (Yay). This should make SGR much more pedestrian focused.	Sidewalk Width / Bumpouts	What do you like
35	Shape Your City	Major advantage to Transit (Improving ridership, and timeliness)	Halifax Transit	What do you like
36	Shape Your City	Major advantage to Pedestrians (with more space, and reduced traffic levels on the road)	Pedestrian Safety	What do you like
37	Shape Your City	Good opportunity to improve the streetscape	Placemaking Potential	What do you like
38	Shape Your City	Better utilizes Sackville and Morris St as corridors for vehicular traffic	Traffic Comments	What do you like
39	Shape Your City	Wide Sidewalks create a good opportunity to install benches, bike racks, and other features	Sidewalk Width / Bumpouts	What do you like
40	Shape Your City	Gets cars out of an area where they don't need to be	Focus of the project	What do you like
41	Shape Your City	Focuses on pedestrians	Sidewalk Width / Bumpouts	What do you like
42	Shape Your City	Gets rid of on-street loading on SGR	Side Street Deliveries	What do you like
43	Shape Your City	Love the idea of a transit only corridor, except I think it should be extended the whole way.	Halifax Transit	What do you like
44	Shape Your City	This option is my favourite so far because it has the least on street parking	Reduction of Parking	What do you like
45	Shape Your City	This is better- long sections of transit only	Halifax Transit	What do you like
46	Shape Your City	I like the transit bump outs to ease pedestrian sidewalk flow, as well as reduce crowding around store fronts. I would hope the transit bump outs include shelters as well.	Sidewalk Width / Bumpouts	What do you like
47	Shape Your City	I also like that there is no vehicular thoroughfare during the day, and I think this should specify weekends as well. This makes this more like a high street which provides a much better shopping and pedestrian experience. This option does the most to beautify the street while maintaining practicality of use. I also like the idea of no loading on the street or I wouldn't even mind if it was limited to certain hours like before 9am.	Focus of the project	What do you like
48	Shape Your City	I like that traffic is kept off the street during peak hours	Focus of the project	What do you like
49	Shape Your City	this is the only one that removes on street parking and loading zones from the street	Side Street Deliveries	What do you like
50	Shape Your City	Not sure about this option.	Boldness	What do you not like
51	Shape Your City	It clearly defines traffic usage on the road which will make car users adjust their habits.	Traffic Comments	What do you like
52	Shape Your City	I like the idea of a pedestrian only Spring Garden road but think it may deter more people than it would attract. Transit only would have to be only after 11am or similar.	Focus of the project	What do you like
53	Shape Your City	sounds good for bus riders. but consumers sales could decline.	Halifax Transit	What do you like
54	Shape Your City	minimizes traffic on spring garden. easy to understand.	Focus of the project	What do you like
55	Shape Your City	WHAT ALSO IS NEEDED. lights need adjusting. getting off of a side street and trying to turn right for example onto spring garden is now impossible, and here it would be as tough. when green, pedestrians are crossing. when right, can't turn right because pedestrians are crossing. intersections from south park to barrington, not including barrington, and i am not sure about south park, but the ones in between. scramble crossing. ie 3 way lights. NS cars only then EW cars only then pedestrians only. right turn on reds in this case, not sure, maybe, why not.	Traffic Comments	What do you not like
56	Shape Your City	I LOVE the idea of a pedestrian priority 'fussgaengerzone' in Halifax. They work so well in so many cities around the world. Very little private mobility is lost, because private vehicle throughput on Spring Garden is small already.	Boldness	What do you like
57	Shape Your City	prioritizes transit, eliminates the loading issues, some improvements for pedestrians.	Focus of the project	What do you like
58	Shape Your City	Reduces traffic significantly.	Traffic Comments	What do you like
59	Shape Your City	Basically closes access during peak periods. This would make a lot of sense with the current restricted vehicle movement during peak periods.	Traffic Comments	What do you like
60	Shape Your City	cannot view the PDF very well they are all grey, I feel that in any plan left turns should be avoided wherever possible	Website Concerns	What do you not like
61	Shape Your City	This is my favourite option. That said, I would still prefer that this be the case during ALL hours of the day - not just certain ones.	Halifax Transit	What do you like
62	Shape Your City	Not much.	Lack of Boldness	What do you not like
63	Shape Your City	I could live with that. Need to widen sidewalks though.	Sidewalk Width / Bumpouts	What do you like
64	Shape Your City	Turn restrictions!!	ROW	What do you like
65	Shape Your City	Widened sidewalks	Sidewalk Width / Bumpouts	What do you like
66	Shape Your City	I can't really read the map/image and I can't open the documents section of this project, so I can't answer this.	Website Concerns	What do you not like
67	Shape Your City	Not much.	Lack of Boldness	What do you not like
68	Shape Your City	Nothing. Traffic pattern is too confusing.	Traffic Comments	What do you not like
69	Shape Your City	The no traffic other than buses.	Halifax Transit	What do you like
70	Shape Your City	No loading.	Side Street Deliveries	What do you like
71	Shape Your City	The sidewalk extensions and bump outs etc.	Sidewalk Width / Bumpouts	What do you like
72	Shape Your City	Pedestrian friendly.	Pedestrian Safety	What do you like
73	Shape Your City	it is awful, it is already busy enough in those streets without making changes that will confuse people and make travelling by car (Because people still DO drive cars to work and appointments down there.)	Focus of the project	What do you not like
74	Shape Your City	Closest to my vision of pedestrian mall with transit lanes.	Boldness	What do you like
75	Shape Your City	Excellent, simple and one way side streets are desperately needed, but drivers will still park with impunity unless you police these streets 24 hours a day.	Traffic Comments	What do you like
76	Shape Your City	This would be amazing! Limiting the use of vehicles to this level!	Focus of the project	What do you like
77	Shape Your City	This might be the best solution.	Boldness	What do you like
78	Shape Your City	OK	Boldness	What do you like
79	Shape Your City	Daring traffic redirection.	ROW	What do you like
80	Shape Your City	I like Birmingham one way and restricted turns to Dresden Row.	ROW	What do you like
81	Shape Your City	Gives maximum priority to public transit. This is the best option.	Halifax Transit	What do you like
82	Shape Your City	I really like this option as it prioritizes pedestrians and transit use, both of which are the primary users of Spring Garden Road.	Focus of the project	What do you like
83	Shape Your City	Transit only	Halifax Transit	What do you like
84	Shape Your City	Sidewalk extensions and bump outs.	Sidewalk Width / Bumpouts	What do you like
85	Shape Your City	Bumpouts	Sidewalk Width / Bumpouts	What do you like
86	Shape Your City	no on street loading (make them use side streets)	Reduction of Parking	What do you like
87	Shape Your City	Creates more space for pedestrians and potential street life but he canvas is blank ? So glad this option didn't have a round about!!	Placemaking Potential	What do you like
88	Shape Your City	Less traffic - mainly for buses. There would be a lot less vehicle congestion. More pedestrian friendly.	Focus of the project	What do you like
89	Shape Your City	pedestrian friendly	Focus of the project	What do you like

Spring Garden Road - Option 3

90	Shape Your City	While I'm not nuts about this NOT being a total transit priority overhaul, I respect that it gets most of the way there and I think this is closest to what we need. It moves all the loading zones off the main street, which is good, and it cuts the lion's share of the street down to transit and pedestrian only for peak hours, which I dig the hell out of. I think if we're talking about better pedestrian experience and better transit experience, this gets us so, so much of the way there for Spring Garden. This is also in line with the wider sidewalks for the rest of the western side of the street, so the aesthetic quality of the street is preserved. By the way, to return to the issue of number 2 in the last set, the central boulevard: I don't see that featured in any of the plans here, which I think is a mark against it. It'll line up with streets like University Ave, but it won't gel with the rest of Spring Garden, which I think is the more important quality.	Focus of the project	What do you like
91	Shape Your City	It gives top priority to public transit, would encourage the use of public transit.	Halifax Transit	What do you like
92	Shape Your City	Less confusing that Option 2. Removing on street loading may cause difficulties but makes sense.	Side Street Deliveries	What do you like
93	Shape Your City	Most pedestrian friendly. Moving loading to side streets should reduce congestion.	Focus of the project	What do you like
94	Shape Your City	I like that the city finally acknowledges the importance of uninterrupted public transit traffic. Peak hour transit-only lanes will push drivers onto other streets, dispersing the traffic more evenly throughout the city. It will also signal to people that public transit is the way of the future, which will hopefully encourage more ridership.	Halifax Transit	What do you like
95	Shape Your City	It would made it a more pedestrian friendly area	Pedestrian Safety	What do you like
96	Shape Your City	Will make flow better for buses. We need bus shelters every other stop. Bump outs like the one we had are a hazard and they are not kept clear for people tobget on and off buses.	Halifax Transit	What do you like
97	Shape Your City	Favourite option with the specific transit peak hours and limited vehicle traffic.	Halifax Transit	What do you like
98	Shape Your City	Reduced car access during the day. I would like Spring Garden as a European style pedestrian zone, with almost no car traffic. This proposal comes closest.	Boldness	What do you like
99	Shape Your City	I like the wider sidewalks on Spring Garden and the side streets as well as the bumpouts that narrow crosswalks and makes the area more pedestrian friendly.	Sidewalk Width / Bumpouts	What do you like
100	Shape Your City	I like the stoplets as it will make transit better and keep the sidewalks less cluttered.	Sidewalk Width / Bumpouts	What do you like
101	Shape Your City	I like that all loading is on side streets as this will make the street feel more inviting and safe (Note: Parking enforcement will need to start enforcing illegal parking in loading zones as they currently do not in front of Petes)	Side Street Deliveries	What do you like
102	Shape Your City	I like the peak period bus lanes as it will make the street better for transit users and the whole transit system.	Halifax Transit	What do you like
103	Shape Your City	Seems like the best overall option as long as loading can be accommodated that way. It could be a good pilot project for a transit mall or streetcar type service	Halifax Transit	What do you like
104	Shape Your City	This is probably the best design. I like the complete transit investment.	Halifax Transit	What do you like
105	Shape Your City	Would ne nice but may not work all that well.	Boldness	What do you like
106	Shape Your City	removal of loading to side streets.	Side Street Deliveries	What do you like
107	Shape Your City	I like that it allows for more efficient transit movement	Halifax Transit	What do you like
108	Shape Your City	Best option for Pedestrians and transit users. A better option for cyclists as well. Loading zones are feasible on the side streets and may even change business behavior.	Focus of the project	What do you like
109	Shape Your City	This plan affords the most efficient use of space for commuting by foot or bus, strolling through, and will reduce ambient vehicle noise, allowing extra space for different activities, cafes, etc.	Focus of the project	What do you like
110	Shape Your City	most ambitious; It will create an active community space and make it a shopping district	Focus of the project	What do you like
111	Shape Your City	Excellent access for transit and cyclists; improved space for pedestrians	Focus of the project	What do you like
112	Shape Your City	Reduces traffic congestion for buses	Halifax Transit	What do you like
113	Shape Your City	I like how reliable this would make transit. I have a car and drive down here everyday and purposefully avoid SGR due to how slow traffic moves. I would recommend that there are lights put on the intersection of Dresden and Sackville or Queen and Sackville to accommodate traffic leaving the parkades.	Halifax Transit	What do you like
114	Shape Your City	Like 7AM-7PM roadway restrictions.	Halifax Transit	What do you like
115	Shape Your City	Transit-only corridor. Wider sidewalks.	Focus of the project	What do you like
116	Shape Your City	I like this option because it seems most like a European “centre Villegas’s” ped zone style which is what I think is needed for the area	Focus of the project	What do you like
117	Shape Your City	Getting cars off Spring Garden would really improve it as a destination for both locals and tourists.	Focus of the project	What do you like
118	Shape Your City	I like the daytime transit corridor, restricting access to single person vehicles, decreasing likelihood of accidents Good to prioritize public transit and active transportation	Halifax Transit	What do you like
119	Shape Your City	Eliminates the Rush hour and day choke point and provides a safer environment for pedestrians in the retail area.	Pedestrian Safety	What do you like
120	Shape Your City	I have to say, that I feel that the Sidewalks are wide enough as it is, and frankly could even be narrowed slightly. It could be possible to do a reversible middle land project, similar to what is done near the old bay building down Chebucto Road.	Sidewalk Width / Bumpouts	What do you not like
121	Shape Your City	Personally Option three is the best as Spring Garden can be a huge bottleneck in terms of getting from one end to the other.	Boldness	What do you like
122	Shape Your City	Transit only is a wonderful idea. I was shocked, but really glad, to see it. As a supposed destination street, cars passing through really have no place, so keep them to the side streets. There are thousands of parking spaces within a few blocks of here. Let's make this a place to be. Sustainable modes only, please!	Halifax Transit	What do you like
123	Shape Your City	I prefer this option hands-down. I like that it increases the reliability of public transit, makes the road safer for pedestrians and cyclists, encourages active transport, and adds features that will attract foot traffic to the street (green spaces, benches etc).	Focus of the project	What do you like
124	Shape Your City	I love how huge the gains in sidewalk space are. Holy cow. With this option there will be far more reason to actually *spend time* on SGR instead of just passing through (speaking as a pedestrian). I love the mix of businesses, but there's not much of a draw to hang around. It's really a "get in / get out" kind of area. Let's have some big patios and useable, comfortable public space.	Focus of the project	What do you like
125	Shape Your City	This is the gutsiest move and I like it! Argyle seems to have worked out as mostly car-free, and I think it could work on Spring Garden as well.	Boldness	What do you like

Spring Garden Road - Option 3

126	Shape Your City	And yes, yes, yes to buses taking priority during the day. I would say that later than 7 would be just fine too, especially on weekends. Why not just go 24hrs? If businesses want to maximise the number of people on the street and the amount of time they spend there, the more this favours transit, pedestrians, and cyclists, the better. THESE ARE YOUR CUSTOMERS.	Focus of the project	What do you like
127	Shape Your City	For this area to truly be a special destination, it should be a pedestrian only zone a la Argyle St.	Boldness	What do you like
128	Shape Your City	This is for design considerations later, but how about continuous sidewalks along SGR? Really make drivers aware that they're entering a place where pedestrians are number one.	Focus of the project	What do you like
129	Shape Your City	closest to getting a total pedestrian venue	Pedestrian Safety	What do you like
130	Shape Your City	like limitation of left hand turns on spring garden	ROW	What do you like
131	Shape Your City	This! Honestly. Take vehicles of SGR, put loading in side streets. Increase pedestrian amenities. Better bus stops, better transit, everything bout this is good for active transportation and healthy living.	Focus of the project	What do you like
132	Shape Your City	wider sidewalks	Sidewalk Width / Bumpouts	What do you like
133	Shape Your City	It's the best option	Boldness	What do you like
134	Shape Your City	It would be fantastic to have the street dedicated to just pedestrians, bikes and buses.	Focus of the project	What do you like
135	Shape Your City	Restricting traffic like this is a bold move, would make the street seem almost European.	Boldness	What do you like
136	Shape Your City	For this area to truly be a special destination, it should be a pedestrian only zone a la Argyle St.	Boldness	What do you like
137	Shape Your City	SGR could be a mixed transit + pedestrian street from South Park to Barrington. Be more bold! get it done.	Boldness	What do you like
138	Shape Your City	This option would unfortunately create the most opposition as some Haligonians still care only for cars.	Boldness	What do you like
139	Shape Your City	But don't improve transit movement unless there's flashing greens for vehicle traffic to turn off Spring Garden. Otherwise pedestrians would tie up turning traffic causing a bottleneck worse than if vehicles could continue straight.	Traffic Comments	What do you not like
140	Shape Your City	what about bikes	Cyclist Concerns	What do you not like
141	Shape Your City	Creates traffic congestion at Sackville St intersections. Might as well make entire section of SGR between South Park and Queen vehicle-free (except transit) all the time and concentrate on alternative traffic routes using Sackville and Morris Sts.	Lack of Boldness	What do you not like
142	Shape Your City	Why have one lane of traffic heading in one direction for one block? Keep cars on Sackville and Morris during the day.	ROW	What do you not like
143	Shape Your City	I would like to see even more transit-only on Spring Garden. Why not go from Barrington to South Park?	Lack of Boldness	What do you not like
144	Shape Your City	Can loading be permitting on street during non-peak hours? Either way, loading zones on side streets are not too far from businesses on SGR.	Side Street Deliveries	What do you like
145	Shape Your City	Burrying power lines is always a good idea.	Placemaking Potential	What do you like
146	Shape Your City	Too much of the revised street plan remains dominated by space for traffic, not enough to reduce street width all the way down and to ensure traffic speeds are reduced to slower speeds of 30 to 40kph by design	Emphasis on Private Vehicles	What do you not like
147	Shape Your City	The only downfall to this I see is that businesses aren't able to have access to on-street loading. I assume this would have a big impact on them. If there was a way to implement this plan but accommodating that aspect of businesses in the area, I think this would be the best option.	Side Street Deliveries	What do you not like
148	Shape Your City	restricted vehicular traffic	Boldness	What do you not like
149	Shape Your City	Too confusing to have time-related restrictions. More aggravating than anything. You're overestimating the abilities and common sense of HRM drivers...and tourists.	Traffic Comments	What do you not like
150	Shape Your City	You force vehicle traffic to side streets and through neighbour hoods. This ruins ruins our city plus is not safe. Keep our neighbourhoods and stop approving high rises! Do not turn the peninsula into a "Manhattan". Finally, city staff need to be reminded that not all of us can walk distances or bicycle...we use a vehicle because we must.	Accessibility Concerns	What do you not like
151	Shape Your City	No bicycle infrastructure!	Cyclist Concerns	What do you not like
152	Shape Your City	Loading is very far away. This will backup the side streets with more trucks which are now needed for the additional car traffic, This is similar to just shutting down the road.	Side Street Deliveries	What do you not like
153	Shape Your City	"If you have trouble viewing the images in the survey, please visit the documents section of this project to view higher resolution images of each option that you can enlarge to see all the plan details." I can zoom in 300% on a 27" HD monitor , and the layout and resolution are garbage - and impossible to see the differences whatsoever. You should either tell people to view the document in advance, and then have the survey follow the document chronologically; or bolster up the survey to a half usable format.	Website Concerns	What do you not like
154	Shape Your City	It still has transit, but that's ok. It works on 34th street in Manhattan!	Halifax Transit	What do you like
155	Shape Your City	Worried it is too extreme and will not get council approval. Worried businesses will complain about lack of loading.	Boldness	What do you like
156	Shape Your City	Needlessly disruptive - Have businesses and residents in this section been fully consulted before changes are made?	Boldness	What do you not like
157	Shape Your City	I think it would be hard to enforce and just diverts traffic to side streets that have schools located on them.	Traffic Comments	What do you not like
158	Shape Your City	I'm not a business owner but no loading seems like a difficult thing for all the businesses?	Side Street Deliveries	What do you not like
159	Shape Your City	Buses stopped at stop-lets stop everyone from moving... Including buses serving the other 15 routes... Less routes would improve the practicality of stop-lets.	Halifax Transit	What do you not like
160	Shape Your City	Why is traffic only restricted during the day. Lots of bars on this street, should traffic be restricted 24/7 to buses only	Lack of Boldness	What do you not like
161	Shape Your City	Nothing This is my favourite option	Boldness	What do you like
162	Shape Your City	picture is too small to read or understand or comment on	Website Concerns	What do you not like
163	Shape Your City	I would love to see the road closed to traffic for special events similar to argyle street.	Placemaking Potential	What do you like
164	Shape Your City	I don't like that there aren't any planned bike lanes	Cyclist Concerns	What do you not like
165	Shape Your City	leave it alone	Desire for Current State	What do you not like
168	Shape Your City	consumers with cars spend more so hard to priorize.	Boldness	What do you not like

Spring Garden Road - Option 3

169	Shape Your City	Would bikes be allowed? This is unclear. Not ambitious enough with regard to the streetscape. Where are the trees, wider sidewalks, pedestrian crossing signals, benches, bike parking?	Cyclist Concerns	What do you not like
170	Shape Your City	Just wondering if bicycles could be accommodated too. That would separate them from the non-bus vehicles that will be redirected to side streets.	Cyclist Concerns	What do you not like
171	Shape Your City	Although making obvious sense it would definitely effect traffic flow through this very busy corridor	Traffic Comments	What do you not like
172	Shape Your City	cannot view the PDF very well they are all grey, I feel that in any plan left turns should be avoided wherever possible	Website Concerns	What do you not like
173	Shape Your City	It makes it confusing for drivers and then animosity could build. I'd prefer just transit at all hours (and deliveries with specialty hours how it exists now in certain areas along the street)	Lack of Boldness	What do you not like
174	Shape Your City	Restricting to transit only allows less access for senior with limited walking ability to be dropped off storefront by someone with a car helping out.	Accessibility Concerns	What do you not like
175	Shape Your City	Not my idea of functionality	Focus of the project	What do you not like
176	Shape Your City	Too much emphasis given to public transit	Halifax Transit	What do you not like
177	Shape Your City	will hurt business	Financial	What do you not like
178	Shape Your City	I can't really read the map/image and I can't open the documents section of this project, so I can't answer this.	Website Concerns	What do you not like
179	Shape Your City	I do not like the option of preventing vehicle traffic on SGR during the daytime. I wish to see it remain accessible to vehicle through traffic.	Boldness	What do you not like
180	Shape Your City	Traffic patterns are too confusing.	Traffic Comments	What do you not like
181	Shape Your City	No boulevard.	Placemaking Potential	What do you not like
182	Shape Your City	We could not make out the diagrams too well but like the idea of one ways on Dresden & Birmingham.	Website Concerns	What do you not like
183	Shape Your City	it is awful, it is already busy enough in those streets without making changes that will confuse people and make travelling by car (Because people still DO drive cars to work and appointments down there.)	Focus of the project	What do you not like
184	Shape Your City	The side streets will have increased vehicle traffic which means those street intersection, particularly at Artillery with Queen, need to be redone as I already count 20 near misses there a day!!!!	Side Street Deliveries	What do you not like
185	Shape Your City	Plum Nutty plan do not destroy the street with hippy utopian liberalism	Boldness	What do you not like
186	Shape Your City	Need flashing crosswalks "ONLY" for pedestrians and tickets people - no wonder there are so many accidents between cars and people, no one seems to be paying attention.	Pedestrian Safety	What do you not like
187	Shape Your City	may broaden the road at library	Sidewalk Width / Bumpouts	What do you not like
188	Shape Your City	Scared there could be a backlash.	Boldness	What do you not like
189	Shape Your City	I don't like the bus priority.	Halifax Transit	What do you not like
190	Shape Your City	This is the best option. Ideally the cars would be removed completely from this section of the street.	Focus of the project	What do you like
191	Shape Your City	No bus only lanes - hard enough to get out of the downtown and NOT EVERYONE IS GOING TO RIDE YOUR STUPID BUSES OR RIDE BIKES.	Halifax Transit	What do you not like
192	Shape Your City	I have no problems with this option.	Boldness	What do you like
193	Shape Your City	Need affordable housing in HRM; non-essential street projects are a waste of money and a slap in the face to people that can't afford high-priced condos.	Financial	What do you not like
194	Shape Your City	No bike lane	Cyclist Concerns	What do you not like
195	Shape Your City	Reduces vehicular traffic times. Sackville and Morris cannot handle more traffic.	Traffic Comments	What do you not like
196	Shape Your City	Should be no transit stops except east of Queen	Halifax Transit	What do you not like
197	Shape Your City	same as option 2	Lack of Boldness	What do you not like
198	Shape Your City	Thru only only Birmingham seems pointless.	ROW	What do you not like
199	Shape Your City	Misses the point of how we could use more pedestrian street, this is another math exercise, no consideration for the social aspect or the potential for improvement.	Lack of Boldness	What do you not like
200	Shape Your City	Ideally would love to see this area of Spring Garden Road turned into a pedestrian mall with limited traffic. Park benches, more trees, planters with flowers.	Lack of Boldness	What do you not like
201	Shape Your City	cutting down to much of the road	Focus of the project	What do you not like
202	Shape Your City	not driver friendly. no parking at the bottom of spring garden	Reduction of Parking	What do you not like
203	Shape Your City	This option will simply push all traffic to Sackville street and cause massive congestion and confusion.	Traffic Comments	What do you not like
204	Shape Your City	Like I said, I think it doesn't go far enough, but again, I'm willing to eat that because I like it so much on its own merits.	Boldness	What do you like
205	Shape Your City	It will be fiercely resisted by businesses - although I think a pedestrian only or transit only Spring Garden road would increase not decrease business volume in this area.	Boldness	What do you like
206	Shape Your City	Same issue with Option 2, traffic will move to streets that are not designed to handle much higher volumes	Traffic Comments	What do you not like
207	Shape Your City	Potential loss of parking due to the loafing zones. Parking study would be nice to see how many parkade spots are in the area	Reduction of Parking	What do you not like
208	Shape Your City	I don't like this at all, it would lead to a dead street. If you are serious about making this a plan for active transit, aka bikes and people, turn it into a pedestrian area. Just having buses only on the street will kill it.	Lack of Boldness	What do you not like
209	Shape Your City	Too confusing and restrictive for traffic.	Emphasis on Private Vehicles	What do you not like
210	Shape Your City	It is confusing to have cars, taxis and trucks allowed to use SGR Eastbound for one block, and then have to divert to other streets	ROW	What do you not like
211	Shape Your City	It may limit access to the Central library	Traffic Comments	What do you not like
213	Shape Your City	This will raise congestion on Barrington st, and surrounding thoroughfares. It doesn't seem to address the crossing points on Dresden and Queen. I feel these should be afforded 4-way stops for cars to pass through. It is currently a hassle, and may be a bigger problem under this plan.	Traffic Comments	What do you not like
214	Shape Your City	we need a transit system that rapidly and reliably gets people into town.	Halifax Transit	What do you not like
215	Shape Your City	Potential for confusion with restrictions varying by time of day	Traffic Comments	What do you not like
216	Shape Your City	I cannot see a reason to not like it.	Boldness	What do you like
217	Shape Your City	Don't like widening sidewalks unless Spring Garden made one-way east to west from Queen and Clyde one-way west to east from South Park to Queen.	Sidewalk Width / Bumpouts	What do you not like
218	Shape Your City	Not much.	Focus of the project	What do you not like

Spring Garden Road - Option 3

219	Shape Your City	It is important to make sure that businesses are not unduly inconvenienced in terms of loading.	Side Street Deliveries	What do you not like
220	Shape Your City	There will be a lot of push-back from pro-car types and some of the business owners. Maybe there should be some extra parking nearby and streamlined traffic nearby.	Reduction of Parking	What do you not like
221	Shape Your City	has to be strictly enforced!!	Emphasis on Private Vehicles	What do you not like
222	Shape Your City	dislike the street changing to buses only during peak hours	ROW	What do you not like
223	Shape Your City	Daytime hours in summer should be extended past 7 pm. With restaurants and shops and pedestrians, hours should be 7pm in winter but 10 or 11pm in summer.	Halifax Transit	What do you like
224	Shape Your City	too restrictive for traffic coming from residential units in the area. All of the condos and apartments need to be able to exit the parking garages and have access to more than one major artery.	Traffic Comments	What do you not like
225	Shape Your City	What plans do you have for delivery services? Couriers, box trucks and trailer trucks making deliveries to the businesses along the street?	Side Street Deliveries	What do you not like
226	Shape Your City	Should still be looking at Spring Garden as a completely car and truck free are. Public transport only	Lack of Boldness	What do you not like
227	Shape Your City	I think that time based restrictions will be tough to enforce. I'd prefer to see a dedicated transit corridor	Emphasis on Private Vehicles	What do you not like
228	Shape Your City	Check out any British town centre and you will notice there is an abundance of reasonably priced parking surrounding the pedestrian town centre. Otherwise the concept is flawed.	Reduction of Parking	What do you not like
229	Shape Your City	I strongly dislike that such a focus is on transit for such a short section of road. I would rather see more focus on pedestrian accessible sidewalks. Making this into a transit corridor will only increase Halifax Transits ability to put more buses on the road with added frequency, which I disagree with for this section of road.	Lack of Boldness	What do you not like
230	Shape Your City	businesses will violate the road rules and use the main trunk of Spring Garden for loading/offloading. HRM does not seem to enforce this as seen on Hollis St.	Emphasis on Private Vehicles	What do you not like
231	Shape Your City	Please. Don't do it. Transit-only creates havoc for cars, delivery trucks, and cyclists trying to move in, out, and through this neighborhood. It particularly puts cyclists at a disadvantage. Implement designs to have all traffic move the speed of buses. Don't give cars the chance to pass buses at stops, but please don't create transit-only corridors. If 'transit speed' is too slow for cars, they will naturally start using alternative routes.	Focus of the project	What do you not like
232	Shape Your City	Transit-only during certain hours confuses the hell out of people (see Gottingen Street bus corridor). Make physical alterations to the street that gives advantage to transit--the average motor vehicle driver is too dumb/distracted to cope with anything else.	Halifax Transit	What do you not like
233	Shape Your City	The crosswalk at Brenton should be a straight-line continuation of the sidewalk on Breton street. The crosswalk needs to be moved west of its location in this design.	Pedestrian Safety	What do you not like
234	Shape Your City	There is no need for so much loading on side-streets. Mark some of this as short-term metered parking (15 minutes) to prevent people from abusing loading zones.	Side Street Deliveries	What do you not like
235	Shape Your City	I don't understand based on the plan graphic if people on bicycles will be able to pass through the transit corridor at all times of day or not. I think that people on bikes should be able to use the full length of Spring Garden Road along with transit. I think that the transit only section could go all the way from Brunswick Street to South Park Street.	Cyclist Concerns	What do you not like
236	Shape Your City	I also think that just because the cross streets become the main vehicle thoroughfares doesn't mean that pedestrians should have low quality walking environments on those streets. I like that in option 2 the side streets have curb extensions and wider sidewalks and I wonder if some of those elements could be brought into option 3, while still allowing for a somewhat smooth flow of motorized vehicles traffic?	Sidewalk Width / Bumpouts	What do you not like
237	Shape Your City	The lack of bike lanes	Cyclist Concerns	What do you not like
238	Shape Your City	Removal of critical crosswalks at Spring Garden/Barrington & Spring Garden/Queen	Pedestrian Safety	What do you not like
239	Shape Your City	All sides of every intersection need crosswalks in Halifax's busiest pedestrian precinct	Pedestrian Safety	What do you not like
240	Shape Your City	One lane heading west-bound on Spring Garden at the intersection with Queen St. is ridiculous. Buses and traffic turning left causes sometimes dozens of cars to miss green lights. You can't forget about cars, people. This is Halifax - we have a crummy transit system and many more people drive themselves instead of bus to actually get where they're going when they want.	ROW	What do you not like
241	Shape Your City	I don't like that cars are prohibited in daytime.	Emphasis on Private Vehicles	What do you not like
242	Shape Your City	I don't like that there is no on-street loading. Sometimes stores need this, and without stores, what will bring people to Spring Garden Road at all?	On Street Deliveries	What do you not like
243	Shape Your City	I don't think Morris and Sackville Streets can handle much more traffic.	Emphasis on Private Vehicles	What do you not like
244	Shape Your City	Lack of parking on side streets	Reduction of Parking	What do you not like
245	Shape Your City	No Transit lanes to/from Queen St and Barrington St	Halifax Transit	What do you not like
246	Shape Your City	Eastbound traffic should not be allowed on SGR past South Park Street	ROW	What do you not like
247	Shape Your City	Excessive number/size of loading zones on side streets: Space could be shared with parking, bump out curbs, bike lanes, and other features	Side Street Deliveries	What do you not like
248	Shape Your City	the transit priority during peak times is confusing and will be impossible to enforce.	Emphasis on Private Vehicles	What do you not like
249	Shape Your City	There are no bike lanes. Where are the bike lanes? Halifax is supposed to be supporting and encouraging active transportation according to all their talk but yet again we see no action.	Cyclist Concerns	What do you not like
250	Shape Your City	I don't like the no parking by courthouse. The transit only on west bound lane between Dresden and South Park doesn't make any sense to me as it does not make the street anymore pedestrian friendly because there is still traffic in the other direction.	Reduction of Parking	What do you not like
251	Shape Your City	I would consider going even further, and routing big stinky diesel buses around on Sackville or Morris. Corresponding micro-routes could be set up to carry people from stops on Sackville & Morris to the cross street intersections with Spring Garden.	Halifax Transit	What do you not like
252	Shape Your City	Inconsistent transit restrictions.	Halifax Transit	What do you not like
253	Shape Your City	Diversion onto Dresden will create too much traffic down that side street.	Traffic Comments	What do you not like
254	Shape Your City	Even with the larger files they're still far too small to see much of the text. These need to be PDFs that can be scaled. Otherwise pointless.	Website Concerns	What do you not like
255	Shape Your City	From what I can decipher there are no dedicated bus lanes or time of day priority. No bike lanes. The bump outs make biking even more arduous than it already is.	Focus of the project	What do you not like

Spring Garden Road - Option 3

256	Shape Your City	this remins me of the wider sidewalk project of 2018 which was a disaster fo rthe city. Every single time a bus came down spring garden road, which was around every 2-5 minutes, the entire street had to stop for it and not even cyclists could get by. It sent a very loud message that people are not welcome downtown unless they are rich enough to live in one of the expensive luxury condos locals can't afford. this plan continues that and will be a disaster for the city just like the Cogswell project will be.	Halifax Transit	What do you not like
257	Shape Your City	Needs to keep the bumpouts at Dresden and Spring Garden as well as the widened sidewalk on Birmingham. We shouldn't sacrifice good public space and pedestrian safety for more loading.	Sidewalk Width / Bumpouts	What do you like
258	Shape Your City	Should reverse the direction of Brenton so only Brenton to Dresden is mixed traffic. Drivers might enter the road at the intersection of Sping Garden and South Park without realizing it will become bus only after Dresden. Better to inform drivers right at the intersection.	ROW	What do you not like
259	Shape Your City	The crosswalk at Spring Garden and Brunswick needs to be on the east side, not the west. The crosswalk is often ignored by motorists and having it closer to the bus stop might increase the chance that pedestrians crossing will not be seen if a bus is loading or unloading.	Pedestrian Safety	What do you not like
260	Shape Your City	It would be nice to see some cycling infrastructure to help bikes get around the bus when it is at the stoplets. Maybe a narrow protected middle lane bike path at these points and bike boxes in front of the bus at the lights.	Cyclist Concerns	What do you not like
261	Shape Your City	Like the wider sidewalk next to the courthouse but law enforcement should have at least two spaces nearby, preferably where the sidewalk is currently widest.	Reduction of Parking	What do you not like
262	Shape Your City	Transit Malls they don't necessarily co-exist well with higher-end, pedestrian-oriented retail streets (although some do). The ones that do tend to use electric vehicles. I have concerns about the pedestrian environment with this option could lead to unless there are also plans to switch most of the vehicles using this section to electric or equivalent in terms of quiet/clean. There should also be a LOT of sheltered space set aside for people waiting for/disembarking transit with this option.	Halifax Transit	What do you not like
263	Shape Your City	The only concerns I have is not having loading zones on Spring Garden and the removal of bump outs on Dresden Row. And the que jumping at South Park doesn't seem necessary since there is priority given to transit anyway (unless there is a bus route that turns left onto South Park, but even then, there is not much space for a bus to enter the lane without obstructing other buses).	Halifax Transit	What do you not like
264	Shape Your City	DO NOT LIKE SIDEWALK BUMP OUTS - RESTRICT TRAFFIC FLOW!!!! Especially BAD in front of Bond Building and loss of 2nd lane when turning left onto Queen St, when traveling west - VERY STUPID IDEA!!!!!!	Sidewalk Width / Bumpouts	What do you not like
265	Shape Your City	DISAGREE WITH TRAFFIC STUDY CONCLUSIONS - traffic is slow because of delivery vehicles, buses, as well as crosswalk and traffic lights; jaywalking at lights forces traffic to wait to make left/right turns and slows traffic; it's not used as trough-street because of congestion; study done when student population was at lowest and therefore not representative of majority of conditions.	Traffic Comments	What do you not like
266	Shape Your City	Enforcement of Walk/Don't Walk signals would significantly increase traffic flow at SG/Dresden Row & SG/Queen Streets	Traffic Comments	What do you not like
267	Shape Your City	IF HRM eliminated allowing businesses to place tables/chairs/sign boards on sidewalks this would reduce the need for widening sidewalks	Placemaking Potential	What do you not like
268	Shape Your City	IF HRM dealth with vagrants and item above, IMO the need for wider sidewalks would be eliminated.	Placemaking Potential	What do you not like
269	Shape Your City	Not design related, but I would push for longer transit only restrictions, especially on summer weekends.	Halifax Transit	What do you not like
270	Shape Your City	Could we not do something with Brenton to eliminate the car-allowed sections on the west side? Close it at the North end (prob hard to get in and out of with cars and trucks, though). Or just make it a pedestrian plaza down to Doyle? That would solve the car access issue, but I'm not sure of loading needs for businesses along that stretch. Or something curbless like Argyle to make it flexible, but still closed to cars at the north end.	Focus of the project	What do you not like
271	Shape Your City	This option is too restrictive. Hundreds of residents live in the area and need reasonable vehicular access options to neighbourhood streets - including Spring Garden Road. Loading zones must remain available on Spring Garden Road as the proposed side street zones are too far from many mid-block businesses and impractical. Loading and unloading (on SGR) should be restricted to the morning hours.	Boldness	What do you not like
272	Shape Your City	Car free during the day! Makes transit and active transportation the priority. Increased public interaction space builds community.	Placemaking Potential	What do you like
273		Wider and consistent sidewalks.	Sidewalk Width / Bumpouts	What do you like
274		This is a moderately more bold proposal that will help people understand that vehicles flowing down a street doesn't equal vibrancy in a city.	Boldness	What do you like
275		Preferred option	Boldness	What do you like
276		Significantly improves the aesthetic and environment of the street for pedestrians, and shoppers. Better transit and safer for cyclists and pedestrians	Focus of the project	What do you like
277		I'm fine with buses ruling Spring Garden just need to clean up the mess of the side streets	Placemaking Potential	What do you like
278		This is the best option by far. It seems like it will really transform the street for the better. We shouldn't be afraid. It's going to make this area so much nicer and safer for all users!	Focus of the project	What do you like
279		Transit and pedestrian priority	Focus of the project	What do you like
280		Love it. Go with this one. Remove bus stops at Dresden Row to increase stop spacing.	Focus of the project	What do you like
281		It gets rid of cars on what should be a pleasant street to walk.	Focus of the project	What do you like
282		I prefer this option because spring garden is already crowded on both the sidewalk and the road, and as the city continues to grow, it will only get worse. Implementing this strategy now will make walking and cycling more comfortable on spring garden as well as greater transit efficiency. I am a cyclist and a driver, and would like to see cycling, transit, and walkability being put first.	Focus of the project	What do you like
283		I like the 7am-7pm restricted access for private vehicles. I believe restricting these vehicles will help transit along and make the street safer for both pedestrians and cyclists during peak hours.	ROW	What do you like

Spring Garden Road - Option 3

284		Incredible option. It prioritizes people who walk and ride the bus. It would truly be a transformation. Traffic would move to other streets, but that's OK because spring garden is filled with people anyhow.	Focus of the project	What do you like
285		wider side streets	Sidewalk Width / Bumpouts	What do you like
286		I like the idea of reducing private vehicle traffic on the street.	Boldness	What do you like
287		Best option. I like the idea of taking cars off the street entirely.	Boldness	What do you like
288		gives the most space for pedestrians and it does the most to improve transit	Focus of the project	What do you like
289		Seems the most restrictive to cars which is needed. Buses need their own road in the narrow DT streets. Should be bus/taxi only from Cogswell Exchange onto Barringtin to SG down to S. Park. Cars can take Hollis/Lower Water. If the buses aren't fighting in traffic and behind because cars don't let them in they will drive slower on SG, it will be a safer street. And the deliveries at rush hour???? Why is this not severely restricted? It's like the city WANTS traffic jams and people to sit idle on buses why SOV's (single occupancy vehicles) fly by.	Boldness	What do you like
290		This option focuses on the amenities of the businesses on Spring Garden Road and allows citizens and visitors to enjoy the district while shopping or passing through.	Focus of the project	What do you like
291		It offers reduced traffic, increased safety, and focuses on pedestrians, cyclists and transit users. All 3 categories reduce emissions.	Focus of the project	What do you like
292		This option focuses on making this zone of the city more aesthetically pleasing. It offers a new and more advanced vision for the city, especially in a corridor that includes good shopping and would be book-ended by St. Mary's Basilica/Central Library at one end and the Public Gardens/Victoria Park at the other end.	Placemaking Potential	What do you like
293		I think it allows for growth in outdoor seating, cafes and patios.	Placemaking Potential	What do you like
294		Similar to the incredible improvements along Argyle St, making something pedestrian-focused and beautiful, encourages people to come and to spend increase amounts of time.	Placemaking Potential	What do you like
295		Taking the cars off of SGR is a fantastic idea! In this option you've committed to a plan and are delivering! This completely changes the pedestrian experience on the road, allows transit to move much faster through this congested area, and opens up all kids of opportunities for life to take place on the street! This option is miles ahead of the other two and is a no-brainer. Implement this option and show that the IMP is for real. Transit, cycling, and active transportation are so easy and possible in this city if we just committed to it! DO NOT pander to the cars, show some backbone and ambition and take a bold step forward in making our city more vibrant and people oriented. "Be Bold" is our slogan, maybe for once we should actually back that up?!	Focus of the project	What do you like
296		I think this is the only great option here. More space to walk and shop, a unique atmosphere, patio seating... these are all things that downtown Halifax needs. Other Canadian cities not to mention the rest of the world is following the trend of restricting motor vehicles downtown and it shows in the vibrancy of their communities. Halifax is a great place to live but we need more unique locations. Spring Garden is a perfect candidate and could greatly benefit from a total remodelling. If we aren't putting public transit first, if we aren't taking public transit seriously enough to block *one* street from cars, then why are we even spending money on the service?	Focus of the project	What do you like
297		Wider side walk the most of the length provides a more constant approach, so easier for drivers and pedestrians to understand as its mostly the same fully length of the corridor as opposed to option 2 when wider, narrow wider, narrow etc...	Pedestrian Safety	What do you like
298		The side walk will have to be designed to permit truck deliveries during off peak hours to drive up onto the sidewalk so as not to block the roadway.	On Street Deliveries	What do you like
299		We need more areas other than downtown that offer patio space. I like that transit is increased here, and that pedestrians are given priority.	Focus of the project	What do you like
300		I like that this plan maximizes the improvements to transit and pedestrian space, and that it is simple and straightforward with the new restrictions.	Focus of the project	What do you like
301		More space for pedestrians and improvements to transit. There definitely isn't enough space now for buses to operate separate from private traffic. It also makes sense the all vehicles are allowed in the evenings.	Sidewalk Width / Bumpouts	What do you like
302		much more walkable, wide sidewalks, better transit options. this is the best option.	Sidewalk Width / Bumpouts	What do you like
303		This would be the best option. It's done in Denver and it blew my mind how smart it is. More foot traffic would help the businesses. Most people hate Spring Garden beacaue of parking and how hard it is to watch traffic and pedestrians. If you have carpool parking close by and then a regular loop route for Spring Garden, the appeal would be huge.	Focus of the project	What do you like
304		Public art, transit and pedestrian measures, restricted vehicle access	Focus of the project	What do you like
305		Initially I thought I wouldn't like this option, but in looking at the implementation it seems like the best one- hugely increased sidewalks and transit priority, while still allowing private vehicles close enough for all necessary pick-up/drop off and parking. If I'm driving, I will avoid SGR in the daytime anyways. The focus on transit priority and cycling is forward-thinking. Great changes to intersections.	Boldness	What do you like
306		Best option, gives pedestrians and transit users the most functionality in a city plagued by bad drivers plowing into pedestrians	Focus of the project	What do you like
307		I love the idea of Transit priority on streets like this. Traffic congestion is the only thing keeping HRM bus transit from being consistent, this would be an excellent step towards that. The extended sidewalks are an excellent way to make an important commercial hotspot of Halifax more comfortable for pedestrians.	Boldness	What do you like
308		This is the best option for pedestrians and transit and a bold progressive move for the City.	Boldness	What do you like
309		It's the most pedestrian and transit-friendly option. It offers more space to implement attractive initiatives on the street.	Placemaking Potential	What do you like
310		I like that it gives transit priority over other vehicles.	Halifax Transit	What do you like
311		I like that loading space has been completely removed, providing generous space for pedestrians along the busiest part of the street.	Sidewalk Width / Bumpouts	What do you like
312		Increased safety for pedestrians, easier flow of public transit may encourage more people to use it.	Pedestrian Safety	What do you like

Spring Garden Road - Option 3

313		Like the idea of making it transit only, ONLY for key time periods, ie. rush hour.	Halifax Transit	What do you like
314		The esthetician's of this option would be amazing	Placemaking Potential	What do you like
315		This feedback is mostly a vote for this option. I like that it maximizes the space (and amenities) for pedestrians and gives the largest preference to transit. Currently the crowded sidewalks - many people using them, crowds waiting for busses, and retail A-frame signs - make the sidewalks far too difficult to navigate - especially when you factor in an even narrower plowed path in the winter (or just slippery snow-banked sides. I loved the wider additions this past summer and would love to see this the whole length. The potential for making it nice including public art that interacts well with such a pedestrian heavy street would be wonderful. The transit benefit options are similar - I have sat on busses far too long waiting for left turning vehicles and it seems like giving them the complete priority here would be right. Hopefully increased freedom in pedestrian traffic paired with quicker moving busses would not be a problem.	Sidewalk Width / Bumpouts	What do you like
316		Love the idea of wider sidewalks and seating areas - less traffic.	Sidewalk Width / Bumpouts	What do you like
317		Prioritizes transit which is important to speed up flow of buses and improve reliability	Halifax Transit	What do you like
318		This is the best option. It rightly prioritizes pedestrians and transit users. The wider sidewalks and bump outs will be a big improvement. Having transit only lanes during daytime will allow for more users by transit.	Halifax Transit	What do you like
319		Best option! much better for all stakeholders. More pedestrian traffic for shops less hectic.. more enjoyment relaxed and needed in this area.. which is currently a mess all round	Focus of the project	What do you like
320		Best of the options. Less traffic to cause accidents in busy pedestrian crossings. Better shopping on spring garden. Better transit is great, and more public space is exciting, including possible restaurant patios.	Balance	What do you like
321		People will keep driving downtown if it is convenient to do so: by eliminating car from this section of barrington, more people will choose to get dt using the bus/walking	Boldness	What do you like
322		Why not a more simple solution for all of Halifax city. In an effort to keep all cyclists safe, share the sidewalk. That is, from 7-9am Monday to Friday, and 4-6 pm Monday to Friday, the sidewalk going against traffic is for foot traffic only and the sidwalk going with traffic is for cyclists only. We then only have to share the sidewalk during heavy traffic times. The only cost involved is a few signs and mostly PSA's to remind all walkers, runners and cyclists of the sidewalk route which can apply to every sidewalk within HRM and the greater areas.	Cyclist Concerns	What do you not like
323		There might be a few challenges as people and businesses adjust but we can do it!	Boldness	What do you not like
324		I don't think full private vehicular restriction (daytime) is wise - it's going to congest the parallel arteries (Sackville, University/Morris) even more congested.	Traffic Comments	What do you not like
325		Need additional sidewalk extension in front of Halifax Central Library to accommodate additional people.	Sidewalk Width / Bumpouts	What do you not like
326		Forcing private vehicles to turn on to Queen Street (left or right) going northbound will cause some congestion. I'd suggest scramble cross walk at this intersection, and then give cars the opportunity to turn either left or right without being held up by crosswalk signals.	ROW	What do you not like
327		Mayber consider increasing underground parking to accommodate the drivers.	Reduction of Parking	What do you not like
328		no cars / no trucks	Emphasis on Private Vehicles	What do you not like
329		Should be buses only, taxis permitted after rush hour. No cars. Pull new express buses off University (have you seen the traffic on University at 4pm?) as there is nothing 'express' about that street (and shouldn't be) and run them up SG.	Halifax Transit	What do you not like
330		As a pedestrian, busses are also scary to contend with at intersections. Ideally the whole area would be pedestrianised. Failing that I'd like to see a separated bus/bike lane down the centre of the street with dedicated pedestrian crossings and street furniture or fencing to avoid conflict with buses.	Pedestrian Safety	What do you not like
331		I don't like that I can hear the drivers of cars complaining already about how they've somehow been wronged. I don't like that store owners think that unless a car can park directly in front of their shop their going to go out of business. But if I had to actually critique this option, I suppose the transition from "no cars allowed" to all traffic permitted (7pm-7am?) seems like it could be problematic. Presumably this removal of cars will make the sidewalks and streets feel more safe and open for pedestrians, a "sudden" introduction of cars onto the street could create confusion and conflicts (and collisions). Plus, what happens if someone decides that 6:54pm is close enough to 7:00pm and drives down SGR? Seems like you'll need to really think out the enforcement and transition periods on the road.	Traffic Comments	What do you not like
332		I would support amending this option to permit taxis and couriers along with bikes and buses, but to make the restriction to be 24/7. This would make signage and enforcement easier and make it less confusing to drivers and couriers. I would also in this case like to see adding a few taxi stops and delivery zones on each block. Right now, my experiece with Gottingen Street and Barrington Street is that maintenance and delivery vehicles will drive up on the sidewalk to do their work. They won't be willing to walk around the block. It is very bad as a pedestrian to see how often couriers use sidewalks, but I also can't blame them if the street design did not incorporate their needs to be very proximal to their delivery site. You will need to design the loading zones and define them with bollards.	Traffic Comments	What do you not like
333		Heightens concerns noted above	Traffic Comments	What do you not like
334		Option 3 eliminates the designated taxi stand in front of Park Lane as well as the Access - A - Bus stop immediately west of the taxi stand. Both these services need to be accommodated on SGR - not on an inconvenient side street!	Accessibility Concerns	What do you not like
335		Can cars still cross THROUGH spring garden in the cross streets?	ROW	What do you not like
336		No issues with this one, but one thing I would like to see is that while it will not be permitted to drive along Spring Garden Rd, it should be possible to drive across the road (from Dresden Row to Dresden Row, for example).	ROW	What do you not like

Spring Garden Road - Option 3

337		Diverting traffic to side streets just moves the problem to streets less equipped for higher traffic volume. I'm ok with letting traffic during the day. If a driver or Cab is crazy enough to head down this corridor during the day let them suffer getting stuck behind a bus because the buses cannot pull over. Add signs saying no passing and have police enforce it.	ROW	What do you not like
338		Restricting vehicles and their movements on Springgarden rd as per diagram 2 and 3 would create more problems then its worth.	ROW	What do you not like
339		Would cyclists be allowed on Spring Garden during the day?	Cyclist Concerns	What do you not like
340		nothing. i love this option.	Boldness	What do you like
341		What about cyclists and amenities for them	Cyclist Concerns	What do you not like
342		I would be happy if the area became completely closed to private vehicles with the exception of those dropping off people with limited mobility; that ensure that there is no confusion regarding what time(s) private vehicles can be on the road.	Lack of Boldness	What do you not like
343		I do not like that crosswalks are missing from some sides of certain intersections (e.g. SGR & Dresden Row intersection is missing a crossing). This may be an error.	Pedestrian Safety	What do you not like
344		Nothing, love it!	Boldness	What do you like
345		stop with the public art and patios. Argyle is a twisted pathway not helpful to disabled or disoriented. There is no sense widening the street and then filling it with stuff. Let the 'art' be thoughtful retail space windows where there is room to stand and look.	Placemaking Potential	What do you not like
346		I could only support this approach after understanding the traffic impact on other streets around Spring Garden Road.	Traffic Comments	What do you not like
347		Probably most expensive option, worried about traffic on other streets connecting Barrington to Robie.	Financial	What do you not like
348		More traffic on Morris Street makes this option a no-go. Also, widened sidewalks negate the ability of buses to pull-over, letting the traffic behind them pass, thereby speeding the journey for the buses (and all) behind.	Halifax Transit	What do you not like
349		Traffic going to the side streets and the side streets being much busier . Other large vehicles being touted down side streets that are jammed with parked cars. Also honestly this is a bold move when there isn't that much shopping etc on spring garden anymore	Traffic Comments	What do you not like
350		The only question I would have for this option would be the ability for the Spring Garden businesses to still operate in a healthy way getting deliveries and other things they may need the road for. I don't know much about their needs but would want those needs to be considered.	Side Street Deliveries	What do you not like
351		As a resident of the Martello I still forsee major congestion attempting to exit onto Sackville if that is our only option as noted above. Has there been consideration to simply making SGR one way westbound with the gained space being used for bus priority, allow vehicle traffic but also might allow for sidewalk widening and better pedestrian flow. Sackville could be one way eastbound as it already is for the most part.	ROW	What do you not like
352		should also ban daytime deliveries	On Street Deliveries	What do you not like
353		I don't like the change to one way on the side streets. Why not include a couple of "scramble crosswalks", especially at SGR and Queen Street?	ROW	What do you not like
354		Still some transit traffic. Hopefully not causing collisions.	Halifax Transit	What do you not like
355		I'm worried that the street might turn into a thruway	Balance	What do you not like
356		Precludes vehicles	Emphasis on Private Vehicles	What do you not like
357		Creates a sector of the city cars can not get thru North South AND East West	ROW	What do you not like
358		I don't see why cars should be allowed after 7 pm.	Traffic Comments	What do you not like
359		I would like to see buses use Barrington-Morris-South Park to leave the Barrington to South Park section of Spring Garden free of large buses. Perhaps a free minibus could shuttle people who have difficulty walking between Barrington and South Park.	ROW	What do you not like
360		Multi use path would be welcome	Cyclist Concerns	What do you not like
361		The restrictions on auto traffic. I believe in reducing car use but it is essential to coexist with cars. In order to maintain vitality of SPG we need to allow people to transit through and to pickup drop off passengers at all times.	ROW	What do you not like
362		It still reeks of a pull back from truly interesting opportunity for change in the street usage. There is little courage on display here.	Lack of Boldness	What do you not like
363		Potential effect on businesses relying on passing trade. Will need major re-education of people to avoid snarling up the sides streets,a Don blocking car traffic	ROW	What do you not like
364		There is absolutely no need for both sides of Birmingham St, from Spring Gdn to the top of Queen, to be dedicated loading zone areas. Study the street and you will find that out. I work on that street and see it every day. No cars on Spring Garden from 7am to 7pm is overkill. The buses do not run often enough for that, not now or even if ridership increases.	Side Street Deliveries	What do you not like
365		Getting to the parkade on Birmingham st will be difficult as it's only a stop sign there. all other side streets (except Brenton) are managed by lights. Which means a driver getting to Birmingham is at the mercy of a stop sign and 2 crosswalks and on coming traffic. I usually take Queen to spring garden to Birmingham as there are less pedestrian crossings that way. Also Dresden and Queen are not enforced well and people park in spots that cause congestion (the no parking side of dresden and queen are terrible). They should be no stopping unless you decide to make dresden one way. Queen would still have that issue. Making Birmingham 2 way would help as well as you could take Queen to clyde then up Birmingham. This is also a problem on Clyde (no parking on one side and people park all day at off peak and week-ends	ROW	What do you not like

SPRING GARDEN ROAD

FUNCTIONAL PLAN & SCHEMATIC STREETSCAPE DESIGN

BACKGROUND ANALYSIS AND FUNCTIONAL DESIGN REPORT

MAR 6, 2019

submitted by:

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SPRING GARDEN ROAD

CHAPTER 01
BACKGROUND ANALYSIS

Prior to presenting the Functional Plan options in the next chapter, this chapter covers the background analysis that will influence the Functional design. The analysis includes a policy assessment to uncover policies that will inform the eventual design for the street, the inventory of existing conditions, the Multimodal Transportation Demand Projections, the Level of Service (LOS) analysis, the Multi-Modal Level of Service (MMLOS), the archaeological findings and finally the preliminary engagement findings and survey results. This chapter summarizes many of the issues that will inform the subsequent functional plans in the next phase of the project. The Archaeological investigation (appendix A) and detailed traffic assessment (Appendix B) findings are found in the appendix.

POLICY ANALYSIS

There are a wide variety of background documents which include policies to help inform the preferred solution for Spring Garden Road. Some documents are more peripheral as it relates to the public space vision for Spring Garden Road, and more specific as it relates to the private development expectations for surrounding properties. The following summary of policies will help shape the eventual Functional Plan options.

HALIFAX MUNICIPAL PLANNING STRATEGY (JULY 2015)

The Halifax MPS sets out statements of policy with respect to:

- *present and future land use,*
- *transportation facilities,*
- *service facilities (schools, parks, open spaces),*
- *budgeting and*
- *citizen participation.*

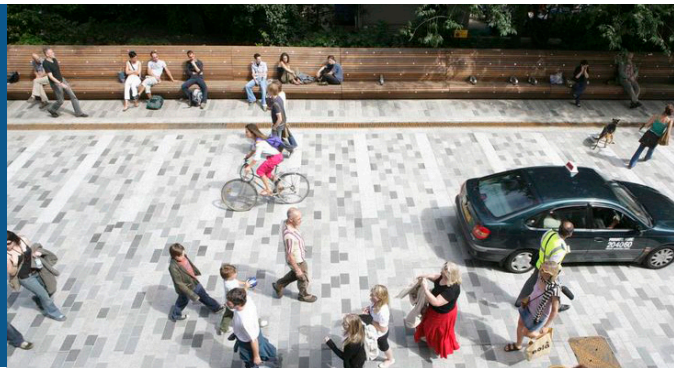
The objective of the Halifax MPS is to enhance the physical, social, and economic well-being of the citizens of Halifax through the preservation, creation, and maintenance of an interesting and livable City, developed at a scale and density which preserve and enhance the quality of life.

The MPS lays out a series of policies which may influence the functional design of Spring Garden Road including:

- *1.1.1 The City should take action on matters within its jurisdiction to compete effectively in the Atlantic Region and the metropolitan area for potential development opportunities*

"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

Smart Growth America



that add to its position in Atlantic Canada.

- *3.1.3 Major commercial centres should service a market area comprising most or all of the City. These centres may include major offices and hotels, in addition to uses suggested for minor commercial centres. The City should encourage parking facilities in these centres to serve several businesses in order to limit nuisance impact.*
- *8.9 The City shall maintain the planting and protection of shade trees within its control, and should develop a tree planting program which will improve the quality of the urban environment.*
- *8.10 The City should protect existing green areas and attempt to create new green areas. Every effort should be made to protect existing boulevards, tree-lined streets, and small parks.*
- *9.1 The City shall encourage an efficient transit system linking major employment areas and community facilities with community centres and neighbourhoods.*
- *9.3 Design standards for all streets within the City shall pay particular attention to the provision of adequate and safe pedestrian routes.*
- *9.6.3 In designing, constructing, upgrading or maintaining principal streets, priority shall be given to the needs of public transit, rather than to those of private automobiles. (Note: Spring Garden is a Principal Street).*
- *SECTION IX - SPRING GARDEN ROAD COMMERCIAL AREA PLAN was deleted in Jun 16/09 and was not replaced.*

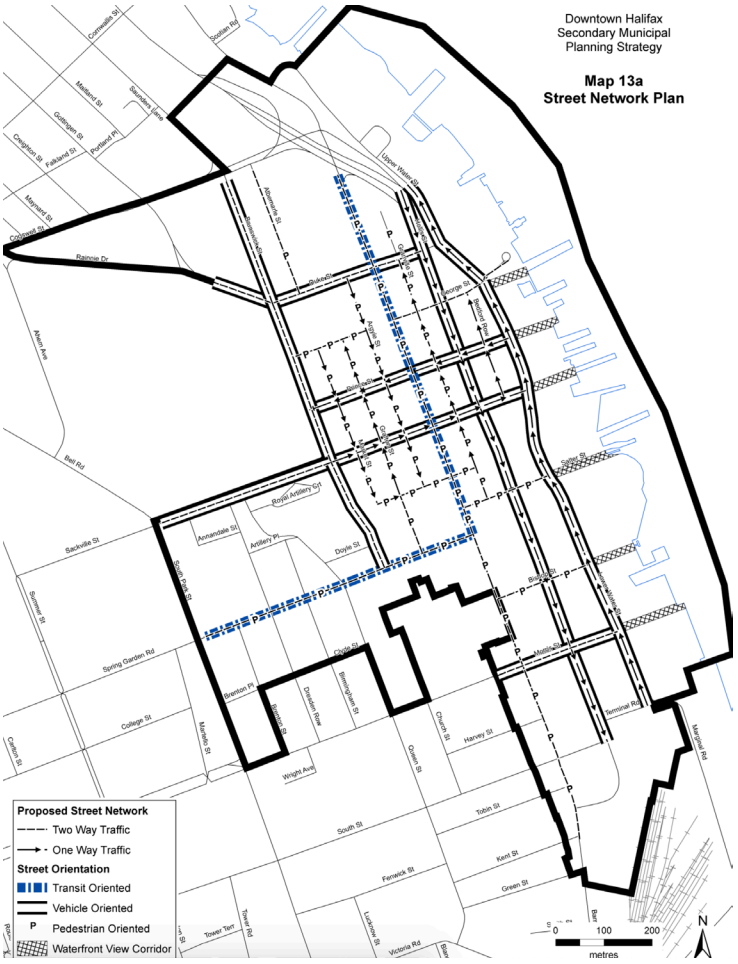
DOWNTOWN HALIFAX SECONDARY MUNICIPAL PLANNING STRATEGY

The Secondary planning strategy (Oct 2014) is the MPS covering the downtown core of Halifax and includes Spring Garden Road east of South Park Street. West of South Park Street is covered by the Halifax MPS. Some of the relevant goals, objectives, and policies of the DHSMPS include:

- *"Being the location of almost half of the region's jobs, downtown Halifax is the dominant employment center and is the single largest focal point for HRM's office supply, thus providing a centrally located economic cluster at the convergence of major public transit routes."*
- *The streetscape experience will be improved through redevelopment which incorporates active street level shops and activities. Infill development and redesigned streetscapes will encourage a culture of walking.*
- *Restore the pursuit of longevity, civic pride, visual appeal, and inspiring qualities to the design, improvement and construction of streets, open spaces and buildings.*
- *The amount and quality of public open space and amenities must increase in parallel with the increase in residents and workers downtown. A variety of high quality open space types are proposed to complement adjacent uses, to provide signature destinations downtown, ensure amenities for high-density residential living and to stimulate the downtown revitalization.*
- *Improved streetscapes are intended to enhance the downtown experience, supplement the open space network, promote a culture of walking, support street level retail operations, and strengthen precinct identities. Beautiful, well-designed, pedestrian-friendly streets will inspire more people to explore downtown shops, restaurants and entertainment venues.*
- *Building on the goals of the Regional Municipal Planning Strategy, this Plan promotes access to downtown and the Capital District primarily through investment in public transportation, providing alternatives to the dependence on the automobile. Development in turn should be provided*

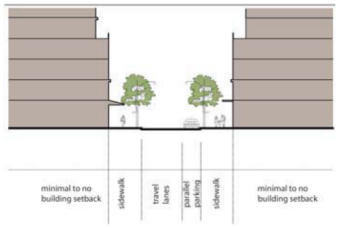
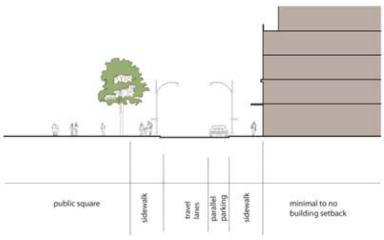
at appropriate densities to support continued transit use and much greater emphasis shall be placed on walkability and cycling in the downtown. Public transportation must progress into a whole new level of public acceptability by making its use vastly more convenient and with much improved levels of service.

- *Defining landmark developments and improvements will include the enhancement of Spring Garden Road as the key east-west downtown pedestrian connection that links the Public Gardens to the Barrington Street Heritage Conservation District..*
- *Policy 5 :HRM shall designate Barrington Street and Spring Garden Road as primary pedestrian-oriented commercial streetscapes and establish requirements for retail and other commercial uses at street level.*
- *Policy 28 HRM shall not undertake substantial street widenings in the DHSMPS plan area shown on Map 1 that would materially alter the character of the street grid.*
- *Streets are the primary component of the public realm in downtown Halifax. As such they must be designed to promote a culture of walking through widened sidewalks along major pedestrian corridors, to provide much needed public amenities, and to feature undergrounded electrical and telecommunications utilities wherever possible.*
- *In Halifax, it has been recognized that providing one-way flow on the narrow streets can be beneficial in reducing the needed width for traffic flow and optimizing on-street parking, cycling infrastructure, and sidewalk extension opportunities.*
- *Streets designated for higher-order traffic flow are Lower Water, Hollis, Prince, Sackville, Duke and Brunswick. With those streets handling the bulk of traffic, other streets in the network can assume roles focused on transit (Barrington and Spring Garden) or pedestrian (Bedford Row, Granville, Argyle, Market, Albemarle, George and Carmichael, Bishop, Salter, Blowers, and Grafton).*
- *Policy 74 HRM shall implement a downtown shuttle program that will service the needs of the downtown enabling connections to employment, shopping and cultural areas of the downtown for residents and visitors.*
- *An overall transportation plan is required to implement this Plan's transportation objectives for the downtown core of Halifax. The transportation plan will be addressed in the combined Transportation & Streetscape Design Functional Plan to ensure that both of these issues are studied in consideration and in cooperation with one another.*
- *7.5.1 Transit Corridors: Designation of transit corridors will provide a focus for land use, urban design and the public investment strategy laid out in this plan. The Regional Municipal Planning Strategy designates regional transit corridors that must be implemented at the local planning level. The Transportation & Streetscape Design Functional Plan will support the full integration of the regional transportation vision with the objectives of this plan.*



- *Policy 82 HRM shall consider undertaking a Downtown Halifax Capital Investment Functional Plan that outlines and prioritizes all of the areas where future public investment is necessary to support the goals and objectives of this Plan. The Plan shall include a multi-year implementation schedule.*

FIGURE 1. DHSMPS Streetscape Topologies for Spring Garden Road (west of Brunswick Street, SGR is designated "Avenue" and east of Brunswick, SGR is designated as "Civic Avenue")

Streetscape Typology	Primary Purpose	Defining Features	Cross Section
1. Avenues (Barrington and Spring Garden)	Avenues are the primary pedestrian-oriented shopping streets in downtown. They are also focused on the provision of public transit.	• Broad, distinctively paved sidewalks and crosswalks • Sidewalk 'bump-outs' at intersections • Unique lighting, banners and furnishing • Trees/landscaping where possible • Roadway width reduced to minimum requirements • Well designed transit stops	
2. Civic Avenue (Hollis Street, South Park Street, vicinity of Spring Garden Road/ Barrington intersection, Cogswell Street, portion of Gottingen)	The primary north-south connection (Hollis Street) linking major civic and cultural attractions including Cornwallis Park. Linking landmark buildings in park-like settings on the eastern end of Spring Garden Road and along a portion of Barrington Street. Linking the Halifax Commons to the downtown and waterfront (Cogswell & Gottingen Streets). Linking Citadel to Public Gardens and Victoria Park (South Park Street). Linking Victoria Park to the site of the future Central Public Library on the old Infirmary site (Clyde St.))	• Iconic view termini and landmarks • Distinctive paving in "civic" vocabulary along sidewalks, at crosswalks and across the roadway at strategic civic locations (Cornwallis Park, Government House, Province House/Gallery, Provincial Courthouse, Memorial Library, Clyde Street, future Flatiron Plaza) • Where paving extends across the roadway, it should seamlessly integrate with adjacent public space treatments • Sidewalk 'bump-outs' at intersections • Unique lighting, banners and furnishing • Trees/landscaping where possible	

DOWNTOWN HALIFAX LAND USE BYLAW (LUB)

The Downtown Halifax Bylaw covers the eastern end of SGR from Barrington Street to South Park Street aligning withn the DHSMPS. The western end is covered by the Peninsula Bylaw. The regulations in the LUB cover mostly private lots and private developments but there are aspects of these regulations which could impact the streetscape of Spring Garden.

- *11 (3) On the south side of Spring Garden Road, between Queen Street and South Park Street, and on the east side of South Park Street between Spring Garden Road and Sackville Street, above a height of 17 metres measured at the streetline, buildings shall be setback an additional 0.9 metres from the streetline, for every 0.6 metres in height.*
- *14(1) Accessory Surface Parking Lots shall be prohibited in the following areas as depicted on Map 2: Precinct 3: Spring Garden Road Area.*

The minimum setbacks map (Streetwall Placement) in the LUB has a minimum 4m setback for all future developments between Barrington Street and Brunswick Street with the remainder in the 0-1.5m range from Brunswick Street to South Park Street. This extra setback could presumably be used for additional public space if needed at some point in the future.

From South Park Street to Brunswick Street, Spring Garden Road is designated as a **Pedestrian-Oriented Commercial Street**. Regulation 7(2) in the bylaw has different land use requirements than in other parts of downtown Halifax and these changes are listed below:

(2) Notwithstanding subsection (1), only those uses listed below shall be permitted on the ground floor of a building in the DH-1 Zone immediately abutting the streetline of Pedestrian-Oriented Commercial Streets, as identified on Map 3:

(a) The following commercial uses:

- *Banks and related uses;*
- *Licenced alcohol establishments;*
- *Personal service uses;*
- *Eating establishments; (RC-Mar 26/13;E-Apr 13/13)*
- *Movie theatres; (RC-Mar 26/13;E-Apr 13/13)*

- *Commercial recreation uses; and (RC-Mar 26/13;E-Apr 13/13)*
- *Retail uses;*

(b) Cultural uses; and

(c) Uses accessory to the foregoing.

(3) Notwithstanding subsection (2), pedestrian entrances and lobbies associated with any use permitted pursuant to subsection (1) may face and have access onto Pedestrian-Oriented Commercial Streets.

HALIFAX PENINSULA LAND USE BYLAW (LUB)

The area west of South Park Street including the public gardens is covered by the Peninsula land use bylaw. HRM is considering a Plan amendment and DA by Dexel for a major development called Spring Garden West at the end of Spring Garden Road. However, the remainder of the bylaw has no specific regulations which would influence land uses fronting on SGR as part of this LUB. The city is currently undertaking a Halifax Commons Master Plan which is still in draft format. It will include the lands of the Public Gardens and possibly the old Commons land further west.

HALIFAX REGIONAL MUNICIPAL PLANNING STRATEGY

The Regional Plan sets broad regional policies for HRM and is a foundation document for all other land use related plans in HRM. Specifically, The Regional Plan sets a target for at least 25% of new housing units to be located within the Regional Centre over the life of the Plan. The relevant policies include:

- *1.3 Transportation (1) Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle;*
- *1.3 (4) Design complete streets for all ages, abilities, and modes of travel.*
- *E-10 The recommendations of the Urban Forest Master Plan, adopted in principle by HRM in September 2012, shall be considered in planning, programming and regulatory activities related to managing and enhancing the urban forest cover in HRM.*
- *T-8 Transit priority measures, such as designated transit lanes, transit signal priority, and queue jump lanes may be made to improve the reliability and travel time of public transit vehicles.*
- *8.1.4. Reduce above grade electrical and telecommunication lines;*
- *8.1.5. Encourage the development of an comprehensive natural gas distribution system;*
- *SU-8 HRM may consider regulatory and operational measures to reduce the quantity and improve the quality of stormwater entering public stormwater facilities and watercourses including, but not limited to, public education programs, animal waste control, spill prevention plans, removing illegal connections, enhanced street sweeping, reduction in road salts, land use restrictions and revisions of development standards. Any such measures may apply in whole or in part of HRM and may require approval of the Review Board.*
- *SU-9 HRM may consider supporting retrofits to existing stormwater facilities where it has been determined that such retrofits could be expected to mitigate flooding or to improve the quality of stormwater entering watercourses*
- *SU-10 Where public stormwater collection infrastructure must undergo significant repair or replacement, HRM may consider supporting funding for daylighting of the watercourse involved*
- *SU-23 When planning streetscape improvement projects for commercial areas or heritage districts within HRM, consideration shall be given to the underground placement of electrical and communication lines. Highest priority shall be given to projects within the Regional Centre. HRM shall work with utilities that have overhead wiring infrastructure to develop a design standard for underground retrofitting and a policy respecting ownership of underground wiring under the municipal right of ways.*

DRAFT CENTRE PLAN

3.2.5 SPRING GARDEN ROAD CENTRE

Draft Policy 15 :Development standards shall be established in the Land Use By-law within the Spring Garden Road Centre consistent with Fig 1 of this Plan to permit high-rise buildings. Development standards will support transitions to adjacent residential areas and complement the Public Gardens, Camp Hill Cemetery and adjacent heritage properties and streetscapes. Provisions shall be made for at-grade commercial uses on developments fronting on Spring Garden Road and on Robie Street.

FIGURE 2. Draft Centre Plan for west SGR

INTEGRATED MOBILITY PLAN

In 2014, the Regional Plan set the target that by 2031, at least 30% of trips will be made by walking, bicycling or transit. Increasing the number of trips made by active transportation and transit from 20% today to 30% in 2031 requires an integrated approach. Specifically, it targets an increase of transit use from 12% to at least 16% and active transportation use from 11% to at least 14%. The 2017 Integrated Mobility Plan (IMP) has established SGR as a **Transit Priority** street.

The Regional Centre offers the highest potential for walking, bicycling and transit use. Another key initiative of the IMP includes implementing additional Transit Priority Measures to improve the reliability and speed of buses in downtown traffic.

The Complete Streets approach outlined in the IMP promotes multi-modal people-moving capacity and strategically prioritizes transit and active transportation links. “Places”, as described in the IMP, are streets with clusters of activity, particularly high densities of pedestrians intended to provide pleasure, improve the street’s attractiveness

FIGURE 3. Integrated Mobility Plan : Proposed Bike Network

and/or define the character of an area; these can include decorative sidewalk pavers, light poles, ornamental plants and public art. Trees are an essential component of every street and are particularly important in "places" to improve aesthetics, provide a sense of enclosure and regulate the micro climate. These features combined often contribute to a "main street" character that defines these places.

Relevant components of the recently adopted IMP that will be considered for the Spring Garden Road Streetscape project are described and summarized below. The notion of 'Complete Streets' will guide many of the design approaches and decisions through the process.

- *Action 38: Rehabilitate streets based on their intended functions and using the Complete Streets approach, with first priority given to improving safety and comfort for pedestrians through design treatments such as barrier free routes, visual and sensory cues, curb extensions, widened sidewalks, street trees, traffic calming and benches in mixed use commercial areas or adjacent parks.*
- *C) For street design projects, incorporate elements that create a sense of place.*
- *Action 41: Identify streets that are considered "places", based on their key characteristics and their local or regional significance.*
- *Action 42: Prioritize "place" streets and develop enhancement plans, emphasizing streets with high volumes of pedestrian activity and of regional significance.*
- *Action 43: Develop plans for the enhancement of "places" (streetscaping plans) at the same time as the functional characteristics are worked out.*
- *Action 44: Apply progressive best practices based on research and experience in Canada and comparable northern climates.*
- *Action 45: Consider opportunities for winter use, activities and attractions.*
- *Action 46: Include artwork appropriate to the regional and community context.*
- *Action 48: Support pilot projects for creative street uses, such as community events or temporary infrastructure to test new ideas for how streets can function.*
- *Action 49: Support more frequent and widespread Open Streets initiatives.*
- *D) For street design projects, incorporate opportunities to support the Urban Forestry Master Plan to improve local ecology and integrate with the Halifax Green Network Plan (once approved).*
- *•Action 50: Consult the future Halifax Green Network Plan to determine how streets can improve their open space functions.*
- *Action 51: Consult the Urban Forest Master Plan to determine tree canopy targets and appropriate species to plant.*
- *Action 52: Replace any trees that must be removed during a project, as determined by the Urban Forester. If there is no space within the nearby street right-of-way, trees may be planted nearby.*
- *Action 53: Explore ways to provide incentives for owners to plant trees on private property adjacent to a street.*

ENGAGEMENT & CONSULTATION

HRM and the SGR Design team are placing a strong emphasis on cooperation, engagement, and partnerships throughout the process. As discussed in the Integrated Mobility Plan, "the notion of Complete Streets requires cooperation, engagement, and partnerships across municipal departments, government, communities, businesses, and other organizations." The team is committed to gathering feedback and insight from the public, businesses, and other interest groups throughout the design process. The engagement summary is found at the end of this chapter.

MULTI-MODAL TRANSPORTATION

According to the IMP, "the Complete Streets approach implements multiple design features in different contexts to accommodate various combinations of transportation modes and uses – it should accommodate not only active transportation like walking and biking but also transit".

UNIVERSAL ACCESSIBILITY

The IMP notes the importance of acommodating people with visual and mobility challenges to ensure the widest

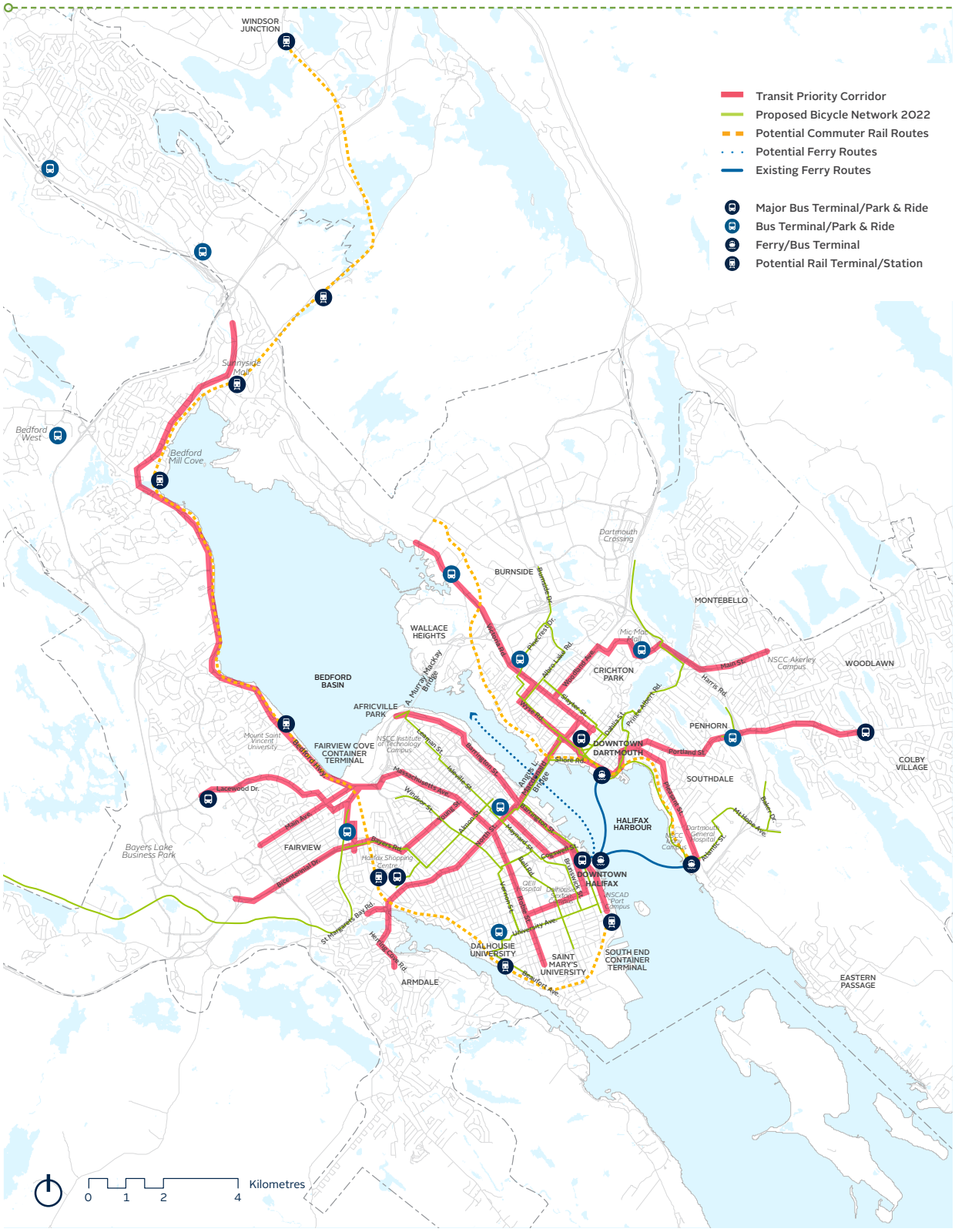


FIGURE 4. Integrated Mobility Plan : Transit Priority Corridors Map

range of residents and visitors can comfortably and safely access the public spaces along Spring Garden Road.

SAFETY CONSIDERATIONS

Street safety is about reducing the frequency and severity of collisions, particularly for the most vulnerable road users on pedestrian oriented streets like SGR. The physical design of the street must consider safety measures for all users (transit, walers, drivers, cyclists) that increase the feeling of security.

AMENITY ENHANCEMENT

Places to pause, features that create intrigue and enjoyment, and features that functionally improve user experiences can promote the sense of place in the streetscape design. The SGR Team will not only consider how to enhance amenities but is also how the HRM will maintain these elements long-term. Streets with high 'place' value such as Spring Garden Road must serve open space functions as well as providing multi modal connections. Character, scale, and neighbourhood needs will all guide the design of amenities.

MOVING FORWARD TOGETHER PLAN

The Moving Forward Together Plan (MFTP) is intended to initiate the restructuring of the transit network and guide the implementation of service improvements. It proposes new service types, service guidelines, and performance measures, along with a network redesign. The MFTP increases the proportion of resources allocated towards high ridership services by establishing ten high ridership Corridor Routes that form the spine of the transit network, providing expanded commuter focused services to move large volumes of passengers during peak periods, providing coverage service in off-peak periods, and by reducing or eliminating low ridership services.

The MFTP identifies Spring Garden Road as a Transit Priority Corridor. The street should be designed considering the following MFTP policies and actions:

- *b) Accommodate Transit Priority Measures in strategic locations by reallocating road right-of-way capacity from private vehicles and parking to transit.*
- *Action 90: Prioritize transit in locations identified on the Transit Priority Corridors Map (see Figure 20) through the use of transit priority measure (e.g. queue jump lanes, dedicated bus lanes).*
- *Action 92: Continue to implement Transit Priority Measures where opportunities exist and priority is*
- *required to reduce transit delay or increase operating efficiency. This could include:*
    - *Priority at individual intersections or corridors.*
    - *Transit-only shortcutting.*
    - *Strategic removal of parking along certain roads to increase the right-of-way capacity dedicated to transit.*
- *Action 94: Improve passenger waiting environments at bus stops, as per the Passenger Amenity Classifications described in the Moving Forward Together Plan (Section 5.1).*

GREEN NETWORK PLAN

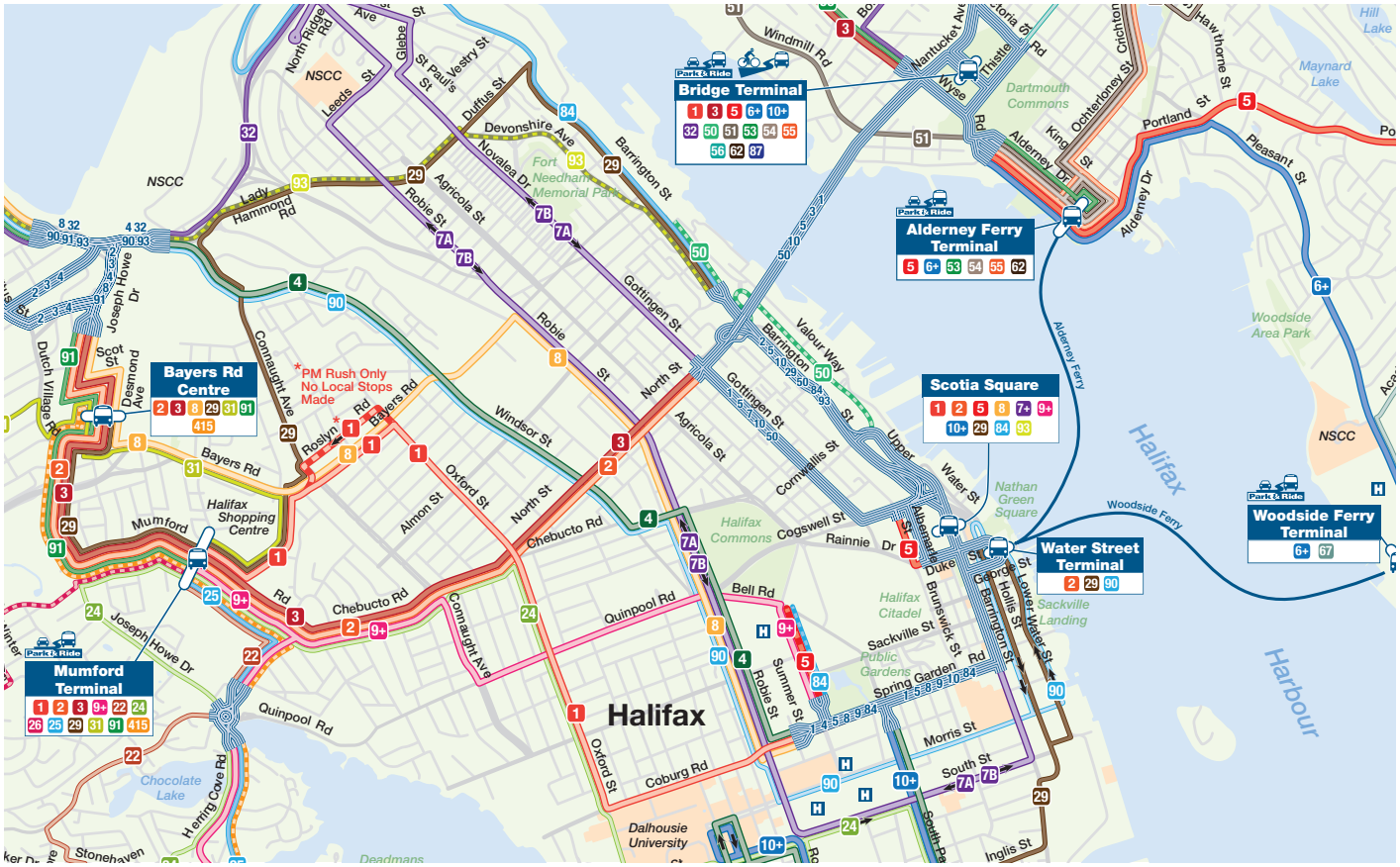
The 2018 Green Network Plan is focused on creating an integrated network of open space throughout HRM. There are no specific policies relating to Spring Garden Road or the Public Gardens in the Green Network Plan but there is one general policy:

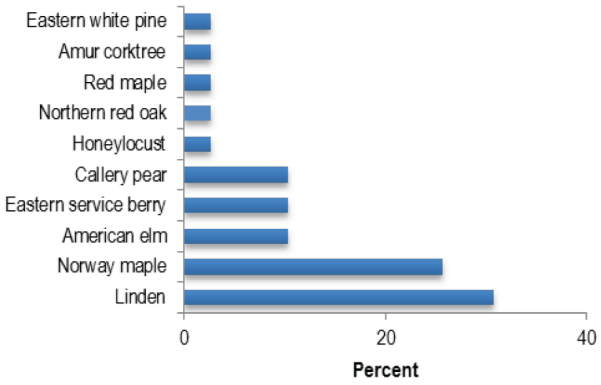
- *Action 7: Continue to implement the Urban Forest Master Plan.*

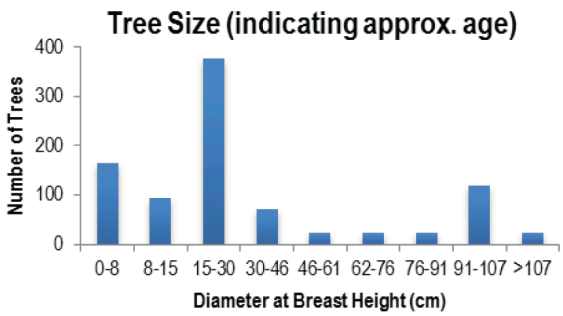
URBAN FOREST MASTER PLAN

Much of Spring Garden Road has a significant urban forest canopy with many mature species. However, the four blocks between South Park Street and Queen Street has a narrow right of way width of about 18m and in this narrow stretch of road, there are only two small trees and one medium sized tree. While the entire length of the road is playing its part in meeting the objectives of the Urban

FIGURE 5. Moving Forward Together Plan







Forest Master Plan (downtown Halifax has an area of approximately 208 acres with a current canopy cover of 11% and a canopy target of 12%), the main 4 blocks could do a better job of contributing to the 1% growth target. The downtown has low species diversity, and as with much of the Halifax Peninsula, there is an over-representation of linden, elm, and Norway maple so these species should not be considered for new plantings.

FIGURE 6. Halifax Urban Forest Plan - Downtown Species Mix & Size

MUNICIPAL SERVICE ASSESSMENT

SEWER SYSTEM

Spring Garden Road has a combined sewer system along the full length from Robie Street to Barrington Street. The system discharges to various side streets along the route. A combined sewer is defined as a sewage collection system of pipes designed to collect wastewater as well as surface runoff resulting from rainfall and snowmelt events. New road construction projects typically include separate storm and wastewater sewers, but many older part of cities include the legacy of these combined systems. Separating sewers in these old areas is a major undertaking. Recapitalization and upgrade projects, often seize the opportunity to separate systems, however, due to various constraints, this is not always possible.

Halifax Water is currently undertaking stormwater separation projects in various areas within the Municipality. One of these areas, the Spring Garden Pocket, includes a new storm sewer (450 and 900mm) on Spring Garden Road from Robie Street to South Park. This work is anticipated for construction between 2023-2024.

Existing sewer pipe sizes vary significantly along Spring Garden Road (300mm to 900mm). There are several areas without confirmed sizing. Record drawings for the area indicate that much of this existing infrastructure includes brick lined sewer pipes of various sizes and non-circular configurations.

Halifax Water has confirmed that a condition review of the existing sewers from Robie Street to Barrington Street will be undertaken. It is expected that this include closed-circuit television inspection and will be completed within a few months.

FIGURE 7. Halifax Water GIS

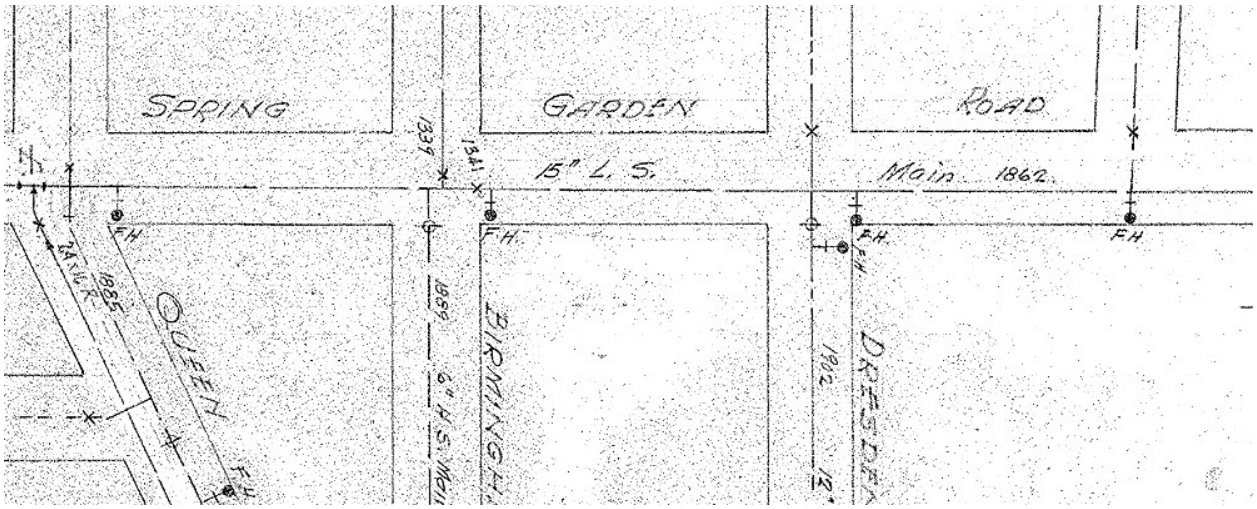


FIGURE 8. Halifax Record Drawing - Provided by Halifax Water

FIGURE 9. Halifax Water GIS

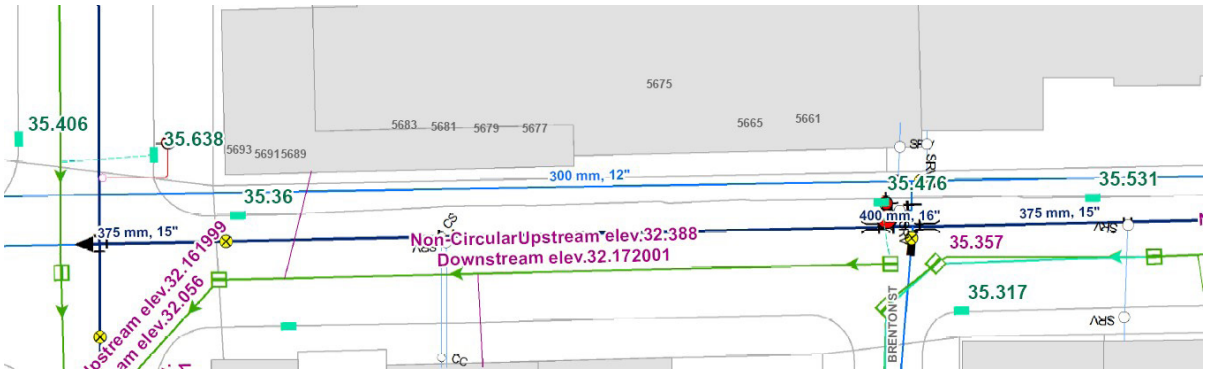


FIGURE 10. Excerpt from Availability Map (heritagegas.com)

WATER SYSTEM

Based on available record information, Spring Garden Road, from Robie Street to Barrington Street, has a domestic and fire protection water system within the road right of way to serve the adjacent properties. This system is part of the overall network and is supplied from the Pockwock Lake treatment plant. Typical watermain sizes are 300mm to 375mm, with some of the watermain being very old. Records indicate that some of the water pipe in this section dates back as far as 1862. Hydrants for fire protection are located within the sidewalks and boulevards along the length of Spring Garden Road.

Records indicate that a second watermain (300mm) is installed in a section of Spring Garden Road from South Park to Dresden Row under the north sidewalk.

Halifax Water has indicated that they have no immediate plans to replace the water infrastructure along Spring Garden Road as part of this streetscaping project. They may, however, review the potential for watermain renewal to be incorporated as part of the storm separation project west of South Park Street.

NATURAL GAS

Based on the Availability Map from Heritage Gas, sections of Spring Garden Road currently have natural gas (shown in blue below). Heritage Gas has indicated that they intend to do a detailed review once the final details of the project have been confirmed. They have indicated that majority of buildings within this area are serviced from the rear or from side streets but there may be opportunity to install new gas infrastructure such as short mainlines or laterals to un-serviced "land locked" buildings (such as the Queen-Brenton blocks).

ELECTRICAL AND COMMUNICATIONS INVENTORY AND ANALYSIS

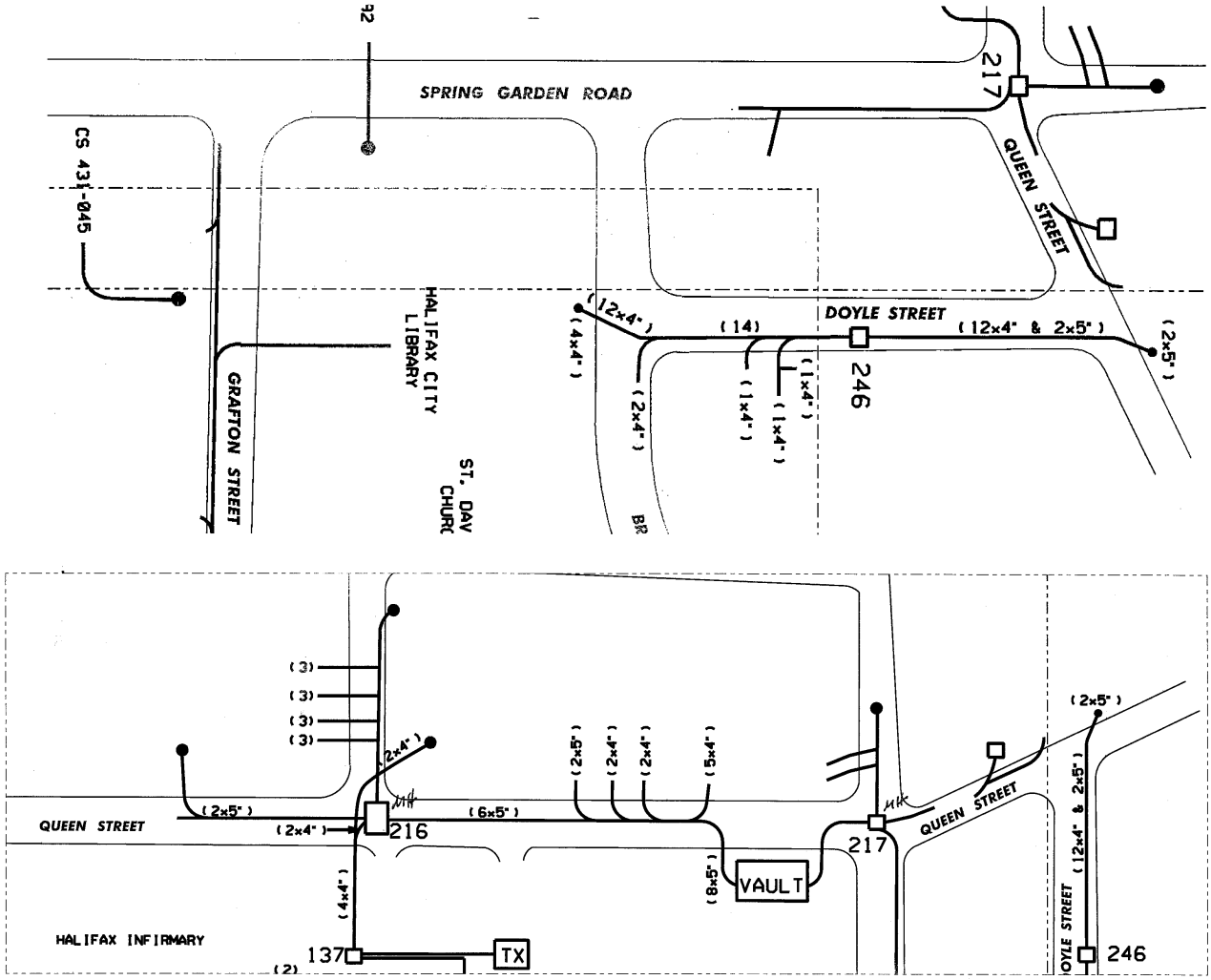
S.G.R. – BARRINGTON TO GRAFTON:

- Power, communications and street lighting infrastructure is underground at the intersection of Barrington and Spring Garden Road. Very minimal or no work is required in this intersection to underground the utilities.
- Two (2) utility poles are located on the north side of Spring Garden Road on either side of St. Mary's Cathedral. These poles carry HRM street lighting circuits and HRM street lighting fixtures. In addition, these two poles have one flood light mounted to each pole aiming at the facade of St. Mary's Cathedral. The flood lights appear to be powered from one HRM lighting circuit.
- Two (2) steel poles are located on the south side of the street adjacent to the Old Burying Grounds. These poles carry HRM street lighting circuits and HRM street lighting fixtures. The pole nearest to the Provincial Court House carries HRM overhead wiring to various flood light fixtures located within the Old Burying Grounds. When these poles are removed, a new service to the lighting within the Old Burying Grounds will be required. Arrangement of this new service limited by the characteristics of the surrounding properties. A new underground service to the Burying Grounds originating from Spring Garden Road would require excavation of the rock wall surrounding the Burying Grounds and installation of a new utility pole within the boundary of the Burying Grounds to run new overhead wiring to the existing light fixtures. An alternative, and less disruptive location to run a new overhead service into the Burying Grounds from an existing pole on Barrington Street is recommended.
- Additional poles are located on the south side of Spring Garden Road at the intersection with Grafton. These poles carry HRM street lighting circuits and high voltage overhead. High voltage overhead runs from a pole at the intersection of Spring Garden Road and Grafton to a pole approximately 33 meters north on Grafton and terminates. This is the last remaining utility pole on Grafton Street. Consideration should be given to removing it as part of this project. A new underground duct bank would be required to replace the overhead wiring.
- A new manhole is required at the Grafton intersection to accommodate Nova Scotia Power equipment.

S.G.R. – GRAFTON TO BRUNSWICK:

- Existing HRM street lighting circuits and high voltage overhead run on the south side of Spring Garden Road on this short section.
- Two (2) utility poles are located on the north side of Spring Garden Road. These poles accommodate HRM street lighting fixtures and circuits.
- High Voltage wiring runs on the north side of Spring Garden Road from the intersection with Grafton St. This high voltage then continues running north up Brunswick St. from the intersection of Brunswick and Spring Garden Road. Three (3) poles on the east side of Brunswick St. can potentially be removed and replaced with a new underground duct bank. This section of high voltage overhead along with the short run of high voltage up Grafton St. discussed previously are continuous. This overhead wiring would be most efficiently removed in a single phase.
- A new manhole is required at the Brunswick intersection to accommodate Nova Scotia Power equipment.

FIGURE 11. Existing SGR NSP underground without notes



S.G.R. – BRUNSWICK TO QUEEN:

- There is no existing overhead wiring on this block. Underground infrastructure and new HRM street lighting was installed in 2013 and in conjunction with construction of the new library.
- There is one existing pole located on the south side of Spring Garden Road strictly for the purpose of guying the utility pole across the Brunswick St. intersection. This pole can be removed when the poles on Spring Garden Road between Grafton St. and Brunswick St. are removed.
- There is an existing N.S.P. manhole at the intersection of Queen and Spring Garden Road.
- There is an existing N.S.P. vault located near the Halifax Central Library.

S.G.R. – QUEEN TO BIRMINGHAM:

- One new HRM street light is installed on the north side of Spring Garden Road.
- Two (2) existing poles on the south side of Spring Garden Road carry HRM street lighting circuits and HRM street lighting.
- There is an existing N.S.P. manhole located at the intersection of Queen and Spring Garden Road.

S.G.R. BIRMINGHAM TO DRESDEN:

- A main communications line runs overhead down Birmingham St. across the intersection of Spring Garden Road.
- An existing pole on the southwest side of the inter-

section of Spring Garden Road and Birmingham accommodates multiple low voltage communication services to surrounding properties.

- Existing poles on the north side of Spring Garden Road carry high voltage overhead, low voltage overhead HRM street lighting circuits and communication services.
- Overhead high voltage wiring begins at the intersection of Birmingham and Spring Garden Road and continues to Breton St.
- One existing pole on the south side of Spring Garden Road carries a HRM street lighting circuit and fixture.
- A new N.S.P. vault will be required near the intersection of Birmingham and Spring Garden Road.

S.G.R. DRESDEN TO BRENTON

- Two (2) existing poles on the north side of Spring Garden Road carry high voltage overhead, low voltage overhead, HRM street lighting and communications services
- The intersection of Dresden and Spring Garden Road has a crossing of high voltage overhead.
- One (1) pole on the south side of Spring Garden Road carries HRM street lighting and a communications service.

S.G.R. BRENTON TO SOUTH PARK

- There are no existing overhead services on this block.
- A new NSP vault will be installed on Brenton St. in conjunction with a new development. This vault can potentially be used to refeed low voltage and high voltage services in this area.

S.G.R. AND SOUTH PARK ST./S.G.R. AND CATHEDRAL LANE INTERSECTIONS

- HRM street lighting has been recently updated in these intersections. A mixture of Washington and Pechina style fixtures are installed.
- There is a mixture of high voltage overhead, low voltage overhead and communications services in and around this intersection.
- Multiple power and communications services are feed from the poles in and around this intersection, particularly on the east side of South Park St. Particular attention will need to be given to the impact removal of the poles around the intersection will have on the surrounding services.
- Undergrounding of electrical services in this area will require a new NSP vault.

S.G.R. – SOUTH PARK TO SUMMER

- Existing poles on the north and south sides of Spring Garden Road carry communications wiring and HRM street lighting circuits and fixtures.
- No high voltage overhead wiring is existing on this block with the exception of overhead high voltage wiring on two (2) poles on the south side of Spring Garden Road, one (1) located at the southeast corner of the intersection with Summer St. and another located adjacent to the driveway for Sacred Heart School.
- Street lighting has been recently updated to Washington style fixtures at the intersection with Summer St.
- High voltage overhead, low voltage overhead, HRM lighting circuits and communications wiring run down Summer St. through the intersection with Spring Garden Road on the west side of the street.
- High voltage overhead, low voltage overhead, HRM lighting circuits and communications wiring run down Spring Garden Road through the intersection with Summer St. on the south side of the street.

S.G.R. – SUMMER TO ROBIE

- High Voltage overhead, low voltage overhead, HRM street lighting circuits and communication wiring run down the south side of Spring Garden Road for the entire length of the block.
- Multiple power and communications services originate from these poles, NSP vaults and Aliant manholes will be required in this area to accommodate reconnection to the existing services.
- There is an existing run of fibre optical cable running overhead from Dalhousie University, down Robie street to the intersection with Spring Garden Road

then down Summer St. to the QEII Hospital.

INTERSECTION OF S.G.R. AND ROBIE

- High voltage overhead, low voltage overhead, HRM street lighting circuits and communication wiring run in all directions at this intersection.
- Further investigation of the existing infrastructure including coordination with the utilities is required to fully understand the impact removing the overhead wiring will have on the surrounding utility and HRM infrastructure.
- An NSP vault will be required at this intersection.
- An Aliant manhole will be required at this intersection.

Additional Points of Interest

- It was noted during the walkthrough with the Bell Aliant representative that the individual customers will have to coordinate with their individual service providers to have their communications services reconnected. There are numerous service providers. Coordination by HRM with the property owners will be required to provide notification and coordinate reconnection.
- Existing NSP customers fed overhead from a utility pole will have an existing weatherhead and conduit mounted to the exterior of the building being serviced. The overhead wiring runs into the weatherhead, down the conduit and into the top of a meter base. When a new underground service is brought to the building the customer has the option to:
  - *Have conduit run from underground up the side of the building to the location of the existing weatherhead. In this case NSP will reconnect power to the customer for free.*
  - *Have their existing weatherhead, conduit and meter base removed and a new bottom feed meter base installed. Conduit would run from underground directly into the bottom of the meter base. The customer would have to pay to have the weatherhead, conduit and meter base removed and a new meter base installed. HRM coordination with the individual customers would be required.*

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INFORMATION FROM PRIVATE UTILITY

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Pizza Delight
Pizza Deligh
Rooftop
Patio
Scotiabank
TURKISH
DELIGHT
petvalu
Now Open

TRAFFIC ASSESSMENT

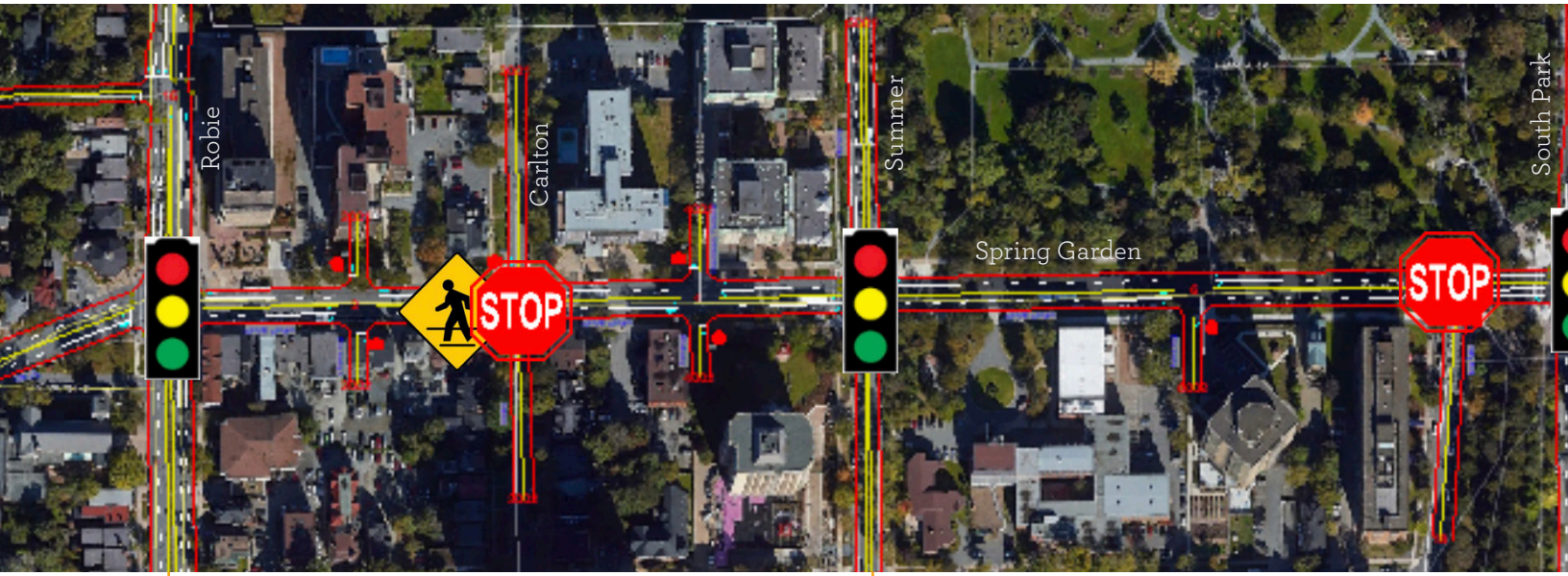
This section of the report was prepared to summarize the findings of the roadway and intersection Level of Service (LOS) analysis for existing vehicular conditions along the Spring Garden corridor. A significantly more detailed report on the transportation analysis is included in Appendix B.

The analysis focused on the various transportation elements that impact roadway and intersection performance, and less on the roadside environment, transit performance, or the pedestrian experience along the corridor as these items are addressed in greater detail in other sections of the report. This LOS analysis included review, analysis and summary of:

- *Existing conditions including roadways, intersections, traffic control, general roadside usage, pedestrian operations at crosswalks, and modal impacts on the roadway;*
- *Data inputs and assumptions related to the LOS analysis including volumes, signal timings, lane configurations, etc;*
- *Synchro model construction, data imports, testing and extraction of results;*
- *Preliminary measures of performance including average delays, capacity utilization, and queuing; and,*
- *Analysis of the findings and impacts on the project.*

The Spring Garden Road corridor extends from Robie Street at the west end to Barrington Street at the east. The corridor includes six signalized intersections, six stop-controlled intersections (minor side road stop controlled), five mid-block cross walks, plus a variety of driveways with direct access to Spring Garden Road.

FIGURE 12. Spring Garden Road Topologies



ROBIE TO SUMMER

Wider 4-lane roadway cross section with moderate pedestrian volumes, adjacent residential buildings and limited small scale commercial activity.

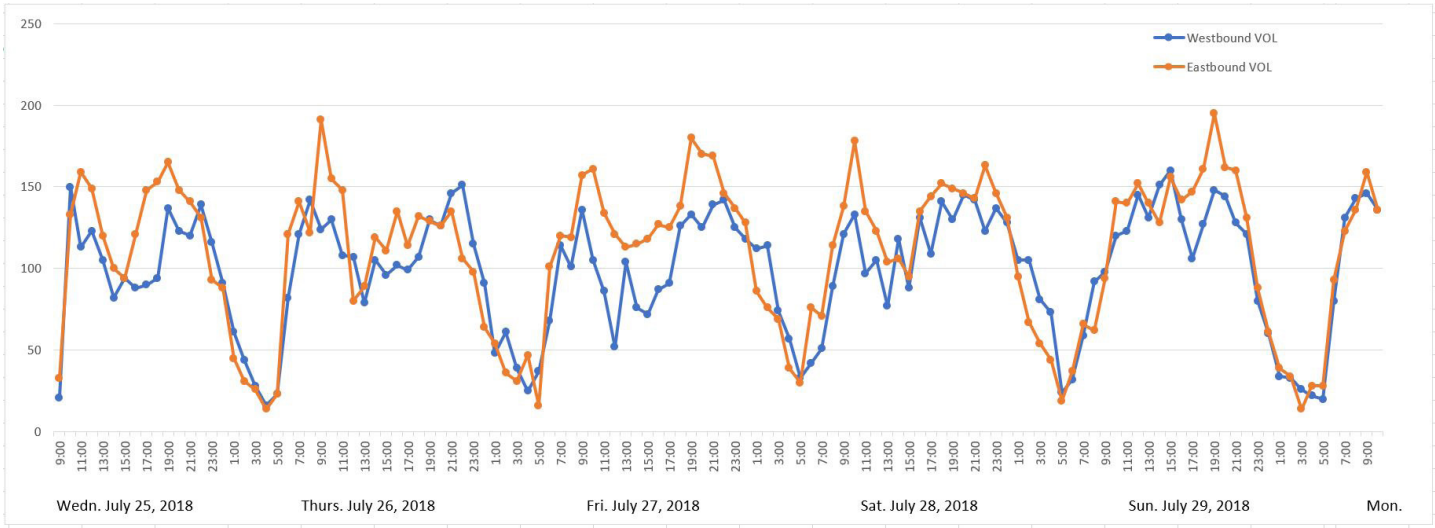
SUMMER TO SOUTH PARK

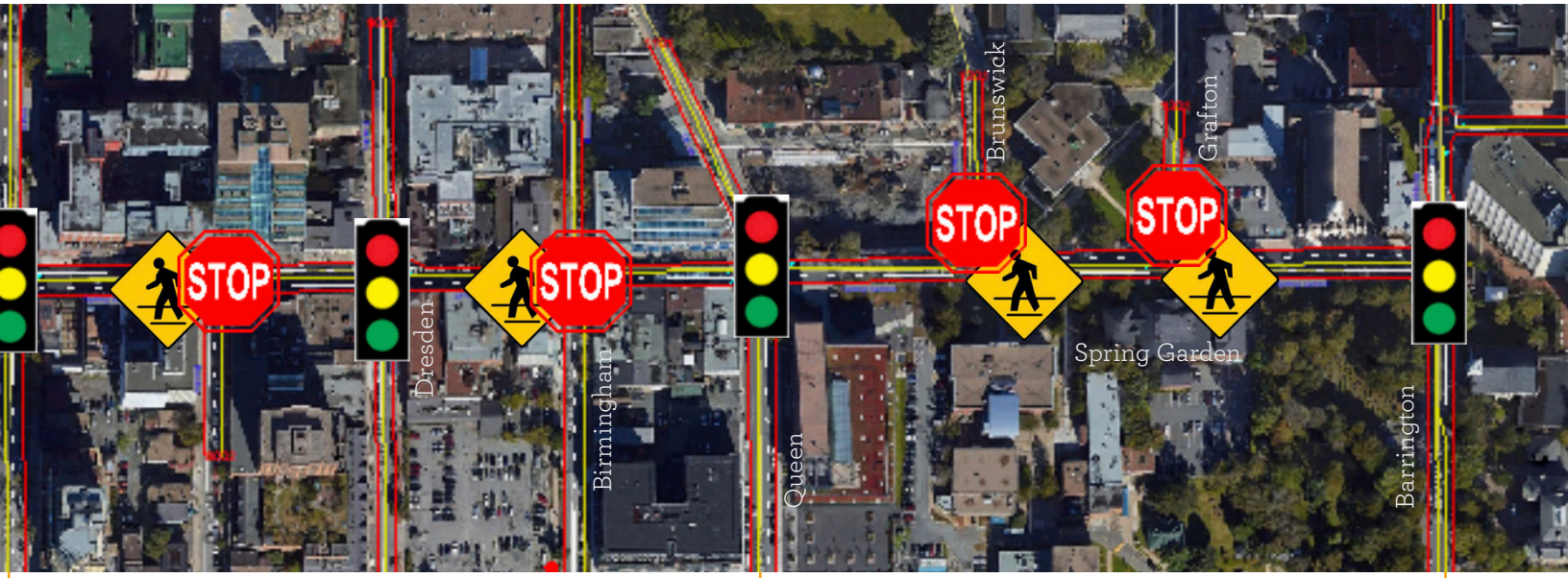
Wider 4-lane roadway cross section with moderate pedestrian volumes. Residential on the south side and Halifax Public Garden on the north.

VOLUMES

Recent traffic counts were provided by HRM for many of the intersections and some road sections. Available data was supplemented by Miovision automated traffic counts at various intersections (some ongoing) and manual counts/ob-

FIGURE 13. Daily Traffic - Spring Garden between Dresden Row and Birmingham





SOUTH PARK TO QUEEN

Narrower 3/4 lane cross section, very high pedestrian volumes and frequent pick-up/drop-off/loading activity. Dense commercial / retail land use and some local residential development.

QUEEN TO BARRINGTON

Narrower 3/4 lane cross section with moderate/ high pedestrian activity. More institutional land uses including the Halifax Public Library, Dalhousie University, the Law Courts.

FIGURE 14. Historical Taffic Counts

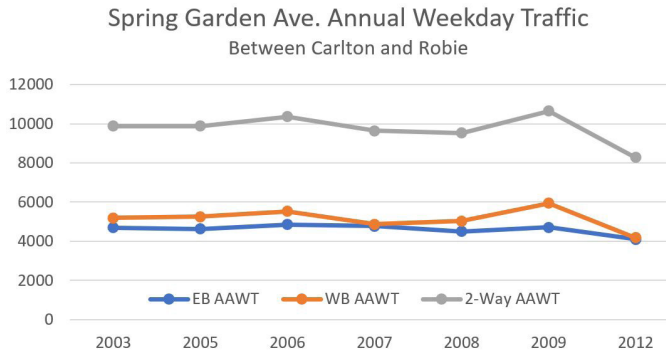
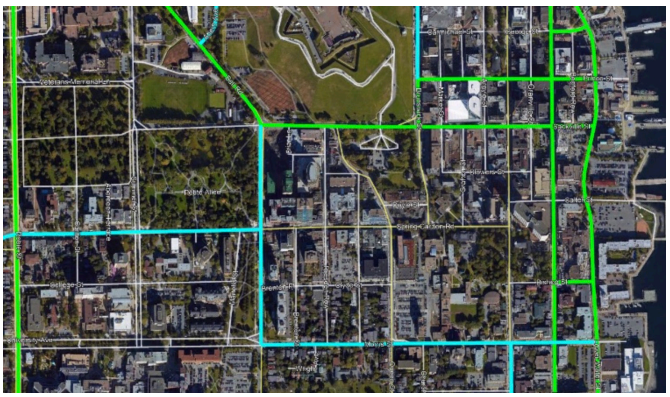


FIGURE 15. 2011 HRM Modal Share Estimates

MODE	REGIONAL CENTRE%	SUBURBAN%
Car as Driver (%)	44.4	72.2
Car as Passenger (%)	6.5	8.56
Public Transit (%)	19.3	13.7
Walked (%)	24.7	3.8
Bicycle (%)	3.5	0.4
Other Methods (%)	1.5	1.3

FIGURE 16. Transit Routes

FIGURE 17. Truck Routes



servations as required. Figure 17 shows the directional volumes and variations in daily traffic patterns based on counts carried out on Spring Garden Road between Dresden Row and Birmingham Street in July 2018.

HISTORIC GROWTH

Historic traffic counts were reviewed and where consistent historical traffic count data was available, charts were prepared to identify general growth trends. The chart to the left shows road section count data between 2003 and 2012 on Spring Garden Road between Robie and Carlton Street and suggests volumes have been relativley consistent with no notable growth and potentially a slight decline in volumes.

ACTIVE TRANSPORTATION (AT)

Peninsular Halifax including the Spring Garden Road corridor and surrounding area has documented high levels of cyclist and pedestrian activity resulting from many large and active origins and destinations as well as recent infrastructure upgrading projects in the area. General modal share estimates for the regional center in comparison to suburban areas (from 2011) are shown in the table to the left. Screenline counts carried out in 2018 on Spring Garden Road near Birmingham Street showed that about 20% of people past that point were in passanger vehilces, 36% used transit, 43% were pedestrinas and about 1% were cyclists.

TRANSIT

Fifteen transit routes are present on Spring Garden Road with 5 additional adjacent routes on Morris Street and 2 on South Street. Routes primarily use Barrington Street, Summer Street or Robie Street as connecting cross routes.

TRUCK ROUTES

Halifax's By-Law T-400 identifies the routes shown to the right as "Daytime Truck Routes" (blue) and "Full-Time" truck routes (green). While Spring Garden Road is not specifically identified as a truck route, provisions in the by-law provides guidance for off-route deliveries.

FIGURE 18. Speed Study Summary

	WESTBOUND JULY 2017	EASTBOUND MAY 2018	WESTBOUND JULY 2017	EASTBOUND MAY 2018
85th percentile speed (km/hr)	31	38	33	40
% of vehicles over 50 km/hr	0.1%	0.9%	0.2%	1.7%
Average Speed (km/hr)	21	30.7	23	32.1
Max Speed		72		83

SPEED STUDIES

Various speeds studies carried out east of South Park Street suggest 85th percentile speeds well under the speed limit with only a small percentage of vehicles traveling over the 50 km/hr posted speed. It is expected that speed studies taken west of South Park would result in higher overall speeds.

COLLISION STATISTICS

Collision data between 2015 and August 2018 included 25 total collisions (betwen South Park and Barring Street) with 11 of these collisions occuring in 2017. A more detailed summary can be found in the Appendix report, but key results include:

- *3 car/bike collisions, 3 car/bus collisions, 3 car/pedestrian collisions, and 16 car/car collisions;*
- *5 collisions occurred in parking lots or driveways to parking lots;*
- *10 collisions at or near the Queen Street intersection;*
- *23 property damage only collisions (no injuries), and 2 collisions resulted in moderate injury; and,*
- *No reported collisions west of South Park Street (to be confirmed).*

ANALYSIS

A Synchro/SimTraffic microsimulation model was prepared for the Spring Garden Road corridor. Adjacent intersections (i.e. on Sackville or Morris Street) were not included as they were deemed to have little impact on operation on Spring Garden Road. Critical periods for analysis were defined as the weekday AM and PM peak hours due to the combination of commercial and commuter traffic, though general consideration of weekend and evening traffic will be important to consider in design development. Consideration should also be given to some midday peaks that occur ouside of typical AM and PM peak hours. The models include the most recent available information including updated signal timings (including LPI phases at Barrington and South Park Street).

Detailed summaries of the results, Synchro reports, traffic volume assumptions and more are included in the Appendix report and higher-level findings are summarized in the Discussion section below.

DISCUSSION

The existing conditions analysis for the Spring Garden Road corridor included the review of a wide variety of available data, all of which provides input for a meaningful level of service analysis for the corridor. Additional data is currently being collected which will help supplement or expand upon discussions already included in this report and provide further input into the design development phases of the overall project. The following discussion points were extracted from the existing conditions analysis for consideration as the project moves forward.

ROAD NETWORK CONSIDERATIONS

- *Spring Garden Road is well connected to a variety of major perpendicular roadways and parallel routes that provide alternatives to travel anywhere on peninsular Halifax, including major routes entering or exit the peninsula;*
- *Traffic volumes along Spring Garden Road are relatively low throughout the corridor and are not representative of a major commuter through route;*
- *Major north/south movements occur on Robie Street, Summer Street, South Park Street and Barrington Street, all signalized intersections;*
- *The section of Spring Garden between South Park and Queen appears to serve as a traffic centroid (origin/destination) for commuter traffic with outbound traffic generally destined away from this block and inbound traffic toward it.*

TRAFFIC / PEDESTRIAN OPERATIONS

- *From a vehicular traffic perspective, Spring Garden Road and its connecting streets have more than adequate capacity to service the vehicles that elect to travel along the corridor, though a few critical movements exist that warrant further consideration;*
- *Pedestrians play a significant role in the operations and capacity availability at intersections and along all road sections in the corridor. This is particularly true between South Park and Queen Street;*
- *As there is adequate capacity and relatively low delays throughout the corridor, the discussion changes from providing an adequate level of service for vehicle operations, to providing a safe and efficient environment for all road corridor users. This suggests focusing on improvements that enhance pedestrian and transit experiences rather than focusing on improvements related to passanger vehicle operations;*
- *Lane configurations and associated signal timings at the Robie / Spring Garden intersection should be reviewed, particularly the use of the shared through / left movement in the north and southbound directions;*
- *Going forward, it is recommended to reduce pedestrian crossing widths to the minimum width required while still allowing accommodation of the adjacent traffic movements;*
- *High volume and frequency pedestrian crossings should be reviewed in greater detail during design development to define ways to limit exposure and risk to all users.*

INTERSECTIONS

- *All traffic signal equipment has been replaced within the past 5 years. This allows more flexibility in operations and the ability to implement more advanced signal features in the future as warranted without significant capital cost expenditures;*
- *Use of LPI signal phases appears appropriate at some intersections and there appears to be adequate capacity to accommodate such phasing without significant detriment to vehicles;*
- *Consideration should be given to providing LPI phases as all remaining signaized intersections along the corridor.*

LOADING

- *Loading operations are essential in the corridor and therefore must be accommodated. Determining the best way to accommodate loading activities will impact pedestrian and vehicle level of service. Such considerations should not only include the location of loading zones, but also the duration of the activity, incentives to vacate the area as quickly as possible, coordinating loading activities to minimize impacts on the corridor, and enforcement to limit abusive use of loading areas.*

ROAD SAFETY

- *There are many areas of Spring Garden Road as well as many of the side streets that have poorly defined lanes or inefficiently used space resulting improper use of lanes and parking areas;*
- *Between Robie and South Park there is adequate lane width over the 4-lane cross section to limit the interference on through traffic caused by right or left turning vehicles. The lane layout, use of curbside areas and intersection operations are reasonably defined and predictable, though these sections would benefit from further improvements to lane use definition and protection of the functional areas surrounding intersections;*
- *Between South Park and Barrington, the corridor is very unpredictable and often confusing. There are very high driver workload requirements resulting from the combination of high pedestrian and transit volumes, significant loading activities, pickups/drop-offs, poorly defined lane configurations and varying lane widths and uses.*

MULTIMODAL TRANSPORTATION ANALYSIS

HALIFAX TRANSIT ENGAGEMENT

Based upon discussions with Halifax Transit, we have developed a better understanding of bus operational needs along the Spring Garden Road corridor. This includes a review of the following:

- *bus ridership along the routes serving Spring Garden Road;*
- *operating schedules (i.e. timepoint holding locations);*
- *pilot project initiatives which have been undertaken to enhance the public realm (i.e. stoplet); and*
- *general issues which have added complexity to the transit analysis (i.e. construction between Robie Street and Summer Street).*

TRANSIT POLICY & STANDARDS REVIEW

MOVING FORWARD TOGETHER PLAN

The Moving Forward Together Plan was endorsed by Regional Council in 2014. There are four (4) key principles which provide guidance for Halifax Transit service improvements over next 20 years. These include the following:

- *Increase the proportion of resources allocated towards high ridership services.*
- *Build a simplified transfer based system.*
- *Invest in service quality and reliability.*
- *Give transit increased priority in the transportation network.*

The plan identifies Spring Garden Road as a transit corridor providing a high level of service, with connections to all of the terminals within the Halifax Transit network. Spring Garden Road currently provides stops for up to 15 bus routes, including their branches, along sections of the corridor between Barrington Street and Robie Street. The proposed plan also includes 16 bus routes (and their branches) along the sections of the corridor, which are comprised of approximately 6 routes classified as corridor, local, local peak, and rural routes, and up to 10 routes classified as peak express and regional express routes.

The Moving Forward Together Plan will be incorporated and considered in the development of the functional road plan options as part of the Spring Garden Road Streetscaping project. The four (4) key principles, particularly investments to improve the level of service (quality and reliability) as well as potential transit priority initiatives will be included as criteria towards the evaluation of each option.

HALIFAX BUS RAPID TRANSIT FEASIBILITY STUDY

Halifax Transit has outlined within their Moving Forward Together Plan guidelines and performance measures to provide direction related to ridership, bus stop locations and quality of service.

A Bus Rapid Transit (BRT) Feasibility Study is also currently under review by HRM. This study began in Spring 2017 and will be completed around Spring 2018. The intent of the study is to consider BRT within HRM to provide higher quality service within key corridors across the region to support community development, including higher density intensification along key corridors and nodes. The BRT Feasibility Study has been undertaken, recognizing that transit is a key mobility option to alleviate traffic congestion. We will be coordinating with HRM and incorporating the recommendations from that study within the functional plan for Spring Garden Road.

We will also be considering transit priority measures for implementation along this corridor, a review of the locations for bus stops and improvements that could be undertaken to create a better passenger waiting experience at bus stops. We understand that Spring Garden Road itself is a major destination for many passengers – it includes residential, office, commercial, retail and institutional uses. In this sense, the first mile / last mile experience will be critical given the various destinations for transit passengers.

INVENTORY OF EXISTING CONDITIONS

MULTIMODAL LEVEL OF SERVICE (MMLOS)

Multi-modal analysis (MMLOS) provides an opportunity to review and analyze impacts of non-auto trips (i.e. pedestrian, cycling and transit) and to encourage the development of good infrastructure that supports these modes to reduce the overall number of single occupancy trips. It recognizes the various opportunities for travel to / from a site or along a corridor.

MMLOS studies, compared to standard transportation studies, also review pedestrian, cycling and transit volumes with the understanding that higher volumes are indicative of a successful underlying urban fabric. In cases where high volumes of pedestrians, cyclists, or transit riders present an operational issue, an additional operational review will be conducted to understand, on a case-by-case basis, alternative methods to accommodating volumes and improving the quality of the supportive infrastructure.

CRITERIA FOR EVALUATION

MMLOS analysis involves both qualitative and quantitative components. It reviews, from a qualitative perspective, the existing conditions and focusses on the quality of the pedestrian, cycling and transit experience. The purpose of this review is to recognize the user experience and quality of the public realm within the surrounding context. The provision of quality connections and linkages encourages and influences pedestrian, cycling, and transit activity.

As part of the analysis, travel demand forecasts are established to reflect modal share assumptions within the vicinity of the site, with an understanding of future transportation changes in the area at large. These travel demand forecasts also reflect the existing travel characteristics of an area.

DATA COLLECTION ZONES

The study area considered includes the length of Spring Garden Road, between Barrington Street to Robie Street. We have adopted a zonal approach in this review, to appropriately understand the level of activity and issues that may range within Spring Garden Road. The study area has been further separated into zones, with subsequent analysis to be focussed and discussed by area. The 4 zones are as follows:

Zone 1: Barrington Road to Queen Street

Zone 2: Queen Street to South Park Street

Zone 3: South Park Street to Summer Street

Zone 4: Summer Street to Robie Street.

At this juncture, we are collecting information and developing a better understanding of the baseline volumes, demands, activities and operational needs of the Spring Garden Road corridor.

PEDESTRIAN TRAVEL & ACTIVITY ASSESSMENT

A pedestrian travel assessment reviews the pedestrian facilities provided along the corridor. It requires both qualitative and quantitative reviews of the existing conditions. The qualitative review includes a site visit that considers pedestrian conditions within a segment and at the intersection. These conditions can be experienced through five (5) different lenses, which comprise our review of existing conditions. These include waiting, walking, crossing, connecting, and accessibility.

The quantitative pedestrian level of service (LOS) assessment utilizes look-up tables that evaluate pedestrian infrastructure at segments and intersections. These capture, to the extent possible, the physical nature of the existing pedestrian facilities. Physical infrastructure elements are also collected as part of this assessment. These recognize the importance of the path that pedestrians utilize in their travels along the corridor and at intersections. Examples of these elements include: sidewalk widths, AADT of the adjacent road, width of buffers, presence of on-street parking, signal phasing plans, pedestrian crossing volumes and types of pedestrian treatments.

As part of the pedestrian travel assessment, other industry guidelines (i.e. Gehl and Fruin) related to sidewalk widths will also be consulted to develop a well-rounded understanding of the space needed to accommodate pedestrian density and activity. Inputs into this analysis include pedestrian volumes, buffer from window shoppers and considerations for any impediments along the travel path.

Spring Garden Road is an excellent candidate for MMLOS analysis. It is a well-utilized commercial street, connecting Dalhousie University and providing retail, office, and residential uses. It is also a major transit corridor across the downtown and as such, generates a high level of pedestrians. The current pedestrian realm includes narrow sidewalks for pedestrians and transit waiting areas.

A high-level inventory has been completed for the corridor, with positive infrastructure/qualities and challenges to the pedestrian realm illustrated in the following figures. Generally, the sidewalks vary in size with the widest sidewalks found in Zones 3-4 near the Public Gardens. The sidewalk tends to narrow as pedestrian volumes increase, towards the east end of Spring Garden Road, in Zones 1-2.

TRANSIT TRAVEL ASSESSMENT

The transit travel assessment section reviews the transit facilities provided within the vicinity of the site or along the corridor. It also includes both qualitative and quantitative reviews of the existing conditions. The goal of this analysis is to provide an assessment of the level of service of transit services available in the area. It does not assess the operations of individual transit lines / routes from a reliability or capacity standpoint. Notwithstanding the above, these types of studies are important, but are more appropriately undertaken by Halifax Transit.

The elements evaluated in transit travel include the transit infrastructure (type of transit stop, weather protection, signage, etc), access to key destinations, headway for periods studied, service span and type of shelter available.

Transit services provided along this corridor include up to 15 bus routes (and their branches) with buses operating in mixed traffic, affected by the same delays and congestion challenges experienced by vehicle drivers. Based upon our initial discussions with the team and Halifax Transit, we understand that the routes along Spring Garden Road are well utilized, particularly during the peak period where waiting, boarding, and alighting activities of passengers can conflict with pedestrian flow within the public realm.

As part of a pilot project, HRM has implemented a "stoplet" to provide additional space for these activities. This pilot project, as we understand, was in place until October 31, 2018. In developing options for the functional road plan, we will consider amenity improvements for transit users, which would be ideal to improve the waiting facility, as well as the improvement of transit operations to decrease the waiting period for services.

CYCLIST TRAVEL ASSESSMENT

includes both qualitative and quantitative review of the existing conditions. Elements that are considered in this review include: cycling facilities, cycling facility setbacks, crossing and waiting facilities, connections to the area network, lane configurations, dimensions and adjacent road operating speed.

There currently are no cycling lanes along Spring Garden Road. HRM has reviewed the existing conditions and proposed a network within the Integrated Mobility Plan (IMP) that is appropriate for "All Ages & Abilities". The intent of the network is to assist with reaching regional cycling targets by 2026. Based upon a review of the Integrated Mobility Plan, Spring Garden Road is not indicated as a location for a suggested bike route on a main road. Instead, it is connected to north-south protected bikeways (South Park Street and Brunswick Street), which provide options to connect to east-west routes across Downtown Halifax.

Cycling amenities are also provided in the area, with bicycle parking on the side streets, which connect to Spring Garden Road. A seasonal bicycle corral is also available for bicycle parking on the southwest corner of Spring Garden Road / Brenton Street.

FIGURE 19. Zone 1: Queen Street to Barrington Street

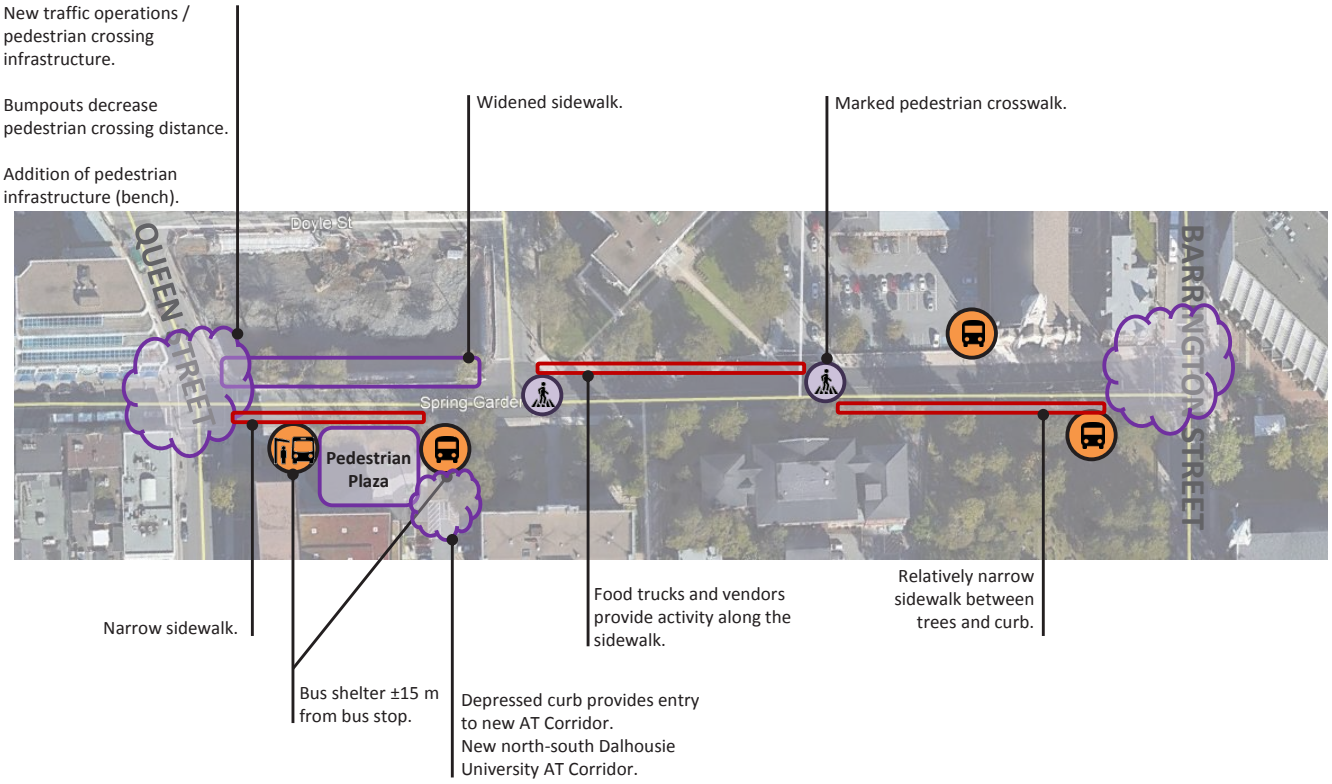
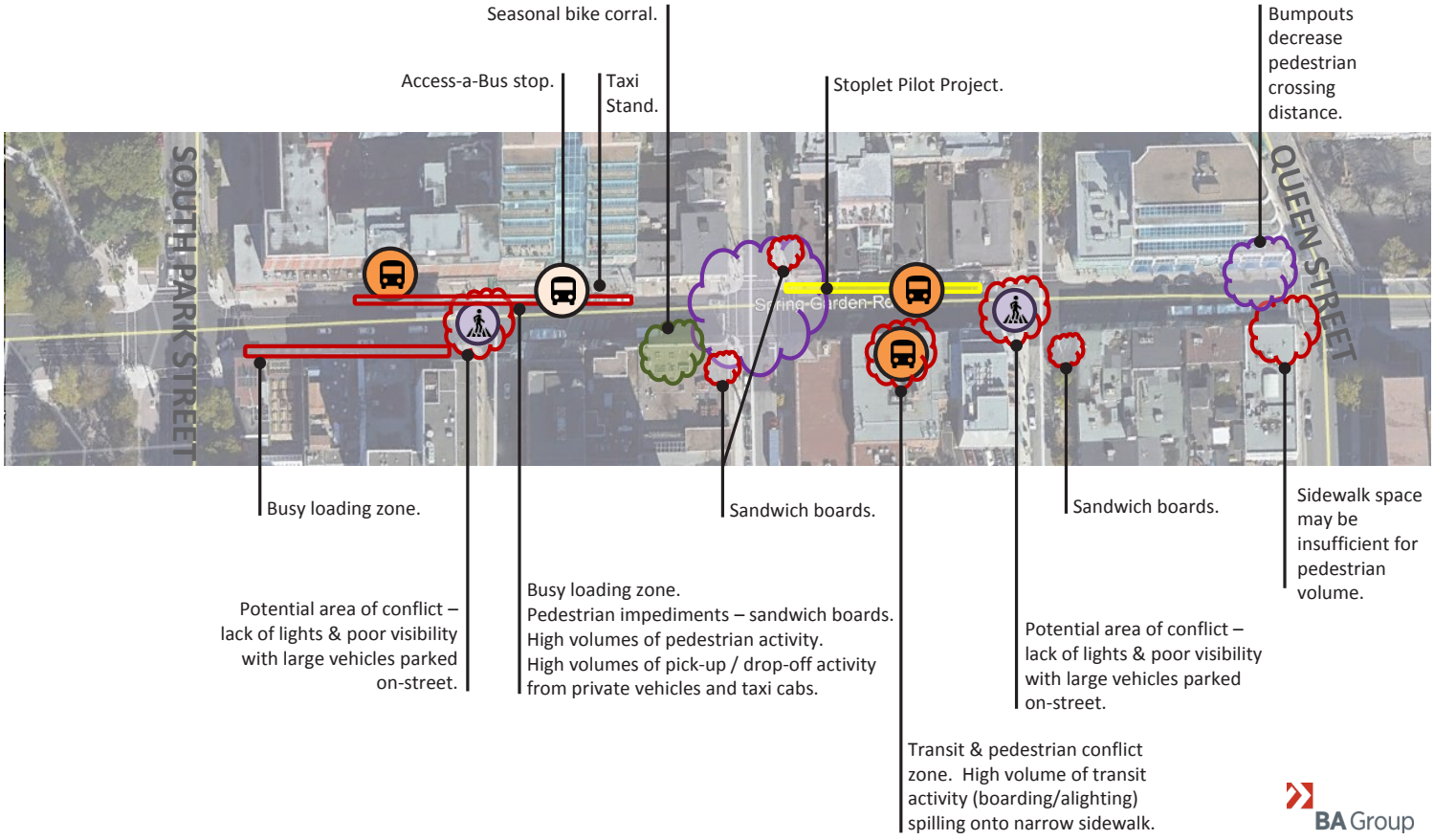


FIGURE 20. Zone 2: South Park to Queen Street



BA Group

FIGURE 21. Zone 3: Summer Street to South Park Street

Pleasant pedestrian experience (mature trees, wide sidewalks, & public gardens).

High volume of pedestrian activity into/out of Public Gardens. Visitors and pedestrians on the sidewalk may be competing for the same space.

New traffic operations / pedestrian crossing infrastructure.

Parking meters along street.

Wide pedestrian crossing in close proximity to major intersection – potential for pedestrian-vehicular conflicts.

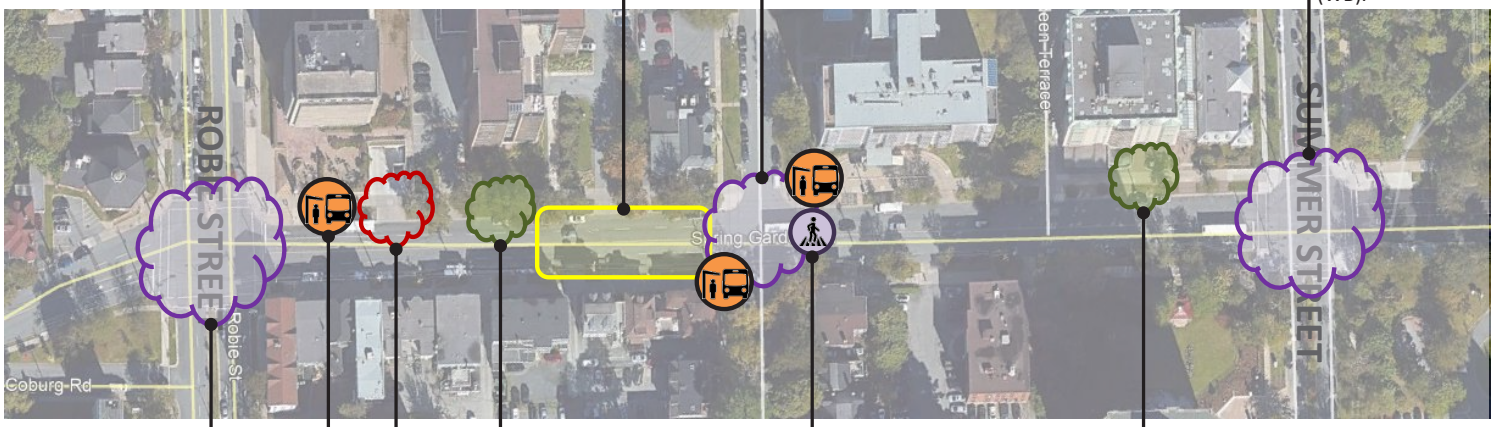
FIGURE 22. Zone 4: Robie to Summer Street

New traffic operations / pedestrian crossing infrastructure.

Pleasant pedestrian experience (mature trees).

Bumpouts to decrease pedestrian crossing distance.

Long crossing width on side street.
Transit priority signal (WB).



High volume pedestrian intersection.

Potential area of conflict – high pedestrian volumes & boarding/alighting activity.

Potential area of conflict – articulated buses may impede private driveway.

Bikes locked to traffic poles.

Pedestrian Crossing (PXO).

Bikes locked to trees and traffic poles.

LOADING/PARKING ACTIVITY

MMLOS assessments typically do not include a review of loading/parking activity. However, we understand that Spring Garden Road is an important commercial corridor with a variety of land uses relying on this corridor for goods movement activity including loading, deliveries, and passenger pick-up / drop-off.

These activities are part of the day-to-day operations for the uses along this corridor. As such, a review of these activities will also be undertaken to inform and assist with the development of options for a practical and acceptable solution.

INFORMATION COLLECTION AND CAPACITY BUILDING

A series of discussions with Halifax Transit and other major stakeholders have been conducted to establish a greater understanding of the current operational characteristics, needs and factors that would be pertinent to the development of a well-conceived, responsive and functional streetscape plan for Spring Garden Road. Considerations, including curbside needs and public realm priorities, will also form part of the scope and focus.

The inventory of pedestrian, cyclist, transit, and curbside activity and infrastructure is expected to continue into November 2018. The information gathered in each of the sections above will form the inputs into the development of a functional streetscape plan that best responds to user needs and meets user anticipated demand levels in a reasonable manner.

The further development of the functional plan, including physical design elements, universal accessibility standards, and any management protocols for Spring Garden Road, will be defined in consultation with a working / stakeholder group and HRM, to finalize appropriate measures to best accommodate the activity along Spring Garden Road

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TRANSIT OPERATIONS REVIEW

INTRODUCTION & METHODOLOGY

Transit operations have been reviewed consistent with the zonal approach adopted for the MMLOS assessment, as described in the previous section.

In order to gain insight into existing multi-modal traffic operations along the Spring Garden Road corridor between Barrington St and Robie St, BA Group processed and summarized travel time data associated with public transit and private vehicles travelling along said corridor.

Public transit travel times were obtained from converting vehicle location data made available under the General Transit Feed Specifications (GTFS) format through the Halifax Transit website. Data requests were made every 30 seconds, which corresponds to the frequency at which Halifax Transit vehicles upload their latitude and longitude coordinates and hence allowed for a granular mapping of individual vehicle locations.

Private vehicle travel times were, on the other hand, obtained from the Google Maps Distance Matrix API, which provides real-time vehicle travel time information based on the movement of large samples of anonymized mobile devices. To ensure the validity of data obtained in such fashion, both its accuracy and responsiveness were previously assessed and confirmed by BA Group as part of past project work, through comparisons with travel times collected by individual vehicles equipped with GPS sensors and travelling within the same area.

This section provides and summarizes the following:

- *results from BA Group's Spring Garden Road multi-modal travel times investigation,*
- *a discussion related to the potential for improving operations along urban transit corridors;*
- *a summary of the insight gathered thus far, and*
- *the next steps to be undertaken as part of the data analysis work supporting the broader study.*

24-HOUR CORRIDOR TRAVEL PROFILES – PUBLIC TRANSIT & PRIVATE VEHICLES

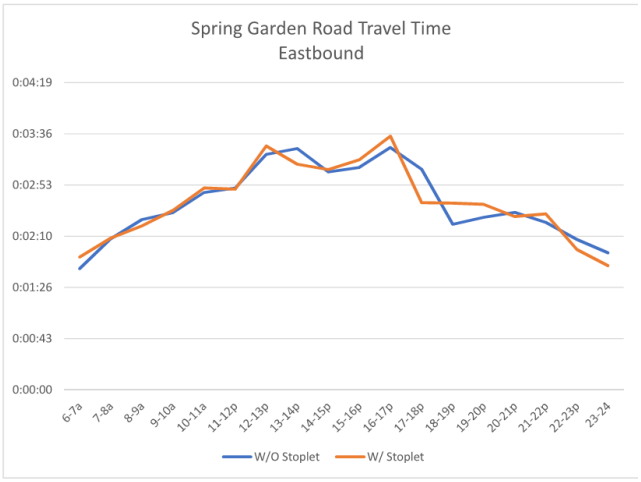
First, travel time data collected over a period of 10 weekdays (Tuesdays, Wednesdays and Thursdays exclusively) is summarized and presented in Figure 24, which illustrates overall 24-hour travel profiles for both public transit and private vehicles along the Spring Garden Rd corridor segment located between Barrington St and Robie St, in both the westbound and eastbound directions.

As shown in Figure 27, public transit travel times are consistently higher than private vehicle travel times along Spring Garden Rd, in both the eastbound and westbound directions, as is customary along busy transit routes operating in an urban context. Also illustrated in Figure 27 is the larger difference between public transit and private vehicle travel times in the westbound direction than that observed in the eastbound direction. In fact, the additional delay incurred by buses over private vehicles is approximately 1.5 minutes and 3 minutes in the westbound direction, compared to 1 minute and 45 secs in the eastbound direction, during the morning (AM) and afternoon (PM) peak hours, respectively.

HRM has also provided eastbound and westbound bus travel time data, which compares Spring Garden Road before South Park Street to Spring Garden Road after Queen Street (eastbound travel) and Spring Garden Road before Queen Street to Spring Garden Road after South Park Street (westbound travel). The following graphs illustrate the differences in delay for eastbound and westbound routes, before and after the implementation of the stoplet.

FIGURE 23. Travel Times

W/O Stoplet	W/ Stoplet	+/-
0:02:41	0:02:45	3%
0:06:30	0:08:22	29%
0:00:36	0:00:42	17%
0:01:42	0:01:52	10%
0:02:07	0:02:08	1%
0:02:24	0:02:18	-4%
0:02:30	0:02:31	1%
0:02:46	0:02:50	2%
0:02:50	0:02:49	-1%
0:03:19	0:03:26	4%
0:03:24	0:03:10	-7%
0:03:04	0:03:06	1%
0:03:08	0:03:14	3%
0:03:24	0:03:34	5%
0:03:06	0:02:38	-15%
0:02:20	0:02:37	13%
0:02:26	0:02:36	7%
0:02:30	0:02:26	-2%
0:02:21	0:02:28	5%
0:02:07	0:01:58	-7%
0:01:56	0:01:45	-9%



nd Travel Time from Spring Garden before South Park to Spring Garden after Queen St

Westbound

W/O Stoplet	W/ Stoplet	+/-
0:03:25	0:03:43	9%
0:08:50	0:10:00	13%
0:01:08	0:01:00	-12%
0:02:12	0:02:01	-8%
0:02:31	0:02:39	5%
0:02:49	0:03:00	6%
0:03:11	0:03:15	2%
0:03:16	0:03:31	7%
0:03:41	0:03:53	5%
0:04:31	0:05:01	11%
0:04:19	0:05:23	25%
0:04:10	0:04:56	18%
0:03:57	0:04:31	15%
0:05:07	0:04:56	-4%
0:04:07	0:03:26	-17%
0:03:30	0:03:54	11%
0:03:13	0:03:18	2%
0:02:50	0:03:03	8%
0:02:48	0:02:49	0%
0:02:25	0:02:09	-11%
0:02:09	0:02:03	-5%

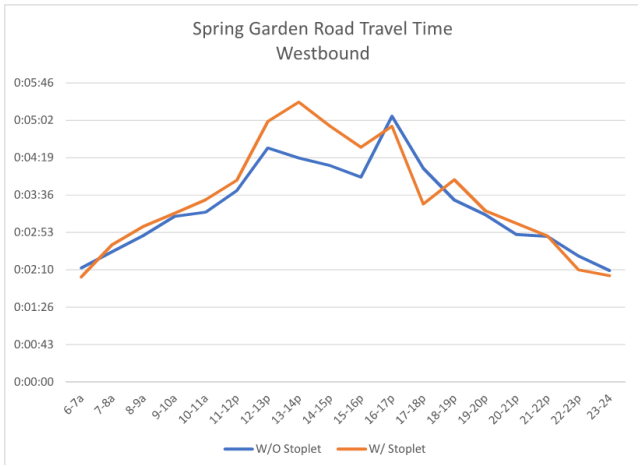


FIGURE 24. 24 Hour Travel Profile: Private Vehicles and Public Transit

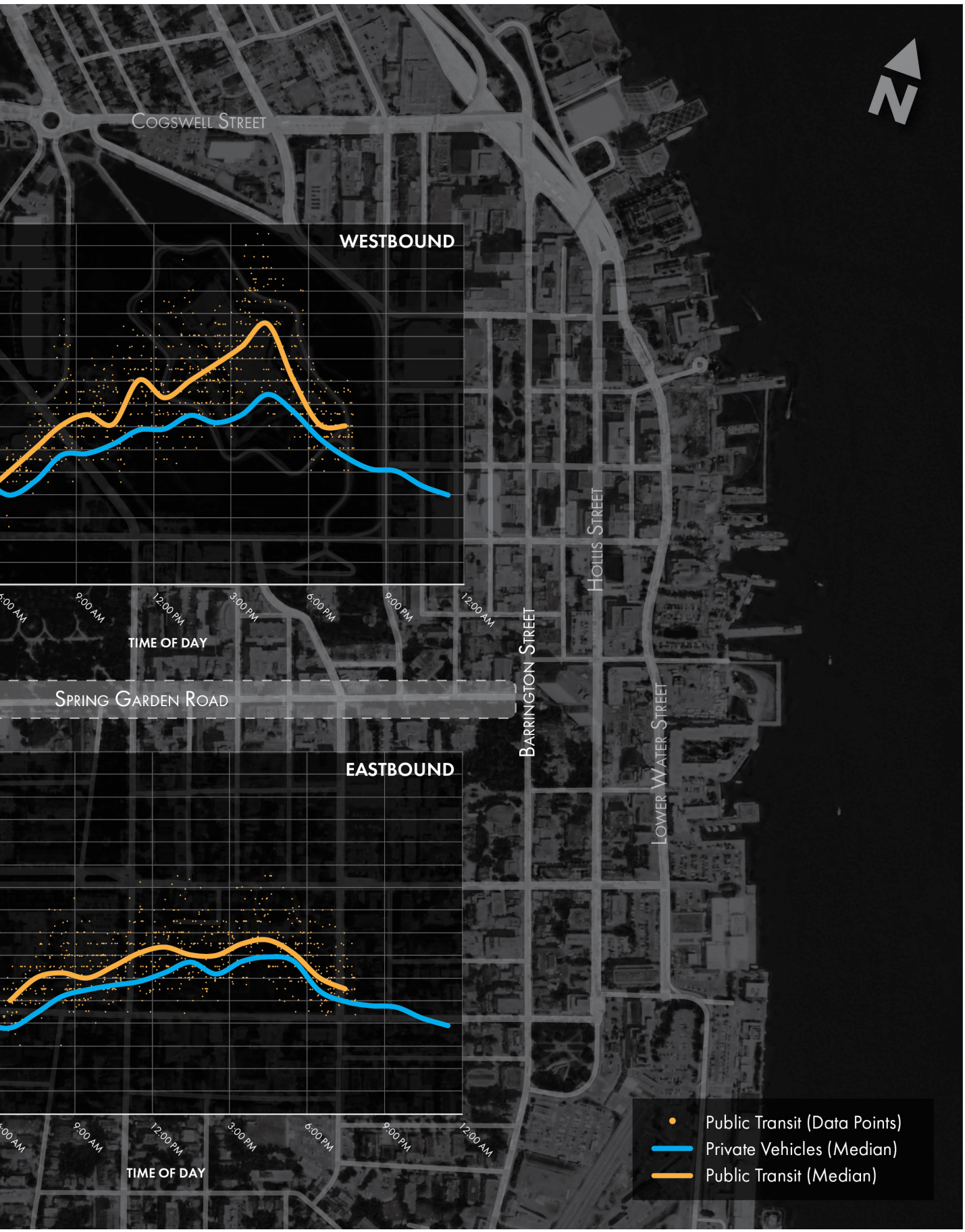
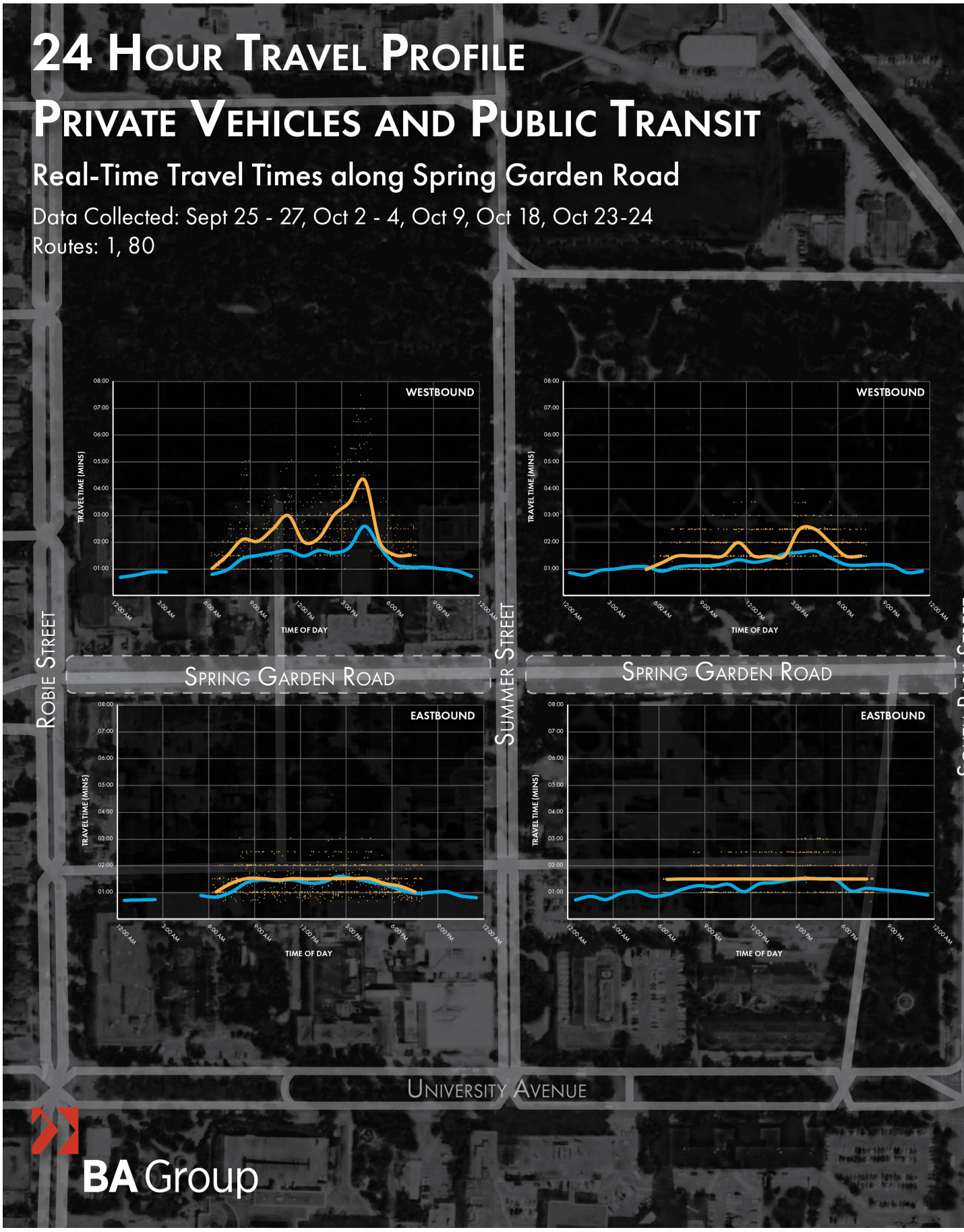

Cogswell Street
WESTBOUND
9:00 AM
12:00 PM
3:00 PM
6:00 PM
9:00 PM
12:00 AM
TIME OF DAY
Spring Garden Road
Barrington Street
Hollis Street
Lower Water Street
EASTBOUND
9:00 AM
12:00 PM
3:00 PM
6:00 PM
9:00 PM
12:00 AM
TIME OF DAY
Public Transit (Data Points)
Private Vehicles (Median)
Public Transit (Median)

FIGURE 25. 24 Hour Travel Profile: Private Vehicles and Public Transit



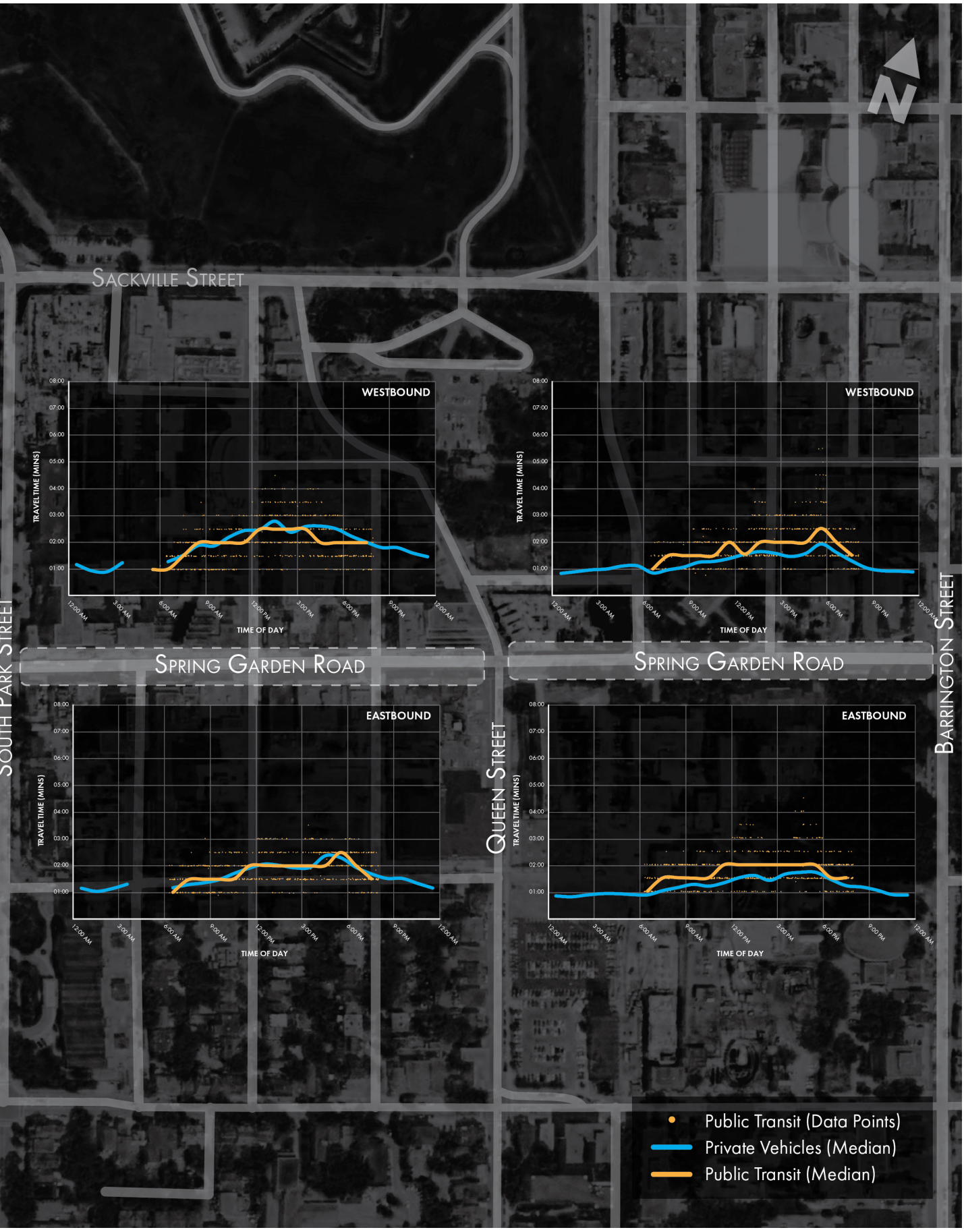
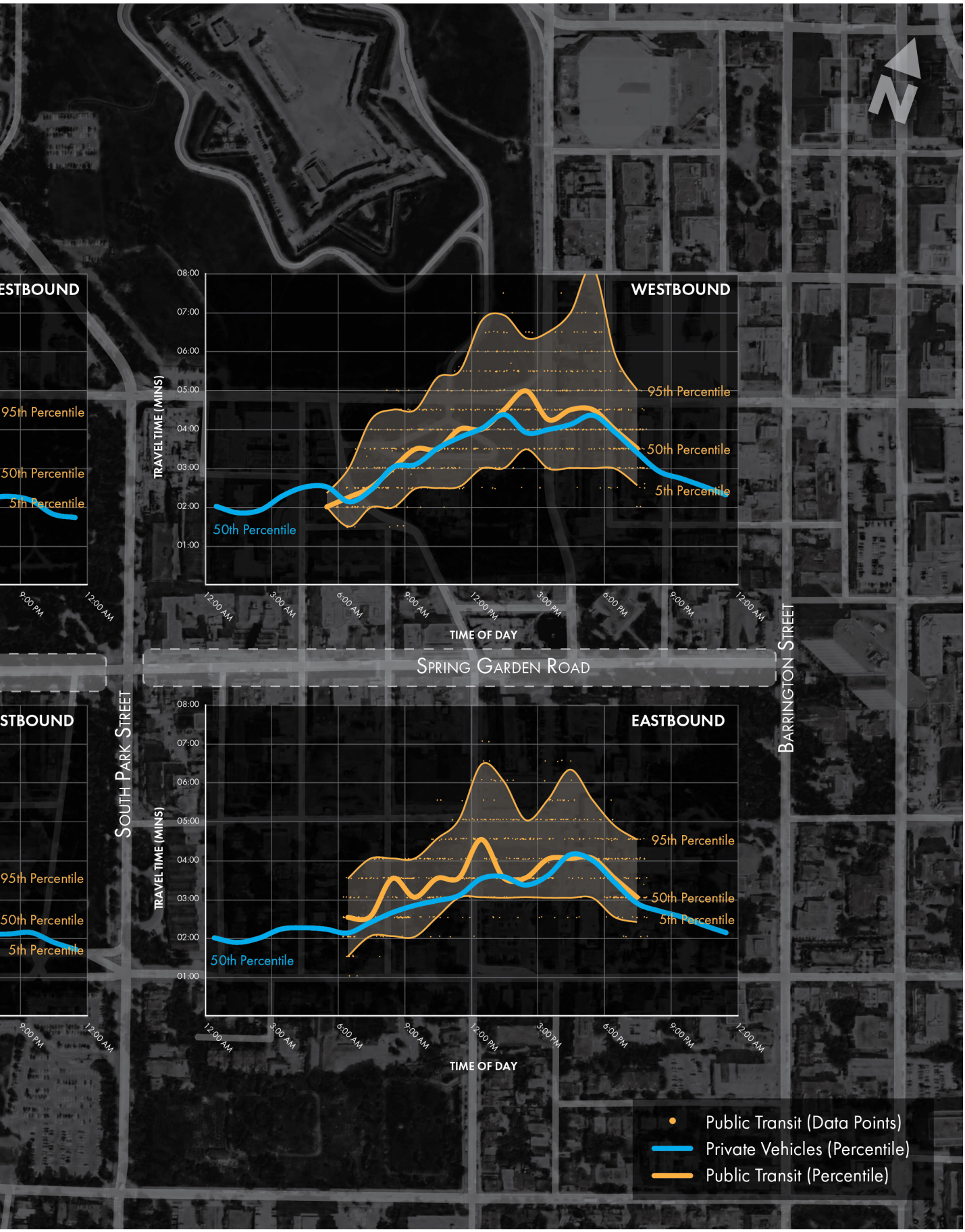

SACKVILLE STREET
SOUTH PARK STREET
QUEEN STREET
BARRINGTON STREET
SPRING GARDEN ROAD
SPRING GARDEN ROAD
WESTBOUND
TRAVEL TIME (MINS)
TIME OF DAY
WESTBOUND
TRAVEL TIME (MINS)
TIME OF DAY
EASTBOUND
TRAVEL TIME (MINS)
TIME OF DAY
EASTBOUND
TRAVEL TIME (MINS)
TIME OF DAY
Public Transit (Data Points)
Private Vehicles (Median)
Public Transit (Median)

FIGURE 26. 24 Hour Travel Profile: Private Vehicles and Public Transit


WESTBOUND
TRAVEL TIME (MINS)
08:00
07:00
06:00
05:00
04:00
03:00
02:00
01:00
95th Percentile
50th Percentile
5th Percentile
50th Percentile
12:00 AM
3:00 AM
6:00 AM
9:00 AM
12:00 PM
3:00 PM
6:00 PM
9:00 PM
12:00 AM
TIME OF DAY
SPRING GARDEN ROAD
SOUTH PARK STREET
BARRINGTON STREET
EASTBOUND
TRAVEL TIME (MINS)
95th Percentile
50th Percentile
5th Percentile
50th Percentile
TIME OF DAY
Public Transit (Data Points)
Private Vehicles (Percentile)
Public Transit (Percentile)

BREAKDOWN OF 24-HOUR TRAVEL PROFILES BY INDIVIDUAL CORRIDOR SEGMENTS

Travel time data along Spring Garden Rd was disaggregated along four short corridor sub-segments: from Barrington St to Queen St (Zone 1), Queen St to South Park St (Zone 2), South Park St to Summer St (Zone 3), and Summer St to Robie St (Zone 4). The investigation of traffic operations along corridor sub-segments was performed in order to identify the potential presence of isolated "bottlenecks", where travel times are significantly higher than those along locations immediately upstream or downstream.

As illustrated in Figure 26, there is little difference between public transit and private vehicle travel times on seven of the eight total sub-segments, which is indeed expected when said sub-segments are short (approximately 300m) and include only a single transit stop with relatively few boarding and alighting passengers. However, Figure 25 also shows that the westbound sub-segment from Summer St to Robie St exhibits high travel times for both public transit and private vehicles. While such patterns usually indicate the presence of a "bottleneck" , we understand, based on a recent discussion with Halifax Transit that this occurrence is related to ongoing construction activity.

PUBLIC TRANSIT TRAVEL TIME VARIABILITY

Transit travel time variability has the ability to create a strong alienating effect on public transit users, particularly those who may experience significant delays on a small number of their daily trips. This experience, unfortunately, discourages transit use among non-captive riders. Based on the above, travel time variability is a considered to be a significant transit performance metric that should be considered as part of corridor traffic operations improvement exercises.

The data analyzed by BA Group was used to assess the variability in public transit travel times along Spring Garden Rd. Figure 27 illustrates the differences in travel times which can be expected when riding on either Route 1 or Route 80 through both the eastern and western portions of the Spring Garden Rd corridor area under study.

Figure 26 illustrates the observed variability in transit travel times along Spring Garden Road, which is lowest in the eastbound direction. In the westbound direction, high variability unrelated to ongoing construction activity is observed along the corridor segment located between Barrington St and South Park St, with the 95th percentile travel times during the weekday afternoon (PM) peak period reaching over 8 minutes, compared to median travel times of 4.5 minutes. Further investigation into the specific causes of this high variability should be undertaken through the review of intersection video footage, site visits and/or discussions with transit vehicle operators.

EFFECTIVENESS OF TRANSIT DELAY MITIGATION MEASURES – KING STREET TRANSIT PILOT PROJECT

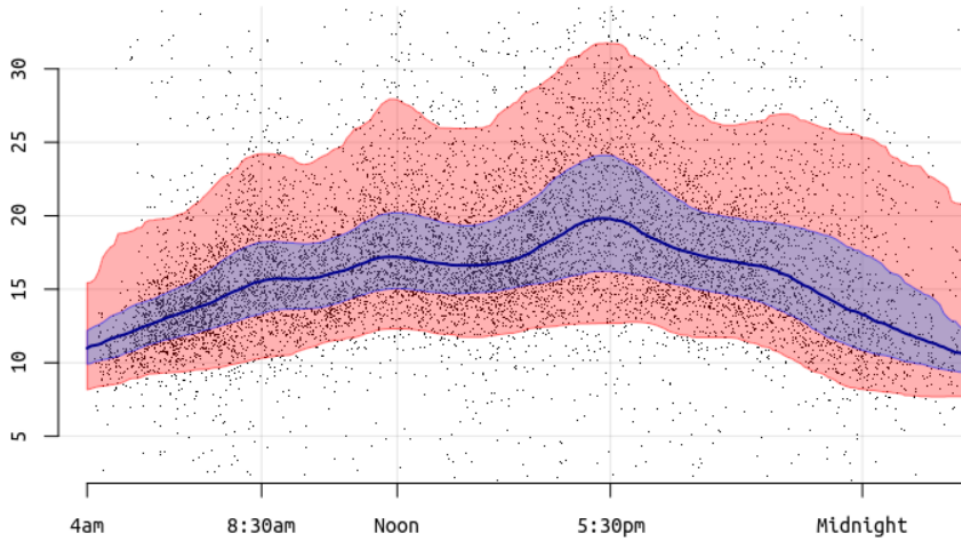
To understand the effectiveness of public transit delay mitigation measures, BA Group has reviewed the results of the King Street Pilot Project, which was a transit priority initiative undertaken by the City of Toronto within their downtown core. The Pilot provided priority to streetcars along King Street by implementing through restrictions at each intersection. Private vehicles were required to turn onto the side streets. The goal of this project was to improve streetcar transit reliability, capacity and efficiency through the enhancement of the public realm.

To demonstrate the potential impact of public transit delay mitigation measures, BA Group has reviewed figures produced by the University of Toronto's Spatial Analysis of Urban Systems (SAUSy) research lab highlighting the effectiveness of Toronto's King Street pilot project. These figures are shown on the next page.

The purpose of the inclusion of this example is to demonstrate the effectiveness of significant transit priority measures. To clarify, we are not implying that this specific measure needs to be adopted by HRM; rather, that the understanding of these results is critical to understanding how transit signal priority measures can yield significant benefits, which include two (2) key impacts – 1) a lower median or average vehicle travel time and/or 2) decreased variability in vehicle travel time.

The following figure illustrates day-long travel time profiles and variability corresponding to pre-pilot project conditions along the King St Corridor.

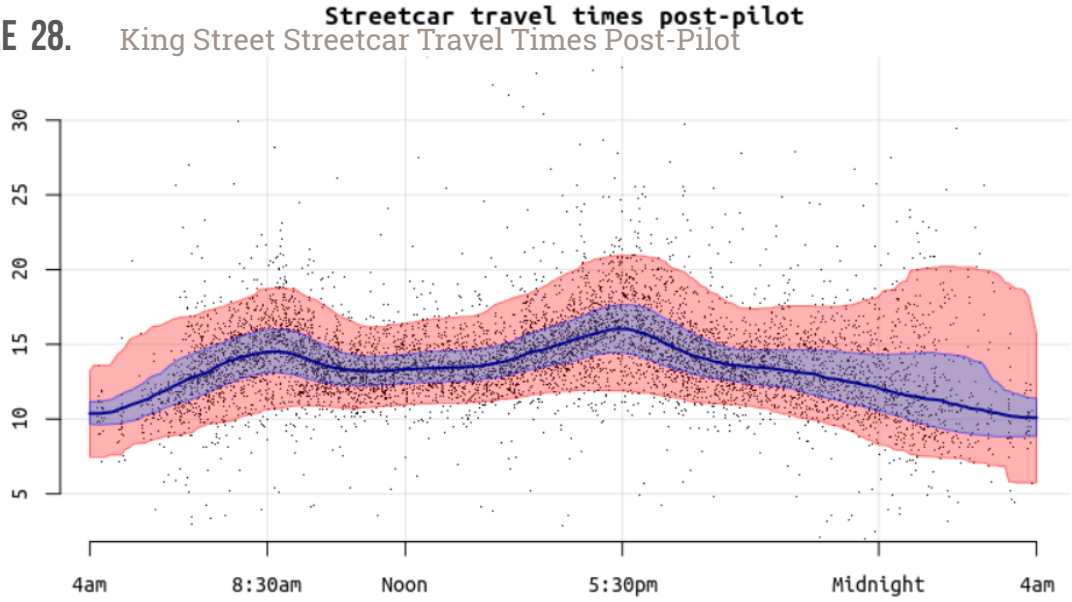
FIGURE 27. King Street Streetcar Travel Times Pre-Pilot



f streetcar travel times between Bathurst and Jarvis (either direction) by time of day. The red ar

While corridor travel times displayed in the above figure are high, especially during the weekday morning and afternoon peak periods, the large variability in said travel times represents a similarly significant takeaway, given, as mentioned above, the alienating effect of journey time variability on transit users. Post-pilot project implementation conditions are presented in the next figure.

FIGURE 28. King Street Streetcar Travel Times Post-Pilot



f streetcar travel times between Bathurst and Jarvis (either direction) by time of day. The red area shows 5th-95th percentile range. Blue shows the interquartile range (25-75th percentile). The blue line is the median.

As shown in the previous figures, not only did median travel times decrease as a result of the mitigation measures implemented as part of the King Street pilot project, but, more importantly and relevant to the context of the current Spring Garden Road study, the variability of travel times also decreased significantly.

We anticipate that the streetscaping improvements undertaken by the current exercise will also result in a modest reduction in public transit travel times along the Spring Garden Road corridor. The variability in travel times is also anticipated to be significantly reduced as well, which would also benefit transit ridership.

KEY CONCLUSIONS

This section provides a brief summary of the insight into the existing multi-modal traffic operations that was gathered from the travel time data analysis exercise conducted by BA Group. Key observations and takeaways are presented below:

- *Public transit vehicle travel times along the Spring Garden Road corridor are consistently higher than those of private vehicles, as is customary of busy transit routes operating in an urban context.*
- *The average additional delay (i.e. the difference between median transit travel times and median private vehicle travel times) incurred by transit vehicles is relatively modest, especially in the eastbound direction, which suggests that dwell times due to the boarding and alighting of passengers at transit stops are not overly excessive for the majority of transit trips.*
- *The highest transit-related delay observed on the corridor (notwithstanding the construction zone between Summer St and Robie St) is observed to take place during the weekday afternoon (PM) peak period, in the westbound direction along the corridor segment located between Barrington St and South Park St. This segment is the one along the corridor where the greatest number of passengers board and alight transit vehicles, which suggests that this delay is related to dwell time at transit stops.*
- *There is high variability in transit travel times along some specific corridor segments, especially in the westbound direction during the weekday afternoon (PM) peak period, which indicates that a minority of transit vehicles (on the order of one in ten vehicles) will be subjected to very significant delays, while a majority of public transit users will experience travel times similar to those of private motorists.*
- *Other than for the temporary presence of a construction zone along the corridor segment located between Summer St and Robie St, the data reveals that there does not appear to be a clear and severe "bottleneck" (e.g. overcapacity at an intersection due to suboptimal signal timings or inefficient lane configurations) along the corridor, where private vehicles and transit users experience much lower travel times both upstream and downstream of said "bottleneck".*

NEXT STEPS

Given the insight gathered from the travel time data analysis exercise, as well as the ultimate objective of formulating recommendations leading to the implementation of mitigation measures that will result in improved multi-modal traffic operations along the Spring Garden Rd corridor, the following steps should/will be undertaken next:

- *Additional travel time data should be processed and summarized following the completion of the current construction activity taking place on Spring Garden Rd between Summer St and Robie St in order to ensure that the "bottleneck" identified along that specific corridor sub-segment is indeed temporary and related to said construction activity.*
- *Further investigation, either through the review of intersection video footage, site visits and/or discussions with transit vehicle operators, should be undertaken in order to determine the targeted cause(s) of the high variability observed in public transit travel times, especially in the westbound direction along the corridor segment located between Barrington St and South Park St.*
- *Once the cause(s) of this additional delay has been identified, tailored mitigation measures should be implemented in order to reduce variability in transit travel times. Such mitigation measures can take many forms depending on the specific root cause of the high variability. Common recommendations include implementing transit malls at locations where buses have to wait behind one another to access a stop and let passengers on or off, incorporating all-door boarding and alighting when dwell times and number of passengers are excessive at specific stops, etc.*

ARCHAEOLOGICAL RESOURCE IMPACT ASSESSMENT SUMMARY

The full archaeological assessment is found in Appendix B in this report.

In September 2018, Davis MacIntyre & Associates Limited was contracted by Ekistics Plan + Design to conduct an archaeological resource impact assessment for the schematic design of Spring Garden Road between Queen Street and Cathedral Lane. The schematic plan is intended to guide future upgrades to the road and is intended to strengthen the street's sense of place and focus on pedestrians and transit passengers.

The purpose of the archaeological assessment is to determine the potential for archaeological resources, to compile an inventory of known archaeological resources, to provide baseline data for future planning within the study area and to provide recommendations for further mitigation, if necessary.

Land use and occupation of the peninsula and, indeed, Halifax extends back to time immemorial when the Mi'kmaq and their ancestors hunted, fished, gathered and camped on these lands. Ceremonial use and burial is also known to have occurred in the near vicinity of the Common lands. In historic times, the Mi'kmaq had a notable presence on the peninsula and it is well established that they hunted and fished on what would eventually become the Halifax Common, and likely had short-term or seasonal encampments here as well.

When the first British settlers arrived in 1749 and began building the town, what became Spring Garden Road was initially located outside of the palisade but property was quickly granted in the east end the study area by the 1760s. Notable areas of 18th century occupation include Bellevue House, Pyke's Ropewalk, the poor house complex and poor house burying ground, all located to the east of the study area. By the early 1800s, residential occupation began to grow along the street and by the mid 19th century, Spring Garden was a mostly residential landscape. The block from Birmingham to Queen Street appears to have been a small commercial district, dominated by shops and businesses since the at least the 1870s.

Gradually throughout the early to mid 20th century, the commercial district in the east end of the study area began to spread west and by the 1960s, most of the street was commercial. Late 19th and 20th century infrastructure along Spring Garden Road included a cobble stone road surface and trams operating along the street.

The results of the reconnaissance and georeferencing of historic maps indicates that the study area is generally of low to moderate potential for archaeological resources associated with midden or garbage deposits and early infrastructure like sewers and cobblestone road surfaces. Several areas of moderate potential have been identified around standing older buildings where resources may be present under adjacent sidewalks.

Areas of moderate to high potential have been identified in seven areas in and around the study area, including Freshwater Brook and Pyke's Bridge at the east end of the study area, possible 18th century resources under the streets and sidewalks of Dresden Row, Birmingham Street and Doyle Street (north of Spring Garden), resources associated with the Bellevue property in front of the Halifax Central Library, and potential burials and human remains associated with the Poor House Burying Ground,

Catholic Burying Ground and Old Burying Ground along the north and south sides of Spring Garden Road and sidewalk from Brunswick to Barrington Street, as well as the east side of Brunswick Street.

It is recommended that archaeological monitoring be conducted for any ground disturbance associated the schematic design project of Spring Garden Road. Areas of low to moderate potential may require only periodic check-ins or for the archaeologist to be "on-call" for construction crews to notify if they encounter archaeological resources. However, in areas of moderate potential or moderate to high potential, archaeological monitoring will be required until the archaeologist can make a determination that the area has been disturbed to the extent that intact archaeological resources will not be expected to be encountered.

In the event that intact archaeological features are encountered during archaeological monitoring, archaeological mitigation will be required to a level determined by the Department of Communities, Culture & Heritage in consultation with the archaeologist and Halifax Regional Municipality. The level of archaeological mitigation required will depend on the nature, age, and significance of the resource, as well as the level of disturbance.

While the high potential area of burials and human remains is located east of the schematic design study area, it is recommended that if any ground disturbance is expected for this area, an archaeological protocol should be developed prior to any ground disturbance. The protocol should be developed with consultation from the Department of Communities, Culture & Heritage, Halifax Regional Municipality, the Sustainability & Applied Science Division - Nova Scotia Environment and other relevant stakeholders. The protocol should include the methodology for the mitigation of intact burial features and disarticulated human remains, the level of recording and analysis to be conducted for skeletal remains, and must clearly lay out where any encountered human remains will be reinterred. Additionally, Mi'kmaw individuals are known to have been present in the Poor House and Poor House Burying Ground and the Catholic Burying Ground. Therefore, the protocol should be developed with consultation from the Sipekne'katik Chief and Consultation Coordinator and the Archaeological Research Division at Kwilmu'kw Maw-klusuaqn Negotiation Office (KMKNO-ARD).

COMMUNITY ENGAGEMENT SUMMARIES

SPRING GARDEN ROAD AREA SURVEY SUMMARIES

IMAGINE SPRING GARDEN ROAD

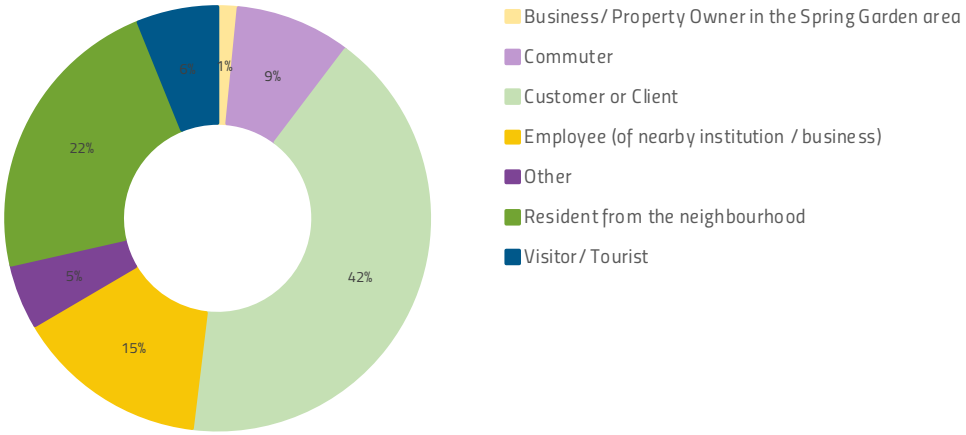
Halifax Regional Municipality (HRM) in full partnership with the Spring Garden Area Business Association (SGABA) developed several surveys to gather input and feedback from the public. There was an on-street survey conducted by staff on Spring Garden Road, an Online Survey, and a less formal public engagement meeting survey. Although different questions were asked in each of the three surveys, there were some questions asked in multiple surveys and the results of those questions have been described and summarized in this report.

Staff from HRM conducted a survey through July and August on the street to gather feedback on the stoplet pilot project. Feedback was gathered from 380 pedestrians on Spring Garden Road. The Imagine Spring Garden Road online survey was conducted from July 3, 2018 to September 24, 2018. Feedback was gathered from 866 participants. In these two surveys, participants were asked what is their favourite thing about the Spring Garden Road area and what is the one thing they would change about Spring Garden Road. In both instances, these questions did not have a pre-defined list of possible answers and responses were open-ended so participants could elaborate on their responses. These open-ended questions had similar results in both surveys and the thematic results have been summarized below.

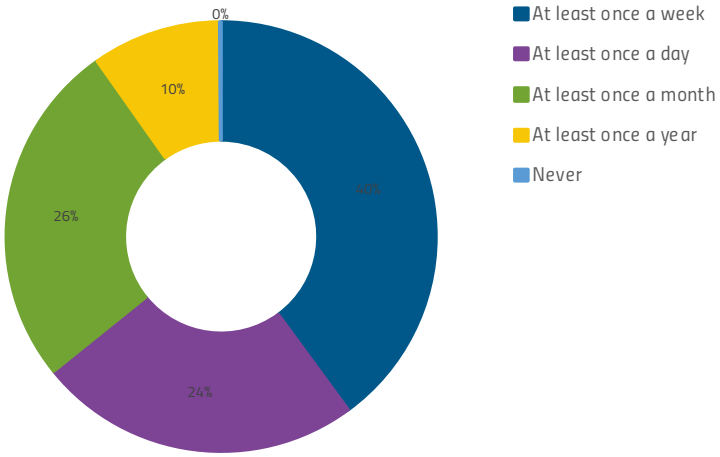
ONLINE SURVEY PARTICIPANTS: DEMOGRAPHICS AND ACTIVITY

The following charts are a breakdown of those who participated in the online survey, how they travel to the Spring Garden Road area, and how they use the area. 42% of survey participants were customers or clients of the area.

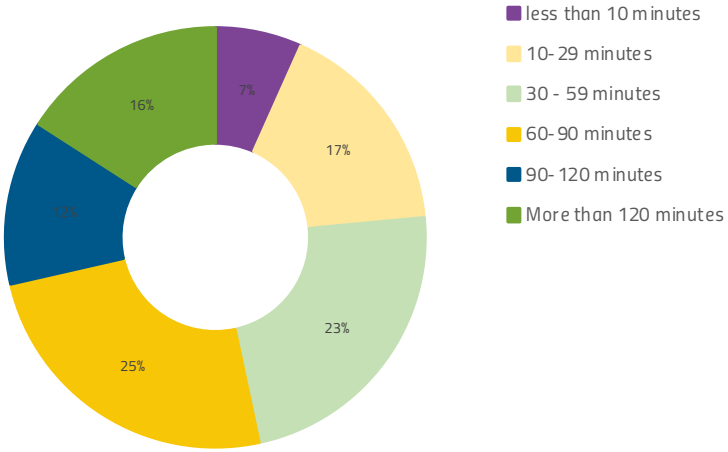
How would you best describe your relationship with the Spring Garden area?



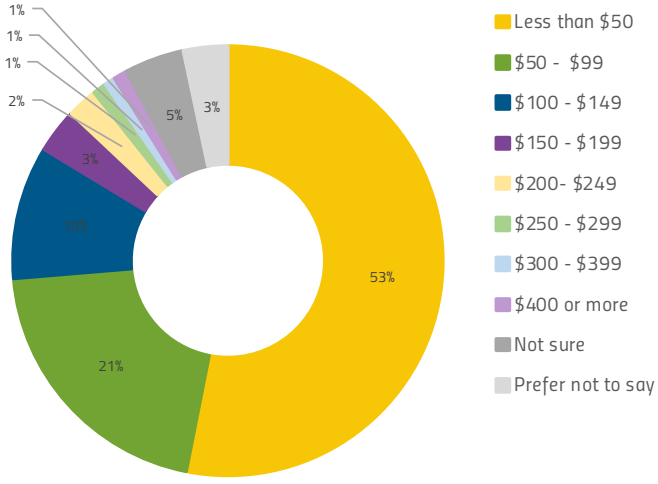
Finish the sentence: I visit the Spring Garden area...



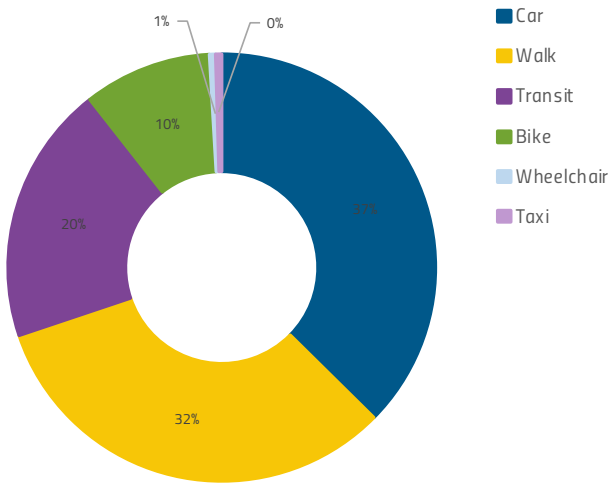
How much time did you spend in the Spring Garden area on your last visit?



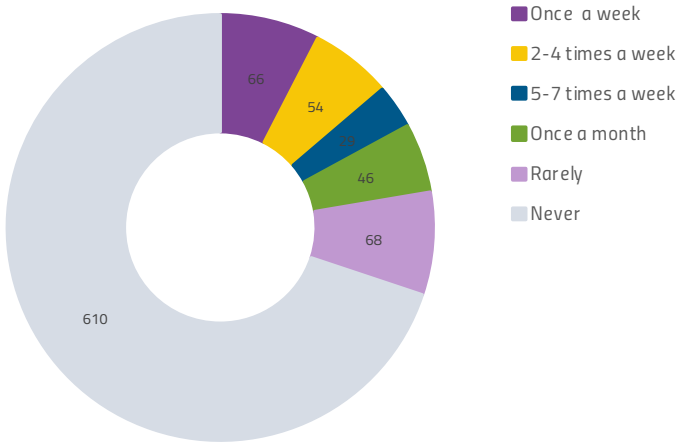
Approximately how much money did you spend in the Spring Garden area on your last visit?



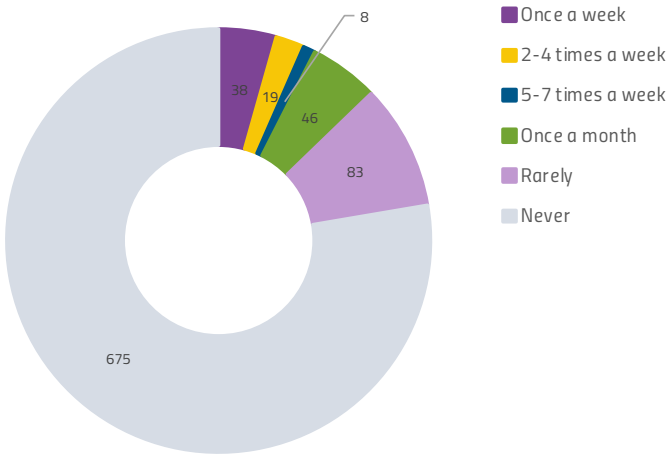
How did you get to the Spring Garden area on your last visit?



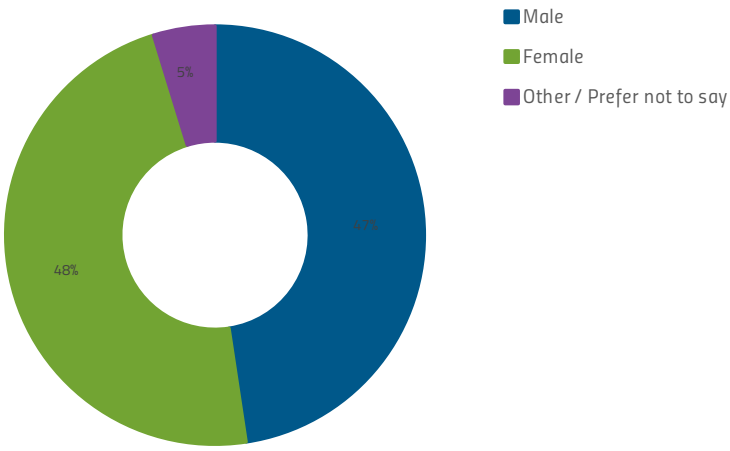
From May to October, how often do you ride a bike to the Spring Garden area?



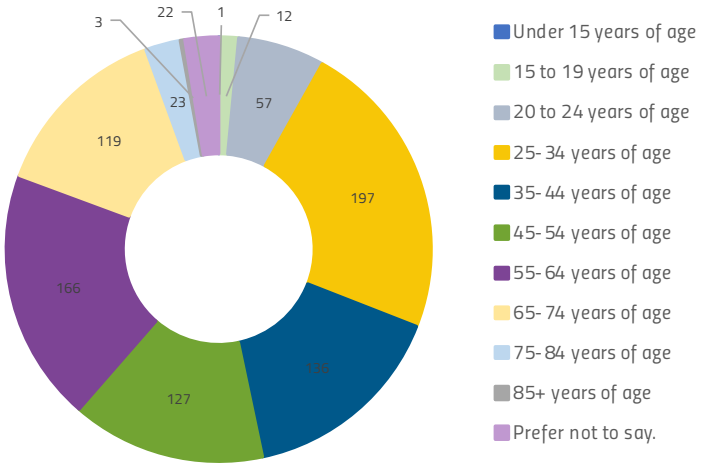
From November to April, how often do you typically ride a bike to the Spring Garden area?



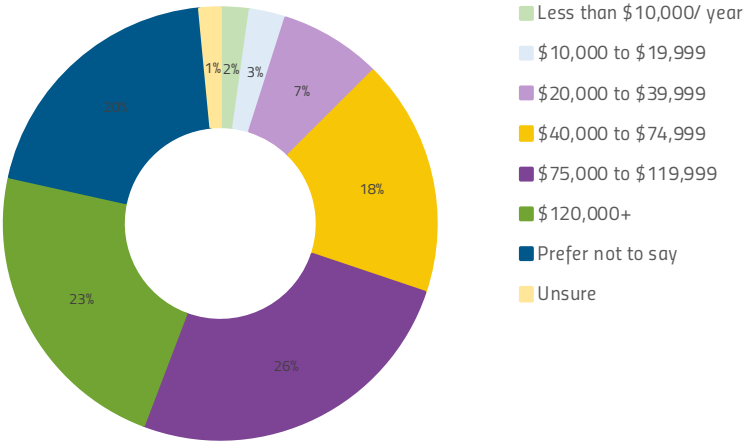
How do you identify?



What is your age?



What is your household income before tax?

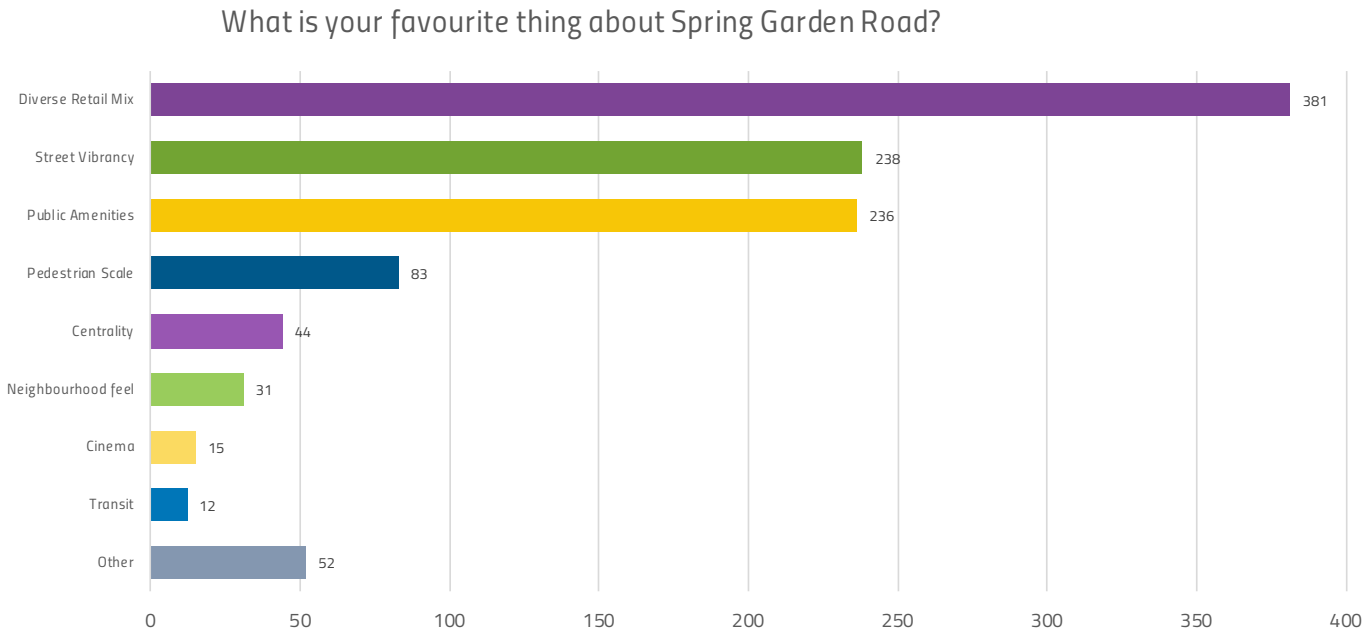



IMAGINE
SPRING GARDEN ROAD
What will improve your expe
(Place your dots)
Restrict loading to certain times of day
Loading only
10 pm - Noon
Noon - 10 pm
30 mins
No Return within 1 hour
On-street loading on Spring Garden Road
#ImagineSGR


BREWING SINCE 1964
erience?
Additional Item A:
Additional Item B:
Additional Item C:
Additional Item D:
Additional Item E:
HALIFAX

WHAT IS YOUR FAVOURITE THING ABOUT THE SPRING GARDEN AREA?

Of the responses provided, the top answers by count have been broadly categorized and graphed into the following themes: diverse retail mix, street vibrancy, public amenities (specifically the Halifax Central Library and Halifax Pubilc Gardens), pedestrian scale, centrality, neighbourhood feel, cinema (specifically Park Lane), transit, and other. Responses in the "other" category, although not included in the graph below, highlighted many other important features of the Spring Garden Road area, such as history and special events, that the public values. The top three responses were diverse retail mix, street vibrancy, and public amenities categories.



DIVERSE RETAIL MIX:

The businesses and services in the area have been identified as a positive feature in the Spring Garden Road area. The public mentions that it is not simply that there are shops and services provided, but the quality and mix of shop and service types that exist make the experience positive. Furthermore, many people valued the number of independent businesses in this area and appreciated that this provides a unique experience reminiscent of historic streetscapes.

STREET VIBRANCY:

The vibrant character of the Spring Garden Road area was often identified as a favourite feature by survey participants. Responses made frequent mention of people being a contributing factor to this vibrant street culture. The diversity of people and the number of people help make this street bustling and active. Many people made mention of the fact that they enjoy that this is a friendly street and there are lots of locations along the street that make for an ideal meeting spot. It was also often described as a great place to sit and watch people. The busy and bustling nature of the street gives an atmosphere to the area. Many participants stated that there is an energy about Spring Garden Road and that it has a pulse like a community.

PUBLIC AMENITIES:

Public spaces, specifically the Halifax Public Gardens, the Halifax Central Public Library, and Victoria Park were identified as the third most favourite thing about the Spring Garden Road area by survey participants.

PEDESTRIAN SCALE:

The scale of the architecture and the compactness of the community contribute to the pedestrian scale in the Spring Garden Road area that was identified by numerous survey participants. Responses made mention that the area is walkable and that the street is accessible, active, and the you can get to everything you need without a car. One participant also described that they enjoy that the street is almost entirely universally accessible with barrier-free access to businesses, amenities, and services. Building heights and storefront frequency also contribute to the pedestrian scale.

CENTRALITY:

Spring Garden Road is a complete community and survey participants made mention of the convenience and the variety as a favourite feature about the Spring Garden Road area. Many people stated that their favourite thing about the Spring Garden Road Area was that they could do everything in one part of the city. People enjoyed that this part of the city truly is a "Live-Work-Play" neighbourhood. The mix of shops, restaurants, services, public amenities, homes, hospitals and health care, the courthouse, and activities provides not only convenience but also creates a "neighbourhood" atmosphere that is bustling. The 10-minute neighbourhood that is Spring Garden Road gives a character to the existing streetscape that is valued in the community.

NEIGHBOURHOOD FEEL:

Responses described the friendliness of the area and made mention of the area being a great place to run into friends or meet with friends. The proximity of the area to home was also mentioned in this response.

PUBLIC TRANSIT:

Although public transit was not mentioned often, some members of the public valued the availability of buses and routes. The convenience of frequent buses to all parts of the city provides a valuable amenity in the area.

WHAT IS THE ONE THING YOU WOULD CHANGE ABOUT SPRING GARDEN ROAD?

In both the on-street and online surveys, participants were asked to identify one thing that they would change about Spring Garden Road. These were open-ended questions in which a list of possible answers was not provided to participants and participants could elaborate on their responses. Over 1300 suggestions were made by survey participants and those suggestions were categorized based on theme.

Among the top categories of improvements for Spring Garden Road were:

- *Less panhandlers*
- *Increase sidewalk width*
- *Improve pedestrian experience*

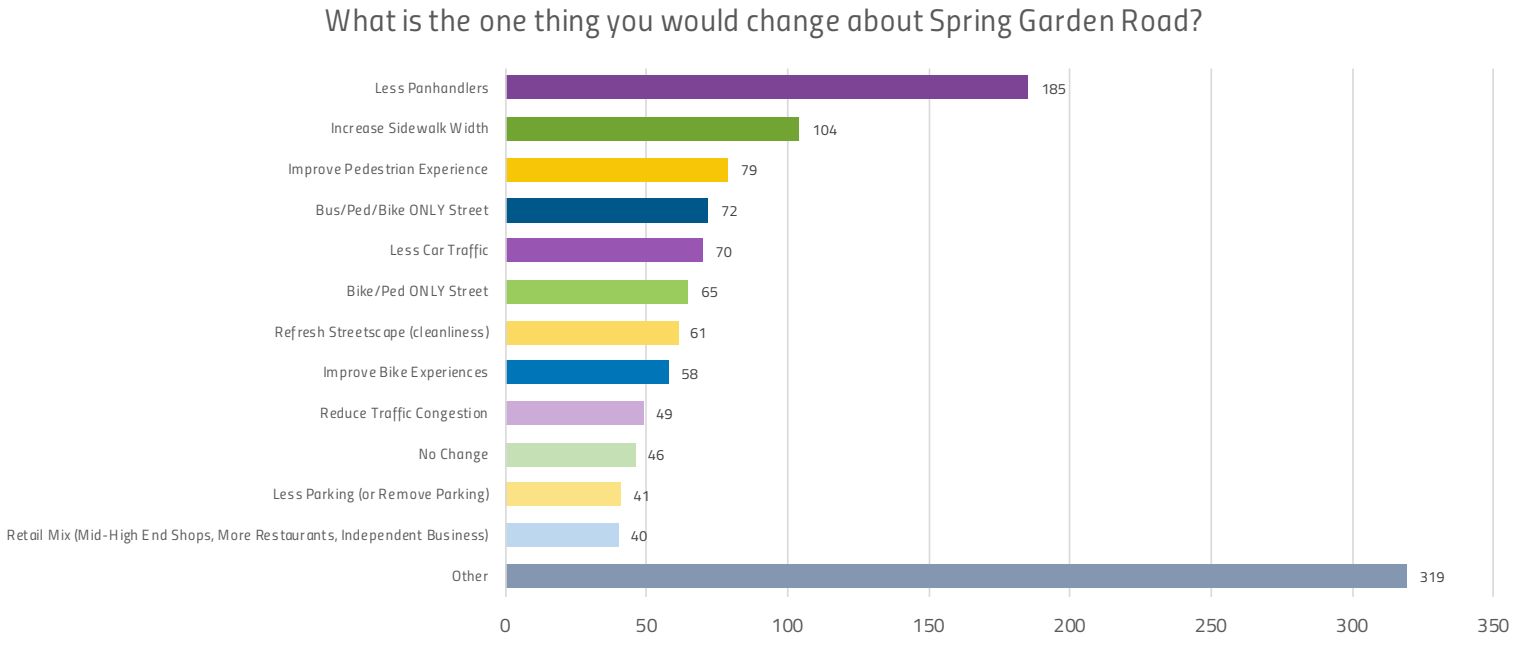
- *Implementing a bus, pedestrian, or bike only street*
- *Less car traffic*
- *Implementing a bike or pedstrian only street*
- *Refresh streetscape*

Concerns regarding panhandlers in the area were frequently raised in both surveys. Many participants commented that additional support services in the area should be considered to alleviate the broader social issue at hand.

Increasing sidewalk width and improving pedestrian experience were frequently suggested by survey participants. Specific comments included improving crosswalk safety, eliminating sandwich boards from the sidewalk, and sidewalks that can accommodate outdoor restaurant seating. Increasing sidewalk space for transit passengers and pedestrians was also a top priority in question 14 in which participants were asked on a Likert-type scale how important certain elements were in imagining the future of Spring Garden Road.

Many survey participants expressed interest in making the street more pedestrian, bike, and transit-friendly, or more pedestrian and bike-friendly, through car-free days or times or making certain areas of Spring Garden Road car-free. Both on-street and online survey participants frequently cited car traffic as one thing they would like reduced on Spring Garden Road. Comments and feedback relating to the topics of vehicular traffic and active transportation included concerns about traffic flow and traffic congestion, safety concerns for pedestrians due to traffic flow bottlenecks, safety concerns for bicycles, eliminating unnecessary vehicular traffic, and making the street more pedestrian, bike, and transit friendly.

Refreshing the streetscape, which included comments regarding additional green space on the street, was also a top priority in question 14 for survey participants in improving their experience on the street.



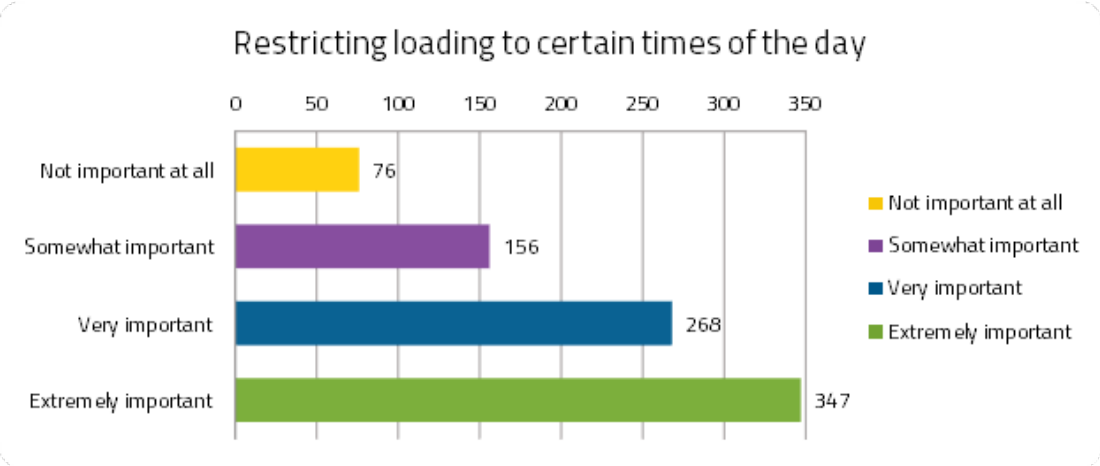
QUESTION 14: WHEN IMAGINING THE FUTURE OF SPRING GARDEN ROAD, ESPECIALLY IN THE BUSINESS AREA BETWEEN QUEEN AND SOUTH PARK STREET, HOW IMPORTANT ARE THE FOLLOWING ELEMENTS TO IMPROVING YOUR EXPERIENCE ON THE STREET?

In the online survey, participants were asked to indicate how important the following elements were to improving their experience by selecting "Not important at all", "somewhat important", "very important", "extremely important":

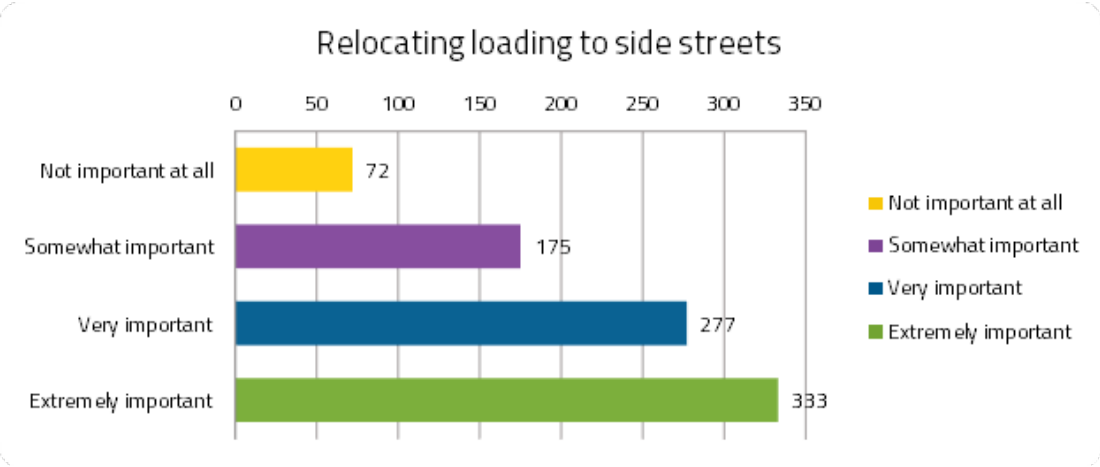
- *Bus shelters;*
- *Benches / more places to sit;*
- *Using high quality materials, such as paving and ornamental lighting;*
- *Greening the street – more trees and flowers;*
- *On-street loading on Spring Garden Road;*
- *Relocating loading to side streets;*
- *Restricting loading to certain times of the day;*
- *Nearby off-street parking;*
- *Nearby on-street parking;*
- *Better information to help you find your way around;*
- *Bicycle parking;*
- *Better pedestrian lighting;*
- *Additional decorative lighting, such as string lighting;*
- *Reducing sandwich board clutter;*
- *Placing utility wires underground;*
- *Public art;*
- *Drinking fountains;*
- *Notice boards;*
- *More space on the sidewalk for patios / sidewalk sales;*
- *More space on the sidewalk for transit passengers and pedestrians;*

Of these, the top five most important were determined to be those with the most "Extremely Important" votes as well as the most combined "Very Important" and "Extremely Important" votes. These top five have been summarized and outlined below.

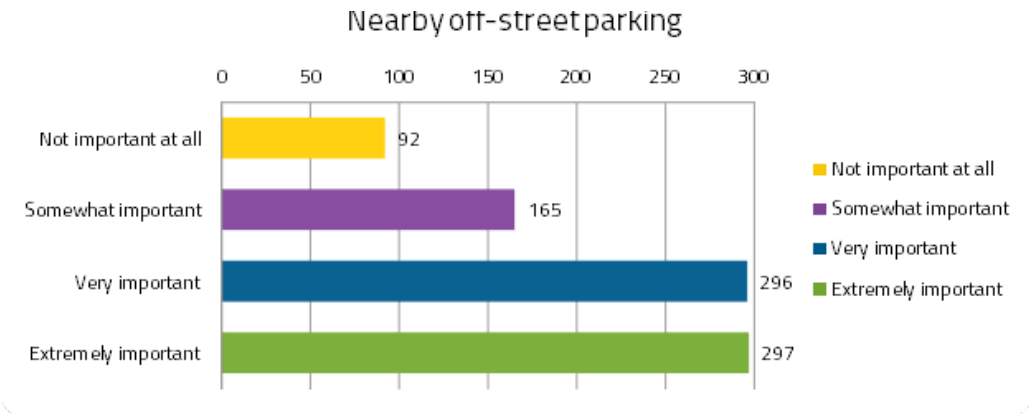
73% of survey participants indicated that greening the street with more trees and flowers was very important or extremely important to improving their experience. Given that Victoria Park and the Halifax Public Gardens were frequently referenced in the on-street and online surveys as a favourite feature of the Spring Garden Road area, there appears to be high value placed on vegetation and green space amongst survey participants.



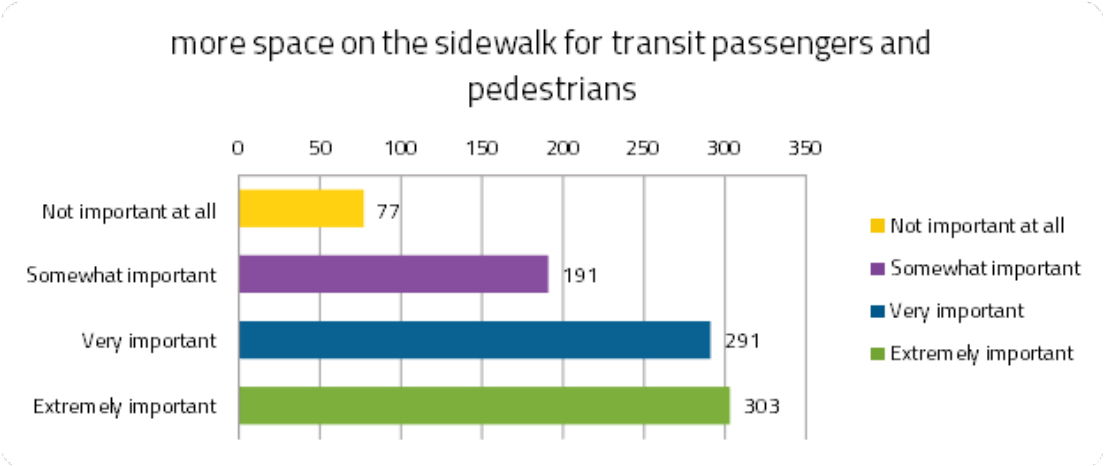
73% of survey participants indicated that restricting loading to certain times of the day was very important or extremely important to improving their experience.



71% of survey participants indicated that restricting loading to certain times of the day was very important or extremely important to improving their experience. Given that two of the top five responses related to loading restrictions, addressing this issue should be a high priority in the area. The issue of loading on Spring Garden Road affects the quality of user experience in the area.

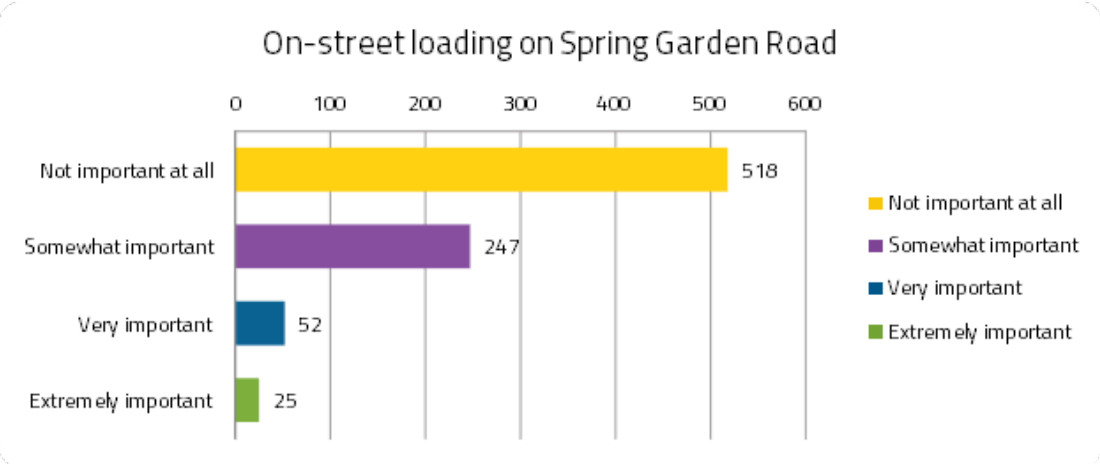


70% of survey participants indicated that nearby off-street parking was very important or extremely important to improving their experience.

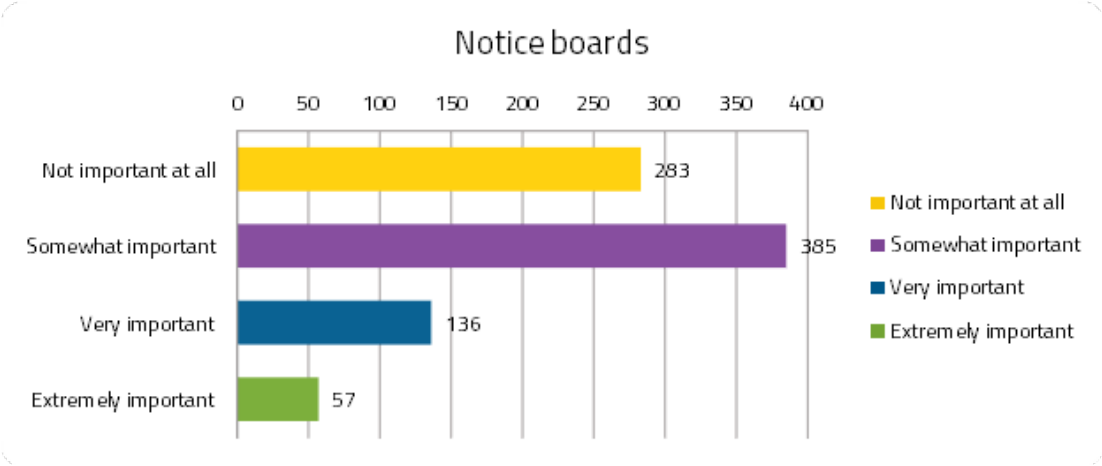


69% of survey participants indicated that more space on the sidewalk for transit passengers and pedestrians was very important or extremely important to improving their experience.

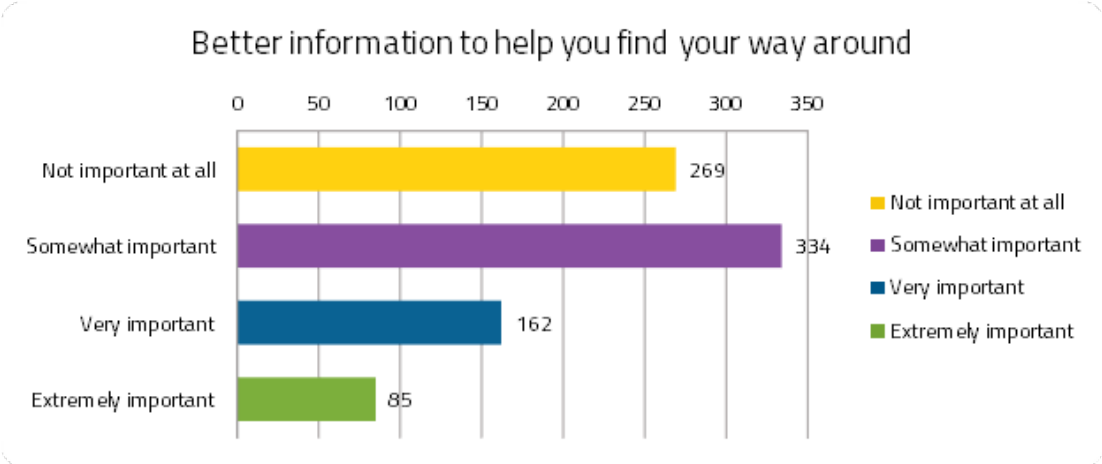
The five least important were determined to be those with the most combined “Not important at all” and “somewhat important” votes. These bottom five have been summarized and outlined below.



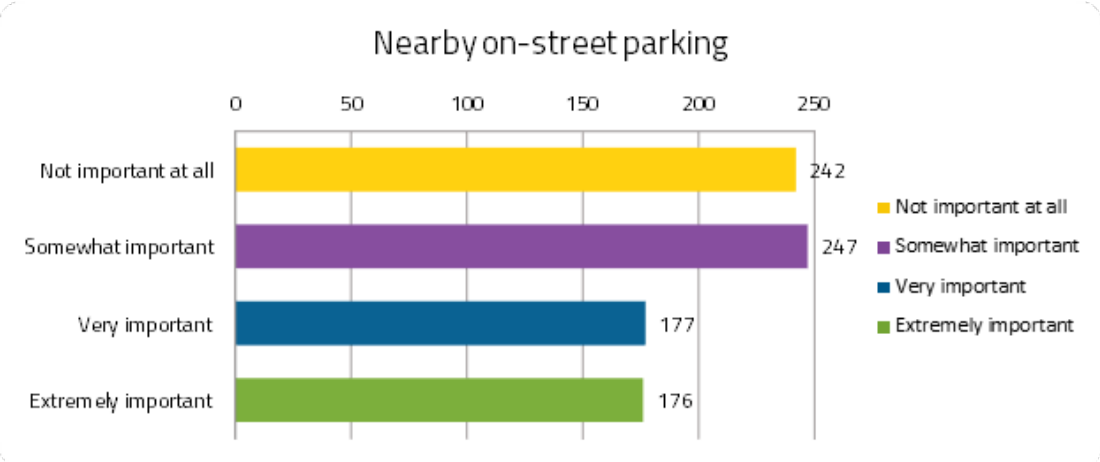
91% of participants indicated that on-street loading on Spring Garden Road was not important at all or somewhat important. Given the relative importance of relocating loading to the side streets amongst participants, the framework and schematic designs will have an important opportunity to address the issue of Spring Garden Road loading zones and improve experiences for area users.



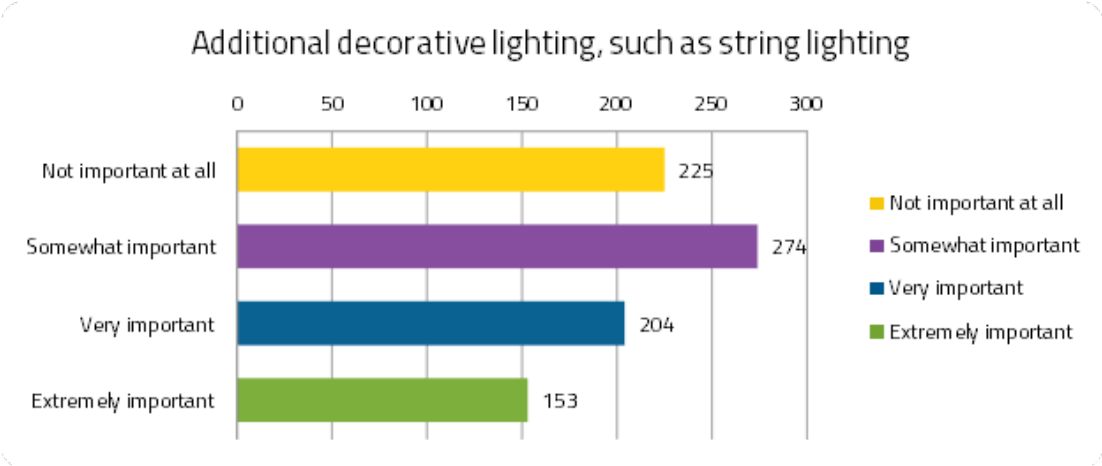
78% of participants indicated that notice boards were not important at all or somewhat important.



71% of participants indicated that better information to help you find your way around was not important at all or somewhat important.



58% of participants indicated that nearby on-street parking was not important at all or somewhat important. Nearby off-street parking was a top choice for survey participants so the design phases of the project will provide an important opportunity to address these issues.



58% of participants indicated that additional decorative lighting, such as string lighting, was not important at all or somewhat important. Better pedestrian lighting, although not in the top five elements, placed high amongst the elements for very important to extremely important. This could indicate that elements of a more functional nature may be a higher priority for survey participants. This sentiment appeared to be reflected in the comments provided at the public engagement session with regards to visibility safety concerns for all users at all times of the day.

PUBLIC ENGAGEMENT MEETING

On September 17, 2018, a public engagement meeting was held to gather input from members of the community. The results of group exercises and dot-mocracy style voting activities have been discussed.

WHAT'S YOUR VISION EXERCISE

"What is your vision for Spring Garden Road?" was an open-ended question in which participants of the September 17 Public Engagement Session were asked to provide three ideas for how the new street might look and feel and three ideas for how they would use this street.

WHAT'S YOUR VISION EXERCISE RESULTS

Some of the general themes identified in the vision exercise include, but are not limited to, the following:

- *Improved wayfinding and signage for all modes of transportation;*
- *Public art;*
- *Inclusive and friendly;*
- *Clean;*
- *Car-free at times*
- *Safe and secure;*
- *Enhanced lighting / lighting styles;*
- *Reduced congestion;*
- *Public gardens through street / more green space;*
- *Events and programming;*
- *Parking / improved signage for parkades;*
- *Bus stop comfort;*
- *Fun and social;*
- *Wider sidewalks;*
- *Cohesive facades that are welcoming and have improved overhangs;*
- *Spring Garden Road as a destination;*
- *10-minute neighbourhood.*

"WHAT WILL IMPROVE YOUR EXPERIENCE?" IS SIMILAR TO QUESTION 14 ASKED IN THE ONLINE SURVEY HOWEVER VOTES WERE BASED ON DOT-MOCRACY STYLE INPUT WITH VOTING TRANSPARENCY SO OPINIONS MAY BE INFLUENCED BY OTHERS.

Participants were provided six color-coded dots, categorized into residents, customers, business owners, employees, to indicate which of the following streetscape elements would most improve their experience on Spring Garden Road:

- *Places to sit*
- *Bury utility lines*
- *Better pedestrian lighting*
- *Restrict loading times to certain times of day*
- *On-street loading on Spring Garden Road*
- *Directional Signage*
- *Clutter reduction (e.g. restricting sandwich boards)*
- *Relocate loading to side streets*
- *Bus shelters*
- *Drinking fountains*
- *Notice boards*
- *Bicycle parking*
- *Nearby on-street parking*
- *Additional feature lighting*
- *Accessibility improvements*
- *Nearby off-street parking*
- *Extra commuter and pedestrian space*
- *More space for patios / sidewalk sales*
- *More trees and flowers*
- *Public art*
- *Use high quality materials for street treatment*

DOT EXERCISE RESULTS

The dot exercise did not have an overwhelming winner. Lots of different things are important to people. Examples of some popular choices: commuter and pedestrian space, trees and flowers, street treatments, accessibility, lighting, seating, and signage.

SWITCH DOT-MOCRACY RESULTS

On Sunday September 23, 2018 between 11am and 3pm during the annual Switch Open Street Sunday event in Halifax, a dot-mocracy board gathered votes from the public asking the same question as the public engagement meeting: "What will improve your experience on Spring Garden Road?" Approximately 538 participants were each provided six dots for a total of 3230 dots placed on the board.

The top five based on number of votes were:

- *Places to sit (269 dots);*
- *Trees and flowers (235 dots);*
- *Public art (219 dots);*
- *Space for patios & sidewalk sales (198 dots);*
- *Additional feature lighting (196 dots).*

The bottom five, not including the additional ideas added by the public, based on number of votes were:

- *On street loading on Spring Garden Road (9 dots);*
- *Notice Boards (50 dots);*
- *Restrict loading to certain times of day (58 dots);*
- *Nearby on-street parking (65 dots);*
- *Directional Signage (78 dots).*

There were several items added by the public throughout the day for which votes could be cast. These were:

- *Closed to vehicles on weekends / entire summer (137 dots);*
- *Public washrooms (107 dots);*
- *Keep buses / more garbage and recycling bins (39 dots);*
- *Re-route buses off Spring Garden Road (38 dots);*
- *More activities or places for children (33 dots);*
- *Closed forever; pedestrian only (8 dots);*
- *Limit amount of construction in a neighbourhood (1 dot).*

Although restricting loading times and locations was significant in the online survey, the dotmocracy survey result showed that members of the public at the Switch event voted much more for pedestrian amenities (places to sit and space for patios and sidewalk sales) and streetscape elements (trees and flowers, public art, additional feature lighting) than did those who voted in the online survey. As with the online survey, increasing trees and flowers on the street received a high number of votes.

COMMUNITY ENGAGEMENT CONCLUSION

In on-street and online surveys, HRM asked "What is your favourite thing about Spring Garden Road" as an open-ended question. Although in both instances many participants provided thorough answers, the results could be categorized into several recurring themes. Both the on-street and online surveys indicated that the top three responses for favourite things were the business and services, street vibrancy, and public spaces categories amongst participants.

In the online survey, when participants were asked to indicate how important various elements were in improving their experience on the street, the top five indicated different types of elements. Two related to loading on Spring Garden Road, one related to greening the street, one parking, and finally sidewalk space. All of these can contribute to a positive streetscape experience if addressed tactfully in the design phases of this project. Gathering more feedback on approaches to addressing these issues to make it functionally and experientially desirable for residents, business owners, customers, and employees will be an important step in the project process.


IMAGINE
SPRING GARDEN ROAD
(Place your dots)
Places to sit
Bury utility lines

BUSINESS/PROPERTY OWNER ENGAGEMENT SUMMARIES

BUSINESS & PROPERTY OWNER WORKSHOP

On October 4th, 2018, a meeting and workshop was held with project stakeholders. Invited to this event were members of the Spring Garden Area Business Association (SGABA) and business and property owners/operators located outside the boundaries of the district on Spring Garden Road between South Park Street and Robie Street. There were 16 attendees in total including two HRM Staff, three members of the Consultant team, the Executive Director of the SGABA, four area landlords, two area residents, and two couples who each own retail stores on Spring Garden Road.

The session began with presentations by HRM and Ekistics staff. This included an introduction of the Consultant team, confirmation of the study area, project schedule and timeline, project goals and objectives, and methodology. Following this presentation, Paul MacKinnon, Executive Director of the Downtown Halifax Business Commission spoke about his membership's experience with the redevelopment of Argyle and Grafton Street, Halifax's most recent major streetscape redesign and construction project.

For the workshop portion of the evening, participants were divided into three tables and asked to complete the following four exercises on provided cards:

1. Tell us about your clients/customers/tenants:

- *Who are they?*
- *Where do they come from?*
- *When do they come?*
- *How do they get here?*
- *What kind of experience are they looking for?*
- *What kind of feedback do you get?*

2. The public has voiced the following three priorities for improving the street:

- *Restrict loading to certain times of the day*
- *"Green" the street - more trees and planters*
- *Relocate loading to side streets*

Do you agree/disagree? Why?

3. Using the map provided, identify opportunities with the green pen and challenges with the red pen

- *On the green card list the top three (3) opportunities on which to capitalize*
- *On the red card list the top three (3) challenges to address*
- *Using the map, identify opportunities with the green pen and challenges with the red pen*
- *On the green card list the top three (3) opportunities on which to capitalize*
- *On the red card list the top three (3) challenges to address*

4. Why are you here?

- *List the top three (3) reasons why your business or property is located on spring garden road. what's working well?*
- *If you could have your business or building on any other street in the world, where would it be? Why?*
- *What makes this street memorable? Does it have a distinct character and/or features?*

Feedback from this session was collected by the Consultant team and recorded in meeting minutes. Attendees were also asked if they would like follow-up one-on-one interviews by indicating their preference on the workshop sign-in sheet. Following the meeting. the slide show presentation was posted on the HRM Shape Your City web portal and a questionnaire including the excercises from the workshop was posted by SGABA on their website. The questionnaire also asked respondants if they would like to

have a follow-up one-on-one interview with the Consultant. No questionaires had been filled out and returned as of Dec 31, 2018.

BUSINESS & PROPERTY OWNER ONE-ON-ONE INTERVIEWS

On October 16th, 2018, the HRM Project Manager and Consulatant Project Manager met with stakeholders who requested follow-up interviews at the October 4th workshop. Impromptu visits were also made to other business and property onwers on Spring Garden Road. This resulted in 16 total meetings with individuals from different businesses including representation from retail, restaurants, and office. The questions asked to interviewees were of a more technical nature to get an undersatanding of each businesses' operations and how a street redesign may impact logitics such as loading, garbage removal, fuel delivery, and future building renovations. Feedback was documented by the Consultant team and will be taken into consideration in the fuctional planning and schematic design phases of the project.

CHAPTER 02
FUNCTIONAL DESIGN

A 'functional road design' includes the proposed spatial design elements of a street, how those design elements impact each of the modal groups (transit, pedestrians, vehicles, deliveries, etc.), what the off-site impacts will be for all users, and how the road can be managed for change throughout the day, week, or seasons. Unlike a street 'concept design', a functional design must address spatial and temporal issues for a network of roads and for a broad variety of road users. In other words, what are the functional impacts of a proposed design on a network or roads and users over time. This section of the report applies to the Spring Garden Road corridor between South Park Street and Barrington Street. The Robie Street to South Park Street segment of the corridor is discussed in a later section.

The temporal aspect of street design recognizes that important streets like Spring Garden Road don't have to remain static and fixed in their functional design. Instead, the emphasis and priority can change from hour to hour, from day to day, from season to season or from location to location. One example is the reversible centre lane on the Angus L. MacDonald Bridge which switches lane directions to improve traffic flows in the morning peak (when traffic is entering the peninsula) and evening peak (when traffic is leaving the peninsula). **Adaptable street designs** allow the best utilization of the street for competing uses within a confined spatial area and over a given time period. Adaptable streets do require different design treatments to clearly communicate the change in use to users to ensure safety, but they are now common in many cities around the world.

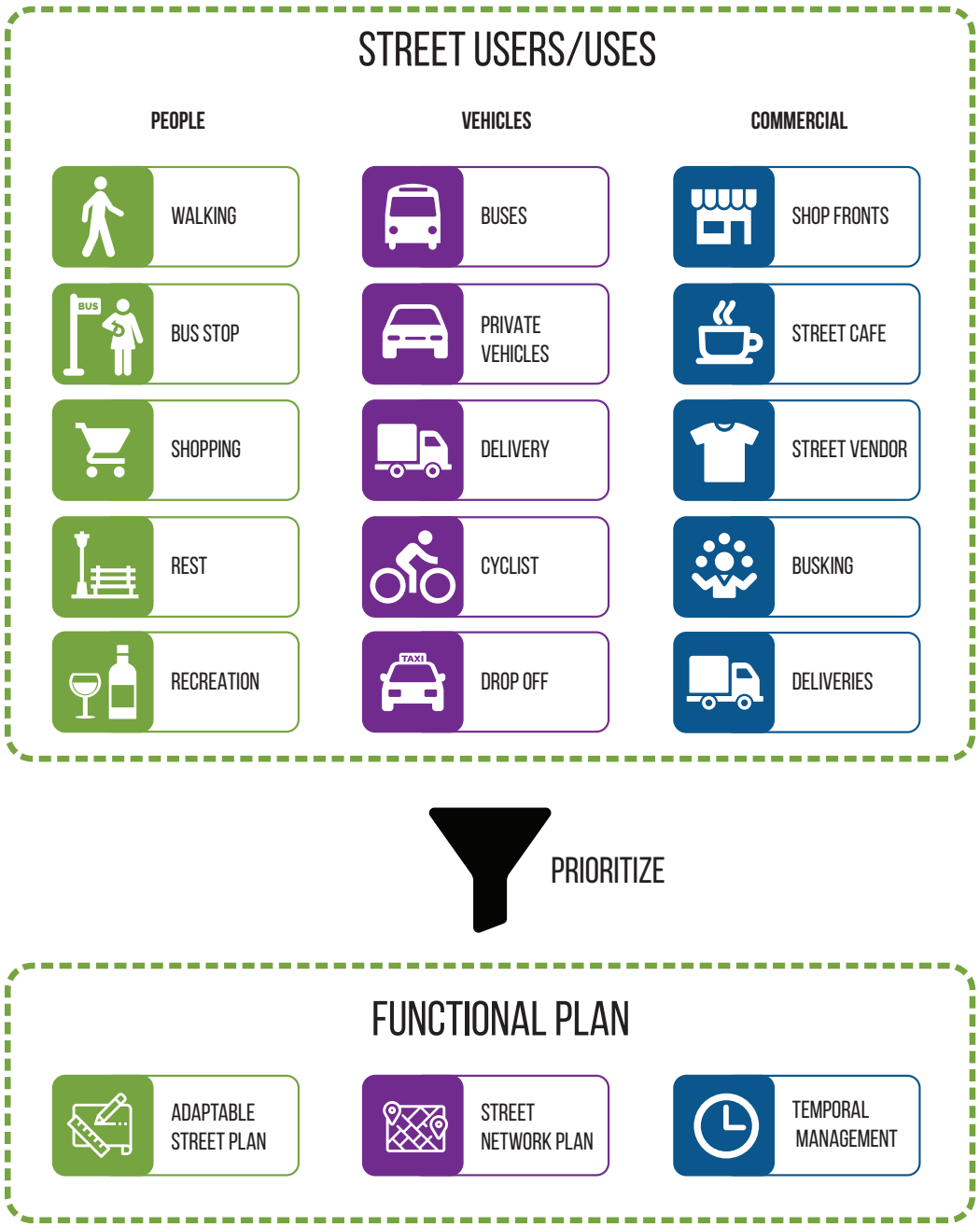
THE STREET TODAY

Today, Spring Garden Road is a static street, with a wide number of competing, non-complimentary, uses. It is arguably Atlantic Canada's premiere retail 'Main Street', a heavily used transit route, an intensively walked corridor connecting Dalhousie University's campuses through the Downtown; it is the front door to the oldest Victorian Gardens in North America (and Halifax's only botanic garden), its busy commercial storefronts require frequent deliveries and pick-ups/drop-offs and lastly, it is a year-round 'people-watching' destination unrivalled in any downtown in Atlantic Canada except possibly by Halifax's waterfront. While the street *could* act as an artery for vehicles, the other competing uses means relatively low traffic volumes and vehicle rerouting to other parallel streets by choice of the driver. As a commuter, it's simply faster to avoid the Spring Garden Road using other surrounding roads and this is supported by traffic counts and data.

The 2017 IMP has identified Spring Garden as a **Transit Priority** Street requiring that, through resolution by Council, the street must incorporate a 'Complete Streets' focus to promote a multi-modal, people-moving priority while strategically prioritizing transit.

DEVELOPING THE OPTIONS

All of these competing uses in a limited corridor space sug-



gest that an adaptable street design is the best suited approach to prioritize different uses throughout the day and week.

As a result, three functional design concepts were developed to test different design solutions for the street corridor and surrounding road network. Each of the options must consider the off-street impacts on the neighbouring network of streets and each must explore ways to re-prioritize the different street users and uses. The IMP Transit Priority designation has already established that transit and people walking should be the highest priority for the street. Retail owners and businesses must still be able to get deliveries from the street or close-by on the side-streets. Street activity would be enhanced by providing additional sidewalk space for outdoor cafe's, sidewalk retail, and the general blending of public and private space in the corridor. Active Transportation routes including protected bike lanes have been planned for neighbouring streets such as South Park Street and Brunswick Street, so adding another

dedicated competing use on an already busy street is not a viable option and the AT Plan has already identified surrounding streets for dedicated active transportation. The intersection of AAA bicycle infrastructure should be part of the intersection design where the planned AT routes meet Spring Garden Road.

SPRING GARDEN ROAD GUIDING PRINCIPLES

Having completed a detailed assessment of the existing street and municipal policies, and with feedback from the HRM technical committee, utility regulators, area stakeholders, and the broader community, guiding principles have been established to shape the three functional plan options. Broadly speaking, these guiding principles fall into five main categories that are prioritized from highest to lowest:

1. Improve the pedestrian experience along Spring Garden Road
2. Encourage use of public transit by enhancing transit users' experience and improving the reliability of transit along the corridor.
3. Maintain functional uses on Spring Garden Road that support local businesses
4. Optimize vehicular use of Spring Garden Road, in the context of the surrounding road network
5. Maintain the level of service for bicycles.

These principles can be broken down into planning objectives and further refined into design solutions worth considering when laying out the street design.

The additional considerations for any functional plan include:

1. The street design must consider the impacts of any design changes on neighbouring street networks.
2. The designs should consider adaptable street measures to accommodate different priorities at different times of the day and through the week or for special events and at different locations along the corridor.

FUNCTIONAL DESIGN CONSIDERATIONS

With an extremely limited corridor width (down to 18.0m between buildings in the core commercial area between Queen Street and South Park Street), space for competing uses is extremely limited. To some extent, an adaptive street plan will allow for different uses to be prioritized at different times of the day, but still, in a narrow, heavily used right-of-way, we must make strategic decisions about the use of space in the corridor.

The following design considerations are common to all 3 functional design options for SGR between Queen Street and South Park Street:

1. Bus routes through Spring Garden Road will remain and the current number of bus stops and approximate locations will remain.
2. Sidewalks on both sides of the road will be widened by a minimum of 1.0m (but often more) to improve the pedestrian experience and provide space for amenities such as street furnishings, street trees, lighting, and possibly areas for street retail spill-out and cafe's.
3. Overhead power lines on Spring Garden will be relocated underground to clean up the street appearance.
4. The existing four parking spaces on Spring Garden Road in this segment (South Park to Queen) will be removed and relocated to the side-streets. The single accessible parking space will be relocated immediately around the corner to a level location on the side street.
5. Dedicated delivery and drop-off areas will be either strategically located on Spring Garden Road or near the intersection of the sidestreets to ensure adequate delivery services for business and accessible drop off locations. The 'Access a Bus' stop in front of Park Lane remains in each option
6. Dedicated cycling infrastructure will be accommodated on nearby streets including Brunswick Street and South Park Street but not on Spring Garden Road.

HIGHEST PRIORITY

FIGURE 29. Priorities and Guiding Principles

GUIDING PRINCIPLES		OBJECTIVES	HOW? (Examples)
	Improve the pedestrian experience along Spring Garden Road	Ease of pedestrian movement along the corridor	▪Smooth, durable walking surfaces ▪Universal Accessibility best practices (i.e. Tactile walking surfaces at intersections) ▪Sidewalk width appropriate to pedestrian volumes ▪Widened sidewalks at intersections
		A safe pedestrian realm	▪Adequate visibility at pedestrian -vehicle interaction points ▪Marked crosswalks ▪Shortened street crossings (i.e. through curb bump-outs) ▪Raised crosswalks where appropriate ▪Universal Accessibility best practices (i.e. Tactile walking surfaces at intersections) ▪Design street to reduce vehicle speeds
		The street as a place to spend time; not just to move through	▪Incorporate street elements that please and delight ▪Respect heritage aspects of the street ▪Recognize the street's role in contemporary urban life ▪Design to reduce vehicle speeds ▪Provide buffer between pedestrians and vehicles ▪Design vegetation into the streetscape ▪Consider noise and fume reduction ▪Create a distinct identity and memorable experience
	Encourage use of public transit by enhancing transit users' experience along Spring Garden Road	Improved transit reliability	▪Transit bump-outs (i.e. curb extensions to enable pick-up without buses having to pull in/out of traffic ▪Bus lane ▪Operational transit improvements (i.e. Transit Signal Priority)
		Appropriate passenger amenities	▪ Provide safe, comfortable access and egress to buses and bus stops ▪ Design standardized, well lit bus stops ▪ Provide weather-protected, enclosed, or heated bus shelters ▪ Posted bus route information, maps, and schedules ▪ Provide transit furniture (i.e. garbage, recycling bins, benches) ▪ Provide space for accessible boarding, with 2.5m pavement for ramps
	Maintain functional uses on Spring Garden Road that support local businesses	Provide adequate loading areas for businesses	▪ Accommodate area loading activity ▪ Taxi-stands ▪ Create time-of-day loading restrictions for couriers / deliveries ▪ Provide Access-a-Bus loading space
		Consider parking needs along the corridor	▪ Accommodate area on-street parking ▪ Use time of day parking restrictions and variable rates as appropriate ▪ Offer accessible parking spaces at key locations ▪ Make it easy to find public off street parking
	Optimize vehicular use of Spring Garden Road, in the context of the surrounding road network	Maintain east-west vehicular movement in the central downtown area, through Spring Garden Road or other streets	▪Develop options that consider impacts of Spring Garden Rd. redesign on use and function for vehicular traffic ▪ Ensure appropriate access to and from side streets ▪ Diffuse traffic across the network to surrounding streets, as required ▪ Consider arterial capacity (i.e. do drivers perceive this as a through route)

LOWER PRIORITY

FUNCTIONAL PLANS - SOUTH PARK STREET TO BARRINGTON STREET

The following is a general summary of the Functional Plan options for the corridor between Barrington Street and South Park Street. The plans are found on the following pages and a more detailed description and comparative review of the options is provided in subsequent sections of this report.

OPTION 1 : TRANSIT PRIORITIZED VEHICLE THOROUGHFARE

Operationally, this option is most similar to current day conditions. It is the least restrictive to vehicle traffic, permitting travel on and through the corridor at all times of the day. It allows for some loading space at strategic locations and increases sidewalk space near bus stops. Road widths are narrowed to provide additional space for pedestrians and there are few restrictions applied to vehilce turning onto or off-of Spring Garden Road.

Pedestrian spaces: Narrower lane widths permit the recaptured space to be used for pedestrians and other roadside activities including business access and transit loading/unloading. It helps to separate different types of sidewalk traffic and reduced potential conflict points. To accomodate loading and parking bays, increases in sidewalk width take the form of curb extensions / sidewalk bumpouts on Spring Garden Road, or on the intersecting side streets (eg. Brenton St, Birmingham St, and Dresden Row). While this option does not provide as much new sidewalk space as other options, the additional available width provides room for street furnishings, street trees (in strategic locations), improved wayfinding signage, safer street crossings, more accessible design treatments for mobility- or visually-impaired individuals, and significantly more room at street intersections for people waiting to cross the street.

Vehicular movement: This option reduces the vehicular travel way (pavement) from the existing 11m current average width to approximately 7.0m (one 3.50m wide lane in each direction). This road width reduction prioritizes transit by eliminating the need for buses to pull in and out of traffic and between parked vehicles. The additional sidewalk width adjacent to bus stops provide dedicated space for loading or unloading bus passengers, for bus shelters and furnishings/signage, and space for Access-A-Bus ramps.

Transit would still operate in mixed traffic and experience some delays resulting from right and left turning vehicles on spring Garden Road. Conversely, vehicles traveling along the Spring Garden Road corridor would be required to wait behind the buses when they stop. This will result in longer average travel times for passanger vehilces along the Spring Garden corridor which is likely to result in some drivers electing to use alternate side street routes, or bypass the corridor all together. That said, Spring Garden does not have particularly fast travel times today and drivers are already faced with delays related to transit stops. For these reasons, the level of traffic diversion is not expected to be significant.

This option includes dedicated turning lanes at the Queen and South Park Street intersections to accomodate some of the higher volume turn movements along the corridor. This reduces the potential for buses to be delayed by a turning vehilce (or queue of turning vehilces), but the additional lane width at the intersections comes at the expense of wider sidewalks and shortened crossing distances.

There are no time-restricted operational changes in this option therefore buses and cars would be permitted at all times of the day and night.

Loading: Option 1 also offers the most space for on-street loading (deliveries and taxi drops) directly on Spring Gar-

den Road. These on-street loading areas come at the expense of larger and enhanced sidewalk space and cannot be programmed for pedestrian use due to loading restrictions. Enforcement challenges that exist today would remain in this scenario.

OPTION 2: TURN-RESTRICTED TRANSIT CORRIDOR

This option is similar to option 1 but it introduces time-of-day left-turn restrictions for private vehicles on and onto Spring Garden Road to reduce vehicle congestions in peak hours. The design also moves some of the loading to the sidestreets near the intersection of Spring Garden Road.

Pedestrian spaces: Generally, this option provides more sidewalk widening than Option 1, but less than Option 3. Like Option 1, curbs are extended out and the vehicular travel way (pavement) is reduced to approximately 7.0m (one 3.50m wide lane in each direction).

Vehicular movement: The most significant difference between Option 1 and Option 2, is the introduction of turn restrictions from Spring Garden Road to side streets. This applies to private vehicles to help reduce congestion and bus wait times on Spring Garden during peak hours (7am-9am and 4-6pm). Left turns would not be permitted from Spring Garden Road onto any intersecting streets between Queen and South Park Streets. This is intended to reduce delays to buses caused by left-turning vehicles. Since peak-time turning movement restrictions are not always obeyed, it may be prudent to make the no-left-turns permanent instead of time restricted to reduce the enforcement that would be needed to police time-of-day restrictions.

Additionally, during daytime hours, Dresden Row to South Park Street would be restricted to buses only in the westbound direction, and Dresden to Birmingham would be restricted to bus only in the eastbound direction. Private vehicles may still travel on portions of the corridor for pick-up and drop-off activities and to access side streets, however, Dresden Row becomes the last point where all cars would be required to turn right off of Spring Garden Road. This effectively removes peak hour through traffic on the downstream portions of Spring Garden Road, resulting in transit only movements westbound aproaching South Park Street and significantly reduced eastbound volumes approaching Queen Street. Private vehicles would be allowed to drive through the corridor outside of the daytime restriction.

This option would require increased signage and other wayfinding techniques to ensure the proper flow of traffic after the redesign and due to timing restrictions. The timing restrictions would be most effectively implemented when coordinated with public education and strategic police enforcement when the restrictions are implemented.

Loading: This design permits limited dedicated loading space on Spring Garden Road, while requiring more loading occurs from existing or enhanced loading space on nearby side streets (typically close to the intersection so loading distance is not excessive). The remaining loading spaces, like option 1, would include time of day restrictions, would create less usable space for pedestrians, and would still have enforcement issues like they have today.

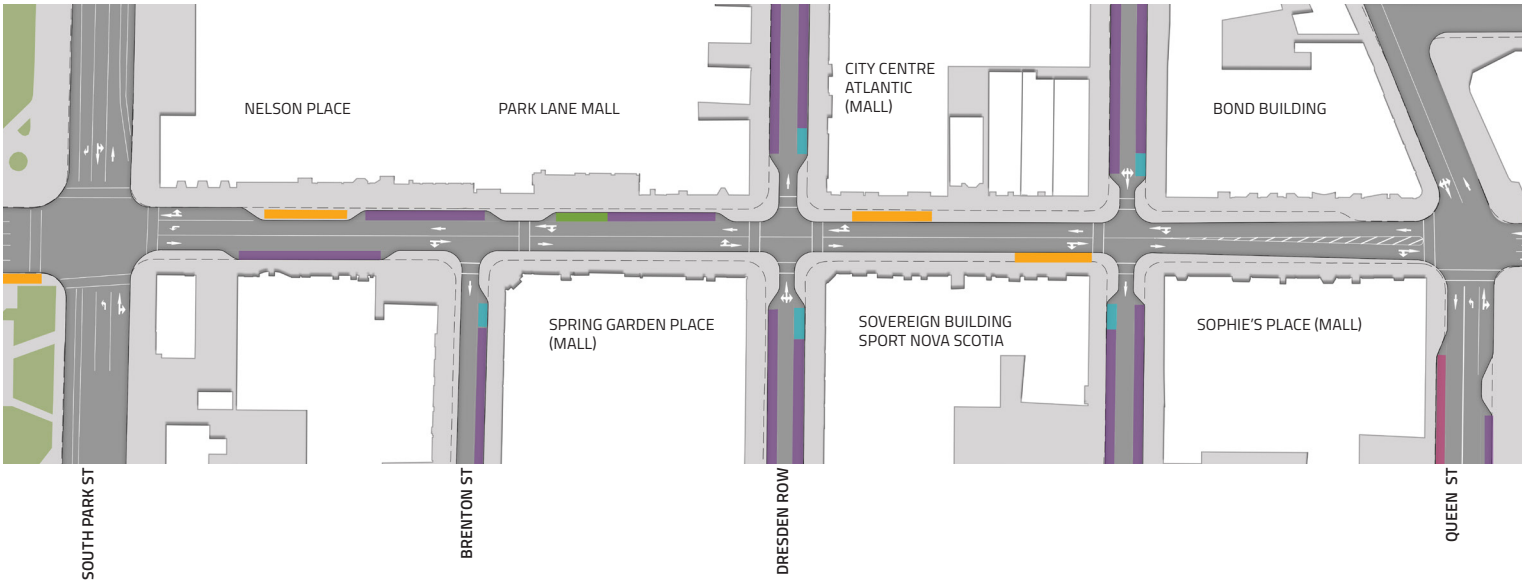
OPTION 3: DAYTIME TRANSIT CORRIDOR

Pedestrian spaces: This option has the largest net increase of sidewalk space of the three options, but more significantly, the most consistent cross section - bringing sidewalks to a more continuous width along both sides of Spring Garden Road. It therefore provides the greatest opportunity for pedestrian and place enhancements along the street. The significant amount of increased sidewalk width offers the greatest amount of flexibility for locating elements such as seating, public art, patios, and proper wayfinding interpretive signage. Increased space is available for sheltered bus stops along both sides of the street and helps in providing separation between conflicting pedstrian movmenets (i.e. through pedestrians versus transit loading / waiting activities). This option provides more flexibility for future uses and the safest pedestrian environment with the elimination of many through and turn movmenents along the corridor.

Vehicular Movement: In this option, private vehicles and loading would not be permitted on spring Garden Road between Queen Street and South Park Street during the daytime (weekdays, 7am-7pm); effectively transforming this street segment into a pedestrian and transit mall for certain peak periods of the day. It is important to note that after the daytime restriction (after 7pm), all vehicle traffic would be permitted back on the street. Through traffic will always be permitted to cross Spring Garden Road on the intersecting side streets. This option offers the most significant increase to transit reliability, as transit will no longer be impeded by vehicular traffic through the day. It is also the most favourable for safer pedestrian movements due to the vehicle restrictions. This option provides a safer on-street cycling experience than the other

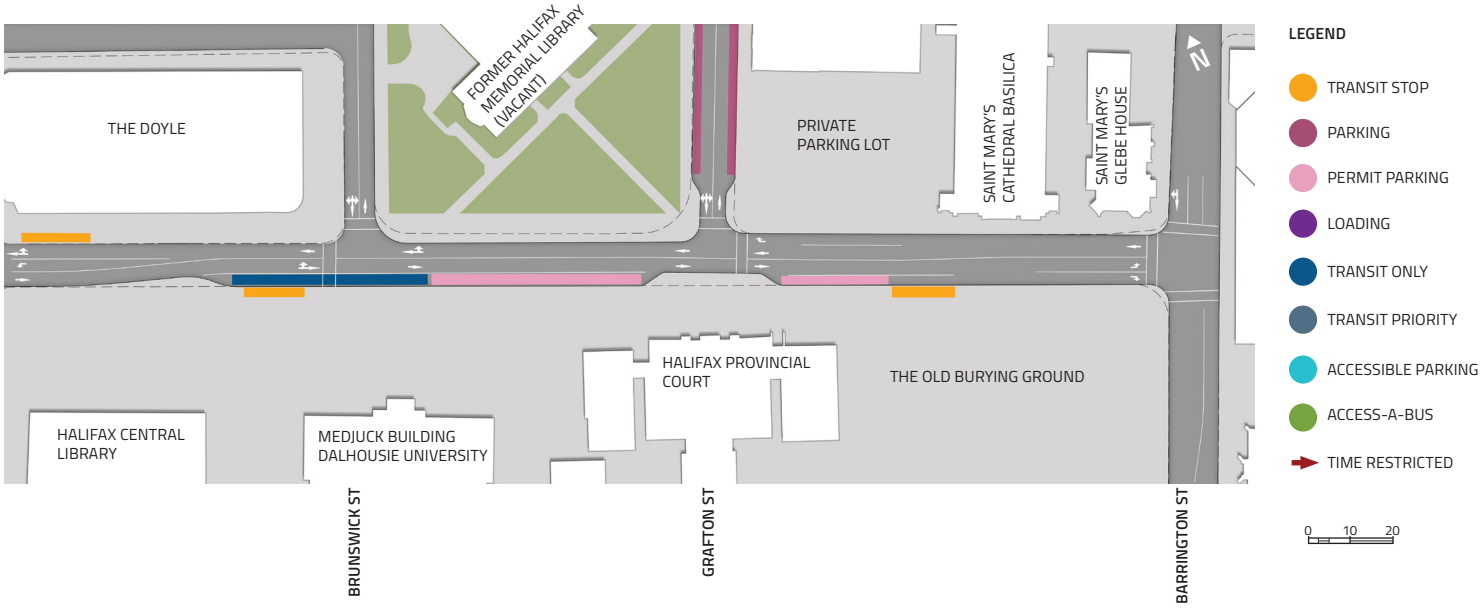
1 OPTION 1: SOUTH PARK STREET TO BARRINGTON STREET

TRANSIT PRIORITIZED VEHICLE THOROUGHFARE



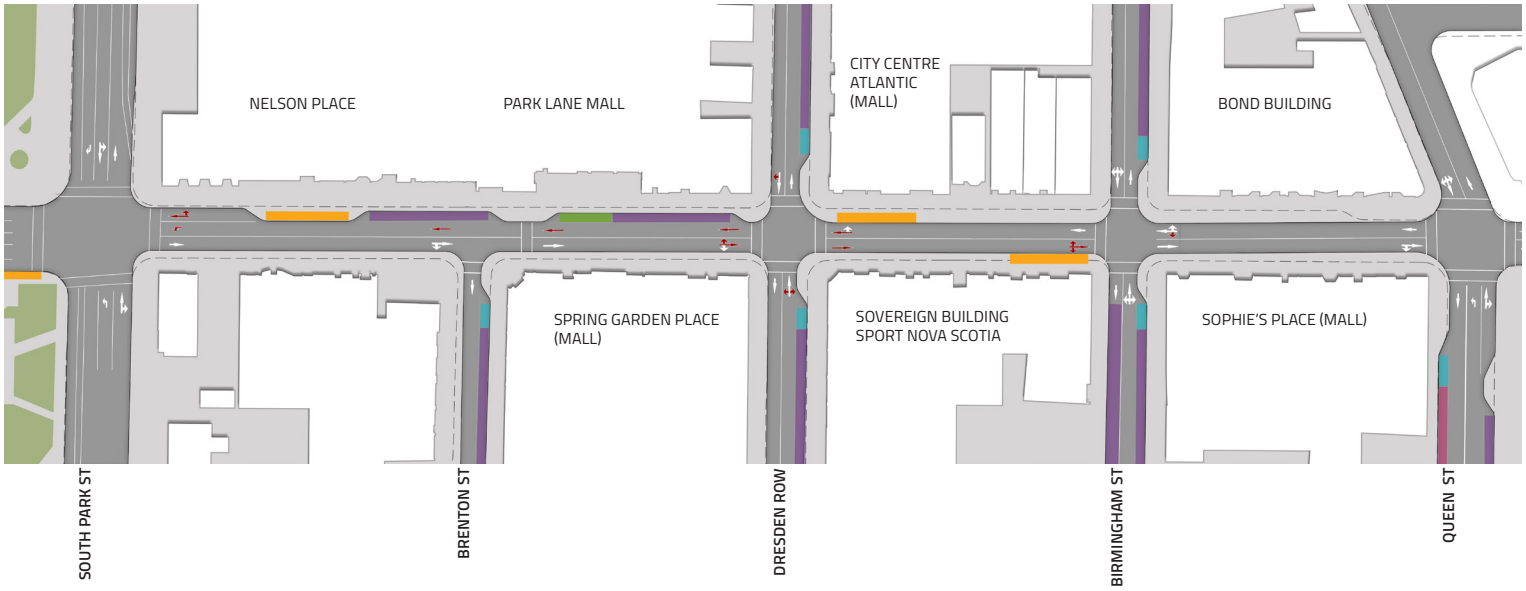
Key features

- Maintains Spring Garden road as a vehicular thoroughfare (connecting Barrington to South Park) at all time of the day
- Roadway narrowed to 7m from 11m
- Sidewalk extensions and bumpouts introduced for greater pedestrian amenity and shortened crosswalks
- Some vehicle turn restrictions to increase transit efficiency and safer pedestrian crossings
- Maintains some on-street loading on Spring Garden Road
- Most similar to existing conditions but with clearer definition of vehicle and pedestrian movements
- Transit stops mostly located on sidewalk extensions or bumpouts



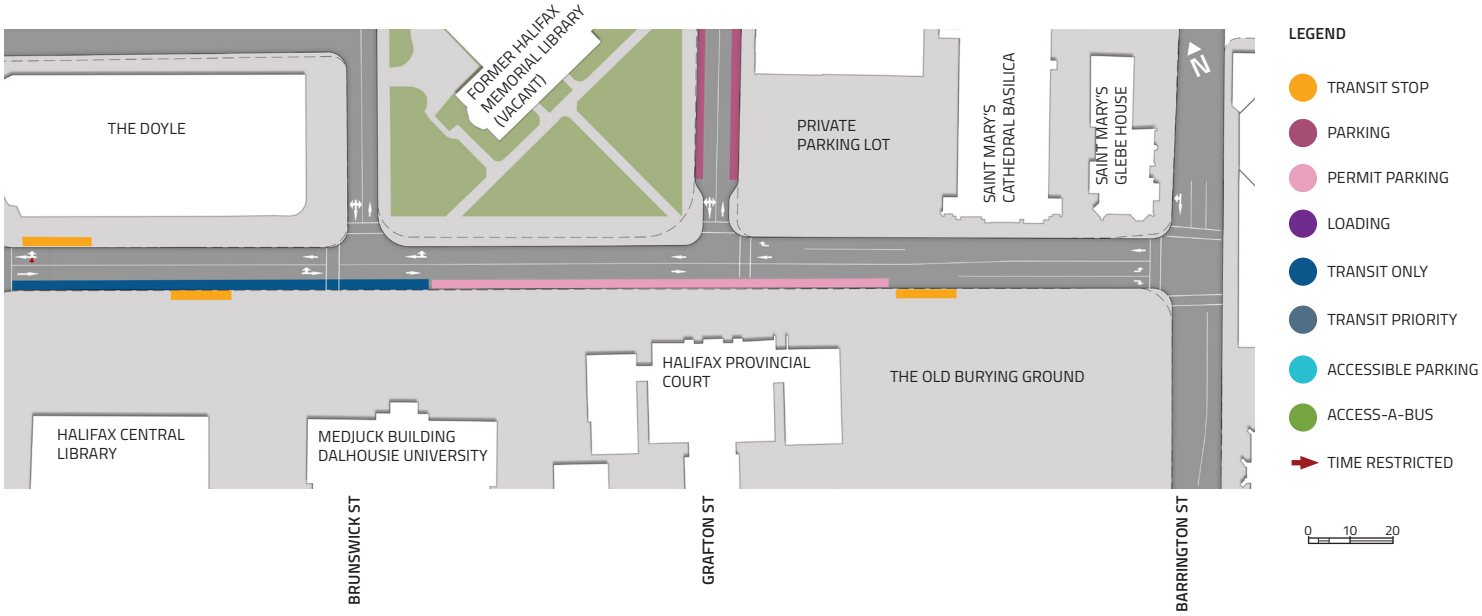
2 OPTION 2: SOUTH PARK STREET TO BARRINGTON STREET

TURN RESTRICTED TRANSIT PRIORITY



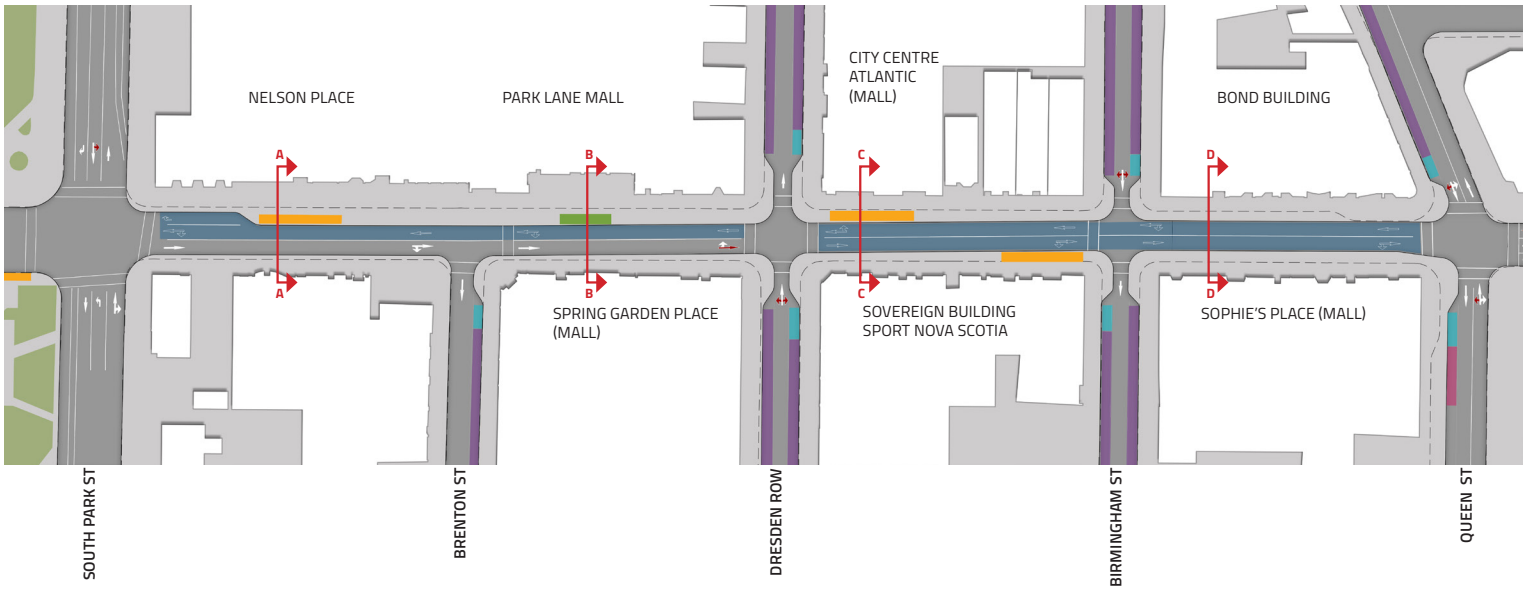
Key features

- Restricts most left turn movements reducing the potential delay to buses and pedestrian conflicts
- No vehicular thoroughfare at certain times of the day on select blocks and in certain directions (except buses)
- Sidewalk extensions and bumpouts introduced for greater pedestrian amenity and shortened crosswalks
- Limits roadway widths to reduce pedestrian exposure at intersections
- Some on-street loading permitted
- Transit stops mostly located on sidewalk bumpouts or widened areas



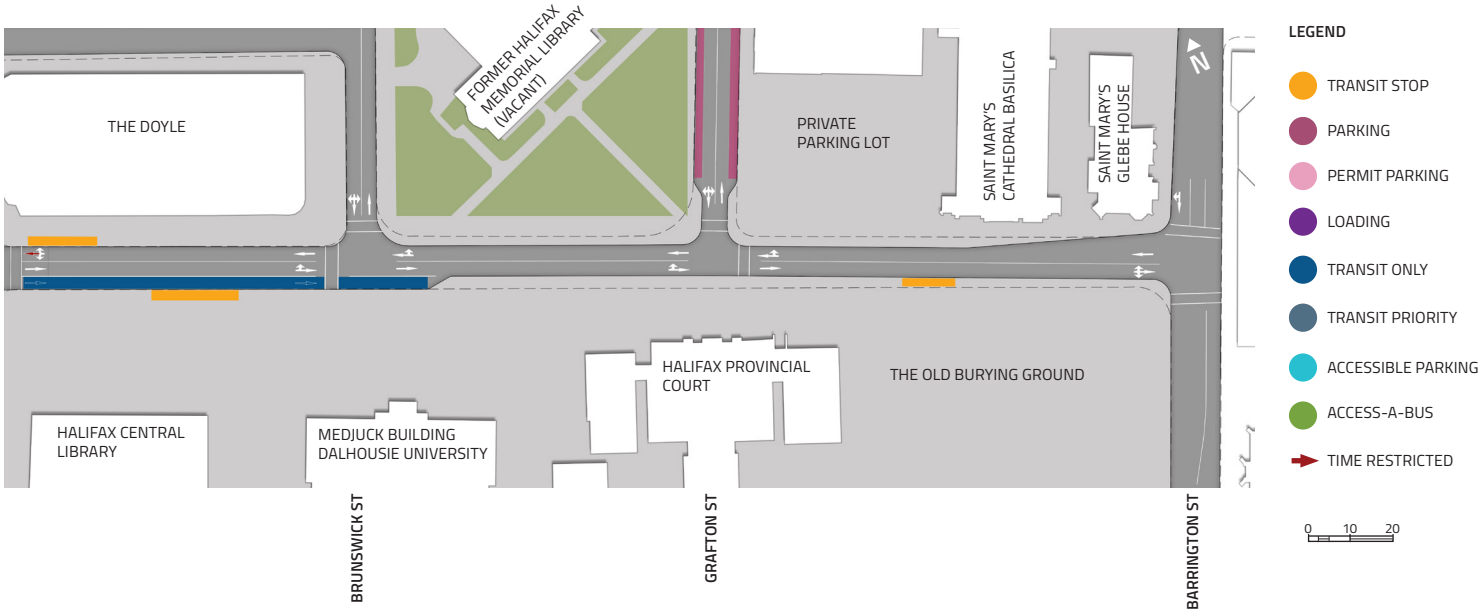
3 OPTION 3: SOUTH PARK STREET TO BARRINGTON STREET

DAYTIME TRANSIT CORRIDOR



Key features

- No vehicular thoroughfare during the day on select blocks and in certain directions (except buses)
- Vehicle through movements at Dresden Row (eastbound) and Queen Street (westbound) are restricted, limiting "commuter" traffic along Spring Garden Road during the day. Buses are permitted to travel through the corridor at all times
- Vehicles diverted to north/south movements and parallel routes (eg. Sackville Street & Morris Street)
- Sidewalk extensions and bumpouts introduced for greater pedestrian amenity and shortened crosswalks
- No on-street loading permitted
- North block of Birmingham Street converted to one-way to increase on-street loading capacity



FUNCTIONAL PLANS - ROBIE STREET TO SOUTH PARK STREET

The following is a general summary of the Functional Plan options for the corridor between Robie Street and South Park Street where road right-of-way widths are significantly wider (30m) compared with the previous corridor (18-20m). The plans are found on the following pages. The three functional options for this corridor can be used interchangeably for any option in the previous corridor due to the significant width difference (i.e. Option 1 for Robie Street to South Park Street does not need to be paired with Option 1, Barrington Street to South Park Street).

OPTION 1 : BUILT FORM IMPROVEMENTS

Operationally, this option is most similar current day conditions. Curb locations and street width remain unchanged from today except bump-outs have been added at strategic locations. These have been typicall added to reduce pedestrin crossing distances and are used where right turn volumes are not significant (Summer, Robie, South Park). Transit stops provide a layby area outside of the main through traffic stream limiting delays for vehilces and have limited impact on bus operations thanks to the current yield-to-bus legislation that allow buses to more easily re-enter the traffic stream.

The roadside environment, turning movements and access points remain the same as today. The significant road widths provide enough room to accommodate all users, including cyclists. The absence of roadway modifications mean that there are no impacts to the root zone of existing old growth trees in the corridor so this option poses the least threat to tree health. The lack of changes makes this the lowest cost option to implement while retaining the same transit priority measures as today.

OPTION 2: CENTRE BOULEVARD

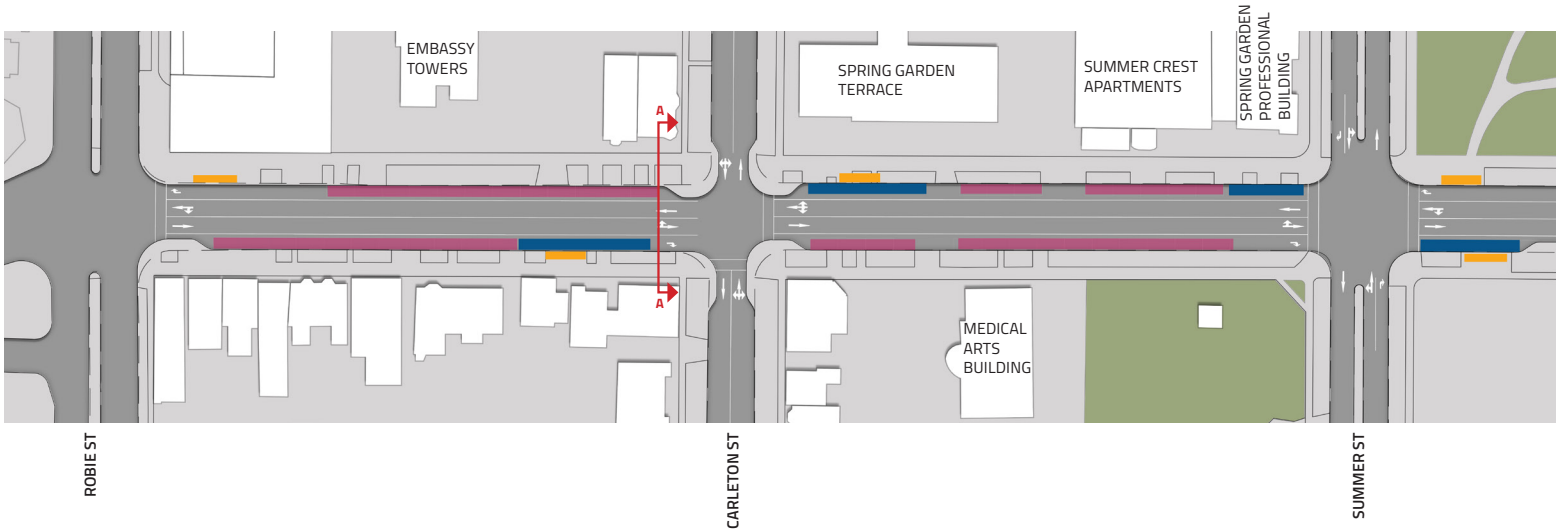
This option reduces some of the wide lane widths afforded by the wide right-of-way distance down to the 3.5-4m range from the existing 5m width range. Like Option 1, bump-outs are added at intersections with low-volume side streets. The 3m boulevard allows room for significant tree planting to reinforce the character of the Public Gardens district while providing separation between opposing traffic streams. The boulevard would still allow for left turn lanes at intersections and at key driveway locations. The boulevard also provides a protected refuge area for pedestrians crossing the street in the same way that many of the boulevard streets do in the Common in main arterials (Summer, University, Cogswell, Robie, etc.). Bus stop locations remain unchanged and curb and sidewalk locations and widths remain the same.

OPTION 3: WIDER SIDEWALKS

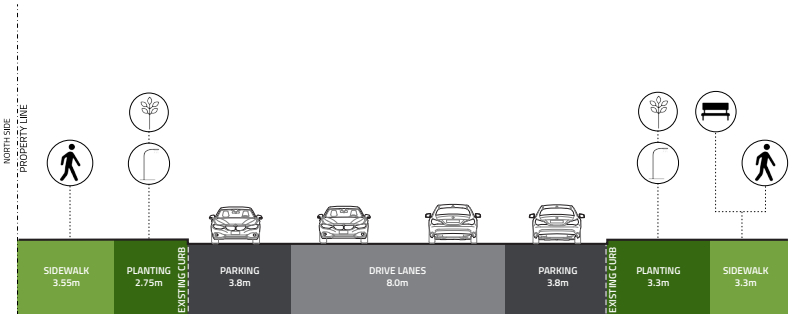
The most expensive of the 3 options, the wide road widths are traded for significantly wider sidewalk widths. Parking would be slightly reduced to allow for some mid-block crossing locations in key locations. The extra sidewalk width could be very valuable in areas such as along the Public Gardens where sidewalk art sales and other community events are common. The sidewalks wouldn't necessarily have to be widened but reclaiming some of the road area could provide additional room for green infrastructure or public art.

1 OPTION 1: ROBIE STREET TO SOUTH PARK STREET

BUILT FORM IMPROVEMENTS



VEHICLE MOVEMENT DIAGRAM

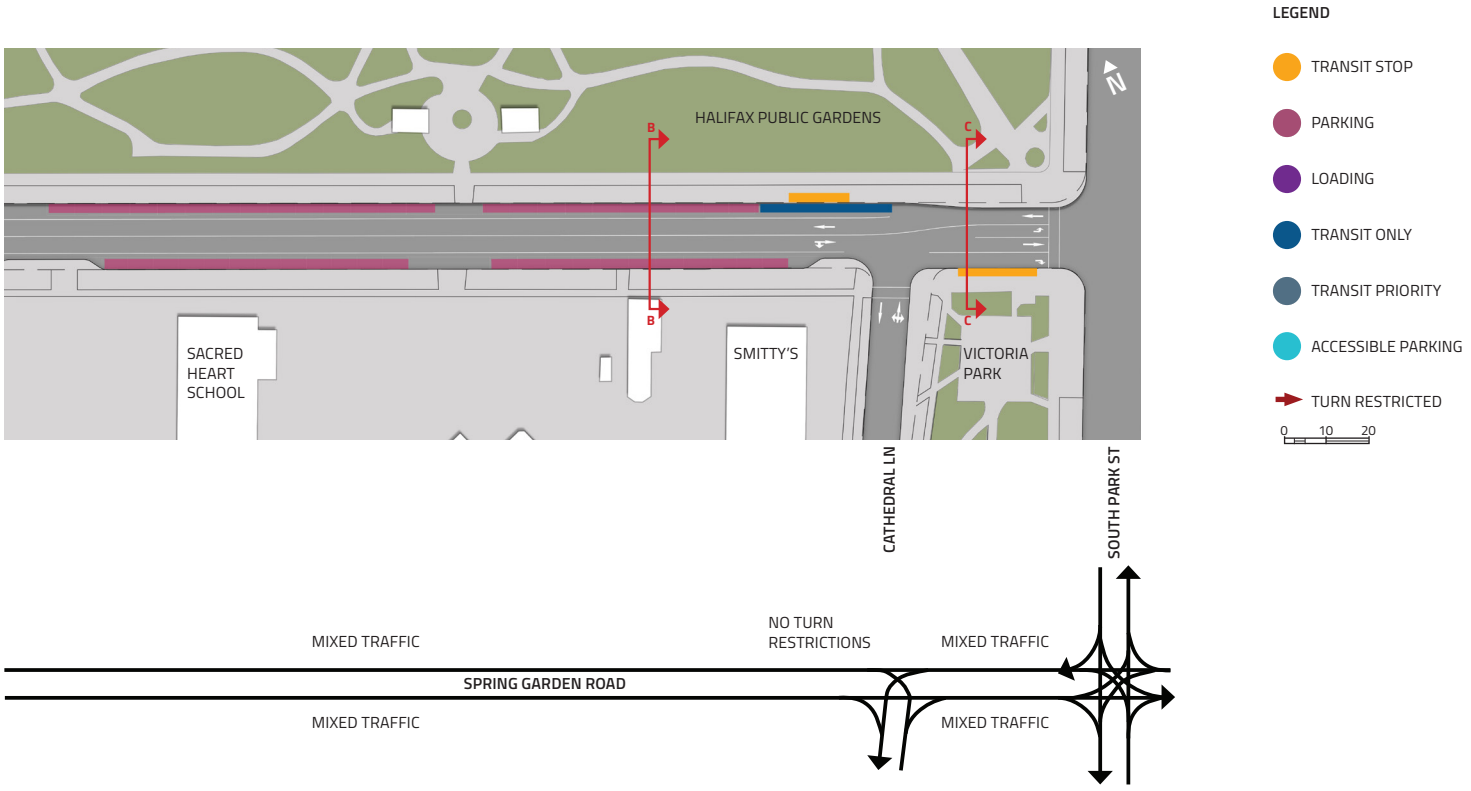


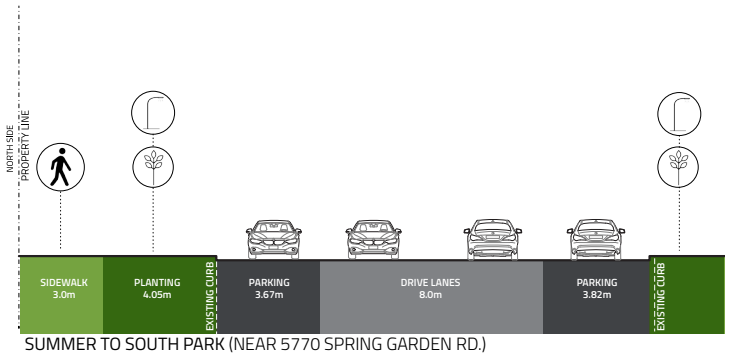
CARLTON TO SUMMER

CROSS SECTION **A-A**

Key features

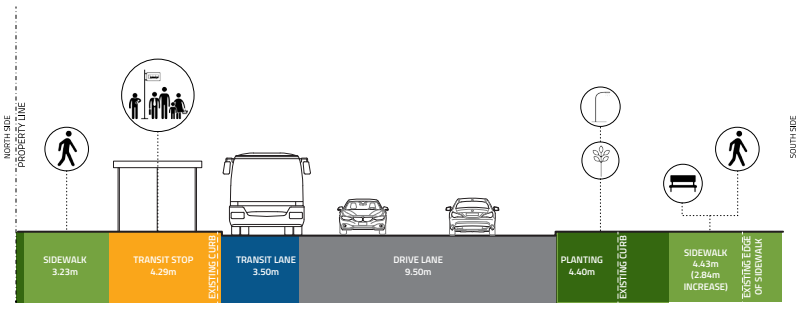
- Improved guidance for drivers and reduced lane use ambiguity
- Roadside environment and access points remain similar to existing condition
- Adequate space within the roadway to accommodate all users, including cyclists
- Relatively low cost to implement
- Provides flexibility at intersections to accommodate various turn movements and transit operations





SUMMER TO SOUTH PARK (NEAR 5770 SPRING GARDEN RD.)

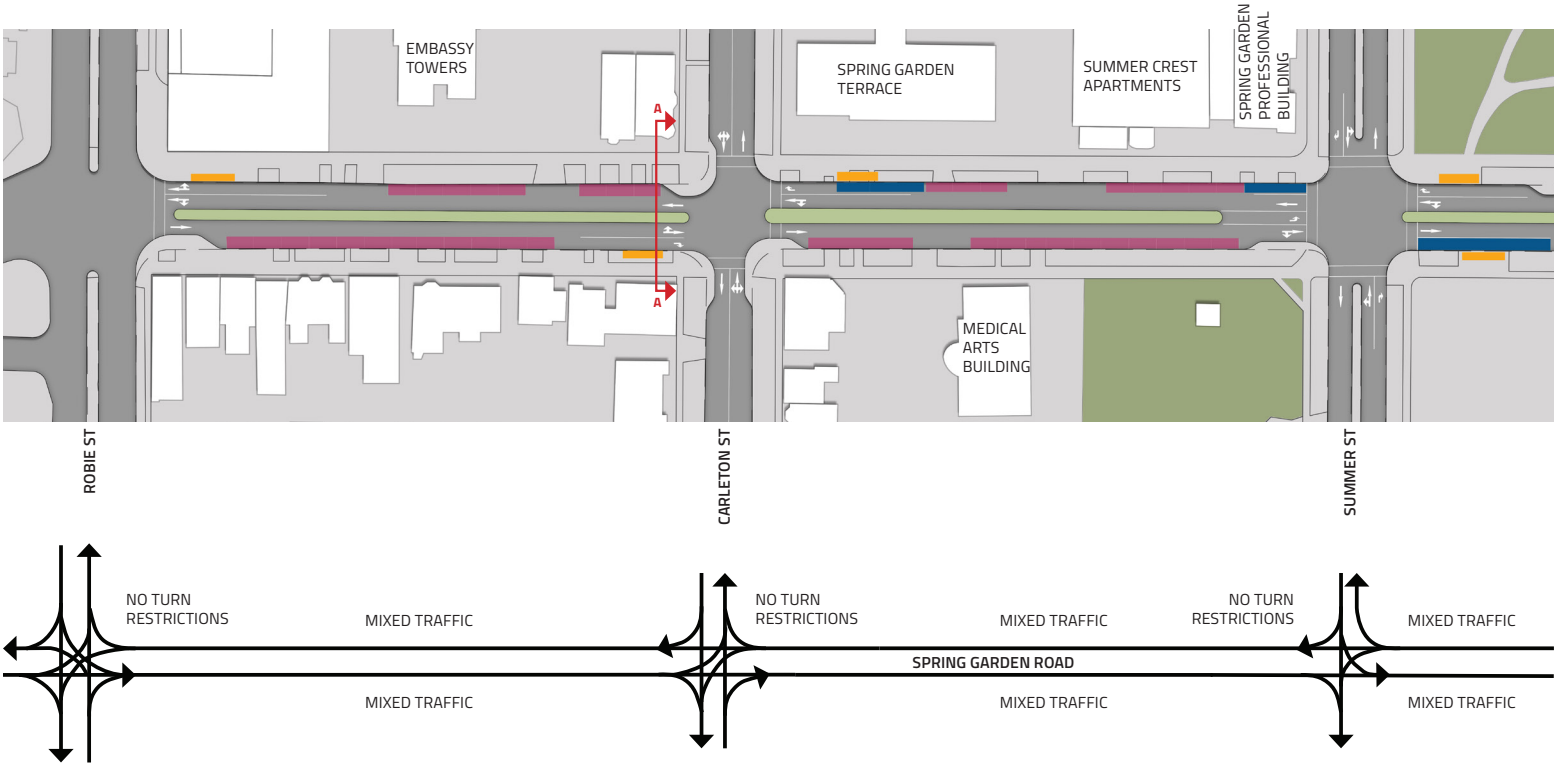
CROSS SECTION B-B



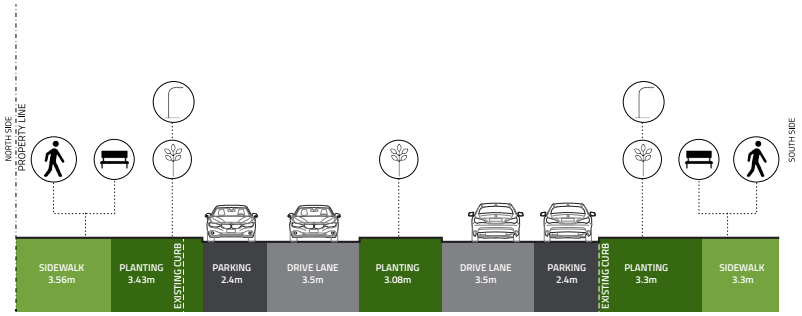
SUMMER TO SOUTH PARK (AT CATHEDRAL LANE)

CROSS SECTION C-C

2 OPTION 2: ROBIE STREET TO SOUTH PARK STREET
CENTRE BOULEVARD



VEHICLE MOVEMENT DIAGRAM



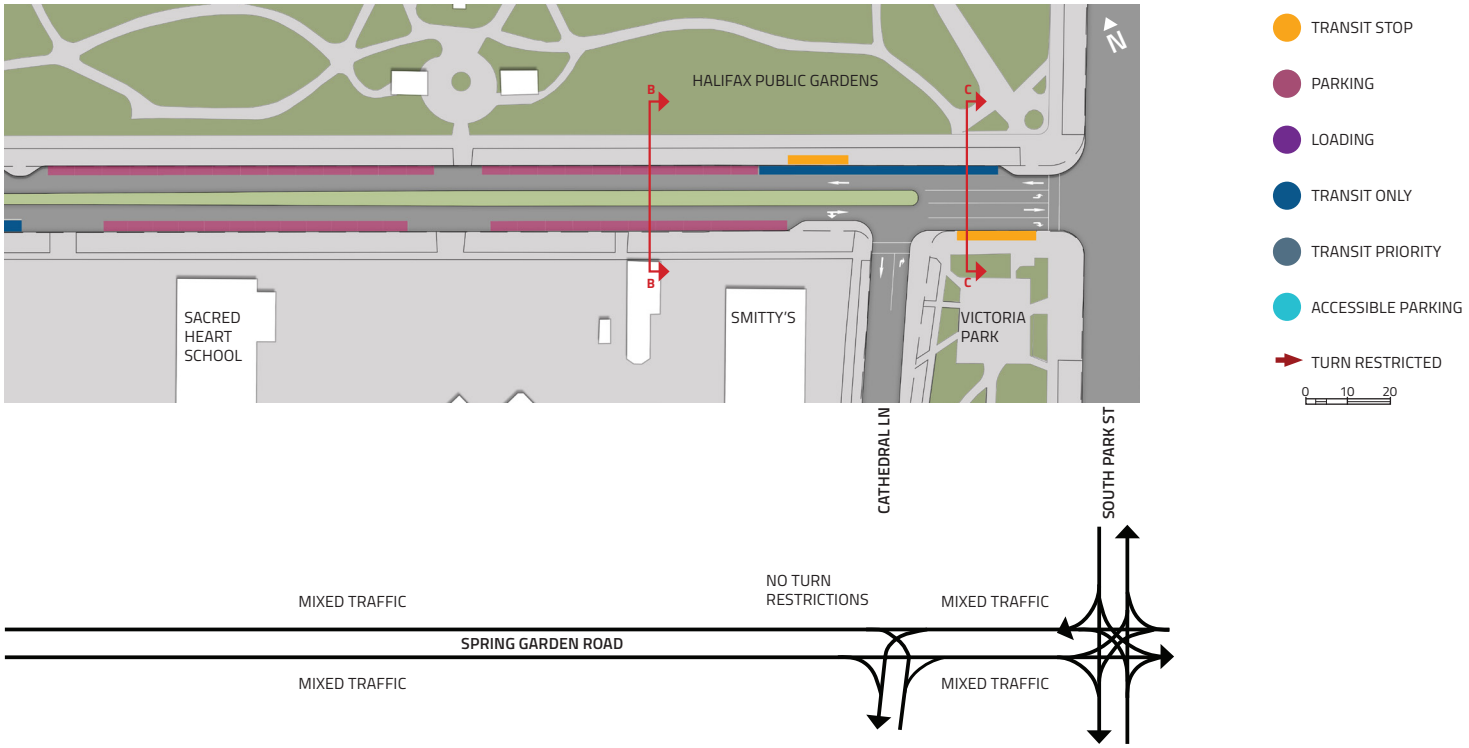
CARLTON TO SUMMER

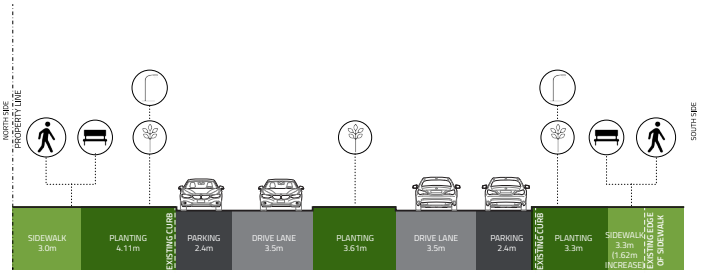
CROSS SECTION A-A

OPTION 2: CENTRE BOULEVARD

Key features

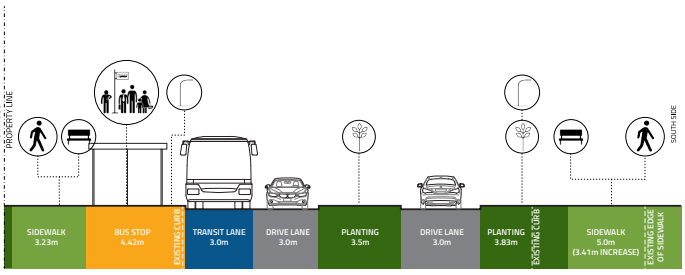
- Reduced lanes widths provide better driver guidance and less ambiguity
- Opposing traffic streams are physically separated
- Opportunities to implement access management strategies along the corridor
- Accommodates protected left turn lanes at intersections and at driveways where required
- Provides pedestrian refuge areas for people crossing Spring Garden Road, reducing pedestrian exposure
- Similar to many other streets in the Commons area (Summer, University, Cogswell, Robie, etc.)





SUMMER TO SOUTH PARK (NEAR 5770 SPRING GARDEN RD.)

CROSS SECTION B-B

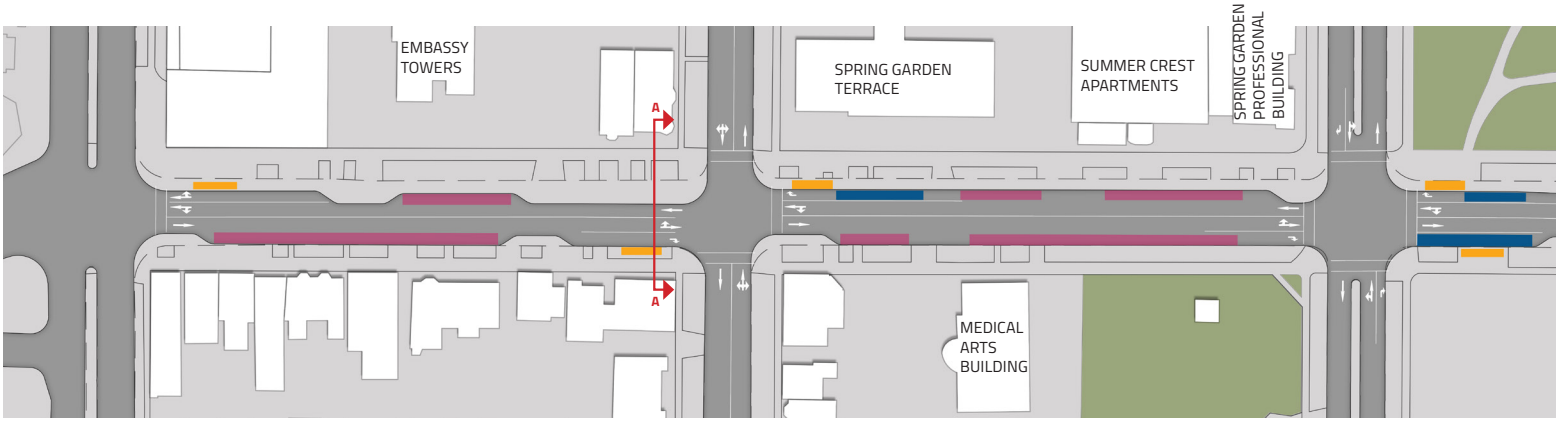


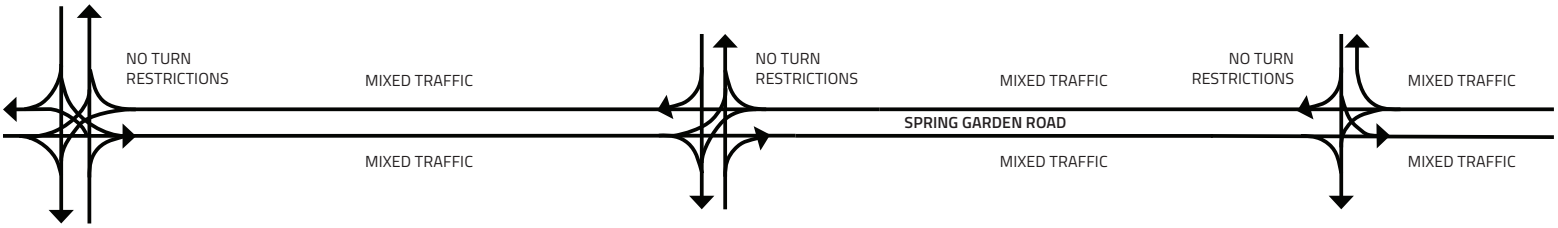
SUMMER TO SOUTH PARK (AT CATHEDRAL LANE)

CROSS SECTION C-C

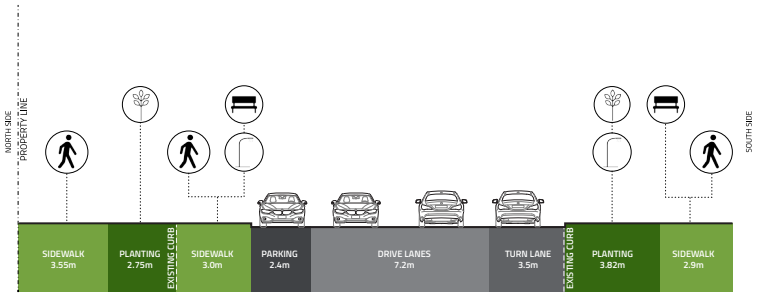
3 OPTION 3: ROBIE STREET TO SOUTH PARK STREET

WIDER SIDEWALKS





VEHICLE MOVEMENT DIAGRAM



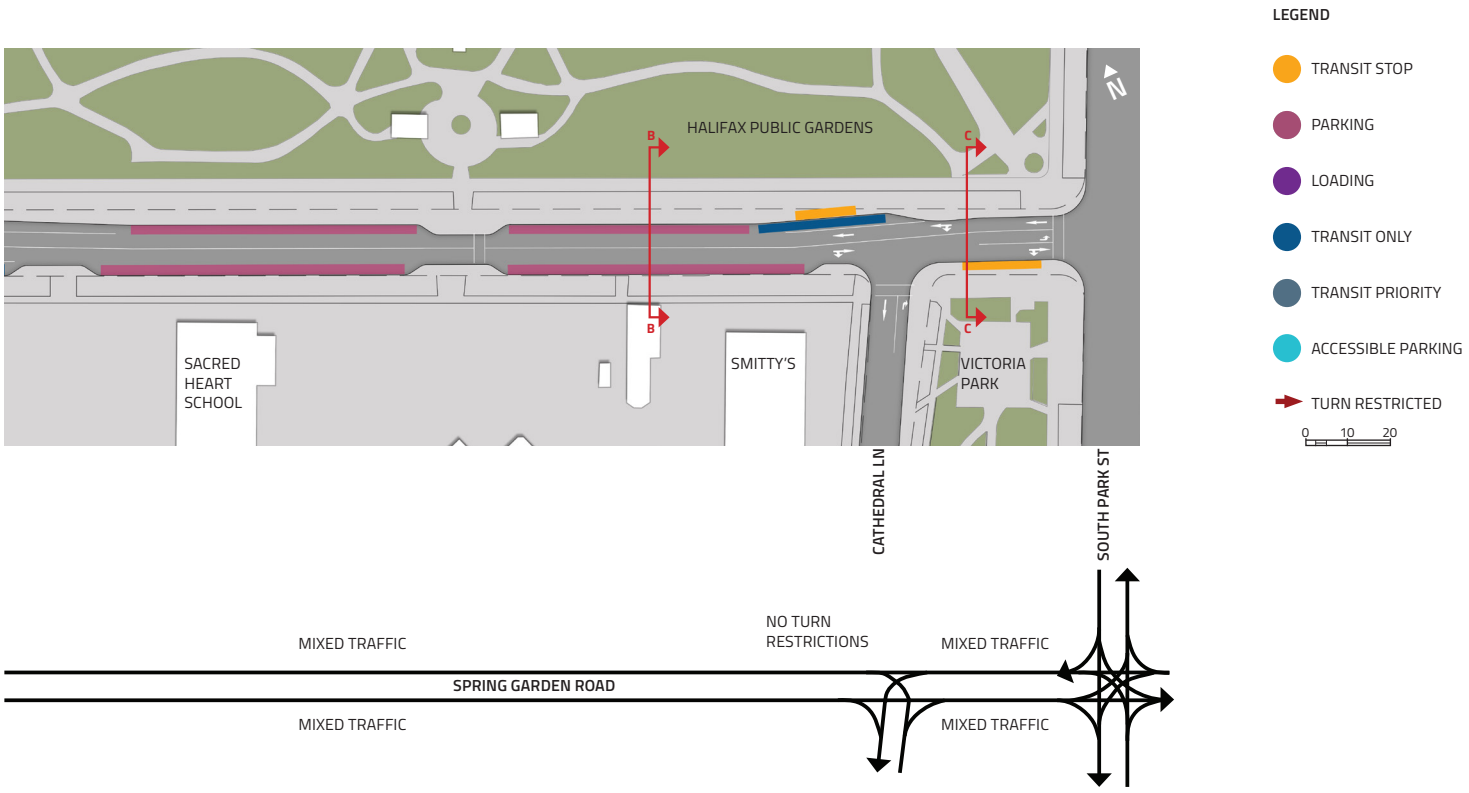
CARLTON TO SUMMER

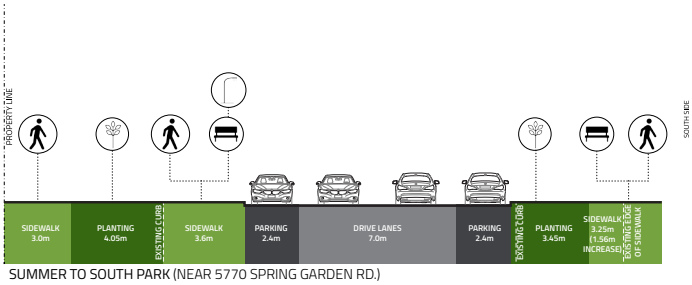
CROSS SECTION A-A

OPTION 3: WIDER SIDEWALKS

Key features

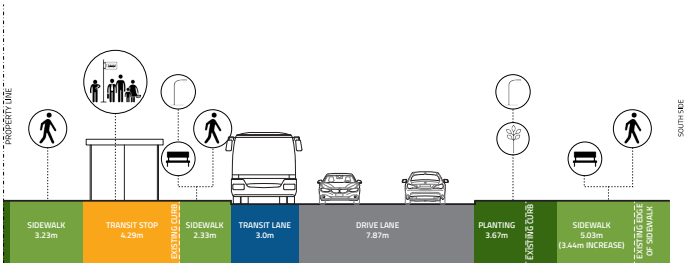
- Minimized roadway width and increased roadside amenity or green space
- Narrow cross section helps reduce speeds and minimize pedestrian exposure
- Minimizes unused or excess pavement areas
- Provides opportunities for higher level off-road active transportation facilities
- Provides clear definition of parking, loading and transit areas





SUMMER TO SOUTH PARK (NEAR 5770 SPRING GARDEN RD.)

CROSS SECTION B-B



SUMMER TO SOUTH PARK (AT CATHEDRAL LANE)

CROSS SECTION C-C

ASSESSING THE PROPOSED OPTIONS

BA Group, working with the Ekistics team, evaluated the multi-modal level of service assessment (MMLOS) of existing conditions and the three proposed functional design options along the Spring Garden Road corridor.

For the purposes of assessing Spring Garden Road, the corridor has been separated into two key sections – Robie Street to South Park Street and South Park Street to Barrington Street. As noted earlier, the functional design options proposed in Robie Street to South Park Street can be combined with any of the three functional design options proposed for the South Park Street to Barrington Street corridor.

BA Group's more detailed analysis study is found in Appendix C but this section summarizes the key findings and recommendations.

BA's multi-modal level of service study is comprised of two evaluation methods which have been utilized to assess and discuss opportunities and challenges associated with each of the functional design options in comparison to the existing conditions; recognizing the benefits of a standardized tool and the ability for an Evaluation Matrix to provide further discussion.

ESTABLISHING AN EVALUATION TOOLKIT

There are two evaluation methods which have been utilized to evaluate each option and compare them to the existing conditions.

1. The key method is the Evaluation Matrix, which discusses the opportunities and challenges associated with each proposed option. The results from the Evaluation Matrix represent the final recommendation from the project team. These options are then scored based upon the overall value of the criteria as well as the quality of infrastructure to support the goals of the streetscape project. We have included this method of evaluation to expand the discussion regarding each option as it enables the project team to discuss the impacts of each option towards the character and sense of place that will be developed. This evaluation was done for the segment between South Park Street and Barrington Street only.
2. The second evaluation method is the Multi-Modal Level of Service Assessment, which is a relatively new method to evaluate streetscape projects and development proposals. Contrary to more traditional Transportation Impact Studies (TIS), a multi-modal assessment considers all modes of travel, with a focus on the user experience and quality of infrastructure provisions for pedestrians, transit users, and cyclists. This evaluation method relies on standardized infrastructure provisions that can be compared across various types of streets. It is important to note that it does not consider the character and sense of place of a street, but is used here as a way to inform the Evaluation Matrix.

SUMMARY OF KEY FINDINGS

The three options proposed in this chapter recognize and balance the multiple competing uses in different ways. The options are really about establishing the use priorities in a spatially confined corridor. The intent and goal of this streetscape project is to strengthen Spring Garden Road's character, create a better sense of place and significantly improve the user experience of this street, particularly for pedestrians and transit passengers.

EVALUATION MATRIX RESULTS

There are six criteria that form the basis for evaluation which align with the guiding principles of this project. The matrix considers transit operations, pedestrian operations, vehicular loading, vehicular parking, vehicular traffic and bicycle traffic. These values have been established based

on the IMP designations (e.g. transit and pedestrian priority) and the high degree of pedestrian use on the street today. A value (%) has been assigned to each of these criteria which establishes the priorities of the corridor, based upon the type of use or travel mode. The overall score for the existing conditions and options have been calculated and are summarized within the report. Based upon this review, all three options vastly improve the conditions along Spring Garden Road compared to the existing conditions, though each options prioritizes the street uses differently. These matrices are found on the following pages and again in Appendix C . The overall score for the existing conditions and options have been calculated and are summarized within the report.

Using the Evaluation Matrix results, the preferred recommended option for Spring Garden Road from Barrington to South Park Street is **Functional Design Option 3,** which provides for a transit priority segment by restricting vehicular traffic in key segments of the corridor throughout the day. This option encourages transit and pedestrian activity and provides efficiency in bus operations as buses are not operating within mixed traffic. As a result, this option has achieved the highest score of the three options (90 pts) because it provides for a better pedestrian user experience, better transit user experience, encourages retail and pedestrian interaction without creating a street that is unusable for loading or private vehicles.

MULTI-MODAL LEVEL OF SERVICE ASSESSMENT RESULTS

The Multi-modal assessment suggests all of the three options yield relatively similar results to one another, and all produce substantial improvements with respect to pedestrian infrastructure. As noted above, the use of Multi-modal analysis criteria is intended to inform the overall Evaluation Matrix, but the final recommendation is based on use of the Evaluation Matrix.

Taking into account the consulting team's review of the corridor with respect to transit operations, pedestrian operations, vehicular loading, vehicular parking, vehicular traffic and bicycle traffic, the recommended option for Spring Garden Road between South Park and Barrington is **Option 3**, which provides for a transit priority segment by restricting vehicular traffic in key segments of the corridor throughout the day. This encourages transit and pedestrian activity and provides efficiency in bus operations as buses are not operating within mixed traffic. As a result, this option has achieved the highest score of the three options because it provides for a better pedestrian user experience, better transit user experience, encourages retail and pedestrian interaction.

FIGURE 30. Evaluation Matrix Score Summaries

CRITERIA	VALUE	EXISTING CONDITIONS	OPTION 1	OPTION 2	OPTION 3
1. LOCAL TRAFFIC & TRANSIT OPERATIONS					
Transit Operations	20%	Poor 5 pts	Sufficient 10 pts	Good 15 pts	Excellent 20 pts
Transit Passenger Amenities	20%	Sufficient 10 pts	Good 15 pts	Good 15 pts	Good 15 pts
2. PEDESTRIAN OPERATIONS					
Pedestrian Movement	20%	Poor 5 pts	Excellent 20 pts	Excellent 20 pts	Excellent 20 pts
Retail / Pedestrian Experience & Interaction	25%	Poor 6.25 pts	Excellent 25 pts	Excellent 25 pts	Excellent 25 pts
3. LOADING & PARKING					
Infrastructure Provisions	10%	Excellent 10 pts	Good 7.5 pts	Good 7.5 pts	Good 7.5 pts
4. VEHICULAR TRAFFIC					
Infrastructure Provisions	5%	Good 3.75 pts	Sufficient 2.5 pts	Sufficient 2.5 pts	Sufficient 2.5 pts
TOTAL SCORE	**100%**	**40 points**	**80 pts**	**85 pts**	**90 pts**

FIGURE 31. Transit Level of Service Criteria Summary

INTERSECTION (AT SPRING GARDEN ROAD)	EXISTING	OPTION 1	OPTION 2	OPTION 3
Robie Street	A	A	A	A
Carlton Street	A	A	A	A
Summer Street	A	A	A	A
Cathedral Lane	A	A	A	A
South Park Street	B	A	A	A
Dresden Row	B	A	A	A
Queen Street	A	A	A	A
Grafton Street	B	A	A	A

FIGURE 32. Pedestrian Intersection Level of Service Summary

INTERSECTION (AT SPRING GARDEN ROAD)	INTERSECTION LEG (SIDE OF STREET)	EXISTING	OPTION 1	OPTION 2	OPTION 3
Robie Street	North	C	B	B	B
	South	C	B	B	B
	East	C	B	B	B
	West	C	B	B	B
Summer Street	North	D	B	B	B
	South	F	D	D	D
	East	D	B	B	B
	West	F	D	D	D
South Park Street	North	C	A	A	A
	South	C	A	A	A
	East	C	A	A	A
	West	B	A	A	A
Dresden Row	North	D	B	B	B
	South	D	B	B	B
	East	D	D	D	D
	West	D	D	D	D
Queen Street	North	C	B	B	B
	South	C	B	B	B
	East	D	D	D	D
	West	C	D	D	D
Barrington Street	North	B	A	A	A
	South	E	C	C	C
	West	E	C	C	C

Notes:

1. Evaluation is based on York Region's Transportation Mobility Plan Guidelines and modified by BA Group.
2. Refer to the appendix of the full MMLOS Assessment (Appendix C) for descriptions of letter grade criteria.
3. Level of Service Adjustments have been made based upon quality of waiting area (i.e. standard bus shelter or lack

FIGURE 33. Pedestrian Segment Level of Service Summary

SEGMENT	INTERSECTION LEG (SIDE OF STREET)	EXISTING	OPTION 1	OPTION 2	OPTION 3
Robie Street to Carlton Street	North	B	B	B	B
	South	B	B	B	B
Carlton Street to Summer Street	North	B	B	B	B
	South	B	B	B	B
Summer Street to Cathedral Lane	North	B	B	B	B
	South	B	B	B	B
Cathedral Lane to South Park Street	North	B	B	B	B
	South	B	B	B	B
South Park Street to Brenton Street	North	C	B	B	B
	South	C	B	B	C
Brenton Street to Dresden Row	North	C	B	B	B
	South	C	C	C	C
Dresden Row to Birmingham Street	North	C	B	B	B
	South	C	B	B	B
Birmingham Street to Queen Street	North	B	C	C	C
	South	C	C	C	C
Queen Street to Brunswick Street	North	C	B	B	B
	South	C	B	B	B
Brunswick Street to Grafton Street	North	B	B	B	B
	South	B	B	B	B
Grafton Street to Barrington Street	North	C	B	B	B
	South	C	B	B	B

LEVEL OF SERVICE SUMMARY

To evaluate changes in operational performance along the Spring Garden Road corridor and the adjacent road network, a microscopic traffic model was prepared using the Synchro/SimTraffic platform for the weekday AM and PM peak hours as shown in the figure below. Additional analysis results and detailed output for each of the scenarios is provided in the full Transportation Functional Design Study included in the Appendix this report.

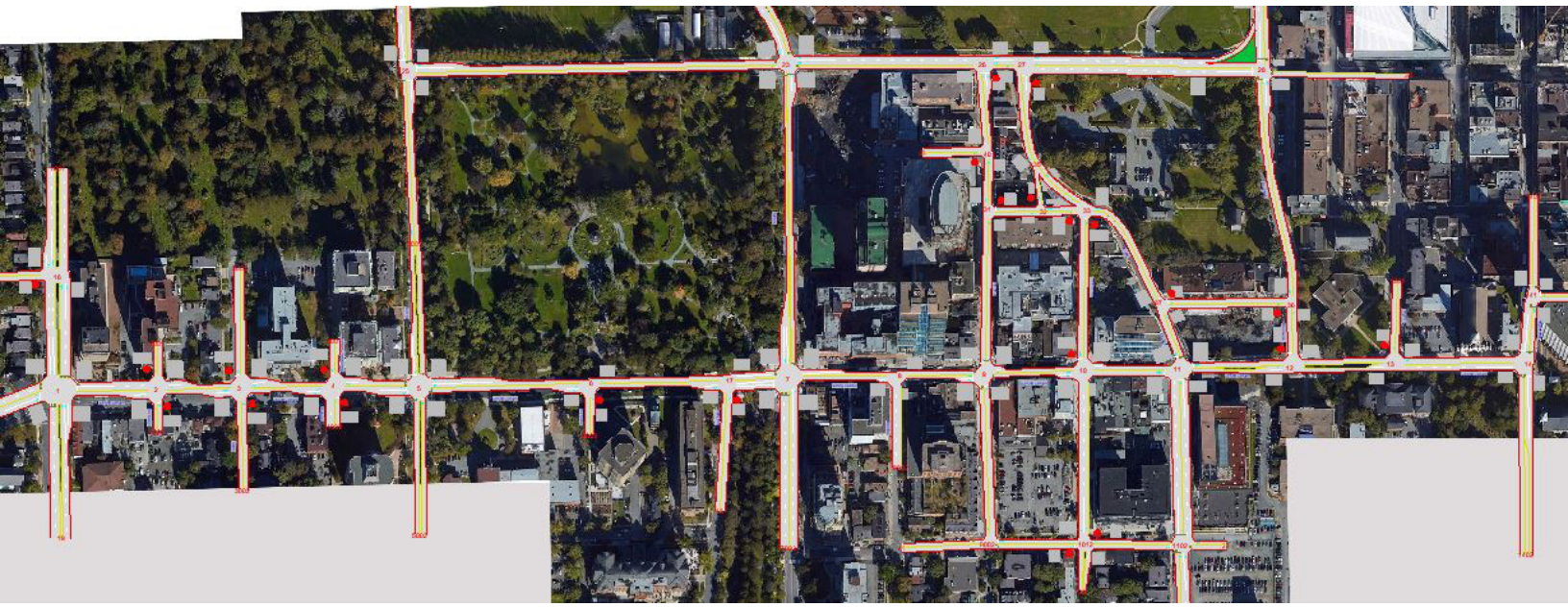
The existing conditions models included the most recently available traffic counts (vehicles and pedestrians) provided by HRM and collected independently using manual and automated traffic counts. The models also include the latest traffic signal timings including the recently implemented Leading Pedestrian Intervals (LPI) at the Barrington Street (5 second LPI) and South Park Street (7 second LPI) intersections with Spring Garden Road. The Summer Street intersection also includes a 9 second (including 3 second clearance) transit priority signal which is currently active in the westbound direction only.

DESIGN ELEMENTS FOR ANALYSIS

Key guiding consideration throughout the analysis include:

- There are a wide variety of detailed design elements discussed throughout this report. Many elements such as bump outs, widened pedestrian areas, loading areas, etc. are somewhat independent of the overall option selected and have limited impacts on the traffic modelling exercise. Consequently, detailed discussion

FIGURE 34. Synchro Model - Overall



of these items is limited in the LOS analysis and discussed in greater detail in other sections of the report.

- In most areas, the Spring Garden Road corridor is composed of one functional through lane in each direction. Under existing conditions, wider lanes allow drivers to move laterally to bypass vehicles that may be stopped to make a turning movement, or whose path is obstructed by a bus or loading vehicle. All existing and future models attempt to replicate these situations as accurately as possible.
- Traffic control through the corridor has not been modified unless warranted by operational deficiencies resulting from the reassignment of traffic or geometric changes to the road network. This was done to identify where network breakdowns may occur under a given scenario and permitted the analysts to focus areas that may required upgrading as a result of implementing a given scenario.

ROBIE STREET TO SOUTH PARK STREET

The scope of work for this project focuses the core design efforts on the portion of Spring Garden Road between Barrington Street and Cathedral Lane. While this analysis does not address areas to the west of Cathedral Lane in as much detail, it was nonetheless important to define the general level of service for this portion of the corridor in order to identify locations or characteristics that may influence the options analysis in the core project area east of Cathedral Lane.

The west portion of Spring Garden Road between Robie and South Park Street has a wide cross section with ample room to provide dedicated through lanes, parking and transit bus stop areas, loading zones as required and robust active transportation and amenity space adjacent to the roadway. Three options were developed for this section of roadway as noted previously in this report that primarily focuses on improving the use of the existing roadway space.

From an operational perspective, the corridor currently operates at a relatively high level of service and all above options that were generated for this portion of the roadway are expected to function at a higher level of performance than existing conditions. The existing conditions in Figures 35-38 show volumes and volume to capacity ratio for both the AM and PM peak hours and most movements operated will below capacity (100% capacity = v/c of 1.0). The highest v/c ratios are experienced in the peak directions on Robie Street, Summer Street and South Park where capacity ranges from 70 – 80%. The most critical movement is the northbound PM peak movement on Robie Street which operates at 98%. Measures of performance on Spring Garden Road itself remain well below capacity in both peaks.

FIGURE 35. Robie to Cathedral – AM Peak Volumes

FIGURE 36. Robie to Cathedral – AM Peak Volume to Capacity Ratios

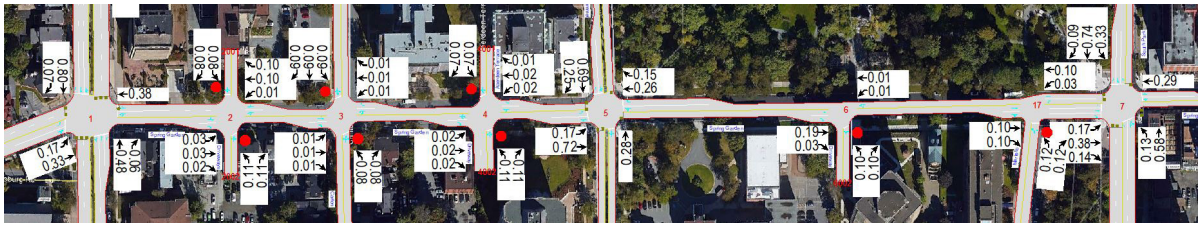


FIGURE 37. Robie to Cathedral – PM Peak Volumes

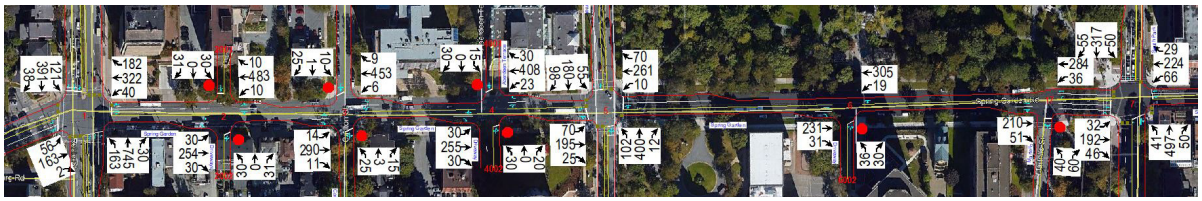


FIGURE 38. Robie to Cathedral – PM Peak Volume to Capacity Ratios

SOUTH PARK STREET TO BARRINGTON STREET

Spring Garden Road between South Park Street and Barrington Street has a significantly more restrained cross section with limited roadside space for pedestrians, transit boarding and alighting, trees and other amenities. While most of the guiding principles remain the same for this section of the corridor, the options generated and operational impacts are significantly different.

Option 1 - Transit Prioritized Vehicle Thoroughfare

Measures of performance for Option 1 and the existing conditions scenarios are very similar as Option 1 essentially simply formalizes operating conditions that are already present on the network. The most significant difference relates to the transit priority assigned to the network resulting in all boarding activities occur with the bus stopped in the through lane requiring other vehicles to stop behind the bus. With numerous alternate routes through the area, drivers can make alternate route choices if they do not want to tolerate the risk of increased delays along Spring Garden Road resulting from stopped buses.

From a transit perspective, most traffic ahead of the bus will typically navigate the corridor quicker than the bus therefore, once a bus has left the respect transit stop, there should be less impedance to their remaining trip along the corridor.

Option 2 - Turn Restricted Transit Priority Corridor

The intent of this option is to eliminate or reduce the turn movements on Spring Garden Road that frequently interfere with through vehicles. The primary focus is on buses on the corridor to help improve reliability of trips. It is not intended to allow the bus to travel "faster", but to eliminate unpredictable delays related to turning vehicles, pedestrians and other operational impedances.

Two versions of this option were analyzed. Option 2a permits through traffic to continue along the full length of Spring Garden Road with all left turns eliminated on Spring Garden Road other than South Park, Brunswick and Barrington Street. Option 2b requires all traffic on Spring Garden Road to turn right onto Dresden Row making the downstream block, or blocks transit only sections. All modeling on this project assumes right turn only movements at Dresden Row during the peak hours, though two sub-options should be kept in mind as the project proceeds:

1. Timing – Turn restrictions could be active permanently, during the day time peak (roughly 7 AM to 6 PM), or during typical AM and PM peak traffic hours.
2. Permitted turn movements at Dresden could include right turn only off Spring Garden, addition of an eastbound northbound to northbound Dresden, or could require all vehicles turn north on Dresden if a one-way street system is implemented.

Option 3 - Daytime Transit Corridor

This option restricts through movement for a larger section of Spring Garden Road, creating an environment more characteristic of a transit mall. This option offers potential for the greatest improvement for transit reliability and is the most favourable for pedestrian spaces / crossings, but is the most restrictive to vehicular traffic. Similar to Option 2, turn restrictions on Spring Garden Road could be implemented in a number of different orientations, and could be operational for different daytime periods.

DISCUSSION – TRAFFIC DIVERSION

Where nearby alternate route choices are present within a road network, changes to a roadways operating environment will impact traffic volumes along that corridor. If the corridor becomes easier, more convenient, safer or quicker to navigate, volumes will typically increase. Conversely, volumes will usually decrease when travel becomes more difficult as drivers elect to use alternate available routes.

In all 3 Spring Garden Road options, the environment for drivers of passenger vehicles is expected to be less appealing than it is today. For the purposes of the analysis,

a manual logic-based traffic reassignment processes was undertaken that attempted to keep as many vehicles as reasonably possible within the local Spring Garden Road network rather then diverting traffic to alternate routes more distant from the Spring Garden Road corridor (represents the worst case scenario). The following table identifies the expected level of traffic diversion (i.e. the amount of traffic that will select alternate routes) under each scenario.

OPTION	ANTICIPATED LEVEL OF TRAFFIC DIVERSION
1 – Transit Prioritized Corridor	Low
2a – Turn Restricted, Through Traffic Permitted	Low
2b – Turn Restricted, Exit at Dresden Row	Medium
3 – Transit Mall	High

NEIGHBOURHOOD IMPACTS

Traffic diversion in the network will take many forms depending on the restriction inherent in the option. The more restrictive through movements on Spring Garden are, the more likely there will be some diversion to nearby streets. Generally, diversion to roads north of Spring Garden Road are not a significant concern as the area is commercial in nature. Diversion to the south is more of a challenge due to the residential nature of portions of Clyde Street and areas to the south of Clyde.

The table below represents a screen line or cross-section across Artillery Place, Spring Garden Road and Clyde Street based on the traffic re-assignment process used in this study. As the options get more restrictive towards Option 3, volumes on the Artillery and Clyde increase.

There are a number of important points need to be made about the noted volumes:

- *Volumes shown likely overestimate the volume within the network, particularly in options 2b and 3. It is expected that some of these trips will select alternate routes;*
- *Clyde Street in its current state does not function as an effective or efficient thoroughfare. It is therefore not considered an attractive alternate route to Spring Garden Road. It is likely that portions of the traffic on Clyde Street will elect to use alternative routes;*
- *If the above volumes were to be achieved, they can be accommodated within the existing road network at a good level of service; and,*
- *Volumes destined to Clyde Street can be managed to a certain extent through complementary turn restrictions, implementation of strategic one-way streets, or through other traffic calming initiatives.*

CORRIDOR PERFORMANCE

The following figures summarize basic measures of performance for each intersection and road segment on Spring Garden Road between South Park and Barrington Street. Intersection performance measures include: Total Intersection Delay (all movements), Intersection Level of Service (A through F), and maximum v/c ratio for the critical movement at the intersection. Also included in the tables is the total volume of traffic through the intersection for that option. Performance measures for the road segments included average eastbound and westbound segment delay (in seconds) and average travel time for the segment.

FIGURE 39. Traffic Re-assignment volumes

	OPTION 1	OPTION 2A	OPTION 2B	OPTION 3
Artillery Place	91	98	133	261
Spring Garden	522	512	182	0
Clyde Street	98	98	323	387

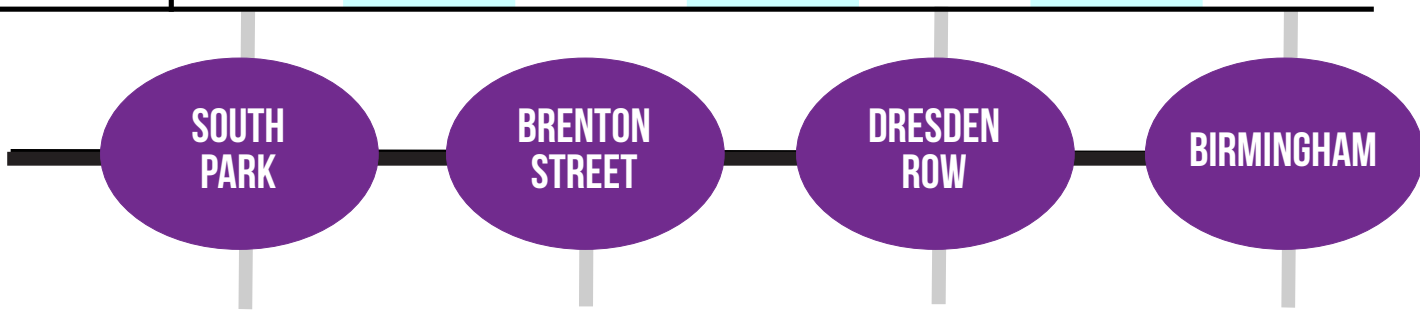
FIGURE 40. AM Peak Hour Level of Service - Corridors and Intersections

Int. Delay (s)	25.6		0.7		12.1		3.5
Int. LOS	C		A		B		A
Max V/C	0.74		0.15		0.33		0.26
Total Int. Volume	1222		502		627		467
EB Delay (s/veh)	-->	5.1	-->	11.4	-->	1.9	-->
EB Travel Time (s)	-->	12.9	-->	17.6	-->	9.1	-->
WB Delay (s/veh)		19.2	<--	6.2	<--	17.7	<--
WB Travel Time (s)		26.1	<--	13	<--	24.3	<--

Int. Delay (s)	25.5		0		12.9		2.8
Int. LOS	C		A		B		A
Max V/C	0.74		0.16		0.38		0.24
Total Int. Volume	1222		470		615		461
EB Delay (s/veh)	-->	6.1	-->	11.1	-->	2.5	-->
EB Travel Time (s)	-->	14.2	-->	17.5	-->	9.9	-->
WB Delay (s/veh)	<--	22.7	<--	3.9	<--	13.9	<--
WB Travel Time (s)	<--	29.9	<--	10.5	<--	20.8	<--

Int. Delay (s)	26.2		0		13.3		7.8
Int. LOS	C		A		B		A
Max V/C	0.73		0.14		0.38		0.33
Total Int. Volume	1152		219		440		160
EB Delay (s/veh)	-->	2.7		8.1	-->	TRANSIT	-->
EB Travel Time (s)	-->	10.3		16.7	-->	TRANSIT	-->
WB Delay (s/veh)	<--	TRANSIT	<--	TRANSIT	<--	2.8	<--
WB Travel Time (s)	<--	TRANSIT	<--	TRANSIT	<--	9.9	<--

Int. Delay (s)	26.6		0		16		2.8
Int. LOS	C		A		B		A
Max V/C	0.72		0.14		0.37		0.17
Total Int. Volume	1149		219		407		67
EB Delay (s/veh)	-->	2.6		5.3	-->	TRANSIT	-->
EB Travel Time (s)	-->	10.4		13	-->	TRANSIT	-->
WB Delay (s/veh)	<--	TRANSIT	<--	TRANSIT	<--	TRANSIT	<--
WB Travel Time (s)	<--	TRANSIT	<--	TRANSIT	<--	TRANSIT	<--



OPTION 1

	15.9		6.8		1.7		20.8
	B		A		A		C
	0.51		0.44		0.13		0.36
	785		621		452		844
7.7	-->	2.4	-->	0.6	-->	19.3	
14.3	-->	10.8	-->	6.6	-->	28.7	
2.9	<--	13.4	<--	2.9	<--	1.5	<--
10.4	<--	20.6	<--	9.9	<--	13.3	<--

OPTION 2A

	16.6		6.8		1.4		27
	B		A		A		C
	0.52		0.4		0.14		0.41
	787		598		422		860
4.8	-->	4.2	-->	0.7	-->	22.7	
11.7	-->	12.7	-->	6.5	-->	32.3	
3.2	<--	11.9	<--	1.6	<--	1	<--
10.8	<--	19.1	<--	8.2	<--	12.7	<--

OPTION 2B

	16.7		4.9		1.5		17.4
	B		A		A		C
	0.49		0.26		0.12		0.41
	586		445		379		721
13.8	-->	1.8	-->	1	-->	22.9	
20	-->	6	-->	6.6	-->	31.9	
1.5	<--	8.7	<--	0.8	<--	1.1	<--
8.4	<--	15.8	<--	6.9	<--	13.1	<--

OPTION 3

	15.9		4.5		1.5		27.4
	B		A		A		C
	0.51		0.24		0.12		0.41
	531		425		379		821
TRANSIT	-->	1.7	-->	0.6	-->	20.5	
TRANSIT	-->	5.3	-->	6.4	-->	29.9	
TRANSIT	<--	4.5	<--	1.7	<--	1.2	<--
TRANSIT	<--	15.8	<--	6.9	<--	13.1	<--

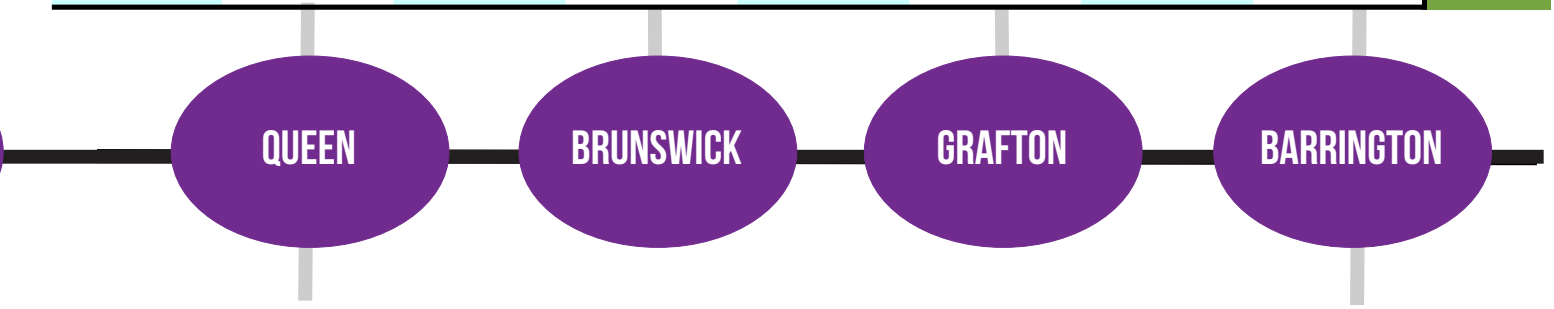


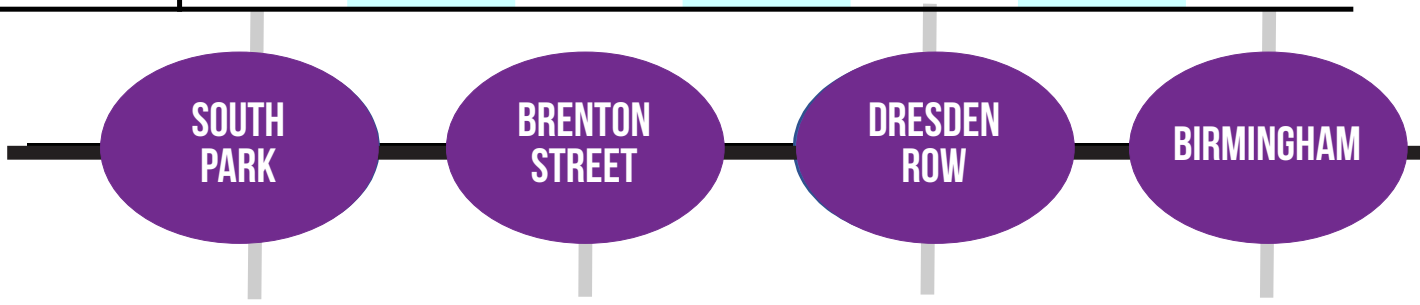
FIGURE 41. PM Peak Hour Level of Service - Corridors and Intersections

Int. Delay (s)	27.9		0.4		14.1		4.4
Int. LOS	C		A		B		A
Max V/C	0.82		0.16		0.41		0.3
Total Int. Volume	1599		632		777		558
EB Delay (s/veh)	-->	6.9	-->	10.6	-->	3.6	-->
EB Travel Time (s)	-->	14.2	-->	16.7	-->	10.3	-->
WB Delay (s/veh)		30..0	<--	7.8	<--	14.8	<--
WB Travel Time (s)		37.4	<--	15.1	<--	21.6	<--

Int. Delay (s)	28.2		0		14.3		2.6
Int. LOS	C		A		B		A
Max V/C	0.82		0.2		0.38		0.26
Total Int. Volume	1633		612		786		555
EB Delay (s/veh)	-->	15.3	-->	8.2	-->	2.4	-->
EB Travel Time (s)	-->	22.9	-->	14.2	-->	9.4	-->
WB Delay (s/veh)	<--	35	<--	15	<--	15.6	<--
WB Travel Time (s)	<--	42	<--	21.9	<--	22.4	<--

Int. Delay (s)	26.7		0		13.9		5.7
Int. LOS	C		A		B		A
Max V/C	0.82		0.15		0.47		0.26
Total Int. Volume	1394		292		636		268
EB Delay (s/veh)	-->	3.4		3.6	-->	TRANSIT	-->
EB Travel Time (s)	-->	11		11.2	-->	TRANSIT	-->
WB Delay (s/veh)	<--	TRANSIT	<--	TRANSIT	<--	4.6	<--
WB Travel Time (s)	<--	TRANSIT	<--	TRANSIT	<--	12.6	<--

Int. Delay (s)	26.7		0		17.6		4.4
Int. LOS	C		A		A		C
Max V/C	0.82		0.15		0.47		0.18
Total Int. Volume	1394		292		488		48
EB Delay (s/veh)	-->	3.5		4.6	-->	TRANSIT	-->
EB Travel Time (s)	-->	11.2		12.5	-->	TRANSIT	-->
WB Delay (s/veh)	<--	TRANSIT	<--	TRANSIT	<--	TRANSIT	<--
WB Travel Time (s)	<--	TRANSIT	<--	TRANSIT	<--	TRANSIT	<--



OPTION 1

	17		4.6		5.3		19.3
	B		A		A		B
	0.54		0.36		0.4		0.45
	986		797		641		1003
14.1	-->	3.9	-->	1.2	-->	40.3	
20	-->	11.7	-->	7.3	-->	50.1	
2.3	<--	15.7	<--	2.9	<--	1.7	<--
9.2	<--	23.2	<--	9.3	<--	12.7	<--

OPTION 2A

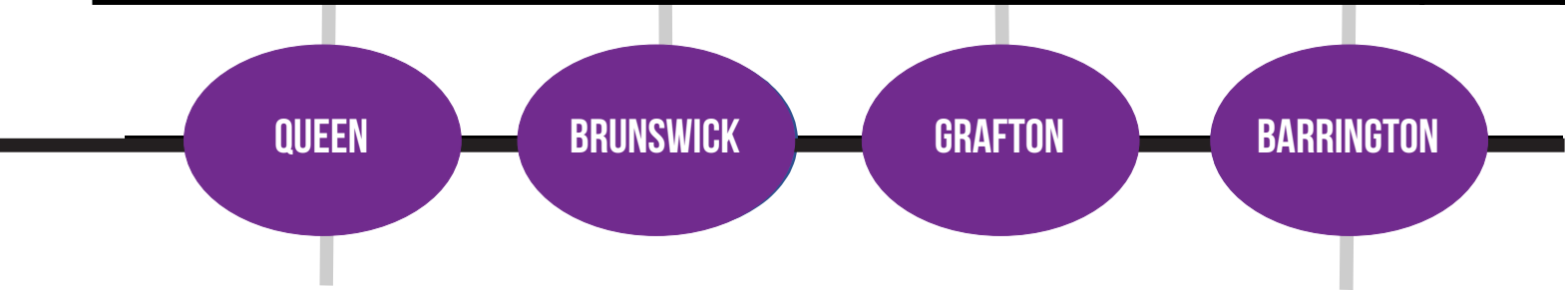
	16.1		5		4.4		22.2
	B		A		A		C
	0.46		0.31		0.37		0.7
	1016		770		623		1051
13.3	-->	7.6	-->	1.6	-->	45.2	
19	-->	15.5	-->	7.9	-->	55	
7.1	<--	11.2	<--	2	<--	1.9	<--
14.3	<--	19	<--	8.7	<--	13.4	<--

OPTION 2B

	13.2		4.6		4.4		21.6
	B		A		A		C
	0.52		0.26		0.36		0.7
	1042		737		605		1033
14.4	-->	5.2	-->	1.9	-->	51.4	
17.5	-->	10.7	-->	8.1	-->	62.3	
2.1	<--	11.4	<--	2.1	<--	1.6	<--
9.2	<--	19.4	<--	8.7	<--	13.3	<--

OPTION 3

	11.5		5.2		4.4		21.7
	B		A		A		C
	0.52		0.34		0.37		0.7
	920		784		622		1050
TRANSIT	-->	3.1	-->	1.4	-->	53.7	
TRANSIT	-->	8.5	-->	7.6	-->	53.7	
TRANSIT	<--	17.5	<--	2	<--	1.6	<--
TRANSIT	<--	25.4	<--	8.8	<--	12.3	<--



SUMMARY OF FINDINGS

Comparing the measures of performance included in the tables show that there is minimal difference between all options. As the options get more restrictive to travel on Spring Garden Road, volumes on streets surrounding Spring Garden Road accommodate all traffic with limited negative impacts in most cases. Volume to capacity ratio typically vary by less than 5% and there are no significant spikes in delays on street and intersections that receive additional traffic related to the option's restrictions.

Other streets and intersections see improvement as volume are removed from the intersection due to the transit priority measures implemented. Intersection movements with the highest delays and v/c ratios on todays road network are related to major north south commuter traffic movements and do not change significantly under any of the proposed options.

ADJACENT IMPACTS

There are two notable impacts on adjacent streets and intersections that warrant further consideration as the detailed design phases of this project move forward. Neither are considered factors in selecting an option, but will need to be addressed in different ways depending on the option that is selected to move forward with.

Sackville Street / Dresden Row / Queen Street

As options get more restrictive to through traffic on Spring Garden Road, more traffic moves to the north and south of Spring Garden. The majority of the traffic that moves to the north will travel through one of the two closely spaced intersections at Queen Street or Dresden Road with Sackville Street. These intersections are separate by about 30 meters (centerline to centerline) and are both stop controlled on the respective side street.

Sackville Street is one of the major commuter routes in the area and therefore carries significant traffic to, from and past these intersections. Consequently, existing PM peak volumes operate around 75% of the available capacity of the intersections. Values are slightly higher in Option 2a which maintains more traffic on Spring Garden Road, but significantly exceed capacity in Options 2b and 3 where more traffic is pushed to the side streets.

Given that some congestion in this area is already experienced, it is recommended that any option moving forward into detailed design should include preparation for traffic signals at this location. The arrangement of signals will require further consideration but are most likely appropriate at the Dresden Row intersection as opposed to the Queen Street intersection. In this regard, consideration must also include the arrangement of one-way or two-way streets on Dresden Row and Birmingham Street as discussed previously in this report.

Clyde Street

Clyde Street is a low speed roadway primarily providing access to local parking lots, residential areas and provides for some circulatory travel through Spring Garden Road area. Options 1 and 2a are expected to have minimal impact on volumes on Clyde Street as through traffic is still permitted on Spring Garden. Under Options 2b and 3, consideration will need to be given to managing traffic on the street to function in a manner appropriate for a more residential area, or alternatively the roadway may require some localized improvement to better serve the higher traffic volumes.

FIGURE 42. Intersection of Sackville Street with Queen Street at Dresden Row

CORE RECOMMENDATIONS

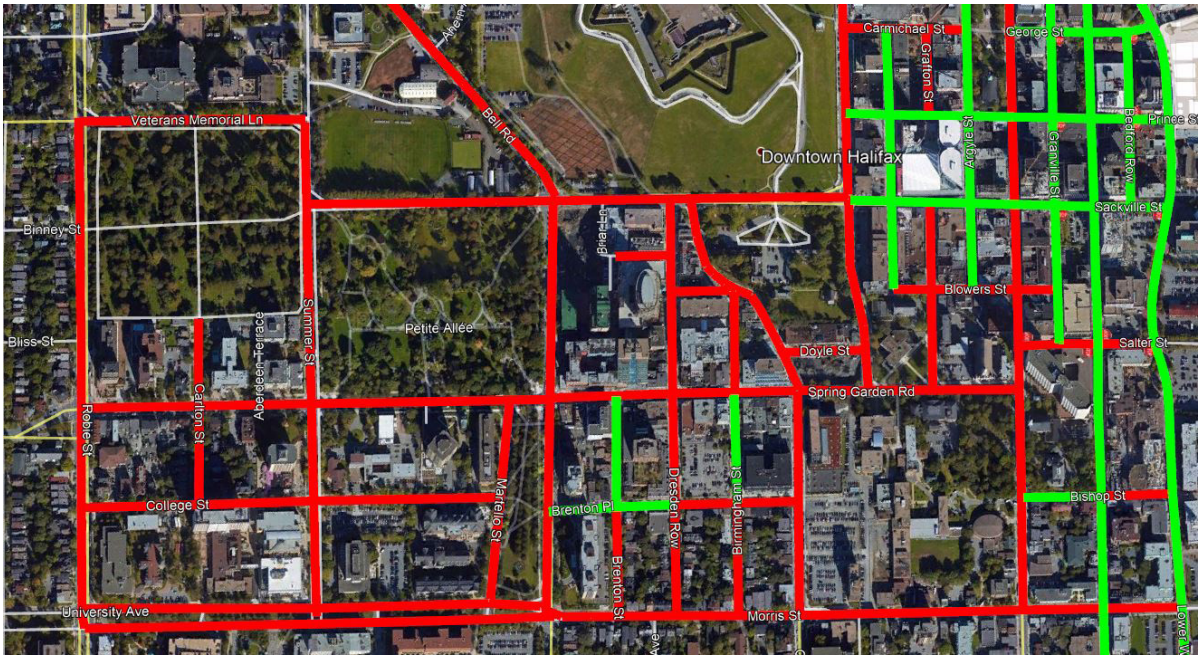
The Spring Garden Road has been identified as priority pedestrian and transit corridor. This objective is consistent with the nature of travel on the corridor today that is dominated by pedestrian and bus traffic instead of passenger vehicles as is prevalent in most areas of the city. Development of the corridor in this direction has also been strongly support by the majority of stakeholder involved with the project, through the degree to which transit priority is implemented has had active debate. A number of clear conclusions and recommendations can be made from the study to date and the findings of the LOS analysis.

1. Spring Garden Road west of South Park Street functions well today and generally has adequate infrastructure in place to provide relative safety and efficient operations. While improvements can always be made, upgrading this section of roadway does not appear to be a high priority at this time;
2. Spring Garden Road east of South Park is a vibrant, active area with inadequate pedestrian space in many areas, an often-confusing operating environment, and functional challenges that detract from the corridor. This applies to all users of Spring Garden Road;
3. Spring Garden Road should include a single, well defined lane of traffic each direction. The lane width should be between 3.5 and 4 meters and defining the most appropriate width should be an early focus as the project moves to design;
4. All left turn movements from Spring Garden Road to minor side streets should be restricted on a permanent basis to minimize delays to Transit on Spring Garden Road. Left turn movements should only be maintained at South Park Street, Brunswick Street and Barrington Street. This suggests that Option 1 should not be considered further;
5. Delay or inconvenience to passenger cars should not be a criterion that influences decisions in this corridor. Minimizing delays to buses is considered a high priority;
6. The traditional level of service analysis supports the removal of left turn movements Spring Garden Road, but does not strongly favour Options 2a, 2b or 3.
7. The corridor between South Park Street and Queen Street should be considered transit blocks from a design perspective as the bus is the priority vehicle in the corridor (significant more important than cars or loading vehicles). This does not necessitate the removal of all vehicles from these areas. Refinement of vehicle operations in the corridor could be refined over time;
8. Moving forward immediately to a full transit corridor during initial implementation (with full vehicle restriction) does not appear to be a prudent first step in the long-term development of this corridor.
9. Focus should be placed on making transit stop operations as efficient as possible to minimize bus dwell times and help minimize the associated delay to vehicles following a bus;
10. Dresden Row and Birmingham should be converted to one-way streets (Dresden Row northbound and Birmingham southbound) between Clyde Street and Artillery Lane. This change supports many of the initiatives envisioned by this project. It also helps to direct traffic away from residential areas to the south and can be accommodated under Options 2a, 2b and 3;
11. Bump-outs are considered appropriate for many locations in this corridor and should be actively pursued during the detailed design phases; and,
12. LPI phases should be considered at Dresden Row and Queen Street.

ONE-WAY STREET CONVERSION ANALYSIS

One-way street "systems" or "networks" are generally on the decline worldwide though there are situation where strategically located one-way streets are appropriate and beneficial. Peninsular Halifax has a variety of one-way streets throughout the downtown as depicted in the figure below (2-way Red, 1-way Green), including the Spring Garden Road area near the middle of the figure.

FIGURE 43. Existing One-Way Streets



SPRING GARDEN ROAD ONE-WAY OPTIONS

Spring Garden Road west of South Park Street was not considered to be candidate one-way street as is it a wide, 4-lane roadway that provides adequate space for parking, loading and transit activities while also maintaining a significant pedestrian space along both sides of the roadway. It functions as more of a commuter route than do areas east of South Park and there are no logical parallel routes that could serve as a couplet with this portion of Spring Garden. Therefore, Spring Garden Road west of South Park is not considered feasible as one-way street.

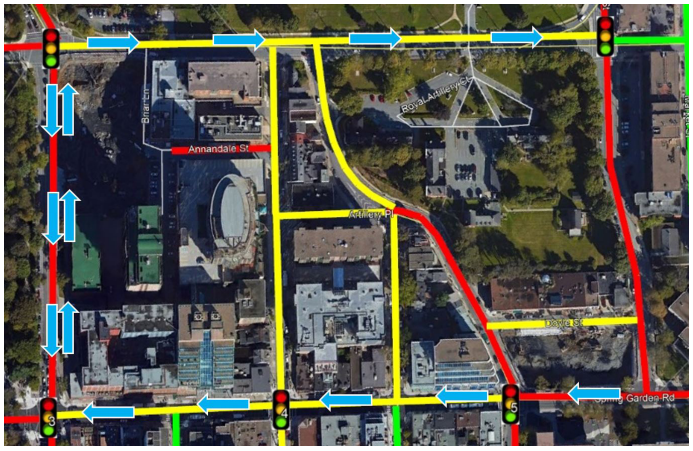
Similarly, Spring Garden Road east of Brunswick Street serves an increasingly commuter function moving towards Barrington Street. There are limited convenient parallel routes to Spring Garden east of Brunswick Street, therefore there appears to be little benefit to considering the eastern portions of Spring Garden Road as a one-way segment.

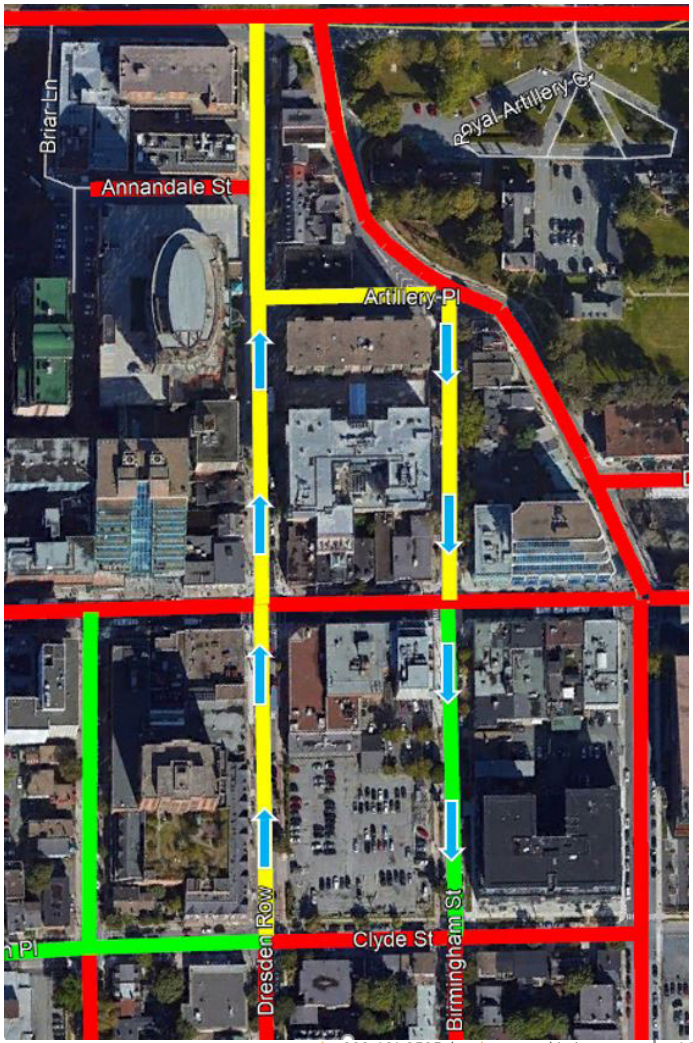
The portion of Spring Garden Road between South Park and Brunswick Street has pairing options with Sackville Street, Doyle Street or Clyde Street. Review of the advantages and disadvantages of pairing Spring Garden Road with Sackville Street as a one-way couplet suggest did not support this arrangement as: Sackville Street is a busy commuter route; is separated from Spring Garden by more than 250 meters; and, would have a negative impact on transit service in the area.

Clyde Street is located about 140 meters south of Spring Garden Road. It is a four-block parallel roadway between Queen Street and South Park Street with the two east blocks operating as a two-way roadway connecting to the new Halifax Central Library east of Queen Street. The west two blocks are one-way segments oriented toward South Park Street.

This arrangement was considered to have potential as a one-way couplet with Spring Garden. It is closer to Spring Garden and is complementary in the type and style of service it can provide, though would require some upgrading of Clyde Street to services the higher traffic volumes and transit service. The most significant challenge associated with this option is the increase in traffic on a roadway through and adjacent to a residential oriented neighbourhood.

Ultimately, the operational challenges appear to significantly outweigh any benefits that may be achieved by such a conversion and therefore converting Spring Garden Road and Clyde Street to a one-way couplet was not recommended. Options moving forward therefore assume that Spring Garden Road operates as a two-lane roadway.





DRESDEN ROW / BIRMINGHAM

Dresden Row and Birmingham Street were evaluated as one-way couplets between Artillery Place and Clyde Street with the south section of Birmingham between Spring Garden and Clyde Street already serving as a one-way southbound Street. The north portion of Birmingham and all of Dresden Row have two available travel lanes with parking and loading on one side of the roadway, though the opposite curb lane is most often obstructed by illegally parked or stopped vehicles.

On the north portion of Birmingham, switching to one-way operations and formalizing the west curb lane as loading or parking areas yields approximately 50 meters of additional usable space, plus an additional 25 meters that is currently reserved for Access-a-Bus service. South of Spring Garden, both sides of the road are already used for parking and loading activities.

Dresden Row between Annadale Street and Spring Garden has similar issues with illegal stopping and loading to adjacent commercial properties. Under a one-way arrangement, about 105 meters of new parking and loading area would become available, with an additional 30 meters if the one-way arrangement extend to Annandale Street. Dresden Row south of Spring Garden has traditional permitted parking/loading on both sides of the road. While two-way traffic was permitted, the available lane width was inadequate to accommodate two lanes of traffic therefore conversion to a one-way street would be effective.

ARTILLERY PLACE

Artillery Place is a short road segment connecting Dresden Row to Queen Street and Birmingham Street. It is about 8.5 meters wide with parking permitted along the south side of the road. The connector could function well as either a one-way or two-way roadway. The two-lane option would continue to provide a high level of connectivity between Queen Street, Birmingham Street and Dresden Row which has benefits to area traffic circulation.

As a one-way street, Artillery Place would form part of the "loop" in the corresponding direction created by Dresden Row and Birmingham being one-way streets. This could potentially simplify turning movements through the complex east intersection at Queen Street and potential improve options for upgrading this intersection. After review of all advantages and disadvantages, it appears prudent to consider maintaining two-way traffic on Artillery Place.

DRESDEN/QUEEN – ARTILLERY TO SACKVILLE

This area contains a challenging arrangement of connected streets and intersections. The completed intersection at Queen Street with the east end of Artillery Place and north end of Birmingham is challenging to navigate, has numerous undesirable design and operational features and certainly warrants improvement. On Sackville Street, the narrow spacing of about 30 meters (centerline to centerline) between Queen Street and Dresden Row significantly increases the number of conflict points in and around the intersections. During peak hours, these intersections can be congested and often experience substantial queuing.

The portion of Dresden Road between Sackville Street and Annandale Street is well used as the primary access to Annandale Street and the Park Lane Mall parkade and Queen Street forms part of a more significant thoroughfare to the south end of the peninsula. The level of service analysis for this project suggests traffic signals be installed at one of these intersections to improve operations. Operations may be further improved by considering one-way options for the portions of Queen and Dresden Row north of Artillery Lane. The design of these areas is beyond the scope of this study, but should be further considered as an integral part of any one-way conversions on Dresden Row or Birmingham Street.

COST ESTIMATING

Funds for the anticipated 2020 street construction project are currently allocated to the area of the Spring Garden Road corridor between Queen Street and Cathedral Lane. At the Functional Design stage, it is wise to expand the study area in the event the costs falls within the dedicated budget. As such, Class D cost estimates for each Functional Design option have been prepared the area encompassing the Spring Garden Road corridor include the segment east of Queen Street to the centre line of Barrington Street. For the intersecting side streets, reinstatement extents are approximately 1.0m beyond limit of electrical undergrounding work. Additionally, and for the purposes of generating cost estimates at the early stages of design, the following assumptions have been made:

- *Where existing catch basins only move slightly to accommodate revised curb, it is assumed the existing structure can remain and frame and/or grate will be adjusted.*
- *Where reasonable, it is assumed that catch basin structures that need to be relocated will be in line with the existing catch basin lead and can tie in to this same pipe connection.*
- *It is assumed that existing storm pipes and structures are in suitable condition to connect to.*
- *Detailed grading has not been completed for the three corridor options, therefore the length of trench drain has been estimated based on sample cross section grading. Exact length of trench drain will be determined during detailed design.*
- *For sample cross section grades it is assumed the existing grades and cross slopes within the street travel way are to remain as existing.*
- *For locations where fire hydrant needs to be relocated back to the sidewalk, it is assumed that the connection can be made using the existing hydrant valve.*
- *It is assumed that all work associated with reinstatement work has been reflected in streetscaping cost estimate.*
- *It is assumed that road grades will match new curb elevations at Doyle block (Queen St. to Brunswick St.).*
- *No reconstruction of new curbs or sidewalks have been included for the Doyle block.*
- *Reinstatement within Block 'A' will match existing conditions, with the exception of trees, which will be replaced with new trees planted in soil cells.*
- *Reinstatement on side streets includes all surfaces from building face to building face unless otherwise shown in limit of work.*
- *Quantities of street trees are based on average tree spacing of 8m. Actual quantity may change upon detailed design and investigation of underground conditions.*
- *Soil cell costing is based on average soil volume of 15 cubic m of soil per tree.*
- *All new curb to be concrete curb and gutter.*
- *No HRM paver bands have been included in the costing.*
- *Tactile warning indicators at pedestrian crossings are granite, as Spring Garden will be treated as a signature street.*
- *Tactile warning indicators are estimated at 3m length at each end of each pedestrian crossing.*
- *All vehicular roadways will be paved with asphalt.*
- *Unit pavers will be used for sidewalks along Spring Garden road only; not on side streets.*
- *Urban traffic sign post quantities are assumed to increase from existing quantity.*
- *Parking meters are assumed to be replaced in their same quantity; to be further refined in detailed design.*
- *Trees on side streets that are removed will be replaced at a ratio of 1:1 and will be installed in soil cells.*
- *It is assumed no pyritic slate or impacted materials will be encountered.*
- *It is assumed no surge rock will be required.*
- *Contract administration services not included in estimate.*
- *Building foundation waterproofing not included in estimate*
- *No excavation or trenching for gas lines is included in estimate.*
- *No trench excavation (rock) has been included in the estimate.*
- *Limit of work for each block is divided at centreline of side street.*

FIGURE 44. Class D Cost Estimate - Cathedral Lane to Barrington Street

REDACTED

DEFINITIONS

- *Water System includes: Fire hydrants, Hydrant relocation, Valves, Cover adjustment, Valve adjustments*
- *Storm Sewer includes: Catchbasin leads, Trench drains, Catch basins, Catch basin adjustments, Connection to existing storm manholes and CBs*
- *Street Construction includes: Gravels, Asphalt paving, Curbs, Sidewalks, Pavers, Curb removal, Sidewalk removal, Asphalt paving removal, Traffic sign posts, Removal of traffic sign bases, Removal of parking meters, and Installation of parking meters*
- *Landscaping includes: Street trees, Tree Removals, Soil Cells and all accessories, Soils, Excavation, Tree grates*
- *Additional Items includes: Pavement markings, Pre-construction survey*
- *Electrical includes: Conduit, Ornamental street lights, Power enclosures, Utility poles, Removals, NSPI vaults and other associated items*
- *Miscellaneous includes: Project information signs*
- *Additional Non-Standard Items includes: BID kiosks, Wayfinding signage, Street furniture, Construction mitigation, Foundations for public art installations, Mobilization, Engineer's site office*
- *Fixed Project Costs include such items as Pre-construction survey, Engineer's site office, Construction mitigation, and mobilization which are not associated with a specific block.*

APPENDIX A

APPENDIX B

APPENDIX C

APPENDIX D