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Item No. 12.1.2
Transportation Standing Committee
December 15, 2022

TO: Transportation Standing Committee

SUBMITTED BY:



Caroline Blair-Smith, Acting Chief Administrative Officer

DATE: December 12, 2022

SUBJECT: Brunswick Street Functional Plan

ORIGIN

This report originates from staff.

LEGISLATIVE AUTHORITY

Administrative Order One, the Procedures of Council Administrative Order, Schedule 7, Transportation Standing Committee Terms of Reference, section 4 (a) which states: "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, section 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; and 322 (1) The Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean, and clear streets in the Municipality.

Motor Vehicle Act, R.S., c. 293, as amended: 90 (3) The traffic authority may also mark lanes for traffic on street pavements at such places as they may deem advisable, consistent with this Act and may erect traffic signals consistent with this Act to control the use of lanes for traffic.

RECOMMENDATIONS ON PAGE 2

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council direct the Chief Administrative Officer to:

1. Proceed with preliminary and detailed design of the proposed street configuration and related changes to the right-of-way for Brunswick Street and Gottingen Street as described in the 'Recommended Design Option' section of this report, subject to approval of funding in the capital planning process; and
2. Proceed with planning and detailed design for an interim solution that is partly tactical and partly permanent as described in the 'Potential Interim / Tactical Implementations' section of the report, for construction in 2024.

EXECUTIVE SUMMARY

The southernmost ends of Brunswick Street and Gottingen Street are identified in the *Integrated Mobility Plan* (IMP) as part of the All Ages and Abilities (AAA) bicycle network with targeted implementation for 2022. Brunswick Street currently has painted, on-street, unidirectional (one-way) bicycle lanes on both sides of the street. Gottingen Street has a tactical bidirectional (two-way) bicycle lane on the south (Citadel Hill) side. Further to the Regional Centre Streetscaping Administrative Order, these streets are also strong candidates for streetscaping features like unit pavers, furnishing, horticulture, decorative lighting, and possible undergrounding of overhead wiring.

This report recommends that the Transportation Standing Committee endorse the implementation of a raised, protected bidirectional bikeway with enhanced streetscaping features on the west side of Brunswick Street and the south side of Gottingen Street. The report explains how carrying out the project would support several Council policy directives and describes how the project would impact different aspects of the right-of-way including various modes of travel, curbside access, maintenance, as well as the image of the city.

BACKGROUND

Project Area

The project area includes Brunswick Street (between Cogswell Street and Spring Garden Road) and the small portion of Gottingen Street connecting Rainnie Drive to Brunswick Street (Figure 1).

This prominent corridor abuts the Halifax Citadel National Historic Site and the western edge of downtown Halifax and provides a connection between several key destinations including the Cogswell District, Scotiabank Centre, Central Library, Dalhousie University, and the Spring Garden Business District.



Figure 1 - Project Area

Policy Rationale

The Brunswick Street Functional Plan proposes changes that will advance several policy objectives:

- *Integrated Mobility Plan (IMP)*: The project's main purpose is to implement the All Ages and Abilities (AAA) bicycle network (Figure 2) which had targeted completion by 2022.

It will enhance the existing Brunswick Street bike lanes to AAA standards and connect them to other AAA facilities including existing multi-use pathways on the Dalhousie Sexton Campus and the Halifax Common, and planned bikeways on Cogswell Street and Morris Street.



Figure 2: IMP Proposed AAA Bikeway Network

- The project applies the IMP's recommended 'Complete Streets' approach to the design and maintenance of streets. This includes simultaneous consideration of potential improvements for other priority modes of travel as well as enhancements for streets functioning as "places" in addition to being "links".
- The goal of the *Regional Centre Streetscaping Administrative Order (AO 2020-012-OP)* is to enhance streets where they function as "places" in addition to being "links". This project aligns with all five of the criteria outlined in the AO: it has high place value; streetscaping can be integrated with construction of other elements; the project capitalizes on existing historical assets; and is eligible for external funding related to the AT facilities.
- Protected bike lanes are an identified countermeasure in HRM's *Strategic Road Safety Framework*.
- *HalifACT* recommends the implementation of the Regional Centre AAA bicycle network as part of the way to reach HRM's climate targets. Also, the additional trees recommended as part of the streetscaping will provide shade, mitigating some of the local impacts of a warming climate.
- Tree-planting will also contribute to achieving the Halifax *Urban Forest Master Plan* target of 12% canopy cover for Downtown Halifax.
- The *Centre Plan* identifies the Halifax Citadel as a landscape of cultural significance, and the blocks surrounding project streets as part of the Downtown Halifax precinct area. The "North End/ Downtown Gateway, Scotia Square Complex Precinct" is identified as a strategic location for signature architecture and city building.
- The *1977 Underground Wiring Policy* identifies Brunswick Street (from Sackville Street to Spring Garden Road), and Gottingen Street (from Brunswick Street to Cogswell Street), as among the last areas of overhead wires in the so called 'short term pole free zone'. Undergrounding wires is contemplated under the project scope.

Land Use Context

In the past decade, residential density in the downtown core has increased by approximately 22% (StatsCan 2021 Census) and Halifax had the fastest growing downtown in Canada between 2016 to 2021 (26.1%). Hotel properties at the north end of the project limits have been recently renovated and re-branded bringing additional tourist traffic to the area. Nearby lands also include federal, municipal, and private holdings experiencing ongoing and planned activity including the Cogswell District Redevelopment, Modular Housing Units, potential new site of Mi'kmaw Native Friendship Centre, potential relocation or renovation of the Halifax Regional Police Headquarters, Centennial Pool and more. These changes will require careful coordination between land use and transportation planning and may also present significant city-building opportunities.

DISCUSSION

The primary objectives of this project are to identify a preferred design configuration for Brunswick Street that adds a key north-south link in the AAA bikeway network and enhances the street's potential as a destination or 'place' with streetscaping.

The original scope of the project included Rainnie Drive between Gottingen Street and Cogswell Street. Rainnie Drive was removed pending completion of a concept for the "North End/ Downtown Gateway" and this report outlines the proposed design options for Brunswick Street and Gottingen Street only.

Existing Conditions

The following section summarizes existing conditions in the project area for different modes of travel and for various areas of municipal interest.

Walking and Rolling

Typical sidewalk widths on Brunswick Street are generous and range from 2.0 – 3.7m; however, the west sidewalk between Doyle Street and Sackville Street is narrow and has accessibility issues. This section is also in poor condition and due for recapitalization in the near term.

On Gottingen Street sidewalks range in width from 1.4 – 2.5m and are fairly steep (5.4% - 8.9%), especially on the north side.

Cycling

The project area currently has two segments of existing cycling infrastructure:

- Unidirectional painted bicycle lanes on both sides of Brunswick Street between Cogswell Street and Sackville Street. These are between the travel lanes and on-street parking: vehicles must cross them to park which creates potential conflicts with cyclists and a risk of dooring.
- A protected bidirectional bicycle lane on the south side of Gottingen Street between Rainnie Drive and Brunswick Street. This lane is separated from traffic with pre-cast curbs and flexible bollards that were installed "tactically" as part of the Street Improvement Pilot Program in 2020.

Urban Forestry

There are currently 15 trees on the west side of Brunswick Street between Cogswell Street and Gottingen / Duke Street as well as five trees between Doyle Street and Spring Garden Road. In addition, there are trees planted on adjacent properties between Sackville Street and Spring Garden Road, but the remainder of the corridor is entirely hardscaped and has limited shade.

Transit

Halifax Transit operates three routes on Brunswick Street (#2, 5, and 84 run northbound from Duke Street to Cogswell Street) and three routes on Gottingen Street (#320, 330, and 370 outbound). As part of the *Moving Forward Together Plan*, no additional service is planned within the project area and routes 2 and 84 may be relocated to an alternate route. There are currently no bus stops within the project area, and this is not expected to change due to proximity of nearby stops and the Scotia Square Transit Terminal.

Vehicular Traffic

Brunswick Street generally consists of one lane of traffic in each direction, widening at some intersections to include left and/or right turn lanes. Average daily traffic volumes vary considerably along Brunswick Street between Cogswell Street and Spring Garden Road:

- Cogswell Street to Duke Street: 5,100 vehicles per day (2-way)
- Duke Street to Sackville Street: 15,800 vehicles per day (2-way)
- Sackville Street to Spring Garden Road: 7,700 vehicles per day (2-way)

Curbside Access and Parking

Curbside access varies along Brunswick Street, generally including on-street paid parking (with pay stations), tour bus stationing and loading, car share parking, and accessible parking spaces.

There are approximately 79 parking spaces along Brunswick Street including nine accessible spaces and one designated car-share space. There are five loading spaces between Carmichael Street and Prince Street as well as a long layby in front of Scotiabank Centre. This layby is important for the movement of people and equipment related to events and should remain.

There is off-street parking available in and around the study area, including surface lots on Cogswell Street, Sackville Street, Bell Road, and Ahern Avenue, collectively supplying about 150 spaces. There are also several nearby parking structures (Scotia Square, Nova Centre, The Doyle, and Halifax Central Library) collectively providing more than 2,000 public parking spaces.

Streetscaping

Overall, streetscaping features are lacking on Brunswick Street, despite its prominent location. A few elements have been installed during sidewalk reinstatement by property developers as required by the Municipal Design Guidelines¹. From Cogswell Street to Duke Street, there are a few trees, a unit paver sidewalk edge, and ornamental streetlighting, but these are largely absent from the rest of the corridor. While a richly textured stone-faced retaining wall borders Citadel Hill, a plain concrete wall greets visitors at the foot of the iconic clock tower. Streetlighting is with highway style poles and “cobra-head” fixtures. There is no seating, interpretation, or other placemaking feature complimenting this significant national historic site. (Figure 3).



Figure 3 -Brunswick Streetscape at Base of Clocktower

There are no overhead wires along the central part of the corridor, but overhead wires remain on wooden utility poles on Gottingen Street at the foot of Citadel Hill and on Brunswick Street south of Sackville Street. The important message “Black Lives Matter” has also been painted on the roadway since 2020.

Functional Design Development

WSP Functional Design Options (2016)

In 2016, HRM engaged a consultant (WSP Canada Inc.) to prepare functional design options for an AAA bikeway along the Rainnie Drive / Gottingen Street – Brunswick Street corridor. This study recommended a bidirectional (two-way) bikeway along the west side of Brunswick Street and the south side of Rainnie Drive / Gottingen Street, citing the following key benefits:

- Few driveways on the corridor, limiting conflicts between cyclists and vehicular traffic.
- Good connectivity to other two-way facilities (Dalhousie’s multi-use path effectively extends it south to Morris Street and it would connect to pathways on the Halifax Common in the north).
- Efficient use of right of way space, limiting impacts to traffic lanes, on-street parking, loading, etc.

The concepts completed by WSP informed the ‘tactical’ pilot bikeways recently installed on Rainnie Drive/ Gottingen Street and curb placement for the reinstatement of sidewalk surrounding the recent Doyle building at Spring Garden Road. They also formed the basis of the work done as part of this project.

¹ The Municipal Design Guidelines include streetscaping standards which apply in the project area.

“Tactical” Bidirectional Bikeway on Rainnie Drive/ Gottingen Street

Completion of the ‘Cogswell Roundabout’ at North Park Street resulted in surplus lane capacity on Rainnie Drive. This space was used to demonstrate a bidirectional bikeway tactically (using temporary posts, paint, and signage) and was later extended down the southernmost leg of Gottingen Street to Brunswick Street, in line with the WSP functional design described above.

Extending the tactical project any further was limited by a need for bicycle signals (not a provincially accepted traffic control device until 2021) and the need for curb and pole relocation to accommodate the proposed alignment in some places (considered premature without a Council-approved functional plan). If this plan is approved, staff may revisit the potential for an interim solution, i.e., one which may include some permanent construction, where necessary.

Further Refinement of Design Options (2021)

In 2021, staff further advanced WSP’s design concepts, developing three options for a bidirectional bikeway each of which included variations of how the available space would be allocated:

- Option 1: Pedestrian Priority – Maximizes space allocated to sidewalks.
- Option 2: Green Space Priority – Maximizes space allocated to planting / amenity areas.
- Option 3: Hybrid – Aims to effectively balance green space with space for pedestrian facilities.

The Functional Plan Report (Attachment A) includes more detail about each concept. The options were reviewed by an internal technical committee and evaluated against the feedback received from the public and stakeholders. The hybrid option was preferred by all groups.

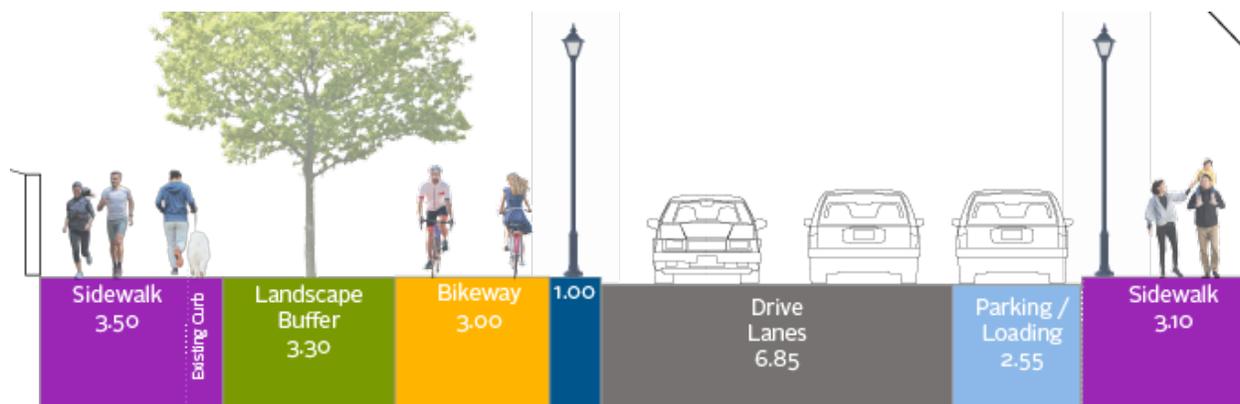
Recommended Design Option

The recommended option (#3 – Hybrid) includes a bidirectional, raised, protected bikeway on the west side of Brunswick Street between Cogswell Street and Spring Garden Road, connected to the same type of facility on the southernmost block of Gottingen Street (between Brunswick Street and Rannie Drive).

The following cross-sections summarize this configuration for each of the distinct segments of the street. These are generalized for illustrative purposes to convey the intent of the plan. Most of the changes to Brunswick Street will take place on the west side. The east sidewalk will be largely unchanged except for consideration of curb extensions at intersections and replacement of highway style lighting with ornamental poles and fixtures.

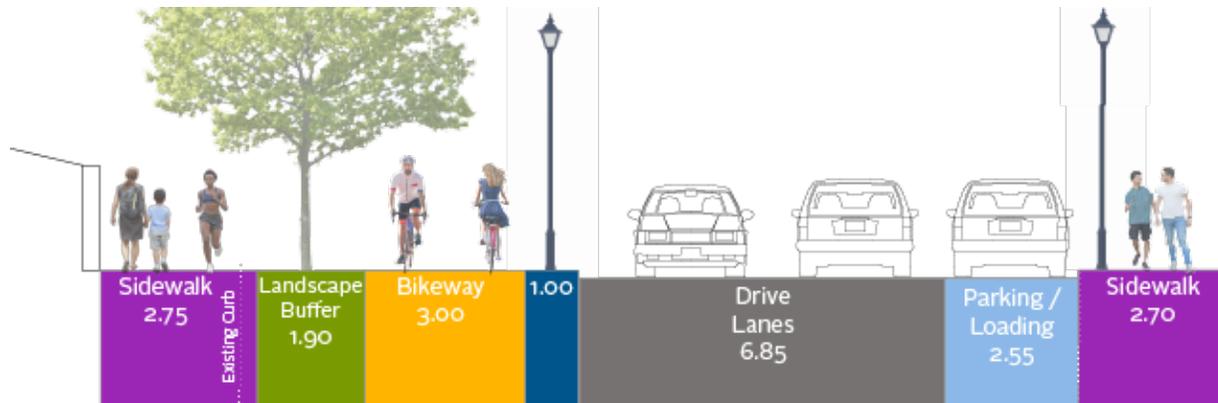
Lane configuration changes will ultimately result in somewhat different cross-sections, especially approaching intersections – these are described below under *Design Impacts and Trade Offs*. The functional plan drawings can be found in Attachment B.

Cogswell Street to Duke Street (Typical width 23.3m)



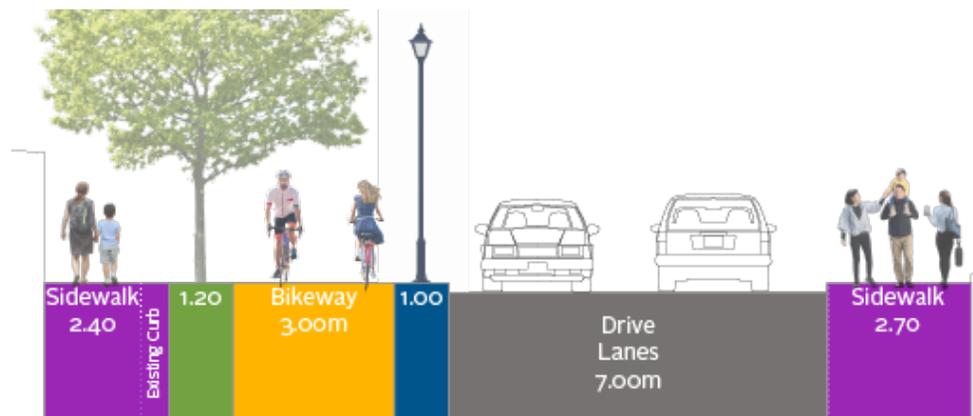
- Expanded 3.5m sidewalk on west side (2.8m existing)
- 3.3m (typical) landscaped buffer between sidewalk and bikeway (hardscaped in places for patios)
- 3.0m bidirectional bicycle facility on west side replaces two 1.5m unidirectional painted bike lanes
- 1.0m hardscape buffer between bikeway and drive lanes
- Two-lane cross section maintained
- On-street parking removed from west side; curb access on east side retained
- East side sidewalk – no change from present

Duke Street to Sackville Street (Typical width 21m)



- Expanded 2.75m sidewalk on west side (2.5m existing)
- 1.9m (approx.) landscaped buffer
- 3.0m bidirectional bicycle facility on west side replaces two 1.5m unidirectional painted bike lanes
- 1.0m hardscape buffer between bikeway and drive lanes
- Existing two-lane cross section maintained
- On-street parking removed from west side, curb access on the east side retained
- East side sidewalk – no change from present
- Southbound right turn channel to Sackville St. removed / replaced with dedicated right turn lane
- Southbound left turn lane to Sackville St. removed / replaced with a shared left/through lane

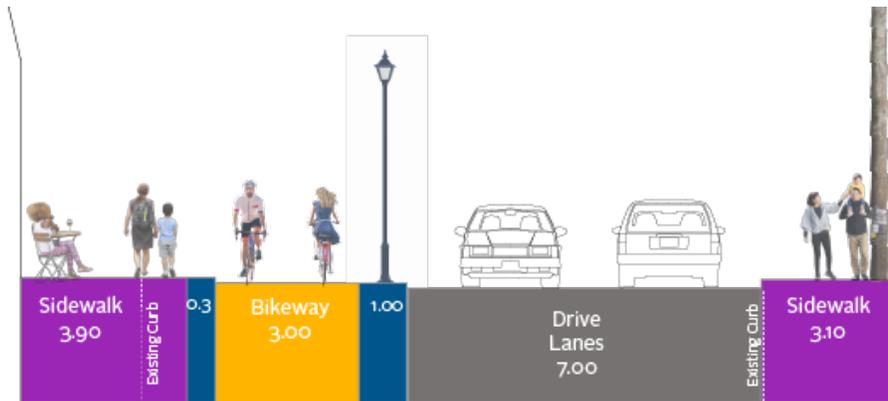
Sackville Street to South Corner Cambridge Suites Hotel (Typical width 17.3m)



- Expanded 2.4m sidewalk on the west side (1.8m existing sidewalk)
- 1.2m (approx.) landscaped buffer
- New 3.0m bidirectional bicycle facility with 1.0m hardscape buffer between bikeway and drive lanes
- Existing two-lane cross section with northbound left turn lane is reduced by removal of turn lane

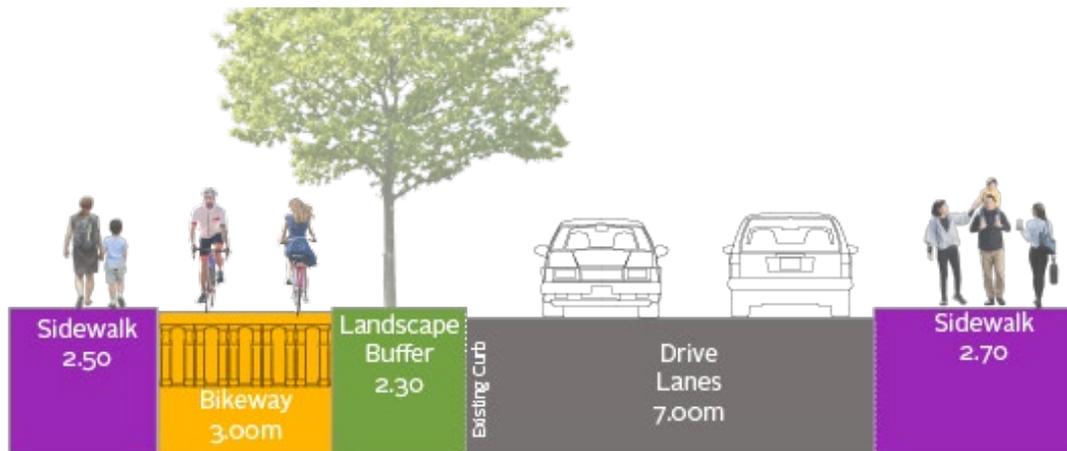
- On-street parking and curb access removed from both sides of the street
- Existing overhead wires on the west side of the street undergrounded

South Corner Cambridge Suites Hotel to Doyle Street (Typical width 18.3m)



- Expanded 3.9m west side sidewalk (allows space for sidewalk café) (2.6m existing)
- East side sidewalk – no change from present
- 0.3m half height curb separating sidewalk from bikeway
- 3.0m bidirectional bicycle facility with 1.0m hardscape buffer between bikeway and drive lanes
- On-street parking removed from both sides of the street, except one accessible space fronting Grafton Park Apartments
- Existing overhead wires on the west side of the street undergrounded

Doyle Street to Spring Garden Road (Typical width 18.3m)



- Bikeway will be placed between existing sidewalk and trees in wide sod boulevard
- Soil cells will be considered under bikeway to preserve existing soil volume
- Existing 7.0m curb to curb width maintained

Gottingen Street from Brunswick Street to Rainnie Drive (Typical width 21.3m)



- Existing landscape buffer adjacent to Citadel Hill retained
- Expanded 2.35m sidewalk on south side
- 2.0m landscaped buffer
- 3.0m bidirectional bicycle facility with 1.0m hardscape buffer between bikeway and drive lanes
- Curb to curb width reduced to 8.0m
- No change to north sidewalk
- Existing overhead wires on the south side of the street undergrounded

Design Impacts and Trade Offs

The following sections identify the impacts and trade offs associated with the proposed design for key areas for the project.

Walking / Rolling

The proposed design will:

- Improve walking and rolling conditions along the corridor through the standardization of surface treatments, addition of tactile warnings on curb ramps, and generally increased sidewalk width.
- Eliminate inaccessible pinch points (southwest corner Sackville Street / northwest corner Doyle Street) and consider curb extensions at all corners to reduce crossing distances and increase pedestrian “storage” (especially relevant near the Scotiabank Centre when large pulses of pedestrians leave major events).
- Explore a new mid-block crosswalk between Duke Street and Cogswell Street (crossing warrants to be completed during preliminary design).
- Include a minimum 1.2m buffer between the sidewalk and cycling facility where possible, containing trees and street furniture. Where not possible, a 75mm height curb (half of a standard curb height) will separate the sidewalk from the bikeway creating a grade separation that is detectable by cane users and is familiar to trained guide dogs. The grade separation will also reduce the risk of cyclists inadvertently riding on the sidewalk.

Cycling

- The proposed design provides a consistent AAA bikeway connection with physical separation from vehicular traffic and pedestrians. The proposed 3.0m width of the bidirectional facility is consistent with national guidelines (practical lower limit 2.4m; recommended lower limit is 3.0m).

- Bicycle signals are recommended at the Brunswick Street intersections with Cogswell Street, Gottingen/ Duke Street, and Sackville Street to effectively manage traffic flow and improve safety, particularly for people riding northbound on the left side of the street (contraflow). Bicycle signals provide dedicated time for cyclist movements that aims to reduce or eliminate conflicts between bicycles and turning vehicles.
- A cross-ride is proposed to cross Spring Garden Road, with bicyclists and pedestrians crossing on the west side of the intersection (existing crosswalk would be relocated from east side).
- Providing opportunities to enter/exit at key locations is a consideration for all barrier protected bicycle lanes. Two-stage left turn boxes and refuge areas are likely to be included.
- While engagement revealed a general preference among cyclists for unidirectional facilities where possible, the decision to proceed with a bidirectional facility was based on:
 - Connection at all ends with existing or proposed bidirectional facilities
 - Only a few vehicle crossings (which can otherwise disadvantage such facilities)
 - More efficient use of space relative to unidirectional facilities (only one buffer area for both directions of bicycle lane)
 - Allows faster cyclists to pass slower ones (not possible on most unidirectional AAA lanes)

Urban Forestry

The recommended design proposes to add more than 60 trees on the west side of the street which will:

- Contribute to *Urban Forest Master Plan* canopy targets (12% of downtown/ 50% of peninsula)
- Support *HalifACT* climate targets and mitigate local impacts of a warming climate with shade
- Improve the overall aesthetic and destination value of the corridor

Four small trees near Cogswell Street are likely to be removed to accommodate the cross section. The final number planted will depend the extent to which soil cells can be used to provide soil volume (which may depend on budget) as well as utility or other constraints revealed through detailed design and construction.

Transit

There are no implications or trade offs with existing or planned transit service. Lane widths north of Sackville Street will accommodate buses should Halifax Transit's operational needs change in the future.

Fire & Emergency

This route is a primary response route for crews responding from the West Street station to the downtown area. This project has two features that may increase response times for emergency vehicles. The reduction in road width may make it difficult for vehicles to pull to the right and allow a fire apparatus enough space to pass if both lanes are congested. The elimination of the southbound left turn lane at Duke Street may increase intersection delays, impacting response time.

The proposed functional plan includes some flexibility to widen the road and to retain the southbound left turn lane at Duke Street (by narrowing the landscaped buffers). Halifax Fire will be consulted during the subsequent design phases to ensure impacts to response times are mitigated to the extent possible.

Intersection Modifications and Impacts on Vehicular Traffic

Modifications to lane configurations (Figure 4), traffic signal phasing, and the addition of no 'right turn on red' (RTOR) restrictions are proposed at all signalized intersections in the project area.

According to a traffic analysis described in detail in the Functional Plan Report (Attachment A), the Brunswick Street -- Cogswell Street and Brunswick Street -- Sackville Street intersections are expected to

continue to operate within HRM acceptable limits during weekday morning and afternoon peak periods with implementation of the proposed changes.

The Brunswick Street -- Gottingen/ Duke Street intersection does not currently operate within HRM acceptable limits during the AM peak (due to the removal of the right turn lane by the 2020 tactical project), and this is expected to be worsened by the changes proposed as part of the functional plan:

- During the AM peak, the intersection is expected to operate at Level of Service (LOS) F largely due to the potential removal of the exclusive southbound left-turn lane on Brunswick Street. It is expected that traffic demand on the Brunswick Street southbound approach will exceed capacity, resulting in a significant increase in average stopped delay (from 28 to 123 seconds/vehicle) and increase to the 95th percentile queue from 81m to 185m (but queues are not expected to reach Cogswell Street).
 - Retention of the southbound left turn lane can be considered during detailed design by reducing the landscaped buffer width.
- With some modifications to the signal timing plan, delays at the Gottingen Street eastbound approach and volume-to-capacity (v/c) ratios are expected to improve compared to existing conditions (165 to 133 seconds/vehicle). However, the 95th percentile queue lengths are expected to increase significantly (212m to 295m) worsening the AM queues which currently extend beyond Rainnie Drive.
- During the PM peak, the intersection is expected to operate within HRM acceptable limits (LOS D). However, traffic demand on the Gottingen Street (eastbound) approach is expected to reach capacity, resulting in a significant increase in average stopped delay (21 to 65 seconds/vehicle) and an increase in the 95th percentile queue lengths from 71m to 132m (but vehicle queues are not expected to extend to Rainnie Drive). and an increase in the 95th percentile queue lengths from 71m to 132m (but queues are not expected to extend to Rainnie Drive). Average stopped delay for the northbound left turn movement is expected to increase (22 to 47 seconds/vehicle) and 95th percentile queue lengths for the northbound approach are expected to extend beyond Carmichael Street (115m to 147m).
- Given the proximity of the Scotiabank Centre, any vehicle impacts expected during traffic peaks can also be expected in relation to large events.

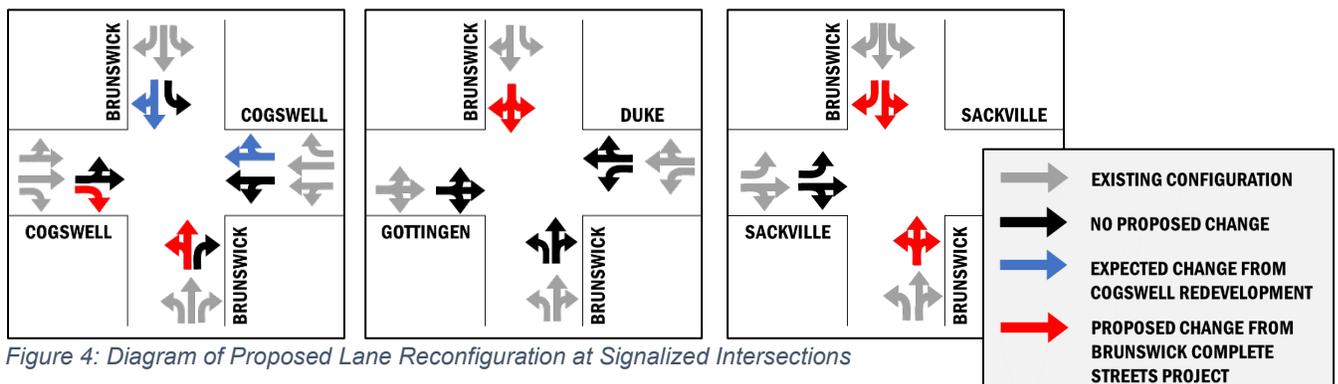


Figure 4: Diagram of Proposed Lane Reconfiguration at Signalized Intersections

Curbside Access

The proposed design option results in the removal of a total of 59 paid on-street parking spaces including 23 spaces along the west side of Brunswick Street between Cogswell Street and Sackville Street and 36 spaces on both sides of the street between Sackville Street and Doyle Street. Where east side parking is

proposed to be removed south of Sackville Street, one of the two adjacent properties includes an at-grade, front-yard, surface parking lot.

One existing accessible space on the east side in front of Grafton Park Apartments will also remain and be upgraded to align with current accessible parking standards. Other accessible parking spaces within the project area have been maintained in their current locations and will be modified to meet current requirements.

The proposed design retains curb access and parking on much of the east side of Brunswick Street where demand from area businesses is higher than on the west side.

Without curbside access on the west side, there are potential loading impacts to adjacent businesses. However, most west side properties between Cogswell and Gottingen Streets have provisions for off-street loading and Doyle Street accommodates loading at the southern end of the corridor.

Streetscaping

The recommended design provides space for the introduction of streetscaping and placemaking features. At a minimum this will include the sidewalk edge treatments (west side) and ornamental lighting (both sides) recommended by the Municipal Design Guidelines to make this prominent street more consistent with other downtown streets. The landscaped buffers will feature a combination of softscape and hardscape elements. These spaces will include furnishings (benches, bike racks, etc.), trees, decorative street lighting, and possibly even some artistic or horticultural elements. A large plaza is proposed to replace the right turn channel from Brunswick Street to Sackville Street at the base of Citadel Hill where Parks Canada and HRM are currently planning a new stair to access a popular path to the hill. Existing sidewalk cafes will be able to abandon costly decking solutions and use generously wide sidewalks for their spill-out space.

Streetscaping will be used to enhance the historic character of the area and make the pedestrian realm more cohesive with the adjacent Spring Garden and Downtown business districts using enhanced materials, furnishings, and plant material.

The plan also includes undergrounding of all remaining above-ground utilities; the southernmost block of Gottingen Street and Brunswick Street between Sackville Street and Spring Garden Road. This will further enhance the character of the area, minimize encroachments in the pedestrian realm, and potentially increase localized resilience to wind induced outages. These sections are both identified under the “short-term pole free policy zone” where a 1977 agreement with power and telecommunication utilities states they would fund 100% of the electrical costs of undergrounding (wires, equipment, labour) while the municipality would pay 100% of the civil costs for power and 80% of the civil costs for telecommunications (duct banks, chambers, excavation).

A preliminary analysis and costing of the undergrounding scope of work was completed by an electrical consultant and is discussed in more detail under 'Cost Estimate'.

Streetscaping will improve 'curb appeal' at the base of Citadel Hill and the iconic clock tower. These are not only nationally significant historic landmarks, but they are also widely employed as contemporary symbols of the city of Halifax (Figure 5).



Figure 5. Potential Streetscaping Enhancements at the foot of Citadel Hill

Maintenance

In addition to providing opportunities for placemaking, tree-planting and other streetscape features, the large, landscaped buffers between the west sidewalk and bikeway, and between that bikeway and travel lanes, should facilitate long-term, year-round street maintenance by providing dedicated space for snow storage. While additional plow passes will be needed to clear the bikeway, there will be space to store snow which is currently lacking from much of the corridor. Implementing the proposed functional plan will also eliminate the need for hand shovelling the extremely constrained sidewalk at the southwest corner of Brunswick Street and Sackville Street while improving accessibility.

The project site is part of Halifax's "Enhanced Maintenance Area" where additional upkeep is already provided to support streetscaping features. The features proposed at this point (unit paver borders, ornamental streetlighting, tree-planting, furnishing) are not expected to add much maintenance pressure in this regard, however, as the design evolves, other features may. Going forward, HRM Operations staff will be involved in review of the design as it progresses to ensure that the municipality is prepared to maintain the project once delivered.

Impact Summary

In addition to improving conditions for pedestrians and cyclists, albeit with some trade-offs as described above, the project described in this report is a transformational, city-building project which has the potential to transform the feel and function of this important corridor at the base of Citadel Hill National Historic Site.

Cost Estimate

The class 'C' construction cost estimate is \$10M and includes:

- AAA bike infrastructure and related elements such as new signals
- Streetscaping per Municipal Design Guidelines (lighting, pavers) and an allowance for additional enhancements at the base of the hill (plazas, furnishings, plantings)
- Extensive tree planting using soil cells where necessary (\$1.1M)
- Net HST and consulting fees for preliminary and detailed design
- Municipal costs of undergrounding two sections of overhead wires
 - Brunswick Street west side (Doyle to south of Sackville Street) \$200,000
 - Gottingen Street (Rainnie to Brunswick) \$900,000

This is almost three times the originally contemplated amount of \$3.65M identified in the [capital plan](#), but is conservative for the following reasons:

- It is based on 2021 prices (includes recent inflation) and applies a large 35% contingency.
- It assumes full depth asphalt replacement;
 - *this may be avoidable but depends on grading design and geotechnical investigation.*
- It assumes full west sidewalk replacement;

- *the only one in poor condition is between Doyle and Sackville Streets; and*
- *some of the rest could be preserved but depends on extent of excavation for other works.*
- It assumes all trees will be in soil cells with 15m³ of soil per tree on average;
 - *there could be fewer trees or less soil due to underground conflicts or budget limitations.*

Additionally, there will be estimated annual revenue loss of \$200,000 associated with the proposed removal of 59 on-street parking spaces.

Full construction would be funded from CR210010 - Rainnie/ Brunswick Complete Streets and funding would need to be included in the capital plan for the years following Cogswell District construction, likely 2027/28. Ultimate construction may be split over multiple years/ phases. Some advance funding will be needed to support preparation of detailed design drawings and a tender package as discussed in the *Financial Implications* section of this report.

Potential Interim/ Tactical Implementation

One way to achieve at least some of the project benefits while recognizing near term constraints is to deliver the project tactically using economical, but temporary materials (e.g., concrete barriers, posts, paint). However, to support tactical installation, permanent reconstruction of the following is required:

- The Brunswick/ Sackville Street intersection cannot accommodate the proposed bikeway without removal of the existing right turn channel, curb reconfiguration, and traffic signal modifications.
- The section fronting the Doyle building must include an asphalt bikeway in the oversized sod boulevard that was designed to accommodate this eventually; also curb cuts, relocation of Spring Garden Road crosswalk, and possible soil cells.

If the components above are rebuilt permanently, while the rest is delivered tactically, then it may be possible to proceed with an **interim solution that is partly tactical and partly permanent** and would:

- Connect to and end at the existing tactical bikeway on Gottingen Street. This will avoid reconstruction of the Gottingen/ Duke Street intersection (but include better transitions to the remaining unidirectional bicycle lanes northwards on Brunswick Street).
- Include a full rebuild of the Brunswick/ Sackville Street intersection (including traffic, bicycle, and audible pedestrian signals; turn channel removal; new landscaped plaza at base of Citadel Hill with consideration for future placement of a Sackville Street bikeway; removal of accessibility and winter maintenance barriers at southwest corner). This part of the work will need to be integrated or aligned with an ongoing joint project of HRM Infrastructure Maintenance and Operations and Parks Canada to permanently rebuild the stairs to Citadel Hill at the intersection's northwest corner.
- Include permanent construction of an asphalt bikeway between Spring Garden Road and Doyle Street (including new Spring Garden Road crossing, curb cuts, asphalt, and possibly soil cells).
- Include pre-cast concrete curbs, posts, and paint for remainder of bikeway.
- Include some tactical placemaking at the base of Citadel Hill (in consultation with Parks Canada).
- Require removal and replacement of most pavement markings, including the important message 'Black Lives Matter'.
- Maintain 39 out of the 59 street parking spaces being removed with the full functional plan (due to limited aesthetic/ environmental benefits of tactically delivering large, landscaped boulevards).
- Complete a key section of the IMP AAA bikeway network.

- Minimize traffic impacts that would have resulted from a full rebuild of Brunswick Street while the Cogswell District is under construction.
- Cost \$1,550,000 as described in the *Financial Implications* section

Next Steps

With Regional Council endorsement of the staff recommendations, the following are proposed next steps and potential target dates to implement the Brunswick Street upgrades:

- Interim project design (2023) and delivery (2024)
- Preliminary Design (2025/ 26)
- Detailed Design (2026/ 27)
- Tendering and Construction (earliest possible 2027/ 28)

Suggested dates are estimates only and are contingent on further design development, along with economic conditions. Carrying out major construction on Brunswick Street will be coordinated with the ongoing Cogswell District reconstruction to minimize impacts of construction and transportation impacts on the downtown area. Temporary sidewalk, bikeway, and lane closures can be expected during construction to execute the project.

Each stage of design will be informed by the preceding one, starting with the functional plans developed at this stage (Attachment B). As design progresses, additional constraints and opportunities will be revealed, including underground constraints which are challenging to identify during functional design. These may require changes to the configuration of the corridor as described, but the goal will be to adhere to the functional design objectives to the extent possible.

FINANCIAL IMPLICATIONS

This section is broken in two parts related to delivering the interim project in the short term, while continuing to work towards full project delivery in the future.

Financial Implications of Interim Project Delivery

The proposed interim approach described in detail in the *Discussion* section above, is estimated to cost \$1,550,000 (class 'D') and includes:

- Permanent construction of two sections (\$1,400,000 incl. 45% contingency and net HST)
- Tactical construction of the remainder of the bikeway (\$150,000 incl. 10% contingency & net HST).

Proceeding with the interim approach to swiftly deliver the AAA Bikeway Network has been included in the proposed budget in 2024/25 in Capital Account CR200007 – Regional Centre AAA Bikeways.

If construction can be completed in 2024, this project may fall under HRM's Regional Centre AAA Bikeway Network infrastructure funding agreement and HRM would pay 17% of the total construction cost, estimated at \$265,000.

The interim approach will result in removal of 20 parking spaces on the west side between Sackville Street and Doyle Street with an estimated annual revenue loss of \$68,000.

The interim project proposes 0.6km of bikeways, for which the estimated annual maintenance costs would be \$6,000 (including snow removal, surface maintenance and repairs).

The four-year estimated financial implications for the interim solution are summarized as follows:

Fiscal Year	2022/23	2023/24	2024/25	2025/26
Operating – Lost Parking Revenues	\$0	\$0	\$68,000	\$68,000
Operating - Maintenance	\$0	\$0	\$6,000	\$6,180
Capital – CR20007 Regional Centre AAA Bikeways	\$0	\$0	\$1,550,000	\$0

Financial Implications of Full Project Delivery

The capital plan will include an estimated \$400,000 in 2025/ 26 to support the preparation of a detailed design and tender package. The budget is included in capital account CT220001 Major Strategic Multi Modal Corridors - Studies and Design. Beyond the four-year capital plan staff have identified \$2.4M and \$1M in years 2027/28 and 2028/29 respectively in capital account CR210010 – Rainnie/Brunswick Complete Streets as a placeholder for the completion of the streetscaping project. The budget is insufficient to complete the project but until the detailed design is complete and the year of construction gets closer it is difficult to provide a reliable estimate for total work.

RISK CONSIDERATION

Project risks include:

Continued budget escalation. There are unknowns at this point and further cost and schedule certainty will be established as design progresses.

There is a risk of conflicts with utilities that may prevent the project from being implemented as proposed. Efforts have been made to mitigate these risks, but until detail design, or even construction, the extent of any conflicts or complications can be challenging to predict with certainty, especially on historic streets.

Staff are currently in place to continue work on the project. A delay in decision making could add to uncertainty related to schedule and cost.

There is delay risk related to getting necessary equipment. There are currently significant lead times required for aluminum poles / arms.

The high estimated cost of delivering the full project in five years risks non-completion due to potential competition with other Council priorities.

Construction adjacent Citadel Hill will require archaeological monitoring. The risk of major finds delaying construction may be ‘low’ as the work will be entirely within the right-of-way which has previously experienced significant disturbance.

The proposed interim approach aims to mitigate the above risks by delivering a portion of the project benefits, at a lower cost, in the near term.

The work includes complex traffic signal set-ups. If signal design cannot accommodate high right turn volumes southbound at Sackville Street, then traffic impacts may be greater than those modelled.

COMMUNITY ENGAGEMENT

Engagement was completed with the public and various stakeholders in 2021 and 2022 providing information about the project and getting feedback on options under consideration. Due to the Covid-19 pandemic, engagement was mostly carried out online. Details are contained in the Functional Plan report (Attachment A) but overall, it included:

- Public Engagement ([YouTube](#) video with associated online survey using [Shape Your City](#)).
- Meetings with stakeholders including Downtown Halifax Business Commission (DHBC), Spring Garden Area Business Association (SGABA), Walk and Roll, Parks Canada
- Presentation to HRM Active Transportation Advisory Committee (ATAC)
- Survey emailed to area businesses (directly and through an e-newsletter from their associations)

Feedback from the public confirmed that pedestrian and green space were highly valued. Business Association representatives recognized the trade-offs between loss of on-street parking and measures to improve access for other modes of travel as well as the potential benefits of streetscaping. They also expressed concern with the current sightline issues due to the offset intersection of Brunswick Street at Doyle Street. While limited direct business feedback was received, some concerns were raised about the loss of street parking in front of the Cambridge Suites hotel.

Walk 'n' Roll brought forward concerns related to accessibility such as the importance of separation between the bicycle and pedestrian facilities, consistency and contrast when delineating walking surfaces and maintaining continuous pedestrian paths of travel. ATAC wanted to see improvements to bicycle movements at the Duke/ Gottingen Street intersection and raised concerns about crossing treatments in general (i.e., phasing, signal timing). These particulars will be determined during detailed design. Parks Canada staff were supportive of streetscaping and welcomed opportunities to collaborate on improving the interface between Citadel Hill and the rest of the city.

ENVIRONMENTAL IMPLICATIONS

The project supports investment in sustainable modes of transportation and is consistent with the Integrated Mobility Plan's objectives to reduce dependency on private vehicles and increase the number of trips made by active transportation and transit. This project aligns with the *HalifACT 2050* plan to decarbonize transportation. Expanding and improving active transportation networks improves the likelihood that residents will choose lower carbon transportation methods, reducing congestion, and improving air quality.

ALTERNATIVES

The Transportation Standing Committee could choose to recommend that Regional Council not approve the recommendations outlined in this report and instead choose from the alternatives presented below:

1. Direct the CAO to proceed with the preliminary and detailed design but omit specific streetscaping elements to reduce costs. For example, Council could choose to omit undergrounding of overhead wires and/ or limit streetscaping to the minimum reinstatement requirements of the Municipal Design Guidelines without undertaking any enhanced placemaking (i.e., art, horticulture, signage, etc.). This alternative is not recommended because of the significance of the corridor to the region due to its adjacency with Citadel Hill.
2. Direct the CAO to proceed with one of the alternative cross-sections / conceptual design options, or some variation thereof. This will require a supplementary staff report. These options are not recommended for the reasons outlined in the *Discussion* section of this report.
3. Direct the CAO to abandon the project and make no changes to Brunswick Street or Gottingen Street. This alternative is not recommended as it is inconsistent with IMP policy direction.

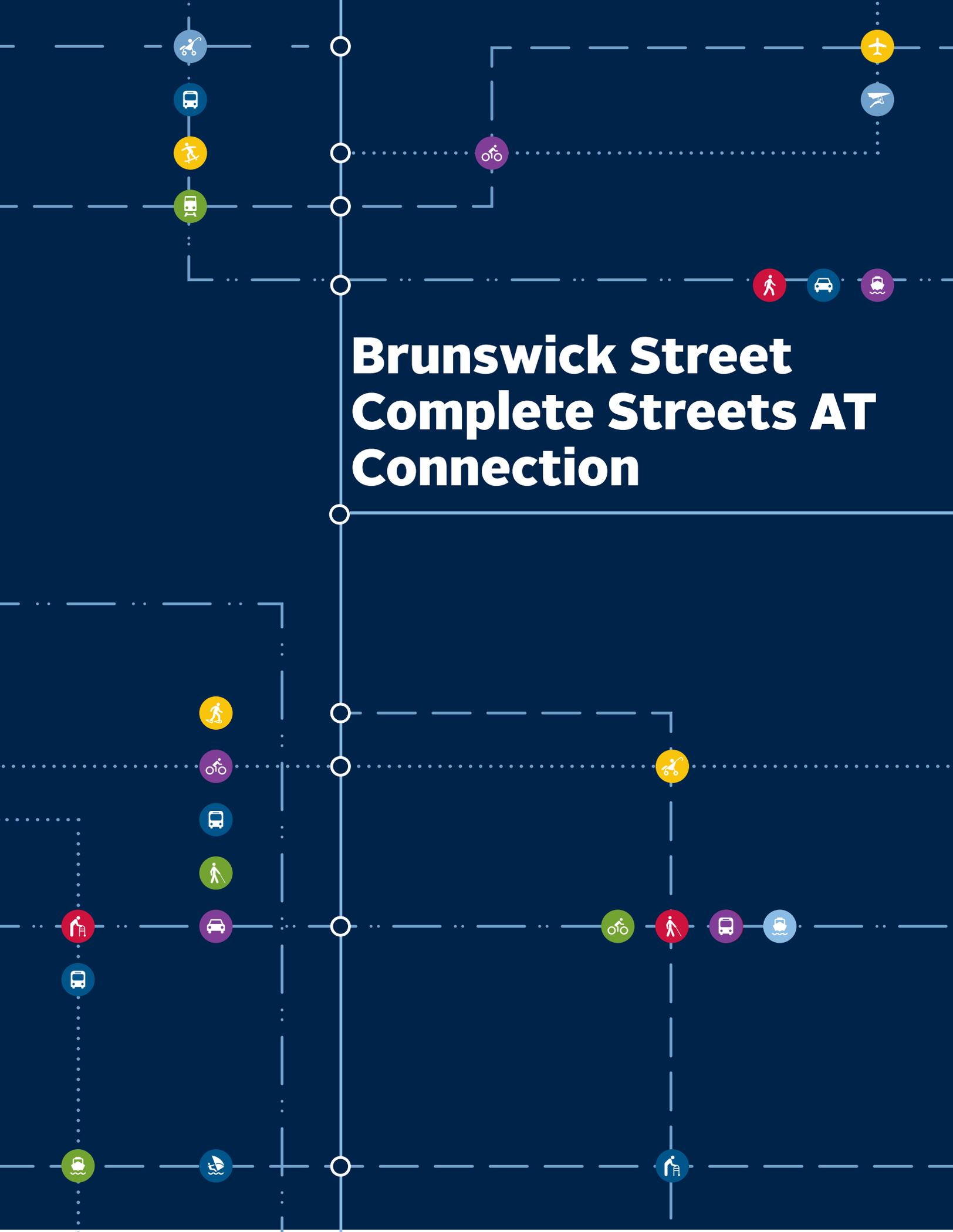
ATTACHMENTS

Attachment A – Functional Plan Report
Attachment B – Functional Plan Appendices
Attachment C – Functional Plan Drawings

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: Katherine Peck, Landscape Architect, Planning & Development 902-478-9355

Brunswick Street Complete Streets AT Connection





CONNECTED



HEALTHY



AFFORDABLE



SUSTAINABLE

Prepared By:

HALIFAX

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October 2022

TABLE OF CONTENTS

Contents			
Background Analysis	4	5.6 Proposed Multi-Modal Level of Service	48
1.0 Introduction	4	6.0 Public Engagement	56
1.1 Background	4	6.1 Engagement Process	56
1.2 Project Objectives and Goals	4	6.2 What We Heard - Public	56
1.3 Project Area	5	6.3 What We Heard - Stakeholder	61
1.4 Policy Context	5		
1.5 Historical Context	7	7.0 Summary of Findings and Recommendations	62
1.6 Key Project Considerations	7		
Existing Conditions	8	APPENDIX A - WSP Concepts (2016)	
2.0 Transportation	8	APPENDIX B - Existing Traffic Volumes	
2.1 Study Area Characteristics and Travel Patterns	8	APPENDIX C - Traffic Volume Projections	
2.2 Street Configuration	8	APPENDIX D - Synchro Reports - Existing Conditions	
2.3 Motor Vehicle Traffic	9	APPENDIX E - Parking Data	
2.4 Active Transportation	12	APPENDIX F - MMLOS Analysis Existing Conditions	
2.5 Transit Service	14	APPENDIX G - Concept Diagrams	
2.6 Goods Movement	14	APPENDIX H - Level of Service Summary Tables	
2.7 On Street Parking and Loading	15	APPENDIX I - Sample Phasing Diagrams	
2.7 Utilities	16	APPENDIX J - Synchro Reports - Proposed Conditions	
2.8 Multi-modal Level of Service (MMLOS) Analysis	17	APPENDIX K - MMLOS Analysis - Proposed Conditions	
2.9 Summary of MMLOS Analysis	18	APPENDIX L - Engagement Survey Results	
3.0 Existing Conditions: Streetscaping	23	APPENDIX M - Functional Plan Drawings	
3.1 Streetscaping	23		
4.0 Existing Conditions: Land Use	25		
4.1 Key Land Use Considerations	25		
4.2 Regional Plan	25		
4.3 Centre Plan	26		
4.4 Future Development	27		
Proposed Conditions	28		
5.0 Functional Plan	28		
5.1 Design Objectives	28		
5.2 Improvement Opportunities	29		
5.3 Design Assumptions	31		
5.4 Conceptual Design Options	33		
5.5 Transportation	36		

Background Analysis

1.0 Introduction

1.1 Background

Brunswick Street and Rainnie Drive are at the intersection of the old downtown and new downtown districts and the gateway to the north end. Bordering the north and east walls of the Halifax Citadel, this corridor provides an important link for residents and tourists alike connecting residential areas to a major employment centre, retail and entertainment as well as providing access to Dalhousie University, the hospitals, and downtown transit hubs. Citadel Hill is a cultural centre for Halifax and has been home to concerts, festivals, and as the founding feature of the city, it is an important tourist attraction drawing more than half a million visitors annually.

In the past decade, Brunswick Street has seen significant development activity as residential density in the downtown core increases. The Doyle and Grafton Park developments have frontages along Brunswick Street and The Pearl faces Gottingen Street between Rainnie Drive and Brunswick Street. In addition, hotel properties at the north end of Brunswick Street have been renovated and re-branded in recent years bringing additional tourist traffic to the area. Potential future development in the area include a new hotel at the corner of Brunswick Street and Gottingen Street (this application was withdrawn due to the Covid-19 pandemic but the zoning preserved to allow it to be resubmitted), a hotel and residential building currently under construction at the north west corner of Cogswell Street and Brunswick Street, the proposed relocation of the Mi'kmaw Native Friendship Centre to the corner of Rainnie Drive and Gottingen Street, as well as the potential relocation or renovation of both the Halifax Regional Police Headquarters and Centennial Pool.

In 2016, HRM engaged WSP to prepare draft concepts for an All Ages and Abilities (AAA) bicycle network connection from the Halifax Common along Rainnie Drive and Gottingen Street to Brunswick Street, and along Brunswick Street to Spring Garden Road. Two options were completed and internal evaluation by staff determined a bi-directional bikeway along the west side of Brunswick Street to be the preferred choice. This plan forms the framework for work done as part of this project and can be found in Appendix A.

The [Integrated Mobility Plan \(IMP\)](#) and [Centre Plan](#) both highlight this area for enhanced streetscaping and the addition of an AAA bicycle facility. This route is also identified in the Active Transportation Priorities Plan as candidate or desired routes. Rainnie Drive and Brunswick Street create an important link between existing segments of the active transportation network. The current Brunswick Street bike lane ends at Sackville Street leaving cyclists to find their own connections to the existing Dalhousie active transportation facilities. Pedestrian facilities also deteriorate south of Sackville Street making it challenging for those on foot to access the Spring Garden Road business area. This is discussed in more detail in section 2 of this report.

1.2 Project Objectives and Goals

This report outlines the conceptual design and public engagement process that informed the functional plan design following a complete streets approach as outlined in the [Municipal Design Guidelines \(2021\)](#) The

complete streets approach applies strategies to create environments that provide comfortable, convenient, and safe access to all users regardless of age, ability, or chosen mode of transportation. Several design elements are considered part of a complete street, the following features will form an important part of the design:

- Pedestrian infrastructure (sidewalks, crosswalks, curb cuts, and tactile warning indicators)
- Traffic calming measures (narrowed lanes, medians, shorter curb radii, and elimination of right-turn slip lanes)
- Bicycle infrastructure (protected or dedicated bicycle lanes, bicycle parking, and multi- use path)
- Public transit accommodations

This project assesses the impacts of lane reconfiguration and allocation of space to create an improved active transportation link in the downtown area providing improved pedestrian amenities and a permanent protected bicycle lane while maintaining necessary vehicular functions along the corridor.

1.3 Project Area

The project area encompasses Brunswick Street from Cogswell Street to Spring Garden Road, Gottingen Street between Rainnie Drive and Brunswick Street (see figure 1). The project area has been broken into smaller segments based on their different functional needs:

1. Gottingen Street (blue)
2. Brunswick Street between Cogswell Street and Sackville Drive (green)
3. Brunswick Street between Sackville Drive and Spring Garden Road (yellow)

1.4 Policy Context

Integrated Mobility Plan

The IMP, passed unanimously by Regional Council in December 2017, identifies Rainnie Drive and Brunswick Street as an important multi-modal corridor, particularly important in terms of active transportation. Specifically, the IMP identifies Rainnie Drive and Brunswick Street as a key connector for the AAA bicycle network.

The IMP recommends adopting a complete streets approach for design and maintenance ([Policy 2.3.5a](#)), prioritization of walking and cycling when allocating road right of way space ([Policy 2.3.5b](#)) and the utilization of elements to create a sense of place ([Policy 2.3.5c](#)). A complete streets approach considers how the street functions as a destination while incorporating opportunities for multi-modal transportation and accessibility for all user groups. The goal of a 'Complete Streets' approach is to improve the comfort and safety of all users with a focus on active transportation (walking, rolling, and cycling) instead of motor vehicles. The IMP also calls for the implementation of pedestrian infrastructure that is accessible to all ages and abilities ([Policy 3.1.5a](#)) and the creation of an AAA bicycle network that is functional year round ([Policy 3.1.5b](#)).

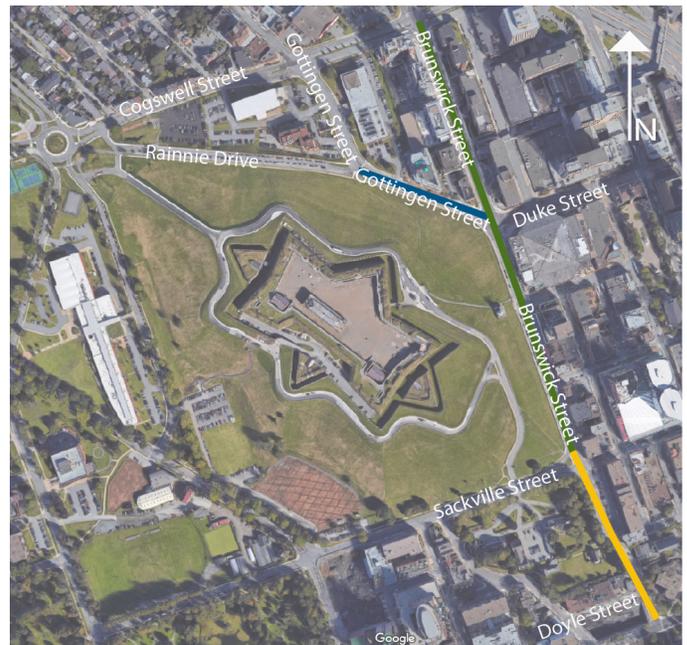


Figure 1 - Location Map

To achieve the mode share targets adopted in the 2014 Regional Plan by the 2031 target, opportunities for non-auto transportation need to be increased. Implementation of projects outlined in the IMP are key components to reaching these goals and the similar goals set forth in HalifACT 2050 - most notably, the decarbonization of our transportation network.

The IMP requires the public to be engaged for all projects located in high profile areas, if changes are going to be made to the layout of a road, or service levels may be impacted. Consultation should ensure that the parameters of the project are understood and the rationale and benefits are clearly explained to the public. Typically, public engagement for a project of this nature would be done in the form of large public meetings and an online survey. Due to the uncertainties regarding Covid-19 during the project engagement was completed in a completely virtual format.

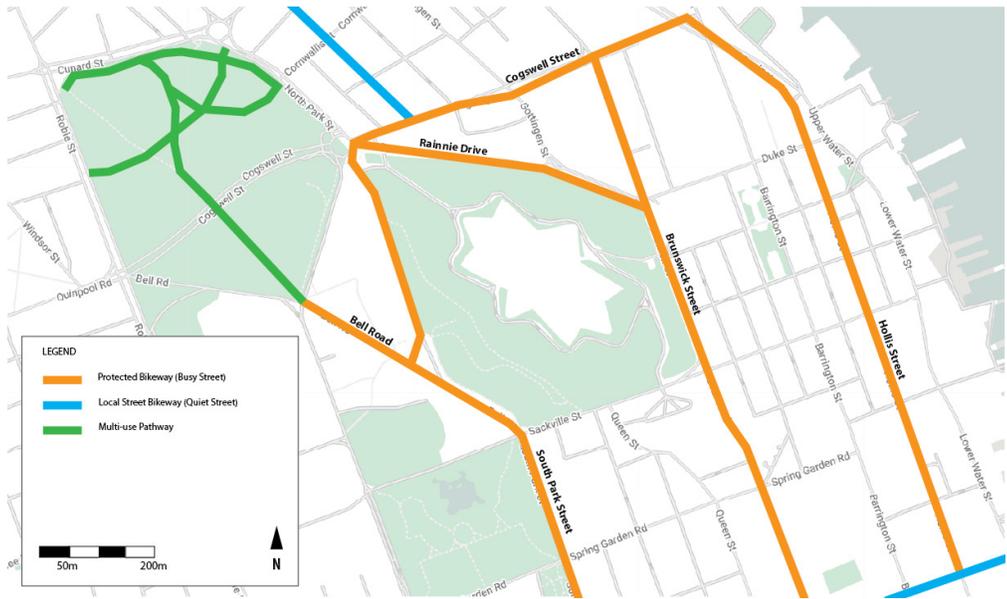


Figure 2 - Project context IMP Proposed AAA Network

More information about public engagement can be found in section 6 of this report.

Active Transportation Priorities Plan

Making Connections: Halifax Active Transportation Priorities Plan (AT Plan) issued in 2014 identifies the need for it to be easy and convenient to choose to leave the car at home'. Ensuring the entire trip can be made comfortably by all ages and abilities is a major factor in uptake of these initiatives. Currently a gap in the AT network exists between the Commons and Spring Garden Road as well as the Commons and Downtown. That link is Rainnie Drive and Brunswick Street. Through the implementation of this project, major portions of the peninsula will be connected allowing residents and visitors to walk, roll, and cycle to their destinations.

HalifACT 2050

HalifACT 2050 was adopted by Regional Council in the summer of 2020. The climate action plan puts forth aggressive targets for HRM to reduce carbon and greenhouse gas emissions over the next three decades. To achieve these targets the Municipality will have to focus on active transportation models as well as public transit. An increase in non-auto mode share will be critical to meeting the carbon emission goals set forth in the plan. As we see an increase of extreme weather events it becomes more critical that infrastructure be designed considering climate adaptation and the incorporation of sustainable practices.

Municipal Design Guidelines (2021)

In November 2021 regional council unanimously adopted a revised set of Municipal Design Guidelines for right of way construction within the urban centre. These revised design guidelines focus on following a complete streets approach reducing lane widths and improving active transportation facilities. The revised guidelines move the focus from the single user automobile to active forms of transportation and multi-occupancy vehicles. [Section 1.3.1](#) sets forth the guiding principles for complete streets.

- Streets support their intended functions and complement adjacent land uses
- Streets consider all ages and abilities
- Streets are multi-functional and multi-modal
- Connected networks are critical
- Streets require collaboration
- Streets contribute to the sustainability of the region

The creation of an accessible environment ensures access to barrier-free and safer journeys for everyone.

1.5 Historical Context

The Halifax Citadel, formally known as Fort George, was first constructed in 1749 and formed the central feature of what would eventually become the City of Halifax and now the Halifax Regional Municipality. Brunswick Street provided the eastern boundary of the original town making it one of the oldest streets in the municipality.

The southern end of the project boundary is adjacent to the former Halifax Public Library site which is located within the site of the Poor House Burying Grounds. Given the sensitive nature of this site, additional care will be required when carrying out work in this area.



Figure 3 - Historic Photo of Citadel Hill

1.6 Key Project Considerations

This project reallocates space within the right-of-way from cars to pedestrians and cyclists. This shift of priorities requires careful analysis of the trade-offs and the benefits and drawbacks to each of those trade offs. The reduction in curb-to-curb width may result in narrower drive lanes, lane reductions resulting in the loss of dedicated turning lanes, as well as the removal of parking and curbside access.

Brunswick Street is an important north - south connection in downtown Halifax and also serves as a truck route and carries tour buses, these requirements will need to be considered and balanced with the creation of a street that prioritizes walking, rolling, and cycling.

Existing Conditions

2.0 Transportation

This section provides an overview of existing conditions for mobility in the Study Area. This includes a summary of existing infrastructure, service levels, and demand for each mode. An operational review evaluates existing performance by mode, including an intersection performance analysis and a multimodal level of service analysis (MMLoS).

2.1 Study Area Characteristics and Travel Patterns

Brunswick Street is the western gateway to downtown Halifax, an area that is home to over 9,000 residents and is expected to increase to over 13,000 in the next 10-15 years. The downtown core is also a major employment area with over 33,000 jobs.

Downtown Halifax has the highest non-auto mode share in HRM. Based on 2016 Census data, over 75% of residents choose to walk, roll, bike, or use transit to commute to work. Most residents in Downtown Halifax live within walking distance to their place of employment, either in downtown or the nearby Institutional District.

Downtown Halifax is a large employment centre and is the largest commuter destination in HRM. The majority of commuters come from within the Halifax Peninsula, Fairview and Bedford. A slim majority (52%) of residents from other areas commute to downtown Halifax by private auto, with transit (29%) and active transportation (18%) representing nearly half of all commuters.

2.2 Street Configuration

Brunswick Street is a collector roadway that runs north-south between North Street and Spring Garden Road. The Brunswick Street Complete Streets Functional Plan Study Area includes Brunswick Street between Cogswell Street and Spring Garden Road (i.e., Brunswick Street between Cogswell Street to North Street is not included in the project Study Area) as well as the section of Gottingen Street between Rainnie Drive and Duke Street (175m).

The Study Area consists of eight intersections, including four signalized (Cogswell Street, Gottingen Street/Duke Street, Prince Street and Sackville Street) and four unsignalized intersections (Gottingen Street/Rainnie Drive, Carmichael Street, Doyle Street and Spring Garden Road).

In general, Brunswick Street consists of one general purpose traffic lane in each direction with turning lanes provided at the Cogswell Street, Gottingen Street/Duke Street and Sackville Street intersections, as illustrated in Figure 2. Gottingen Street also consists of a single lane in each direction. The posted speed limit for is 50km/h on Brunswick Street and Gottingen Street.

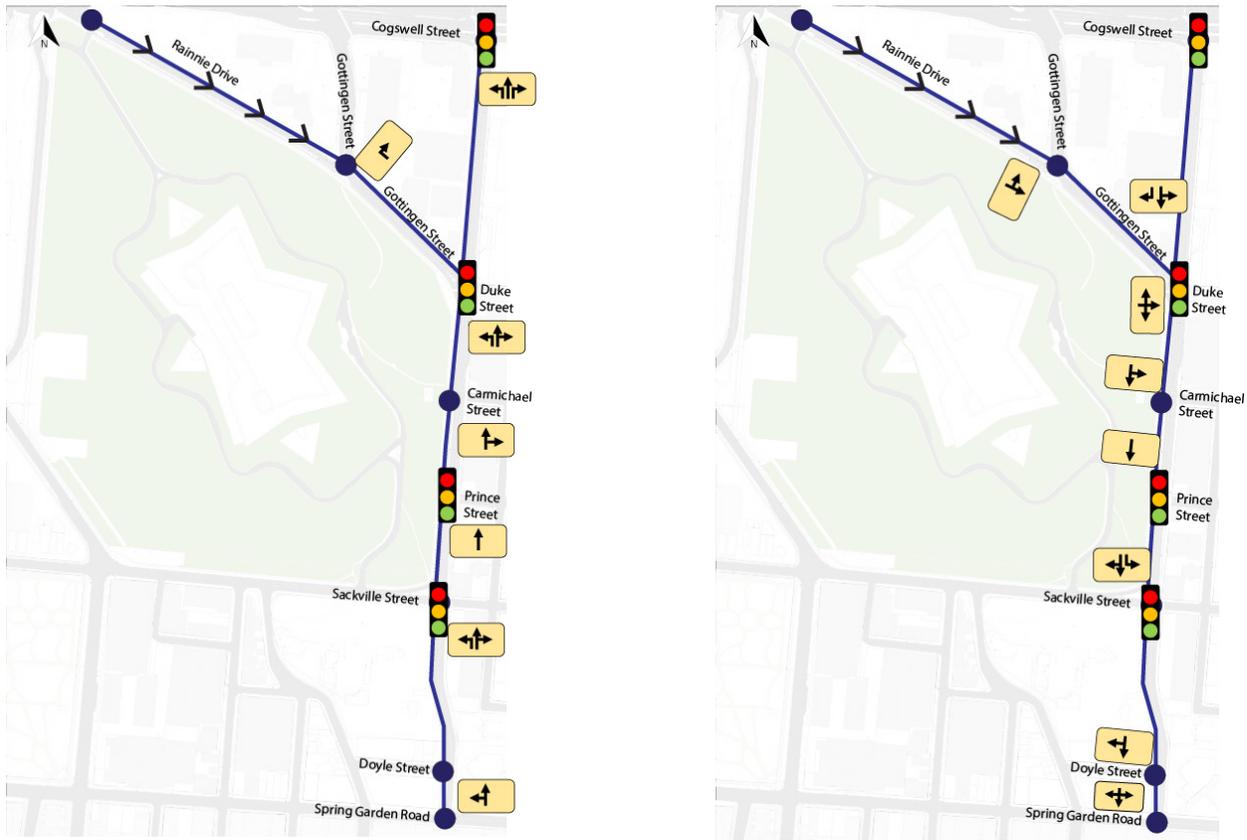


Figure 4 -Existing Intersection Treatments

2.3 Motor Vehicle Traffic

Traffic Data

Peak period intersection turning movement counts were obtained from HRM Traffic Management. A summary of available data is provided in Table 1 and the complete data is provided in Appendix B.

Traffic Volume Projections

Available traffic data were used to develop traffic volume projections for each intersection on the corridor. Intersection turning movement data, collected between 2012 and 2021, were projected to a 2022 base year using an annual background growth rate of 1%, seasonal adjustment factor (varies) and 5% design factor to be conservative. Projected 2022 AM and PM peak hour traffic volumes are provided in Figures B-1-B-4 (Appendix C).

Location	Date	Appendix Table
Brunswick @ Cogswell	Th, September 5, 2019	Table B-6
Brunswick @ Gottingen / Duke	Tu, June 4, 2019	Table B-5
Brunswick @ Carmichael	W, December 12, 2012	Table B-4
Brunswick @ Prince	Tu, October 21, 2014	Table B-3
Brunswick @ Sackville	Th, October 14, 2021	Table B-2
Brunswick @ Doyle	NDA	
Brunswick @ Spring Garden	Mo, May 25, 2015	Table B-1
Rainnie @ Gottingen	Th, August 19, 2021	Table B-7

Table 1 - Summary of available traffic data



Figure 6 - 2022 AM and PM Peak Traffic Volumes

Projected 2022 AM and PM peak traffic volumes on the corridor generally increase from north to south during the AM peak period, and south to north during the PM peak period. The busiest sections of the corridor include the segments on Brunswick Street between Sackville Street and Duke Street (1,380 two-way vph during the AM peak and 1,585 two-way vph during the PM peak). Peak hourly volumes for the 2022 AM and PM peak periods are illustrated in Figure 6.

Traffic Operational Review

Intersection performance analysis was completed to evaluate traffic operations based on the existing intersection configurations and projected 2022 traffic volumes. The analysis was completed for the AM and PM peak periods using Synchro 10.

The level of service (LOS) criteria for unsignalized and signalized intersections is provided in terms of average delay per vehicle in seconds, as shown in Table 2.

LOS	Unsignalized Intersections	Signalized Intersections
	(seconds of delay per vehicle)	(seconds of delay per vehicle)
A	≤10	≤10
B	>10-15	>10-20
C	>15-25	>20-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80

Table 2 - Level of Service Criteria

The results of the intersection performance analysis indicate generally good operational conditions for motor vehicles, with most movements expected to operate within HRM acceptable limits¹. Resulting intersection levels of service and operational summaries are provided in Table 3². LOS summary tables and Synchro reports are provided in Appendix D.

Intersection	AM Peak		PM Peak	
Brunswick at Cogswell	B	<ul style="list-style-type: none"> Operating within HRM critical limits. 	B	<ul style="list-style-type: none"> Operating within HRM critical limits.
Brunswick at Gottingen/Duke	E	<ul style="list-style-type: none"> Operating at LOS E during the AM peak, which is largely attributed to the eastbound (Gottingen St) movement, given the heavy right-turning volume and the 'No RTOR' restriction. EB approach is currently operating above capacity and at LOS F. 95th%ile queues extend beyond Rainnie Drive." 	C	<ul style="list-style-type: none"> Operating within HRM guidelines during the PM peak, with the exception of the NB 95th%ile queue, which is expected to spill back beyond the Carmichael intersection.
Brunswick at Carmichael	A	<ul style="list-style-type: none"> The southbound approach is operating at capacity. 	F	<ul style="list-style-type: none"> Operating at LOS F as a result of extensive delays on Carmichael (stop-controlled). The Carmichael Street approach is operating over capacity and 95th%ile queues extend beyond Argyle Street. Performance indicators on Carmichael Street are likely exaggerated in the model, as right-turning traffic is likely sneaking around left-turning traffic. The southbound approach is operating over capacity."
Brunswick at Prince	C	<ul style="list-style-type: none"> The southbound approach is approaching capacity and 95th%ile queues extend beyond Carmichael Street. 	B	<ul style="list-style-type: none"> Operating within HRM critical limits.
Brunswick at Sackville	C	<ul style="list-style-type: none"> The SB through/right-turn lane is approaching capacity during the AM peak and 95th%ile queues extend beyond Prince Street. 	B	<ul style="list-style-type: none"> Operating within HRM critical limits.
Brunswick at Spring Garden	A	<ul style="list-style-type: none"> Operating within HRM critical limits. 	A	<ul style="list-style-type: none"> Operating within HRM critical limits.
Gottingen at Rainnie	A	<ul style="list-style-type: none"> Operating within HRM critical limits. 	A	<ul style="list-style-type: none"> Operating within HRM critical limits.

Table 3 - Summary of Existing Conditions Analysis

¹Critical limits for intersection evaluation include (A) the intersection v/c exceeds 0.85, (B) the v/c of a through movement or a shared through/turning movement exceeds 0.85, (C) the v/c of an exclusive turning movement exceeds 1.0, and (D) an exclusive turning movement generates queues which exceed the available turning lane storage space.

²The Brunswick Street/Doyle Street intersection was omitted from the Synchro analysis due to a lack of data availability.

2.4 Active Transportation

Active transportation (AT) is an important consideration on Brunswick Street, given its prominent location in a densely populated area of the downtown, walking, rolling, and cycling are in high demand. Brunswick Street forms a critical link within the existing HRM AT network since there is currently a lack of cohesive connections between key locations (e.g., the Commons, Dalhousie Sexton Campus, Argyle Street Pedestrian Mall, South Park Street Bike lanes, etc.).

Brunswick Street is an important hub for pedestrian activity, particularly surrounding major events held at the Scotiabank Centre. The Scotiabank Centre, located on Brunswick Street between Duke Street and Carmichael Street, is the largest multipurpose facility in Atlantic Canada and houses the Halifax Mooseheads, the Royal Nova Scotia International Tattoo, and the Halifax Thunderbirds. With seating capacity of over 10,500 and more than 100 events every year, pedestrian activity spikes regularly. Particularly after major events, large groups of pedestrians exit the Scotiabank Centre and spill onto Brunswick Street. Given the large group of attendees, it is normal to observe pedestrians spilling into the painted bike lanes and on the street, as shown in Figure 7.



Figure 7 - Image of pedestrian activity after Mooseheads Game (October 2021)

Walking and Rolling

Conditions for walking and rolling vary within the study area. There are segments that do not meet accessibility thresholds and provide obstacles for able bodied and mobility challenged persons alike.

Between Cogswell Street and Sackville Street the existing sidewalk meets or exceeds the minimum required widths at 2m-3.7m on both the east and west sides of Brunswick Street and has consistent surface treatments. South of Sackville Street, extending to Doyle Street much of the sidewalk is in disrepair (60.6% needs to be replaced based on the most recent pavement condition assessment) and is quite narrow, less than 1.2m with pinch points of 1m or less in areas.



Figure 8 - Sidewalk conditions

Gottingen Street has a significant slope ranging from 10.9% near Brunswick Street to 5.4% at the intersection of Rainnie Drive and Gottingen Street before leveling to just under 2% sloping towards North Park Street. The most significant slope occurs at the north-west corner of Gottingen Street and Brunswick Street. In this location the slope is 10.9%, exceeding accessibility guidelines of 8%. More detail is provided on the streetscaping conditions within the project area in Section 3.0.

Given the numerous destinations within the project area, pedestrian congestion is common. Crowding at crossing locations and entrances to attractions or event spaces creates additional accessibility challenges within the sidewalk.

Cycling

The AT Priorities Plan and the IMP identify Brunswick Street as candidate AAA bicycle route. The Brunswick Street bicycle lanes were the first piece of on-road cycling infrastructure installed by the municipality in 2001. In 2020, a tactical bi-directional bikeway was installed on Gottingen Street, between Rainnie Drive and Brunswick Street, as an interim treatment to connect the painted bike lanes on Brunswick Street to the AAA facility on Rainnie Drive. Many lessons have been learned regarding cycling infrastructure and these facilities do not meet the current expectations for AAA bicycle facilities.

This project will improve bicycle infrastructure to the current best practices and provide a AAA cycling connection from Spring Garden Road to Cogswell Street and from Brunswick Street to the Halifax Common. Proposed AAA cycling connections are provided in Figure 9.

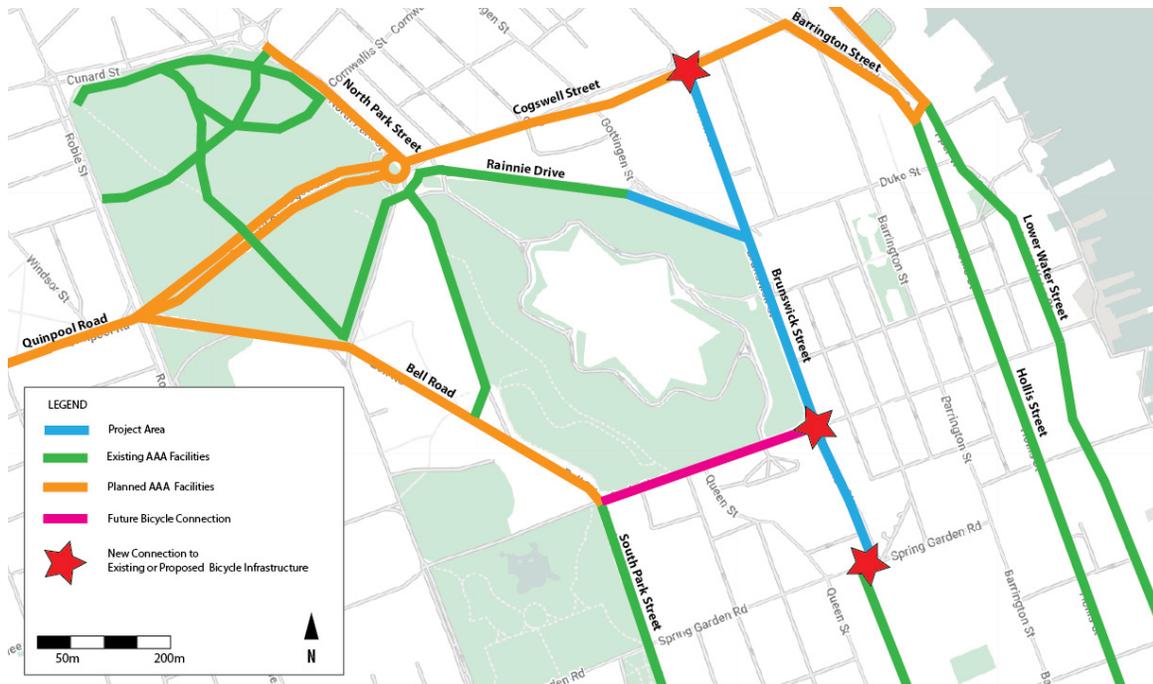


Figure 9 - Map of proposed AAA network

In summary, existing cycling facilities in the Study Area consist of:

- On-street unidirectional painted bicycle lanes on both sides of Brunswick Street between Cogswell Street and Sackville Street. Since the bicycle lane is adjacent to parking, vehicles are required to cross the bicycle lane to park, therefore, cyclists are at risk of dooring from driver side doors.
- The northbound painted bike lane ends approximately 75m prior to the Cogswell Street intersection,

wherein cyclists are required to merge with vehicular traffic.

- There are currently no intersection treatments for cyclists on Brunswick Street (e.g., queue boxes, conflict markings, bike signal phases, etc.)
- On-street tactical bidirectional bicycle lane on Gottingen Street between Rainnie Drive and Brunswick Street. The bicycle lane is buffered from traffic with flexible bollards and pre-cast curbs.
- There is currently no cycling facility present on Brunswick Street between Sackville Street and Spring Garden Road (approximately 240m). Cyclists in this area are required to ride amongst vehicular traffic and parked vehicles.

2.5 Transit Service

Existing Transit Routes

Halifax Transit currently operates three routes along Brunswick Street (Routes 2, 5 and 84 run northbound on Brunswick Street from Duke Street to Cogswell Street) and three express routes along Gottingen Street (Routes 320, 330 and 370). As part of the Moving Forward Together Plan (MFTP), additional service is planned on Brunswick Street between Duke Street and Cogswell Street, and on Gottingen Street.

There are no bus stops within the project area today. This is not expected to change with future transit improvements as the Scotia Square transit terminal is located less than a 500m walking distance (~225m) on Barrington Street. Existing transit routes and stops are provided in Figure 10.

Brunswick Street is occasionally used as a detour route and sees tour busses during events at Scotia Bank Centre. Any changes to lane widths and turning radii will need to ensure access for these vehicles.

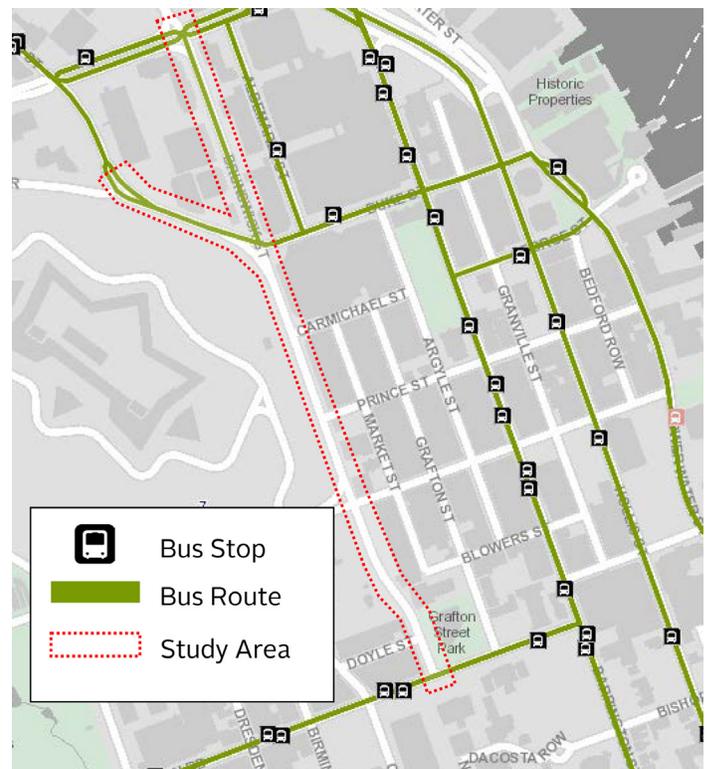


Figure 10 - Existing Transit routes and stops

2.6 Goods Movement

Brunswick Street, between Prince Street and Cogswell Street, is designated as a daytime truck route - daytime 7:00am - 9:00pm and a full time truck route between Sackville Street and Prince Street ([Halifax Regional Municipality By-Law No. T-400](#)). It also serves as the primary route for trucks exiting the Scotiabank Centre and Argyle Street area. The most notable loading requirements are those of the Scotiabank Centre, where large trucks access loading bays on the north and south faces of the building on Carmichael and Duke Streets, respectively as well as the need for large tour buses for sporting events, concerts, and the Royal Nova Scotia International Tattoo. Access for these loading activities will need to be maintained.

2.7 On Street Parking and Loading

On Street Parking

Brunswick Street

Curb access varies along Brunswick Street, generally including on-street parking (paid via pay station), bus/loading, car share parking, and accessible parking spaces.

Figure 11 summarizes curbside access along Brunswick Street and Rainnie Drive and the table includes number, location, and type of space.



Figure 11 - Existing Parking & loading availability

Segment	East	West	Type
Cogswell to Duke	17	8	Hourly
	-	3	Accessible
	-	-	Loading
	-	-	Car Share
Duke to Carmichael	-	4	Hourly
	2	-	Accessible
	2	-	Loading
	-	1	Car Share
Carmichael to Prince	-	9	Hourly
	3	-	Accessible
	5	-	Loading
	-	-	Car Share
Prince to Sackville	-	2	Hourly
	-	1	Accessible
	-	-	Loading
	-	-	Car Share
Sackville to Doyle	20	16	Hourly
	1	-	Accessible
	-	-	Loading
	-	-	Car Share

Table 4 - Summary of Existing curb access

Adjacent Streets

There is additional on-street parking available along Rainnie Drive, Ahern Avenue and Trollope Street to the west of the study area and Albermale Street to the east as well as along Rainnie Drive and Gottingen Street.

On-Street Parking Utilization

Data collected by HRM Parking Services on November 23, 2020 at approximately 2:30pm shows less than 20% utilization of parking along Brunswick Street between Duke Street and Doyle Street. This data was collected during the second wave of the Covid19 pandemic and is reflective of the stay home orders that were in place at the time.

In August 2021 data from the pay stations in the study area was analyzed to determine approximate utilization rates across the month. Based on information from parking services approximately 50% of all sessions are paid for via the Hot Spot app so all figures provided from the pay stations have been doubled and have applied the average length to each session to determine utilization rate. This may result in figures showing more than 100% occupancy. The assumption that people are using the pay station closest to their parking location has been made. These numbers do not account for illegally parked vehicles. The full report received is in Appendix E.

- Brunswick Street – Cogswell Street to Duke Street - approximately 26% utilization
- Brunswick Street – Duke Street to Carmichael Street - approximately 84% utilization
- Brunswick Street – Carmichael Street to Prince Street - approximately 101% utilization
- Brunswick Street – Sackville Street to Doyle Street - approximately 50% utilization

Off-Street Parking

There is off street parking located in surface lots on Cogswell Street, Sackville Street, Bell Road, and Ahern Street. Collectively providing approximately 245 spaces.

There are several parking structures located within a short walk of Brunswick Street, The Scotia Square Parkade, Nova Centre, The Doyle, and Halifax Public Library - Central Branch containing more than 2000 public parking spaces.

Loading

There are 5 loading spaces currently located along Brunswick Street between Carmichael and Prince Streets servicing the businesses along this frontage. There are an additional 2 bus loading spaces in front of Scotiabank Centre between Duke and Carmichael Streets.

2.7 Utilities

Along Brunswick Street, the majority of service lines have been moved underground. There is a section from Sackville Street to Spring Garden Road that remains above ground. The lines along Rainnie Drive also remain above ground. The intention is for remaining above ground utilities to be undergrounded both to limit obstructions within the right of way as well as to assist in the beautification of the street. This will be further examined during the detailed design phase.

2.8 Multi-modal Level of Service (MMLOS) Analysis

Multi-modal Level of Service (MMLOS) is an evaluation tool that reviews the degree of service provided at a street segment and an intersection level for all modes of transportation. Traditionally, the measures used in assessing level of service in transportation planning have been focused on the experience of automobile users and based on metrics such as vehicle delay and volume-to-capacity (V/C) ratio. The MMLOS tools measure and consider the experience of all users of a street. HRM’s MMLOS guidelines and evaluation

Area	Realm	Pedestrian	Bicycle	Transit	Goods Movement	Automobile
INTERSECTIONS	Space	# of Uncontrolled Conflicts	# of Uncontrolled Conflicts	% Transit Priority Measures (of Ideal)	Average Curb Lane Width	% Movements with Exclusive Turning Lanes
	Environment	Average Crossing Width	Priority Treatments	Transit Movement V/C Ratio	Average Curb Radius	Turn Prohibitions
	Time	Cycle Length	Cycle Length	Transit Movement Delay	Truck Intersection Delay	Car Intersection Delay
SEGMENTS	Space	Pedestrian Facility Width	Driveway Density	Transit Facility Type	Width of Curb Lane	Midblock V/C Ratio
	Environment	Pedestrian Zone Width	Speed x Volume	% of Stops with Bus Lay-bys	% No Stopping / No Loading	On-Street Parking Availability
	Time	Distance Between Marked Crossings	Block Length	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed

Table 5 - MMLOS Framework

framework were used to conduct an analysis for each intersection and segment along Rainnie Drive and Brunswick Street. Figure 12 illustrates the performance measures by mode for intersection- and segment-level analyses.

Performance Targets

Mode	Corridor Type	Regional Centre
Pedestrian	Basic	B
	Priority	A
Bicycle	Basic	B
	Priority	A
Transit	Basic	B
	Priority	A
Goods Movement	Basic	E
	Priority	D
Auto	Basic	E
	Priority	D

Table 6 - MMLOS Targets

HRM’s MMLOS guidelines assign a target LOS for each travel mode based on the corridor’s location in the municipality (Regional Centre, Suburban, Rural), and priority designation in the most recent policy and transportation plans (e.g. IMP, MFTP, AT Priorities Plan etc.). The table on the right shows the base LOS value for each mode, as well as the maximum LOS target when prioritized.

Along Brunswick Street, pedestrians, and cyclists have been prioritized, and since the corridor is located in the Regional Centre, it received the maximum target LOS per mode. The following is a brief description of the LOS targets established for each mode:

- Pedestrians: given high pedestrian demand and the street's importance as a link to Citadel Hill and the Commons and from the perspective of tourism and civic events. Pedestrians are considered a priority and have been assigned a target LOS A.
- Cyclists: given the street's designation as a AAA bicycle facility in the IMP, cyclists are also considered a priority and have been assigned a target LOS A.

2.9 Summary of MMLOS Analysis

Intersection Analysis

The following sections provide a summary of the MMLOS analysis results for intersections in the study area. It also identifies potential strategies to improve the LOS if a mode does not meet or exceed its target. The detailed analysis as well as the assumptions applied to the methodology are provided in Appendix F.

Pedestrian Level of Service

The analysis indicates that the pedestrian experience at the intersection level could be improved given that none of the intersections meet their LOS A target (figure 12).

Pedestrian LOS is poorest at the Cogswell Street intersection (LOS E) due to large crossing distance (over 25m), and uncontrolled conflict points with vehicles resulting from the two right turn channels and the permitted right on red (RTOR) at each intersection approach.

Pedestrian LOS at the Sackville Street and Duke Street intersections is at LOS D due to large crossing distance (over 18m) and due to uncontrolled conflict points with vehicles resulting from the right turn channels.

Potential strategies to improve pedestrian LOS include:

- Reducing pedestrian crossing distance.
- Removing the right turn channels at Cogswell Street and Brunswick Street.
- Prohibition of turning movements
- Implement protected-only left turns (no permitted lefts)
- Elimination of right turns on red
- Signalization of right turn channels
- One-way street conversion
- Leading pedestrian intervals (at signaled intersections)
- Shortening cycle lengths (reduced pedestrian crossing delay)



Figure 12 - AM/PM Pedestrian Intersection LOS

Cycling Level of Service

Similar to the pedestrian LOS, none of the intersections meet their LOS target of A (figure 13). Four of the nine intersections are currently performing at LOS C for cyclist experience; three are performing at a LOS D (at Sackville Street, Doyle Street and Spring Garden Road) and one intersection is performing poorly at LOS E (at Cogswell Street).

The Cogswell Street intersection performs poorly due to the lack of bicycle priority treatments at the intersection and due to the uncontrolled conflicts with motor vehicles at the right turn channels of Cogswell Street and Brunswick Street. The intersection is also performing poorly due to the number of lane changes that a cyclist needs to make to turn left, as each intersection approach has approximately 2-3 lanes.

Other intersections that perform poorly (LOS C and D) do so primarily due to the lack of bike priority treatments and / or due to the number of lanes at each leg, representing a likely increase in delay for cyclists arriving at the intersection.

Potential strategies to improve the LOS include:

- Adding protected bicycle facilities at the intersections
- Adding two-stage turn boxes to facilitate the left turning movements for cyclists
- Eliminating (or signaling) right turn channels
- Reducing the number of lanes at each intersection approach and reducing lane width (shorter crossing distance)
- Protecting all vehicular left-turn movements
- Shortening cycle lengths (reduced crossing delays)



Figure 13 - AM/PM Cyclist Intersection LOS

Transit Level of Service

The MMLOS analysis was completed for intersections that are included in existing transit routes (i.e., for intersections that are not part of transit routes were omitted from the analysis). Two of the three intersections (Cogswell and Gottingen/Duke) have achieved or exceeded the LOS B target and one intersection (Spring Garden) is performing at LOS C, as shown in Figure 14.

The Spring Garden Road intersection performs at a LOS below the target due to the lack of transit priority treatments along the corridor, which is designated as a Transit Priority Corridor.

Strategies to improve the transit LOS likely will impact the LOS for pedestrians and cyclists (e.g., modifying the



Figure 14 - Transit Level of Service (AM & PM)

traffic signals to prioritize transit, exclusive transit lanes, etc.). Given that transit was determined not to be an MMLOS priority for the project, strategies to improve transit operations in the Study Area should not be prioritized over pedestrians and cyclists.

Goods Movement Level of Service

All intersections exceed the target LOS D for goods movement, as shown in Figure 15. Most intersections have wide curb lanes, and trucks experience relatively low average delays. Intersections that have an LOS B generally have vehicle delays of 11-20 seconds during the AM and PM peaks and an average effective right turning radius between 11 and 18m.

It should be noted that the Doyle Street intersection was not analyzed due to a lack of data for two out of the three LOS indicators (average delay and volume-to-capacity ratio).

Automobile Level of Service

All intersections either meet or exceed their LOS target E, ranging between a LOS E to LOS B, as shown in Figure 16. Most intersections have been penalized for not having exclusive turning lanes. The more movements that are



Figure 15 - Goods Movement LOS (AM & PM)

served by turning lanes, the simpler it is for vehicles to move safely through an intersection. The Carmichael Street and Prince Street intersections were also penalized for turn prohibitions associated with being one-way corridors.

Intersection delays were not modeled at Brunswick Street and Doyle Street due to lack of available traffic data. This resulted in a higher weight assigned to the other two indicators (number of turn prohibitions, percent of exclusive turn movements).

It should be noted that the levels of service in Figure 16 do not correspond to the levels of service in Table 3, Section 2.3 – Existing Conditions Traffic Operations. The MMLOS considers the resulting Synchro outputs in addition to factors pertaining to the presence of turning lanes and turning restrictions.



Figure 16 - Automobile LOS (AM & PM)

Segment Analysis

The following section provides a summary of the MMLOS analysis results for the segments along Brunswick Street and Gottingen Street. It also provides possible strategies to improve the LOS if a segment does not meet or exceed its target LOS. The detailed analysis as well as the assumptions applied to the methodology are provided in Appendix F. Please note, transit operations are not included in the segment MMLOS since there are no transit stops within the Study Area.

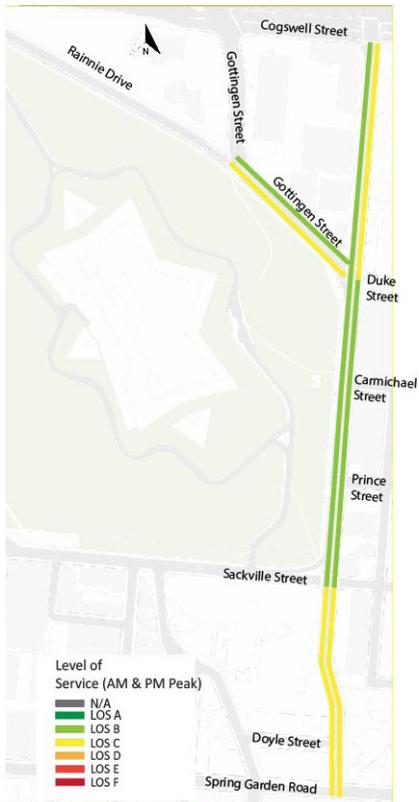


Figure 17 - AM/PM Pedestrian Segment LOS

Pedestrian Level of Service

The pedestrian LOS along the corridor ranges from LOS B to LOS C, as shown in Figure 17. Segments that achieved LOS B have relatively generous pedestrian zones (sidewalk + boulevard) and have a relatively short distance between marked crossings. Segments at LOS C have more narrow pedestrian zones, and longer distances between marked crossings.

Possible strategies to improve the LOS include:

- Widening the sidewalk and boulevard to provide additional separation between pedestrians and the traffic lanes
- Adding mid-block marked crosswalks in long segments

Cycling Level of Service

The cyclist LOS along the corridor ranges from LOS C to LOS D, as shown in Figure 18. Segments do not achieve a LOS A due to a combination of adjacent traffic volumes and the presences of painted unidirectional bike lanes with no separation between traffic/parking, which impacts the cyclists' experience. It should be noted that 'Block Length' was omitted from the cyclist MMLOS, since it was determined to unduly

impact the overall performance and would restrict the ability to achieve LOS A with implementation of a AAA facility. It is recommended that HRM revisits the MMLOS tool to reevaluate cyclist performance indicators.

Possible strategies to improve the cycling LOS include:

- Consolidate driveways where possible
- Upgrade existing painted bicycle lanes to 'AAA' facilities
- Reduce vehicle speeds and volumes



Figure 18 - AM/PM Cyclist Segment LOS

Goods Movement Level of Service

The Goods Movement LOS along the corridor ranges from LOS A to LOS E, as shown in Figure 19. All segments meet / exceed their target LOS E. Segments that perform at a LOS A or B have wide curb and allow stopping for loading purposes. The southbound direction of the segment between Sackville Street and Duke Street performs at LOS E since loading operations is prohibited for the majority of the segment and more narrow curb lane widths are present.

Automobile Level of Service

The automobile LOS along the corridor ranges between LOS B – LOS F. Apart from the Gottingen Street segment, all other segments in the Study Area meet or exceed their target LOS E, as shown in Figure 20. Segments that perform at LOS C or below, have a relatively high mid-block volume-to-capacity ratio, and do not allow on-street parking. Segments that have a LOS of A, have relatively low mid-block volume-to-capacity ratio, and offer on-street parking.

Potential strategies to improve the automobile LOS would likely impact the LOS of other modes, including:

- Adding on-street parking spaces along the corridor, which would reduce the amount of available ROW width for desired sidewalk and bike lane widths, and associated buffer widths.
- Designing roads to accommodate more vehicle capacity, which would likely involve additional vehicle through/turning lanes and preclude the ability to provide wide sidewalks and bike lanes.
- Divert traffic from the corridor (modal shift, traffic calming / diversion treatments, etc.).

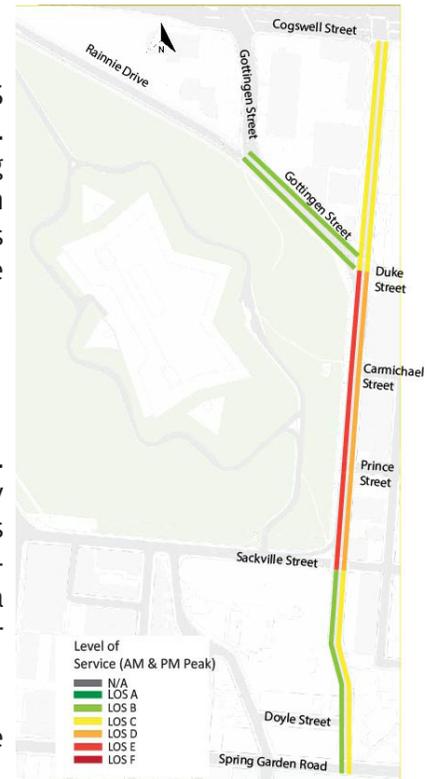


Figure 19 - GM Segment LOS



Figure 20 - Automobile Segment LOS

3.0 Existing Conditions: Streetscaping

3.1 Streetscaping

Streetscaping is an important component of the public realm, impacting the experience of pedestrians and other street users. It considers how elements such as trees, lighting, street furniture, surface materials, public art, planters, utilities, and more can be used to animate and support a street’s function as a part of the public realm while maintaining function and accessibility. The streetscaping program framework, endorsed by Regional Council in January 2020, aims to enhance the character and identity of pedestrian oriented streets and prioritize projects fronting regionally significant cultural or natural features. With a National Historic Site on one side, and a pedestrian oriented business district on the other, the project streets rank very highly for consideration of enhanced streetscaping features. The framework also aims to create public spaces that contribute to aspects of social life, by making those spaces pleasant and attractive to residents and visitors, while also considering inclusivity and the needs of diverse groups of people.

In the past decade several new developments have been constructed along the Brunswick Street and Rainnie Drive corridor, The Pearl, Grafton Park, The Doyle, 1920, and the Hampton/Homewood by Hilton have all been constructed and there are proposals for additional development along Gottingen Street and Rainnie Drive as well as potential changes to the current Halifax Regional Police headquarters and the Centennial Pool site. These developments all bring additional residents and visitors to the area increasing the need for pedestrian oriented spaces and access to multi-modal forms of transportation. The existing streetscaping conditions are summarized in the table on the following pages.

Brunswick Street		
Segment	Streetscaping Conditions	
	East	West
Cogswell Street to Gottingen Street / Duke Street	<ul style="list-style-type: none"> 2m sidewalk, broom finished concrete with 1m paver band Total clear space 3m Generally excellent condition 	<ul style="list-style-type: none"> 3.7m broom finished concrete sidewalk with 2m sod boulevard Boulevard ends at 1888 Brunswick St, sidewalk remains 3m Slope at corner of Brunswick and Gottingen Streets exceeds 10%
Gottingen / Duke Street to Sackville Street		<ul style="list-style-type: none"> Adjacent to Halifax Citadel National Historic Site 2.7m wide broom finished concrete sidewalk No boulevard Stone retaining wall with fence along western edge adjacent to the Citadel In generally excellent condition
Duke Street to Carmichael Street	<ul style="list-style-type: none"> Adjacent to Scotiabank Centre 3.1m-4.2m broom finished concrete sidewalk No boulevard 	

	East	West
Carmichael Street to Prince Street	<ul style="list-style-type: none"> • 3.1m to 3.4m wide broom finished concrete • No boulevard • Partially covered by overhang from HFX sports • Columns reduce clear width to 1.7m 	
Prince Street to Sackville Street	<ul style="list-style-type: none"> • 1.9m to 2.7m wide broom finished concrete • No boulevard • Narrows at 1663 Brunswick Street layby/parking area 	
Sackville Street to Spring Garden Road	<ul style="list-style-type: none"> • 1.96m broom finished concrete sidewalk with 1.1m concrete or sod between sidewalk and property line of former Halifax Public Library, condition fair to good • 1.8-2m broom finished concrete sidewalk along new Grafton Park development, condition is excellent • Widens to 2.5m along Cambridge Suites frontage 	
Sackville Street to Doyle Street		<ul style="list-style-type: none"> • 1.6m curb to back of sidewalk at corner, utility pole creates 0.9m pinch point • 1.9m broom finished concrete, widens slightly to 2.0m beyond the retaining wall • Pinch point in front of 1528 Brunswick Street between utility poles and raised planting beds 1.1m wide • Condition varies, poor to good
Doyle Street to Spring Garden Road		<ul style="list-style-type: none"> • 2.15m broom finished concrete sidewalk bordered by a 0.4m paver border and 0.15m concrete curb • 5m sodded boulevard with 5 street trees • Condition is excellent
Gottingen Street (Brunswick Street to Rainnie Drive)	<ul style="list-style-type: none"> • 1.96m broom finished concrete North-west corner is steepest portion of the segment, 20% at the corner, 12.8% along side of 1872 Brunswick Street • 3.3m broom finished concrete sidewalk in generally good condition • 2.3m broom finished concrete sidewalk with 1m paver boulevard and tree planting along frontage of The Pearl, pavers and trees are in poor condition • Slope decreases to 5.5% along frontage of The Pearl 	<ul style="list-style-type: none"> • 10.3% slope at corner • Reduces to 7% across from The Pearl • 2.7m broom finished concrete sidewalk, narrows to 1.45m sidewalk with 1.15m sod boulevard • bi-directional bikeway implemented as part of 2020 Tactical Urbanism program

4.0 Existing Conditions: Land Use

4.1 Key Land Use Considerations

Integration with other venues and projects

Sports, Conferences and Performing Arts

Brunswick Street is the western gateway to Downtown Halifax and is just one block from the heart of the entertainment district and features many attractions for residents and tourists alike.

Brunswick Street

- The Scotiabank Center

Grafton Street

- The Nova Centre
- 8 Bars & restaurants

Argyle Street

- Neptune Theatre
- 14 Bars & restaurants
- Hotel

Halifax Citadel National Historic Site

Brunswick Street sits at the base of Fort George, most commonly known as the Halifax Citadel. The National Historic Site is operated by Parks Canada and draws approximately 500,000 visitors annually. Visitors can access the site on foot via Brunswick Street, Rainnie Drive, Sackville Street or Ahern Avenue, as well as by automobile from Sackville Street, Rainnie Drive or Ahern Avenue. The Old Town Clock sits on Citadel Hill at the terminus of Carmichael Street, a focal point of downtown Halifax.

4.2 Regional Plan

At a regional scale, Brunswick Street and Rainnie Drive are in Downtown Halifax, part of the Regional Centre along with the Halifax Peninsula and the areas of Dartmouth within the boundaries of the Circumferential Highway. The Regional Centre is recognized as the civic, cultural, and economic heart of HRM as well as being the provincial capital. As a result the Municipality has put in place guiding principles to guide land use planning and strategic investment.

The Regional Centre Secondary Municipal Planning Strategy applies to lands, which are areas designated for growth within the Regional Centre. It is intended that this Plan will be amended to include all those areas of the Municipality defined as the “Centre Plan Area”, and the “HRM By Design Downtown Plan Area” (Downtown Halifax) in the Halifax Regional Municipality Charter.

The Regional Centre offers numerous attractions associated with its history and urban form. Concentrated commercial districts are within walking distance of established neighbourhoods, and within an easy reach of parks and open spaces. Future development in the Regional Centre is key to the ongoing social and economic health of the region and the Province. The overall goal of this Plan is to provide a planning framework that enables the Regional Centre to become one of the most livable communities in Canada

4.3 Centre Plan

The Regional Centre Secondary Municipal Planning Strategy (Centre Plan) - Package B was approved by Regional Council in October 2021 and is in effect as of November 27, 2021.

Package B rethinks the way the downtown precincts are identified and simplifies them. The project area will buffer three zones. The North End Gateway designation puts additional importance on Rainnie Drive as a key connection and place within downtown Halifax.

The North End Gateway and Scotia Square Complex (NSS) Precinct fronts onto the Citadel and interfaces with the existing historic neighbourhoods of the north end. It is within close proximity to the Halifax Common and the services and shops of Gottingen Street. This area's role as a major gateway into the downtown will be signified with open space and public art installations. The North End Gateway is currently undergoing a master planning exercise to determine the future development of this signature site. The transformation of Cogswell into an active boulevard and the treatment of Rainnie Drive will serve to provide this Precinct's residents, businesses, and visitors with a wide range of services and amenities, while enhancing these important pedestrian connections into the downtown from the surrounding areas.

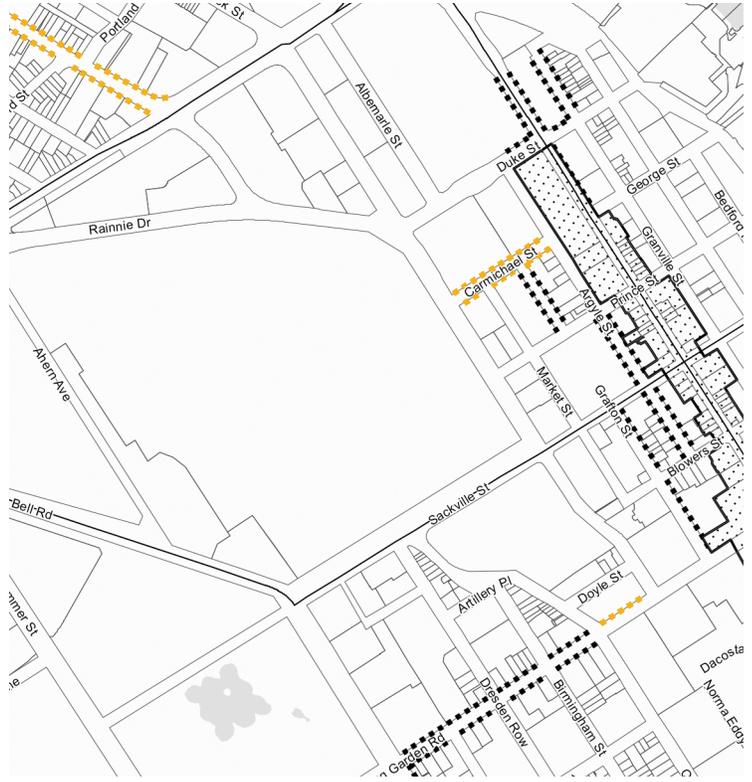


Figure 21 - Pedestrian Oriented Commercial Streets

Package B also identifies pedestrian oriented commercial streets. Spring Garden Road, Argyle Street, Carmichael Street, Grafton Street and Gottingen Street are all identified on figure 21 as pedestrian oriented commercial streets. [Policy 48](#) in the draft land use bylaw defines the types of establishments permitted at street level on these routes. Brunswick Street and Rainnie Drive provide an important link to many of these streets. Ensuring a pedestrian friendly environment along this corridor will be a key factor to ensure the success of businesses in the area.

Brunswick Street is identified as a Major Urban Structure Link connecting major nodes at the Halifax Public Library and the intersection of Cornwallis and Gottingen Streets. These are areas where additional growth can be accommodated within walking distance of significant commercial and institutional services, parks and community facilities and transit priority corridors identified in the IMP.

These special areas bring forward built form requirements from the Downtown Halifax plan into the structure of Centre Plan. They also permit existing buildings which do not meet the built form requirements of Centre Plan to expand and renovate, such as the Nova Centre and Scotia Square.

4.4 Future Development

1874 Brunswick Street

In 2019, the Design Review Committee approved an application for a new 12 storey hotel at the corner of Brunswick and Gottingen Streets. Due to the Covid-19 pandemic the application has been withdrawn, however it is worth considering as it is possible that the developer could revisit the project in the future or a similar development may be proposed as zoning for this use was preserved under Centre Plan.

Centennial Pool & The North End Gateway

Built in 1968, Centennial Pool is located on the corner of Gottingen and Cogswell Streets. In 2014 the facility underwent major renovations with the goal of extending its lifespan by approximately 20 years. The municipality is currently in discussions to determine the future of the facility and the site. A master plan for this area, encompassed by the North End Gateway, is currently underway as well as a review of municipal facilities to determine the most appropriate location for a replacement facility. This project should consider potential future uses for the site and access requirements that may result from future development.

Halifax Regional Police Station

The current Headquarters for the Halifax Regional Police (HRP) is located on Gottingen Street, just north of Rainnie Drive. The HRP have indicated capacity and infrastructure issues in their current location and there is possibility for redevelopment of the site either by HRP or an external group should the HRP choose to relocate. The options for the site are currently being reviewed by municipal staff but a timeline for the future of the site is not currently known.

Mi'kmaw Native Friendship Centre

In 2017 the Mi'kmaw Native Friendship Centre entered into discussions with HRM to obtain the site at the corner of Rainnie Drive and Gottingen Street, the former location of the Canadian Red Cross, to construct their new building. The proposal put forth by their consultant team envisions a pedestrian streetscape and connections from Citadel Hill to the new Wije'winen Centre symbolizing the reconciliation efforts being made to heal the historic wrongs that occurred during European settlement in Nova Scotia.

This development has not been finalized and discussions are ongoing for the sale of the land. It is also likely that the building proposal will change through detailed design, however consideration should be given to the design intent and the Mi'kmaw Native Friendship Centre should be considered an important stakeholder in discussions on this project.

1528 to 1536 Brunswick Street

The properties that currently house the Folklore Centre and Steve O'Reno's Cappuccino have been purchased by the same development group who built The Doyle. While there is no current development application for these properties, it is likely that a future proposal will see these parcels converted into mixed-use residential and that the current loading and frontage requirements will change. Changes to the area should ensure that the needs of current businesses are met while not compromising the possibilities for future use or the public experience.

Proposed Conditions

5.0 Functional Plan

This section outlines the design development approach for Brunswick Street and Rainnie Drive as well as the portion of Gottingen Street that connects them. It identifies key design objectives, provides potential improvement options, outlines assumptions and constraints, and establishes the design option(s) that will be carried forward to preliminary and detailed design.

5.1 Design Objectives

The purpose of the design process is to develop reconfiguration options for the Brunswick Street corridor between Spring Garden Road and Cogswell Street as well as Rainnie Drive that balance multi-modal demands. Specifically, this includes attempting to improve facilities for non-auto modes of transportation while remaining adequate for those that are currently served well. With competing demands, the design process requires prioritization of needs and the balancing of trade-offs.

The establishment of design objectives that are tied to policy direction and industry best practices is a useful first step in the development of design improvement options that can ultimately help with option evaluation. As reflected in recent plans and strategies, the municipality has identified Brunswick Street as an important multi-modal corridor in the heart of downtown. It is currently a busy arterial roadway and a goods movement route, it is also identified as a candidate AAA bicycle route.

Specific design objectives, guided by policy direction included in the IMP as well as the Municipal Design Guidelines, and other related municipal plans include the following:

- Enhance the pedestrian realm by improving the connectivity, functionality, and quality of pedestrian infrastructure
- Develop an AAA bicycle facility that provides dedicated space for cyclists and includes features that improve safety, comfort, and convenience
- Complete the AT network connection between the multi-use paths on the Halifax Common and the Spring Garden Area including the bidirectional bikeway on Dalhousie's Sexton Campus between Spring Garden Road and Morris Street
- Continue to accommodate the movement of vehicular traffic, including oversized loads and heavy trucks

The IMP recommends applying a Complete Streets approach to redesigning a street ([Policy 2.3.5a](#)). A Complete Streets approach considers how the street functions as a destination or place as well as a transportation link and aims to improve comfort and safety for all transportation modes, especially active transportation and transit. While such features can be added to any street, they make most sense applied to streets with inherent status as 'places', such as the main streets of pedestrian/ commercial spines; streets that front regionally significant cultural or natural features; or streets that connect significant public places. Fronted by the Citadel Hill National Historic Site, and connecting the Commons to the Central Library, the streets in this project have intrinsic value as 'places' that is currently not reflected in their design. Given Brunswick Street's historical significance and importance from the perspective of tourism and civic events, aesthetic appeal is particularly important.

5.2 Improvement Opportunities

This section provides an overview of key improvement opportunities for each mode of transportation along the corridor.

Pedestrians

Sidewalks

A key objective of this project is to improve connectivity along both sides of the corridor. The following table provides a summary of key sidewalk deficiencies along the Brunswick Street and Rainnie Drive corridors.

Issue	Location	Length
Narrow / Obstructed Sidewalk	SW Corner of Sackville St and Brunswick St	15m
	NW corner of Doyle St and Brunswick St	10m
	E side 1700 block Brunswick St	30m

Table 7 - Summary of sidewalk pinch points

In addition to these locations, there are several areas where sidewalk widths are less than ideal from an accessibility perspective (less than 2.0m clear width) considering the heavy pedestrian volumes in the area. Opportunities to increase the width and generally improve the quality of sidewalks throughout the corridor is considered a key objective of this project.

Crosswalks

Crosswalk Location	Distance from nearest crosswalk	Type
Cogswell St	260m	Traffic Signal
Duke St	100m	Traffic Signal
Carmichael St	100m	RA-5
Prince St	115m	Traffic Signal
Sackville St	230m	Traffic Signal
Spring Garden Rd	N/A	RA-4
Gottingen St	190m	RA-4

Table 8 - Summary of crossing treatments

There are currently eight marked crosswalks along the Brunswick Street segment and one at Rainnie Drive / Gottingen Street. There are four at signalized intersections, one with an RA-5 sign and overhead amber flashing beacon, and three at un-signalized intersections with RA-4 signage. There are no marked mid-block crossings.

The table to the left summarizes all existing crosswalks within the project area by type and location. Generally, the distance between crosswalks is between 100m and 200m. The longest gap in crossings is on Brunswick Street between Duke Street and Cogswell Street, a

distance of 260m. Crosswalk warrant analyses, using the Decision Support Tool in the TAC Pedestrian Crossing Control Guide, will be completed as part of the preliminary design to determine if a site is a candidate for a pedestrian crossing control. The TAC Pedestrian Crossing Control Guide also provides guidance for appropriate level of control for a pedestrian crossing. All intersections in the Province of Nova Scotia are legal crosswalks, this tool will be used to determine which crosswalk treatment (unmarked, marked, or signaled) is the most appropriate and to determine if mid-block crossings are warranted.

Cycling

In 2015, the municipality engaged WSP to develop concept options that consider improvements to the cycling facilities along Brunswick Street and the implementation of a AAA facility. Both unidirectional and bi-directional options were considered as part of that process. The concepts were reviewed by HRM staff and a bi-directional facility on the west side of Brunswick Street was determined to be the most desirable option.

Permanent AAA bicycle facilities are typically permanently separated from automobile traffic by delineating the bicycle facility from the street with hardscape features - small islands or by raising the facility above street level to sidewalk height or an intermediate height. In addition to providing a more comfortable and aesthetically pleasing experience, these facilities can also provide benefits from a maintenance perspective improving the ease with which snow clearing and street cleaning can be completed. There are a wide variety of design treatments that can be applied incorporating different features in response to the context of the individual street.

The interface of bicycle facilities at intersections is a critical design consideration that has significant implications for user safety, comfort, and convenience. Intersection design should strive to maintain dedicated space for bicycles, mitigate conflicts between cyclists and motor vehicles, and facilitate turning movements in a manner that is intuitive and comfortable.

Where two or more bicycle facilities intersect, special consideration should be given to the accommodation of bicycle turning maneuvers to allow people on bikes to move between the facilities with ease. Design elements of a 'protected intersection', which separate and manage conflicts between bicycles, pedestrians, and motor vehicles, should be considered.

Along Brunswick Street and Rainnie Drive key considerations for bicycle facility type and intersection treatments include:

- Street / ROW width
 - Ability to incorporate an off-street / raised facility combined with improved pedestrian facilities with adequate separation will require that the existing curb-to-curb width (generally 12m to 17m) be narrowed along much of the corridor.
- Interface with the pedestrian realm
 - Management of conflicts between pedestrians and cyclists is an important consideration. Delineation between an off-street bikeway and a sidewalk can be done using surface materials or features such as trees and other plantings. Delineation is particularly important in areas where width constraints limit the amount of horizontal separation that can be provided.
- Maintenance
 - Snow clearing, street sweeping, and other maintenance activities are influenced by the bicycle facility configuration. Generally, bicycle lanes raised to sidewalk level are preferable from a maintenance perspective as these activities can be completed more efficiently.
- Intersections
 - This segment of Brunswick Street corridor intersects with 7 streets, 3 through intersections and 4 three-way intersections. Only Rainnie Drive and Cogswell Street are planned for AAA facilities, all other intersections will require cyclists to merge with traffic or cross to an off-road facility. The use of a bi-directional facility also poses challenges for intersections as cyclists will be moving against the flow of traffic in some instances. The use of bicycle signals will be required to ensure the safety of all users. Design development will include concepts for intersection treatments at all crossings.

Urban Forestry

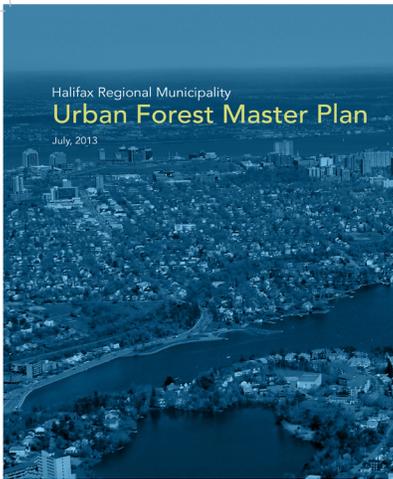


Figure 22 - Urban Forestry Masterplan Cover

The **Urban Forest Master Plan (UFMP)**, adopted in 2013, outlines the objectives for the maintenance and enhancement of the urban forest within the urban centre. The UFMP focuses on a 15km radius centered on the Halifax Harbour. The UFMP sets forth several targets for the urban forest within HRM, use trees to decrease stormwater in highly impervious areas (A22), improve urban forest conditions around active transportation networks and use the urban forest to increase active transportation opportunities (A28), and integrate UFMP policies in current and upcoming HRM functional plans and land use plans (A31). The goals of the UFMP align with targets set forth in HalFACT and are important considerations for this project. Trees and green space will be the preferred method of separation between the bikeway and sidewalk providing both shade and stormwater management benefits to the project.

Curb Access

The need for curb access varies along the project area. Between Spring Garden Road and Doyle Street there is currently no access, Doyle Street to Sackville Street has heavy curb access and parking along both the east and west side, Sackville Street to Duke Street has parking on both east and west sides, with loading needs isolated to the east side, and Duke Street to Cogswell Street currently has parking on both sides with loading primarily on the west curb. Gottingen Street has limited curb access requirements, although none are permitted currently. Along the north side and there are currently no loading needs along Rainnie Drive.

5.3 Design Assumptions

Design Standards (Minimum Dimensions)

This table summarizes minimum widths for street cross section elements for Regional Centre Commercial / Mixed-use (Minor Collector) based on reference standards including the TAC 2017 Geometric Design Guide and the HRM Municipal Design Guidelines 2021 (adopted by Regional Council in September 2021). The cross section recently implemented on Brunswick Street between Doyle Street and Spring Garden Road is also included for reference. The elements listed in the below table are considered required elements. Additionally, space between the bicycle lane and sidewalk is required to ensure adequate separation between user groups for the comfort and safety of all users. Currently the Municipal Design Guidelines do not provide a requirement for the type, width, or height of separation between these facilities. This project proposes a combination of treatments based on current best practices. This is further discussed in the Proposed Design Criteria section.



Figure 23 - Existing curb access

	Proposed Design Criteria	Municipal Design Guidelines (2021)	
		RC Mixed Use (Local)	Minor Collector
Width of Travelled Way (curb to curb)	7.0m-7.4m* where two lanes are maintained 9.6m where curb access in maintained	8.0-13.0m	11.1-14.0m
Through Lane	3.0-3.3m where two lanes are maintained (not including gutter)	3.0-3.7m	3.0-3.7m
Frontage Zone	0.5m	0.5-3.0m	0.5-3.0m
Clear Sidewalk	1.5m minimum 1.8m preferred	1.5-2.1m	1.8-2.1m
Bicycle Lane	3.0m bi-directional	N/A	N/A
Boulevard / Furnishing Zone	N/A	1.5-2.1m	1.5-2.5m
Sidewalk / Bicycle Lane Buffer	0.6m minimum 1.2m preferred	N/A	N/A
Bicycle Lane / Traffic Buffer	0.8m minimum 1.0m preferred	N/A	N/A

* variance approval for this item was obtained on June 3, 2022

Table 9 - Summary of Proposed Design Criteria

Design / Control Vehicles

The Halifax Fire Aerial Ladder truck (Pierce Arrow) has been identified as the control vehicle and the design would still need to accommodate it at all intersections utilizing the ability to encroach on other lanes and areas of the intersection if required. A WB-20 was used to verify turning movements along all segments that are identified as truck routes.

Impacts to Buildings and Private Property

It has been assumed that impacts to existing buildings are to be avoided; therefore, existing building locations are considered a hard design constraint. Impacts to private property are also to be avoided wherever possible; however, they may be considered in locations where additional width is required to improve street elements and can be acquired without significant impacts.

Proposed Design Criteria

The following table outlines the proposed design criteria for roadway, bicycle lane, sidewalk, and required buffer cross-section elements for the Brunswick Street / Rainnie Drive Complete Streets Project and how they compare to the updated Municipal Design Guidelines. Some features proposed as part of this project are not included in the current Municipal Design Guidelines, the proposed dimensions for these elements are based on industry best practices as found in TAC and / or NACTO guidelines.

	Existing (Typical)	TAC (2017)	HRM Municipal Design Guidelines (2021)	Doyle St to Spring Garden Road
Frontage Zone	N/A	N/A	0.5-3.0m	0.5m
Clear Sidewalk	2.8m	2.25-3.0m	1.8-2.1m	2.2m
Bicycle Lane	1.8m	1.8-2.5m (protected)	N/A	N/A
Boulevard / Buffer	N/A	2.0-2.3m	1.5-2.5m	5.0m***
Through Lane	3.7m**	3.3-3.7m	3.0m-3.7m*	3.1m**
Parking	2.5m**	N/A	2.2m**	N/A
Notes:	* minimum 3.3m required for transit & truck routes ** lane widths do not include standard gutter pan *** large boulevard was created to allow for installation of bicycle lane			

Table 10 - Summary of Design Standards

5.4 Conceptual Design Options

Based on the project objectives and the proposed design criteria, three core design concepts have been developed. All three concepts assume two travel lanes and east side curb access between Sackville Street and Cogswell Street. The east side was prioritized for curbside access due to the concentration of businesses located along the eastern frontage.

The width of the right-of-way varies along the Brunswick Street corridor. Four key dimensions have been identified. These segments are highlighted on the map to the right. The widest segment averages 23.3m and is the northern-most portion of Brunswick Street - highlighted in green. The right-of-way narrows as it continues south and is 17.3m at the pinch point near Doyle Street.

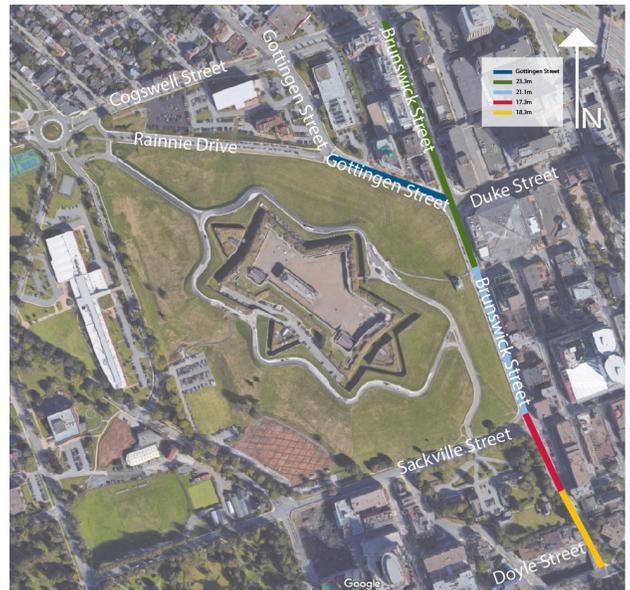


Figure 24 - Project Area Segments

The concepts vary in how space is allocated to accommodate off-street elements. They are summarized as follows:

Option 1- Green Space Priority

All remaining space is allocated to trees and amenity space, pedestrian space is allocated at 1.8m plus frontage zone (2.3m combined)

Option 2 - Balanced

Remaining space is divided between pedestrian space and green space to maximize the potential of both. Minimum of 1.2m is provided for vegetation and 1.8m (plus frontage) is allocated for pedestrians.

Option 3 - Pedestrian Priority

Green space is allocated at 1.2m, all remaining space is allocated to pedestrians.

Segments South of Sackville Street vary slightly from the above noted concepts as the right of way narrows at this intersection. There are two widths in this segment and two concepts for each. They are summarized as follows

17.3m Green Space Priority - Concept 1

Sidewalk is 2.3m including frontage zone (1.8m sidewalk plus 0.5m frontage zone) with a 1.2m landscape buffer.

17.3m Pedestrian Priority - Concept 2

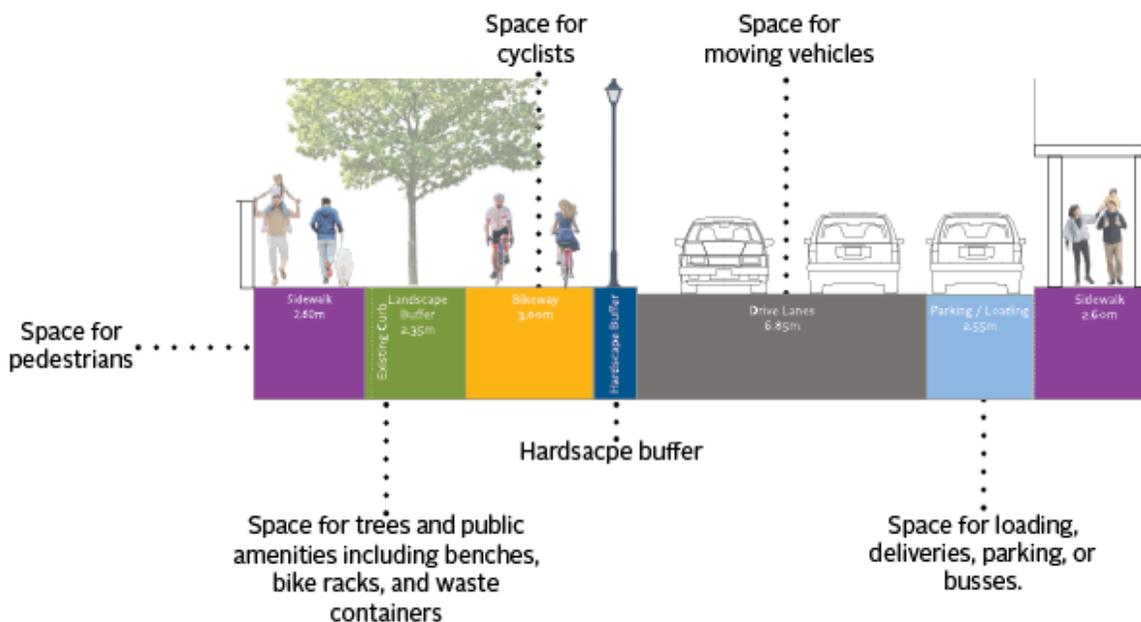
Sidewalk is 2.9m including frontage zone (2.4m sidewalk plus 0.5m frontage zone) with a 0.6m half height curb buffer between the pedestrians and the bicycle lane.

18.3m - Maintain Parking / Loading - Concept 1

Sidewalk is 2.0m including the frontage zone (1.5m sidewalk plus 0.5m frontage zone) with a 0.6m half height curb buffer between the pedestrians and the bicycle lane. A parking / loading zone is provided on the west curb. This width would not allow for any spill out activities (cafes, patios, sandwich board signage, retail spill-out, etc) as a minimum 2.1m clear width needs to be maintained under the by-law

18.3m - Pedestrian Priority - Concept 2

The sidewalk is 4.1m including the frontage zone with a 0.6m half height curb buffer between the pedestrians and the bicycle lane. Parking / loading has been removed and it is anticipated that loading will take place from Doyle Street.



The following diagrams illustrate how the concepts apply to each cross section and how they compare to each other. The existing west curb is shown for reference to illustrate the change in the amount of pedestrian space available.

For all segments north of Sackville Street the east curb is considered fixed and all changes are measured from the curb line. The complete concept package is in Appendix G.

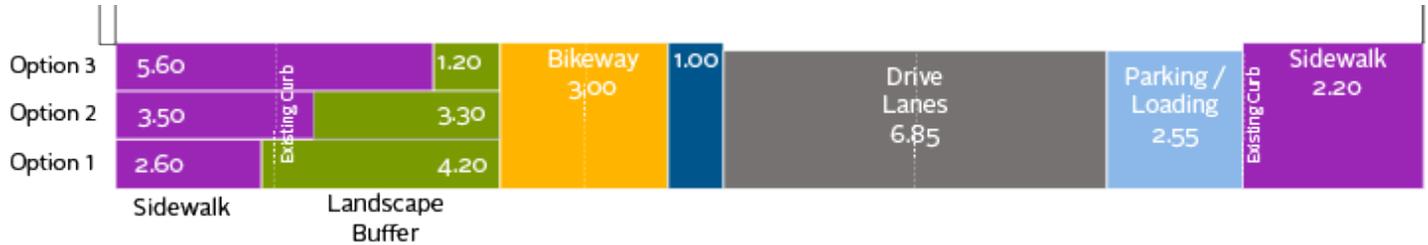


Figure 26 - Comparison of the options for the 23.3m cross section (Cogswell Street to Carmichael Street)

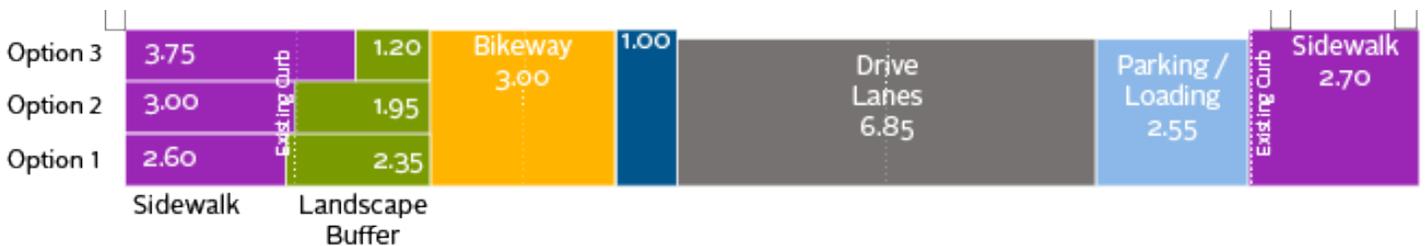


Figure 27 - Comparison of the options for the 21m cross section (Carmichael Street to Sackville Street)

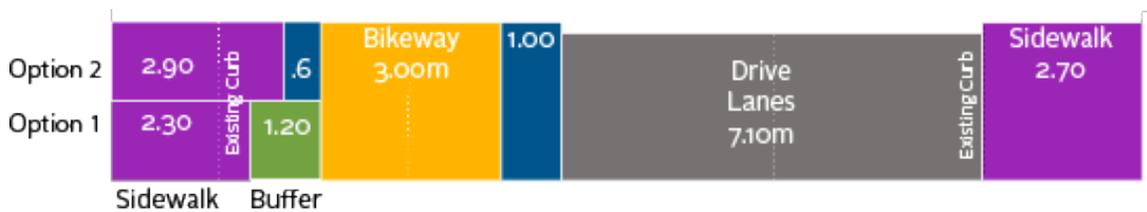


Figure 28 - Comparison of the options for the 17.3m cross section (Sackville Street to south of Cambridge Suites Hotel)



Figure 29 - Comparison of the options for the 18.3m cross section (South of Cambridge Suites Hotel to Doyle Street)

5.5 Transportation

Proposed Lane Configurations

To accommodate the proposed two-way cycle track, sidewalk and associated buffers, some changes to lane configurations are proposed. Modifications to the lane configurations were considered at the following intersections:

- Brunswick Street at Cogswell Street
- Brunswick Street at Gottingen Street / Duke Street
- Brunswick Street at Sackville Street

The proposed modifications to lane configurations are graphically represented in Figure 30 associated traffic impacts are described in Table 13 on pages 40-41 of this report.

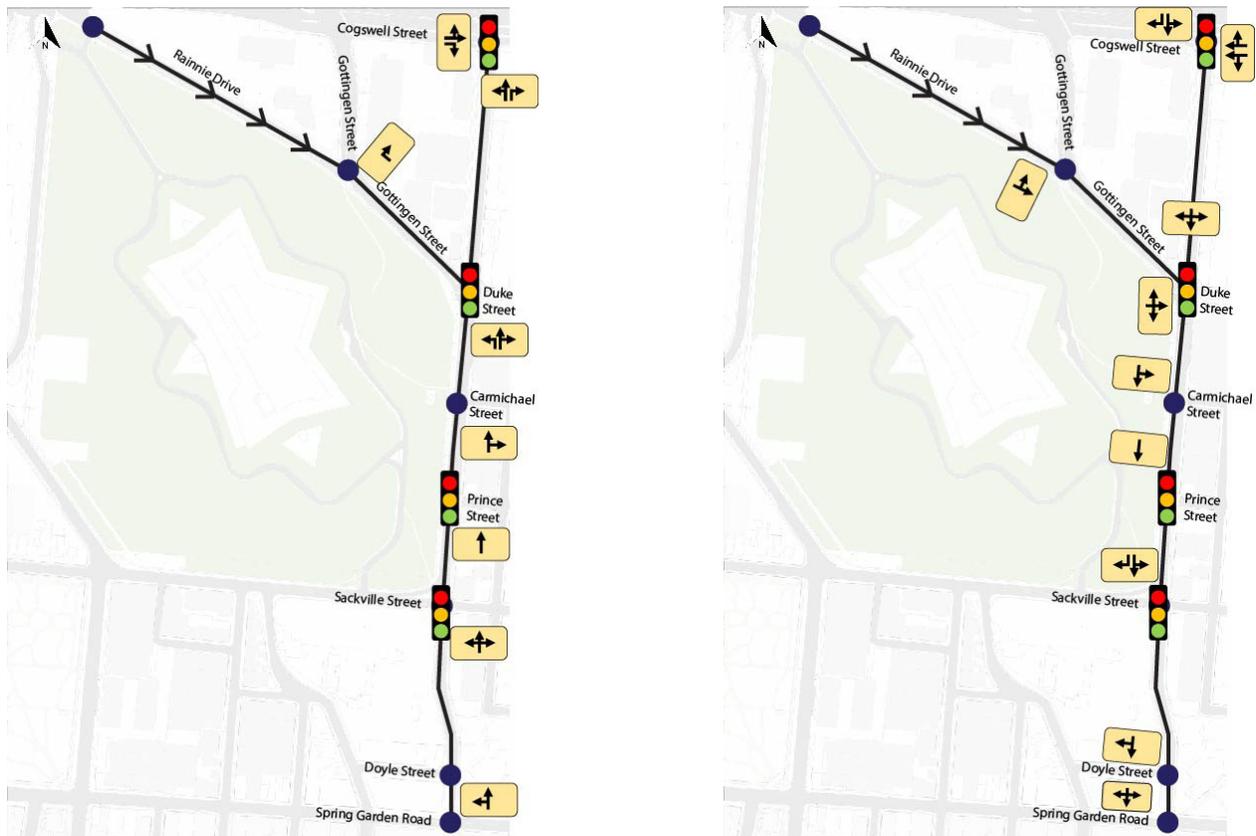


Figure 30 - Proposed Lane Configurations

Analysis Scenarios

To gain an understanding of how implementation of the Brunswick Street bi-directional bikeway is expected to impact traffic operations, several analysis scenarios were investigated. A scenario that considered proposed changes to lane configurations was examined with the existing traffic signal timing plans (TSTPs) to evaluate how these modifications impact traffic operations independently of adjustments to the traffic

signal timing plans. Subsequently, the trade-offs associated with the introduction of leading bike intervals (LBIs) and protected bike phases (PBSs) at signalized intersections were analyzed.

Scenario 1 – Existing Traffic Signal Timing Plans: In this scenario, cyclists maneuver the intersection based on the proposed modifications to lane configurations and existing TSTPs (i.e., there are no dedicated bike signals). In general, northbound/southbound cyclists are permitted during the Brunswick Street vehicle phase and eastbound right turns on red (RTOR) are restricted.

Scenario 2 – Leading Bike Intervals: In this scenario, northbound/southbound cyclists are provided with a short leading phase (approximately 5 seconds) to get a head start in front of turning vehicles. In general, signalized intersections follow existing TSTPs with an LBI introduced at the beginning of the cycle.

Scenario 3 – Protected Bike Phases: In this scenario, northbound/southbound cyclists and pedestrians are provided with a dedicated signal phase, effectively eliminating vehicular conflicts. In general, signalized intersections follow existing TSTPs with a PBS introduced at the beginning of the cycle.

Please Note:

- Qualitative trade-offs associated with the analysis scenarios are provided in Table 11.
- Quantitative implications of Scenario 1, 2 and 3 are provided in Table 13, Table 14 and Table 15, respectively.
- Using the Brunswick Street / Sackville Street intersection as an example, traffic signal phasing schematics are provided in Appendix I.

Scenario	Trade-off Discussion
#1 – Existing Traffic Signal Timing Plans	<ul style="list-style-type: none"> • No changes to the existing cycle lengths (i.e., no additional delay introduced to any mode) • No protection for any cyclists or pedestrians • The two-way cycle track consists of a contraflow bicycle movement with vehicle traffic, increasing conflict between bikes and vehicles • Conflicts with SB right turning and NB left turning vehicles • Poor sightlines between NB cyclists and NB left turning vehicles • No RTOR condition introduced on EB approaches eliminates conflicts with EB right turning vehicles and NB/SB cyclists • Opportunity: Revisit the existing traffic signal timing plans for opportunities to improve performance indicators without introducing protected/permissive bike signals (e.g., reconsider the cycle length, reallocate green time, provide protected phases where possible, etc.).
#2 – Leading Bike Intervals	<ul style="list-style-type: none"> • NB/SB cyclists/pedestrians are provided with a head start to get in front of turning vehicles • Reduced conflicts between turning vehicles and bikes/pedestrians • No RTOR on the EB approach eliminates conflicts with right turning vehicles and NB/SB cyclists • Minimal increase to cycle lengths, resulting in some additional delay for vehicles and EB/WB AT users • The increase in cycle length does not increase delays for NB/SB cyclists or pedestrians • No SB right turns during the LBI, but are permitted during the EB/ WB phase • Opportunity: Where exclusive left turn lanes are present at signalized intersections, consideration could be given to accommodating left turns in a dedicated phase after bikes receive a red signal to reduce left turn conflicts with bikes and pedestrians (i.e., lagging phase).
#3 – Protected Bike Signals	<ul style="list-style-type: none"> • NB/SB cyclists and pedestrians are provided with a fully protected signal phase • Delays for NB/SB bikes and pedestrians increase (i.e., no permitted phase for bikes/pedestrians, they are required to wait for a protected signal) • Vehicle turning conflicts with NB/SB bikes and pedestrians are eliminated • No RTOR (on any approach) during the PBS, but otherwise permitted • Protected phasing eliminates sightline concerns with contraflow bike-vehicle movements and where steep grades are present • Additional delays introduced for most vehicle movements and EB/WB pedestrians/cyclists • No protection for EB/WB pedestrians or cyclists • Opportunity: At protected intersections with high bike/pedestrian volumes (particularly where diagonal movements are in high demand) consideration could be given to a bike/pedestrian scramble to mitigate additional delays to EB/WB AT movements (i.e., permit EB/WB cyclist/pedestrian movements during the PSB).

Table 11 - Analysis of Scenarios and General Qualitative Trade-offs

Traffic Operational Review

The following section quantifies how vehicular traffic operations are expected to be impacted with proposed changes to lane configurations and RTOR conditions, and introduction of Leading Bike Intervals (LBI's) and Protected Bike Signals (PBS's). A summary of the material used in this analysis is provided in Table 12.

Intersection	Synchro Reports (Appendix J)						Detailed Summary of Impacts ²	Level of Service Tables (Appendix H)
	Existing TSTP ¹		Leading Bike Interval		Protected Bike Phase			
	AM	PM	AM	PM	AM	PM		
LOS Figures	Figure 31		Figure 32		Figure 33			
Brunswick Street at Cogswell Street	B-19	B-22	B-25	B-28	B-31	B-34	Table 13	Appendix H Table 6
Brunswick Street at Gottingen Street / Duke Street	B-18	B-21	B-24	B-27	B-30	B-33	Table 14	Appendix H Table 5
Brunswick Street at Sackville Street	B-17	B-20	B-23	B-26	B-29	B-32	Table 15	Appendix H Table 2

Table 12 – Summary of Proposed Conditions Reference Material

1 Considers all associated modifications to intersection lane configurations and RTOR conditions compatible with the existing TSTPs.
 2 Scenario 1 impacts reflect a comparison between Existing Conditions and Scenario 1. Scenario 2 and 3 impacts reflect individual comparisons with Scenario 1.

Scenario 1 – Existing Traffic Signal Timing Plans

The results of the intersection performance analysis indicate generally good operational conditions for motor vehicles, with most movements expected to operate within HRM acceptable limits.

Resulting intersection levels of service are graphically represented in Figure 31 and notable impacts are detailed below and summarized in Table 13.

Similar to the Existing Conditions analysis, the Gottingen/Duke Street intersection is the most critical intersection along the corridor, with poor performance indicators largely contained within the AM peak. Despite some operational improvements that were made at the Gottingen/Duke Street intersection from revising the cycle length and reallocating green time, the eastbound (Gottingen Street) and southbound (Brunswick Street) approaches are expected to operate over capacity ($v/c > 1.0$), at LOS F (delay/vehicle > 80 seconds) with significant queuing. The deteriorated performance of the southbound approach is attributed to the removal of the exclusive left turn lane, which reduced the approach to one lane. The loss of the southbound left turn lane has significant impacts to the approach/intersection performance during the AM peak, given that left turning vehicles are expected to block a heavy through volume (13% left turning traffic, 82% through traffic and 5% right turning traffic). Despite the poor performance of the eastbound/southbound approaches during the morning peak, the overall intersection performance meets targets (LOS E or better) during the morning and afternoon peak periods.

At the Sackville intersection, significant improvements were made to southbound/intersection operations

during the AM peak as a result of the modifications to the southbound lane configuration. The approach was reconfigured to a shared left turn/through lane and a designated right turn lane, since right turning traffic accounts for over 55% of approach traffic during the morning peak.



Figure 31 - Scenario 1, AM/PM intersection LOS

Features		
<p>In general, this scenario involves modifications to the lane configurations and RTOR restrictions associated with implementation of the bi-directional bikeway. The proposed bike facility does not impact lane configurations at stop-controlled intersections (i.e., Spring Garden Road and Rainnie Drive intersections) or signalized intersections without an eastbound approach (Prince Street intersection).</p>		
Intersection	Proposed Changes	Impacts/Conclusions
Brunswick Street at Cogswell Street	<p><u>Changes to TSTP:</u></p> <ul style="list-style-type: none"> No EB/SB RTOR No changes to the TSTP <p><u>Changes to Lane Configurations:</u></p> <ul style="list-style-type: none"> NB approach is modified to remove left turn lane (L, T, R → LT, R) EB approach is modified (LT, T, R → LT, R) SB channelized right turn lane is removed through the Cogswell Redevelopment (L, T, R → L, TR) WB channelized right turn lane is removed through the Cogswell Redevelopment (LT, T, R → LT, TR) No RTOR restrictions applied to the SB and EB approaches (no changes to the TSTP) 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> Minimal impacts to performance indicators during AM/PM peaks <p><u>Conclusions</u></p> <ul style="list-style-type: none"> The proposed lane changes and RTOR restrictions are expected to have a minimal impact on vehicle traffic operations Intersection is expected to operate within HRM acceptable limits during both peak periods <p><u>Note:</u> The proposed changes to the Brunswick/Cogswell intersection considers modifications to lane configurations resulting from the Cogswell Redevelopment Project. The descriptions of impacts for this intersection are based on a comparison with post-Cogswell Redevelopment conditions (not existing conditions).</p>

<p>Brunswick Street at Gottingen Street / Duke Street</p>	<p><u>Changes to TSTP:</u></p> <ul style="list-style-type: none"> No EB RTOR In the AM peak, the cycle length was revised and green time reallocated compared to existing conditions <p><u>Changes to Lane Configurations:</u></p> <ul style="list-style-type: none"> SB approach is modified to remove the left turn lane (L, TR → LTR) 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> The SB approach is expected to operate above capacity at LOS F during the AM peak The SB 95th^{mile} queue is expected to increase by approximately 2.3 times the existing length (82m → 189m) during the AM peak SB 95th^{mile} queues are expected to approach Cogswell Street (~250m to Cogswell/Brunswick intersection). Significant impacts to EB 95th^{mile} queue during the AM peak (212.5m → 291.4m) Minimal impacts to the intersection during the PM peak. <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> Removal of the SB left turn lane has significant impacts to the approach performance during the AM peak, given that left turning vehicles are expected to block the heavy through volume (13% left, 82% through and 5% right) Poor LOS during the AM peak is largely attributed to the removal of the EB right turn lane with the tactical implementation of the existing bi-directional bikeway Intersection is not expected to operate within HRM acceptable limits during both peak periods
<p>Brunswick Street at Sackville Street</p>	<p><u>Changes to TSTP:</u></p> <ul style="list-style-type: none"> No EB RTOR No changes to the TSTP <p><u>Changes to Lane Configurations:</u></p> <ul style="list-style-type: none"> SB approach is modified to remove channelized right turn lane (L, TR → LT, R) NB left turn lane is removed (approach is reduced to one lane) 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> The SB 95th^{mile} queue is expected to decrease significantly (165m → 70m) during the AM peak Notable improvements to SB delay and v/c during the AM peak <p><u>Conclusions</u></p> <ul style="list-style-type: none"> Significant improvements to SB approach during the AM peak resulting from lane configuration changes, given the heavy right turning movement (57% right, 24% through and 20% left) Minimal impacts during PM peak Negligible impacts resulting from removal of the NB left turn lane Restricting EB RTOR has a negligible impact on the intersection/approach performance. Intersection is expected to operate within HRM acceptable limits during both peak periods

Table 13 - Summary of proposed features and operational impacts of scenario 1

Scenario 2 – Leading Bicycle Intervals

The results of the intersection performance analysis indicate generally good operational conditions for motor vehicles, with most movements expected to operate within HRM acceptable limits with the introduction of LBIs.

Resulting intersection levels of service are graphically represented in Figure 32 and notable impacts are detailed below and summarized in Table 14.

Similar to the Existing Conditions / Scenario 1 analyses, the Gottingen/Duke Street intersection is the most critical intersection along the corridor, with poor performance indicators largely contained within the AM peak. The introduction of LBIs have minimal impacts on individual approaches, therefore, the eastbound and southbound approaches are expected to remain operating over capacity at LOS F during the AM peak. The introduction of the LPI decreases the intersection performance from LOS E to LOS F during the AM peak, and from LOS C to LOS D during the PM peak.



Figure 32 - Scenario 2 AM/PM Intersection LOS

Features		
In general, this option consists of introducing a 5-second leading bike interval at the four-leg signalized intersections and RTOR during the LBI. The proposed bike facility and LBI have no impact on stop-controlled intersections (i.e., Spring Garden Road and Rainnie Drive intersections) or signalized intersections without an eastbound approach (Prince Street intersection).		
Intersection	Proposed Changes	Impacts/Conclusions
Brunswick Street at Cogswell Street	<ul style="list-style-type: none"> 5-second LBI is provided for NB/SB pedestrians and bikes No EB/SB RTOR at any time No NB/WB RTOR during LBI, otherwise permitted 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> v/c for the eastbound approach is expected to increase significantly during both peaks, but is expected to remain within acceptable limits <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> All movements are expecting to operate within acceptable guidelines during the AM/PM peaks The proposed LBI and RTOR restrictions are expected to have minimal impacts on traffic operations during both peak periods
Gottingen Street / Duke Street	<ul style="list-style-type: none"> 5-second LBI is provided for NB/SB pedestrians and bikes No EB RTOR at any time No NB/SB/WB RTOR permitted during LBI, otherwise permitted 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> During the AM peak, intersection performance decreases from LOS E to LOS F During the PM peak, intersection performance decreases from LOS C to LOS D Minimal impact on queuing or v/c during AM/PM peaks <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> Largely minimal impacts resulting from the LBI Impacts are primarily attributed to modifications to the lane configuration
Brunswick Street at Sackville Street	<ul style="list-style-type: none"> 5-second LBI is provided for NB/SB pedestrians and bikes No EB RTOR at any time No NB/SB right turns permitted during LBI, otherwise permitted 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> v/c for some movements are expected to increase during both peaks, but are expected to remain within acceptable limits <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> All movements are expected to operate within acceptable limits during the AM/PM peaks The LBI has negligible impacts on operations during both peaks If SB RTs are not permitted during the EB phase, SB delays/queues are expected to increase significantly given the volume of right turning traffic, particularly during the AM peak (where 95th%ile queues would be expected to spill back beyond the signalized intersection at Prince St)

Table 14 - Summary of Proposed Features and Operational Impacts of Scenario 2

Scenario 3 – Protected Bicycle Signals

The results of the intersection performance analysis indicate generally good operational conditions for motor vehicles, with most movements expected to operate within HRM acceptable limits with the introduction of PBSs.

Resulting intersection levels of service are graphically represented in Figure 33 and notable impacts are detailed below and summarized in Table 15.

Similar to all other analyses, the Gottingen/Duke Street intersection is the most critical intersection along the corridor, with poor performance indicators largely contained within the AM peak. In general, the introduction of a PBS has minimal impacts on individual approaches, therefore, the eastbound and southbound approaches are expected to remain operating over capacity at LOS F during the AM peak. During the PM peak, northbound and eastbound approaches are nearing capacity. The introduction of PBSs decreases the intersection performance from LOS E to LOS F during the AM peak, and from LOS C to LOS D during the PM peak.



Figure 33 - AM and PM LOS - Scenario 3

Features		
<p>In general, this option consists of introducing a 10-second protected bike signal (PBS) at the four-leg signalized intersections and restricting all right turns during the protected bike phase. The proposed bike facility and protected bike signals have no impact on stop-controlled intersections (i.e., Spring Garden Road and Rainnie Drive intersections) or signalized intersections without an eastbound approach (Prince Street intersection).</p>		
Intersection	Proposed Changes	Impacts/Conclusions
Brunswick Street at Cogswell Street	<ul style="list-style-type: none"> 10-second PBS is provided for NB/SB bikes No right turns permitted during PSB, otherwise permitted 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> No impact on overall intersection delays during both peaks Significant improvement to the EB right turning movement during both peaks <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> All movements are expecting to continue operating within HRM acceptable guidelines during the AM/PM peaks. The proposed PBS is expected to have a minimal impact on traffic operations during both peak periods. Improvement given the presence of an exclusive right turn lane and EB right turns are permitted unless during the PBS (i.e., more permissive opportunities to turn right).
Brunswick Street at Gottingen Street / Duke Street	<ul style="list-style-type: none"> 10-second PBS is provided for NB/SB bikes No right turns permitted during PSB, otherwise permitted 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> During the AM peak, intersection performance decreases from LOS E to LOS F During the PM peak, intersection performance decreases from LOS C to LOS D Minimal impact on queuing or v/c during AM/PM peaks <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> Largely minimal impacts resulting from the PBS Impacts are primarily attributed to modifications to the lane configuration
Brunswick Street at Sackville Street	<ul style="list-style-type: none"> 10-second PBS is provided for NB/SB bikes No right turns permitted during PSB, otherwise permitted 	<p><u>Impacts:</u></p> <ul style="list-style-type: none"> v/c for some movements are expected to increase during both peaks, but are expected to remain within acceptable limits <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> All movements are expected to operate within acceptable limits during the AM/PM peaks The PBS has negligible impacts on operations during both peaks

Table 15 - Summary of Proposed Features and Operational Impacts of Scenario 3

Conclusion

Scenarios 1 through 3 do not have an impact on unsignalized intersections or signalized intersections without an eastbound (west) leg, therefore, impacts to vehicular operations are limited to the Cogswell Street, Gottingen/Duke Street and Sackville Street intersections.

In general, modifications to the lane configurations are expected to impact performance operations more significantly than changes to the traffic signal timing plans (LBI/PBS). Brief conclusions associated with each scenario and the impacted intersections is provided in Table 16. It should be noted that Scenario 2 and Scenario 3 conclusions are based on comparisons with Scenario 1, whereas Scenario 1 conclusions are based on a comparison with Existing Conditions.

Intersection	Scenario 1 Conclusions	Scenario 2 Conclusions	Scenario 3 Conclusions
Brunswick Street at Cogswell Street	<ul style="list-style-type: none"> Negligible impacts 	<ul style="list-style-type: none"> During the PM peak, the intersection LOS goes from B to C Minimal impacts during the AM peak 	<ul style="list-style-type: none"> During both peaks, most v/c's are expected to increase but remain within acceptable limits
	Final Thoughts: Scenario 2 has more significant impacts to vehicular operations than Scenario 3, largely since EB right-turning vehicles are provided with an exclusive lane and are permitted to turn right during the NB/SB vehicle phase, thus improving the approach and intersection delay significantly.		
Brunswick Street at Gottingen Street / Duke Street	<ul style="list-style-type: none"> Significant deterioration of the SB approach during the AM peak due to the removal of the SB left turn lane EB queuing is expected to increase significantly during both peaks as a result of the RTOR conditions Minimal impacts to the overall intersection LOS during the PM peak Improvements to the intersection performance can be made during the AM peak by revising the TSTP/green time allocation 	<ul style="list-style-type: none"> The LBI has a minimal impact on approach performances During the AM peak, the intersection LOS goes from E to F During the PM peak, the intersection LOS goes from C to D 	<ul style="list-style-type: none"> During both peaks, EB v/c's are expected to exceed capacity and operate at LOS F During the AM peak, the intersection LOS goes from E to F During the PM peak, the intersection LOS goes from C to D
	Final Thoughts: Scenario 3 has more significant impacts to vehicular operations than Scenario 2, primarily resulting from the increase to the cycle length.		

Brunswick Street at Sackville Street	<ul style="list-style-type: none"> Improvements to the SB approach and intersection LOS during the AM peak Minimal impacts during the PM peak Removal of the NB left turn lane is expected to increase v/c and 95th^{mile} queuing during both peaks, but are expected to remain within acceptable limits 	<ul style="list-style-type: none"> Intersection is expected to operate at LOS B during both peaks All movements are expected to remain with acceptable limits 	<ul style="list-style-type: none"> Intersection is expected to operate at LOS B during both peaks All movements are expected to remain with acceptable limits
	Final Thoughts: Negligible differences between the operational performance of this intersection between Scenario 2 and 3.		

Table 16 - Summary of Scenario Conclusions

Recommendation

Since there are minimal differences in the impacts on vehicular operations between Leading Bike Intervals or Protected Bike Signals, and Protected Bike Signals significantly improve safety by eliminating conflicts between NB/SB cyclists/pedestrians and turning vehicles, it is recommended that the Preliminary Design proceeds with consideration of Protected Bike Signals at applicable intersections.

In addition, it is recommended that the Preliminary Design consider the following:

- Re-evaluate the duration of the Protected Bike Phase and consider extending the phase to allow NB/SB pedestrians adequate time to cross the intersection, based on the required crossing distance.
- Complete a mid-block crosswalk warrant for Brunswick Street between Gottingen/Duke Street and Cogswell Street.
- Complete an updated crosswalk warrant at the Brunswick Street / Spring Garden Road intersection to determine if an enhanced treatment (RRFB) is warranted.

5.6 Proposed Multi-Modal Level of Service

Proposed Intersection MMLOS

The following subsections provide a summary of the proposed MMLOS analysis results for intersections in the study area. The detailed analysis as well as the assumptions applied to the methodology are provided in Appendix K. It should be noted that the proposed MMLOS was completed based on the recommended analysis scenario, Scenario #3 – Protected Bike Signals.

Pedestrian Level of Service

In general, the proposed project improves the pedestrian LOS at most intersections by one level, whereas the LOS at some intersections does not change compared to existing conditions. A comparison of the existing and proposed pedestrian levels of service are provided in Table 17.

It should be noted that aspects of the proposed project have trade-offs for the pedestrian LOS at signalized intersections, as discussed in Table 11. While the proposed protected signal phase will provide a fully protected opportunity for NB/SB pedestrian crossings, the cycle length increases, which increases wait times. This trade-off is not explicitly considered in the MMLOS analyses, therefore, improvements to safety of this nature may not be obvious in the MMLOS summary.

Features such as reducing the average pedestrian crossing distance (e.g., removal of exclusive turning lanes, reduction of lane widths) and reducing the number of uncontrolled conflicts with vehicles improved the pedestrian LOS at certain intersections. Conversely, features like increasing the cycle length at signalized intersections negatively impacted the pedestrian LOS at other intersections by increasing wait times between crossing opportunities. Generally, these strategies to improve the pedestrian LOS may negatively impact the LOS for vehicles, transit, and goods movement.

Overall, the primary reasons why the pedestrian LOS targets (LOS A) are not met:

- Increase in cycle length at signalized intersections
- Unsignalized intersections are penalized when crosswalks are not marked
- Some pedestrian crossing distances increased with the introduction of the bi-directional bikeway (i.e., pedestrian exposure distance increase since pedestrians are required to cross the bi-directional bikeway)

Intersection	AM Peak		PM Peak	
	Existing	Proposed	Existing	Proposed
Brunswick St at Spring Garden Rd	B	B	B	B
Brunswick St at Doyle St	C	B	C	B
Brunswick St at Sackville St	D	C	D	C
Brunswick St at Prince St	B	B	B	B
Brunswick St at Carmichael St	B	B	B	B
Brunswick St at Gottingen/Duke St	D	D	D	C
Brunswick St at Cogswell St	E	D	E	D
Rainnie Dr at Gottingen St	B	A	B	A

Table 17 - Proposed Intersection MMLOS AM/PM: Pedestrians

Cyclist LOS Level of Service

In general, the proposed project improves the cyclist LOS at most intersections by one or two levels compared to existing conditions. A comparison of the existing and proposed cycling levels of service are provided in Table 18.

Similar to the pedestrian LOS, some strategies to improve the cyclist LOS have negative impacts on the LOS for motorized modes, and some strategies to improve the safety of cyclists can negatively impact the LOS using the MMLOS tool.

In general, significant improvements were made to the cyclist levels of service by incorporating protected cycling facilities on Brunswick Street. While the proposed protected signal phase will provide a fully protected opportunity for NB/SB cyclists, the cycle length increases, which increases wait times.

Overall, the primary reasons why the cyclist LOS targets (LOS A) are not met:

- Most intersections do not have EB/WB cycling facilities (i.e., only Brunswick Street approaches include cycling facilities, whereas most side streets do not)
- Increase in cycle lengths at signalized intersections (i.e., longer wait times for NB/SB bike crossing opportunities)

Intersection	AM Peak		PM Peak	
	Existing	Proposed	Existing	Proposed
Brunswick St at Spring Garden Rd	D	C	D	C
Brunswick St at Doyle St	D	B	D	B
Brunswick St at Sackville St	D	B	D	B
Brunswick St at Prince St	C	B	C	B
Brunswick St at Carmichael St	C	B	C	B
Brunswick St at Gottingen/Duke St	C	B	C	A
Brunswick St at Cogswell St	E	B	E	B
Rainnie Dr at Gottingen St	B	B	B	B

Table 18 - Proposed Intersection MMLOS AM/PM: Cyclists

Transit Level of Service

In general, transit operations at the applicable intersections did not change compared to existing conditions. A comparison of the existing and proposed pedestrian levels of service are provided in Table 19.

It should be noted that this MMLOS analysis does not consider implications from the Transit-Only Pilot on Spring Garden Road (i.e., assumes pre-pilot conditions). In addition, deterioration of the LOS during the PM peak at the Gottingen/Duke Street intersection is attributed to the implications of increasing the cycle length.

As in the Existing MMLOS section, the transit MMLOS analysis was omitted for intersections that are not part of a transit route.

Intersection	AM Peak		PM Peak	
	Existing	Proposed	Existing	Proposed
Brunswick St at Spring Garden Rd	C	C	C	C
Brunswick St at Doyle St	N/A	N/A	N/A	N/A
Brunswick St at Sackville St	N/A	N/A	N/A	N/A
Brunswick St at Prince St	N/A	N/A	N/A	N/A
Brunswick St at Carmichael St	N/A	N/A	N/A	N/A
Brunswick St at Gottingen/Duke St	A	A	B	C
Brunswick St at Cogswell St	A	A	A	A
Rainnie Dr at Gottingen St	N/A	N/A	N/A	N/A

Table 19 - Proposed Intersection MMLOS AM/PM: Transit

Goods Movement Level of Service

In general, the proposed project decreases the LOS at some intersections by one level, whereas the LOS at some intersections does not change compared to existing conditions. A comparison of the existing and proposed goods movement levels of service are provided in Table 20.

Minor deterioration of goods movement LOS is attributed to reducing the effective turning radii (to reduce crossing distances and improve pedestrian LOS) and the increase in cycle lengths to accommodate protected signal phases for bikes/pedestrians.

Intersection	AM Peak		PM Peak	
	Existing	Proposed	Existing	Proposed
Brunswick St at Spring Garden Rd	B	B	B	B
Brunswick St at Doyle St	N/A	N/A	N/A	N/A
Brunswick St at Sackville St	B	C	B	C
Brunswick St at Prince St	C	C	B	B
Brunswick St at Carmichael St	B	B	C	D
Brunswick St at Gottingen/Duke St	D	E	C	D
Brunswick St at Cogswell St	B	C	B	C
Rainnie Dr at Gottingen St	A	A	A	A

Table 20 - Proposed Intersection MMLOS AM/PM: Goods Movement

Automobile Level of Service

In general, the proposed project did not impact the automobile MMLOS analysis compared to existing conditions, except for the Gottingen/Duke Street intersection, wherein the LOS was reduced by one level. The reduction in LOS at the Gottingen/Duke Street intersection is attributed to the removal of the southbound left turn lane. Despite the minor impact to the Gottingen/Duke Street intersection, all intersections exceed their target MMLOS (LOS E), ranging between LOS B to D, as shown in Table 21.

It should be noted that the levels of service in this table do not correspond to the levels of service in Figure 33. The MMLOS considers the resulting Synchro outputs in addition to factors pertaining to the presence of turning lanes and turning restrictions.

Intersection	AM Peak		PM Peak	
	Existing	Proposed	Existing	Proposed
Brunswick St at Spring Garden Rd	B	B	B	B
Brunswick St at Doyle St	D	D	D	D
Brunswick St at Sackville St	C	C	C	C
Brunswick St at Prince St	B	B	B	B
Brunswick St at Carmichael St	C	C	D	D
Brunswick St at Gottingen/Duke St	C	D	B	C
Brunswick St at Cogswell St	B	B	B	B
Rainnie Dr at Gottingen St	C	C	C	C

Table 21 - Proposed Intersection MMLOS AM/PM: Automobile

Proposed Segment MMLOS

The following subsections provide a summary of the proposed MMLOS analysis results for segments in the study area. The detailed analysis as well as the assumptions applied to the methodology are provided in Appendix X . It should be noted that the proposed MMLOS was completed based on the recommended analysis scenario, Scenario #3 – Protected Bike Signals.

Pedestrian Level of Service

In general, the proposed project improves the pedestrian LOS on most segments by one level, as shown in Figure 34. A comparison of the existing and proposed pedestrian levels of service are provided in Table 22.

In general, the segment LOS was improved by increasing the width of pedestrian facilities and pedestrian zones and marking mid-block crosswalks on long segments.

Segments that achieved a LOS A have generous pedestrian facility widths, pedestrian zones and shorter distances between marked crosswalks. Overall, the primary reasons why the pedestrian LOS targets (LOS A) are not met:

- Minimal, or lack of, buffer between sidewalk and roadway, particularly on the east side of Brunswick Street between Spring Garden Road and Sackville Street
- Relatively longer distances between marked crosswalks (100-149m)



Figure 34 - Proposed Segment MMLOS AM/PM: Pedestrians

Segment	AM/PM Peak			
	Southbound		Northbound	
	Ex.	Pro.	Ex.	Pro.
Brunswick St between Spring Garden Rd and Sackville St	C	B	C	C
Brunswick St between Sackville St and Gottingen St / Duke St	B	A	B	B
Brunswick St between Gottingen St / Duke St and Cogswell St	B	A	C	B
Gottingen St between Brunswick St and Rainnie Dr	C	B	B	B

Table 22 - Proposed Segment MMLOS AM/PM: Pedestrians

Cyclist Level of Service

In general, the proposed project improves the cyclist LOS at most intersections by one or two levels compared to existing conditions, as shown in Figure 35. A comparison of the existing and proposed cycling levels of service are provided in Table 23.

In general, significant improvements were made to the cyclist levels of service by incorporating protected cycling facilities on Brunswick Street and Gottingen Street .

Overall, the primary reason why the cyclist LOS targets (LOS A) are not met on certain segments is attributed to a combination of the adjacent roadway volume and vehicle operating speed. Consideration could be given to traffic calming/diversion treatments to further improve the cycling environment.

As indicated in the Existing MMLOS section, 'Block Length' was omitted from the cyclist MMLOS, since it was determined to unduly impact the overall performance and would restrict the ability to achieve LOS A with implementation of a AAA facility. It is recommended that HRM revisits the MMLOS tool to reevaluate cyclist performance indicators.

Segment	AM/PM Peak			
	Southbound		Northbound	
	Ex.	Pro.	Ex.	Pro.
Brunswick St between Spring Garden Rd and Sackville St	D	A	D	A
Brunswick St between Sackville St and Gottingen St / Duke St	D	B	D	B
Brunswick St between Gottingen St / Duke St and Cogswell St	D	B	D	B
Gottingen St between Brunswick St and Rainnie Dr	C	B	C	B

Table 23 - Proposed Segment MMLOS AM/PM: Cyclists



Figure 35 - Proposed Segment MMLOS AM/PM: Cyclists

Goods Movement Level of Service

The proposed project decreases the LOS on all segments by at least one level compared to existing conditions, as shown in Figure 36. A comparison of the existing and proposed goods movement levels of service are provided in Table 24.

Deterioration of goods movement LOS is attributed to reducing the effective turning radii (to reduce crossing distances and improve pedestrian LOS) and the increase in cycle lengths to accommodate protected signal phases for bikes/pedestrians.

Segment	AM/PM Peak			
	Southbound		Northbound	
	Ex.	Pro.	Ex.	Pro.
Brunswick St between Spring Garden Rd and Sackville St	B	F	C	F
Brunswick St between Sackville St and Gottingen St / Duke St	E	F	D	E
Brunswick St between Gottingen St / Duke St and Cogswell St	C	F	C	B
Gottingen St between Brunswick St and Rainnie Dr	B	C	B	C

Table 24 - Proposed Segment MMLOS AM/PM: Goods Movement



Figure 36 - Proposed Segment MMLOS AM/PM: Goods Movement

Automobile Level of Service

In general, the proposed project decreases the automobile LOS on all segments compared to existing conditions, as shown in Figure 37. A comparison of the existing and proposed pedestrian levels of service are provided in Table 25.

Deterioration of the automobile LOS is attributed to the loss of on-street parking, wherein right-of-way designated for on-street parking was reallocated to protected cycling facilities.



Figure 37 - Proposed Segment MMLOS AM/PM: Automobiles

Segment	Southbound				Northbound			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Ex.	Pro.	Ex.	Pro.	Ex.	Pro.	Ex.	Pro.
Brunswick St between Spring Garden Rd and Sackville St	B	C	B	C	B	C	B	C
Brunswick St between Sackville St and Gottingen St / Duke St	E	F	E	E	B	C	D	F
Brunswick St between Gottingen St / Duke St and Cogswell St	C	C	C	C	B	B	C	B
Gottingen St between Brunswick St and Rainnie Dr	F	F	C	C	C	C	F	F

Table 25 - Proposed Segment MMLOS AM/PM: Automobile

6.0 Public Engagement

6.1 Engagement Process

Public engagement was launched on August 23, 2021 via Shape Your City and YouTube. The survey and recorded presentation were advertised through sponsored posts on Facebook and shared on the municipality's Twitter, Instagram, and Facebook accounts. The survey link was also emailed directly to external stakeholders including businesses along the corridor, as well as various disability and cycling advocacy groups.

The survey closed on September 30, 2021 with 1100 responses, at that time the video had been viewed 325 times on YouTube and the Shape your City page had received more than 3,700 visits.

This section summarizes responses based on survey input. This feedback will assist the project team to determine the most desirable configuration for the Brunswick Street and Rainnie Drive corridors within the parameters of a complete street.

6.2 What We Heard - Public

Survey Demographics

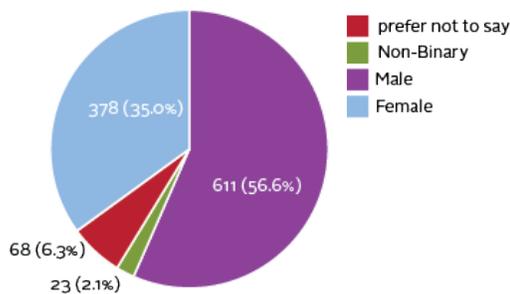


Figure 39 - Survey Demographics: Gender

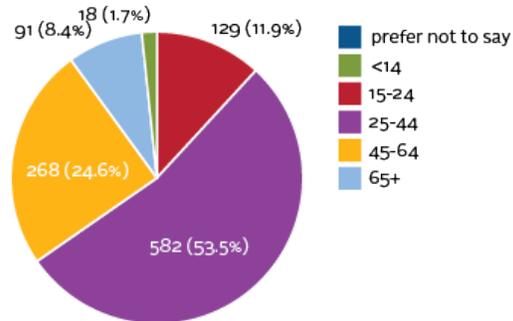


Figure 40 - Survey Demographics: Age

The charts above illustrate the composition of survey responses by age and gender. The map to the right illustrates the locations of respondents. The map was created using the first 3 characters of postal codes as provided in the survey. A small portion of responses came from outside HRM, the map shows the responses from within HRM.

Area Usage & Frequency

Respondents were asked how frequently they visited the project area and for what reasons. The majority indicated at least weekly trips. Reasons for visiting varied, the 'other' category being the most common indicating they work downtown or they use Brunswick Street and Rainnie Drive as part of their commute.

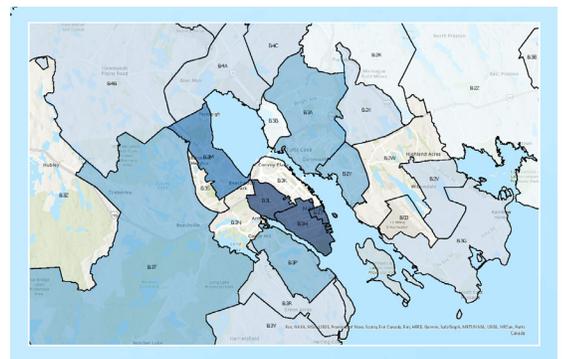


Figure 41- Frequency of Responses by Location

Current Modes of Transportation

Respondents were asked about their current primary mode of transportation when visiting the project area. The majority (53.4%) arrive by car or motorcycle either as a driver or passenger. The full responses are summarized in the table on the right.

Key Trends

The survey contained both multiple choice and open ended questions. Respondents discussed a number of topics, the responses are summarized below.

Active Transportation

Pedestrian space was considered very important by the majority of participants with 53%, only 15% of respondents indicated it was not important or having a neutral opinion. Respondents want improved cycling infrastructure and better connections to existing facilities (21%). Respondents discussed the pros and cons of bi-directional versus unidirectional bikeways and the general preference among cyclists for unidirectional facilities.

Green Space

Green space was highly valued by respondents both in the general responses and the response to the options. Many respondents also indicated that green space needs to compliment our pedestrian space and should not be sacrificed to increased paved surfacing.

Safety

Respondents expressed concerns regarding the current configuration of the Brunswick St. / Gottingen St intersection for cyclists. Brunswick Street has unidirectional facilities in the north and south-bound directions, Gottingen Street is a bi-directional east / west facility. The tactical extension of the bi-directional Rainnie Drive bicycle lane does not provide an easy transition for north-bound cyclists turning left (west) to head along Gottingen Street and Rainnie Drive. This intersection was mentioned frequently both on the survey and in social media comments as an item to be addressed.

Transportation

15% of respondents felt that more parking and drive lanes would be more beneficial than bike lanes on Brunswick Street, overall 9% of respondents were against bike lanes in general. The majority of respondents were generally in favour of the addition of active transportation space and wider sidewalks along Brunswick Street.

Mode	Percentage of Respondents
Car or Motorcycle - Driver	45%
Car or Motorcycle - Passenger	8.4%
Wheelchair or motorized mobility device	0.1%
Taxi / Ride Share	0.3%
Transit	5.3%
Bicycle	13.7%
Pedestrian	24.1%
Other	3.2%

Table 26 - Survey Respondents Modes of Transportation

Brunswick Street

Respondents were asked to rank the current features of Brunswick Street by importance. The results are shown the table to the right.

Parking was split almost in the middle regarding importance in the corridor and received one of the lowest overall ratings (40%), pedestrian space received the highest priority (85%), followed closely by green space and space for cyclists. These preferences were reflected in the comments received on the individual concepts as well. The complete survey results are in Appendix L.

Rainnie Drive

At the time of public engagement Rainnie Drive was being considered as part of this project. While no concepts were presented for Rainnie Drive, respondents were given the opportunity to rank the importance of key features within for Rainnie Drive, those that currently exists and others that could exist in the future or as part of this project. The chart to the right shows the results of the poll with very important on the left (green) and not at all important on the left (red). Pedestrian space and green space were given the highest priority with 82% and 70% respectively. Parking and public are were the lowest ranked. The results are summarized in the table to the right and the complete results are in Appendix L.

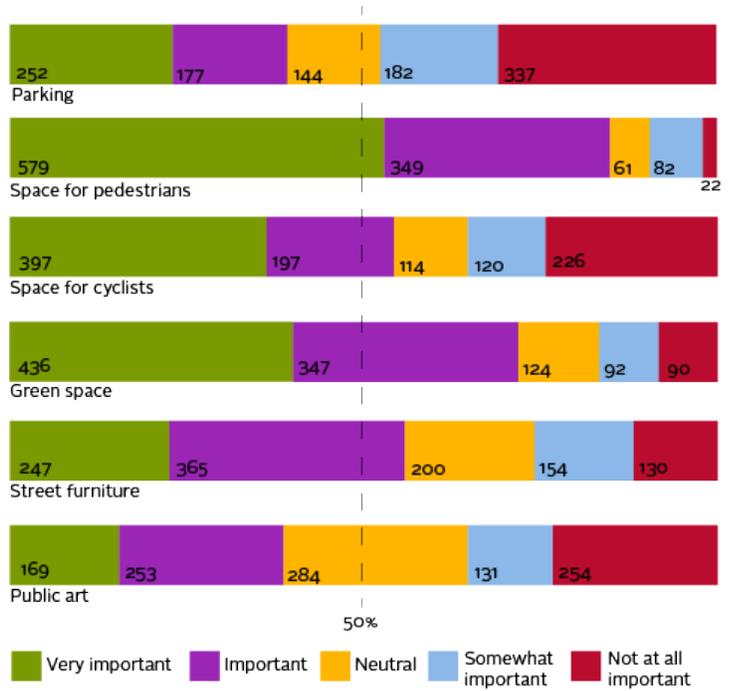


Figure 42 - Importance of Features for Brunswick Street

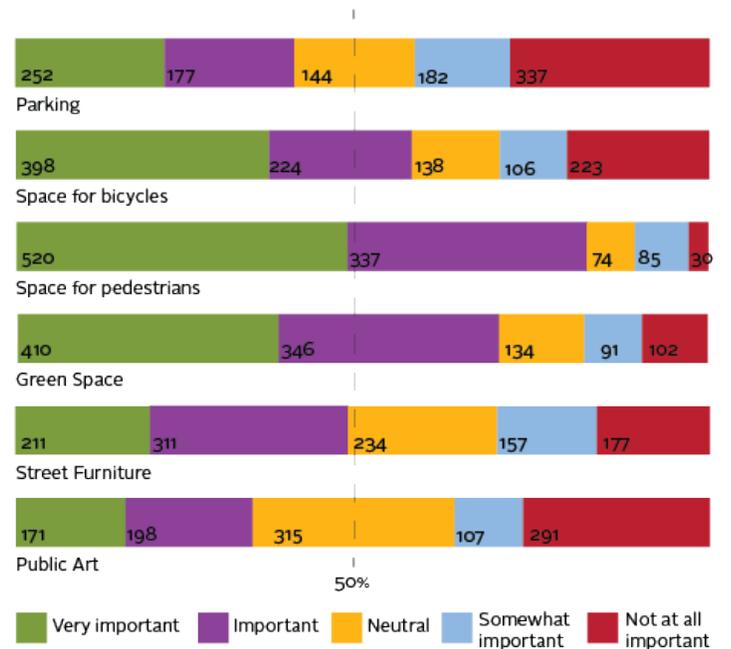


Figure 43 - Importance of features for Rainnie Drive

Concept Feedback

Respondents were asked to select their preferred concept for each segment of the corridor. In all cases the balanced option was the preferred choice, and for the 17.3m segment green space was preferred over pedestrian priority.

23.3m Cross Section

The majority of respondents preferred the balanced option for the 23.3m cross section (55%). This option allowed for a 3.5m sidewalk and 3.3m landscape buffer while maintaining east side curb access.

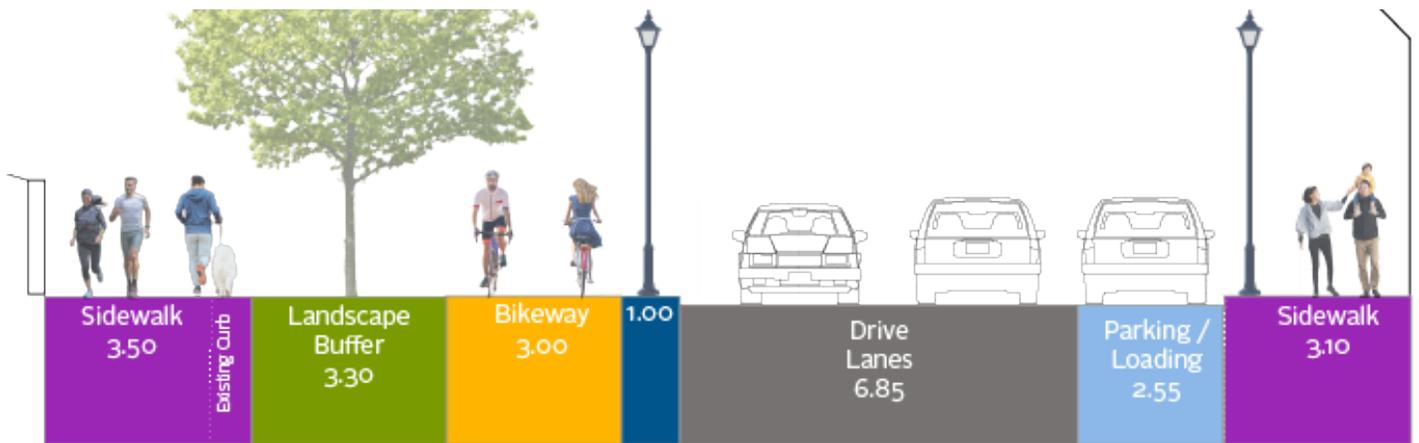


Figure 44 - Preferred Option for 23.3m cross section - Option 3, 'Hybrid'

21m Cross Section

The majority of respondents preferred the balanced option for the 21m cross section (52%). This option allows for a 3m sidewalk and a 1.85m landscape buffer while maintaining east side curb access.

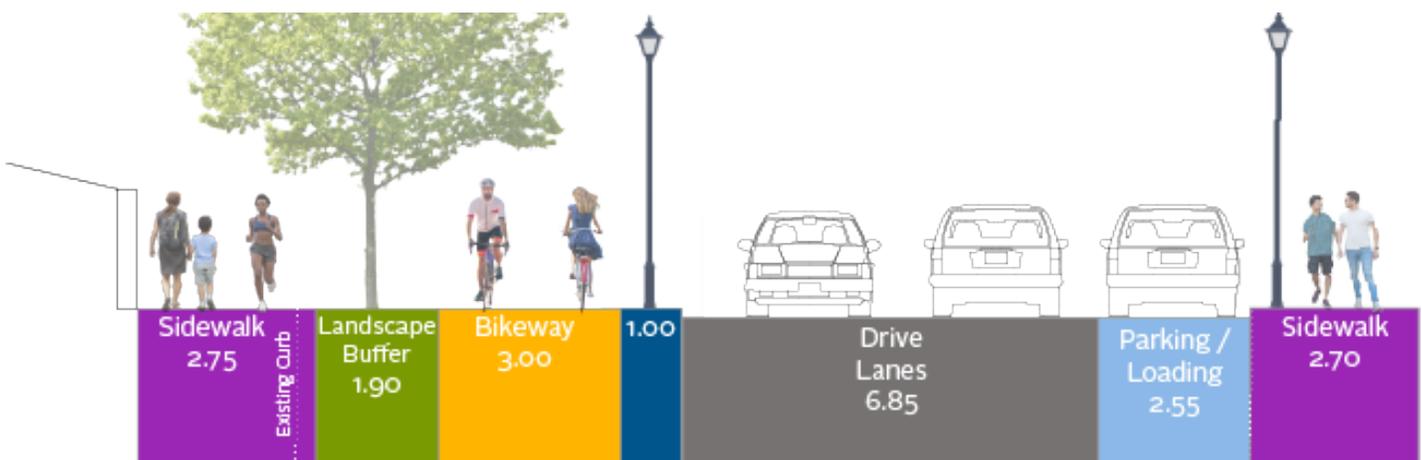


Figure 45 - Preferred option for 21.2m cross section - Option 3 'Hybrid'

17.3m Cross Section

For the 17.3m cross section, our most constrained, only 2 options were presented. The majority of respondents preferred the green space priority option for this segment (65%).

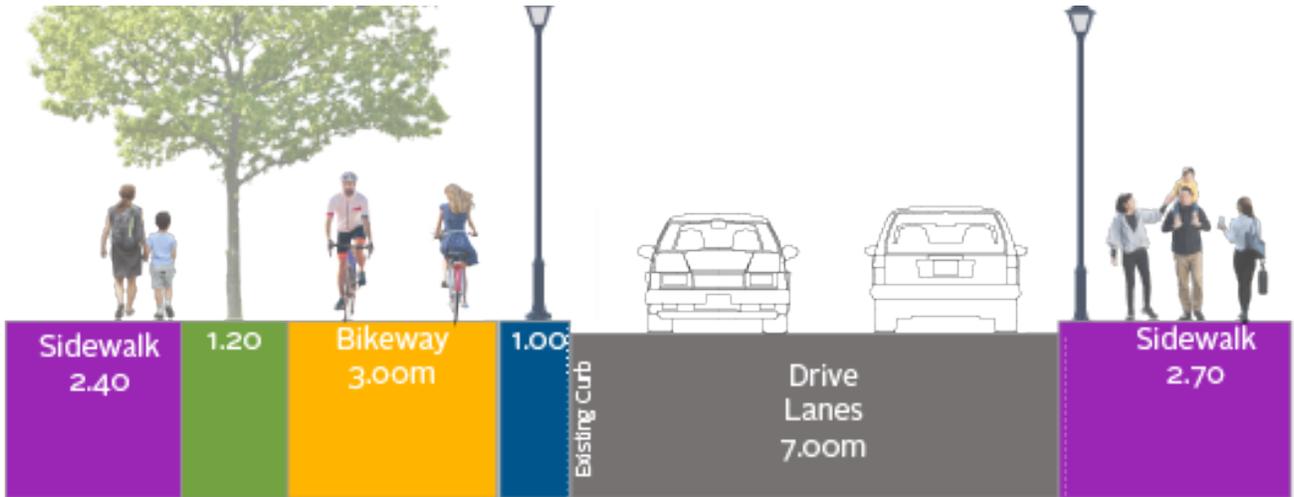


Figure 46 - Preferred Option for 17.3m cross section - Option X 'Green Space'

18.3m Cross Section

For the 18.3m option pedestrian priority received slightly more favour than retaining parking (50.3% to 49.7%), further consultation with businesses and landowners in the area will take place to gain a better understanding of their current and future needs.

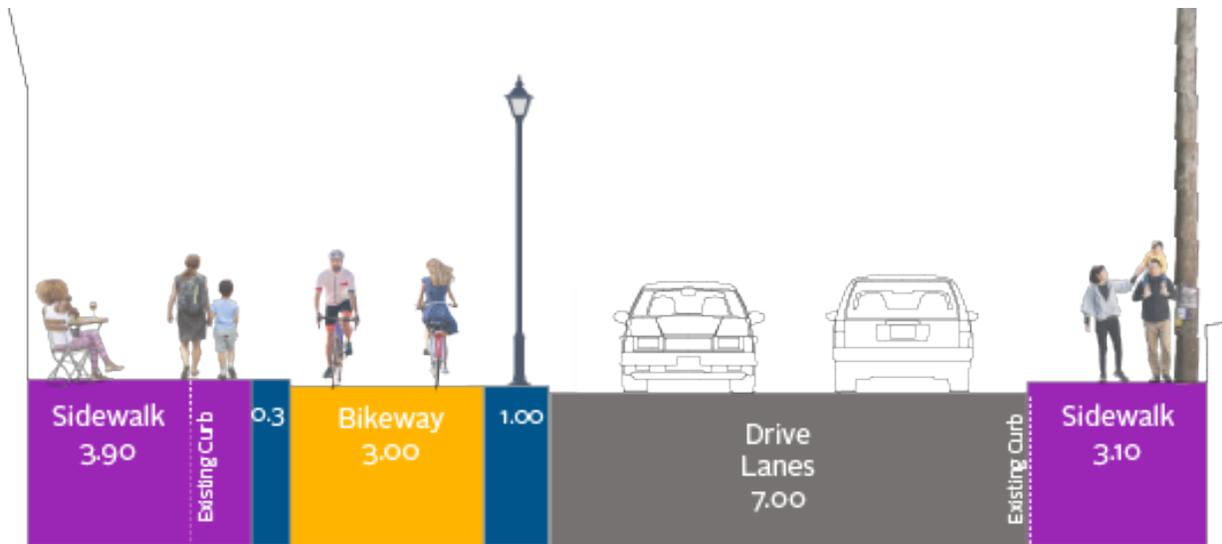


Figure 47 - Preferred Option for 18.3m cross section - Option 2 'Pedestrian Space'

6.3 What We Heard - Stakeholder

Active Transportation Advisory Committee

On May 19, 2022, a presentation was given to the Active Transportation Advisory Committee (ATAC) about the project. The meeting was held virtually via Zoom and the meeting is available for viewing on [YouTube](#).

Similarly to the public survey, the Duke Street / Gottingen Street intersection was a point of concern. There were several questions about connections through the intersection and ensuring that movements through the intersection can be made safely. The connection through the North Park roundabout was also mentioned, the current configuration requires cyclists to continue onto Cogswell Street to access Rainnie Drive and enter the bike lane. Consideration for access to a multi-use path or the bike lane directly from the roundabout was suggested.

The other primary concern was regarding crossing treatments in general. At the time of the presentation, bicycle signals had just been implemented on Wyse Road and their use was still very new within HRM. There were several questions regarding phasing and timing of the signals, at the time of the presentation the design team was still evaluating options. While a recommendation is made in this report, these questions will be addressed through the detailed design process.

Businesses

On November 25, 2021 a meeting was held with HRM staff and members of the Downtown Halifax Business Association (DHBA) and Spring Garden Area Business Association (SGABA). The primary concerns brought forth at this meeting were related to turning movements from Doyle Street onto Brunswick Street and current sight-line issues due to the offset intersection. These issues will be corrected with the normalization of the intersection through the completion of this project.

All businesses in the area were emailed a survey, the survey was also included in an email newsletter from the business associations in the fall of 2021. Limited feedback was received, but generally concerns were limited to the loss of parking in front of the Cambridge Suites hotel, while businesses do typically load from Market Street, there is some loading that occurs in the parking lot and the perception is that some patrons do use the on-street parking available. Data provided by local business does indicate that the majority of patrons park on-site and do not have difficulty finding parking to attend appointments.

Walk N Roll Halifax

Walk 'n' Roll Halifax was engaged independently to review the proposed concepts and provide direct feedback on the project. The primary concerns brought forth in the comments were related to separation between the bicycle and pedestrian facilities as well as delineation between the pedestrian walking space and the furnishing zone with consistent materials, high contrast, and continuous path of travel.

7.0 Summary of Findings and Recommendations

Brunswick Street has been identified as a priority for a AAA bicycle facility as well as a pedestrian priority corridor. The corridor is not currently meeting the needs of these user groups. Improvements to pedestrian and cyclist facilities have been supported through the results of the engagement activities carried out as part of this project. A number of clear recommendations can be made from the work to date and the LOS analysis that has been completed.

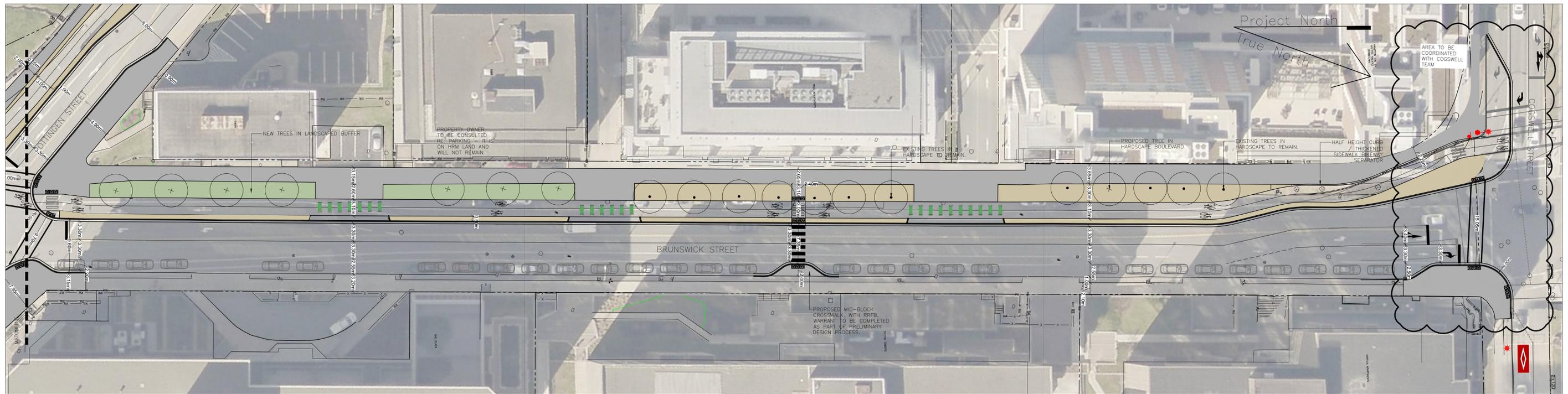
1. Brunswick Street south of Sackville Street functions poorly for pedestrians and cyclists. Sidewalks are narrow and in poor repair - specifically on the west side, and there are no cycling facilities to connect to Dalhousie's Sexton Campus multi-use path and on to future Morris Street bike lane. This area should be a priority for improvements.
2. Brunswick Street at Gottingen Street / Duke Street is an active corner with high pedestrian activity due to increased development and proximity to ScotiaBank Centre. The crossing distances are long and there isn't sufficient pedestrian storage space at the intersection.
3. Rainnie Drive functions mainly as a linear parking lot, it does carry some traffic volume but usage is low.
4. Redevelopment of the North-end Gateway is in the master planning phase and changes to Rainnie Drive should accommodate future changes to the area and be planned in conjunction with that project team.
5. Brunswick Street should include a single lane of traffic in each direction. Parking and loading activities should be retained along the eastern frontage to serve the majority of businesses
6. Right turning movements should be restricted during red lights to ensure the safety of cyclists as north-bound cyclists will be in a contra-flow direction.
7. Traffic analysis does not strongly favour scenario 2 (LBI) over scenario 3 (BSP) however scenario 3 provides the greatest level of safety to cyclists and therefore is the recommended treatment.
8. Bumpouts are considered appropriate for many locations in the project area and should be implemented as part of the detailed design.
9. Priority should be given to ensuring adequate separation between pedestrians and cyclists, a landscape buffer is the preferred option.
10. Trees should be planted wherever possible, soil cells will be required in some areas.



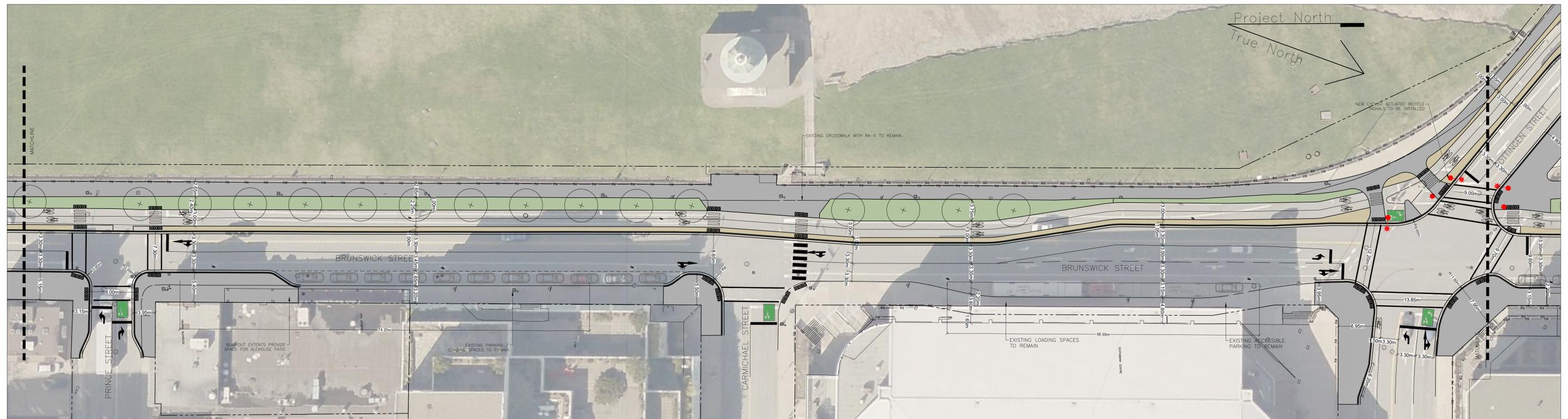
Figure 48 - Proposed view of Brunswick Street, looking south from Carmichael Street



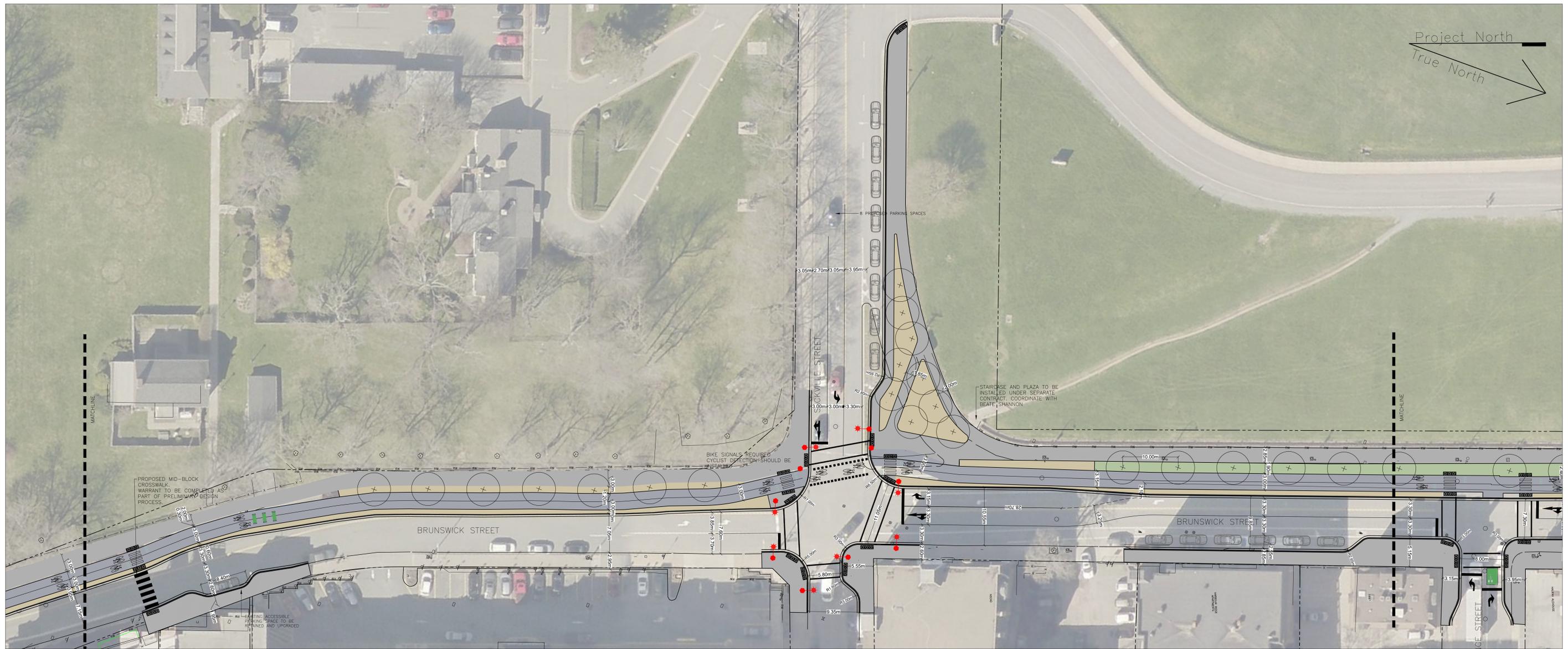
Figure 49 - Proposed view looking



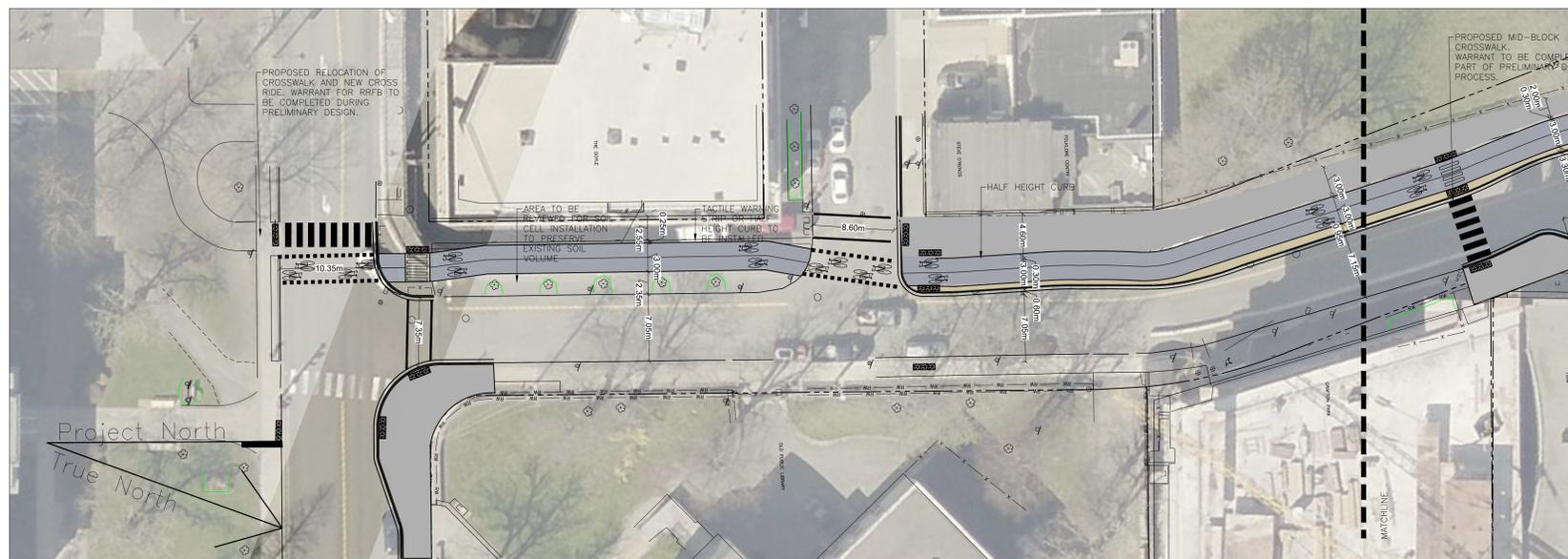
SEGMENT A – COGSWELL STREET TO GOTTINGEN STREET / DUKE STREET



SEGMENT B – GOTTINGEN STREET / DUKE STREET TO PRINCE STREET

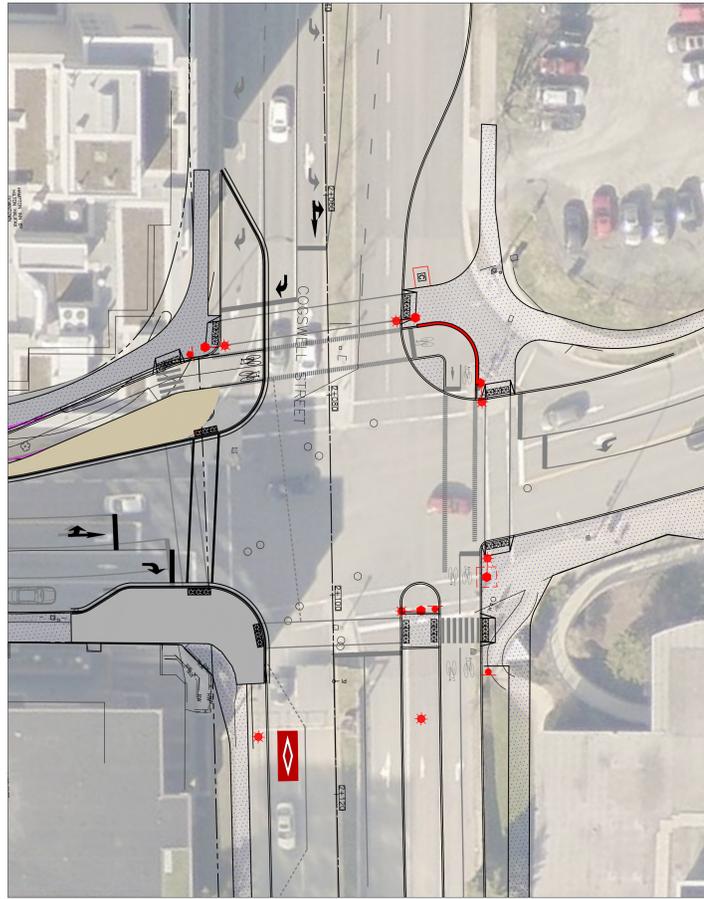


SEGMENT C

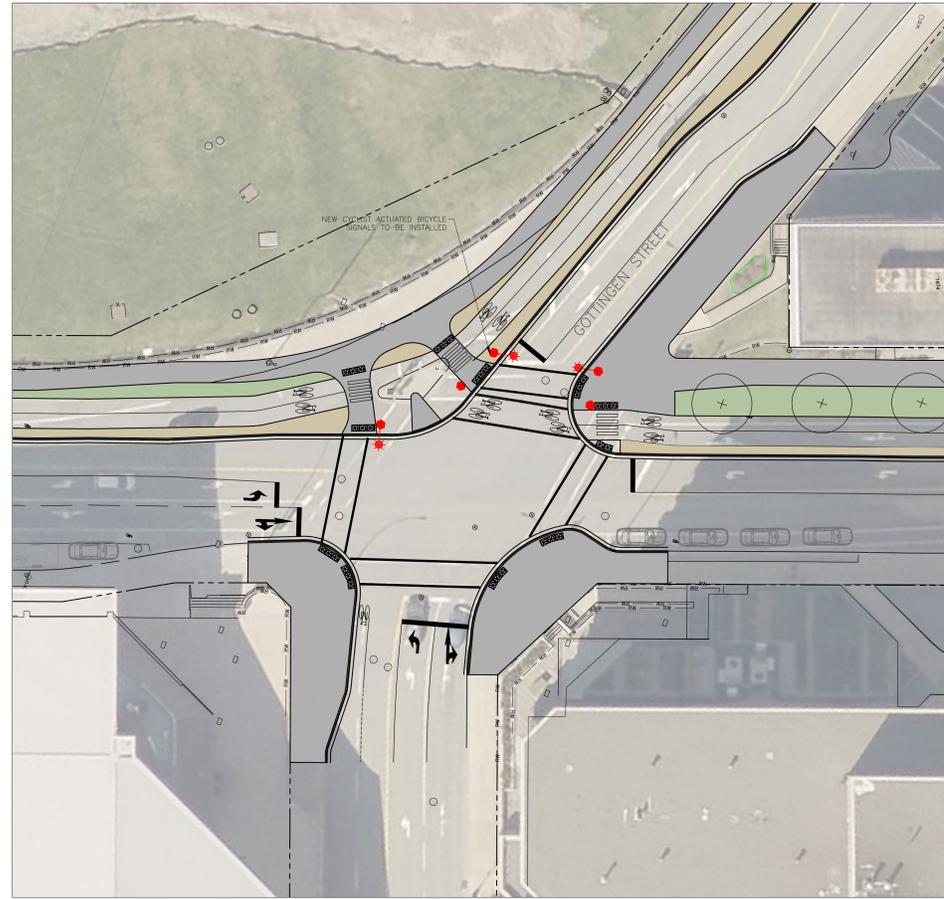


SEGMENT D

**Brunswick Functional Plan
Enhanced Public Realm and Bidirectional Bikeway
1:250**



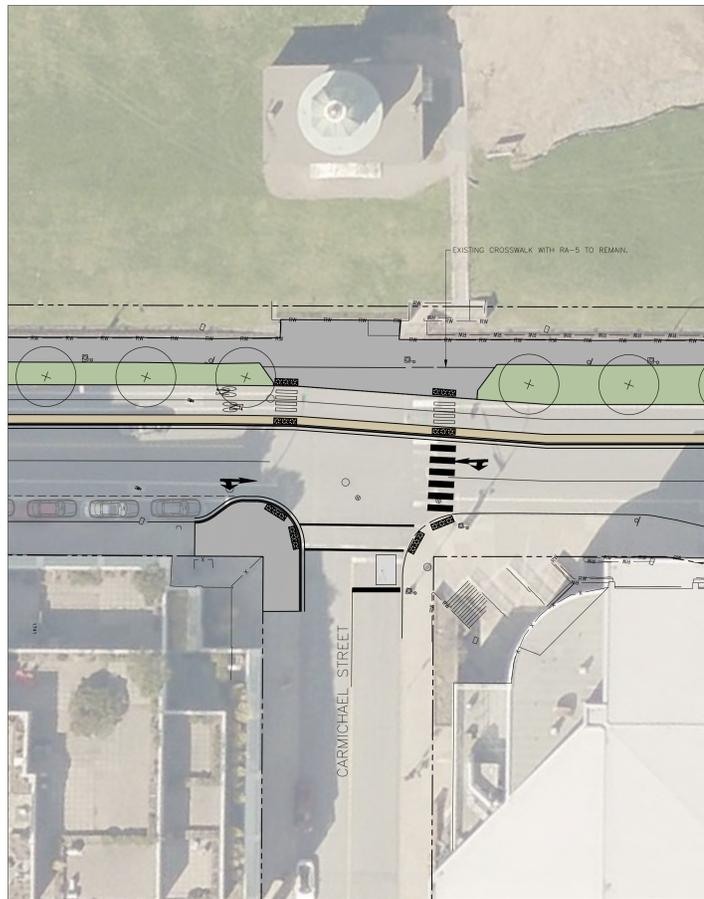
BRUNSWICK @ COGSWELL



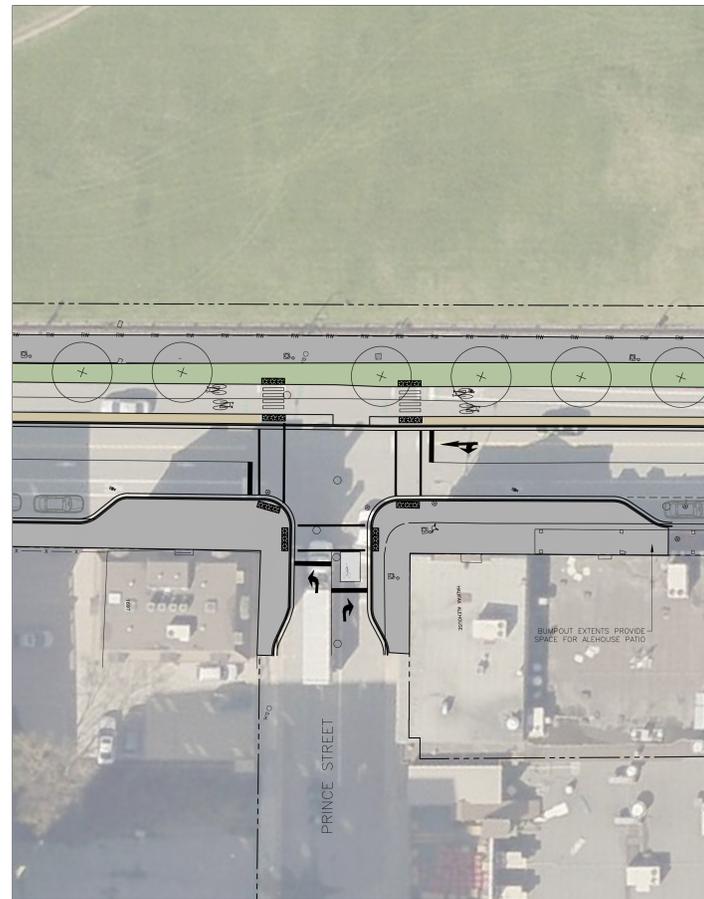
BRUNSWICK @ DUKE / GOTTINGEN



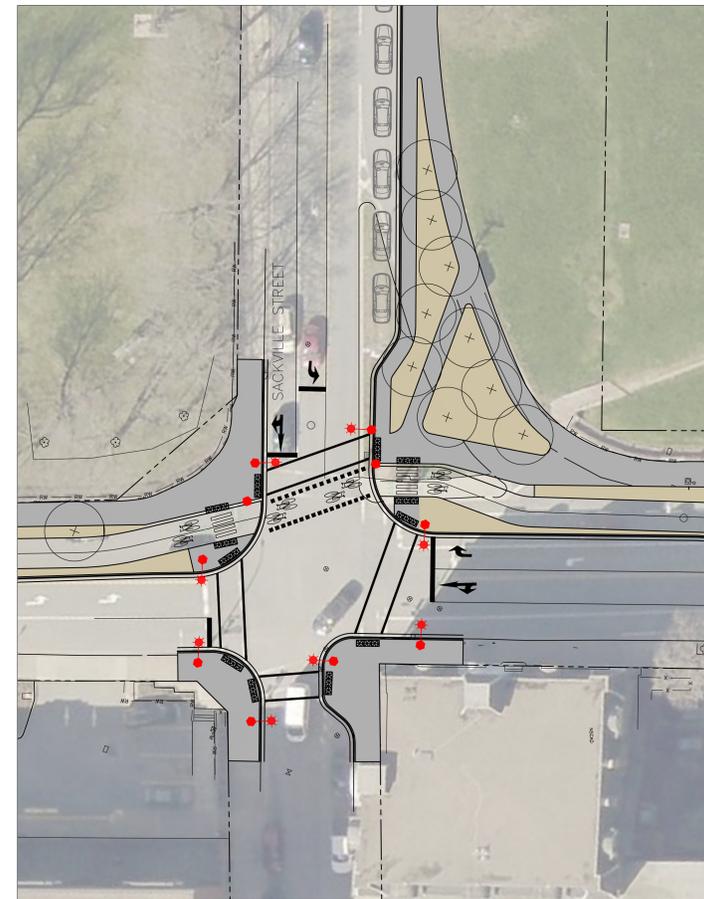
RAINNIE / GOTTINGEN



BRUNSWICK @ CARMICHAEL



BRUNSWICK @ PRINCE



BRUNSWICK @ SACKVILLE

APPENDIX A

WSP Concepts (2016)

GOTTINGEN ST. TO CARMICHAEL ST.



PRINCE ST. TO SPRING GARDEN ROAD

PRELIMINARY



WSP Canada Inc.
1 Spectacle Lake Drive
Bathurst, Nova Scotia
Canada, B3B 1X7
T 902-835-9955
F 902-835-1645
www.wspgroup.com

TITLE:
EXISTING CONDITIONS

PROJECT:
**CONCEPTUAL PLAN FOR BICYCLE FACILITIES
RAINNIE DRIVE / BRUNSWICK STREET**

CLIENT:
HALIFAX

SCALE: 1:500 METRIC
10 8 6 4 2 0 10 20 30
DATE: (YYYY/MM/DD)
2016/02/04
PROJECT NO:
151-00576

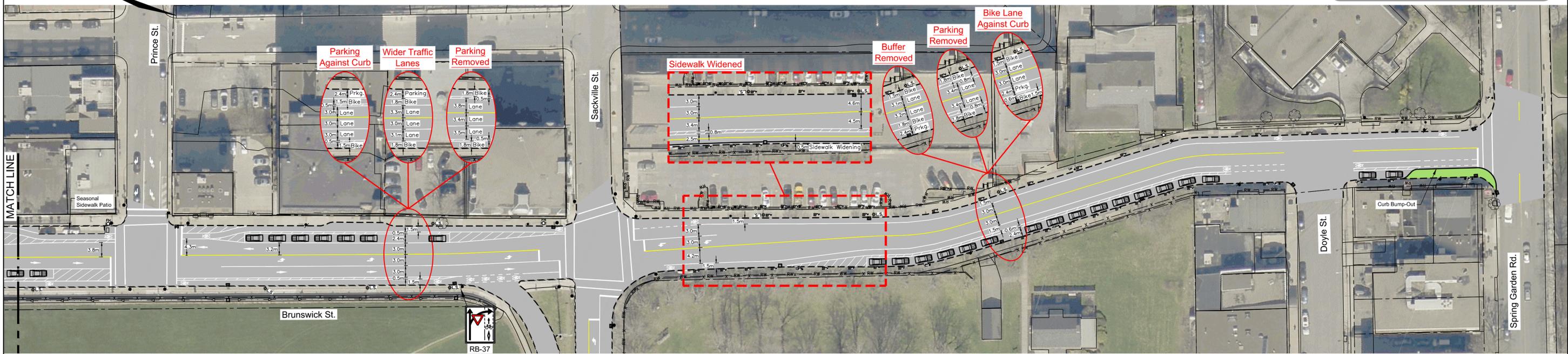
DESIGNED BY:
P. NICKERSON / M. CONNORS
CHECKED BY:
M. CONNORS / G. O'BRIEN
REVISION:
0
DRAWING NO:
SHEET 1

GOTTINGEN ST. TO CARMICHAEL ST.



PRINCE ST. TO SPRING GARDEN ROAD

PRELIMINARY



WSP Canada Inc.
1 Spectacle Lake Drive
Bathurst, Nova Scotia
Canada, B3B 1X7
T 902-835-9955
F 902-835-1645
www.wspgroup.com

TITLE:
**OPTION A
ONE-WAY BUFFERED BIKE LANES**

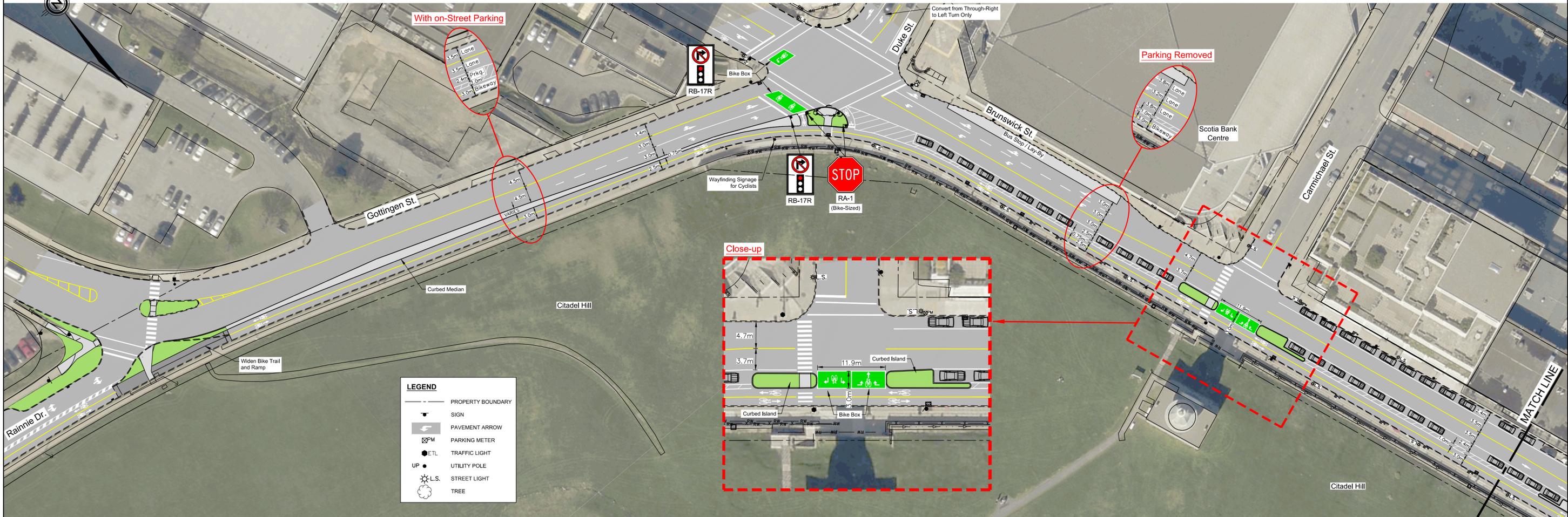
PROJECT:
**CONCEPTUAL PLAN FOR BICYCLE FACILITIES
RAINNIE DRIVE / BRUNSWICK STREET**



SCALE: 1:500 METRIC
10 8 6 4 2 0 10 20 30
DATE: (YYYY/MM/DD)
2016/02/04
PROJECT NO:
151-00576

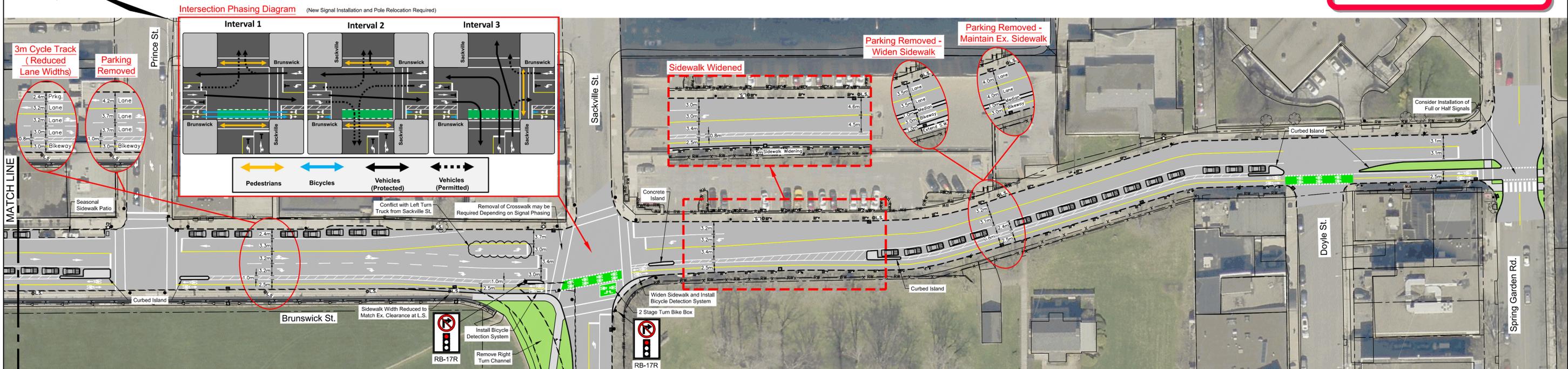
REVISION:
0
DRAWING NO:
SHEET 2

GOTTINGEN ST. TO CARMICHAEL ST.



PRINCE ST. TO SPRING GARDEN ROAD

PRELIMINARY



WSP Canada Inc.
1 Spectacle Lake Drive
Bathurst, New Brunswick
Canada, B3B 1X7
T 506-535-9955
F 506-535-1645
www.wspgroup.com

OPTION B
TWO-WAY CYCLE TRACK

CONCEPTUAL PLAN FOR BICYCLE FACILITIES
RAINNIE DRIVE / BRUNSWICK STREET



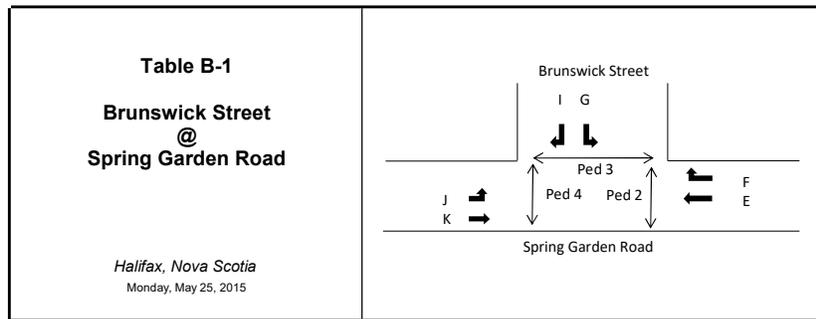
SCALE: 1:500 METRIC
10 8 6 4 2 0 10 20 30
DATE: (YYYY/MM/DD)
2016/02/04
PROJECT NO:
151-00576

DESIGNED BY:
P. NICKERSON / M. CONNORS
CHECKED BY:
M. CONNORS / G. O'BRIEN

REVISION:
0
DRAWING NO:
SHEET 3

APPENDIX B

Existing Traffic Volumes

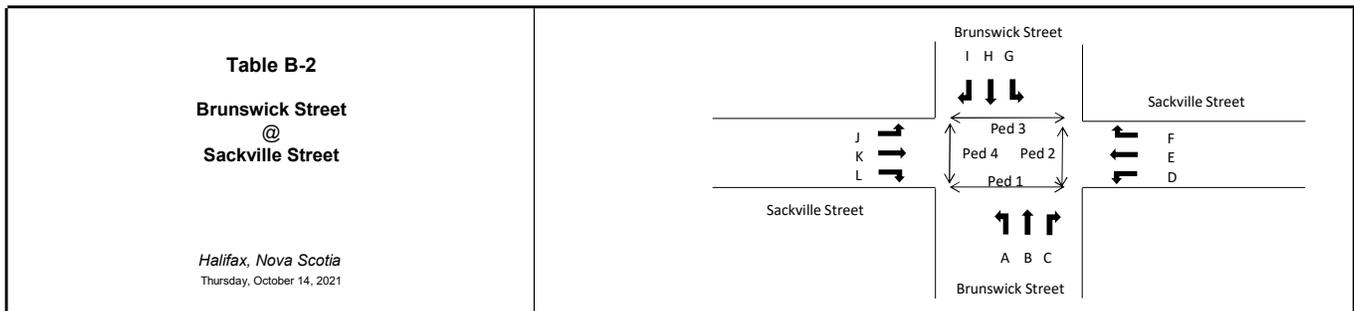


AM Peak Period Volume Data

Time Interval		Brunswick Street Westbound Approach		Spring Garden Road Southbound Approach		Brunswick Street Eastbound Approach		Total Vehicles
		E	F	G	I	J	K	
07:00	07:15	29	4	13	18	6	24	94
07:15	07:30	26	8	9	31	9	25	108
07:30	07:45	46	11	17	27	18	25	144
07:45	08:00	37	7	13	28	20	24	129
08:00	08:15	51	11	12	34	20	31	159
08:15	08:30	47	9	18	30	18	48	170
08:30	08:45	44	11	15	34	17	47	168
08:45	09:00	47	8	20	27	13	47	162
AM Peak Hour		189	39	65	125	68	173	659
07:00	08:00	138	30	52	104	53	98	475
08:00	09:00	189	39	65	125	68	173	659
		Ped 2		Ped 3		Ped 4		Total Peds
07:00	08:00	-		-		-		0
08:00	09:00	-		-		-		0

PM Peak Period Volume Data

Time Interval		Brunswick Street Westbound Approach		Spring Garden Road Southbound Approach		Brunswick Street Eastbound Approach		Total Vehicles
		E	F	G	I	J	K	
16:00	16:15	59	38	3	16	33	57	206
16:15	16:30	47	37	5	19	34	59	201
16:30	16:45	56	33	5	21	42	46	203
16:45	17:00	55	26	10	12	19	58	180
17:00	17:15	65	14	6	17	21	60	183
17:15	17:30	60	14	8	20	19	44	165
17:30	17:45	51	23	9	23	13	46	165
17:45	18:00	52	18	10	28	20	40	168
PM Peak Hour		217	134	23	68	128	220	790
16:00	17:00	217	134	23	68	128	220	790
17:00	18:00	228	69	33	88	73	190	681
		Ped 2		Ped 3		Ped 4		Total Peds
16:00	17:00	-		-		-		0
17:00	18:00	-		-		-		0



AM Peak Period Volume Data

Time Interval		Brunswick Street Northbound Approach			Sackville Street Westbound Approach			Brunswick Street Southbound Approach			Sackville Street Eastbound Approach			Total Vehicles
		A	B	C	D	E	F	G	H	I	J	K	L	
07:00	07:15	3	20	1	0	0	0	14	20	43	29	24	4	158
07:15	07:30	4	21	2	0	0	0	22	36	47	26	32	6	196
07:30	07:45	2	20	1	0	0	0	28	30	67	30	36	2	216
07:45	08:00	2	25	2	0	0	0	32	42	92	27	53	3	278
08:00	08:15	12	22	2	0	0	0	31	39	88	34	35	9	272
08:15	08:30	9	23	2	0	0	0	45	39	105	46	45	6	320
08:30	08:45	7	20	1	0	0	0	41	53	130	47	57	4	360
08:45	09:00	4	33	2	0	0	0	35	55	116	47	64	8	364
AM Peak Hour		32	98	7	0	0	0	152	186	439	174	201	27	1316
07:00	08:00	11	86	6	0	0	0	96	128	249	112	145	15	848
08:00	09:00	32	98	7	0	0	0	152	186	439	174	201	27	1316
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00	08:00	29			25			22			28			104
08:00	09:00	69			57			51			51			228

PM Peak Period Volume Data

Time Interval		Brunswick Street Northbound Approach			Sackville Street Westbound Approach			Brunswick Street Southbound Approach			Sackville Street Eastbound Approach			Total Vehicles
		A	B	C	D	E	F	G	H	I	J	K	L	
16:00	16:15	15	78	6	0	0	0	33	49	71	80	48	12	392
16:15	16:30	24	82	5	0	0	0	27	34	84	90	48	5	399
16:30	16:45	30	77	5	0	0	0	36	31	69	74	34	7	363
16:45	17:00	27	59	9	0	0	0	39	31	84	75	62	8	394
17:00	17:15	10	51	2	0	0	0	36	39	96	77	41	9	361
17:15	17:30	25	51	5	0	0	0	32	35	59	67	38	17	329
17:30	17:45	21	54	8	0	0	0	36	46	69	65	58	14	371
17:45	18:00	20	30	4	0	0	0	36	45	67	73	56	16	347
PM Peak Hour		96	296	25	0	0	0	135	145	308	319	192	32	1548
16:00	17:00	96	296	25	0	0	0	135	145	308	319	192	32	1548
17:00	18:00	76	186	19	0	0	0	140	165	291	282	193	56	1408
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00	17:00	87			97			62			73			319
17:00	18:00	133			126			73			88			420

Time Interval		Brunswick Street Northbound Approach		Prince Street Westbound Approach		Brunswick Street Southbound Approach		Total Vehicles
Start	End	B	C	D	F	G	H	
07:00	07:15	41	-	5	6	-	106	158
07:15	07:30	55	-	9	13	-	127	204
07:30	07:45	60	-	11	17	-	170	258
07:45	08:00	64	-	30	13	-	185	292
08:00	08:15	86	-	28	20	-	190	324
08:15	08:30	88	-	31	15	-	230	364
08:30	08:45	82	-	44	22	-	221	369
08:45	09:00	91	-	39	17	-	213	360
AM Peak Hour		347	0	142	74	0	854	1417
07:00	08:00	220	0	55	49	0	588	912
08:00	09:00	347	0	142	74	0	854	1417
		Ped 1		Ped 2		Ped 3		Total Peds
07:00	08:00	-		-		-		0
08:00	09:00	-		-		-		0

Time Interval		Brunswick Street Northbound Approach		Prince Street Westbound Approach		Brunswick Street Southbound Approach		Total Vehicles
Start	End	B	C	D	F	G	H	
11:00	11:15	75	-	19	26	-	99	219
11:15	11:30	87	-	23	24	-	102	236
11:30	11:45	84	-	23	24	-	121	252
11:45	12:00	78	-	21	27	-	130	256
12:00	12:15	72	-	26	24	-	116	238
12:15	12:30	62	-	23	31	-	109	225
12:30	12:45	86	-	24	34	-	118	262
12:45	13:00	66	-	25	13	-	124	228
Midday Peak Hour		321	0	93	99	0	469	982
11:00	12:00	324	0	86	101	0	452	963
12:00	13:00	286	0	98	102	0	467	953
		Ped 1		Ped 2		Ped 3		Total Peds
11:00	12:00	-		-		-		0
12:00	13:00	-		-		-		0

Time Interval		Brunswick Street Northbound Approach		Prince Street Westbound Approach		Brunswick Street Southbound Approach		Total Vehicles
Start	End	B	C	D	F	G	H	
16:00	16:15	175	-	25	59	-	97	356
16:15	16:30	140	-	30	44	-	123	337
16:30	16:45	175	-	42	51	-	151	419
16:45	17:00	138	-	41	54	-	116	349
17:00	17:15	151	-	39	51	-	112	353
17:15	17:30	120	-	34	36	-	151	341
17:30	17:45	100	-	35	43	-	137	315
17:45	18:00	111	-	43	56	-	132	342
PM Peak Hour		584	0	156	192	0	530	1462
16:00	17:00	628	0	138	208	0	487	1461
17:00	18:00	482	0	151	186	0	532	1351
		Ped 1		Ped 2		Ped 3		Total Peds
16:00	17:00	-		-		-		0
17:00	18:00	-		-		-		0

Time Interval		Brunswick Street Northbound Approach		Carmichael Street Westbound Approach		Brunswick Street Southbound Approach		Total Vehicles
Start	End	B	C	D	F	G	H	
07:00	07:15	-	-	-	-	-	-	0
07:15	07:30	-	-	-	-	-	-	0
07:30	07:45	-	-	-	-	-	-	0
07:45	08:00	-	-	-	-	-	-	0
08:00	08:15	75	6	1	10	26	152	270
08:15	08:30	109	9	2	14	21	192	347
08:30	08:45	116	6	3	8	27	183	343
08:45	09:00	80	6	5	14	32	189	326
AM Peak Hour		380	27	11	46	106	716	1286
07:00	08:00	0	0	0	0	0	0	0
08:00	09:00	380	27	11	46	106	716	1286
		Ped 1		Ped 2		Ped 3		Total Peds
07:00	08:00	-		-		-		0
08:00	09:00	-		-		-		0

Time Interval		Brunswick Street Northbound Approach		Carmichael Street Westbound Approach		Brunswick Street Southbound Approach		Total Vehicles
Start	End	B	C	D	F	G	H	
16:00	16:15	-	-	-	-	-	-	0
16:15	16:30	-	-	-	-	-	-	0
16:30	16:45	216	8	6	47	34	167	478
16:45	17:00	215	12	6	36	25	148	442
17:00	17:15	211	14	10	39	19	139	432
17:15	17:30	194	11	9	44	32	150	440
17:30	17:45	-	-	-	-	-	-	0
17:45	18:00	-	-	-	-	-	-	0
PM Peak Hour		836	45	31	166	110	604	1792
16:00	17:00	431	20	12	83	59	315	920
17:00	18:00	405	25	19	83	51	289	872
		Ped 1		Ped 2		Ped 3		Total Peds
16:00	17:00	-		-		-		0
17:00	18:00	-		-		-		0



AM Peak Period Volume Data

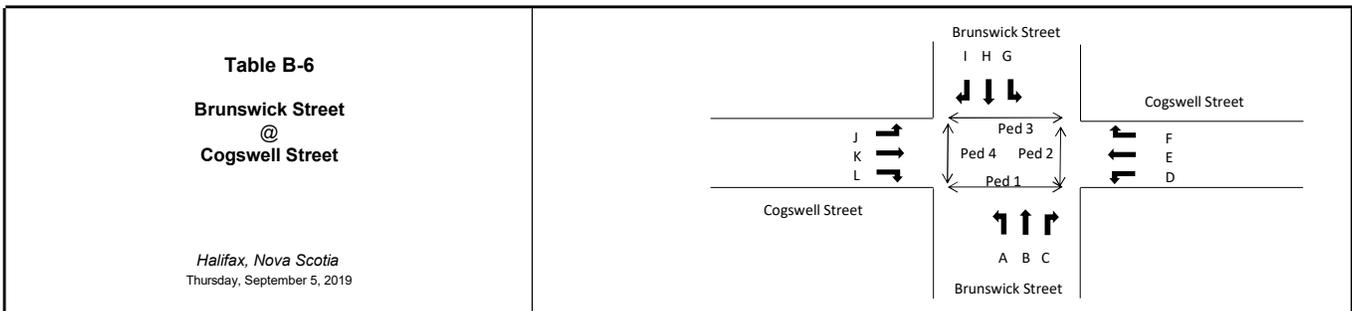
Time Interval	Brunswick Street Northbound Approach			Gottingen Street / Duke Street Westbound Approach			Brunswick Street Southbound Approach			Gottingen Street / Duke Street Eastbound Approach			Total Vehicles	
	Start	End		D	E	F	G	H	I	J	K	L		
07:00	07:15	18	29	6	5	7	1	10	24	2	1	29	77	209
07:15	07:30	28	33	8	6	13	0	8	25	1	2	40	107	271
07:30	07:45	19	36	9	12	14	3	12	31	0	1	52	98	287
07:45	08:00	26	31	10	15	22	5	7	64	3	1	37	111	332
08:00	08:15	30	37	19	15	14	6	15	72	6	0	49	111	374
08:15	08:30	27	58	28	7	25	5	15	82	0	0	49	130	426
08:30	08:45	29	40	21	11	23	12	13	73	4	0	39	98	363
08:45	09:00	28	44	22	14	27	6	8	82	8	1	47	127	414
AM Peak Hour		114	179	90	47	89	29	51	309	18	1	184	466	1577
07:00	08:00	91	129	33	38	56	9	37	144	6	5	158	393	1099
08:00	09:00	114	179	90	47	89	29	51	309	18	1	184	466	1577
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00	08:00	45			44			42			32			163
08:00	09:00	99			76			82			91			348

Midday Peak Period Volume Data

Time Interval	Brunswick Street Northbound Approach			Gottingen Street / Duke Street Westbound Approach			Brunswick Street Southbound Approach			Gottingen Street / Duke Street Eastbound Approach			Total Vehicles	
	Start	End		D	E	F	G	H	I	J	K	L		
11:00	11:15	35	45	9	16	22	5	5	54	3	2	16	77	289
11:15	11:30	40	51	18	19	23	7	5	22	3	2	22	60	272
11:30	11:45	24	52	9	6	16	4	8	48	6	2	16	78	269
11:45	12:00	31	45	19	13	24	8	8	40	5	0	22	69	284
12:00	12:15	40	61	12	16	25	5	4	39	6	1	11	71	291
12:15	12:30	34	71	12	15	20	7	8	38	2	1	19	58	285
12:30	12:45	34	54	15	7	20	12	3	26	4	1	12	64	252
12:45	13:00	46	61	13	21	24	7	5	26	6	3	19	65	296
Midday Peak Hour		129	229	52	50	85	24	28	165	19	4	68	276	1129
11:00	12:00	130	193	55	54	85	24	26	164	17	6	76	284	1114
12:00	13:00	154	247	52	59	89	31	20	129	18	6	61	258	1124
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
11:00	12:00	32			73			85			37			227
12:00	13:00	85			104			90			73			352

PM Peak Period Volume Data

Time Interval	Brunswick Street Northbound Approach			Gottingen Street / Duke Street Westbound Approach			Brunswick Street Southbound Approach			Gottingen Street / Duke Street Eastbound Approach			Total Vehicles	
	Start	End		D	E	F	G	H	I	J	K	L		
16:00	16:15	120	109	14	21	74	12	6	44	3	2	21	56	482
16:15	16:30	83	134	28	16	65	15	8	44	4	0	21	71	489
16:30	16:45	94	90	17	31	69	9	10	31	3	2	25	73	454
16:45	17:00	75	115	25	28	74	9	11	29	7	1	21	75	470
17:00	17:15	77	106	18	27	68	9	6	39	5	2	26	58	441
17:15	17:30	67	77	17	24	48	9	7	31	5	0	17	72	374
17:30	17:45	52	69	15	18	45	10	11	45	6	0	18	67	356
17:45	18:00	49	72	20	22	46	9	8	42	8	2	23	84	385
PM Peak Hour		372	448	84	96	282	45	35	148	17	5	88	275	1895
16:00	17:00	372	448	84	96	282	45	35	148	17	5	88	275	1895
17:00	18:00	245	324	70	91	207	37	32	157	24	4	84	281	1556
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00	17:00	124			134			156			96			510
17:00	18:00	141			235			184			135			695



AM Peak Period Volume Data

Time Interval		Brunswick Street Northbound Approach			Cogswell Street Westbound Approach			Brunswick Street Southbound Approach			Cogswell Street Eastbound Approach			Total Vehicles
Start	End	A	B	C	D	E	F	G	H	I	J	K	L	
07:00	07:15	8	5	24	1	17	5	8	12	8	8	67	13	176
07:15	07:30	9	9	15	2	20	3	10	17	2	3	63	20	173
07:30	07:45	13	15	26	1	19	6	16	31	8	4	72	19	230
07:45	08:00	7	12	25	0	20	0	15	36	13	4	72	15	219
08:00	08:15	4	17	26	3	30	5	16	58	10	7	69	24	269
08:15	08:30	6	14	31	5	35	7	34	57	18	3	75	16	301
08:30	08:45	11	12	28	1	48	2	35	68	17	3	53	12	290
08:45	09:00	14	14	27	4	27	0	37	57	14	5	82	15	296
AM Peak Hour		35	57	112	13	140	14	122	240	59	18	279	67	1156
07:00	08:00	37	41	90	4	76	14	49	96	31	19	274	67	798
08:00	09:00	35	57	112	13	140	14	122	240	59	18	279	67	1156
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00	08:00	65			72			22			103			262
08:00	09:00	129			152			39			160			480

PM Peak Period Volume Data

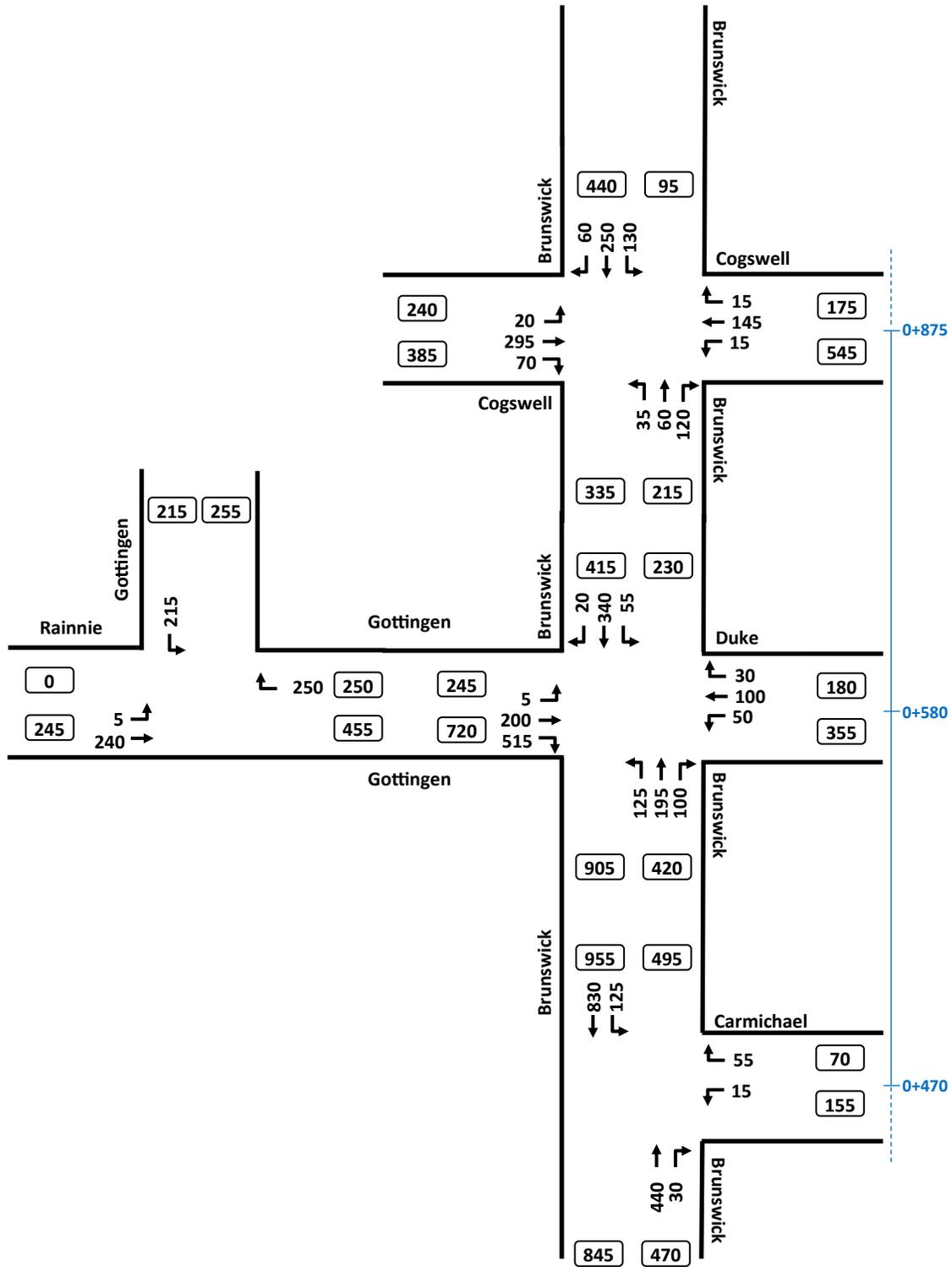
Time Interval		Brunswick Street Northbound Approach			Cogswell Street Westbound Approach			Brunswick Street Southbound Approach			Cogswell Street Eastbound Approach			Total Vehicles
Start	End	A	B	C	D	E	F	G	H	I	J	K	L	
16:00	16:15	16	35	61	7	78	6	6	23	10	3	35	16	296
16:15	16:30	18	39	52	12	80	11	6	32	5	4	47	22	328
16:30	16:45	29	48	43	7	56	7	15	37	7	3	40	11	303
16:45	17:00	29	46	44	5	56	6	11	31	8	2	35	15	288
17:00	17:15	17	33	56	11	77	4	5	34	9	5	41	14	306
17:15	17:30	18	35	47	12	63	5	4	39	8	4	40	18	293
17:30	17:45	14	27	50	13	56	5	9	32	9	5	41	14	275
17:45	18:00	13	30	23	8	54	5	5	26	11	3	37	18	233
PM Peak Hour		93	166	195	35	269	28	37	134	29	14	163	62	1225
16:00	17:00	92	168	200	31	270	30	38	123	30	12	157	64	1215
17:00	18:00	62	125	176	44	250	19	23	131	37	17	159	64	1107
		Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00	17:00	63			158			198			162			581
17:00	18:00	80			108			124			120			432

Time Interval		Gottingen Street Northbound Approach		Gottingen Street Southbound Approach		Rainnie Drive Eastbound Approach		Total Vehicles
Start	End	A	B	H	I	J	L	
07:00	07:15	-	32	29	-	0	21	82
07:15	07:30	-	41	39	-	2	25	107
07:30	07:45	-	34	53	-	2	26	115
07:45	08:00	-	41	44	-	3	43	131
08:00	08:15	-	52	57	-	2	46	157
08:15	08:30	-	56	38	-	0	61	155
08:30	08:45	-	67	44	-	0	48	159
08:45	09:00	-	55	58	-	0	66	179
AM Peak Hour		0	230	197	0	2	221	650
07:00	08:00	0	148	165	0	7	115	435
08:00	09:00	0	230	197	0	2	221	650
		Ped 1		Ped 3		Ped 4		Total Peds
07:00	08:00	13		9		11		33
08:00	09:00	23		6		15		44

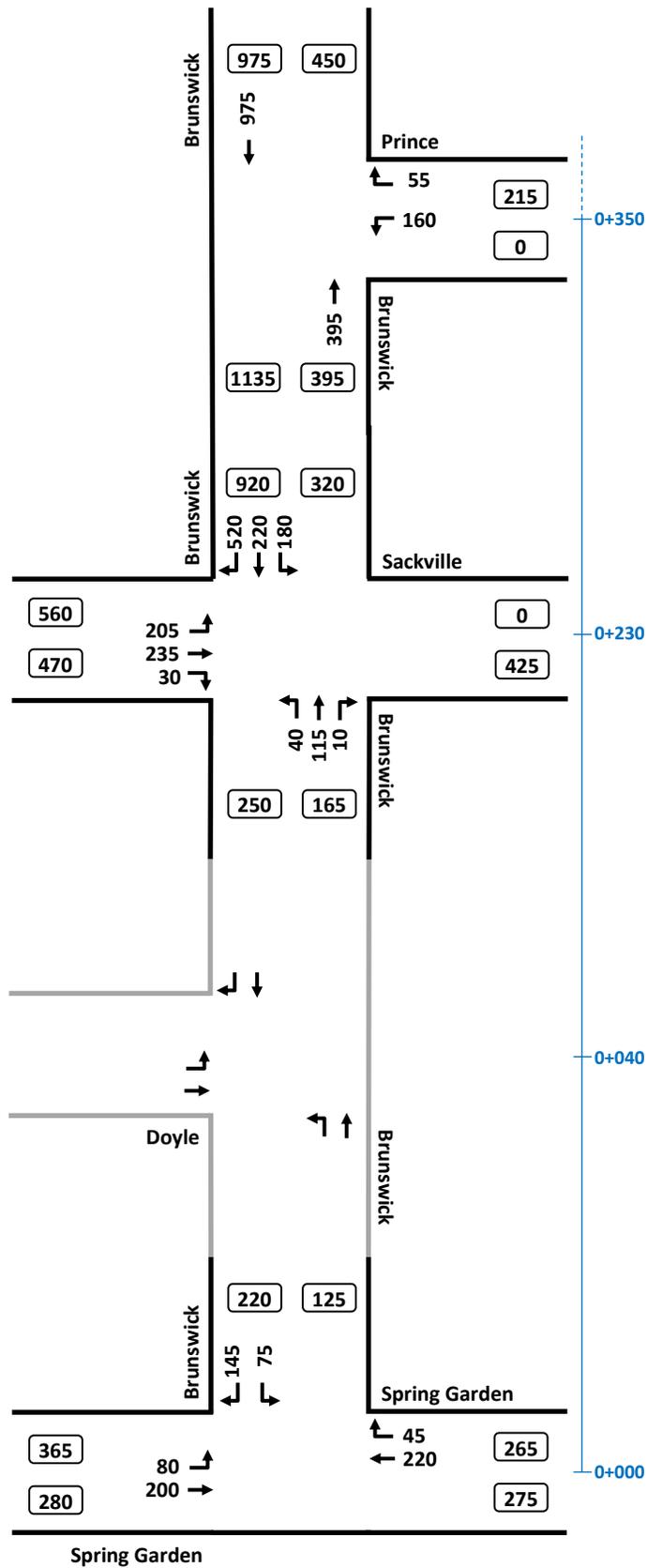
Time Interval		Gottingen Street Northbound Approach		Gottingen Street Southbound Approach		Rainnie Drive Eastbound Approach		Total Vehicles
Start	End	A	B	H	I	J	L	
16:00	16:15	-	140	45	-	3	46	234
16:15	16:30	-	125	34	-	6	34	199
16:30	16:45	-	155	55	-	2	41	253
16:45	17:00	-	136	46	-	2	34	218
17:00	17:15	-	148	47	-	3	38	236
17:15	17:30	-	116	45	-	2	21	184
17:30	17:45	-	81	33	-	0	36	150
17:45	18:00	-	84	59	-	1	24	168
PM Peak Hour		0	564	182	0	13	147	906
16:00	17:00	0	556	180	0	13	155	904
17:00	18:00	0	429	184	0	6	119	738
		Ped 1		Ped 3		Ped 4		Total Peds
16:00	17:00	42		4		45		91
17:00	18:00	40		0		46		86

APPENDIX C

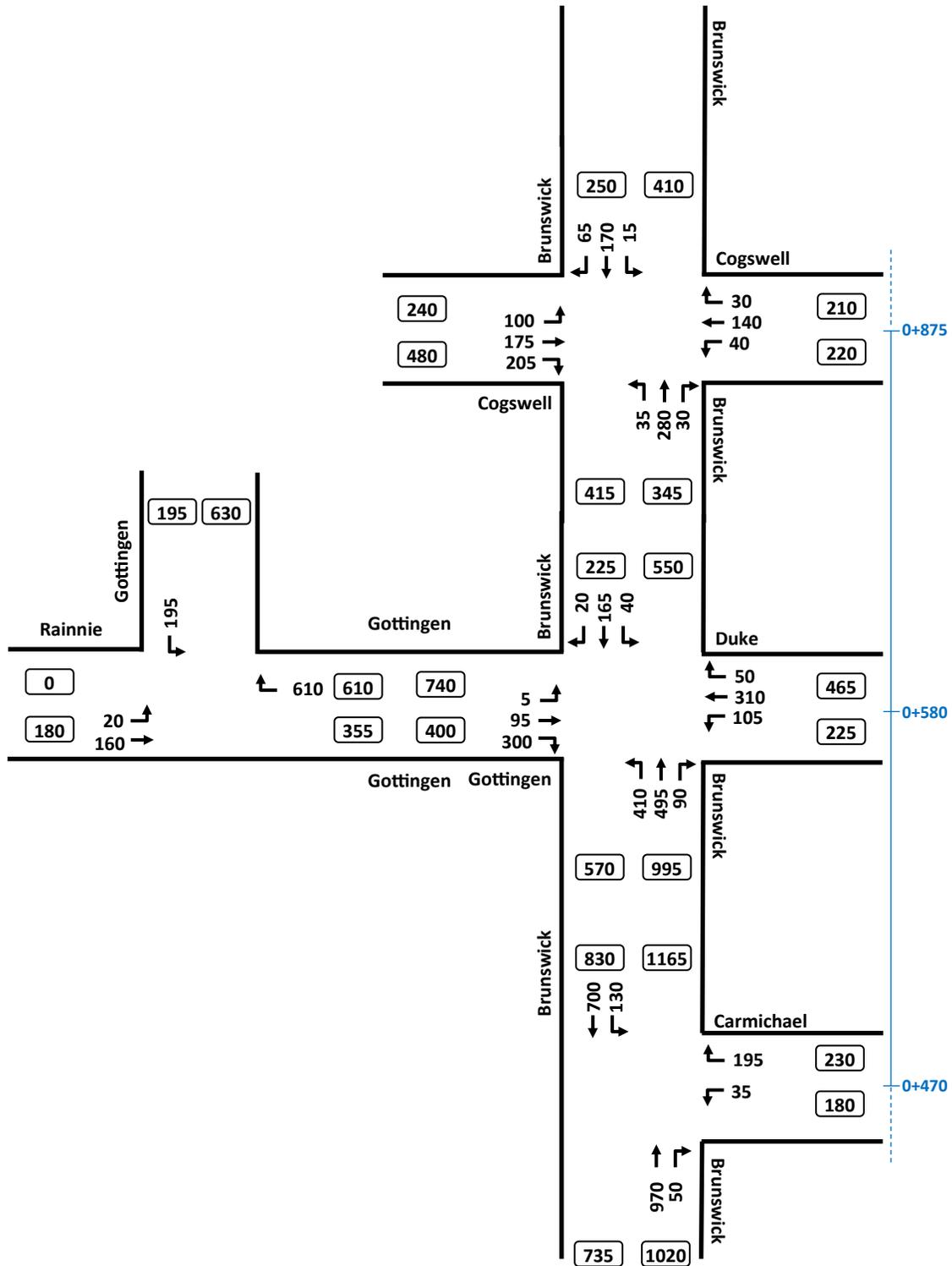
Traffic Volume Projections



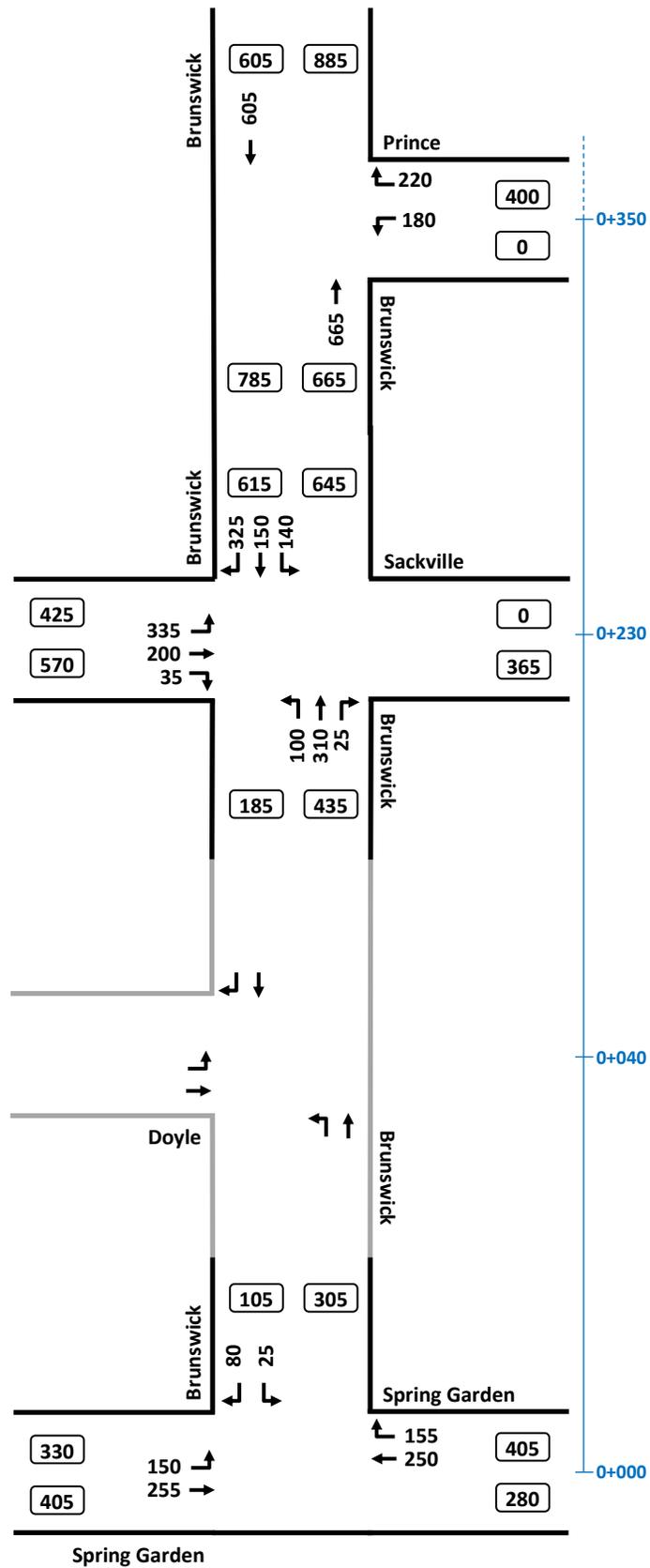
NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

APPENDIX D

Synchro Reports - Existing Conditions

Appendix B - Intersection Performance Analysis
 7: Spring Garden Road & Brunswick Street

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	200	220	45	75	145
Future Volume (Veh/h)	80	200	220	45	75	145
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	217	239	49	82	158
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	288				654	264
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288				654	264
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				80	80
cM capacity (veh/h)	1274				402	775
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	87	217	288	240		
Volume Left	87	0	0	82		
Volume Right	0	0	49	158		
cSH	1274	1700	1700	588		
Volume to Capacity	0.07	0.13	0.17	0.41		
Queue Length 95th (m)	1.8	0.0	0.0	15.8		
Control Delay (s)	8.0	0.0	0.0	15.3		
Lane LOS	A			C		
Approach Delay (s)	2.3		0.0	15.3		
Approach LOS				C		
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			41.8%		ICU Level of Service	A
Analysis Period (min)			15			

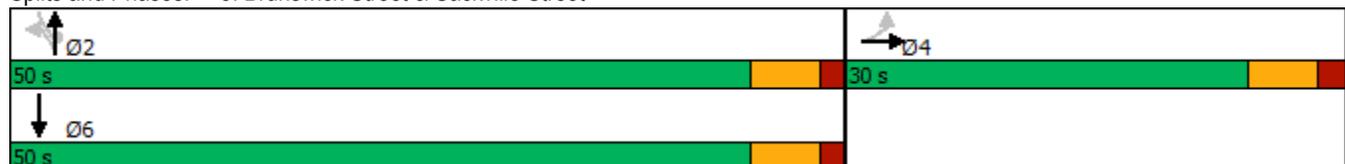
Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗					↖	↗		↖	↗	
Traffic Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Future Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Satd. Flow (prot)	1789	1822	0	0	0	0	1789	1826	0	1789	1494	0
Flt Permitted	0.950						0.126			0.670		
Satd. Flow (perm)	1709	1822	0	0	0	0	237	1826	0	1040	1494	0
Satd. Flow (RTOR)		8						9			238	
Lane Group Flow (vph)	223	288	0	0	0	0	43	136	0	196	804	0
Turn Type	Perm	NA					Perm	NA		D.Pm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			2		
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	
Total Lost Time (s)	5.9	5.9					5.7	5.7		5.7	5.7	
Act Effct Green (s)	24.4	24.4					35.9	35.9		35.9	35.9	
Actuated g/C Ratio	0.34	0.34					0.50	0.50		0.50	0.50	
v/c Ratio	0.39	0.46					0.37	0.15		0.38	0.93	
Control Delay	23.0	23.4					20.6	8.8		12.9	30.6	
Queue Delay	0.0	0.0					0.0	0.0		0.0	2.6	
Total Delay	23.0	23.4					20.6	8.8		12.9	33.2	
LOS	C	C					C	A		B	C	
Approach Delay		23.3						11.6			29.2	
Approach LOS		C						B			C	
Queue Length 50th (m)	26.6	34.4					3.5	9.0		15.9	73.8	
Queue Length 95th (m)	48.7	60.8					12.3	17.4		29.9	#163.7	
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9						39.9					
Base Capacity (vph)	581	625					148	1145		650	1023	
Starvation Cap Reductn	0	0					0	0		0	120	
Spillback Cap Reductn	0	0					0	0		0	0	
Storage Cap Reductn	0	0					0	0		0	0	
Reduced v/c Ratio	0.38	0.46					0.29	0.12		0.30	0.89	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 72.1
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 25.5
 Intersection Capacity Utilization 90.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Brunswick Street & Sackville Street



Appendix B - Intersection Performance Analysis
 4: Brunswick Street & Prince Street

Lane Group						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	55	395	0	0	975
Future Volume (vph)	160	55	395	0	0	975
Satd. Flow (prot)	1789	1601	1883	0	0	1883
Flt Permitted	0.950					
Satd. Flow (perm)	1761	1506	1883	0	0	1883
Satd. Flow (RTOR)		60				
Lane Group Flow (vph)	174	60	429	0	0	1060
Turn Type	Perm	Perm	NA			NA
Protected Phases			2			2
Permitted Phases	4	4				
Total Split (s)	27.0	27.0	53.0			53.0
Total Lost Time (s)	7.0	7.0	5.9			5.9
Act Effct Green (s)	20.0	20.0	47.1			47.1
Actuated g/C Ratio	0.25	0.25	0.59			0.59
v/c Ratio	0.40	0.14	0.39			0.96
Control Delay	28.2	7.9	10.0			28.8
Queue Delay	0.0	0.0	1.3			0.0
Total Delay	28.2	7.9	11.3			28.8
LOS	C	A	B			C
Approach Delay	23.0		11.3			28.8
Approach LOS	C		B			C
Queue Length 50th (m)	23.2	0.0	33.2			118.0
Queue Length 95th (m)	41.3	8.9	51.6			m125.8
Internal Link Dist (m)	243.4		89.1			91.8
Turn Bay Length (m)	50.0	50.0				
Base Capacity (vph)	440	421	1108			1108
Starvation Cap Reductn	0	0	455			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.14	0.66			0.96

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 17 (21%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 23.6
 Intersection Capacity Utilization 78.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 4: Brunswick Street & Prince Street



Appendix B - Intersection Performance Analysis
 3: Brunswick Street & Carmichael Street

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	55	440	30	125	830
Future Volume (Veh/h)	15	55	440	30	125	830
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	60	478	33	136	902
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			116			124
pX, platoon unblocked	0.89	0.87			0.87	
vC, conflicting volume	1668	494			511	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1370	349			368	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	90			87	
cM capacity (veh/h)	124	606			1040	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	76	511	1038			
Volume Left	16	0	136			
Volume Right	60	33	0			
cSH	334	1700	1040			
Volume to Capacity	0.23	0.30	0.13			
Queue Length 95th (m)	6.9	0.0	3.6			
Control Delay (s)	18.9	0.0	3.4			
Lane LOS	C		A			
Approach Delay (s)	18.9	0.0	3.4			
Approach LOS	C					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			89.8%		ICU Level of Service	E
Analysis Period (min)			15			

Appendix B - Intersection Performance Analysis
 2: Brunswick Street & Gottingen Street/Duke Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Future Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Satd. Flow (prot)	0	1471	0	1770	1735	0	1770	1681	0	1770	1830	0
Flt Permitted		0.998		0.149			0.313			0.566		
Satd. Flow (perm)	0	1467	0	269	1735	0	545	1681	0	969	1830	0
Satd. Flow (RTOR)		171			21			47			4	
Lane Group Flow (vph)	0	782	0	54	142	0	136	321	0	60	392	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6			2	
Permitted Phases	4			4			6			2		
Total Split (s)	33.0	33.0		33.0	33.0		14.0	47.0		33.0	33.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1		6.1	6.1	
Act Effct Green (s)		26.9		26.9	26.9		43.0	40.9		26.9	26.9	
Actuated g/C Ratio		0.34		0.34	0.34		0.54	0.51		0.34	0.34	
v/c Ratio		1.29		0.60	0.24		0.30	0.36		0.18	0.64	
Control Delay		165.0		54.0	17.5		10.2	9.5		20.7	27.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		165.0		54.0	17.5		10.2	9.5		20.7	27.8	
LOS		F		D	B		B	A		C	C	
Approach Delay		165.0			27.6			9.7			26.8	
Approach LOS		F			C			A			C	
Queue Length 50th (m)		~143.1		7.1	13.6		8.2	17.5		6.7	51.7	
Queue Length 95th (m)		#212.5		#26.0	27.1		15.7	29.5		15.9	81.5	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0			50.0		
Base Capacity (vph)		606		90	597		446	882		325	617	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		1.29		0.60	0.24		0.30	0.36		0.18	0.64	

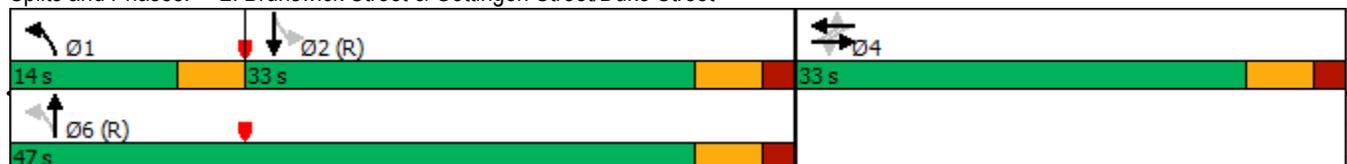
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 27 (34%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 80.0
 Intersection Capacity Utilization 92.0%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



1: Brunswick Street & Cogswell Street

Existing Conditions - 2022 AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Future Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Satd. Flow (prot)	0	3568	1601	0	3561	1601	1789	1883	1601	1789	1787	0
Flt Permitted		0.928			0.906		0.526			0.715		
Satd. Flow (perm)	0	3278	1465	0	3230	1164	926	1883	1368	1179	1787	0
Satd. Flow (RTOR)			76			40					23	
Lane Group Flow (vph)	0	343	76	0	174	16	38	65	130	141	337	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4		4	4		4	2		2	2		
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	53.0	53.0	53.0	53.0	53.0	
Total Lost Time (s)		6.1	6.1		6.1	6.1	6.1	6.1	6.1	6.1	6.1	
Act Effct Green (s)		25.9	25.9		25.9	25.9	46.9	46.9	46.9	46.9	46.9	
Actuated g/C Ratio		0.30	0.30		0.30	0.30	0.55	0.55	0.55	0.55	0.55	
v/c Ratio		0.34	0.15		0.18	0.04	0.07	0.06	0.17	0.22	0.34	
Control Delay		24.2	6.5		22.3	2.1	9.5	9.1	10.2	10.8	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.2	6.5		22.3	2.1	9.5	9.1	10.2	10.8	10.9	
LOS		C	A		C	A	A	A	B	B	B	
Approach Delay		20.9			20.6			9.8				10.9
Approach LOS		C			C			A				B
Queue Length 50th (m)		23.7	0.0		11.4	0.0	2.8	4.8	10.3	11.4	27.2	
Queue Length 95th (m)		35.5	9.5		19.3	1.6	7.5	10.5	19.4	21.6	44.3	
Internal Link Dist (m)		145.3			219.9			273.3				87.4
Turn Bay Length (m)			35.0				25.0		40.0	75.0		
Base Capacity (vph)		998	499		984	382	510	1038	754	650	996	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.34	0.15		0.18	0.04	0.07	0.06	0.17	0.22	0.34	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 15.3
 Intersection Capacity Utilization 81.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 7: Gottingen Street & Rainnie Drive

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	240	0	250	215	0
Future Volume (Veh/h)	5	240	0	250	215	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	261	0	272	234	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	506	234	234			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	506	234	234			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	68	100			
cM capacity (veh/h)	526	805	1333			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	266	272	234			
Volume Left	5	0	0			
Volume Right	261	0	0			
cSH	797	1700	1700			
Volume to Capacity	0.33	0.16	0.14			
Queue Length 95th (m)	11.2	0.0	0.0			
Control Delay (s)	11.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			35.0%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix B - Intersection Performance Analysis
 7: Spring Garden Road & Brunswick Street

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	255	250	155	25	80
Future Volume (Veh/h)	150	255	250	155	25	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	163	277	272	168	27	87
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	440				959	356
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440				959	356
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	85				89	87
cM capacity (veh/h)	1120				244	688
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	163	277	440	114		
Volume Left	163	0	0	27		
Volume Right	0	0	168	87		
cSH	1120	1700	1700	480		
Volume to Capacity	0.15	0.16	0.26	0.24		
Queue Length 95th (m)	4.1	0.0	0.0	7.3		
Control Delay (s)	8.8	0.0	0.0	14.8		
Lane LOS	A			B		
Approach Delay (s)	3.2		0.0	14.8		
Approach LOS				B		
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			47.2%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Future Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Satd. Flow (prot)	1789	1792	0	0	0	0	1789	1811	0	1789	1498	0
Flt Permitted	0.950						0.286			0.458		
Satd. Flow (perm)	1554	1792	0	0	0	0	511	1811	0	702	1498	0
Satd. Flow (RTOR)		12						7			196	
Lane Group Flow (vph)	364	255	0	0	0	0	109	364	0	152	516	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4						2			2		
Total Split (s)	34.0	34.0					46.0	46.0		46.0	46.0	
Total Lost Time (s)	5.9	5.9					5.7	5.7		5.7	5.7	
Act Effct Green (s)	25.3	25.3					23.0	23.0		23.0	23.0	
Actuated g/C Ratio	0.42	0.42					0.38	0.38		0.38	0.38	
v/c Ratio	0.56	0.34					0.56	0.52		0.57	0.74	
Control Delay	19.6	14.9					26.1	16.4		23.2	16.5	
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.1	
Total Delay	19.6	14.9					26.1	16.4		23.2	16.5	
LOS	B	B					C	B		C	B	
Approach Delay		17.7						18.6			18.0	
Approach LOS		B						B			B	
Queue Length 50th (m)	27.0	15.9					9.1	29.3		12.8	28.3	
Queue Length 95th (m)	77.2	47.8					25.3	53.4		31.0	64.3	
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9						39.9					
Base Capacity (vph)	744	864					351	1246		482	1090	
Starvation Cap Reductn	0	0					0	0		0	42	
Spillback Cap Reductn	0	0					0	0		0	0	
Storage Cap Reductn	0	0					0	0		0	0	
Reduced v/c Ratio	0.49	0.30					0.31	0.29		0.32	0.49	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 60.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 74.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 5: Brunswick Street & Sackville Street



Appendix B - Intersection Performance Analysis
 4: Brunswick Street & Prince Street

Lane Group						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	180	220	665	0	0	605
Future Volume (vph)	180	220	665	0	0	605
Satd. Flow (prot)	1789	1601	1883	0	0	1883
Flt Permitted	0.950					
Satd. Flow (perm)	1744	1453	1883	0	0	1883
Satd. Flow (RTOR)		104				
Lane Group Flow (vph)	196	239	723	0	0	658
Turn Type	Perm	Perm	NA			NA
Protected Phases			2			2
Permitted Phases	4	4				
Total Split (s)	27.0	27.0	53.0			53.0
Total Lost Time (s)	7.0	7.0	5.9			5.9
Act Effct Green (s)	20.0	20.0	47.1			47.1
Actuated g/C Ratio	0.25	0.25	0.59			0.59
v/c Ratio	0.45	0.54	0.65			0.59
Control Delay	29.3	19.6	14.5			10.8
Queue Delay	0.0	0.0	9.5			0.0
Total Delay	29.3	19.6	24.0			10.8
LOS	C	B	C			B
Approach Delay	24.0		24.0			10.8
Approach LOS	C		C			B
Queue Length 50th (m)	26.5	17.9	70.3			44.4
Queue Length 95th (m)	46.2	40.8	107.2			88.0
Internal Link Dist (m)	243.4		89.1			91.8
Turn Bay Length (m)	50.0	50.0				
Base Capacity (vph)	436	441	1108			1108
Starvation Cap Reductn	0	0	353			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.45	0.54	0.96			0.59

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 17 (21%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 62.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 4: Brunswick Street & Prince Street



Appendix B - Intersection Performance Analysis
 3: Brunswick Street & Carmichael Street

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	195	970	50	130	700
Future Volume (Veh/h)	35	195	970	50	130	700
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	212	1054	54	141	761
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
			None			None
Median storage veh						
Upstream signal (m)						
			116			124
pX, platoon unblocked	0.76	0.72			0.72	
vC, conflicting volume	2124	1081			1108	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2054	918			955	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	11			73	
cM capacity (veh/h)	34	237			518	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	250	1108	902			
Volume Left	38	0	141			
Volume Right	212	54	0			
cSH	124	1700	518			
Volume to Capacity	2.02	0.65	0.27			
Queue Length 95th (m)	162.9	0.0	8.8			
Control Delay (s)	543.5	0.0	8.3			
Lane LOS	F		A			
Approach Delay (s)	543.5	0.0	8.3			
Approach LOS	F					
Intersection Summary						
Average Delay			63.4			
Intersection Capacity Utilization			122.1%		ICU Level of Service	H
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Future Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Satd. Flow (prot)	0	1419	0	1789	1777	0	1789	1772	0	1789	1817	0
Flt Permitted		0.995		0.348			0.532			0.423		
Satd. Flow (perm)	0	1411	0	602	1777	0	893	1772	0	723	1817	0
Satd. Flow (RTOR)		201			11			17			8	
Lane Group Flow (vph)	0	434	0	114	391	0	446	636	0	43	201	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6			2	
Permitted Phases	4			4			6			2		
Total Split (s)	32.0	32.0		32.0	32.0		16.0	48.0		32.0	32.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1		6.1	6.1	
Act Effct Green (s)		25.9		25.9	25.9		44.0	41.9		25.9	25.9	
Actuated g/C Ratio		0.32		0.32	0.32		0.55	0.52		0.32	0.32	
v/c Ratio		0.73		0.59	0.67		0.71	0.68		0.18	0.34	
Control Delay		21.2		37.4	29.5		22.2	21.6		22.4	21.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		21.2		37.4	29.5		22.2	21.6		22.4	21.5	
LOS		C		D	C		C	C		C	C	
Approach Delay		21.2			31.3			21.8			21.7	
Approach LOS		C			C			C			C	
Queue Length 50th (m)		32.1		15.1	51.9		53.1	86.4		4.7	22.0	
Queue Length 95th (m)		#70.8		#37.7	82.9		78.5	115.2		m12.4	43.1	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0			50.0		
Base Capacity (vph)		592		194	582		625	936		234	593	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.73		0.59	0.67		0.71	0.68		0.18	0.34	

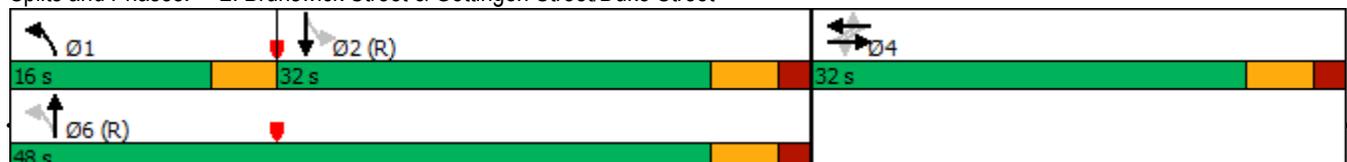
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 23.8
 Intersection Capacity Utilization 110.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service H

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



1: Brunswick Street & Cogswell Street

Existing Conditions - 2022 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Future Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Satd. Flow (prot)	0	3514	1601	0	3539	1601	1789	1883	1601	1789	1773	0
Flt Permitted		0.767			0.828		0.598			0.552		
Satd. Flow (perm)	0	2577	876	0	2773	1225	1086	1883	1393	960	1773	0
Satd. Flow (RTOR)			223			42			42		36	
Lane Group Flow (vph)	0	299	223	0	195	33	38	304	33	16	256	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4		4	4		4	2		2	2		
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0	48.0	
Total Lost Time (s)		6.1	6.1		6.1	6.1	6.1	6.1	6.1	6.1	6.1	
Act Effct Green (s)		25.9	25.9		25.9	25.9	41.9	41.9	41.9	41.9	41.9	
Actuated g/C Ratio		0.32	0.32		0.32	0.32	0.52	0.52	0.52	0.52	0.52	
v/c Ratio		0.36	0.51		0.22	0.08	0.07	0.31	0.04	0.03	0.27	
Control Delay		22.2	7.9		20.5	5.7	3.0	3.5	0.1	9.5	9.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		22.2	7.9		20.5	5.7	3.0	3.5	0.1	9.5	9.9	
LOS		C	A		C	A	A	A	A	A	A	
Approach Delay		16.1			18.4			3.2			9.9	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		19.0	0.0		11.7	0.0	0.8	6.8	0.0	1.2	17.9	
Queue Length 95th (m)		29.9	17.5		19.9	4.9	m1.2	10.4	m0.0	4.1	31.8	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)			35.0				25.0		40.0	75.0		
Base Capacity (vph)		834	434		897	424	568	986	749	502	945	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.36	0.51		0.22	0.08	0.07	0.31	0.04	0.03	0.27	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 11.8
 Intersection Capacity Utilization 86.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 8: Gottingen Street & Rainnie Drive

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	160	0	610	195	0
Future Volume (Veh/h)	20	160	0	610	195	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	174	0	663	212	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	875	212	212			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	875	212	212			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	79	100			
cM capacity (veh/h)	320	828	1358			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	196	663	212			
Volume Left	22	0	0			
Volume Right	174	0	0			
cSH	703	1700	1700			
Volume to Capacity	0.28	0.39	0.12			
Queue Length 95th (m)	8.7	0.0	0.0			
Control Delay (s)	12.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			49.8%	ICU Level of Service		A
Analysis Period (min)			15			

APPENDIX E

Parking Data

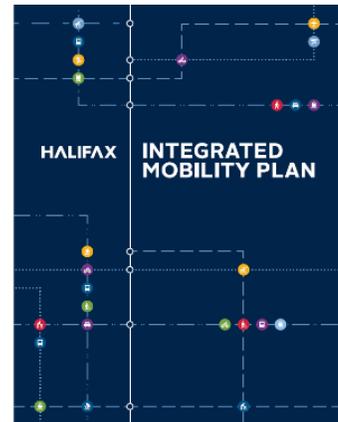
MEMO

TO: Mike Connors, MSCE, P. Eng., Transportation Engineer, Halifax Regional Municipality
FROM: Patrick Hatton, P. Eng., Transportation Engineer, WSP Canada Inc.
SUBJECT: **Halifax Regional Municipality Parking Data Collection**
DATE: July 30, 2018

BACKGROUND

The Halifax Peninsula is a critical area of the Halifax Regional Municipality (HRM). Much of HRM’s street grid predates the automobile and in many cases its right of way widths do not easily accommodate road expansion to increase capacity. Within the Peninsular area there are several significant development projects that will likely draw more trips and residents into the area, further increasing the demand on the transportation network, including parking. HRM staff have recognized that costly roadway expansion projects cannot continue indefinitely and HRM residents have shown strong support for projects that promote transit and active transportation.

Integrated Mobility Plan (HRM, 2017) was unanimously approved by Halifax Regional Council, setting policy direction related to the priorities of assigning right-of-way space to the various travel modes. The Plan identifies 137 specific actions to promote mobility through the municipality and encourage the use of non-auto travel modes. WSP is currently working on several projects within the Halifax Peninsula to implement recommendations of the IMP, including transit priority lanes and All Ages and Abilities (AAA) bikeways along designated corridors. While these projects are expected to improve the experience of transit and active transportation users within the Halifax Core, trade-offs have been identified that will impact the number of available on-street parking spaces.



Parking has become an important consideration for many projects throughout the urban core including:

- Transit Priority projects along Gottingen Street, Bayers Road, and Robie Street.
- Bikeway projects on Almon Street, Hollis Street, Lower / Upper Water Street, Brunswick Street, Morris Street / University Avenue.

To gain a better understanding of the impacts of these parking trade-offs, the Halifax Regional Municipality has retained WSP to collect parking utilization and turnover data along several key corridors within the Halifax Peninsula. This memorandum summarizes the parking data collected.

PARKING DATA

Parking observations were conducted in 30-minute intervals from 9AM-4PM on a typical weekday within the seven corridors (See Figure 1) between April 25th and May 24th, 2018. Parking observations were conducted on the primary streets, as well as surrounding streets within a reasonable walking distance from the primary street, to consider how nearby parking could be modified to accommodate corridor parking demand.

Parking data involved the identification of the vehicle occupying the individual space to provide information on turnover of each parking space.

While parking data were collected over two consecutive days along the Robie Street corridor, the parking observations for each of the remaining corridors were collected over a single day.

Parking data collection dates and a summary of the observations for each corridor are summarized in Table 1. Data for each corridor are discussed in the subsequent sections with data tabulated in the following Appendices:

- A. Bayers Road;
- B. Almon Street;
- C. Robie Street;
- D. Gottingen Street;
- E. Brunswick Street / Rainnie Drive;
- F. Hollis Street / Water Street; and,
- G. Morris Street / University Avenue.

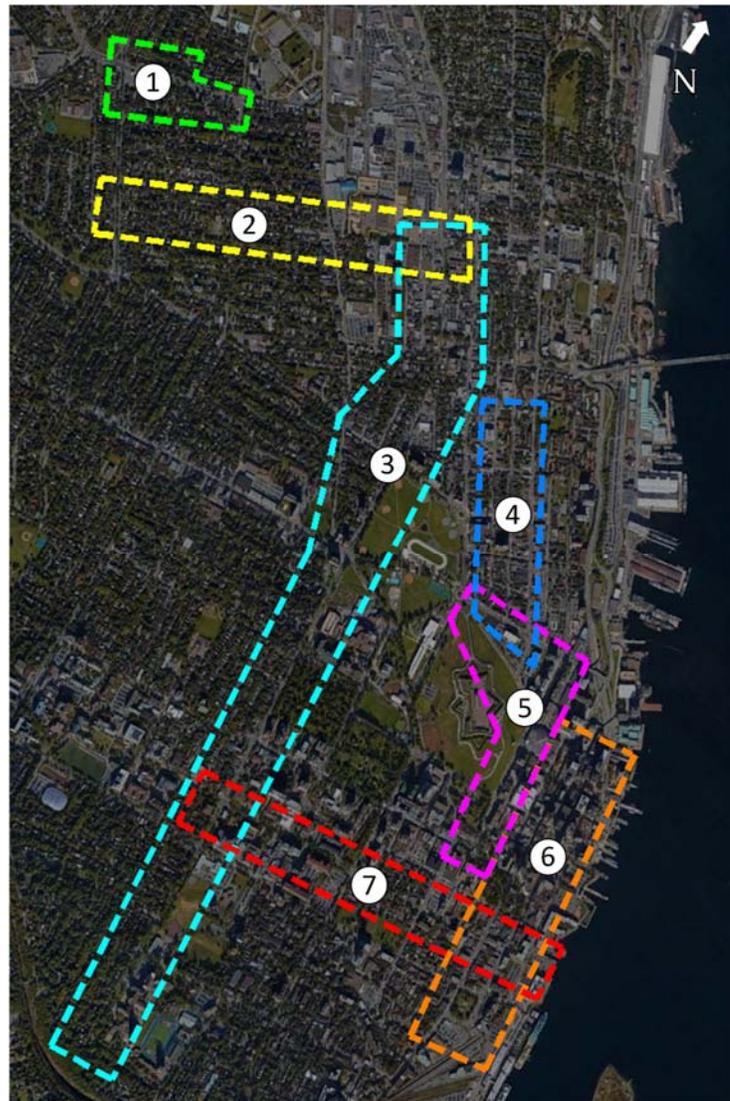


Figure 1: Parking Data Collection Zones

Table 1 - Parking Data Collection Summary

Corridor	Data Collection Date	# of Onstreet Spaces (Full Area)	Observed Utilization (9AM-4PM)
1 Bayers Road	April 25 th , 2018	142	22%
2 Almon Street	April 25 th , 2018	288	30%
3 Robie Street	May 2 nd – May 3 rd , 2018	1104	73%
4 Gottingen Street	April 25 th , 2018	438	64%
5 Brunswick Street / Rainnie Drive	May 24 th , 2018	222	76%
6 Hollis Street / Water Street	May 16 th , 2018	393	73%
7 Morris Street / University Avenue	May 16 th , 2018	416	85%

BAYERS ROAD

Moving Forward Together Plan (Halifax Transit, 2016) and Integrated Mobility Plan (HRM, 2017) both identify Bayers Road as a critical location for transit and recommend Transit Priority be provided along Bayers Road. WSP was retained and prepared conceptual plans for providing TPM along Bayers Road between Romans Avenue and Windsor Street. Halifax Regional Council has approved the plan in principle and HRM has retained WSP to prepare Detailed Design plans for these modifications with planned construction in 2019.

A TPM is required on Bayers Road in order to ensure reliable service on Corridor Routes 1 and 8, as well as a number of other routes. This is particularly important during PM peak, when routes can often be delayed for nearly a half hour. If no TPMs are introduced to address this issue, it will be an operational necessity to realign the routings. In the interim, Route 1 service will be required to travel along Roslyn Street in the PM peak in the outbound direction in order **to maintain schedule adherence**.
~Halifax Transit Moving Forward Together Plan (page 82)

With approximately 142 parking spaces along this section of Bayers Road, HRM staff seek parking data to assist with the preparation of a parking mitigation plan with the implementation of the transit priority.

Observed parking data collected for this corridor and surrounding streets on Wednesday, April 25th, 2018 are summarized in Figure 2, tabulated in Appendix A and indicate:

- Overall parking utilization along Bayers Road was very low (less than 25% throughout the day).
- No individual block had utilization higher than 30%.
- Average duration of parking along Bayers Road was 95 minutes.
- Overall utilization for the remaining streets was 25-35% throughout the day.
- Utilization was high on Young Street (from Dublin Street to Oxford Street, 4 spaces) with 93%. All other blocks were utilized less than 50%.
- Average parking duration for the remaining streets was 150 minutes.

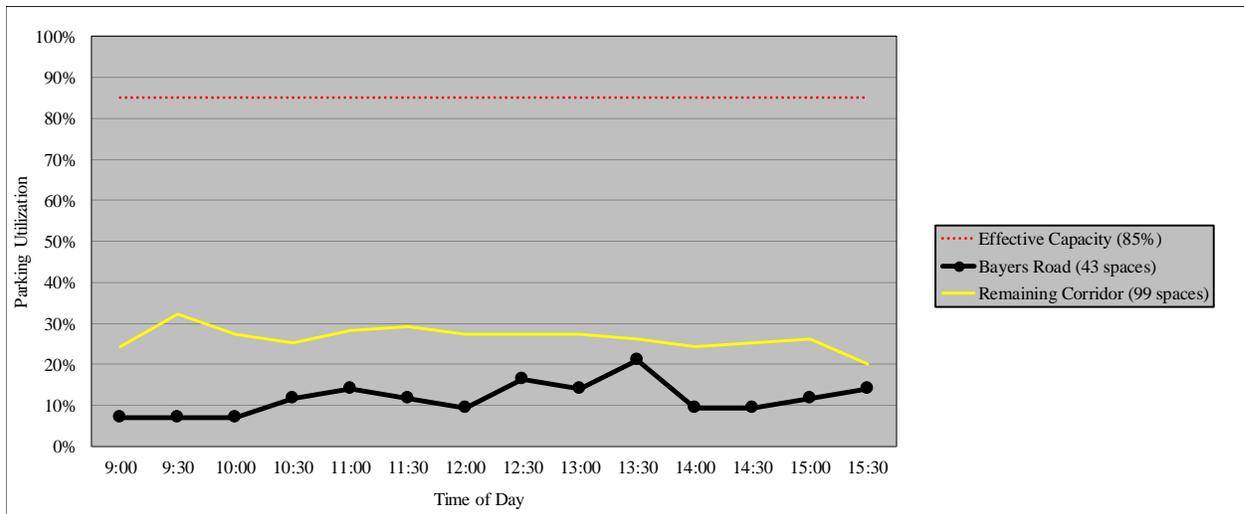


Figure 2 - Bayers Road Corridor Area Observed Parking Utilization

ALMON STREET

Integrated Mobility Plan (HRM, 2017) proposes a protected bikeway be added to Almon Street by 2022. This bikeway is currently being planned and it is expected that the addition of a protected bikeway will impact the availability of on-street parking.

Observed parking data collected for this corridor and surrounding streets on Wednesday, April 25, 2018 are summarized in Figure 3, tabulated in Appendix B and indicate:

- Overall parking utilization along Almon Street was low (35% or less throughout the day).
- No individual block had utilization higher than 70%.
- Average duration of parking along Almon Street was 90 minutes.
- Overall utilization for the remaining streets was 25-45% throughout the day.
- Utilization was highest on Isleville Street at 71%.
- Average parking duration for the remaining streets was 86 minutes.

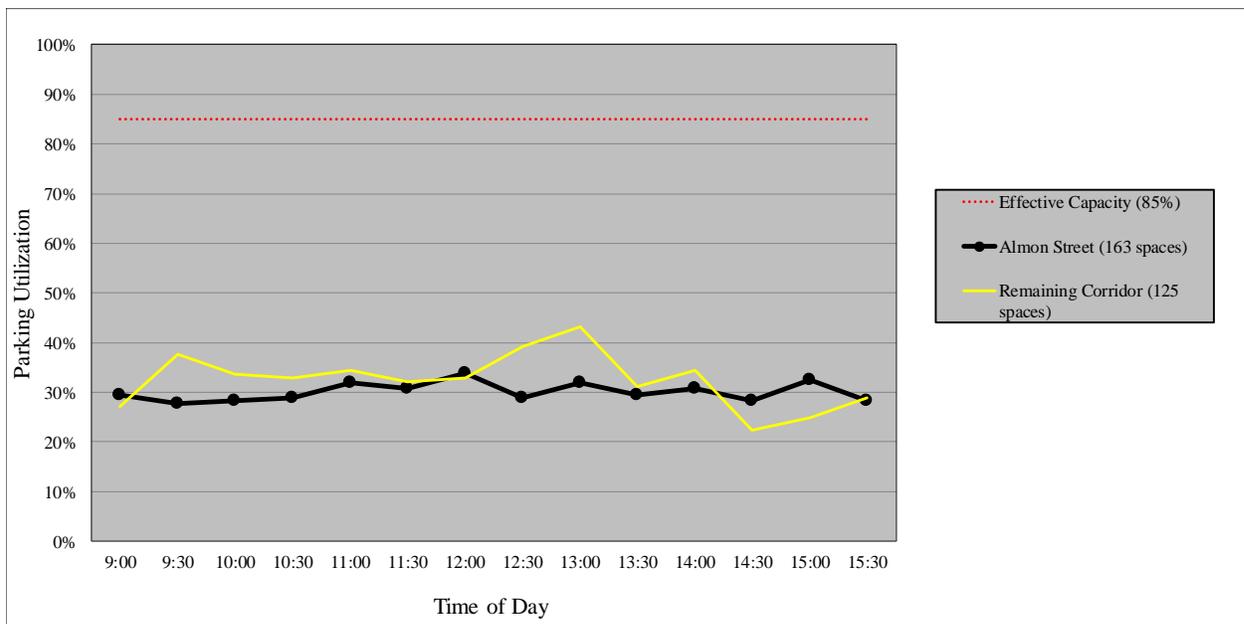


Figure 3 - Almon Street Corridor Area Observed Parking Utilization

ROBIE STREET

Integrated Mobility Plan (HRM, 2017) Action #91 indicates that HRM should prioritize the delivery of Transit Priority on Robie Street (Young Street to Inglis Street). WSP was retained and prepared conceptual plans for providing TPM along Robie Street through this area. As part of the recommendation to Regional Council, HRM staff are preparing a parking mitigation plan to consider how parking could be modified on adjacent streets. Due to its length, the corridor has been separated into three groups for reporting purposes:

1. Almon Street to Cunard Street;
2. Cunard Street to Coburg Road; and,
3. Coburg Road to Southern Terminus.

Observed parking data collected for this corridor and surrounding streets on Wednesday, May 2nd, and Thursday, May 3rd, 2018 are summarized in Table 2 and Figure 4, and tabulated in Appendix C.

Table 2 - Robie Street Corridor Utilization by Group Area

Group Limits	Observation Area	Summary		
		# of Spaces	Range of Parking Utilization	Average Parking Duration
Group 1: Almon St. to Cunard St.	Robie Street	20	40% to 70%	127 minutes
	Side Streets	171	74% to 81%	165 minutes
Group 2: Cunard St. to Coburg Rd.	Robie Street	88	60% to 83%	127 minutes
	Side Streets	324	64% to 81%	156 minutes
Group 3: Coburg Rd. to Terminus	Robie Street	168	64% to 78%	159 minutes
	Side Streets	333	65% to 70%	128 minutes

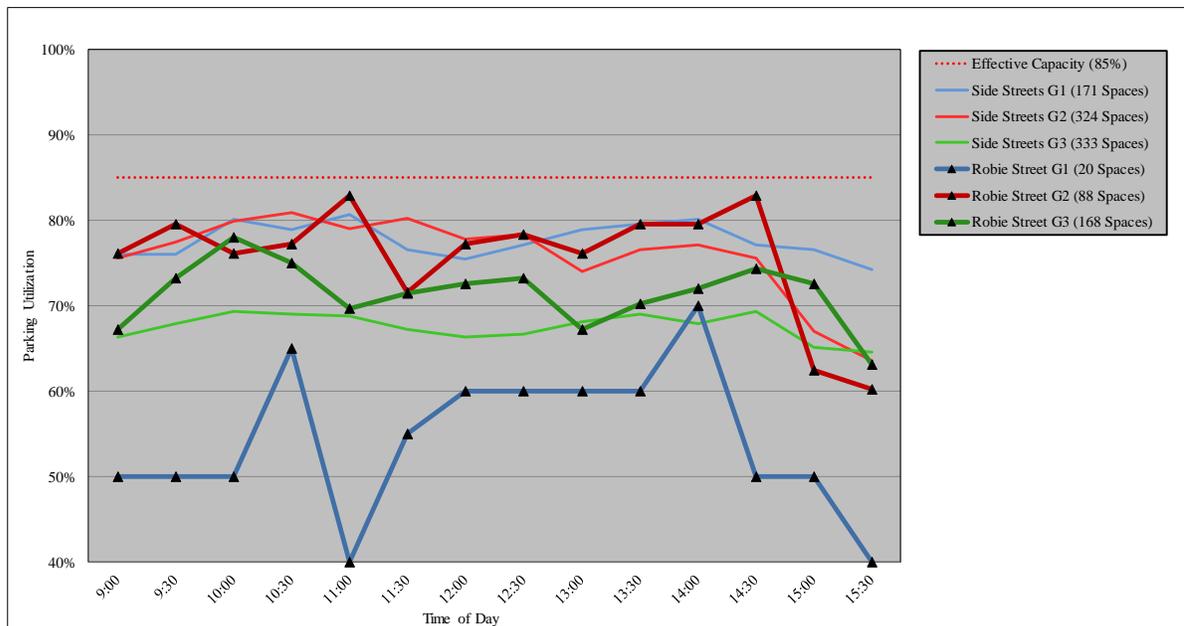


Figure 4 - Robie Street Corridor Observed Parking Utilization by Group Area

GOTTINGEN STREET

Gottingen Street was identified in *Moving Forward Together Plan* (Halifax Transit, 2016) and *Integrated Mobility Plan* (HRM, 2017) for Transit Priority Measures. WSP was retained and prepared conceptual plans for providing TPM along Gottingen Street between Cogswell Street and Charles Street. Halifax Regional Council approved the plan for installation of a northbound transit priority lane on Gottingen Street during peak periods and WSP has been retained to prepare the detailed design plans with implementation anticipated during the 2018 construction season. With plans to restrict stopping on the west side of Gottingen Street full time as well as on the east side during peak periods, on-street parking data were collected to consider the impacts of this plan.

Observed parking data collected for this corridor and surrounding streets on Wednesday, April 25th, 2018 are summarized in Figure 5, tabulated in Appendix D and indicate:

- With parking utilization along Gottingen Street ranging from 45% to 70%, Gottingen Street had a lower parking utilization than many of the nearby streets in this corridor.
- Parking utilization for the remaining streets were typically between 60% and 80%.
- Parking turnover was observed to be generally low with average parking duration by street ranging from 90 minutes to 220 minutes.

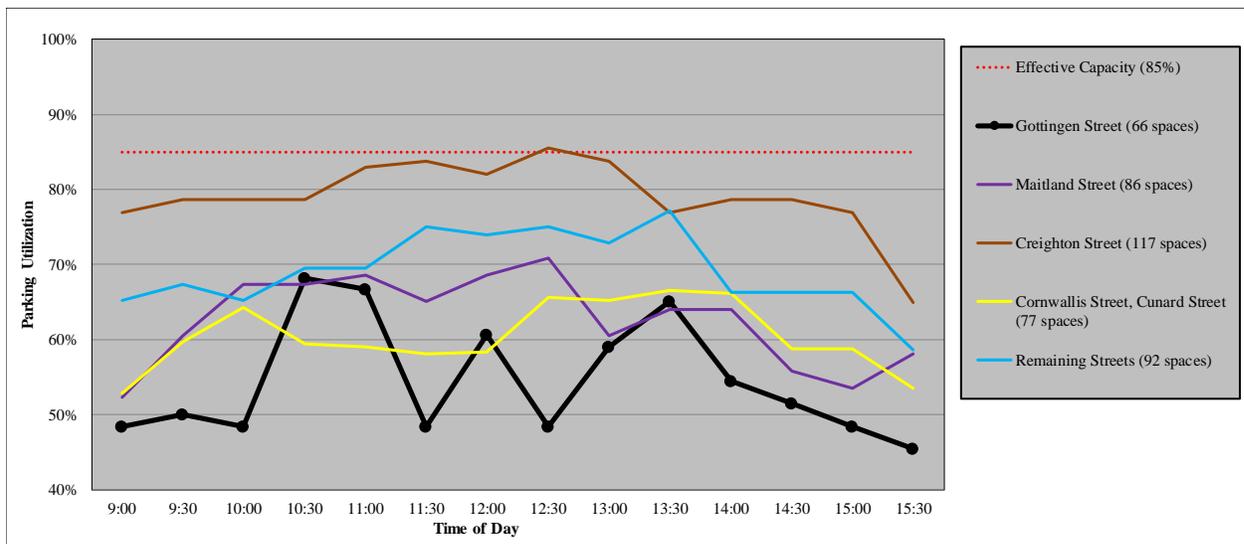


Figure 5 - Gottingen Street Corridor Area Observed Parking Utilization

BRUNSWICK STREET / RAINNIE DRIVE

Integrated Mobility Plan (HRM, 2017) proposes a protected bikeway be added to Rainnie Drive and Brunswick Street by 2022. WSP has been retained to prepare concepts for providing this protected bikeway and it is expected that the addition of a protected bikeway will impact the availability of on-street parking.

Observed parking data collected for this corridor and surrounding streets on Thursday, May 24th, 2018 are summarized in Figure 6, tabulated in Appendix E and indicate:

- Overall parking utilization along Brunswick Street was 75%, ranging from 60-82% throughout the day.
- No individual block had utilization higher than 85%.
- Average duration of parking along Brunswick Street was 85 minutes.
- Overall parking utilization along Rainnie Drive was 86%, ranging from 52-97% throughout the day.
- Average duration of parking along Brunswick Street was 174 minutes.
- Overall utilization for the remaining streets was 25-45% throughout the day.
- Average parking duration for the remaining streets was 76 minutes.

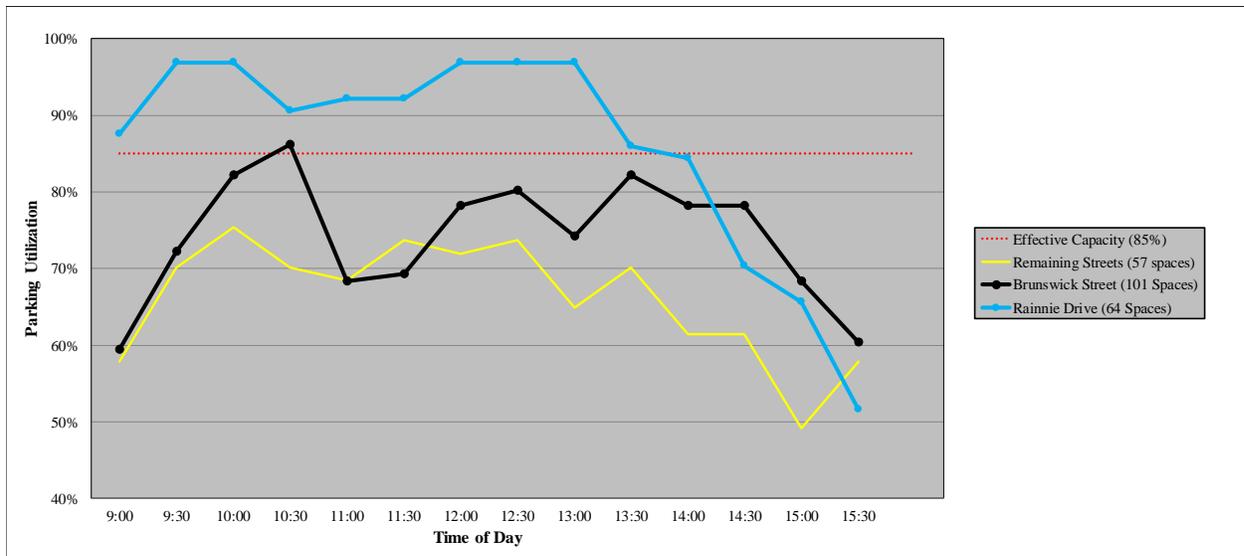


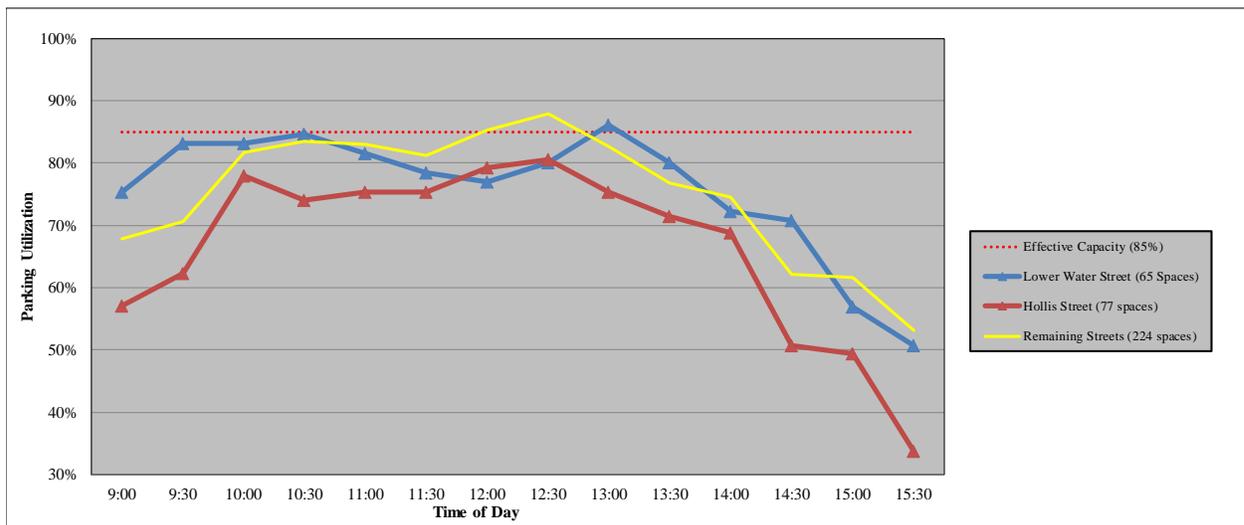
Figure 6 - Brunswick Street / Rainnie Drive Corridor Area Observed Parking Utilization

HOLLIS STREET / WATER STREET

Integrated Mobility Plan (HRM, 2017) proposes a protected bikeway be added to Hollis Street by 2022. WSP has been retained to prepare concepts for providing this protected bikeway and it is expected that the addition of a protected bikeway will impact the availability of on-street parking.

Observed parking data collected for this corridor and surrounding streets on Wednesday, May 16th, 2018 are summarized in Figure 7, tabulated in Appendix F and indicate:

- Parking utilization along Hollis Street was generally lower than on Lower Water Street or the overall average for the area.
- Parking utilization for the overall area was typically between 70% and 85% with a significant reduction after 2 PM.
- Average parking duration for the area typically ranged from 90 to 140 minutes, however there were several vehicles that were observed to stay for significantly longer.



*While the utilization of the loading spaces on the east side of Hollis Street (north of Morris) were observed, they have been excluded from this graph and the overall utilization of parking for this area.

Figure 7 - Hollis Street / Water Street Corridor Area Observed Parking Utilization

MORRIS STREET / UNIVERSITY AVENUE

Integrated Mobility Plan (HRM, 2017) proposes a protected bikeway be added to the Morris Street / University Avenue corridor by 2022. While the concepts for implementation of this bikeway are not yet known, it is expected that the addition of a protected bikeway will impact the availability of on-street parking.

Observed parking data collected for this corridor and surrounding streets on Wednesday, May 16th, 2018 are summarized in Figure 8, tabulated in Appendix G and indicate:

- Overall parking utilization along University Avenue was 85%, ranging from 68-95% throughout the day.
- Average duration of parking along University Avenue was 94 minutes.
- Overall parking utilization along Morris Street was 74%, ranging from 63-84% throughout the day.
- Average duration of parking along Morris Street was 120 minutes.
- Overall utilization for the remaining streets was 79-93% throughout the day.
- Average parking duration for the remaining streets was 98 minutes.

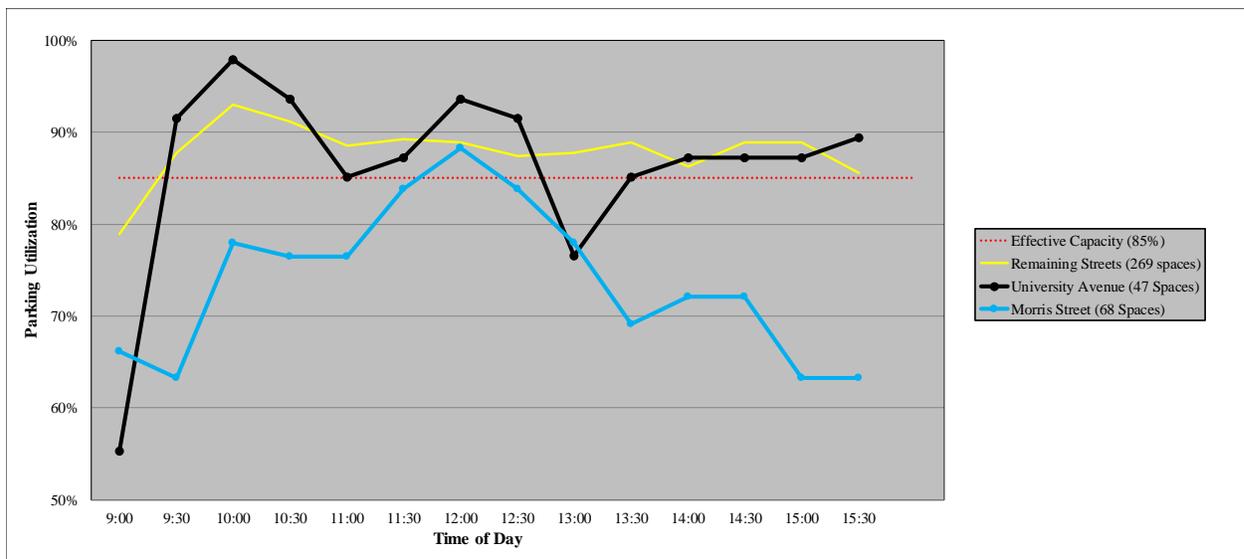


Figure 8 - Morris Street / University Avenue Corridor Area Observed Parking Utilization by Area Street

APPENDIX A -
BAYERS ROAD CORRIDOR

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles Using Space	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Bayers Road from Connaught Ave to Connolly St	S	1														0	0%	0	0	-	
	S	2														0	0%	0	0	-	
	S	3														0	0%	0	0	-	
	S	4														0	0%	0	0	-	
	S	5														0	0%	0	0	-	
Block Summary															0	0%	0	0	#DIV/0!	0.0	
Bayers Road from Connolly St to Oxford St	S	1														1	7%	1	0.5	30	
	S	2														14	100%	1	7	420	
	S	3														0	0%	0	0	-	
	S	4														14	100%	1	7	420	
	S	5														0	0%	0	0	-	
	S	6														14	100%	1	7	420	
	S	7														0	0%	0	0	-	
	S	8														0	0%	0	0	-	
	S	9														0	0%	0	0	-	
	S	10														1	7%	1	0.5	30	
	S	11														1	7%	1	0.5	30	
	S	12														4	29%	3	2	40	
	S	13														1	7%	1	0.5	30	
Block Summary															50	27%	10	25	150	0.1	
Bayers Road from Oxford St to Dublin St	S	1														0	0%	0	0	-	
	S	2														4	29%	3	2	40	
	S	3														0	0%	0	0	-	
	S	4														0	0%	0	0	-	
	S	5														7	50%	4	3.5	52.5	
	S	6														0	0%	0	0	-	
	S	7														0	0%	0	0	-	
	S	8														6	43%	2	3	90	
	S	9														0	0%	0	0	-	
	S	10														0	0%	0	0	-	
Block Summary															17	12%	9	8.5	57	0.1	
Bayers Road from Dublin St to Windsor St	S	1														0	0%	0	0	-	
	S	2														0	0%	0	0	-	
	S	3														0	0%	0	0	-	
Block Summary															0	0%	0	0	#DIV/0!	0.0	
Bayers Rd from Connolly St to Oxford St	N	1														0	0%	0	0	-	
	N	2														2	14%	2	1	30	
	N	3														0	0%	0	0	-	
	N	4														0	0%	0	0	-	
	N	5														0	0%	0	0	-	
	N	6														0	0%	0	0	-	
	N	7														0	0%	0	0	-	
	N	8														0	0%	0	0	-	
	N	9														0	0%	0	0	-	
	N	10														1	7%	1	0.5	30	
	N	11														0	0%	0	0	-	
	N	12														0	0%	0	0	-	
Block Summary															3	2%	3	1.5	30	0.0	
Street Summary		43														70	12%	22	35	95	0.0
Utilization by time of Day			7%	7%	7%	12%	14%	12%	9%	16%	14%	21%	9%	9%	12%	14%					

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles Using Space	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Dublin St from Bayers Rd to Young St	W	1															0	0%	0	0	-	
	W	2															6	43%	1	3	180	
	W	3															0	0%	0	0	-	
	W	4															8	57%	1	4	240	
	W	5															0	0%	0	0	-	
Block Summary																14	20%	2	7	210	0.0	
Dublin St from Bayers Rd to Young St	E	1															0	0%	0	0	-	
	E	2															0	0%	0	0	-	
	E	3															0	0%	0	0	-	
Block Summary																0	0%	0	0	#DIV/0!	0.0	
Young St from Dublin St to Oxford St	N	1															8	57%	1	4	240	
	N	2															0	0%	0	0	-	
	N	3															14	100%	1	7	420	
	N	4															3	21%	1	1.5	90	
	N	5															0	0%	0	0	-	
	N	6															14	100%	1	7	420	
	N	7															0	0%	0	0	-	
	N	8															8	57%	2	4	120	
	N	9															4	29%	4	2	30	
	N	10															1	7%	1	0.5	30	
Block Summary																52	37%	11	26	142	0.1	
Young St from Dublin St to Oxford St	S	1															13	93%	1	6.5	390	
	S	2															13	93%	1	6.5	390	
	S	3															14	100%	1	7	420	
	S	4															12	86%	2	6	180	
Block Summary																52	93%	5	26	312	0.1	
Oxford from Bayers Rd to Roslyn St	E	1															6	43%	2	3	90	
	E	2															4	29%	2	2	60	
	E	3															0	0%	0	0	-	
	E	4															0	0%	0	0	-	
	E	5															1	7%	1	0.5	30	
	E	6															0	0%	0	0	-	
	E	7															0	0%	0	0	-	
Block Summary																11	11%	5	5.5	66	0.1	
Oxford from Bayers Rd to Roslyn St	W	1															5	36%	1	2.5	150	
	W	2															4	29%	1	2	120	
	W	3															10	71%	3	5	100	
Block Summary																19	45%	5	9.5	114	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles Using Space	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00	15:30
Roslyn Road from Oxford St to Connolly St	N	1															4	29%	1	2	120	
	N	2															0	0%	0	0	-	
	N	3															12	86%	2	6	180	
	N	4															7	50%	1	3.5	210	
	N	5															0	0%	0	0	-	
	N	6															4	29%	2	2	60	
	N	7															0	0%	0	0	-	
	N	8															0	0%	0	0	-	
	N	9															0	0%	0	0	-	
	N	10															0	0%	0	0	-	
	N	11															14	100%	1	7	420	
	N	12															0	0%	0	0	-	
	N	13															12	86%	3	6	120	
	N	14															0	0%	0	0	-	
	N	15															11	79%	2	5.5	165	
	N	16															14	100%	1	7	420	
	N	17															1	7%	1	0.5	30	
Block Summary															79	33%	14	39.5	169	0.1		
Roslyn Road from Oxford St to Connolly St	S	1															1	7%	1	0.5	30	
	S	2															0	0%	0	0	-	
	S	3															1	7%	1	0.5	30	
	S	4															0	0%	0	0	-	
	S	5															0	0%	0	0	-	
	S	6															1	7%	1	0.5	30	
	S	7															0	0%	0	0	-	
	S	8															0	0%	0	0	-	
	S	9															14	100%	1	7	420	
	S	10															9	64%	1	4.5	270	
	S	11															0	0%	0	0	-	
	S	12															0	0%	0	0	-	
Block Summary															26	15%	5	13	156	0.0		
Connolly St from Roslyn St to Bayers Rd	W	1															0	0%	0	0	-	
	W	2															0	0%	0	0	-	
	W	3															0	0%	0	0	-	
	W	4															6	43%	1	3	180	
	W	5															0	0%	0	0	-	
	W	6															0	0%	0	0	-	
	W	7															0	0%	0	0	-	
	W	8															0	0%	0	0	-	
	W	9															0	0%	0	0	-	
Block Summary															6	5%	1	3	180	0.0		
Connolly St from Bayers Rd to Young St	W	1															0	0%	0	0	-	
	W	2															2	14%	1	1	60	
	W	3															2	14%	2	1	30	
	W	4															3	21%	1	1.5	90	
	W	5															4	29%	2	2	60	
	W	6															0	0%	0	0	-	
Block Summary															11	13%	6	5.5	55	0.1		
Connolly St from Roslyn St to Bayers Rd	E	1															2	14%	1	1	60	
	E	2															0	0%	0	0	-	
	E	3															4	29%	2	2	60	
Block Summary															6	14%	3	3	60	0.1		
Connolly St from Bayers Rd to Young St	E	1															0	0%	0	0	-	
	E	2															6	43%	3	3	60	
	E	3															0	0%	0	0	-	
	E	4															2	14%	2	1	30	
	E	5															12	86%	1	6	360	
	E	6															12	86%	1	6	360	
	E	7															0	0%	0	0	-	
Block Summary															32	33%	7	16	137	0.1		
Young Street Connolly to Oxford	S	1															14	100%	1	7	420	
	S	2															0	0%	0	0	-	
	S	3															0	0%	0	0	-	
	S	4															13	93%	2	6.5	195	
	S	5															0	0%	0	0	-	
	S	6															13	93%	1	6.5	390	
	S	7															0	0%	0	0	-	
	S	8															4	29%	2	2	60	
	S	9															0	0%	0	0	-	
	S	10															0	0%	0	0	-	
	S	11															2	14%	1	1	60	
	S	12															0	0%	0	0	-	
	S	13															13	93%	1	6.5	390	
Block Summary															59	32%	8	29.5	221	0.0		

APPENDIX B -
ALMON STREET CORRIDOR

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Almon Street from Gottingen to Robie	N	1														1	7%	1	0.5	30	
	N	2														0	0%	0	0	-	
	N	3														0	0%	0	0	-	
	N	4														5	36%	3	2.5	50	
	N	5														3	21%	1	1.5	90	
	N	6														0	0%	0	0	-	
	N	7														2	14%	2	1	30	
	N	8														0	0%	0	0	-	
Block Summary															11	10%	7	5.5	47	0.06	
Almon Street from Robie to Windsor	N	1														1	7%	1	0.5	30	
	N	2														2	14%	2	1	30	
	N	3														9	64%	6	4.5	45	
	N	4														4	29%	4	2	30	
	N	5														8	57%	3	4	80	
	N	6														3	21%	3	1.5	30	
	N	7														0	0%	0	0	-	
	N	8														1	7%	1	0.5	30	
	N	9														12	86%	3	6	120	
	N	10														2	14%	2	1	30	
	N	11														11	79%	6	5.5	55	
	N	12														2	14%	1	1	60	
	N	13														5	36%	3	2.5	50	
Block Summary															60	33%	35	30	51	0.19	
Almon Street from Windsor to Deacon	N	1														3	21%	2	1.5	45	
	N	2														4	29%	2	2	60	
	N	3														6	43%	3	3	60	
	N	4														0	0%	0	0	-	
	N	5														9	64%	2	4.5	135	
	N	6														7	50%	4	3.5	62.5	
	N	7														7	50%	2	3.5	105	
	N	8														14	100%	2	7	210	
	N	9														5	36%	1	2.5	150	
	N	10														11	79%	5	5.5	66	
	N	11														13	93%	1	6.5	390	
	N	12														2	14%	1	1	60	
Block Summary															81	48%	25	40.5	97	0.15	
Almon Street from Deacon to Oxford	N	1														2	14%	1	1	60	
	N	2														8	57%	3	4	80	
	N	3														7	50%	2	3.5	105	
	N	4														3	21%	3	1.5	30	
	N	5														5	36%	2	2.5	75	
	N	6														0	0%	0	0	-	
Block Summary															25	30%	11	12.5	68	0.13	
Almon Street from Oxford to Connolly	N	1														0	0%	0	0	-	
	N	2														1	7%	1	0.5	30	
	N	3														3	21%	1	1.5	90	
	N	4														14	100%	1	7	420	
	N	5														0	0%	0	0	-	
	N	6														2	14%	1	1	60	
	N	7														0	0%	0	0	-	
	N	8														0	0%	0	0	-	
	N	9														3	21%	2	1.5	45	
	N	10														0	0%	0	0	-	
Block Summary															23	16%	6	11.5	115	0.04	
Almon Street from Connolly to Connaught	N	1														0	0%	0	0	-	
	N	2														0	0%	0	0	-	
	N	3														0	0%	0	0	-	
	N	4														6	43%	2	3	90	
	N	5														0	0%	0	0	-	
	N	6														7	50%	1	3.5	210	
	N	7														0	0%	0	0	-	
	N	8														0	0%	0	0	-	
	N	9														0	0%	0	0	-	
	N	10														0	0%	0	0	-	
	N	11														2	14%	2	1	30	
Block Summary															15	10%	5	7.5	90	0.03	
Almon Street from Gottingen to Isleville	S	1														2	14%	2	1	30	
	S	2														12	86%	2	6	180	
	S	3														3	21%	1	1.5	90	
	S	4														5	36%	5	2.5	30	
	S	5														7	50%	3	3.5	70	
	S	6														2	14%	2	1	30	
	S	7														4	29%	3	2	40	
	S	8														13	93%	1	6.5	390	
	S	9														6	43%	4	3	45	
	S	10														5	36%	2	2.5	75	
Block Summary															59	42%	25	29.5	71	0.18	
Almon Street from Isleville to Agricola	S	1														1	7%	1	0.5	30	
	S	2														12	86%	1	6	360	
	S	3														2	14%	1	1	60	
	S	4														14	100%	1	7	420	
	S	5														14	100%	1	7	420	
	S	6														3	21%	2	1.5	45	
	S	7														8	57%	3	4	80	
	S	8														4	29%	1	2	120	
	S	9														10	71%	3	5	100	
	S	10														11	79%	3	5.5	110	
	S	11														8	57%	2	4	120	
	S	12														10	71%	5	5	60	
	S	13														8	57%	4	4	60	
	S	14														3	21%	3	1.5	30	
Block Summary															108	55%	31	54	105	0.16	
Almon Street from Agricola to Robie	S	1														8	57%	1	4	240	
	S	2														9	64%	3	4.5	90	
	S	3														9	64%	3	4.5	90	
	S	4														14	100%	1	7	420	
	S	5														7	50%	3	3.5	70	
	S	6														4	29%	1	2	120	
	S	7														0	0%	0	0	-	
	S	8														0	0%	0	0	-	
Block Summary															51	46%	12	25.5	128	0.11	

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Almon Street from Robie to Gladstone	S	1															0	0%	0	0	-	
		2															1	7%	1	0.5	30	
		3															13	93%	3	6.5	130	
		4															3	21%	3	1.5	30	
		5															7	50%	6	3.5	35	
		6															1	7%	1	0.5	30	
		7															9	64%	7	4.5	38.5714286	
		8															0	0%	0	0	-	
		9															3	21%	1	1.5	90	
		10															0	0%	0	0	-	
		11															2	14%	1	1	60	
		12															0	0%	0	0	-	
		13															3	21%	2	1.5	45	
		14															0	0%	0	0	-	
		15															10	71%	1	5	300	
		16															3	21%	2	1.5	45	
		17															5	36%	1	2.5	150	
		18															3	21%	1	1.5	90	
		19															8	57%	4	4	60	
		20															11	79%	3	5.5	110	
		21															12	86%	1	6	360	
		22															10	71%	1	5	300	
		23															8	57%	2	4	120	
		24															3	21%	2	1.5	45	
Block Summary																115	34%	43	57.5	80	0.13	
Almon Street from Gladstone to Windsor	S	1														0	0%	0	0	-		
		2														14	100%	1	7	420		
		3														14	100%	1	7	420		
		4														1	7%	1	0.5	30		
		5														10	71%	1	5	300		
		6														14	100%	2	7	210		
		7														9	64%	6	4.5	45		
		8														11	79%	3	5.5	110		
		9														7	50%	1	3.5	210		
Block Summary															80	66%	16	40	150	0.13		
Almon Street from Windsor to Oxford	S	1														8	57%	1	4	240		
		2														6	43%	3	3	60		
		3														10	71%	1	5	300		
		4														9	64%	2	4.5	135		
		5														6	43%	1	3	180		
		6														0	0%	0	0	-		
		7														2	14%	1	1	60		
		8														5	36%	1	2.5	150		
		9														0	0%	0	0	-		
		10														0	0%	0	0	-		
		11														0	0%	0	0	-		
		12														0	0%	0	0	-		
		13														0	0%	0	0	-		
		14														0	0%	0	0	-		
		15														0	0%	0	0	-		
		16														7	50%	1	3.5	210		
		17														0	0%	0	0	-		
Block Summary															53	23%	11	26.5	145	0.05		
Almon Street from Oxford to Connaught	S	1														0	0%	0	0	-		
		2														0	0%	0	0	-		
		3														4	29%	1	2	120		
		4														0	0%	0	0	-		
		5														0	0%	0	0	-		
		6														0	0%	0	0	-		
		7														0	0%	0	0	-		
		8														0	0%	0	0	-		
		9														0	0%	0	0	-		
		10														0	0%	0	0	-		
		11														0	0%	0	0	-		
		12														0	0%	0	0	-		
		13														0	0%	0	0	-		
		14														0	0%	0	0	-		
		15														0	0%	0	0	-		
		16														0	0%	0	0	-		
		17														0	0%	0	0	-		
		18														0	0%	0	0	-		
		19														0	0%	0	0	-		
		20														0	0%	0	0	-		
		21														0	0%	0	0	-		
Block Summary															4	1%	1	2	120	0.00		

Block	Side	Space Vid #	Time													Time Periods Used	Occupancy	# of Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			43	55	67	79	91	103	115	126	138	150	162	174	186							
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Oxford Street Edinburgh to Berlin	E	1															0	0%	0	0	-	-
	E	2															4	29%	1	2	120	-
	E	3															0	0%	0	0	-	-
	E	4															2	14%	1	1	60	-
	E	5															0	0%	0	0	-	-
Block Summary																6	9%	2	3	90	0.03	
Dublin Street Berlin to Almon	W	1															7	50%	1	3.5	210	-
	W	2															0	0%	0	0	-	-
	W	3															11	79%	1	5.5	330	-
	W	4															0	0%	0	0	-	-
	W	5															4	29%	2	2	60	-
	W	6															3	21%	1	1.5	90	-
Block Summary																25	30%	5	12.5	150	0.06	
Dublin Street Almon to Edinburgh	E	1															1	7%	1	0.5	30	-
	E	2															0	0%	0	0	-	-
Block Summary																	1	4%	1	0.5	30	0.0
Dublin Street Almon to Edinburgh	W	1															0	0%	0	0	-	-
	W	2															14	100%	1	7	420	-
	W	3															2	14%	1	1	60	-
	W	4															14	100%	1	7	420	-
	W	5															0	0%	0	0	-	-
	W	6															3	21%	2	1.5	45	-
	W	7															0	0%	0	0	-	-
	W	8															0	0%	0	0	-	-
Block Summary																33	29%	5	16.5	198	0.04	
Deacon Street Almon to Windcrest	W	1															0	0%	0	0	-	-
	W	2															11	79%	2	5.5	165	-
	W	3															0	0%	0	0	-	-
	W	4															1	7%	1	0.5	30	-
	W	5															0	0%	0	0	-	-
	W	6															13	93%	1	6.5	390	-
	W	7															0	0%	0	0	-	-
	W	8															1	7%	1	0.5	30	-
Block Summary																26	23%	5	13	156	0.04	
Deacon Street Almon to Windcrest	E	1															0	0%	0	0	-	-
	E	2															1	7%	1	0.5	30	-
	E	3															0	0%	0	0	-	-
	E	4															6	43%	3	3	60	-
	E	5															1	7%	1	0.5	30	-
Block Summary																8	11%	5	4	48	0.07	
Windsor Terrace Windsor to Pacific	E	1															2	14%	1	1	60	-
	E	2															3	21%	2	1.5	45	-
	E	3															2	14%	1	1	60	-
	E	4															13	93%	2	6.5	195	-
	E	5															0	0%	0	0	-	-
	E	6															9	64%	1	4.5	270	-
	E	7															0	0%	0	0	-	-
	E	8															7	50%	1	3.5	210	-
	E	9															0	0%	0	0	-	-
Block Summary																36	29%	8	18	135	0.06	
Pacific Street Windsor Terrace to Almon	E	1															0	0%	0	0	-	-
	E	2															8	57%	4	4	60	-
	E	3															3	21%	1	1.5	90	-
	E	4															0	0%	0	0	-	-
	E	5															5	36%	1	2.5	150	-
	E	6															2	14%	1	1	60	-
	E	7															6	43%	3	3	60	-
	E	8															9	64%	4	4.5	67.5	-
	E	9															0	0%	0	0	-	-
	E	10															12	86%	6	6	60	-
	E	11															0	0%	0	0	-	-
	E	12															7	50%	4	3.5	52.5	-
	E	13															9	64%	5	4.5	54	-
	E	14															5	36%	3	2.5	50	-
Block Summary																66	34%	32	33	62	0.16	
Gladstone Street Almon to Windsor Terrace	E	1															1	7%	1	0.5	30	-
	E	2															3	21%	3	1.5	30	-
	E	3															0	0%	0	0	-	-
	E	4															5	36%	4	2.5	37.5	-
	E	5															6	43%	5	3	36	-
	E	6															12	86%	8	6	45	-
	E	7															13	93%	1	6.5	390	-
	E	8															14	100%	1	7	420	-
	E	9															0	0%	0	0	-	-
	E	10															14	100%	1	7	420	-
	E	11															0	0%	0	0	-	-
	E	12															10	71%	2	5	150	-
	E	13															8	57%	4	4	60	-
	E	14															14	100%	1	7	420	-
	E	15															14	100%	1	7	420	-
Block Summary																46	22%	32	23	43	0.15	

Block	Side	Space Vid #	Time													Time Periods Used	Occupancy	# of Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			30	43	55	67	79	91	103	115	126	138	150	162									
			9:00-9:30	9:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30								
Gladstone Street Almon to Windsor Terrace	W	1															2	14%	2	1	30		
		2																7	50%	3	3.5	70	
		3																6	43%	3	3	60	
Block Summary																15	36%	8	7.5	56	0.19		
Windsor Terrace from Gladstone to Pacific	S	1															0	0%	0	0	-		
		2															0	0%	0	0	-		
		3															4	29%	1	2	120		
		4															0	0%	0	0	-		
		5															0	0%	0	0	-		
		6															0	0%	0	0	-		
		7															3	21%	2	1.5	45		
		8															0	0%	0	0	-		
Block Summary															7	6%	3	3.5	70	0.03			
Isleville Street from Bloomfield to Bilby	E	1															9	64%	4	4.5	67.5		
		2															5	36%	2	2.5	75		
		3															9	64%	6	4.5	45		
		4															7	50%	3	3.5	70		
		5															2	14%	1	1	60		
		6															7	50%	1	3.5	210		
		7															10	71%	4	5	75		
		8															6	43%	1	3	180		
		9															11	79%	2	5.5	165		
		10															11	79%	3	5.5	110		
		11															6	43%	1	3	180		
		12															10	71%	3	5	100		
		13															3	21%	2	1.5	45		
Block Summary															96	53%	33	48	87	0.18			
Isleville Street from Bloomfield to Almon	W	1															10	71%	3	5	100		
		2															7	50%	2	3.5	105		
		3															12	86%	3	6	120		
		4															10	71%	5	5	60		
		5															10	71%	2	5	150		
		6															13	93%	2	6.5	195		
		7															14	100%	1	7	420		
		8															3	21%	3	1.5	30		
Block Summary															79	71%	21	39.5	113	0.19			
Connolly Street, Edinburgh to Berlin	W	1															4	29%	2	2	60		
		2															6	43%	1	3	180		
		3															6	43%	2	3	90		
		4															11	79%	2	5.5	165		
		5															0	0%	0	0	-		
		6															2	14%	1	1	60		
		7															0	0%	0	0	-		
		8															0	0%	0	0	-		
Block Summary															29	26%	8	14.5	109	0.07			
Connolly Street, Edinburgh to Berlin	E	1															0	0%	0	0	-		
		2															0	0%	0	0	-		
		3															14	100%	1	7	420		
		4															0	0%	0	0	-		
		5															1	7%	1	0.5	30		
		6															0	0%	0	0	-		
Block Summary															15	18%	2	7.5	225	0.02			
Connaught, Edinburgh to Young	E	1															0	0%	0	0	-		
		2															2	14%	2	1	30		
		3															1	7%	1	0.5	30		
		4															0	0%	0	0	-		
		5															0	0%	0	0	-		
		6															9	64%	1	4.5	270		
		7															0	0%	0	0	-		
Block Summary															12	12%	4	6	90	0.04			

APPENDIX C -
ROBIE STREET CORRIDOR

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Robie Street May to Almon	E	1														5	36%	3	2.5	50	
	E	2														1	7%	1	0.5	30	
	E	3														4	29%	2	2	60	
	E	4														6	43%	4	3	45	
	E	5														11	79%	4	5.5	83	
	E	6														8	57%	3	4	80	
	E	7														8	57%	3	4	80	
	E	8														11	79%	2	5.5	165	
	E	9														14	100%	1	7	420	
	E	10														4	29%	3	2	40	
	E	11														3	21%	2	1.5	45	
Block Summary															75	49%	28	37.5	80	0.2	
Robie Street McCully to May	E	1														14	100%	1	7	420	
	E	2														14	100%	1	7	420	
	E	3														12	86%	3	6	120	
	E	4														9	64%	1	4.5	270	
	E	5														14	100%	1	7	420	
	E	6														14	100%	1	7	420	
Block Summary															77	92%	8	38.5	289	0.1	
Robie Street North to McCully	E	1														0	0%	0	0	-	
	E	2														0	0%	0	0	-	
	E	3														0	0%	0	0	-	
Block Summary															0	0%	0	0	#DIV/0!	0.0	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Robie Street College to Spring Garden	E	1														10	71%	2	5	150	
	E	2														10	71%	5	5	60	
	E	3														9	64%	4	4.5	68	
	E	4														7	50%	1	3.5	210	
	E	5														14	100%	4	7	105	
	E	6														13	93%	4	6.5	98	
	E	7														7	50%	3	3.5	70	
Block Summary															70	71%	23	35	91	0.2	
Robie Street University to College	E	1														13	93%	2	6.5	195	
	E	2														12	86%	3	6	120	
	E	3														14	100%	2	7	210	
	E	4														14	100%	2	7	210	
	E	5														13	93%	2	6.5	195	
	E	6														13	93%	3	6.5	130	
	E	7														14	100%	1	7	420	
	E	8														14	100%	1	7	420	
	E	9														14	100%	1	7	420	
	E	10														8	57%	1	4	240	
	E	11														14	100%	2	7	210	
Block Summary															143	93%	20	71.5	215	0.1	
Robie Street South to University	E	1														11	79%	5	5.5	66	
	E	2														13	93%	4	6.5	98	
	E	3														8	57%	4	4	60	
	E	4														13	93%	4	6.5	98	
	E	5														11	79%	3	5.5	110	
	E	6														14	100%	1	7	420	
	E	7														14	100%	1	7	420	
	E	8														14	100%	1	7	420	
Block Summary															98	88%	23	49	128	0.2	
Robie from Inglis to South	E	1														1	7%	1	0.5	30	
	E	2														1	7%	1	0.5	30	
	E	3														0	0%	0	0	-	
	E	4														2	14%	1	1	60	
	E	5														1	7%	1	0.5	30	
	E	6														4	29%	3	2	40	
	E	7														2	14%	2	1	30	
	E	8														2	14%	1	1	60	
	E	9														2	14%	1	1	60	
	E	10														0	0%	0	0	-	
	E	11														0	0%	0	0	-	
	E	12														0	0%	0	0	-	
	E	13														0	0%	0	0	-	
	E	14														0	0%	0	0	-	
	E	15														0	0%	0	0	-	
	E	16														1	7%	1	0.5	30	
	E	17														3	21%	2	1.5	45	
	E	18														1	7%	1	0.5	30	
	E	19														0	0%	0	0	-	
	E	20														0	0%	0	0	-	
	E	21														0	0%	0	0	-	
	E	22														6	43%	1	3	180	
	E	23														3	21%	3	1.5	30	
	E	24														14	100%	1	7	420	
	E	25														12	86%	1	6	360	
	E	26														9	64%	1	4.5	270	
	E	27														12	86%	1	6	360	
	E	28														13	93%	2	6.5	195	
	E	29														14	100%	1	7	420	
	E	30														1	7%	1	0.5	30	
	E	31														14	100%	1	7	420	
E	32														11	79%	1	5.5	330		
E	33														14	100%	1	7	420		
E	34														14	100%	1	7	420		
E	35														14	100%	1	7	420		
E	36														14	100%	1	7	420		
E	37														13	93%	2	6.5	195		
E	38														14	100%	2	7	210		
E	39														12	86%	3	6	120		
E	40														14	100%	1	7	420		
Block Summary															238	43%	41	119	174	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00	15:30
Robie from Terminus to Inglis	E	1															3	21%	1	1.5	90	
	E	2															14	100%	1	7	420	
	E	3															12	86%	1	6	360	
	E	4															11	79%	2	5.5	165	
	E	5															13	93%	2	6.5	195	
	E	6															12	86%	2	6	180	
	E	7															14	100%	1	7	420	
	E	8															14	100%	1	7	420	
	E	9															14	100%	1	7	420	
	E	10															13	93%	3	6.5	130	
	E	11															10	71%	4	5	75	
	E	12															14	100%	1	7	420	
	E	13															14	100%	1	7	420	
	E	14															14	100%	1	7	420	
	E	15															10	71%	3	5	100	
	E	16															13	93%	2	6.5	195	
	E	17															14	100%	3	7	140	
	E	18															12	86%	2	6	180	
	E	19															14	100%	2	7	210	
	E	20															14	100%	1	7	420	
	E	21															14	100%	1	7	420	
	E	22															13	93%	1	6.5	390	
	E	23															14	100%	1	7	420	
	E	24															14	100%	1	7	420	
	E	25															14	100%	1	7	420	
	E	26															10	71%	4	5	75	
	E	27															13	93%	3	6.5	130	
	E	28															14	100%	2	7	210	
	E	29															10	71%	4	5	75	
	E	30															10	71%	4	5	75	
	E	31															13	93%	3	6.5	130	
	E	32															8	57%	3	4	80	
	E	33															12	86%	4	6	90	
	E	34															13	93%	1	6.5	390	
	E	35															12	86%	1	6	360	
	E	36															12	86%	5	6	72	
	E	37															12	86%	3	6	120	
	E	38															10	71%	3	5	100	
	E	39															8	57%	3	4	80	
	E	40															12	86%	3	6	120	
	E	41															8	57%	2	4	120	
	E	42															12	86%	3	6	120	
	E	43															3	21%	2	1.5	45	
	E	44															11	79%	1	5.5	330	
	E	45															9	64%	2	4.5	135	
Block Summary															530	84%	96	265	166	0.2		
Robie from Coburg to University	W	1															14	100%	1	7	420	
	W	2															12	86%	1	6	360	
	W	3															14	100%	2	7	210	
	W	4															10	71%	2	5	150	
	W	5															12	86%	3	6	120	
	W	6															13	93%	4	6.5	98	
	W	7															14	100%	1	7	420	
	W	8															14	100%	2	7	210	
	W	9															14	100%	1	7	420	
	W	10															14	100%	1	7	420	
	W	11															14	100%	1	7	420	
	W	12															13	93%	1	6.5	390	
	W	13															14	100%	2	7	210	
	W	14															14	100%	4	7	105	
	W	15															6	43%	2	3	90	
Block Summary															192	91%	28	96	206	0.1		
Robie from University to South	W	1															14	100%	2	7	210	
	W	2															12	86%	4	6	90	
	W	3															14	100%	4	7	105	
	W	4															10	71%	6	5	50	
	W	5															13	93%	4	6.5	98	
	W	6															13	93%	6	6.5	65	
	W	7															12	86%	4	6	90	
	W	8															5	36%	2	2.5	75	
	W	9															7	50%	2	3.5	105	
	W	10															11	79%	3	5.5	110	
Block Summary															111	79%	37	55.5	90	0.3		
Robie from South to Fraser	W	1															14	100%	2	7	210	
	W	2															14	100%	1	7	420	
	W	3															14	100%	1	7	420	
	W	4															14	100%	1	7	420	
	W	5															8	57%	2	4	120	
	W	6															14	100%	1	7	420	
Block Summary															78	93%	8	39	293	0.1		
Robie from Fraser to Oakland	W	1															14	100%	1	7	420	
	W	2															13	93%	1	6.5	390	
	W	3															14	100%	1	7	420	
	W	4															12	86%	1	6	360	
	W	5															12	86%	1	6	360	
	W	6															12	86%	2	6	180	
	W	7															14	100%	1	7	420	
Block Summary															91	93%	8	45.5	341	0.1		
Robie from Oakland to Belmont	W	1															14	100%	1	7	420	
	W	2															0	0%	0	0	-	
	W	3															14	100%	1	7	420	
	W	4															1	7%	1	0.5	30	
	W	5															12	86%	2	6	180	
	W	6															9	64%	2	4.5	135	
	W	7															12	86%	1	6	360	
	W	8															4	29%	1	2	120	
	W	9															10	71%	2	5	150	</

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
St Albans Street	N	1														1	7%	1	0.5	30	
	N	2														3	21%	3	1.5	30	
	N	3														10	71%	8	5	38	
	N	4														14	100%	1	7	420	
	N	5														13	93%	2	6.5	195	
	N	6														14	100%	1	7	420	
	N	7														13	93%	2	6.5	195	
	N	8														14	100%	3	7	140	
	N	9														14	100%	1	7	420	
	N	10														5	36%	3	2.5	50	
Block Summary															101	72%	25	50.5	121	0.2	
May Street Agricola to Robie	N	1														14	100%	2	7	210	
	N	2														7	50%	2	3.5	105	
	N	3														13	93%	2	6.5	195	
	N	4														14	100%	3	7	140	
	N	5														14	100%	1	7	420	
	N	6														14	100%	1	7	420	
	N	7														11	79%	2	5.5	165	
	N	8														13	93%	2	6.5	195	
	N	9														5	36%	2	2.5	75	
	N	10														14	100%	3	7	140	
	N	11														13	93%	3	6.5	130	
	N	12														9	64%	4	4.5	68	
	N	13														10	71%	2	5	150	
	N	14														14	100%	1	7	420	
	N	15														14	100%	1	7	420	
	N	16														7	50%	1	3.5	210	
Block Summary															186	83%	32	93	174	0.1	
McCully Street Robie to Agricola	N	1														10	71%	1	5	300	
	N	2														13	93%	1	6.5	390	
	N	3														9	64%	2	4.5	135	
	N	4														1	7%	1	0.5	30	
	N	5														8	57%	1	4	240	
	N	6														8	57%	4	4	60	
	N	7														3	21%	2	1.5	45	
	N	8														12	86%	2	6	180	
	N	9														10	71%	1	5	300	
	N	10														10	71%	2	5	150	
	N	11														6	43%	4	3	45	
Block Summary															90	58%	21	45	129	0.1	
Willow Street Agricola to Robie	N	1														2	14%	1	1	60	
	N	2														3	21%	1	1.5	90	
	N	3														8	57%	1	4	240	
	N	4														13	93%	5	6.5	78	
	N	5														10	71%	2	5	150	
	N	6														13	93%	2	6.5	195	
	N	7														7	50%	3	3.5	70	
	N	8														11	79%	2	5.5	165	
	N	9														13	93%	1	6.5	390	
	N	10														8	57%	1	4	240	
	N	11														14	100%	2	7	210	
	N	12														11	79%	3	5.5	110	
Block Summary															113	67%	24	56.5	141	0.1	
Charles Street Clifton to Robie	N	1														13	93%	1	6.5	390	
	N	2														13	93%	2	6.5	195	
	N	3														12	86%	1	6	360	
	N	4														9	64%	2	4.5	135	
	N	5														11	79%	1	5.5	330	
	N	6														14	100%	1	7	420	
	N	7														13	93%	2	6.5	195	
	N	8														14	100%	1	7	420	
	N	9														14	100%	1	7	420	
Block Summary															113	90%	12	56.5	283	0.1	
Charles Street Davison to Agricola	N	1														10	71%	1	5	300	
	N	2														12	86%	2	6	180	
	N	3														8	57%	3	4	80	
	N	4														4	29%	1	2	120	
	N	5														34	51%	7	17	146	
	N	6														7	50%	4	3.5	53	
	N	7														12	86%	3	6	120	
	N	8														13	93%	2	6.5	195	
	N	9														12	86%	3	6	120	
	N	10														13	93%	4	6.5	98	
	N	11														5	36%	1	2.5	150	
	N	12														8	57%	2	4	120	
	N	13														14	100%	2	7	210	
	N	14														3	21%	1	1.5	90	
	N	15														4	29%	1	2	120	
	N	16														4	29%	2	2	60	
Block Summary															153	68%	42	76.5	109	0.2	
West Street Davison to Robie	N	1														14	100%	1	7	420	
	N	2														0	0%	0	0	-	
	N	3														8	57%	1	4	240	
	N	4														14	100%	1	7	420	
	N	5														6	43%	1	3	180	
	N	6														0	0%	0	0	-	
	N	7														14	100%	1	7	420	
	N	8														5	36%	1	2.5	150	
	N	9														0	0%	0	0	-	
	N	10														0	0%	0	0	-	
	N	11														0	0%	0	0	-	
	N	12														14	100%	2	7	210	
	N	13														8	57%	2	4	120	
	N	14														0	0%	0	0	-	
Block Summary															83	42%	10	41.5	249	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
McCully Steet Robie to Agricola	S	1														14	100%	2	7	210	
	S	2														13	93%	3	6.5	130	
	S	3														8	57%	2	4	120	
	S	4														6	43%	1	3	180	
	S	5														13	93%	1	6.5	390	
	S	6														14	100%	1	7	420	
	S	7														14	100%	1	7	420	
	S	8														14	100%	1	7	420	
	S	9														13	93%	1	6.5	390	
	S	10														14	100%	1	7	420	
	S	11														14	100%	1	7	420	
	S	12														13	93%	1	6.5	390	
	S	13														14	100%	1	7	420	
	S	14														14	100%	1	7	420	
	S	15														13	93%	2	6.5	195	
Block Summary															191	91%	20	95.5	287	0.1	
Willow Street Robie to Clifton	S	1														10	71%	2	5	150	
	S	2														9	64%	3	4.5	90	
	S	3														11	79%	4	5.5	83	
	S	4														4	29%	1	2	120	
	S	5														11	79%	3	5.5	110	
	S	6														14	100%	1	7	420	
	S	7														13	93%	2	6.5	195	
	S	8														8	57%	2	4	120	
	S	9														14	100%	2	7	210	
	S	10														6	43%	2	3	90	
	S	11														5	36%	3	2.5	50	
	S	12														3	21%	1	1.5	90	
	S	13														9	64%	4	4.5	68	
	S	14														2	14%	2	1	30	
Block Summary															119	61%	32	59.5	112	0.2	
Willow Street Agricola to Robie	S	1														14	100%	1	7	420	
	S	2														12	86%	2	6	180	
	S	3														13	93%	3	6.5	130	
	S	4														9	64%	3	4.5	90	
	S	5														6	43%	2	3	90	
	S	6														14	100%	3	7	140	
	S	7														13	93%	2	6.5	195	
	S	8														11	79%	1	5.5	330	
	S	9														6	43%	2	3	90	
	S	10														7	50%	4	3.5	53	
Block Summary															105	75%	23	52.5	137	0.2	
Charles Street Clifton to Robie	S	1														13	93%	2	6.5	195	
	S	2														14	100%	1	7	420	
	S	3														7	50%	2	3.5	105	
	S	4														9	64%	2	4.5	135	
	S	5														3	21%	1	1.5	90	
	S	6														14	100%	1	7	420	
	S	7														10	71%	2	5	150	
	S	8														7	50%	1	3.5	210	
	S	9														11	79%	1	5.5	330	
	S	10														7	50%	3	3.5	70	
Block Summary															95	68%	16	47.5	178	0.1	
Charles Street Robie to Davison	S	1														5	36%	1	2.5	150	
	S	2														6	43%	1	3	180	
	S	3														9	64%	1	4.5	270	
	S	4														14	100%	1	7	420	
Block Summary															34	61%	4	17	255	0.1	
Charles Street Davison Street to Agricola Street	S	1														13	93%	1	6.5	390	
	S	2														12	86%	2	6	180	
	S	3														14	100%	2	7	210	
	S	4														14	100%	1	7	420	
	S	5														14	100%	1	7	420	
	S	6														14	100%	1	7	420	
	S	7														14	100%	1	7	420	
	S	8														14	100%	1	7	420	
	S	9														14	100%	1	7	420	
	S	10														14	100%	2	7	420	
Block Summary															137	98%	13	66.5	316	0.1	
Davison Street West to Charles	W	1														12	86%	2	6	180	
	W	2														14	100%	1	7	420	
	W	3														4	29%	2	2	60	
	W	4														14	100%	3	7	140	
	W	5														14	100%	1	7	420	
	W	6														10	71%	4	5	75	
	W	7														10	71%	3	5	100	
	W	8														6	43%	5	3	36	
	W	9														14	100%	2	7	210	
	W	10														14	100%	1	7	420	
	W	11														13	93%	2	6.5	195	
	W	12														10	71%	1	5	300	
	W	13														10	71%	1	5	300	
	W	14														9	64%	3	4.5	90	
	W	15														5	36%	2	2.5	75	
	W	16														14	100%	1	7	420	
	W	17														13	93%	2	6.5	195	
	W	18														14	100%	1	7	420	
	W	19														14	100%	1	7	420	
Block Summary															214	80%	38	107	169	0.1	
West Street Robie to Davison	S	1														4	29%	2	2	60	
	S	2														6	43%	3	3	60	
	S	3														8	57%	3	4	80	
	S	4														13	93%	2	6.5	195	
	S	5														5	36%	2	2.5	75	
	S	6														8	57%	1	4	240	
	S	7														14	100%	1	7	420	
Block Summary															58	59%	14	29	124	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00	15:30
Cherry Street Vernon to Robie	S	1															5	36%	3	2.5	50	
	S	2															9	64%	4	4.5	68	
	S	3															11	79%	3	5.5	110	
	S	4															13	93%	1	6.5	390	
	S	5															11	79%	5	5.5	66	
	S	6															13	93%	2	6.5	195	
	S	7															10	71%	5	5	60	
	S	8															11	79%	3	5.5	110	
	S	9															12	86%	2	6	180	
	S	10															14	100%	3	7	140	
	S	11															14	100%	1	7	420	
	S	12															14	100%	1	7	420	
	S	13															9	64%	1	4.5	270	
	S	14															13	93%	1	6.5	390	
	S	15															10	71%	1	5	300	
	S	16															14	100%	3	7	140	
	S	17															14	100%	1	7	420	
	S	18															11	79%	2	5.5	165	
	S	19															14	100%	1	7	420	
	S	20															7	50%	4	3.5	53	
	S	21															11	79%	2	5.5	165	
	S	22															12	86%	4	6	90	
	S	23															10	71%	4	5	75	
	S	24															13	93%	6	6.5	65	
	S	25															14	100%	1	7	420	
	S	26															13	93%	4	6.5	98	
	S	27															14	100%	1	7	420	
	S	28															13	93%	2	6.5	195	
	S	29															13	93%	2	6.5	195	
Block Summary															342	84%	73	171	141	0.2		
Cedar Street Robie to Vernon	S	1															3	21%	2	1.5	45	
	S	2															9	64%	2	4.5	135	
	S	3															12	86%	3	6	120	
	S	4															12	86%	2	6	180	
	S	5															8	57%	4	4	60	
	S	6															14	100%	1	7	420	
	S	7															14	100%	1	7	420	
	S	8															7	50%	1	3.5	210	
	S	9															12	86%	4	6	90	
	S	10															9	64%	2	4.5	135	
	S	11															14	100%	1	7	420	
	S	12															9	64%	4	4.5	68	
	S	13															6	43%	3	3	60	
	S	14															14	100%	1	7	420	
	S	15															2	14%	1	1	60	
	S	16															14	100%	1	7	420	
	S	17															13	93%	4	6.5	98	
	S	18															6	43%	2	3	90	
	S	19															14	100%	1	7	420	
	S	20															14	100%	1	7	420	
	S	21															12	86%	3	6	120	
Block Summary															218	74%	44	109	149	0.1		
Binney from Robie to Henry	S	1															0	0%	0	0	-	
	S	2															14	100%	2	7	210	
	S	8															14	100%	2	7	210	
	S	9															14	100%	1	7	420	
	S	10															0	0%	0	0	-	
	S	11															14	100%	1	7	420	
	S	12															14	100%	1	7	420	
	S	13															14	100%	1	7	420	
Block Summary															68	54%	9	34	227	0.1		
Bliss Street Robie to Edward	S	1															11	79%	2	5.5	165	
	S	2															14	100%	1	7	420	
	S	3															14	100%	1	7	420	
	S	4															14	100%	1	7	420	
	S	5															14	100%	2	7	210	
	S	6															14	100%	4	7	105	
	S	7															14	100%	2	7	210	
	S	8															14	100%	1	7	420	
	S	9															13	93%	1	6.5	390	
	S	10															13	93%	3	6.5	130	
	S	11															12	86%	1	6	360	
Block Summary															147	95%	19	73.5	232	0.1		
Cogswell Street Robie to Crosswalk	S	1															12	86%	4	6	90	
	S	2															14	100%	1	7	420	
	S	3															13	93%	3	6.5	130	
	S	4															14	100%	1	7	420	
	S	5															12	86%	3	6	120	
	S	6															13	93%	2	6.5	195	
	S	7															14	100%	2	7	210	
	S	8															14	100%	2	7	210	
	S	9															13	93%	3	6.5	130	
	S	10															14	100%	1	7	420	
	S	11															14	100%	1	7	420	
	S	12															14	100%	1	7	420	
	S	13															12	86%	1	6	360	
	S	14															11	79%	3	5.5	110	
	S	15															13	93%	2	6.5	195	
	S	16															14	100%	1	7	420	
	S	17															13	93%	2	6.5	195	
	S	18															14	100%	1	7	420	
	S	19															12	86%	2	6	180	
	S	20															14	100%	1	7	420	
	S	21															14	100%	1	7	420	
Block Summary															278	95%	38	139	219	0.1		

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00	15:30
Cogswell Street Crosswalk to Robie	N	1														7	50%	2	3.5	105		
	N	2														12	86%	1	6	360		
	N	3														11	79%	2	5.5	165		
	N	4														14	100%	1	7	420		
	N	5														12	86%	1	6	360		
	N	6														11	79%	2	5.5	165		
	N	7														13	93%	2	6.5	195		
Block Summary															80	82%	11	40	218	0.1		
Edward Street Jubilee to Binney	E	1														13	93%	4	6.5	98		
	E	2														14	100%	1	7	420		
	E	3														13	93%	4	6.5	98		
	E	4														11	79%	4	5.5	83		
	E	5														14	100%	3	7	140		
	E	6														13	93%	1	6.5	390		
	E	7														11	79%	2	5.5	165		
	E	8														12	86%	5	6	72		
	E	9														14	100%	2	7	210		
Block Summary															115	91%	26	57.5	133	0.2		
Edward Street Binney to Bliss	E	1														12	86%	4	6	90		
	E	2														14	100%	4	7	105		
	E	3														14	100%	1	7	420		
	E	4														12	86%	4	6	90		
	E	5														12	86%	4	6	90		
	E	6														14	100%	1	7	420		
	E	7														12	86%	6	6	60		
	E	8														7	50%	3	3.5	70		
Block Summary															97	87%	27	48.5	108	0.2		
Edward Street Bliss to Coburg	E	1														12	86%	1	6	360		
	E	2														9	64%	5	4.5	54		
	E	3														14	100%	1	7	420		
	E	4														14	100%	1	7	420		
	E	5														13	93%	5	6.5	78		
	E	6														14	100%	1	7	420		
	E	7														13	93%	3	6.5	130		
	E	8														14	100%	1	7	420		
	E	9														13	93%	3	6.5	130		
	E	10														3	21%	2	1.5	45		
Block Summary															119	85%	23	59.5	155	0.2		
Street Summary		324																				
Utilization by time of Day			76%	77%	80%	81%	79%	80%	78%	78%	74%	77%	77%	76%	67%	64%	3368	74%	647	1684	156	0.7

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30						
Spring Garden from Summer to Coburg	N	1														2	14%	2	1	30
	N	2														13	93%	9	6.5	43
	N	3														12	86%	7	6	51
	N	4														13	93%	3	6.5	130
	N	5														10	71%	5	5	60
Block Summary															50	71%	26	25	58	0.4
Coburg Road Spring Garden to Vernon	N	1														14	100%	1	7	420
	N	2														13	93%	2	6.5	195
	N	3														10	71%	4	5	75
	N	4														11	79%	3	5.5	110
	N	5														14	100%	6	7	70
	N	6														5	36%	3	2.5	50
	N	7														14	100%	2	7	210
	N	8														11	79%	2	5.5	165
	N	9														2	14%	2	1	30
	N	10														1	7%	1	0.5	30
	N	11														4	29%	2	2	60
	N	12														5	36%	2	2.5	75
	N	13														11	79%	4	5.5	83
	N	14														7	50%	3	3.5	70
	N	15														10	71%	6	5	50
	N	16														1	7%	1	0.5	30
	N	17														5	36%	2	2.5	75
	N	18														1	7%	1	0.5	30
	N	19														11	79%	7	5.5	47
	N	20														14	100%	1	7	420
	N	21														13	93%	2	6.5	195
	N	22														14	100%	1	7	420
	N	23														12	86%	4	6	90
Block Summary															70	22%	62	35	34	0.2
Fraser from Robie to Waterloo	N	1														14	100%	1	7	420
	N	2														14	100%	1	7	420
	N	3														7	50%	2	3.5	105
	N	4														8	57%	1	4	240
	N	5														13	93%	3	6.5	130
	N	6														14	100%	1	7	420
	N	7														13	93%	1	6.5	390
	N	8														4	29%	1	2	120
	N	9														10	71%	4	5	75
	N	10														13	93%	3	6.5	130
	N	11														3	21%	2	1.5	45
	N	12														14	100%	1	7	420
	N	13														13	93%	3	6.5	130
	N	14														13	93%	4	6.5	98
	N	15														13	93%	2	6.5	195
	N	16														14	100%	1	7	420
	N	17														14	100%	1	7	420
	N	18														14	100%	1	7	420
	N	19														11	79%	2	5.5	165
	N	20														14	100%	1	7	420
	N	21														10	71%	1	5	300
	N	22														14	100%	1	7	420
Block Summary															104	35%	38	52	82	0.1
Oakland Road from Waterloo to Robie	N	1														9	64%	3	4.5	90
	N	2														0	0%	0	0	-
	N	3														0	0%	0	0	-
	N	4														0	0%	0	0	-
	N	5														4	29%	2	2	60
	N	6														0	0%	0	0	-
	N	7														3	21%	1	1.5	90
	N	8														14	100%	1	7	420
	N	9														0	0%	0	0	-
	N	10														0	0%	0	0	-
	N	11														14	100%	1	7	420
	N	12														0	0%	0	0	-
	N	13														14	100%	1	7	420
	N	14														0	0%	0	0	-
	N	15														13	93%	1	6.5	390
	N	16														14	100%	1	7	420
	N	17														14	100%	1	7	420
	N	18														5	36%	2	2.5	75
	N	19														9	64%	2	4.5	135
	N	20														14	100%	1	7	420
	N	21														10	71%	1	5	300
	N	22														3	21%	1	1.5	90
Block Summary															140	45%	19	70	221	0.1
Belmont from Robie to Greenwood	N	1														7	50%	1	3.5	210
	N	2														0	0%	0	0	-
	N	3														0	0%	0	0	-
	N	4														0	0%	0	0	-
	N	5														0	0%	0	0	-
	N	6														0	0%	0	0	-
	N	7														0	0%	0	0	-
	N	8														2	14%	1	1	60
	N	9														6	43%	1	3	180
	N	10														0	0%	0	0	-
	N	11														0	0%	0	0	-
	N	12														14	100%	1	7	420
	N	13														11	79%	1	5.5	330
	N	14														0	0%	0	0	-
	N	15														11	79%	1	5.5	330
	N	16														1	7%	1	0.5	30
	N	17														0	0%	0	0	-
Block Summary															43	18%	7	21.5	184	0.0
Ingis from Marlborough to Robie	N	1														1	7%	1	0.5	30
	N	2														6	43%	2	3	90
	N	3														7	50%	4	3.5	50
	N	4														0	0%	0	0	-
	N	5														0	0%	0	0	-
	N	6														0	0%	0	0	-
Block Summary															14	17%	7	60	0.1	
Roxton from Robie to Marlborough	N	1														12	86%	1	6	360
	N	2														0	0%	0	0	-
	N	3														13	93%	1	6.5	390
	N	4														1	7%	1	0.5	30
	N	5														8	57%	3	4	80
Block Summary															34	49%	6	17	170	0.1

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	13:00	13:30	14:00	14:30	15:00							15:30	
Spring Garden from Summer to Coburg	S	1															8	57%	3	4	80	
	S	2															12	86%	8	6	45	
	S	3															8	57%	2	4	120	
	S	4															7	50%	3	3.5	70	
	S	5															12	86%	4	6	90	
	S	6															14	100%	5	7	84	
	S	7															6	43%	2	3	90	
	S	8															4	29%	2	2	60	
	S	9															14	100%	1	7	420	
	S	10															13	93%	2	6.5	195	
	S	11															8	57%	3	4	80	
Block Summary																98	64%	35	49	84	0.2	
Coburg from Henry to Robie	S	1														5	36%	3	2.5	50		
	S	2														1	7%	1	0.5	30		
	S	3														6	43%	2	3	90		
	S	4														5	36%	2	2.5	75		
	S	5														10	71%	5	5	60		
	S	6														13	93%	4	6.5	98		
	S	7														11	79%	2	5.5	165		
Block Summary															51	52%	19	25.5	81	0.2		
South Street Edward Street to Robie Street	S	1														14	100%	1	7	420		
	S	2														10	71%	5	5	60		
	S	3														14	100%	1	7	420		
	S	4														14	100%	3	7	140		
	S	5														14	100%	1	7	420		
	S	6														13	93%	2	6.5	195		
Block Summary															79	94%	13	39.5	182	0.2		
South from Robie to Waterloo	S	1														5	36%	2	2.5	75		
	S	2														6	43%	2	3	90		
	S	3														11	79%	2	5.5	165		
	S	4														8	57%	1	4	240		
	S	5														13	93%	4	6.5	98		
	S	6														5	36%	1	2.5	150		
	S	7														6	43%	2	3	90		
	S	8														5	36%	1	2.5	150		
	S	9														11	79%	2	5.5	165		
	S	10														11	79%	1	5.5	330		
	S	11														2	14%	1	1	60		
Block Summary															83	54%	19	41.5	131	0.1		
Davis from Fraser to South	W	1														6	43%	1	3	180		
	W	2														14	100%	1	7	420		
	W	3														14	100%	1	7	420		
	W	4														13	93%	1	6.5	390		
	W	5														14	100%	3	7	140		
	W	6														14	100%	2	7	210		
	W	7														11	79%	2	5.5	165		
	W	8														13	93%	2	6.5	195		
	W	9														13	93%	3	6.5	130		
Block Summary															92	73%	16	46	173	0.1		
Waterloo from South to Fraser	W	1														13	93%	1	6.5	390		
	W	2														14	100%	3	7	140		
	W	2														14	100%	1	7	420		
	W	3														14	100%	1	7	420		
	W	3														14	100%	1	7	420		
	W	4														14	100%	1	7	420		
	W	4														14	100%	2	7	210		
	W	5														2	14%	2	1	30		
	W	5														14	100%	1	7	420		
	W	6														12	86%	2	6	180		
	W	6														14	100%	1	7	420		
	W	7														13	93%	1	6.5	390		
	Block Summary															152	90%	17	76	268	0.1	
Waterloo from Fraser to Oakland	W	1														13	93%	2	6.5	195		
	W	2														14	100%	1	7	420		
	W	3														14	100%	1	7	420		
	W	4														14	100%	2	7	210		
	W	5														14	100%	1	7	420		
	W	6														14	100%	1	7	420		
	W	7														10	71%	4	5	75		
	W	8														12	86%	1	6	360		
Block Summary															105	107%	13	52.5	242	0.1		
Oakland Road from Fraser to Robie	S	1														9	64%	1	4.5	270		
	S	2														2	14%	1	1	60		
	S	3														1	7%	1	0.5	30		
Block Summary															12	29%	3	6	120	0.0		
Belmont from Robie to Greenwood	S	1														14	100%	1	7	420		
	S	2														14	100%	1	7	420		
	S	3														0	0%	0	0	-		
	S	4														1	7%	1	0.5	30		
	S	5														6	43%	2	3	90		
	S	6														0	0%	0	0	-		
	S	7														12	86%	1	6	360		
Block Summary															47	48%	6	23.5	235	0.1		
Greenwood from Belmont to Inglis	W	1														0	0%	0	0	-		
	W	2														0	0%	0	0	-		
	W	3														14	100%	1	7	420		
	W	4														0	0%	0	0	-		
	W	5														12	86%	1	6	360		
	W	6														0	0%	0	0	-		
	W	7														11	79%	1	5.5	330		
	W	8														0	0%	0	0	-		
	W	9														2	14%	1	1	60		
	W	10														0	0%	0	0	-		
Block Summary															39	40%	4	19.5	293	0.0		
Inglis from Greenwood to Marlborough	S	1														0	0%	0	0	-		
	S	2														0	0%	0	0	-		
	S	3														0	0%	0	0	-		
	S	4																				

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00	15:30
Inglis from East Limit to Robie	S	1															11	79%	3	5.5	110	
	S	2															12	86%	2	6	180	
	S	3															14	100%	1	7	420	
	S	4															8	57%	2	4	120	
	S	5															1	7%	1	0.5	30	
Block Summary															46	66%	9	23	153	0.1		
Marlborough from Inglis to Belmont	W	1															0	0%	0	0	-	
	W	2															14	100%	1	7	420	
	W	3															10	71%	1	5	300	
	W	4															0	0%	0	0	-	
	W	5															0	0%	0	0	-	
	W	6															0	0%	0	0	-	
	W	7															0	0%	0	0	-	
	W	8															0	0%	0	0	-	
	W	9															14	100%	1	7	420	
	W	10															0	0%	0	0	-	
	W	11															0	0%	0	0	-	
	W	12															0	0%	0	0	-	
	W	13															10	71%	2	5	150	
	W	14															3	21%	1	1.5	90	
Block Summary															27	14%	6	13.5	135	0.0		
Marlborough from Roxton to Inglis	W	1															0	0%	0	0	-	
	W	2															11	79%	1	5.5	330	
	W	3															3	21%	1	1.5	90	
	W	4															0	0%	0	0	-	
	W	5															1	7%	1	0.5	30	
	W	6															0	0%	0	0	-	
	W	7															0	0%	0	0	-	
	W	8															0	0%	0	0	-	
	W	9															3	21%	2	1.5	45	
	W	10															0	0%	0	0	-	
	W	11															0	0%	0	0	-	
	W	12															0	0%	0	0	-	
	W	13															0	0%	0	0	-	
	W	14															0	0%	0	0	-	
	W	15															0	0%	0	0	-	
	W	16															0	0%	0	0	-	
	W	17															0	0%	0	0	-	
	W	18															0	0%	0	0	-	
	W	19															3	21%	1	1.5	90	
	W	20															2	14%	1	1	60	
Block Summary															5	2%	7	2.5	21	0.0		
Edward Street Coburg to University	E	1															6	43%	2	3	90	
	E	2															14	100%	2	7	210	
	E	3															14	100%	1	7	420	
	E	4															12	86%	4	6	90	
	E	5															13	93%	1	6.5	390	
	E	6															12	86%	3	6	120	
	E	7															12	86%	4	6	90	
	E	8															12	86%	3	6	120	
	E	9															13	93%	2	6.5	195	
	E	10															14	100%	1	7	420	
	E	11															14	100%	1	7	420	
	E	12															9	64%	3	4.5	90	
	E	13															14	100%	1	7	420	
	E	14															11	79%	2	5.5	165	
	E	15															14	100%	2	7	210	
	E	16															14	100%	1	7	420	
	E	17															14	100%	1	7	420	
	E	18															14	100%	1	7	420	
	E	19															13	93%	2	6.5	195	
	E	20															9	64%	2	4.5	135	
	E	21															14	100%	1	7	420	
	E	22															11	79%	2	5.5	165	
	E	23															10	71%	3	5	100	
Block Summary															283	88%	45	141.5	189	0.1		
Edward Street University to South	E	1															12	86%	3	6	120	
	E	2															11	79%	2	5.5	165	
	E	3															14	100%	1	7	420	
	E	4															10	71%	2	5	150	
	E	5															14	100%	1	7	420	
	E	6															13	93%	2	6.5	195	
	E	7															14	100%	2	7	210	
	E	8															14	100%	1	7	420	
	E	9															14	100%	1	7	420	
	E	10															14	100%	1	7	420	
	E	11															14	100%	2	7	210	
	E	12															13	93%	1	6.5	390	
	E	13															14	100%	2	7	210	
	E	14															14	100%	1	7	420	
	E	15															14	100%	1	7	420	
	E	16															14	100%	1	7	420	
	E	17															14	100%	1	7	420	
Block Summary															227	95%	25	113.5	272	0.1		

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00	15:30
College Street from Robie to Summer	S	1															14	100%	2	7	210	
	S	2															14	100%	1	7	420	
	S	3															12	86%	2	6	180	
	S	4															10	71%	2	5	150	
	S	5															13	93%	2	6.5	195	
	S	6															11	79%	2	5.5	165	
	S	7															11	79%	3	5.5	110	
	S	8															14	100%	1	7	420	
	S	9															14	100%	1	7	420	
	S	10															14	100%	1	7	420	
	S	11															14	100%	1	7	420	
	S	12															13	93%	2	6.5	195	
	S	13															13	93%	3	6.5	130	
	S	14															14	100%	1	7	420	
	S	15															13	93%	4	6.5	98	
	S	16															13	93%	1	6.5	390	
	S	17															12	86%	1	6	360	
	S	18															11	79%	2	5.5	165	
	S	19															2	14%	2	1	30	
	S	20															2	14%	2	1	30	
	S	21															4	29%	2	2	60	
	S	22															9	64%	2	4.5	135	
	S	23															6	43%	2	3	90	
	S	24															14	100%	2	7	210	
	S	25															10	71%	2	5	150	
	S	26															9	64%	2	4.5	135	
	S	27															11	79%	4	5.5	83	
	S	28															11	79%	2	5.5	165	
	S	29															14	100%	1	7	420	
	S	30															14	100%	2	7	210	
	S	31															14	100%	1	7	420	
	S	32															13	93%	1	6.5	390	
	S	33															12	86%	4	6	90	
	S	34															13	93%	2	6.5	195	
	S	35															13	93%	1	6.5	390	
	S	36															12	86%	5	6	72	
Block Summary															413	82%	71	206.5	175	0.1		
University from Robie to Summer	S	1														13	93%	7	6.5	56		
	S	2														12	86%	6	6	60		
	S	3														12	86%	5	6	72		
	S	4														14	100%	3	7	140		
	S	5														14	100%	4	7	105		
	S	6														14	100%	4	7	105		
	S	7														14	100%	6	7	70		
	S	8														14	100%	4	7	105		
	S	9														14	100%	7	7	60		
	S	10														14	100%	2	7	210		
	S	11														13	93%	3	6.5	130		
	S	12														6	43%	2	3	90		
	S	13														14	100%	3	7	140		
	S	14														14	100%	4	7	105		
	S	15														14	100%	6	7	70		
	S	16														14	100%	3	7	140		
	S	17														11	79%	6	5.5	55		
	S	18														12	86%	2	6	180		
	S	19														1	7%	1	0.5	30		
Block Summary															234	88%	78	117	90	0.3		
University from Summer to Robie	N	1														5	36%	1	2.5	150		
	N	2														14	100%	6	7	70		
	N	3														14	100%	1	7	420		
	N	4														8	57%	1	4	240		
	N	5														14	100%	1	7	420		
	N	6														14	100%	4	7	105		
	N	7														14	100%	1	7	420		
	N	8														14	100%	2	7	210		
	N	9														3	21%	2	1.5	45		
	N	10														2	14%	2	1	30		
	N	11														14	100%	4	7	105		
	N	12														14	100%	3	7	140		
	N	13														12	86%	1	6	360		
	N	14														6	43%	2	3	90		
	N	15														14	100%	4	7	105		
	N	16														13	93%	4	6.5	98		
	N	17														7	50%	4	3.5	53		
	N	18														14	100%	5	7	84		
	N	19														14	100%	4	7	105		
	N	20														14	100%	6	7	70		
	N	21														12	86%	7	6	51		
	N	22														14	100%	3	7	140		
	N	23														13	93%	3	6.5	130		
	N	24														14	100%	6	7	70		
	N	25														13	93%	3	6.5	130		
	N	26														11	79%	4	5.5	83		
	N	27														14	100%	7	7	60		
	N	28														14	100%	4	7	105		
	N	29														13	93%	7	6.5	56		
	N	30														8	57%	3	4	80		
	N	31														8	57%	3	4	80		
	N	32														14	100%	1	7	420		
Block Summary															372	83%	109	186	102	0.2		
Street Summary															333							
Utilization by time of Day			66%	68%	69%	69%	69%	67%	66%	67%	68%	69%	68%	69%	65%	65%	2839	61%	663	1419.5	128	0.6

APPENDIX D -
GOTTINGEN STREET CORRIDOR

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Gottingen Street Cogswell to Portland Place	E	1														14	100%	1	7	420	0.2
	E	2														9	64%	3	4.5	90	
	E	3														11	79%	2	5.5	165	
	E	4														11	79%	3	5.5	110	
Block Summary															45	80%	9	22.5	150		
Gottingen Street Portland Place to Cornwallis	E	1														10	71%	6	5	50	0.2
	E	2														10	71%	2	5	150	
	E	3														7	50%	2	3.5	105	
	E	4														4	29%	1	2	120	
	E	5														13	93%	4	6.5	98	
	E	6														11	79%	3	3.5	70	
	E	7														7	50%	4	5.5	83	
	E	8														7	50%	5	3.5	42	
	E	9														6	43%	4	3	45	
Block Summary															75	60%	31	37.5	73		
Gottingen Street Cornwallis to Prince William	E	1														1	7%	1	0.5	30	0.2
	E	2														6	43%	3	3	60	
	E	3														12	86%	6	6	60	
	E	4														8	57%	1	4	240	
	E	5														13	93%	2	6.5	195	
	E	6														11	79%	2	5.5	165	
	E	7														12	86%	5	6	72	
	E	8														7	50%	2	3.5	105	
	E	9														6	43%	4	3	45	
	E	10														4	29%	1	2	120	
	E	11														2	14%	1	1	60	
	E	12														2	14%	2	1	30	
Block Summary															84	50%	30	42	84		
Gottingen Street Prince William to Uniacke	E	1														2	14%	2	1	30	0.1
	E	2														3	21%	2	1.5	45	
	E	3														1	7%	1	0.5	30	
	E	4														0	0%	0	0		
	E	5														1	7%	1	0.5	30	
	E	6														2	14%	2	1	30	
Block Summary															9	13%	8	4.5	34		
Gottingen Street Uniacke to Buddy Daye	W	1														6	43%	4	3	45	0.2
	W	2														14	100%	3	7	140	
	W	3														6	43%	3	3	60	
	W	4														1	7%	1	0.5	30	
	W	5														1	7%	1	0.5	30	
Block Summary															28	40%	12	14	70		
Gottingen Street Buddy Daye to Cunard	W	1														1	7%	1	0.5	30	0.2
	W	2														14	100%	3	7	140	
	W	3														12	86%	1	6	360	
	W	4														1	7%	1	0.5	30	
	W	5														10	71%	3	5	100	
	W	6														10	71%	4	5	75	
	W	7														9	64%	5	4.5	54	
	W	8														11	79%	3	5.5	110	
	W	9														2	14%	2	1	30	
	W	10														9	64%	2	4.5	135	
	W	11														2	14%	2	1	30	
Block Summary															81	53%	27	40.5	90		
Gottingen Street Cunard to Cornwallis	W	1														6	43%	2	3	90	0.2
	W	2														12	86%	3	6	120	
	W	3														10	71%	3	5	100	
	W	4														11	79%	3	5.5	110	
	W	5														11	79%	1	5.5	330	
	W	6														7	50%	3	3.5	70	
	W	7														14	100%	1	7	420	
	W	8														8	57%	3	4	80	
	W	9														14	100%	2	7	210	
	W	10														5	36%	1	2.5	150	
	W	11														14	100%	1	7	420	
	W	12														13	93%	1	6.5	390	
	W	13														11	79%	2	5.5	165	
	W	14														10	71%	3	5	100	
	W	15														8	57%	4	4	60	
Block Summary															154	73%	33	77	140		
Gottingen Corn to Falk.	W	1														6	43%	5	3	36	0.3
	W	2														12	86%	6	6	60	
	W	3														3	21%	2	1.5	45	
	W	4														7	50%	5	3.5	42	
Block Summary															28	50%	18	14	47		

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Portland Place Brunswick to Maitland	N	1														6	43%	1	3	180	
	N	2														14	100%	2	7	210	
	N	3														13	93%	3	6.5	130	
	N	4														14	100%	3	7	140	
	N	5														13	93%	4	6.5	98	
	N	6														14	100%	1	7	420	
	N	7														14	100%	3	7	140	
	N	8														14	100%	1	7	420	
	N	9														14	100%	1	7	420	
	N	10														14	100%	2	7	210	
Block Summary																130	84%	21	65	186	0.2
Portland Place Maitland to Gottingen	N	1														6	43%	2	3	90	
	N	2														1	7%	1	0.5	30	
	N	3														6	43%	2	3	90	
	N	4														12	86%	6	6	60	
	N	5														14	100%	1	7	420	
	N	6														14	100%	1	7	420	
Block Summary																53	63%	13	26.5	122	0.2
Portland Place Gottingen to Brunswick	S	1														8	57%	2	4	120	
	S	2														12	86%	5	6	72	
	S	3														14	100%	5	7	84	
	S	4														12	86%	4	6	90	
	S	5														5	36%	2	2.5	75	
	S	6														7	50%	2	3.5	105	
	S	7														9	64%	2	4.5	135	
	S	8														13	93%	1	6.5	390	
	S	9														14	100%	2	7	210	
	S	10														9	64%	3	4.5	90	
	S	11														14	100%	2	7	210	
	S	12														14	100%	1	7	420	
	S	13														14	100%	2	7	210	
	S	14														14	100%	2	7	210	
	S	15														14	100%	1	7	420	
	S	16														8	57%	3	4	80	
	S	17														13	93%	2	6.5	195	
Block Summary																194	82%	41	97	142	0.2

Block	Side	Space	Time												Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Maitland Street Portland Place to Cornwallis	E	1														11	79%	1	5.5	330	0.1
	E	2														12	86%	1	6	360	
	E	3														12	86%	3	6	120	
	E	4														14	100%	1	7	420	
	E	5														14	100%	1	7	420	
	E	6														4	29%	1	2	120	
	E	7														13	93%	3	6.5	130	
	E	8														14	100%	2	7	210	
	E	9														14	100%	1	7	420	
	E	10														13	93%	3	6.5	130	
	E	11														14	100%	1	7	420	
	E	12														14	100%	1	7	420	
	E	13														14	100%	2	7	210	
	E	14														14	100%	2	7	210	
	E	15														14	100%	1	7	420	
	E	16														14	100%	1	7	420	
	E	17														14	100%	1	7	420	
	E	18														14	100%	1	7	420	
	E	19														14	100%	2	7	210	
	E	20														13	93%	2	6.5	195	
	E	21														13	93%	2	6.5	195	
	E	22														13	93%	2	6.5	195	
	E	23														10	71%	2	5	150	
Block Summary															296	92%	37	148	240	0.1	
Maitland Street Cornwallis to Prince William	E	1														1	7%	1	0.5	30	0.1
	E	2														10	71%	1	5	300	
	E	3														14	100%	1	7	420	
	E	4														14	100%	1	7	420	
	E	5														14	100%	1	7	420	
	E	6														14	100%	1	7	420	
	E	7														11	79%	1	5.5	330	
	E	8														8	57%	1	4	240	
	E	9														4	29%	1	2	120	
	E	10														13	93%	1	6.5	390	
	E	11														14	100%	1	7	420	
	E	12														14	100%	1	7	420	
	E	13														8	57%	1	4	240	
	E	14														14	100%	1	7	420	
	E	15														14	100%	2	7	210	
	E	16														14	100%	1	7	420	
	E	17														12	86%	1	6	360	
	E	18														14	100%	1	7	420	
Block Summary															207	82%	19	103.5	327	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Maitland Street Prince William to Divas Lane	E	1														0	0%	0	0	-	
	E	2														0	0%	0	0	-	
	E	3														0	0%	0	0	-	
	E	4														1	7%	1	0.5	30	
	E	5														1	7%	1	0.5	30	
	E	6														0	0%	0	0	-	
	E	7														0	0%	0	0	-	
	E	8														0	0%	0	0	-	
	E	9														0	0%	0	0	-	
	E	10														0	0%	0	0	-	
	E	11														0	0%	0	0	-	
	E	12														0	0%	0	0	-	
	E	13														2	14%	1	1	60	
	E	14														0	0%	0	0	-	
	E	15														0	0%	0	0	-	
	E	16														0	0%	0	0	-	
Block Summary															4	2%	3	2	40	0.0	
Maitland Street Prince William to Cornwallis	W	1														13	93%	1	6.5	390	
	W	2														1	7%	1	0.5	30	
	W	3														12	86%	7	6	51	
	W	4														2	14%	1	1	60	
	W	5														10	71%	7	5	43	
	W	6														8	57%	3	4	80	
	W	7														12	86%	2	6	180	
	W	8														13	93%	2	6.5	195	
	W	9														12	86%	2	6	180	
	W	10														11	79%	2	5.5	165	
	W	11														14	100%	2	7	210	
	W	12														10	71%	1	5	300	
	W	13														12	86%	1	6	360	
	W	14														13	93%	1	6.5	390	
	W	15														13	93%	1	6.5	390	
	W	16														0	0%	0	0	-	
	W	17														0	0%	0	0	-	
Block Summary															156	66%	34	78	138	0.1	
Maitland Street Prince William to Divas Lane	W	1														4	29%	2	2	60	
	W	2														6	43%	1	3	180	
	W	3														1	7%	1	0.5	30	
	W	4														9	64%	2	4.5	135	
	W	5														13	93%	2	6.5	195	
	W	6														11	79%	2	5.5	165	
	W	7														9	64%	2	4.5	135	
	W	8														2	14%	1	1	60	
	W	9														12	86%	2	6	180	
	W	10														7	50%	2	3.5	105	
	W	11														13	93%	2	6.5	195	
	W	12														4	29%	3	2	40	
Block Summary															91	54%	22	45.5	124	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Prince William Street Maitland to Gottingen	S	1														2	14%	1	1	60	
	S	2														12	86%	3	6	120	
	S	3														9	64%	2	4.5	135	
	S	4														13	93%	5	6.5	78	
	S	5														1	7%	1	0.5	30	
	S	6														11	79%	4	5.5	83	
	S	7														1	7%	1	0.5	30	
Block Summary															49	50%	17	24.5	86	0.2	

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Uniacke Street Gottingen to Brunswick	S	1														6	43%	1	3	180	
	S	2														3	21%	2	1.5	45	
	S	3														5	36%	3	2.5	50	
	S	4														9	64%	2	4.5	135	
	S	5														12	86%	4	6	90	
	S	6														3	21%	1	1.5	90	
	S	7														6	43%	2	3	90	
	S	8														4	29%	1	2	120	
	S	9														11	79%	3	5.5	110	
	S	10														8	57%	3	4	80	
	S	11														13	93%	2	6.5	195	
	S	12														14	100%	2	7	210	
	S	13														4	29%	3	2	40	
	S	14														12	86%	3	6	120	
	S	15														1	7%	1	0.5	30	
Block Summary																111	53%	33	55.5	101	0.2

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Cornwallis Street Brunswick to Maitland	N	1														4	29%	2	2	60	
	N	2														3	21%	2	1.5	45	
	N	3														2	14%	1	1	60	
	N	4														5	36%	2	2.5	75	
	N	5														9	64%	2	4.5	135	
Block Summary																23	33%	9	11.5	77	0.1
Cornwallis Street Maitland to Gottingen	N	1														13	93%	3	6.5	130	
	N	2														11	79%	4	5.5	83	
	N	3														12	86%	2	6	180	
	N	4														0	0%	0	0	-	
	N	5														1	7%	1	0.5	30	
	N	6														3	21%	2	1.5	45	
	N	7														0	0%	0	0	-	
Block Summary																40	41%	12	20	100	0.1
Cornwallis Street Gottingen to Creighton	N	1														3	21%	2	1.5	45	
	N	2														11	79%	4	5.5	83	
	N	3														8	57%	2	4	120	
	N	4														13	93%	4	6.5	98	
	N	5														6	43%	1	3	180	
	N	6														8	57%	3	4	80	
	N	7														13	93%	6	6.5	65	
	N	8														1	7%	1	0.5	30	
Block Summary																63	56%	23	31.5	82	0.2
Cornwallis Street Creighton to Maynard	N	1														3	21%	1	1.5	90	
	N	2														8	57%	4	4	60	
	N	3														5	36%	5	2.5	30	
	N	4														5	36%	3	2.5	50	
	N	5														13	93%	2	6.5	195	
	N	6														4	29%	1	2	120	
	N	7														1	7%	1	0.5	30	
Block Summary																39	40%	17	19.5	69	0.2

Block	Side	Space	Time												Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Cornwallis Street Creighton to Gottingen	S	1														2	14%	1	1	60	
	S	2														9	64%	1	4.5	270	
	S	3														9	64%	4	4.5	68	
	S	4														13	93%	2	6.5	195	
	S	5														5	36%	4	2.5	38	
	S	6														9	64%	2	4.5	135	
	S	7														14	100%	2	7	210	
	S	8														14	100%	1	7	420	
	S	9														10	71%	3	5	100	
	S	10														13	93%	1	6.5	390	
	S	11														1	7%	1	0.5	30	
Block Summary															99	64%	22	49.5	135	0.1	
Cornwallis Street Maynard to Creighton	S	1													5	36%	1	2.5	150		
	S	2													9	64%	2	4.5	135		
	S	3													2	14%	2	1	30		
	S	4													14	100%	1	7	420		
	S	5													3	21%	1	1.5	90		
	S	6													12	86%	3	6	120		
	S	7													13	93%	6	6.5	65		
Block Summary														58	59%	16	29	109	0.2		

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Cunard Street Maynard to Creighton	N	1														5	36%	2	2.5	75	
	N	2														14	100%	2	7	210	
	N	3														11	79%	2	5.5	165	
	N	4														7	50%	1	3.5	210	
	N	5														13	93%	2	6.5	195	
	N	6														14	100%	1	7	420	
	N	7														13	93%	3	6.5	130	
	N	8														9	64%	7	4.5	39	
	N	9														1	7%	1	0.5	30	
Block Summary															67	69%	21	43.5	124	0.2	
Cunard Street Gottingen Creighton	N	1														3	21%	1	1.5	90	
	N	2														12	86%	3	6	120	
	N	3														7	50%	1	3.5	210	
	N	4														7	50%	3	3.5	70	
	N	5														14	100%	1	7	420	
	N	6														13	93%	2	6.5	195	
	N	7														9	64%	1	4.5	270	
Block Summary															65	66%	12	32.5	163	0.1	
Cunard Street Maynard to Creighton	S	1														4	29%	1	2	120	
	S	2														13	93%	2	6.5	195	
	S	3														9	64%	4	4.5	68	
	S	4														7	50%	1	3.5	210	
	S	5														13	93%	5	6.5	78	
	S	6														14	100%	4	7	105	
Block Summary															60	71%	17	30	106	0.2	
Cunard Street Creighton to Gottingen	S	1														6	43%	4	3	45	
	S	2														14	100%	2	7	210	
	S	3														11	79%	8	5.5	41	
	S	4														14	100%	3	7	140	
	S	5														14	100%	1	7	420	
	S	6														14	100%	2	7	210	
	S	7														14	100%	2	7	210	
	S	8														8	57%	3	4	80	
	S	9														7	50%	1	3.5	210	
	S	10														14	100%	1	7	420	
Block Summary															116	83%	27	58	129	0.2	

Block	Side	Space	Time												Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Falkland Street Gottingen to Creighton	N	1														4	29%	1	2	120	
	N	2														8	57%	2	4	120	
	N	3														7	50%	1	3.5	210	
	N	4														14	100%	2	7	210	
	N	5														10	71%	1	5	300	
	N	6														5	36%	1	2.5	150	
	N	7														14	100%	1	7	420	
	N	8														11	79%	1	5.5	330	
	N	9														12	86%	1	6	360	
Block Summary															85	67%	11	42.5	232	0.1	
Falkland Street Creighton to Maynard	N	1													2	14%	2	1	30		
	N	2													14	100%	1	7	420		
	N	3													1	7%	1	0.5	30		
	N	4													14	100%	1	7	420		
	N	5													14	100%	1	7	420		
N	6													8	57%	2	4	120			
Block Summary														53	63%	8	26.5	199	0.1		

Block	Side	Space	Time												Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Buddy Daye Creighton to Maynard	N	1														12	86%	2	6	180	
	N	2														14	100%	1	7	420	
	N	3														12	86%	2	6	180	
Block Summary															38	90%	5	19	228	0.1	
Buddy Daye Creighton to Gottingen	N	1														2	14%	2	1	30	
	N	2														10	71%	3	5	100	
	N	3														14	100%	1	7	420	
	N	4														14	100%	1	7	420	
	N	5														7	50%	4	3.5	53	
	N	6														10	71%	3	5	100	
	N	7														7	50%	2	3.5	105	
	N	8														13	93%	4	6.5	98	
	N	9														12	86%	3	6	120	
	N	10														1	7%	1	0.5	30	
Block Summary															90	65%	24	45	113	0.2	
Buddy Daye Maynard to Creighton	S	1														8	57%	1	4	240	
	S	2														9	64%	2	4.5	135	
	S	3														8	57%	2	4	120	
	S	4														12	86%	1	6	360	
	S	5														8	57%	1	4	240	
	S	6														14	100%	1	7	420	
	S	7														14	100%	1	7	420	
	S	8														13	93%	3	6.5	130	
	S	9														2	14%	1	1	60	
Block Summary															88	70%	13	44	203	0.1	

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Creighton Street Buddy Daye to Cunard	E	1															2	14%	1	1	60	
	E	2															8	57%	2	4	120	
	E	3															11	79%	1	5.5	330	
	E	4															1	7%	1	0.5	30	
	E	5															14	100%	1	7	420	
	E	6															1	7%	1	0.5	30	
	E	7															2	14%	2	1	30	
	E	8															14	100%	1	7	420	
	E	9															5	36%	1	2.5	150	
	E	10															0	0%	0	0	-	
	E	11															0	0%	0	0	-	
	E	12															1	7%	1	0.5	30	
	E	13															10	71%	1	5	300	
	E	14															13	93%	1	6.5	390	
	E	15															2	14%	1	1	60	
	E	16															14	100%	1	7	420	
	E	17															13	93%	2	6.5	195	
	E	18															0	0%	0	0	-	
	E	19															12	86%	3	6	120	
	E	20															12	86%	1	6	360	
Block Summary																135	48%	22	67.5	184	0.1	
Creighton Street Cunard to Cornwallis	E	1															13	93%	2	6.5	195	
	E	2															14	100%	3	7	140	
	E	3															10	71%	2	5	150	
	E	4															14	100%	2	7	210	
	E	5															14	100%	1	7	420	
	E	6															14	100%	2	7	210	
	E	7															14	100%	1	7	420	
	E	8															14	100%	1	7	420	
	E	9															11	79%	4	5.5	83	
	E	10															14	100%	1	7	420	
	E	11															14	100%	1	7	420	
	E	12															9	64%	2	4.5	135	
	E	13															6	43%	2	3	90	
Block Summary																161	88%	24	80.5	201	0.1	
Creighton Street Cornwallis to Falkland	E	1															3	21%	1	1.5	90	
	E	2															3	21%	1	1.5	90	
	E	3															14	100%	2	7	210	
	E	4															14	100%	1	7	420	
	E	5															13	93%	1	6.5	390	
	E	6															14	100%	3	7	140	
	E	7															13	93%	3	6.5	130	
	E	8															14	100%	1	7	420	
	E	9															11	79%	2	5.5	165	
	E	10															11	79%	2	5.5	165	
	E	11															14	100%	1	7	420	
	E	12															8	57%	2	4	120	
	E	13															9	64%	1	4.5	270	
	E	14															13	93%	2	6.5	195	
	E	15															14	100%	3	7	140	
	E	16															9	64%	2	4.5	135	
Block Summary																177	79%	28	88.5	190	0.1	
Creighton Street Falkland to Cogswell	E	1															9	64%	3	4.5	90	
	E	2															9	64%	3	4.5	90	
	E	3															9	64%	1	4.5	270	
	E	4															9	64%	1	4.5	270	
	E	5															11	79%	1	5.5	330	
	E	6															1	7%	1	0.5	30	
	E	7															14	100%	2	7	210	
	E	8															14	100%	1	7	420	
	E	9															14	100%	1	7	420	
	E	10															2	14%	1	1	60	
Block Summary																92	66%	15	46	184	0.1	

Block	Side	Space	Time													Time Periods Used	Occupancy	Different Vehicles Using	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Creighton Street Buddy Daye to Cunard	W	1															9	64%	2	4.5	135	0.1
	W	2															7	50%	4	3.5	53	
	W	3															12	86%	2	6	180	
	W	4															12	86%	2	6	180	
	W	5															3	21%	2	1.5	45	
	W	6															9	64%	2	4.5	135	
	W	7															2	14%	1	1	60	
	W	8															9	64%	2	4.5	135	
	W	9															10	71%	2	5	150	
	W	10															0	0%	0	0	-	
	W	11															14	100%	2	7	210	
	W	12															14	100%	1	7	420	
	W	13															0	0%	0	0	-	
	W	14															14	100%	1	7	420	
	W	15															13	93%	2	6.5	195	
	W	16															14	100%	2	7	210	
	W	17															0	0%	0	0	-	
	W	18															6	43%	2	3	90	
	W	19															0	0%	0	0	-	
Block Summary																148	59%	29	74	153	0.1	
Creighton Street Cunard to Cornwallis	W	1															10	71%	2	5	150	0.1
	W	2															10	71%	2	5	150	
	W	3															14	100%	1	7	420	
	W	4															13	93%	1	6.5	390	
	W	5															14	100%	2	7	210	
	W	6															9	64%	2	4.5	135	
	W	7															10	71%	2	5	150	
	W	8															12	86%	2	6	180	
	W	9															13	93%	3	6.5	130	
	W	10															7	50%	2	3.5	105	
	W	11															6	43%	2	3	90	
	W	12															12	86%	3	6	120	
	W	13															14	100%	1	7	420	
	W	14															14	100%	1	7	420	
	W	15															14	100%	1	7	420	
Block Summary																172	82%	27	86	191	0.1	
Creighton Street Cornwallis to Falkland	W	1															9	64%	1	4.5	270	0.1
	W	2															11	79%	4	5.5	83	
	W	3															14	100%	1	7	420	
	W	4															12	86%	1	6	360	
	W	5															13	93%	2	6.5	195	
	W	6															12	86%	1	6	360	
	W	7															13	93%	1	6.5	390	
	W	8															7	50%	2	3.5	105	
	W	9															13	93%	2	6.5	195	
	W	10															10	71%	1	5	300	
	W	11															7	50%	2	3.5	105	
	W	12															12	86%	3	6	120	
	W	13															14	100%	1	7	420	
	W	14															9	64%	2	4.5	135	
Block Summary																156	80%	24	78	195	0.1	
Creighton Street Falkland to Cogswell	W	1															0	0%	0	0	-	0.1
	W	2															13	93%	1	6.5	390	
	W	3															10	71%	2	5	150	
	W	4															14	100%	1	7	420	
	W	5															11	79%	1	5.5	330	
	W	6															9	64%	2	4.5	135	
	W	7															14	100%	1	7	420	
	W	8															0	0%	0	0	-	
	W	9															9	64%	2	4.5	135	
	W	10															13	93%	2	6.5	195	
Block Summary																93	66%	12	46.5	233	0.1	
Street Summary		117																				

APPENDIX E -
BRUNSWICK STREET / RAINNIE DRIVE CORRIDOR

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Brunswick Street from Cogswell to Gottingen	W	1															9	64%	4	4.5	68	0.2
	W	2															13	93%	3	6.5	130	
	W	3															13	93%	4	6.5	98	
	W	4															11	79%	4	5.5	83	
	W	5															14	100%	1	7	420	
	W	6															12	86%	2	6	180	
	W	7															13	93%	3	6.5	130	
	W	8															14	100%	5	7	84	
	W	9															12	86%	6	6	60	
	W	10															13	93%	2	6.5	195	
	W	11															12	86%	2	6	180	
	W	12															12	86%	4	6	90	
	W	13															5	36%	3	2.5	50	
Block Summary																153	84%	43	76.5	107	0.2	
Brunswick Street from Gottingen to Prince	W	1															13	93%	4	6.5	98	0.2
	W	2															14	100%	7	7	60	
	W	3															11	79%	1	5.5	330	
	W	4															10	71%	4	5	75	
	W	5															13	93%	2	6.5	195	
	W	6															12	86%	2	6	180	
	W	7															14	100%	1	7	420	
	W	8															10	71%	2	5	150	
	W	9															10	71%	3	5	100	
	W	10															11	79%	5	5.5	66	
	W	11															11	79%	3	5.5	110	
	W	12															8	57%	3	4	80	
	W	13															13	93%	4	6.5	98	
	W	14															14	100%	1	7	420	
	W	15															11	79%	5	5.5	66	
	W	16															8	57%	2	4	120	
	W	17															9	64%	3	4.5	90	
	W	18															7	50%	1	3.5	210	
	W	19															8	57%	1	4	240	
Block Summary																207	78%	54	103.5	115	0.2	
Brunswick Street from Spring Garden to Sackville	W	1															7	50%	5	3.5	42	0.3
	W	2															8	57%	5	4	48	
	W	3															11	79%	3	5.5	110	
	W	4															13	93%	3	6.5	130	
	W	5															13	93%	3	6.5	130	
	W	6															11	79%	1	5.5	330	
	W	7															6	43%	3	3	60	
	W	8															12	86%	4	6	90	
	W	9															9	64%	4	4.5	68	
	W	10															12	86%	7	6	51	
	W	11															10	71%	5	5	60	
	W	12															12	86%	3	6	120	
	W	13															11	79%	2	5.5	165	
	W	14															14	100%	5	7	84	
	W	15															12	86%	5	6	72	
	W	16															6	43%	2	3	90	
	W	17															11	79%	3	5.5	110	
	W	18															11	79%	5	5.5	66	
	W	19															10	71%	3	5	100	
	W	20															8	57%	5	4	48	
	W	21															7	50%	3	3.5	70	
	W	22															12	86%	2	6	180	
	W	23															5	36%	2	2.5	75	
	W	24															10	71%	2	5	150	
Block Summary																241	72%	85	120.5	85	0.3	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Brunswick Street from Spring Garden to Sackville	E	1														12	86%	7	6	51	0.3
	E	2														12	86%	6	6	60	
	E	3														10	71%	6	5	50	
	E	4														9	64%	3	4.5	90	
	E	5														6	43%	4	3	45	
	E	6														9	64%	3	4.5	90	
	E	7														8	57%	3	4	80	
	E	8														13	93%	6	6.5	65	
	E	9														12	86%	6	6	60	
	E	10														10	71%	5	5	60	
	E	11														14	100%	7	7	60	
	E	12														7	50%	2	3.5	105	
	E	13														12	86%	2	6	180	
Block Summary															134	74%	60	67	67	0.3	
Brunswick Street from Sackville to Carmichael	E	1														13	93%	4	6.5	98	0.3
	E	2														10	71%	5	5	60	
	E	3														12	86%	6	6	60	
	E	4														8	57%	5	4	48	
	E	5														11	79%	1	5.5	330	
	E	6														8	57%	4	4	60	
	E	7														5	36%	4	2.5	38	
	E	8														10	71%	4	5	75	
	E	9														12	86%	6	6	60	
	E	10														9	64%	4	4.5	68	
	E	11														13	93%	4	6.5	98	
Block Summary															111	72%	47	55.5	71	0.3	
Brunswick Street from Carmichael to Cogswell	E	1														10	71%	4	5	75	0.3
	E	2														3	21%	2	1.5	45	
	E	3														5	36%	1	2.5	150	
	E	4														12	86%	8	6	45	
	E	5														11	79%	5	5.5	66	
	E	6														12	86%	2	6	180	
	E	7														12	86%	5	6	72	
	E	8														14	100%	1	7	420	
	E	9														11	79%	2	5.5	165	
	E	10														8	57%	5	4	48	
	E	11														13	93%	8	6.5	49	
	E	12														9	64%	5	4.5	54	
	E	13														12	86%	4	6	90	
	E	14														12	86%	7	6	51	
	E	15														4	29%	2	2	60	
	E	16														11	79%	5	5.5	66	
	E	17														9	64%	1	4.5	270	
E	18														5	36%	2	2.5	75		
E	19														8	57%	5	4	48		
E	20														13	93%	2	6.5	195		
E	21														8	57%	4	4	60		
Block Summary															202	69%	80	101	76	0.3	

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00							15:30
Rainnie Drive from Cogswell to Brunswick	W	1															12	86%	2	6	180	
	W	2															13	93%	4	6.5	98	
	W	3															13	93%	3	6.5	130	
	W	4															14	100%	2	7	210	
	W	5															13	93%	4	6.5	98	
	W	6															14	100%	5	7	84	
	W	7															12	86%	5	6	72	
	W	8															13	93%	4	6.5	98	
	W	9															11	79%	1	5.5	330	
	W	10															13	93%	3	6.5	130	
	W	11															14	100%	2	7	210	
	W	12															13	93%	5	6.5	78	
	W	13															12	86%	4	6	90	
	W	14															6	43%	2	3	90	
	W	15															13	93%	2	6.5	195	
	W	16															14	100%	1	7	420	
	W	17															14	100%	4	7	105	
	W	18															14	100%	2	7	210	
	W	19															11	79%	2	5.5	165	
	W	20															8	57%	2	4	120	
	W	21															13	93%	2	6.5	195	
	W	22															12	86%	2	6	180	
	W	23															14	100%	2	7	210	
	W	24															12	86%	3	6	120	
	W	25															14	100%	2	7	210	
	W	26															7	50%	2	3.5	105	
	W	27															12	86%	2	6	180	
	W	28															13	93%	2	6.5	195	
	W	29															9	64%	5	4.5	54	
	W	30															14	100%	2	7	210	
	W	31															13	93%	1	6.5	390	
	W	32															14	100%	2	7	210	
	W	33															14	100%	1	7	420	
	W	34															14	100%	1	7	420	
	W	35															14	100%	1	7	420	
	W	36															12	86%	1	6	360	
	W	37															11	79%	1	5.5	330	
	W	38															11	79%	1	5.5	330	
	W	39															12	86%	2	6	180	
	W	40															14	100%	2	7	210	
	W	41															14	100%	3	7	140	
Block Summary																510	89%	99	255	155	0.2	
Rainnie Drive from Cogswell to Brunswick	E	1															8	57%	4	4	60	
	E	2															9	64%	2	4.5	135	
	E	3															7	50%	2	3.5	105	
	E	4															8	57%	1	4	240	
	E	5															8	57%	1	4	240	
	E	6															11	79%	1	5.5	330	
	E	7															11	79%	1	5.5	330	
	E	8															11	79%	1	5.5	330	
	E	9															11	79%	1	5.5	330	
	E	10															11	79%	1	5.5	330	
	E	11															11	79%	1	5.5	330	
	E	12															14	100%	2	7	210	
	E	13															13	93%	3	6.5	130	
	E	14															13	93%	2	6.5	195	
	E	15															11	79%	1	5.5	330	
	E	16															13	93%	1	6.5	390	
	E	17															13	93%	1	6.5	390	
	E	18															12	86%	1	6	360	
	E	19															13	93%	1	6.5	390	
	E	20															13	93%	1	6.5	390	
	E	21															14	100%	1	7	420	
	E	22															13	93%	2	6.5	195	
	E	23															13	93%	2	6.5	195	
Block Summary																261	81%	34	130.5	230	0.1	

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Gottingen Street from Rainnie Drive to Cogswell	E	1														9	64%	6	4.5	45	0.4
	E	2														10	71%	5	5	60	
	E	3														13	93%	6	6.5	65	
	E	4														14	100%	6	7	84	
	E	5														9	64%	7	4.5	39	
	E	6														7	50%	4	3.5	53	
	E	7														3	21%	2	1.5	45	
	E	8														8	57%	5	4	48	
Block Summary															73	65%	40	36.5	55		
Gottingen Street from Rainnie Drive to Cogswell	W	1														1	7%	1	0.5	30	0.1
	W	2														3	21%	1	1.5	90	
	W	3														2	14%	2	1	30	
Block Summary															6	14%	4	3	45		
Sackville Street from Brunswick to Grafton	S	1														10	71%	3	5	100	0.2
	S	2														12	86%	2	6	180	
	S	3														11	79%	2	5.5	165	
	S	4														13	93%	6	6.5	65	
Block Summary															46	82%	13	23	106		
Sackville Street from Brunswick to Grafton	N	1														13	93%	2	6.5	195	0.1
	N	2														10	71%	1	5	300	
	N	3														13	93%	2	6.5	195	
	N	4														9	64%	3	4.5	90	
	N	5														14	100%	1	7	420	
	N	6														13	93%	2	6.5	195	
Block Summary															72	86%	11	36	196		
Carmichael Street from Brunswick to Argyle	S	1														13	93%	7	6.5	56	0.3
	S	2														10	71%	6	5	50	
	S	3														7	50%	1	3.5	210	
	S	4														9	64%	6	4.5	45	
	S	5														14	100%	1	7	420	
	S	6														12	86%	5	6	72	
	S	7														8	57%	5	4	48	
Block Summary															73	74%	31	36.5	71		
Carmichael Street from Brunswick to Argyle	N	1														2	14%	1	1	60	0.2
	N	2														12	86%	5	6	72	
	N	3														13	93%	2	6.5	195	
	N	4														9	64%	3	4.5	90	
	N	5														2	14%	1	1	60	
	N	6														3	21%	2	1.5	45	
Block Summary															41	49%	14	20.5	88		
Duke Street from Brunswick to Hollis	S	1														2	14%	2	1	30	0.3
	S	2														9	64%	4	4.5	68	
	S	3														7	50%	4	3.5	53	
	S	4														13	93%	2	6.5	195	
Block Summary															11	79%	6	5.5	55		
Duke Street from Brunswick to Hollis	N	1														8	57%	7	4	34	0.4
	N	2														4	29%	3	2	40	
	N	3														10	71%	4	5	75	
	N	4														7	50%	6	3.5	35	
Block Summary															29	52%	20	14.5	44		
Prince Street from Argyle to Brunswick	N	1														3	21%	2	1.5	45	0.3
	N	2														6	43%	5	3	36	
	N	3														12	86%	3	6	120	
	N	4														12	86%	5	6	72	
Block Summary															14	100%	6	7	70		
Prince Street from Argyle to Brunswick	N	1														13	93%	7	6.5	56	0.3
	N	2														7	50%	3	3.5	70	
	N	3														12	86%	2	6	180	
	N	4														9	64%	5	4.5	54	
	N	5														14	100%	3	7	140	
	N	6														10	71%	2	5	150	
	N	7														12	86%	4	6	90	
	N	8														10	71%	5	5	60	
	N	9														12	86%	6	6	60	
Block Summary															99	79%	37	49.5	80		

APPENDIX F -
HOLLIS STREET / WATER STREET CORRIDOR

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Lower Water St. from Prince St. to Salter St.	E	1														5	36%	4	2.5	38	
	E	2														9	64%	2	4.5	135	
	E	3														13	93%	3	6.5	130	
	E	4														12	86%	1	6	360	
	E	5														14	100%	2	7	210	
	E	6														14	100%	1	7	420	
	E	7														5	36%	4	2.5	38	
Block Summary																72	73%	17	36	127	0.2
Lower Water St. from Prince St. to Salter St.	E	1														10	71%	8	5	38	
	E	2														11	79%	6	5.5	55	
Block Summary																21	75%	14	10.5	45	0.5
Lower Water St. from Morris St to Bishop St.	W	1														13	93%	1	6.5	390	
	W	2														13	93%	1	6.5	390	
	W	3														14	100%	1	7	420	
	W	4														3	21%	3	1.5	30	
	W	5														14	100%	2	7	210	
	W	6														13	93%	1	6.5	390	
	W	7														14	100%	3	7	140	
	W	8														4	29%	2	2	60	
	W	9														6	43%	1	3	180	
	W	10														6	43%	1	3	180	
	W	11														13	93%	1	6.5	390	
	W	12														13	93%	2	6.5	195	
	W	13														10	71%	3	5	100	
Block Summary																136	75%	22	68	185	0.1
Lower Water St. from Bishop St. to Sackville St.	W	1														12	86%	1	6	360	
	W	2														12	86%	4	6	90	
	W	3														11	79%	3	5.5	110	
	W	4														14	100%	1	7	420	
	W	5														14	100%	5	7	84	
	W	6														12	86%	2	6	180	
	W	7														4	29%	3	2	40	
	W	8														14	100%	2	7	210	
	W	9														14	100%	2	7	210	
	W	10														14	100%	2	7	210	
	W	11														14	100%	2	7	210	
	W	12														9	64%	2	4.5	135	
	W	13														12	86%	1	6	360	
	W	14														10	71%	3	5	100	
	W	15														14	100%	2	7	210	
	W	16														12	86%	4	6	90	
	W	17														11	79%	3	5.5	110	
	W	18														13	93%	1	6.5	390	
	W	19														12	86%	2	6	180	
	W	20														14	100%	1	7	420	
	W	21														3	21%	2	1.5	45	
Block Summary																245	83%	48	122.5	153	0.2
Lower Water St. from Sackville St. to Prince St.	W	1														13	93%	1	6.5	390	
	W	2														13	93%	2	6.5	195	
	W	3														14	100%	1	7	420	
	W	4														12	86%	2	6	180	
	W	5														13	93%	1	6.5	390	
	W	6														10	71%	5	5	60	
	W	7														13	93%	1	6.5	390	
	W	8														14	100%	2	7	210	
	W	9														12	86%	1	6	360	
	W	10														13	93%	1	6.5	390	
	W	11														12	86%	2	6	180	
	W	12														4	29%	1	2	120	
	W	13														14	100%	2	7	210	
Block Summary																157	86%	22	78.5	214	0.1
Lower Water from George St. to Duke St	W	1														2	14%	2	1	30	
	W	2														3	21%	3	1.5	30	
	W	3														7	50%	7	3.5	30	
	W	4														2	14%	2	1	30	
	W	5														4	29%	3	2	40	
	W	6														12	86%	10	6	36	
	W	7														14	100%	11	7	38	
	W	8														14	100%	14	7	30	
Block Summary																58	52%	52	29	33	0.5

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Hollis Street from Historic Prop to Duke St.	W	1														10	71%	3	5	100	
	W	2														10	71%	3	5	100	
	W	3														13	93%	2	6.5	195	
Block Summary															33	79%	8	16.5	124	0.2	
Hollis Street from Duke St. to George St.	W	1														11	79%	7	5.5	47	
	W	2														10	71%	5	5	60	
	W	3														13	93%	6	6.5	65	
	W	4														7	50%	3	3.5	70	
	W	5														10	71%	3	5	100	
	W	6														14	100%	3	7	140	
	W	7														14	100%	4	7	105	
	W	8														13	93%	1	6.5	390	
	W	9														11	79%	2	5.5	165	
	W	10														10	71%	3	5	100	
Block Summary															113	81%	37	56.5	92	0.3	
Hollis Street from George St. to Prince St.	W	1														2	14%	2	1	30	
	W	2														12	86%	5	6	72	
	W	3														14	100%	4	7	105	
Block Summary															28	67%	11	14	76	0.3	
Hollis Street from Prince St. to Sackville St.	W	1														10	71%	2	5	150	
	W	2														14	100%	5	7	84	
	W	3														14	100%	1	7	420	
	W	4														12	86%	6	6	60	
	W	5														3	21%	3	1.5	30	
	W	6														10	71%	3	5	100	
Block Summary															63	75%	20	31.5	95	0.2	
Hollis Street from Sackville St. to Salter St.	W	1														10	71%	4	5	75	
	W	2														13	93%	4	6.5	98	
	W	3														14	100%	1	7	420	
Block Summary															37	88%	9	18.5	123	0.2	
Hollis Street from Salter St. to Bishop St.	W	1														4	29%	4	2	30	
	W	2														3	21%	1	1.5	90	
	W	3														13	93%	3	6.5	130	
	W	4														13	93%	5	6.5	78	
	W	5														13	93%	2	6.5	195	
	W	6														13	93%	2	6.5	195	
	W	7														13	93%	5	6.5	78	
	W	8														13	93%	1	6.5	390	
	W	9														2	14%	1	1	60	
	W	10														13	93%	1	6.5	390	
	W	11														13	93%	2	6.5	195	
	W	12														8	57%	3	4	80	
	W	13														10	71%	1	5	300	
	W	14														12	86%	4	6	90	
	W	15														11	79%	2	5.5	165	
	W	16														13	93%	1	6.5	390	
	W	17														12	86%	1	6	360	
Block Summary															179	76%	39	89.5	138	0.2	
Hollis Street from Morris St. to Terminal Rd.	W	1														5	36%	3	2.5	50	
	W	2														12	86%	6	6	60	
	W	3														10	71%	5	5	60	
	W	4														10	71%	4	5	75	
	W	5														8	57%	2	4	120	
	W	6														6	43%	5	3	36	
	W	7														4	29%	2	2	60	
	W	8														11	79%	3	5.5	110	
	W	9														6	43%	3	3	60	
	W	10														4	29%	3	2	40	
	W	11														6	43%	3	3	60	
	W	12														2	14%	2	1	30	
	W	13														6	43%	3	3	60	
	W	14														14	100%	1	7	420	
Block Summary															104	53%	45	52	69	0.2	
Hollis Street from Terminal Road to Via Rail	W	1														12	86%	3	6	120	
	W	2														10	71%	6	5	50	
	W	3														9	64%	2	4.5	135	
	W	4														6	43%	1	3	180	
	W	5														10	71%	4	5	75	
	W	6														9	64%	5	4.5	54	
	W	7														6	43%	2	3	90	
	W	8														5	36%	1	2.5	150	
Block Summary															67	66%	24	33.5	84	0.2	

Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Hollis Street from Duke St. to George St.	E	1														1	7%	1	0.5	30	
	E	2														6	43%	5	3	36	
	E	3														3	21%	3	1.5	30	
Block Summary																10	24%	9	5	33	0.2
Hollis Street from George St. to Prince St.	E	1														4	29%	3	2	40	
	E	2														6	43%	6	3	30	
Block Summary																10	36%	9	5	33	0.3
Hollis Street from Prince St. to Sackville St.	E	1														3	21%	3	1.5	30	
	E	2														7	50%	7	3.5	30	
	E	3														3	21%	3	1.5	30	
	E	4														5	36%	5	2.5	30	
	E	5														6	43%	6	3	30	
Block Summary																24	34%	24	12	30	0.3
Hollis Street from Sackville St. to Salter St.	E	1														4	29%	3	2	40	
	E	2														2	14%	1	1	60	
	E	3														6	43%	5	3	36	
	E	4														2	14%	2	1	30	
Block Summary																14	25%	11	7	38	0.2
Hollis Street from Salter St. to Bishop St.	E	1														1	7%	1	0.5	30	
	E	2														5	36%	4	2.5	38	
	E	3														4	29%	4	2	30	
Block Summary																10	24%	9	5	33	0.2
Hollis Street from Bishop St. to Morris St.	E	1														1	7%	1	0.5	30	
	E	2														2	14%	2	1	30	
Block Summary																3	11%	3	1.5	30	0.1
Hollis Street from Morris St. to Terminal Rd.	E	1														1	7%	1	0.5	30	
	E	2														6	43%	3	3	60	
	E	3														9	64%	3	4.5	90	
	E	4														6	43%	3	3	60	
	E	5														9	64%	3	4.5	90	
	E	6														4	29%	3	2	40	
	E	7														1	7%	1	0.5	30	
	E	8														4	29%	3	2	40	
	E	9														12	86%	1	6	360	
	E	10														12	86%	1	6	360	
	E	11														4	29%	1	2	120	
	E	12														13	93%	2	6.5	195	
	E	13														12	86%	3	6	120	
Block Summary																93	53%	28	46.5	100	0.2

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
South Street from Barrington Street to Hollis Street	S	1														10	71%	2	5	150	0.2
	S	2														3	21%	2	1.5	45	
	S	3														9	64%	3	4.5	90	
	S	4														6	43%	3	60		
	S	5														8	57%	3	4	80	
	S	6														13	93%	3	6.5	130	
	S	7														10	71%	4	5	75	
	S	8														13	93%	3	6.5	130	
	S	9														9	64%	2	4.5	135	
Block Summary															81	64%	25	40.5	97		
South Street from Barrington Street to Hollis Street	N	1														12	86%	3	6	120	0.2
	N	2														6	43%	3	3	60	
	N	3														6	43%	1	3	180	
	N	4														5	36%	3	2.5	50	
	N	5														4	29%	3	2	40	
	N	6														12	86%	4	6	90	
	N	7														6	43%	5	3	36	
Block Summary															51	52%	22	25.5	70		
Terminal Road from Hollis St to Lower Water St.	S	1														12	86%	7	6	51	0.2
	S	2														7	50%	4	3.5	53	
	S	3														13	93%	1	6.5	390	
	S	4														12	86%	1	6	360	
Block Summary															44	79%	13	22	102		
Terminal Road from Hollis St to Lower Water St.	N	1														14	100%	1	7	420	0.1
	N	2														13	93%	1	6.5	390	
	N	3														13	93%	1	6.5	390	
	N	4														9	64%	1	4.5	270	
	N	5														13	93%	1	6.5	390	
	N	6														10	71%	3	5	100	
	N	7														9	64%	2	4.5	135	
	N	8														6	43%	1	3	180	
	N	9														12	86%	2	6	180	
	N	10														14	100%	1	7	420	
Block Summary															113	81%	14	56.5	242		
Morris Street from Lower Water St. to Hollis St.	N	1														13	93%	5	6.5	78	0.2
	N	2														13	93%	3	6.5	130	
	N	3														11	79%	3	5.5	110	
	N	4														13	93%	3	6.5	130	
	N	5														13	93%	4	6.5	98	
	N	6														9	64%	4	4.5	68	
	N	7														12	86%	3	6	120	
	N	8														13	93%	3	6.5	130	
	N	9														9	64%	3	4.5	90	
	N	10														8	57%	2	4	120	
	N	11														11	79%	2	5.5	165	
Block Summary															125	81%	35	62.5	107		
Morris Street from Hollis St. to Barrington St.	N	1														7	50%	2	3.5	105	0.2
	N	2														8	57%	2	4	120	
	N	3														6	43%	3	4	80	
	N	4														9	64%	2	4.5	135	
	N	5														9	64%	4	4.5	68	
	N	6														8	57%	4	4	60	
	N	7														6	43%	2	3	90	
	N	8														2	14%	1	1	60	
Block Summary															57	51%	20	28.5	86		
Morris Street from Hollis St. to Barrington St.	S	1														9	64%	3	4.5	90	0.2
	S	2														5	36%	3	2.5	50	
	S	3														13	93%	2	6.5	195	
	S	4														10	71%	6	5	50	
	S	5														4	29%	3	2	40	
	S	6														8	57%	3	4	80	
	S	7														4	29%	2	2	60	
	S	8														12	86%	1	6	360	
	S	9														4	29%	3	2	40	
Block Summary															69	55%	26	34.5	80		
Bishop Street from Barrington to Hollis	N	1														11	79%	4	5.5	83	0.2
	N	2														10	71%	3	5	100	
	N	3														12	86%	2	6	180	
	N	4														12	86%	4	6	90	
	N	5														12	86%	4	6	90	
	N	6														11	79%	2	5.5	165	
	N	7														10	71%	6	5	50	
	N	8														4	29%	2	2	60	
Block Summary															82	71%	27	41	91		
Salter Street from Lower Water St. to Hollis St.	N	1														6	43%	2	3	90	0.2
	N	2														6	43%	2	3	90	
	N	3														13	93%	5	6.5	78	
	N	4														14	100%	1	7	420	
Block Summary															39	70%	10	19.5	117		
Salter Street from Hollis St. to Granville St.	S	1														7	50%	2	3.5	105	0.2
	S	2														13	93%	5	6.5	78	
	S	3														14	100%	1	7	420	
	S	4														14	100%	1	7	420	
	S	5														12	86%	4	6	90	
	S	6														3	21%	1	1.5	90	
Block Summary															63	75%	14	31.5	135		

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Granville Street from Salter Street to Blowers St.	E	1														14	100%	7	7	60	0.3
	E	2														14	100%	5	7	84	
	E	3														11	79%	4	5.5	83	
	E	4														14	100%	5	7	84	
	E	5														11	79%	5	5.5	66	
	E	6														13	93%	5	6.5	78	
	E	7														14	100%	1	7	420	
Block Summary															91	93%	32	45.5	85		
Granville Street from Blowers St. to Sackville St.	E	1														3	21%	2	1.5	45	0.2
	E	2														13	93%	7	6.5	56	
	E	3														14	100%	5	7	84	
	E	4														12	86%	4	6	120	
	E	5														12	86%	3	6	420	
	E	6														14	100%	1	7	420	
	E	7														13	93%	1	6.5	390	
	E	8														8	57%	5	4	48	
	E	9														11	79%	2	5.5	165	
	E	10														14	100%	1	7	420	
	E	11														14	100%	1	7	420	
	E	12														11	79%	4	5.5	83	
	E	13														14	100%	1	7	420	
Block Summary															153	84%	37	76.5	124		
Granville Street from Sackville St. to Prince St.	E	1														3	21%	3	1.5	30	0.2
	E	2														11	79%	2	5.5	165	
	E	3														10	71%	3	5	100	
	E	4														14	100%	3	7	140	
	E	5														9	64%	5	4.5	54	
	E	6														6	43%	6	3	30	
	E	7														2	14%	2	1	30	
Block Summary															55	56%	24	27.5	69		
Granville Street from Prince St. to George St.	E	1														14	100%	3	7	140	0.2
	E	2														10	71%	5	5	60	
	E	3														14	100%	2	7	210	
	E	4														14	100%	2	7	210	
	E	5														14	100%	2	7	210	
	E	6														12	86%	3	6	120	
	E	7														12	86%	3	6	120	
	E	8														11	79%	2	5.5	165	
	E	9														2	14%	2	1	30	
Block Summary															103	82%	24	51.5	129		
Granville Street from George St. to Duke St.	E	1														4	29%	4	2	30	0.3
	E	2														12	86%	3	6	120	
	E	3														9	64%	5	4.5	54	
	E	4														5	36%	3	2.5	50	
	E	5														9	64%	4	4.5	68	
	E	6														13	93%	1	6.5	390	
	E	7														12	86%	8	6	45	
	E	8														14	100%	1	7	420	
	E	9														13	93%	2	6.5	195	
	E	10														13	93%	5	6.5	78	
	E	11														6	43%	2	3	90	
Block Summary															110	73%	38	55	87		
Granville Street from Salter Street to Blowers St.	W	1														8	57%	5	4	48	0.3
	W	2														12	86%	10	6	36	
	W	3														12	86%	2	6	180	
	W	4														11	79%	3	5.5	110	
	W	5														11	79%	3	5.5	110	
	W	6														4	29%	3	2	40	
Block Summary															58	71%	26	29	67		
Granville Street from Blowers St. to Sackville St.	W	1														14	100%	3	7	140	0.3
	W	2														14	100%	2	7	210	
	W	3														13	93%	5	6.5	78	
	W	4														13	93%	1	6.5	390	
	W	5														11	79%	8	5.5	41	
Block Summary															65	93%	19	32.5	103		
Granville Street from Sackville St. to Prince St.	W	1														14	100%	4	7	105	0.2
	W	2														13	93%	3	6.5	130	
	W	3														14	100%	1	7	420	
	W	4														11	79%	1	5.5	330	
	W	5														7	50%	1	3.5	210	
	W	6														7	50%	3	3.5	70	
Block Summary															66	79%	13	33	152		
Granville Street from Prince St. to George St.	W	1														13	93%	5	6.5	78	0.2
	W	2														14	100%	1	7	420	
	W	3														8	57%	6	4	40	
	W	4														10	71%	5	5	60	
	W	5														12	86%	4	6	90	
	W	6														7	50%	5	3.5	42	
	W	7														12	86%	4	6	90	
	W	8														14	100%	1	7	420	
	W	9														14	100%	1	7	420	
	W	10														13	93%	1	6.5	390	
	W	11														10	71%	3	5	100	
	W	12														14	100%	2	7	210	
Block Summary															141	84%	38	70.5	111		
Granville Street from George St. to Duke St.	W	1														2	14%	1	1	60	0.2
	W	2														14	100%	4	7	105	
	W	3														11	79%	5	5.5	66	
	W	4														14	100%	2	7	210	
	W	5														11	79%	3	5.5	110	
	W	6														9	64%	2	4.5	135	
	W	7														2	14%	2	1	30	
	W	8														1	7%	1	0.5	30	
	W	9														6	43%	2	3	90	
	W	10														11	79%	3	5.5	110	
	W	11														14	100%	2	7	210	
	W	12														12	86%	2	6	180	
	W	13														14	100%	2	7	210	
Block Summary															121	72%	31	60.5	117		

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
Duke Street from Granville to Hollis	S	1														10	71%	2	5	150	
	S	2														13	93%	4	6.5	98	
	S	3														14	100%	6	7	70	
	S	4														14	100%	2	7	210	
Block Summary															51	91%	14	25.5	109	0.3	
Prince Street from Lower Water St. to Bedford Row	N	1														5	36%	5	2.5	30	
	N	2														8	57%	4	4	60	
Block Summary															13	46%	9	6.5	43	0.3	
Prince Street from Bedford Row to Hollis St.	N	1														10	71%	2	5	150	
	N	2														14	100%	2	7	210	
	N	3														12	86%	2	6	180	
	N	4														12	86%	1	6	360	
	N	5														14	100%	2	7	210	
	N	6														12	86%	1	6	360	
Block Summary															74	88%	10	37	222	0.1	
Prince Street from Hollis St. to Granville St.	N	1														14	100%	3	7	140	
	N	2														12	86%	4	6	90	
	N	3														14	100%	2	7	210	
	N	4														11	79%	2	5.5	165	
	N	5														10	71%	1	5	300	
Block Summary															61	87%	12	30.5	153	0.2	
Prince Street from Granville St. to Barrington St.	N	1														14	100%	2	7	210	
	N	2														13	93%	2	6.5	195	
	N	3														13	93%	2	6.5	195	
	N	4														9	64%	1	4.5	270	
Block Summary															49	89%	7	24.5	210	0.1	
Prince Street from Lower Water St. to Hollis St.	S	1														14	100%	2	7	210	
	S	2														14	100%	1	7	420	
	S	3														13	93%	3	6.5	130	
Block Summary															41	98%	6	20.5	205	0.1	
Prince Street from Hollis St. to Granville St.	S	1														13	93%	2	6.5	195	
	S	2														14	100%	3	7	140	
	S	3														11	79%	1	5.5	330	
	S	4														13	93%	1	6.5	390	
Block Summary															231	150%	33	115.5	210	0.2	
Prince Street from Granville St. to Barrington St.	S	1														2	14%	1	1	60	
	S	2														14	100%	1	7	420	
	S	3														11	79%	2	5.5	165	
	S	4														13	93%	1	6.5	390	
	S	5														7	50%	2	3.5	105	
Block Summary															47	67%	7	23.5	201	0.1	
Sackville St. from Granville St. to Hollis St.	S	1														12	86%	2	6	180	
	S	2														14	100%	1	7	420	
	S	3														13	93%	2	6.5	195	
Block Summary															39	93%	5	19.5	234	0.1	
Sackville St. from Granville St. to Hollis St.	N	1														14	100%	1	7	420	
	N	2														13	93%	2	6.5	195	
	N	3														3	21%	2	1.5	45	
	N	4														4	29%	6	22	220	
Block Summary															44	79%	6	22	220	0.1	
Sackville St. from Hollis St. to Lower Water St.	S	1														14	100%	2	7	210	
	S	2														11	79%	1	5.5	330	
	S	3														10	71%	3	5	100	
	S	4														8	57%	2	4	120	
	S	5														12	86%	1	6	360	
	S	6														14	100%	2	7	210	
	S	7														13	93%	1	6.5	390	
Block Summary															82	84%	12	41	205	0.1	
Sackville St. from Hollis St. to Lower Water St.	N	1														12	86%	1	6	360	
	N	2														8	57%	1	4	240	
	N	3														11	79%	3	5.5	110	
	N	4														11	79%	2	5.5	165	
	N	5														13	93%	3	6.5	130	
	N	6														14	100%	2	7	210	
	N	7														14	100%	1	7	420	
	N	8														2	14%	1	1	60	
Block Summary															85	76%	14	42.5	182	0.1	
George Street from Hollis St to Lower Water St.	N	1														9	64%	2	4.5	135	
	N	2														3	21%	1	1.5	90	
	N	3														11	79%	1	5.5	330	
	N	4														9	64%	2	4.5	135	
Block Summary															32	57%	6	16	160	0.1	

APPENDIX G -
MORRIS STREET / UNIVERSITY AVENUE CORRIDOR

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
University Avenue from South Park Street to Summer Street	N	1														8	57%	2	4	120	0.3
	N	2														12	86%	6	6	60	
	N	3														5	36%	2	2.5	75	
	N	4														10	71%	3	5	100	
	N	5														13	93%	5	6.5	78	
	N	6														12	86%	6	6	60	
	N	7														13	93%	4	6.5	98	
	N	8														13	93%	3	6.5	130	
	N	9														13	93%	2	6.5	195	
	N	10														9	64%	2	4.5	135	
	N	11														14	100%	6	7	70	
	N	12														12	86%	5	6	72	
	N	13														13	93%	6	6.5	65	
	N	14														13	93%	4	6.5	98	
	N	15														9	64%	3	4.5	90	
	N	16														13	93%	3	6.5	130	
	N	17														14	100%	5	7	84	
	N	18														13	93%	4	6.5	98	
	N	19														12	86%	7	6	51	
	N	20														13	93%	5	6.5	78	
Block Summary															234	84%	83	117	85	0.3	
University Avenue from Carlton Street turn around to South Park Street	S	1														14	100%	7	7	60	0.3
	S	2														10	71%	4	5	75	
	S	3														14	100%	6	7	70	
	S	4														13	93%	3	6.5	130	
	S	5														13	93%	6	6.5	65	
	S	6														11	79%	5	5.5	66	
	S	7														14	100%	3	7	140	
	S	8														13	93%	5	6.5	78	
	S	9														6	43%	1	3	180	
	S	10														12	88%	3	6	120	
	S	11														13	93%	6	6.5	65	
	S	12														11	79%	4	5.5	83	
	S	13														13	93%	3	6.5	130	
	S	14														14	100%	5	7	84	
	S	15														14	100%	6	7	70	
	S	16														12	86%	4	6	90	
	S	17														12	86%	4	6	90	
	S	18														11	79%	2	5.5	165	
	S	19														14	100%	3	7	140	
	S	20														14	100%	5	7	84	
	S	21														14	100%	6	7	70	
	S	22														13	93%	4	6.5	98	
	S	23														10	71%	3	5	100	
	S	24														14	100%	1	7	420	
	S	25														12	86%	4	6	90	
	S	26														13	93%	4	6.5	98	
	S	27														10	71%	2	5	150	
Block Summary															334	89%	109	167	92	0.3	

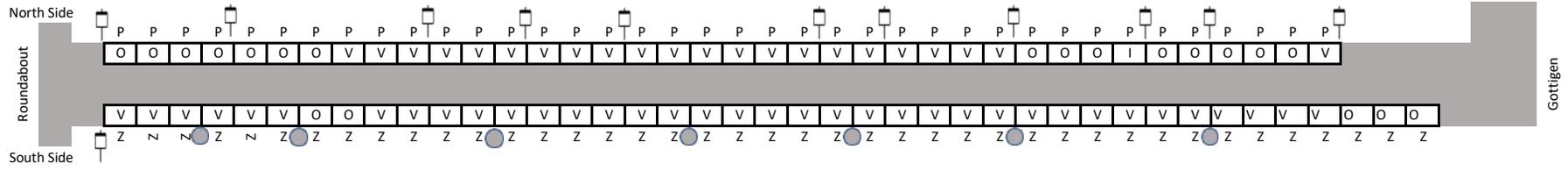
Block	Side	Space	Time														Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)		
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30								
Morris Street from South Park Street to Queen Street	N	1															14	100%	2	7	210			
	N	2															12	86%	1	6	360			
	N	3															10	71%	3	5	100			
	N	4															10	71%	3	5	100			
	N	5															14	100%	3	7	140			
	N	6															14	100%	1	7	420			
	N	7															10	71%	4	5	75			
	N	9															13	93%	3	6.5	130			
	N	10															14	100%	1	7	420			
	N	11															11	79%	2	5.5	165			
	N	12															10	71%	3	5	100			
	N	13															13	93%	3	6.5	130			
	N	14															14	100%	4	7	105			
	N	16															10	71%	2	5	150			
	N	17															14	100%	2	7	210			
	N	18															14	100%	1	7	420			
	Block Summary																	197	88%	38	98.5		156	0.2
	Morris Street from Queen street to Barrington Street	N	1															11	79%	2	5.5		165	
N		2															12	86%	3	6	120			
N		3															14	100%	1	7	420			
N		4															14	100%	1	7	420			
N		5															12	86%	4	6	90			
N		6															13	93%	3	6.5	130			
N		7															0	0%	0	0				
N		8															13	93%	4	6.5	98			
N		9															14	100%	3	7	140			
N		10															14	100%	1	7	420			
N		11															14	100%	1	7	420			
N		12															5	36%	1	2.5	150			
N		13															5	36%	1	2.5	150			
Block Summary																	141	77%	25	70.5	169	0.1		
Morris Street from Hollis St. to Barrington St.	N	1															7	50%	2	3.5	105			
	N	2															8	57%	2	4	120			
	N	3															8	57%	3	4	80			
	N	4															9	64%	2	4.5	135			
	N	5															9	64%	4	4.5	68			
	N	6															8	57%	4	4	60			
	N	7															6	43%	2	3	90			
N	8															2	14%	1	1	60				
Block Summary																	57	51%	20	28.5	86	0.2		
Morris Street from Lower Water St. to Hollis St.	N	1															13	93%	5	6.5	78			
	N	2															13	93%	3	6.5	130			
	N	3															11	79%	3	5.5	110			
	N	4															13	93%	3	6.5	130			
	N	5															13	93%	4	6.5	98			
	N	6															9	64%	4	4.5	68			
	N	7															12	86%	3	6	120			
	N	8															13	93%	3	6.5	130			
	N	9															9	64%	3	4.5	90			
	N	10															8	57%	2	4	120			
	N	11															11	79%	2	5.5	165			
Block Summary																	125	81%	35	62.5	107	0.2		
Morris Street from South Park Street to Queen Street	S	1															14	100%	1	7	420			
	S	2															14	100%	3	7	140			
	S	3															14	100%	2	7	210			
	S	4															11	79%	3	5.5	110			
	S	5															13	93%	5	6.5	78			
	S	6															10	71%	3	5	100			
	S	7															12	86%	4	6	90			
	S	8															14	100%	5	7	84			
	S	9															12	86%	6	6	60			
Block Summary																	114	90%	32	57	107	0.3		
Morris Street from Hollis St. to Barrington St.	S	1															9	64%	3	4.5	90			
	S	2															5	36%	3	2.5	50			
	S	3															13	93%	2	6.5	195			
	S	4															10	71%	6	5	50			
	S	5															4	29%	3	2	40			
	S	6															8	57%	3	4	80			
	S	7															4	29%	2	2	60			
	S	8															12	86%	1	6	360			
	S	9															4	29%	3	2	40			
Block Summary																	69	55%	26	34.5	80	0.2		

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30						
Queen Street from Morris Street to Clyde Street	E	1														14	100%	2	7	210
	E	2														14	100%	1	7	420
	E	3														14	100%	2	7	210
	E	4														14	100%	2	7	210
	E	5														14	100%	2	7	210
	E	6														14	100%	3	7	140
	E	7														14	100%	3	7	140
	E	8														14	100%	2	7	210
	E	9														14	100%	1	7	420
	E	10														14	100%	4	7	105
	E	11														14	100%	2	7	210
	E	12														14	100%	2	7	210
	E	13														14	100%	3	7	140
	E	14														14	100%	1	7	420
Block Summary															196	100%	30	7	14	0.2
Queen Street from Morris Street to Clyde Street	W	1														14	100%	1	7	420
	W	2														14	100%	1	7	420
	W	3														14	100%	2	7	210
	W	4														14	100%	4	7	105
	W	5														14	100%	1	7	420
	W	6														13	93%	1	6.5	390
	W	7														14	100%	1	7	420
	W	8														14	100%	3	7	140
	W	9														14	100%	1	7	420
	W	10														14	100%	4	7	105
	W	11														14	100%	2	7	210
	W	12														14	100%	2	7	210
	W	13														14	100%	1	7	420
	W	14														14	100%	2	7	210
Block Summary															195	99%	26	97.5	225	0.1
Birmingham Street from Clyde Street to Morris Street	E	1														2	14%	1	1	60
	E	2														7	50%	1	3.5	210
	E	3														13	93%	2	6.5	195
	E	4														13	93%	3	6.5	130
	E	5														14	100%	2	7	210
	E	6														14	100%	2	7	210
	E	7														14	100%	2	7	210
	E	8														14	100%	3	7	140
	E	9														1	7%	1	0.5	30
	E	10														12	86%	3	6	120
	E	11														14	100%	4	7	105
	E	12														13	93%	2	6.5	195
	E	13														14	100%	3	7	140
	E	14														7	50%	1	3.5	210
E	15														14	100%	4	7	105	
Block Summary															166	80%	34	83	146	0.2
Birmingham Street from Clyde Street to Morris Street	W	1														14	100%	1	7	420
	W	2														14	100%	3	7	140
	W	3														14	100%	2	7	210
	W	4														14	100%	2	7	210
	W	5														13	93%	5	6.5	78
	W	6														14	100%	1	7	420
	W	7														14	100%	2	7	210
	W	8														14	100%	1	7	420
	W	9														13	93%	1	6.5	390
	W	10														13	93%	2	6.5	195
	W	11														4	29%	1	2	120
	W	12														14	100%	3	7	140
	W	13														14	100%	1	7	420
Block Summary															169	93%	25	84.5	203	0.1
Dresden Row from Morris Street to Clyde Street	E	1														13	93%	2	6.5	195
	E	2														14	100%	1	7	420
	E	3														14	100%	3	7	140
	E	4														14	100%	1	7	420
	E	5														14	100%	3	7	140
	E	6														14	100%	1	7	420
	E	7														14	100%	4	7	105
	E	8														13	93%	2	6.5	195
	E	9														14	100%	2	7	210
	E	10														7	50%	1	3.5	210
	E	11														12	86%	2	6	180
	E	12														14	100%	3	7	140
	E	13														14	100%	2	7	210
Block Summary															171	94%	27	85.5	190	0.1
Dresden Row from Morris Street to Clyde Street	W	1														3	21%	1	1.5	90
	W	2														14	100%	3	7	140
	W	3														14	100%	1	7	420
	W	4														7	50%	2	3.5	105
	W	5														11	79%	4	5.5	83
	W	6														14	100%	2	7	210
	W	7														12	86%	2	6	180
	W	8														13	93%	4	6.5	98
	W	9														4	29%	1	2	120
	W	10														14	100%	1	7	420
	W	11														14	100%	1	7	420
	W	12														14	100%	1	7	420
	W	13														14	100%	3	7	140
	W	14														14	100%	4	7	105
	W	15														14	100%	3	7	140
Block Summary															159	76%	33	79.5	145	0.2

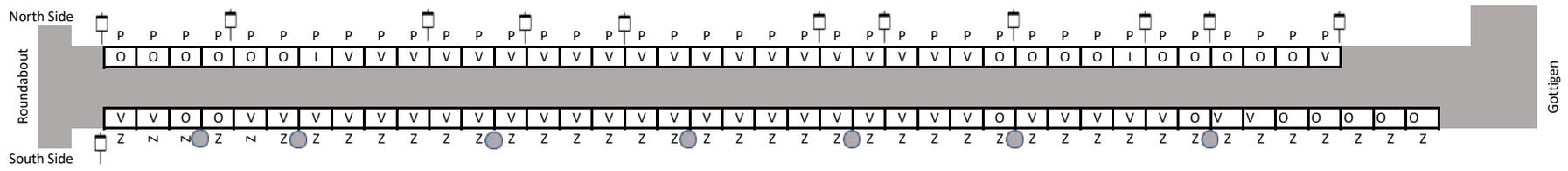
Block	Side	Space	Time													Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00						
Brenton Street from Clyde Street to Morris Street	W	1															14	100%	5	7	84
	W	2															14	100%	3	7	140
	W	3															14	100%	1	7	420
	W	4															14	100%	3	7	140
	W	5															14	100%	2	7	210
	W	6															14	100%	3	7	140
	W	7															14	100%	1	7	420
	W	8															14	100%	1	7	420
	W	9															14	100%	6	7	70
	W	10															14	100%	2	7	210
	W	11															14	100%	3	7	140
	W	12															14	100%	3	7	140
	W	13															14	100%	4	7	105
	W	14															14	100%	1	7	420
	W	15															14	100%	2	7	210
	W	16															13	93%	3	6.5	130
	W	17															13	93%	2	6.5	195
	W	18															14	100%	4	7	105
	W	19															14	100%	1	7	420
Block Summary																264	99%	50	132	158	0.2
Brenton Street from Clyde Street to Morris Street	E	1															14	100%	3	7	140
	E	2															14	100%	2	7	210
	E	3															14	100%	5	7	84
	E	4															3	21%	1	1.5	90
	E	5															14	100%	3	7	140
	E	6															14	100%	1	7	420
	E	7															13	93%	4	6.5	98
	E	8															13	93%	4	6.5	98
	E	9															14	100%	1	7	420
	E	10															14	100%	5	7	84
	E	11															13	93%	4	6.5	98
	E	12															13	93%	4	6.5	98
	E	13															12	86%	3	6	120
	E	14															7	50%	3	3.5	70
	E	15															14	100%	2	7	210
Block Summary																186	89%	45	93	124	0.2
Cathedral Lane from Morris Street to Spring Garden Road	E	1															14	100%	5	7	84
	E	2															14	100%	5	7	84
	E	3															13	93%	6	6.5	65
	E	4															5	38%	2	2.5	75
	E	5															13	93%	3	6.5	130
	E	6															14	100%	5	7	84
	E	7															11	79%	4	5.5	83
	E	8															12	86%	5	6	72
	E	9															14	100%	6	7	70
	E	10															12	86%	4	6	90
	E	11															12	86%	3	6	120
	E	12															12	86%	4	6	90
	E	13															12	86%	3	6	120
	E	14															14	100%	5	7	84
	E	15															14	100%	4	7	105
	E	16															14	100%	5	7	84
	E	17															13	93%	6	6.5	65
	E	18															13	93%	4	6.5	98
	E	19															14	100%	5	7	84
	E	20															14	100%	5	7	105
	E	21															12	86%	3	6	120
	E	22															11	79%	4	5.5	83
	E	23															14	100%	5	7	84
	E	24															13	93%	58	6.5	7
	E	25															11	79%	4	5.5	83
	E	26															13	93%	5	6.5	78
	E	27															14	100%	1	7	420
Block Summary																342	90%	168	171	61	0.4
Cathedral Lane from Morris Street to Spring Garden Road	W	1															6	43%	2	3	90
	W	2															9	64%	4	4.5	68
	W	3															13	93%	2	6.5	195
	W	4															6	43%	1	3	180
Block Summary																34	61%	9	17	113	0.2
South Park Street from Spring Garden Road to Morris Street	W	1															3	21%	1	1.5	90
	W	2															9	64%	1	4.5	270
	W	3															13	93%	5	6.5	78
	W	4															14	100%	4	7	105
	W	5															10	71%	4	5	75
	W	6															1	7%	1	0.5	30
	W	7															14	100%	3	7	140
	W	8															14	100%	4	7	105
	W	9															14	100%	1	7	420
	W	10															14	100%	4	7	105
	W	11															9	64%	1	4.5	270
	W	12															4	29%	1	2	120
Block Summary																119	71%	30	59.5	119	0.2
South Park Street from Spring Garden Road to Morris Street	E	1															14	100%	6	7	70
	E	2															13	93%	5	6.5	78
	E	3															13	93%	4	6.5	98
	E	4															13	93%	4	6.5	98
	E	5															13	93%	5	6.5	78
	E	6															14	100%	2	7	210
	E	7															13	93%	3	6.5	130
	E	8															12	86%	3	6	120
	E	9															13	93%	6	6.5	65
	E	10															11	79%	3	5.5	110
	E	11															13	93%	7	6.5	56
	E	12															14	100%	4	7	105
	E	13															13	93%	4	6.5	98
	E	14															11	79%	3	5.5	110
	E	15															5	36%	1	2.5	150
	E	16															1	7%	1	0.5	30
	E	17															1	7%	1	0.5	30
Block Summary																199	84%	66	99.5		

Block	Side	Space	Time												Time Periods Used	Occupancy	# of Different Vehicles	Total Vehicle Hours	Average Duration (Minutes)	Avg. Veh. Per Space (Turnover)	
			9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30							15:00
South Park Street from University Avenue to South Street	W	1														14	100%	1	7	420	0.1
	W	2														0	0%	0	0	-	
	W	3														14	100%	4	7	105	
	W	4														3	21%	1	1.5	90	
	W	5														13	93%	5	6.5	78	
	W	6														0	0%	0	0	-	
	W	7														0	0%	0	0	-	
	W	8														13	93%	5	6.5	78	
	W	9														9	64%	3	4.5	90	
	W	10														14	100%	1	7	420	
Block Summary															80	57%	20	40	120	0.1	
South Park Street from University Avenue to South Street	E	1														13	93%	3	6.5	130	0.3
	E	2														14	100%	6	7	70	
	E	3														14	100%	5	7	84	
	E	4														0	0%	0	0	-	
	E	5														11	79%	4	5.5	83	
	E	6														13	93%	4	6.5	98	
	E	7														13	93%	3	6.5	130	
Block Summary															78	86%	25	39	94	0.3	
Church Street from Morris Street to South Street	W	1														14	100%	5	7	84	0.2
	W	3														13	93%	4	6.5	98	
	W	4														12	86%	2	6	180	
	W	5														14	100%	5	7	84	
	W	6														12	86%	5	6	72	
	W	7														14	100%	1	7	420	
	W	8														14	100%	1	7	420	
	W	9														9	64%	4	4.5	68	
	W	10														12	86%	3	6	120	
	W	11														13	93%	4	6.5	98	
	W	12														13	93%	4	6.5	98	
	W	13														13	93%	5	6.5	78	
	W	14														14	100%	1	7	420	
	W	15														14	100%	4	7	105	
	W	16														12	86%	3	6	120	
	W	17														13	93%	4	6.5	98	
	W	18														12	86%	2	6	180	
	W	19														12	86%	3	6	120	
	W	20														13	93%	5	6.5	78	
Block Summary															243	91%	65	121.5	112	0.2	
Queen Street from South Street to Morris Street	E	1														12	86%	3	6	120	0.3
	E	2														14	100%	3	7	140	
	E	3														13	93%	4	6.5	98	
	E	4														14	100%	4	7	105	
	E	5														14	100%	5	7	84	
	E	6														12	86%	3	6	120	
	E	7														13	93%	3	6.5	130	
	E	8														14	100%	4	7	105	
	E	9														12	86%	3	6	120	
	E	10														14	100%	4	7	105	
	E	11														12	86%	4	6	90	
	E	12														13	93%	2	6.5	195	
	E	13														14	100%	4	7	105	
	E	14														14	100%	3	7	140	
	E	15														13	93%	5	6.5	78	
	E	16														14	100%	4	7	105	
	E	17														14	100%	5	7	84	
	E	18														12	86%	3	6	120	
	E	19														10	71%	2	5	150	
Block Summary															248	94%	68	124	109	0.3	
Queen Street from South Street to Morris Street	W	1														12	86%	3	6	120	0.5
	W	2														14	100%	14	7	30	
	W	3														14	100%	2	7	210	
	W	4														14	100%	3	7	140	
	W	5														12	86%	5	6	72	
	W	6														13	93%	2	6.5	195	
	W	7														13	93%	4	6.5	98	
	W	8														14	100%	1	7	420	
	W	9														12	86%	4	6	90	
	W	10														13	93%	56	6.5	7	
	W	11														13	93%	4	6.5	98	
	W	12														14	100%	4	7	105	
	W	13														13	93%	4	6.5	98	
	W	14														14	100%	2	7	210	
	W	15														13	93%	2	6.5	195	
	W	16														14	100%	5	7	84	
	W	17														14	100%	6	7	70	
Block Summary															226	95%	121	113	56	0.5	

TOTAL 19 O - Occupied 38 P - Expect by Permit 15 O - Occupied 41 Z - Pay Zone A 5 O - Occupied
 58 V - Vacant 22 V - Vacant 36 V - Vacant
 1 I - Illegal 1 I - Illegal 0 I - Illegal



TOTAL 23 O - Occupied 38 P - Expect by Permit 15 O - Occupied 41 Z - Pay Zone A 9 O - Occupied
 53 V - Vacant 21 V - Vacant 32 V - Vacant
 2 I - Illegal 2 I - Illegal 0 I - Illegal



		Total Spaces	OCCUPIED	VACANT	Illegally Parked	%occ 2020
Rainnie Drive			O	V	I	
Page 1 November 10, 2020 10:45am	(Roundabout to Gottigen St)	78	19	58	1	26%
	Except by Permit	38	15	22	1	42%
	Pay Zone A	41	5	36	0	12%
Page 1 November 10, 2020 10:45am	(Roundabout to Gottigen St)	76	23	53	2	33%
	Except by Permit	38	15	21	2	45%
	Pay Zone A	41	9	32	0	22%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B		C
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	117		117	112	112	112	112	112	112		117
Total # of Paid Sessions	46	227	955	1504	470	487	947	N/A	405	1381	3216
Total # of Free Sessions	0	0	9	77	18	29	57	N/A	37	65	20
Average Session (Minutes)	58	87	82	81	84	85	84	N/A	83	71	73
Median Session (Minutes)	60	75	64	60	72	60	60	N/A	60	60	60
Mode Session (Minutes)	60	60	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	15	10	8	3	15	13	5	N/A	15	5	2
Maximum Session (Minutes)	160	240	240	240	240	240	240	N/A	240	240	240
Total Minutes Parked	2,445	19,896	78,571	121,877	40,456	41,269	79,838	N/A	33,581	98,190	237,559
Total Minutes Available	2,878,200		561,600	1,142,400	268,800	201,600	604,800	134,400	1,075,200		1,404,000
Parking Utilization by Pay Station Payment	1%		14%	11%	15%	20%	13%	N/A	12%		17%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B	B	C
Month-Year	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	14		14	14	14	14	14	14	14		14
Total # of Paid Sessions	7	52	151	223	80	73	196	N/A	81	221	533
Total # of Free Sessions	0	0	0	0	0	0	0	N/A	0	0	1
Average Session (Minutes)	60	78	89	77	101	84	83	N/A	77	70	78
Median Session (Minutes)	60	60	73	60	90	60	60	N/A	60	60	60
Mode Session (Minutes)	60	60	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	30	11	12	15	15	13	13	N/A	15	5	9
Maximum Session (Minutes)	90	240	240	240	240	240	240	N/A	240	240	240
% of Session Longer than 2 hours	0%	10%	16%	13%	21%	14%	11%	N/A	11%	5%	9%
Total Minutes Parked	420	4,075	13,493	17,105	8,064	6,119	16,324	N/A	6,261	15,359	41,588
Total Minutes Available	344,400		67,200	142,800	33,600	25,200	75,600	16,800	134,400		168,000
Parking Utilization by Pay Station Payment	1%		20%	12%	24%	24%	22%	N/A	16%		25%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B	B	C
Month-Year	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20	Nov-20
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	20		20	20	20	20	20	20	20		20
Total # of Paid Sessions	8	61	200	273	81	75	181	N/A	72	281	681
Total # of Free Sessions	0	0	0	0	0	0	0	N/A	0	0	1
Average Session (Minutes)	85	94	81	83	87	73	87	N/A	95	69	75
Median Session (Minutes)	75	90	60	60	75	60	60	N/A	69	60	60
Mode Session (Minutes)	60	60	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	30	30	15	15	15	15	15	N/A	30	8	4
Maximum Session (Minutes)	140	240	240	240	240	240	240	N/A	240	240	240
% of Session Longer than 2 hours	13%	13%	11%	13%	15%	7%	16%	N/A	18%	5%	7%
Total Minutes Parked	680	5,754	16,235	22,578	7,084	5,444	15,657	N/A	6,838	19,295	51,207
Total Minutes Available	492,000		96,000	204,000	48,000	36,000	108,000	24,000	192,000		240,000
Parking Utilization by Pay Station Payment	1%		17%	11%	15%	15%	14%	N/A	14%		21%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B	B	C
Month-Year	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20	Dec-20
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	21		21	21	21	21	21	21	21		21
Total # of Paid Sessions	4	17	163	249	43	66	102	N/A	50	253	500
Total # of Free Sessions	0	0	7	14	2	0	1	N/A	0	10	13
Average Session (Minutes)	96	86	69	74	67	99	77	N/A	91	63	66
Median Session (Minutes)	83	90	60	60	60	60	60	N/A	60	60	60
Mode Session (Minutes)	60	90	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	60	30	8	15	15	15	5	N/A	15	12	2
Maximum Session (Minutes)	160	160	235	235	235	240	235	N/A	235	235	235
% of Session Longer than 2 hours	25%	18%	21%	26%	14%	36%	21%	N/A	24%	15%	15%
Total Minutes Parked	385	1,457	11,278	18,319	2,876	6,559	7,900	N/A	4,549	16,558	33,750
Total Minutes Available	516,600		100,800	214,200	50,400	37,800	113,400	25,200	201,600		252,000
Parking Utilization by Pay Station Payment	0%		11%	9%	6%	17%	7%	N/A	10%		13%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B	B	C
Month-Year	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21	Jan-21
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	20		20	20	20	20	20	20	20		20
Total # of Paid Sessions	8	44	140	259	66	84	132	N/A	61	244	491
Total # of Free Sessions	0	0	2	2	0	0	1	N/A	1	1	5
Average Session (Minutes)	47	87	86	82	75	81	82	N/A	73	78	73
Median Session (Minutes)	60	75	75	60	60	60	60	N/A	60	60	60
Mode Session (Minutes)	60	60	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	15	10	15	3	15	15	11	N/A	15	7	15
Maximum Session (Minutes)	60	186	240	240	240	240	240	N/A	240	240	240
% of Session Longer than 2 hours	0%	18%	16%	14%	6%	19%	14%	N/A	11%	14%	12%
Total Minutes Parked	375	3,825	12,280	21,513	4,939	6,770	10,963	N/A	4,525	19,075	35,839
Total Minutes Available	492,000		96,000	204,000	48,000	36,000	108,000	24,000	192,000		240,000
Parking Utilization by Pay Station Payment	1%		13%	11%	10%	19%	10%	N/A	12%		15%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B	B	C
Month-Year	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21	Feb-21
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	19		19	19	19	19	19	19	19		19
Total # of Paid Sessions	12	20	124	225	90	95	140	N/A	60	142	416
Total # of Free Sessions	0	0	0	0	0	0	0	N/A	0	0	0
Average Session (Minutes)	35	79	80	82	90	86	91	N/A	79	72	75
Median Session (Minutes)	30	60	68	60	75	60	60	N/A	60	60	60
Mode Session (Minutes)	30	30	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	15	17	15	15	15	15	13	N/A	15	15	12
Maximum Session (Minutes)	90	240	240	240	240	240	240	N/A	240	240	240
% of Session Longer than 2 hours	0%	10%	10%	12%	12%	18%	19%	N/A	10%	8%	8%
Total Minutes Parked	420	1,588	9,892	18,433	8,120	8,206	12,794	N/A	4,743	10,270	31,135
Total Minutes Available	467,400		91,200	193,800	45,600	34,200	102,600	22,800	182,400		228,000
Parking Utilization by Pay Station Payment	0%		11%	10%	18%	24%	12%	N/A	8%		14%

	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)	Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)	Brunswick Street (Sackville St to Doyle St)		
Pay Station ID	PS036	PS035	PS037	PS040	PS042	PS043	PS044	N/A	PS064	PS065	PS075
Zone	A	A	A	B	B	B	B	B	B	B	C
Month-Year	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21	Mar-21
Number of Parking Spaces	41		8	17	4	3	9	2	16		20
Number of Paid Parking Days	23		23	18	18	18	18	18	18		23
Total # of Paid Sessions	7	33	177	275	110	94	196	N/A	81	240	595
Total # of Free Sessions	0	0	0	61	16	29	55	N/A	36	54	0
Average Session (Minutes)	24	97	87	87	85	87	83	N/A	81	73	74
Median Session (Minutes)	30	75	60	60	69	60	60	N/A	60	60	60
Mode Session (Minutes)	30	60	60	60	60	60	60	N/A	60	60	60
Minimum Session (Minutes)	15	15	15	9	15	15	15	N/A	15	14	3
Maximum Session (Minutes)	30	240	240	240	240	240	240	N/A	240	240	240
% of Session Longer than 2 hours	0%	24%	16%	15%	11%	19%	10%	N/A	12%	6%	6%
Total Minutes Parked	165	3,197	15,394	23,930	9,372	8,171	16,200	N/A	6,664	17,633	44,041
Total Minutes Available	565,800		110,400	183,600	43,200	32,400	97,200	21,600	172,800		276,000
Parking Utilization by Pay Station Payment	1%		12%	13%	22%	25%	17%	N/A	14%		16%

Pay Station ID Zone	Rainnie Drive (Cogswell St to Gottingen St)		Brunswick Street (Cogswell St to Duke St)		Brunswick Street (Duke St to Carmichael St)		Brunswick Street (Carmichael St to Prince St)		Brunswick Street (Prince St to Sackville St)		Brunswick Street (Sackville St to Doyle St)	
	PS036 A	PS035 A	PS037 A	PS040 B	PS042 B	PS043 B	PS044 B	N/A B	PS064 B	PS065 B	PS075 C	PS075 C
Month-Year	21-Aug	21-Aug	21-Aug	21-Aug		21-Aug	21-Aug	21-Aug		21-Aug	21-Aug	21-Aug
Number of Parking Spaces	41		8	17		4	3	9		2	16	20
Number of Paid Parking Days	21		21	21		21	21	21		21	21	21
Total # of Paid Sessions	6	34	172	326		225	154	419	N/A	272	474	879
Total # of Free Sessions	0	0	0	0		0	0	0	N/A	0	0	0
Average Session (Minutes)	131	127	99	88		93	163	103	N/A	92	62	64
Median Session (Minutes)	100	116	78	60		60	77	78	N/A	72	60	59
Mode Session (Minutes)	60	180	60	60		60	60	60	N/A	60	30	30
Minimum Session (Minutes)	60	16	3	3		15	3	7	N/A	11	6	1
Maximum Session (Minutes)	286	345	420	690		480	609	690	N/A	491	289	300
% of Session Longer than 2 hours	33%	35%	20%	13%		19%	32%	21%	N/A	19%	6%	8%
Total Minutes Parked	786	4,302	17,103	28,692		21,020	25,151	43,197	N/A	24,973	29,429	56,629
Total Minutes Available	516,600		100,800	214,200		50,400	37,800	113,400		25,200	201,600	252,000
Parking Utilization by Pay Station Payment	1%		13%	13%		42%	67%	38%	N/A	27%		22%

APPENDIX F

MMLOS Ananalysis Existing Conditions

SCENARIO: Existing Conditions - AM Peak

Area Type: Regional Centre

MODE					
Brunswick Street at Spring Garden Road					
Target	A	A	A	E	E
Actual	B	D	C	B	B
Brunswick Street at Doyle Street					
Target	B	A	B	E	E
Actual	C	D	N/A	N/A	D
Brunswick Street at Sackville Street					
Target	A	A	B	E	E
Actual	D	D	N/A	B	C
Brunswick Street at Prince Street					
Target	A	A	B	E	E
Actual	B	C	N/A	C	B
Brunswick Street at Carmichael Street					
Target	A	A	B	E	E
Actual	B	C	N/A	B	C
Brunswick Street at Gottingen Street / Duke Street					
Target	A	A	B	E	E
Actual	D	C	A	D	C
Brunswick Street at Cogswell Street					
Target	A	A	B	D	E
Actual	E	E	A	B	B
Rainnie Drive at Gottingen Street					
Target	A	A	B	E	E
Actual	B	B	N/A	A	C

SCENARIO: Existing Conditions - PM Peak

Area Type: Regional Centre

MODE					
Brunswick Street at Spring Garden Road					
Target	A	A	A	E	E
Actual	B	D	C	B	B
Brunswick Street at Doyle Street					
Target	B	A	B	E	E
Actual	C	D	N/A	N/A	D
Brunswick Street at Sackville Street					
Target	A	A	B	E	E
Actual	D	D	N/A	B	C
Brunswick Street at Prince Street					
Target	A	A	B	E	E
Actual	B	C	N/A	B	B
Brunswick Street at Carmichael Street					
Target	A	A	B	E	E
Actual	B	C	N/A	C	D
Brunswick Street at Gottingen Street / Duke Street					
Target	A	A	B	E	E
Actual	D	C	B	C	B
Brunswick Street at Cogswell Street					
Target	A	A	B	D	E
Actual	E	E	A	B	B
Rainnie Drive at Gottingen Street					
Target	A	A	B	E	E
Actual	B	B	N/A	A	C

INTERSECTION: Brunswick Street / Spring Garden Road

SCENARIO: Existing AM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 10.7m = LOS C
- Cycle Length = Not signalized. Stop Control with one major leg crosswalk marked (SGR) and marked crosswalk on Brunswick Street, LOS B.

CYCLISTS = LOS D

- 3 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
 - ▲ 1 lane change to make a left
- SGR EB/WB curb lane < 4m, Brunswick St < 4m. Score = 0% = LOS F
- Cycle Length = Not signalized, SGR not stop controlled, one lane on major street = LOS B.

TRANSIT = LOS C

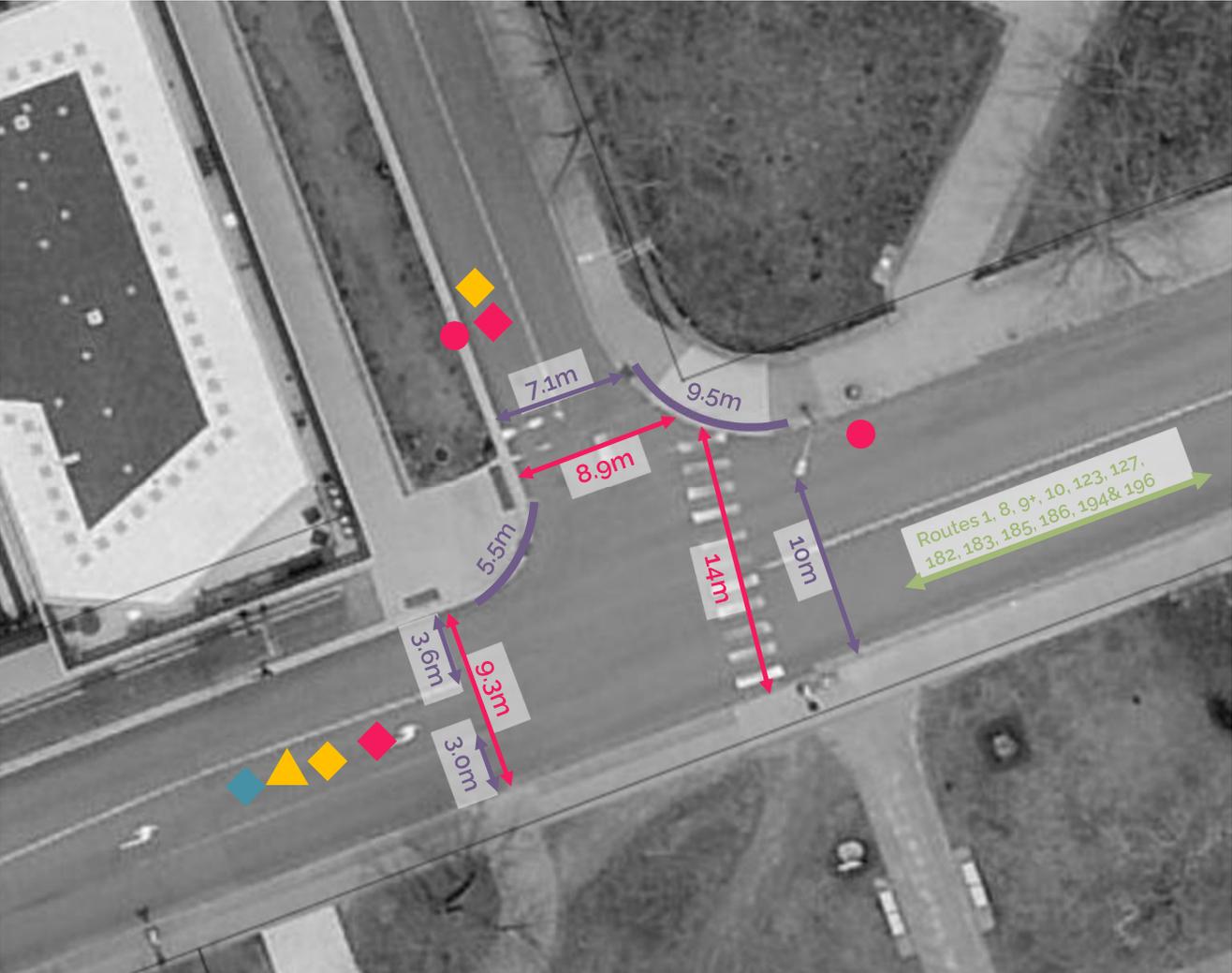
- Transit priority on SGR = 0, LOS F
- V/C = 0.15 = LOS A
- Delay = 0 sec = LOS A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 3.9m = LOS B
- Average Effective Right Turning Radius = 7.5m = LOS F
- Delay = 4.9 seconds = LOS A

AUTOMOBILES = LOS B

- 1 turning lanes of 3 movements = 33.3% = LOS D
 - 1 left turn lane
- No turn prohibitions = LOS A
- Delay = 5.2 seconds = LOS A



INTERSECTION: Brunswick Street /Doyle Street

SCENARIO: Existing AM

PEDESTRIANS = LOS C

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 9.3m = LOS B
- Cycle Length = Not signaled, All minor leg crosswalks marked = LOS D.

CYCLISTS = LOS D

- 2 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
- Doyle St curb lane = 4m, Brunswick St curb lanes <4m. Score = 16% = LOS F
- Cycle Length = Not signaled, Doyle is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

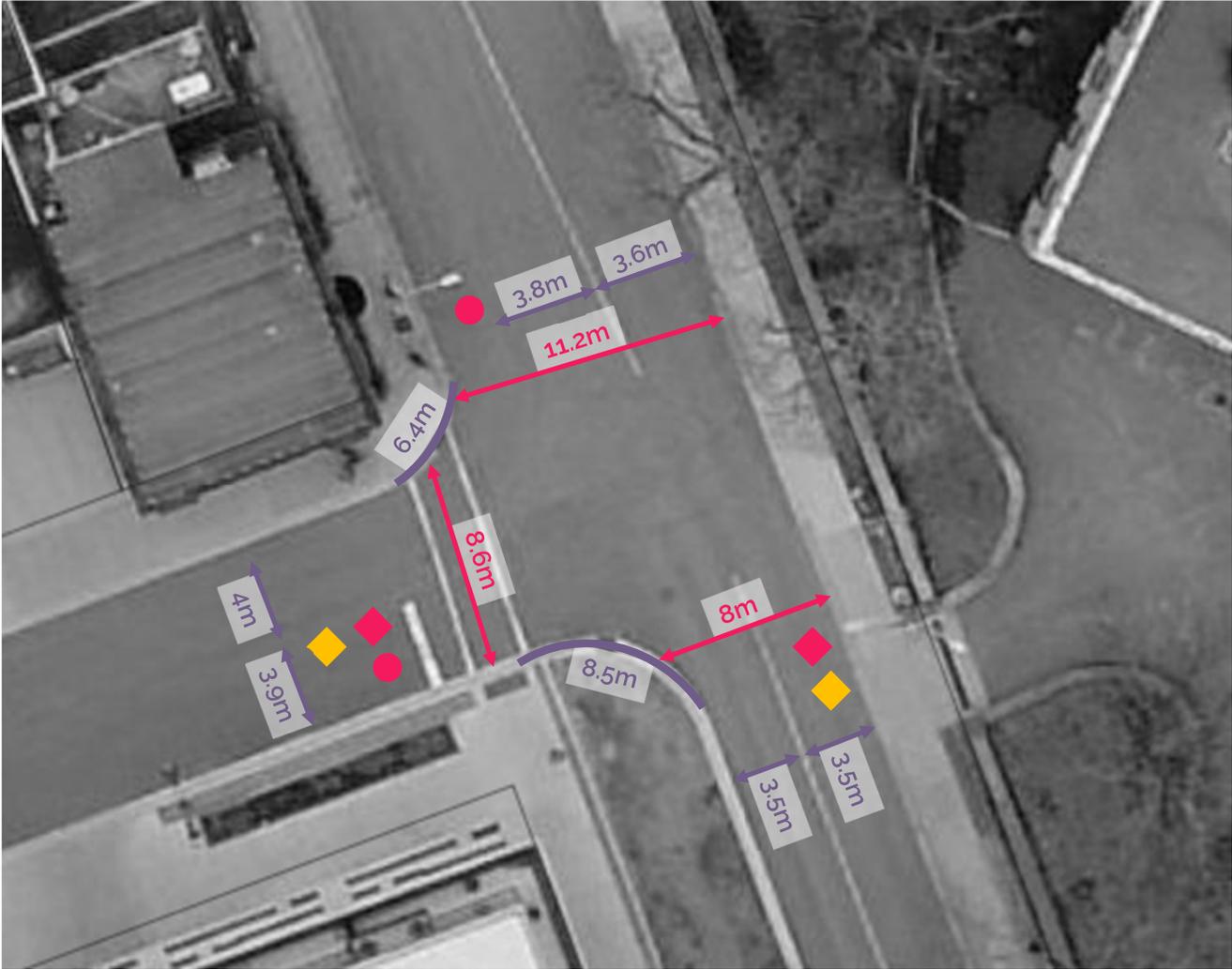
- Not a transit priority corridor
- Not a transit route

GOODS MOVEMENT = N/A

- Average Curb Lane Width = 3.7 m = LOS C
- Average Effective Right Turning Radius = 7.5 m = LOS F
- Delay = No Data Available

AUTOMOBILES = LOS D

- ◆ 0 turning lanes of 4 possible movements = LOS F
- 0 turn prohibitions = LOS A
- Delay = No Data Available



INTERSECTION: Brunswick Street / Sackville Street

SCENARIO: Existing AM

PEDESTRIANS = LOS D

- 10 uncontrolled conflicts with pedestrians = LOS C
 - ◆ 3 permitted left turn
 - 3 right turn on green
 - ▲ 3 right turn on red
 - 1 right turn channel
- Average Pedestrian Crossing = 24.6m = LOS F
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS D

- 8 uncontrolled conflict with cyclists= LOS C
 - ◆ 3 permitted left turn
 - ▲ 4 lane changes to make a left turn
 - 1 right turn channel
- Brunswick SB < 4m, Brunswick NB = painted bike lane, Sackville EB <4m, Score = 24% = LOS F
- Cycle Length = 80 seconds = LOS C

TRANSIT = N/A

- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.3m = LOS A
- Average Effective Right Turning Radius = 17.3m = LOS B
- Delay = 25.5seconds = LOS C

AUTOMOBILES = LOS C

- ◆ 4 turning lane of 6 possible movements = 67% = LOS B
- 3 turn prohibitions = LOS D
 - Sackville Street is one-way on the east leg of the intersection, all movements from Sackville EB are prohibited.
- Delay = 25.5 seconds = LOS C



INTERSECTION: Brunswick Street / Prince Street

SCENARIO: Existing AM

PEDESTRIANS = LOS B

- 3 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 right turn on green
 - ▲ 1 right turn on red
- Average Pedestrian Crossing = 14m = LOS C
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS C

- 2 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
 - ▲ 1 lane changes to make a left turn
- Brunswick SB & NB = painted bike lane, Prince WB >4m Score = 56% = LOS D
- Cycle Length = 80 seconds = LOS C

TRANSIT = N/A

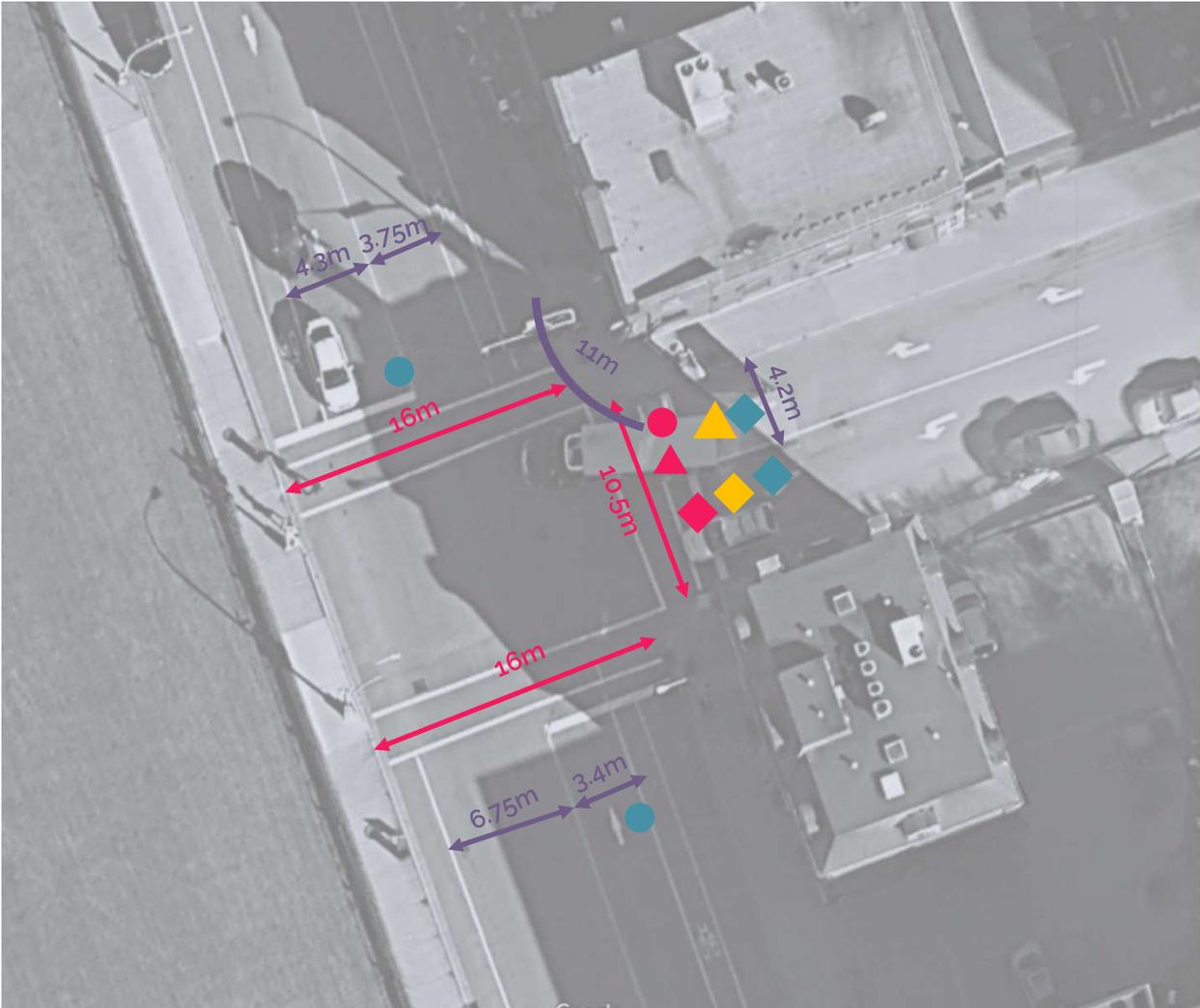
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 4.5m = LOS A
- Average Effective Right Turning Radius = 11m = LOS E
- Delay = 22.3 seconds = LOS C

AUTOMOBILES = LOS B

- ◆ 2 turning lane of 2 possible movements = 100% = LOS A
- 2 turn prohibitions = LOS C
 - Prince Street is one-way, movements from Brunswick Street to Prince Street are restricted.
- Delay = 23.2 seconds = LOS C



INTERSECTION: Brunswick Street / Carmichael Street

SCENARIO: Existing AM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 3 uncontrolled right turns
- Average Pedestrian Crossing = 14m = LOS C
- Cycle Length = Not signalized, Stop Control with one major leg crosswalk marked (Brunswick) and marked crosswalk on Carmichael Street, LOS B.

CYCLISTS = LOS C

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Brunswick SB & NB = painted bike lane, Carmichael WB >4m Score = 56% = LOS D
- Cycle Length = Not signalized, Brunswick not stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

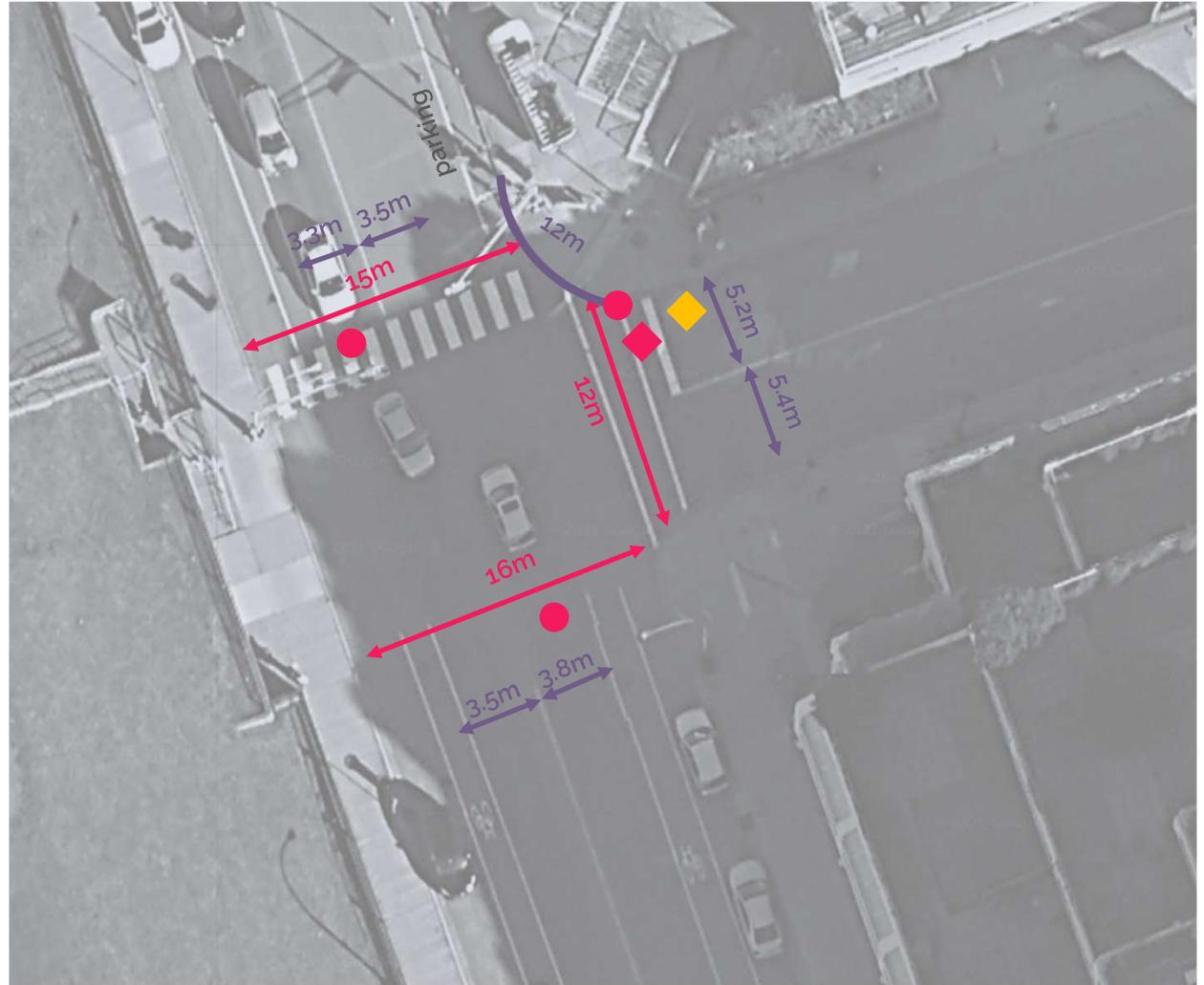
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.5m = LOS A
- Average Effective Right Turning Radius = 12m = LOS E
- Delay = 2.9 seconds = LOS A

AUTOMOBILES = LOS C

- 0 turning lane of 4 possible movements = 0% = LOS F
- 0 turn prohibitions = LOS A
- Delay = 3.0 seconds = LOS A



INTERSECTION: Brunswick Street / Gottingen Street / Duke Street SCENARIO: Existing AM

PEDESTRIANS = LOS D

- 12 uncontrolled conflicts with pedestrians = LOS D
 - ◆ 4 permitted left turns
 - 4 right turns on red
 - ▲ 4 right turns on green
- Average Pedestrian Crossing = 22.2m = LOS E
- Cycle Length = 80 seconds, LOS C

CYCLISTS = LOS C

- 7 uncontrolled conflict with cyclists = LOS B
 - ◆ 4 permitted left turns
 - ▲ 3 lane changes to make a left
- Brunswick SB & NB = painted bike lane, Gottingen St EB physically separated, Duke St WB >4m Score = 69% = LOS D
- Cycle Length = 80 seconds = LOS C

TRANSIT = LOS A

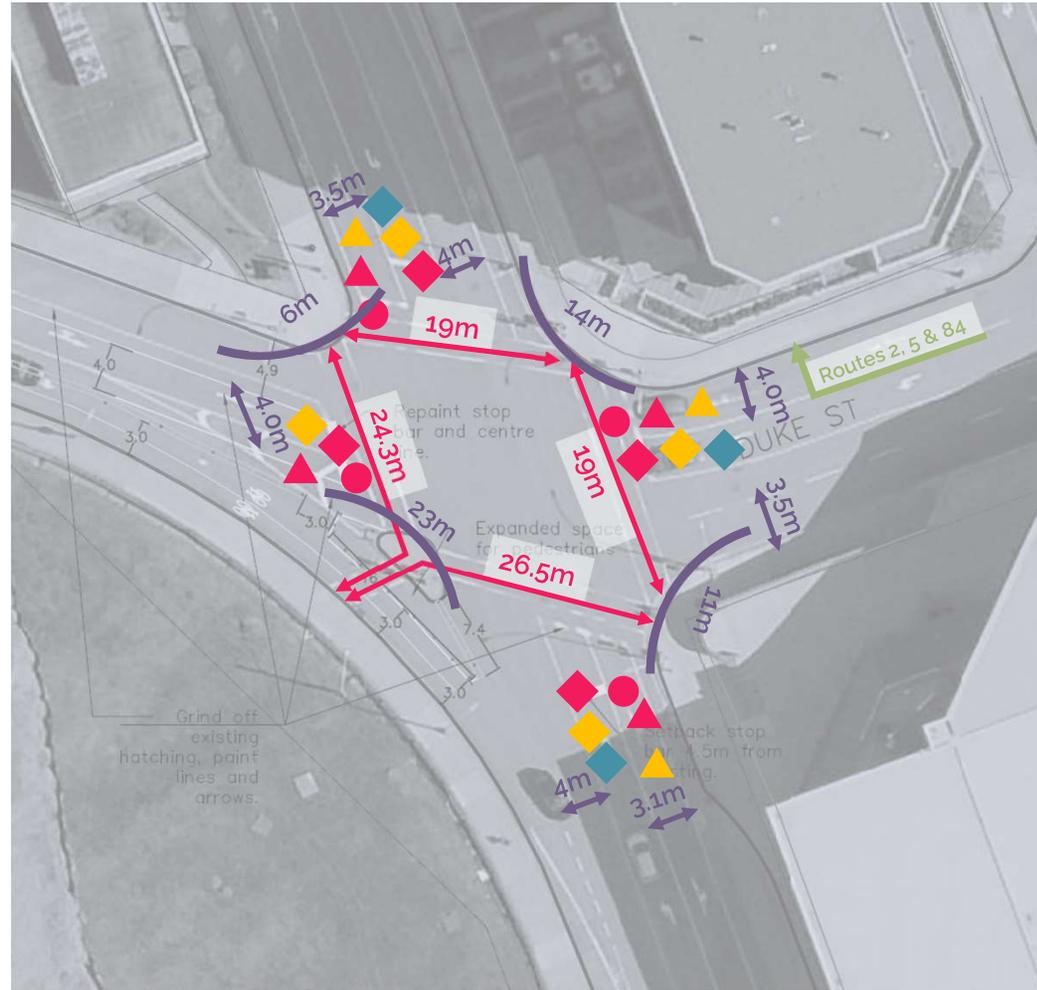
- Not designated as transit priority corridor.
- V/C = 0.24 = LOS A
- Delay = 17.5 seconds = LOS B

GOODS MOVEMENT = LOS D

- Average Curb Lane Width = 3.9m = LOS B
- Average Effective Right Turning Radius = 13.5 = LOS D
- Delay = 82.7 seconds = LOS F

AUTOMOBILES = LOS C

- ◆ 3 turning lane of 8 possible movements = 37.5% = LOS C
- 0 turn prohibitions = LOS A
- Delay = 82.7 seconds = LOS F



INTERSECTION: Brunswick Street / Cogswell Street

SCENARIO: Existing AM

PEDESTRIANS = LOS E

- 14 uncontrolled conflicts with pedestrians = LOS F
 - ◆ 4 permitted left turn
 - 4 right turn on red
 - ▲ 4 right turn on green
 - 2 right turn channels
- Average Pedestrian Crossing = 29m = LOS F
- Cycle Length = 85 seconds = LOS C

CYCLISTS = LOS E

- 16 uncontrolled conflict with cyclists= LOS F
 - ◆ 4 permitted left turn
 - 3 right turn lanes
 - 2 right turn channels
 - ▲ 7 lane changes to make a left turn
- Brunswick SB <4m, Brunswick St NB = right turn lane, Cogswell St EB and WB = right turn lane, Score = -17% = LOS F
- Cycle Length = 85 seconds = LOS C

TRANSIT = LOS A

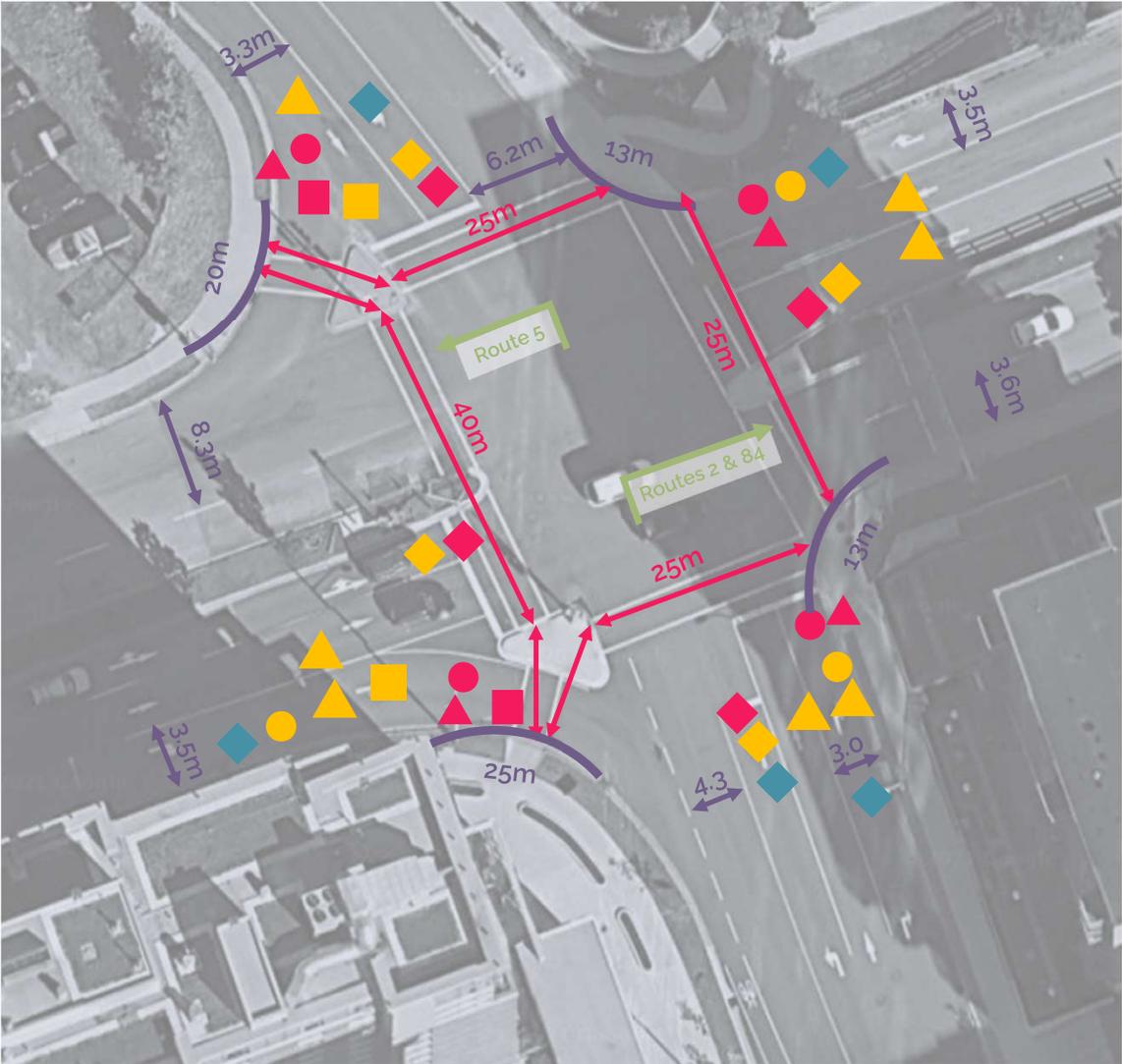
- Not designated as transit priority corridor.
- V/C = 0.15 = LOS A
- Delay = 10 seconds = LOS A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.5m = LOS A
- Average Effective Right Turning Radius = 18m = LOS B
- Delay = 15.3 seconds = LOS B

AUTOMOBILES = LOS B

- ◆ 5 turning lane of 8 possible movements = 63% = LOS B
- Delay = 0 turn prohibitions = LOS A
- 15.3 seconds = LOS B



INTERSECTION: Rainnie Drive / Gottingen Street

SCENARIO: Existing AM

PEDESTRIANS = LOS B

- 2 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 uncontrolled right turns
- Average Pedestrian Crossing = 14m = LOS C
- Cycle Length = Not signalized, Stop Control with crosswalk on Gottingen Street and Rainnie Drive, LOS B.

CYCLISTS = LOS B

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Gottingen WB & Rainnie EB = physically separated bike lane (through tactical design), Gottingen St SB >4m Score = 88% = LOS B
- Cycle Length = Not signalized, Rainnie is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

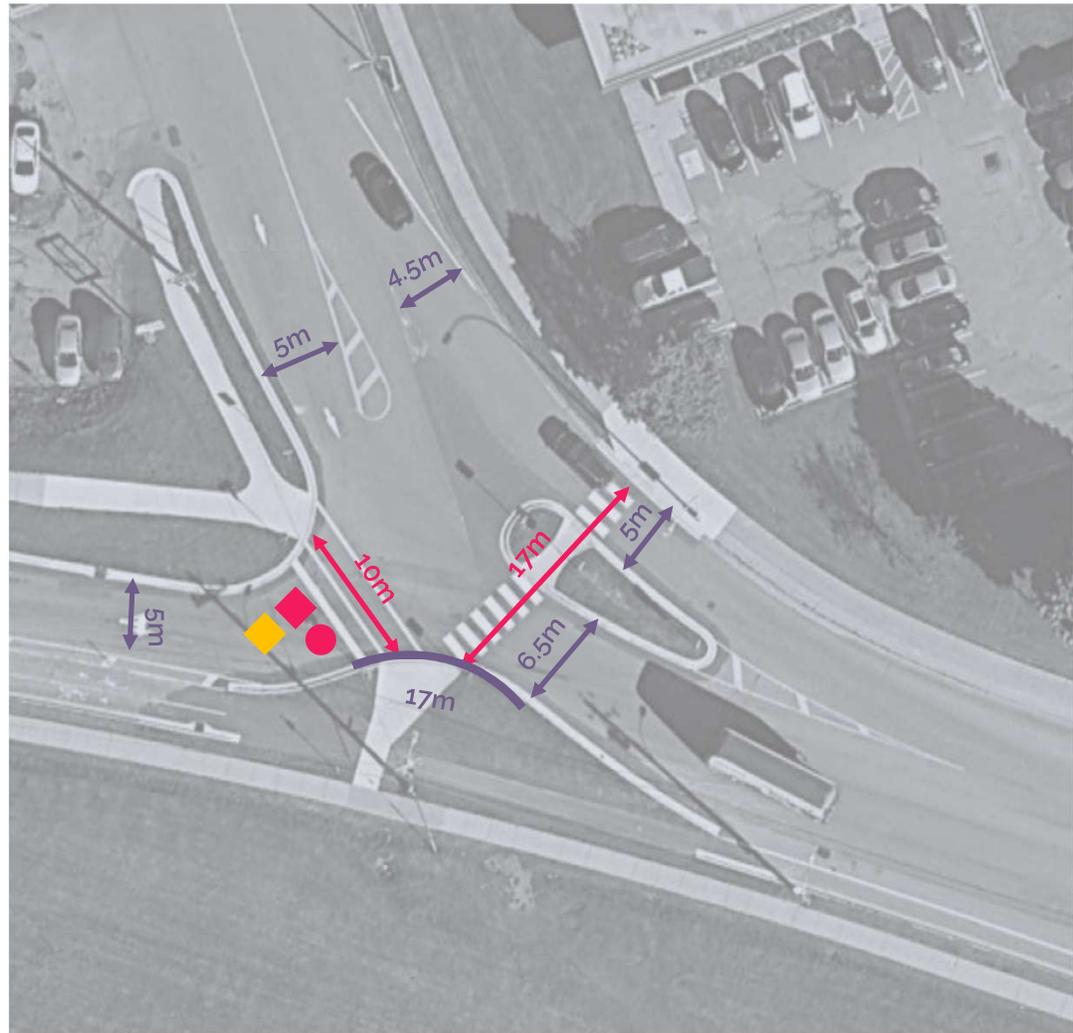
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS A

- Average Curb Lane Width = 5m = LOS A
- Average Effective Right Turning Radius = 17m = LOS B
- Delay = 0 = LOS A

AUTOMOBILES = LOS C

- 0 turning lane of 2 possible movements = 0% = LOS F
- 2 turn prohibitions = LOS C
- Delay = 0 seconds = LOS A



INTERSECTION: Brunswick Street / Spring Garden Road

SCENARIO: Existing PM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 10.7m = LOS C
- Cycle Length = Not signalized. Stop Control with one major leg crosswalk marked (SGR) and marked crosswalk on Brunswick Street, LOS B.

CYCLISTS = LOS D

- 3 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
 - ▲ 1 lane change to make a left
- SGR EB/WB curb lane < 4m, Brunswick St < 4m. Score = 0% = LOS F
- Cycle Length = Not signalized, SGR not stop controlled, one lane on major street = LOS B.

TRANSIT = LOS C

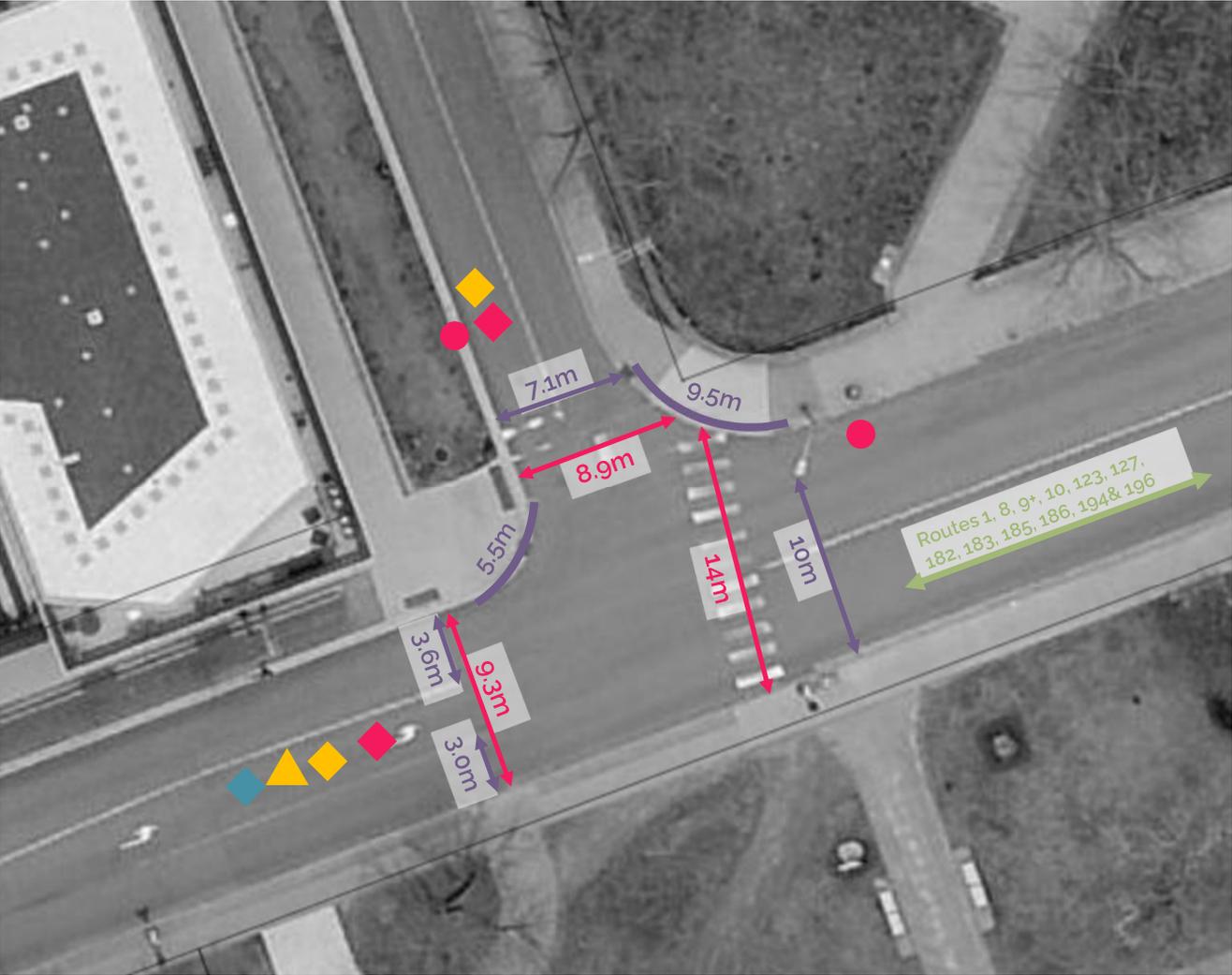
- Transit priority on SGR = 0, LOS F
- V/C = 0.22 = LOS A
- Delay = 0 sec = LOS A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 3.9m = LOS B
- Average Effective Right Turning Radius = 7.5m = LOS F
- Delay = 2.1 seconds = LOS A

AUTOMOBILES = LOS B

- 1 turning lanes of 3 movements = 33.3% = LOS D
 - 1 left turn lane
- No turn prohibitions = LOS A
- Delay = 3.1 seconds = LOS A



INTERSECTION: Brunswick Street /Doyle Street

SCENARIO: Existing PM

PEDESTRIANS = LOS C

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 9.3m = LOS B
- Cycle Length = Not signaled, All minor leg crosswalks marked = LOS D.

CYCLISTS = LOS D

- 2 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
- Doyle St curb lane = 4m, Brunswick St curb lanes <4m. Score = 16% = LOS F
- Cycle Length = Not signaled, Doyle is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

- Not a transit priority corridor
- Not a transit route

GOODS MOVEMENT = N/A

- Average Curb Lane Width = 3.7 m = LOS C
- Average Effective Right Turning Radius = 7.5 m = LOS F
- Delay = No Data Available

AUTOMOBILES = LOS D

- ◆ 0 turning lanes of 4 possible movements = LOS F
- 0 turn prohibitions = LOS A
- Delay = No Data Available



INTERSECTION: Brunswick Street / Sackville Street

SCENARIO: Existing PM

PEDESTRIANS = LOS D

- 10 uncontrolled conflicts with pedestrians = LOS C
 - ◆ 3 permitted left turn
 - 3 right turn on green
 - ▲ 3 right turn on red
 - 1 right turn channel
- Average Pedestrian Crossing = 24.6m = LOS F
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS D

- 8 uncontrolled conflict with cyclists= LOS C
 - ◆ 3 permitted left turn
 - ▲ 4 lane changes to make a left turn
 - 1 right turn channel
- Brunswick SB < 4m, Brunswick NB = painted bike lane, Sackville EB < 4m, Score = 24% = LOS F
- Cycle Length = 80 seconds = LOS C

TRANSIT = N/A

- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.3m = LOS A
- Average Effective Right Turning Radius = 17.3m = LOS B
- Delay = 18.1 seconds = LOS B

AUTOMOBILES = LOS C

- ◆ 4 turning lane of 6 possible movements = 67% = LOS B
- 3 turn prohibitions = LOS D
 - Sackville Street is one-way on the east leg of the intersection, all movements from Sackville EB are prohibited.
- Delay = 18.1 seconds = LOS B



INTERSECTION: Brunswick Street / Prince Street

SCENARIO: Existing PM

PEDESTRIANS = LOS B

- 3 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 right turn on green
 - ▲ 1 right turn on red
- Average Pedestrian Crossing = 14m = LOS C
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS C

- 2 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
 - ▲ 1 lane changes to make a left turn
- Brunswick SB & NB = painted bike lane, Prince WB >4m Score = 56% = LOS D
- Cycle Length = 80 seconds = LOS C

TRANSIT = N/A

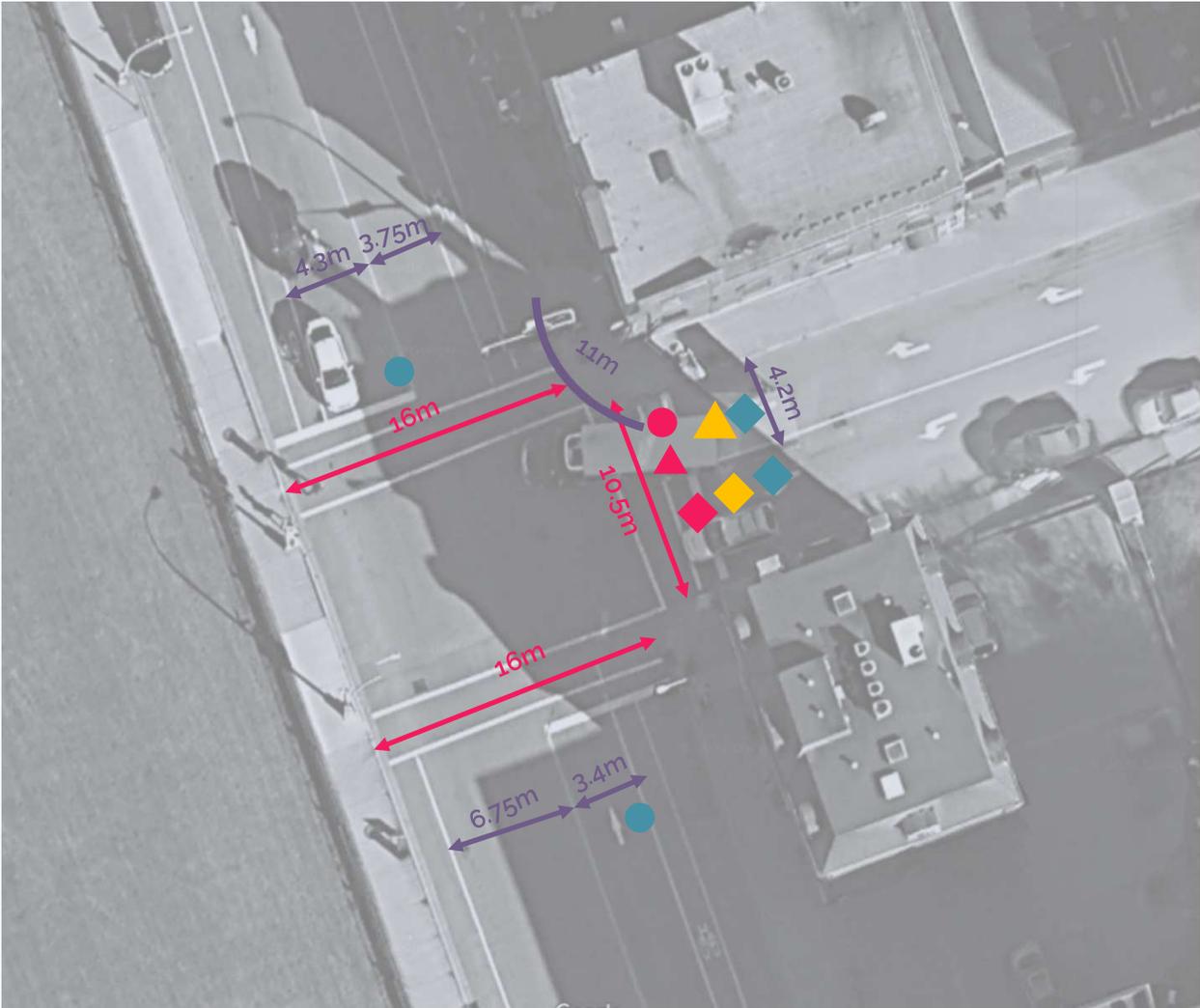
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.5m = LOS A
- Average Effective Right Turning Radius = 11m = LOS E
- Delay = 13.8 seconds = LOS B

AUTOMOBILES = LOS B

- ◆ 2 turning lane of 2 possible movements = 100% = LOS A
- 2 turn prohibitions = LOS C
 - Prince Street is one-way, movements from Brunswick Street to Prince Street are restricted.
- Delay = 19.2 seconds = LOS B



INTERSECTION: Brunswick Street / Carmichael Street

SCENARIO: Existing PM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 3 uncontrolled right turns
- Average Pedestrian Crossing = 14m = LOS C
- Cycle Length = Not signalized, Stop Control with one major leg crosswalk marked (Brunswick) and marked crosswalk on Carmichael Street, LOS B.

CYCLISTS = LOS C

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Brunswick SB & NB = painted bike lane, Carmichael WB >4m Score = 56% = LOS D
- Cycle Length = Not signalized, Brunswick not stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 4.5m = LOS A
- Average Effective Right Turning Radius = 12m = LOS E
- Delay = 63.4 seconds = LOS E

AUTOMOBILES = LOS D

- 0 turning lane of 4 possible movements = 0% = LOS F
- 0 turn prohibitions = LOS A
- Delay = 63.4 seconds = LOS E



INTERSECTION: Brunswick Street / Gottingen Street / Duke Street

SCENARIO: Existing PM

PEDESTRIANS = LOS D

- 12 uncontrolled conflicts with pedestrians = LOS D
 - ◆ 4 permitted left turns
 - 4 right turns on red
 - ▲ 4 right turns on green
- Average Pedestrian Crossing = 22.2m = LOS E
- Cycle Length = 80 seconds, LOS C

CYCLISTS = LOS C

- 7 uncontrolled conflict with cyclists = LOS B
 - ◆ 4 permitted left turns
 - ▲ 3 lane changes to make a left
- Brunswick SB & NB = painted bike lane, Gottingen St EB physically separated, Duke St WB >4m Score = 69% = LOS D
- Cycle Length = 80 seconds = LOS C

TRANSIT = LOS B

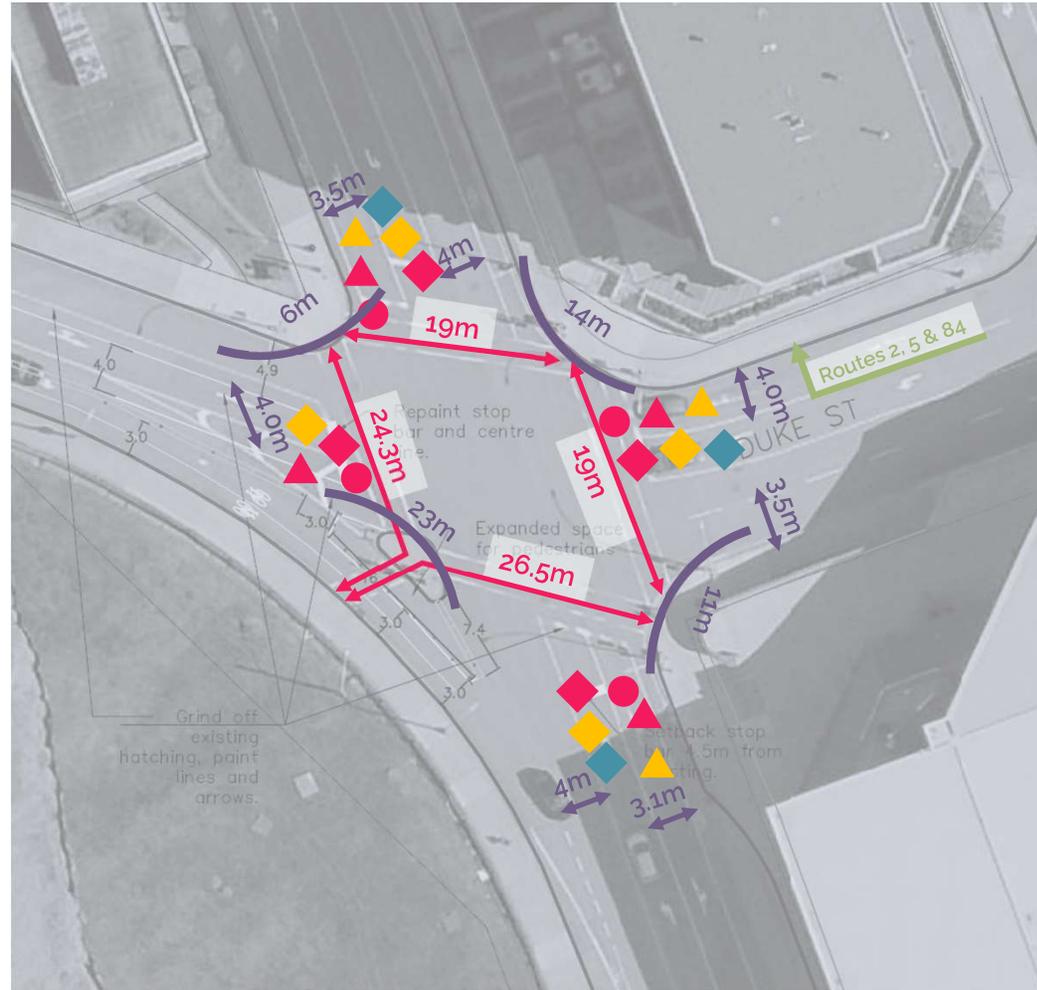
- Not designated as transit priority corridor.
- V/C = 0.67 = LOS B
- Delay = 31.3 seconds = LOS C

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 3.9m = LOS B
- Average Effective Right Turning Radius = 13.5 = LOS D
- Delay = 23.8 seconds = LOS C

AUTOMOBILES = LOS D

- ◆ 3 turning lane of 8 possible movements = 37.5% = LOS C
- 0 turn prohibitions = LOS A
- Delay = 23.8 seconds = LOS C



INTERSECTION: Brunswick Street / Cogswell Street

SCENARIO: Existing PM

PEDESTRIANS = LOS E

- 14 uncontrolled conflicts with pedestrians = LOS F
 - ◆ 4 permitted left turn
 - 4 right turn on red
 - ▲ 4 right turn on green
 - 2 right turn channels
- Average Pedestrian Crossing = 29m = LOS F
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS E

- 16 uncontrolled conflict with cyclists = LOS F
 - ◆ 4 permitted left turn
 - 3 right turn lanes
 - 2 right turn channels
 - ▲ 7 lane changes to make a left turn
- Brunswick SB <4m, Brunswick St NB = right turn lane, Cogswell St EB and WB = right turn lane, Score = -17% = LOS F
- Cycle Length = 80 seconds = LOS C

TRANSIT = LOS A

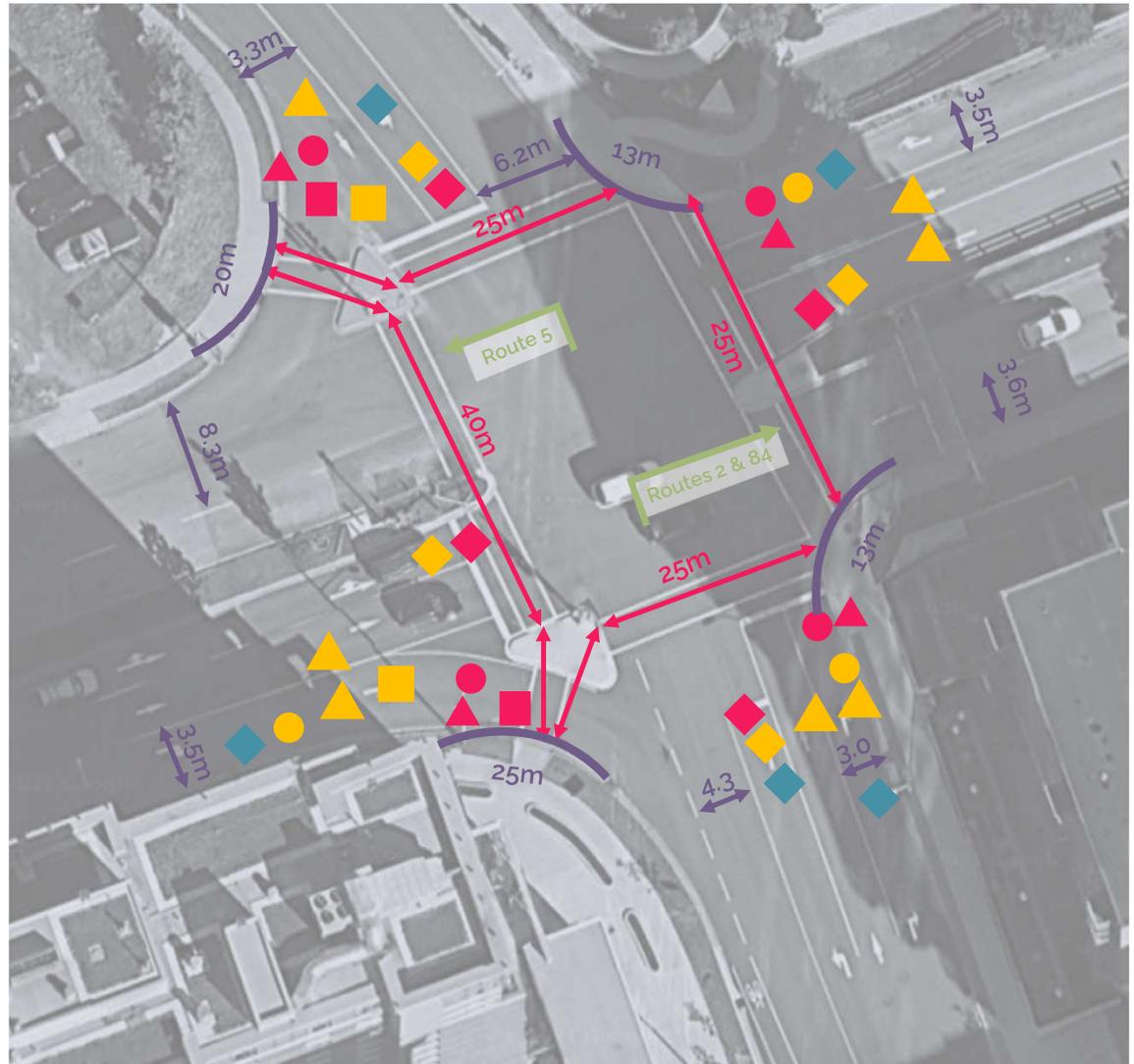
- Not designated as transit priority corridor.
- V/C = 0.05 = LOS A
- Delay = 1.5 seconds = LOS A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.5m = LOS A
- Average Effective Right Turning Radius = 18m = LOS B
- Delay = 11.8 seconds = LOS B

AUTOMOBILES = LOS B

- ◆ 5 turning lane of 8 possible movements = 63% = LOS B
- 0 turn prohibitions = LOS A
- Delay = 11.8 seconds = LOS B



INTERSECTION: Rainnie Drive / Gottingen Street

SCENARIO: Existing PM

PEDESTRIANS = LOS B

- 2 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 uncontrolled right turns
- Average Pedestrian Crossing = 14m = LOS C
- Cycle Length = Not signalized, Stop Control with crosswalk on Gottingen Street and Rainnie Drive, LOS B.

CYCLISTS = LOS B

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Gottingen WB & Rainnie EB = physically separated bike lane (through tactical design), Gottingen St SB >4m Score = 88% = LOS B
- Cycle Length = Not signalized, Rainnie is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS A

- Average Curb Lane Width = 5m = LOS A
- Average Effective Right Turning Radius = 17m = LOS B
- Delay = 2.2 = LOS A

AUTOMOBILES = LOS C

- 0 turning lane of 2 possible movements = 0% = LOS F
- 2 turn prohibitions = LOS C
- Delay = 2.2 seconds = LOS A



SCENARIO: Existing Conditions - AM Peak

Area Type: Regional Centre

MODE												MODE	
DIR	Brunswick Street between Spring Garden Road and Sackville Street												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	C	D	N/A	B	B	B	C	N/A	D	C	Actual	NB
DIR	Brunswick Street between Sackville Street and Gottingen Street / Duke Street												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	B	D	N/A	E	E	B	D	N/A	D	B	Actual	NB
DIR	Brunswick Street between Gottingen Street / Duke Street to Cogswell Street												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	B	D	N/A	C	C	B	C	N/A	D	C	Actual	NB
DIR	Gottingen Street between Brunswick Street to Rainnie Drive												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	C	C	N/A	B	F	C	B	N/A	C	B	Actual	NB

SCENARIO: Existing Conditions - PM Peak

Area Type: Regional Centre

MODE												MODE	
DIR	Brunswick Street between Spring Garden Road and Sackville Street												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	C	D	N/A	B	B	B	C	N/A	D	C	Actual	NB
DIR	Brunswick Street between Sackville Street and Gottingen Street / Duke Street												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	B	D	N/A	E	E	D	D	N/A	D	B	Actual	NB
DIR	Brunswick Street between Gottingen Street / Duke Street to Cogswell Street												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	B	D	N/A	C	C	C	C	N/A	D	C	Actual	NB
DIR	Gottingen Street between Brunswick Street to Rainnie Drive												DIR
SB ↓	Target	A	A	B	E	E	E	E	B	A	A	Target	↑
	Actual	C	C	N/A	B	C	F	B	N/A	C	B	Actual	NB

SEGMENT: Brunswick Street between Spring Garden Road and Sackville Street

SCENARIO: Existing AM

PEDESTRIANS = LOS C

- Pedestrian Facility Width
 - East Side = 2.0m = LOS A
 - West Side = 1.6m = LOS C
- Pedestrian Zone Width
 - East Side = 2.4m = LOS E
 - West Side > 3.5m = LOS A
- Distance between marked crossings
 - 226m = LOS D

CYCLISTS = LOS D

- Driveway Density
 - NB = 22.1/km = LOS C
 - SB = 6.6/km = LOS A
- Speed x Volume
 - NB = 50 X 5.15 = 258 = LOS E
 - SB = 50 X 5.15 = 258 = LOS E
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

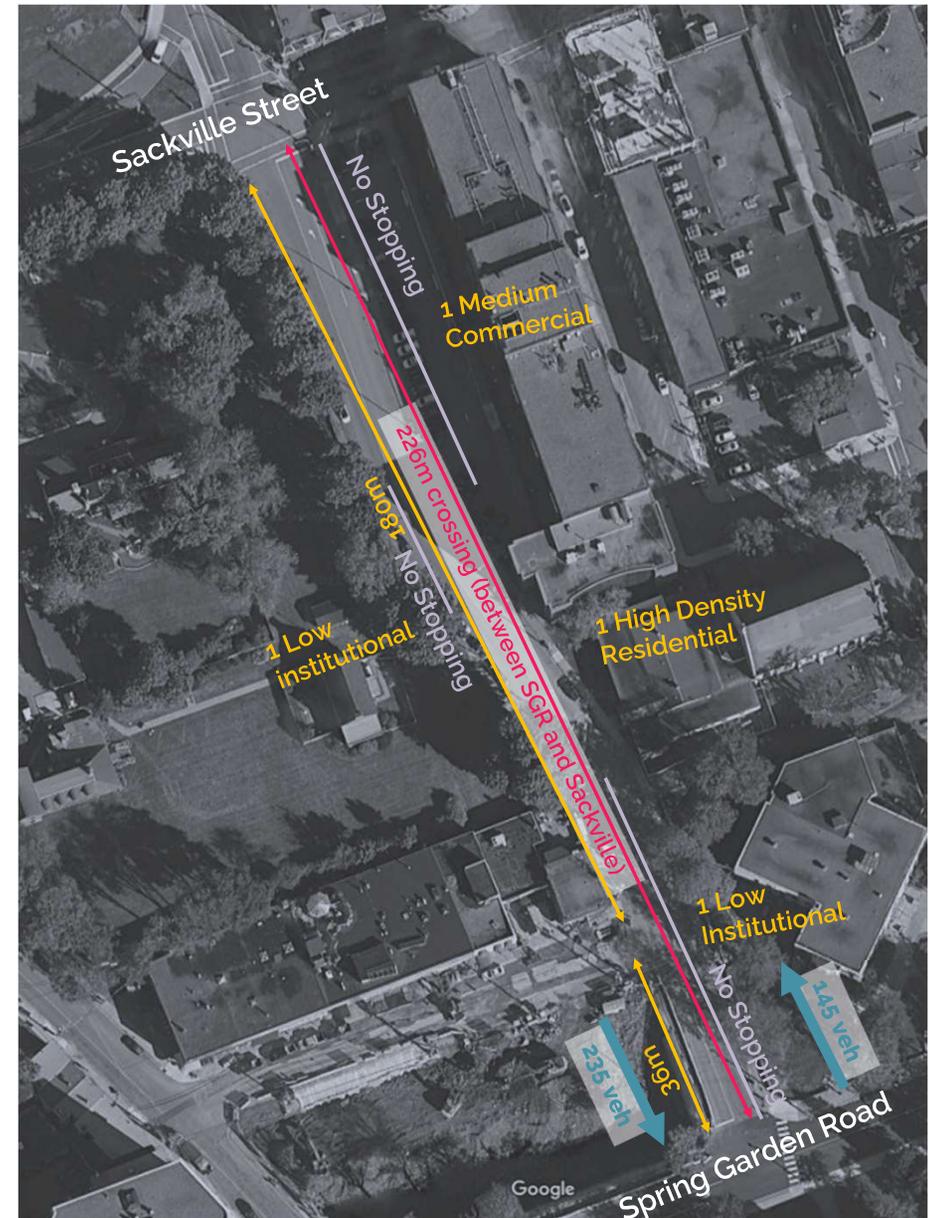
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = SB = LOS B, NB = LOS C

- Average Curb Lane Width
 - NB = 4.8m = LOS A
 - SB = 4.6m = LOS A
- Percent No Stopping / No Loading
 - NB = 60% = LOS F
 - SB = 21% = LOS C
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = LOS B

- Mid-block V/C
 - NB = 145/700 = 0.21 = LOS A
 - SB = 235/700 = 0.34 = LOS A
- % On-street Parking Availability
 - NB = 41% = LOS D
 - SB = 66% = LOS C
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Sackville Street and Gottingen Street / Duke Street

SCENARIO: Existing AM

PEDESTRIANS = LOS B

- Pedestrian Facility Width
 - East Side = 3.4m = LOS A
 - West Side = 3.1m = LOS A
- Pedestrian Zone Width
 - East Side = 3.4m = LOS B
 - West Side = 3.1m = LOS B
- Distance between marked crossings
 - 104m = LOS B

CYCLISTS = LOS D

- Driveway Density
 - NB = 4.6/km = LOS A
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = 50 X 16 = 795 = LOS E
 - SB = 50 X 16 = 795 = LOS E
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

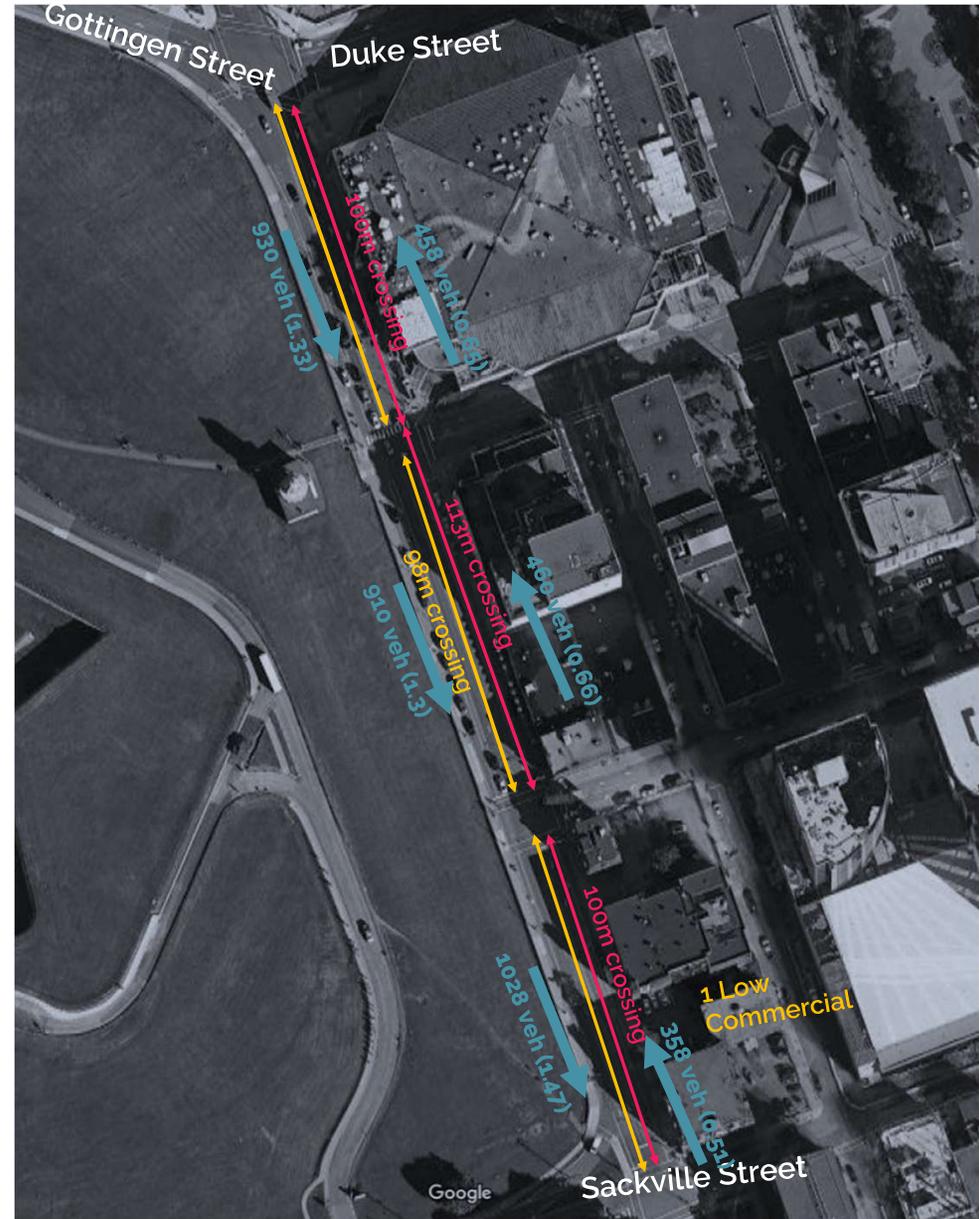
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = SB = LOS E, NB = LOS D

- Average Curb Lane Width
 - NB = 3.3m = LOS F
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 4% = LOS A
 - SB = 26% = LOS C
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS E, NB = LOS B

- Mid-block V/C
 - NB = 0.61 = LOS B
 - SB = 1.37 = LOS F
- % On-street Parking Availability
 - NB = 82% = LOS B
 - SB = 47% = LOS D
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Gottingen Street / Duke Street and Cogswell Street

SCENARIO: Existing AM

PEDESTRIANS = West Side = B, East Side = LOS C

- Pedestrian Facility Width
 - East Side = 2.2m = LOS A
 - West Side > 3m = LOS A
- Pedestrian Zone Width
 - East Side = 3.4m = LOS B
 - West Side >3.5m = LOS A
- Distance between marked crossings
 - 263m = LOS E

CYCLISTS = LOS D

- Driveway Density
 - NB = 17.1/km = LOS C
 - SB = 30.4/km = LOS D
- Speed x Volume
 - NB = 50 X 7.7 = 385 = LOS D
 - SB = 50 X 7.7 = 385 = LOS D
- Block length
 - Excluded from the analysis

TRANSIT = N/A

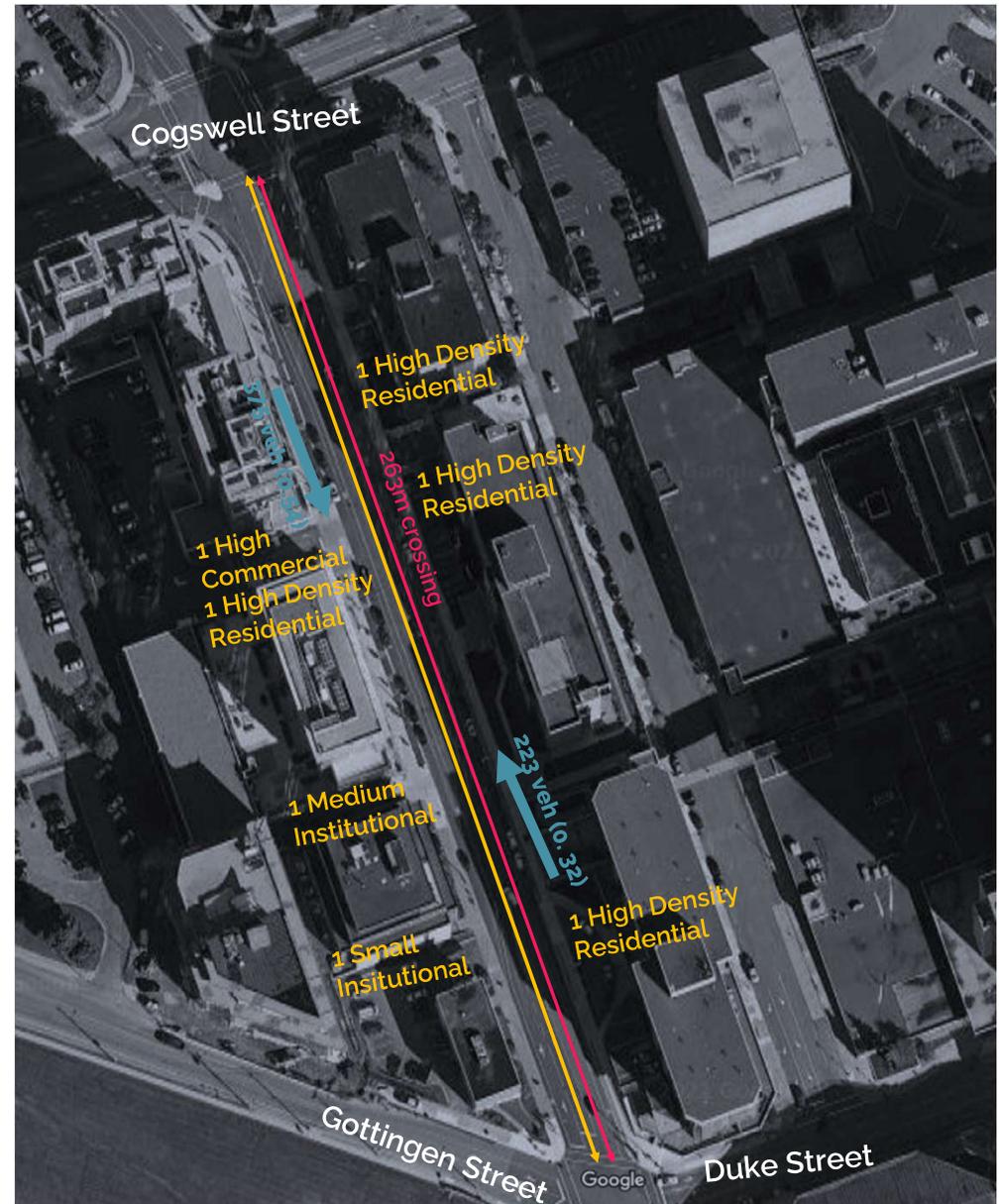
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width
 - NB = 3.5m = LOS D
 - SB = 3.5m = LOS D
- Percent No Stopping / No Loading
 - NB = 0% = LOS A
 - SB = 0% = LOS A
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS C, NB = LOS B

- Mid-block V/C
 - NB < 0.60 = LOS A
 - SB < 0.60 = LOS A
- % On-street Parking Availability
 - NB = 46% = LOS D
 - SB = 39% = LOS E
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Gottingen Street between Brunswick Street and Rainnie Drive

SCENARIO: Existing AM

PEDESTRIANS = West Side = C, East Side = LOS B

- Pedestrian Facility Width
 - East Side > 3m = LOS A
 - West Side 1.9m = LOS B
- Pedestrian Zone Width
 - East Side = 3.15 = LOS B
 - West Side = 2.5m = LOS D
- Distance between marked crossings
 - 171m = LOS C

CYCLISTS = LOS C

- Driveway Density
 - NB = 0/km = LOS A (NB cycling facility is on the left)
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = 50 X 11.4 = 570 = LOS D
 - SB = 50 X 11.4 = 570 = LOS D
- Block length
 - Excluded from the analysis

TRANSIT = N/A

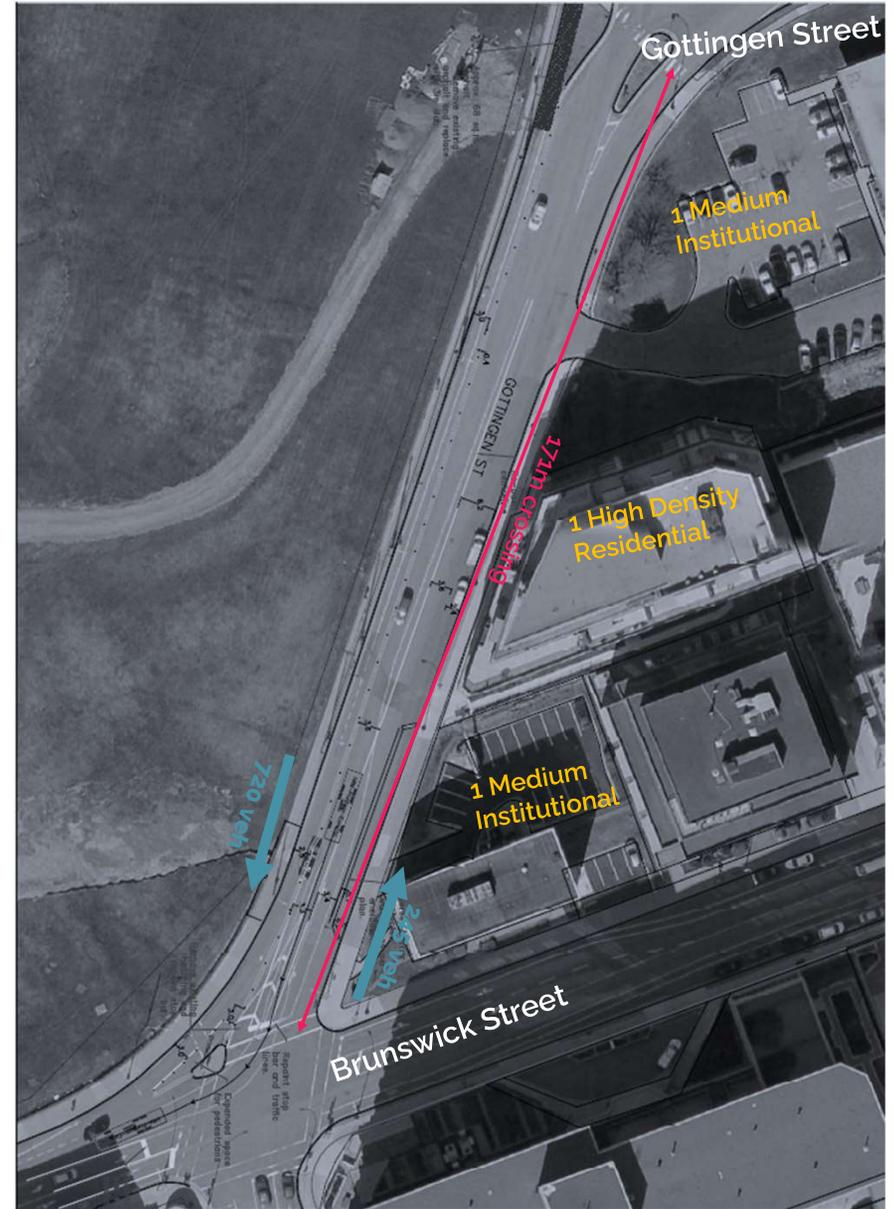
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width
 - NB = 3.6m = LOS C
 - SB = 3.6m = LOS C
- Percent No Stopping / No Loading
 - NB = 0% = LOS A
 - SB = 0% = LOS A
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS F, NB = LOS C

- Mid-block V/C
 - NB < 0.60 = LOS A
 - SB = 1.03 = LOS F
- % On-street Parking Availability
 - NB = 0% = LOS F
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Spring Garden Road and Sackville Street

SCENARIO: Existing PM

PEDESTRIANS = LOS C

- Pedestrian Facility Width
 - East Side = 2.0m = LOS A
 - West Side = 1.6m = LOS C
- Pedestrian Zone Width
 - East Side = 2.4m = LOS E
 - West Side > 3.5m = LOS A
- Distance between marked crossings
 - 226m = LOS D

CYCLISTS = LOS D

- Driveway Density
 - NB = 22.1/km = LOS C
 - SB = 6.6/km = LOS A
- Speed x Volume
 - NB = 50 X 5.15 = 258 = LOS E
 - SB = 50 X 5.15 = 258 = LOS E
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

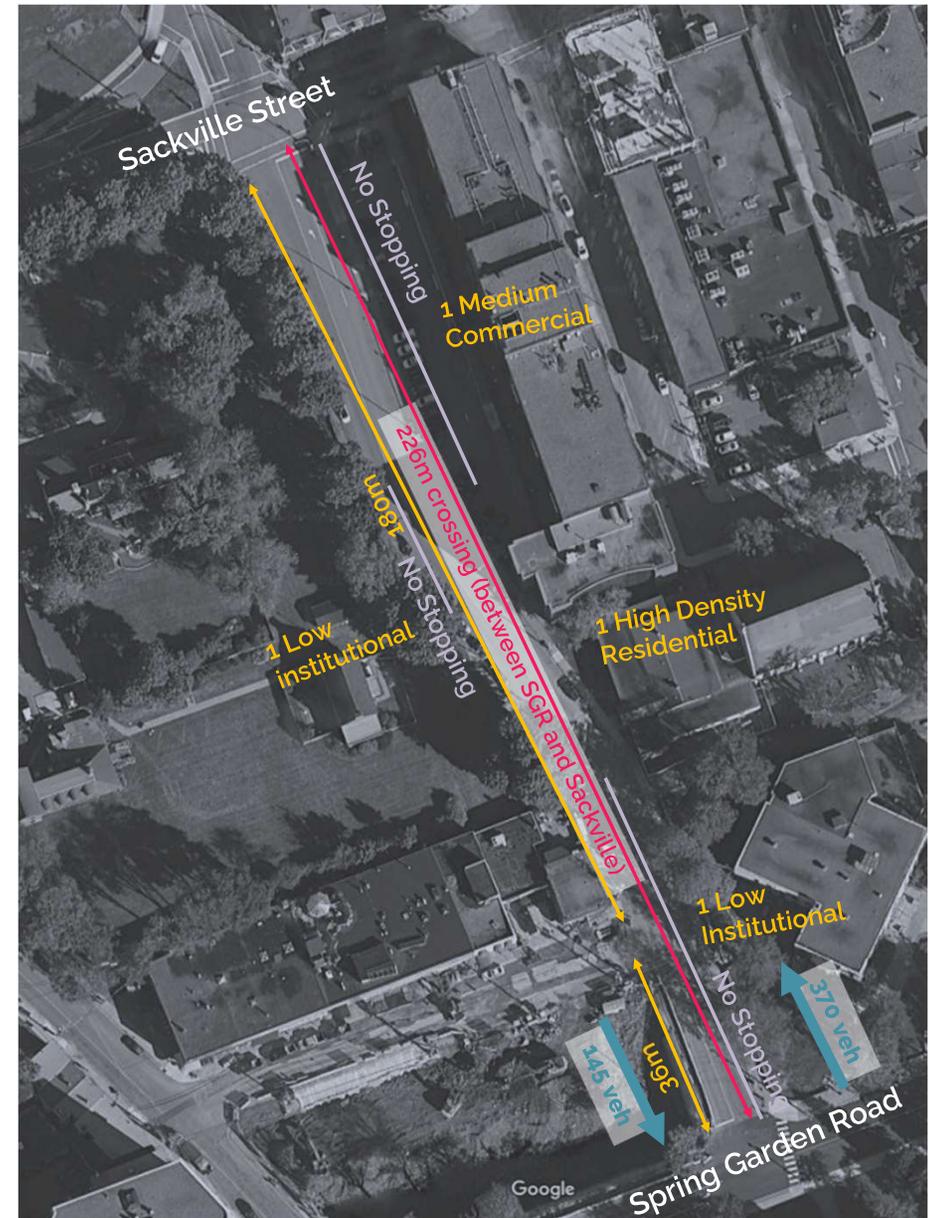
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = SB = LOS B, NB = LOS C

- Average Curb Lane Width
 - NB = 4.8m = LOS A
 - SB = 4.6m = LOS A
- Percent No Stopping / No Loading
 - NB = 60% = LOS F
 - SB = 21% = LOS C
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = LOS B

- Mid-block V/C
 - NB = 370/700 = 0.53 = LOS A
 - SB = 145/700 = 0.21 = LOS A
- % On-street Parking Availability
 - NB = 41% = LOS D
 - SB = 66% = LOS C
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Sackville Street and Gottingen Street / Duke Street

SCENARIO: Existing PM

PEDESTRIANS = LOS B

- Pedestrian Facility Width
 - East Side = 3.4m = LOS A
 - West Side = 3.1m = LOS A
- Pedestrian Zone Width
 - East Side = 3.4m = LOS B
 - West Side = 3.1m = LOS B
- Distance between marked crossings
 - 104m = LOS B

CYCLISTS = LOS D

- Driveway Density
 - NB = 4.6/km = LOS A
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = 50 X 16 = 795 = LOS E
 - SB = 50 X 16 = 795 = LOS E
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

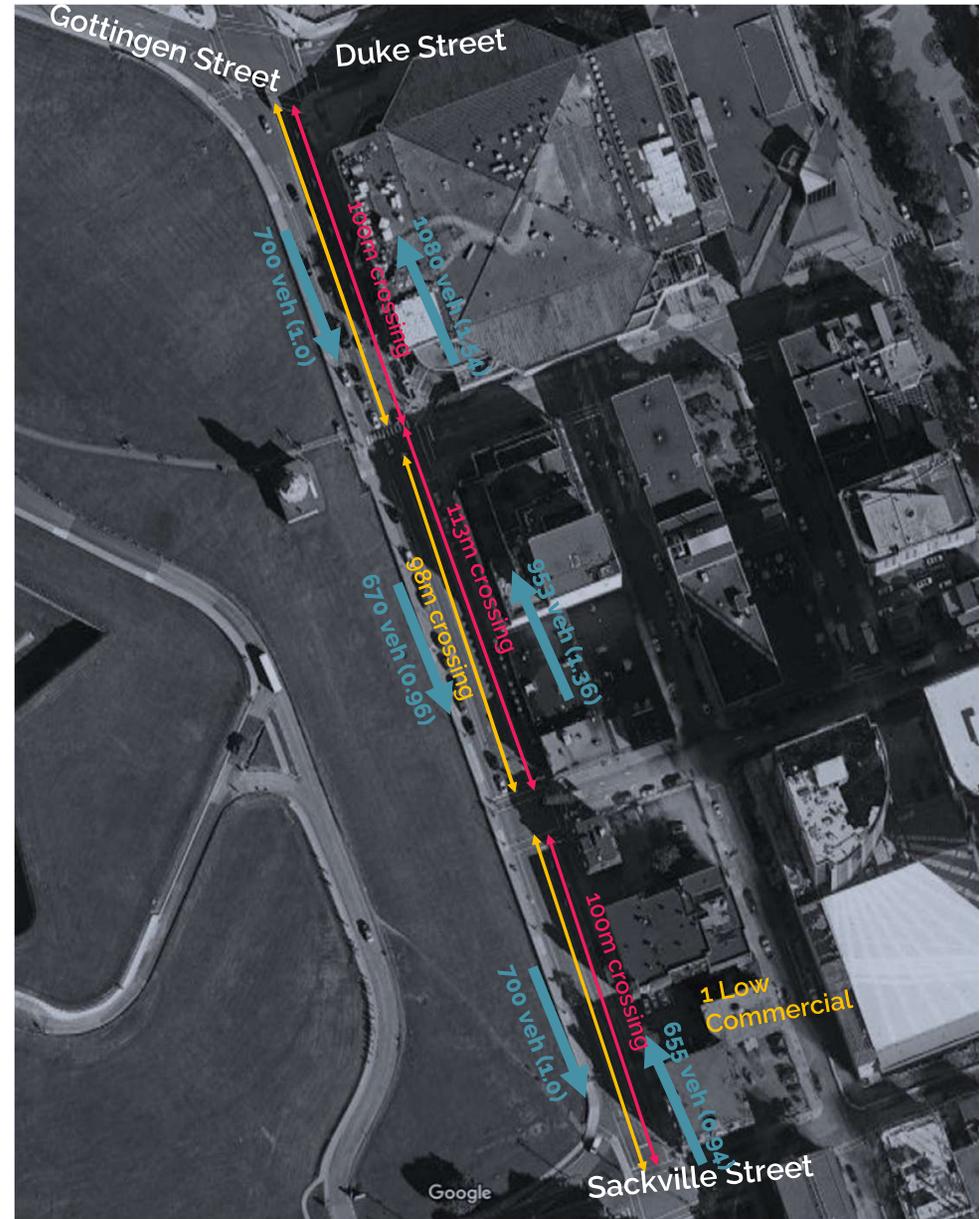
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = SB = LOS E, NB = LOS D

- Average Curb Lane Width
 - NB = 3.3m = LOS F
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 4% = LOS A
 - SB = 26% = LOS C
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS E, NB = LOS D

- Mid-block V/C
 - NB = 1.28 = LOS F
 - SB = 0.99 = LOS E
- % On-street Parking Availability
 - NB = 82% = LOS B
 - SB = 47% = LOS D
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Gottingen Street / Duke Street and Cogswell Street

SCENARIO: Existing PM

PEDESTRIANS = West Side = B, East Side = LOS C

- Pedestrian Facility Width
 - East Side = 2.2m = LOS A
 - West Side > 3m = LOS A
- Pedestrian Zone Width
 - East Side = 3.4m = LOS B
 - West Side >3.5m = LOS A
- Distance between marked crossings
 - 263m = LOS E

CYCLISTS = LOS D

- Driveway Density
 - NB = 17.1/km = LOS C
 - SB = 30.4/km = LOS D
- Speed x Volume
 - NB = 50 X 7.7 = 385 = LOS D
 - SB = 50 X 7.7 = 385 = LOS D
- Block length
 - Excluded from the analysis

TRANSIT = N/A

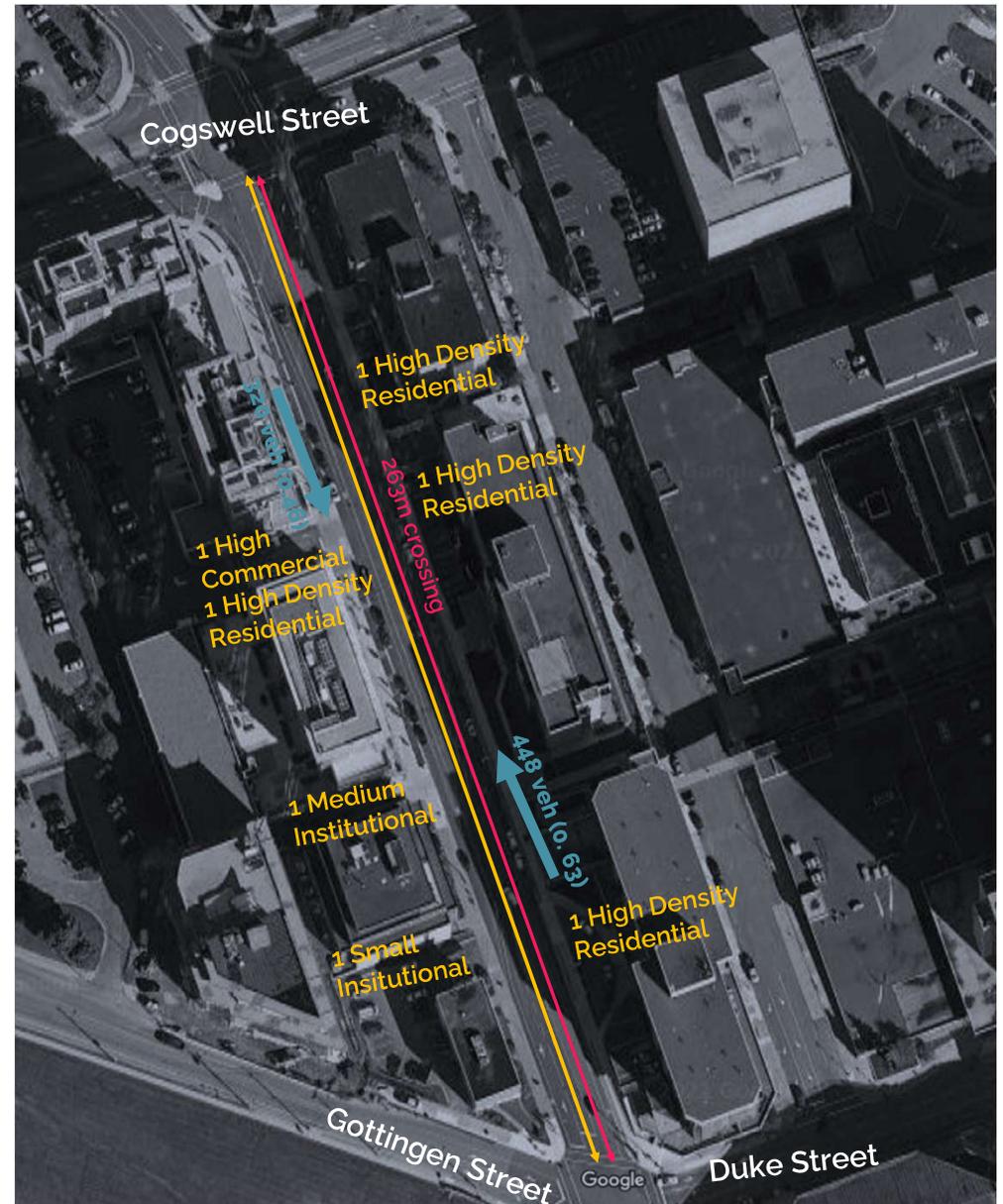
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width
 - NB = 3.5m = LOS D
 - SB = 3.5m = LOS D
- Percent No Stopping / No Loading
 - NB = 0% = LOS A
 - SB = 0% = LOS A
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = LOS C

- Mid-block V/C
 - NB = 0.63 = LOS B
 - SB < 0.60 = LOS A
- % On-street Parking Availability
 - NB = 46% = LOS D
 - SB = 39% = LOS E
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Gottingen Street between Brunswick Street and Rainnie Drive

SCENARIO: Existing PM

PEDESTRIANS = West Side = C, East Side = LOS B

- Pedestrian Facility Width
 - East Side > 3m = LOS A
 - West Side 1.9m = LOS B
- Pedestrian Zone Width
 - East Side = 3.15 = LOS B
 - West Side = 2.5m = LOS D
- Distance between marked crossings
 - 171m = LOS C

CYCLISTS = LOS C

- Driveway Density
 - NB = 0/km = LOS A (NB cycling facility is on the left)
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = 50 X 11.4 = 570 = LOS D
 - SB = 50 X 11.4 = 570 = LOS D
- Block length
 - Excluded from the analysis

TRANSIT = N/A

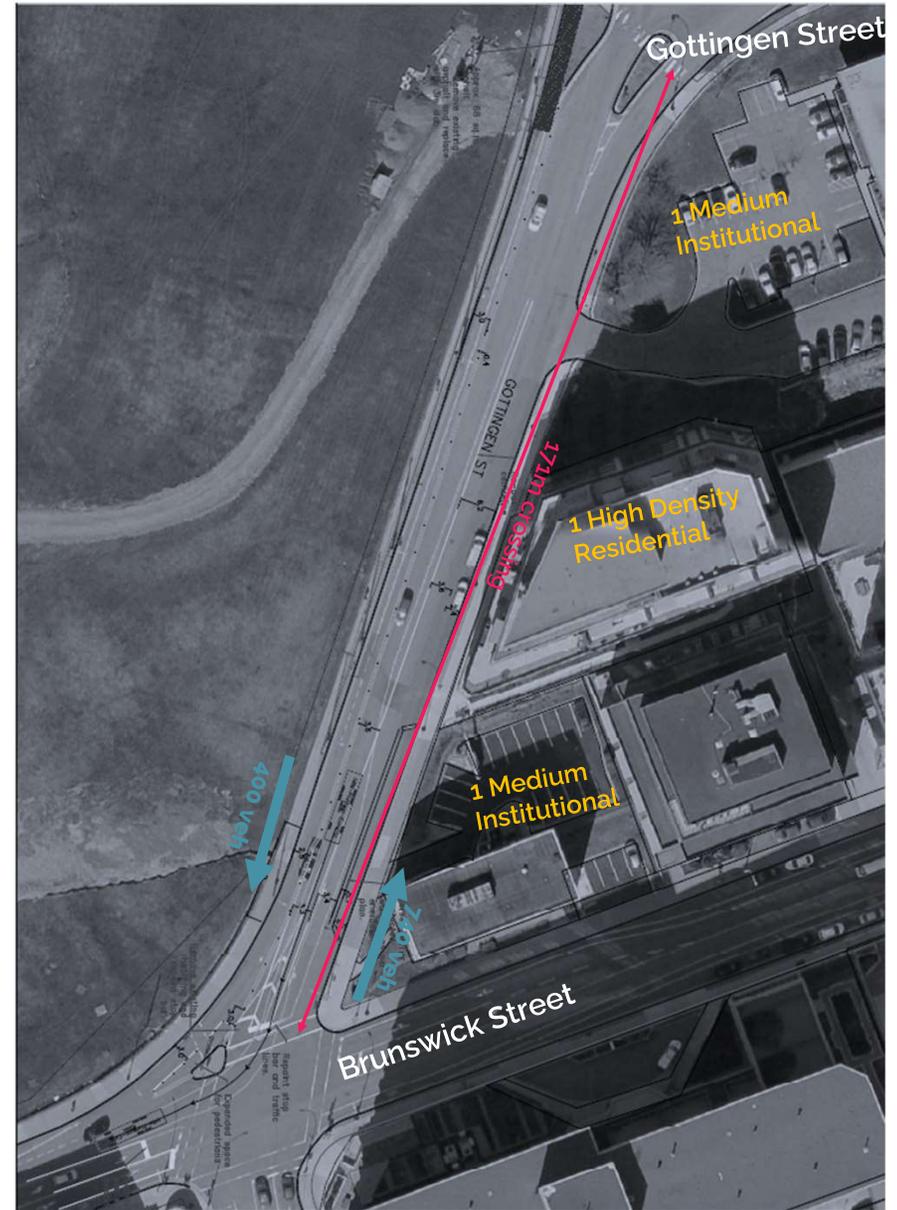
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width
 - NB = 3.6m = LOS C
 - SB = 3.6m = LOS C
- Percent No Stopping / No Loading
 - NB = 0% = LOS A
 - SB = 0% = LOS A
- Travel Speed / Ideal Speed
 - <700m = N/A

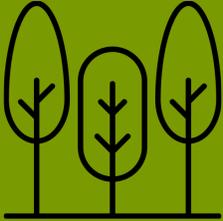
AUTOMOBILES = SB = LOS C, NB = LOS F

- Mid-block V/C
 - NB = 1.06 = LOS F
 - SB < 0.60 = LOS A
- % On-street Parking Availability
 - NB = 0% = LOS F
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



APPENDIX G

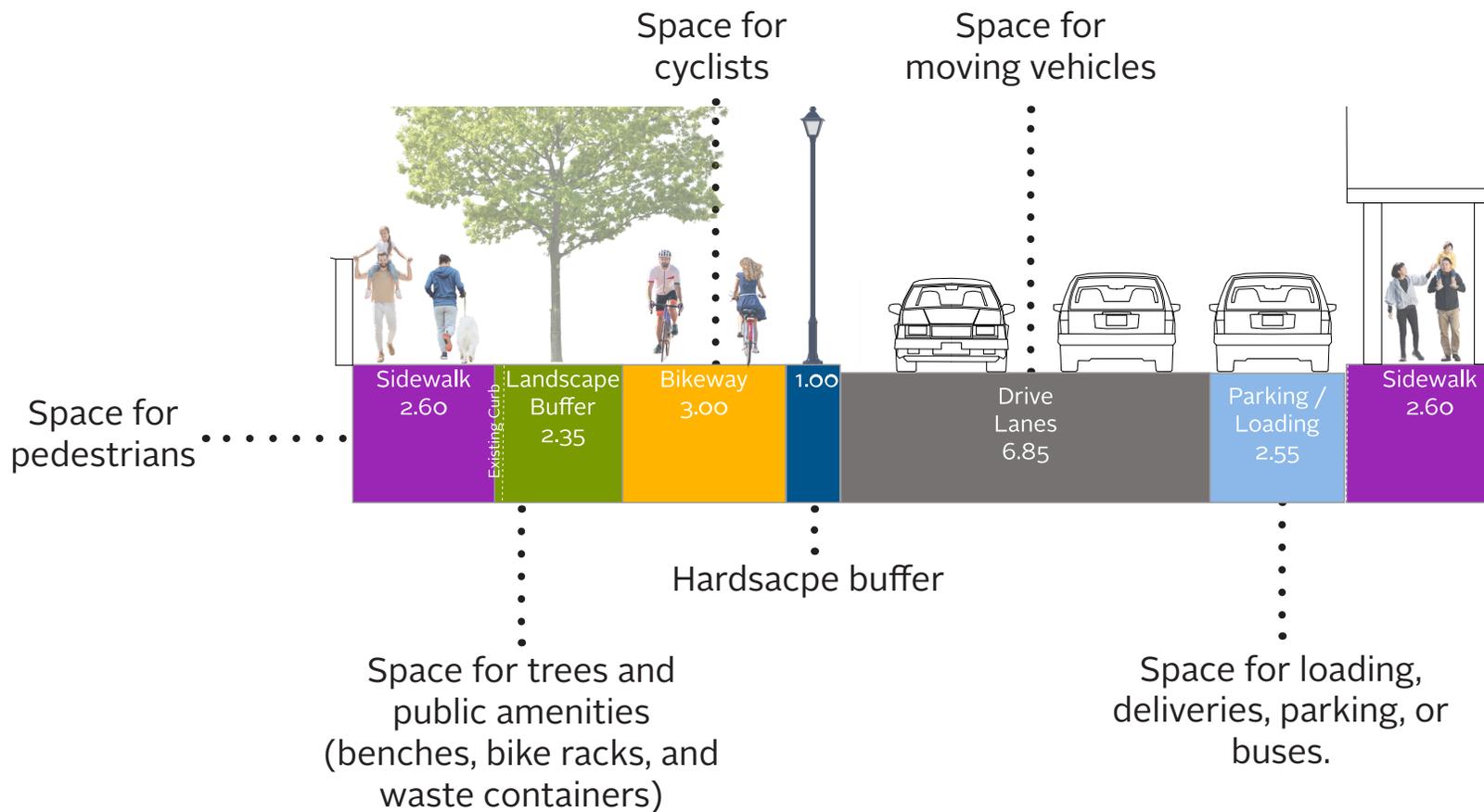
Concept Diagrams

GUIDING PRINCIPLES		OBJECTIVES	HOW? (Examples)
	Encourage cycling by enhancing user experiences and safety	Improved Cycling Infrastructure	<ul style="list-style-type: none"> Extended and connected Brunswick Street bikeway Connections to Halifax Common, Cogswell St, and Spring Garden Road
		AAA Facility	<ul style="list-style-type: none"> Raised, protected bike lane Separation from pedestrians and vehicles
	Improve the pedestrian experience along Brunswick Street	Ease of pedestrian movement along the corridor	<ul style="list-style-type: none"> Smooth, durable walking surfaces Universal Accessibility best practices (depressed curbs, tactile warning indicators, gradual grade changes etc)
		A safe public realm	<ul style="list-style-type: none"> Buffered separation between pedestrians, cyclist and vehicle traffic Design street to reduce vehicle speeds Lighting review
	Improve the public realm and amenities	Street as a place to spend time, not just move through	<ul style="list-style-type: none"> Beautify streetscape (lighting, wires, etc.) Incorporate streetscape elements to enhance experience (benches, art, plantings etc) Recognize the role of the street in modern urban life Provide buffer between pedestrians and cyclists and vehicles Design vegetation into the streetscape Recognize the importance of Citadel Hill National Historic Site on the west border

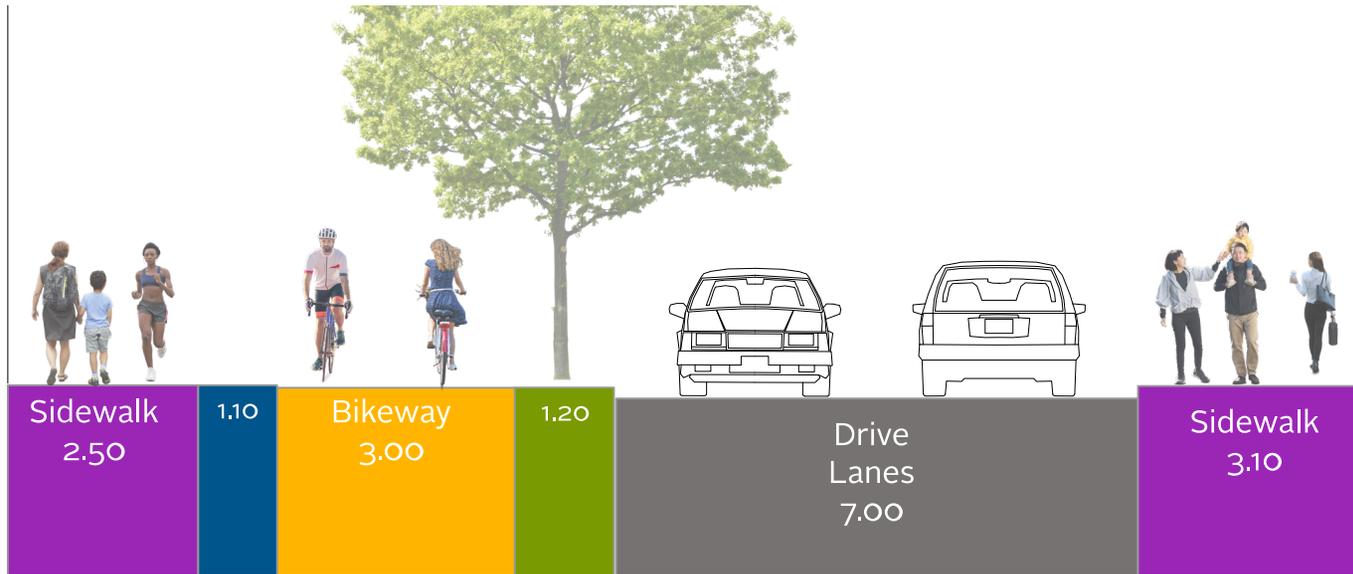
GUIDING PRINCIPLES		OBJECTIVES	HOW? (Examples)
	Maintain functional uses along Brunswick Street that support businesses	Provide adequate loading areas for businesses	<ul style="list-style-type: none"> • Accommodate area loading • Create time-of-day loading restrictions for deliveries and couriers • Maintain tour bus space
		Consider parking needs along the corridor	<ul style="list-style-type: none"> • Accommodate on-street parking • Use time-of-day restrictions as appropriate • Accessible spaces at key locations
	Optimize vehicular use of Brunswick Street, in the context of downtown Halifax	Maintain north-south vehicular movement in the downtown area	<ul style="list-style-type: none"> • Consider impacts of Brunswick Street redesign on function for vehicular traffic • Ensure appropriate access to and from adjoining streets • Consider Brunswick Street is a truck route and gateway to downtown

The Diagrams

Each diagram represents a proposed design option and they are labeled according to their priority area (pedestrians, green space, or balanced)



Doyle Block Width 18.3m



Results Achieved

- 3.00m two-way bikeway
 - separated from traffic with 1.20m buffer
 - separated from pedestrians with 1.10m buffer

Implications

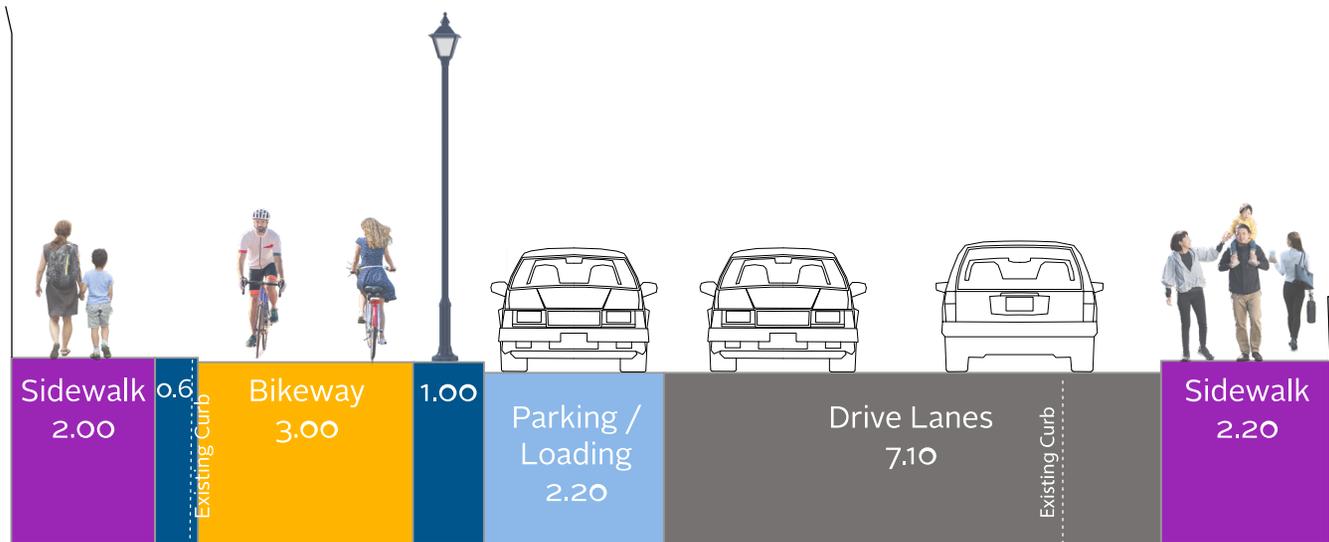
- This portion of Brunswick Street was built to allow for the implementation of the bikeway, there will be very few changes in this location

Section 1

Southern portion Brunswick Street (Cambridge Suites to Doyle Street)

Width 18.3m

Option 1: Maintain Parking / Loading



Results Achieved

- 3.00m two-way bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 0.60m half-height curb
- Parking / loading maintained (apx 10 spaces)
- Buried overhead wires
- New decorative lighting / removal of highway-style lighting

Implications

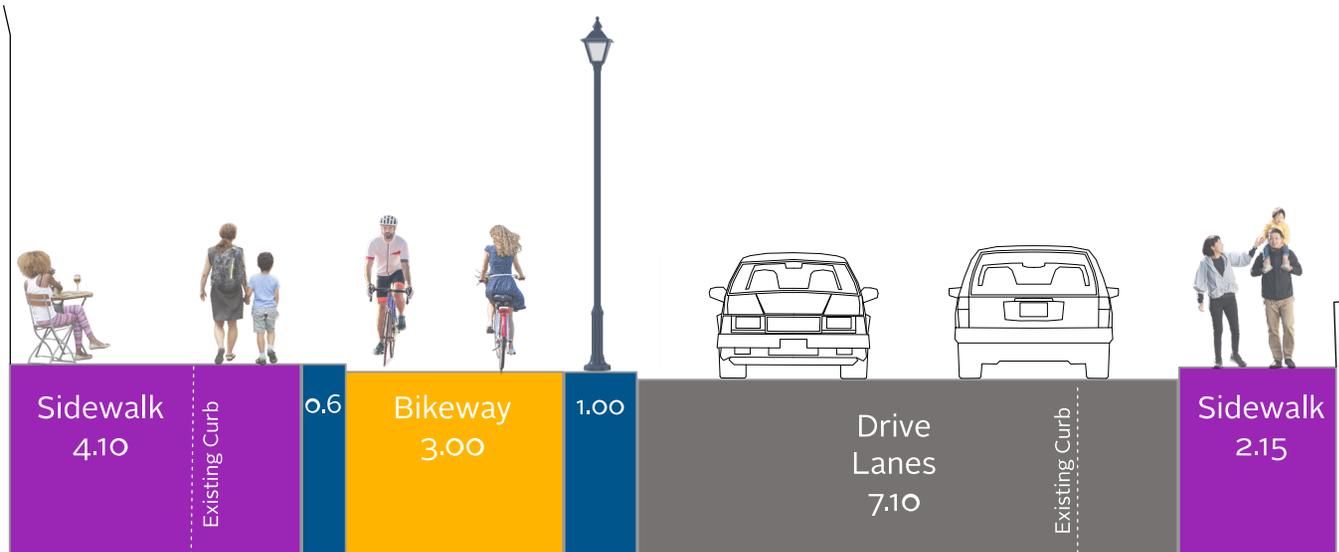
- East sidewalk increase 0.20m (existing sod strip will be hardscaped to widen sidewalk)
- West sidewalk decrease 0.50m
- Loss of potential for patios
- Potential for sidewalk pinch points near Doyle Street

Section 1

Southern portion Brunswick Street (Cambridge Suites to Doyle Street)

Width 18.3m

Option 2: Pedestrian Priority



Results Achieved

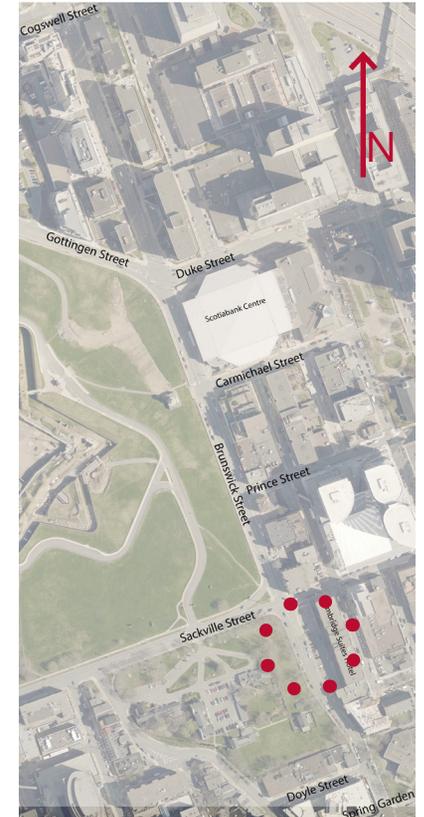
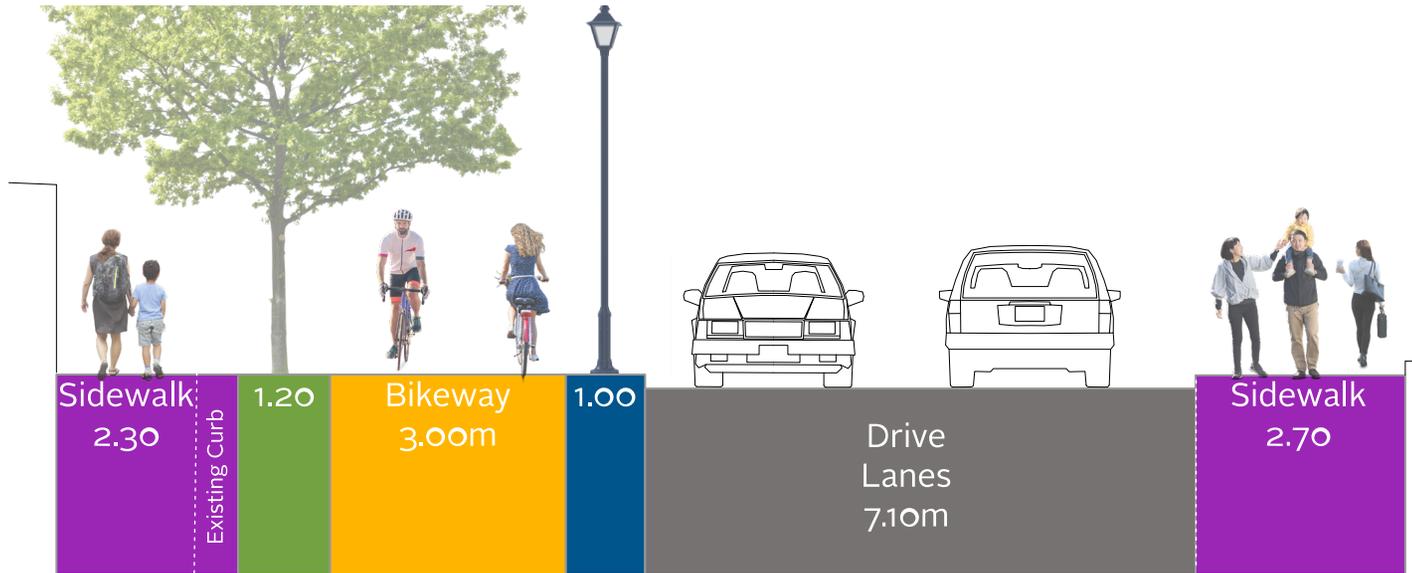
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 0.60m half-height curb
- Wide sidewalk with space for patio (no need for temporary patio infrastructure)
- Wide sidewalk with no pinch points

Implications

- West sidewalk increase 2.30m
- East sidewalk decrease 0.35m
- Loading relocated to side street (Doyle St.)
- Removal of parking

Section 2 Sackville Street to South of Cambridge Suites Width 17.3m

Option 1: Green Space



Results Achieved

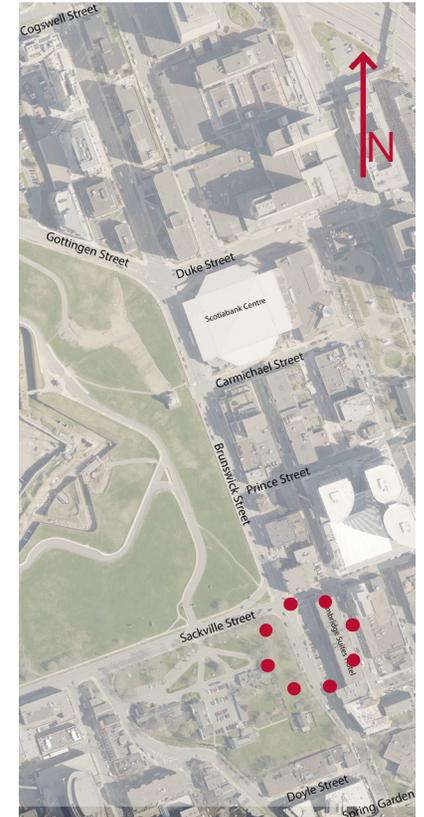
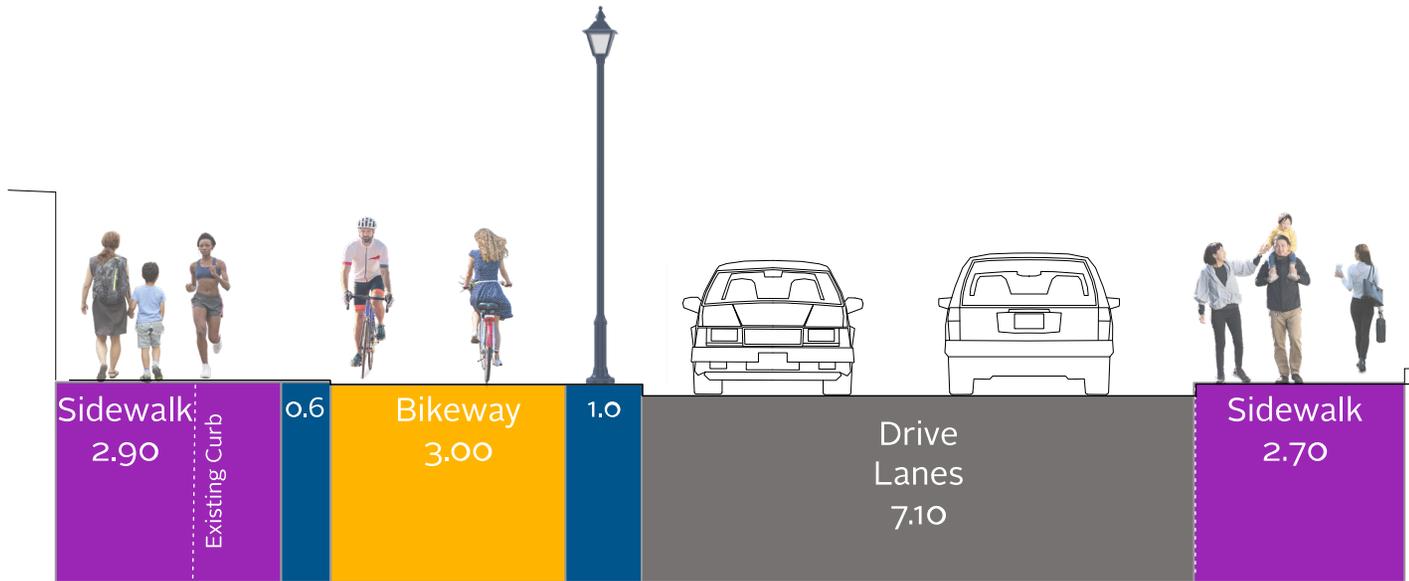
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 1.20m landscape buffer
- 2.30m sidewalk on both sides
- New street trees
- Decorative lighting and buried wires
- Wider sidewalk with no pinch points

Implications

- West side sidewalk increase 0.50m
- East side sidewalk remains unchanged
- Removal of parking

Section 2 Sackville Street to South of Cambridge Suites Width 17.3m

Option 2: Pedestrian Space



Results Achieved

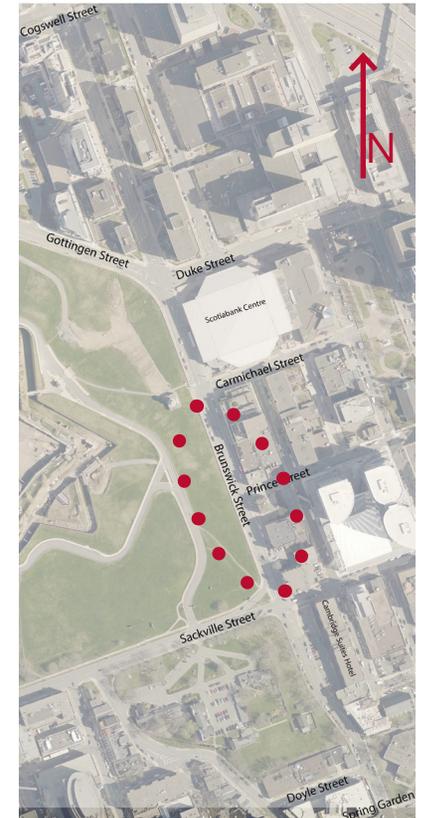
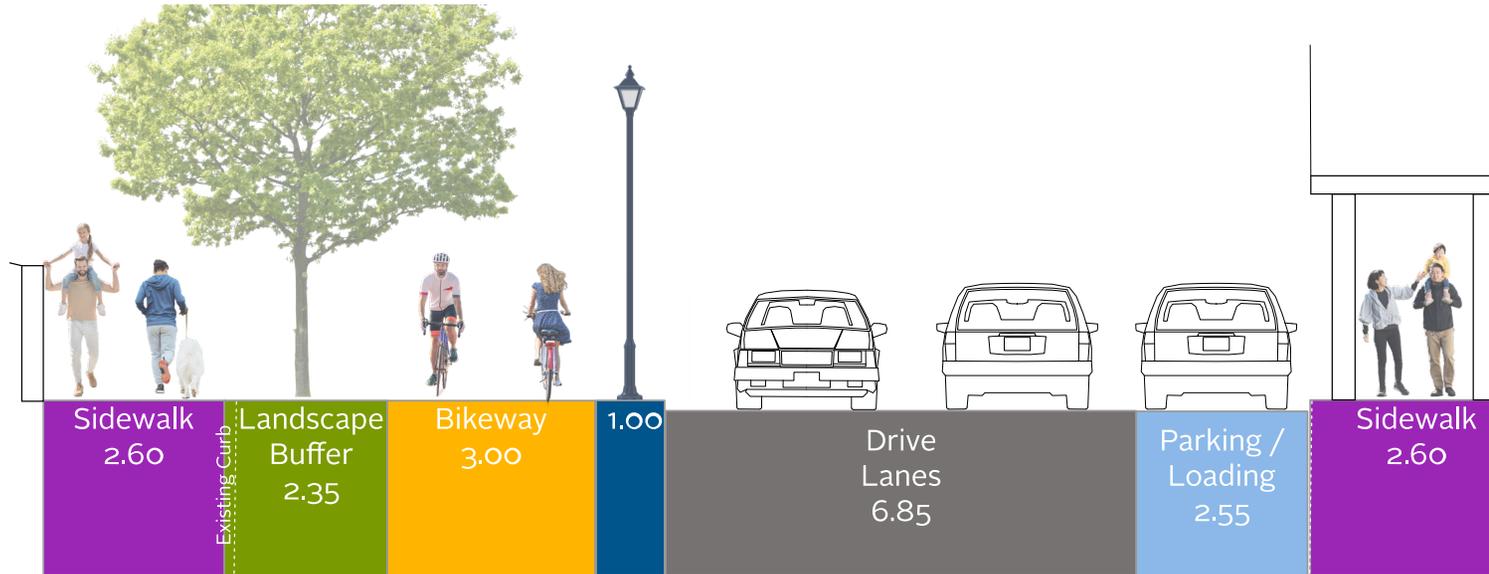
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
 - separated from pedestrians with 0.60m half-height curb
- 2.90m west sidewalk
- Decorative lighting
- Buried wires

Implications

- West sidewalk increase 1.10m
- East sidewalk unchanged
- Removal of parking

Section 3 Carmichael Street to Sackville Street Width 21.0m

Option 1: Green Space Priority



Results Achieved

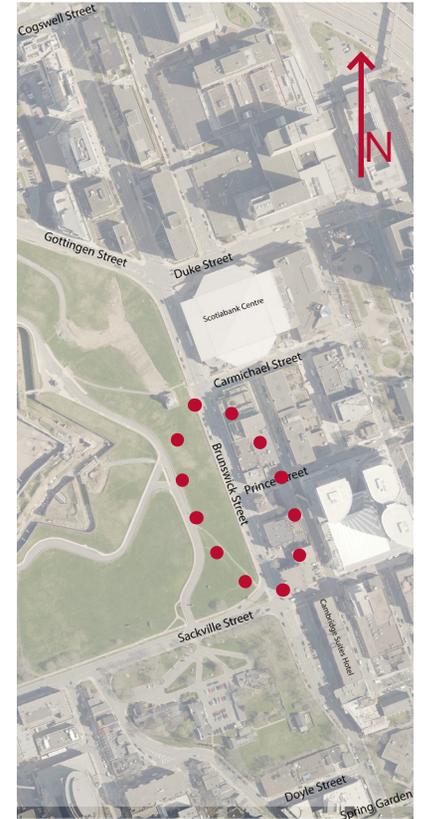
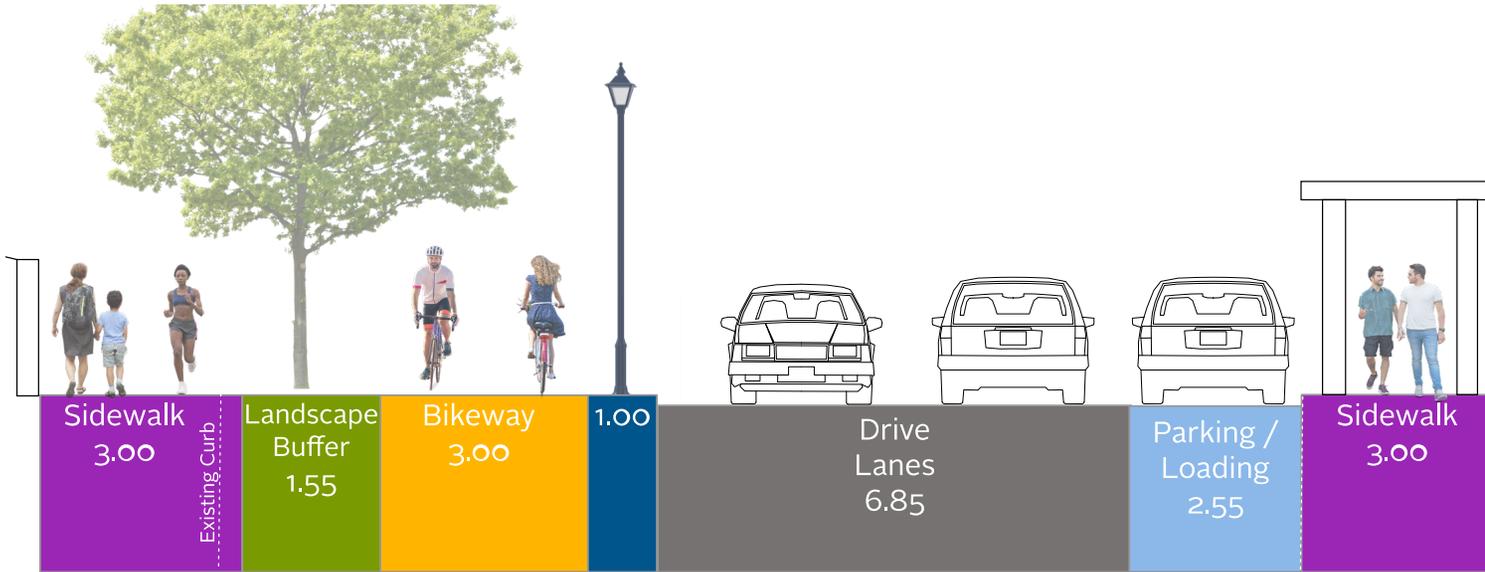
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 2.60m west sidewalk
- 2.35m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk decrease 0.20m
- East side parking and loading remain the same
- West side parking removed

Section 3 Carmichael Street to Sackville Street Width 21.0m

Option 2: Balanced



Results Achieved

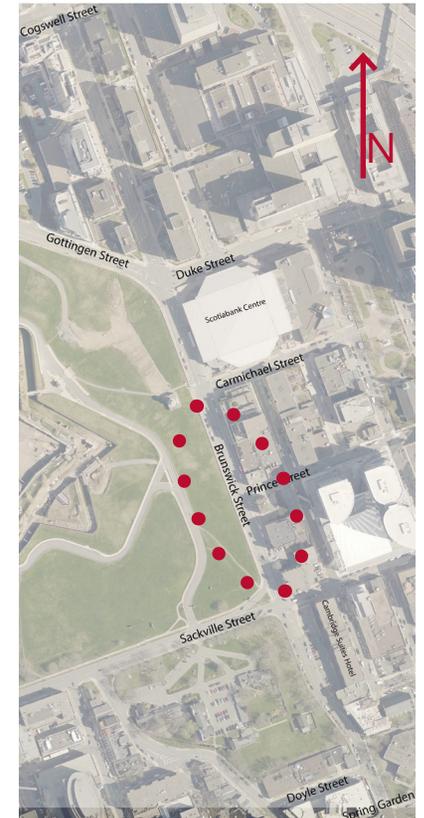
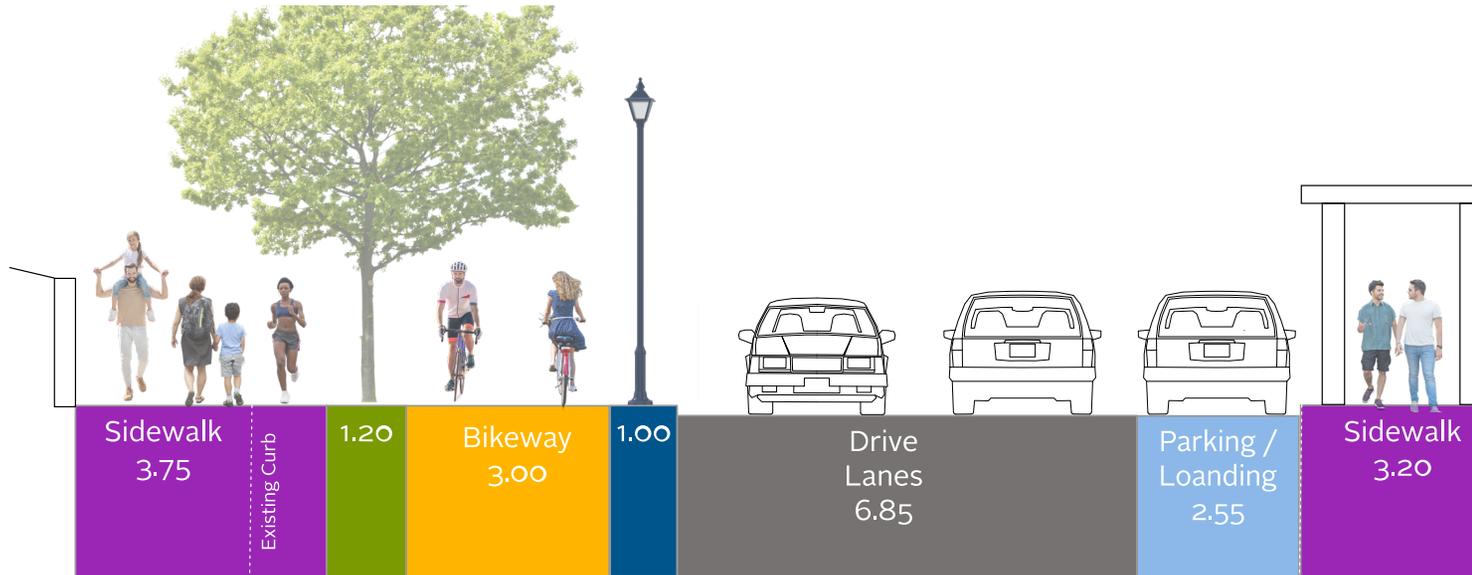
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 3.00m west sidewalk
- 1.85m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 0.25m
- East side parking and loading remain the same
- West side parking removed

Section 3 Carmichael Street to Sackville Street Width 21.0m

Option 3: Pedestrian Priority



Results Achieved

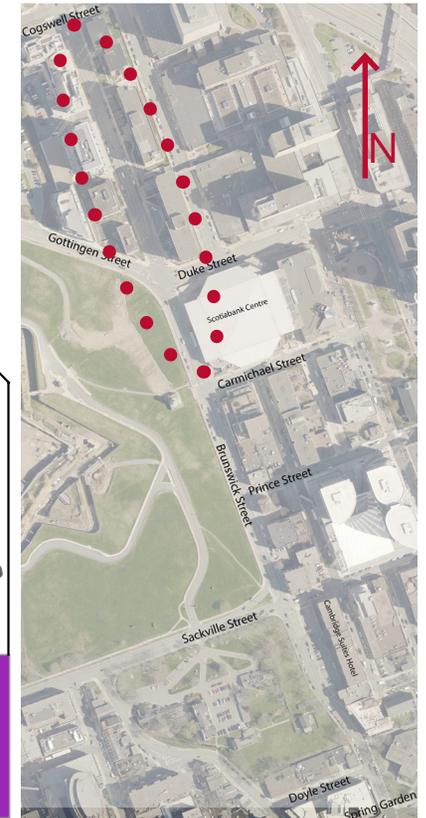
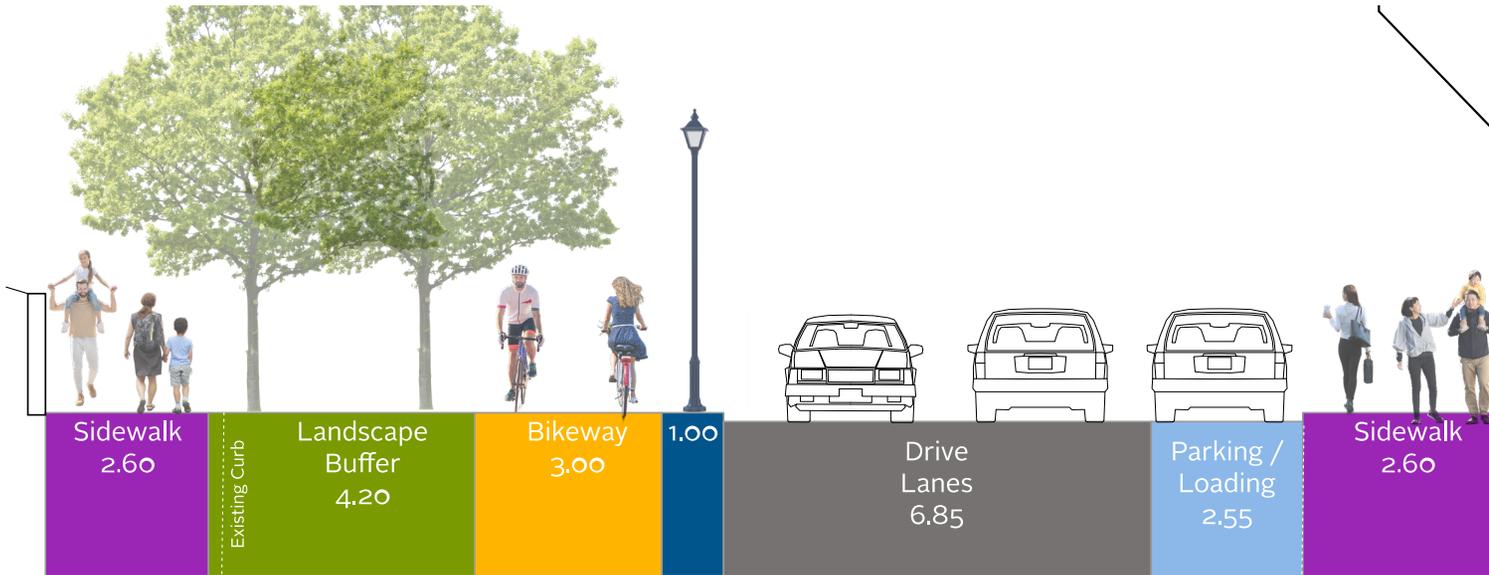
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 3.75m west sidewalk
- 1.20m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 1.00m
- East side parking and loading remain the same
- West side parking removed

Section 4
Cogswell Street to Carmichael Street
Width 23.3m

Option 1. Green Space Priority



Results Achieved

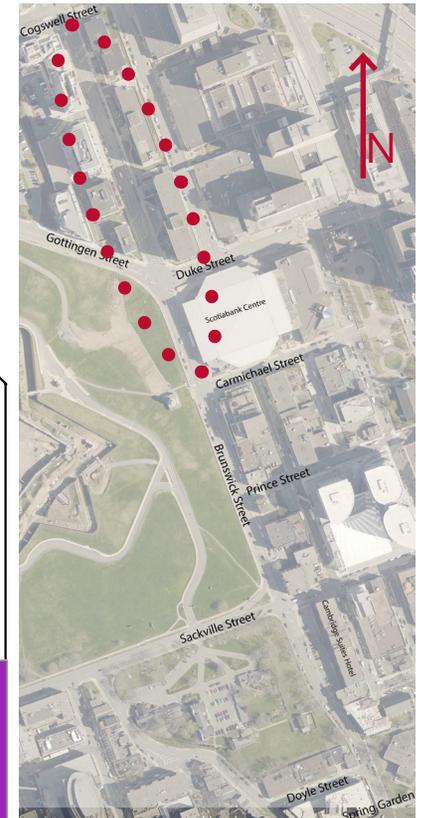
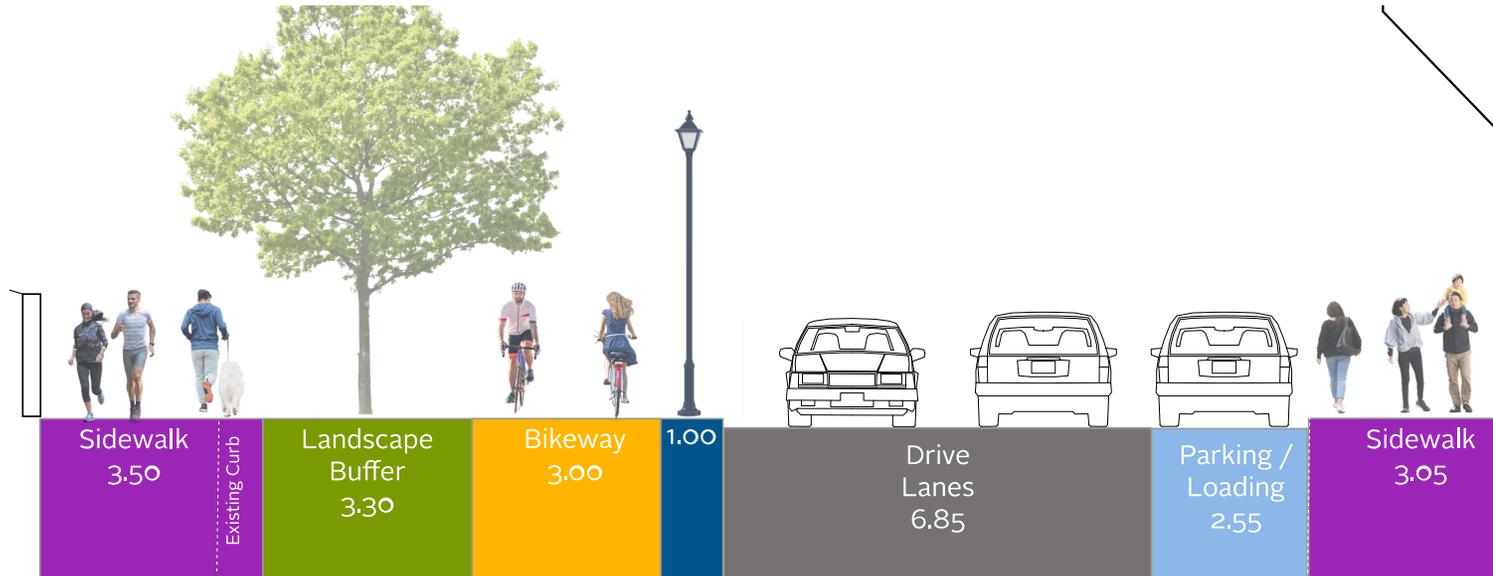
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 2.60m west sidewalk
- 4.20m landscape area for trees and street furniture
 - Potential double row of trees
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk decrease 0.20m
- East side parking and loading remain the same
- West side parking removed

Section 4 Cogswell Street to Carmichael Street Width 23.3m

Option 2: Balanced



Results Achieved

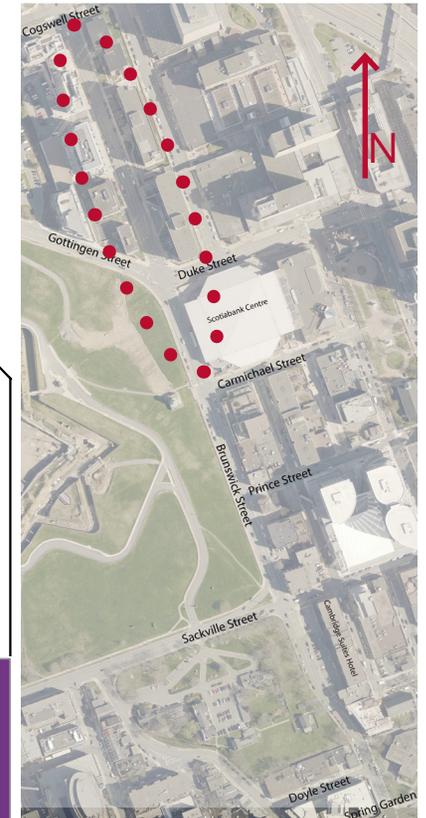
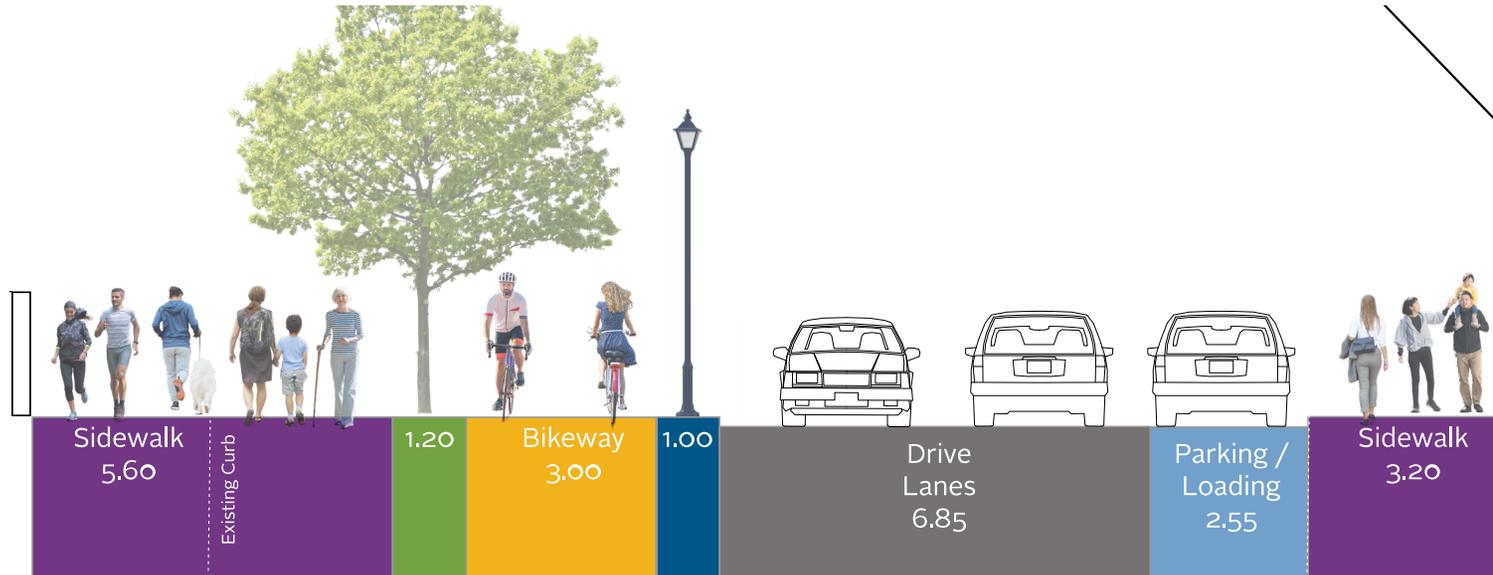
- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 3.50m west sidewalk
- 3.30m landscape area for trees and street furniture
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 0.70m
- East side parking and loading remain the same
- West side parking removed

Section 4 Cogswell Street to Carmichael Street Width 23.3m

Option 3: Pedestrian Priority



Results Achieved

- 3.00m bikeway
 - separated from traffic with 1.00m buffer
- 5.60m west sidewalk
- 1.20m landscape area for trees and street furniture
- Wide sidewalk with space for patios (no need for temporary patio infrastructure)
- New decorative lighting in place of existing highway style lighting

Implications

- West sidewalk increase 2.80m
- East side parking and loading remain the same
- West side parking removed

APPENDIX H

Level of Service Summary Tables Existing and Proposed Conditions

Appendix H: Level of Service Summary Tables (Synchro Analysis)

Table 1 – Brunswick Street at Spring Garden Road

		Spring Garden Road				Brunswick Street	
		EB-L	EB-T	WB-T	WB-R	SB-L	SB-R
AM Peak							
Hourly Volume		80	200	220	45	75	145
Existing/Proposed Conditions (2022) (Page B-1)	Delay	8.0	0.0	0.0		15.3	
	V/C	0.07	0.13	0.17		0.41	
	95th% Queue	1.8	0.0	0.0		15.8	
	Int. Delay	5.2					
PM Peak							
Hourly Volume		150	255	250	155	25	80
Existing/Proposed Conditions (2022) (Page B-8)	Delay	8.8	0.0	0.0		14.8	
	V/C	0.15	0.16	0.26		0.24	
	95th% Queue	4.1	0.0	0.0		7.3	
	Int. Delay	3.1					

Appendix H: Level of Service Summary Tables (Synchro Analysis)

Table 2 – Brunswick Street at Sackville Street

		Sackville Street			Brunswick Street					
		EB-L	EB-T	EB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R
		AM Peak								
Hourly Volume		205	235	30	40	115	10	180	220	520
Existing Conditions (2022) (Page B-2)	Delay	23.0	23.4		20.6	8.8		12.9	30.6	
	V/C	0.39	0.46		0.37	0.15		0.38	0.93	
	95th% Queue	48.7	60.8		12.3	17.4		29.9	163.7	
	Int. Delay	25.5								
Proposed Conditions (2022) (Page B-17) <i>Lane Changes & No RTOR Conditions</i>	Delay	18.4	19.1		11.5			23.0	5.9	
	V/C	0.34	0.41		0.28			0.47	0.69	
	95th% Queue	47.8	60.9		26.3			70.5	14.2	
	Int. Delay	14.8								
Proposed Conditions (2022) (Page B-23) <i>Includes Leading Bike Interval (5 sec)</i>	Delay	21.2	22.4		10.2			18.4	1.2	
	V/C	0.44	0.53		0.25			0.68	0.39	
	95th% Queue	52.3	66.5		27.0			79.0	15.5	
	Int. Delay	12.9								
Proposed Conditions (2022) (Page B-29) <i>Includes Protected Bike Signal (10 sec)</i>	Delay	21.9	23.1		10.7			18.9	1.4	
	V/C	0.44	0.53		0.26			0.69	0.4	
	95th% Queue	54.9	69.7		28.7			84.0	23.6	
	Int. Delay	13.3								
		PM Peak								
Hourly Volume		335	200	35	100	310	25	140	150	325
Existing Conditions (2022) (Page B-9)	Delay	19.6	14.9		26.1	16.4		23.2	16.5	
	V/C	0.56	0.34		0.56	0.52		0.57	0.74	
	95th% Queue	77.2	47.8		25.3	53.4		31.0	64.3	
	Int. Delay	18.1								
Proposed Conditions (2022) (Page B-20) <i>Lane Changes & No RTOR Conditions</i>	Delay	22.2	17.5		25.7			25.8	4.3	
	V/C	0.59	0.36		0.78			0.73	0.51	
	95th% Queue	79.3	50.6		86.0			61.7	13.0	
	Int. Delay	19.6								
Proposed Conditions (2022) (Page B-26) <i>Includes Leading Bike Interval (5 sec)</i>	Delay	26.5	19.6		21.3			22.1	0.7	
	V/C	0.68	0.42		0.71			0.66	0.25	
	95th% Queue	85.6	55.1		92.9			66.7	7.9	
	Int. Delay	18.2								
Proposed Conditions (2022) (Page B-32) <i>Includes Protected Bike Signal (10 sec)</i>	Delay	27.8	20.5		21.9			22.8	0.9	
	V/C	0.69	0.42		0.71			0.66	0.25	
	95th% Queue	91.6	57.5		98.4			70.6	12.1	
	Int. Delay	18.9								

Appendix H: Level of Service Summary Tables (Synchro Analysis)

Table 3 – Brunswick Street at Prince Street

		Prince Street		Brunswick Street	
		WB-L	WB-R	NB-T	SB-T
AM Peak					
Hourly Volume		160	55	395	975
Existing/Proposed Conditions (2022) (Page B-3)	Delay	28.2	7.9	10.0	28.8
	V/C	0.40	0.14	0.39	0.96
	95th% Queue	41.3	8.9	51.6	125.8
	Int. Delay	23.6			
PM Peak					
Hourly Volume		180	220	665	605
Existing/Proposed Conditions (2022) (Page B-10)	Delay	29.3	19.6	14.5	10.8
	V/C	0.45	0.54	0.65	0.59
	95th% Queue	46.2	40.8	107.2	88.0
	Int. Delay	19.2			

Table 4 – Brunswick Street at Carmichael Street

		Carmichael Street		Brunswick Street			
		WB-L	WB-R	NB-T	NB-R	SB-L	SB-T
AM Peak							
Hourly Volume		15	55	440	30	125	830
Existing/Proposed Conditions (2022) (Page B-4)	Delay	18.9		0.0		3.4	
	V/C	0.23		0.30		1.00	
	95th% Queue	6.9		0.0		3.6	
	Int. Delay	3.0					
PM Peak							
Hourly Volume		35	195	970	50	130	700
Existing/Proposed Conditions (2022) (Page B-11)	Delay	543.5		0.0		8.3	
	V/C	2.02		0.65		1.74	
	95th% Queue	162.9		0.0		8.8	
	Int. Delay	63.4					

Appendix H: Level of Service Summary Tables (Synchro Analysis)

Table 5 – Brunswick Street at Gottingen Street/Duke Street

		Gottingen Street			Duke Street			Brunswick Street					
		EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R
AM Peak													
Hourly Volume		5	200	515	50	100	30	125	195	100	55	340	20
Existing Conditions (2022) (Page B-5) <i>Includes Tactical Bikeway</i>	Delay	165.0			54.0	17.5		10.2	9.5			20.7	27.8
	V/C	1.29			0.60	0.24		0.30	0.36			0.18	0.64
	95th% Queue	212.5			26.0	27.1		15.7	29.5			15.9	81.5
	Int. Delay	80.0											
Proposed Conditions (2022) (Page B-18) <i>Lane Changes & No RTOR Conditions</i>	Delay	81.6			17.2	12.8		32.3	31.1			99.1	
	V/C	1.07			0.20	0.15		0.51	0.52			1.05	
	95th% Queue	291.4			15.3	26.0		37.4	86.4			188.8	
	Int. Delay	66.6											
Proposed Conditions (2022) (Page B-24) <i>Includes Leading Bike Interval (5 sec)</i>	Delay	117.9			20.6	14.5		30.3	28.8			112.8	
	V/C	1.16			0.24	0.17		0.51	0.52			1.10	
	95th% Queue	285.1			16.6	27.3		34.8	80.2			179.9	
	Int. Delay	84.6											
Proposed Conditions (2022) (Page B-30) <i>Includes Protected Bike Signal (10 sec)</i>	Delay	133.9			22.2	15.6		32.5	30.4			122.9	
	V/C	1.20			0.56	0.17		0.54	0.54			1.12	
	95th% Queue	295.3			17.4	28.6		36.2	83.1			185.5	
	Int. Delay	94.3											
PM Peak													
Hourly Volume		5	95	300	105	310	50	410	495	90	40	165	20
Existing Conditions (2022) (Page B-12) <i>Includes Tactical Bikeway</i>	Delay	21.2			37.4	29.5		22.2	21.6			22.4	21.5
	V/C	0.73			0.59	0.67		0.71	0.68			0.18	0.34
	95th% Queue	70.8			37.7	82.9		78.5	115.2			12.4	43.1
	Int. Delay	23.8											
Proposed Conditions (2022) (Page B-21) <i>Lane Changes & No RTOR Conditions</i>	Delay	45.5			28.8	25.1		28.2	21.6			24.5	
	V/C	0.89			0.51	0.63		0.81	0.72			0.48	
	95th% Queue	113.0			30.3	75.8		88.5	120.6			52.3	
	Int. Delay	28.8											
Proposed Conditions (2022) (Page B-27) <i>Includes Leading Bike Interval (5 sec)</i>	Delay	63.2			38.0	29.8		39.0	26.0			28.6	
	V/C	0.96			0.59	0.68		0.89	0.78			0.55	
	95th% Queue	125.8			38.1	83.3		97.9	127.4			55.4	
	Int. Delay	37.2											
Proposed Conditions (2022) (Page B-33) <i>Includes Protected Bike Signal (10 sec)</i>	Delay	74.8			43.6	32.2		47.0	29.0			32.3	
	V/C	1.00			0.64	0.70		0.93	0.81			0.61	
	95th% Queue	131.7			41.0	87.1		107.8	146.9			59.5	
	Int. Delay	43.0											

Appendix H: Level of Service Summary Tables (Synchro Analysis)

Table 6 – Brunswick Street at Cogswell Street

		Cogswell Street					Brunswick Street						
		EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R
AM Peak													
Hourly Volume		20	295	70	15	145	15	35	60	120	130	250	60
Existing Conditions (2022) (Page B-6)	Delay	24.2	6.5	22.3	2.1	9.5	9.1	10.2	10.8	10.9			
	V/C	0.34	0.15	0.18	0.04	0.07	0.06	0.17	0.22	0.34			
	95th% Queue	35.5	9.5	19.3	1.6	7.5	10.5	19.4	21.6	44.3			
	Int. Delay	15.3											
Cogswell Redevelopment Lane Changes (2022) (Page B-15)	Delay	16.4	20.8	17.0	15.6	14.0	13.3	3.5	16.5	17.4			
	V/C	0.06	0.43	0.13	0.15	0.10	0.08	0.21	0.29	0.41			
	95th% Queue	7.0	61.5	17.0	16.9	9.4	13.1	9.4	27.8	58.6			
	Int. Delay	16.1											
Proposed Conditions (2022) (Page B-19) <i>Lane Changes & No RTOR Conditions</i>	Delay	21.7	17.0	15.6	14.2	3.5	16.6	17.4					
	V/C	0.48	0.13	0.15	0.15	0.15	0.21	0.30	0.41				
	95th% Queue	66.7	17.0	16.9	19.5	9.4	27.9	58.6					
	Int. Delay	16.5											
Proposed Conditions (2022) (Page B-25) <i>Includes Leading Bike Interval (5 sec)</i>	Delay	35.4	22.5	20.8	12.0	3.4	13.9	13.9					
	V/C	0.73	0.20	0.23	0.13	0.19	0.27	0.37					
	95th% Queue	74.4	18.9	18.8	19.6	9.5	28.4	59.3					
	Int. Delay	19.8											
Proposed Conditions (2022) (Page B-31) <i>Includes Protected Bike Signal (10 sec)</i>	Delay	37.1	1.3 ¹	21.9	13.3	3.7	15.5	15.5 ²					
	V/C	0.74	0.06	0.24	0.14	0.2	0.28	0.38					
	95th% Queue	77.2	2.8	19.7	21.0	10.0	30.5	63.2					
	Int. Delay	19.9											
PM Peak													
Hourly Volume		100	175	205	40	140	30	35	280	30	15	170	65
Existing Conditions (2022) (Page B-13)	Delay	22.2	7.9	20.5	5.7	3.0	3.5	0.1	9.5	9.9			
	V/C	0.36	0.51	0.22	0.08	0.07	0.31	0.04	0.03	0.27			
	95th% Queue	29.9	17.5	19.9	4.9	1.2	10.4	0.0	4.1	31.8			
	Int. Delay	11.8											
Cogswell Redevelopment Lane Changes (2022) (Page B-16)	Delay	18.9	17.2	29.5	14.3	6.8	6.9	1.3	12.9	15.7			
	V/C	0.28	0.25	0.64	0.20	0.08	0.36	0.06	0.04	0.32			
	95th% Queue	23.9	34.5	54.3	18.3	2.6	22.2	0.2	4.9	42.3			
	Int. Delay	15.6											
Proposed Conditions (2022) (Page B-22) <i>Lane Changes & No RTOR Conditions</i>	Delay	19.6	24.7	12.5	10.1	2.5	14.8	18.0					
	V/C	0.49	0.58	0.19	0.47	0.06	0.05	0.35					
	95th% Queue	55.9	50.5	16.8	30.6	0.5	5.3	45.6					
	Int. Delay	16.1											
Proposed Conditions (2022) (Page B-28) <i>Includes Leading Bike Interval (5 sec)</i>	Delay	34.1	46.8	15.1	20.5	2.1	17.7	18.8					
	V/C	0.63	0.83	0.24	0.45	0.06	0.05	0.34					
	95th% Queue	60.2	57.2	18.2	76.6	2.6	6.4	56.0					
	Int. Delay	24.3											
Proposed Conditions (2022) (Page B-34) <i>Includes Protected Bike Signal (10 sec)</i>	Delay	35.8	2.9 ¹	18.1	18.2	2.2	15.3	16.7 ²					
	V/C	0.75	0.31	0.29	0.44	0.06	0.04	0.33					
	95th% Queue	65.0	9.7	19.9	68.7	2.8	5.8	50.4					
	Int. Delay	18.8											

¹ Significant improvement to EB right-turning vehicles with a Protected Bike Phase during both peak periods. EB right-turning vehicles are provided with an exclusive lane and are permitted to turn right during the NB/SB vehicle phase, thus improving the approach and intersection delay significantly.

² Impacts are not as significant on the SB approach because there is no exclusive turning lane available (through vehicles block right-turning vehicles)

Appendix H: Level of Service Summary Tables (Synchro Analysis)

Table 7 – Gottingen Street at Rainnie Drive

		Rainnie Drive		Gottingen Street	
		EB-L	EB-R	NB-T	SB-T
AM Peak					
Hourly Volume		5	240	250	215
Existing/Proposed Conditions (2022) (Page B-7)	Delay	11.8		0.0	0.0
	V/C	0.33		0.16	0.14
	95th% Queue	11.2		0.0	0.0
	Int. Delay	4.1			
PM Peak					
Hourly Volume		20	160	610	195
Existing/Proposed Conditions (2022) (Page B-14)	Delay	12.1		0.0	0.0
	V/C	0.28		0.39	0.12
	95th% Queue	8.7		0.0	0.0
	Int. Delay	2.2			

APPENDIX I

Sample Phasing Diagrams

	Bike Phase	NB/SB Phase	EB/WB Phase
<p>Scenario #1</p> <p>Existing Traffic Signal Timing Plans</p> <p>(No Protected Bike Phase)</p>	N/A		
<p>Scenario #2</p> <p>Leading Bike Intervals</p> <p>(Protected & Permissive Bike Phase)</p>			
<p>Scenario #3</p> <p>Protected Bike Phases</p> <p>(No Permissive Bike Phase)</p>			

APPENDIX J

Synchro Reports - Proposed Conditions

1: Brunswick Street & Cogswell Street

Cogswell Redevelopment Changes - 2022 AM Peak

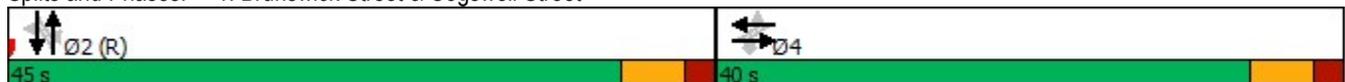
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Future Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Satd. Flow (prot)	1789	1883	1601	0	3437	0	1789	1883	1601	1789	1787	0
Flt Permitted	0.632				0.917		0.493			0.715		
Satd. Flow (perm)	954	1883	1465	0	3154	0	870	1883	1213	1068	1787	0
Satd. Flow (RTOR)					13				130			
Lane Group Flow (vph)	22	321	76	0	190	0	38	65	130	141	337	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4		4	4			2		2	2		
Total Split (s)	40.0	40.0	40.0	40.0	40.0		45.0	45.0	45.0	45.0	45.0	
Total Lost Time (s)	6.1	6.1	6.1		6.1		6.1	6.1	6.1	6.1	6.1	
Act Effct Green (s)	33.9	33.9	33.9		33.9		38.9	38.9	38.9	38.9	38.9	
Actuated g/C Ratio	0.40	0.40	0.40		0.40		0.46	0.46	0.46	0.46	0.46	
v/c Ratio	0.06	0.43	0.13		0.15		0.10	0.08	0.21	0.29	0.41	
Control Delay	16.4	20.8	17.0		15.6		14.0	13.3	3.5	16.5	17.4	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.4	20.8	17.0		15.6		14.0	13.3	3.5	16.5	17.4	
LOS	B	C	B		B		B	B	A	B	B	
Approach Delay		19.9			15.6			8.0				17.1
Approach LOS		B			B			A				B
Queue Length 50th (m)	2.3	38.9	8.0		9.8		3.6	6.0	0.0	14.5	37.0	
Queue Length 95th (m)	7.0	61.5	17.0		16.9		9.4	13.1	9.4	27.8	58.6	
Internal Link Dist (m)		145.3			219.9			273.3				87.4
Turn Bay Length (m)	40.0						25.0		40.0	75.0		
Base Capacity (vph)	380	750	584		1265		398	861	625	488	817	
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.43	0.13		0.15		0.10	0.08	0.21	0.29	0.41	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 16.1
 Intersection Capacity Utilization 81.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 1: Brunswick Street & Cogswell Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Future Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Satd. Flow (prot)	1789	1883	1601	0	3350	0	1789	1883	1601	1789	1773	0
Flt Permitted	0.610				0.870		0.580			0.529		
Satd. Flow (perm)	965	1883	876	0	2753	0	1054	1883	1255	872	1773	0
Satd. Flow (RTOR)					28				42			
Lane Group Flow (vph)	109	190	223	0	228	0	38	304	33	16	256	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4		4	4			2		2	2		
Total Split (s)	38.0	38.0	38.0	38.0	38.0		42.0	42.0	42.0	42.0	42.0	
Total Lost Time (s)	6.1	6.1	6.1		6.1		6.1	6.1	6.1	6.1	6.1	
Act Effct Green (s)	31.9	31.9	31.9		31.9		35.9	35.9	35.9	35.9	35.9	
Actuated g/C Ratio	0.40	0.40	0.40		0.40		0.45	0.45	0.45	0.45	0.45	
v/c Ratio	0.28	0.25	0.64		0.20		0.08	0.36	0.06	0.04	0.32	
Control Delay	18.9	17.2	29.5		14.3		6.8	6.9	1.3	12.9	15.7	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	17.2	29.5		14.3		6.8	6.9	1.3	12.9	15.7	
LOS	B	B	C		B		A	A	A	B	B	
Approach Delay		22.8			14.3			6.4				15.5
Approach LOS		C			B			A				B
Queue Length 50th (m)	11.5	19.7	28.0		10.6		1.1	8.5	0.0	1.4	25.4	
Queue Length 95th (m)	23.9	34.5	54.3		18.3		m2.6	22.2	m0.2	4.9	42.3	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)	40.0						25.0		40.0	75.0		
Base Capacity (vph)	384	750	349		1114		472	844	586	391	795	
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.28	0.25	0.64		0.20		0.08	0.36	0.06	0.04	0.32	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 86.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Brunswick Street & Cogswell Street



5: Brunswick Street & Sackville Street

Proposed Conditions - 2022 AM Peak

Lane Group												
Lane Configurations												
Traffic Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Future Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Satd. Flow (prot)	1789	1822	0	0	0	0	0	1820	0	0	1842	1601
Flt Permitted	0.950							0.843			0.787	
Satd. Flow (perm)	1709	1822	0	0	0	0	0	1510	0	0	1373	1169
Satd. Flow (RTOR)								7				565
Lane Group Flow (vph)	223	288	0	0	0	0	0	179	0	0	435	565
Turn Type	Perm	NA						Perm	NA	Perm	NA	Perm
Protected Phases		4						2			2	
Permitted Phases	4						2			2		2
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	50.0
Total Lost Time (s)	5.9	5.9						5.7			5.7	5.7
Act Effct Green (s)	24.5	24.5						27.1			27.1	27.1
Actuated g/C Ratio	0.39	0.39						0.43			0.43	0.43
v/c Ratio	0.34	0.41						0.28			0.74	0.69
Control Delay	18.4	19.1						11.5			23.0	5.9
Queue Delay	0.0	0.0						0.0			0.1	0.0
Total Delay	18.4	19.1						11.5			23.1	6.0
LOS	B	B						B			C	A
Approach Delay		18.8						11.5			13.4	
Approach LOS		B						B			B	
Queue Length 50th (m)	18.3	24.4						12.8			41.9	0.0
Queue Length 95th (m)	47.8	60.9						23.6			70.5	14.2
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9											35.0
Base Capacity (vph)	662	706						1077			978	995
Starvation Cap Reductn	0	0						0			46	15
Spillback Cap Reductn	0	0						0			0	0
Storage Cap Reductn	0	0						0			0	0
Reduced v/c Ratio	0.34	0.41						0.17			0.47	0.58

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 63.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 14.8
 Intersection Capacity Utilization 69.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 5: Brunswick Street & Sackville Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔			↔	
Traffic Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Future Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Satd. Flow (prot)	0	1377	0	1770	1709	0	1770	1644	0	0	1815	0
Flt Permitted		0.999		0.284			0.252				0.899	
Satd. Flow (perm)	0	1375	0	504	1709	0	469	1644	0	0	1617	0
Satd. Flow (RTOR)					19			24			2	
Lane Group Flow (vph)	0	782	0	54	142	0	136	321	0	0	452	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6			2	
Permitted Phases	4			4			6			2		
Total Split (s)	70.0	70.0		70.0	70.0		12.0	50.0		38.0	38.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1			6.1	
Act Effct Green (s)		63.9		63.9	63.9		46.0	43.9			31.9	
Actuated g/C Ratio		0.53		0.53	0.53		0.38	0.37			0.27	
v/c Ratio		1.07		0.20	0.15		0.51	0.52			1.05	
Control Delay		81.6		17.2	12.8		32.3	31.1			99.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		81.6		17.2	12.8		32.3	31.1			99.1	
LOS		F		B	B		C	C			F	
Approach Delay		81.6			14.0			31.4			99.1	
Approach LOS		F			B			C			F	
Queue Length 50th (m)		~214.5		6.8	14.8		22.3	57.1			~121.7	
Queue Length 95th (m)		#291.4		15.3	26.0		37.4	86.4			#188.8	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0					
Base Capacity (vph)		732		268	918		266	616			432	
Starvation Cap Reductn		0		0	0		0	0			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		1.07		0.20	0.15		0.51	0.52			1.05	

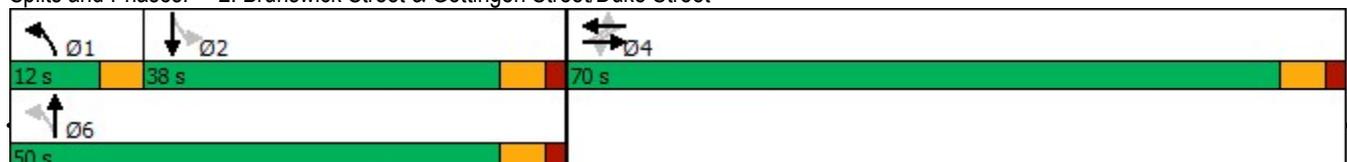
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 66.6
 Intersection Capacity Utilization 108.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



Appendix B - Intersection Performance Analysis
 1: Brunswick Street & Cogswell Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Future Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Satd. Flow (prot)	0	1878	1601	0	3437	0	0	1850	1601	1789	1787	0
Flt Permitted		0.974			0.915			0.815		0.690		
Satd. Flow (perm)	0	1811	1465	0	3148	0	0	1499	1213	1044	1787	0
Satd. Flow (RTOR)					13				130			
Lane Group Flow (vph)	0	343	76	0	190	0	0	103	130	141	337	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4		4	4			2		2	2		
Total Split (s)	40.0	40.0	40.0	40.0	40.0		45.0	45.0	45.0	45.0	45.0	
Total Lost Time (s)		6.1	6.1		6.1			6.1	6.1	6.1	6.1	
Act Effct Green (s)		33.9	33.9		33.9			38.9	38.9	38.9	38.9	
Actuated g/C Ratio		0.40	0.40		0.40			0.46	0.46	0.46	0.46	
v/c Ratio		0.48	0.13		0.15			0.15	0.21	0.30	0.41	
Control Delay		21.7	17.0		15.6			14.2	3.5	16.6	17.4	
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0	0.0	
Total Delay		21.7	17.0		15.6			14.2	3.5	16.6	17.4	
LOS		C	B		B			B	A	B	B	
Approach Delay		20.8			15.6			8.3			17.1	
Approach LOS		C			B			A			B	
Queue Length 50th (m)		42.4	8.0		9.8			9.9	0.0	14.5	37.0	
Queue Length 95th (m)		66.7	17.0		16.9			19.5	9.4	27.9	58.6	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)									25.0	75.0		
Base Capacity (vph)		722	584		1263			686	625	477	817	
Starvation Cap Reductn		0	0		0			0	0	0	0	
Spillback Cap Reductn		0	0		0			0	0	0	0	
Storage Cap Reductn		0	0		0			0	0	0	0	
Reduced v/c Ratio		0.48	0.13		0.15			0.15	0.21	0.30	0.41	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 16.5
 Intersection Capacity Utilization 86.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

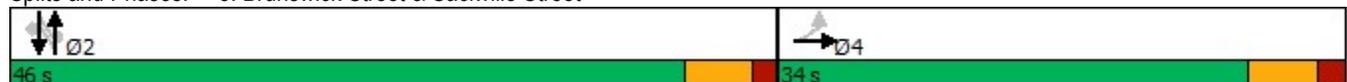
Lane Group												
Lane Configurations												
Traffic Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Future Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Satd. Flow (prot)	1789	1792	0	0	0	0	0	1808	0	0	1838	1601
Flt Permitted	0.950							0.818			0.594	
Satd. Flow (perm)	1554	1792	0	0	0	0	0	1444	0	0	1045	1160
Satd. Flow (RTOR)								5				353
Lane Group Flow (vph)	364	255	0	0	0	0	0	473	0	0	315	353
Turn Type	Perm	NA						Perm	NA	Perm	NA	Perm
Protected Phases		4						2			2	
Permitted Phases	4						2			2		2
Total Split (s)	34.0	34.0					46.0	46.0		46.0	46.0	46.0
Total Lost Time (s)	5.9	5.9						5.7			5.7	5.7
Act Effct Green (s)	25.4	25.4						26.5			26.5	26.5
Actuated g/C Ratio	0.40	0.40						0.42			0.42	0.42
v/c Ratio	0.59	0.36						0.78			0.73	0.51
Control Delay	22.2	17.5						25.7			25.8	4.3
Queue Delay	0.0	0.0						0.0			0.0	0.0
Total Delay	22.2	17.5						25.7			25.8	4.3
LOS	C	B						C			C	A
Approach Delay		20.3						25.7			14.5	
Approach LOS		C						C			B	
Queue Length 50th (m)	32.5	20.3						45.7			29.7	0.0
Queue Length 95th (m)	79.3	50.6						86.0			61.7	13.0
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9											35.0
Base Capacity (vph)	700	808						935			675	874
Starvation Cap Reductn	0	0						0			5	16
Spillback Cap Reductn	0	0						0			0	0
Storage Cap Reductn	0	0						0			0	0
Reduced v/c Ratio	0.52	0.32						0.51			0.47	0.41

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 63.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 5: Brunswick Street & Sackville Street



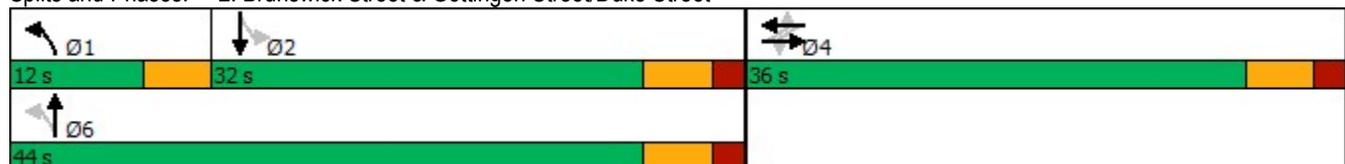
Appendix B - Intersection Performance Analysis
 2: Brunswick Street & Gottingen Street/Duke Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Future Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Satd. Flow (prot)	0	1419	0	1789	1777	0	1789	1772	0	0	1815	0
Flt Permitted		0.995		0.376			0.514				0.823	
Satd. Flow (perm)	0	1411	0	648	1777	0	880	1772	0	0	1485	0
Satd. Flow (RTOR)					12			16			7	
Lane Group Flow (vph)	0	434	0	114	391	0	446	636	0	0	244	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6			2	
Permitted Phases	4			4			6			2		
Total Split (s)	36.0	36.0		36.0	36.0		12.0	44.0		32.0	32.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1			6.1	
Act Effct Green (s)		26.7		26.7	26.7		40.1	38.0			26.0	
Actuated g/C Ratio		0.35		0.35	0.35		0.52	0.49			0.34	
v/c Ratio		0.89		0.51	0.63		0.81	0.72			0.48	
Control Delay		45.5		28.8	25.1		28.2	21.6			24.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		45.5		28.8	25.1		28.2	21.6			24.5	
LOS		D		C	C		C	C			C	
Approach Delay		45.5			26.0			24.3			24.5	
Approach LOS		D			C			C			C	
Queue Length 50th (m)		61.4		13.6	47.4		44.9	77.3			30.2	
Queue Length 95th (m)		#113.0		30.3	75.8		#88.5	120.6			52.3	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0					
Base Capacity (vph)		549		252	699		553	883			505	
Starvation Cap Reductn		0		0	0		0	0			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.79		0.45	0.56		0.81	0.72			0.48	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 77
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 28.8
 Intersection Capacity Utilization 122.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service H
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



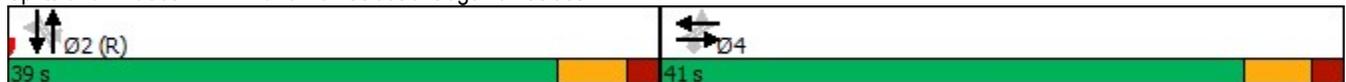
Appendix B - Intersection Performance Analysis
 1: Brunswick Street & Cogswell Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Future Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Satd. Flow (prot)	0	1850	1601	0	3350	0	0	1872	1601	1789	1773	0
Flt Permitted		0.791			0.852			0.941		0.472		
Satd. Flow (perm)	0	1403	876	0	2731	0	0	1765	1255	788	1773	0
Satd. Flow (RTOR)					30				42			
Lane Group Flow (vph)	0	299	223	0	228	0	0	342	33	16	256	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4		4	4			2		2	2		
Total Split (s)	41.0	41.0	41.0	41.0	41.0		39.0	39.0	39.0	39.0	39.0	
Total Lost Time (s)		6.1	6.1		6.1			6.1	6.1	6.1	6.1	
Act Effct Green (s)		34.9	34.9		34.9			32.9	32.9	32.9	32.9	
Actuated g/C Ratio		0.44	0.44		0.44			0.41	0.41	0.41	0.41	
v/c Ratio		0.49	0.58		0.19			0.47	0.06	0.05	0.35	
Control Delay		19.6	24.7		12.5			10.1	2.5	14.8	18.0	
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0	0.0	
Total Delay		19.6	24.7		12.5			10.1	2.5	14.8	18.0	
LOS		B	C		B			B	A	B	B	
Approach Delay		21.8			12.5			9.4			17.8	
Approach LOS		C			B			A			B	
Queue Length 50th (m)		33.1	26.0		9.7			12.1	0.0	1.5	27.4	
Queue Length 95th (m)		55.9	50.5		16.8			30.6	m0.5	5.3	45.6	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)									25.0	75.0		
Base Capacity (vph)		612	382		1208			725	540	324	729	
Starvation Cap Reductn		0	0		0			0	0	0	0	
Spillback Cap Reductn		0	0		0			0	0	0	0	
Storage Cap Reductn		0	0		0			0	0	0	0	
Reduced v/c Ratio		0.49	0.58		0.19			0.47	0.06	0.05	0.35	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 16.1
 Intersection Capacity Utilization 101.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Future Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Satd. Flow (prot)	1789	1820	0	0	0	0	0	1835	0	0	1842	1601
Flt Permitted	0.950							0.845			0.770	
Satd. Flow (perm)	1704	1820	0	0	0	0	0	1551	0	0	1409	1477
Satd. Flow (RTOR)								6				
Lane Group Flow (vph)	223	288	0	0	0	0	0	179	0	0	435	565
Turn Type	Perm	NA						Perm	NA	Perm	NA	custom
Protected Phases		4						2			2	
Permitted Phases	4						2			2		2 4
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	
Total Lost Time (s)	5.9	5.9						5.7			5.7	
Act Effct Green (s)	16.1	16.1						24.3			24.3	52.5
Actuated g/C Ratio	0.30	0.30						0.45			0.45	0.97
v/c Ratio	0.44	0.53						0.25			0.68	0.39
Control Delay	21.2	22.4						10.2			18.4	1.2
Queue Delay	0.0	0.0						0.0			0.0	0.1
Total Delay	21.2	22.4						10.2			18.4	1.3
LOS	C	C						B			B	A
Approach Delay		21.9						10.2			8.7	
Approach LOS		C						B			A	
Queue Length 50th (m)	16.4	21.9						9.0			29.1	0.0
Queue Length 95th (m)	52.3	66.5						27.0			79.0	15.5
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9											35.0
Base Capacity (vph)	842	899						1285			1166	1417
Starvation Cap Reductn	0	0						0			48	132
Spillback Cap Reductn	0	0						0			0	0
Storage Cap Reductn	0	0						0			0	0
Reduced v/c Ratio	0.26	0.32						0.14			0.39	0.44

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 53.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 59.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: Brunswick Street & Sackville Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Future Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Satd. Flow (prot)	0	1401	0	1770	1715	0	1770	1653	0	0	1817	0
Flt Permitted		0.999		0.258			0.239				0.898	
Satd. Flow (perm)	0	1398	0	461	1715	0	445	1653	0	0	1619	0
Satd. Flow (RTOR)					19			26				
Lane Group Flow (vph)	0	782	0	54	142	0	136	321	0	0	452	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6				
Permitted Phases	4			4			6			2		
Total Split (s)	59.0	59.0		59.0	59.0		12.0	46.0		34.0	34.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1			6.1	
Act Effct Green (s)		52.9		52.9	52.9		42.0	39.9			28.0	
Actuated g/C Ratio		0.48		0.48	0.48		0.38	0.36			0.25	
v/c Ratio		1.16		0.24	0.17		0.51	0.52			1.10	
Control Delay		117.9		20.6	14.5		30.3	28.8			112.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		117.9		20.6	14.5		30.3	28.8			112.8	
LOS		F		C	B		C	C			F	
Approach Delay		117.9			16.2			29.3			112.8	
Approach LOS		F			B			C			F	
Queue Length 50th (m)		~210.1		7.0	15.1		20.3	51.8			~116.3	
Queue Length 95th (m)		#285.1		16.6	27.3		34.8	80.2			#179.9	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0					
Base Capacity (vph)		672		221	834		266	616			412	
Starvation Cap Reductn		0		0	0		0	0			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		1.16		0.24	0.17		0.51	0.52			1.10	

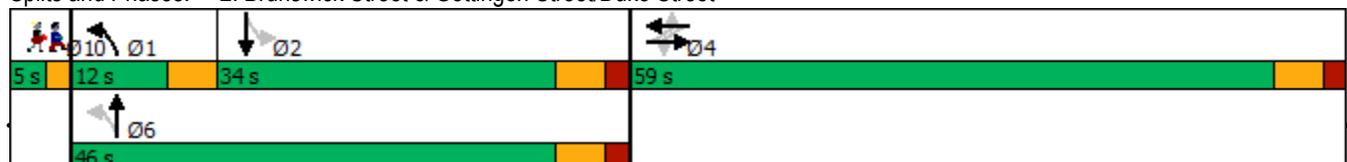
Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 84.6
 Intersection Capacity Utilization 108.5%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service G

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



1: Brunswick Street & Cogswell Street

Proposed Conditions with LBI - 2022 AM Peak

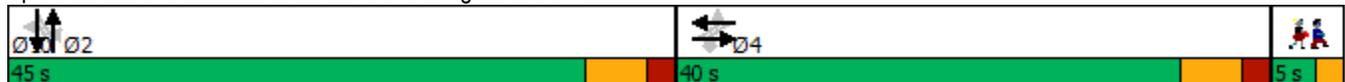
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Future Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Satd. Flow (prot)	0	1878	1601	0	3433	0	0	1850	1601	1789	1784	0
Flt Permitted		0.969			0.907			0.822		0.690		
Satd. Flow (perm)	0	1800	1459	0	3116	0	0	1511	1192	1029	1784	0
Satd. Flow (RTOR)					12				130			
Lane Group Flow (vph)	0	343	76	0	190	0	0	103	130	141	337	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4		4	4			2		2	2		
Total Split (s)	40.0	40.0	40.0	40.0	40.0		45.0	45.0	45.0	45.0	45.0	
Total Lost Time (s)		6.1	6.1		6.1			6.1	6.1	6.1	6.1	
Act Effct Green (s)		19.8	19.8		19.8			39.1	39.1	39.1	39.1	
Actuated g/C Ratio		0.26	0.26		0.26			0.51	0.51	0.51	0.51	
v/c Ratio		0.73	0.20		0.23			0.13	0.19	0.27	0.37	
Control Delay		35.4	22.5		20.8			12.0	3.4	13.9	13.9	
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0	0.0	
Total Delay		35.4	22.5		20.8			12.0	3.4	13.9	13.9	
LOS		D	C		C			B	A	B	B	
Approach Delay		33.0			20.8			7.2			13.9	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		47.2	8.9		11.0			7.5	0.0	11.1	28.1	
Queue Length 95th (m)		74.4	18.9		18.8			19.6	9.5	28.4	59.3	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)									25.0	75.0		
Base Capacity (vph)		804	652		1400			775	675	528	915	
Starvation Cap Reductn		0	0		0			0	0	0	0	
Spillback Cap Reductn		0	0		0			0	0	0	0	
Storage Cap Reductn		0	0		0			0	0	0	0	
Reduced v/c Ratio		0.43	0.12		0.14			0.13	0.19	0.27	0.37	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Future Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Satd. Flow (prot)	1789	1796	0	0	0	0	0	1829	0	0	1838	1601
Flt Permitted	0.950							0.838			0.605	
Satd. Flow (perm)	1575	1796	0	0	0	0	0	1526	0	0	1102	1471
Satd. Flow (RTOR)								5				
Lane Group Flow (vph)	364	255	0	0	0	0	0	473	0	0	315	353
Turn Type	Perm	NA						Perm	NA	Perm	NA	custom
Protected Phases		4						2			2	
Permitted Phases	4						2			2		2 4
Total Split (s)	34.0	34.0					46.0	46.0		46.0	46.0	
Total Lost Time (s)	5.9	5.9						5.7			5.7	
Act Effct Green (s)	20.0	20.0						25.7			25.7	57.8
Actuated g/C Ratio	0.34	0.34						0.43			0.43	0.97
v/c Ratio	0.68	0.42						0.71			0.66	0.25
Control Delay	26.5	19.6						21.3			22.1	0.7
Queue Delay	0.0	0.0						0.0			0.0	0.0
Total Delay	26.5	19.6						21.3			22.1	0.8
LOS	C	B						C			C	A
Approach Delay		23.7						21.3			10.8	
Approach LOS		C						C			B	
Queue Length 50th (m)	32.8	20.6						39.3			25.6	0.0
Queue Length 95th (m)	85.6	55.1						92.9			66.7	7.9
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9											35.0
Base Capacity (vph)	882	1006						1095			789	1413
Starvation Cap Reductn	0	0						0			11	178
Spillback Cap Reductn	0	0						0			0	0
Storage Cap Reductn	0	0						0			0	0
Reduced v/c Ratio	0.41	0.25						0.43			0.40	0.29

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 59.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.2
 Intersection Capacity Utilization 72.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 5: Brunswick Street & Sackville Street



Appendix B - Intersection Performance Analysis
 2: Brunswick Street & Gottingen Street/Duke Street

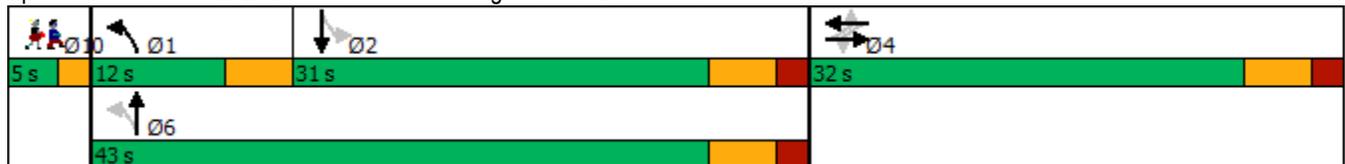
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗			↕	
Traffic Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Future Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Satd. Flow (prot)	0	1403	0	1770	1757	0	1770	1753	0	0	1795	0
Flt Permitted		0.995		0.348			0.496				0.796	
Satd. Flow (perm)	0	1396	0	595	1757	0	840	1753	0	0	1421	0
Satd. Flow (RTOR)					11			15				
Lane Group Flow (vph)	0	434	0	114	391	0	446	636	0	0	244	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6			2	
Permitted Phases	4			4			6			2		
Total Split (s)	32.0	32.0		32.0	32.0		12.0	43.0		31.0	31.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1			6.1	
Act Effct Green (s)		25.9		25.9	25.9		39.0	36.9			24.9	
Actuated g/C Ratio		0.32		0.32	0.32		0.49	0.46			0.31	
v/c Ratio		0.96		0.59	0.68		0.89	0.78			0.55	
Control Delay		63.2		38.0	29.8		39.0	26.0			28.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		63.2		38.0	29.8		39.0	26.0			28.6	
LOS		E		D	C		D	C			C	
Approach Delay		63.2			31.6			31.3			28.6	
Approach LOS		E			C			C			C	
Queue Length 50th (m)		67.4		15.1	52.1		46.4	80.1			32.2	
Queue Length 95th (m)		#125.8		#38.1	83.3		#97.9	#127.4			55.4	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0					
Base Capacity (vph)		451		192	576		502	816			442	
Starvation Cap Reductn		0		0	0		0	0			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.96		0.59	0.68		0.89	0.78			0.55	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 37.2
 Intersection Capacity Utilization 122.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service H

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



1: Brunswick Street & Cogswell Street

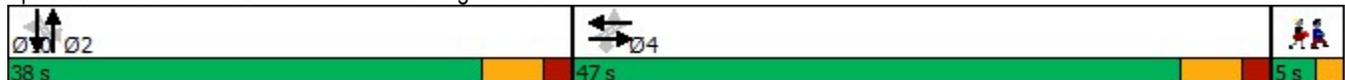
Proposed Conditions with LBI - 2022 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Future Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Satd. Flow (prot)	0	1850	1601	0	3337	0	0	1872	1601	1789	1770	0
Flt Permitted		0.781			0.847			0.942		0.485		
Satd. Flow (perm)	0	1375	789	0	2689	0	0	1767	1216	802	1770	0
Satd. Flow (RTOR)					28				62			
Lane Group Flow (vph)	0	299	223	0	228	0	0	342	33	16	256	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4		4	4			2		2	2		
Total Split (s)	47.0	47.0	47.0	47.0	47.0		38.0	38.0	38.0	38.0	38.0	
Total Lost Time (s)		6.1	6.1		6.1			6.1	6.1	6.1	6.1	
Act Effct Green (s)		26.1	26.1		26.1			32.4	32.4	32.4	32.4	
Actuated g/C Ratio		0.34	0.34		0.34			0.43	0.43	0.43	0.43	
v/c Ratio		0.63	0.83		0.24			0.45	0.06	0.05	0.34	
Control Delay		26.6	46.8		15.1			20.5	2.1	17.7	18.8	
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0	0.0	
Total Delay		26.6	46.8		15.1			20.5	2.1	17.7	18.8	
LOS		C	D		B			C	A	B	B	
Approach Delay		35.2			15.1			18.9			18.7	
Approach LOS		D			B			B			B	
Queue Length 50th (m)		36.7	29.8		10.8			35.8	0.0	1.4	25.3	
Queue Length 95th (m)		60.2	57.2		18.2			76.6	2.6	6.4	56.0	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)									25.0	75.0		
Base Capacity (vph)		752	431		1484			754	554	342	755	
Starvation Cap Reductn		0	0		0			0	0	0	0	
Spillback Cap Reductn		0	0		0			0	0	0	0	
Storage Cap Reductn		0	0		0			0	0	0	0	
Reduced v/c Ratio		0.40	0.52		0.15			0.45	0.06	0.05	0.34	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 100.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service G

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Future Volume (vph)	205	235	30	0	0	0	40	115	10	180	220	520
Satd. Flow (prot)	1789	1819	0	0	0	0	0	1834	0	0	1842	1601
Flt Permitted	0.950							0.845			0.772	
Satd. Flow (perm)	1699	1819	0	0	0	0	0	1549	0	0	1411	1472
Satd. Flow (RTOR)								5				
Lane Group Flow (vph)	223	288	0	0	0	0	0	179	0	0	435	565
Turn Type	Perm	NA						Perm	NA	Perm	NA	custom
Protected Phases		4						2			2	
Permitted Phases	4						2			2		2 4
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	
Total Lost Time (s)	5.9	5.9						5.7			5.7	
Act Effct Green (s)	16.5	16.5						24.9			24.9	53.5
Actuated g/C Ratio	0.30	0.30						0.45			0.45	0.97
v/c Ratio	0.44	0.53						0.26			0.69	0.40
Control Delay	21.9	23.1						10.7			18.9	1.4
Queue Delay	0.0	0.0						0.0			0.0	0.1
Total Delay	21.9	23.1						10.7			18.9	1.5
LOS	C	C						B			B	A
Approach Delay		22.6						10.7			9.1	
Approach LOS		C						B			A	
Queue Length 50th (m)	16.6	22.2						9.3			29.8	0.0
Queue Length 95th (m)	54.9	69.7						28.7			84.0	23.6
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9											35.0
Base Capacity (vph)	825	883						1269			1155	1419
Starvation Cap Reductn	0	0						0			49	128
Spillback Cap Reductn	0	0						0			0	0
Storage Cap Reductn	0	0						0			0	0
Reduced v/c Ratio	0.27	0.33						0.14			0.39	0.44

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 55.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 13.3
 Intersection Capacity Utilization 59.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: Brunswick Street & Sackville Street



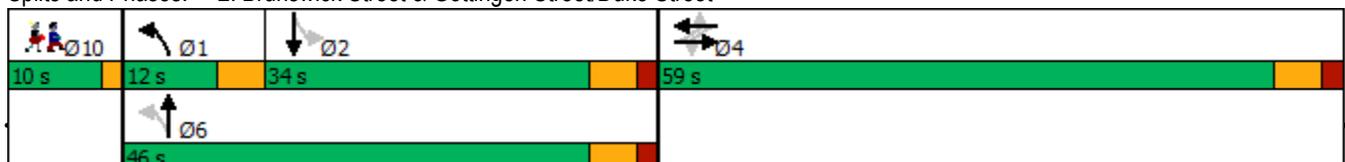
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔			↔	
Traffic Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Future Volume (vph)	5	200	515	50	100	30	125	195	100	55	340	20
Satd. Flow (prot)	0	1389	0	1770	1712	0	1770	1649	0	0	1816	0
Flt Permitted		0.999		0.250			0.230				0.898	
Satd. Flow (perm)	0	1386	0	447	1712	0	428	1649	0	0	1617	0
Satd. Flow (RTOR)					18			25				
Lane Group Flow (vph)	0	782	0	54	142	0	136	321	0	0	452	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6			2	
Permitted Phases	4			4			6			2		
Total Split (s)	59.0	59.0		59.0	59.0		12.0	46.0		34.0	34.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1			6.1	
Act Effct Green (s)		52.9		52.9	52.9		42.0	39.9			28.0	
Actuated g/C Ratio		0.47		0.47	0.47		0.37	0.35			0.25	
v/c Ratio		1.20		0.26	0.17		0.54	0.54			1.12	
Control Delay		133.9		22.2	15.6		32.5	30.4			122.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		133.9		22.2	15.6		32.5	30.4			122.9	
LOS		F		C	B		C	C			F	
Approach Delay		133.9			17.4			31.0			122.9	
Approach LOS		F			B			C			F	
Queue Length 50th (m)		~220.1		7.3	15.9		21.1	54.0			~121.3	
Queue Length 95th (m)		#295.3		17.4	28.6		36.2	83.1			#185.5	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0					
Base Capacity (vph)		651		210	814		255	600			402	
Starvation Cap Reductn		0		0	0		0	0			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		1.20		0.26	0.17		0.53	0.54			1.12	

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 112.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 94.3
 Intersection Capacity Utilization 108.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



1: Brunswick Street & Cogswell Street

Proposed Conditions with BS - 2022 AM Peak

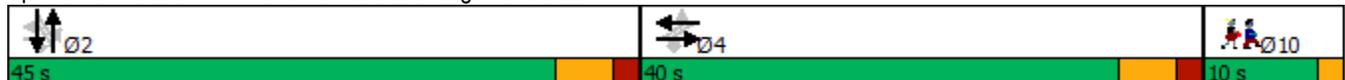
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Future Volume (vph)	20	295	70	15	145	15	35	60	120	130	250	60
Satd. Flow (prot)	0	1878	1601	0	3428	0	0	1850	1601	1789	1782	0
Flt Permitted		0.969			0.899			0.820		0.690		
Satd. Flow (perm)	0	1799	1472	0	3084	0	0	1506	1171	1014	1782	0
Satd. Flow (RTOR)					11				130			
Lane Group Flow (vph)	0	343	76	0	190	0	0	103	130	141	337	0
Turn Type	Perm	NA	custom	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4		2 4	4			2		2	2		
Total Split (s)	40.0	40.0		40.0	40.0		45.0	45.0	45.0	45.0	45.0	
Total Lost Time (s)		6.1			6.1			6.1	6.1	6.1	6.1	
Act Effct Green (s)		20.4	65.6		20.4			39.1	39.1	39.1	39.1	
Actuated g/C Ratio		0.26	0.83		0.26			0.49	0.49	0.49	0.49	
v/c Ratio		0.74	0.06		0.24			0.14	0.20	0.28	0.38	
Control Delay		37.1	1.3		21.9			13.3	3.7	15.5	15.5	
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0	0.0	
Total Delay		37.1	1.3		21.9			13.3	3.7	15.5	15.5	
LOS		D	A		C			B	A	B	B	
Approach Delay		30.6			21.9			7.9			15.5	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		49.6	1.4		11.6			8.2	0.0	12.2	31.0	
Queue Length 95th (m)		77.2	2.8		19.7			21.0	10.0	30.5	63.2	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)									25.0	75.0		
Base Capacity (vph)		772	1426		1331			742	643	500	878	
Starvation Cap Reductn		0	0		0			0	0	0	0	
Spillback Cap Reductn		0	0		0			0	0	0	0	
Storage Cap Reductn		0	0		0			0	0	0	0	
Reduced v/c Ratio		0.44	0.05		0.14			0.14	0.20	0.28	0.38	

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 79.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 19.9
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Brunswick Street & Cogswell Street



Appendix B - Intersection Performance Analysis
 5: Brunswick Street & Sackville Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Future Volume (vph)	335	200	35	0	0	0	100	310	25	140	150	325
Satd. Flow (prot)	1789	1793	0	0	0	0	0	1828	0	0	1838	1601
Flt Permitted	0.950							0.836			0.601	
Satd. Flow (perm)	1563	1793	0	0	0	0	0	1521	0	0	1093	1465
Satd. Flow (RTOR)								4				
Lane Group Flow (vph)	364	255	0	0	0	0	0	473	0	0	315	353
Turn Type	Perm	NA						Perm	NA	Perm	NA	custom
Protected Phases		4						2			2	
Permitted Phases	4						2			2		2 4
Total Split (s)	34.0	34.0					46.0	46.0		46.0	46.0	
Total Lost Time (s)	5.9	5.9						5.7			5.7	
Act Effct Green (s)	21.2	21.2						27.2			27.2	60.3
Actuated g/C Ratio	0.34	0.34						0.44			0.44	0.97
v/c Ratio	0.69	0.42						0.71			0.66	0.25
Control Delay	27.8	20.5						21.9			22.8	0.9
Queue Delay	0.0	0.0						0.0			0.0	0.0
Total Delay	27.8	20.5						21.9			22.8	0.9
LOS	C	C						C			C	A
Approach Delay		24.8						21.9			11.2	
Approach LOS		C						C			B	
Queue Length 50th (m)	35.6	22.2						42.3			27.5	0.0
Queue Length 95th (m)	#91.6	57.5						98.4			70.6	12.1
Internal Link Dist (m)		409.5			240.5			167.6			89.1	
Turn Bay Length (m)	39.9											35.0
Base Capacity (vph)	776	890						1049			753	1417
Starvation Cap Reductn	0	0						0			10	172
Spillback Cap Reductn	0	0						0			0	0
Storage Cap Reductn	0	0						0			0	0
Reduced v/c Ratio	0.47	0.29						0.45			0.42	0.28

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 72.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Brunswick Street & Sackville Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔			↔	
Traffic Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Future Volume (vph)	5	95	300	105	310	50	410	495	90	40	165	20
Satd. Flow (prot)	0	1388	0	1770	1753	0	1770	1749	0	0	1793	0
Flt Permitted		0.995		0.334			0.488				0.746	
Satd. Flow (perm)	0	1381	0	570	1753	0	824	1749	0	0	1330	0
Satd. Flow (RTOR)					10			14				
Lane Group Flow (vph)	0	434	0	114	391	0	446	636	0	0	244	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		1	6				2
Permitted Phases	4			4			6			2		
Total Split (s)	32.0	32.0		32.0	32.0		12.0	43.0		31.0	31.0	
Total Lost Time (s)		6.1		6.1	6.1		4.0	6.1			6.1	
Act Effct Green (s)		25.9		25.9	25.9		39.0	36.9			24.9	
Actuated g/C Ratio		0.31		0.31	0.31		0.47	0.45			0.30	
v/c Ratio		1.00		0.64	0.70		0.93	0.81			0.61	
Control Delay		74.8		43.6	32.2		47.0	29.0			32.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		74.8		43.6	32.2		47.0	29.0			32.3	
LOS		E		D	C		D	C			C	
Approach Delay		74.8			34.8			36.4			32.3	
Approach LOS		E			C			D			C	
Queue Length 50th (m)		~71.3		16.0	55.0		49.7	85.7			34.3	
Queue Length 95th (m)		#131.7		#41.0	87.1		#107.8	#146.9			59.5	
Internal Link Dist (m)		164.1			247.6			99.9			273.3	
Turn Bay Length (m)							75.0					
Base Capacity (vph)		433		178	557		481	790			401	
Starvation Cap Reductn		0		0	0		0	0			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		1.00		0.64	0.70		0.93	0.81			0.61	

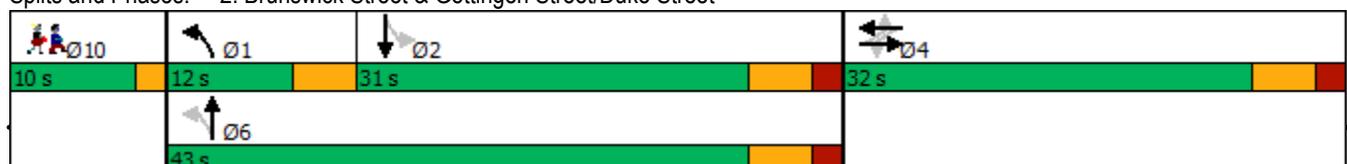
Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 82.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 43.0
 Intersection Capacity Utilization 122.4%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service H

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Brunswick Street & Gottingen Street/Duke Street



1: Brunswick Street & Cogswell Street

Proposed Conditions with BS - 2022 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Future Volume (vph)	100	175	205	40	140	30	35	280	30	15	170	65
Satd. Flow (prot)	0	1850	1601	0	3330	0	0	1872	1601	1789	1769	0
Flt Permitted		0.781			0.827			0.942		0.495		
Satd. Flow (perm)	0	1369	883	0	2621	0	0	1766	1196	815	1769	0
Satd. Flow (RTOR)					25				59			
Lane Group Flow (vph)	0	299	223	0	228	0	0	342	33	16	256	0
Turn Type	Perm	NA	custom	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4		2 4	4			2		2	2		
Total Split (s)	47.0	47.0		47.0	47.0		38.0	38.0	38.0	38.0	38.0	
Total Lost Time (s)		6.1			6.1			6.1	6.1	6.1	6.1	
Act Effct Green (s)		21.3	59.6		21.3			32.2	32.2	32.2	32.2	
Actuated g/C Ratio		0.29	0.81		0.29			0.44	0.44	0.44	0.44	
v/c Ratio		0.75	0.31		0.29			0.44	0.06	0.04	0.33	
Control Delay		35.8	2.9		18.1			18.2	2.2	15.3	16.7	
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0	0.0	
Total Delay		35.8	2.9		18.1			18.2	2.2	15.3	16.7	
LOS		D	A		B			B	A	B	B	
Approach Delay		21.7			18.1			16.8			16.6	
Approach LOS		C			B			B			B	
Queue Length 50th (m)		38.9	5.0		11.7			33.1	0.0	1.3	23.4	
Queue Length 95th (m)		65.0	9.7		19.9			68.7	2.8	5.8	50.4	
Internal Link Dist (m)		145.3			219.9			273.3			87.4	
Turn Bay Length (m)									25.0	75.0		
Base Capacity (vph)		770	872		1485			775	557	357	776	
Starvation Cap Reductn		0	0		0			0	0	0	0	
Spillback Cap Reductn		0	0		0			0	0	0	0	
Storage Cap Reductn		0	0		0			0	0	0	0	
Reduced v/c Ratio		0.39	0.26		0.15			0.44	0.06	0.04	0.33	

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 73.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 18.8
 Intersection Capacity Utilization 100.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service G

Splits and Phases: 1: Brunswick Street & Cogswell Street



APPENDIX K

MMLOS Analysis - Proposed Conditions

SCENARIO: Proposed Conditions - AM Peak

Area Type: Regional Centre

MODE					
Brunswick Street at Spring Garden Road					
Target	A	A	A	E	E
Actual	B	C	C	B	B
Brunswick Street at Doyle Street					
Target	B	A	B	E	E
Actual	B	B	N/A	N/A	D
Brunswick Street at Sackville Street					
Target	A	A	B	E	E
Actual	C	B	N/A	C	C
Brunswick Street at Prince Street					
Target	A	A	B	E	E
Actual	B	B	N/A	C	B
Brunswick Street at Carmichael Street					
Target	A	A	B	E	E
Actual	B	B	N/A	B	C
Brunswick Street at Gottingen Street / Duke Street					
Target	A	A	B	E	E
Actual	D	B	A	E	D
Brunswick Street at Cogswell Street					
Target	A	A	B	D	E
Actual	D	B	A	C	B
Rainnie Drive at Gottingen Street					
Target	A	A	B	E	E
Actual	A	B	N/A	A	C

SCENARIO: Proposed Conditions - PM Peak

Area Type: Regional Centre

MODE					
Brunswick Street at Spring Garden Road					
Target	A	A	A	E	E
Actual	B	C	C	B	B
Brunswick Street at Doyle Street					
Target	B	A	B	E	E
Actual	B	B	N/A	N/A	D
Brunswick Street at Sackville Street					
Target	A	A	B	E	E
Actual	C	B	N/A	C	C
Brunswick Street at Prince Street					
Target	A	A	B	E	E
Actual	B	B	N/A	B	B
Brunswick Street at Carmichael Street					
Target	A	A	B	E	E
Actual	B	B	N/A	D	D
Brunswick Street at Gottingen Street / Duke Street					
Target	A	A	B	E	E
Actual	C	A	C	D	C
Brunswick Street at Cogswell Street					
Target	A	A	B	D	E
Actual	D	B	A	C	B
Rainnie Drive at Gottingen Street					
Target	A	A	B	E	E
Actual	A	B	N/A	A	C

INTERSECTION: Brunswick Street / Spring Garden Road

SCENARIO: Proposed AM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 10.7m = LOS C
- Cycle Length = Not signalized, Stop Control with one major leg crosswalk marked (SGR) and marked crosswalk on Brunswick Street, LOS B.

CYCLISTS = LOS C

- 3 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
 - ▲ 1 lane change to make a left
- SGR EB/WB curb lane < 4m, Brunswick St physically separated. Score = 50% = LOS D
- Cycle Length = Not signalized, SGR not stop controlled, one lane on major street = LOS B.

TRANSIT = LOS C

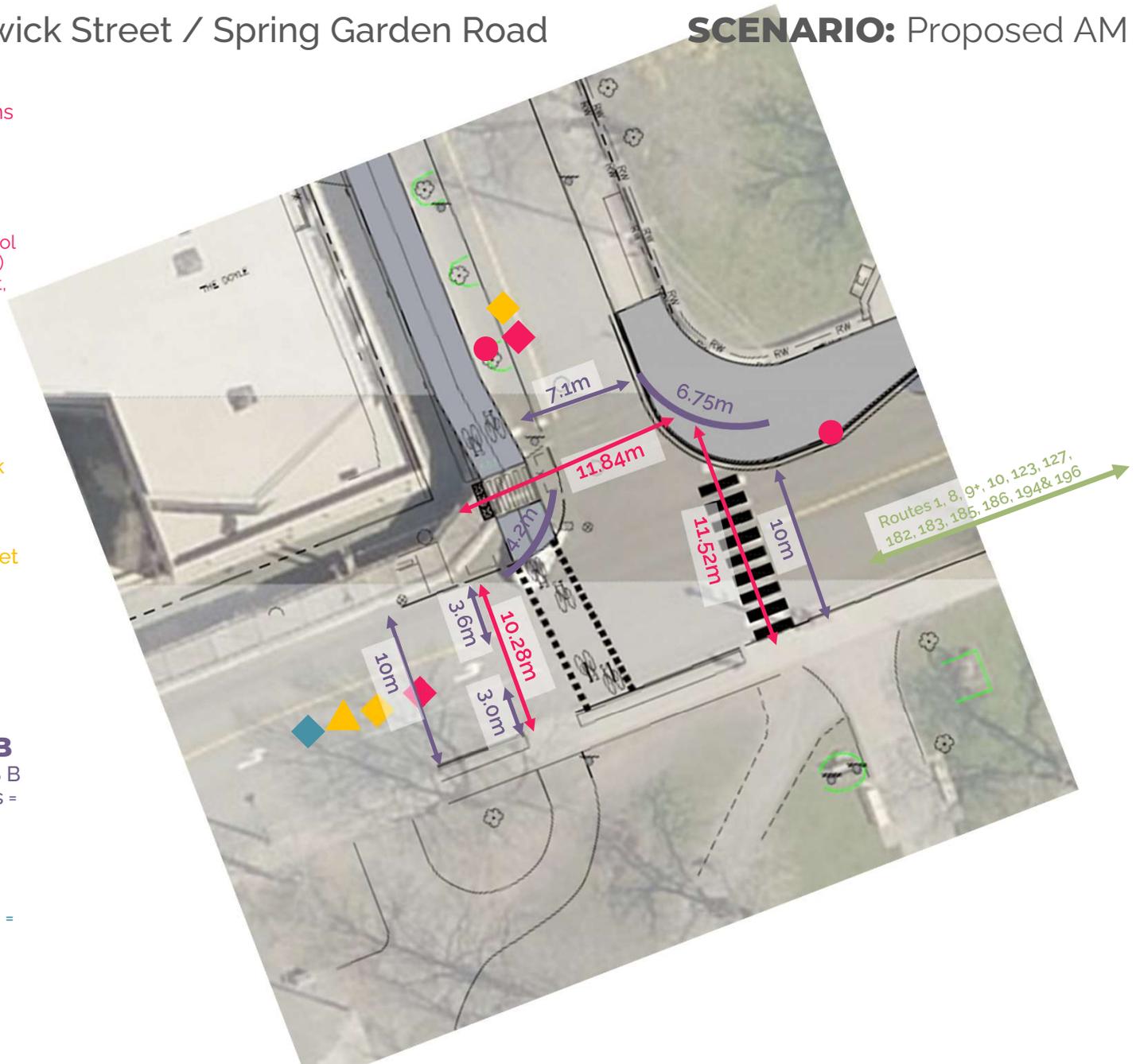
- Transit priority on SGR = 0, LOS F
- V/C = 0.15 = LOS A
- Delay = 0 sec = LOS A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 3.9m = LOS B
- Average Effective Right Turning Radius = 7.5m = LOS F
- Delay = 4.9 seconds = LOS A

AUTOMOBILES = LOS B

- ◆ 1 turning lanes of 3 movements = 33.3% = LOS D
- No turn prohibitions = LOS A
- Delay = 5.2 seconds = LOS A



INTERSECTION: Brunswick Street /Doyle Street

SCENARIO: Proposed AM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 10.8m = LOS B
- Cycle Length = Not signalized, All crosswalks marked = LOS B.

CYCLISTS = LOS B

- 2 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
- Doyle St curb lane = 4m, Brunswick St physically separated. Score = 80% = LOS B
- Cycle Length = Not signalized, Doyle is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

- Not a transit priority corridor
- Not a transit route

GOODS MOVEMENT = LOS D

- Average Curb Lane Width = 3.6 m = LOS C
- Average Effective Right Turning Radius = 5.1 m = LOS F
- Delay = No Data Available

AUTOMOBILES = LOS D

- ◆ 0 turning lanes of 4 possible movements = LOS F
- 0 turn prohibitions = LOS A
- Delay = No Data Available



INTERSECTION: Brunswick Street / Sackville Street

SCENARIO: Proposed AM

PEDESTRIANS = LOS C

- 7 uncontrolled conflicts with pedestrians = LOS B
 - ◆ 3 permitted left turn
 - 3 right turn on green
 - ▲ 1 right turn on red
- Average Pedestrian Crossing = 12.6m = LOS C
- Cycle Length = 90 seconds = LOS C

CYCLISTS = LOS B

- 3 uncontrolled conflict with cyclists = LOS A
 - ◆ 2 permitted left turn
 - ▲ 1 lane changes to make a left turn
- Brunswick St physically separated, Sackville EB <4m, Score = 80% = LOS B
- Cycle Length = 90 seconds = LOS C

TRANSIT = N/A

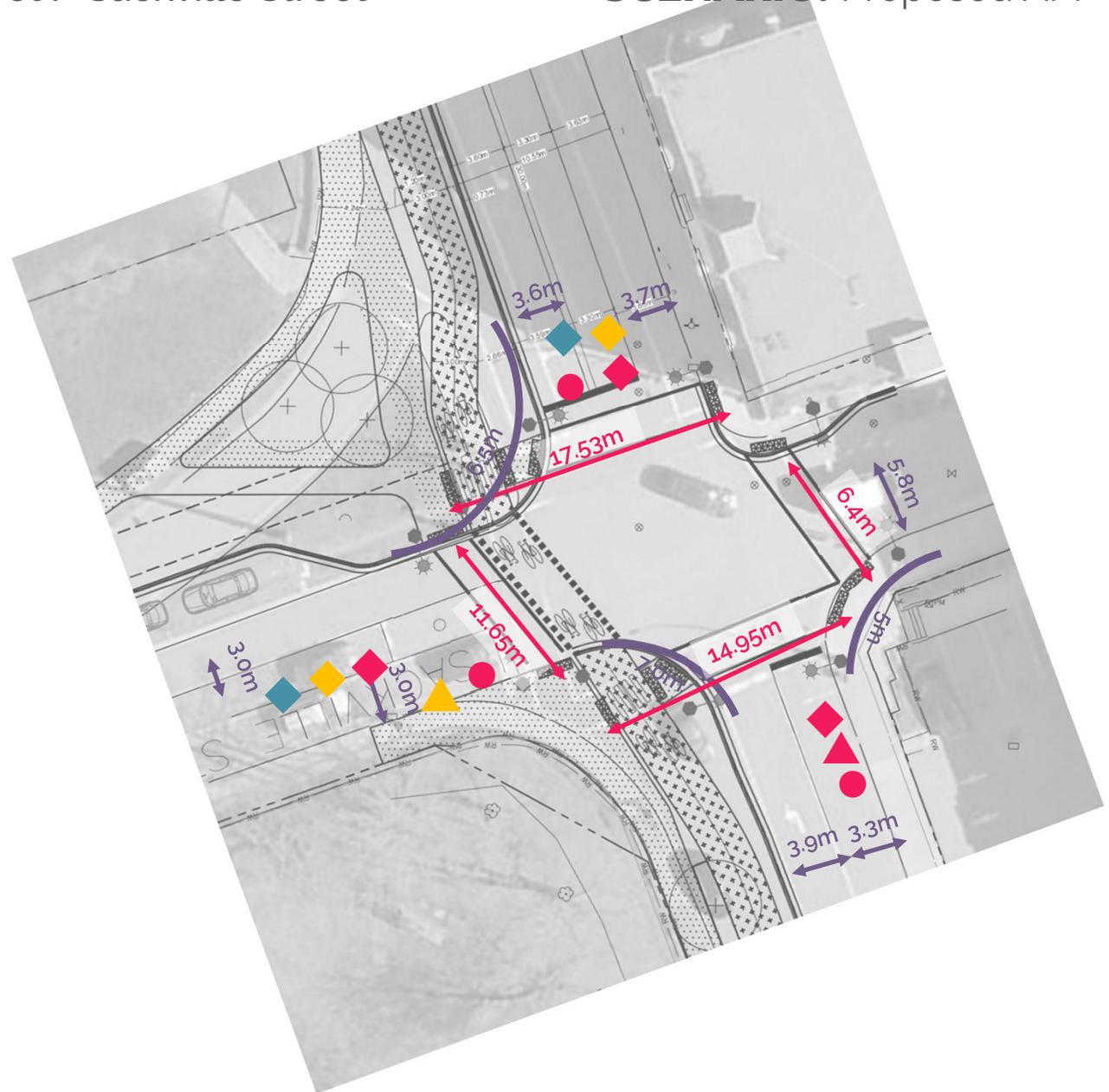
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 3.7m = LOS C
- Average Effective Right Turning Radius = 7.1m = LOS F
- Delay = 13.3 seconds = LOS B

AUTOMOBILES = LOS C

- ◆ 2 turning lane of 6 possible movements = 33% = LOS D
- 3 turn prohibitions = LOS D
 - Sackville Street is one-way on the east leg of the intersection, all movements from Sackville EB are prohibited.
- Delay = 13.3 seconds = LOS B



INTERSECTION: Brunswick Street / Prince Street

SCENARIO: Proposed AM

PEDESTRIANS = LOS C

- 3 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 right turn on green
 - ▲ 1 right turn on red
- Average Pedestrian Crossing = 10.2m = LOS B
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS B

- 2 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
 - ▲ 1 lane changes to make a left turn
- Brunswick SB & NB = physically separated, Prince WB >4m Score = 88% = LOS B
- Cycle Length = 80 seconds = LOS C

TRANSIT = N/A

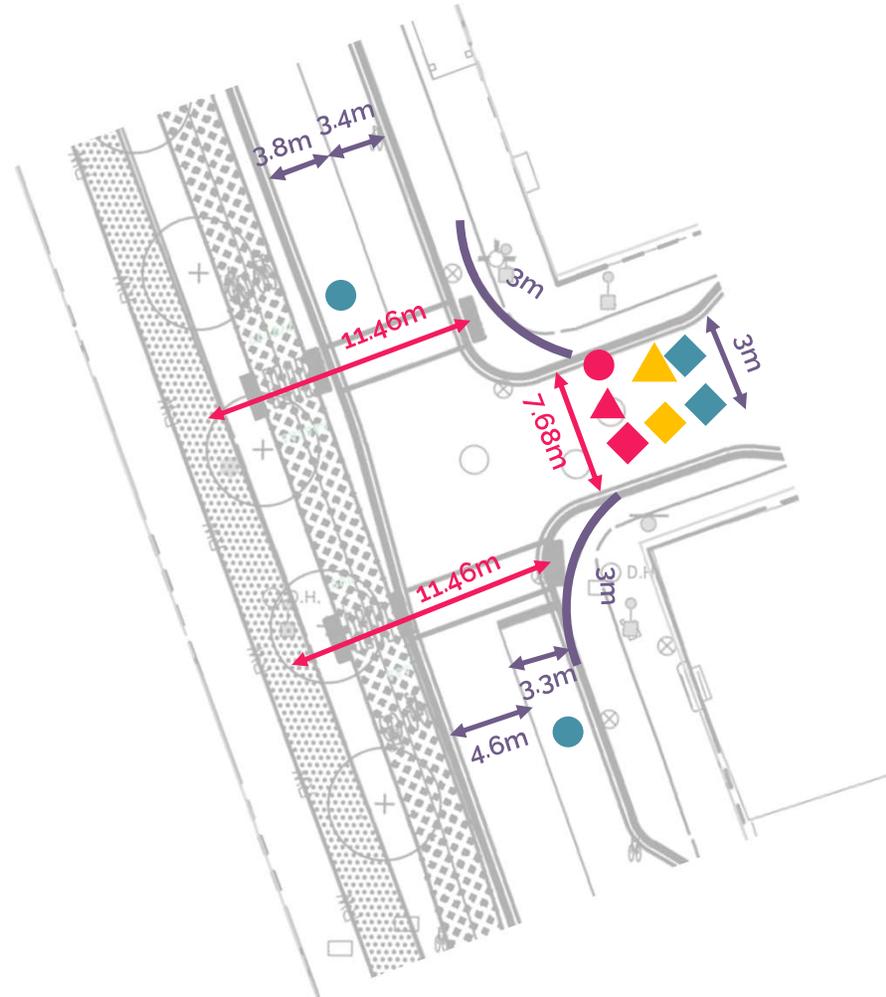
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 6.2m = LOS A
- Average Effective Right Turning Radius = 3m = LOS F
- Delay = 22.3 seconds = LOS C

AUTOMOBILES = LOS B

- ◆ 2 turning lane of 2 possible movements = 100% = LOS A
- 2 turn prohibitions = LOS C
 - Prince Street is one-way, movements from Brunswick Street to Prince Street are restricted.
- Delay = 23.2 seconds = LOS C



INTERSECTION: Brunswick Street / Carmichael Street

SCENARIO: Proposed AM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 3 uncontrolled right turns
- Average Pedestrian Crossing = 11.8m = LOS C
- Cycle Length = Not signalized, Stop Control with one major leg crosswalk marked (Brunswick) and marked crosswalk on Carmichael Street, LOS B.

CYCLISTS = LOS B

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Brunswick SB & NB = physically separated, Carmichael WB >4m Score = 88% = LOS B
- Cycle Length = Not signalized, Brunswick not stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

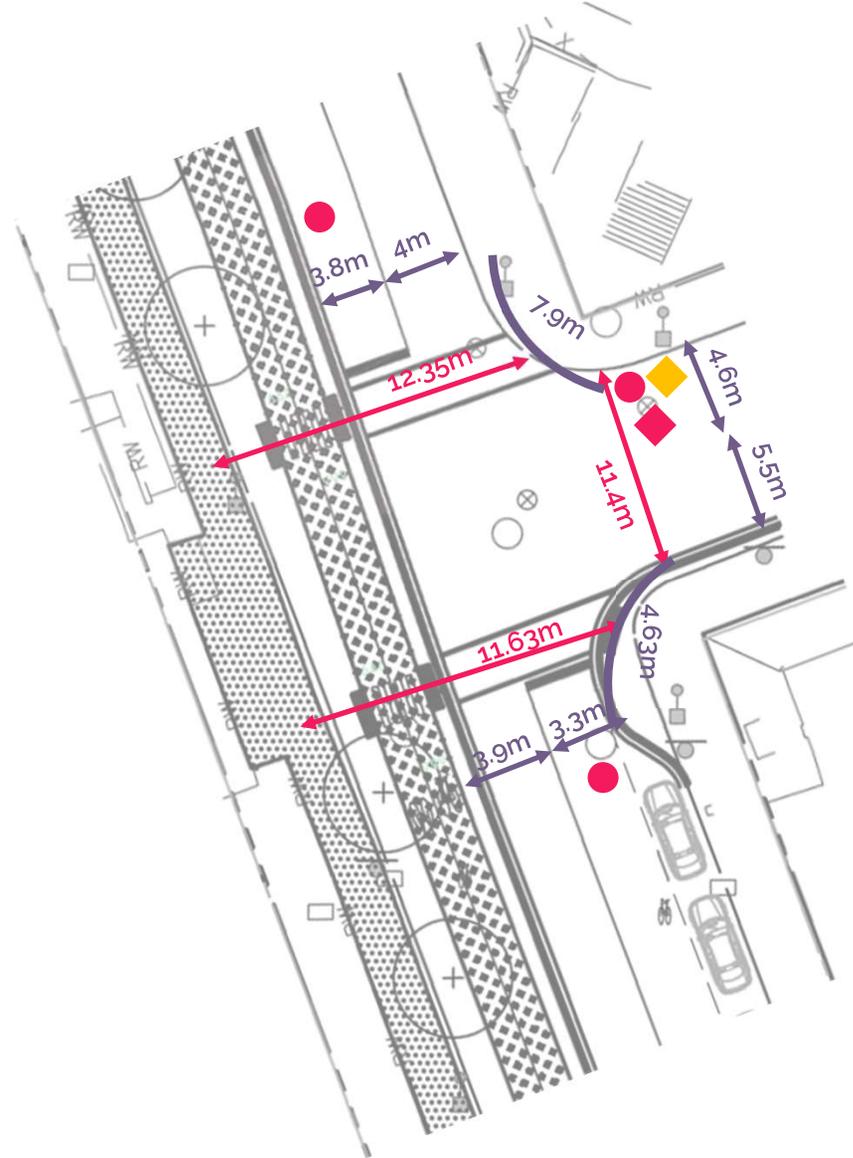
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 4.1m = LOS A
- Average Effective Right Turning Radius = 7.9m = LOS F
- Delay = 2.9 seconds = LOS A

AUTOMOBILES = LOS C

- 0 turning lane of 4 possible movements = 0% = LOS F
- 0 turn prohibitions = LOS A
- Delay = 3.0 seconds = LOS A



INTERSECTION: Brunswick Street / Gottingen Street / Duke Street SCENARIO: Proposed AM

PEDESTRIANS = LOS D

- 10 uncontrolled conflicts with pedestrians = LOS C
 - ◆ 4 permitted left turns
 - 2 right turns on red
 - ▲ 4 right turns on green
- Average Pedestrian Crossing = 15.4m = LOS D
- Cycle Length = 115 seconds = LOS E

CYCLISTS = LOS B

- 3 uncontrolled conflict with cyclists = LOS A
 - ◆ 3 permitted left turns
 - ▲ 0 lane changes to make a left
- Brunswick SB & NB = physically separated, Gottingen St EB = physically separated, Duke St WB >4m Score = 91% = LOS A
- Cycle Length = 115 seconds = LOS E

TRANSIT = LOS A

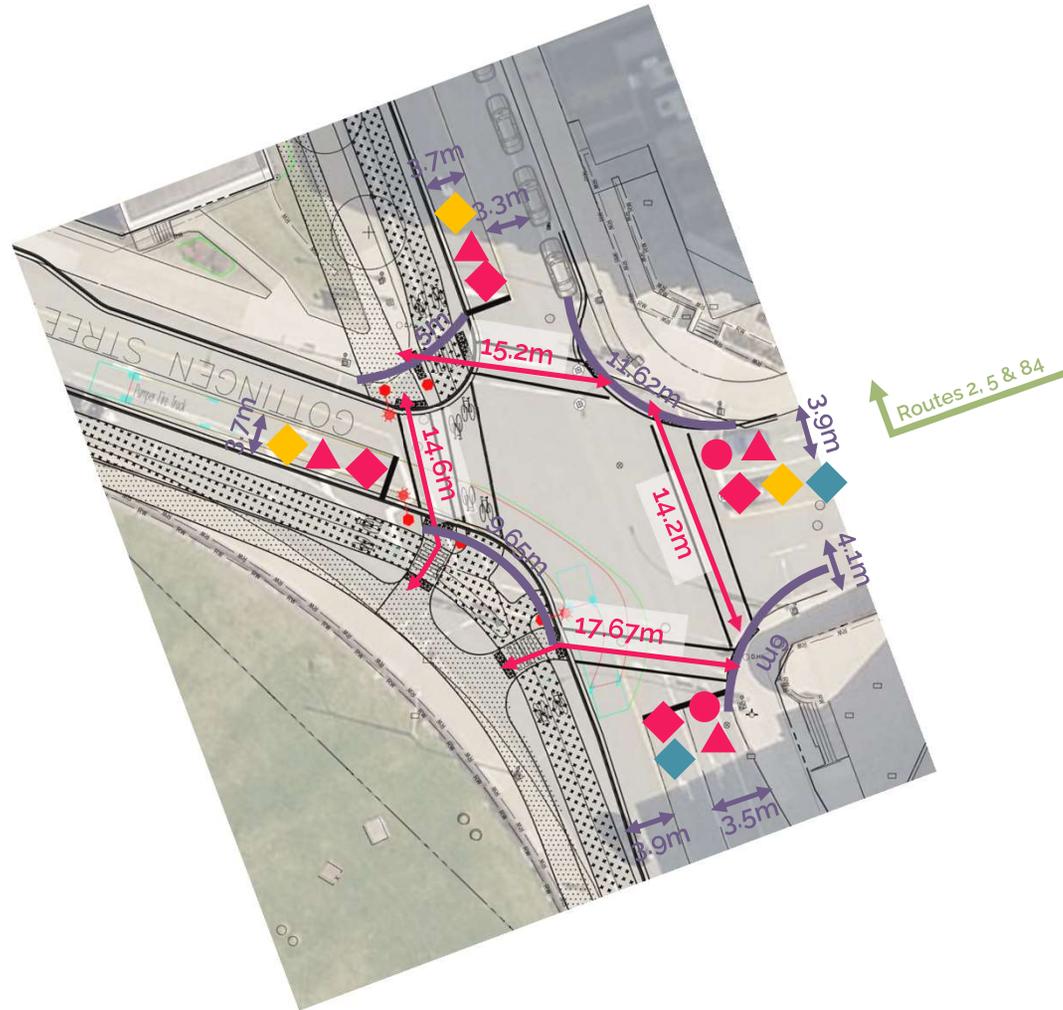
- Not designated as transit priority corridor.
- V/C = 0.17 = LOS A
- Delay = 15.6 seconds = LOS B

GOODS MOVEMENT = LOS E

- Average Curb Lane Width = 3.7m = LOS C
- Average Effective Right Turning Radius = 8.1m = LOS F
- Delay = 94.3 seconds = LOS F

AUTOMOBILES = LOS D

- ◆ 2 turning lane of 8 possible movements = 25% = LOS D
- 0 turn prohibitions = LOS A
- Delay = 94.3 seconds = LOS F



INTERSECTION: Brunswick Street / Cogswell Street

SCENARIO: Proposed AM

PEDESTRIANS = LOS D

- 9 uncontrolled conflicts with pedestrians = LOS C
 - ◆ 4 permitted left turn
 - 1 right turn on red
 - ▲ 4 right turn on green
 - 0 right turn channels
- Average Pedestrian Crossing = 19.3m = LOS E
- Cycle Length = 95 seconds = LOS D

CYCLISTS = LOS B

- 2 uncontrolled conflict with cyclists = LOS A
 - ◆ 0 permitted left turn
 - 2 right turn lanes
 - 0 right turn channels
 - ▲ 0 lane changes to make a left turn
- Brunswick SB & NB = physically separated, Cogswell EB & WB = physically separated, Score = 100% = LOS A
- Cycle Length = 95 seconds = LOS D

TRANSIT = LOS A

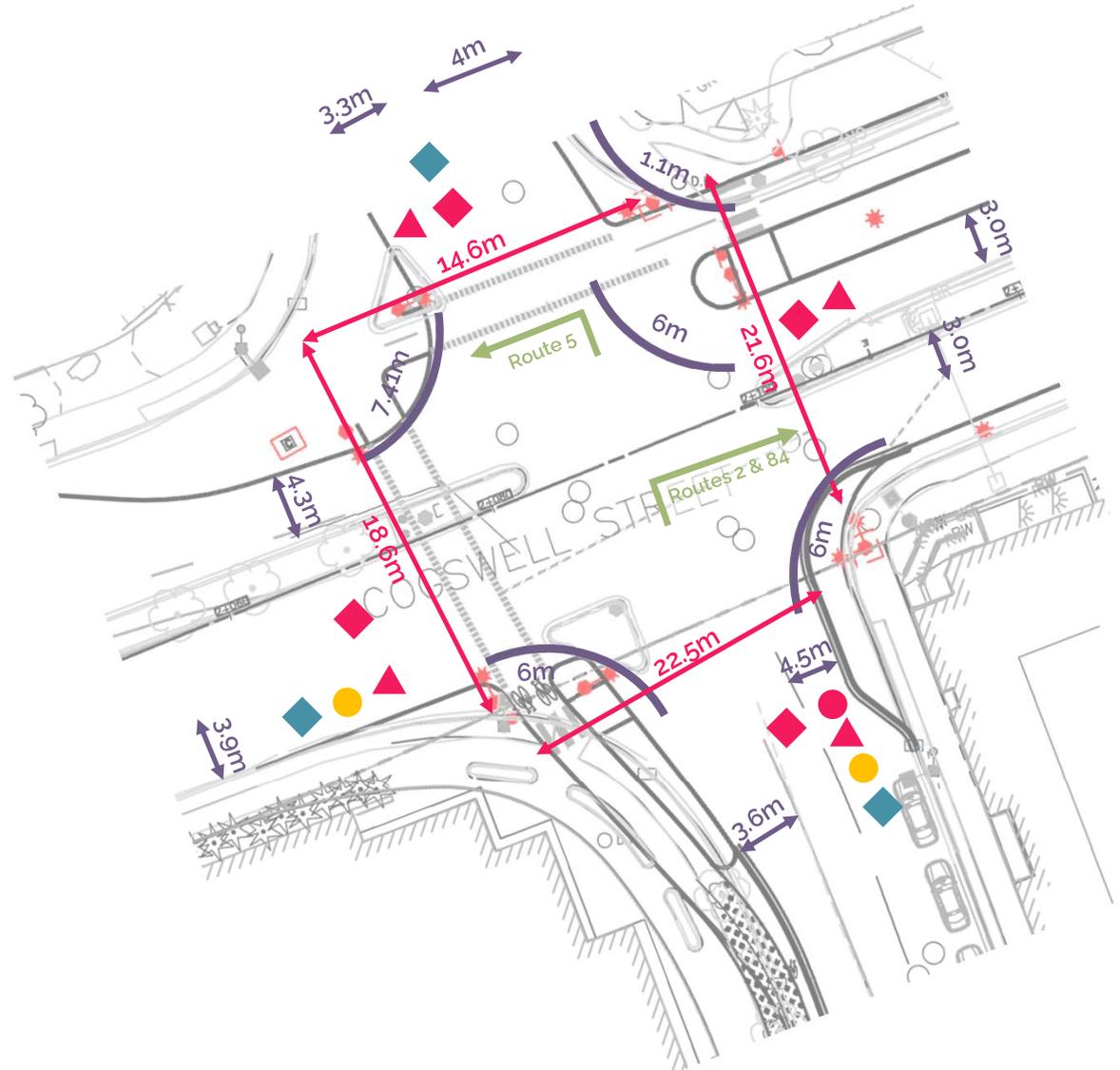
- Not designated as transit priority corridor.
- V/C = 0.17 = LOS A
- Delay = 8 seconds = LOS A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 3.7m = LOS C
- Average Effective Right Turning Radius = 6.3m = LOS F
- Delay = 19.9 seconds = LOS B

AUTOMOBILES = LOS B

- ◆ 3 turning lane of 8 possible movements = 37.5% = LOS C
- 0 turn prohibitions = LOS A
- Delay = 19.9 seconds = LOS B



INTERSECTION: Rainnie Drive / Gottingen Street

SCENARIO: Proposed AM

PEDESTRIANS = LOS A

- 2 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 uncontrolled right turns
- Average Pedestrian Crossing = 6.5m = LOS A
- Cycle Length = Not signalized, Stop Control with crosswalk on Gottingen Street and Rainnie Drive, LOS B.

CYCLISTS = LOS B

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Gottingen WB & Rainnie EB = physically separated bike lane (through tactical design), Gottingen St SB >4m Score = 88% = LOS B
- Cycle Length = Not signalized, Rainnie is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

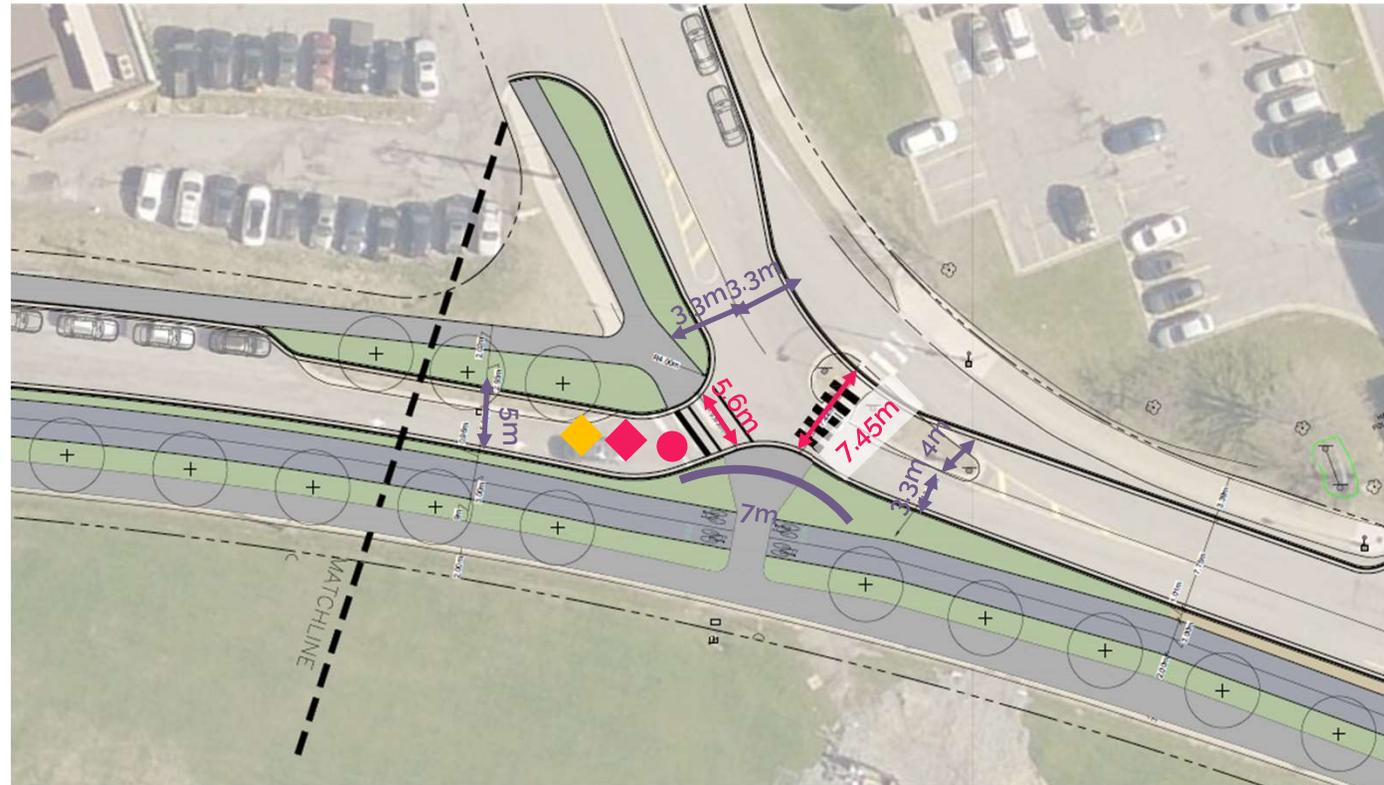
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS A

- Average Curb Lane Width = 4.2m = LOS A
- Average Effective Right Turning Radius = 17m = LOS B
- Delay = 0 = LOS A

AUTOMOBILES = LOS C

- 0 turning lane of 2 possible movements = 0% = LOS F
- 2 turn prohibitions = LOS C
- Delay = 0 seconds = LOS A



INTERSECTION: Brunswick Street / Spring Garden Road

SCENARIO: Proposed PM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 2 permitted left turns
 - 2 uncontrolled right turns
- Average Pedestrian Crossing = 10.7m = LOS C
- Cycle Length = Not signalized, Stop Control with one major leg crosswalk marked (SGR) and marked crosswalk on Brunswick Street, LOS B.

CYCLISTS = LOS C

- 3 uncontrolled conflicts with cyclists= LOS A
 - ◆ 2 Permitted left turn
 - ▲ 1 lane change to make a left
- SGR EB/WB curb lane < 4m, Brunswick St physically separated. Score = 50% = LOS D
- Cycle Length = Not signalized, SGR not stop controlled, one lane on major street = LOS B.

TRANSIT = LOS C

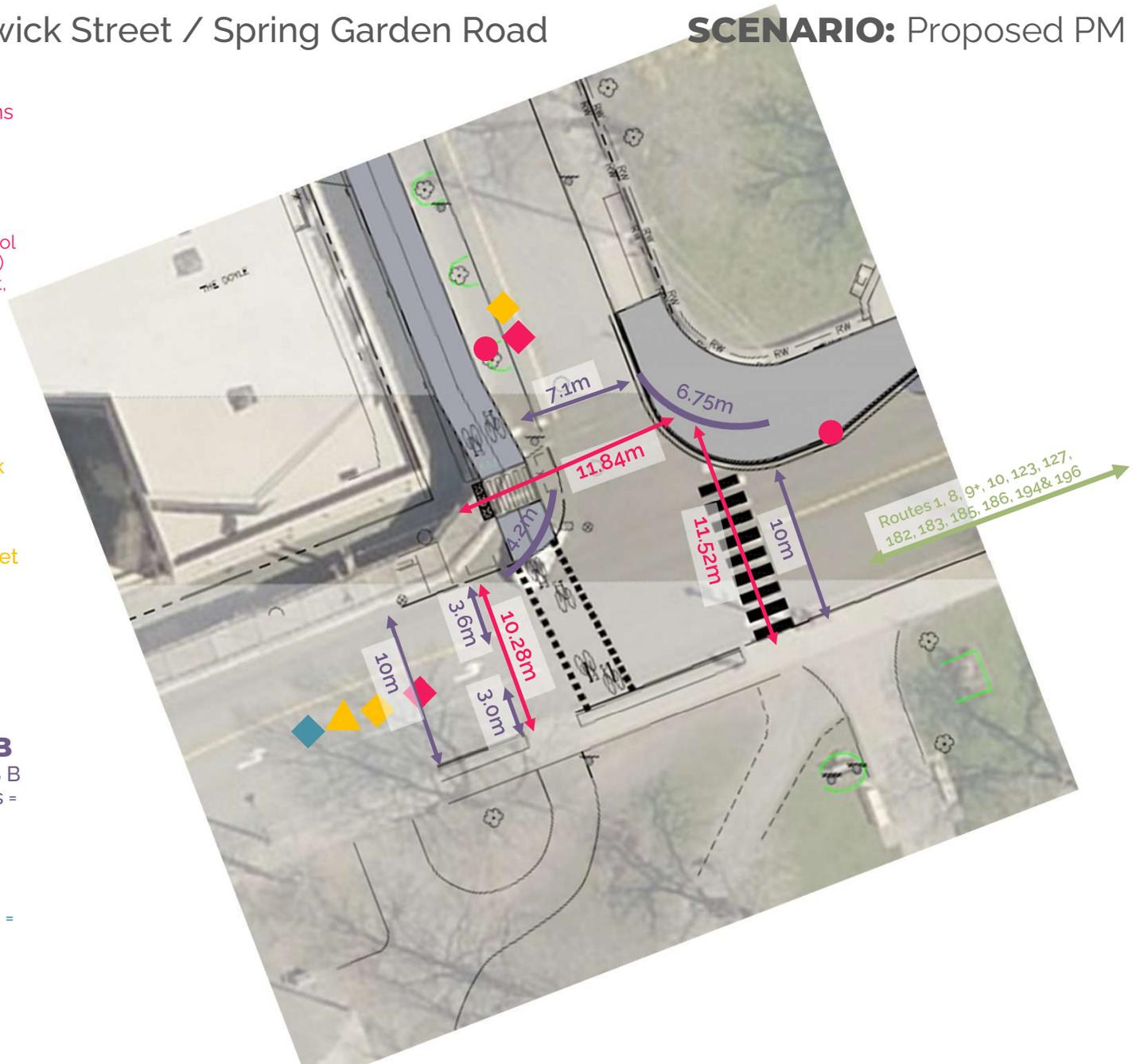
- Transit priority on SGR = 0, LOS F
- V/C = 0.22 = LOS A
- Delay = 0 sec = LOS A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 3.9m = LOS B
- Average Effective Right Turning Radius = 3.9m = LOS F
- Delay = 2.1 seconds = LOS A

AUTOMOBILES = LOS B

- ◆ 1 turning lanes of 3 movements = 33.3% = LOS D
 - 1 left turn lane
- No turn prohibitions = LOS A
- Delay = 3.1 seconds = LOS A



INTERSECTION: Brunswick Street / Sackville Street

SCENARIO: Proposed PM

PEDESTRIANS = LOS C

- 7 uncontrolled conflicts with pedestrians = LOS B
 - ◆ 3 permitted left turn
 - 3 right turn on green
 - ▲ 1 right turn on red
- Average Pedestrian Crossing = 12.6m = LOS C
- Cycle Length = 90 seconds = LOS C

CYCLISTS = LOS B

- 4 uncontrolled conflict with cyclists = LOS A
 - ◆ 3 permitted left turn
 - ▲ 1 lane changes to make a left turn
- Brunswick St physically separated, Sackville EB <4m, Score = 80% = LOS B
- Cycle Length = 90 seconds = LOS C

TRANSIT = N/A

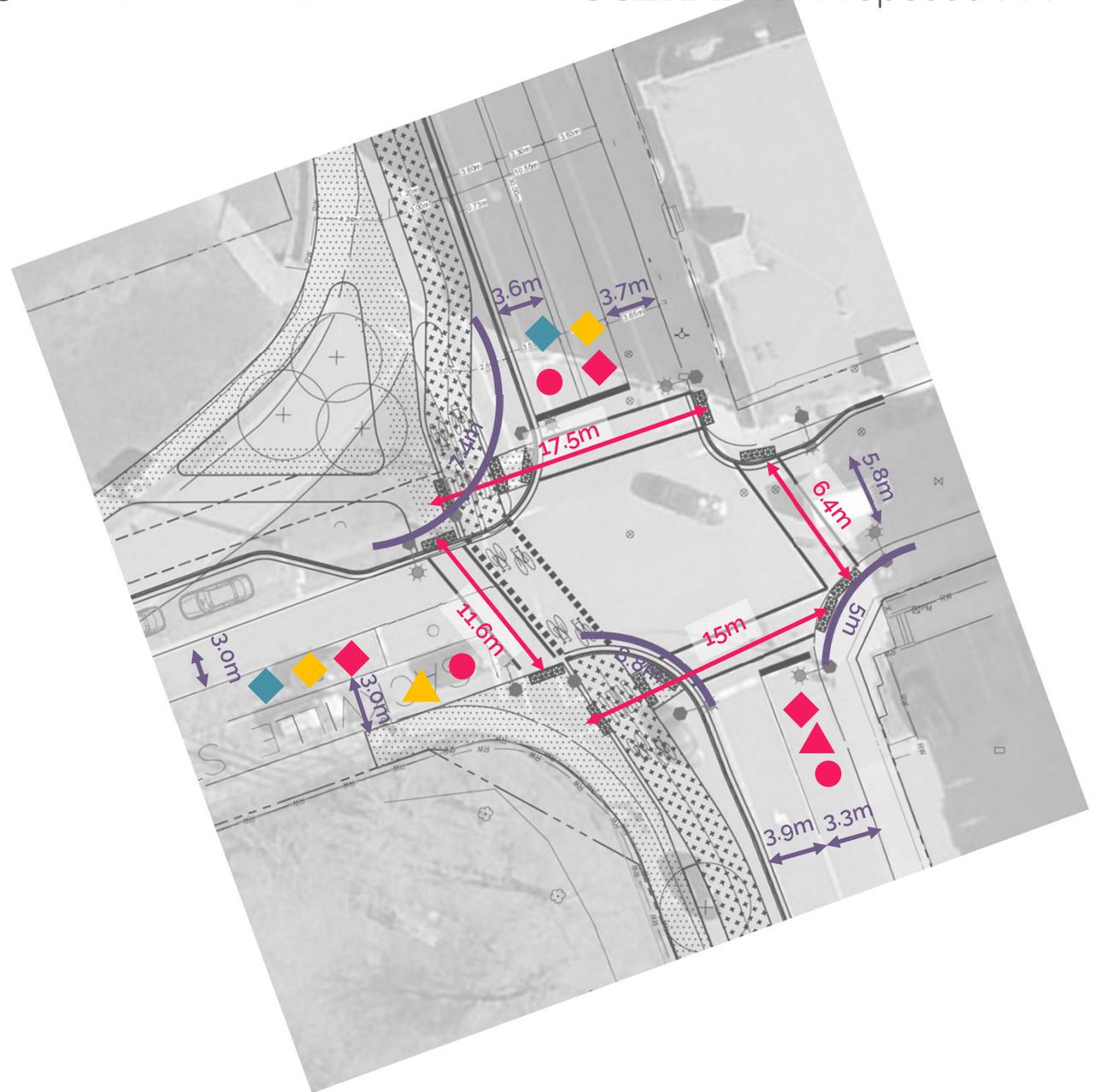
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 3.7m = LOS C
- Average Effective Right Turning Radius = 7.1m = LOS F
- Delay = 18.9 seconds = LOS B

AUTOMOBILES = LOS C

- 2 turning lane of 6 possible movements = 33% = LOS D
- 3 turn prohibitions = LOS D
 - Sackville Street is one-way on the east leg of the intersection, all movements from Sackville EB are prohibited.
- Delay = 18.9 seconds = LOS C



INTERSECTION: Brunswick Street / Prince Street

SCENARIO: Proposed PM

PEDESTRIANS = LOS B

- 3 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 right turn on green
 - ▲ 1 right turn on red
- Average Pedestrian Crossing = 10.2m = LOS B
- Cycle Length = 80 seconds = LOS C

CYCLISTS = LOS B

- 2 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
 - ▲ 1 lane changes to make a left turn
- Brunswick SB & NB = physically separated, Prince WB >4m Score = 88% = LOS B
- Cycle Length = 80 seconds = LOS C

TRANSIT = N/A

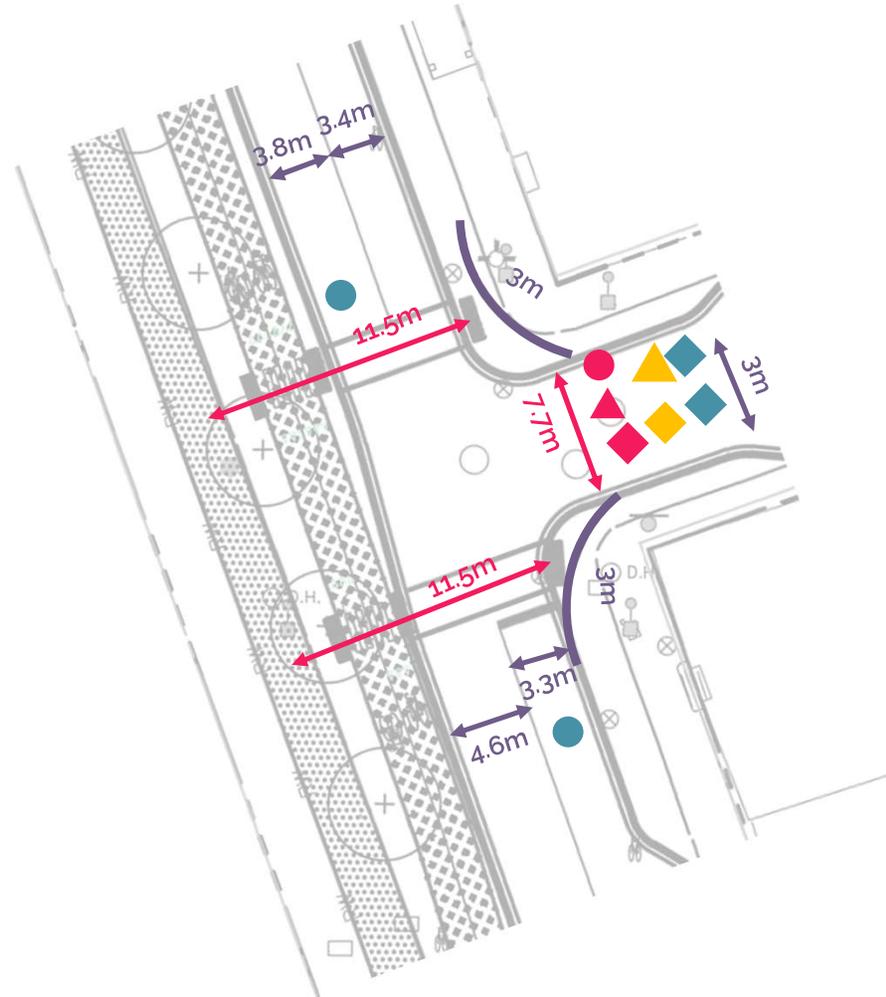
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS B

- Average Curb Lane Width = 6.2m = LOS A
- Average Effective Right Turning Radius = 3m = LOS F
- Delay = 13.8 seconds = LOS B

AUTOMOBILES = LOS B

- ◆ 2 turning lane of 2 possible movements = 100% = LOS A
- 2 turn prohibitions = LOS C
 - Prince Street is one-way, movements from Brunswick Street to Prince Street are restricted.
- Delay = 19.2 seconds = LOS B



INTERSECTION: Brunswick Street / Carmichael Street

SCENARIO: Proposed PM

PEDESTRIANS = LOS B

- 4 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 3 uncontrolled right turns
- Average Pedestrian Crossing = 11.8m = LOS C
- Cycle Length = Not signalized, Stop Control with one major leg crosswalk marked (Brunswick) and marked crosswalk on Carmichael Street, LOS B.

CYCLISTS = LOS B

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Brunswick SB & NB = physically separated, Carmichael WB >4m Score = 88% = LOS B
- Cycle Length = Not signalized, Brunswick not stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

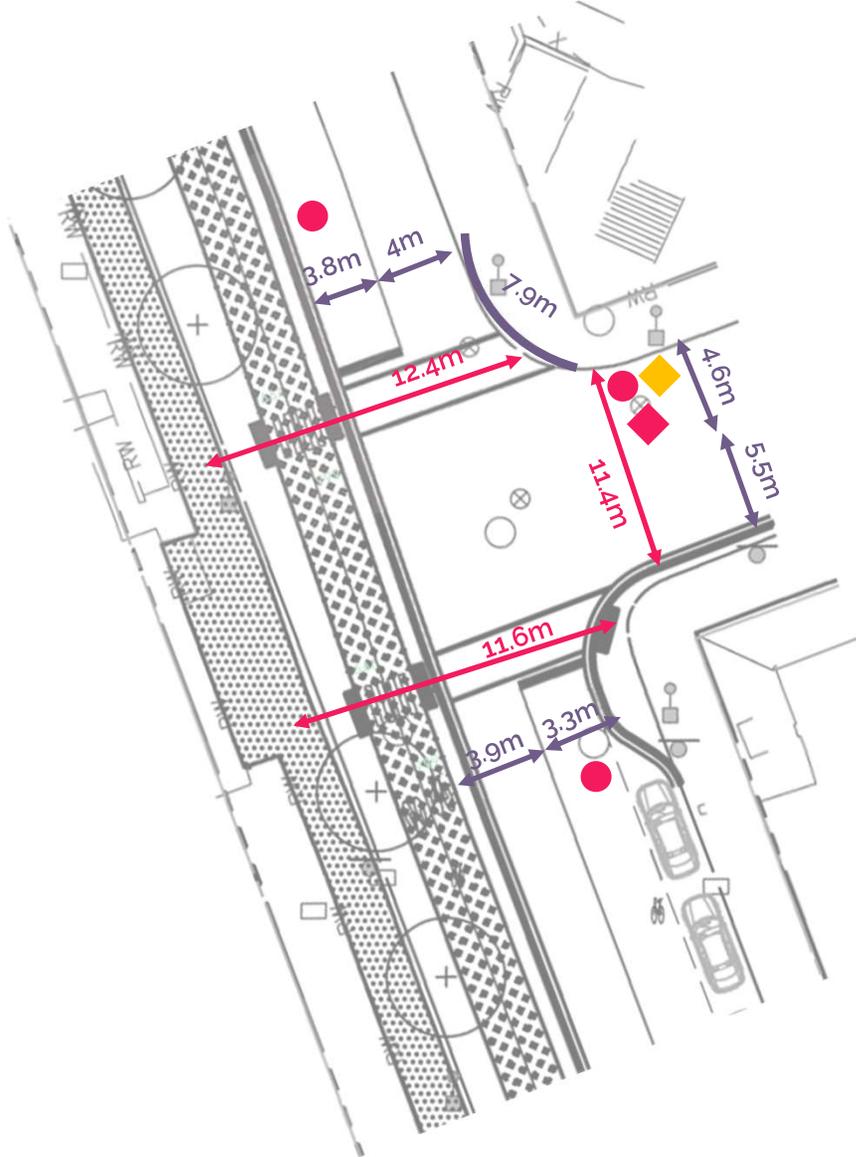
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS D

- Average Curb Lane Width = 4.1m = LOS A
- Average Effective Right Turning Radius = 7.9m = LOS F
- Delay = 63.4 seconds = LOS E

AUTOMOBILES = LOS D

- 0 turning lane of 4 possible movements = 0% = LOS F
- 0 turn prohibitions = LOS A
- Delay = 63.4 seconds = LOS E



INTERSECTION: Brunswick Street / Gottingen Street / Duke Street SCENARIO: Proposed PM

PEDESTRIANS = LOS C

- 10 uncontrolled conflicts with pedestrians = LOS C
 - ◆ 4 permitted left turns
 - 2 right turns on red
 - ▲ 4 right turns on green
- Average Pedestrian Crossing = 15.4m = LOS D
- Cycle Length = 85 seconds = LOS C

CYCLISTS = LOS A

- 3 uncontrolled conflict with cyclists = LOS A
 - ◆ 3 permitted left turns
 - ▲ 0 lane changes to make a left
- Brunswick SB & NB = physically separated, Gottingen St EB = physically separated, Duke St WB >4m Score = 91% = LOS A
- Cycle Length = 85 seconds = LOS C

TRANSIT = LOS C

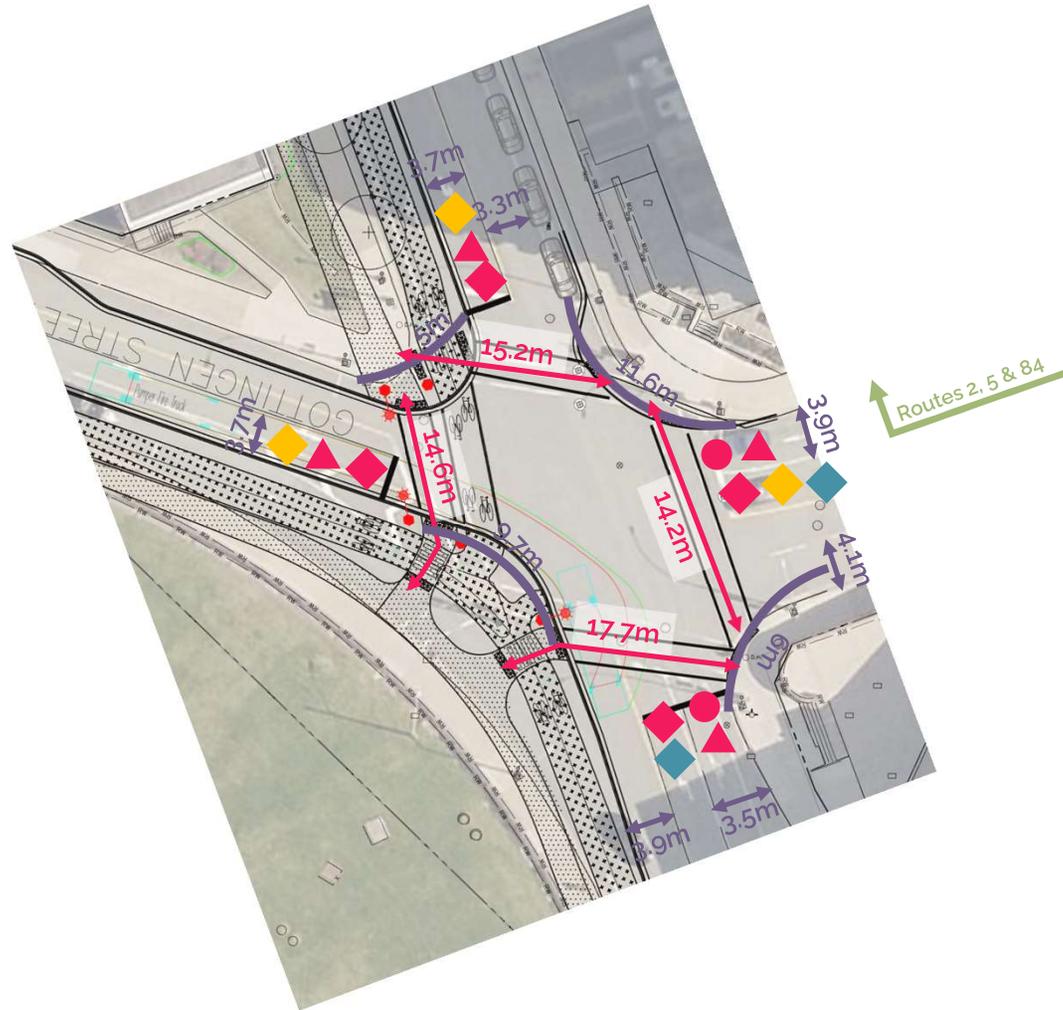
- Not designated as transit priority corridor.
- V/C = 0.70 = LOS C
- Delay = 32.2 seconds = LOS C

GOODS MOVEMENT = LOS D

- Average Curb Lane Width = 3.7m = LOS C
- Average Effective Right Turning Radius = 8.1m = LOS F
- Delay = 43 seconds = LOS C

AUTOMOBILES = LOS C

- ◆ 2 turning lane of 8 possible movements = 25% = LOS D
- 0 turn prohibitions = LOS A
- Delay = 43 seconds = LOS C



INTERSECTION: Brunswick Street / Cogswell Street

SCENARIO: Proposed PM

PEDESTRIANS = LOS D

- 9 uncontrolled conflicts with pedestrians = LOS C
 - ◆ 4 permitted left turn
 - 1 right turn on red
 - ▲ 4 right turn on green
 - 0 right turn channels
- Average Pedestrian Crossing = 19.3m = LOS E
- Cycle Length = 95 seconds = LOS D

CYCLISTS = LOS B

- 2 uncontrolled conflict with cyclists = LOS A
 - ◆ 0 permitted left turn
 - 2 right turn lanes
 - 0 right turn channels
 - ▲ 0 lane changes to make a left turn
- Brunswick SB & NB = physically separated, Cogswell EB & WB = physically separated, Score = 100% = LOS A
- Cycle Length = 95 seconds = LOS D

TRANSIT = LOS A

- Not designated as transit priority corridor.
- V/C = 0.17 = LOS A
- Delay = 16.6 seconds = LOS B

GOODS MOVEMENT = LOS C

- Average Curb Lane Width = 3.7m = LOS C
- Average Effective Right Turning Radius = 6.3m = LOS F
- Delay = 18.8 seconds = LOS B

AUTOMOBILES = LOS B

- ◆ 3 turning lane of 8 possible movements = 37.5% = LOS C
- 0 turn prohibitions = LOS A
- Delay = 18.8 seconds = LOS B



INTERSECTION: Rainnie Drive / Gottingen Street

SCENARIO: Proposed PM

PEDESTRIANS = LOS A

- 2 uncontrolled conflicts with pedestrians = LOS A
 - ◆ 1 permitted left turn
 - 1 uncontrolled right turns
- Average Pedestrian Crossing = 6.5m = LOS A
- Cycle Length = Not signalized, Stop Control with crosswalk on Gottingen Street and Rainnie Drive, LOS B.

CYCLISTS = LOS B

- 1 uncontrolled conflict with cyclists = LOS A
 - ◆ 1 permitted left turn
- Gottingen WB & Rainnie EB = physically separated bike lane (through tactical design), Gottingen St SB >4m Score = 88% = LOS B
- Cycle Length = Not signalized, Rainnie is stop controlled, one lane on major street = LOS B.

TRANSIT = N/A

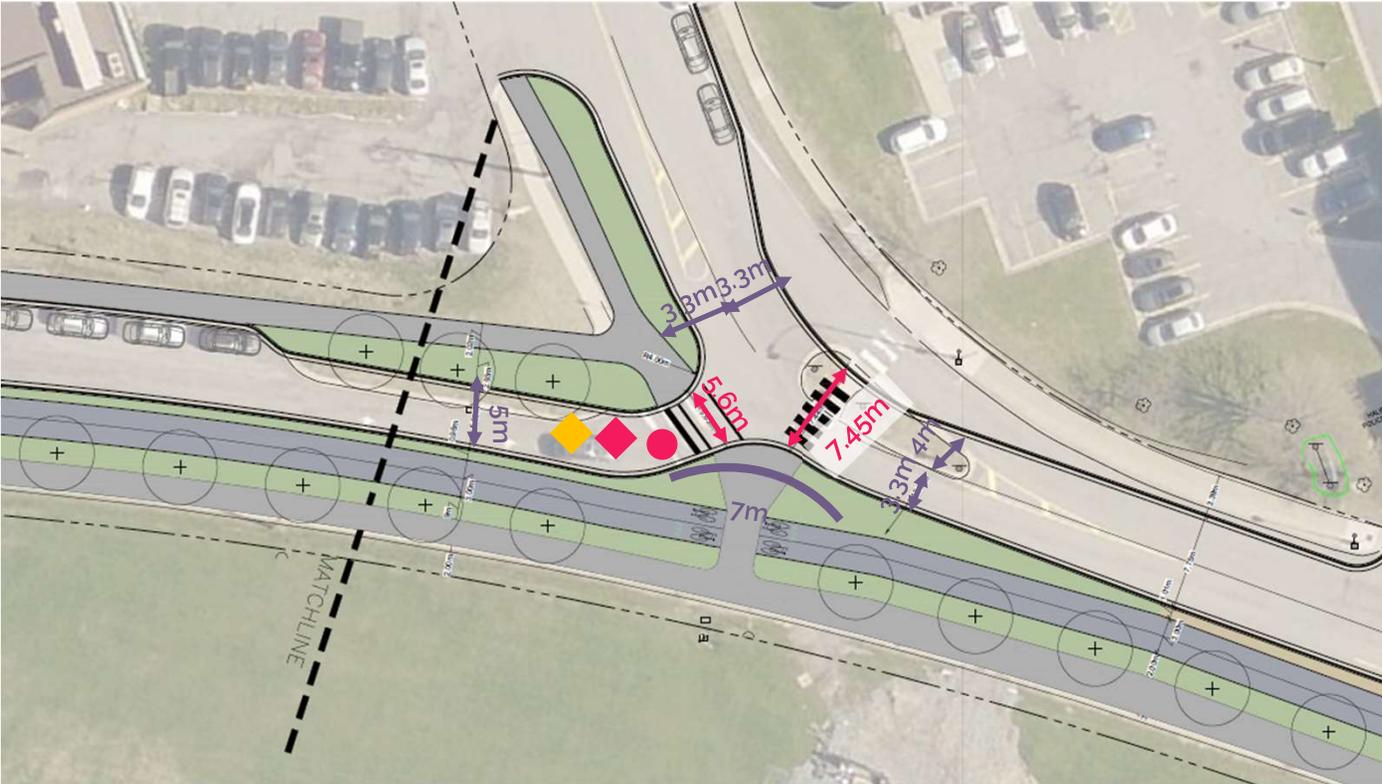
- No transit service and not designated as transit priority corridor.
- V/C = N/A
- Delay = N/A

GOODS MOVEMENT = LOS A

- Average Curb Lane Width = 4.2m = LOS A
- Average Effective Right Turning Radius = 17m = LOS B
- Delay = 2.2 = LOS A

AUTOMOBILES = LOS C

- 0 turning lane of 2 possible movements = 0% = LOS F
- 2 turn prohibitions = LOS C
- Delay = 2.2 seconds = LOS A



SCENARIO: Proposed Conditions - AM Peak

Area Type: Regional Centre

MODE													MODE	
DIR	Brunswick Street between Spring Garden Road and Sackville Street												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	B	A	N/A	F	C		C	F	N/A	A	C	Actual	
DIR	Brunswick Street between Sackville Street and Gottingen Street / Duke Street												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	A	B	N/A	F	F		C	E	N/A	B	B	Actual	
DIR	Brunswick Street between Gottingen Street / Duke Street to Cogswell Street												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	A	B	N/A	F	C		B	B	N/A	B	B	Actual	
DIR	Gottingen Street between Brunswick Street to Rainnie Drive												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	B	B	N/A	C	F		C	C	N/A	B	B	Actual	

SCENARIO: Proposed Conditions - PM Peak

Area Type: Regional Centre

MODE													MODE	
DIR	Brunswick Street between Spring Garden Road and Sackville Street												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	B	A	N/A	F	C		C	F	N/A	A	C	Actual	
DIR	Brunswick Street between Sackville Street and Gottingen Street / Duke Street												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	A	B	N/A	F	E		F	E	N/A	B	B	Actual	
DIR	Brunswick Street between Gottingen Street / Duke Street to Cogswell Street												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	A	B	N/A	F	C		B	B	N/A	B	B	Actual	
DIR	Gottingen Street between Brunswick Street to Rainnie Drive												DIR	
SB ↓	Target	A	A	B	E	E		E	E	B	A	A	Target	↑ NB
	Actual	B	B	N/A	C	C		F	C	N/A	B	B	Actual	

SEGMENT: Brunswick Street between Spring Garden Road and Sackville Street

SCENARIO: Proposed AM

PEDESTRIANS = SB = LOS B, NB = LOS C

- Pedestrian Facility Width
 - East Side = 2.0m = LOS A
 - West Side > 2.0 m = LOS A
- Pedestrian Zone Width
 - East Side = 2.4m = LOS E
 - West Side = 3.0m = LOS B
- Distance between marked crossings
 - 115m = LOS B

CYCLISTS = Both Directions = LOS B

- Driveway Density
 - NB = bicycle lane is on the west side = LOS A
 - SB = 6.6/km = LOS A
- Speed x Volume
 - NB = "AAA" Facility, $50 \times 5.15 = 258 = \text{LOS A}$
 - SB = "AAA" Facility, $50 \times 5.15 = 258 = \text{LOS A}$
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

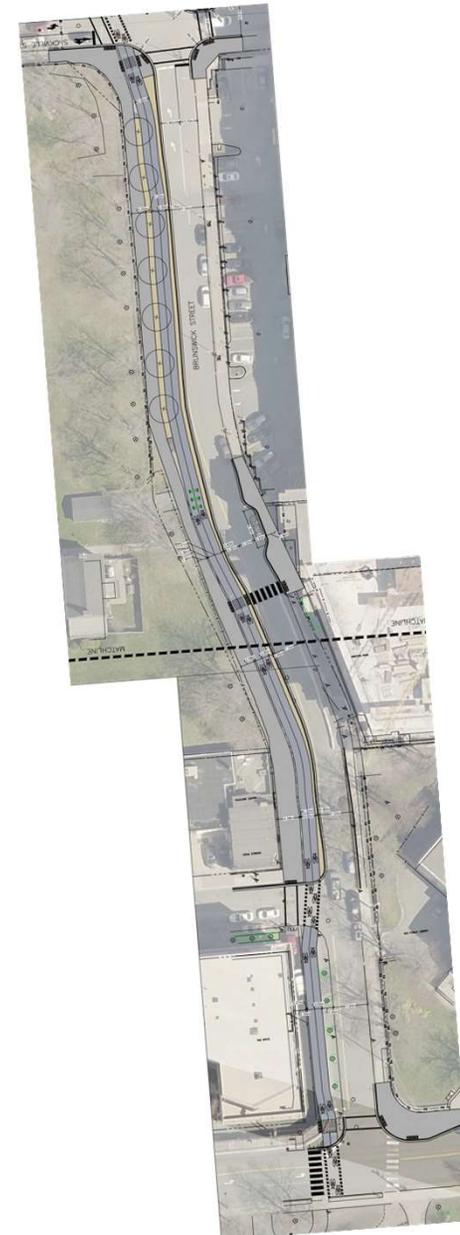
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = Both Directions = LOS F

- Average Curb Lane Width
 - NB = 3.3m = LOS F
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 100% = LOS F
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = Both Directions = LOS C

- Mid-block V/C
 - NB = $145/700 = 0.21 = \text{LOS A}$
 - SB = $235/700 = 0.34 = \text{LOS A}$
- % On-street Parking Availability
 - NB = 3.5% = LOS F
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Sackville Street and Gottingen Street / Duke Street

SCENARIO: Proposed AM

PEDESTRIANS = SB = A, NB = LOS B

- Pedestrian Facility Width
 - East Side > 2.0m = LOS A
 - West Side > 2.0m = LOS A
- Pedestrian Zone Width
 - East Side = 3.1m = LOS B
 - West Side > 3.5m = LOS A
- Distance between marked crossings
 - 104m = LOS B

CYCLISTS = Both Directions = LOS C

- Driveway Density
 - NB = bicycle lane is on the west side = LOS A
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = "AAA" Facility, 50 X 16 = 800 = LOS B
 - SB = "AAA" Facility, 50 X 16 = 800 = LOS B
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

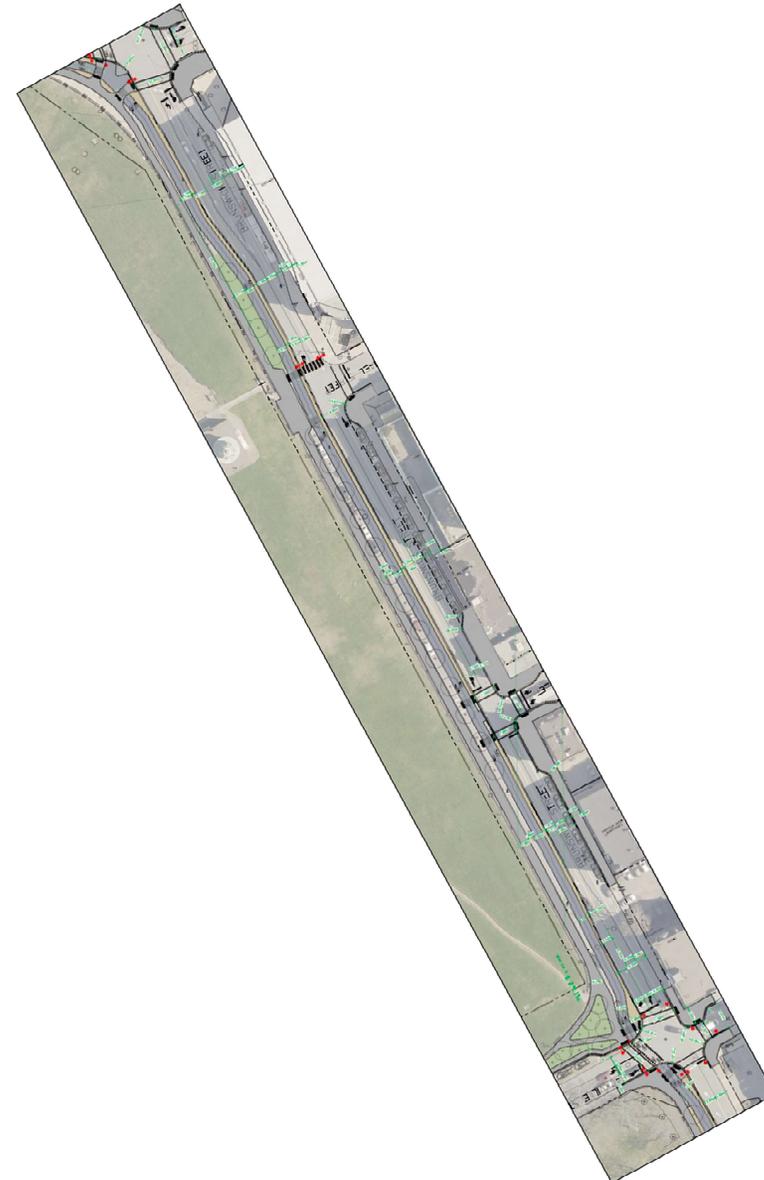
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = SB = LOS F, NB = LOS E

- Average Curb Lane Width
 - NB = 3.3m = LOS F
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 48% = LOS D
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS F, NB = LOS C

- Mid-block V/C
 - NB = 0.61 = LOS B
 - SB = 1.37 = LOS F
- % On-street Parking Availability
 - NB = 37% = LOS E
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Gottingen Street / Duke Street and Cogswell Street

PEDESTRIANS = West Side = A, East Side = LOS B

- Pedestrian Facility Width
 - East Side = 2.2m = LOS A
 - West Side > 3m = LOS A
- Pedestrian Zone Width
 - East Side = 3.4m = LOS B
 - West Side >3.5m = LOS A
- Distance between marked crossings
 - $(130+132)/2 = 131 = \text{LOS B}$

CYCLISTS = Both Directions = LOS B

- Driveway Density
 - bicycle lane is on the west side = LOS C
 - SB = 19/km = LOS C
- Speed x Volume
 - NB = "AAA" Facility, $50 \times 7.7 = 384 = \text{LOS B}$
 - SB = "AAA" Facility, $50 \times 7.7 = 384 = \text{LOS B}$
- Block length
 - Excluded from the analysis

TRANSIT = N/A

- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

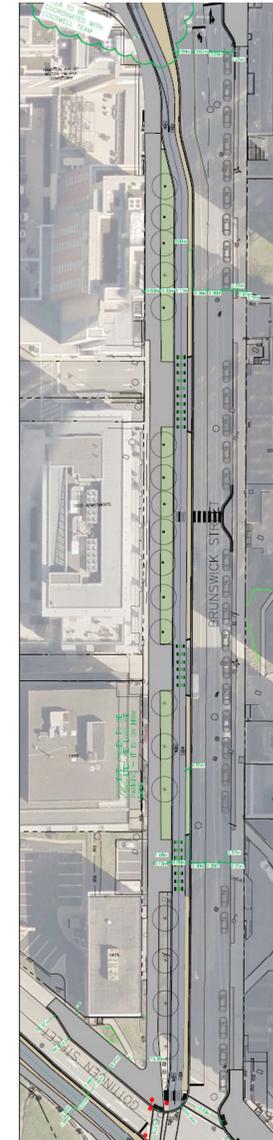
GOODS MOVEMENT = SB = LOS F, NB = LOS B

- Average Curb Lane Width
 - NB > 4.0 m = LOS A
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 38% = LOS C
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS C, NB = LOS B

- Mid-block V/C
 - NB < 0.60 = LOS A
 - SB < 0.60 = LOS A
- % On-street Parking Availability
 - NB = 61% = LOS C
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

SCENARIO: Proposed AM



SEGMENT: Gottingen Street between Brunswick Street and Rainnie Drive

SCENARIO: Proposed AM

PEDESTRIANS = Both Directions = LOS B

- Pedestrian Facility Width
 - East Side > 3m = LOS A
 - West Side 1.9m = LOS B
- Pedestrian Zone Width
 - East Side = 3.15 = LOS B
 - West Side = 4.0m = LOS A
- Distance between marked crossings
 - 171m = LOS C

CYCLISTS = Both Directions = LOS B

- Driveway Density
 - NS = bicycle lane is on the west side = LOS A
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = "AAA" Facility, 50 X 11.4 = 570 = LOS B
 - SB = "AAA" Facility, 50 X 11.4 = 570 = LOS B
- Block length
 - Excluded from the analysis

TRANSIT = N/A

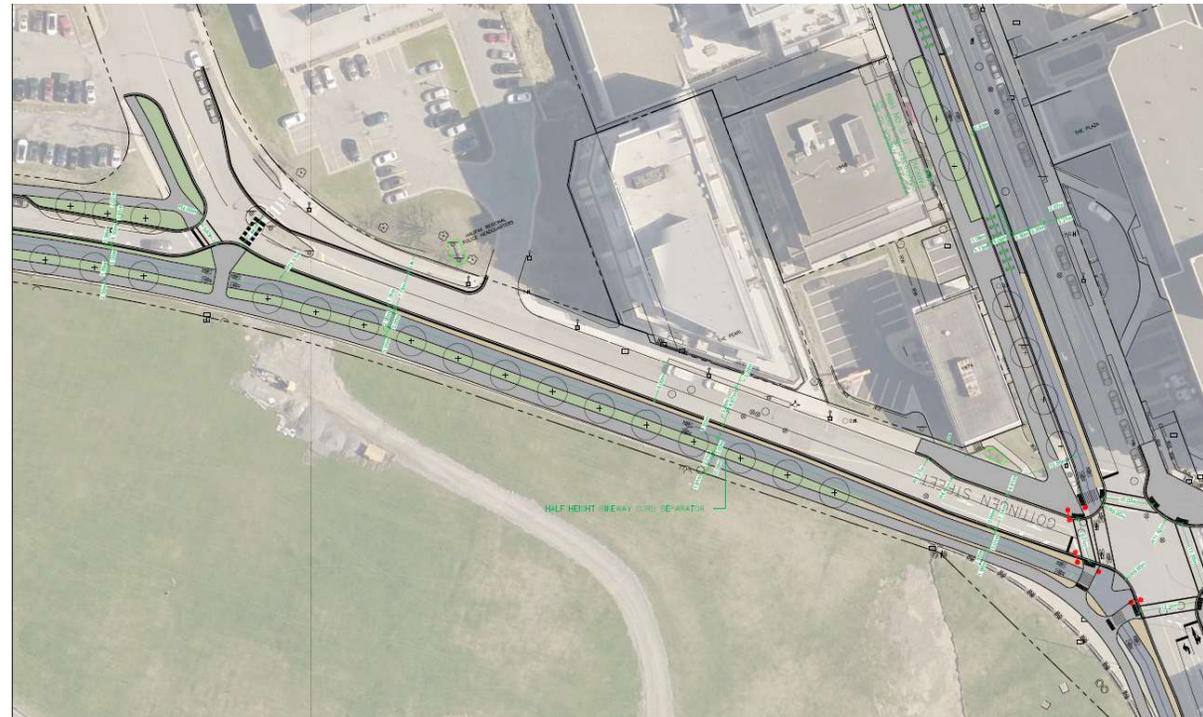
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = Both Directions = LOS C

- Average Curb Lane Width
 - NB = 4.0m = LOS A
 - SB = 4.0m = LOS A
- Percent No Stopping / No Loading
 - NB = 100% = LOS F
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS F, NB = LOS C

- Mid-block V/C
 - NB < 0.60 = LOS A
 - SB = 1.03 = LOS F
- % On-street Parking Availability
 - NB = 0% = LOS F
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Spring Garden Road and Sackville Street

SCENARIO: Proposed PM

PEDESTRIANS = SB = LOS B, NB = LOS C

- Pedestrian Facility Width
 - East Side = 2.0m = LOS A
 - West Side > 2.0 m = LOS A
- Pedestrian Zone Width
 - East Side = 2.4m = LOS E
 - West Side = 3.0m = LOS B
- Distance between marked crossings
 - 115m = LOS B

CYCLISTS = Both Directions = LOS B

- Driveway Density
 - NB = bicycle lane is on the west side = LOS A
 - SB = 6.6/km = LOS A
- Speed x Volume
 - NB = "AAA" Facility, $50 \times 5.15 = 258$ = LOS A
 - SB = "AAA" Facility, $50 \times 5.15 = 258$ = LOS A
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

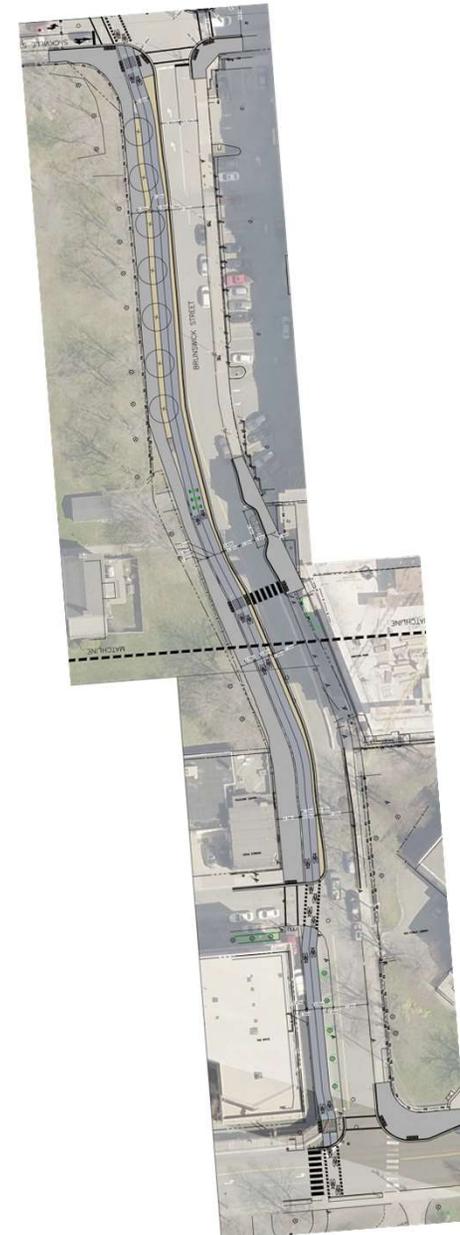
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = Both Directions = LOS F

- Average Curb Lane Width
 - NB = 3.3m = LOS F
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 100% = LOS F
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = Both Directions = LOS C

- Mid-block V/C
 - NB = $370/700 = 0.53$ = LOS A
 - SB = $145/700 = 0.21$ = LOS A
- % On-street Parking Availability
 - NB = 3.5% = LOS F
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Sackville Street and Gottingen Street / Duke Street

SCENARIO: Proposed PM

PEDESTRIANS = SB = A, NB = LOS B

- Pedestrian Facility Width
 - East Side > 2.0m = LOS A
 - West Side > 2.0m = LOS A
- Pedestrian Zone Width
 - East Side = 3.1m = LOS B
 - West Side > 3.5m = LOS A
- Distance between marked crossings
 - 104m = LOS B

CYCLISTS = Both Directions = LOS C

- Driveway Density
 - NB = bicycle lane is on the west side = LOS A
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = "AAA" Facility, 50 X 16 = 800 = LOS B
 - SB = "AAA" Facility, 50 X 16 = 800 = LOS B
- Block length
 - Excluded from the analysis

TRANSIT = Transit does not run along this segment = N/A

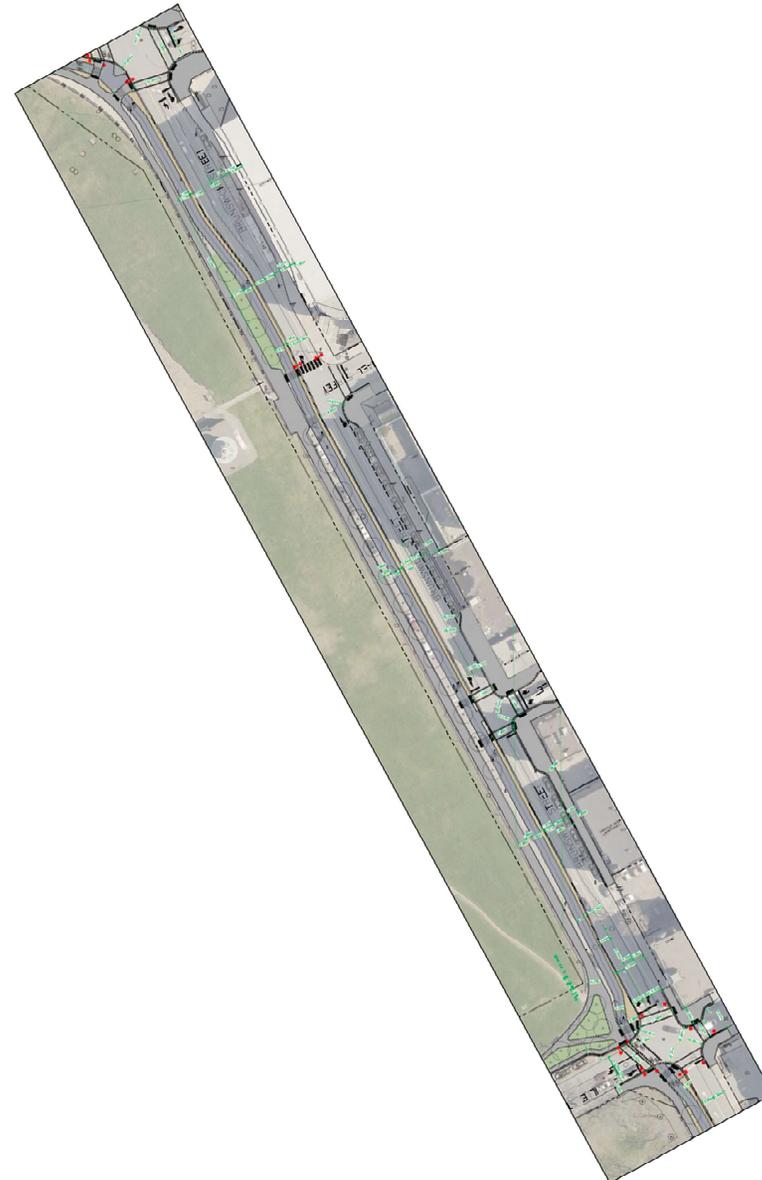
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = SB = LOS F, NB = LOS E

- Average Curb Lane Width
 - NB = 3.3m = LOS F
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 48% = LOS D
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS E, NB = LOS F

- Mid-block V/C
 - NB > 1.0 = LOS F
 - SB = 0.99 = LOS E
- % On-street Parking Availability
 - NB = 37% = LOS E
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



SEGMENT: Brunswick Street between Gottingen Street / Duke Street and Cogswell Street

PEDESTRIANS = West Side = A, East Side = LOS B

- Pedestrian Facility Width
 - East Side = 2.2m = LOS A
 - West Side > 3m = LOS A
- Pedestrian Zone Width
 - East Side = 3.4m = LOS B
 - West Side >3.5m = LOS A
- Distance between marked crossings
 - $(130+132)/2 = 131 = \text{LOS B}$

CYCLISTS = Both Directions = LOS B

- Driveway Density
 - bicycle lane is on the west side = LOS C
 - SB = 19/km = LOS C
- Speed x Volume
 - NB = "AAA" Facility, $50 \times 7.7 = 384 = \text{LOS B}$
 - SB = "AAA" Facility, $50 \times 7.7 = 384 = \text{LOS B}$
- Block length
 - Excluded from the analysis

TRANSIT = N/A

- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

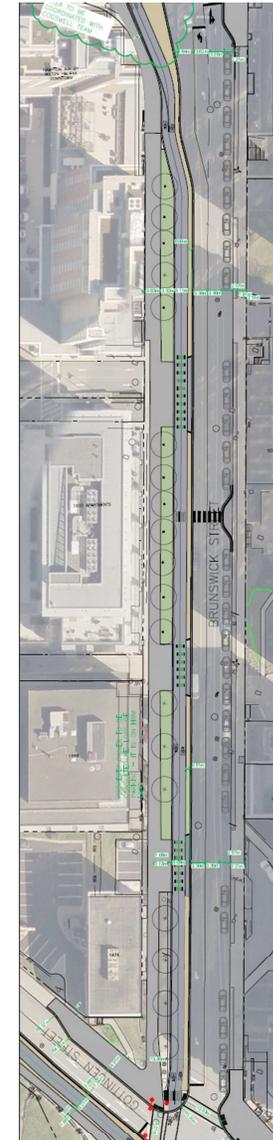
GOODS MOVEMENT = SB = LOS F, NB = LOS B

- Average Curb Lane Width
 - NB > 4.0 m = LOS A
 - SB = 3.3m = LOS F
- Percent No Stopping / No Loading
 - NB = 38% = LOS C
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS C, NB = LOS B

- Mid-block V/C
 - NB = 0.63 = LOS B
 - SB < 0.60 = LOS A
- % On-street Parking Availability
 - NB = 61% = LOS C
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

SCENARIO: Proposed PM



SEGMENT: Gottingen Street between Brunswick Street and Rainnie Drive

SCENARIO: Proposed PM

PEDESTRIANS = Both Directions = LOS B

- Pedestrian Facility Width
 - East Side > 3m = LOS A
 - West Side 1.9m = LOS B
- Pedestrian Zone Width
 - East Side = 3.15 = LOS B
 - West Side = 4.0m = LOS A
- Distance between marked crossings
 - 171m = LOS C

CYCLISTS = Both Directions = LOS B

- Driveway Density
 - NS = bicycle lane is on the west side = LOS A
 - SB = 0/km = LOS A
- Speed x Volume
 - NB = "AAA" Facility, 50 X 11.4 = 570 = LOS B
 - SB = "AAA" Facility, 50 X 11.4 = 570 = LOS B
- Block length
 - Excluded from the analysis

TRANSIT = N/A

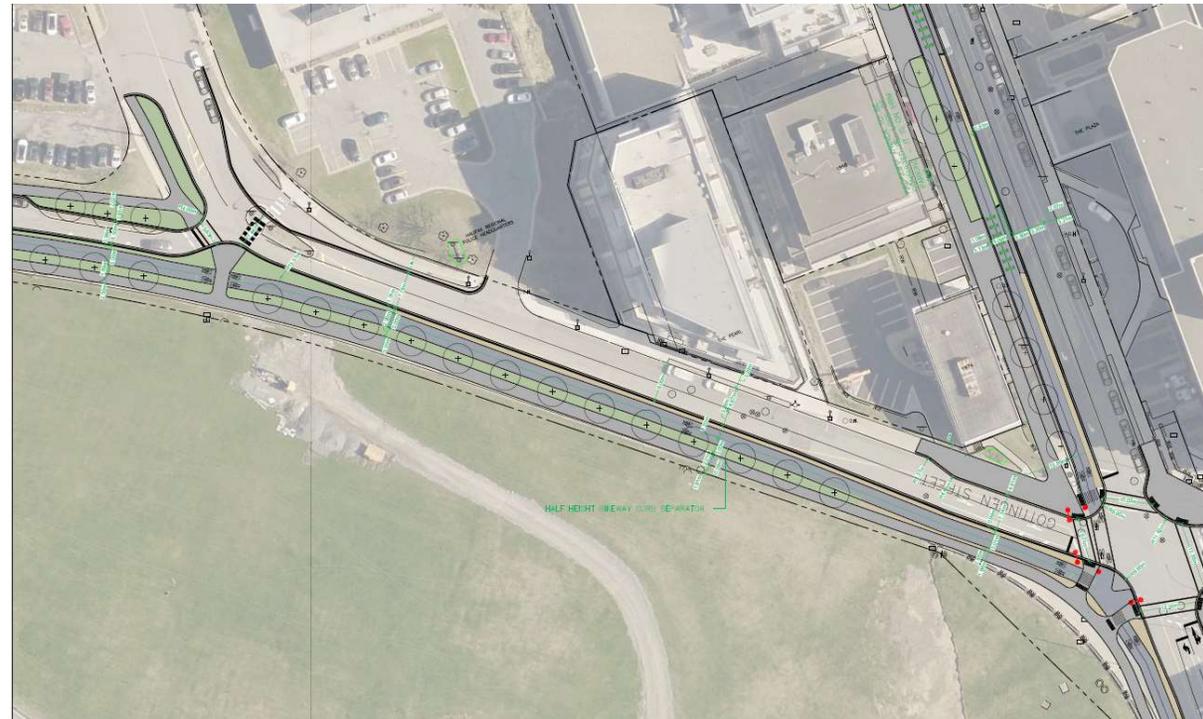
- Transit Facility Type = N/A
- Percent of stops with Bus Lay-By = N/A
- Travel Speed / Ideal Speed = N/A

GOODS MOVEMENT = Both Directions = LOS C

- Average Curb Lane Width
 - NB = 4.0m = LOS A
 - SB = 4.0m = LOS A
- Percent No Stopping / No Loading
 - NB = 100% = LOS F
 - SB = 100% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A

AUTOMOBILES = SB = LOS C, NB = LOS F

- Mid-block V/C
 - NB = 1.06 = LOS F
 - SB < 0.60 = LOS A
- % On-street Parking Availability
 - NB = 0% = LOS F
 - SB = 0% = LOS F
- Travel Speed / Ideal Speed
 - <700m = N/A



APPENDIX L

Engagement Survey Results

Public Survey: Brunswick Street and Rainnie Drive Complete Streets

SURVEY RESPONSE REPORT

01 July 2013 - 30 September 2021

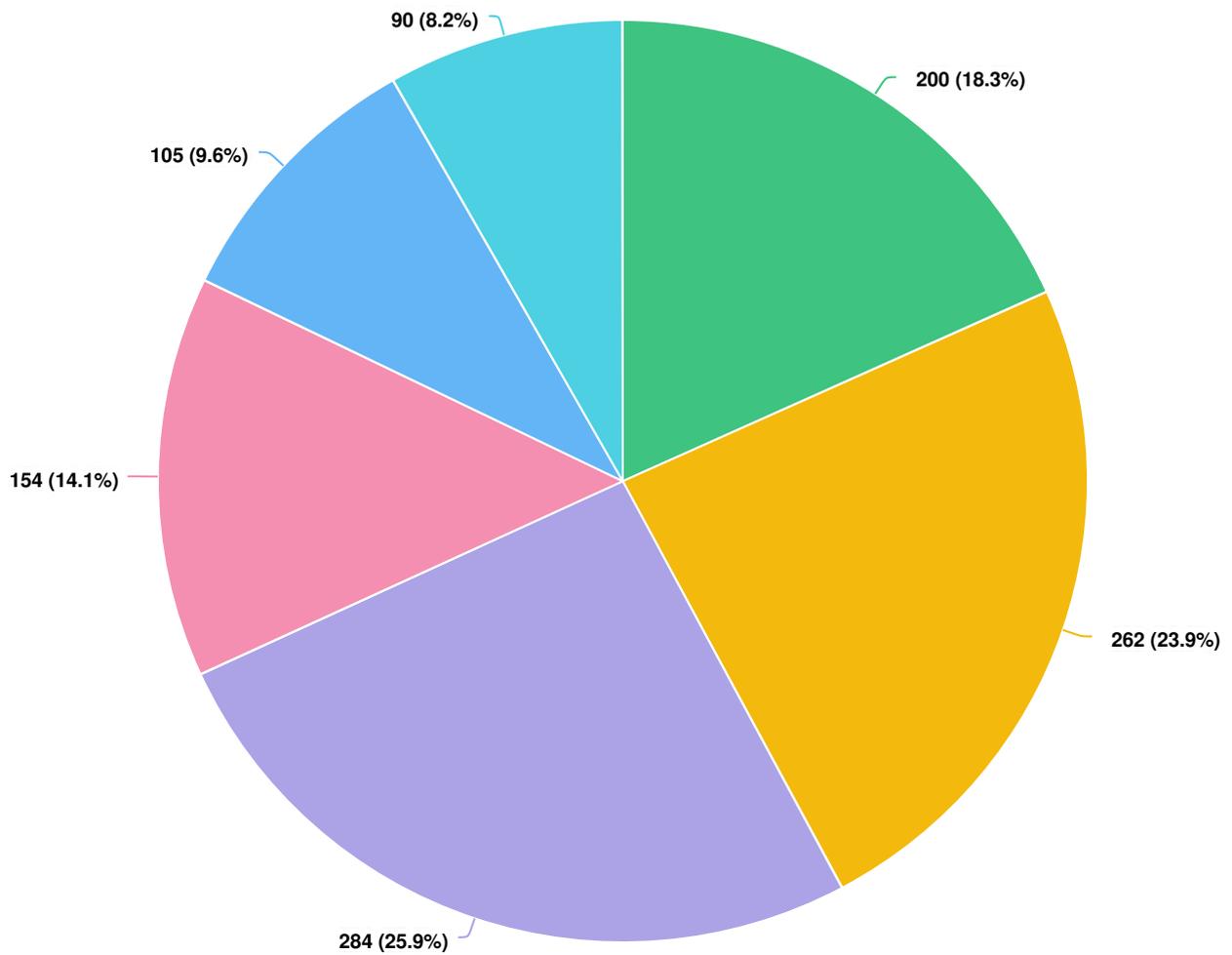
PROJECT NAME:

Rainnie Drive - Brunswick Street Complete Streets



SURVEY QUESTIONS

Q1 How often do you currently visit Brunswick Street and/or Rainnie Drive?

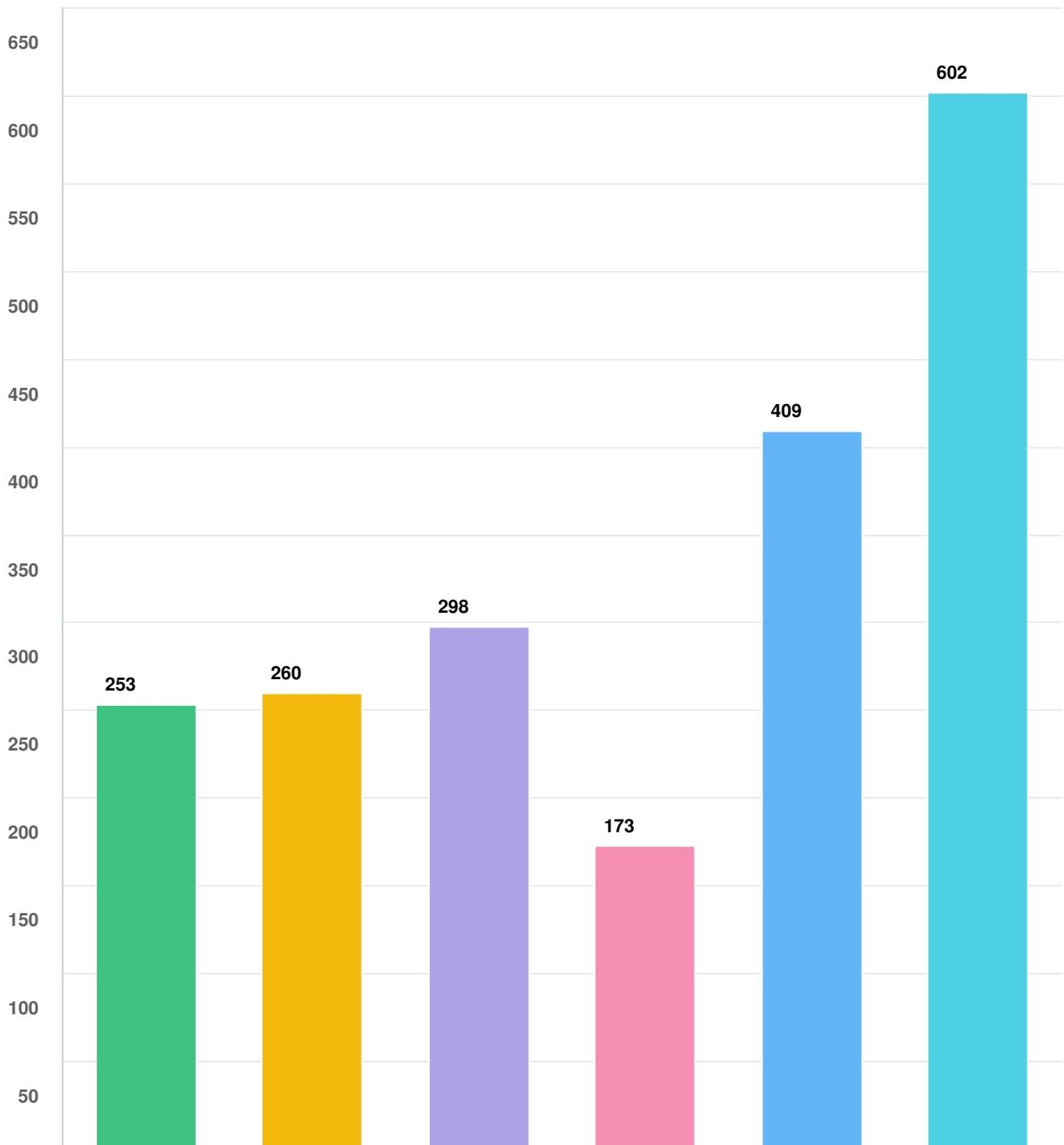


Question options

- Daily
- 3-5 times per week
- 1-2 times per week
- less than once a week
- once a month
- a few times a year

Optional question (1095 response(s), 4 skipped)
Question type: Radio Button Question

Q2 Why do you typically visit Brunswick Street and/or Rainnie Drive? Select all that apply:



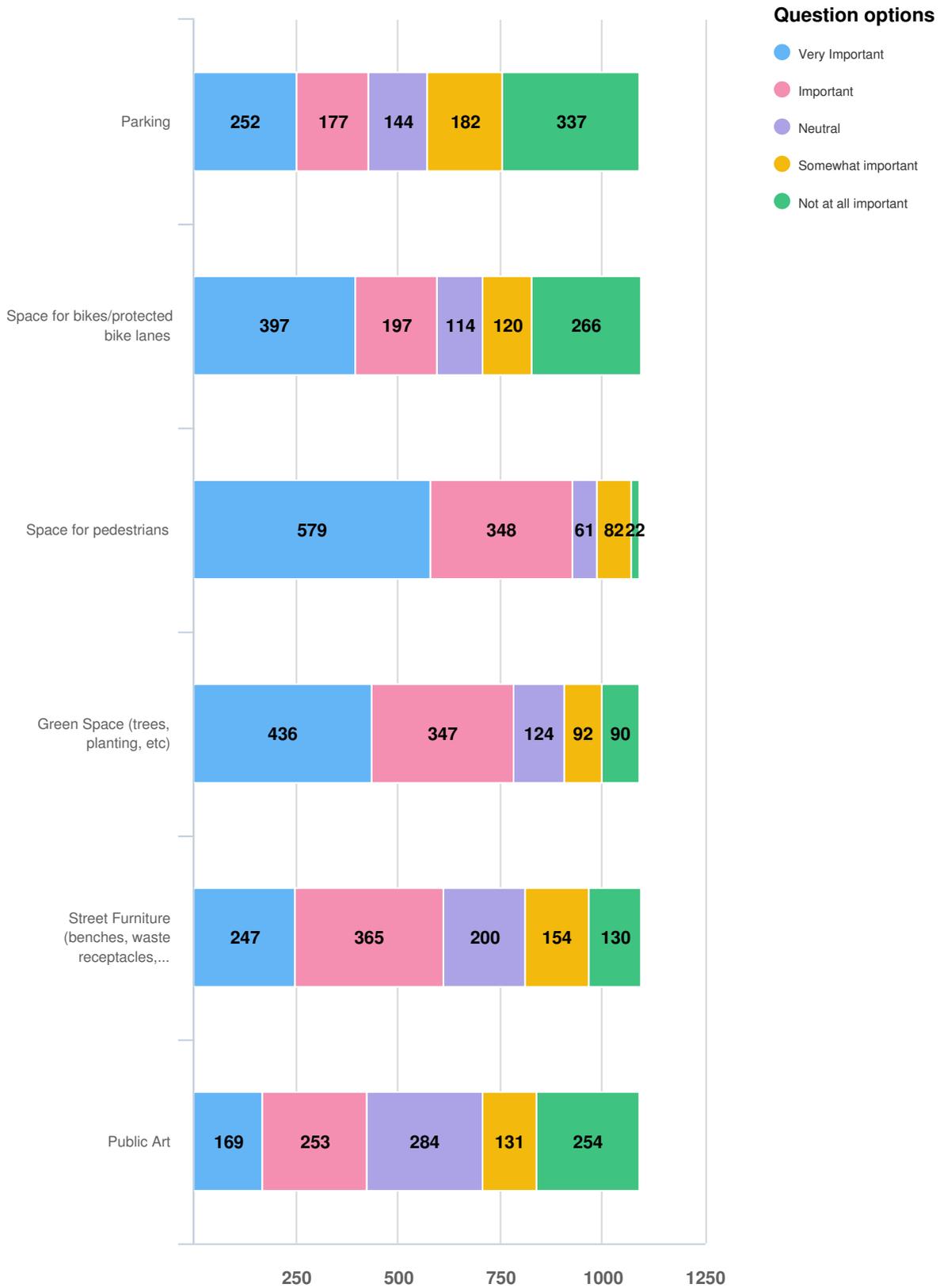
Question options

- to attend events at Scotiabank Centre
- to visit Citadel Hill
- to dine at restaurants on Brunswick Street
- to visit residents in the area
- to visit businesses on Brunswick Street
- Other (please specify)

Optional question (1093 response(s), 6 skipped)

Question type: Checkbox Question

Q3 How important are the following features to you on Brunswick Street?



Optional question (1099 response(s), 0 skipped)
Question type: Likert Question

Q3 | How important are the following features to you on Brunswick Street?

Parking

Very Important : 252



Important : 177



Neutral : 144



Somewhat important : 182



Not at all important : 337



50 100 150 200 250 300 350 400

Space for bikes/protected bike lanes

Very Important : 397



Important : 197



Neutral : 114



Somewhat important : 120

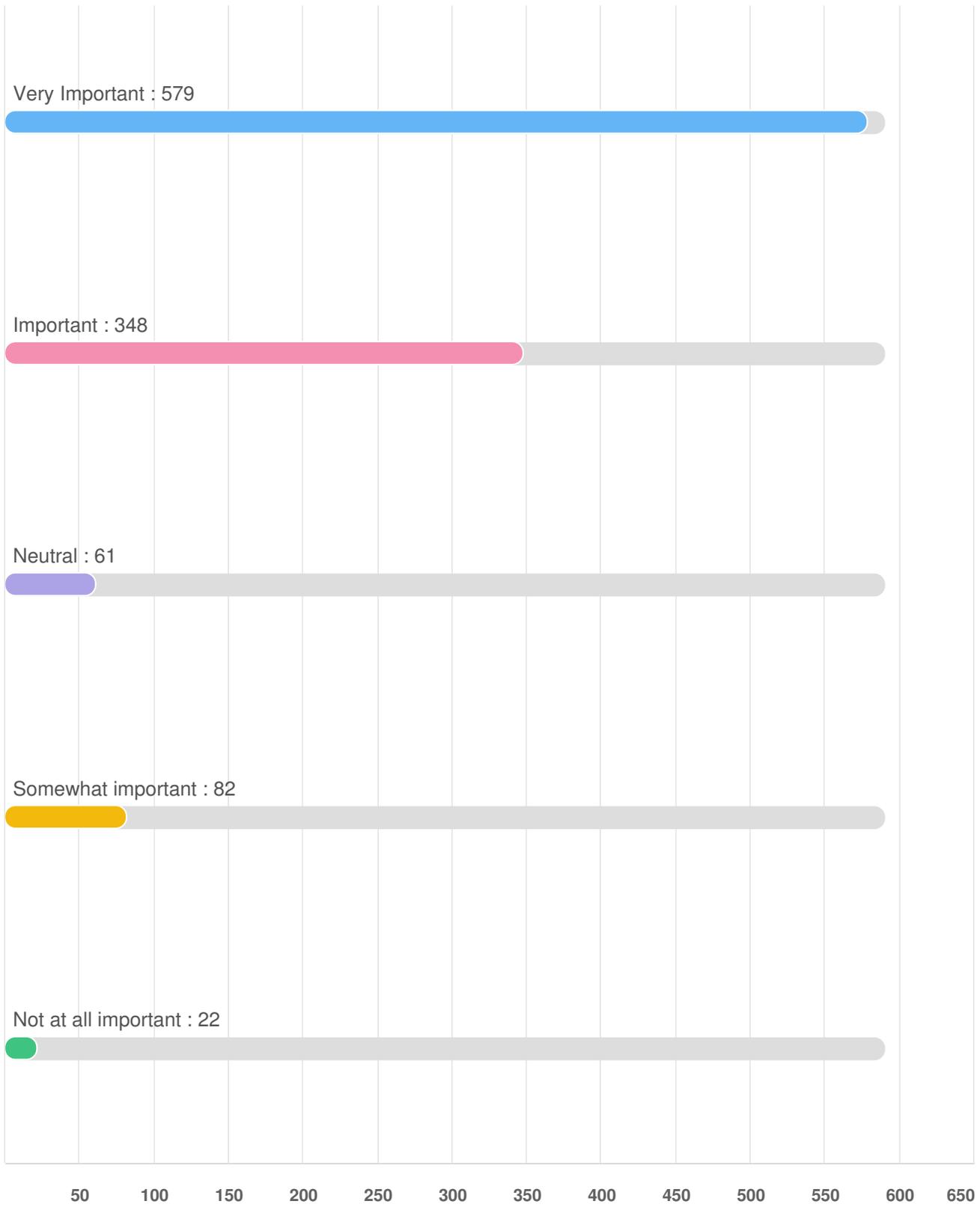


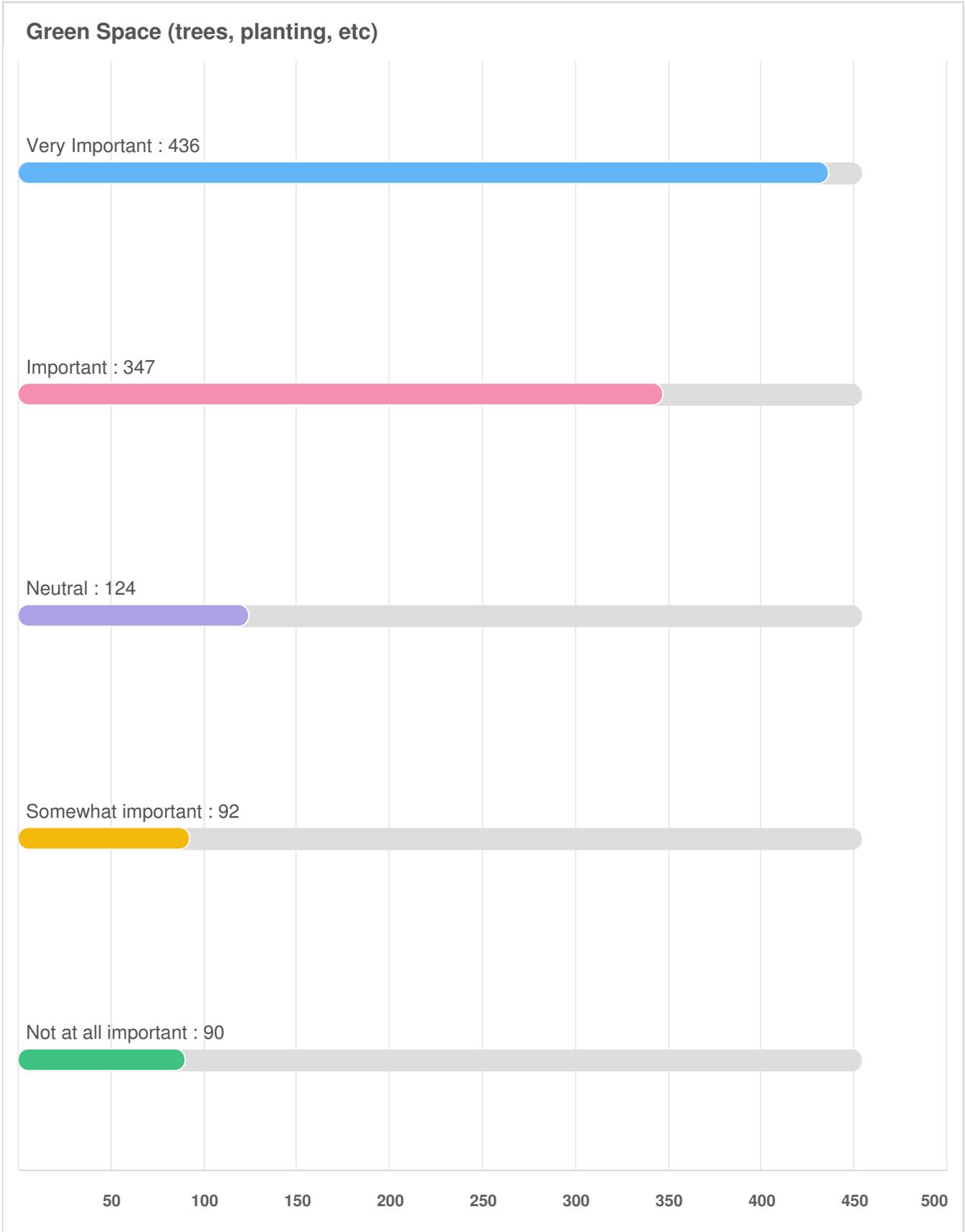
Not at all important : 266

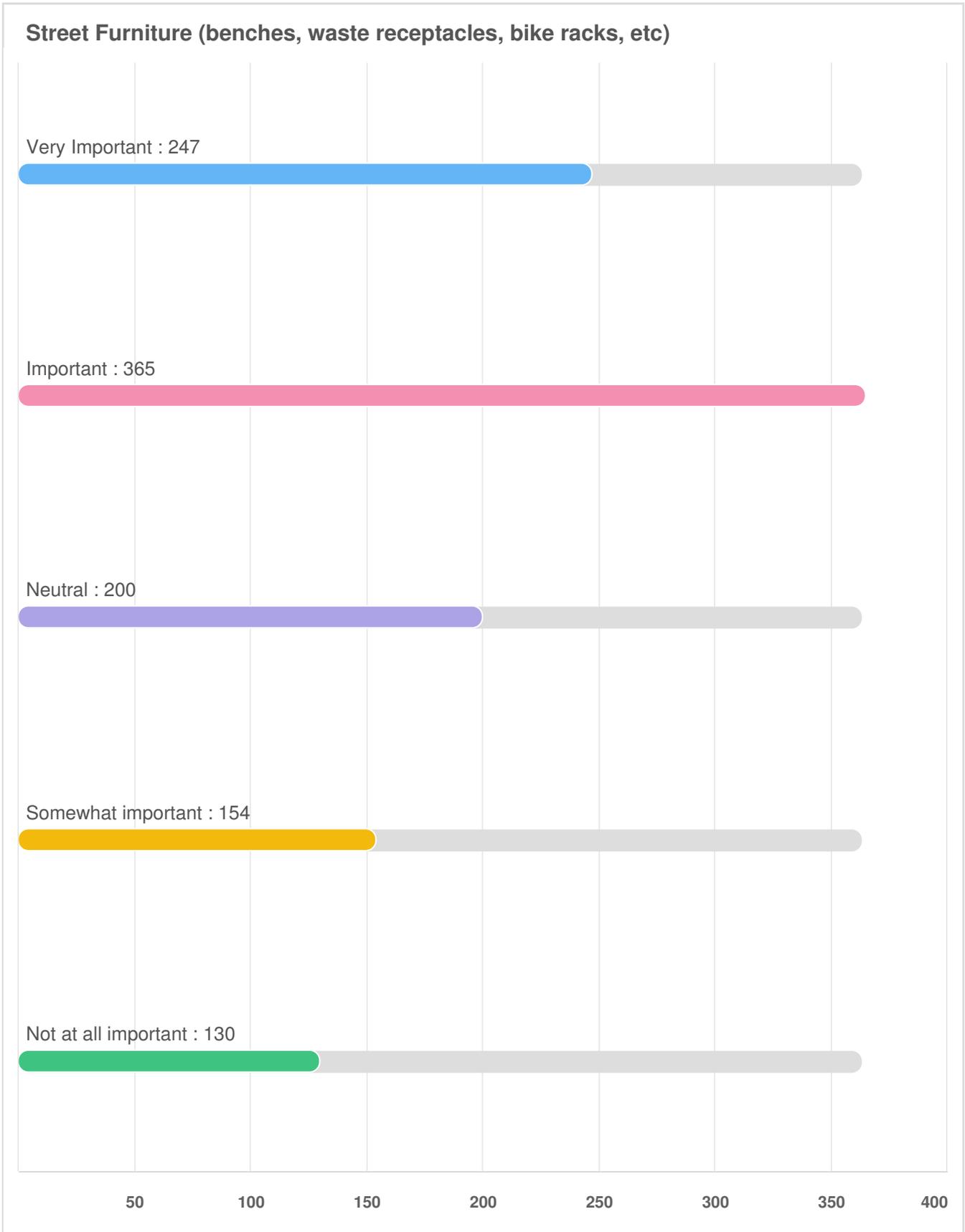


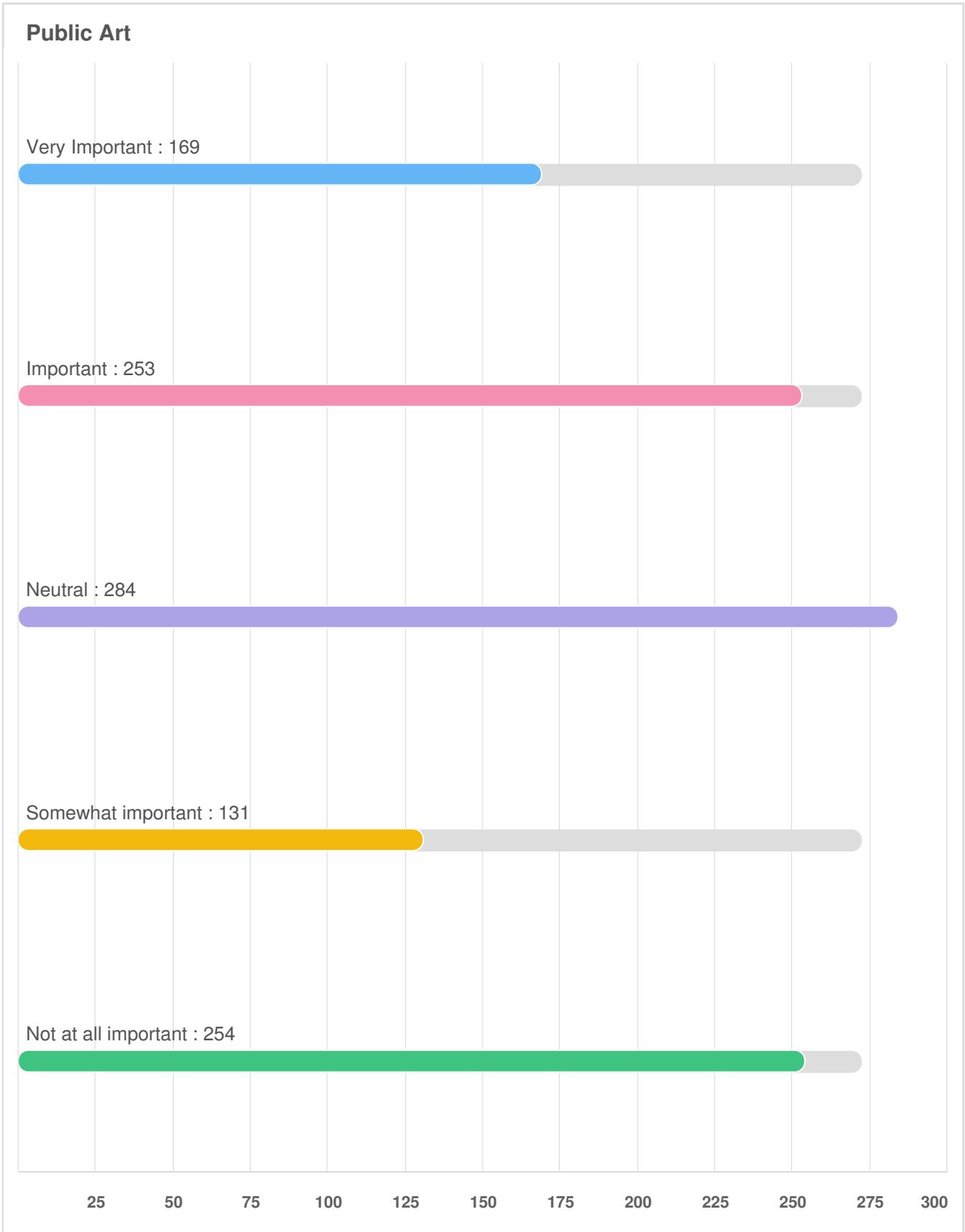
50 100 150 200 250 300 350 400 450

Space for pedestrians









Q4 | What do you feel is the biggest improvement that can be made to Brunswick Street?

Anonymous

9/02/2021 10:41 AM

TREES TREES TREES

Anonymous

9/02/2021 11:10 AM

Connecting it with Citadel Hill. There is a history of lots of paths that would criss cross the hill but they have mostly been wiped out. It would be great to have small plazas at the top of Duke, Carmichael, Prince and Sackville. They could serve as small gathering spaces with plantings, seating, and connection to citadel hill. That wall is a huge barrier both physically and mentally.

Anonymous

9/02/2021 12:12 PM

Fully protected bike lanes in both directions.

Anonymous

9/02/2021 04:33 PM

Remove the BLM markings from the street. It is a political statement that does not belong there.

Anonymous

9/03/2021 10:31 AM

Add protected bike lanes. Remove car lanes. Add public space.

Anonymous

9/03/2021 10:32 AM

Less road, more place

Anonymous

9/03/2021 12:52 PM

Protected, raised bike lane/cycle track, more street trees

Anonymous

9/03/2021 11:28 PM

Protected bike lanes

Anonymous

9/08/2021 06:51 AM

Not make it feel like a miserable place to live and work

Anonymous

9/08/2021 09:21 AM

More signage, or perhaps more eye-catching signage indicating loading zones. Some enforcement for folks that park in the bike lanes would be nice. If the street is wide enough to accommodate parking on one or both sides, plus bike lanes, plus the vehicle travel lanes, this should be installed. Seeing more seating and waste bins would be nice. A better approach to the Rainnie Dr bike

lane would benefit everyone.

Anonymous

9/08/2021 09:34 AM

As a business, parking is a challenge downtown. Many of our patrons are elderly or have mobility issues. Finding parking nearby is essential. Although we would love to beautify Brunswick and add bike lanes, trees, art, etc, removing ANY parking would be devastating.

Anonymous

9/08/2021 09:57 AM

I have written my biggest concern below. I know, in the long term the project would be beautiful but the short term disruption would be very hard. I am the General Manager of the Cambridge Suites Hotel. Noise and access to the hotel will be the greatest hurdles. The tourism industry has been greatly impacted by Covid-19, exterior construction noise during our first full year would be very disruptive. I would need details on working hours, noise bylaws and accessibility of our building.

Anonymous

9/08/2021 10:42 AM

Separate the bike lane, clean up the access to Rainnie bike lane. Pedestrian/Cycling priority signals

Anonymous

9/08/2021 10:49 AM

Remove street parking

Anonymous

9/08/2021 11:47 AM

Calm the traffic, make it safer to walk. Drivers blast through crosswalks while I'm in them and nearly hit me multiple times per week

Anonymous

9/08/2021 03:44 PM

A safe bike lane that connects the bridge to downtown.

Anonymous

9/08/2021 09:48 PM

protect and connect that bike lane! esp at intersections! slowing down vehicles. safety and reducing blind corners at gottingen/brunswick st. some kind of pavement treatment to help with ice/black ice on sidewalk in the winter. if anything can be done about the grade of that hill! that would be amazing!

Anonymous

9/09/2021 10:55 AM

Brunswick Street currently functions well. Reducing parking will be devastating to local business. People from outside downtown will not bike or use public transit, they will simply shop elsewhere.

Anonymous

9/09/2021 06:38 PM

The addition of protected cycling infrastructure, larger sidewalks with seating and greenery, and enhanced crossings at intersections. The Netherlands provide a perfect example for safer crossings.

Anonymous

9/09/2021 07:24 PM

Clean it up

Anonymous

9/09/2021 07:42 PM

get rid of the protected bike lane, and have two eastbound lanes (one merging onto Brunswick, and one straight down Duke toward Barrington

Anonymous

9/09/2021 08:41 PM

Remove bike lanes

Anonymous

9/09/2021 08:41 PM

Nothing it's fine as it is Wide enough for traffic to move and room for parking No need for bike lanes - I'm a cyclist but realize there is way more vehicle traffic than cycling traffic. Narrow roads to accommodate minimal use but bicycle traffic makes no sense. Actually increases safety risk. We have to many cycle lanes that abruptly end causing vehicles and bikes to merge quickly. It's an old city with narrow streets. If u want bike lanes - make them on main arteries into the peninsula. That would make more sense.

Anonymous

9/09/2021 09:21 PM

parking near businesses

Anonymous

9/10/2021 03:57 AM

Not sure exactly sure of the solution. But, it does currently feel lifeless, dark and bland compared to other main streets such as Hollis, Barrington and Spring Garden.

Anonymous

9/10/2021 07:26 AM

Better separation of bicycle lane from parking.

Anonymous

9/10/2021 08:07 AM

Prevent cars from stopping/parking in the bike lane, so probably a protected bike lane. Also, making the brunswick/duke/gottingen intersection safer for cyclists and pedestrians. Cars fly thru there, especially trying to make right and left turns

Anonymous

Parking on both sides of the street. Parking is important for those

9/10/2021 09:39 AM

working downtown and for clients supporting those businesses.

Anonymous

9/10/2021 09:45 AM

Make it active transit/public transit only

Anonymous

9/10/2021 09:45 AM

Better cycling infrastructure, an improved pedestrian experience-- this is a significant downtown street and highly visible for locals and tourists as the street abutting Citadel Hill, yet it's fairly workmanlike functionally and aesthetically.

Anonymous

9/10/2021 09:47 AM

Protected bikE lanes

Anonymous

9/10/2021 09:48 AM

Upgrade the scotia bank centre exterior

Anonymous

9/10/2021 09:59 AM

Planting of trees, bushes to improve look of area, plus public washrooms.

Anonymous

9/10/2021 10:05 AM

Wider sidewalks

Anonymous

9/10/2021 10:07 AM

The intersection at Gottingen, Brunswick, and Duke needs to be fixed. Since the right merge car lane was removed it has become dangerous. It is more difficult to see pedestrians who often dart across the street, and at least a few times a month I am almost hit by left turning vehicles from Duke not yielding to right turning vehicles from Gottingen.

Anonymous

9/10/2021 10:12 AM

Improving the safety of making a left turn from Brunswick St (northbound) to Sackville St (westbound).

Anonymous

9/10/2021 10:19 AM

protected bike lane

Anonymous

9/10/2021 10:22 AM

Having turning light at the intersection of Sackville and Brunswick St, too many near misses not being able to see over the blind hill.

Anonymous

Make it more welcoming for people on foot -- it is essentially a

9/10/2021 10:25 AM

thoroughfare for cars now, despite the fact that it marks the "top" of downtown, is a ribbon with a growing number of apartments, and can link the north end with Spring Garden in those several blocks.

Anonymous

9/10/2021 10:27 AM

Tie between: Moving the bike lane so it's not between traffic and parked cars. Better timing between the traffic lights at Duke, Prince and Sackville.

Anonymous

9/10/2021 10:40 AM

Remove barriers at Rannie and brunswick so cyclists can actually go straight onto Duke or even make a left turn. Protected bike lanes aren't useful if you can't actually get to where you're going! This could also allow vehicle traffic to yield and turn right at light again, reducing congestion. Rannie bike lane should only be one direction per side, there's no way to safely, efficiently get to outbound bike lane!

Anonymous

9/10/2021 10:44 AM

More pedestrian friendly

Anonymous

9/10/2021 11:03 AM

Protected bike lane instead of the painted lane, and easier connections once the lane ends - should at least be able to get safely across intersections

Anonymous

9/10/2021 11:08 AM

Get the slip lane back from Gottingen Street to Brunswick. Traffic piles up bad on Gottingen now.

Anonymous

9/10/2021 11:17 AM

Vegetation and protected bike lane

Anonymous

9/10/2021 11:20 AM

Protect the bike lane and make it possible to actually connect through the intersection. The bike lane here is a disaster.

Anonymous

9/10/2021 11:25 AM

Widen slightly

Anonymous

9/10/2021 11:29 AM

Safe access to the Gottingen/Rainne bike lane from Brunswick (heading north, approaching from south) Safe access to/from Gottingen/Rainne bike lane to/from Duke St

Anonymous

9/10/2021 11:31 AM

Bury the power lines along the hill, other aesthetically improvements - along with recent improvements and

Anonymous

9/10/2021 11:33 AM

Protected bike lane and good, well protected pedestrian crossings

Anonymous

9/10/2021 11:46 AM

Vulnerable street users need to know they can use these streets safely. So, infrastructure that makes it safe and enjoyable for walkers and bike riders should trump the fast movement of cars. It's not truly a "complete street" if non-drivers can't safely or enjoyable travel here. Vehicle space should be sacrificed (either travel lanes or parking) to accommodate active transportation users.

Anonymous

9/10/2021 11:49 AM

Reduce space overall surface area for motorized traffic, including parking. Car lanes should be limited to one in either direction and made narrow. All pedestrian crossings should be no greater than two narrow car lanes total.

Anonymous

9/10/2021 11:57 AM

It could feel warmer and more people friendly. Now it just feels car friendly.

Anonymous

9/10/2021 11:58 AM

Better pedestrian protection at Brunswick/Scotia square corners & Brunswick/Rainie Dr/Duke St. Yield exit to go right on Brunswick off Rainnie is dangerous to pedestrians. Drivers trying to beat light & not looking for pedestrians

Anonymous

9/10/2021 11:59 AM

Seamless transition of bike lane from gottingen. And pedestrian focus along citadel and cross walk visibility for people walking down towards the waterfront

Anonymous

9/10/2021 12:02 PM

Intersection with Duke.

Anonymous

9/10/2021 12:05 PM

Larger sidewalks, especially between Gottigen to Spring Garden,

Anonymous

9/10/2021 12:15 PM

Traffic calming

- Anonymous
9/10/2021 12:15 PM
Have the bike lanes be continuous and separated from the cars
- Anonymous
9/10/2021 12:33 PM
Pedestrian crossing above the street
- Anonymous
9/10/2021 12:35 PM
Protecting the bike lane (paint is not infrastructure and doesn't keep people on bikes safe!) and a sensible connection to the Rainnie Dr bike lane (it's fine if you're going from Rainnie to Brunswick but the other way requires you to cycle into oncoming traffic which is a) not safe and b) not all ages and abilities)
- Anonymous
9/10/2021 12:39 PM
traffic calming, or creating seperation between traffic and active transportation options
- Anonymous
9/10/2021 12:46 PM
Bring back the right turning lane coming down from rainnie
- Anonymous
9/10/2021 12:54 PM
More greenery and less traffic
- Anonymous
9/10/2021 12:54 PM
The corner with SG is hell for vehicles, people and likely cyclists. Not even sure how to improve that mess but I avoid it, especially left turn onto SG
- Anonymous
9/10/2021 12:55 PM
Connectivity and wayfinding for existing bike infrastructure
- Anonymous
9/10/2021 12:57 PM
Remember there are currently bike lanes in existence. Carry them north. I am an avid every day biker to the area, and my ability / disability changes based on my current health issues. I love seeing bike lanes, but worry redoing what exists is a waste of money. Can we be more creative for the future?
- Anonymous
9/10/2021 01:04 PM
From the presentation, great ideas, and I think the concepts are great. Section 1 should be pedestrian priority; Section 2 should be green space priority, section 3 should be balanced, and section 4 should, I think be green space priority should be a goal BUT with designed spaces along / within the green space for patios. The wide green space with space for more trees and vegetation

(hopefully it won't all be grass) should allow for designated spots for 2-3 season patios for local businesses set between sections of trees! You see this in other cities.

Anonymous

9/10/2021 01:11 PM

Protected Bike Lanes. Intersection of Rainne and Brunswick pedestrian safety.

Anonymous

9/10/2021 01:17 PM

more parking and sidewalks

Anonymous

9/10/2021 01:23 PM

Protected bike lanes and sidewalk bump outs for reduced pedestrian crossing distances. Connecting bicycle lanes to adjacent lanes, including Dalhousie Sexton campus bike lanes.

Anonymous

9/10/2021 01:39 PM

More on street parking

Anonymous

9/10/2021 01:42 PM

Increased parking

Anonymous

9/10/2021 01:46 PM

Consistent width of the road. Well marked lanes as they shift quite a lot over the length of that street

Anonymous

9/10/2021 02:06 PM

Cycle track

Anonymous

9/10/2021 02:36 PM

Improved sidewalk space/less obstructions along the sidewalk

Anonymous

9/10/2021 02:37 PM

Parking

Anonymous

9/10/2021 02:38 PM

Something to deter U-turns being made at the large intersection of Cogswell/Brunswick.

Anonymous

9/10/2021 02:59 PM

Improving the overall streetscape and maximizing usage of the ROW

Anonymous

9/10/2021 03:02 PM

Limiting the amount of traffic

Anonymous

9/10/2021 03:11 PM

Traffic calming

Anonymous

9/10/2021 03:15 PM

protect the bike lane; add trees.

Anonymous

9/10/2021 04:07 PM

Being able to head north on Brunswick and enter the bike lane going up Rainnie Drive. Currently are cyclists expected to walk across crosswalk and lose all momentum? Make a left turn on Rainnie and share the lane until Gottingen and join the bike lane there? Turn left onto the lane before the intersection and hope merging traffic will avoid them?

Anonymous

9/10/2021 04:08 PM

Get rid of the new parking metres and go back to the old ones.

Anonymous

9/10/2021 04:19 PM

Better bike lanes & pedestrian space.

Anonymous

9/10/2021 04:34 PM

Pedestrian friendly, more walkable, patios ect.... Things to attract people and give them spaces all over to be outdoors

Anonymous

9/10/2021 04:42 PM

Widening the lanes.

Anonymous

9/10/2021 05:07 PM

Design to accommodate street food carts along the sidewalk at the base of Citadel Hill to bring life to both sides of the street.

Anonymous

9/10/2021 05:08 PM

Pedastrian crossings, Benches to sit, Nice trees on the road side

Anonymous

9/10/2021 05:19 PM

Protected bike lanes, wider sidewalks and more greenery like planters etc

Anonymous

9/10/2021 05:20 PM

protected bike lanes

Anonymous 9/10/2021 05:55 PM	Removing parking in exchange for the protected bike lanes on Brunswick
Anonymous 9/10/2021 06:24 PM	Remove Anti-Homeless furniture
Anonymous 9/10/2021 06:53 PM	Left turning bicycle lane access to gottigen and rainne dr.
Anonymous 9/10/2021 07:10 PM	Green infrastructure. Blvd for trees. Getting so much hotter and we need to plant shade trees for the future
Anonymous 9/10/2021 08:12 PM	Better use of the street wall on citadel hill
Anonymous 9/10/2021 09:21 PM	No improvement is needed.
Anonymous 9/10/2021 09:26 PM	Less concrete and better pedestrian and cyclist environment.
Anonymous 9/10/2021 09:31 PM	Increased green space and more pedestrian friendly.
Anonymous 9/10/2021 09:52 PM	Intersection of rainie and brunswick
Anonymous 9/10/2021 10:00 PM	Prioritize people (pedestrians and cyclists) over cars. Need a full change to infrastructure, not just paint.
Anonymous 9/10/2021 10:05 PM	More trees please.
Anonymous 9/10/2021 10:21 PM	Some street scaping make it more then a highway to spgn road. I know its hard to make improvements with drunks destroying it.
Anonymous 9/10/2021 10:41 PM	Protected bike lane

Anonymous

9/11/2021 01:43 AM

Stop wasting fucking money on stupid shit and patch the fucking potholes you retarded fucking city.

Anonymous

9/11/2021 04:31 AM

I find Brunswick St in that area is fine. The lanes are wide enough for both cars and bicycles, except maybe between Sackville St and Spring Garden Rd where it can be a bit narrow.

Anonymous

9/11/2021 04:48 AM

Needs more trees and urban garden. As for a bike lane staff know where they can put that!

Anonymous

9/11/2021 04:53 AM

Do NOT eliminate parking.

Anonymous

9/11/2021 06:28 AM

Changing the intersection at Gottigen /Brunswick to allow better flow southbound

Anonymous

9/11/2021 07:31 AM

Pedestrian-only lights at intersections

Anonymous

9/11/2021 07:47 AM

Now leave it alone!!

Anonymous

9/11/2021 07:50 AM

the out bound bike line on Gottingen/ Rainie makes no sense as you have to cross the road to get on to it and then cross the road again to get out of it

Anonymous

9/11/2021 08:01 AM

Raised bike lanes along with a sidewalk with trees and benches

Anonymous

9/11/2021 08:08 AM

Green space improvements

Anonymous

9/11/2021 08:48 AM

Physically separated bike lanes! Also wider sidewalks, public seating, a public washroom, and large healthy street trees.

Anonymous

9/11/2021 08:59 AM

Since adding the bike lane it is quite a wait to turn right onto Brunswick from Rainnie. Simply add a straight/left arrow painted on the road to keep traffic coming down Rainnie to the left so the rest

of us can continue to merge right without waiting several lights.

Anonymous

9/11/2021 09:01 AM

Separated bike lane even though I am not a cyclist. More separated lanes makes me more willing to try commuting by bike and would influence an e bike decision.

Anonymous

9/11/2021 09:07 AM

Wider sidewalks

Anonymous

9/11/2021 09:18 AM

The street level of the Scotiabank Centre is lifeless most of the time when there are no events. It's a big dead part of the street. Street level retail could help but maybe there's a better way to give it some life.

Anonymous

9/11/2021 09:31 AM

More parking options

Anonymous

9/11/2021 10:26 AM

More trees

Anonymous

9/11/2021 12:06 PM

Leave it as is. As a taxpayer I am sick of subsidizing engineering firms and construction projects that are not needed. If cyclist or buses want something have them pay for it. As it is obvious with what has been done on water street and Bauer's road Hrm do not know how to design things and cost things. Every designer and city planner should be fired

Anonymous

9/11/2021 12:18 PM

The current bicycle infrastructure is strange and haphazard and also annoying from a Motor vehicle perspective.

Anonymous

9/11/2021 12:34 PM

Parking!

Anonymous

9/11/2021 12:44 PM

improve traffic congestion

Anonymous

9/11/2021 01:29 PM

aesthetic design

Anonymous 9/11/2021 04:49 PM	Improvements to CONNECTIONS to bicycle infrastructure, including at intersections.
Anonymous 9/11/2021 05:35 PM	More space for pedestrians and cyclists. It's adjacent to a major event centre and a corridor to downtown businesses and Spring Garden. More priority and consideration for and at the human scale, not the car.
Anonymous 9/11/2021 07:06 PM	Street furniture adjacent to the citadel hill.
Anonymous 9/11/2021 09:18 PM	Green space
Anonymous 9/11/2021 09:49 PM	Protected bike lane
Anonymous 9/11/2021 10:22 PM	More parking
Anonymous 9/11/2021 11:58 PM	Cleaner
Anonymous 9/11/2021 11:59 PM	Longer time for free Street parking
Anonymous 9/12/2021 12:02 AM	Sidewalks and crosswalks
Anonymous 9/12/2021 07:43 AM	When adding bike lanes consider hills! Bikers do anything to avoid hills so not worth investing in a mountain
Anonymous 9/12/2021 07:46 AM	Bike infrastructure is very dangerous in this section. If you want people to bike and walk downtown then make it safe.
Anonymous 9/12/2021 07:55 AM	Having a better bike lake and right turn lane from Gottingen to Brunswick

Anonymous 9/12/2021 07:56 AM	Make it so it's not so wide at the cogswell area. Pedestrians are vulnerable when crossing the street. Add a protected bike lane.
ouel 9/12/2021 09:51 AM	Making the sidewalk thats next to the DND wall much more walkable/enjoyable. Its a proper mess to walk. Next to important location, should be treated as such.
Anonymous 9/12/2021 10:57 AM	I don't think there are issues here compared to other places in the downtown core
Anonymous 9/12/2021 11:36 AM	Less car centric, more beautiful streetscape
Anonymous 9/12/2021 02:22 PM	Improved sidewalks, designated bike lanes. More greenery.
Anonymous 9/12/2021 02:24 PM	Return the merge lane from gottingen
Anonymous 9/12/2021 03:22 PM	Make it easier to get around.
Anonymous 9/12/2021 03:32 PM	Connect it to the greenery etc of citadel hill. It's quite an ugly divider between the hill and the downtown.
Anonymous 9/12/2021 05:17 PM	Actual pedestrian stop/walk lights instead of flashing amber lights
Anonymous 9/12/2021 05:50 PM	Wider sidewalk to accommodate planting
Anonymous 9/12/2021 06:41 PM	Keeping enough room for cars and pedestrians
Anonymous 9/12/2021 06:57 PM	Bike lanes
Anonymous 9/12/2021 07:25 PM	No real opinion. Fundamentally happy with current layout

Anonymous

9/12/2021 08:14 PM

Better flow of traffic through the area

ben.macleod

9/13/2021 05:00 AM

Addition of protected bike lanes

Anonymous

9/13/2021 05:22 AM

Reduce the width

Anonymous

9/13/2021 06:49 AM

Some green space. The street is very concrete right now.

Anonymous

9/13/2021 06:56 AM

The street as a cyclist and driver appear to be functioning reasonably, no improvements are needed. Other intersections could receive priority.

Anonymous

9/13/2021 07:41 AM

Safety for cars and pedestrians and bicyclists. Parking options.

Anonymous

9/13/2021 09:09 AM

Protected bike lanes

Anonymous

9/13/2021 09:40 AM

Leave it alone!

Anonymous

9/13/2021 10:49 AM

Do NOT add bike lanes! They make navigating the already-narrow downtown streets even more difficult not to mention taking up all the much-needed parking spaces! No wonder people who live on the outskirts of the city don't want to go downtown!! Bike lanes are 100% a waste of money...so that less than 5% of the population can use them for only half (or less) of the year!?? This is by far one of the stupidest ideas ever.

Anonymous

9/13/2021 11:19 AM

Some micro park like spaces that encourage the public to sit etc.

Anonymous

9/13/2021 12:00 PM

Stop with destroying of Halifax with all the bike lanes... most people are finding this city so hard to get around. So avoid it. Most have to drive bikes are not an option....Start listening.

Anonymous
9/13/2021 12:33 PM
It should be more pedestrian friendly to better connect downtown and the north end.

Anonymous
9/13/2021 01:03 PM
Make it safer for cyclists ad pedestrians.

Anonymous
9/13/2021 01:20 PM
Traffic calming measures (chicanes) that slow traffic, but do not stop it. Reducing stop/start congestion will naturally control traffic by slowing it and reducing the need(s) for non-pedestrian controlled stop lights. Protected bike lanes are also ideal, as painted bike lanes make little to no difference and offer no safety to cyclists.

Anonymous
9/13/2021 04:09 PM
Cars making right hand turn from Rainie to Brunswick cut across the bike lane. This is where I nearly lost my life.

Anonymous
9/13/2021 04:16 PM
Don't take away any more parking spaces. I know that's not an improvement but it sounds like whatever you're planning will do that. I'm already starting to avoid downtown unless I have to be there for business.

Anonymous
9/13/2021 04:33 PM
Increased green space at the expense of parking. Currently is very car-dominated and uncomfortable for pedestrians

Anonymous
9/13/2021 07:26 PM
Taking out the bicycle lanes

Anonymous
9/13/2021 08:27 PM
Make it one way traffic.

Anonymous
9/13/2021 08:45 PM
Give preference to pedestrian traffic and bike traffic over car traffic.

Anonymous
9/13/2021 10:43 PM
Aligning the two way bike lane from rainie drive so it's not dangerous changing from the Brunswick st bike lanes to the rainie drive ones

Anonymous
remove" black matter" painting, affect vision

9/14/2021 05:56 AM

Anonymous

Improvements have already be made

9/14/2021 06:17 AM

Anonymous

Bike lanes and better traffic flow

9/14/2021 06:36 AM

Anonymous

No improvement needed

9/14/2021 07:22 AM

Anonymous

Pedestrian space and safety.

9/14/2021 07:47 AM

Anonymous

More Parking

9/14/2021 08:00 AM

Anonymous

Raise the roof on the Metro Centre and put in proper upper bowl and luxury suites

9/14/2021 09:17 AM

Anonymous

Make it easier to get through and park on with a car.

9/14/2021 09:18 AM

Anonymous

Beautification

9/14/2021 10:50 AM

Anonymous

Street needs to be dynamic

9/14/2021 10:55 AM

Anonymous

Better bike infrastructure at the end of Brunswick Street onto Spring Garden road. It's often hard to see if cars are coming when making a turn.

9/14/2021 11:00 AM

Anonymous

Separated, protected bike lanes that connect to other bike infrastructure without a negative impact on accessibility, accessible parking, trees, etc.

9/14/2021 11:05 AM

Anonymous

Safe bike lanes! Also street furniture that is not anti-homeless

9/14/2021 11:12 AM

Anonymous

9/14/2021 11:27 AM

Improved cyclist safety. More comfortable cyclists = increase in cycling = alleviation of car traffic (this is an optimistic reading)

Anonymous

9/14/2021 11:30 AM

Bike lane extension north of current land

Anonymous

9/14/2021 11:34 AM

Being able to turn left from Brunswick onto Rannine Drive Bike Lane

Anonymous

9/14/2021 12:32 PM

Remove on street parking, include traffic calming measures, protected bike lanes (not just paint), wider sidewalks.

Anonymous

9/14/2021 12:40 PM

Safe bike lanes with safe sensible access and egress at the ends of them. (They won't connect to any other bike lane, of course.)

Anonymous

9/14/2021 12:59 PM

Better sidewalks and bike infrastructure on the citadel side. Given the ample parking at Nova centre, additional on street parking is likely unnecessary on at least one side.

Anonymous

9/14/2021 01:11 PM

The bikelanes should be between parked cars and the sidewalk. Or parking should be removed on one side of the street and sidewalks should be widened.

Anonymous

9/14/2021 01:46 PM

More green space and waste receptacles

Anonymous

9/14/2021 02:21 PM

Remove parking spaces between Sackville and spring garden on the east side.

Anonymous

9/14/2021 02:36 PM

More trees!

Anonymous

9/14/2021 04:08 PM

Protected bike lanes, implemented in a way that improves accessibility for all users, including those who use wheelchairs.

Anonymous

9/14/2021 04:17 PM

Protected bike lanes, trees

Anonymous

9/14/2021 04:26 PM

Narrow vehicle lanes to slow traffic. Add very wide physically separated bike lanes and wider sidewalks.

Anonymous

9/14/2021 04:36 PM

Actual separated bike lanes

Anonymous

9/14/2021 04:41 PM

Protected bike lanes

Anonymous

9/14/2021 04:45 PM

It needs to be slowed down and made safer for pedestrians with some sort of barrier/widening between the street and the sidewalk. It is very intimidating to walk on particularly during winter.

Anonymous

9/14/2021 04:48 PM

Pedestrian centred upgrades. Kind of a wide street. A bit tough to cross from one side to the other. Has the potential to be more pedestrian friendly/ have more people stay in the area.

Anonymous

9/14/2021 05:01 PM

On the duke, Gottingen, Brunswick I tersection : revert back to a crossroad with lights and a side lane to turn right. It was closed down to dedicate it to pedestrian but this is a bad move as it's disturbing traffic flow. Pedestrian have a light with right of way already.

Anonymous

9/14/2021 05:59 PM

Protected multiuse pathway on both sides of the street. One lane for people walking, one lane for people biking. Space for people walking to sit, quality bike parking preferable covered. Handicap Parking only.

Anonymous

9/14/2021 06:14 PM

Parking

Anonymous

9/14/2021 06:19 PM

In the summer, it gets hot up there because the sun comes down almost directly, and the hill and buildings don't provide much shade. Take away parking on hill side, widen green area, plant fast growing shade trees between the pedestrian walking area and the bike facilities. Add benches under the trees, near intersections, for people walking up from the harbour to sit and cool off.

Anonymous

Safe biking and pedestrian paths

9/14/2021 06:26 PM

Anonymous

9/14/2021 06:46 PM

Bike lanes and pedestrian traffic has been an issue at this intersection connecting to Duke also. This road is wide enough to make a lot of potential for more parking, bus only lanes, bike lanes or pedestrian/green space

Anonymous

9/14/2021 06:58 PM

Separated bike lanes

Anonymous

9/14/2021 07:47 PM

Traffic flow and parking

Anonymous

9/14/2021 07:58 PM

Making the corners of Brunswick & Rainnie bigger and flatter. Better snow and ice clearing. A buffer between the sidewalk and the street, on the citadel side.

Anonymous

9/14/2021 08:34 PM

Continue bike lane.

Anonymous

9/14/2021 09:09 PM

Protected bike lanes

Anonymous

9/14/2021 09:19 PM

Better accommodations for cyclists crossing Cogswell St and turning right onto Sackville St., as well as more protected bike lanes.

Anonymous

9/14/2021 09:53 PM

Make it a safer and more pleasant experience for pedestrians and bicyclists

Anonymous

9/14/2021 10:13 PM

Protected bike lane

Anonymous

9/14/2021 10:19 PM

Wider sidewalks!!!! This should be a fantastic pedestrian area because of all the attractions nearby.

Anonymous

9/14/2021 11:14 PM

safe bike lanes, welcoming street scape, greenery

Anonymous 9/14/2021 11:40 PM	Bigger sidewalks in places, maybe along citadel hill section in front of Scotiabank ct.
Anonymous 9/15/2021 12:14 AM	Protected bike lanes
Anonymous 9/15/2021 12:15 AM	Wider sidewalk on side of hill
Anonymous 9/15/2021 12:18 AM	Leave it the way it is
Anonymous 9/15/2021 01:03 AM	Make it feel more like a neighbourhood rather than a thoroughfare. Something similar to spring garden.
Anonymous 9/15/2021 01:54 AM	Get rid of true bicycle lane, and bring back the right turn lane from gottingen to Brunswick
Anonymous 9/15/2021 05:52 AM	The street feels very forgettable
Anonymous 9/15/2021 07:21 AM	Gottingen & Brunswick intersection
Anonymous 9/15/2021 07:32 AM	Some way of handling extreme grade changes for people waking and cycling; further improvements to protected bike lanes; elimination of rainnie drive as a car space (is it used for much, other than parking?); a shrinking of scale at the sidewalk level (currently large, uninterrupted stretches of blank/featureless retaining wall, stadium, or large mixed use building; elimination of blank facades at Brunswick and cogswell; improvements to scale of Brunswick and cogswell intersection
Anonymous 9/15/2021 07:34 AM	One way around the hill!
Anonymous 9/15/2021 07:36 AM	Improve the stone wall! It's just dead space to me

Anonymous 9/15/2021 07:37 AM	Easier/more comfortable to walk, free and accessible public toilet
Anonymous 9/15/2021 07:57 AM	Traffic speed is too fast
Anonymous 9/15/2021 08:16 AM	Traffic flow.
Anonymous 9/15/2021 08:37 AM	Less cars. It feels so disconnected from the downtown core
Anonymous 9/15/2021 08:52 AM	Protected bike lanes
Anonymous 9/15/2021 09:05 AM	Remove parking, add bus lane, give pedestrians more room
Anonymous 9/15/2021 09:11 AM	No need for additional greenery, it's literally right next very green citadel hill.
Anonymous 9/15/2021 09:29 AM	Better pedestrian and bike facilities
Anonymous 9/15/2021 09:38 AM	The bike lane is important, the Sackville to spring garden strip is dangerous at that stoplight intersection when biking.
Anonymous 9/15/2021 09:43 AM	A separated bike lane with a connection to the bridge at the end.
Anonymous 9/15/2021 09:59 AM	Remove cars from downtown
Anonymous 9/15/2021 10:19 AM	Removing parking to add a wider sidewalk, protected bike lane or even just trees
Anonymous 9/15/2021 11:17 AM	More space for pedestrians and bikes.. less space for cars

Anonymous

9/15/2021 11:36 AM

Safer for pedestrians

Anonymous

9/15/2021 12:11 PM

Having a complete bidirectional bicycle track and the implementation of bicycle traffic signals in HRM.

Anonymous

9/15/2021 01:18 PM

Beautification, and increased importance of pedestrians

palmpotato

9/15/2021 01:21 PM

Proper intuitive bike lane connections and protected bike lanes

Anonymous

9/15/2021 01:45 PM

Separated/dedicated bike lanes. Wider sidewalks. Full tree canopy, benches. Reduced traffic lanes.

Anonymous

9/15/2021 02:17 PM

Protect the bike lane with physical barriers

Anonymous

9/15/2021 02:35 PM

Wider sidewalks

Anonymous

9/15/2021 02:54 PM

traffic calming

Anonymous

9/15/2021 04:14 PM

Broader sidewalks

Anonymous

9/15/2021 04:14 PM

Re-instate right turn lane from Gottingen onto Brunswick. The mess of bike lane/pedestrian room at that corner is confusing for drivers.

Anonymous

9/15/2021 04:30 PM

Nicer sidewalk on citadel side

Anonymous

9/15/2021 04:33 PM

Consistency and flow throughout for all types of traffic

Anonymous

9/15/2021 04:51 PM

Fine the way it is

Anonymous

9/15/2021 05:28 PM

More greenspace

Anonymous

9/15/2021 05:34 PM

Parking

Anonymous

9/15/2021 05:41 PM

Find a new design for traffic calming the curb lumps are asinine and ineffective

Anonymous

9/15/2021 05:59 PM

Add right turn lane from Rainnie/Gottingen onto Brunswick to ease traffic.

Anonymous

9/15/2021 06:21 PM

Mor appeal than the simple thoroughfare it is now.

Anonymous

9/15/2021 06:47 PM

Ease of use/access. Beautification. Trees.

Anonymous

9/15/2021 07:57 PM

Improve traffic flow

Anonymous

9/15/2021 08:09 PM

It's difficult to identify just one. Bike lanes would be important, but I also feel like the retaining wall and stairs to the Citadel could use some sprucing up to make it more visually appealing.

Anonymous

9/15/2021 08:19 PM

Avoiding bike lanes.

Anonymous

9/15/2021 08:50 PM

Not putting in bike lanes that will only be used 4 months of the year.

Anonymous

9/15/2021 09:38 PM

Ease of traffic flow

Anonymous

9/15/2021 09:38 PM

Underground powerlines

Anonymous

9/15/2021 09:56 PM

Safe bike lanes

Anonymous 9/15/2021 10:21 PM	Intersection are Brunswick and sackville. Always a mess. The right lane to go right is always clogged by people packing in a no parking area. Makes it soo messy.
Anonymous 9/15/2021 10:36 PM	More parking
Anonymous 9/15/2021 11:26 PM	Slower road traffic
Anonymous 9/16/2021 09:15 AM	Use these big buildings for something like a grocer or a gym to make it more convenient.
Anonymous 9/16/2021 09:39 AM	Bike lanes and parking. Take land from Citadel hill if you need to expand
Anonymous 9/16/2021 09:42 AM	Parking
Anonymous 9/16/2021 10:50 AM	Continuation of protected bike lanes
Curwsar 9/16/2021 11:16 AM	Put back the turning lane from Gottigen to Brunswick
Anonymous 9/16/2021 12:22 PM	Better options for pedestrians. Design the street for people primarily, not for cars.
Anonymous 9/16/2021 01:22 PM	Remove the bike lane
Anonymous 9/16/2021 02:00 PM	More Parking
Anonymous 9/16/2021 02:00 PM	Safer for cyclists. Separated bike lane.
Anonymous	The biggest improvement is definitely more pedestrian space. Far

9/16/2021 02:12 PM

to often on the Citadel Hill side I am walking on the road/parking/bike lane to avoid groups of people who won't form a single file line to and share the current sidewalk.

Allan

9/16/2021 02:53 PM

Dedicated bike lanes and space for outdoor patios

Anonymous

9/16/2021 03:23 PM

?

Anonymous

9/16/2021 03:27 PM

Remove the bike lane at the intersection of Rainnie/Gottigen and Duke. Due to only having one lane for all traffic on Rainnie/Gottigen, it is very congested and makes right turns difficult. Another option is to make an all-walk for all the busy intersections. This will improve right and left turns.

Anonymous

9/16/2021 03:58 PM

Better sight lines for drivers turning onto Brunswick coming from downtown. It's a dangerous street to turn onto because of how busy it is and speeds of vehicles travelling on it. Turning onto it at an intersection without lights is dangerous as it's hard to see oncoming vehicles

Anonymous

9/16/2021 04:47 PM

Car free

Anonymous

9/16/2021 04:48 PM

Improve flow at lights, fix bike lanes

Anonymous

9/16/2021 05:25 PM

Better parking, pedway crossing for pedestrians

Anonymous

9/16/2021 05:26 PM

Better parking tbh

Anonymous

9/16/2021 06:01 PM

Less congested with parked cars

Anonymous

9/16/2021 06:17 PM

More green space/outdoor patios

Anonymous

9/16/2021 07:10 PM

Make the approach to the citadel and town clock more bike and pedestrian friendly. I love to walk there, take in the sight of the town clock, the citadel, and the historic buildings but the wide street as it is now gives cars too much of my attention. Navigating a 4 lane street is dangerous anyplace, it encourages higher speed traffic and discourages pedestrians from accessing our landmarks (town clock + Citadel).

Anonymous

9/16/2021 07:14 PM

The intersections on cogswell and gottigen need to be safer for pedestrians and bikes. Prioritize pedestrians/bikes. Do not prioritize cars.

Anonymous

9/16/2021 07:36 PM

Don't waste money on bike lanes that won't be used.

Anonymous

9/16/2021 08:22 PM

Grade separated bike lanes.

Anonymous

9/16/2021 08:26 PM

There is one side of Brunswick street and Rainnie drive by the cross walk. the road was like a mini hill. It's very dangerous in the winter, or for people with disabilities. Very inconvenient

Anonymous

9/16/2021 08:54 PM

Safer access for those without cars, more green space (for shade and beauty), and more seating areas for asthmatics like me that barely make it up the hill and need a rest

Anonymous

9/16/2021 08:57 PM

Activating the street more. Especially on the north side.

Anonymous

9/16/2021 09:55 PM

Need to keep the vehicle flow or enhance it.

Anonymous

9/16/2021 10:30 PM

protected bike lanes

Anonymous

9/16/2021 10:31 PM

Not have it feel so desolate

Anonymous

9/16/2021 10:34 PM

Protected bike lanes

Anonymous

9/16/2021 11:35 PM

I don't think it requires improvent.

Anonymous

9/17/2021 12:09 AM

Safe intersections for active transport

Anonymous

9/17/2021 12:41 AM

It's ugly and dark. Find a way to brighten it up there is more than enough space for people.

Anonymous

9/17/2021 08:21 AM

Street front businesses

Anonymous

9/17/2021 08:24 AM

Making it safer for people walking or biking. Like, actually implementing the Integrated Mobility Plan rather than bending over backwards for people in cars

Anonymous

9/17/2021 08:28 AM

Here specifically, and also throughout the city in general: public washroom facilities; street furniture that isn't designed to be hostile to the homeless

Anonymous

9/17/2021 08:38 AM

I think it's fine as is

Anonymous

9/17/2021 09:34 AM

Maybe some more trees

Anonymous

9/17/2021 09:39 AM

Wider sidewalk and bike lanes

Anonymous

9/17/2021 10:25 AM

Make it beautiful and more pedestrian friendly.

Anonymous

9/17/2021 01:43 PM

Space for pedestrians

Anonymous

9/17/2021 02:14 PM

- Sidewalks need better curb cuts for people with mobility concerns. - as a tourist area, the sidewalks are not wide enough; about 1 metre of the hill could be scooped away or the road narrowed by 1 metre.

Anonymous

9/17/2021 03:17 PM

Continue bike lane from rainnie so it actually works as a connection. Provide safe pedestrian access to metro centre

Anonymous

9/17/2021 03:56 PM

LEAVE it as is

Anonymous

9/17/2021 06:28 PM

Improved traffic throughput

Anonymous

9/17/2021 06:40 PM

Widening/adding a lane

Anonymous

9/17/2021 06:44 PM

Protected bikeways. An easy way to make a left from Brunswick onto rainie on my bike.

Anonymous

9/17/2021 06:45 PM

Separated bike lanes, wider sidewalks.

Anonymous

9/17/2021 06:48 PM

Protected bike lanes connecting the north end to the downtown/south end of Halifax.

Anonymous

9/17/2021 06:59 PM

Commenting bike lanes. I often choose not to cycle because the busiest parts of my commute (and riskiest - ie left turns) are unprotected and the transition between protected and unprotected cycling feels very unsafe.

Anonymous

9/17/2021 07:04 PM

Making it more bike friendly and pedestrian friendly

Anonymous

9/17/2021 07:32 PM

Protected Bike lanes

Anonymous

9/17/2021 07:42 PM

Do not take away even more parking downtown than you already have. Please.

Anonymous

9/17/2021 08:05 PM

Benches and garbage cans, green space

Anonymous 9/17/2021 08:08 PM	More parking on one side or the other.
Anonymous 9/17/2021 08:14 PM	Better traffic flow. To much stop and go. A pedestal from Citadel Hill over the street would be an asset.
Anonymous 9/17/2021 08:23 PM	Safer for bikers
Anonymous 9/17/2021 09:23 PM	A curbed bike lane to protect cyclists and maintain parking
Anonymous 9/17/2021 10:05 PM	Where Gottingen meets Brunswick needs a better right turning option for cars and bicycles, but confusing and unclear/unsafe at the moment.
Anonymous 9/17/2021 11:42 PM	Fix the holes in the road
Anonymous 9/18/2021 12:52 AM	Improving pedestrian access and reducing congestion from scotiabank centre events
Anonymous 9/18/2021 03:45 AM	Protected bike lane
Anonymous 9/18/2021 05:48 AM	Encourage small commercial development (small shops, restaurants) along that section to make it more pedestrian friendly.
Anonymous 9/18/2021 07:38 AM	Continuation of the bike lane from Gottagine
Anonymous 9/18/2021 07:45 AM	Dedicated bike lane
Anonymous 9/18/2021 08:08 AM	Trees
Anonymous	Better pedestrian accommodations

9/18/2021 08:39 AM

Anonymous

Better parking

9/18/2021 08:40 AM

Anonymous

Do it right. Traffic lanes, then parking, then bike lanes, and then sidewalks. That is the proper layout for a Street

9/18/2021 08:58 AM

Anonymous

Bike lane Art Green space

9/18/2021 09:06 AM

Anonymous

Separate bike lanes that connect to other separate bike lanes

9/18/2021 11:00 AM

Anonymous

Protected bike lanes

9/18/2021 11:29 AM

Anonymous

Streetscape

9/18/2021 11:43 AM

Anonymous

I think Brunswick Street (especially between Cogswell and Duke Streets) needs to be more hospitable to pedestrians and street-level retail and food-service businesses. More trees, green space, patio space, a crosswalk, traffic calming measures, etc.

9/18/2021 01:17 PM

Anonymous

The new bike lane coming off Rainnie/Gottingen is great for bikes but has caused a lot of issues for pedestrians crossing the street there. Cars do not look right before turning onto Brunswick St. And I have almost been hit multiple times by vehicles.

9/18/2021 01:25 PM

Anonymous

a wider sidewalk on the citadel hill side and a buffer between pedestrians and traffic. more sidewalk room at the duke st intersection on the citadel hill side as well. planting and street level beautification so the vibe is less drab and depressing.

9/18/2021 01:59 PM

Anonymous

Aesthetics

9/18/2021 02:08 PM

Anonymous

Safety for pedestrians

9/18/2021 02:38 PM

Anonymous

9/18/2021 02:45 PM

No for now.

Anonymous

9/18/2021 03:04 PM

Having a bus route, and more public parking space.

Anonymous

9/18/2021 03:39 PM

I feel there is a lack of green space and appropriate area for pedestrians.

Anonymous

9/18/2021 03:53 PM

Treat it like a destination and not a transportation route.

Anonymous

9/18/2021 04:14 PM

protected bike lanes and intersection infrastructure

Anonymous

9/18/2021 04:36 PM

Eliminate bike lanes and have them on specific Main thoroughfares but not on this street

Anonymous

9/18/2021 05:52 PM

More vibrant, pedestrian friendly. Better connection from Citadel Hill to the street.

Anonymous

9/18/2021 05:58 PM

Parking

Anonymous

9/18/2021 06:09 PM

More cafes, restaurants, patios and green spaces

Anonymous

9/18/2021 06:12 PM

Narrower street, more pedestrian space

Anonymous

9/18/2021 06:32 PM

Diagonal parking!!!! Accommodate more spots.

Anonymous

9/18/2021 07:50 PM

crosswalks on the widest parts

Anonymous

9/18/2021 08:11 PM

Pedestrian crossing

Anonymous

9/18/2021 08:13 PM

Add some shade through trees. Slow traffic.

Anonymous

9/18/2021 09:29 PM

Protected bike lane

Anonymous

9/18/2021 10:03 PM

More pedestrian-oriented

Anonymous

9/18/2021 10:44 PM

New pavement, curbs & sidewalks

Anonymous

9/18/2021 10:57 PM

Narrow the traffic lanes to slow down driver speed.

Anonymous

9/18/2021 11:34 PM

no cars <3

Anonymous

9/18/2021 11:38 PM

Bike lanes

Anonymous

9/19/2021 01:00 AM

Remove the bike lanes. They cut off a lane of traffic at the intersection

Anonymous

9/19/2021 01:48 AM

Make the hill friendly to walkers. Further, more accessible to wheelchairs, strollers, etc.

Anonymous

9/19/2021 02:45 AM

The biggest improvement would be a protected bike lane — either protected with barriers like the Hollis and Lower Water bike lanes, or (ideally) raised from the street like the South Park bike lane (between Spring Garden and Sackville, at least). Paint isn't infrastructure!

Anonymous

9/19/2021 06:55 AM

Make sure vehicular can have ease of access and flow

Anonymous

9/19/2021 07:19 AM

Parking on both sides of street

Anonymous

9/19/2021 07:57 AM

Bike lane being separated from parked cars by a median

Anonymous

9/19/2021 08:20 AM

Eliminate cars. This would allow people to enjoy the space. At the very least remove all street parking and reduce speed limits. Narrowing the street space available for cars would help slow them down

Anonymous

9/19/2021 09:07 AM

Less cars, more seating, make it a destination

Anonymous

9/19/2021 09:14 AM

Adding protected bike lanes, adding public art, and adding street trees.

Anonymous

9/19/2021 09:45 AM

Can we please have some public garbage bins so that pedestrians don't need to holding on a garbage all the way up still couldn't find a place to throw their garbage. This might cause ppl to just throw their garbages on the street and that will be sad to see it happen.

Anonymous

9/19/2021 11:28 AM

Get rid of parking on Brunswick from Sackville to spring garden. There's not enough space so it's essentially a chaotic one way street

Anonymous

9/19/2021 11:34 AM

The sidewalks & green space

Anonymous

9/19/2021 11:48 AM

Maintain ability to drop off persons with low mobility In front buildings especially in the late fall, winter and early spring when there is ice, snow and freezing rain. Make sure the sidewalks are clear.

Anonymous

9/19/2021 12:15 PM

Get rid of the dumb cement things

Anonymous

9/19/2021 12:47 PM

Bike friendly

Anonymous

9/19/2021 01:19 PM

?

Anonymous

9/19/2021 02:22 PM

Parking is pretty scarce, and trying to park on Brunswick can be tight for drivers. Also, public art or greenery would be really nice- because of the stone wall at Citadel it can look pretty bleak, theres never any shade between Sackville and Gottingen street. The intersection of Gottingen and Brunswick gets cramped in my opinion, and the update to the bike lane wasn't designed very cleanly.. for pedestrians and drivers alike, its not easy to understand how to cross the street or turn or where to go. The design of that corner is not a very smooth transition.

Anonymous

9/19/2021 03:24 PM

Don't impede traffic flow.

Anonymous

9/19/2021 04:36 PM

More parking.

Anonymous

9/19/2021 04:47 PM

Better pedestrian access. Better signage and communication for drivers who are going to Scotiabank Centre.

Anonymous

9/19/2021 04:52 PM

Wider sidewalks on Citadel side. Opening the possibility for street vendors or rest areas.

Anonymous

9/19/2021 05:40 PM

More parking

Anonymous

9/19/2021 06:19 PM

Make it more available for public use of walk and enjoy

Anonymous

9/19/2021 06:27 PM

Bike racks and protected bike lanes, I wouldn't be encouraged to bike to that area without them. If I get there and don't have a convenient place to lock my bike up that is an issue.

Anonymous

9/19/2021 06:47 PM

Stop charging an arm and a leg for parking and be a little more lenient on parking tickets for people just trying to get to work :-)

Anonymous

9/19/2021 06:50 PM

More greenery, a bike lane, and a better left turn lane

Anonymous

Keeping parking, and roads open to cars.

9/19/2021 07:43 PM

Anonymous

Parking increase spots

9/19/2021 07:56 PM

Anonymous

Better accessibility to tourists and more trees/benches. Also better parking

9/19/2021 08:30 PM

Anonymous

Get rid of bike lanes all together - for the 4-6months people use bikes it's a waste of parking opportunities or better through traffic. I drive it daily and I would say on average I see a person on a bike once a week total!! Complete waste of money and it's actually more harmful to pedestrians

9/19/2021 09:05 PM

Anonymous

The single lane to go straight on the corner of sackville / Brunswick going towards the bridge

9/19/2021 09:13 PM

Anonymous

Bike lanes

9/19/2021 09:15 PM

Anonymous

Safe walking and biking areas

9/19/2021 09:19 PM

Anonymous

Greening. Make our downtown green!

9/19/2021 09:39 PM

Anonymous

More developed with restaurants and business to connect the north end with downtown

9/19/2021 10:31 PM

Anonymous

More parking

9/19/2021 10:56 PM

Anonymous

Having transit use it without eliminating more parking. zit has a lot of room for easy navigation by busses but adding more concrete slabs everywhere for bike lanes eliminates a lot of functionality of a roadway. This includes making it look very unappealing ie: it's the 1980s and we found some leftover concrete pieces and green reflective poles.

9/20/2021 06:12 AM

Anonymous

9/20/2021 06:34 AM

Anonymous

9/20/2021 10:04 AM

Easier access to businesses along the street

Anonymous

9/20/2021 10:05 AM

Making it an extension of Citadel Hill and a safe thoroughfare to Spring Garden.

Anonymous

9/20/2021 10:59 AM

More green spaces

Anonymous

9/20/2021 12:03 PM

More inviting for everyone, almost a main strip around the city so id be cool to see it become more of an attraction.

Anonymous

9/20/2021 01:17 PM

Wider sidewalks so it feels safe to walk there, with some trees for shade in the summer, otherwise that walk is way too hot

Anonymous

9/20/2021 01:36 PM

Protected bike lane, greenery added to sidewalk

Anonymous

9/20/2021 04:09 PM

Less emphasis and priority on cars. Especially FAST moving cars along the straight stretch of Brunswick Street.

Anonymous

9/20/2021 04:57 PM

Making it look pretty! Some nice local artwork

Anonymous

9/20/2021 05:28 PM

More room for bikes and public transit

Anonymous

9/20/2021 06:26 PM

Separated bike lanes connecting to a network of other separated bike lines throughout the city.

Anonymous

9/20/2021 07:06 PM

It is very unappealing. Simply a street for cars and unattractive buildings.

Anonymous

9/20/2021 07:45 PM

Wider sidewalks that make cars drive slower. So that it's people-centred rather than car-centred. Even though I use it for driving btw

- it's just kinda like an ugly main road.

Anonymous

9/20/2021 07:53 PM

Make it appealing; it's currently bare and boring

Anonymous

9/20/2021 09:41 PM

Free parking

Anonymous

9/20/2021 09:50 PM

Take away parking and increase sidewalk widths to allow for more space for pedestrians and restaurant patios.

Anonymous

9/21/2021 12:22 AM

Reducing the gradient so more pedestrians opt to use this street.

Anonymous

9/21/2021 06:04 AM

It's good how it is

Anonymous

9/21/2021 07:18 AM

You got room to add anything like a gazebo in the area to shelter the unhoused from Weather in a friendly way!

Anonymous

9/21/2021 08:10 AM

Wider s pedestrian sidewalks.

Anonymous

9/21/2021 08:25 AM

Walkability. Less heavy traffic.

Anonymous

9/21/2021 08:48 AM

Bike connection through brunswick/duke/gottingen going up gottingen

Anonymous

9/21/2021 09:55 AM

Improved pedestrian safety

Anonymous

9/21/2021 10:40 AM

Narrowing of the intersection with Rainnie and separated bike facilities.

Anonymous

9/21/2021 10:58 AM

Accessibility

Anonymous

9/21/2021 01:01 PM

More green space!!

Anonymous

9/21/2021 03:30 PM

Make pedestrians feel like they belong

Anonymous

9/21/2021 04:41 PM

Better bike lanes. More trees.

Anonymous

9/21/2021 06:41 PM

Greenery

Anonymous

9/21/2021 07:06 PM

Better snow removal/salting at the corner of sackville/ Brunswick along the wall.

Anonymous

9/21/2021 09:11 PM

More parking

Anonymous

9/21/2021 10:26 PM

Pedestrian accessibility It's a hub for bars, citadel hill, metro centre. There's lights and crosswalks and drunk people everywhere.

Anonymous

9/21/2021 11:54 PM

A flashing green for people making a right hand turn from Gottingen street. Without the turning lane , bikes now merge on the green while backed up traffic is trying to turn right and people are trying to get across

Anonymous

9/22/2021 12:06 AM

It is primarily a by car destination access route. Remember that please. The percentage of cars is greater than bikes. The more roads you take away the more traffic tie ups there are.

Anonymous

9/22/2021 02:13 AM

Maintaining space for pedestrians

Anonymous

9/22/2021 06:49 AM

Not giving up car space. Biking is important but it is almost impossible to drive in the city now with the bike lanes, further narrowing of streets, traffic calming. It is VERY frustrating to drive. It would be great if similar to other cities, there were designated bike routes with no cars and designated transit routes with no private vehicles. An entire restructuring so the various modes of

transportation aren't competing with each other. They actually rarely intersect. Currently it is very frustrating and seems like this will continue with further development. I understand the goal is to discourage drivers on the peninsula. I don't think this is realistic and so instead of making driving in the city impossible, create routes for each type of transportation. Driving in the city with narrowed streets for cycling and traffic calming is stressful to be in a car and frustrating. I can't imagine the pressure on transit drivers. And I have no idea how snow ploughs can navigate the tiny lanes. I used to like going to the city. (I live in Dartmouth). I now avoid it as much as possible. I am middle aged and mobile. But I don't cycle and I won't. So I miss out on all that the downtown core has to offer. And the downtown core misses out on my business.

Anonymous

9/22/2021 07:02 AM

Street width is too narrow between cogswell and Cornwallis. Remove one side of parking to allow for bike lanes to continue and space that two cars can go through at the same time without having to pull aside to let the other go.

Anonymous

9/22/2021 07:42 AM

Parking accesibility

Anonymous

9/22/2021 08:28 AM

Reduced road width, more frequent, quick and easy routes across the road for both cyclists and pedestrians.

Anonymous

9/22/2021 09:16 AM

Ease of access for pedestrians

Anonymous

9/22/2021 09:48 AM

Street trees and more room for pedestrians/cyclists

Anonymous

9/22/2021 11:19 AM

Improvement to the bike connection between Gottingen street and Brunswick street. At the moment it is necessary to get out of the bike and cross the traffic light to access the bike lane. Bike lanes without clear/direct connections are not ideal for commuter cyclists. Getting out of the bike is not an option for commuter cyclists. I have the feeling that most of the bike infrastructure in Halifax have leisure cyclists in mind and do not consider a daily commuter.

Anonymous

9/22/2021 11:58 AM

Better traffic flow

Anonymous

9/22/2021 12:53 PM

More parking

Anonymous

9/22/2021 01:33 PM

Bring back two lanes from Rainnie Dr to Brunswick Street. Every day it's an absolute disaster.

Anonymous

9/22/2021 03:15 PM

For me Brunswick st is for commuting (driving and walking) Trees/ green spaces are always important here.

Anonymous

9/22/2021 05:35 PM

Protected bike lanes. There are significantly less in Halifax than other similarly sized cities.

Anonymous

9/22/2021 07:31 PM

Better side walks

Anonymous

9/22/2021 08:02 PM

Bike lanes and better lighting at night

Anonymous

9/22/2021 09:02 PM

More consistent, safe, and integrated bikeways, and wider sidewalks.

Anonymous

9/22/2021 09:22 PM

Taking away the bike barriers to allow for right turning traffic to have their own lane again. Until a bicycle can decide if it's a vehicle or a pedestrian it should not have any rights. There are way more cars than bikes on the road and for some reason you appeal to the minority on this.

Anonymous

9/22/2021 09:54 PM

Street could be made one-way then provide street parking

Anonymous

9/22/2021 09:59 PM

Maintain parking

Anonymous

9/22/2021 10:14 PM

Making it more comfortable, convenient and enjoyable for people using active modes of travel to use.

Anonymous

9/22/2021 10:57 PM

Wider sidewalks/multi-use space

Anonymous
9/22/2021 11:05 PM
An enjoyable pedestrian space, especially on the Citadel Hill side

Anonymous
9/23/2021 12:40 AM
Take away the bike lanes

Anonymous
9/23/2021 03:30 AM
Fix traffic congestion

Anonymous
9/23/2021 06:44 AM
Better access to parking

Anonymous
9/23/2021 08:17 AM
Safe lanes for bikes. I've had several friends hit in that intersection.

Anonymous
9/23/2021 08:19 AM
The intersections are setup in such a way that the flow of traffic is hindered, especially the intersections towards Spring Garden. The lanes don't make sense and it's weird that you have to switch lanes several times to keep going straight

Anonymous
9/23/2021 10:15 AM
Brunswick St is fine as it is.

Anonymous
9/23/2021 10:41 AM
Lowering the speed limit. For such a short length of road that leads you to a place you have to drive slowly for anyway it makes sense that we reduce car speed. This makes the entire street more friendly for alternative transport and reduces car noise levels drastically. The space is already fairly green because of citadel but the road still feels barren. If the speed limit is reduced adding small middle-lane barriers with grass (or trees) would help to naturally slow traffic and make the entire street a lot prettier. Sort of like what Connaught between quinpool and jubilee has, but the divider is more narrow. Keep these features away from intersections so as not to obstruct car views. Adding barriers might not be feasible because you might have to widen the road but if it's possible I think it would transform the area

Anonymous
9/23/2021 12:24 PM
No changes necessary!

Anonymous
When I come down rainnie on my bike to go down duke, I have to

9/23/2021 02:45 PM

edge out between the bike lane pillars. Cars glare at me as if I am doing something wrong but this is the only way I can go this direction unless I don't use the bike lane at all.

Anonymous

9/23/2021 03:58 PM

More green space

Anonymous

9/23/2021 05:29 PM

good with how it is now

Anonymous

9/23/2021 05:40 PM

More parking and NOT removing the parking that is currently there. Put back the right turn lane so people don't have to wait at the light to go right. I've never seen anyone using that bike lane.

Anonymous

9/23/2021 06:43 PM

Bike lanes, with some parking, and trees

Anonymous

9/23/2021 07:24 PM

Added parking

Anonymous

9/23/2021 08:12 PM

More room for cars, the traffic is crazy and i love bike lanes but most of the year here they won't even be used due to snow

Anonymous

9/23/2021 08:25 PM

Protected bicycle lanes

Anonymous

9/23/2021 08:27 PM

Keeping it bike lane free

Anonymous

9/23/2021 08:37 PM

The intersections are dangerous and require more thought.

Anonymous

9/23/2021 08:53 PM

Improve the sidewalks and streetscape. Add bike lanes but also leave parking on the citadel hill side.

Anonymous

9/23/2021 09:33 PM

Control/increase pedestrian traffic especially after events at scotiabank

Anonymous

Bike lanes that have proper connections. It is very hard to access

9/23/2021 09:34 PM

the two way bike lane when turning onto Rainnie

Anonymous

9/23/2021 11:31 PM

Bike lane at extends across Sackville to spring garden

Anonymous

9/24/2021 07:00 AM

Art installation.

Anonymous

9/24/2021 07:17 AM

Fewer lanes of traffic, makes crossing uncomfortable as a pedestrian. A full Boulevard with trees between the traffic and the sidewalk/patios.

Anonymous

9/24/2021 07:32 AM

Separated bike lane; parking cars crossing the existing lane do so frequently without consideration of bicycle traffic in the lane.

Anonymous

9/24/2021 08:01 AM

It's already a great area to walk and an ok area to drive and park so please don't mess that up with those little green strips of grass the city is sticking everywhere. That isn't helpful to anyone!

Anonymous

9/24/2021 08:20 AM

Crossings

Anonymous

9/24/2021 08:48 AM

NO MORE BIKE LANES IN HALIFAX!

Anonymous

9/24/2021 10:06 AM

More permanent medians to separate driving traffic from cyclists and pedestrians

Anonymous

9/24/2021 12:24 PM

I don't see an issue with it as it currently exists. The changes to the right turn from Rainnie onto Brunswick was a step backwards, in my opinion. It is a bit ugly (i.e. too much concrete, too little that's visually interesting) but no more so than many of the streets in the area

Anonymous

9/24/2021 01:44 PM

More pedestrian friendly

Anonymous

9/24/2021 03:08 PM

Better lanes for trucks and cars

Anonymous

9/24/2021 03:08 PM

A nice tall building on the street.

Anonymous

9/24/2021 03:13 PM

proper protected separated bike lanes, either protected by parking or with no parking at all.

Anonymous

9/24/2021 03:14 PM

More parking. How about revert to free street parking on Ahern/Rannie/Trollope for the hospital workers and visitors

Anonymous

9/24/2021 03:16 PM

especially between cogswell and sackville, there seems to be a lot of wasted space

Anonymous

9/24/2021 03:16 PM

Not having Alehouse staff and patrons clog litter the sidewalk for half a block

Anonymous

9/24/2021 03:17 PM

Protected bike lanes.

Anonymous

9/24/2021 03:17 PM

More emphasis on historic Citadel through public art and priority on pedestrians.

Anonymous

9/24/2021 03:17 PM

increase width of sidewalks on both sides.

Anonymous

9/24/2021 03:17 PM

Remove the Black Lives Matter slogan from the pavement - a political statement that has no place here.

Anonymous

9/24/2021 03:18 PM

Slow down traffic, make it 1 lane each direction. widen sideways;ks and make separated bike lanes

Anonymous

9/24/2021 03:19 PM

Ease Traffic flow

Anonymous

9/24/2021 03:19 PM

Better pedestrians support.

Anonymous

9/24/2021 03:19 PM

Lowering traffic speeds.

Anonymous

9/24/2021 03:19 PM

Leave it alone. It's compromised enough already.

Anonymous

9/24/2021 03:20 PM

Having an actually dedicated (and protected) bike lane that doesn't disappear.

Anonymous

9/24/2021 03:20 PM

Traffic calming street design. My experience is that cars drive fairly aggressively in this area, especially trying to catch the left turn light from brunswick up Rainnie.

Anonymous

9/24/2021 03:23 PM

the new bike lane up rainie : no way to connect to out from scotia square outbound, and inbound it doesn't continue through the intersection down the hill

Anonymous

9/24/2021 03:24 PM

More trees and better protected bike lanes.

Anonymous

9/24/2021 03:25 PM

Adding transit stop on Brunswick St. There is currently no bus stops anywhere on Brunswick St.

Anonymous

9/24/2021 03:26 PM

bike lanes and greenery, places to sit

Anonymous

9/24/2021 03:27 PM

Safe intersections

Anonymous

9/24/2021 03:29 PM

Quit putting in the chaos you call bike lanes

Anonymous

9/24/2021 03:29 PM

more bike friendly

Anonymous

9/24/2021 03:30 PM

Pedestrian/ cyclist safety and aesthetics.

Anonymous

Protected bike lanes, people park on the ones there now, lots of

9/24/2021 03:30 PM

stress

Anonymous

9/24/2021 03:34 PM

Free parking.

Anonymous

9/24/2021 03:41 PM

Protected bike lanes both directions, narrower street with traffic-calming infrastructure, larger pedestrian passageways, greenscapes/places to sit

Anonymous

9/24/2021 03:42 PM

Be a greener space that encourages foot traffic

Anonymous

9/24/2021 03:44 PM

Make it more of a people place making use of the Citadel Hill presence.

Anonymous

9/24/2021 03:45 PM

Making it an inviting place for people to be.

Anonymous

9/24/2021 03:48 PM

I have always felt that Brunswick Street has terrible flow - from how traffic from Rainnie merged on to it, to the size of the intersection at the foot of Rainnie, to the narrow sidewalks and TERRIBLE bike lanes. Reduce speeds, improve pedestrian and cycling access, make it more attractive - it's located adjacent to one of the city's crown jewels; we can do better!

Anonymous

9/24/2021 03:52 PM

Beautify the area. (Needs to be freshened up with trees, new sidewalks, old fashioned signage, and light posts.

Anonymous

9/24/2021 03:52 PM

Unsure.

Anonymous

9/24/2021 03:53 PM

Facelifts on some of the old buildings ... hard to say. There's not much up there.

Anonymous

9/24/2021 03:53 PM

Well it look good right now ,why would you want to do over,wide lanes all ready there,the rest of the city is all slow down with these bike lanes and bus lanes ,no lefts on red lights ,no lefts on certain streets ,,I though the city had no money ,with the covid on ,

Anonymous 9/24/2021 03:53 PM	Less bike lanes and more parking
Anonymous 9/24/2021 03:55 PM	Less bike lanes.
Anonymous 9/24/2021 03:56 PM	Greener, more aesthetically attractive streetscaping
Anonymous 9/24/2021 03:57 PM	Not sure
ColinHFX 9/24/2021 03:59 PM	Trees, protected bike lanes, less room for cars / parking.
Anonymous 9/24/2021 04:01 PM	Narrow the street and make protected bike lanes and wider sidewalks. Add some shade trees.
Anonymous 9/24/2021 04:02 PM	All the above
Anonymous 9/24/2021 04:06 PM	Reduce traffic on Brunswick st by making Rainnie Drive traffic one - way , i.e. traffic going west on Rainnie Drive only.
Anonymous 9/24/2021 04:08 PM	Have a smooth biking transition on the north end to the MacDonald Bridge and on the south end to Spring Garden Road
Anonymous 9/24/2021 04:08 PM	Quit changing its purpose and line markings
Anonymous 9/24/2021 04:10 PM	Keep bike lanes!
Anonymous 9/24/2021 04:11 PM	Better pedestrian access and safety
Anonymous 9/24/2021 04:13 PM	prioritize powered vehicular traffic flow

Anonymous

9/24/2021 04:15 PM

Move bike lane to curb and close it off from traffic so that cars don't encroach on the bike lane

Anonymous

9/24/2021 04:16 PM

Making it nicer to walk along.

Anonymous

9/24/2021 04:16 PM

Parking and safety walking

Anonymous

9/24/2021 04:17 PM

Leave it alone!

Anonymous

9/24/2021 04:18 PM

Wider sidewalk on west side.

Anonymous

9/24/2021 04:20 PM

More parking. You can make all the bike lanes you want but most people do not want to ride a bike. I would like the street to look nice.

Anonymous

9/24/2021 04:21 PM

I own a heritage property on Brunswick Street. When I used to walk my son to school along it, to St. Mary's Elementary, there would be an immense amount of exhaust from cars idling during rush hour, encapsulated by architecture and geography. There are very few trees or greenery on Brunswick from Portland Place to Sackville Street. We sometimes chose to take cabs specifically due to the difficulty with breathing when walking to school- Sometimes we would be late as a result. As we were within walking distance, I wanted us to walk, though almost every other parent in his classes drove, some cited similar reasons-That morning air pollution on Brunswick Street was a barrier to them doing so. I would also like to mention how important placing a physical barrier between cars and cyclists is. I was 'doorprized' there once when my daughter was in a bike trailer and it deeply affected my ability to ride a bike since.

Anonymous

9/24/2021 04:22 PM

Move Metro Centre

Anonymous

9/24/2021 04:23 PM

Protected bike lanes

Anonymous

9/24/2021 04:26 PM

trees/greenspace

Anonymous

9/24/2021 04:26 PM

Quite a tight drive, not much room when you meet a deliver truck or other large vehicle....

Anonymous

9/24/2021 04:28 PM

Do not impede vehicle traffic with additional bike lanes in the downtown area. Bikers are a very minor percentage of the population & accommodations for bike traffic should not be driving all of your decisions.

Anonymous

9/24/2021 04:29 PM

make the streets around the hill pedestrian-only.

Anonymous

9/24/2021 04:31 PM

Install handicap parking without time limit .

Anonymous

9/24/2021 04:35 PM

Safe pedestrian crossings

Anonymous

9/24/2021 04:35 PM

Intersection of rainnie and Brunswick right turn toward toward sackville is not adequate. Bike lane median needs to be cut back to allow for a proper right lane turn. Since the bike lane was put in it took away the ease of use to accommodate a safe right turn.

Anonymous

9/24/2021 04:36 PM

protected bike lanes and larger pedestrian walkways

Anonymous

9/24/2021 04:42 PM

Stop impeding traffic

Anonymous

9/24/2021 04:46 PM

Restrict cars as much as possible. Slow them down. Make it walkable.

Anonymous

9/24/2021 04:46 PM

Add more greenery

Anonymous

9/24/2021 04:50 PM

Slow it down, more space for pedestrians, must have fully separated bike lanes as it's a main corridor to get to downtown. The intersection at Cogswell interchange is horrifying to walk or

bike in. Overall the buildings of the street do not frame the street well, cause wind tunnels and make it uninviting so trees and other elements are essential to make this street somewhat inviting.

Anonymous

9/24/2021 04:52 PM

It feels generally bleak and featureless, unwelcoming to pedestrians, planned to speed traffic along.

Anonymous

9/24/2021 04:54 PM

Avoid turning it into a forest of signage, concrete barriers etc.

Anonymous

9/24/2021 04:55 PM

preserve and restore historic properties

Anonymous

9/24/2021 04:55 PM

Getting rid of car access, it's been too dangerous both as a pedestrian and as a cyclist Drivers are never following the rules, commonly parked cars are idling, (illegal) and purposely out both pedestrians and cyclists in danger with bad driver behavior.

Anonymous

9/24/2021 04:59 PM

More traffic calming. It can be busy with traffic and the intersections are set up so the drivers tend to not see pedestrians.

Anonymous

9/24/2021 05:00 PM

the section between Sackville & Spring Garden made safer for people riding bicycles

Anonymous

9/24/2021 05:02 PM

Wide enough walkways for reduction of crowding following events.

Anonymous

9/24/2021 05:05 PM

bus route

Anonymous

9/24/2021 05:07 PM

safer pedestrian street crossing

Anonymous

9/24/2021 05:10 PM

Simplicity of movement

Anonymous

9/24/2021 05:10 PM

Please stop messing up this city. You have no idea what you are doing. You are ruining the city with the condos for the rich, and all this stupid art. Leave it as it is!!!!!!!!!!!!!!!!!!!!!!

Anonymous

9/24/2021 05:11 PM

traffic flow

Anonymous

9/24/2021 05:19 PM

Keep the heritage aspects

Anonymous

9/24/2021 05:27 PM

Lights at the corner of Brunswick and Spring Garden streets

Anonymous

9/24/2021 05:27 PM

Protected bike lanes

Anonymous

9/24/2021 05:29 PM

Better Pedestrian/Bike/Transit. Public Washroom, Water Stations

Anonymous

9/24/2021 05:45 PM

Make it pedestrian way only.

Anonymous

9/24/2021 05:47 PM

Replace St.Pats with mix of affordable housing. Historically residential street for working people like my parents to great great grandfather's. Families and friends.

Anonymous

9/24/2021 06:03 PM

Wider sidewalks. Some corners are very steep and dangerous for pedestrian. It would be good to walk comfortably and safely.

Anonymous

9/24/2021 06:06 PM

The turning lane from gottigen onto Brunswick NEEDS to be reinstated. The line is ridiculous in the morning to make a right turn.

Anonymous

9/24/2021 06:09 PM

Bike lanes need to be improved for safer access from Brunswick to Rainnie Drive.

Anonymous

9/24/2021 06:14 PM

Traffic is terrible downtown. Please stop putting in one way streets, bike lanes and bus lanes. Cars need to be able to get in and out.

Anonymous

9/24/2021 06:40 PM

Green space on the east side to balance out the pedestrian experience on the street

Anonymous 9/24/2021 06:52 PM	more parking and better access.
Anonymous 9/24/2021 07:06 PM	No parking on both sides of the street
Anonymous 9/24/2021 07:18 PM	to soften the space with more greenery and trees for air quality
Anonymous 9/24/2021 07:20 PM	i miss the left turn lane from Rainnie Drive Do not take away the left turn lane from Brunswick to Sackville
Anonymous 9/24/2021 07:22 PM	add a painted bike lane
Anonymous 9/24/2021 07:25 PM	Bike lanes, green space. It is currently a bit of a hideous death trap in spots.
Anonymous 9/24/2021 07:28 PM	It's fine
Anonymous 9/24/2021 07:36 PM	More light, more accessibility, more green space, bike lanes, walk ways, place making - create space where people can meet
Anonymous 9/24/2021 07:44 PM	Make the bike lanes clear, separate and continuous
Anonymous 9/24/2021 07:50 PM	Taller buildings
Anonymous 9/24/2021 07:55 PM	Some green space
Anonymous 9/24/2021 07:55 PM	handicap spaces.
Anonymous 9/24/2021 08:12 PM	Protected bike lanes. Too many times cars stop in the bike lanes

Anonymous 9/24/2021 08:17 PM	Space for large volume of pedestrians
Anonymous 9/24/2021 08:38 PM	Continue the bidirectional, separated bike way from Rainie Dr, ideally grade separated
Anonymous 9/24/2021 08:47 PM	Fine as is
Anonymous 9/24/2021 09:14 PM	This street is not pleasant to walk. Trees would help, or other things that help you feel sheltered.
Anonymous 9/24/2021 09:56 PM	complete bikelane between Sackville and Spring Garden
Anonymous 9/24/2021 10:04 PM	Make it look appealing.
Anonymous 9/24/2021 10:06 PM	drop zones for the hotels. defined parking spaces
Anonymous 9/24/2021 10:07 PM	Parking, for easy access to the waterfront because downtown is getting really bad for parking
Anonymous 9/24/2021 10:17 PM	More parking and space for cars like before, bike infrastructure is barely used and a nightmare for snow clearing and operating cost
Anonymous 9/24/2021 10:36 PM	Anything that does not jam up traffic. Also educate pedestrians to only cross the street when the cars stop not while they are moving and no more J walking
Anonymous 9/24/2021 11:08 PM	Beautifying the area with lush trees/green space as the area becomes more congested and populated.
Anonymous 9/24/2021 11:25 PM	Improve cycling and pedestrian infrastructure. DO NOT make it easier for cars to use the streets.

Anonymous 9/24/2021 11:48 PM	likely parking as it seems we have removed parking to replace it with bike lanes that are hardly ever used (esp in winter)
Anonymous 9/25/2021 12:24 AM	Less hill more thrill
Anonymous 9/25/2021 04:24 AM	leave it alone!
Anonymous 9/25/2021 05:22 AM	more green spaces i.e. parks
Tobyl 9/25/2021 06:07 AM	To not install ugly blocks and not install ugly curbs to create bike lanes.
Anonymous 9/25/2021 07:50 AM	Make bikes drive on the sidewalk If they at on the road they should be made to have insurance
Anonymous 9/25/2021 08:08 AM	Love it the way it is
Anonymous 9/25/2021 08:13 AM	Make it a 'place' that welcomes visitors to Scotiabank Centre for its regular calendar (post Covid) of events. Brunswick Street can act as a queueing and gathering place for pre and post event times and the focus for events such as the Bluenose Marathon weekend.
Anonymous 9/25/2021 08:52 AM	Bike lanes
Anonymous 9/25/2021 09:06 AM	This is an important arterial road. The most important thing is to keep a smooth and unobstructed traffic flow. That said, it would be nice to have it better integrated to the downtown core so pedestrians felt more invited to walk that way.
Anonymous 9/25/2021 09:10 AM	More crosswalks
Anonymous 9/25/2021 09:11 AM	Slow down vehicle traffic. Eliminate parking.

Anonymous

9/25/2021 09:17 AM

Better traffic flow

Anonymous

9/25/2021 09:25 AM

Repair and/or widen the sidewalks from Spring Garden to Cogswell.

Anonymous

9/25/2021 09:34 AM

Beautification, protected bike lanes

Anonymous

9/25/2021 10:22 AM

Green space - median.

Anonymous

9/25/2021 10:47 AM

Landscaping and parking

Anonymous

9/25/2021 10:56 AM

Protected bike lanes instead of just painted. Safe pedestrian infrastructure (currently cars are prioritized and it;s hard to make sure I'm seen while walking with my toddler).

Anonymous

9/25/2021 11:11 AM

More parking

Anonymous

9/25/2021 11:18 AM

More trees

Anonymous

9/25/2021 11:56 AM

More space for pedestrians

Anonymous

9/25/2021 12:35 PM

Don't know. Not used often enough to assess.

Anonymous

9/25/2021 01:03 PM

Get rid of the bike lanes, stop creating more bike lanes and wasting tax payer money on less than 1% of the population who only use the lanes in the summer months.

Anonymous

9/25/2021 01:15 PM

Eliminate bike lanes - restore 2 lane auto traffic.

Anonymous

9/25/2021 01:47 PM

Safe wide bike lanes that accommodate bikes with carts and slow moving cyclists. Trees and shade cover matter as well. It is a long hot walk or ride along Brunswick. Consider adding public restrooms and garbage cans. The street is used as a major pub crawl area and route to soup kitchens. People need places to relieve themselves and to throw their garbage.

Anonymous

9/25/2021 01:47 PM

AAA Biking facilities

Anonymous

9/25/2021 01:48 PM

Less parking

Anonymous

9/25/2021 02:23 PM

Leave it alone. It's not that busy.

Anonymous

9/25/2021 02:49 PM

turn it back the way it was

Anonymous

9/25/2021 04:12 PM

More parking

Anonymous

9/25/2021 04:26 PM

NO BIKE LANES - Waste of TAX DOLLARS

Anonymous

9/25/2021 04:55 PM

Cross-walks that are solar-powered; I believe the new Friendship Centre will be in the area, so public art by Mi'kmaq artists

Anonymous

9/25/2021 05:31 PM

trees and connection to Citadel Hill - info panel? Another set of steps?

Anonymous

9/25/2021 05:33 PM

More walkable space, currently find the road is super wide.

Anonymous

9/25/2021 06:13 PM

More character through trees/benches etc

Anonymous

9/25/2021 06:16 PM

Wider sidewalks and protected bike lanes.

Anonymous

9/25/2021 06:17 PM

good traffic flow and parking

Anonymous

9/25/2021 06:29 PM

Improve concourse area for Scotiabank Centre.

Anonymous

9/25/2021 07:02 PM

Widen the street, put more parking in the area, line the side of the street that's on the citadel with trees, possibly allow for buildings to be built at the bottom of the citadel. Put a ferris wheel at the top of the citadel as a tourist attraction. Get rid of all bike lanes, the percentage of the populations actually using them is tiny, and its for less than half the year... it's not worth the money spent on them/ lost for businesses that can't fill their seats because there is no parking in the area. Plus the green poles sticking out of the bike lanes look heinous. Implement a certain percentage of new buildings have sandstone or nova scotia granite close to the base of the building (like older buildings in halifax) on the external side, in order to tie the "look" of downtown halifax together.

Anonymous

9/25/2021 08:57 PM

extending bike lanes to Spring Garden

Anonymous

9/25/2021 09:18 PM

Make more pedestrian friendly

Anonymous

9/25/2021 09:24 PM

get rid of bicycle lanes

Anonymous

9/26/2021 02:18 AM

Be more social street more structure for clubs like other cities

Anonymous

9/26/2021 04:05 AM

More room for pedestrians to walk and be safe while enjoying the surroundings.

Anonymous

9/26/2021 07:36 AM

make it less industrial and more comfy and nice foot traffic with social safe feeling

Anonymous

9/26/2021 08:11 AM

Allow cars to return to turning right from Rainnie onto Brunswick. Blocking the lane with the bike lane has seriously compromised traffic flow.

Anonymous

9/26/2021 09:16 AM

eliminate automobile traffic

Anonymous

9/26/2021 09:48 AM

Public washrooms

Anonymous

9/26/2021 11:08 AM

Parking and sidewalk space. I find the bike lanes take up too much space that should be used for year round usage (I don't find the bike lanes are used outside the spring/summer months to warrant dedicated space that can't be re-rolled into something when not in use)

Anonymous

9/26/2021 11:11 AM

Improve pedestrian safety - as with all of HRM. Install - or improve existing crosswalks and traffic light standards. Big, relatively inexpensive "fix": PAINT THE CROSSWALKS!!!!!!!

Anonymous

9/26/2021 11:33 AM

More interesting businesses

Anonymous

9/26/2021 11:45 AM

optimizing accessibility for all abilities, improving safety for pedestrians and cyclists

Anonymous

9/26/2021 12:16 PM

More lanes for cars to reduce traffic congestion

Anonymous

9/26/2021 01:13 PM

Make it more efficient

Anonymous

9/26/2021 01:54 PM

NOT including more bloody bike lanes! These are going up all over the city. Bike lanes make several erroneous assumptions: (1) most commuters are able-bodied, fit, young adults; (2) many commuters want to use bikes year-round (rather than for the few months that those who can use bikes typically use them); and (3) the only people who matter in HRM are those who close enough to where they work/go to school for a quick little bike ride into the core. Meanwhile, we have a spectacularly crappy public transit system which doesn't serve many outlying areas with affordable housing *at all*, rents/housing costs on the peninsula and anywhere near it are through the roof, (with the city doing virtually nothing to change this), and many major employers and educational institutions remain in the downtown core. What this means is that a great

many HRM residents are having to commute in, often from far afield, on increasingly narrow or closed roads. This happens because rich residents don't want the Great Unwashed bringing their cars down 'their' roads (even though all of us non-peninsula-dwellers are paying taxes, often for far less service and certainly less consideration than the peninsula-dwellers get!) and/or a few rich people or students enjoy riding their bikes to work/school. The result is increasingly an HRM that works only for students and fit, rich yuppies in their 20s to 40s. Anyone who thinks this is the average HRM resident doesn't know much about demographics or the history of this city of largely have-nots. I am beyond sick of the elitist approach to city planning in this region, which leaves the working class, the disabled, the elderly, and the racialized--in other words, anyone who can't afford to live on the peninsula--completely screwed.

Anonymous

9/26/2021 02:03 PM

Possibly to widen the sidewalks. With Citadel Hill on one side, it can feel very crowded when using that side of the road.

Anonymous

9/26/2021 02:07 PM

Clearer lights so cars stop whe. They should

Anonymous

9/26/2021 02:31 PM

More parking. The more bike lanes we have, the slower traffic has become. I have to go downtown for work, but I never go downtown any more when I am off work. It just isn't worth it. Bayers Lake has excellent stores and restaurants, as well as halifax shopping centre for retail.

Anonymous

9/26/2021 02:54 PM

Trees, grass, green space etc anything but concrete and 20 year olds throwing up on the side of the road drunk while getting in their cars driving!

Anonymous

9/26/2021 03:18 PM

Leave it lone. Save our tax dollars

Anonymous

9/26/2021 03:36 PM

I have always found that the bike lanes and parking have worked well on Brunswick Street. It's an ideal spot to enter the downtown either as a cyclist or motorist. What it lacks currently is green space. The area is mostly concrete and Citadel hill is only grass on that side.

Anonymous

9/26/2021 04:04 PM

Cancel this and leave it alone.

Anonymous

9/26/2021 04:24 PM

Stop adding more obstacles

Anonymous

9/26/2021 04:46 PM

safe for pedestrians

Anonymous

9/26/2021 05:21 PM

Parking and proper lanes that do not confuse visiting tourist

Anonymous

9/26/2021 06:25 PM

Leave it alone.

Anonymous

9/26/2021 06:29 PM

It needs to encourage pedestrians, they are the ones interacting at the street level, spend more time and therefore more money

Anonymous

9/26/2021 06:44 PM

Street furniture

Anonymous

9/26/2021 06:46 PM

Better parking

Anonymous

9/26/2021 06:50 PM

right now it feels dark and gloomy so more green, art, and contrasting colors for people like myself who are blind or partially sighted.

Anonymous

9/26/2021 07:33 PM

Better parking

Anonymous

9/26/2021 07:46 PM

Art pieces would be nice...

Anonymous

9/26/2021 07:52 PM

garbage cans to reduce the trash levels, bike lanes, parking

Anonymous

9/26/2021 08:02 PM

Better linking bike lanes

Anonymous
9/26/2021 08:28 PM
Green spaces, we need more throughout the city! That and street furniture like bike racks, benches and garbage areas.

Anonymous
9/26/2021 09:18 PM
I have almost been hit at the crosswalk a couple of times going up the hill so better lighting that are dark sky appropriate and better traffic signals would be good

Anonymous
9/26/2021 09:31 PM
Better pedestrian sidewalks

Anonymous
9/26/2021 09:41 PM
Less concrete and more green. Eg. Trees. Cheery blossoms eg

Anonymous
9/26/2021 09:52 PM
Facilitating pedestrian and cycling traffic or deconflicting vehicular traffic with pedestrian or cycling traffic

Anonymous
9/26/2021 10:29 PM
More space to sit and spend time on the street—benches, tables, space to spill out from Citadel Hill

Anonymous
9/26/2021 11:39 PM
Parking

Anonymous
9/27/2021 12:47 AM
Widening road to allow a right lane turn @scotia bank centre (taken away with new bike lane). Causes backup in a.m commute.

Anonymous
9/27/2021 01:50 AM
Decor

Anonymous
9/27/2021 08:02 AM
Remove those using bicycles

Anonymous
9/27/2021 08:04 AM
Better traffic flow off of Gottingen Street onto Duke/Brunswick.

Anonymous
9/27/2021 08:06 AM
Protected bike lane

Anonymous
9/27/2021 08:57 AM
Less congestion

Anonymous

9/27/2021 09:08 AM

Bike lanes and greenery

Anonymous

9/27/2021 09:10 AM

Remove all bike lanes, the cost per user is not beneficial to the overall public.

Anonymous

9/27/2021 09:16 AM

development of a street environment retail/restaurant

Anonymous

9/27/2021 09:26 AM

Parking

Anonymous

9/27/2021 09:37 AM

Trees. Those blocked off areas around the crosswalk where the street is only two lanes. Public art along the wall showing the history of the area. Public plaque outlining history of area. A better Scotiabank facade with art.

Anonymous

9/27/2021 09:50 AM

add more greenery

Anonymous

9/27/2021 10:02 AM

Efficient traffic

Anonymous

9/27/2021 10:07 AM

Not sure

Anonymous

9/27/2021 10:07 AM

Increase sidewalk size

Anonymous

9/27/2021 10:10 AM

Trees and better spaces for pedestrians.

Anonymous

9/27/2021 10:30 AM

continuing the protected bike lane facility

Anonymous

9/27/2021 10:37 AM

reinstalling the turning lane on rainnie drive

Anonymous

9/27/2021 10:40 AM

Protected bike lanes.

Anonymous

9/27/2021 11:12 AM

Beautification. And doing so without reducing the green space that the Citadel provides.

Anonymous

9/27/2021 11:13 AM

More trees

Anonymous

9/27/2021 11:20 AM

seperated bike lanes, public art

Anonymous

9/27/2021 11:21 AM

Protected bike lanes and trees

Anonymous

9/27/2021 12:58 PM

Free parking

Anonymous

9/27/2021 01:02 PM

The current bike lanes are horrific. There is horrible conflict everyday with people stopped in the bike lanes. Also, the section between Doyle and Sackville is run down, (after Steve-O-Renos) a horrible place to walk. That wall in particular needs a mural, and the sidewalk needs to be wider. The unmarked crosswalk at on Spring Garden is also horrible. If a bidirectional bike lane is going there, I expect marked crosswalk on that side for cyclists and pedestrians, without losing the existing marked crosswalk.

Anonymous

9/27/2021 01:17 PM

more bike racks

Anonymous

9/27/2021 01:39 PM

leave it as it is are you planning on cutting down trees,, too the money could be better spent on housing, and feeding the people that cannot afford food

Anonymous

9/27/2021 02:20 PM

Clear parking (and more of it, as long as it doesn't hinder driving with narrow lanes/little space between parked cars and the lane), and make it more desirable for pedestrians. There are lots of great businesses at the end of Brunswick street that aren't on the "downtown" map and should be!

Anonymous

9/27/2021 02:22 PM

Protected bike lanes (but better than those implemented on Hollis and south-end of South Park)

Anonymous

9/27/2021 02:26 PM

Reduced speed and better road signage (especially at intersections to one-way streets), and mainly given the large influx of new residential buildings and therefore pedestrians in the area

Anonymous

9/27/2021 03:25 PM

Keep the parking there. Do not build protected bike lanes. The painted ones are fine.

Anonymous

9/27/2021 04:56 PM

Make the street wider between Duke St. & Spring Garden Rd. for parking, one two way bike lane, and two regular size side walks.

Anonymous

9/27/2021 05:07 PM

Advanced bicycle lanes at intersections, All way pedestrian crossings at intersections.

Anonymous

9/27/2021 05:27 PM

Don't add anything to the corners, it's already hard to see oncoming traffic from prince onto Brunswick. The bike lane that was put in from rannie on to Brunswick backs up traffic because we can no longer take that right hand turn. Have to wait for the light and super slow pedestrians to cross

Anonymous

9/27/2021 07:15 PM

Traffic following large events passing from the Scotiabank Centre to Albermarle would benefit from a crosswalk (potentially linked to the green light on Brunswick Street) to ensure safe passage of foot and vehicular traffic. A mural on the citadel wall that tells the story of Halifax's development along the south end of the street to present day as you move down to the North end of the street would be cool.

Anonymous

9/27/2021 07:31 PM

Make it more visible. It's hard to see humans in the evening and coming up from spring garden and turning left is miserable.

Anonymous

9/27/2021 07:35 PM

Parking

Anonymous

9/27/2021 08:47 PM

Not enough public parking on the street or nearby

Anonymous

9/27/2021 10:59 PM

Easier way to get cabs

Anonymous

9/27/2021 11:03 PM

SAFETY.! Spread some of the services that are concentrated on Brunswick Street to other areas so that it doesn't become a service ghetto. Eg. the United Church that has the Metro Turning Point Men's shelter at the bottom of the steps. The needle exchange program, the Mainline Clinic on Cornwallis, Hope Cottage on Brunswick Street, to name a few. There's a constant stream of drug deal taking place on the street.

Anonymous

9/27/2021 11:13 PM

It is a won't tunnel with the ugly buildings. A greenscape would be appreciated to improve the walk/view

Anonymous

9/28/2021 12:39 AM

Bike lanes and green space

Anonymous

9/28/2021 07:05 AM

That strange bike line set up on the corner of gottingen and Brunswick. It makes sense going down the hill, but the premature left turn going up the hill before the lights sketches me out. I think there needs to be a full section on the west side that is a bike lane going either direction

Anonymous

9/28/2021 07:16 AM

Less parking so traffic can flow better. A lot of people that live outside of the city and work downtown. Traffic needs to flow better so they can drive into and leave the city more quickly.

Anonymous

9/28/2021 07:54 AM

Improved pedestrian experience, aesthetics

Anonymous

9/28/2021 08:20 AM

leave the parking

Anonymous

9/28/2021 09:00 AM

Go back to free parking

Anonymous

9/28/2021 09:16 AM

As a business owner on Brunswick Street in the Cambridge Suites, we do not have enough parking for our patrons so I am so grateful for all of the street parking options surrounding our office. We did a survey of our business patrons a couple of years ago asking if they

would stop coming to our office if there was no street parking and the overwhelming majority replied "yes." I appreciate that it would be nice to have a bike lane on Brunswick Street but removing street parking options would be detrimental to our businesses. I think many people living outside of downtown already avoid coming downtown due to the lack of parking and poor public transportation options. If changes need to be made, what I think can be improved is removing the sidewalk on the side of the Artillery from Sackville to Steve-o-renos and turning that into a bike lane, which I believe has been suggested. We watch that sidewalk all day long and rarely do people walk on it; it seems to be only the people who get out of their parked cars to cross the street into our businesses.

Anonymous

9/28/2021 09:38 AM

Despite the grade, better integration with Citadel Hill would be beneficial. The retaining wall is bland, the stairs inaccessible. The hill is imposing over the street instead of the inviting, distinguishing feature of it that it should be.

Anonymous

9/28/2021 09:50 AM

Space for pedestrians and ensuring lights have enough time for crossing.

Anonymous

9/28/2021 09:53 AM

Separated bike lanes, trees, and pedestrian amenities

Anonymous

9/28/2021 10:29 AM

Making people, rather than cars, the priority

Anonymous

9/28/2021 10:53 AM

No specific recommendations.

Anonymous

9/28/2021 11:06 AM

It's barren. There is a concrete jungle feel to the area below Citadel Hill.

Anonymous

9/28/2021 01:04 PM

integration into the downtown area

Anonymous

9/28/2021 01:22 PM

Make it one way.

Anonymous

9/28/2021 02:49 PM

truly safe space for cyclists

Anonymous

9/28/2021 03:34 PM

slow traffic by narrowing the street.

Anonymous

9/28/2021 05:50 PM

I like Brunswick...it has parking and bike lanes. Bad design on the hotels and buildings though that don't interact with the sidewalk and cast wind and shadow on pedestrians. Patios are difficult. Not sure how you fix that.

Anonymous

9/28/2021 05:57 PM

Nothing

Anonymous

9/28/2021 06:56 PM

Make it walkable and bikeable (pedestrian and bike friendly)

Anonymous

9/28/2021 07:09 PM

Protected bike lane, wider sidewalks, trees

Anonymous

9/28/2021 07:20 PM

Protected bike lanes in both directions (can be 1 wide bi-directional bike lane)

Anonymous

9/28/2021 08:17 PM

Better car access.

Anonymous

9/28/2021 08:32 PM

TBH I kind of like Brunswick St. the way it is. It's nice and wide, lots of parking, bicycle lane, citadel on one side, city on the other. It's pleasant to drive and walk on.

Anonymous

9/28/2021 08:38 PM

Trees, green space

Anonymous

9/28/2021 10:12 PM

Two way protected bike lane from Spring Garden to the end of Rainnie, with a proper connection to the roundabout. The Spring Garden end should safely connect to the pathway across.

Anonymous

9/28/2021 10:30 PM

Trees and landscaping Traffic calming Pedestrian priority over vehicles

Anonymous

9/29/2021 12:47 AM

Bike lane

Anonymous

9/29/2021 01:23 AM

Follow South Park St. Successful plan implementation.

Anonymous

9/29/2021 02:41 AM

Accommodate traffic

Anonymous

9/29/2021 02:54 AM

Less cars

Anonymous

9/29/2021 07:22 AM

Elimination of asphalt and concrete and increase in more grass and trees

Anonymous

9/29/2021 08:34 AM

Remove the parking, beautify the area, increase police presence

Anonymous

9/29/2021 10:22 AM

Better bike lanes

Anonymous

9/29/2021 10:26 AM

Green Space

Anonymous

9/29/2021 10:29 AM

PLEASE fix the bike lane from Rainnie to Brunswick. It's much, much harder as a cyclist to safely go from Rainnie, to Gottingen, down to Duke. It was actually safer and easier to use without the extended, protected, bike lane. Additionally, a multi-directional bike lane in the same lane going down rather steep grade is a categorically awful idea. Descending that bad boy at 35 km/h on a bike, is dangerous when there's someone less experienced on a bicycle coming up the hill toward you.

Anonymous

9/29/2021 10:38 AM

Traffic light crosswalk crossing Brunswick Street in front of town clock. Even when activating overhead crosswalk lights, many drivers aren't paying attention and run through the crosswalk before/after Scotiabank Center events. More dangerous at night. Allowing pedestrians to queue and giving drivers red light to stop at would make this crossing safer.

Anonymous

9/29/2021 10:41 AM

The incline from Brunswick onto Rainnie is very steep to the point where in winter it is not navigable as a pedestrian - I have personally fallen here many times and have seen many others do the same. Needs to be some infrastructure placed here to assist with winter walking or some other improvements that will help navigate the incline

Anonymous

9/29/2021 10:58 AM

Widen sidewalks, add fully protected bike lanes, decrease vehicle infrastructure dedication.

Anonymous

9/29/2021 11:04 AM

Actual protection for pedestrians

Anonymous

9/29/2021 11:15 AM

Bike lanes trees but cars parked on outside bike lanes on inside Stormwater treatment Separate Stormwater and sewer lines Counters bike people More AT Staff

Anonymous

9/29/2021 11:40 AM

Widen sidewalks.

Anonymous

9/29/2021 11:58 AM

More parking

Anonymous

9/29/2021 12:47 PM

Remove the bike lanes! Traffic backed up and very few bikes use the lanes

Anonymous

9/29/2021 01:25 PM

The area needs to be beautified to attract and keep business in the area. Apart from being by citadel and a few land marks it's an eye sore.

Anonymous

9/29/2021 01:29 PM

Protected bicycle lanes & bicycle racks and benches. Also keep vehicle traffic flowing through North-South as there are very few N-S corridors (fewer 2-ways) to move through peninsula and with the incredible increase in public, residential and business spaces comes more commercial and personal traffic.

Anonymous

9/29/2021 01:38 PM

There's a lot of foot traffic during the summer and fall from people out drinking and enjoying whatever festivities are going on. More footpaths and amenities like garbage bins and artwork would be awesome!

Anonymous

9/29/2021 02:56 PM

More time at crosswalks and clearer lines

Anonymous

9/29/2021 03:30 PM

Don't know

Anonymous

9/29/2021 03:33 PM

Get bikes off the road

Anonymous

9/29/2021 04:19 PM

Reducing the car lanes to reduce car speed and improve pedestrian/biking safety

Anonymous

9/29/2021 06:14 PM

It's mostly fine, leave it alone

Anonymous

9/29/2021 06:41 PM

making it a more pedestrian friendly and human scale experience that will bring life to the area

Anonymous

9/29/2021 06:45 PM

Make it more walkable and welcoming of bikes. Encourage foot traffic with building / street use.

Anonymous

9/29/2021 07:51 PM

Being able to see oncoming traffic when you turn on Brunswick from Carmichael street. Very dangerous and often have cars that take turn coming from the left at the lights and then cars from the left at the lights. Then pedestrians and parked cars add to the difficulty of turning left at that street.

Anonymous

9/29/2021 08:10 PM

Green space. Pedestrian friendly.

Anonymous

9/29/2021 08:53 PM

The biggest improvement you can make is stop with the reduction in lanes and the "bobbing and waving you now make vehicles do in other areas of the city !

Anonymous

9/29/2021 09:58 PM

it feels very liminal for pedestrians/not a comfortable area so make it more comfortable for pedestrians

Anonymous

9/29/2021 10:09 PM

Shops and restuarant

Anonymous

9/29/2021 10:26 PM

Connect to the bike lane on the bridge!! Without riding Tour de France

Anonymous

9/29/2021 10:29 PM

More parking

Anonymous

9/29/2021 10:29 PM

I think Brunswick from Gottengen to Sackville should be pedestrian only. It should be a long public square in the shadow of the citadel with bars and restaurants. Can be used temporarily as a drop off area for concerts/sports etc

Anonymous

9/29/2021 11:04 PM

Leave it alone.

Anonymous

9/29/2021 11:11 PM

walking area improvements

Anonymous

9/29/2021 11:23 PM

Nothing wrong with it

Anonymous

9/30/2021 01:24 AM

Having more overhead walk ways all the way to Spring Garden and the new Convection Centre. Hooking both the old and any new buildings.

Anonymous

9/30/2021 07:30 AM

Re surfaced

Anonymous

9/30/2021 08:48 AM

Variation in path. Wider sidewalks

Anonymous

9/30/2021 08:59 AM

Parking

Anonymous

9/30/2021 09:45 AM

Bring some art in and liven it up ...also more bike lanes/multiuse paths in our city is a must !

Anonymous

Improvement of dog park

9/30/2021 06:28 PM

Optional question (804 response(s), 295 skipped)

Question type: Essay Question

Q5 How important are the following features to you on Rainnie Drive?



Optional question (1094 response(s), 5 skipped)
Question type: Likert Question

Q5 | How important are the following features to you on Rainnie Drive?

Parking

Very Important : 234



Important : 204



Neutral : 189



Somewhat important : 150

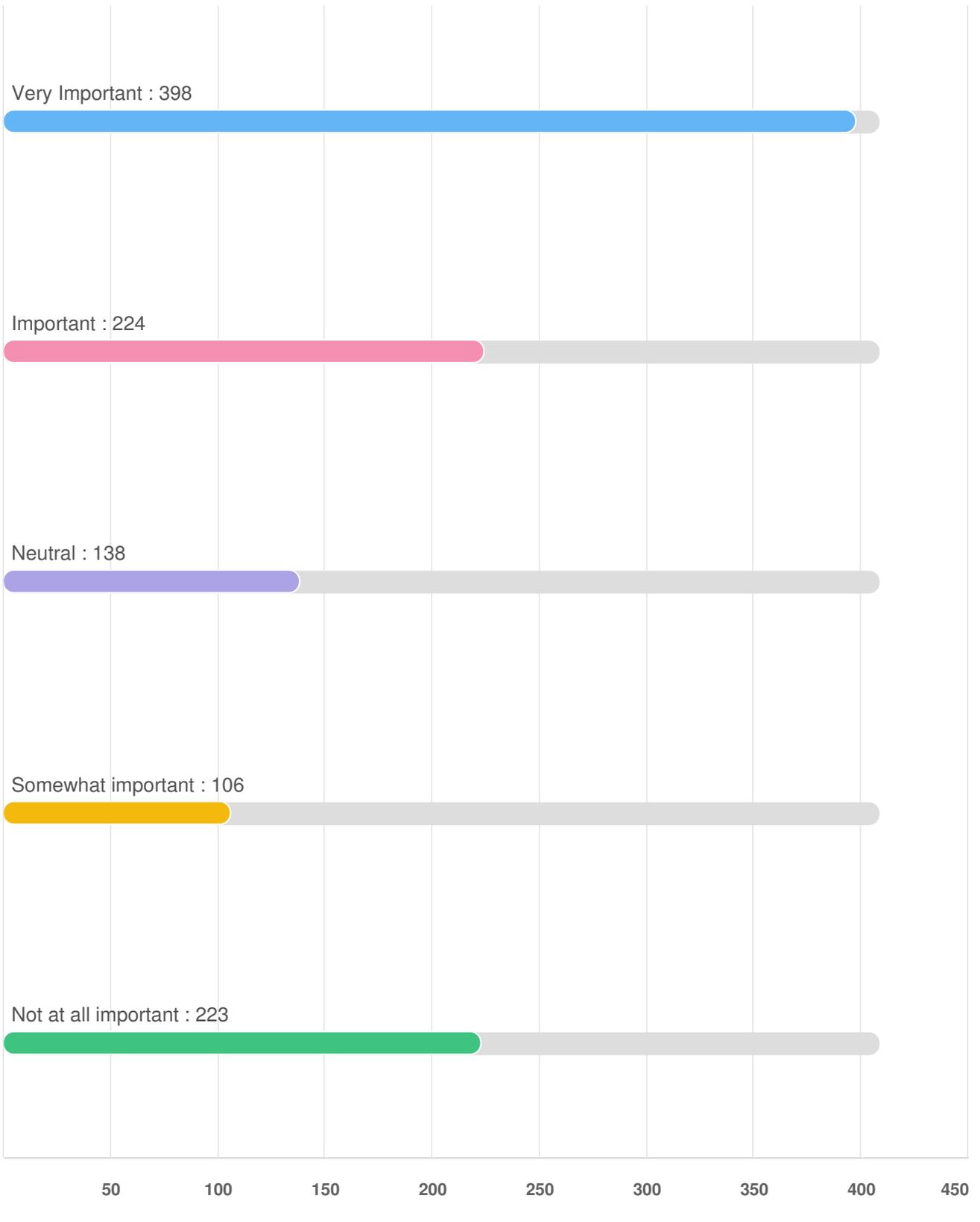


Not at all important : 313

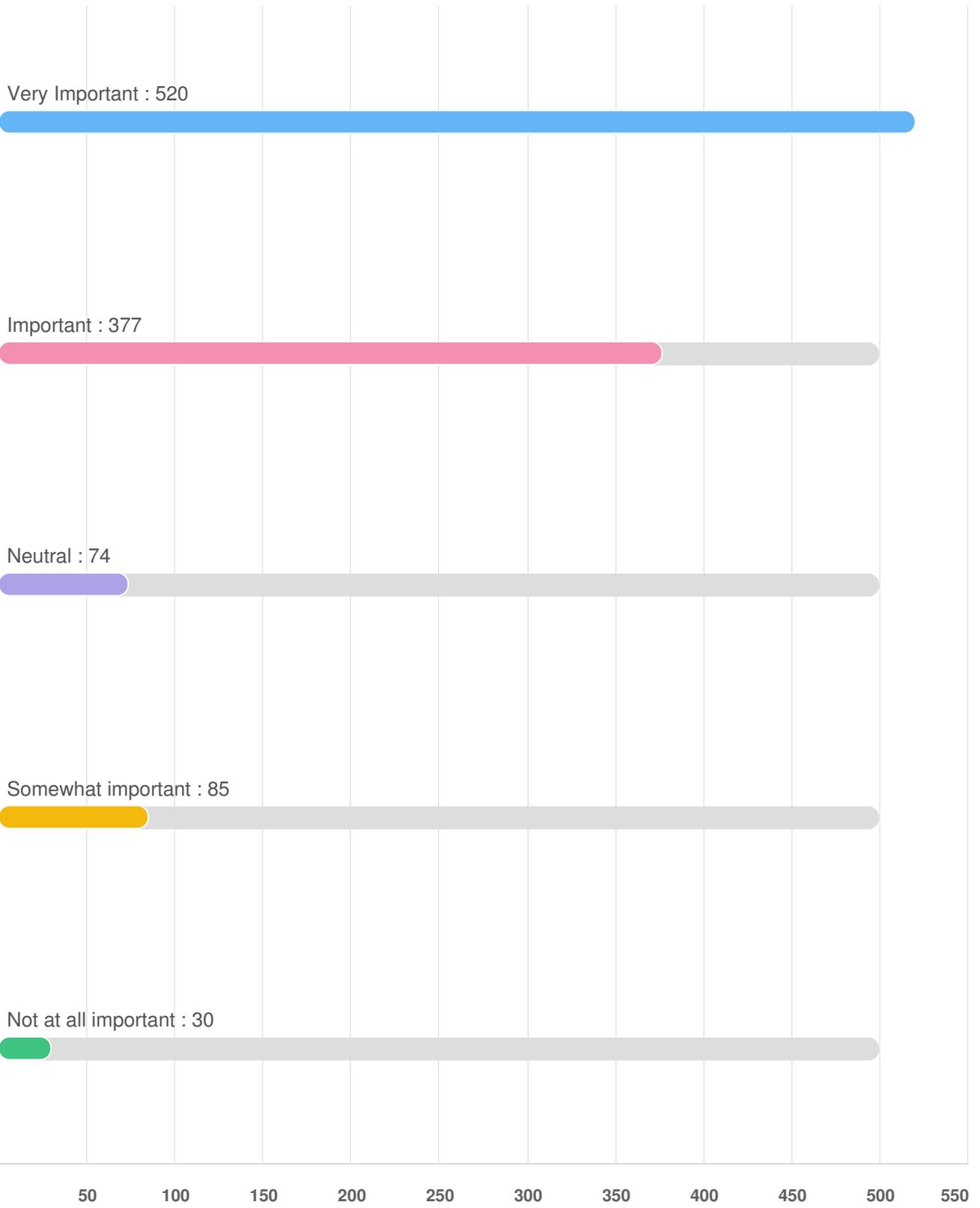


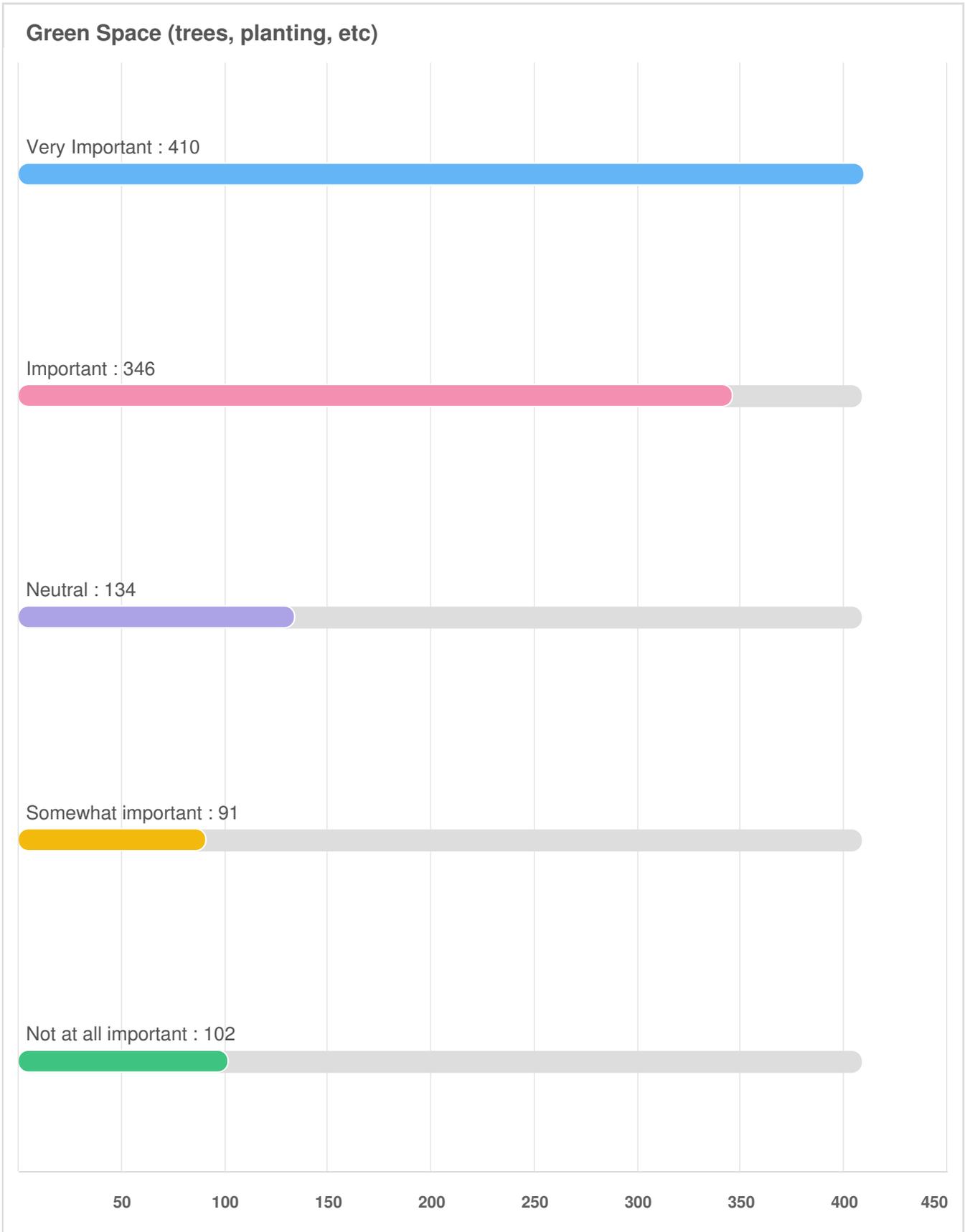
50 100 150 200 250 300 350

Space for bikes/protected bike lanes

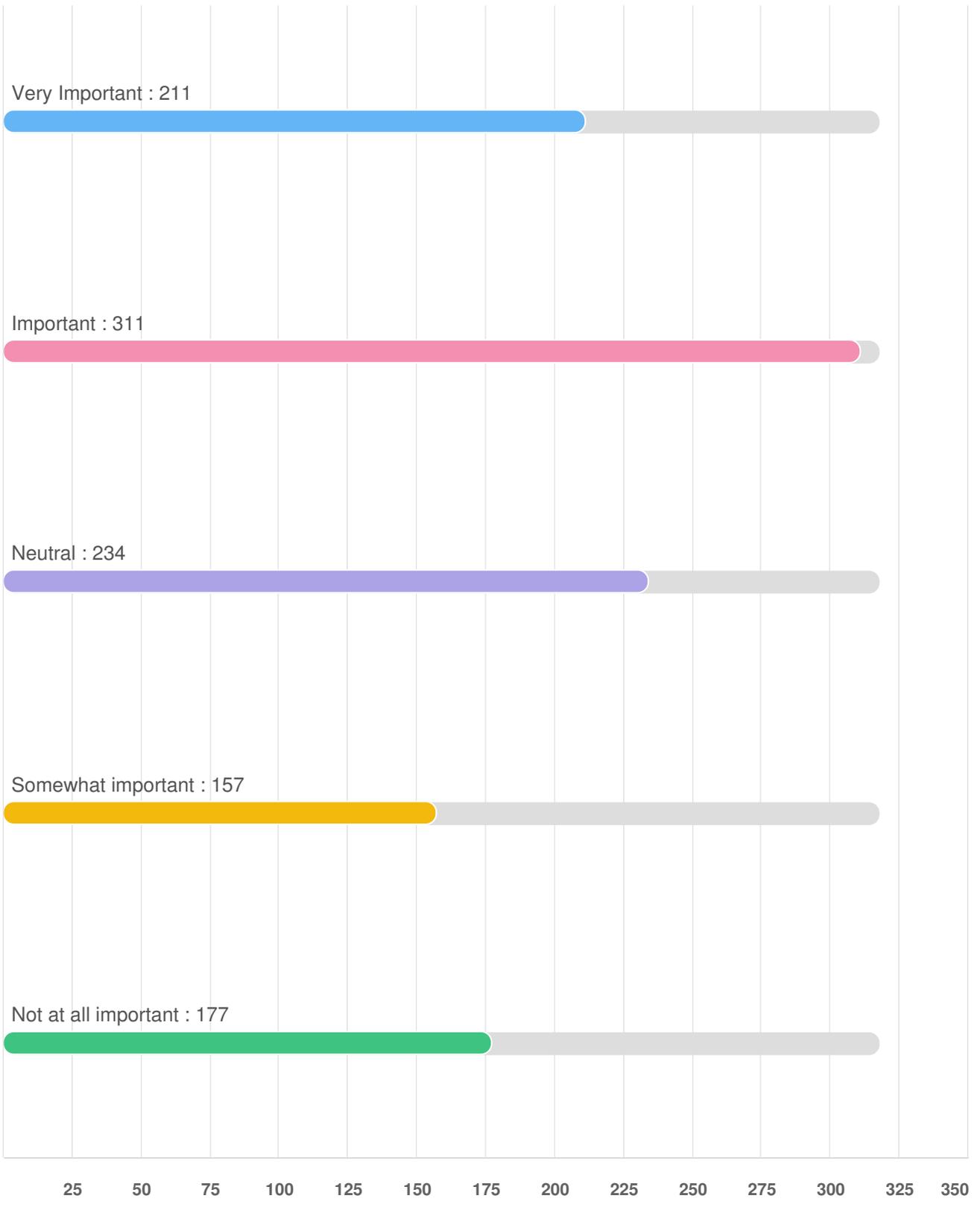


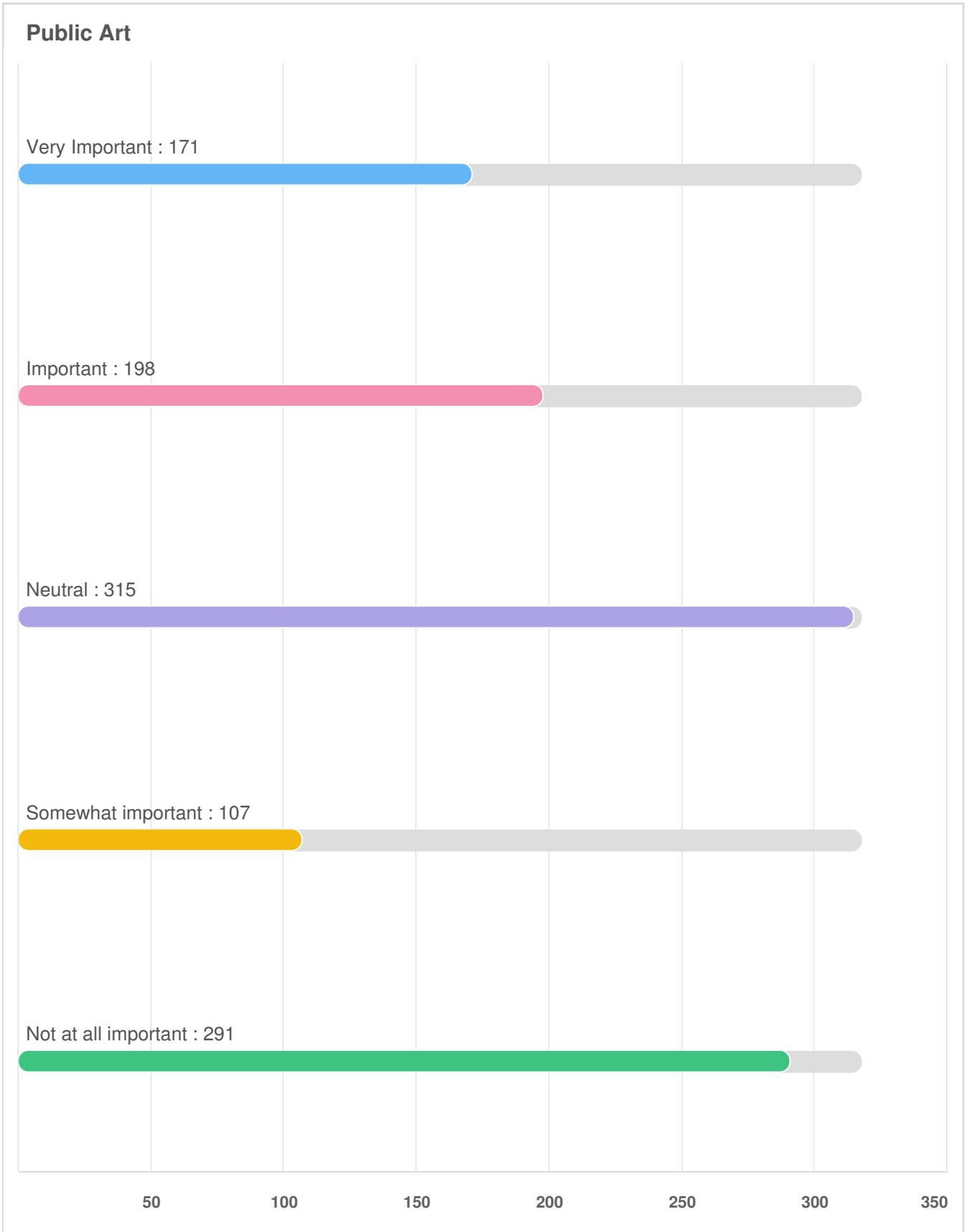
Space for pedestrians





Street Furniture (benches, waste receptacles, bike racks, etc)





Q6 | What do you feel is the biggest improvement that can be made to Rainnie Drive?

Anonymous

9/02/2021 10:41 AM

Trees and better separation from vehicles

Anonymous

9/02/2021 11:10 AM

Proper curb separation between the different uses on the street.
Not just painted lines and bollards. Also some trees would be great.

Anonymous

9/02/2021 12:12 PM

Fully protected bike lanes in both directions.

Anonymous

9/02/2021 04:33 PM

Fine as it is.

Anonymous

9/03/2021 10:31 AM

Move the bike lane going up the hill to the other side of the road.
Where it is right now is useless. You can't get at it naturally from Duke or brunswick. You have to dismount and cross the street.

Anonymous

9/03/2021 10:32 AM

Less parking, better cycling connections

Anonymous

9/03/2021 12:52 PM

Turn the Rainnie Drive bike lane into a raised, curb protected bike lane, or at the very least install concrete curbs in the buffer area.
Also adding trees along both sides of the street.

Anonymous

9/03/2021 11:28 PM

Connectivity to the Brunswick St. bike lanes

Anonymous

9/08/2021 09:21 AM

Perhaps some concrete dividers between the bike lane and parking. Some signage around the intersections of the bike lane explaining it's bi-directional, and how to entre back into traffic if a rider needs to take a left turn from Rainnie onto Brunswick, for example. This intersection would be a great spot to install a bike box.

Anonymous

9/08/2021 10:42 AM

Fix the Gottingen/Rainnie intersection. From my office I overlook this intersection and it is a complete disaster for pedestrians and vehicles alike. I see well over a dozen near accidents every day-- it's not clear at all what to do.

Anonymous

Protected bike lane instead of the bollards

9/08/2021 03:44 PM

Anonymous

9/08/2021 09:48 PM

connecting that bike lane! it is very scary to use and be dumped out at brunswick, or to attempt to enter it! some kind of pavement treatment to help with ice/black ice on sidewalk in the winter. if anything can be done about the grade of that hill! that would be amazing! reduce vehicle speeds

Anonymous

9/09/2021 06:38 PM

Fully separated cycling infrastructure with more green space.

Anonymous

9/09/2021 07:42 PM

Remove the bike lane

Anonymous

9/09/2021 08:41 PM

Remove bike lanes

Anonymous

9/09/2021 08:41 PM

Do not narrow for bike lane - same reason as above.

Anonymous

9/09/2021 09:21 PM

change the parking configuration, it's too narrow, when both sides have parking.... also needs to be paved and fixed.

Anonymous

9/10/2021 03:57 AM

Again, it just feels bland. There's no trees, there's no businesses, there's no benches. It just is empty.

Anonymous

9/10/2021 07:26 AM

1. Car traffic speeds are too high. Lanes are too wide 2. Bicycle infrastructure often crowded by parked vehicle due to lack of physical barriers (damaged)

Anonymous

9/10/2021 09:39 AM

Improved parking. It's important for those working downtown to be able to park downtown. Other options, such as public transit or biking, do not work. I have to drive and park downtown.

Anonymous

9/10/2021 09:45 AM

Make it active transit/public transit only

Anonymous

9/10/2021 09:47 AM

Protected bike lanes

Anonymous

9/10/2021 09:48 AM

Do something with the land opposite citadel hill

Anonymous

9/10/2021 10:05 AM

Widen sidewalk and add trees

Anonymous

9/10/2021 10:07 AM

This road seems to function fine. Being one-way traffic appears to be less and I don't usually see issues.

Anonymous

9/10/2021 10:12 AM

A properly protected bike lane, and enough space that I don't worry about someone parking opening their door without looking and hitting a car/cyclist.

Anonymous

9/10/2021 10:19 AM

true protected bike lane

Anonymous

9/10/2021 10:22 AM

More trees and reducing the size of the road would make this street more appealing. Better lighting is needed to increase the perception of safety.

Anonymous

9/10/2021 10:25 AM

Turn it into something safe, slow-paced, that exploits the walking views of the north end, the citadel, the harbour, and downtown. Right now it feels like a turkey shoot for cars with ad hoc bike lane markings, all heading towards an awkward intersection at Duke and Brunswick, where cars pick up speed and barrel down the hill. (PS - Please add Duke St to the list of streets that need help. It may be the worst street in all of downtown, though Albemarle comes close).

Anonymous

9/10/2021 10:27 AM

Redesigning the parking so it's not parallel parking. Each person coming and going creates congestion. You have ample space there to get creative.

Anonymous

9/10/2021 10:40 AM

See above. Rainnie bike lane is pointless in outbound direction since there's no connected/easy way for cyclists to get to it! As stated above, I can't use bike lane if I want to go straight onto Duke, or make left turn. Please stop these protected bike lanes where you can't actually get to places.

Anonymous

9/10/2021 10:44 AM

Protected Bike lane

Anonymous

9/10/2021 11:03 AM

Narrow traffic lanes, clear pedestrian and cyclist priority over cars

Anonymous

9/10/2021 11:08 AM

Fix the parking and bike lane spacing issues on the hill side

Anonymous

9/10/2021 11:17 AM

Something visual since bike lane is tactically protected- perhaps painted design on path?

Anonymous

9/10/2021 11:20 AM

Make the bike lanes actually connect on both sides through the intersection. Painted lines don't protect cyclists.

Anonymous

9/10/2021 11:31 AM

Bury the lines

Anonymous

9/10/2021 11:33 AM

Protected bike lane

Anonymous

9/10/2021 11:46 AM

Vulnerable street users need to know they can use these streets safely. So, infrastructure that makes it safe and enjoyable for walkers and bike riders should trump the fast movement of cars. It's not truly a "complete street" if non-drivers can't safely or enjoyable travel here. Vehicle space should be sacrificed (either travel lanes or parking) to accommodate active transportation users.

Anonymous

9/10/2021 11:49 AM

Bike lanes should be on either side or have a logical layout with connections to other streets.

Anonymous

9/10/2021 11:57 AM

It is important to slow car traffic down and make the area more accommodating for vulnerable road users especially pedestrians.

Anonymous

9/10/2021 11:58 AM

Level off the Northwest corner -- hazardous in winter or folks w walkers, canes, wheelchairs. Improve esthetics. Current barricades, etc are not esthetically pleasing.

Anonymous

9/10/2021 11:59 AM

Education on parking on the street so people don't park in the bike lane. Also more permanent barriers between bike lane and parking because the bollards are always getting damaged

Anonymous

9/10/2021 12:02 PM

Honestly I think this could be bike and pedestrian path and expansion of park space. There are no driveways on the section of Rainnie from Cogswell to Gottingen anyway.

Anonymous

9/10/2021 12:05 PM

Personally, I think it's developed well as is! The intersection of Gottingen and Brunswick can be improved for pedestrians and cyclists in order to connect with Rainnie Drive.

Anonymous

9/10/2021 12:15 PM

Priority to cycling

Anonymous

9/10/2021 12:15 PM

Minimize through automobile traffic. There are other options.

Anonymous

9/10/2021 12:33 PM

Additional car lane

Anonymous

9/10/2021 12:35 PM

Switching the flex-posts along the bike lane out for concrete barriers

Anonymous

9/10/2021 12:39 PM

prioritize non-vehicle traffic, ensure safe intersection at brunswick

Anonymous

9/10/2021 12:54 PM

The roundabout greatly improved the big corner for cars and hopefully pedestrians. It was horrible for pedestrians before.

Anonymous

9/10/2021 12:55 PM

Better access points for cycle infrastructure including shared crosswalks. Having to dismount and walk several times defeats the purpose of cycle commuting

Anonymous

9/10/2021 12:57 PM

The reason I say green space and street furniture isn't as necessary for Rainnie Dr is due to the proximity to citadel hill. Could we not use that green space and place some benches / picnic areas?

Anonymous

9/10/2021 01:04 PM

Safe, permanently separated bike lanes and good, wide safe pedestrian infrastructure with seating and green space, ideally on both sides of the street. No parking on this street should be allowed / accomodated. BUT the a top priority needs to be fixing the very unsafe design of bike lane at the Rainnie and Brunswick intersection. I expect that if the two way bike lane is put along Brunswick that this will be easy to do, but waiting until 2023 or 2024 to fix this high risk, dangerous piece of infrastructure is too long! This should be the first thing you do!

Anonymous

9/10/2021 01:17 PM

make the parking and bike lane more distinguishable

Anonymous

9/10/2021 01:23 PM

Connecting bicycle lanes to adjacent lanes.

Anonymous

9/10/2021 01:39 PM

More on street parking

Anonymous

9/10/2021 01:42 PM

Accessible public use benches and improved landscapes/trees

Anonymous

9/10/2021 01:46 PM

Park on the left side of the street. Bike Lane on the right. Drive down middle if one way

Anonymous

9/10/2021 02:06 PM

Better connection of the bike lane at the roundabout. Cyclists who cycle on the road through the r/a shouldn't have to go down Cogswell then back up again. A slip off lane somewhere should be provided.

Anonymous

9/10/2021 02:37 PM

Clean up parking on bike lane side

Anonymous

9/10/2021 02:59 PM

Balanced use of the ROW

Anonymous

9/10/2021 03:02 PM

Increased integration of walking paths to Commons, local neighbourhood.

Anonymous

9/10/2021 03:15 PM

It's a pretty drab street next to arguably the most important heritage feature of the city. It could be a really nice experience to travel along it. The bike lane could be better connected to Brunswick bike lanes too.

Anonymous

9/10/2021 03:52 PM

Elimination of protected bike lane. Have observed confusion by both pedestrians and drivers. Not well used by cyclists. Taking up unnecessary space and is an eye sore.

Anonymous

9/10/2021 04:07 PM

Wider sidewalk so pedestrians aren't compelled to walk in the bike lanes. Protecting the lane has made a huge improvement in relation to preventing people parking in or too close to it. The sidewalk on the Centennial Pool side could also be widened or improved, that fence is pretty ugly and the sidewalk is narrow and broken.

Anonymous

9/10/2021 04:08 PM

Provide more free on street parking.

Anonymous

9/10/2021 04:19 PM

Better bike lanes & pedestrian space.

Anonymous

9/10/2021 04:34 PM

Pedestrian friendly, more walkable, patios ect.... Things to attract people and give them spaces all over to be outdoors

Anonymous

9/10/2021 04:42 PM

Same as previous question

Anonymous

9/10/2021 05:07 PM

Widen the sidewalk to 2.4 meters to meet enhanced accessibility standards. Replace the bike lane bollards with a curb or other robust barrier that is unlikely to be ignored or destroyed by driver negligence.

Anonymous

9/10/2021 05:19 PM

Same as Brunswick street, remove plexi barriers and replace with proper curbs or raised bike lane where it currently is, smoother sidewalk and wider

Anonymous

9/10/2021 05:20 PM

protected bike lanes

Anonymous 9/10/2021 05:55 PM	A public art display since it's close proximity to citadel Hill
Anonymous 9/10/2021 06:24 PM	Remove Anti-Homeless furniture
Anonymous 9/10/2021 06:53 PM	Bicycle lane on right hand side leaving downtown
Anonymous 9/10/2021 07:10 PM	Again, trees
Anonymous 9/10/2021 08:12 PM	More signage
Anonymous 9/10/2021 09:21 PM	No improvement is needed.
Anonymous 9/10/2021 09:31 PM	I currently like Rainnie dr. Increased Greenspace could help.
Anonymous 9/10/2021 09:52 PM	parking
Anonymous 9/10/2021 10:00 PM	Prioritize people (pedestrians and cyclists) over cars. Need a full change to infrastructure, not just paint.
Anonymous 9/10/2021 10:05 PM	Tell the building beside it to tear itself down already.
Anonymous 9/10/2021 10:18 PM	Parking on only one side of the street as it can be crowded with parking on both sides of the street.
Anonymous 9/10/2021 10:21 PM	Clarity on the naming and sections
Anonymous 9/10/2021 10:41 PM	Protected bike lane

Anonymous

9/11/2021 01:43 AM

Oh I don't know, make it a fucking proper road again instead of fucking up the entire city for fucking bike lanes that get used 4 months out of the year? How about you retards stop wasting all our money to build shit for 3% of the fuckin population

Anonymous

9/11/2021 04:31 AM

I am not a fan of Rainnie Dr as it is now-one way. Also, I hate the turn onto Rainne from Cogswell as it is too sharp and requires cars to slow down to a crawl which backs up traffic behind that are just coming out of the roundabout.

Anonymous

9/11/2021 04:48 AM

Urban garden and trees with more lighting for security

Anonymous

9/11/2021 04:53 AM

Do NOT eliminate parking.

Anonymous

9/11/2021 06:28 AM

Widening or removing parking on one side of the street

Anonymous

9/11/2021 07:31 AM

Literally anything to not make it a glorified parking lot. Depends on how old blood services site will be redeveloped - will there be curb side access to a new building?

Anonymous

9/11/2021 07:47 AM

Free parking.

Anonymous

9/11/2021 08:01 AM

The intersection at Gottingen is horrific to drive, walk and cycle through. I'm sure better Street scaping and design could help.

Anonymous

9/11/2021 08:08 AM

Green space improvements

Anonymous

9/11/2021 08:48 AM

Large healthy street trees! The citadel should have trees on it but until that happens let's plant big trees along Rainnie.

Anonymous

9/11/2021 08:59 AM

Better traffic flow to Brunswick since the right lane merging was changed to a bike lane

Anonymous
9/11/2021 09:01 AM
Return it to green space as much as possible with lanes for active transportation

Anonymous
9/11/2021 09:07 AM
Esthetic improvements

Anonymous
9/11/2021 09:18 AM
It's better now than it used to be. Tree planting would be nice. The main problem is the ugly properties along the road. I always walk on the Citadel side since the other side is too bleak and depressing.

Anonymous
9/11/2021 09:31 AM
You could start by Hiring people who are in touch with the majority of citizens in this city, not special interest groups.

Anonymous
9/11/2021 10:26 AM
Better sidewalks, more trees

Anonymous
9/11/2021 12:06 PM
See comments above. Stop fucking with things that work

Anonymous
9/11/2021 12:44 PM
nothing

Anonymous
9/11/2021 01:29 PM
Innovative design

Anonymous
9/11/2021 04:33 PM
Design, image

Anonymous
9/11/2021 04:49 PM
Installation of concrete curb to protect bicycle lanes. It is abundantly clear that drivers are not capable of properly parking here.

Anonymous
9/11/2021 05:35 PM
Better delineation between the parking and bike lane. Too many instances of cars parking into the bike lane portion of that side of the street.

Anonymous
9/11/2021 07:06 PM
Making it more inviting to pedestrians. Seems like every building gives it back to it. Has a great potential by being next to the hill.

Perhaps art and trees

Anonymous

9/11/2021 09:49 PM

Protected bike lane

Anonymous

9/11/2021 10:22 PM

More parking

Anonymous

9/11/2021 11:58 PM

Remove bike lane, restore right turn lane at bottom with Brunswick

Anonymous

9/11/2021 11:59 PM

Just close the whole street and turn it to a parking building. Rainnie drive is technically useless. Just serves as parking for most times

Anonymous

9/12/2021 12:02 AM

Unsure

Anonymous

9/12/2021 07:46 AM

Bike infrastructure is terrible and very dangerous when coming from Brunswick

Anonymous

9/12/2021 07:55 AM

Making through traffic lane larger. When cars are parked in both lanes it can be very narrow

Anonymous

9/12/2021 07:56 AM

Give it a similar feel to argyle where it's accessible by car but feels more integrated into the citadel and the neighborhood.

ouel

9/12/2021 09:51 AM

Make it enjoyable for everyone to use and focus on the fact that's its next to this massive open space. Should be able to walk/bike around the hill and have it as a beautiful focal point. No depressing space for people to simply drive/dump their car.

Anonymous

9/12/2021 10:57 AM

I thought improvements had already been made years ago.

Anonymous

9/12/2021 11:36 AM

Less parking and more public space

Anonymous

Improved sidewalks,

9/12/2021 02:22 PM

Anonymous

9/12/2021 03:32 PM

Connect the bike lanes to something, maybe get rid of the street altogether and reconnect to Centennial pool area like it used to be? Seems kinda like a pointless street.

Anonymous

9/12/2021 05:17 PM

Remove unused bike lane

Anonymous

9/12/2021 05:50 PM

Trees, without taking away too much from the view from and of citadel. Trees would be more appropriate closer to the commons and less along the view corridor from gottingen street and from the hill looking over north end and harbour

Anonymous

9/12/2021 06:41 PM

Leave as itbus

Anonymous

9/12/2021 07:25 PM

Use predominantly as a pedestrian thoroughfare. Perhaps wider sidewalks would be helpful

Anonymous

9/12/2021 08:14 PM

All better flow of traffic through the area

ben.macleod

9/13/2021 05:00 AM

Addition of physical protection for the bike lanes

Anonymous

9/13/2021 05:22 AM

Pavement

Anonymous

9/13/2021 06:49 AM

Make it less confusing. It has become a weird little street that goes nowhere.

Anonymous

9/13/2021 06:56 AM

Covert the plastic markers into a raised bike lane to make it clear to cars it is not for parking and still allows walkers from a large event to utilize. Given the width, prehaps using diagonal parking to maximize parking space

Anonymous

9/13/2021 07:41 AM

Safety for cars and pedestrians and bicyclists. Parking options.

Anonymous

9/13/2021 09:09 AM

Protected bike lanes

Anonymous

9/13/2021 09:40 AM

Again, leave it alone.

Anonymous

9/13/2021 10:49 AM

Take out the bike lanes and make it a two- way street again!

Anonymous

9/13/2021 11:19 AM

Better connection of the protected bike lake at the ends...

Anonymous

9/13/2021 12:00 PM

Leave alone...no bike lanes

Anonymous

9/13/2021 12:33 PM

It tries to be a street and a parking lot at the same time. Pick one.

Anonymous

9/13/2021 01:03 PM

Make it safer for cyclists ad pedestrians.

Anonymous

9/13/2021 01:20 PM

The intersection with Gottingen Street could be improved.

Anonymous

9/13/2021 04:09 PM

No right hand turns for cars from Rainie to Brunswick.

Anonymous

9/13/2021 04:16 PM

Don't really use Rainnie that much but given its proximity to Citadel Hill, keeping it accessible and having some nice pedestrian areas would be nice.

Anonymous

9/13/2021 04:33 PM

New trees along the edge of Citadel Hill. Sun can be very harsh here in the summer, makes for an unpleasant walking commute.

Anonymous

9/13/2021 07:26 PM

More parking

Anonymous

9/13/2021 08:27 PM

Plant more trees

Anonymous

9/13/2021 08:45 PM

The street is very narrow/crowded with the parking on both sides. Remove the side closest to the bike lanes. And absent that, put more permanent barrier between car and bike lanes, I remember when lanes were first put in cars did not understand or respect the bike lanes.

Anonymous

9/13/2021 10:43 PM

Planting more trees to provide shade to side walk and bike lane

Anonymous

9/14/2021 06:17 AM

Improvement has already been made

Anonymous

9/14/2021 07:22 AM

Pedestrian upgrades to make traveling to the commons and downtown easy

Anonymous

9/14/2021 08:00 AM

More Parking

Anonymous

9/14/2021 09:17 AM

Protect the sidewalk from melting snow from Citadel Hill which freezes in the winter and makes it dangerous to walk.

Anonymous

9/14/2021 09:18 AM

Make it easier to get though and park on with a car, same as all Halifax.

Anonymous

9/14/2021 09:41 AM

Crossing signals and painted bike lanes at the intersection of gottingen and cogswell.

Anonymous

9/14/2021 10:32 AM

Bike access

Anonymous

9/14/2021 10:50 AM

Making it a nice place to walk

Anonymous

9/14/2021 11:00 AM

More trees would be a nice addition for the future.

Anonymous

9/14/2021 11:05 AM

It's a long, boring stretch. Should be lots of trees, stuff to look at (like public art), and high-quality AT connections. Rainnie provides

an amazing theatrical reveal of the downtown and should be designed to reflect that.

Anonymous

9/14/2021 11:12 AM

Safe bike lanes! Also street furniture that is not anti-homeless

Anonymous

9/14/2021 11:30 AM

Connections to other bike lanes in many directions

Anonymous

9/14/2021 11:34 AM

Make it easier to get onto Rannie Drive from Brunswick street (for bikes)

Anonymous

9/14/2021 12:32 PM

Remove on street parking, fix both sidewalks (especially one on the pool side), protected bike lanes

Anonymous

9/14/2021 12:40 PM

Better barriers to the right of the line of parking.

Anonymous

9/14/2021 12:59 PM

Development of Centennial pool parking lot, adjacent dog park. The sidewalk should be wider. This is likely a better place for street parking than Brunswick, given the ample space on the road between the pool and the citadel.

Anonymous

9/14/2021 01:11 PM

Widened sidewalks and something to make the northern side more "sightly", its kind of bland and depressing looking.

Anonymous

9/14/2021 01:46 PM

More green space and waste recepticles

Anonymous

9/14/2021 02:21 PM

Widening to allow for vehicles to pass parked cars safely between commons and gottingen st.

Anonymous

9/14/2021 02:36 PM

should extend to Brunswick St again - current setup is ridiculous

Anonymous

9/14/2021 04:08 PM

Curb-protect the bike lane. Makes connections at both ends & at the Gottingen intersection.

Anonymous 9/14/2021 04:26 PM	Narrow vehicle lanes to slow traffic. Add very wide physically separated bike lanes and wider sidewalks.
Anonymous 9/14/2021 04:36 PM	The intersection of Rainnie and Brunswick can be improved for cyclist continuing straight down Duke St
Anonymous 9/14/2021 04:41 PM	Protected bike lanes on both sides of the street
Anonymous 9/14/2021 04:45 PM	I believe that Rainnie drive should be closed and traffic diverted to other roads
Anonymous 9/14/2021 04:48 PM	Spots for people to stop and rest. As it's a bit of a connector, it would be nice if there were rest stops there so persons with varying abilities could have a place to rest (similar to the benches on citadel)
Anonymous 9/14/2021 05:01 PM	Less bike lanes. Why are they even here? This is not a bike city, stop the wishful thinking.
Anonymous 9/14/2021 05:59 PM	Protected shared use on both sides of road....same comment as for Brunswick.
Anonymous 9/14/2021 06:19 PM	I don't know how to fix it, but it doesn't seem friendly to pedestrians, from an æsthetic point of view, but I can't put my finger on it.
Anonymous 9/14/2021 06:26 PM	Safe bike and pedestrian lanes
Anonymous 9/14/2021 06:46 PM	Very important to make better pedestrian and bike traffic available. This area is a common connection for people to park near Brunswick and Scotia square to other parts of the city.
Anonymous 9/14/2021 06:58 PM	Separated bike lane

Anonymous 9/14/2021 07:47 PM	Returned to two way street
Anonymous 9/14/2021 07:58 PM	So many things: improve the sidewalks. CLEAR THE NORTH SIDEWALK WEST OF GOTTINGEN WHEN IT SNOWS!!! Replace the fencing on the North side. Formalize the walking route from Cogswell to Rainnie via the parking lot with crosswalks, walkways and better stairs.
Anonymous 9/14/2021 08:04 PM	Smoothing out the side walks
Anonymous 9/14/2021 08:34 PM	None
Anonymous 9/14/2021 09:09 PM	Protected bike lanes
Anonymous 9/14/2021 09:53 PM	Stronger barrier between vehicle lanes/parked cars and bike lanes
Anonymous 9/14/2021 10:13 PM	Get rid of the parking
Anonymous 9/14/2021 10:19 PM	Extend the bike lane along Rainnie Drive to all the way down Gottingen and like it up with the one on Brunswick street. Remove the right turn slip lane from Gottingen street to Brunswick (dangerous for pedestrians and cyclists).
Anonymous 9/14/2021 11:14 PM	safe bike lanes, welcoming street scape, greenery
Anonymous 9/14/2021 11:40 PM	Bigger sidewalk
Anonymous 9/15/2021 12:14 AM	Protected bike lanes
Anonymous 9/15/2021 12:15 AM	Clearer intersection with gottingen st

Anonymous 9/15/2021 12:18 AM	Leave it the way it is
Anonymous 9/15/2021 01:03 AM	Beautification and art. Make it feel like it's not a forgotten road with gathering areas and places to take in the beauty.
Anonymous 9/15/2021 01:54 AM	Remove the bicycle lanes
Anonymous 9/15/2021 05:52 AM	Road repair and parking space additions on left side of road
Anonymous 9/15/2021 07:21 AM	Cogswell & Rainnie intersection
Anonymous 9/15/2021 07:32 AM	Conversion into a car-free space or into a non-street parking zone mixed with park and space for people. It is currently a kind of linear parking lot with an underused bike lane. The westbound bike lane is likely underused because of the intense grades on approach from Brunswick - the approach is only appropriate for electric bikes or very fit young people (does not satisfy principles of AAA infrastructure).
Anonymous 9/15/2021 07:34 AM	One way around the hill!
Anonymous 9/15/2021 07:37 AM	Sheltered seating, free and accessible public toilet
Anonymous 9/15/2021 07:57 AM	Bicycle line popped my tire this week and is difficult to use coming from Brunswick on to Rainnie
Anonymous 9/15/2021 08:37 AM	Less cars
Anonymous 9/15/2021 08:52 AM	Protected bike lanes
Anonymous	A right turning lane at Brunswick so people turning right don't get

9/15/2021 09:11 AM

stuck behind people going straight or waiting to turn left. Granted, there's no need for left turns allowed on rainnie at Brunswick because you should take Cogswell and turn right onto Brunswick - right turns more efficient. Left turns and going straight shouldn't share a lane - it's very inefficient.. like the mess at Young & Kempt.

Anonymous

9/15/2021 09:29 AM

Better pedestrian and bike facilities

Anonymous

9/15/2021 09:38 AM

Green space with wider pedestrian walk, there isn't a large view of citadel from there so I think seating and green space would make that area more appealing to pedestrians without blocking any citadel views.

Anonymous

9/15/2021 09:43 AM

Remove the section between the rotary and gottingen. Have bike and pedestrian space, but remove vehicle traffic and parking.

Anonymous

9/15/2021 09:52 AM

Continue to have lots of parking

Anonymous

9/15/2021 09:59 AM

No cars in downtown

Anonymous

9/15/2021 10:19 AM

Removing parking

Anonymous

9/15/2021 11:17 AM

More space for pedestrians, bikes

Anonymous

9/15/2021 11:36 AM

More clarity on where to park and where to drive

Anonymous

9/15/2021 12:11 PM

Making the street less wide and inconsistent.

Anonymous

9/15/2021 01:18 PM

Beautification

palmpotato

9/15/2021 01:21 PM

Proper intuitive bike lane connections and protected bike lanes

Anonymous
9/15/2021 01:45 PM
Separated/ protected bike lanes. Wider sidewalks. Full tree canopy and benches/ space for pedestrians. Reduced car lanes and more space for people!!

Anonymous
9/15/2021 02:17 PM
Widen the sidewalk to accommodate more pedestrians

Anonymous
9/15/2021 02:35 PM
Repaved

Anonymous
9/15/2021 02:54 PM
more trees

Anonymous
9/15/2021 04:14 PM
Fine as is.

Anonymous
9/15/2021 04:51 PM
Back to 2 way traffic, what is there now is a joke

Anonymous
9/15/2021 05:34 PM
Parking

Anonymous
9/15/2021 05:59 PM
Retain parking both sides of the street, retain bike lane but use less of the street to do so because the street becomes a hazard with doors/pedestrians suddenly coming out from behind cars with no distance buffer to traffic. The recently added colourful sticks could be retained but moved over to where the bike lane starts, or use something more solid. Clearly the hashed paint did not work as intended.

Anonymous
9/15/2021 06:21 PM
There's zero reason to stop there. Please plan for real integration with the Mi'kmaq Centre and make it the heart of the action there.

Anonymous
9/15/2021 06:47 PM
Lots of function/parking. Trees.

Anonymous
9/15/2021 06:59 PM
The bikelane is a disaster trying to come back up the hill (heading towards commons), right at the Gottingen st intersection

Anonymous

9/15/2021 07:57 PM

Improve traffic flow

Anonymous

9/15/2021 08:09 PM

The sidewalks definitely need to be wider. As is passing someone in the opposite direction means one party will step off the sidewalk.

Anonymous

9/15/2021 08:19 PM

Accessibility for walking public

Anonymous

9/15/2021 09:38 PM

Flow onto Brunswick and going down to the waterfront past Scotia Square

Anonymous

9/15/2021 09:38 PM

Better trash bins

Anonymous

9/15/2021 11:26 PM

Improve access to the bike lane from the roundabout at the Commons

Anonymous

9/16/2021 09:15 AM

Pool could open ever.

Anonymous

9/16/2021 09:39 AM

Rainnie drive which then connects to Duke needs that right turning lane. Take land from Citadel hill to add the bike lane. That intersection is horrible during any Scotiabank centre event

Anonymous

9/16/2021 09:42 AM

Duke intersection needs all right turning lanes. Take land from Citadel hill

Anonymous

9/16/2021 10:50 AM

Clearer parking/driving laneways

Curwsar

9/16/2021 11:16 AM

Re-pave and make it more accessible for all people using the sidewalks

Anonymous

9/16/2021 12:22 PM

Make streets designed for people not cars.

Anonymous

More parking

9/16/2021 01:22 PM

Anonymous

Green space

9/16/2021 02:00 PM

Anonymous

Wider sidewalks for pedestrians for sure.

9/16/2021 02:12 PM

Allan

Integrating the bike lane properly with other bike lanes

9/16/2021 02:53 PM

Anonymous

?

9/16/2021 03:23 PM

Anonymous

See above.

9/16/2021 03:27 PM

Anonymous

Car free

9/16/2021 04:47 PM

Anonymous

More parking

9/16/2021 06:01 PM

Anonymous

Make it 100% obvious to anyone and everyone where the proper place to park is. Too many cars park in the bike lane, or park too close to it. It should be designed so that it is clear to everyone. Painted lines are not enough to make that separation clear to drivers. There needs to be a physical divider.

9/16/2021 07:10 PM

Anonymous

Don't waste money on bike lanes that won't be used.

9/16/2021 07:36 PM

Anonymous

Grade separated bike lanes.

9/16/2021 08:22 PM

Anonymous

Improve the safety of the road. Ensure it's walkable and safe in winter day with ice and salt

9/16/2021 08:26 PM

Anonymous

I think the recent changes to Rainnie Drive are great, but there is not enough of a visual distinction between the road, parking, and

9/16/2021 08:54 PM

bike lane. Also, how the hell am I supposed to ride my bike into the bike lane from Brunswick?

Anonymous

9/16/2021 08:57 PM

More greenery and shade for pedestrians - so hot walking up there in the summer!

Anonymous

9/16/2021 09:55 PM

Need to keep vehicle flow high

Anonymous

9/16/2021 10:30 PM

keep the protected bike lanes, they are amazing

Anonymous

9/16/2021 10:31 PM

Not have it so wide open and bare

Anonymous

9/16/2021 10:34 PM

Access to rotary/ Agricola

Anonymous

9/16/2021 11:35 PM

That street just looks like a parking lot better make it just a parking only street!

Anonymous

9/17/2021 12:09 AM

Have a properly protected bike lane and get all the parked cars out of the way so the road is not so narrow!

Anonymous

9/17/2021 12:41 AM

The street is very bare I'm not quite sure of what you could do but you could make it a bike only lane and divide it into two ways

Anonymous

9/17/2021 08:24 AM

Making it safer for people walking or biking. Like, actually implementing the Integrated Mobility Plan rather than bending over backwards for people in cars

Anonymous

9/17/2021 08:28 AM

Public washrooms, street furniture that isn't designed to be hostile to the homeless

Anonymous

9/17/2021 08:38 AM

It's fine as is

Anonymous

Again probably some trees

9/17/2021 09:34 AM

Anonymous

Road infrastructure

9/17/2021 01:43 PM

Anonymous

The changes that have been made in the past few years seem satisfactory to me.

9/17/2021 02:14 PM

Anonymous

Improve the bike lane

9/17/2021 03:17 PM

Anonymous

LEAVE it as is

9/17/2021 03:56 PM

Anonymous

Fix the bike lane, what's the point of the two way bike lane if there is no easy way to get to it?

9/17/2021 06:28 PM

Anonymous

Parking on both sides of the street

9/17/2021 06:40 PM

Anonymous

The parking along the north side makes it feel like a desolate urban hellscape. That needs some green. It could also probably become angled parking because Rainie is so wide.

9/17/2021 06:44 PM

Anonymous

Permanent, separated bike lane

9/17/2021 06:45 PM

Anonymous

Protected bikes lanes going both directions.

9/17/2021 06:48 PM

Anonymous

Same as Brunswick - connecting bike lanes

9/17/2021 06:59 PM

Anonymous

Making it more bike friendly and pedestrian friendly

9/17/2021 07:04 PM

Anonymous

Clarity of direction and distinction between parking/lanes/bike paths

9/17/2021 07:32 PM

Anonymous
9/17/2021 07:42 PM
Do not take away anymore parking spaces downtown it makes it impossible for people to visit and spend money at the businesses downtown

Anonymous
9/17/2021 08:14 PM
Angled parking. It's less of a through gate now, angled parking would be good.

Anonymous
9/17/2021 08:23 PM
Safer for bikers

Anonymous
9/17/2021 09:14 PM
Put the slip lane to Brunswick back in!

Anonymous
9/17/2021 09:23 PM
A curbed bike lane to protect cyclists and maintain parking

Anonymous
9/17/2021 10:05 PM
Where Rainnie Drive meets Gottingen is a bit confusing for people from both directions.

Anonymous
9/18/2021 12:52 AM
Expanded sidewalks

Anonymous
9/18/2021 03:45 AM
Accessing the bike lane leaving downtown (going uphill). Working in Purdy's Wharf, it is safest to take Rainnie to Duke st downhill, but uphill it is unsafe taking duke, and is difficult to access the bike lane at Rainnie/Gottingen. I typically take the cogswell exchange up to the roundabout instead.

Anonymous
9/18/2021 05:48 AM
The intersection at Gottingen and Rainnie Drive is deceptively confusing for drivers approaching from the north end of Gottigen.

Anonymous
9/18/2021 07:38 AM
Clearer definition between bike line, parking and driving

Anonymous
9/18/2021 07:45 AM
The bike lane remaining permanently.. the markers often get hit/broken and people start parking in the bike lane... have called 311 before but they did not do anything.

Anonymous

9/18/2021 08:08 AM

Trees

Anonymous

9/18/2021 08:39 AM

More accessible spaces for pedestrians

Anonymous

9/18/2021 08:40 AM

More parking

Anonymous

9/18/2021 08:58 AM

Same as above

Anonymous

9/18/2021 09:06 AM

Green space! Art! Pedestrian and cyclist space away from cars

Anonymous

9/18/2021 09:29 AM

Being able to drive in both directions.

Anonymous

9/18/2021 11:00 AM

Wider bike lanes and less motorized traffic

Anonymous

9/18/2021 11:29 AM

Stop cars from parking in bike lane

Anonymous

9/18/2021 11:43 AM

Ease of access and clearly marked lanes onto Brunswick and Duke etc

Anonymous

9/18/2021 01:17 PM

Rainie Drive is pretty good as is, although it would be nice if it wasn't bordered by a decaying chain link fence on the north side of it.

Anonymous

9/18/2021 01:25 PM

N/A

Anonymous

9/18/2021 01:59 PM

safer crosswalks onto Gottingen street. it's a dangerous intersection with a blind hill

Anonymous

9/18/2021 02:08 PM

Aesthetics

Anonymous 9/18/2021 02:38 PM	Bike lanes
Anonymous 9/18/2021 02:45 PM	I've never been to Rainnie Drive.
Anonymous 9/18/2021 03:04 PM	Having more accessible sitting and shaded areas.
Anonymous 9/18/2021 03:25 PM	Flow of traffic
Anonymous 9/18/2021 03:39 PM	More pedestrian space
Anonymous 9/18/2021 03:53 PM	Keep it as a quiet green space getaway.
Anonymous 9/18/2021 04:14 PM	Less parking, perhaps angled parking (if it fits) on the left side of the street and none on the right hand side.
Anonymous 9/18/2021 05:52 PM	Nicer atmosphere for pedestrians.
Anonymous 9/18/2021 06:09 PM	Better demarcation for parked cars and bicycle lane. Space between cogswell and rainnie could be better utilized with green space, street furniture etc.
Anonymous 9/18/2021 06:12 PM	Bike lane improvement
Anonymous 9/18/2021 06:32 PM	Diagonal parking
Anonymous 9/18/2021 07:50 PM	signage
Anonymous 9/18/2021 08:13 PM	Develop the old Red Cross building. It's an eye sore and a waste of space.

Anonymous 9/18/2021 09:29 PM	Trees would help with heat in the summer and shelter from the elements
Anonymous 9/18/2021 10:44 PM	New curb & sidewalk
Anonymous 9/18/2021 10:57 PM	Trees
Anonymous 9/18/2021 11:38 PM	Bike lanes
Anonymous 9/19/2021 01:00 AM	The bike lanes are annoying
Anonymous 9/19/2021 01:48 AM	Nothing.
Anonymous 9/19/2021 02:45 AM	A protected bike lane
Anonymous 9/19/2021 06:55 AM	Get rid of the current mess with the bike lanes. It makes Citadel Hill green space look awful. Not attractive to residents and tourists alike.
Anonymous 9/19/2021 08:20 AM	Same as above
Anonymous 9/19/2021 09:07 AM	More seating and wider sidewalks
Anonymous 9/19/2021 09:45 AM	Never been there, so I can't complain
Anonymous 9/19/2021 11:28 AM	Keep bike/parking barrier up. When it's gone, ppl park in the bike lane every day
Anonymous	Parking

9/19/2021 11:34 AM

Anonymous

9/19/2021 11:48 AM

Remember people with low mobility who are not truly handicap but are not able to walk the streets when the sidewalks are icy, covered in snow or rain. This includes many seniors.

Anonymous

9/19/2021 12:15 PM

Get rid of the dumb cement things

Anonymous

9/19/2021 12:47 PM

Safer/ more bike friendly

Anonymous

9/19/2021 03:24 PM

Don't impede traffic flow

Anonymous

9/19/2021 04:36 PM

Transit hub

Anonymous

9/19/2021 04:47 PM

More street furniture and better lighting

Anonymous

9/19/2021 04:52 PM

On Citadel side maybe a rest area and walking path up to the top of citadel, on opposite side it could use more retail businesses. Feels like a deadline right now

Anonymous

9/19/2021 05:40 PM

Better parking.

Anonymous

9/19/2021 06:19 PM

I don't use this street too often.

Anonymous

9/19/2021 06:47 PM

Parking :-(

Anonymous

9/19/2021 06:50 PM

Trees and art

Anonymous

9/19/2021 07:43 PM

Parking, and keeping roads open to cars.

Anonymous

9/19/2021 09:15 PM

Bike Lanes

Anonymous

9/19/2021 09:19 PM

Walking biking paths

Anonymous

9/19/2021 10:31 PM

They should tear down that building beside the centennial pool because it's not being used for anything that I know of. Waste of space and an eyesore

Anonymous

9/19/2021 10:56 PM

Added green space for our environment and for the attraction it could bring to the area

Anonymous

9/20/2021 06:12 AM

The saying which it is currently designed wastes a lot of space that now has large bike lanes and concrete shapes. Why? This could be a very nice space with bike lanes/pedestrian space and vehicular parking. Instead it looks like a toddler was allowed to design the space behind a shopping mall in an industrial park that hasn't been used since 1995. Put up some trees. Landscape and MAINTAIN the area. None of the typical: we'll get the once a season mowing of the main area mostly done in late August. The side close to Centennial pool? Who cares, people just cut down this street anyway.

Anonymous

9/20/2021 10:04 AM

I feel like there doesn't need to be a lot of green added since Brunswick runs adjacent to citadel hill. No need to compete with what we already have, but parking, cycling and pedestrian zones would be helpful.

Anonymous

9/20/2021 10:05 AM

I actually like it the way it is.

Anonymous

9/20/2021 10:59 AM

Public or sitting areas

Anonymous

9/20/2021 12:03 PM

I find rainnie is less traffic intensive, bike lanes would be good for the public, not much commercial its more of a connecting route so adding to the visual aspect and including features for pedestrians and bikers would be my go to.

Anonymous

9/20/2021 01:17 PM

Wider sidewalks

Anonymous

9/20/2021 01:36 PM

Use this less frequently, but thinking of those who do... would say that a sage way to walk/bike is very important and making it look nice is secondary.

Anonymous

9/20/2021 04:09 PM

Slow down traffic.

Anonymous

9/20/2021 04:57 PM

More public art!

Anonymous

9/20/2021 05:28 PM

Room for bikes and public transportation

Anonymous

9/20/2021 06:26 PM

Connecting the existing separated bike lane to a network of other separated bike lanes throughout the city

Anonymous

9/20/2021 07:06 PM

Bike lane and parking were great changes, the street is unattractive doesn't blend with citadel hill or act as a "gateway" to downtown the way it could.

Anonymous

9/20/2021 07:45 PM

I don't use this street. But I imagine it should also be people-centred.

Anonymous

9/20/2021 09:41 PM

Need free parking, very sad to see it removed, very hard on business's downtown.

Anonymous

9/20/2021 11:38 PM

A roundabout at the intersection of Rainnie & Gottigen, to improve traffic flow and reduce risk of collision with cyclists/pedestrians

Anonymous

9/21/2021 12:22 AM

Wider pedestrian lanes

Anonymous

9/21/2021 06:04 AM

Nothing

Anonymous
9/21/2021 07:18 AM
You got room to add anything like a gazebo in the area to shelter the unhoused from Weather in a friendly way!

Anonymous
9/21/2021 08:48 AM
Unsure

Anonymous
9/21/2021 10:40 AM
Narrowing of the intersection and separated bike facilities.

Anonymous
9/21/2021 01:01 PM
Ped / bike crossing is awkward

Anonymous
9/21/2021 03:30 PM
Landscaping

Anonymous
9/21/2021 04:41 PM
I rarely drive it.

Anonymous
9/21/2021 05:29 PM
Returning it to end at Brunswick Street and have Gottingen Street approach it at a right angle with traffic lights.

Anonymous
9/21/2021 06:41 PM
Greenery

Anonymous
9/21/2021 07:06 PM
Bring back the turning lane onto Brunswick

Anonymous
9/21/2021 09:11 PM
More parking

Anonymous
9/21/2021 10:26 PM
Rainnie drive has bike lanes, parking, and driveability already

Anonymous
9/21/2021 11:54 PM
Currently works well with parking and a lane to come through

Anonymous
9/22/2021 12:06 AM
Change it back to the main two way traffic access road and make the upper section of cogswell one way instead. Flow was better.

Anonymous

9/22/2021 07:02 AM

Give it a conventional bike lane on either side. It's confusing to try and access the bike lane from Brunswick st with no signage.

Anonymous

9/22/2021 08:28 AM

Fixing the parking so it a) doesn't frequently impede on the bike lane and b) uses space efficiently. Perhaps diagonal pull in parking on one side of the road only might work?

Anonymous

9/22/2021 09:16 AM

Make it less confusing to navigate.

Anonymous

9/22/2021 09:48 AM

Street trees and better separation of cars/parking and bike lane

Anonymous

9/22/2021 11:06 AM

Clearer defined areas for bikes and parked vehicles. Too many times parked vehicles end up in the bike lane or the travel lane impacting travel.

Anonymous

9/22/2021 11:58 AM

Better traffic flow

Anonymous

9/22/2021 12:53 PM

Reverse the one way so it's flowing opposite what it's doing now.

Anonymous

9/22/2021 01:33 PM

Again, make it two lanes at the intersection. It's absolutely awful. Many people commute using this route to work, or downtown. There's so much more traffic and it's always backed up now. Wish it was back to how it was before with an addition of the bike lane. To take the other lane out completely was a huge mistake. If you drive this street and intersection on any given day, you would see it.

Anonymous

9/22/2021 03:15 PM

For me, rainie drive is for parking and walking to the metro centre. Again, trees/ green spaces are good here.

Anonymous

9/22/2021 05:35 PM

Protected bike lanes.

Anonymous

9/22/2021 07:31 PM

Street furniture

Anonymous 9/22/2021 09:02 PM	More access and integration for the 2-way cycle path, especially when cycling on the "wrong" side of the road
Anonymous 9/22/2021 09:22 PM	Taking away the bike barriers to allow for right turning traffic to have their own lane again.
Anonymous 9/22/2021 09:54 PM	Street furniture would be useful in the summer but I doubt anyone would use it in cooler seasons
Anonymous 9/22/2021 09:59 PM	Maintain parking for vehicles
Anonymous 9/22/2021 10:14 PM	Enhance/improve the quality of existing facilities and reallocate some of the parking space for green space to make it more aesthetically pleasing.
Anonymous 9/22/2021 11:31 PM	It's confusing and choppy. Would like it to be a smoother drive.
Anonymous 9/23/2021 01:35 AM	This zone has high foot traffic from the school, and bike traffic which has shared lanes with parking- a bit tight. I'd love to see safe, efficient footpaths and protected bike lanes, especially with so many young people in the area. There is often traffic backup on this street at 3:10-3:30 when the school gets out and parents are picking up their kids. Don't know what can be done about that though.
Anonymous 9/23/2021 03:30 AM	Access
Anonymous 9/23/2021 06:44 AM	Traffic control and parking
Anonymous 9/23/2021 08:17 AM	Better continuity of the bike lanes once you reach the end/Brunswick street
Anonymous 9/23/2021 08:19 AM	Changing the place cars are parking, it's like they're sitting in the middle of the road because they're parking directly beside the bike

lane, which isn't clearly visible or separated. That street should be 2 way, remove the bike lane and parking on one of the sides and it could be.

Anonymous

9/23/2021 10:15 AM

Painted lines identifying individual parking spots, and please please please don't take away more space from the road — it's tight enough as it is for driving.

Anonymous

9/23/2021 10:41 AM

Rainnie Drive seems like a parking street to me, I don't see a lot of cars actually use it to get to their destination. I think rainnie should be transformed into a pedestrian and cyclist oriented road. Like Vernon street. Add more greenery, speedhumps, benches, and garbage cans. Make it a space people will want to hang out. Cars should still be able to use the road, but slowly. Parking should be removed from rainnie drive. It's an inefficient use of space as it is right now. Make the space more dense with greenery, benches, and garbage cans, and slow the operating speed of traffic down.

Anonymous

9/23/2021 12:24 PM

I never see any bikes on this street. Get rid of bike lanes.

Anonymous

9/23/2021 02:45 PM

Fixing the bike lane to go straight down duke easily. Also there is no good way for me to bike up rainiee except getting off my bike and walking through the crosswalk

Anonymous

9/23/2021 03:58 PM

More green space

Anonymous

9/23/2021 05:29 PM

Good with how it is

Anonymous

9/23/2021 07:24 PM

Focus on vehicles and bikes/pedestrians no green space needed

Anonymous

9/23/2021 08:12 PM

More signage

Anonymous

9/23/2021 08:25 PM

More sidewalk space

Anonymous

9/23/2021 08:27 PM

Keeping it free from bike lanes

Anonymous

9/23/2021 08:53 PM

Improve the sidewalks. The street, bike lane and parking on Rainnie is fine.

Anonymous

9/23/2021 09:33 PM

Available space for events to park/walk at scotiabank

Anonymous

9/23/2021 11:31 PM

Beautification and seating.

Anonymous

9/24/2021 07:17 AM

Rest stops for older folks trying to move through the uphill area and shade.

Anonymous

9/24/2021 07:32 AM

Redevelopment of former Canada Blood Services and adjacent Centennial side lot (fronting Rainnie) to effectively used space in the downtown.

Anonymous

9/24/2021 08:48 AM

NO MORE BIKE LANES

Anonymous

9/24/2021 10:06 AM

Features that invite pedestrians to use the space safely at all times of the day (separation from cars, street lights)

Anonymous

9/24/2021 12:24 PM

The parking area seems to be confusing to many, I often saw cars parked into the bike lane

Anonymous

9/24/2021 01:44 PM

More pedestrian friendly

Anonymous

9/24/2021 03:08 PM

More car lanes. Less bicycle lanes.

Anonymous

9/24/2021 03:08 PM

More tall buildings and units.

Anonymous

9/24/2021 03:13 PM

A proper protected separated bike lane BOTH WAYS on the road, NOT a bidirectional bike lane that is NOT properly protected.

Anonymous

9/24/2021 03:16 PM

visuals are pretty sad, the fence along the north side would be a great opportunity for public art

Anonymous

9/24/2021 03:17 PM

make it a linear park to connect downtown to the commons

Anonymous

9/24/2021 03:17 PM

Clean up the intersection where it meets Gottingen Street. Perhaps a roundabout here.

Anonymous

9/24/2021 03:18 PM

clean it up, it looks like crap next to our historic citadel hill. copy South Park street!

Anonymous

9/24/2021 03:19 PM

Increase the traffic flow

Anonymous

9/24/2021 03:19 PM

Better pedestrians support.

Anonymous

9/24/2021 03:19 PM

Lowering traffic speeds.

Anonymous

9/24/2021 03:19 PM

Leave it alone.

Anonymous

9/24/2021 03:20 PM

Better bike lane.

Anonymous

9/24/2021 03:20 PM

Fully protect the bike lanes and better signage for car parking. Cars still parking in bike lane out of habit.

Anonymous

9/24/2021 03:23 PM

full wall off the bike lane, have clean and clear entrance plans and lanes for bikes on both ends. Right now you are left to self discover death options as is

Anonymous

9/24/2021 03:24 PM

Same as Brunswick

Anonymous
9/24/2021 03:25 PM
Adding transit stop on Rainnie Dr. There is currently no bus stops anywhere on Rainnie Dr.

Anonymous
9/24/2021 03:27 PM
A pleasant walk through the area

Anonymous
9/24/2021 03:29 PM
leave the traffic lanes alone

Anonymous
9/24/2021 03:29 PM
more bike friendly

Anonymous
9/24/2021 03:30 PM
Make the street one way from the commons to downtown. This will allow more space for pedestrians, cyclists and vehicles.

Anonymous
9/24/2021 03:30 PM
Not much, it is an ugly empty street, good bike route

Anonymous
9/24/2021 03:34 PM
More parking. Events parking needed desperately.

Anonymous
9/24/2021 03:41 PM
Current exit/entry of bike lane onto Brunswick is not at all safe. Often I have seen cars parking in the bike lane on Rainnie - it is a treat to have the bike lane there though

Anonymous
9/24/2021 03:44 PM
Tie into the new Friendship Centre and Citadel Hill environment.

Anonymous
9/24/2021 03:45 PM
Removing parking, street-scaping on the north side, wider sidewalks

Anonymous
9/24/2021 03:48 PM
A properly segregated bicycle route... that connects seamless with other bicycle routes.

Anonymous
9/24/2021 03:52 PM
Put the power/ phone lines underground.

Anonymous
9/24/2021 03:52 PM
Unsure.

Anonymous 9/24/2021 03:53 PM	The strange intersections and street directions need to be sorted out.
Anonymous 9/24/2021 03:53 PM	Nothing
Anonymous 9/24/2021 03:53 PM	Less bike lanes and more parking
Anonymous 9/24/2021 03:55 PM	Less bike lanes.
Anonymous 9/24/2021 03:56 PM	It's currently very bland with little for pedestrians to see in the immediate vicinity which is a let down for such a central area. Better landscaping would help but ultimately there needs to be redevelopment of the ugly empty surface parking lot near the aquatic facility and something other than plain grass on the citadel side. I don't think the street can be saved by just tweaking the street design itself.
Anonymous 9/24/2021 03:57 PM	Not dure
ColinHFX 9/24/2021 03:59 PM	More lighting, wider sidewalks. Protected bike lane for the outbound portion of the lower half of Rainnie from Brunswick to Gottingen.
Anonymous 9/24/2021 04:01 PM	Protect the bike lane from Halifax's illiterate drivers who can't seem to figure out the No parking signs and bright yellow bollards.
Anonymous 9/24/2021 04:02 PM	All the above
Anonymous 9/24/2021 04:06 PM	Making traffic on Rainnie Drive one-way (heading west) only
Anonymous 9/24/2021 04:08 PM	Signage protecting pedestrians and bikers. Safe transition to other streets at both ends

Anonymous

9/24/2021 04:08 PM

Widen it

Anonymous

9/24/2021 04:10 PM

Keep bike lanes!

Anonymous

9/24/2021 04:11 PM

Better access and safety for pedestrians

Anonymous

9/24/2021 04:15 PM

Remove parking adjacent to bike lane and place it on other side of street. Use angle parking to increase number of parking spaces.

Anonymous

9/24/2021 04:16 PM

Art or places to sit/play

Anonymous

9/24/2021 04:16 PM

Safety for pedestrians

Anonymous

9/24/2021 04:17 PM

Put it back the way it was! Right now it's really just a parking lot.

Anonymous

9/24/2021 04:18 PM

Clarification on parking

Anonymous

9/24/2021 04:20 PM

More parking for Citadel Hill and the Scotiabank Centre

Anonymous

9/24/2021 04:21 PM

I have noticed that elderly people avoid it, due to the incline. It might be useful to have some sort of railing installed, as is done in other cities, to be more inclusive.

Anonymous

9/24/2021 04:22 PM

Remove automobile traffic. Use space for low to moderate income housing.

Anonymous

9/24/2021 04:23 PM

Keep cars from parking in bike lanes

Anonymous

trees/greenspace

9/24/2021 04:26 PM

Anonymous

nothing comes to mind

9/24/2021 04:26 PM

Anonymous

n/a

9/24/2021 04:28 PM

Anonymous

make the streets around the hill pedestrain-only

9/24/2021 04:29 PM

Anonymous

Install handicap parking without time limits

9/24/2021 04:31 PM

Anonymous

Safe pedestrian crossings

9/24/2021 04:35 PM

Anonymous

9/24/2021 04:35 PM

Anonymous

protected bike lanes and wider pedestrian walkways

9/24/2021 04:36 PM

Anonymous

Stop impeding traffic

9/24/2021 04:42 PM

Anonymous

Same as above.

9/24/2021 04:46 PM

Anonymous

Add more greenery

9/24/2021 04:46 PM

Anonymous

More protection for the bike lane.

9/24/2021 04:50 PM

Anonymous

Make its current uses clear in the layout of the area. Uses have changed but it still looks like a regular street with sidewalks, so at times walking through I get confused between parking areas, bike lane and the lane left for motor vehicles. There is total separation with Citadel Hill though public use areas could be better merged.

9/24/2021 04:52 PM

Anonymous
9/24/2021 04:54 PM
Same as for Brunswick - Avoid turning it into a forest of signage, concrete barriers etc.

Anonymous
9/24/2021 04:55 PM
remove plastic posts on the Citadel side of the street, they are visually ugly and exist for the benefit of a very few bikers (who do not pay attention to the rules of the road).

Anonymous
9/24/2021 04:55 PM
Getting rid of car access, it's been too dangerous both as a pedestrian and as a cyclist Drivers are never following the rules, commonly parked cars are idling, (illegal) and purposely out both pedestrians and cyclists in danger with bad driver behavior.

Anonymous
9/24/2021 04:59 PM
There are so few routes into downtown I've always seen this as a bus only traffic by pass to scotia Square.

Anonymous
9/24/2021 05:00 PM
occasional bench

Anonymous
9/24/2021 05:05 PM
remove that fucking stupid bike lane and make vehicle parking space.

Anonymous
9/24/2021 05:07 PM
Safer pedestrian crossing where Gottingen meets Rainnie Drive - by Police Station. No vehicle parking on Rainnie Drive would be nice so that sidewalks could be expanded. Bettering fencing to protect from sliding down embankment especially when icy.

Anonymous
9/24/2021 05:10 PM
Simplicity of movement

Anonymous
9/24/2021 05:10 PM
LEAVE IT ALONE! STOP MESSING WITH OUR CITY WITH YOUR DUMB PROJECTS DESIGNED BY PEOPLE WHO AREN'T EVEN FROM AROUND HALIFAX

Anonymous
9/24/2021 05:11 PM
traffic flow

Anonymous
9/24/2021 05:19 PM
Not sure

Anonymous 9/24/2021 05:27 PM	I don't use Rainnie Drive.
Anonymous 9/24/2021 05:27 PM	Increasing shade and tree cover
Anonymous 9/24/2021 05:29 PM	Better Pedestrain/Bike/Transit. Public Washroom, Water Stations
Anonymous 9/24/2021 05:45 PM	Not sure
Anonymous 9/24/2021 05:47 PM	Shade trees both sides, some wind breaks
Anonymous 9/24/2021 06:03 PM	Steps to go up amd down the hill. That are cleared of ice and snow.
Anonymous 9/24/2021 06:09 PM	Bike lanes should be on both sides of the road.
Anonymous 9/24/2021 06:14 PM	Take out the bike lane and make it back into a two way street. So much of the population lives outside of downtown, but we need businesses to thrive downtown, no one wants to take a bus from sackville to go shopping. We need cars to be able to get in and out and park.
Anonymous 9/24/2021 06:40 PM	Considerate transitions of cyclists. Green space provision on both sides.
Anonymous 9/24/2021 06:52 PM	more parking and better access.
Anonymous 9/24/2021 07:06 PM	No parking on both sides of the street
Anonymous 9/24/2021 07:18 PM	To create green space and easy flow of all forms of transportation. Cars do not deserve priority

Anonymous

9/24/2021 07:20 PM

Reinstate the left turn lane from Rainnie Drive

Anonymous

9/24/2021 07:22 PM

I'm not a fan of 2-way bike lanes as pedestrians do not look both ways when they cross and get surprised by a bike coming the other way

Anonymous

9/24/2021 07:28 PM

Pedestrian bike friendly

Anonymous

9/24/2021 07:36 PM

All of the above

Anonymous

9/24/2021 07:44 PM

Connection to North Park bike lane

Anonymous

9/24/2021 07:50 PM

Taller buildings

Anonymous

9/24/2021 07:55 PM

parking

Anonymous

9/24/2021 08:12 PM

I think it's fine the way it is

Anonymous

9/24/2021 08:38 PM

Make the street more fun

Anonymous

9/24/2021 08:47 PM

Fine as is.

Anonymous

9/24/2021 09:14 PM

Rainnie Dr. isn't a place. It the way to a place. Keep it flowing.

Anonymous

9/24/2021 09:56 PM

Make the connection easier and more clearly marked between Brunswick St. bikelane and Rainnie.

Anonymous

9/24/2021 10:04 PM

Make it attractive for people to visit.

Anonymous

9/24/2021 10:06 PM

I work in the immediate area. The accommodation for bicycles exceed the use of this space by cyclist

Anonymous

9/24/2021 10:07 PM

Parking, for easy access to the waterfront because downtown is getting really bad for parking

Anonymous

9/24/2021 10:17 PM

Reduce the width of the bike lane too big and not used.

Anonymous

9/24/2021 10:36 PM

Same as Brunswick st

Anonymous

9/24/2021 11:08 PM

Same as above

Anonymous

9/24/2021 11:25 PM

Improve cycling and pedestrian infrastructure. DO NOT make it easier for cars to use the streets.

Anonymous

9/24/2021 11:48 PM

likely parking as it seems we have removed parking to replace it with bike lanes that are hardly ever used (esp in winter)

Anonymous

9/25/2021 12:24 AM

Less hill more thrill

Anonymous

9/25/2021 04:24 AM

keep bike lanes away from it!

Anonymous

9/25/2021 05:22 AM

nothing as it has already been done

Tobyl

9/25/2021 06:07 AM

To not install ugly blocks not bike lanes. Halifax you are preventing anyone from going downtown. Only the people living there go there now with current ugly changes.

Anonymous

9/25/2021 07:50 AM

Make bites ride on sidewalks

Anonymous

9/25/2021 08:08 AM

No comment

Anonymous 9/25/2021 08:13 AM	Widening of the sidewalk on the south side; it is often crowded pre and post Scotiabank Centre events. Addition of protected bike lanes and narrowing of the travel lane, along with supplementary landscaping.
Anonymous 9/25/2021 08:52 AM	Safe sidewalks on both sides of the street
Anonymous 9/25/2021 09:10 AM	More trees
Anonymous 9/25/2021 09:11 AM	Eliminate parking.
Anonymous 9/25/2021 09:34 AM	Unidirectional, Protected bike lanes Parking next to the curb
Anonymous 9/25/2021 10:22 AM	Green space.
Anonymous 9/25/2021 10:47 AM	Take bike lanes out, repave street, improve sidewalks
Anonymous 9/25/2021 10:56 AM	The intersection at the end (with Gottingen) is complex and not straightforward. It makes for unpredictable behaviour by drivers.
Anonymous 9/25/2021 11:11 AM	More parking
Anonymous 9/25/2021 11:18 AM	More trees
Anonymous 9/25/2021 11:56 AM	More space for pedestrians
Anonymous 9/25/2021 12:35 PM	Lower the grade at the bottom end near Brunswick for wheelchairs and walkers and even mobility scooters

Anonymous

9/25/2021 01:03 PM

Put it back the way it was, traffic in both directions without bike lanes hardly anyone uses.

Anonymous

9/25/2021 01:15 PM

Restore right lane turn onto Brunswick St.

Anonymous

9/25/2021 01:47 PM

Rainnie Drive is not much used by pedestrians as it is hot and there is nothing there except fast moving traffic. When cycling, I use Portland Place to go up the hill because there is less traffic and it is more pleasant. I am usually lugging a cart behind the bike to do grocery shopping and I move slowly. I am over 65 years old.

Anonymous

9/25/2021 01:47 PM

AAA Biking facilities

Anonymous

9/25/2021 01:48 PM

Less parking

Anonymous

9/25/2021 02:23 PM

Nothing. Leave Rainnie Drive alone.

Anonymous

9/25/2021 02:49 PM

turn it back to the way it was

Anonymous

9/25/2021 04:12 PM

More parking

Anonymous

9/25/2021 04:26 PM

NO BIKE LANES - Waste of TAX DOLLARS

Anonymous

9/25/2021 04:55 PM

Clearer signage re: not parking in bike lanes.

Anonymous

9/25/2021 05:31 PM

parking on just one side and a wider sidewalk and it would be super if the feds (citadel hill) could plow their sidewalk !!!!

Anonymous

9/25/2021 05:33 PM

Similar to Brunswick. More space for pedestrians to enjoy Citadel hill and area.

Anonymous
9/25/2021 06:16 PM
A better intersection at Duke - this is a tough spot on a bike, and a really wide crossing for pedestrians.

Anonymous
9/25/2021 06:29 PM
Get rid of it altogether and turn into public space and a bike/pedestrian lane

Anonymous
9/25/2021 07:02 PM
Same as above.

Anonymous
9/25/2021 08:57 PM
extending the two directional bike lane to Brunswick

Anonymous
9/25/2021 09:24 PM
street widening for vehicular traffic,

Anonymous
9/26/2021 02:18 AM
More for pedestrians.

Anonymous
9/26/2021 04:05 AM
Parking

Anonymous
9/26/2021 08:11 AM
Perhaps making it a two way for traffic. We have to be honest. We are a Nordic climate. There are approximately 100 cyclists in the city and we are destroying the Downtown function and look and feel to accommodate. Many old cities throughout Europe do not have bike lanes and the cyclists join the cars on the street.

Anonymous
9/26/2021 09:16 AM
eliminate cars

Anonymous
9/26/2021 09:48 AM
Public washroom availability

Anonymous
9/26/2021 11:08 AM
Sidewalk use and green space.

Anonymous
9/26/2021 11:11 AM
no specific thoughts

Anonymous

9/26/2021 11:33 AM

Complete access to 2 way bike lane from Brunswick

Anonymous

9/26/2021 12:16 PM

Better traffic flow

Anonymous

9/26/2021 01:13 PM

Make it narrower now that it's one direction

Anonymous

9/26/2021 01:54 PM

NOT including more bloody bike lanes! These are going up all over the city. Bike lanes make several erroneous assumptions: (1) most commuters are able-bodied, fit, young adults; (2) many commuters want to use bikes year-round (rather than for the few months that those who can use bikes typically use them); and (3) the only people who matter in HRM are those who close enough to where they work/go to school for a quick little bike ride into the core. Meanwhile, we have a spectacularly crappy public transit system which doesn't serve many outlying areas with affordable housing *at all*, rents/housing costs on the peninsula and anywhere near it are through the roof, (with the city doing virtually nothing to change this), and many major employers and educational institutions remain in the downtown core. What this means is that a great many HRM residents are having to commute in, often from far afield, on increasingly narrow or closed roads. This happens because rich residents don't want the Great Unwashed bringing their cars down 'their' roads (even though all of us non-peninsula-dwellers are paying taxes, often for far less service and certainly less consideration than the peninsula-dwellers get!) and/or a few rich people or students enjoy riding their bikes to work/school. The result is increasingly an HRM that works only for students and fit, rich yuppies in their 20s to 40s. Anyone who thinks this is the average HRM resident doesn't know much about demographics or the history of this city of largely have-nots. I am beyond sick of the elitist approach to city planning in this region, which leaves the working class, the disabled, the elderly, and the racialized--in other words, anyone who can't afford to live on the peninsula--completely screwed.

Anonymous

9/26/2021 02:03 PM

I do not user Rainnie Drive and cannot provide useful feedback.

Anonymous

9/26/2021 02:07 PM

Better crosswalks at the top of the hill - many cars blow right through them

Anonymous 9/26/2021 02:18 PM	Easy access to Centennial Pool
Anonymous 9/26/2021 02:31 PM	Remove bike lanes for easier traffic.
Anonymous 9/26/2021 02:54 PM	green green green
Anonymous 9/26/2021 03:18 PM	leave it lone. Save tax dollars
Anonymous 9/26/2021 03:36 PM	The intersection at Gottingen and Rainnie is clearly a compromise of ideas. It would be nice to see this intersection redeveloped so it's clear where cars, bikes and people can enter it from. As it is right now, it's not obvious to where you need to look while driving or cycling.
Anonymous 9/26/2021 04:04 PM	Cancel this and leave it alone ffs
Anonymous 9/26/2021 04:18 PM	Change back to 2 way traffic
Anonymous 9/26/2021 04:46 PM	safe for pedestrians
Anonymous 9/26/2021 05:21 PM	Making the street wider
Anonymous 9/26/2021 06:25 PM	Leave it alone.
Anonymous 9/26/2021 06:29 PM	I don't use the street at the moment other than a pass through. So any thing that would encourage more pedestrians use
Anonymous 9/26/2021 06:50 PM	again more greenery and better tactile warnings

Anonymous

9/26/2021 07:33 PM

It's great

Anonymous

9/26/2021 07:46 PM

Smooth pavement for rollerblading -

Anonymous

9/26/2021 07:52 PM

garbage cans to reduce trash, better drainage from Citadel Hill to reduce ice in winter

Anonymous

9/26/2021 08:28 PM

Green spaces and street furniture.

Anonymous

9/26/2021 09:52 PM

I have no comment here

Anonymous

9/26/2021 11:39 PM

Landscaping and public fixtures

Anonymous

9/27/2021 12:47 AM

Widening sidewalk. Narrow!

Anonymous

9/27/2021 08:02 AM

Again, remove bicycles

Anonymous

9/27/2021 08:04 AM

Convert it into a pedestrian/bike path only.

Anonymous

9/27/2021 08:57 AM

More clear signage that you cannot turn onto Rainnie from Gottingen

Anonymous

9/27/2021 09:08 AM

Better walkway and bike lane

Anonymous

9/27/2021 09:10 AM

Get rid of the ridiculous bike lane. Pave the street, its an eyesore. Return to two way traffic as route out of downtown.

Anonymous

9/27/2021 09:16 AM

Add a lane going up the hill to help the flow of traffic

Anonymous

9/27/2021 09:26 AM

Parking

Anonymous

9/27/2021 09:37 AM

Something to draw you there. Even commercial like galleries.
More trees.

Anonymous

9/27/2021 09:50 AM

add more greenery

Anonymous

9/27/2021 10:02 AM

Traffic in and out of down town.

Anonymous

9/27/2021 10:07 AM

Not sure

Anonymous

9/27/2021 10:07 AM

Improve sidewalks

Anonymous

9/27/2021 10:10 AM

Trees and better spaces for pedestrians.

Anonymous

9/27/2021 10:30 AM

improvement to the west bound access to the Rainnie drive bike lane from Gottingen Street

Anonymous

9/27/2021 10:37 AM

it main use is a thru fair from the commons region, to downtown, and will become substantially busier as the Cogswell redevelopment begins. I truly believe Halifax's biggest barrier to growth is about to be traffic. The population of our city seems to have swelled during the pandemic, and we are already seeing record traffic jams, without a real return of tourism. And while it would be nice for everyone to ride a bike, its not feasible for many. (and I would argue, its not feasible for most, 5 months of the year)

Anonymous

9/27/2021 11:12 AM

Beautification. Doing so without taking away green space from the citadel.

Anonymous

9/27/2021 11:13 AM

Bury the utilies and plant trees, lots of trees

Anonymous

9/27/2021 11:20 AM

trees and public art, seperated bike lanes

Anonymous

9/27/2021 11:21 AM

Improve accessibility to the protected bike lane and trees for shading (rules governing the historic Citadel permitting) and benches for people to relax and enjoy the scenery

Anonymous

9/27/2021 12:58 PM

Free parking

Anonymous

9/27/2021 01:02 PM

You need to be able to exit that bike lane a bit easier, to continue straight down from Gottingen to Duke. Lots of people do that.

Anonymous

9/27/2021 01:17 PM

Bike lane on both sides

Anonymous

9/27/2021 01:39 PM

leave it as it is

Anonymous

9/27/2021 02:20 PM

Improve through way for pedestrians, access to citadel hill.

Anonymous

9/27/2021 02:22 PM

Access in/out of protected bike lane at Rainnie/Gottingen. I live at 1901 Gottingen and it is dangerous for me to access bicycle infrastructure from my building. Priority street sweeping in this area. Unfortunately I have encountered plenty of sharp (not tempered) broken glass in this bike lane

Anonymous

9/27/2021 02:26 PM

That awkward 'new' intersections with Gottingen

Anonymous

9/27/2021 03:25 PM

Keep the parking. Do not build protected bike lanes. The painted ones are fine.

Anonymous

9/27/2021 04:56 PM

make it two way car traffic, one two way bike lane and two regular size side walks, plant trees on both sides of street.

Anonymous

9/27/2021 05:07 PM

Rainnie drive is great! A formal trail connecting it to citadel hill would be nice.

Anonymous

9/27/2021 05:27 PM

More trash cans. Citadel hill is a popular place to walk dogs and have lunch. People are always leaving their trash on the hill and next to the side walk because there is only trash cans at the top.

Anonymous

9/27/2021 07:15 PM

Sidewalk widening and improved lighting would be beneficial to link the Gottingen, Commons and Brunswick areas. At night time this is a common route for restaurant goers travelling to/from North and Central areas of Halifax to Downtown so improved lighting would allow for safer walking.

Anonymous

9/27/2021 07:31 PM

Flow of traffic.

Anonymous

9/27/2021 08:47 PM

Not enough public parking

Anonymous

9/27/2021 10:50 PM

Horrible right turn coming down Rainnie drive to turn onto Brunswick street now that the bike lane is in. Feels like I will hit a pedestrian / biker every time I take it because there is so much going on in that turn

Anonymous

9/27/2021 10:59 PM

Slip and slide. :)

Anonymous

9/27/2021 11:03 PM

The redevelopment of the old Red Cross Building will add some life to the block.

Anonymous

9/28/2021 12:39 AM

Bike lanes while keeping one lane and the same amount of parking

Anonymous

9/28/2021 07:05 AM

I feel like people rip down the road at 80km/hr. Maybe speed bumps?

Anonymous

9/28/2021 07:16 AM

Same as Brunswick.

Anonymous

9/28/2021 07:54 AM

It's a dead zone - make it look nicer

Anonymous

9/28/2021 08:20 AM

leave as is

Anonymous

9/28/2021 09:38 AM

Underground the service wires. Density the properties opposite the citadel to create a more inviting, enjoyable space instead of just a pass through street.

Anonymous

9/28/2021 09:50 AM

Space for pedestrians and ensuring lights have enough time for crossing.

Anonymous

9/28/2021 09:53 AM

More trees and some pedestrian amenities

Anonymous

9/28/2021 10:29 AM

Same as above! Making people a priority over cars

Anonymous

9/28/2021 10:53 AM

Clear markings and clearer instructions for parking.

Anonymous

9/28/2021 11:06 AM

The addition of more trees along the citadel of the street would improve the look of the area and add a wind break.

Anonymous

9/28/2021 01:04 PM

more integration into the downtown area

Anonymous

9/28/2021 01:22 PM

Slow down the cars

Anonymous

9/28/2021 02:49 PM

a truly safe space for cyclists

Anonymous

9/28/2021 03:34 PM

put a parking lot somewhere there and replace the street with a pedestrian/bicycle lane.

Anonymous

9/28/2021 05:50 PM

Keep parking and bike lanes.

Anonymous

Better connection to brunswick st bike lane

9/28/2021 07:09 PM

Anonymous

9/28/2021 07:20 PM

Protected bike lane in both directions (can be 1 wide bi-directional bike lane)

Anonymous

9/28/2021 08:17 PM

Better car access.

Anonymous

9/28/2021 08:32 PM

It should be connected to the roundabout. It's ridiculous that it's a right turn, 20m after you exit the roundabout. WTF?

Anonymous

9/28/2021 08:38 PM

Trees

Anonymous

9/28/2021 09:25 PM

Doing something about that weird hybrid bike lane that's just taken up a lane - a wider pedestrian path would be good too... in covid times You frequently have to walk into the bike lane to get by people... if it's continuing down toward the roundabout - building a path where people have put a worn path straight across to the crosswalk towards the commons would be good also.

Anonymous

9/28/2021 10:12 PM

See Brunswick suggestion.

Anonymous

9/28/2021 10:30 PM

A wider, treed and improved pedestrian travel zone which seamlessly integrates/joins onto the edge of the Citadel's grounds.

Anonymous

9/29/2021 12:47 AM

Bike lane, landscaping

Anonymous

9/29/2021 01:23 AM

Make it more bike friendly.

Anonymous

9/29/2021 02:41 AM

Accommodate traffic

Anonymous

9/29/2021 02:54 AM

Crosswalks

Anonymous

9/29/2021 07:22 AM

Make it more pedestrian/bike friendly both physically and sensory.

Anonymous

9/29/2021 08:34 AM

Remove the parking. Halifax should not be in the business of providing cheap parking downtown.

Anonymous

9/29/2021 10:29 AM

A hard divider between parking and the bike lane would be aces. Also, the bike lane should be single-direction. If you're aiming for all ages and abilities, you must recognize that people unskilled with bicycles swerve all over the lane. Having them swerve into your path while travelling over 20 km/h is dangerous. Putting a cyclist into that situation at 35+ km/h (which is quite easy while descending toward Gottingen and Brunswick) is downright negligent.

Anonymous

9/29/2021 10:38 AM

Wider sidewalk on Citadel hill side of Rannie drive from Brunswick to North Park. Have to walk in the bike lane or on Citadel Hill to pass other pedestrians after Scotiabank Center events due to higher pedestrian congestion.

Anonymous

9/29/2021 10:48 AM

When I bike up Duke Street, in order to keep continuing up I have to get over to the bike lane. So I either have to cross 2 cross walks at Brunswick or go up Rainnie on the right hand side not in a bike lane and then cross at the police station over to the bike lane. It's doable obviously but I wish there were a better way to transition to the bike lane. Also, coming down Rainnie to the Brunswick Street intersection on a bike, I wish there was no right turn on reds for cars because it makes it more dangerous for bikes trying to go straight down Duke. Also please ensure the opening from the bike lane back onto the road is wide enough - I have a mountain bike with wide handle bars and it's a bit tight!

Anonymous

9/29/2021 10:58 AM

Fully protected bike lane. Improved lanes and dedication for cyclists moving from Brunswick on to Rainnie.

Anonymous

9/29/2021 11:04 AM

allowing space for pedestrians rather than being forced into traffic when several pedestrians are oncoming and access to benches

Anonymous

9/29/2021 11:15 AM

Bike lanes trees

Anonymous

9/29/2021 11:40 AM

Improve the intersection where Gottingen St turns into Rainnie Drive. The cross walks need lights and the sidewalks need to be wider. Driving seems fine here. An upgrade to that old dog park would be amazing too.

Anonymous

9/29/2021 11:58 AM

More space for pedestrians with green spaces

Anonymous

9/29/2021 01:25 PM

Rainnie is more of a through street than Brunswick with no businesses and less reasons to stop and sit on a bench, etc. Therefore the biggest improvement to be made would be to use the money earmarked for even better Brunswick improvements.

Anonymous

9/29/2021 01:29 PM

Make it more vibrant for pedestrians. It can feel like a long stretch to walk with fewer eyes on the street and no incremental 'touch points' which influences perception of safety and enjoyment due to the few buildings (i.e. it's a vehicle thoroughfare). Though Citadel is nice, it still feels like a no-person land failing to give a feeling of connection between Commons and Downtown.

Anonymous

9/29/2021 01:38 PM

Since it's right across Citadel Highschool and the Citadel public parking a big issue. It's an important area for students and general public so more work towards a green space and artwork would be incredible

Anonymous

9/29/2021 02:56 PM

clear signage on HOW to park

Anonymous

9/29/2021 03:27 PM

A few benches and picnic tables - something to make it less of a wasteland between the common and the entrance to downtown. And replace that ugly welcome to halifax sign at the police station. I also wonder about the opportunities for public space(not condos) when the old red cross building and the police station come down/are renovated. Also, how will this connect with the redevelopment of cogswell?

Anonymous

9/29/2021 03:30 PM

Don't know.

Anonymous

A better bike connection on Westbound to get into the roundabout

9/29/2021 06:41 PM

on North Park Street. Currently switching between pedestrian and cyclist and pedestrian rapidly is not safe or effective

Anonymous

9/29/2021 06:45 PM

Create a bunch of bike trails on citadel hill. Encourage folks to drive on different routes.

Anonymous

9/29/2021 08:53 PM

You messed up Rainnie street when you made it one way - return it to two way traffic flow so as to eliminate the need to go around the Centennial Pool

Anonymous

9/29/2021 09:58 PM

make it a more comfortable and pedestrian friendly area to walk in rather than a slim sidewalk

Anonymous

9/29/2021 10:09 PM

Broader pedestrian walkways and some spots for Mobile vending trucks specially food and snacks

Anonymous

9/29/2021 10:26 PM

Multiuse trail was built in Ahern.

Anonymous

9/29/2021 10:29 PM

Restore the parking it used to have.

Anonymous

9/29/2021 10:29 PM

Separate the bike lane and make it continuous down the hill to Hollis. Other than that the street is fine for driving

Anonymous

9/29/2021 11:04 PM

Bring back 2 way traffic.

Anonymous

9/29/2021 11:23 PM

Nothing wrong with it

Anonymous

9/30/2021 01:24 AM

Parking

Anonymous

9/30/2021 07:30 AM

Nothing, it was completely re done 3 years ago

Anonymous

Tree trim.

9/30/2021 08:48 AM

Anonymous

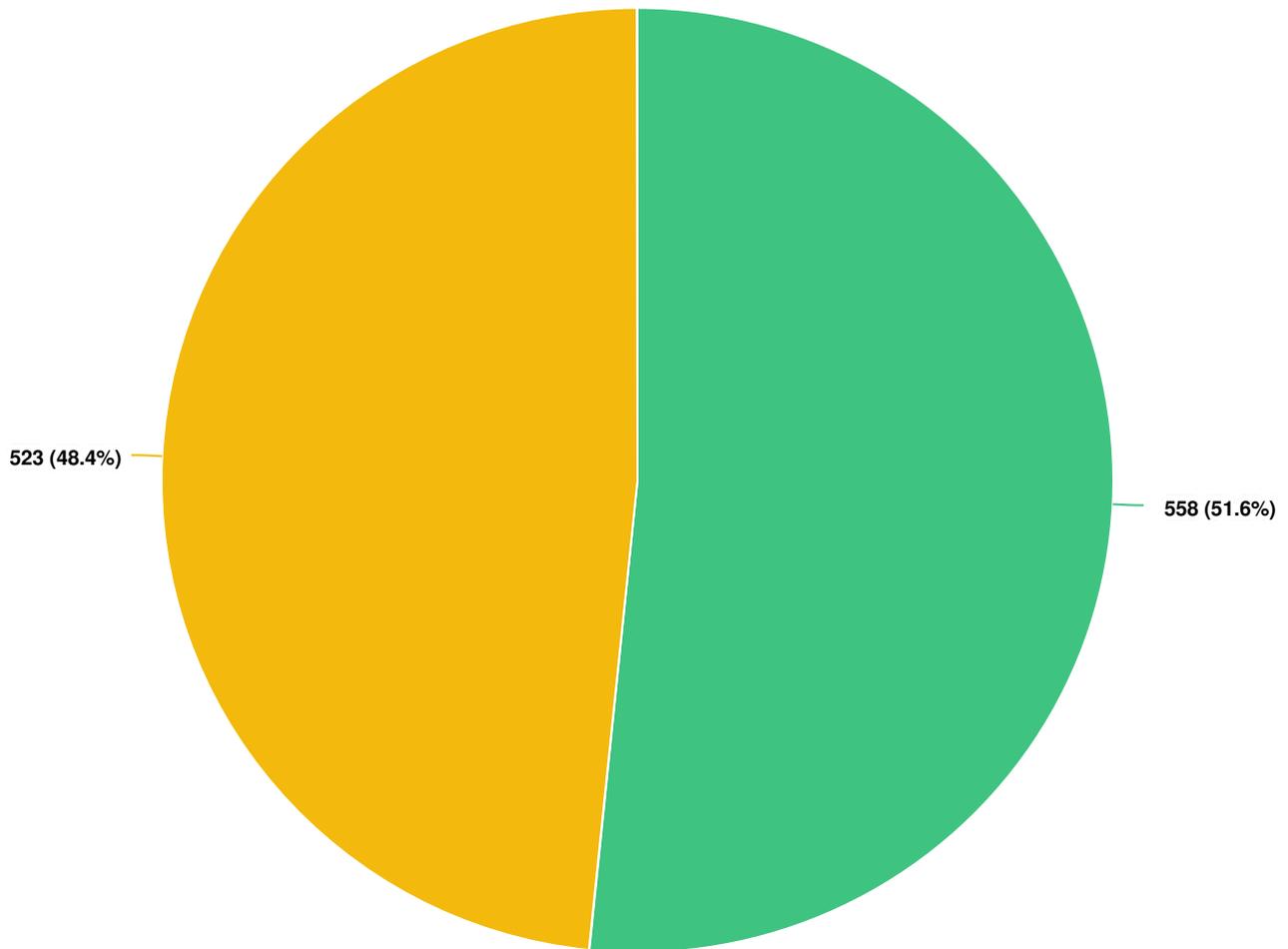
Parking

9/30/2021 08:59 AM

Optional question (679 response(s), 420 skipped)

Question type: Essay Question

Q7 | Have you viewed the online presentation and / or reviewed the slides?

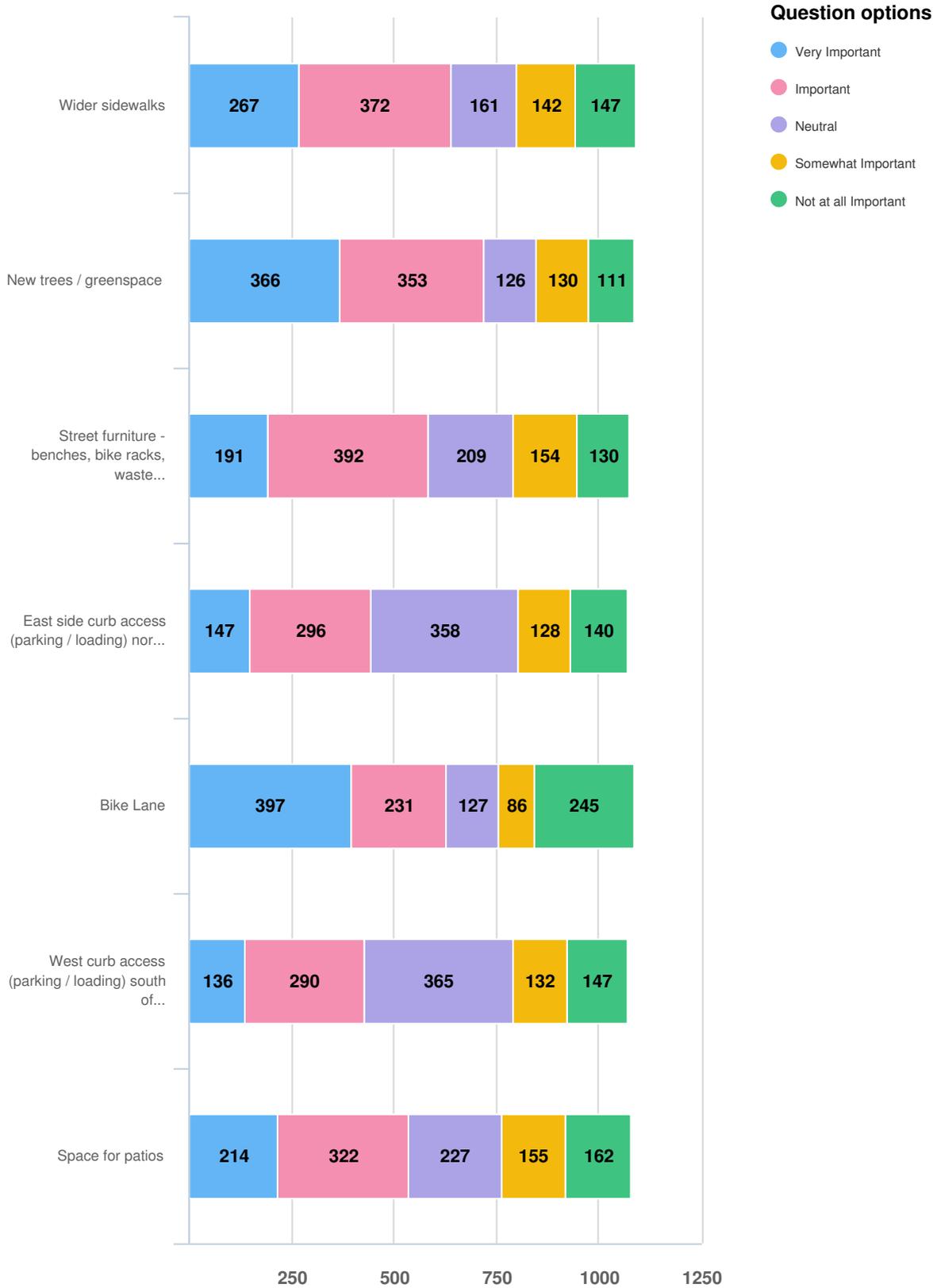


Question options

- no
- yes

*Optional question (1081 response(s), 18 skipped)
Question type: Radio Button Question*

Q8 How important are each of the proposed features to you?



Optional question (1096 response(s), 3 skipped)
Question type: Likert Question

Q8 | How important are each of the proposed features to you?

Wider sidewalks

Very Important : 267



Important : 372



Neutral : 161



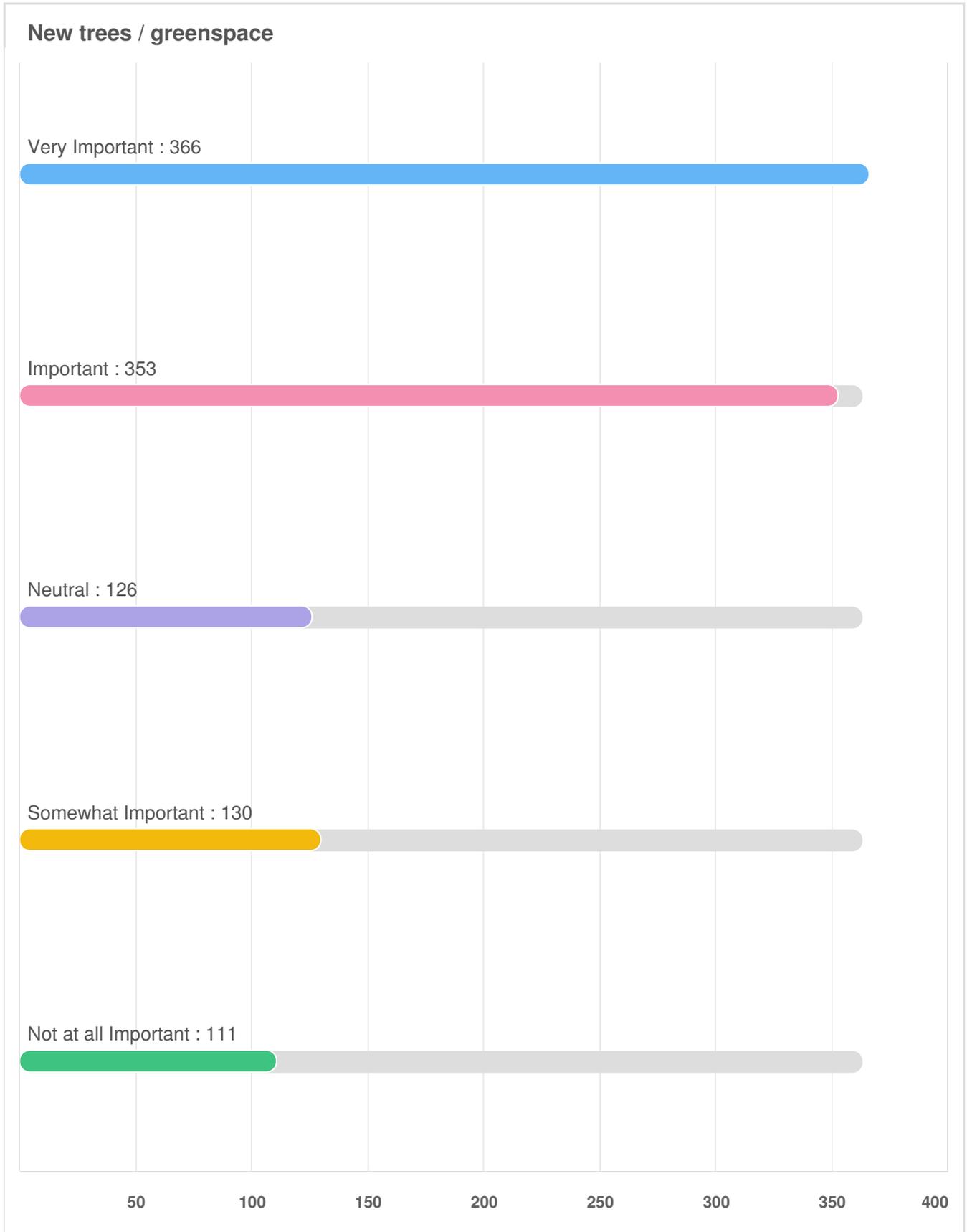
Somewhat Important : 142



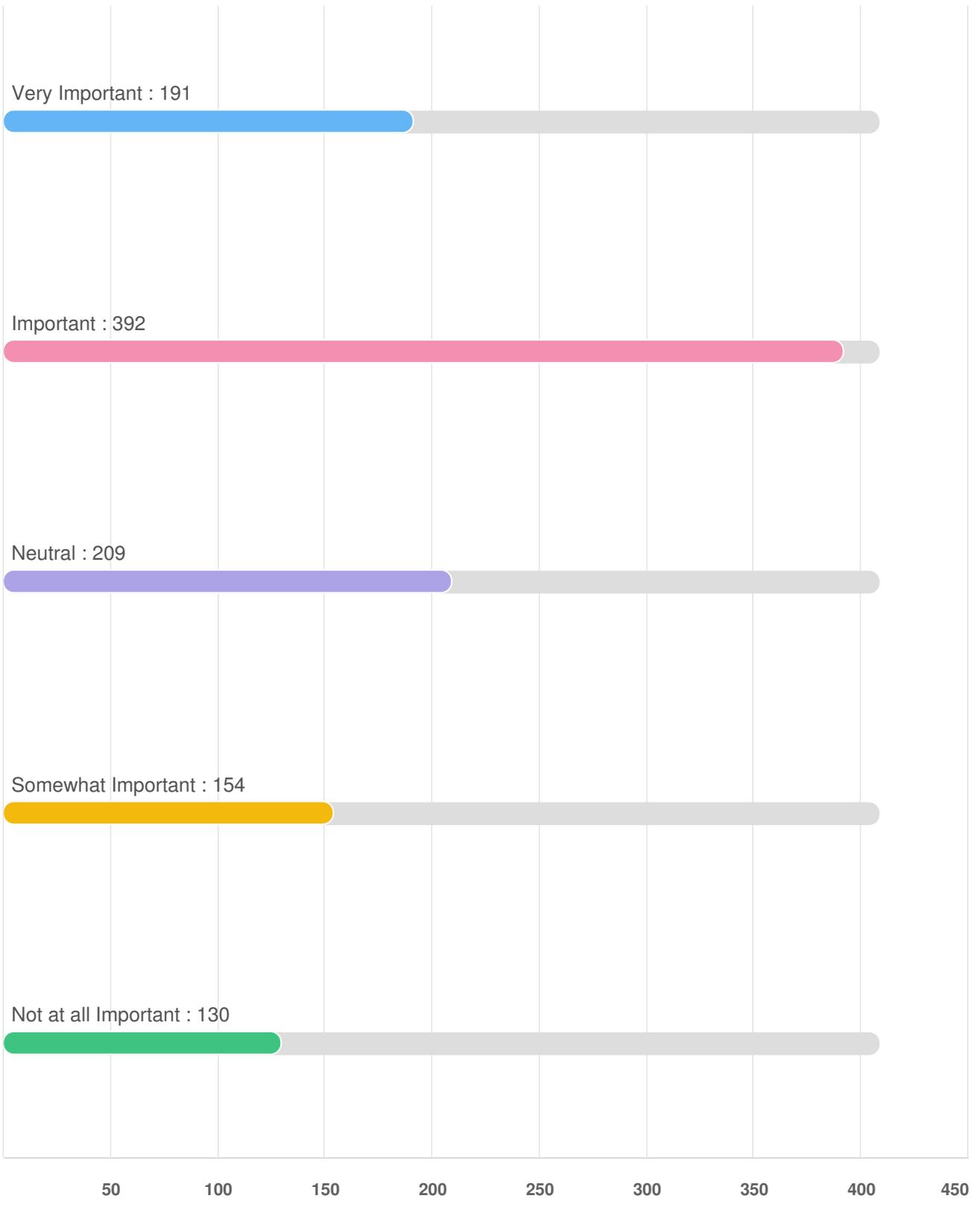
Not at all Important : 147



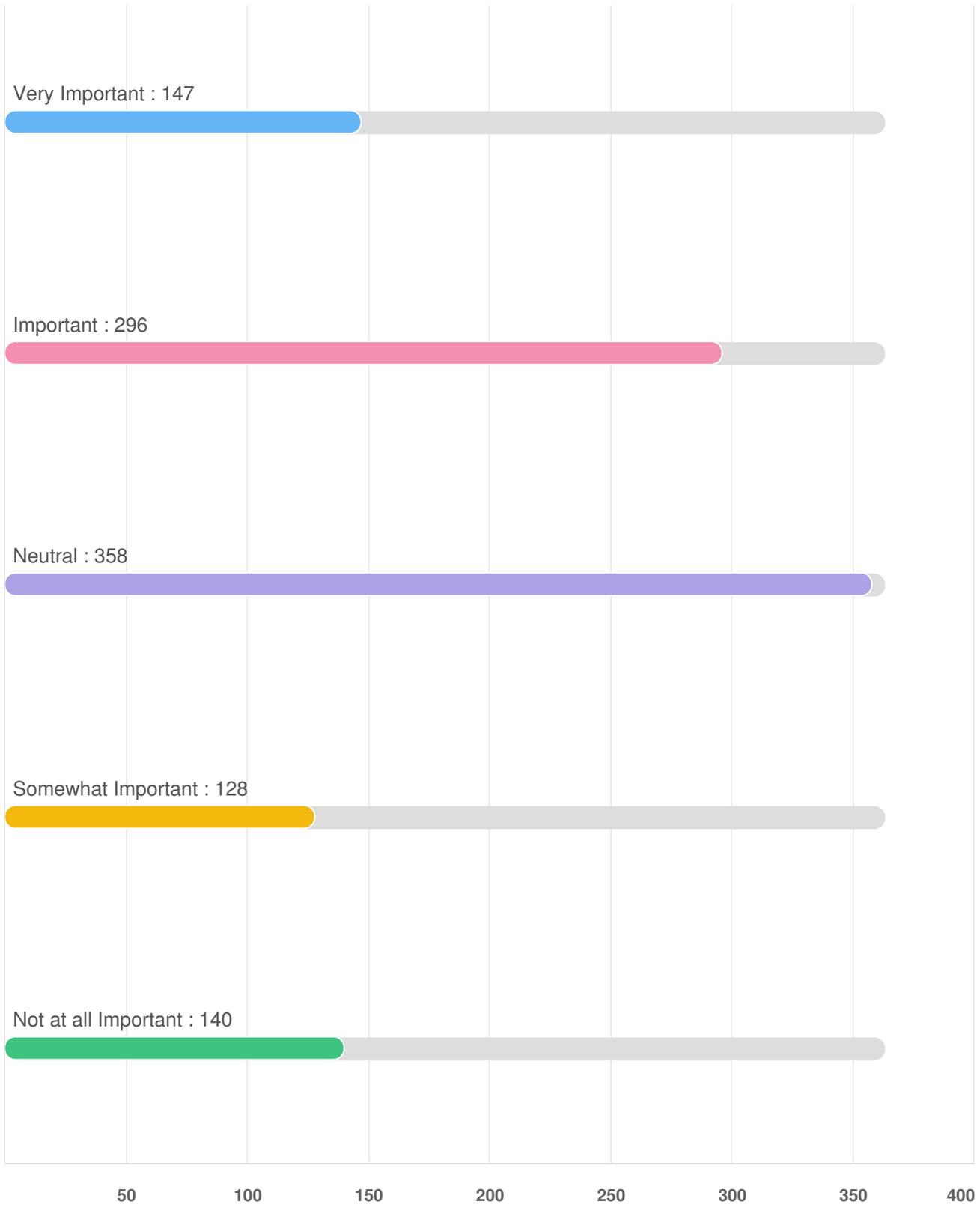
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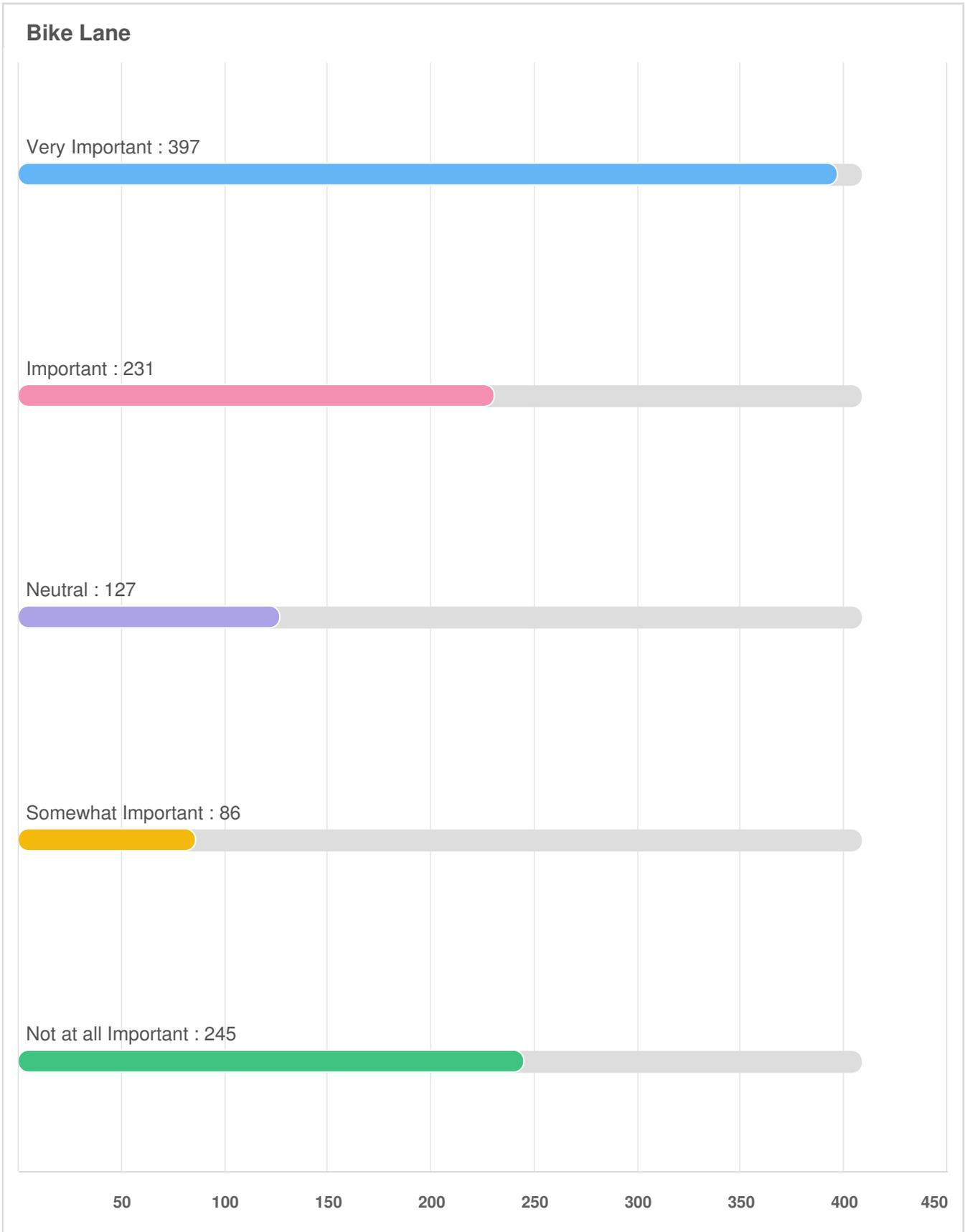


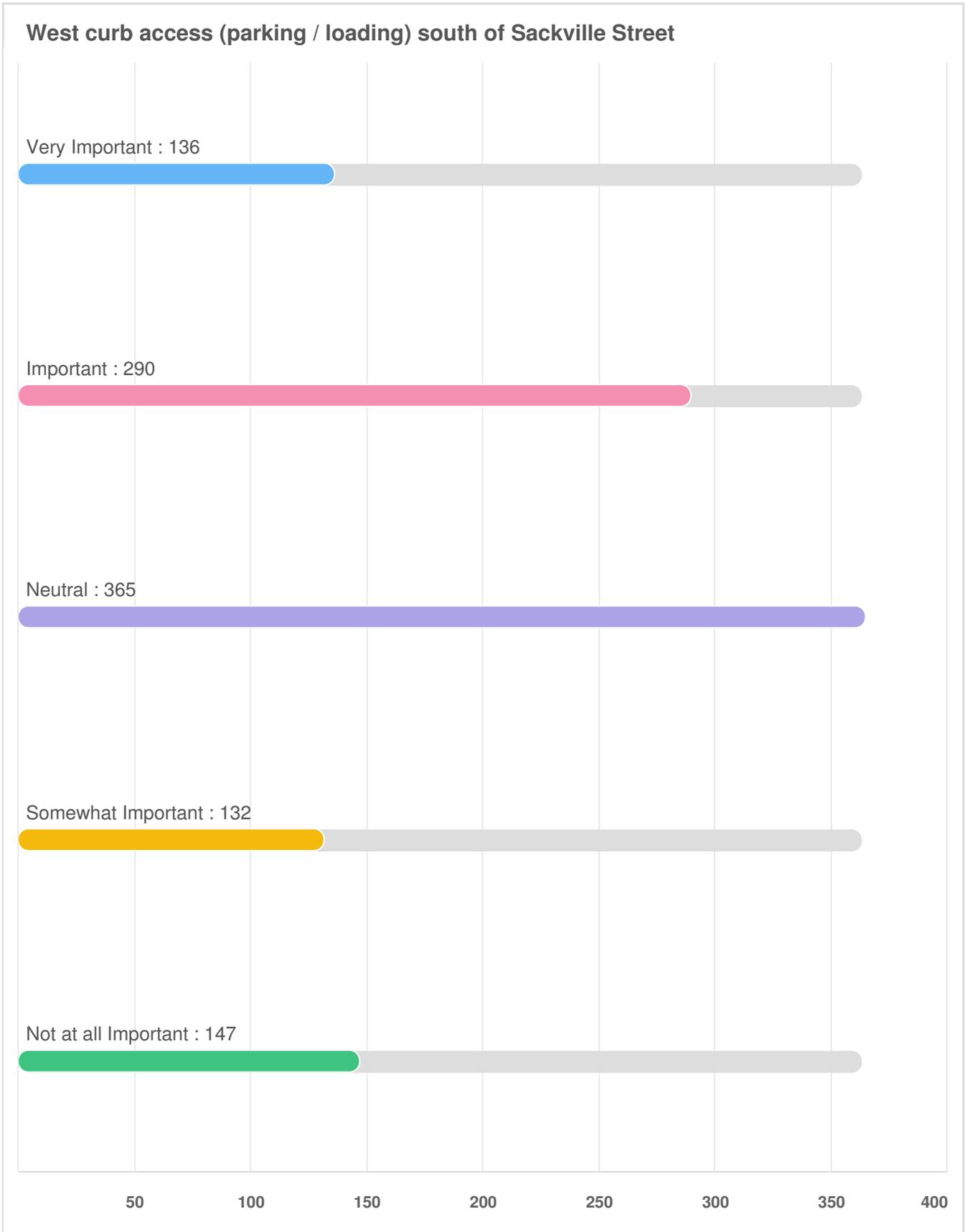
Street furniture - benches, bike racks, waste receptacles

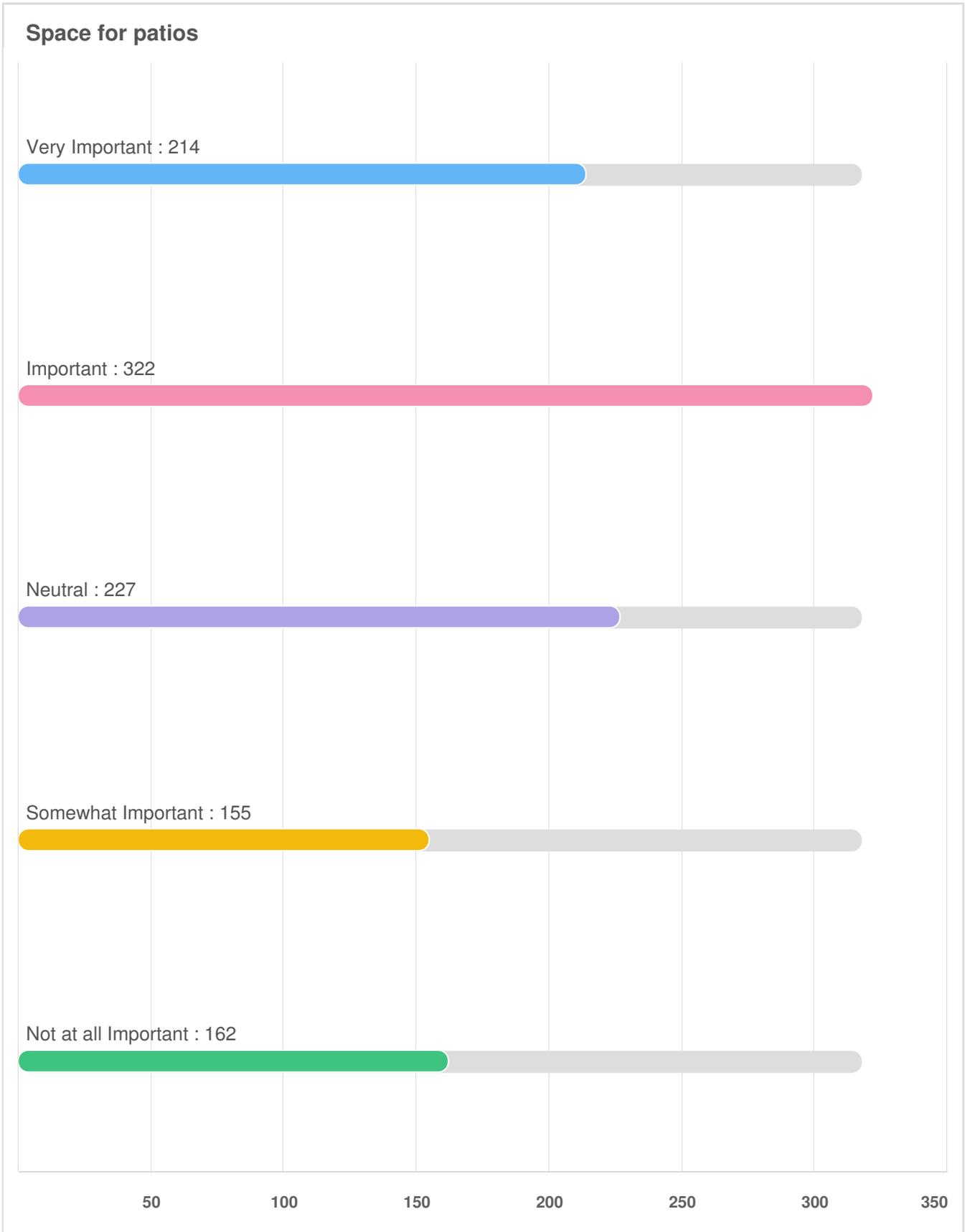


East side curb access (parking / loading) north of Sackville Street

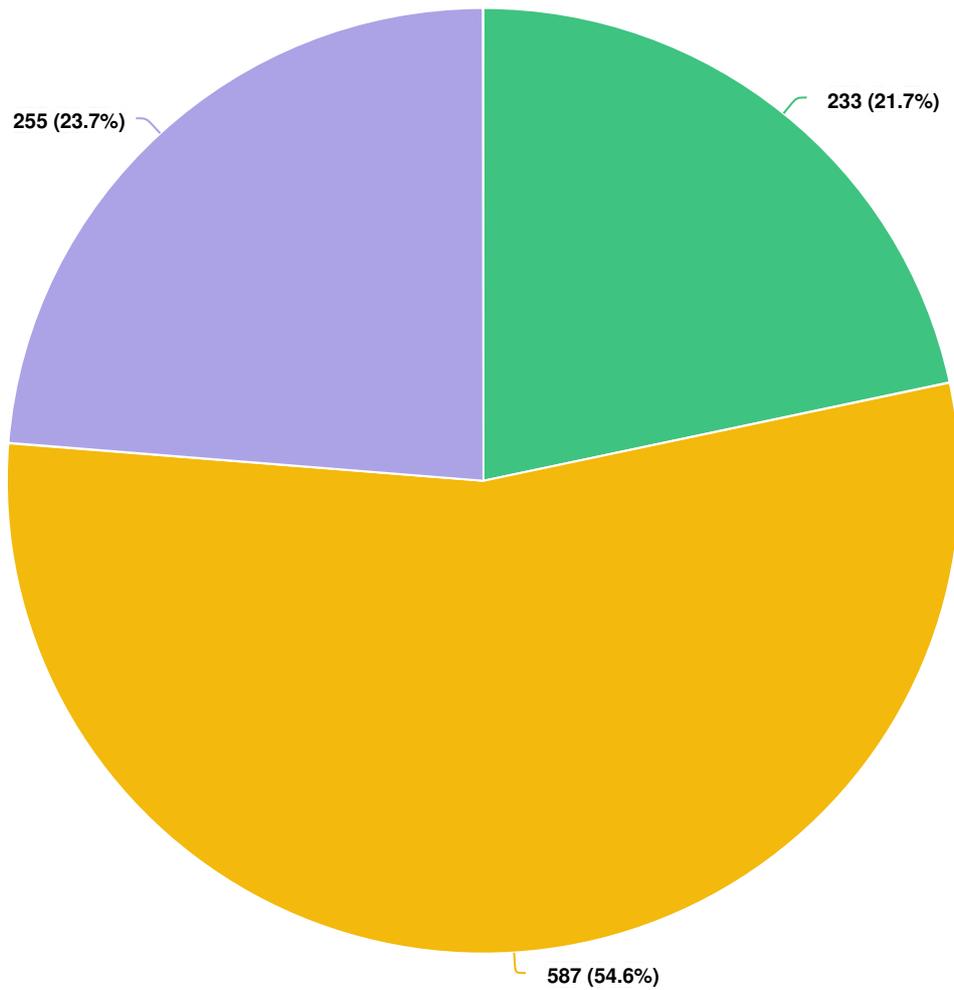








Q9 | Of the 3 options provided for Brunswick Street, which do you prefer for the 23.3m width?
(Cogswell Street to Carmichael Street)

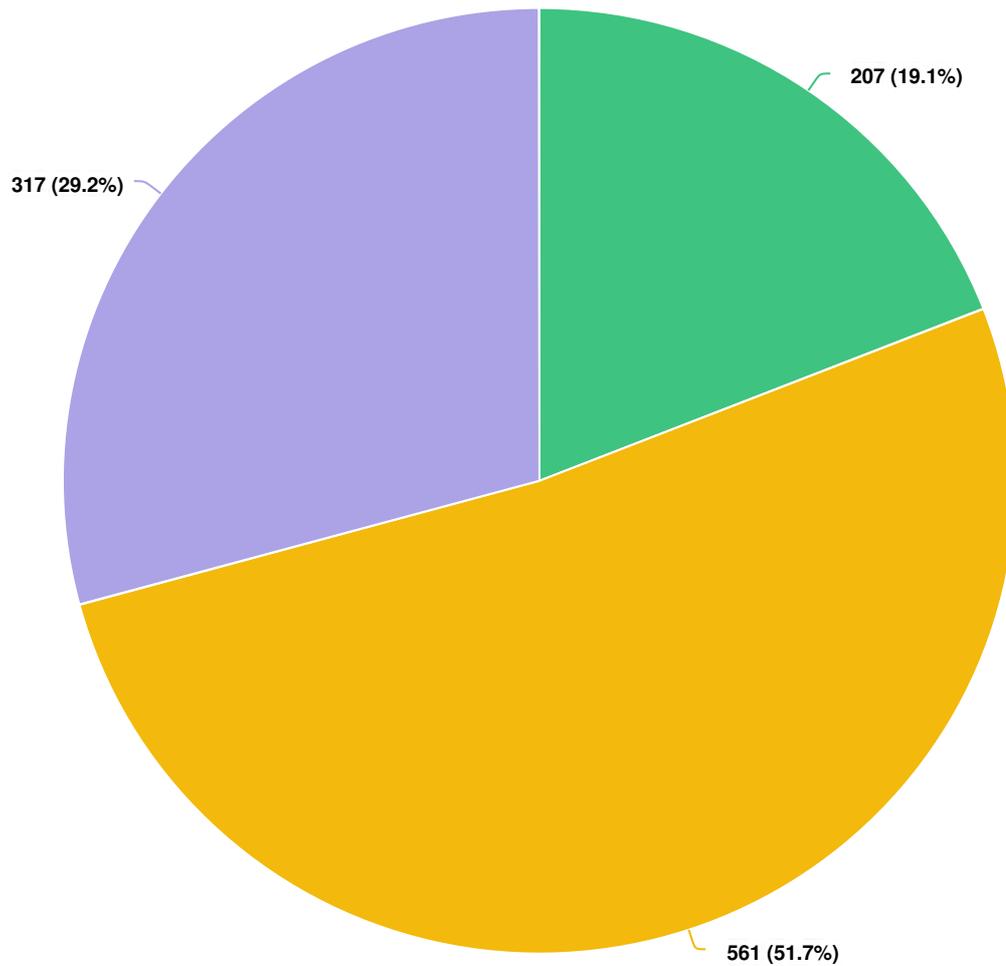


Question options

- Option 3: Pedestrian Priority
- Option 2: Balanced
- Option 1: Green Space Priority

Optional question (1075 response(s), 24 skipped)
Question type: Radio Button Question

Q10 | Of the 3 options provided for Brunswick Street, which do you prefer for the 21m width?
(Carmichael Street to Sackville Street)

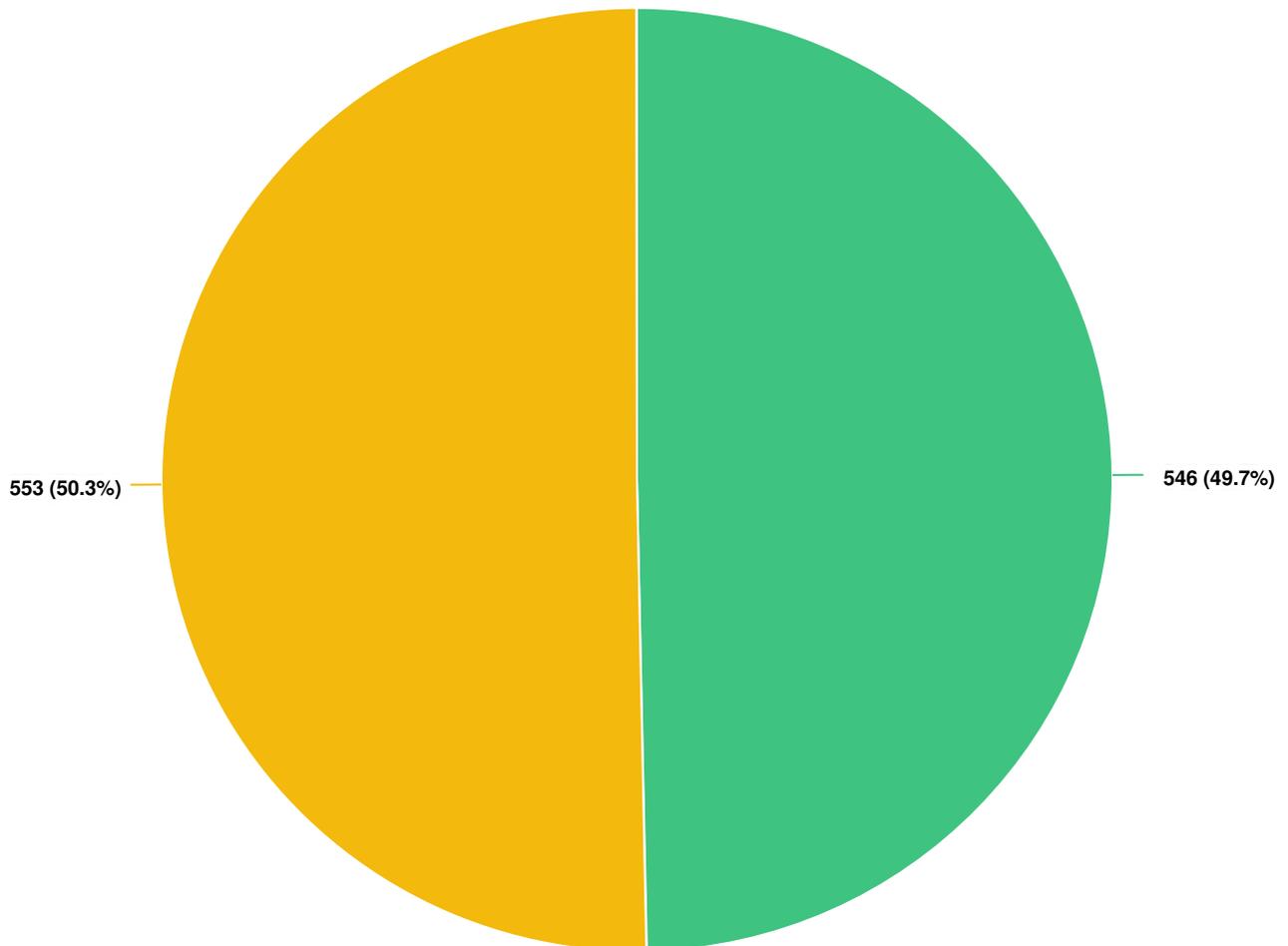


Question options

- Option 3: Pedestrian Priority
- Option 2: Balanced
- Option 1: Green Space Priority

Optional question (1085 response(s), 14 skipped)
Question type: Radio Button Question

Q11 | Of the 2 options provided for Brunswick Street, which do you prefer for the 18.3m width?
(South of Cambridge Suites to Doyle Street)

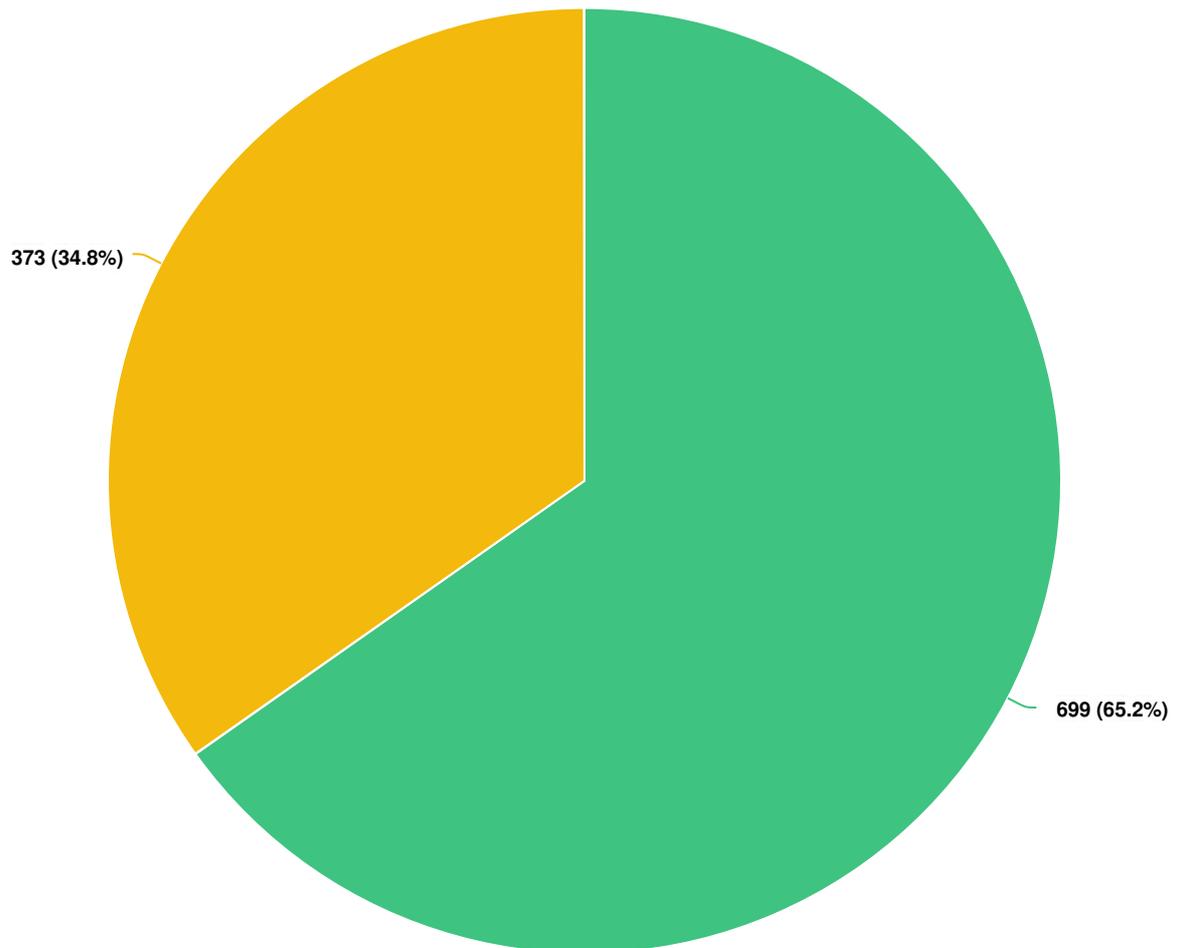


Question options

- Option 2: Pedestrian Priority
- Option 1: Parking Priority

*Mandatory Question (1099 response(s))
Question type: Radio Button Question*

Q12 | Of the 2 options provided for Brunswick Street, which do you prefer for the 17.3m width?
(Sackville Street to south corner of Cambridge Suites)



Question options

- Option 2: Pedestrian Priority
- Option 1: Green Space Priority

Optional question (1072 response(s), 27 skipped)
Question type: Radio Button Question

Q13 | Do you have additional feedback about the concepts you would like to provide?

Anonymous

9/02/2021 10:41 AM

Maximize the space available for trees. If the planting areas are narrow, please consider Silva cells. Even for one or two trees to allow for mature trees

Anonymous

9/02/2021 12:12 PM

For safety, would prefer to see separate bike lanes on each side of the street(s).

Anonymous

9/03/2021 10:31 AM

The bike lanes need to be on the right sides of the road.

Anonymous

9/03/2021 10:32 AM

Why is it a choice between pedestrian space and greenspace instead of reducing driving/parking space? Why do none of the options include making Brunswick one-way for driving? These options continue the false dichotomy between trees/greenspace and active transportation. We can have both! Get rid of more car stuff.

Anonymous

9/03/2021 12:52 PM

Love the green space priority and the raised bike lanes.

Anonymous

9/03/2021 11:28 PM

The connection from the bike lanes on Brunswick to Rainnie Dr. is really brutal right now - please ensure there is a way for cyclists to do this. It's also a really dangerous intersection for pedestrians - I would love to see no right turns on red as well as a protected signal phase for pedestrians.

Anonymous

9/08/2021 09:34 AM

Loss of any parking would be devastating for our business, especially for our elderly patrons who have mobility issues.

Anonymous

9/08/2021 09:57 AM

Previously provided.

Anonymous

9/08/2021 09:48 PM

wider bike lanes!

Anonymous

There are very few bicycles on Brunswick street and very little

9/09/2021 10:55 AM

pedestrian traffic on the west side (before you get to the coffee shop and the Folklore). I'm not sure why there is so much priority given to such a small portion of the population. Most people drive downtown and they want parking. FYI I drive, ride a bicycle and walk.

Anonymous

9/09/2021 06:38 PM

I love the plans for green space on Brunswick Street. Option 1 for the 23.3m concept is excellent and I would be okay with it being implemented. However, there is a lot of foot traffic in this area, hence the requirement for a larger sidewalk in Option 2.

Anonymous

9/09/2021 07:25 PM

Anonymous

9/09/2021 07:42 PM

get rid of the bike lane

Anonymous

9/09/2021 08:41 PM

Get rid of bike lane!!!!!!

Anonymous

9/09/2021 09:21 PM

must have green space, Brunswick street looks terrible

Anonymous

9/10/2021 09:39 AM

Cycling/biking seems to be constantly given a priority. Unfortunately, this is not an option for people commuting to work. Proper traffic flow and parking is very important for the majority of people commuting to the downtown. I cannot afford to live downtown, therefore I must commute.

Anonymous

9/10/2021 09:45 AM

Too much valuable space dedicated to single occupant, oversized vehicles.

Anonymous

9/10/2021 09:47 AM

Protect bike lanes, then you won't need as many parking spaces for cars, less fat people= healthier population, less Stress on health care. Every bike is one less car! Get off vehicle dependence, follow Europe's examples on this!

Anonymous

9/10/2021 10:07 AM

I feel parking is important. Not only is there a lack of easy accessible street parking, but removing parking is not going to prevent vehicles from pulling to the side of the road to drop people

off, or stopping to access businesses. The cars will just end up being more of a hazard and impede traffic. I would think removing parking would also cause hazards and increase traffic as more vehicles drive around looking for the limited parking available. These street function as roadway for vehicles and the priority should be transport as they have fewer public customer businesses. By reducing the function as a way to move vehicles you will be causing more traffic congestion and encourage people to stay out of the downtown area. As a bonus, as you continue to make these changes I spend a lot more time in Dartmouth. I have noticed this with others as well who rather avoid trying to navigate the Halifax streets and stay away. If it wasn't for prior commitments I would avoid this area altogether.

Anonymous

9/10/2021 10:12 AM

Please add readd curb cutouts to the intersection of Doyle and Brunswick, that is dangerous.

Anonymous

9/10/2021 10:22 AM

i think parking should be a priority on Brunswick street due to businesses that may suffer from the lack of parking. Alot of patients we deal with rely on it, especially the elderly

Anonymous

9/10/2021 10:27 AM

Would be nice to see the options present more balanced sidewalk widths. None seemed to provide consistency on that front.

Anonymous

9/10/2021 10:40 AM

As a commuter by bike, I hate these protected two way lanes since they restrict access to streets (straight and left turns), Not intuitive when riding on the "wrong side" of the road. Wish city would stop doing these. Prefer painted lanes on each side to flow with traffic, access turns, lights, etc.

Anonymous

9/10/2021 11:03 AM

If the drive lanes can be as narrow as 6.85, why do the narrower cross sections have 7.10 width drive lanes but then make you choose between wider sidewalks or green space? Drive lanes should be as narrow as possible in all options

Anonymous

9/10/2021 11:20 AM

Why do we need 2 car lanes here? Make driving less appealing to meet AT priorities.

Anonymous

9/10/2021 11:29 AM

Please consider how to safely enter and exit the bikeway. The existing rainne bikeway is good once you're in the bikeway,

however entrance to the bikeway is confusing and dangerous coming from downtown (for all entrances, both directions on Gottingen as well as Duke). And exiting the bikeway is easy if your destination is travelling south on Brunswick, but difficult and potentially dangerous if you're taking Duke, or heading North on Brunswick. I travel all of these several times a week (3-7) year-round via bicycle primarily, as there are several businesses I frequent near Brunswick and Cogswell, work at Brunswick at Carmichael and frequently connect between Rainne and the Hollis/Water St. bikelanes.

Anonymous

9/10/2021 11:49 AM

Please install bollards at crossings for pedestrian safety

Anonymous

9/10/2021 11:57 AM

Please ensure that there are well protected frequent crosswalks. Pedestrians should not have to go unreasonable distances to cross the street.

Anonymous

9/10/2021 12:33 PM

I would replace bike lanes with trees, or additional car lanes

Anonymous

9/10/2021 12:35 PM

PAINT IS NOT PROTECTION. PAINT IS NOT PROTECTION. PAINT IS NOT PROTECTION.

Anonymous

9/10/2021 12:54 PM

I hate to be on the side of cars, but I avoid the downtown more and more due to parking. It's expensive, hard to find, and transit still isn't reliable and fast enough. I think balance is key.

Anonymous

9/10/2021 12:55 PM

Bike lanes should be clearly separate from pedestrian areas. Lower water Street bike lane is constantly filled with roaming pedestrians

Anonymous

9/10/2021 01:04 PM

I provided some comments in the Brunswick street section of the survey. I think it would have been better to name the section, like you did in the presentation, rather than just use the width of the street for the above questions. For Section 1, Cambridge Suites to Doyle, I chose option 2 because the ability business to have patios is important, but so is the green space. Can we, again, not design this section with both in mind? For the businesses that are in the block directly the north of Doyle, make this a pedestrian priority area so patios can be used, but then add a green space strip? Or design for the green space strip but design for patios in the areas

directly in front of these business.

Anonymous

9/10/2021 01:17 PM

no

Anonymous

9/10/2021 02:59 PM

Maximizing green space is important, however, near the Scotiabank Centre & Citadel Hill a more balanced approach is needed to handle high pedestrian demands

Anonymous

9/10/2021 03:02 PM

Parking should not be prioritized

Anonymous

9/10/2021 03:15 PM

Where possible, there should be trees in hardscape for the sections that end up with extra wide sidewalks (pedestrian priority sections)

Anonymous

9/10/2021 04:08 PM

There was no option for me to pick do not change the roads. Also, 6.85m is too narrow for 2x driving lanes.

Anonymous

9/10/2021 04:42 PM

No

Anonymous

9/10/2021 05:07 PM

Consider rough-in locations for future bike-share stations. Consider rough-in locations for food carts in the street furnishing zone.

Anonymous

9/10/2021 05:19 PM

The road space should remain 6.85m throughout the whole road. No need to widen it anywhere. This will give room for green space aswell

Anonymous

9/10/2021 05:55 PM

Green space is not but not if it significantly reduces the potential capacity. Take balanced or pedestrian priority approach

Anonymous

9/10/2021 06:53 PM

The city really needs to focus on a livable downtown for people, walkable, accessible. Get cars out of there!

Anonymous

9/10/2021 07:10 PM

Green space is pedestrian, bike and car friendly. Green canopy is proven to slow traffic a d is much more pleasant for those on foot or wheels accessing the space. This is NOT separate. With climate

crisis is anything but the green option reasonable? I don't think so and neither do many voicing concerns to me about tree removals and reduction of green to plant them

Anonymous

9/10/2021 09:21 PM

No improvements are needed.

Anonymous

9/10/2021 10:00 PM

Looking forward to more complete streets and pedestrian/cyclist priority throughout HRM.

Anonymous

9/10/2021 10:41 PM

Looking forward to having protected bike lanes. Would be nice to have more trees too.

Anonymous

9/11/2021 01:43 AM

Ah, a survey that ONLY GIVES YOU ONE CHOICE. GET RID OF THE FUCKING GRRENSPACE AND BIKE LANES YOU FUCKING RETARDED IDIOTS

Anonymous

9/11/2021 04:31 AM

Parking/curb access is most important to me as I drive from outside the area to the downtown almost exclusively, especially in the discussed area of downtown-Brunswick St & Rainnie Dr. There is already very little parking along the East side of Brunswick St between Duke and Sackville so get rid of it. I support bike lanes as it minimizes the conflict between cars and bicycles but I also do not see bike lanes as an efficient use of space if/when they are so wide that we lose a car lane and we see few bicycles using it in any given timeframe especially during the winter months.

Anonymous

9/11/2021 04:48 AM

Non of these option with the Metro Centre parking is first. Screw bike lanes

Anonymous

9/11/2021 06:28 AM

Don't totally agree with the options presented,

Anonymous

9/11/2021 07:47 AM

Parking needs to be a priority for downtown to thrive.

Anonymous

9/11/2021 08:01 AM

We should be minimizing on Street parking wherever possible. We do not need the extra asphalt. We have plenty of parking downtown, and we can splinter that with better transportation options like later buses in evenings and weekends, more frequent

busses through downtown to and rides. Ideally we'd resurrect the old Tram lines which did a good job of of traversing downtown.

Anonymous

9/11/2021 08:48 AM

Options 2 and 3 (balanced and pedestrian priority) should both be integrated into a mixed design that oscillates between the two conditions. Stormwater management must be a part of all options.

Anonymous

9/11/2021 09:18 AM

Some of question 8 wasn't clear. What do you mean by curb access? Curb access for whom or for what?

Anonymous

9/11/2021 09:31 AM

I'm glad to see the area next to the dnd property widened. It is a nightmare currently

Anonymous

9/11/2021 12:06 PM

We have snow for 4 months of the year. Why do these fucktards never consider this. Putting obstacles in the middle of things slows down snow clearing when everyone wants things opened up right now. Then to put trees, are you stupid or retarded. Trees love salt and if that does not kill the tree it grows up big and tall and the roots break into the storm and sanitary and cleaning out roots from sewer is cheap and fun to do.

Anonymous

9/11/2021 01:29 PM

Respect the natural environment

Anonymous

9/11/2021 04:49 PM

Please be sure to provide proper bikeway transitions at either end.. Continuing north across Cogswell and crossing Spring Garden to/from Dal's bikeway.

Anonymous

9/11/2021 09:49 PM

Thanks

Anonymous

9/11/2021 11:58 PM

Bike lanes take up too much space

Anonymous

9/12/2021 12:02 AM

Nothing so far

ouel

9/12/2021 09:51 AM

Wonderful concepts and I am looking forward to their completion. Even the less desirable (from my view) concepts are still well

ahead of the current layout. Keep up the great work. Making a city that is enjoyable and not simply to drive through.

Anonymous

9/12/2021 06:41 PM

Halifax is becoming unusable for elderly. Parking is not easily available and the aged often cannot walk long distances, take transit, ride bikes

Anonymous

9/12/2021 08:14 PM

Enough with the bike lanes. Walk daily in this area, very few use them turning the city into a complete mess. The many millions spent on bike lanes could be much better spent elsewhere!

ben.macleod

9/13/2021 05:00 AM

Absolutely supportive of the protected bike lane as Brunswick is positioned to become a critical corridor in the cycling network. Love the idea of adding trees on Brunswick along the Citadel retaining wall. Will not only enhance the appearance of the street but provide sun/weather protection for pedestrians.

Anonymous

9/13/2021 06:56 AM

The green space would make the street walkable and more enjoyable for tourists which visit the Citadel Hill and pubs. Though, I am not sure if the businesses will appreciate the loss of parking. Currently I often park a 10 minute walk away from this street if I need to access a business in front of the Citadel.

Anonymous

9/13/2021 10:49 AM

In questions #9 - 12 above there are no options for "No bike lanes"! I guess this means they're being forced upon us and there's nothing that can be done about it? Typical "Halifax"... rearranging the city for the benefit of the very few, to the detriment of the rest of us. Short-sighted and a ridiculous waste of our tax dollars 😞

Anonymous

9/13/2021 12:00 PM

Stop with the bike lanes....stop ruining our city

Anonymous

9/13/2021 01:20 PM

Increased emphasis placed on the safety of pedestrians and cyclists, combined with more robust public transit options will result in more trips taken by more people outside of motor vehicles thus reducing congestion, harmful particulate pollutants in the air, and car-based noise pollution.

Anonymous

STOP BUILDING BICYCLE LANES

9/13/2021 07:26 PM

Anonymous

9/13/2021 08:45 PM

Make sure that if less space between pedestrian and bike lanes, that bike lanes are very well marked. Dangerous for pedestrians to walk into a bike lane, which often happens with distracted pedestrians or poorly marked bike lanes.

Anonymous

9/14/2021 05:56 AM

if we are planning to have more bike lane, provide some bike reimbursement / supplement programs to people. Bike is expensive. csnt afford

Anonymous

9/14/2021 06:17 AM

I will take street parking options over trees. Do not remove parking. We have already lost enough street parking on Argyle St. and that awful building on the waterfront that devoured paid parking. You remove parking you will continue to lose businesses and tourists. Stop! This doesn't need improvement.

Anonymous

9/14/2021 07:22 AM

Taking away parking on Brunswick is not effective for drivers visiting the downtown core

Anonymous

9/14/2021 09:17 AM

There should be a downtown trolley system where you can park away from downtown, then get around downtown using the trollies that are not too expensive.

Anonymous

9/14/2021 09:18 AM

Do not narrow the driving space o either street to accomodate biking lanes or furniture and do not make a street that is a two way street a one way street

Anonymous

9/14/2021 09:41 AM

Please make cycling safer in Halifax.

Anonymous

9/14/2021 11:00 AM

/

Anonymous

9/14/2021 11:05 AM

Why are the drive lanes so wide in the last question? Can't we take some room from cars and make room for trees?

Anonymous

9/14/2021 11:27 AM

Please consider more surveys like this to expedite improvements in the rotary, North St., Quinpool and Chebucto. Given the incredible

congestion during rush hours, I'm not sure why efforts to improve active transportation/city transit in these areas aren't on the table as a means of immediately alleviating vehicle congestion, idling and accidents. No matter which route I take to work I feel like I'm risking my life as a pedestrian/cyclist or, when I do drive, like I'm having detrimental effects on our city and streets because I spend an hour in stop-and-go traffic for a trip that should take 15 minutes. Help!

Anonymous

9/14/2021 11:30 AM

These roads need bike and pedestrian priority. There are lots of nearby parking lots for those driving but there are not nearby safe options for cyclists currently

Anonymous

9/14/2021 12:32 PM

Let's stop catering to cars and start focusing on active transportation

Anonymous

9/14/2021 12:59 PM

Great options for what should be a walkable and cycleable street.

Anonymous

9/14/2021 04:08 PM

It's unconscionable that you even have an option labelled "parking priority". What happened to the IMP and the climate crisis? Your widths for cars should not be greater than the maximum required, and yet, you're showing that as an option. A 3m bidirectional bike lane is not sufficiently wide.

Anonymous

9/14/2021 04:36 PM

Paint is not cycling infrastructure. There needs to be physical separation between road and cycling lanes

Anonymous

9/14/2021 04:41 PM

Please do not prioritize parking. For the love of God please don't do that.

Anonymous

9/14/2021 04:45 PM

The concepts as shown, seem to be backwards with wider sidewalk/trees on citadel side when should be on the built up side. Should consider separating the drive lanes on the narrower sections with sidewalk / bikeway in center similar to what is seen in Europe as traffic calming measures

Anonymous

9/14/2021 05:59 PM

Unless you have bike lanes on both sides of street it is useless for people who bike. I would not use it.

Anonymous

9/14/2021 06:19 PM

There should have been a 'cycling priority option' for many of the questions. Pedestrians in that area don't need much more space, but as a bikeway leading in to the downtown, you're going to want to account for the hopeful increase in bike traffic, which needs more space due to higher and lower speeds simultaneously (all ages). You could go with a green space priority, with trees aligned closer to the pedestrian area so you can expand the bike lanes in the future, without the political risk of needing to cut them down later

Anonymous

9/14/2021 06:46 PM

South of Cambridge is much narrower than the north end. Business still need to take deliveries. North end is much heavier for pedestrian traffic especially on the west side.

Anonymous

9/14/2021 07:47 PM

Parking is so very precious

Anonymous

9/14/2021 07:58 PM

There should be zero parking on west side of Brunswick between Sackville and SGR. That sidewalk is dangerous and cruel.

Anonymous

9/14/2021 10:19 PM

Provide option with reduced car lane width. Provide option with no parking lanes. Without parking and with narrower traffic lanes you could have large pedestrian space, large green space and bike lanes. Less space for cars the better.

Anonymous

9/15/2021 01:03 AM

This entire area needs to remove parking and add to green space and traffic calming.

Anonymous

9/15/2021 01:54 AM

Remove all bicycle lanes and do not add them anywhere in the city again.

Anonymous

9/15/2021 09:29 AM

Both options for 12 are insufficient

Anonymous

9/15/2021 09:38 AM

Regarding green space, tall trees along the sidewalk to citadel will obscure the view of citadel for pedestrians so I hope that stays low profile. Prioritizing green space from sackville to doyle seems less important because there is an entire side that is all large beautiful trees already from the military border so pedestrian priority there

seems more critical.

Anonymous

9/15/2021 09:43 AM

The addition of green space that creates tree canopy should help with increasing temperatures. Shade for residents and blocking sun from hitting the heat absorbing asphalt.

Anonymous

9/15/2021 09:52 AM

Parking needs to be a higher priority. Downtown does not have adequate transit options available to be removing more parking

Anonymous

9/15/2021 09:59 AM

No cars in downtown

Anonymous

9/15/2021 10:19 AM

All parking should be removed, this is very valuable space that can be used for trees or wider sidewalks. Parking already exists very close by on street is not necessary

Anonymous

9/15/2021 12:11 PM

Proper bicycle signals and leading pedestrian intervals for easier crossing. No right on red restrictions should also be implemented at more downtown intersections. Ideally, more fully protected crossings should be used too.

Anonymous

9/15/2021 01:18 PM

Without priority green & pedestrian space these areas will be unwelcoming. Worst case scenario a cyclist can use the road - just drop the speed limit to 40 downtown.

palmpotato

9/15/2021 01:21 PM

bikes and pedestrians should always be prioritized in this area over cars.

Anonymous

9/15/2021 01:45 PM

There are some suggestions ie for 11 and 12, where there are "options" for no green space at all. This is a false choice. If you are revamping the street, there is no reason why a choice has to be made for either pedestrians or green space. You can have both. And bike lanes. Roadway for cars can be reduced. Or creative sidewalk solutions can incorporate landscape architecture that maximizes pedestrian sidewalk while still creating green space ie, having sunken trees planted beneath grade with metal grills at sidewalk level, to create tree canopy while maintaining a level sidewalk with maximum width as the grills can also be walked on. Given the Halifax plan's commitment to climate adaptation, flood management etc, I'm Shocked that any of the proposed options

would be allowed to forgo new tree canopy. Reduce car lanes if necessary. But bike lanes, green space, and pedestrian space should be the the priorities. Equally and unequivocally, not at expense of each other. With cars (parking and driving) coming last.

Anonymous

9/15/2021 04:14 PM

Bike lanes should be seriously cost/benefit analysed for why they have to be everywhere. Don't see that many people using them.

Anonymous

9/15/2021 04:33 PM

Why are there options with additional wasted/pedestrian options where there could be parking

Anonymous

9/15/2021 04:51 PM

Leave it the way it is

Anonymous

9/15/2021 05:59 PM

Listen to your traffic engineers and stop fucking things up. All the lane closures/removals, green light delays, removal of parking has made this city worse, and while we still have people working from home, my commute somehow takes 50% longer than two years ago. You have zero consideration for alternative transportation that isn't bus/bicycle/walking.

Anonymous

9/15/2021 06:47 PM

More drive space?

Anonymous

9/15/2021 07:57 PM

Stop adding bike lanes to cater to the minority of people who actually use the area.

Anonymous

9/15/2021 08:50 PM

Build affordable housing instead of bike lanes no one will use in snow and cold.

Anonymous

9/15/2021 10:36 PM

Patios on Brunswick Street would be great

Anonymous

9/16/2021 08:03 AM

Parking is important

Anonymous

9/16/2021 09:39 AM

Intersection at Duke needs all right turning lanes.

Anonymous

9/16/2021 09:42 AM

Duke intersection needs all right turning lanes

Anonymous

9/16/2021 02:00 PM

Do not remove parking. This city has a parking problem

Anonymous

9/16/2021 02:00 PM

I'd eliminate street parking on Brunswick St, or limit street parking to only vehicles with accessibility permits

Anonymous

9/16/2021 02:12 PM

N/A

Allan

9/16/2021 02:53 PM

Bike racks can be positioned on a wide sidewalk. They do not need to be on green space. We are experiencing an explosion of electric bikes and scooters. Have places for them to park and charge. As we remove street parking, the city needs to build more car parkades.

Anonymous

9/16/2021 03:23 PM

No

Anonymous

9/16/2021 03:27 PM

please make sure bike lanes are separate from traffic. a great example is the bike lanes on lower water street that are combined with the sidewalk. safer for everyone.

Anonymous

9/16/2021 04:47 PM

Improve public transport on this routes. Make one way only for cars.

Anonymous

9/16/2021 07:14 PM

Please prioritize pedestrians over cars. Parking is not as important. Safer pedestrian and bike pathways provide more traffic to local businesses than parking.

Anonymous

9/16/2021 07:36 PM

Don't waste money on bike lanes that won't get used.

Anonymous

9/16/2021 08:43 PM

If there's a single space that can have parking, prioritize that since other areas can't get that.

Anonymous

9/16/2021 08:54 PM

It would be helpful to include the map images on this page as well for reference. Also "curb access" confused me and I had to refer back.

Anonymous

9/16/2021 09:55 PM

No more bike lanes.

Anonymous

9/16/2021 10:30 PM

please prioritize wide sidewalks, protected bike lanes, and green space over parking and additional car lanes. We need active transportation options now

Anonymous

9/16/2021 10:31 PM

Having a clearer separation between the bike lane and sidewalk is important to stop pedestrians from walking in it thinking it is part of the sidewalk. Thursday is why I endorse the greenspace priority.

Anonymous

9/16/2021 11:35 PM

No

Anonymous

9/17/2021 12:09 AM

Love seeing green spaces included in so many of these plans - keep it up!

Anonymous

9/17/2021 08:24 AM

There is plenty of parking in the city. Can we please acknowledge that we MUST reduce private vehicle use and build accordingly? We are in a climate crisis and car use is a significant contributor!

Anonymous

9/17/2021 08:28 AM

Sidewalk cafes unattractive when there's lots of traffic, ESPECIALLY from trucks.

Anonymous

9/17/2021 09:34 AM

Thank you for taking the time

Anonymous

9/17/2021 01:43 PM

No

Anonymous

9/17/2021 02:14 PM

Can never go wrong with trees and people over cars and parking.

Anonymous

9/17/2021 03:17 PM

Please push forward making our city a place for people.

Anonymous

9/17/2021 06:28 PM

The 1m Street light buffer could be avoided by having the lights overhang from the green space area. This is a better use of space, colocation of lighting and green space could allow more room for pedestrians.

Anonymous

9/17/2021 06:59 PM

Please connect the bike lanes - and if the can't yet be connected please consider adding some painted lines/signage to ease transitions between protected and unprotected spaces.

Anonymous

9/17/2021 07:42 PM

If you're going to continue to take parking spots away from the downtown streets you need to provide parking at other locations. It's almost impossible to find parking as it is

Anonymous

9/17/2021 11:36 PM

Removing all parking in the downtown area would be harmful to businesses. Taking and not replacing anywhere else will alienate patrons who are disabled and not able to mobilize longer distances to businesses.

Anonymous

9/18/2021 12:52 AM

I don't think parking spaces are necessary on brunswick between sackville and cogswell. They are necessary on rainnie however.

Anonymous

9/18/2021 02:45 PM

No.

Anonymous

9/18/2021 03:53 PM

I am hoping Halifax can move away from being car-centric and people living in the peninsula can become less car-dependent.

Anonymous

9/18/2021 04:36 PM

The cycling lanes are going to cause serious accidents The intersections at the Y and Public Gardens are a serious accident waiting to happen If we were year round warm climate it makes sense but building more of this multiuser bike/walk/car in a historic city (that was designed around street cars) Is causing increased stress and hostility As well with the population increase (and it will continue to increase) The congestion downtown is simply too much. When tourism picks up and everyone is back at work- no one will want to come downtown with the congestion if they cannot easily drive or park. If public transit serviced outside the city OR there was a commuter train from Windsor- this would be helpful also to support these suggestions. Thank you

Anonymous

9/18/2021 05:58 PM

There should be more driving space. Are you forgetting about winter?! When the roads roads in this city are already narrow become even more narrow? Halifax is the worst driving city I've ever lived in.

Anonymous

9/18/2021 06:32 PM

Parking and bike lanes!!! Also, there needs to be more garbages and lights on the sidewalk. Scary at night.

Anonymous

9/18/2021 10:57 PM

Some of what is now "free space" is wide open cold apace in the winter and into shoulder seasons. Needs trees for shade in summer and windbreak in other times of year.

Anonymous

9/18/2021 11:38 PM

Side walks, bike lanes, and public transit all should take priority over single passenger vehicles. Trees should not come at the expense of bike lanes, but are important if they can be fit in there. Green space reminds humans of the importance and reliance we have on nature and promotes more environmental decision making

Anonymous

9/19/2021 01:00 AM

The extra big sidewalks for pedestrians seems excessive. I've never had a situations where I have felt over crowded on the sidewalks, or chose to drive downtown due fo the sidewalks being too crowded.

Anonymous

9/19/2021 08:20 AM

Please consider pedestrians forst

Anonymous

9/19/2021 09:45 AM

I don't have a car but I do had a chance to drive in Halifax specially in Scotia Square area. The experience was awful, hard to find a parking space, decided never gonna drive in Halifax again. The question is of course we can give less street parking areas to reduce people from driving (so that more ppl might prefer to walk which is more safe and environmental friendly), but by doing this, people has less decisions they can make. ldk if it's fair for drivers/vehicle lovers.

Anonymous

9/19/2021 11:28 AM

There's far more pedestrians on the citadel side (lots of runners, tourists, etc). That should be the wider side wall, not the ocean side

Anonymous

9/19/2021 11:48 AM

You need to take into account people who use buses to get around. Many are seniors with low mobility. You need to education cyclists to not ride on the sidewalks, to stop to let allow people descend or get on buses, and to realize that they must follow the rules of the road such as stopping at stop signs.

Anonymous

9/19/2021 02:22 PM

Patios are really nice, but I think functionality should be the focus- more parking, and space for pedestrians. I also chose many 'balanced' options because greenery does affect how much people get out and walk, separate to necessity. I still think adequate parking and pedestrian access should still be priority and wherever you can meet the needs, the added green space, patios etc are great additions that will improve the space visually and help businesses.

Anonymous

9/19/2021 07:43 PM

Stop with the bike lanes, they are a waste of taxpayer money, and they are only used by a minority of people.

Anonymous

9/19/2021 09:05 PM

Way to much bike space. They should be not allowed/or have that much space at all

Anonymous

9/19/2021 09:15 PM

Ideally moving towards a friendlier place for people without cars

Anonymous

9/19/2021 10:31 PM

I think green space is extremely important as it helps to keep the city cooler by providing shade, it's also just good for mental health and keeping the city green

Anonymous

9/19/2021 10:56 PM

Looking at a longer term investment adding green spaces as a priority just makes great sense

Anonymous

9/20/2021 06:12 AM

This constant addition of bike lanes and sidewalks everywhere to cut away parking space at every available opportunity is making Halifax less and less desirable of a place to go for leisure. This certainly makes sense on B roads and low traffic roads but making it more and more miserable to drive and park in the city just makes me stay away more. I ride a bike quite a bit but not at all in January/February....

Anonymous

9/20/2021 10:59 AM

More green areas

Anonymous

9/20/2021 12:03 PM

More greenspace would improve pedestrian safety and comfort but keep it minimal to keep an open line of sight to view the road and drivers to see the sidewalk easily, a more "openspace" design would be great. Allowing area for events or higher pedestrian traffic, just making it an overall relaxed spot to hangout, a more inviting design.

Anonymous

9/20/2021 04:09 PM

People before cars.

Anonymous

9/20/2021 05:28 PM

Make more bus lanes

Anonymous

9/20/2021 06:26 PM

Cycling infrastructure needs to connect to a wider network of separated bike lanes/trails reaching into outlying areas like Clayton Park, Dartmouth, Bedford, etc.

Anonymous

9/20/2021 07:06 PM

Green space is also a place to clear snow. So in the winter, the lane can actually be maintained as expected.

Anonymous

9/20/2021 09:41 PM

Please allow for free parking on Rainnie drive and very hard on business, tourism etc to have so little free parking near downtown :
(

Anonymous

9/20/2021 09:50 PM

More pedestrian space is better than useless patches of grass between the side walk and the road. We should put in trees but you do not need 2-3m of grass (greenspace) to plant trees.

Anonymous

9/20/2021 11:38 PM

Please reconsider the vehicle right-turn yield lane at Gottigen & Duke. The replacement by bike lanes at the SW and NE corners of the citadel hill greatly reduce traffic flow around the citadel thus in/out of the downtown core, and create congestion/idling. A better cyclist-minded solution must exist.

Anonymous

9/21/2021 08:10 AM

Citadel Hill already creates substantial green space in this area, I would like to see more trees and benches along this route with priority placed on pedestrians.

Anonymous

9/21/2021 01:01 PM

For the most part, I think green space priority is a good way to go. As well, I do think that in some cases it is useful to keep street parking as an option, since looking towards the future one could imagine that space eventually being easily changed into a dedicated public transit lane or something similar!

Anonymous

9/21/2021 05:29 PM

None

Anonymous

9/21/2021 07:06 PM

Placement of garbage cans is not always ideal, makes it difficult to walk by other pedestrians. Could be more mindfully placed

Anonymous

9/21/2021 10:26 PM

green space can double as pedestrian priority too if done right!

Anonymous

9/22/2021 12:06 AM

As a person that travels Brunswick St by car daily to work, I am finding access to the downtown core more difficult. This will not help.

Anonymous

9/22/2021 02:13 AM

Greenspace adds value

Anonymous

9/22/2021 08:28 AM

When you contrast "green space priority" with "pedestrian priority" I am struck that these are not independent. Planting trees and having green space to walk by is essential for a pleasant and safe pedestrian experience. I would "sacrifice" hard, paved sidewalk width for adjacent green space and trees in a heartbeat. If it's ever super busy on a sidewalk the obvious choice is for the most able bodied to step out onto the grass for a few paces to pass an obstruction. Please don't feel the need to pave all of our "pedestrian" experience.

Anonymous

9/22/2021 11:06 AM

I believe balance is the key. Catering to one group negatively impacts the others. Its all well and good to extend sidewalks for patios but if theres no where to park then those patios wont be used just to name one example.

Anonymous

Better traffic flow, it's the only thing that currently sucks, every

9/22/2021 11:58 AM

other method of transportation is simple

Anonymous

9/22/2021 05:35 PM

Please add in appropriate signage so hat pedestrians do not wander into bike lanes.

Anonymous

9/22/2021 09:02 PM

It would be lovely to have an easy connection between the South Park/Bell road bike corridor and the Brunswick bike corridor, hopefully either on sackville or Morris

Anonymous

9/22/2021 09:22 PM

Why are there no priorities given to traffic in any of these illustrations? This city was built in the 1750s, and then rebuilt in 1918, a time when there were no cars, and horses were the primary mode of transportation. These streets are not wide enough for the vehicle traffic we have now, and you want to subtract from that. This is ridiculous. Give priority to the priorities, which is vehicle traffic. We don't need a sidewalk over 4 metres wide are you insane?

Anonymous

9/22/2021 10:14 PM

I like how it is proposed to have a curb between the pedestrian and cycling facilities to delineate the two zones.

Anonymous

9/23/2021 01:35 AM

Please try to keep as many of the existing trees as you can.

Anonymous

9/23/2021 06:44 AM

The current issue in Downtown is the limited access to parking. There should be parking emphasis for the businesses to have a constant flow

Anonymous

9/23/2021 08:19 AM

Please god no more 1 way streets downtown

Anonymous

9/23/2021 10:15 AM

Parking and driving downtown are already hard enough! Please stop taking space away from the road!

Anonymous

9/23/2021 01:26 PM

Yes. I am a business owner in the Cambridge Suites development. Access to street parking is very important to my office. I am surprised and concerned that there is currently not under consideration parking on Brunswick St on either side, from Sackville Street to south of Cambridge Suites. This is the area that

I currently have many clients parking now. The proposal indicates I am going to lose both sides of the street.

Anonymous

9/23/2021 05:29 PM

I am a business owner at Insight Optometry and this is one of our main parking areas, all the other areas in question have been offered a parking priority and this is the only one section that has not. Very important for our clientele as we deal with a large senior population who find it hard to park in general downtown, taking this away would greatly affect our patient base.

Anonymous

9/23/2021 06:43 PM

Balanced is best! Parking is already a problem downtown and should not be overlooked

Anonymous

9/23/2021 07:24 PM

Nice overview and presentation

Anonymous

9/23/2021 08:27 PM

We don't need bike lanes on Brunswick street

Anonymous

9/23/2021 08:37 PM

None of these options are good or necessary. Parking is already IMPOSSIBLE in this area. Why remove it?!! This shows poor understanding of the livability of our downtown. Poor foresight for the businesses. Poor foresight for our tourists.

Anonymous

9/23/2021 11:31 PM

Keep parking on one side the entire length of Brunswick! I'm a downtown business owner between sackville to Doyle and it's the only section in which you propose to remove both sides of parking to prioritize wider pedestrian/green. This will limit adjacent parking to our business that will significantly impact our customers based on feedback directly from them. We serve a significant elderly population.

Anonymous

9/24/2021 01:55 AM

Reducing lane width will lead to more dense traffic, Halifax already is poorly designed for traffic and this keeps making it worse instead of better.

Anonymous

9/24/2021 07:17 AM

Hard to make judgement on some of the widths without know the accessibility requirement width of two wheelchairs side by side

Anonymous

9/24/2021 08:01 AM

Being able to come and go from the city is important to many people who are not speaking up. Our city is quickly becoming one only for the residents of the peninsula. Many visitors are no longer bothering to come to the city since it is clear their business is not appreciated. We are getting a bad rap as the "don't bother going car trap city". Please stop prioritizing strips of grass for actual driving lanes!

Anonymous

9/24/2021 08:48 AM

I don't like any of the above options, bc they all have bike lanes, but it won't let me continue unless I pick one 😞 No more bikes lanes in Halifax please!!!!

Anonymous

9/24/2021 03:17 PM

You are really offering a false choice with your street options questions - with only a selection between sidewalk and green space widths. How about an option of eliminating the unnecessary bike lanes.

Anonymous

9/24/2021 03:19 PM

Licence bicycles in HRM NOW.

Anonymous

9/24/2021 03:20 PM

I have looked all over the halifax.ca site and cannot find the presentation you refer to.

Anonymous

9/24/2021 03:23 PM

Why street-side parking ever down there? just have better parking lot markings with active "this many spots left" on the directional signs like most major cities now have

Anonymous

9/24/2021 03:24 PM

I changed my views a bit when I saw the drawings. Definitely prefer anything with more trees and buffers. What helps make our city great is mature trees. We need lots more for the climate and our civility.

Anonymous

9/24/2021 03:29 PM

Yes When you ask for options you should include all options, not just the variations of what you want to see. Where is the variation of street lanes and sideways only

Anonymous

9/24/2021 03:30 PM

We should consider one-way streets to allow adequate space for all (pedestrians, green-space, parking <on one side only>, cyclists, and traffic.)

Anonymous

9/24/2021 03:30 PM

Keep up the great work!

Anonymous

9/24/2021 03:34 PM

Too many bike lanes in downtown Hfx. Merchants and events need parking or they will all be dead soon between covid and bike lanes. Parkind is desperately needed in downtown Hfx and Dartmouth.

Anonymous

9/24/2021 03:48 PM

This has been very thought provoking for me - and I am very excited to see the results of this work. Cycling infrastructure is key; many people are afraid of traffic; while current lanes are an improvement, there's not enough connectivity between paths (or flow) for many people to feel comfortable to cycle in the city, and I feel cycling is absolutely needed, and many, like myself, need to rely more on bikes/scooters/etc to get around than we currently do.

Anonymous

9/24/2021 03:53 PM

Nothing

Anonymous

9/24/2021 03:55 PM

Please stop wasting out tax payer dollars on bike lanes, you're ruining the city.

Anonymous

9/24/2021 03:56 PM

I feel frustrated because of the choices presented. Most simply presented a trade off between pedestrians and green space (with one considering parking priority.) There should have been options that considered drive lanes widths as the lanes presented are unnecessarily wide for a city centre. There should be an option for 3m per direction. There should also be an option presenting green spaces on both sides of the street in each of the questions and an option pertaining to the parking lane on questions #9 and #10. I tried to select the options I preferred from the proffered choices but none of them are actually appealing so my selections should not be considered an indication of "support" for my chosen options.

Anonymous

9/24/2021 04:01 PM

The options are all garbage and should all be named "driver priority" because in almost every one the drive lanes occupy the majority of the space and in all of them the plurality.

Anonymous

9/24/2021 04:06 PM

Green space is " nice to have " but there is not the space for it in the downtown core.

Anonymous

9/24/2021 04:08 PM

It seems you have predetermined what you want and the choices provided simply give you the ammunition to reinforce your already Preferred direction. Why did you send me this survey?

Anonymous

9/24/2021 04:16 PM

Some were confusing and difficult to picture, so no more comments

Anonymous

9/24/2021 04:17 PM

LEAVE BRUNSWICK STREET THE WAY IT IS. This the only option. There is no option above that makes any sense. Stop screwing with streets to provide bike access. We've already seen what a mess that has created in other areas of the city.

Anonymous

9/24/2021 04:21 PM

I would like to reiterate the need to have a physical barrier between cyclists and traffic. Many women and children do not use bike lanes as they presently exist. If our present infrastructure for that is only serving adult males, then it is not serving the public.

Anonymous

9/24/2021 04:22 PM

Metro Centre should move or be buried. Its massive blank walls suck street life out of the area. Rainie Drive is redundant. The land should be rehabilitated for low to medium income housing and supporting commercial premises. The above options show very little imagination and do not offer solutions to the area's real problems. A tree here or a parking space there will not improve life in Halifax.

Anonymous

9/24/2021 04:28 PM

Please stop with the bike lanes downtown. There are plenty. We don't need bike lanes on every single street.

Anonymous

9/24/2021 04:29 PM

this survey is badly designed.

Anonymous

9/24/2021 04:31 PM

I don't see handicap parking in the plans provided here. There is not enough handicap parking in downtown Halifax including the above proposals. More handicap spaces please.

Anonymous

9/24/2021 04:42 PM

Stop making driving downtown more difficult. I have reduced my trips downtown significantly. I'd rather travel out of HRM for dining and entertainment purposes.

Anonymous

9/24/2021 04:46 PM

No. Looking good

Anonymous

9/24/2021 04:55 PM

Your options and reference focus on a limited sector of the population.

Anonymous

9/24/2021 04:55 PM

Getting rid of car access, it's been too dangerous both as a pedestrian and as a cyclist Drivers are never following the rules, commonly parked cars are idling, (illegal) and purposely out both pedestrians and cyclists in danger with bad driver behavior.

Anonymous

9/24/2021 04:59 PM

It is a shame that there is no choice in the first few that excludes parking.

Anonymous

9/24/2021 05:05 PM

smooth traffic flow above all!!!!!!!

Anonymous

9/24/2021 05:07 PM

Would like to see traffic restrictions especially downtown. IE - limited parking, easier access to transit and cabs. Easier for delivery trucks to drop off/pick up. It's time to address the number of cars permitted city wide especially as the City wants to continue to increase population.

Anonymous

9/24/2021 05:10 PM

Functionality that addresses the most people actually using the space is key. How something looks is nice but won't be used to it's potential if it's not highly functional.

Anonymous

9/24/2021 05:10 PM

you have already decided what your going to do. Why even ask us tax payers?

Anonymous

9/24/2021 05:11 PM

stop thinking about bikes and give some thought to the cars and parking. You take the gas tax but then dwell on bikes. It's the car drivers that pay the gas tax in case city hall hasn't figured that out. Bike drivers pay nothing

Anonymous

9/24/2021 05:19 PM

Listen to the public input

Anonymous

9/24/2021 05:27 PM

no

Anonymous

9/24/2021 05:29 PM

Washrooms, wataer stations

Anonymous

9/24/2021 05:47 PM

On the smaller streets one way traffic might be better especially with sit down users.

Anonymous

9/24/2021 06:14 PM

Take out the bikeways.

Anonymous

9/24/2021 06:40 PM

Just be considerate of all arteries of cyclists when designing the bike lanes. How to exit them, enter them, transition between them.

Anonymous

9/24/2021 06:52 PM

more parking is needed in the downtown

Anonymous

9/24/2021 07:18 PM

If you cannot provide more then 1.3 m of space for trees then don't bother the trees won't do well anyway. Container plantings and benches are in my mind the best option

Anonymous

9/24/2021 07:20 PM

Encourage walking - pedestrians over parking. Make public transit more welcoming.

Anonymous

9/24/2021 07:22 PM

As mentioned earlier not a fan of the 2-way bike lanes as pedestrians do not look the other way when crossing

Anonymous

9/24/2021 07:25 PM

Hoping this is less about parking and more about green space/active transport space.

Anonymous

9/24/2021 07:55 PM

nil

Anonymous

9/24/2021 09:14 PM

In my perfect world, in would be convenient to park off-peninsula and shuttle in to downtown. Then we could have more trees and less pavement.

Anonymous

9/24/2021 09:18 PM

Bike lanes need more thought. They aren't used in winter and the concrete blocks used to separate the lanes are too large and ugly.

Anonymous

9/24/2021 10:04 PM

I like to walk so having a safe attractive place to go is a priority for me.

Anonymous

9/24/2021 10:07 PM

N/A

Anonymous

9/24/2021 10:17 PM

Cars are important with an old population and crap weather 6 months a year. Pedestrians and bikes should NOT have priority for the small percentage of users which will never be significant.

Anonymous

9/24/2021 10:36 PM

The survey is designed to do what you have planned anyway. The options choosing which I prefer prove that. The survey is bias. Re bike lanes when will cyclists be required to pay road taxes and insurance as they get all this free space and have collisions yet no insurance. Also when will the police start enforcing helmet laws on bikes

Anonymous

9/24/2021 11:08 PM

Thank you for taking my survey into your consideration.

Anonymous

9/24/2021 11:25 PM

Many cities have invested large amounts of money on cycling and pedestrian infrastructure, and are reaping the benefits. Halifax has chosen to build a huge parking garage on public park land. What is wrong with this city?

Anonymous

9/24/2021 11:48 PM

this questionnaire's are determined to jam more bike lanes into the equation (who is on the planning department that insists on this?). We have decided as a city to jam more bike lanes but how come there is no comment on green space or parks? In the area of robie and almon (or bayers and young street, Spring garden , etc. etc.) how many new apartments unit are being added with no increase in public green space? Why must we have bike lanes and no green spaces?

Anonymous

9/25/2021 12:24 AM

Mostly more green space and not tiny shit trees

Anonymous

9/25/2021 04:24 AM

All your concepts include bicycle lanes. Mine don't. Streets are for motor vehicles not skateboards, scooters, rollerblades or other hobby devices. Stop putting these people in danger of being hit by a stray motor vehicle. No bike lanes.

Tobyl

9/25/2021 06:07 AM

Halifax you are ruining the city and making it ugly. Both residents and tourists alike have now said this.

Anonymous

9/25/2021 07:50 AM

Prioritize cars over pedestrian

Anonymous

9/25/2021 08:13 AM

I believe that the segment between Carmichael and Cogswell should be broken up into Carmichael to Duke and Duke to Cogswell. The two segments have and should have different functions. Why does the travel lane width vary from 7.1 to less than 7m. Could they not all be less than 7m? From an urban design perspective, does the wall along the DND property effectively narrow the west side sidewalk and imply that that sidewalk should have additional width to allow people walking and rolling to have a comfortable experience? Do you have a source for your comment that the 0.6m half curb will direct a guide dog, or something to that effect?

Anonymous

9/25/2021 09:10 AM

More 15 minute parking on the streets Mon-Fri for quick shopping and pick and drop offs. For instance when I'm dropping or picking up my child from daycare or my grandmother from a restaurant or grabbing takeout- if I can't access nearby parking for those few minutes that I'm needing it for then I will be less likely to patronise those small businesses. Longer parking during the day should be encouraged to larger lots and parkades.

Anonymous

9/25/2021 09:34 AM

I love the green space and the efforts made to include all in the planning with an focus on active transportation

Anonymous

9/25/2021 10:47 AM

No more bike lanes

Anonymous

9/25/2021 11:11 AM

We are giving entirely too much money and priority to bicycle infrastructure, for "vehicles" that operate very little (if at all) in snow, rain or high winds.

Anonymous

9/25/2021 12:35 PM

No

Anonymous

9/25/2021 01:03 PM

Get rid of bicycle lanes. Les than 1% of the population only use them during fine weather on warm days mainly for recreation. It is a waste of taxpayer money that could be put to better use for the homeless.

Anonymous

9/25/2021 01:15 PM

Get rid of those bike lanes. What a waste !!! You have made down town so unwelcoming to the car that I avoid going down town whenever I possibly can. At my age (80+), I rely heavily on my car and as a taxpayer, believe that the city's war on the automobile is badly misplaced. Stop throwing gobs of taxpayer's money at the 5% of bicycle riders (many of whom are not taxpayers) and provide good street access and parking for the vast majority of taxpayers who drive cars.

Anonymous

9/25/2021 01:47 PM

In the light of COVID, downtown business use and residential use is likely to decline. Most of the people living in the area north of Cogswell do not own cars and must walk or cycle along Brunswick Street to access their daily needs. The emphasis on parking makes no sense for this street. This residential area north of Cogswell is one of the densest areas, where many have no yards and where those who do own cars must rely on onstreet parking permits. It is one without adequate affordable shopping. It is also lacking in shaded parks accessible to all ages and abilities. Brunswick Street between North and Cogswell has narrow crowded sidewalks with few crosswalks. Suburban commuters already use the street as a raceway to downtown and park on it all hours of the day and night when going to work or an event at Scotia Centre. The focus on parking on Brunswick Street below Cogswell will only make problem worse. This is an area with inadequate pedestrian infrastructure and already has the population that could be served well by an AT oriented complete streets direction. Cars should be discouraged from using Brunswick Street north of Cogswell as an access to downtown or for parking for downtown. The Rainnie/Brunswick Street plan needs to be considered in light of area north of Cogswell. There are plenty of unused parking spaces in garages and there are loading areas off of Brunswick Street for Scotia Centre and other businesses.

Anonymous

9/25/2021 02:23 PM

Leave these streets alone. They do not need improvements. Residential areas need improvement or here's an idea. Do not

allow trucks downtown Halifax at all.

Anonymous

9/25/2021 02:49 PM

no, because no one listens anyway

Anonymous

9/25/2021 04:26 PM

NO BIKE LANES - Waste of TAX DOLLARS

Anonymous

9/25/2021 04:57 PM

All these are council ideas without out consulting the public. You also need to plan better. I find you do all these things at one time and there is no thought as to how it effects people and their lives. In Dartmouth there is so much road construction you don't know which away to go. Also are you planning for now or the future. What are things going to look like in or been 20 years? Maybe thing will be so different we are wasting this money. Also planting trees are nice but trees have roots which destroy sidewalks and roads. Put some thought into this please. Bike lanes are nice however we just giving people reasons to buy electric bikes and scooters which are dangerous in so many ways.

Anonymous

9/25/2021 06:16 PM

I have often chosen pedestrian priority. I feel like the only space green would be a priority (or balanced) would be on Brunswick north of Rainnie. The rest of Brunswick is next to Citadel Hill or RA Park, so green outside the HRM ROW. Green is great, but for most of the green priority options I find the sidewalks to be too small for such a central part of Downtown.

Anonymous

9/25/2021 07:02 PM

Get rid of bike lanes.

Anonymous

9/26/2021 02:18 AM

Everything for the people that walk and bike will overall improve the experience of the people who visit Halifax.

Anonymous

9/26/2021 07:36 AM

i like the ideas and look forward to seeing improvements to. beautiful area

Anonymous

9/26/2021 08:11 AM

The idea of additional green space and trees are wonderful. That said the city must maintain them. Many of the new gardens in the rotary and trees need maintenance. We can't sacrifice moving people in cars to access shops and working.

Anonymous

9/26/2021 09:48 AM

None of these include space for public washrooms

Anonymous

9/26/2021 11:08 AM

Like to see bike lanes before re riled in month not in use to either use for pestridans or something else (winter street art for example) as it would be a good study to see how well they are used throughout the year and then decide how to use the space rather then empty space in the city.

Anonymous

9/26/2021 11:11 AM

As I have been a pedestrian who has lived in Halifax all my life (66 years) and never owned a vehicle, walking is, of course, my priority. However, I am not without empathy for drivers and I applaud the bike riders. A long overdue mindset change has to take place if HRM is to encourage more sustainable transportation. I know I am in a minority with my walking and bussing but people have to be convinced that they can get around easily and safely. They need to see that greenspaces are vital, safety is paramount, so these features need to be (as seamlessly as possible) incorporated into the changes. It won't happen overnight. There will always be opposition to any changes made - "look how my commute has been changed, now I have to ..." and it takes too long to take a bus, too much traffic, etc. ..." and of course "they should have left it the way it was, at least you could drive and/or park where you need to ..." Good luck!

Anonymous

9/26/2021 12:16 PM

Less bike lanes better traffic flow More trees

Anonymous

9/26/2021 01:13 PM

No

Anonymous

9/26/2021 01:54 PM

ALL of the above assume that bike lanes are a top priority for everyone. You've rigged your survey in line with typical HRM city planning priorities. All of you must really like riding your bikes to work from your funky condos on the peninsula. Way to gentrify and keep the riffraff off the peninsula!

Anonymous

9/26/2021 02:07 PM

Great work folks

Anonymous

I want a Halifax that continues to be walkable and a city of trees.

9/26/2021 02:18 PM

The area east of Brunswick to the harbor has become too much a Torontonian steel, glass and concrete wasteland.

Anonymous

9/26/2021 02:31 PM

I would like to see a survey of the amount of people using bike lanes. In the Winter time, the fair weather bikers put their bikes away and go downtown in vehicles, Adding to the congestion of smaller streets and unused bike lanes. We are not Florida. Bike lanes in a non snow area are More useful. Our climate is not designed for it. I would also like to see more enforcement of bicycle riders. Cutting cars off running lights and almost getting hit As well as flying over pedestrian crosswalks. I personally have stopped on more than one occasion to let people cross on crosswalks and bikes Have zipped me almost hitting the pedestrian in the crosswalk. Cyclist should also be forced to use existing existing bicycle lanes if they are going to be on bicycles.. I have driven down hollis street Behind Bicycles that aren't being driven in the bike lane therefore Slowing down traffic because they aren't Cycling where they're supposed to. Bottom line, Sorry for the merchants and restaurants downtown, but they're not getting any of my money anymore. Parking is so much easier in bayers lake And Halifax shopping center.

Anonymous

9/26/2021 02:54 PM

green green green

Anonymous

9/26/2021 04:04 PM

Stop spending money. We're broke.

Anonymous

9/26/2021 04:24 PM

You people are destroying the downtown and making it almost impossible to work in.

Anonymous

9/26/2021 04:46 PM

it would be nice to see more green spaces, however, given Covid, pedestrian distancing is more important and likely will be moving forward as I would like to see more people walking vs using their cars

Anonymous

9/26/2021 06:50 PM

congrats on a descriptive video for blnd and partially sighted. Please do not use 'Seeing eye dog' as this is a incororated name for theseeing eye Inc. school in Morris Town new jersey. correct term is dog Guide or Guide dog. contrasts on the street designs must be in place. Nothing like lower water which is a mess with its shades of grey and black. street furntiure must not interfere in a

straight clear path for all pedestrian users on sidewalks. curbs for blind and wheel chair users must be installed correctly. maybe even vegetables that people could access while walking to be grown in green spaces? a very well organized presentation with the video.

Anonymous

9/26/2021 08:28 PM

Thank you for asking the publics opinion.

Anonymous

9/26/2021 09:18 PM

How would this tie in to the other changes in the nearby areas hope you look at whole picture. I see Citadel and nearby Gardens as a lot of green space I am pro pedestrian followed by decent out of city traffic flow

Anonymous

9/26/2021 09:52 PM

Using a tablet I did not see an option or link to view the noted presentation

Anonymous

9/27/2021 08:02 AM

It is necessary for cyclist safety to get them off the streets and up out of the way of traffic.

Anonymous

9/27/2021 09:16 AM

no

Anonymous

9/27/2021 09:26 AM

Please add more parking. No one wants to come downtown because of lack of it

Anonymous

9/27/2021 09:37 AM

Murals of the history of the area. Underground parking at Citedal like at the Boston Commons. Put parking under the lawns of the Citidel.

Anonymous

9/27/2021 10:02 AM

Sackville to spring garden is to narrow for bike lanes

Anonymous

9/27/2021 10:37 AM

personally, I would love to ride a bike when feasible, however I do not feel comfortable biking on major traffic arteries, even with bike lanes installed. I continue to hope the city will look at biking arteries not placed on major traffic routes, and rather through many of the quieter neighborhoods in our city

Anonymous

9/27/2021 11:12 AM

It looks to me that you are planning to widen the road, taking some of the Citadel land, to allow for bike lanes, etc. Although the plan is beautiful it takes yet more free space away from the city. We need this free space to keep the city beautiful while serving a purpose in absorbing water so we don't contend with flooding as is the case with many 'concrete cities'. Also bike lanes are ridiculous in this city. N.S. has a short cycling season and if the planners bothered to go out and monitor traffic on the bike lanes in this city they would quickly see that they are rarely used. Wider sidewalks are beautiful. There is no doubt. But if it means reducing green space for wider sidewalks then my answer will always be no. Parking is an issue. The cost is prohibitive for those driving into Halifax to work. By putting in pay stations it has forced the cars out of the centre of the city and into the bedroom communities of the South End, and West End of the city. There they park for free and either walk or offload their bikes to cycle to work. You have just shifted the parking issue from downtown to the residential areas of the city. Let me end by saying how much I appreciate the effort to come up with a plan that addresses all stakeholders but perhaps addressing the desires of those who live in the city is a stakeholder you should also address. The Peninsula should be considered as a whole in order to make decisions. Making one part better by making another part worse (the influx of cars now jammed/parked down my street daily since the new and improved meter program came in combined with bike lanes taking away parking spaces) is not a betterment. Just something to think about.

Anonymous

9/27/2021 11:21 AM

The drive lanes are unnecessarily wide, wider than 3m per lane. Why? What is the need for this?

Anonymous

9/27/2021 01:02 PM

If the bigger greenspaces could allow for sustainable urban drainage systems, I would be a huge fan of that! Additionally, I am really interested in how this bike lane starts at the Spring Garden intersection. I expect a clear marked crosswalk and crossride, as well as a crosswalk to remain on the west side!

Anonymous

9/27/2021 01:39 PM

spend this money on housing and food and the necessary things to live

Anonymous

9/27/2021 02:22 PM

"An advanced city is not one where even the poor use cars, but rather one where even the rich use public transit." "A bikeway is a symbol that shows that a citizen on a \$30 bicycle is equally important as a citizen in a \$30,000 car." "If we're going to talk

about transport, I would say that the great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere." - Enrique Penalosa, Mayor of Bogota

Anonymous

9/27/2021 02:26 PM

As noted in my previous comment, the high density of residents now (and consequently, a LOT more dogs than there used to be too) in this neighbourhood requires more pedestrian access, whether it be wider sidewalks, benches, greenspace, or a combination thereof

Anonymous

9/27/2021 03:07 PM

None of these options are suitable as they all remove parking from the downtown area making it a hard place to visit. Especially when taken in conjunction with the loss of the waterfront parking

Anonymous

9/27/2021 03:25 PM

Keep the parking. Don't build protected bike lanes. The painted bike lanes are fine.

Anonymous

9/27/2021 04:56 PM

i think that you should expand the width of Brunswick st. to at least 21 meters between Doyle st.&Spring Garden rd. and use the balanced priority as in question # 10. Also teach Pedestrians & Cyclist some basic safety rules when on the streets and side walks of Halifax.(All so have them use some common sense if that is possible.

Anonymous

9/27/2021 05:07 PM

Looks great! Making additional loading only parking spaces on side streets might help for delivery drivers / loading.

Anonymous

9/28/2021 12:39 AM

Important to keep parking while adding bike lanes and green space

Anonymous

9/28/2021 08:20 AM

leave the parking alone and no more separate bike lanes that has managed to make commuting to downtown impossible

Anonymous

9/28/2021 09:16 AM

I would like to reiterate the results of our survey of our business patrons and thus the importance of ample street parking for the businesses in our area. After the pandemic, business owners can use all the help that we can get; removing parking may have the opposite impact. Thank you for your time.

Anonymous

9/28/2021 09:50 AM

Focus on pedestrian priority so ppl in wheelchair have more accessibility.

Anonymous

9/28/2021 11:29 AM

We are making streets too narrow to allow cars and bikes at the same time! While bike lanes are great, we only have them on a few select 'corridors'. This doesn't mean that it's ok to make the rest of the streets WORSE than they were before for bikes. Not everybody lives/works on a bike corridor. Please keep that in mind. You made Spring Garden Road VERY dangerous for bikes by installing the largely unused extra sidewalks. An extra meter of road would have made a world of difference.

Anonymous

9/28/2021 01:04 PM

No

Anonymous

9/28/2021 01:22 PM

Make Halifax less car centric.

Anonymous

9/28/2021 02:49 PM

I do not like any of these options - the green space should be between the cyclist path and the vehicular traffic lanes. That is the safest option for all - just look at what other countries have in order to keep pedestrians and cyclists safe from car and truck traffic.

Anonymous

9/28/2021 03:34 PM

I have never liked the way you have presented the questions in the survey or your videos. Use this as a guide: less jargon, less need to flip back and forth, pretend you are explaining to your great grandmother who knows her way around the city, but doesn't know every street name.

Anonymous

9/28/2021 05:50 PM

Parking was only an option on one section. We need parking and bikes on all the sections. This is so set up to give you the answers you want. Disappointing.

Anonymous

9/28/2021 08:17 PM

If the goal is to support businesses downtown with improvements, there needs to be better access for cars and parking. People from outside the city do not want to take the bus so they need a place to drive without traffic and easy parking within walking distance to the various businesses.

Anonymous

Anything to reduce the wind tunneling would be excellent

9/28/2021 10:12 PM

Anonymous

9/28/2021 10:30 PM

Why are the pedestrian priority and green space priority options favouring the west side of the street for additional sidewalk space trees/landscaping and lighting? Could this not be balanced to provide these improvements to both sides and not create an asymmetrical corridor? Also, between Cogswell and Rainnie, the east side of Brunswick receives more sun in the afternoon. Trees and patio space would be (more) beneficial improvements.

Anonymous

9/29/2021 01:23 AM

I like the results on South Park St.

Anonymous

9/29/2021 07:22 AM

Long term we need more public transportation and non-motorized transportation to get people downtown. Perhaps bus lanes or at least bus stopping spots near the Metro Centre and Scotia Square would be good for loading and unloading people during events. We need to get people to the Metro Centre and downtown in buses and non-motorized transportation and not cars

Anonymous

9/29/2021 08:34 AM

Yet again, I'm disappointed about the amount of effort being placed on ensuring parking on one of the main streets (brunswick) in our city. Its backwards thinking. Utilize the space for people, and the people who require parking in the downtown should pay a premium in private parking. Those who do not can use public transport.

Anonymous

9/29/2021 10:29 AM

Bike lanes are safer when people are discouraged from walking in them. People are discouraged from walking in bike lanes when the sidewalks are very wide. Pedestrian access is the utmost concern, especially on Brunswick, which is an incredibly busy street.

Anonymous

9/29/2021 10:41 AM

The parking on both sides of Brunswick is absolutely necessary, particularly between Cogswell and Rainnie. As somebody who lives on this street it is already difficult to deal with in terms of having guests over or getting things delivered.

Anonymous

9/29/2021 10:58 AM

All of the options include parking and loading. An option that doesn't include so much parking and loading should also be included. Cars should use private parking lots downtown, not public right of way, except for limited/sporadic on street loading and accessible parking.

Anonymous

9/29/2021 11:04 AM

we need a deprioritization of cars in the downtown core.

Anonymous

9/29/2021 11:40 AM

The sewage covers on this stretch of road have become completely smooth and become VERY slippery when wet. I have seen people fall and cars spin out on them!

Anonymous

9/29/2021 01:25 PM

I don't like the idea of throwing more money at bike lanes until there's a proven increase in usage with the new lanes already added around the city. HRM around the basin is difficult to navigate with a bike because of the typography of the land. Adding lanes on big stretches of hills makes less sense. Furthermore I live in and commute from Dartmouth, the biggest complaint from cyclists is being forced to go under the bridge and back up if they want to go up North. For that reason they "hate it and just take their car". Far less complaints about the other areas of the city getting new lanes.

Anonymous

9/29/2021 01:29 PM

Though I understand and support HRM road dieting downtown streets, the width standards for vehicles has become TOO narrow (e.g. Brunswick at Spring Garden junction) and causing ALOT ALOT of driving over yellow line and bold squeeze-throughs and broad sweeping left/right turns to get around curbs...at a time when average vehicle size has increased, and it's insane for commercial sales vehicles and most certainly transit. It adds to overall unsafe driving behaviour.

Anonymous

9/29/2021 01:43 PM

In both options from Sackville St. to the South Corner of Cambridge Suites, parking has been removed from both the east and west side of the road. Parking in the area is already difficult for customers of businesses, to remove all parking in that section is certainly not what we want to see happen. Appreciate the need for a bike lane, but please at least leave parking on the east side of the road, all the way from Spring Garden to Cogswell.

Anonymous

9/29/2021 03:30 PM

nope

Anonymous

9/29/2021 08:53 PM

Your survey is skewed! you ask only about options that you are driving towards. When your earlier questions seek input on other options too. I can see it now - you will state that the surveys show that everyone is in favour of green space and pedestrian or cycling

spaces. Your designs - once implemented - generate conflicting and confusing driving pathways for vehicles - you move vehicles back and forth because you are trying to create space that simply does not exist for ALL the things you are trying to cram in!

Anonymous

9/29/2021 10:09 PM

More Shops and parking

Anonymous

9/29/2021 10:29 PM

Seriously this should be a pedestrian only plaza but you could allow loading during business hours on certain days. It already sucks to drive through there and none of the concepts above are going to fix the problems. The South Park redesign still sucks to bike and drive through and there are good reasons to have cars on that road, but no one needs to drive down Brunswick because there are a half dozen better options already. This is a good opportunity to make a cool public square in a great spot.

Anonymous

9/29/2021 11:23 PM

Add more turning lanes

Anonymous

9/30/2021 01:24 AM

Dumb the bike lanes on the streets, they should be on the roads that don't have the type of cars and shops on them

Anonymous

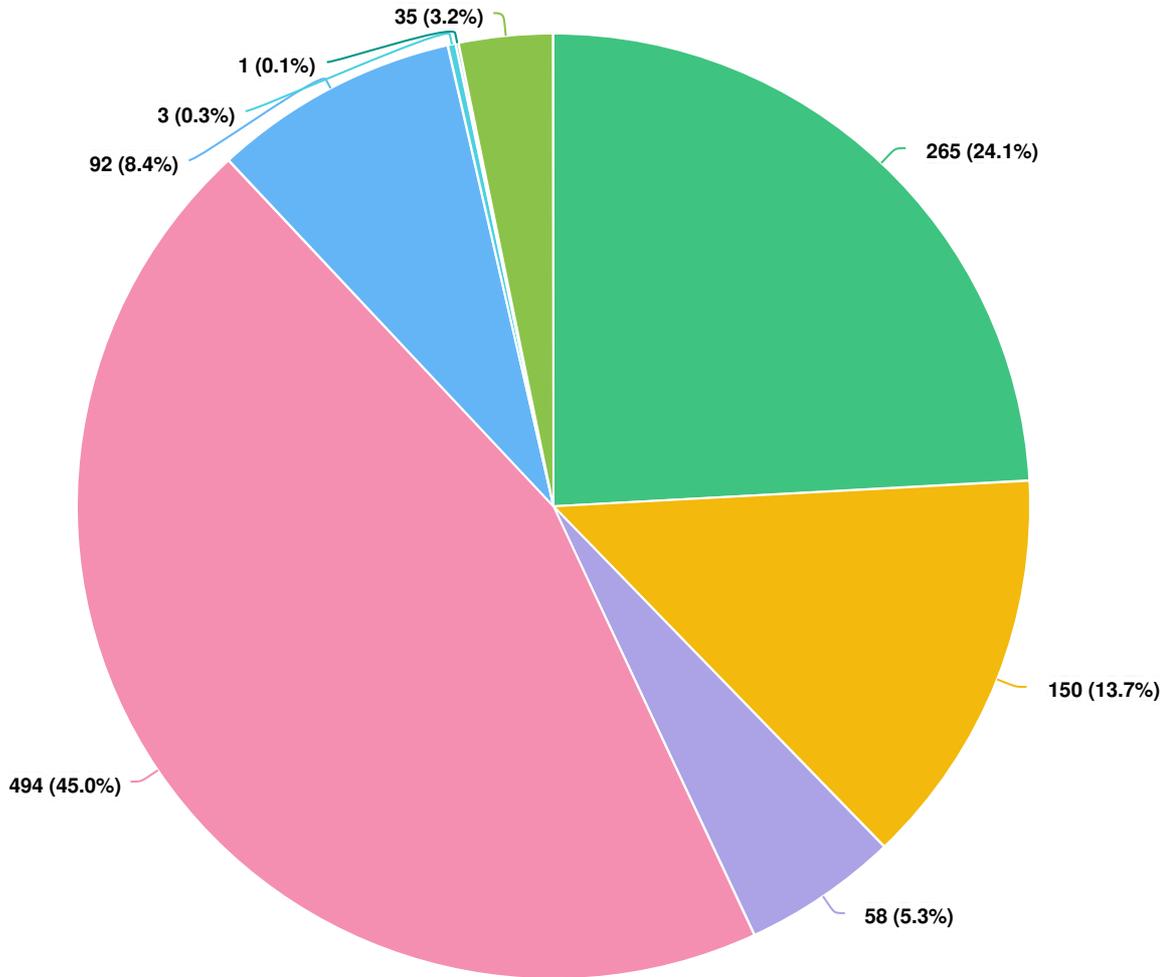
9/30/2021 07:30 AM

Bike lanes are a waste of our money that sit empty 95 percent of the time. Mandatory insurance and licensing for bikes you insist on spending so much money on bike lanes

Optional question (340 response(s), 759 skipped)

Question type: Essay Question

Q14 How do you usually get around? What is your primary mode of transportation?



Question options

- Other (please specify)
- Wheelchair or motorized mobility device
- Taxi or ride share
- Car or motorcycle - passenger
- Car or motorcycle - driver
- Transit
- Bicycle
- Walk

Optional question (1098 response(s), 1 skipped)
Question type: Radio Button Question

Q15 What are the first 3 characters in your postal code where you live?

Anonymous B3A
9/02/2021 10:41 AM

Anonymous B2Y
9/02/2021 11:10 AM

Anonymous B3H
9/02/2021 12:12 PM

Anonymous B3H
9/02/2021 04:33 PM

Anonymous b3n
9/03/2021 10:31 AM

Anonymous b3k
9/03/2021 10:32 AM

Anonymous B3H
9/03/2021 12:52 PM

Anonymous B3K
9/03/2021 11:28 PM

Anonymous B3J
9/08/2021 06:51 AM

Anonymous B2R
9/08/2021 09:21 AM

Anonymous B3K
9/08/2021 09:34 AM

Anonymous B3M
9/08/2021 09:57 AM

Anonymous b3s

9/08/2021 10:42 AM

Anonymous B0N

9/08/2021 10:49 AM

Anonymous B3R

9/08/2021 11:22 AM

Anonymous b3h

9/08/2021 11:47 AM

Anonymous B3A

9/08/2021 03:44 PM

Anonymous B3H

9/08/2021 09:48 PM

Anonymous B3L

9/09/2021 08:39 AM

Anonymous B3K

9/09/2021 10:55 AM

Anonymous B3M

9/09/2021 06:38 PM

Anonymous B3M

9/09/2021 07:24 PM

Anonymous B3L

9/09/2021 07:25 PM

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Anonymous B3K

9/13/2021 09:09 AM

Anonymous B3M

9/13/2021 09:40 AM

Anonymous B3M

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Optional question (1061 response(s), 38 skipped)

Question type: Single Line Question

Q16 | What are the first 3 characters in your postal code where you work?

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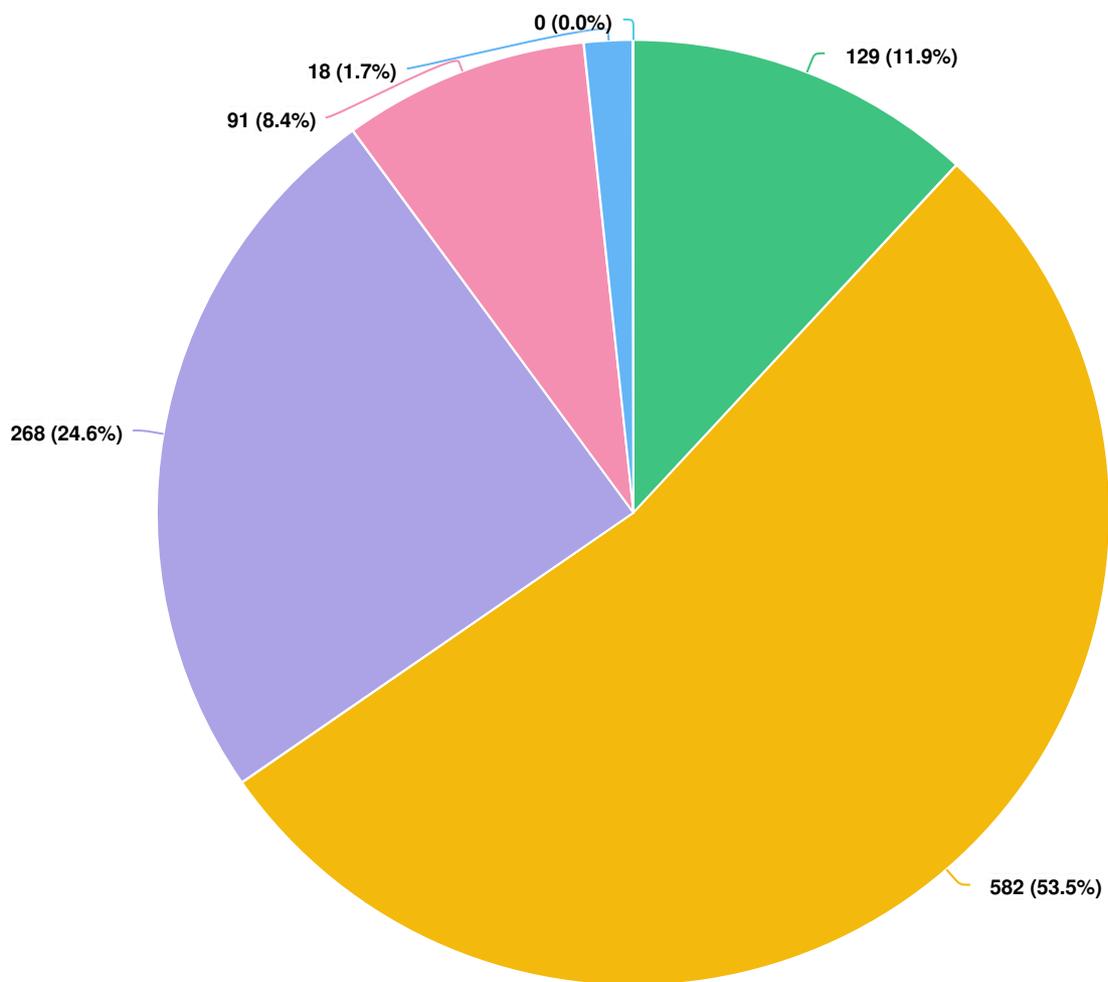
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Optional question (953 response(s), 146 skipped)

Question type: Single Line Question

Q17 What is your age group?

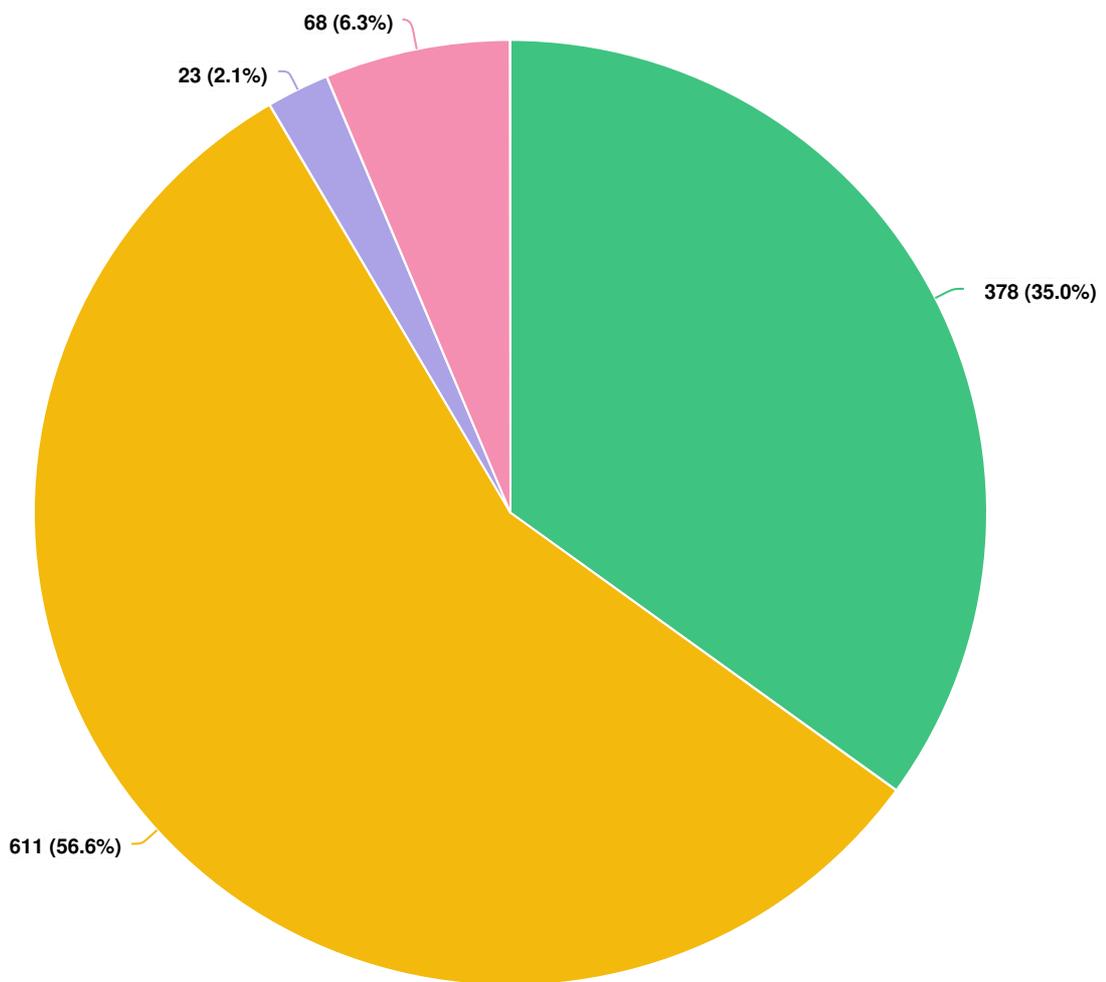


Question options

- <14
- prefer not to say
- 65+
- 45-64
- 25-44
- 15-24

Optional question (1088 response(s), 11 skipped)
Question type: Radio Button Question

Q18 What is your gender?



Question options

- Prefer not to answer
- Non-Binary
- Male
- Female

Optional question (1080 response(s), 19 skipped)
Question type: Radio Button Question

APPENDIX M

Functional Plan Drawings