

# HALIFAX

## Water Street Functional Plan *Accessibility Advisory Committee*



February 28, 2022



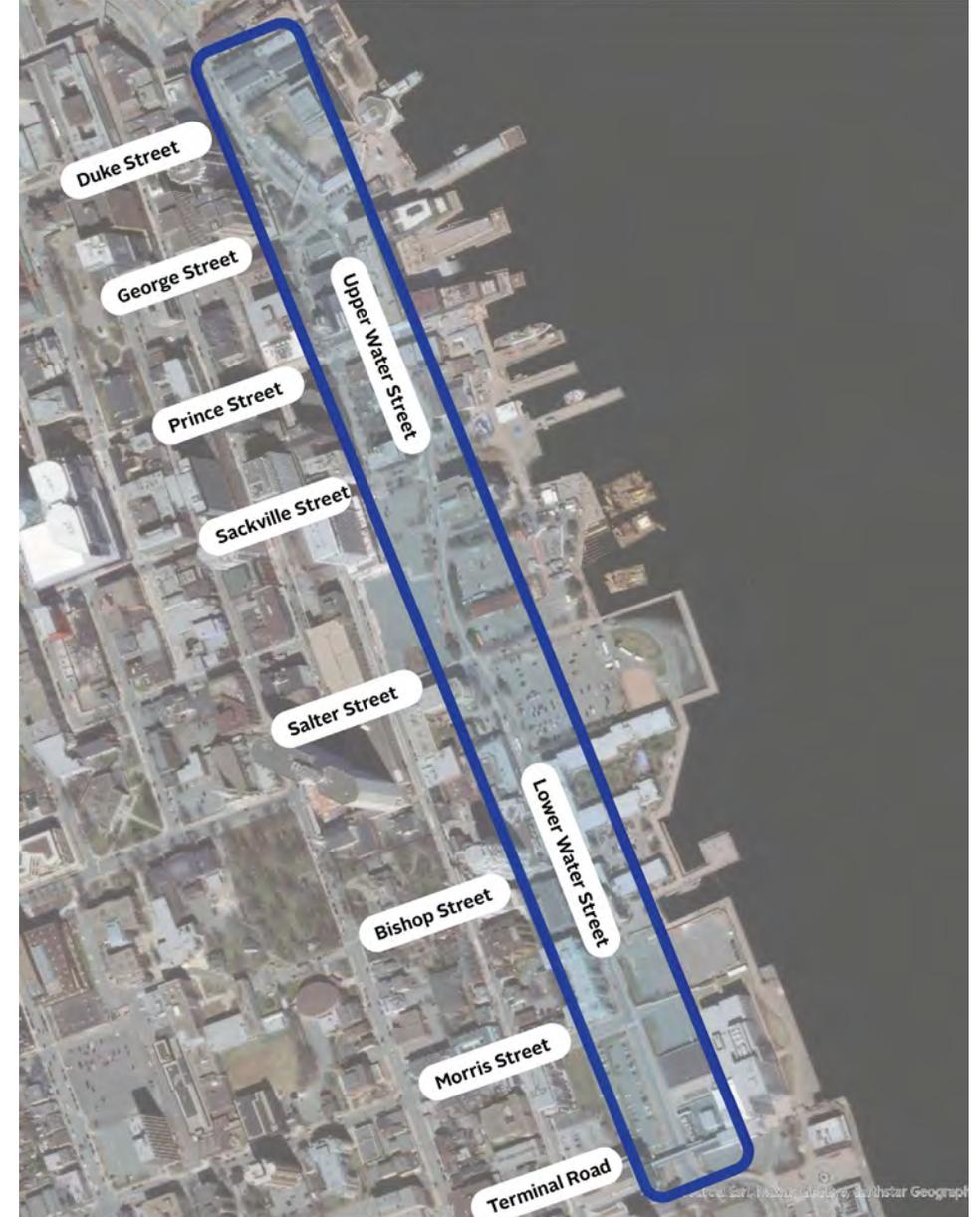
# Agenda

- Background / Existing Conditions
- Proposed Functional Design Options
- Project Timelines



## Study Area

- Terminal Road to Historic Properties / Cogswell Interchange





## Project Objectives

- Develop a corridor-wide vision for Water Street based on current / future needs and relevant policy direction
- Identify design options for the corridor that attempt to improve the quality of transportation infrastructure for
- Understand the potential implications of different design options on the street functionality, on the right-of-way, private properties, and utilities, among others.



# Existing Conditions



**Water Street at Sackville Street**



**Water Street before Bishop Street**



**Water Street at the Queen's Marque**



## Existing Conditions

- Narrow / Disconnected Sidewalks



Water Street at Prince Street



Water Street at Historic Properties



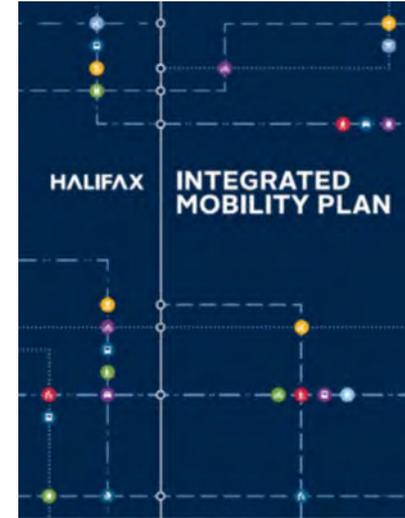
# Existing Conditions





## Design Objectives

- Enhance the pedestrian realm
- Develop the 'AAA' bicycle facility
- Implement transit priority measures
- Continue to accommodate vehicular traffic, including heavy and oversized loads



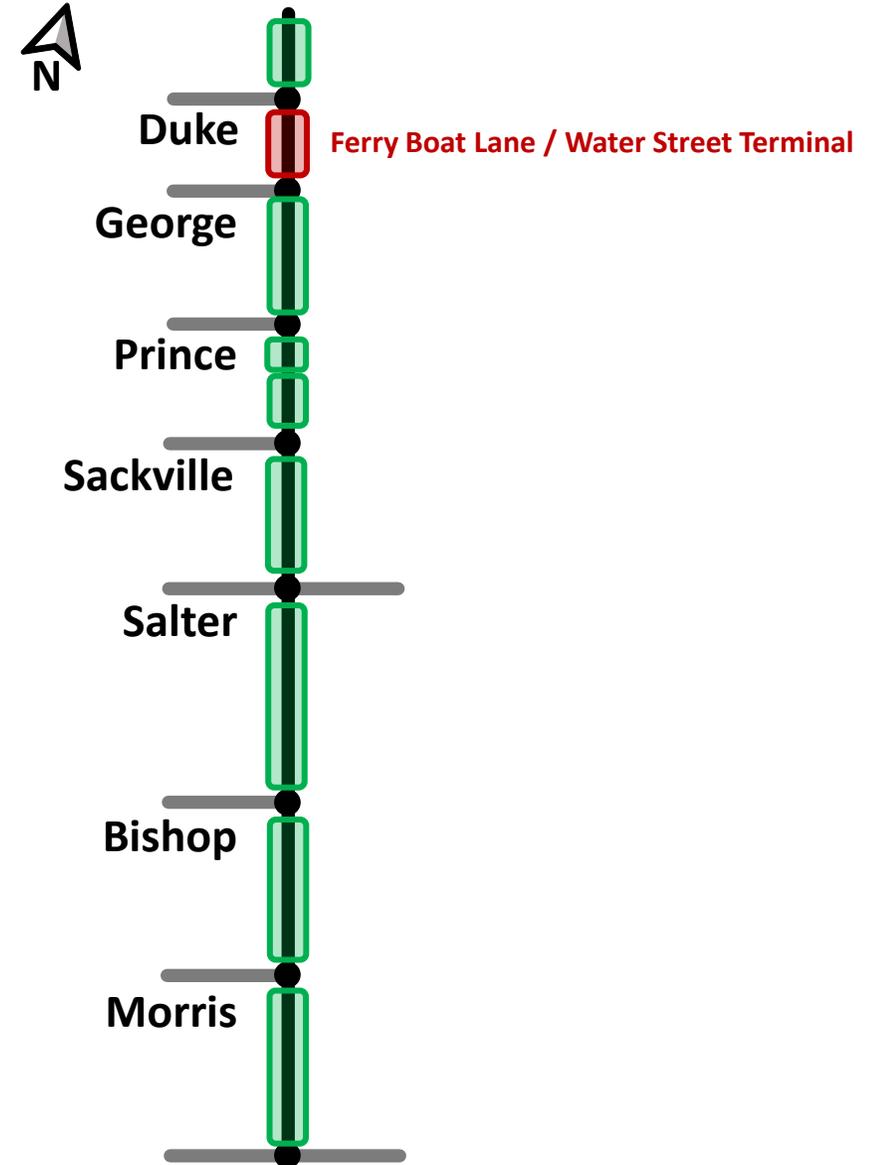


# Functional Design Options



# Functional Design Options

- **Option 1 – Transit-Focused:** prioritizes transit improvements along the corridor
- **Option 2 – Pedestrian-Enhanced:** prioritizes improvements to the pedestrian realm





## Functional Design Options

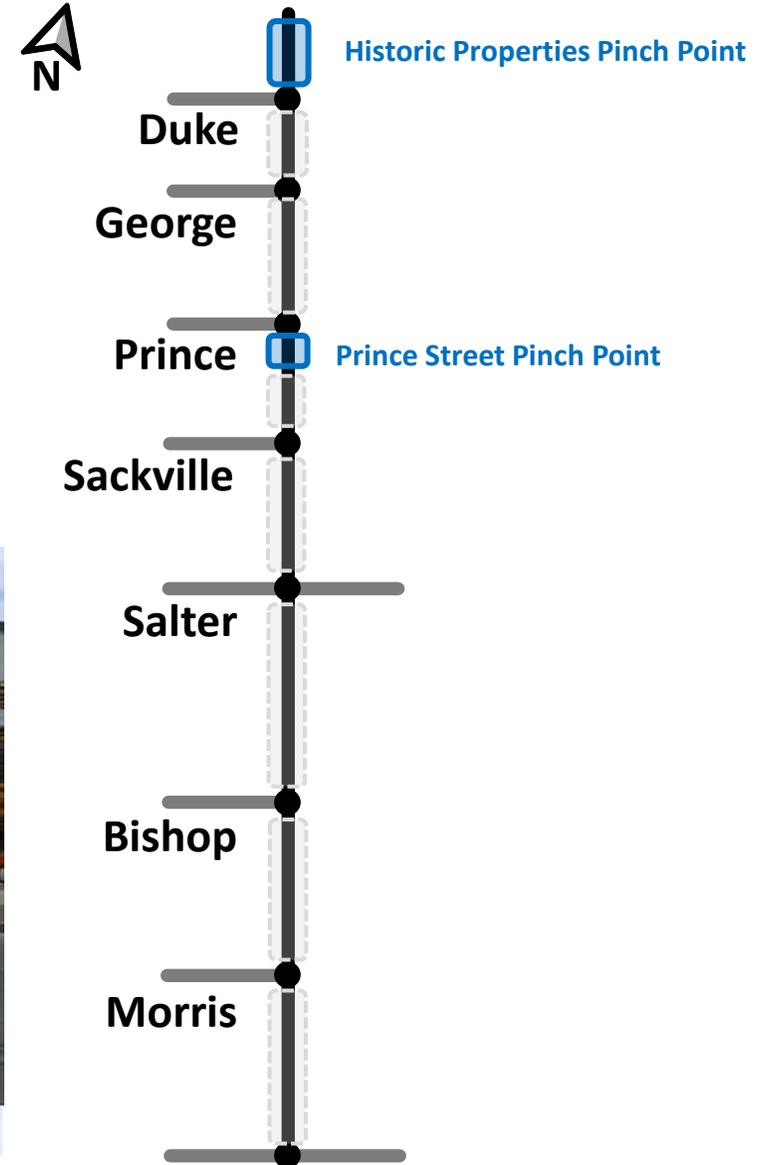
- Widen the sidewalk at the pinch points



Water Street at Prince Street



Water Street at Historic Properties





# Transit-Focused Option

- Prioritizes transit improvements along the corridor through transit priority measures (e.g., bus lanes)



*Gottingen Street Bus Lane*



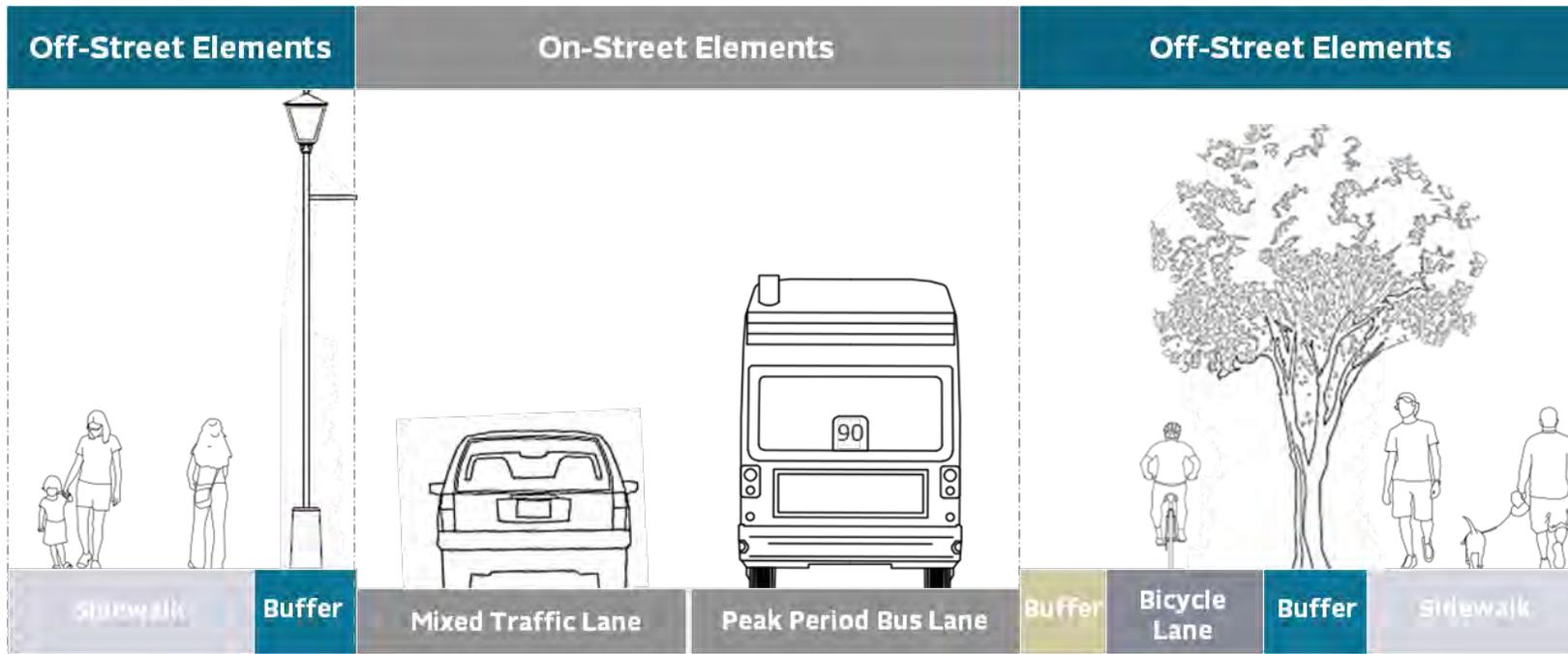
## Transit-Focused Option

### Advantages:

- ✓ Peak period bus lane
- ✓ Protected northbound bicycle lane
- ✓ Off-peak parking / loading on the east side
- ✓ Enhanced bus stops
- ✓ Space for aesthetics improvements

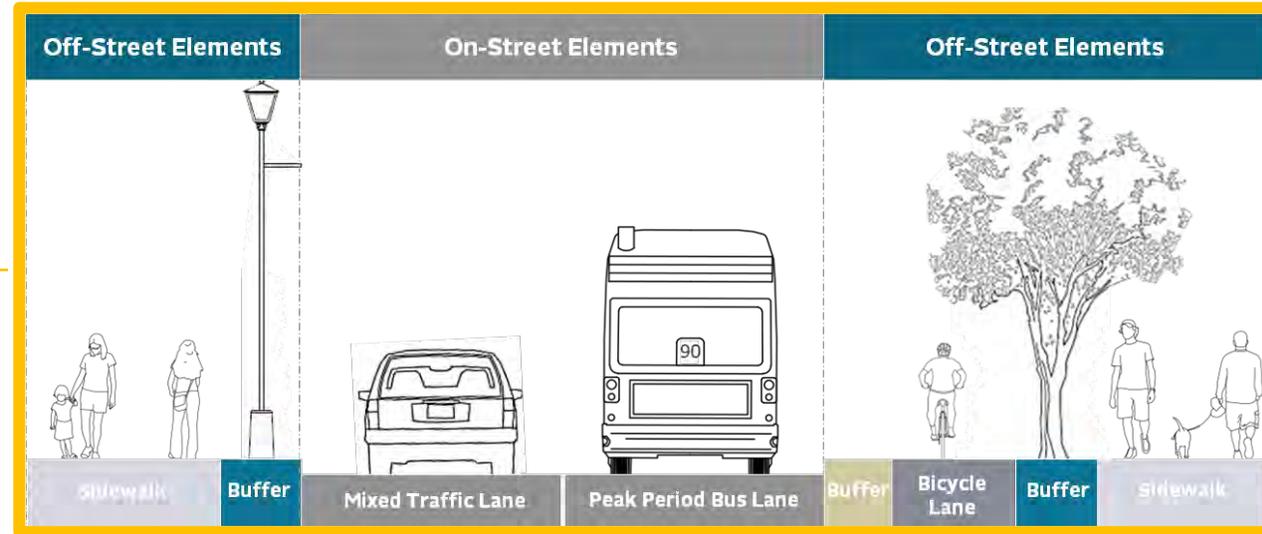
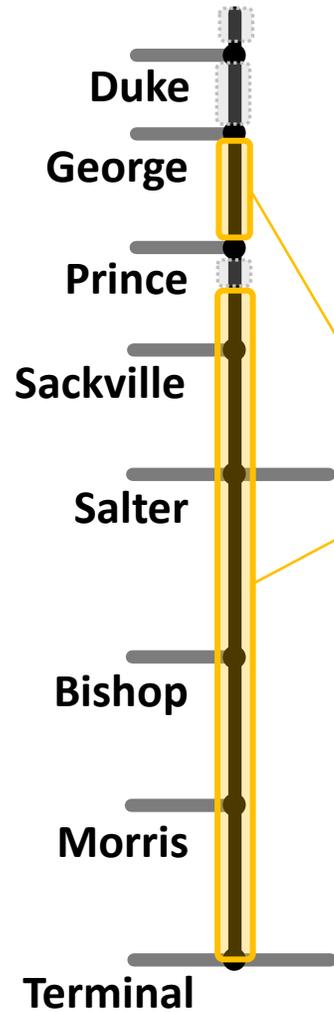
### Drawbacks:

- × Does not increase sidewalk width on the east side
- × Minimal separation between the sidewalk and the bicycle lane
- × Loss of curbside access on the west side
- × Curbside access is peak periods only
- × Inability to add curb extensions





# Transit-Focused Option





## Pedestrian-Enhanced Option

- Prioritizes improvements to the pedestrian realm





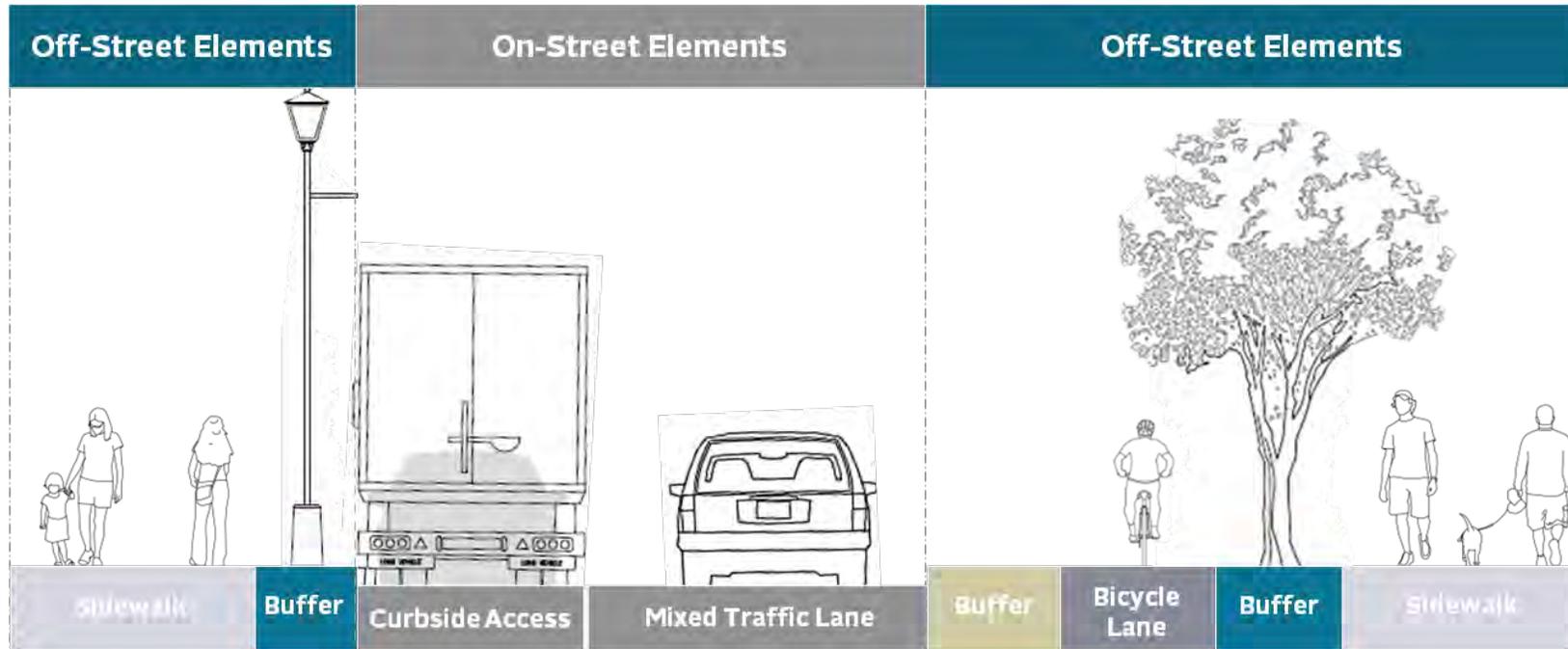
## Pedestrian-Enhanced Option

### Advantages:

- ✓ Widens the space allocated to pedestrians
- ✓ Increased separation between the sidewalk and the bicycle lane
- ✓ Protected northbound bicycle lane
- ✓ Curbside access on one side of the street
- ✓ Curb extensions
- ✓ Enhanced bus stops

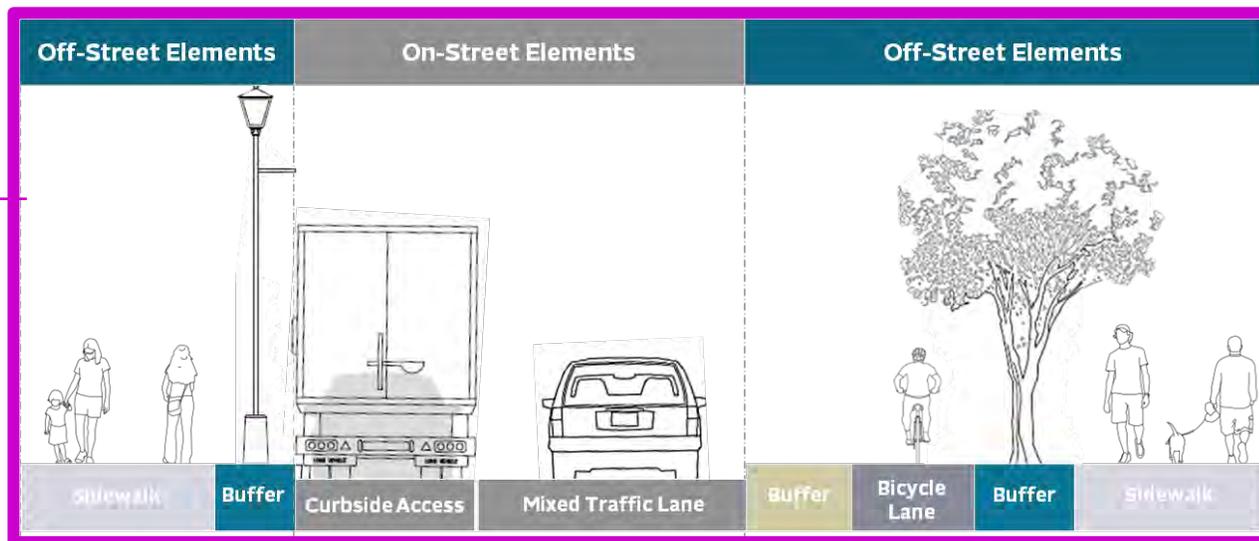
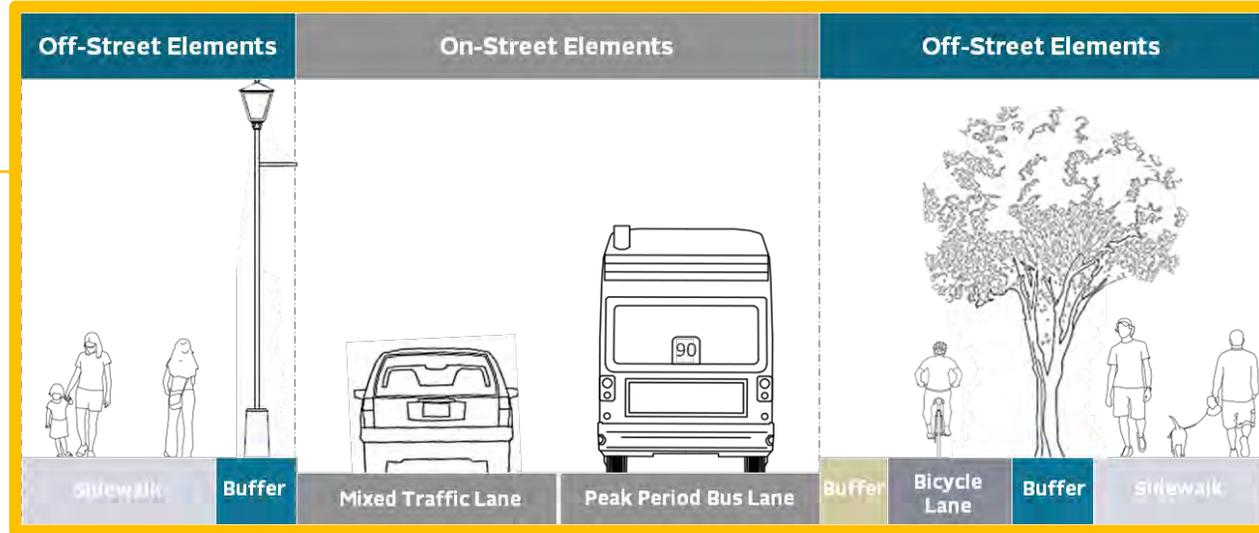
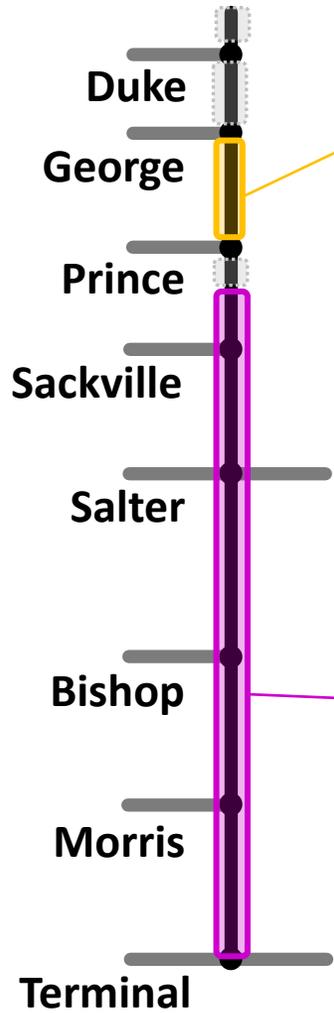
### Drawbacks:

- × Transit priority cannot be accommodated
- × Impacts on transit travel time and reliability
- × Peak period curbside access restrictions may be required





# Pedestrian-Enhanced Option

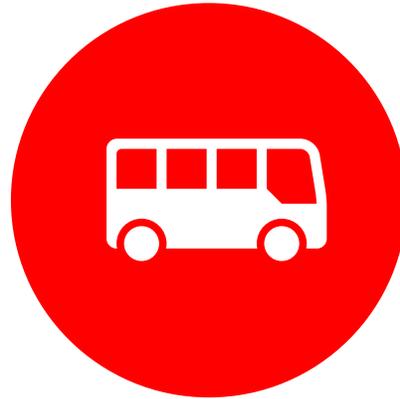




# Key Trade-Offs



**Pedestrian Realm  
Placemaking**



**Transit Priority**



**Curb Access  
Goods Movement  
Traffic Operation**



# Improvements to the West Side



Between Sackville and Prince



South of Sackville Street



# Streetscaping & Enhanced Public Spaces



# Water Street at Salter Street



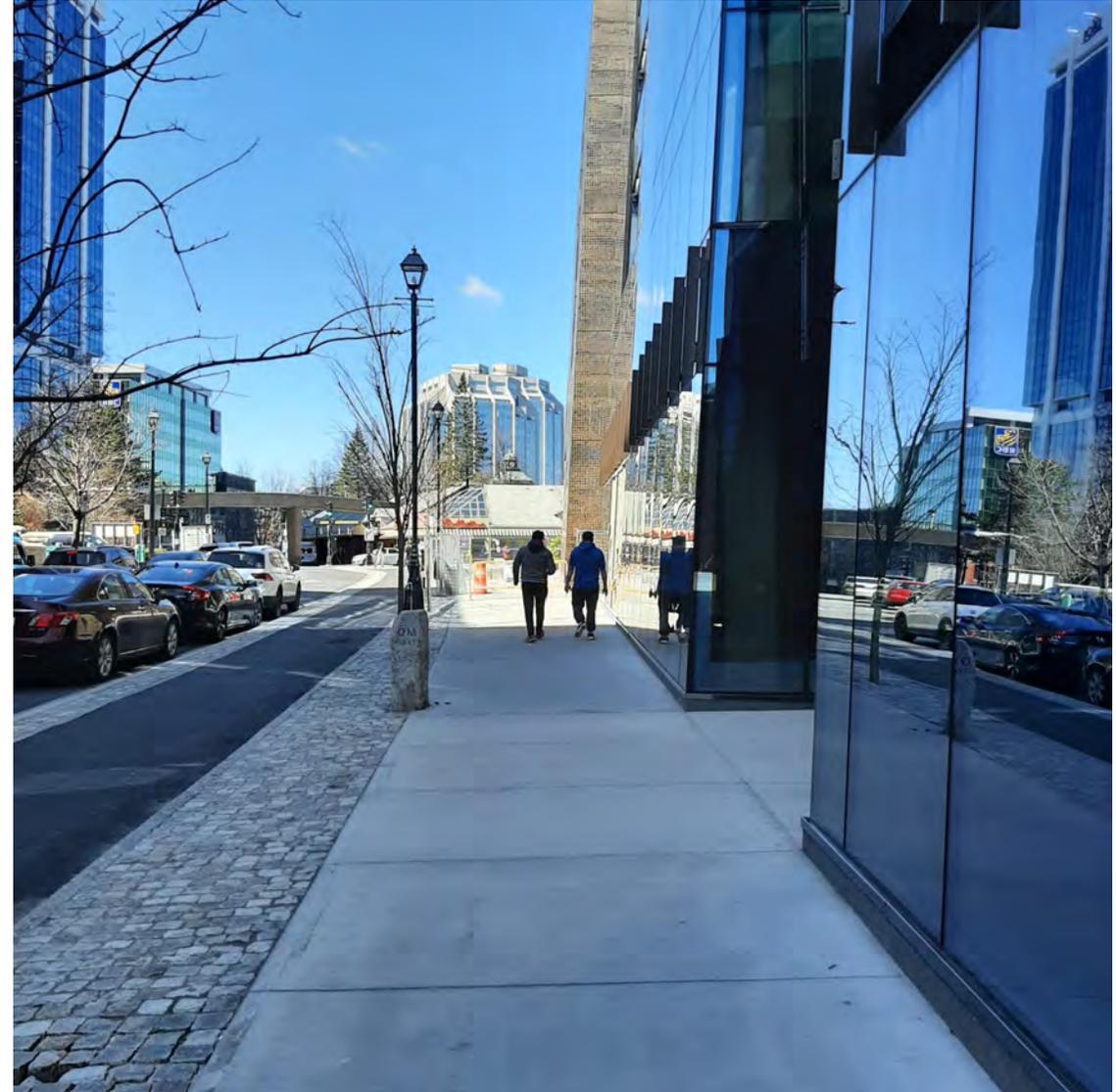


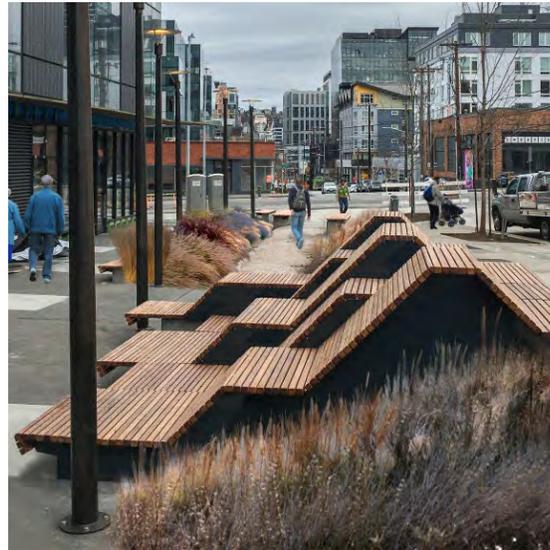
# Streetscaping: West Side





## Streetscaping: East Side







# Where Are We Now?





# Questions?

