

HALIFAX

Water Street Functional Plan
*Active Transportation Advisory
Committee*



April 21, 2022

Presentation Overview

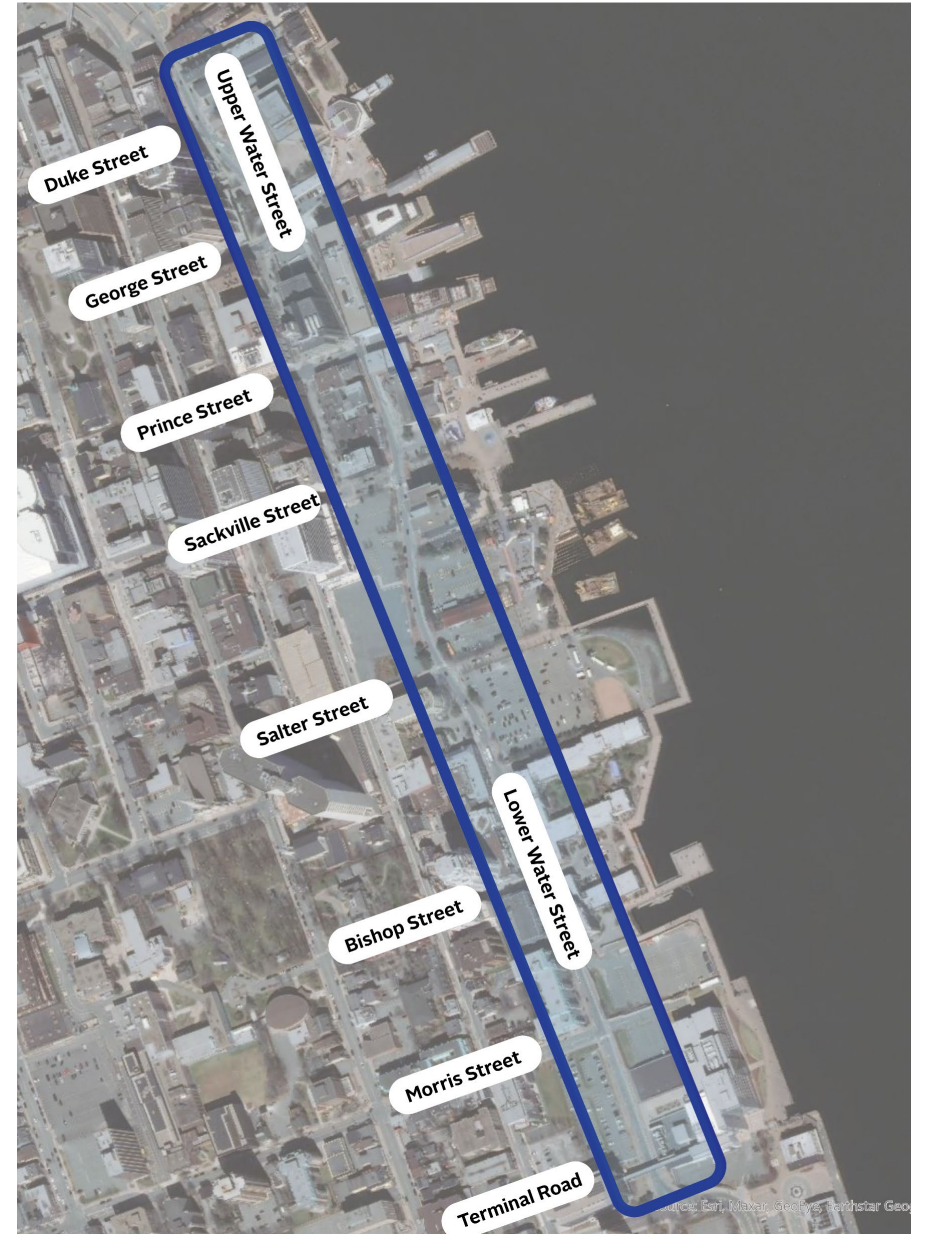
1. Project Background / Existing Conditions
2. Proposed Design Options
3. Streetscaping / Enhanced Public Spaces
4. Project Schedule
5. Discussion / Q&A





What's Happening?

- A **Functional Plan** is being completed for Water Street that will inform future changes to the corridor
- The study area includes **Lower and Upper Water Street** from Terminal Road to Historic Properties



Project Study Area

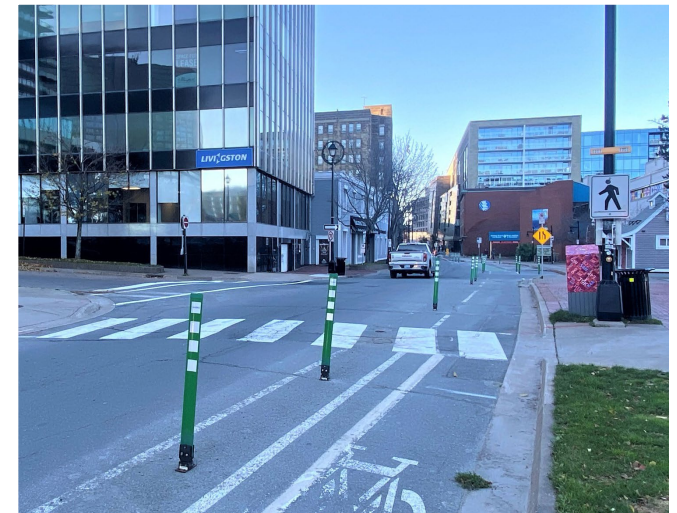


Project Objectives

- Develop a corridor-wide vision for Water Street from Terminal Road to Historic Properties
- Identify potential design options that attempt to improve the quality of transportation infrastructure for all users
- Understand the potential implications of different design options on the street functionality, right-of-way, private properties, and utilities, etc.



*Looking north on Water Street
after George Street*



*Looking north on Water Street
before Sackville Street*



Existing Conditions: **Walking / Rolling**

- Up to **5,000** pedestrians per day during the warm summer months
- About **50,000** tourists visit Water Street every year
- Majority of the corridor has sidewalks with acceptable widths



Up to **5,000**
pedestrians per day during the warm summer months

About **100,000**
pedestrians per month based on counts from July/August 2019

About **50,000**
tourists visit Water Street every year during a typical cruise ship season



Existing Conditions: **Narrow / Disconnected Sidewalks**



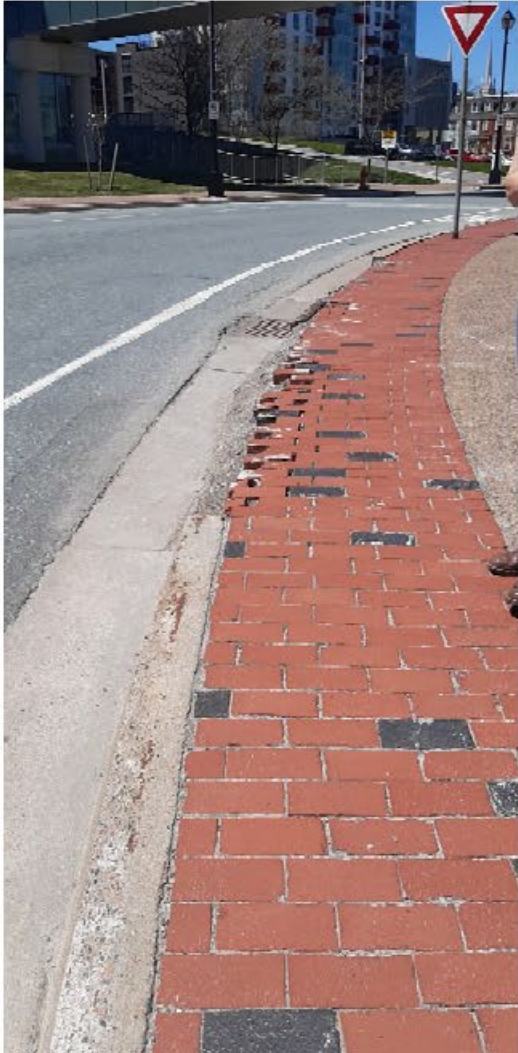
Water Street at Prince Street



Water Street at Historic Properties



Existing Conditions: Surface Materials



Water Street north of Terminal Road



Water Street north of Salter Street



Water Street by Bishop's Landing



Existing Conditions: **Cycling**

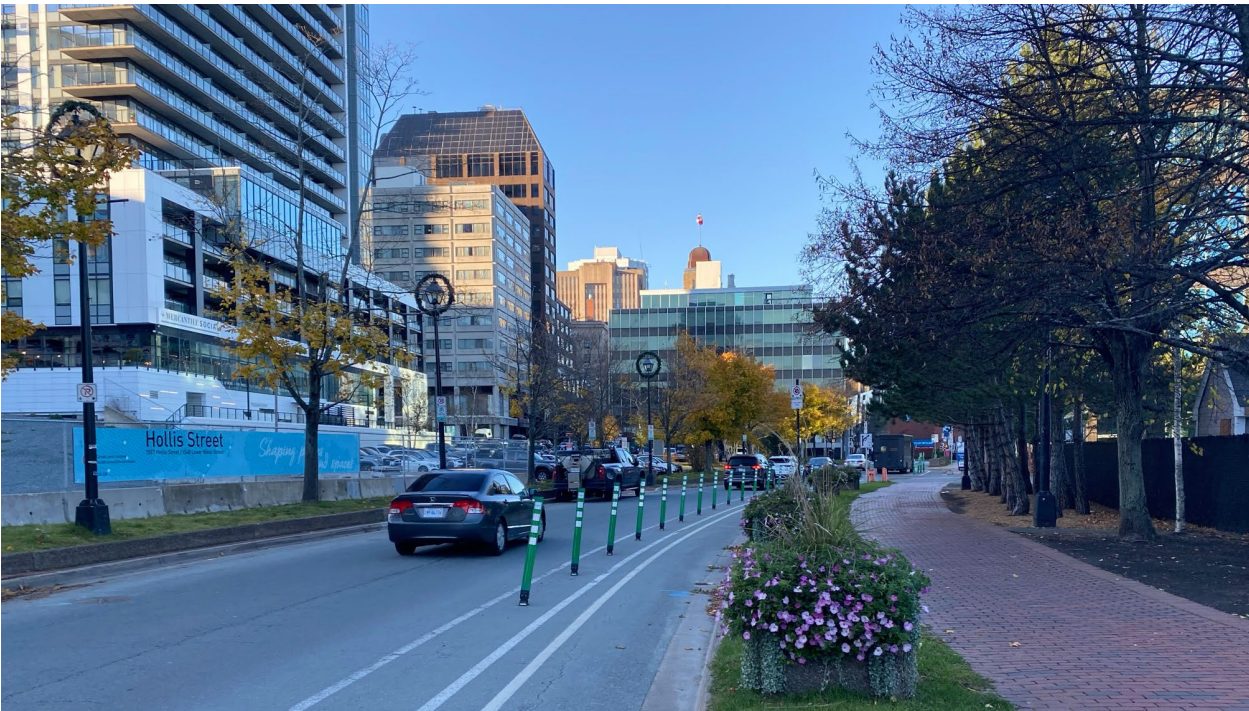
- Vision for an 'All Ages and Abilities' bikeway network in downtown Halifax. This includes protected bikeways on **Water Street**, **Hollis Street**, as well as east-west connections on **Terminal Road**, **George Street** and **Morris Street**





Existing Conditions: **Cycling**

- In 2020, a **Tactical Bikeway** was installed on Water Street
- In 2020, a **Raised Protected Bikeway** was installed between Prince Street and George Street



Tactical Bikeway



Raised Bikeway



Existing Conditions: **Transit**

Today



3 Routes

run on Water Street today

10 Buses

*per hour during the AM (6-9am)
and PM (3-6pm) peak periods*

Future



13 Routes

will run on Water Street today

37 Buses

*per hour during the PM (3-6pm) peak
period*

27 Buses

*additional buses per hour during the PM
(3-6pm) peak period*





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Design Objectives

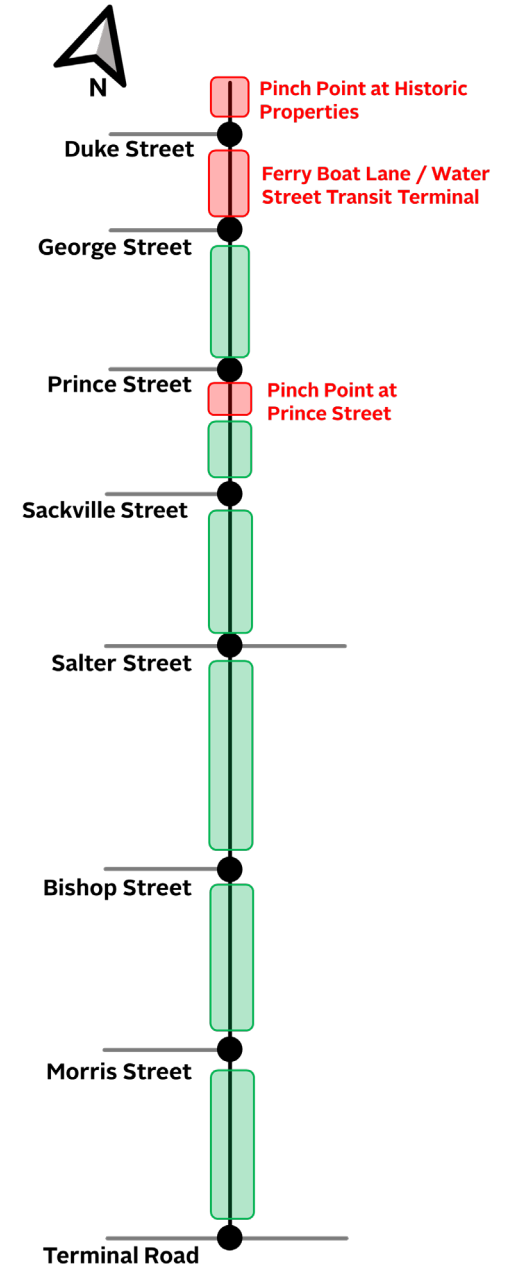
| | |
|--|---|
|  <p>Walking / Rolling</p> | <p>Enhance the pedestrian realm and public space</p> |
|  <p>Bicycling</p> | <p>Develop an All Ages and Abilities 'AAA' bicycle facility</p> |
|  <p>Transit</p> | <p>Implement transit priority measures (e.g., bus lanes)</p> |
|  <p>Automobile</p> | <p>Continue to accommodate vehicular traffic, including heavy and oversized loads</p> |





Functional Design Options

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





Option 1: Transit-Focused

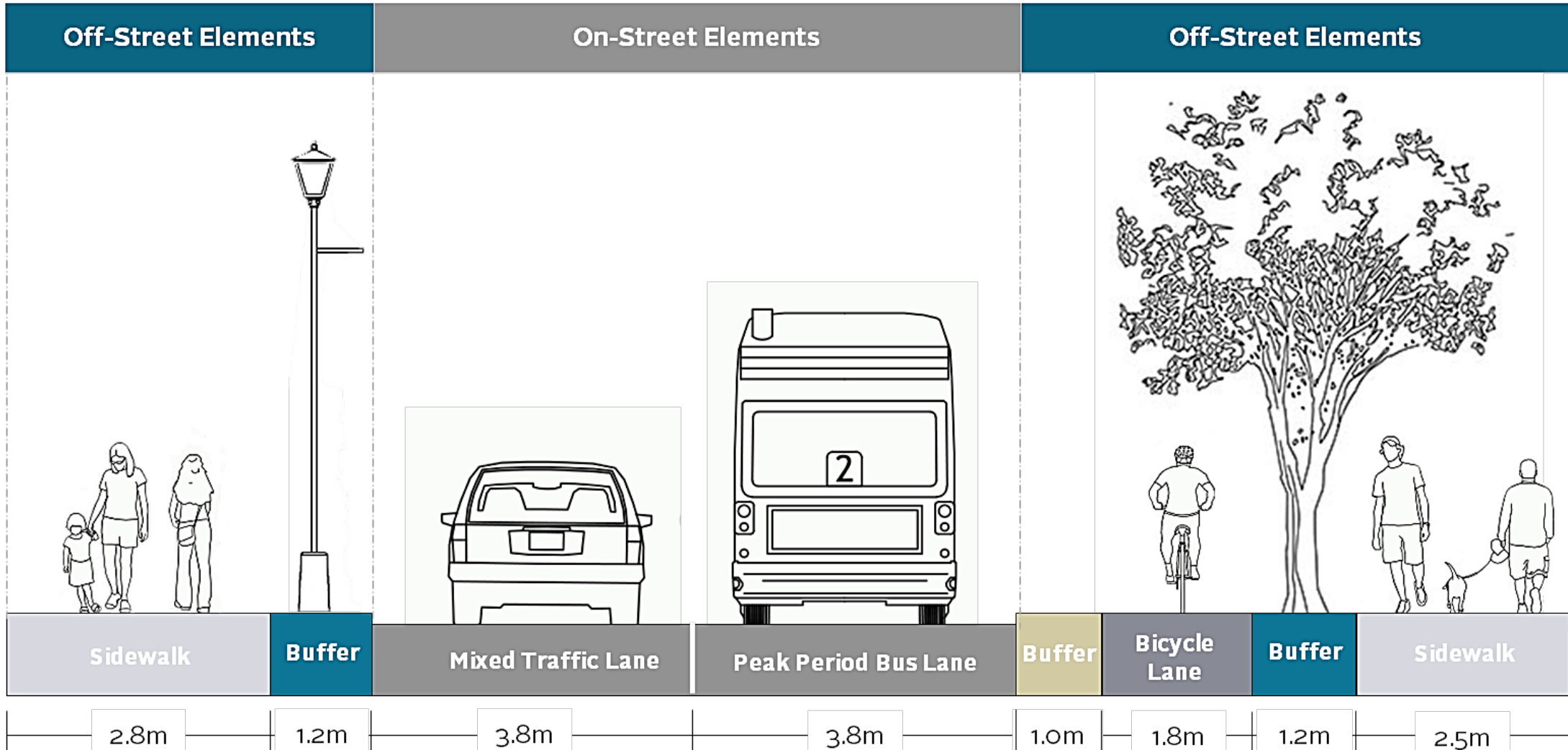
- Prioritizes transit improvements along the corridor through transit priority measures (e.g., dedicated bus lanes)



Gottingen Street Bus Lane



Option 1: Transit-Focused



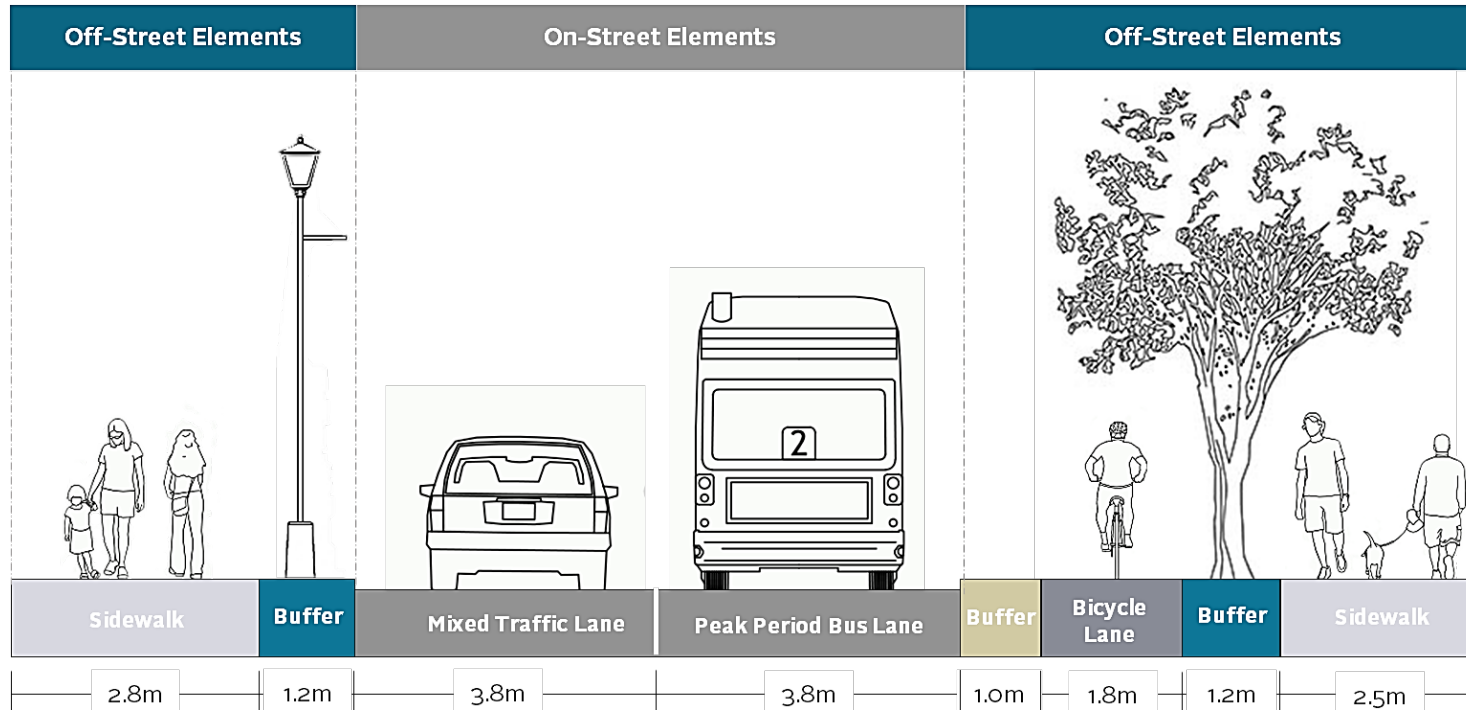


Option 1: Transit-Focused Rendering





Option 1: Transit-Focused Benefits and Drawbacks



Benefits:

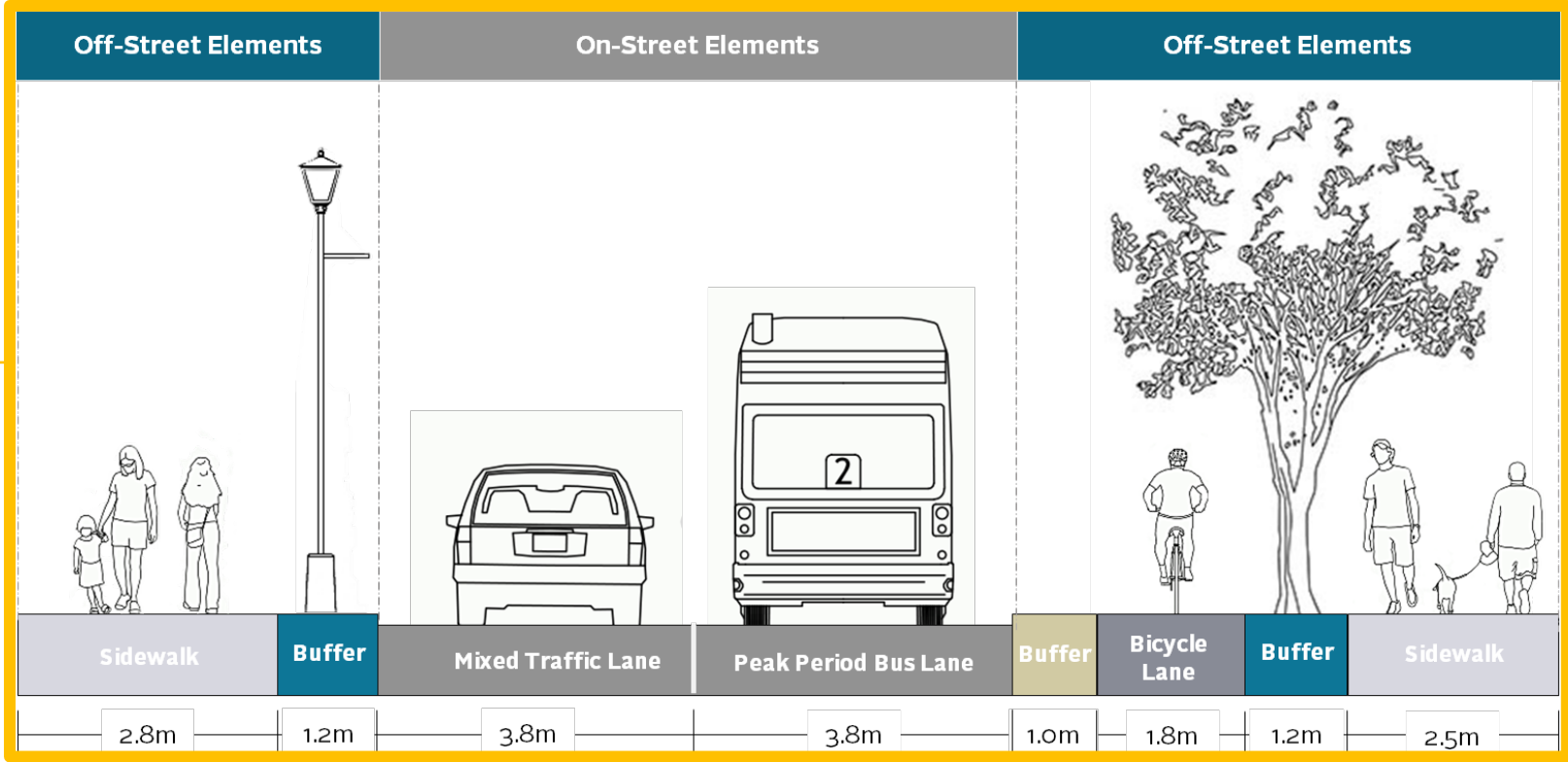
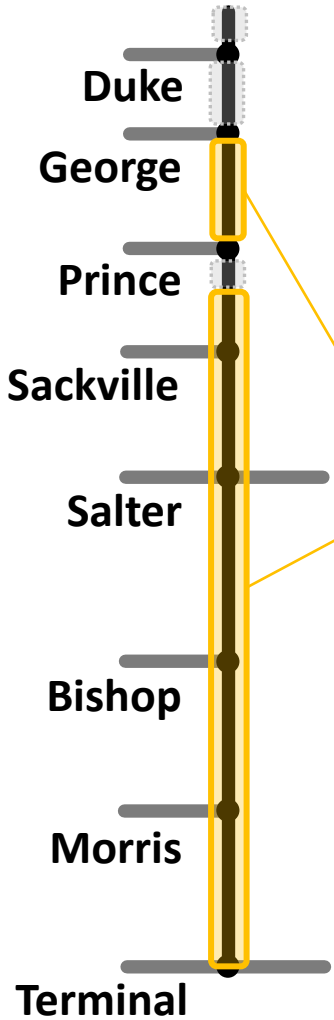
- ✓ Peak period bus lane that would improve transit reliability
- ✓ Off-peak on-street parking / loading on the east side (Waterfront side)
- ✓ Enhanced bus stops
- ✓ Space for aesthetics improvements

Drawbacks:

- × Does not increase sidewalk width on the east side of the street
- × Minimum ideal separation between the sidewalk and the bicycle lane
- × Loss of curbside access on the west side
- × Curbside access would not be permitted during peak periods
- × Inability to add curb extensions



Option 1: Transit-Focused





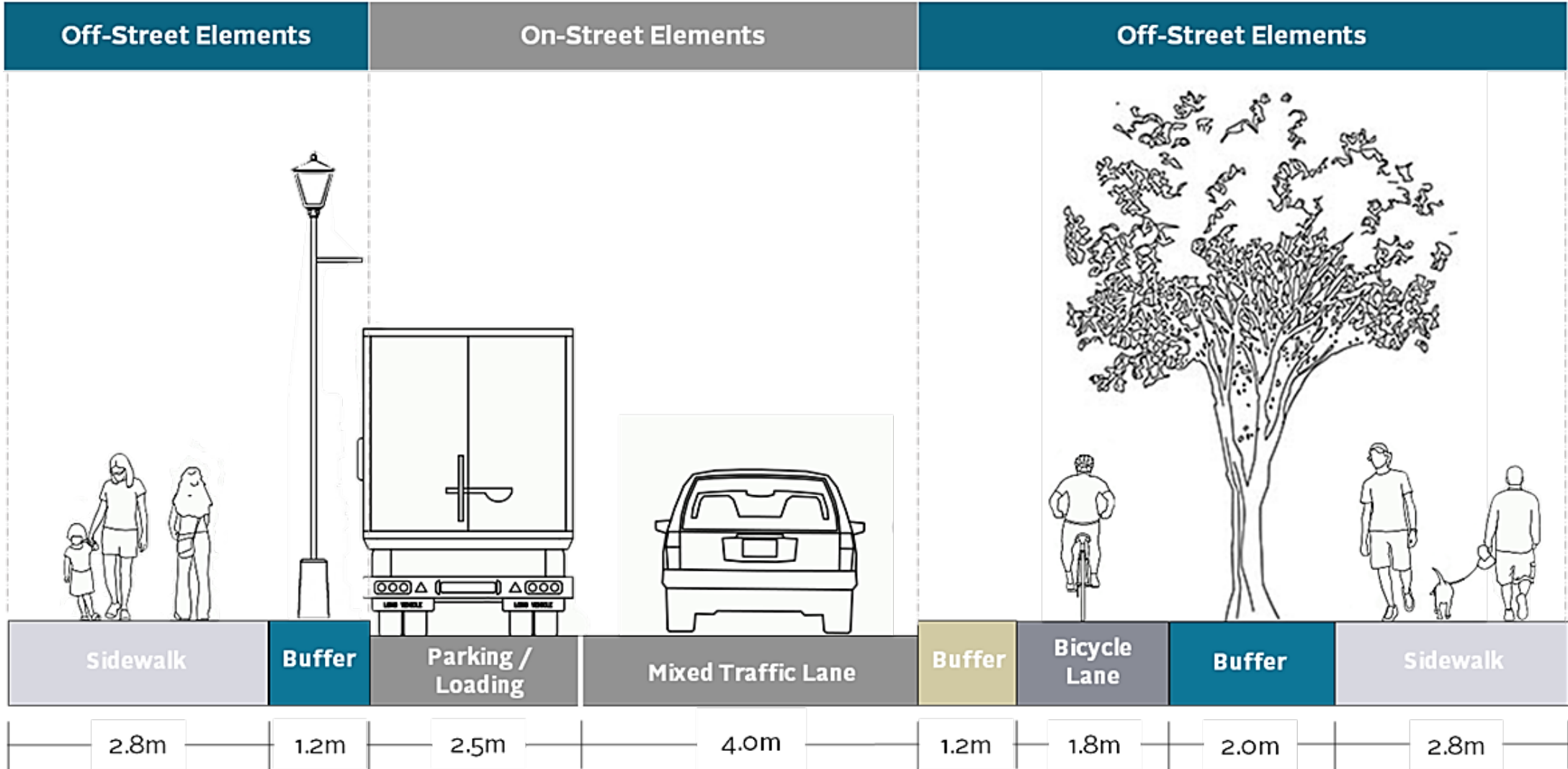
Option 2: Pedestrian-Enhanced

- Prioritizes improvements to the pedestrian realm and public space





Option 2: Pedestrian-Enhanced



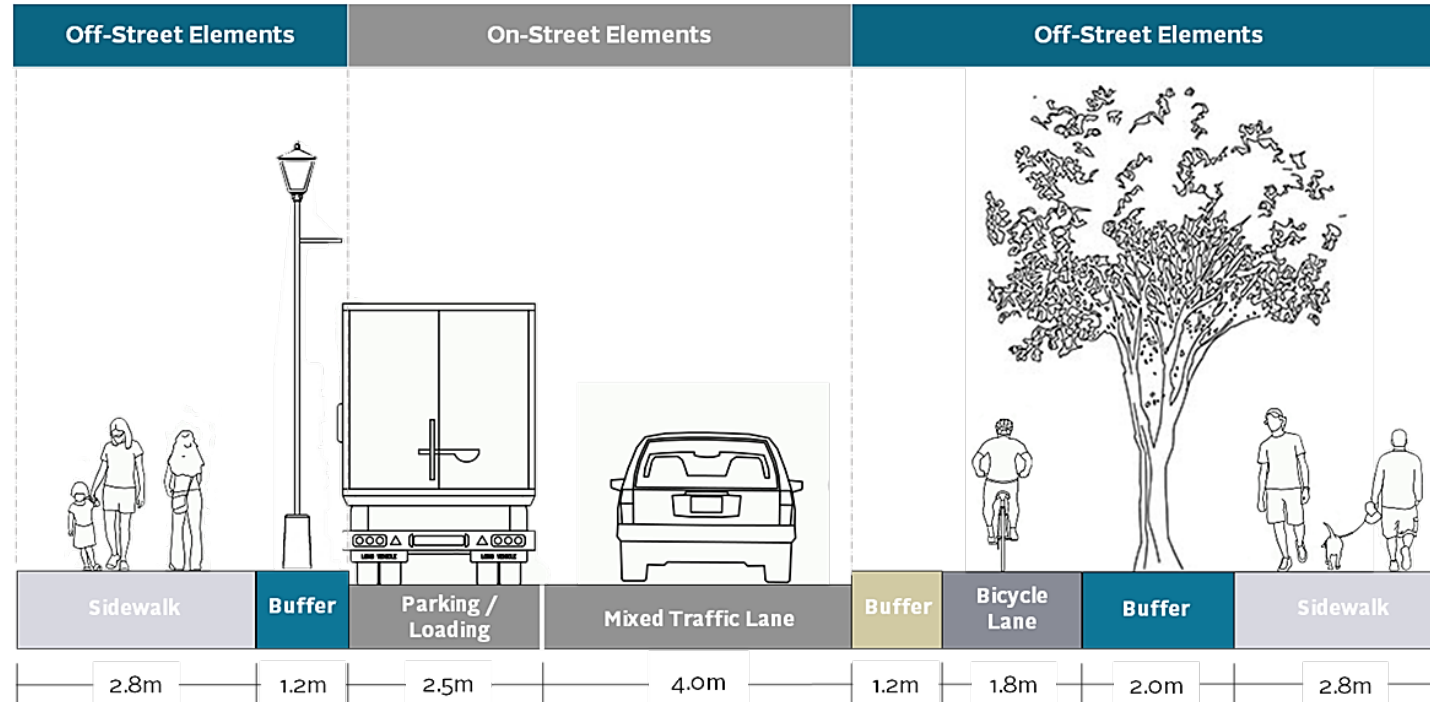


Option 2: Pedestrian-Enhanced Rendering





Option 2: Pedestrian-Enhanced Benefits and Drawbacks



Benefits:

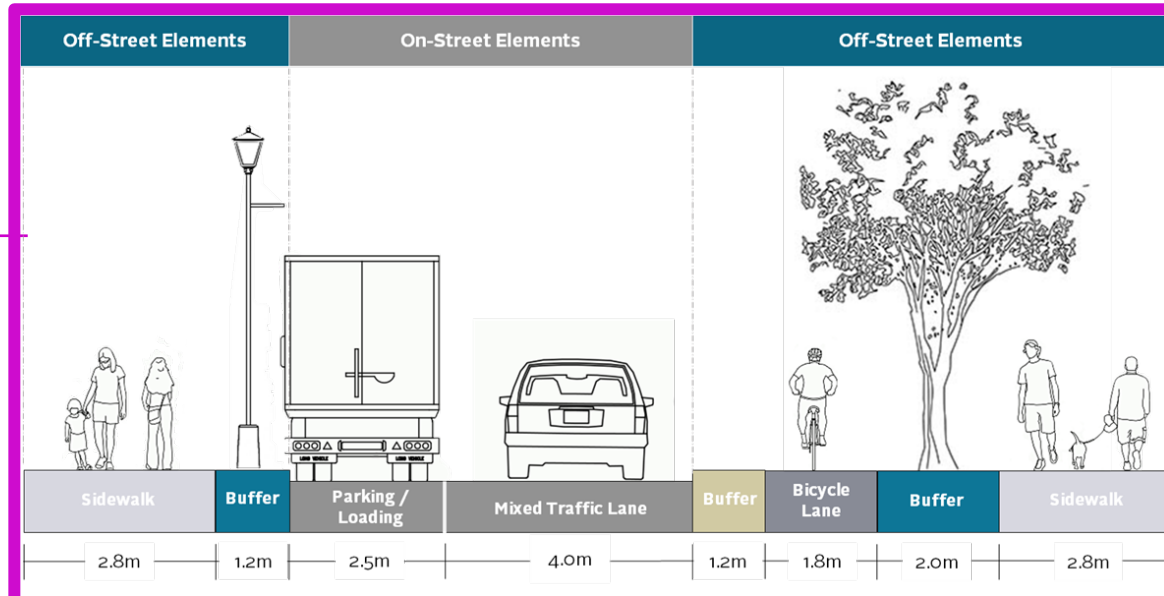
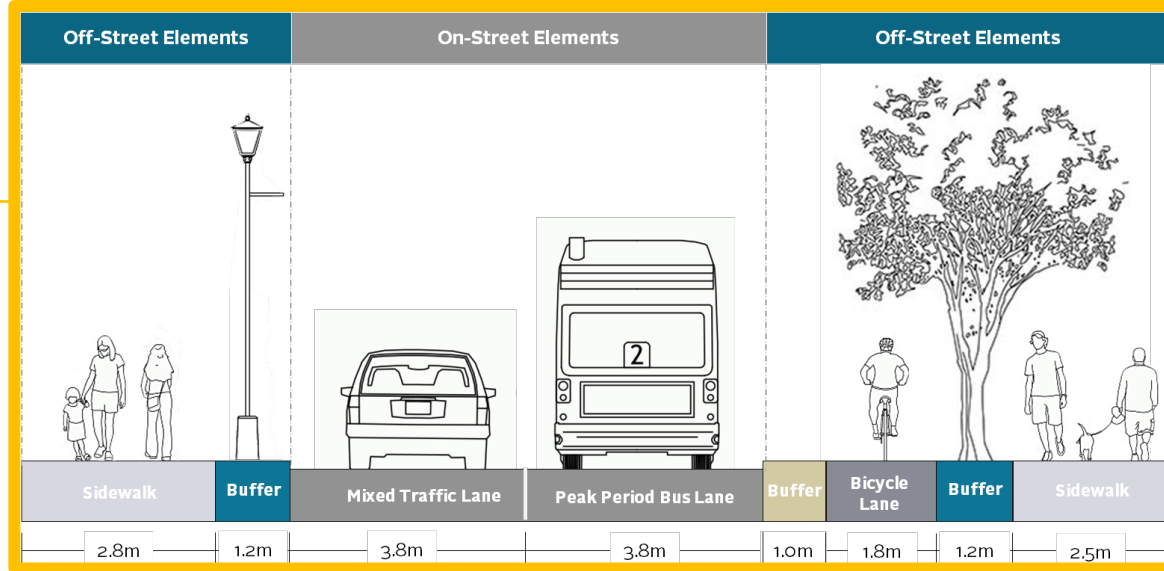
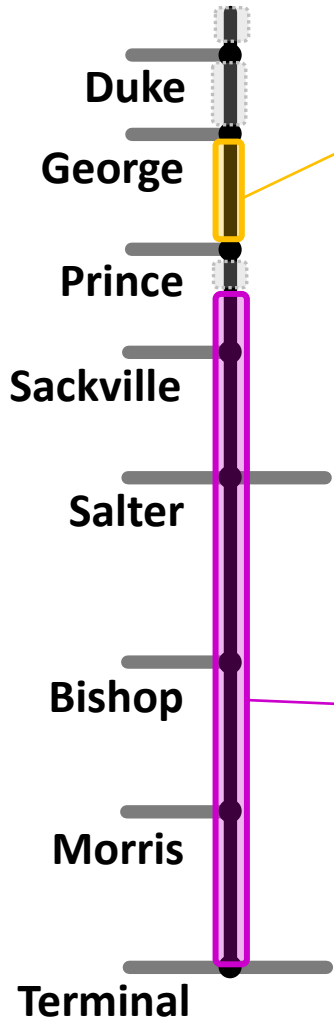
- ✓ More space allocated to pedestrians
- ✓ Increased separation between the sidewalk and the bicycle lane
- ✓ Curbside access on one side of the street and can be strategically allocated
- ✓ Curb extensions (i.e., bump outs)
- ✓ Enhanced bus stops

Drawbacks:

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



Option 2: Pedestrian-Enhanced





Key Trade-Offs



Pedestrian Realm / Public Space
Placemaking



Transit Priority



Curb Access
Goods Movement

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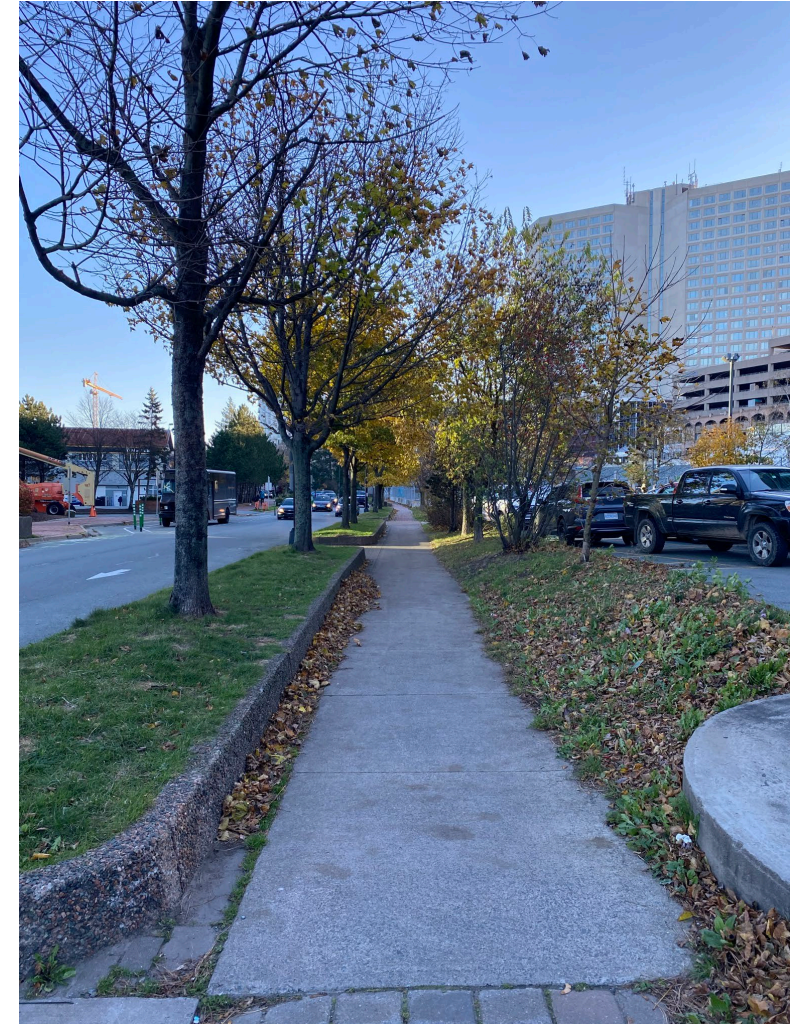


Streetscaping: **West Side**

- Existing raised planters reduced amount of clear sidewalk space
- Proposal to replace the raised planters with trees in soil cells



Between Sackville Street and Prince Street



South of Sackville Street

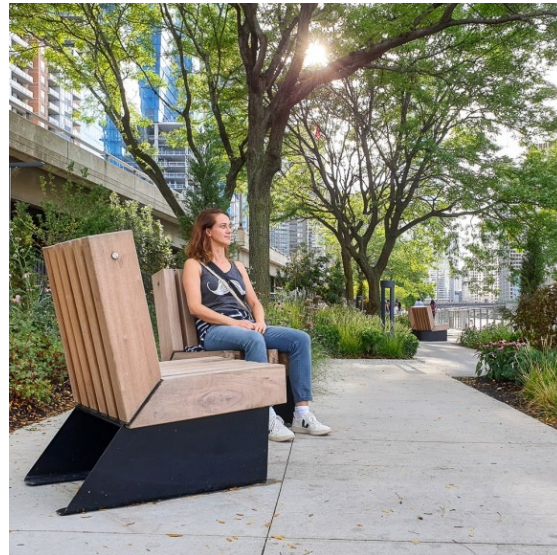


Streetscaping: West Side





Streetscaping: East Side (Waterfront Side)





Enhanced Public Spaces

- Opportunities to expand the public space extensively in **selected** locations along Water Street
- **Enhanced Public Spaces** can include:
 - Public art installations
 - Public seating
 - Gathering spaces
 - Small performing areas to host events (e.g., Busker Festival)





Example: Water Street at Salter Street



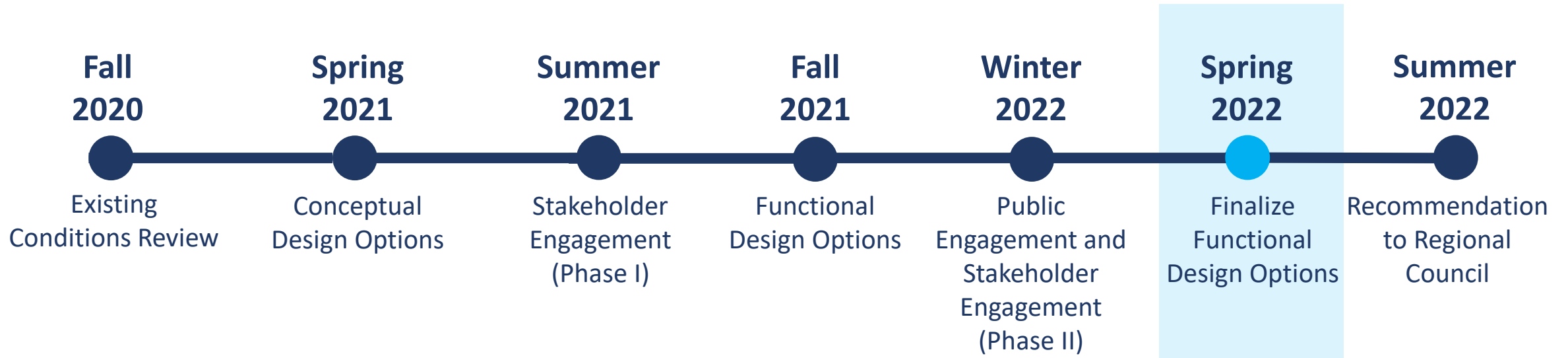
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Project Schedule



THANK YOU!

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