



Intersections @ the Common

North Park Intersection Redesign

Summary of Public Feedback from the Community Engagement Session



On February 6, 2014, the Halifax Regional Municipality hosted its second community engagement session on the North Park Intersection Redesign project. At the meeting, staff unveiled the first round of design drawings and gathered feedback on opportunities for active transportation, outdoor art and new public spaces. In terms of design priority, staff used a balanced approach based on the existing mode share and to encourage additional pedestrian and cyclist use. For residents and stakeholders who couldn't attend, HRM conducted an online survey from January 20 – February 14 and also gathered comments that were posted in an online forum on the project.

The following document is a high-level summary of some of the recurring themes and ideas from the public feedback and an overview of what themes and ideas will be incorporated into the design. Although you'll see there was a greater focus on issues around cyclist safety, this was by no means the only public discussion on the project. For a complete and unedited synopsis of all the public input, you can visit www.shapeyourcityhalifax.ca.

Staff members have carefully reviewed all the feedback and are now ready to unveil the next round of design drawings (90%) at an open house on Thursday, March 20. That meeting will run from 7-9 p.m. at the Atlantica Hotel Halifax, Guild Hall, 1980 Robie Street. Residents are encouraged to drop in at their convenience. Staff members will be on hand to share information on roundabouts and to answer questions about the impact construction will have on the area, if Regional Council approves the project as part of the 2014/15 budget.



Active Transportation for Cyclists

- Signage and pavement markings will be designed to provide clear messages for cyclists and drivers.
- Lane widths for the roundabouts are designed to accommodate vehicles, such as buses and trucks, and are as narrow as possible.
- The roundabouts are designed as small as possible to accommodate existing and future users.
- Segregated bike lanes are not recommended for this project. Instead there will be buffered bike lanes and active transportation trails.
- The cyclists comfort to claim the lane will depend on the individual cyclist. There are off-road options for cyclists who are not comfortable travelling through the roundabout.
- Based on public feedback, bike lanes on North Park Street and active transportation trails in the Common will be included in the final design.
- Bike connections between active transportation trails on the Common and the roundabouts are under review to make them more streamlined. The NS Motor Vehicle Act states that the cyclist must dismount if crossing the street within a crosswalk.
- It is understood that merging is still a concern for some users. There will be less merging required in the roundabout than in the existing intersection configuration. There are also off road options for cyclists.
- There will be changes in material and texture of the active transportation trail, as well as pavement markings and signage (where appropriate) to notify cyclists and pedestrians that the space is shared.
- All of the active transportation trails are under review.



Outdoor Art

- Outdoor art will be included in the neighbourhood park entrances.
- The outdoor art could be a mix of commissioned and community led art.

HRM is working on two opportunities to enhance this project with artistic elements. They are:

- **WOOD** – There will be a call for artists to use the wood harvested from trees removed as part of construction. That wood will be used for custom seating located within the project site.
- **WORDS** – HRM will commission original works of poetry that engage the community. The words of poetry will be integrated into the concrete seat walls and paving within the three new neighbourhood entrance plazas.

Some of the more popular themes for outdoor art included:

- History – of the area, events and military
- Local community and place
- Diversity of the people who live here
- Maritime culture and industry
- Healthy, active lifestyles
- Nature and environment

Project staff, as well as commissioned and community-led artists will incorporate this information moving forward.



- Plants will include a variety of seasonal interest, and native species where appropriate. Selected plants will be appropriate to the specific environmental conditions and require minimal maintenance.
- Seating options will reflect environmental comforts, activity and views. Placement of seating will take advantage of views to scenic vistas, landmarks and activities on and around the Common.
- HRM will provide four-season hard space for better pedestrian movements and plazas for open activity.
- For the street tree replacement, HRM will select trees from the approved list in HRM's Urban Forest Master Plan.
- The project will include community notice boards for public posters at the park entrances along the travel way.



New Public Spaces

- The new public spaces will be “*people places*” – those are areas that enable the public life of our cities, the social spaces like city streets, pedestrian plazas and parks where people socialize and interact with each other.
- In addition to the street tree planting, decorative lighting and landscaping, HRM will add amenities like defined seating areas, wider sidewalks and pedestrian plazas within the street corridor and the eastern edge of the Common (Neighbourhood Park Entrances).



Changes to Rainnie Dr.

The following are the top five considerations for changes to Rainnie Drive, as suggested by the public:

- Multi-use trail connecting to the Common
- Connection to other active transportation trails
- Pleasant and interesting route
- No parking / cars
- Connect to landmarks (Citadel Hill and views to Halifax Harbour and Dartmouth)