

HALIFAX

Brunswick Street Complete Streets



December 15, 2022



Policy Rationale



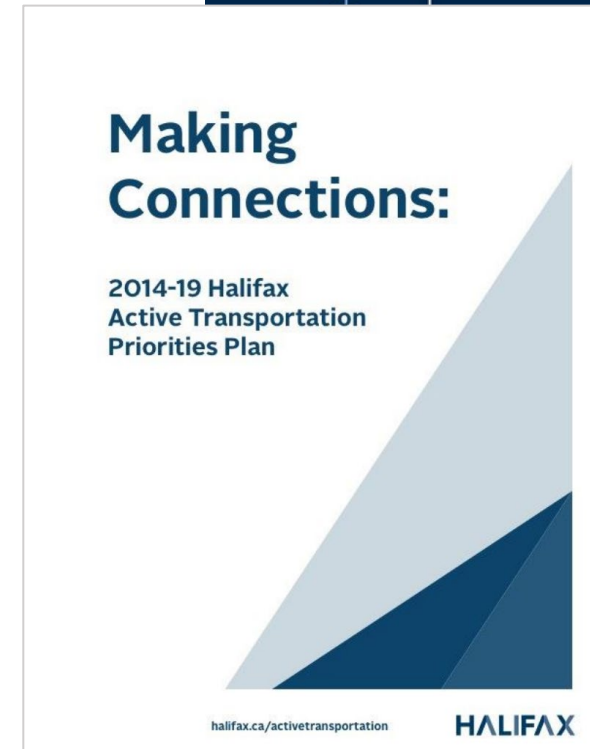
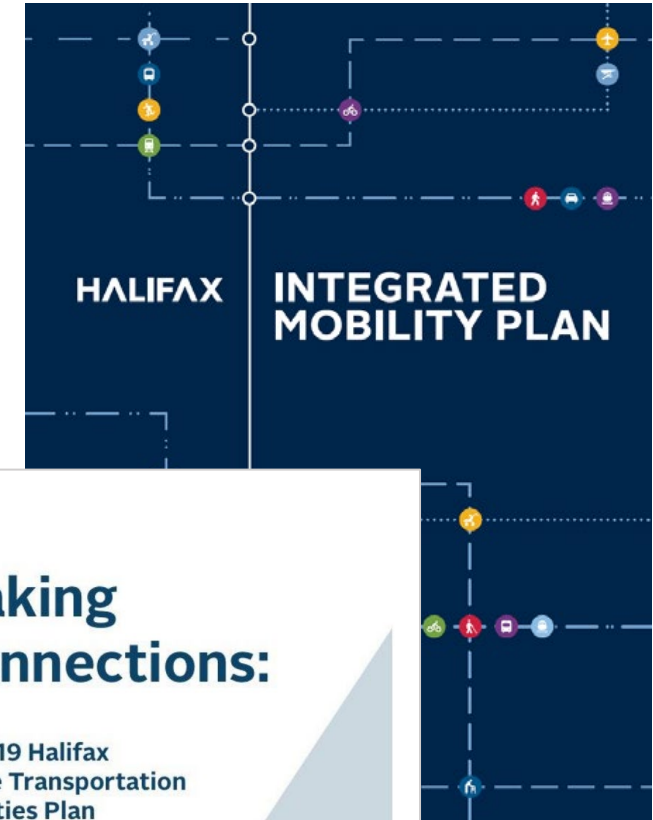
Action A72 of the IMP identifies Brunswick Street as a **AAA Bikeway Connection**.



Action 31 of the IMP includes adoption of a **complete streets approach**



AO 2020-012-OP – Regional Centre Streetscaping Administrative Order





Project Objectives

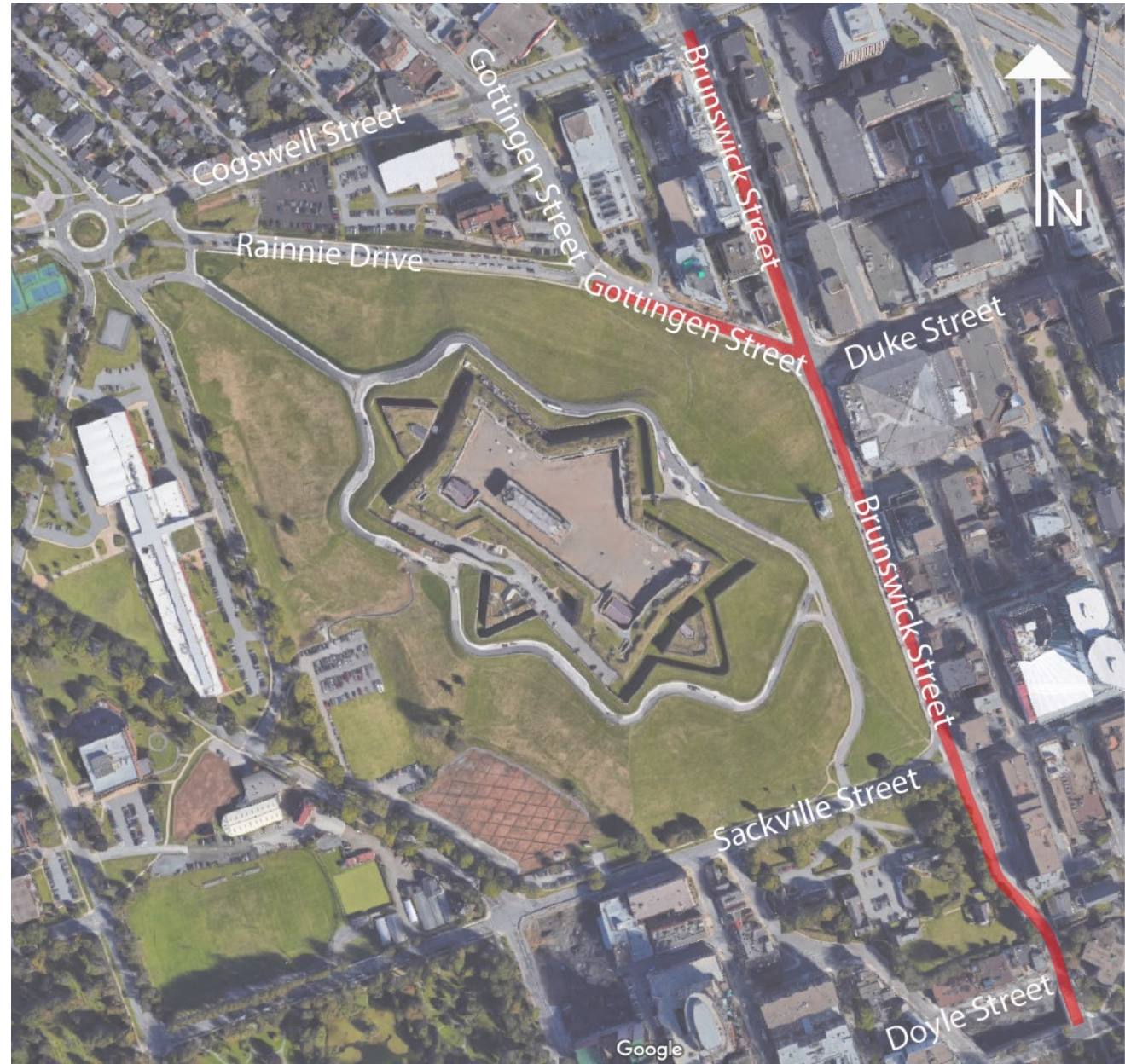
- Confirm corridor function as a street *and* place
- Identify configuration options that fill active transportation gaps
- Seek Council endorsement of trade-offs
- Identify streetscaping opportunities for prominent civic corridor





Brunswick Street

- ~900m section connecting Cogswell Street and Spring Garden Road





Brunswick Street

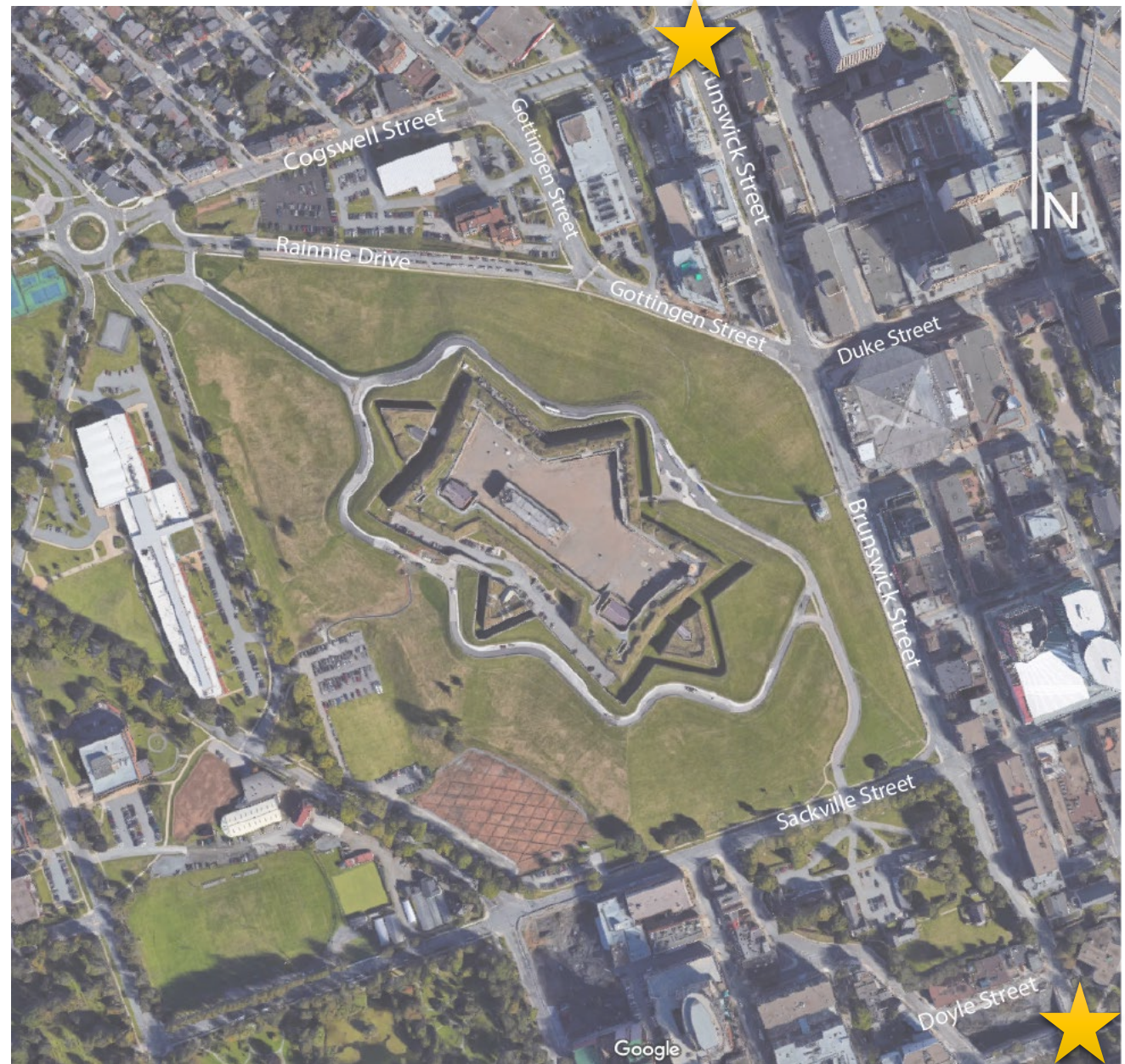
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Brunswick Street

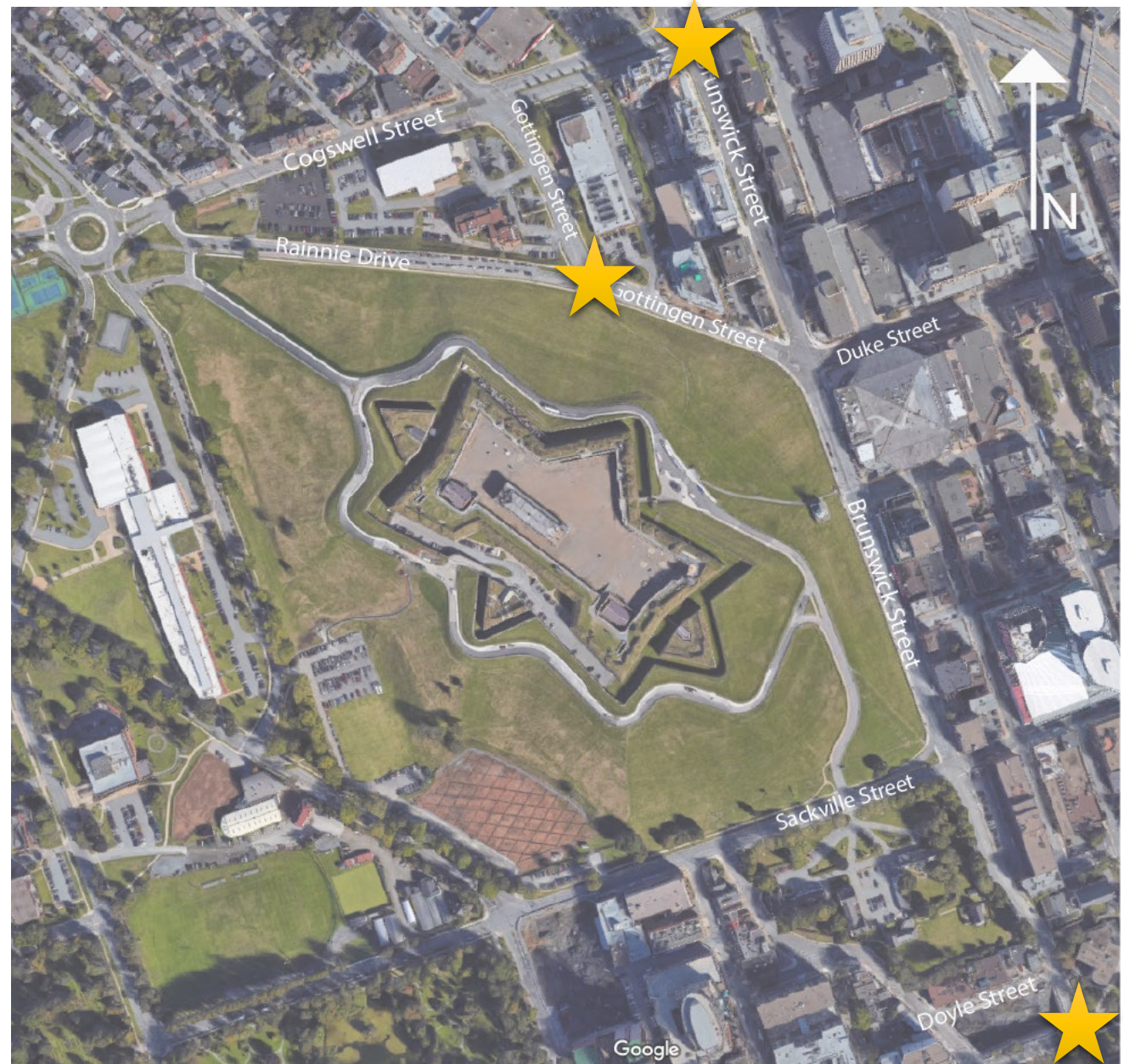
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Brunswick Street

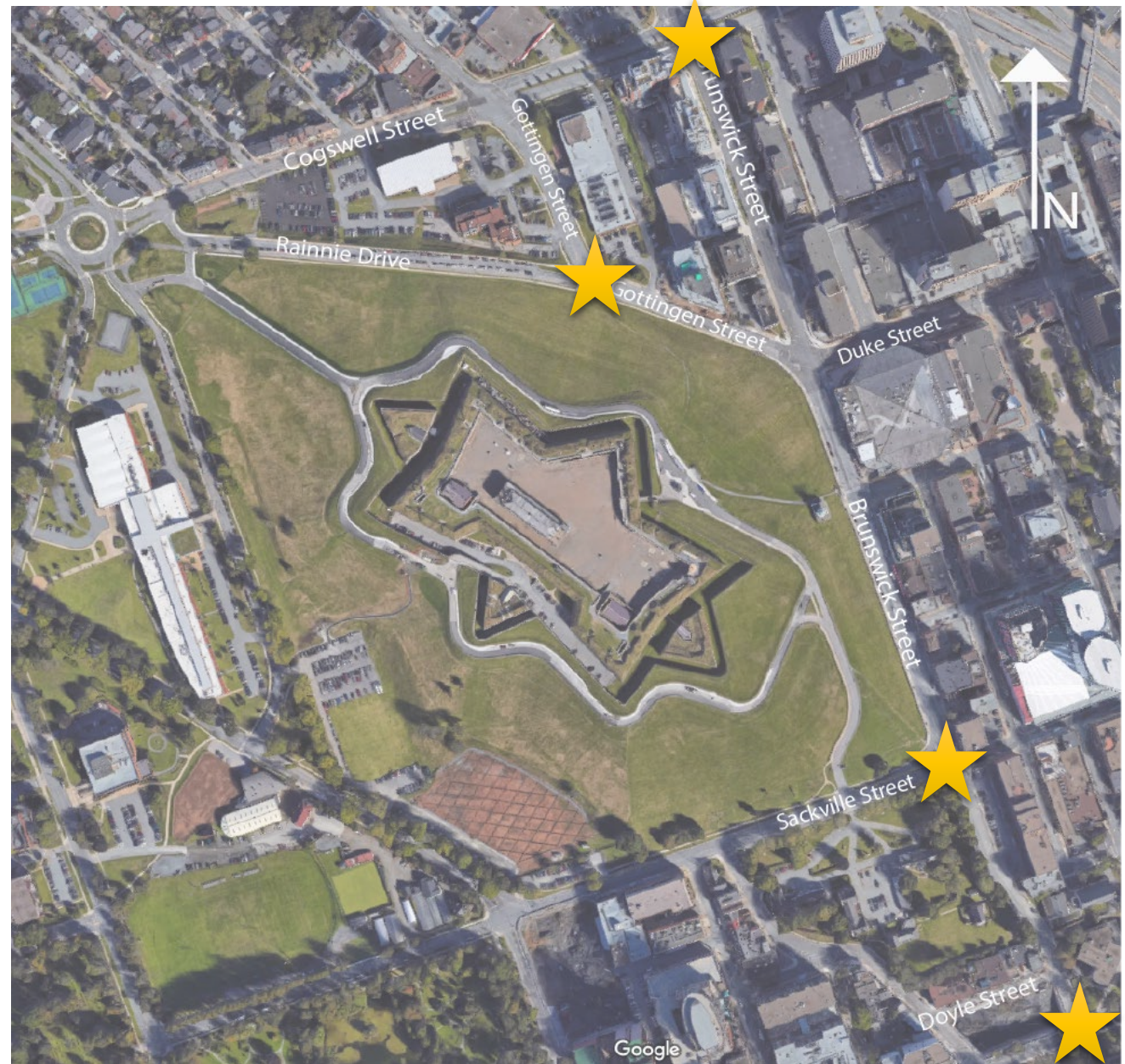
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Brunswick Street

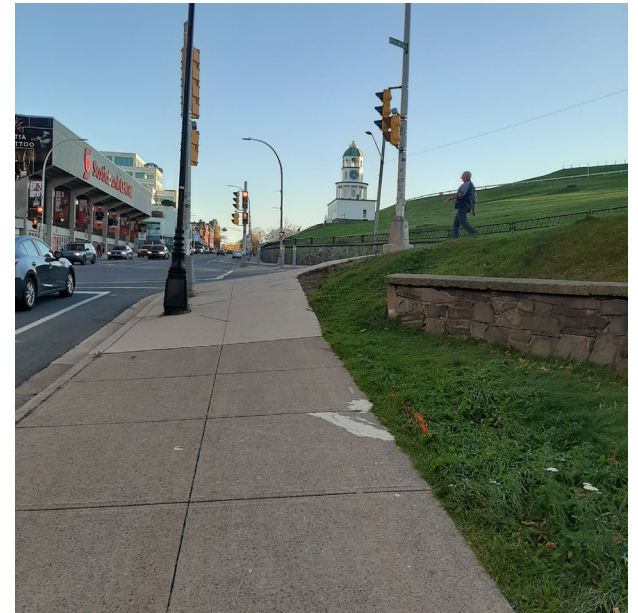
- ~900m section connecting Cogswell Street and Spring Garden Road





Existing Conditions

-  Over 15,000 vehicles per day
-  Constrained sidewalk
-  Unprotected cycling infrastructure
-  2 routes run along the corridor, no stops
-  Limited streetscaping and placemaking





Brunswick Street

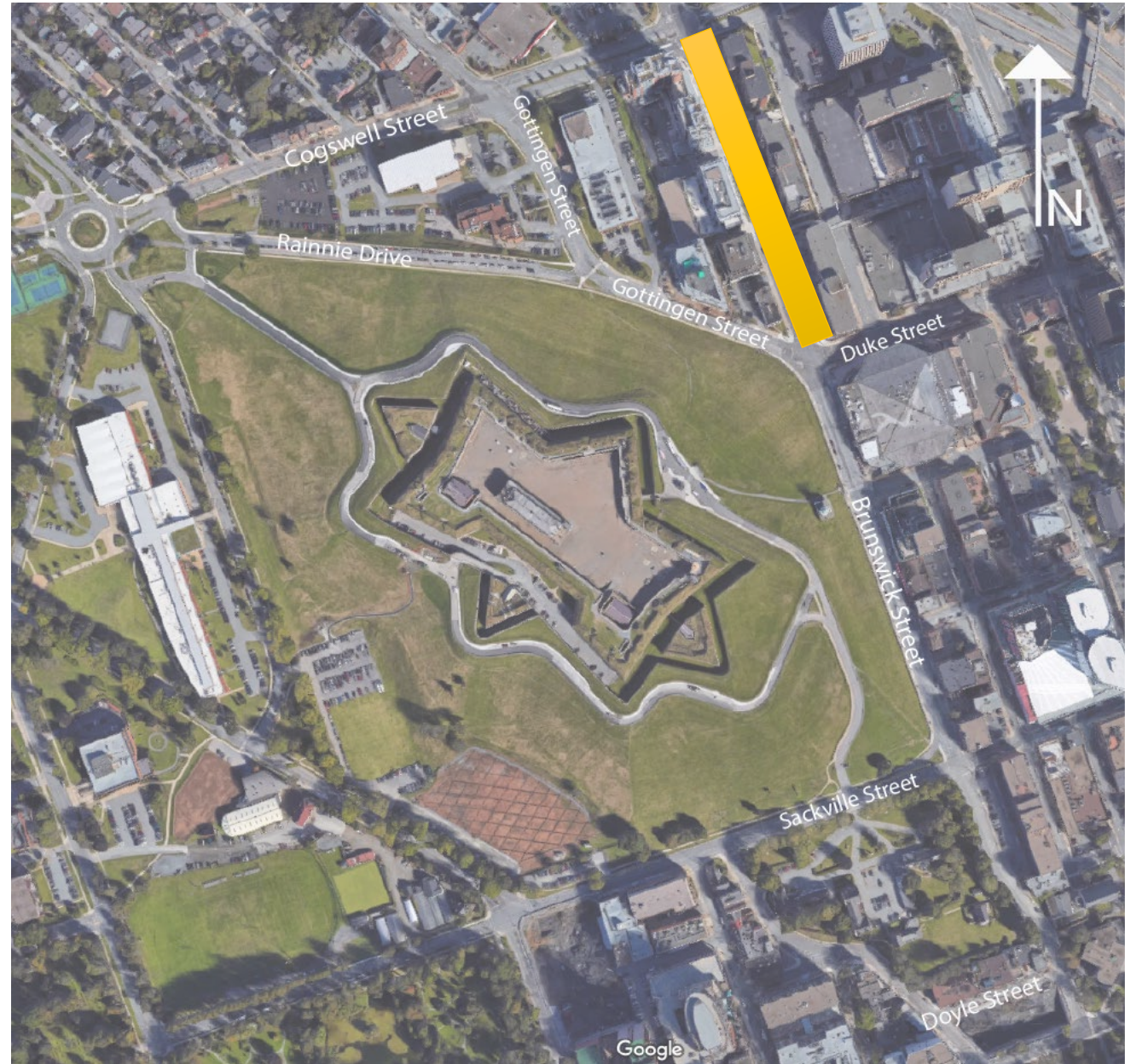
- Sackville Street to Doyle Street





Brunswick Street

- Cogswell Street to Duke Street





Brunswick Street

- Duke Street to Sackville Street





Brunswick Street

- Existing cycling infrastructure





Brunswick Street

- Existing cycling infrastructure





Recommended Treatment

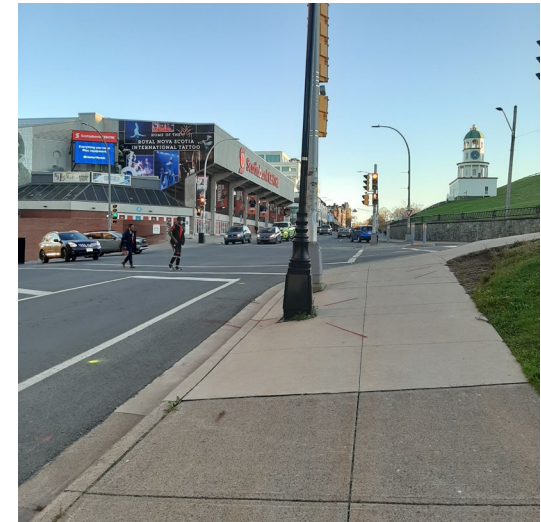
-  Expanded sidewalk on west side
-  Raised protected bicycle lanes on west side
-  Enhanced streetscaping
-  Significant street tree planting
-  Changes to select turn lanes
-  Changes to curb access





Existing Conditions: Cogswell Street to Sackville Street

- Wide concrete sidewalk
- Minimal streetscaping
- Painted bike lanes
- Few parking / loading needs on west side
- Power and utilities are buried





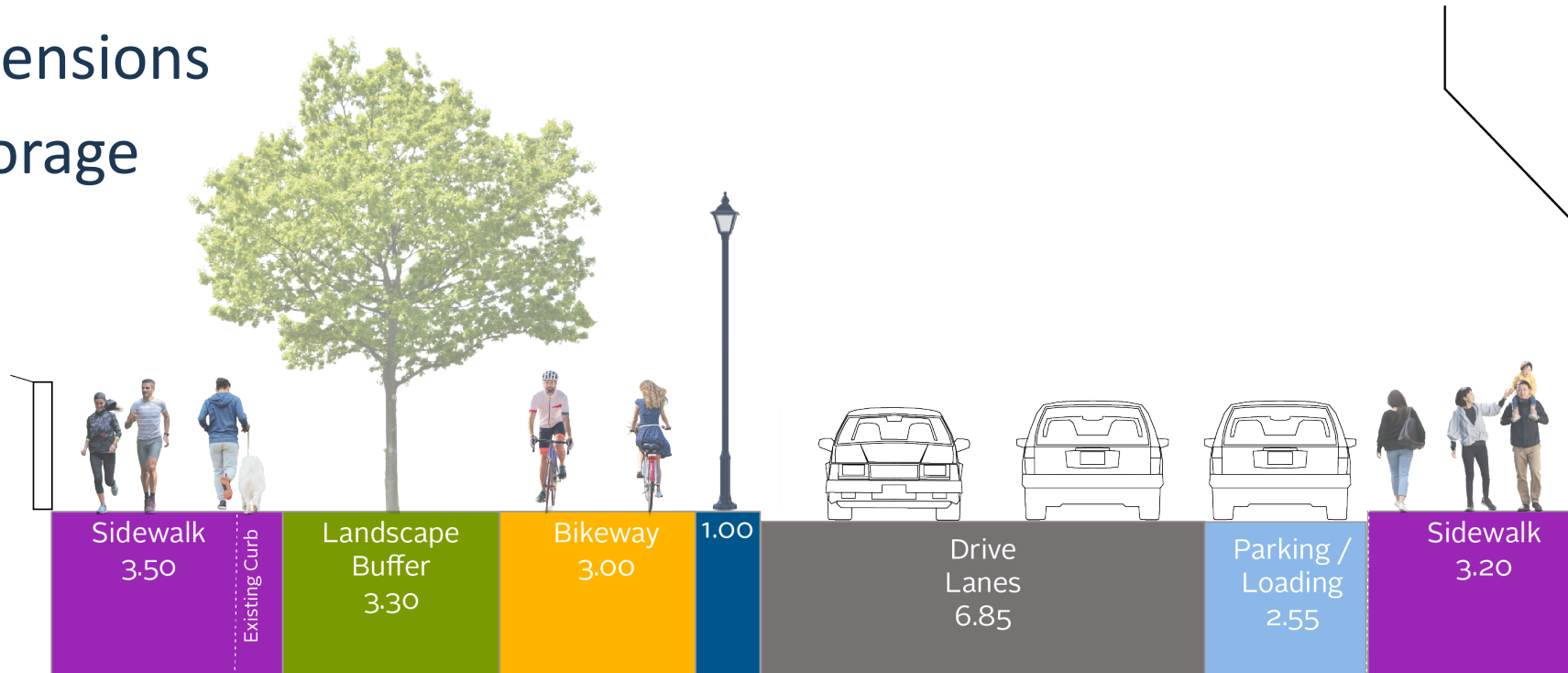
Proposed: Cogswell Street to Sackville Street

Advantages

- Generous west sidewalk & buffer
- Space for trees & furnishings
- Curbside access on east side
- Curb extensions
- Snow storage

Disadvantages

- Permanent restriction of curb access on west side of street

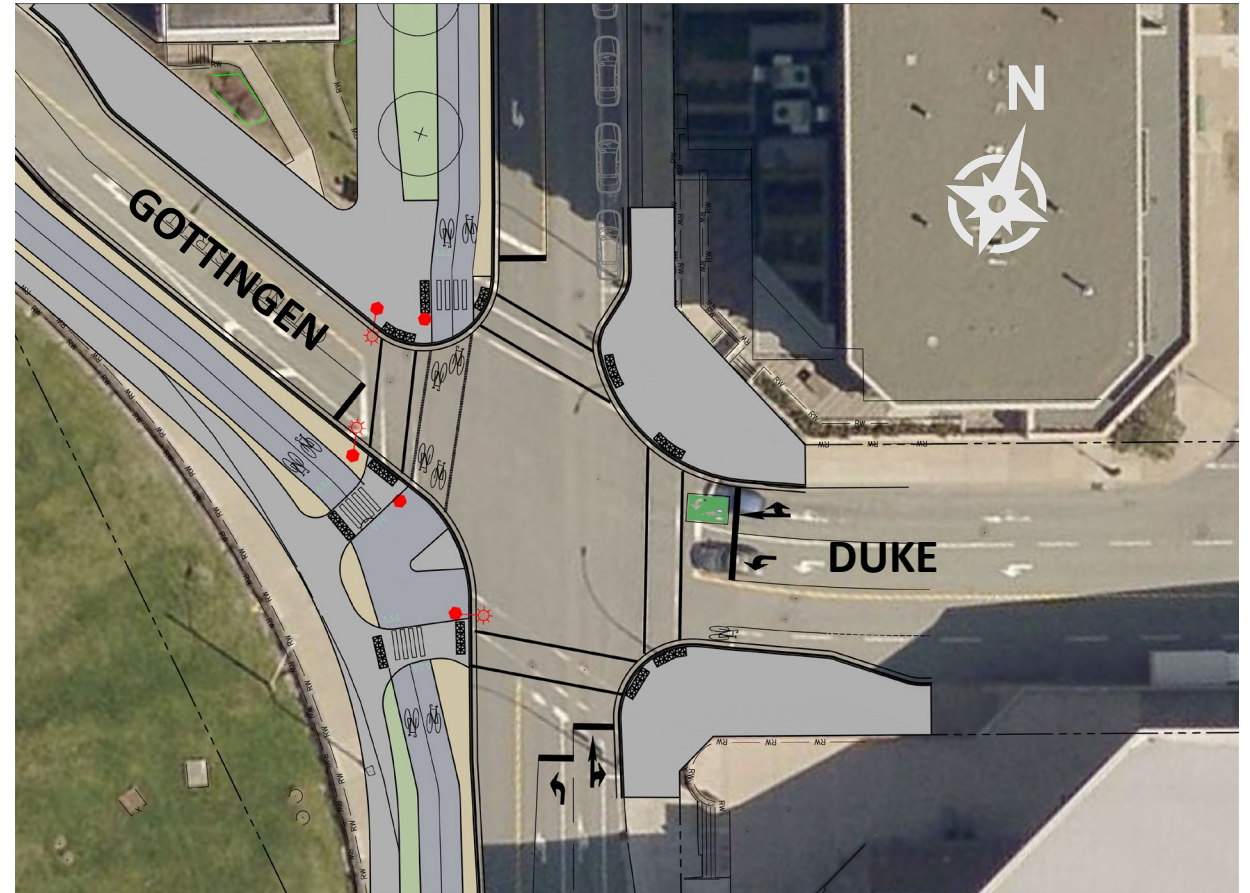




Duke Street / Gottingen Street Intersection

Advantages

- Increased pedestrian storage space at corners
- Additional space to soften steep grade at north-west corner





Existing Conditions: Sackville St to Spring Garden Rd

- Concrete sidewalk (1.8m with <1m pinch points)
- No streetscaping
- Few parking / loading needs on west side
- East side destinations with off street parking
- Above ground power & utilities lines





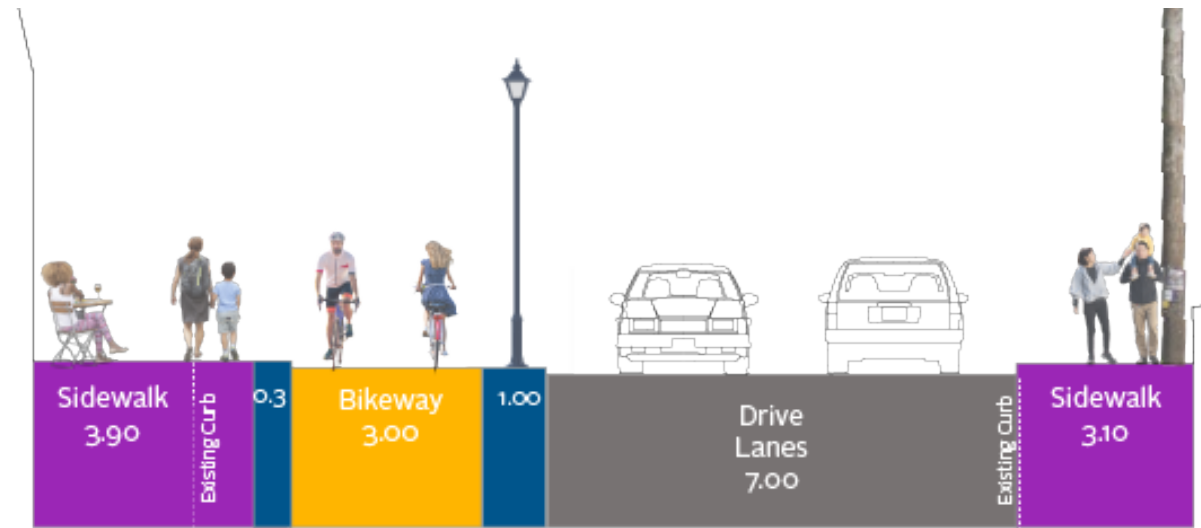
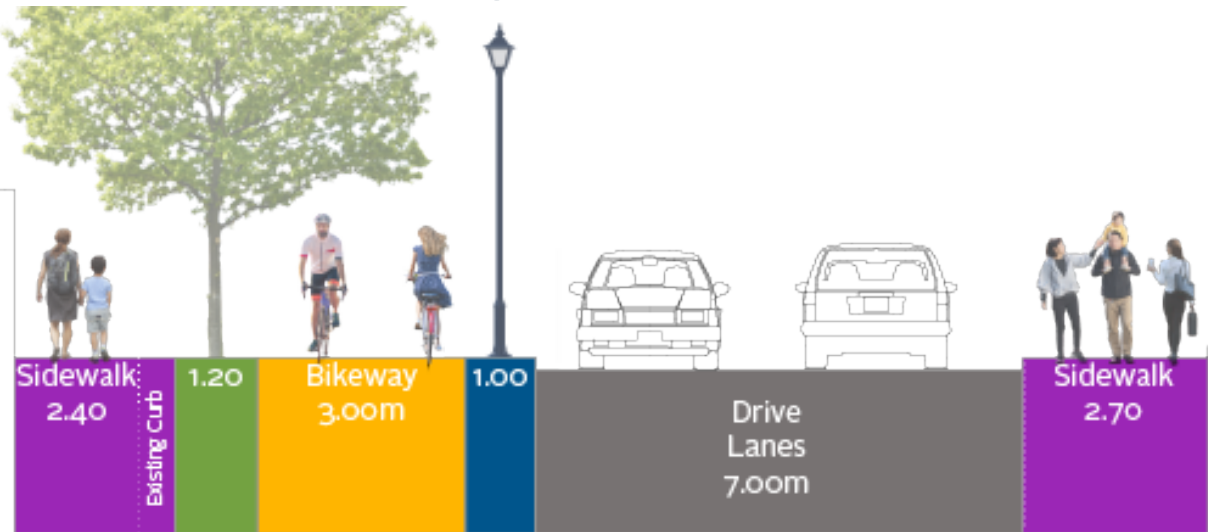
Proposed: Sackville Street to Doyle Street

Advantages

- Generous west sidewalk & buffer
- Space for trees & furnishings
- Curbside access on east side
- Curb extensions
- Snow storage

Disadvantages

- Permanent restriction of curb access on both sides of street

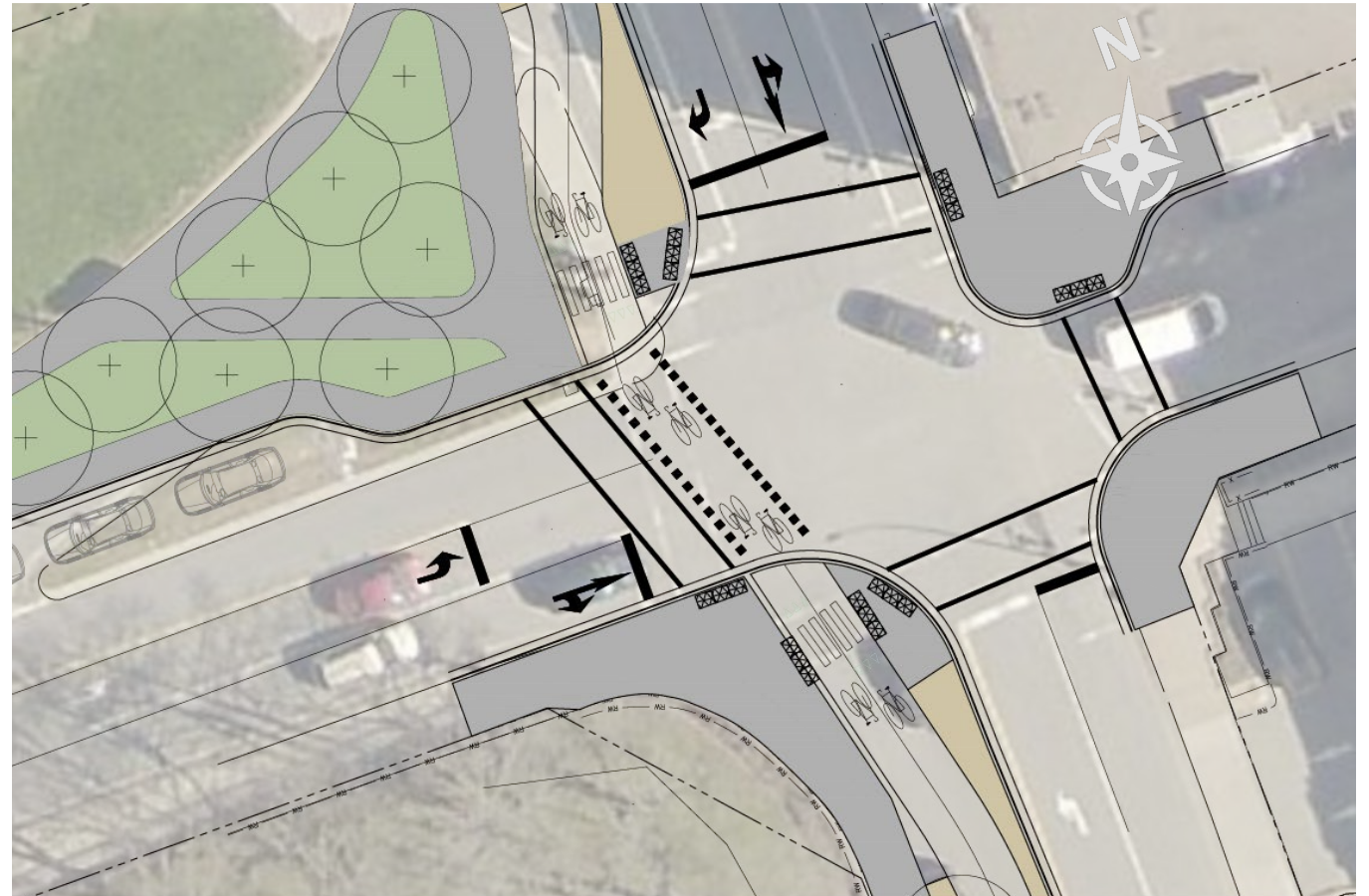




Sackville Street Intersection

Advantages

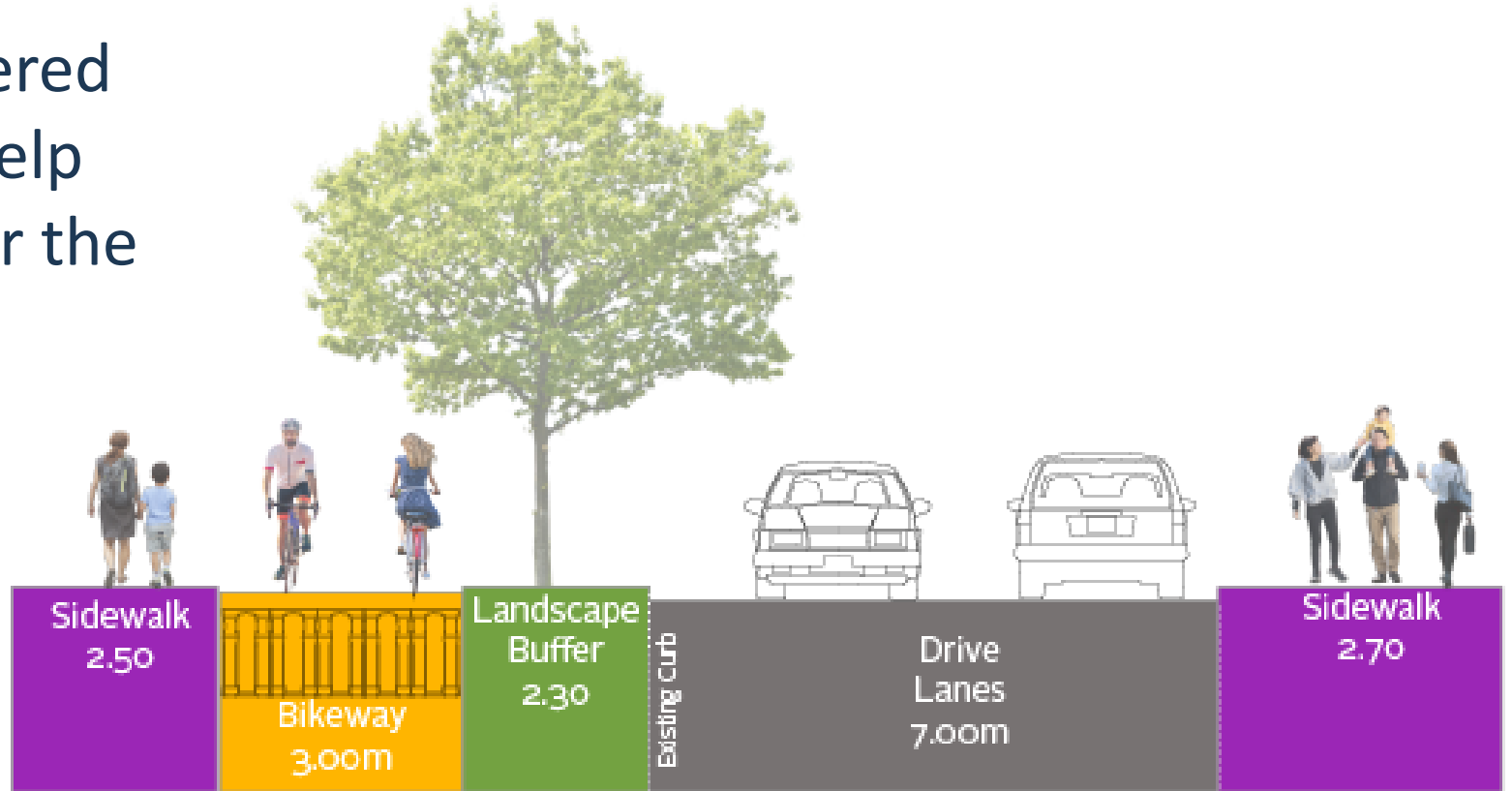
- Dedicated right turn lane
- Additional pedestrian storage space
- Wider sidewalk, elimination of pinch points
- Improved access to Citadel Hill
- Creation of new plaza space





Proposed: Doyle Street to Spring Garden Road

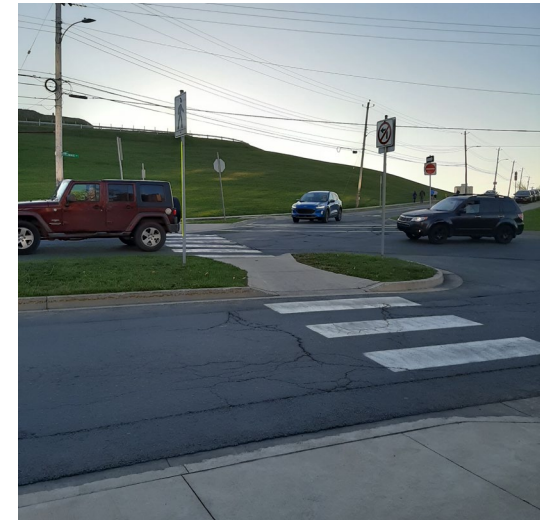
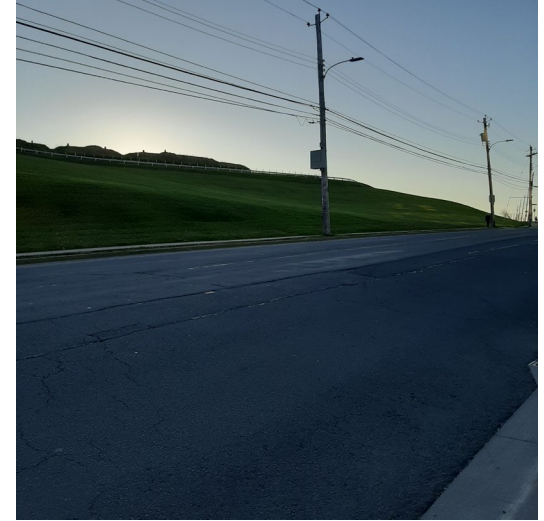
- Area was constructed to permit the bikeway
- Soil cells will be considered under the bikeway to help preserve soil volume for the existing trees





Existing Conditions: Gottingen Street

- Tactical bi-directional bikeway, south side
- No streetscaping
- No loading needs on south side
- Single residential building on north side
- Above ground power & utilities lines

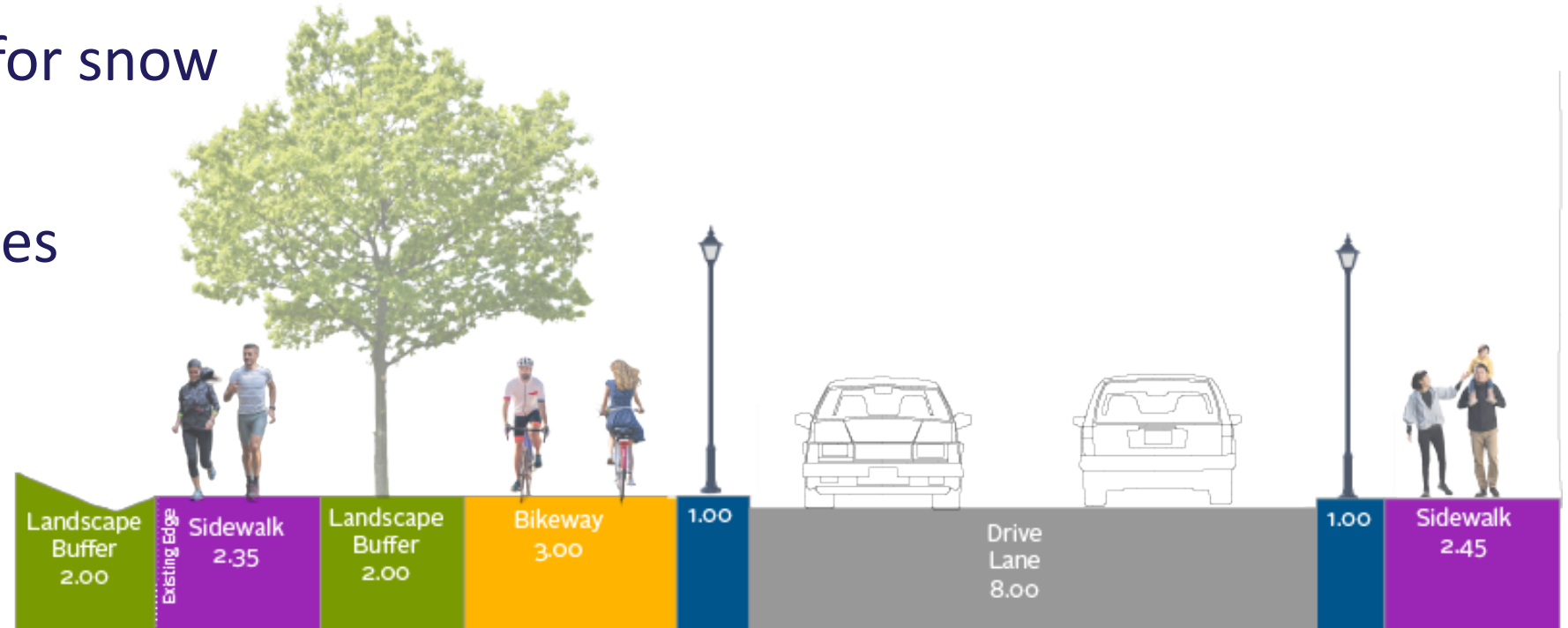




Proposed Gottingen Street – Brunswick to Rainnie

Advantages

- Generous widths for ideal off-street elements on the south side
- Additional space for snow storage
- Space to plant trees





Traffic Impacts

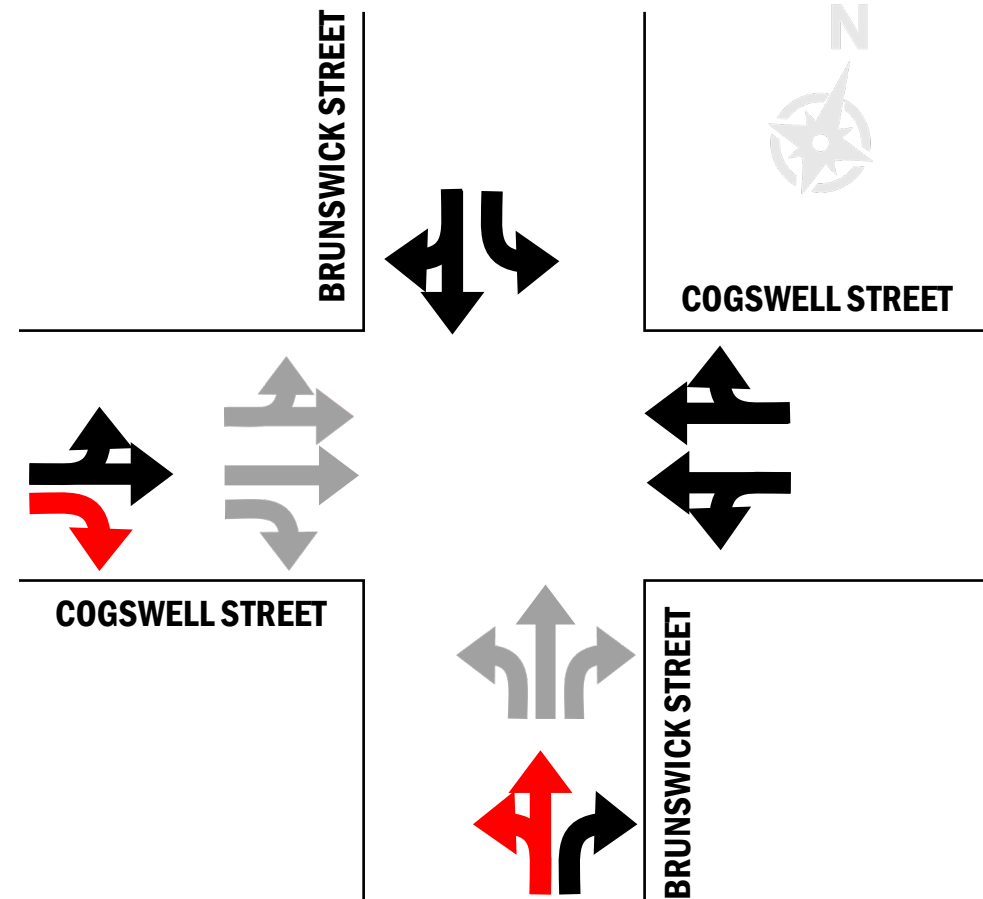
- Lane configuration changes at
 - Cogswell Street
 - Duke Street
 - Sackville Street



Traffic Impacts

Lane configuration changes at

- **Cogswell Street**
- Duke Street
- Sackville Street

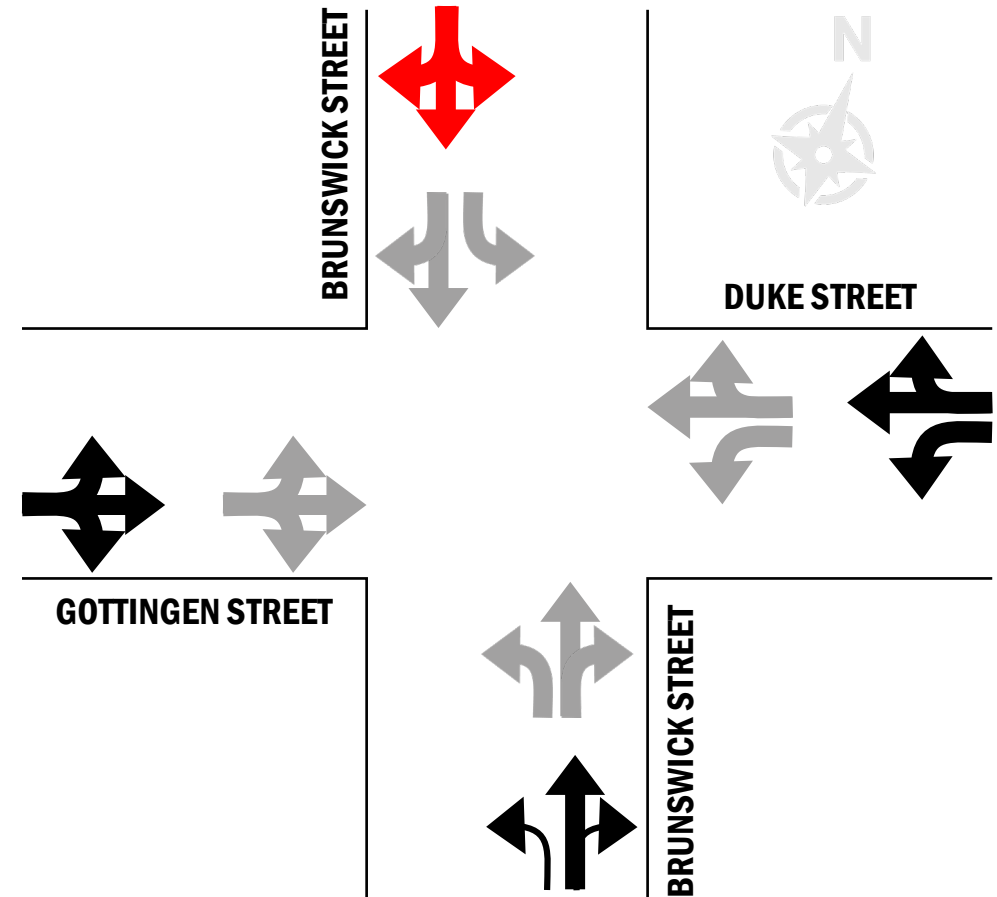




Traffic Impacts

Lane configuration changes at

- Cogswell Street
- **Duke Street**
- Sackville Street

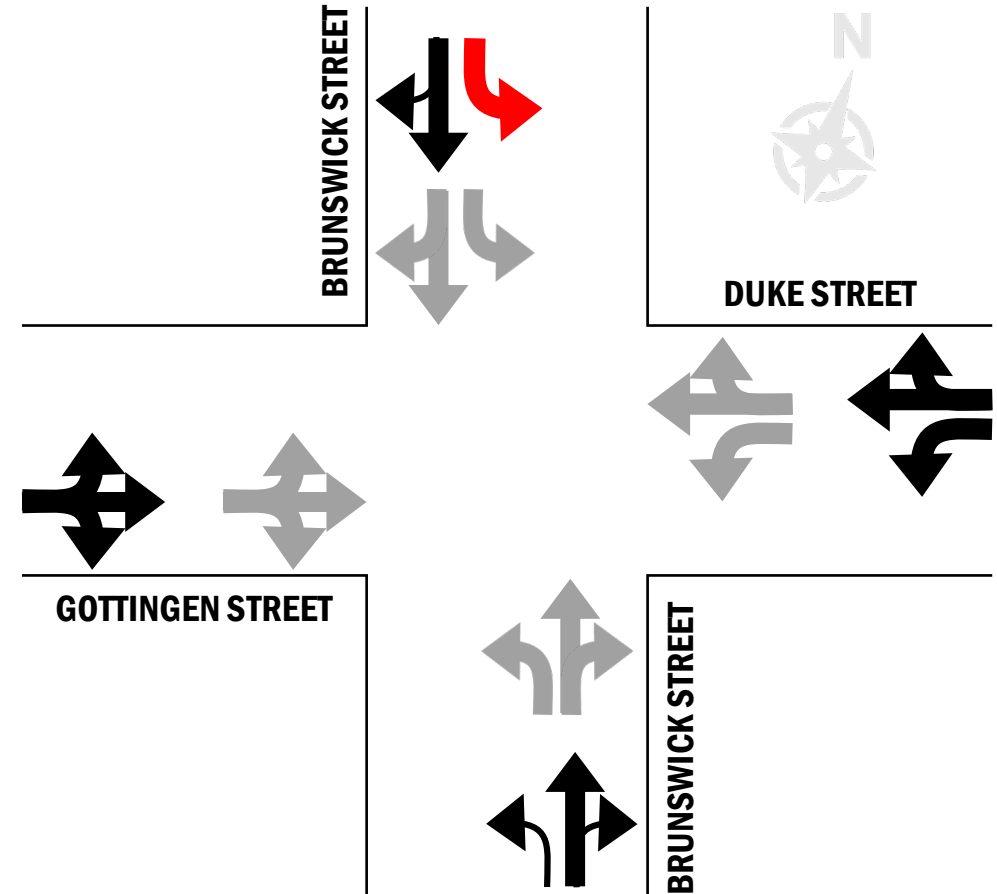




Traffic Impacts

Lane configuration changes at

- Cogswell Street
- **Duke Street**
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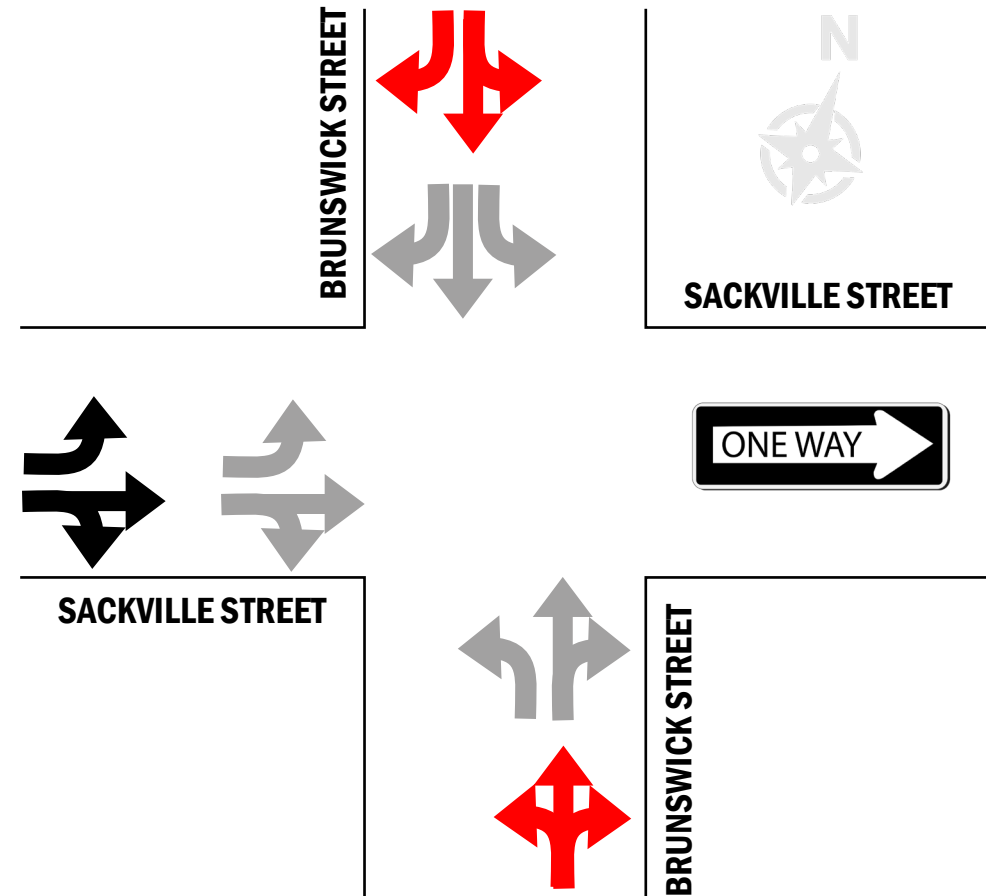




Traffic Impacts

Lane configuration changes at

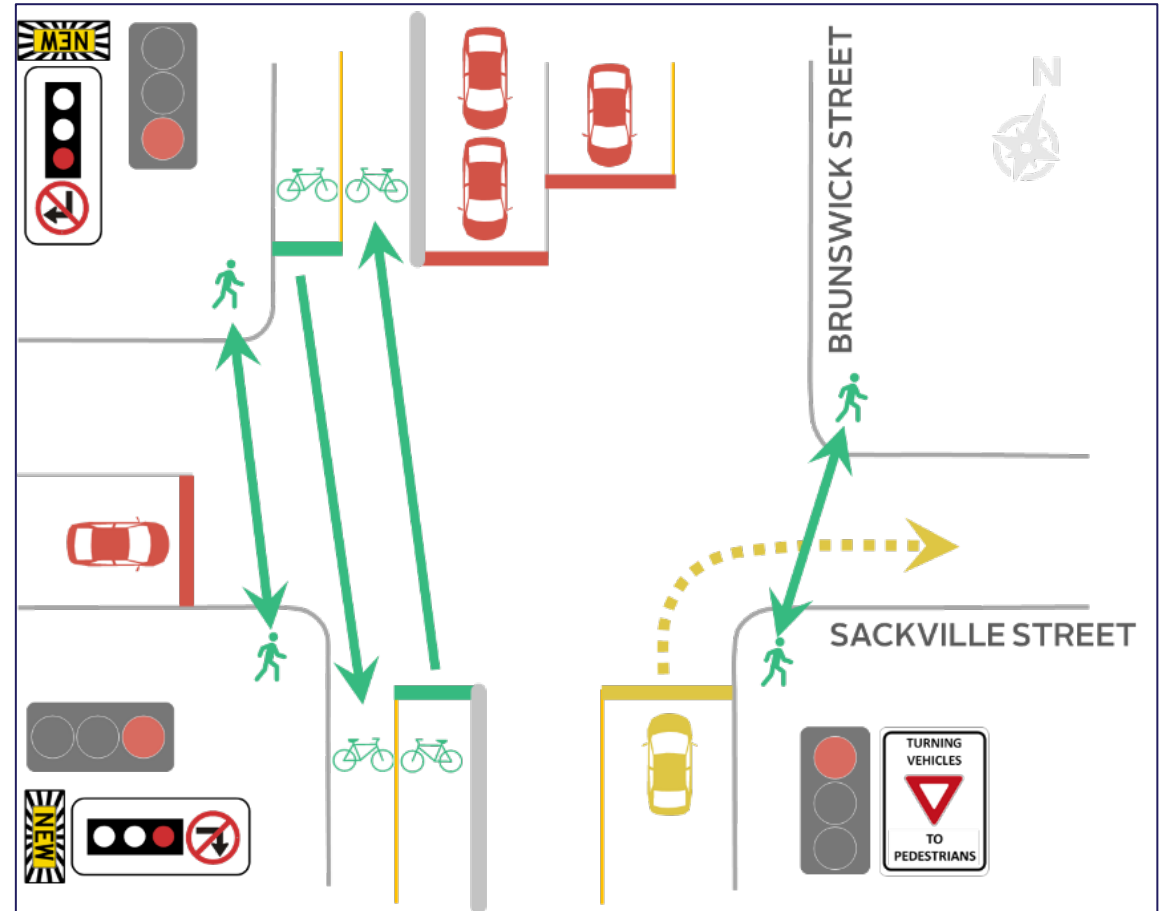
- Cogswell Street
- Duke Street
- **Sackville Street**





Traffic Impacts

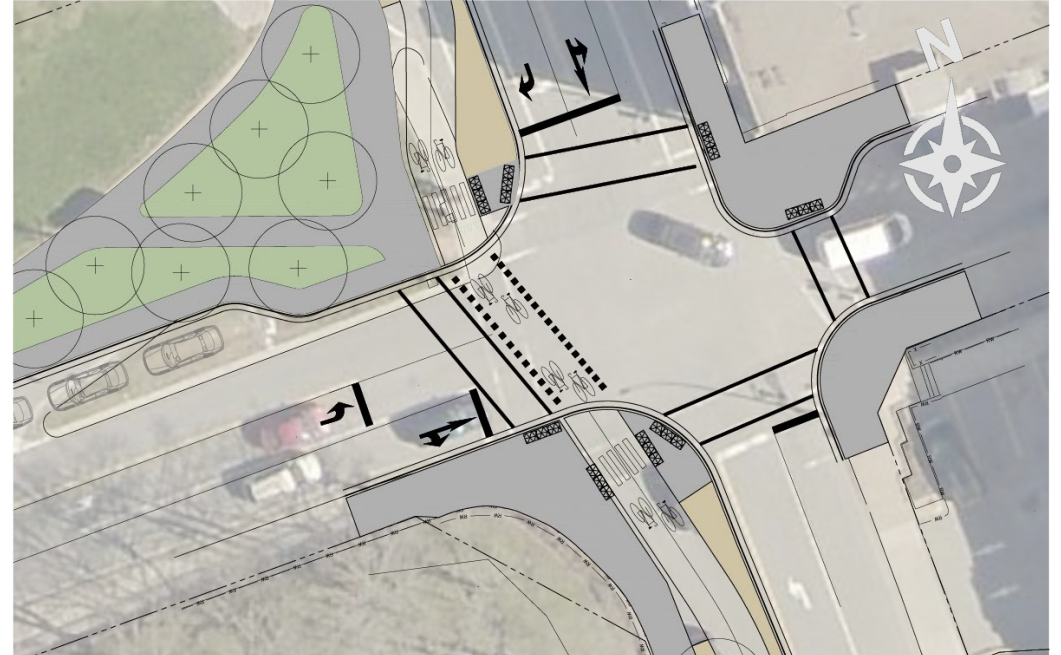
- No Right Turn on Red Restrictions
 - Cogswell Street
 - Gottingen Street
 - Sackville Street





Interim Treatment

1. Tactical bikeway
2. Rebuild of Brunswick / Sackville intersection
 - Removal of right turn channel
 - New plaza
 - Bicycle signals





Next Steps / Implementation

- Regional Council – winter 2023
- Interim project 2024
- Full project after completion of Cogswell District





Thank you