



**IMAGINE**  
**SPRING GARDEN ROAD**  
**MAKING A GREAT STREET EVEN BETTER**





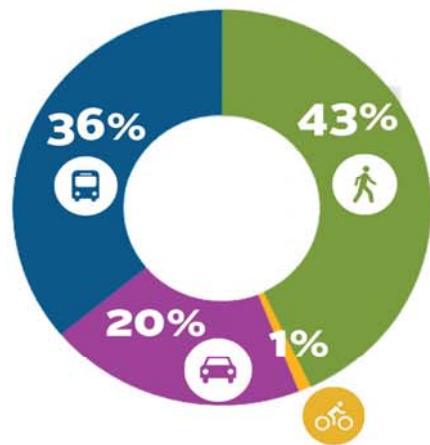




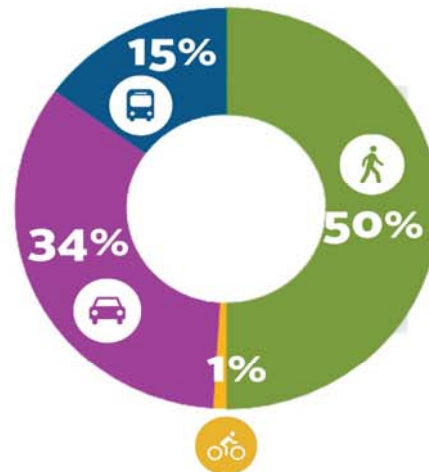
# CURRENT COUNCIL PRIORITIES

- COUNCIL'S COMMITMENT TO DOWNTOWN REVITALIZATION = **APPROVED FUNDS FOR ARGYLE & SGR**
- CENTRAL LIBRARY AND OTHER DOWNTOWN IMPROVEMENTS = **MOMENTUM**
- INTEGRATED MOBILITY PLAN = **COMPLETE STREETS APPROACH AND STREET AS PLACE**
- HALIFAX TRANSIT MOVING FORWARD TOGETHER PLAN = **TRANSIT PRIORITY CORRIDOR**
- NOVA SCOTIA ACCESSIBILITY ACT = **BARRIER FREE DESIGN**
- URBAN FOREST MASTER PLAN = **MORE (HEALTHY) TREES IN THE DOWNTOWN**

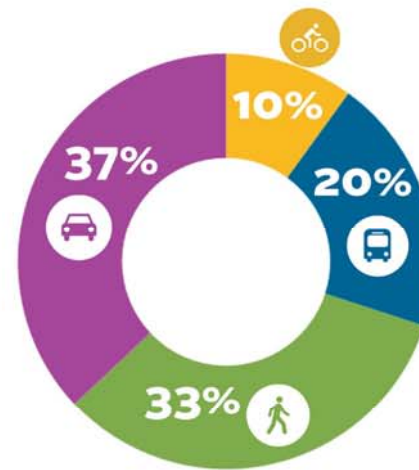
# TRANSPORTATION MODE SPLIT



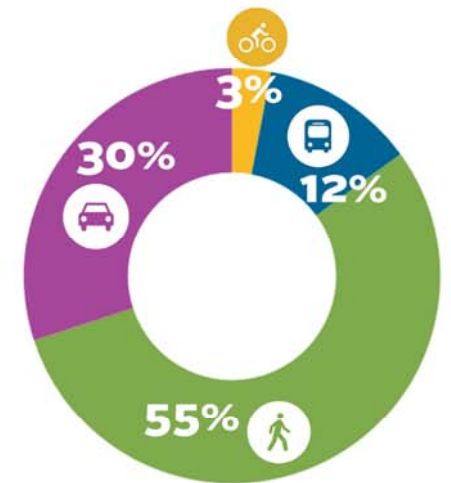
WEEKDAY PM



WEEKEND MID-DAY



ARRIVAL ON LAST VISIT  
(2018 SURVEY)



2016 CENSUS  
(JOURNEY TO WORK)

# SUMMER 2018 ENGAGEMENT - WHAT WOULD YOU CHANGE MOST?

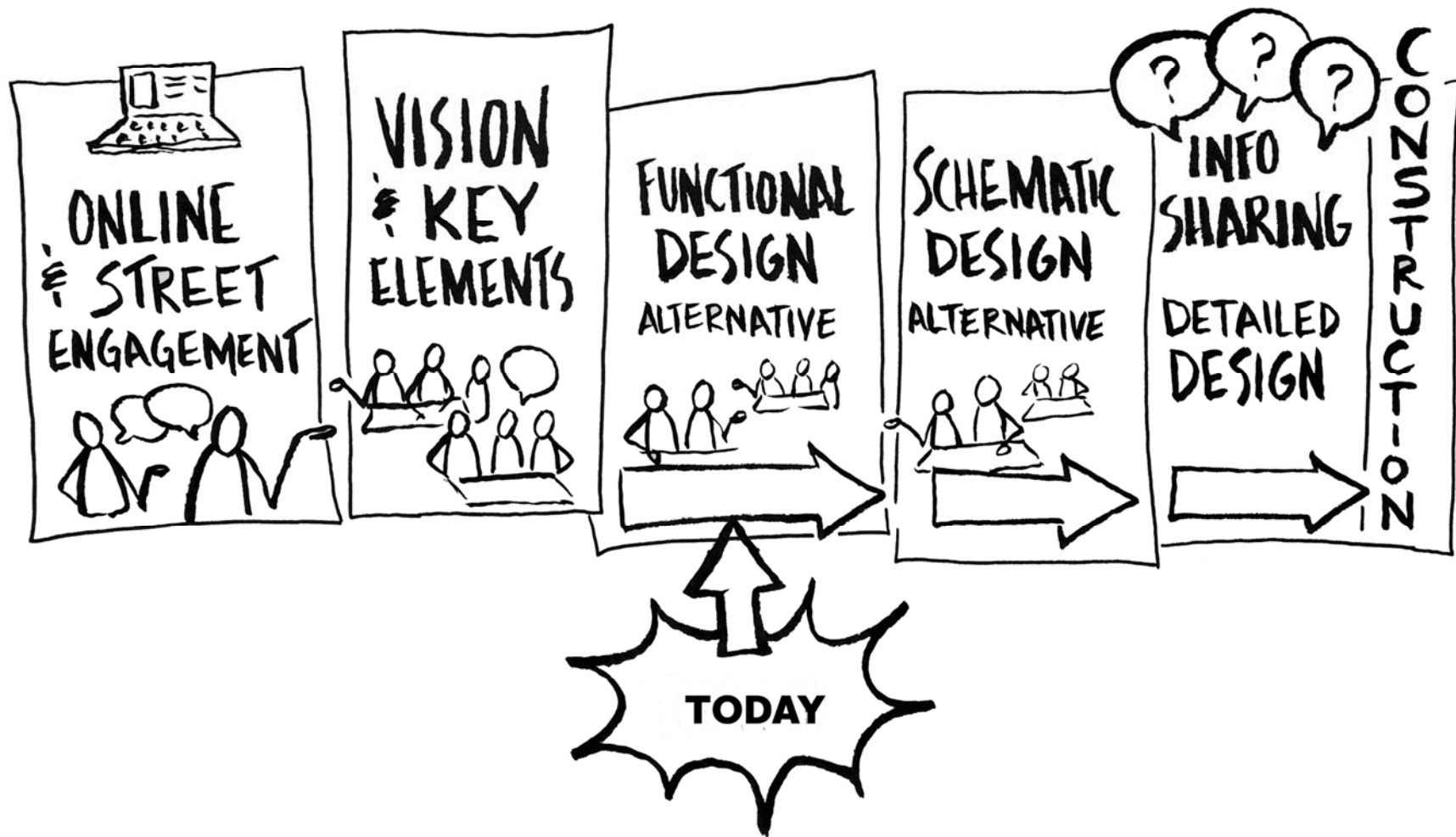


**MORE PEDESTRIAN-FOCUSED  
(DE-EMPHASIZE AUTOMOBILE  
USAGE)**

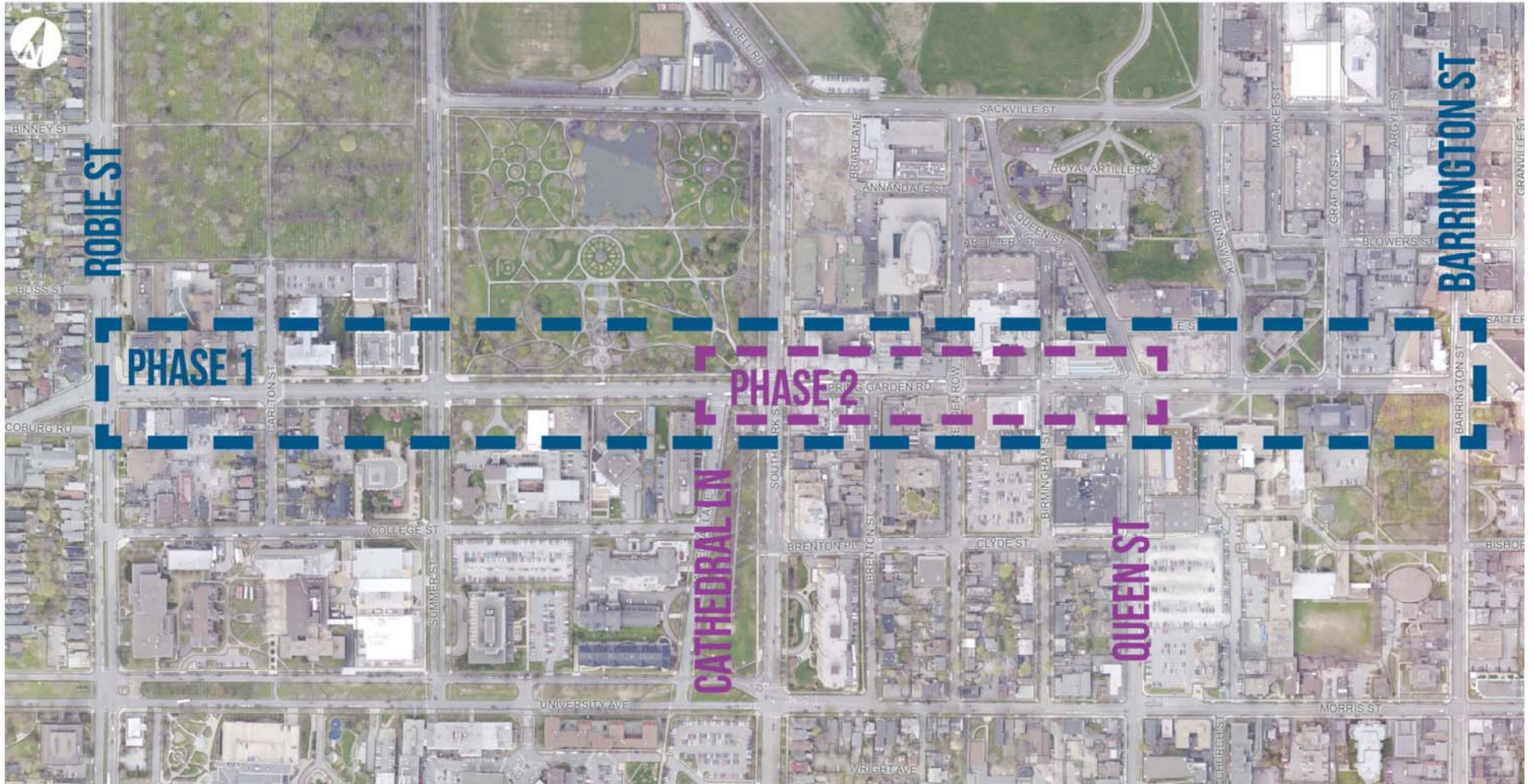
**RESTRICT STREET USAGE TO  
BUSES AND TAXIS ONLY**



# PROJECT PROCESS

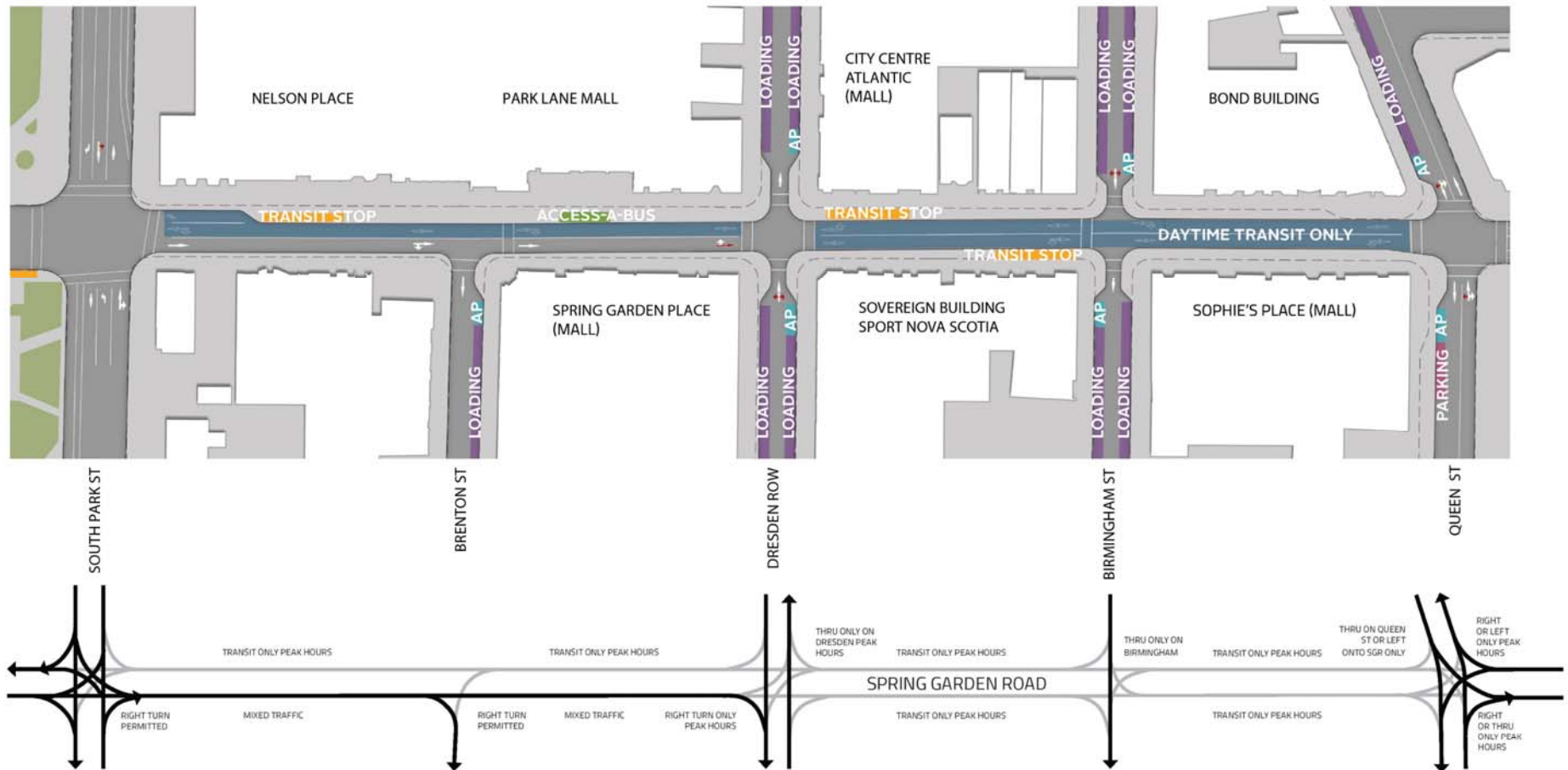


# FUNCTIONAL (PHASE 1) VS SCHEMATIC (PHASE 2) LIMITS





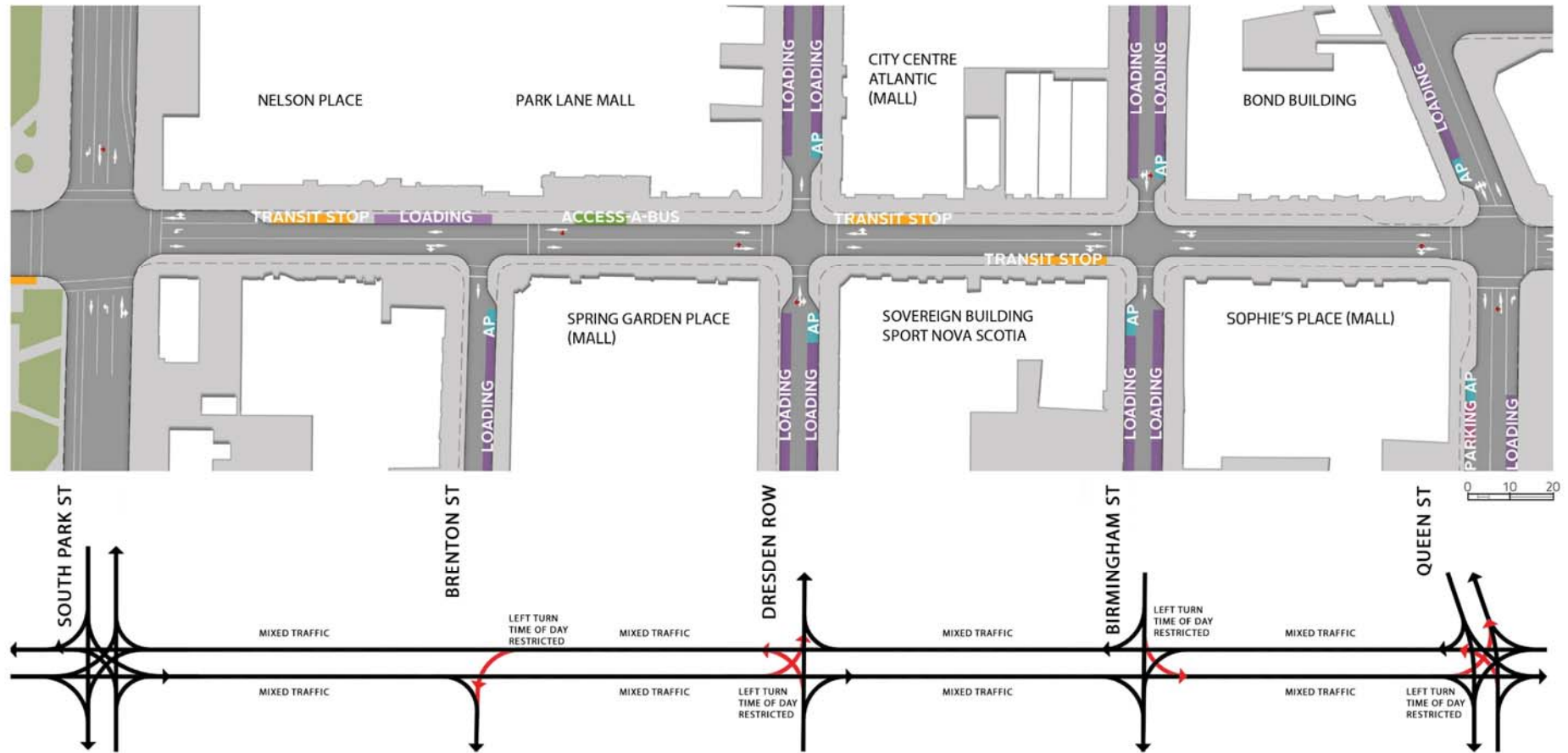
# OPTION 3 - DAYTIME TRANSIT CORRIDOR



- DAYTIME BUS ONLY –QUEEN TO DRESDEN
- BUS STOPS ON SIDEWALK EXTENSIONS

- NO ON-STREET LOADING
- MAXIMIZES THE SIDEWALK– MOST OPPORTUNITIES FOR AMENITIES

# OPTION 4 - HYBRID OPTION



- MAXIMIZES THE SIDEWALK- MOST OPPORTUNITIES FOR AMENITIES

- ONE SPACE DESIGNED FOR LOADING

- BUS STOPS ON SIDEWALK EXTENSIONS

- MOST LEFT TURNS PROHIBITED



# EVALUATION CRITERIA SUMMARY

TRANSIT OPERATIONS - 20%

TRANSIT PASSENGER AMENITIES - 20%

PEDESTRIAN MOVEMENT - 20%

RETAIL / PEDESTRIAN EXPERIENCE & INTERACTION - 20%

LOADING - 5%

PARKING - 5%

VEHICULAR TRAFFIC - 5%

BICYCLE TRAFFIC - 5%



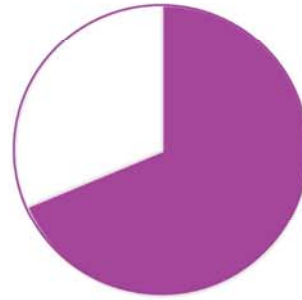
**EXISTING**

**42.5 POINTS**



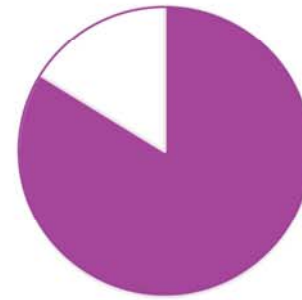
**OPTION 1**

**60 POINTS**



**OPTION 2**

**68.8 POINTS**



**OPTION 3**

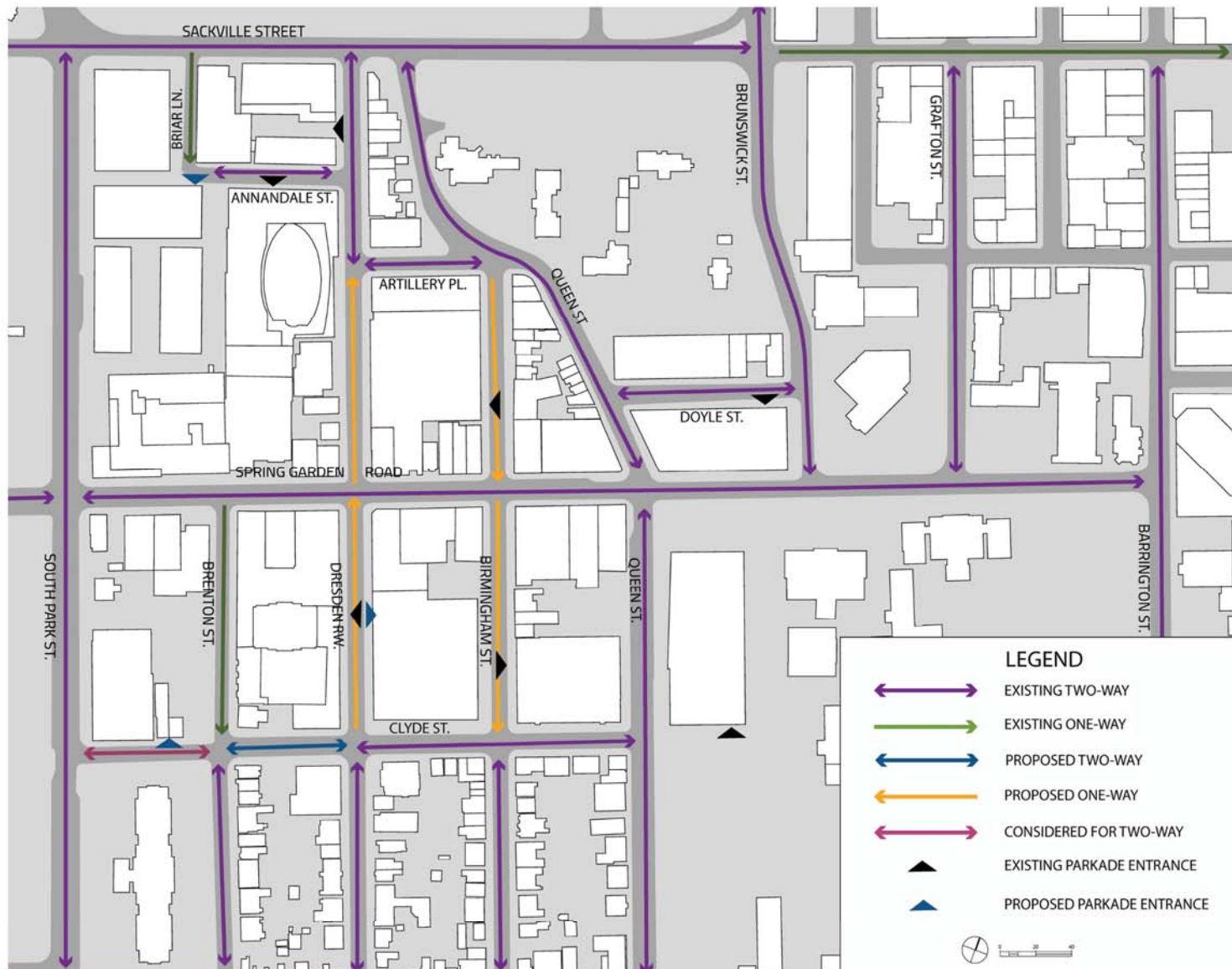
**83.8 POINTS**



**OPTION 4**

**75 POINTS**

# ONE-WAY ANALYSIS - STREETS CONSIDERED







# IMAGINE

## SPRING GARDEN ROAD

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