

Frequently Asked Questions

Quingate Place

- Are any changes to on-street parking being proposed?
 - Concept 1A and 1B remove the **seven** existing parallel parking spots on the east side of the street.
 - All concepts convert the existing perpendicular parallel parking on the west side of Quingate Place into parallel parking spots. This in effect lowers the number of parking spots from 6 to 5.
- Do any of the concepts call for the removal of trees? If yes, how many trees would be removed?
 - All concepts propose removing the median on quinate Place which includes two small Maples.
- Would trees be replaced?
 - Opportunities for replacement could be explored where Quingate Place meets with the St. Pat's Greenway.
- Would any of the concepts impact traffic?
 - To fit in 'AAA' bikeways while maintaining truck movement, the stop bars for southbound motorists are pushed back, away from Quinpool Road.
- Would any of the concepts impact Halifax Transit?
 - No.
- Do any of the concepts proposed improvements for people walking and rolling?
 - All concepts propose a consistent and straight sidewalk on the west side of Quingate Place (currently the sidewalk turns and narrows to accommodate perpendicular car parking).
 - Options 1B and 2 propose a new sidewalk on the east side of Quingate Place.
- What are the main factors being considered to evaluate the concepts?

- Impacts to parking, preferred bikeway type, truck movement and consistency with nearby bikeways.

Vernon Street

- Are any changes to on-street parking being proposed?
 - On-street parking would be removed on the block of Vernon Street from Quinpool Road to Pepperell Street.
- Do any of the concepts call for the removal of trees? If yes, how many trees would be removed?
 - Concept 1 calls for the removal of six trees (three Ginkgos, one Basswood, one Black Walnut and one Pine Oak)
 - Concept 2 calls for the removal of the three trees on the east side of Vernon Street.
- Would trees be replaced?
 - There are no opportunities for new tree plantings in either concept.
- Would any of the concepts impact traffic?
 - Both concepts propose converting Vernon Street into a two-lane street, as opposed to the three lanes that are currently situated at the intersection with Quinpool Road. The northbound lane would still enable left and right turns.
- Would any of the concepts impact Halifax Transit?
 - No.
- Do any of the concepts proposed improvements for people walking and rolling?
 - No significant changes are proposed to the sidewalk.
- What are the main factors being considered to evaluate the concepts?
 - Connectivity to other nearby segments, tree impacts, traffic impacts, preferred bike facility type, impacts to parking

Windsor Street

- Are any changes to on-street parking being proposed?
 - No.

- Do any of the concepts call for the removal of trees? If yes, how many trees would be removed?
 - No.
- Would trees be replaced?
 - No trees are removed in the proposed concept.
- Would any of the concepts impact traffic?
 - No.
- Would any of the concepts impact Halifax Transit?
 - No.
- Do any of the concepts proposed improvements for people walking and rolling?
 - No.
- What are the main factors being considered to evaluate the concepts?
 - Constraints such as utility poles, trees and narrow street width, traffic, truck movement and consistency with nearby bikeways.

Welsford Street

- Are any changes to on-street parking being proposed?
 - Yes, the concept proposes the removal of 11 parking spots.
- Does this concept call for the removal of trees?
 - No trees are removed in the proposed concept.
- Would trees be replaced?
 - No.
- Would any of the concepts impact traffic?
 - Yes. The proposed concept turns Welsford Street into a Local Yield Street.
- Would any of the concepts impact Halifax Transit?
 - No.
- Do any of the concepts proposed improvements for people walking and rolling?

- Yes. There is an expanded sidewalk and shorter crossings on the south side of Welsford Street at the Windsor Street and Parker Street intersections. Additionally, there is a new crossing at the St. Pat's Greenway.
- What are the main factors being considered to evaluate the concepts?
 - Connectivity to nearby bike facilities, impacts to parking, impacts to traffic and impacts to trees.

Quinpool Road

- Are any changes to on-street parking being proposed?
 - Yes. Both concepts proposed removing 8 on-street parking spaces on the south side of Quinpool Road.
- Do any of the concepts call for the removal of trees? If yes, how many trees would be removed?
 - Concept 1 calls for the removal of four trees (three on the north side of Quinpool Rd. and one on the south side)
 - Concept 2 calls for the removal of one tree on the south side of Quinpool Rd.
- Would trees be replaced?
 - There may be opportunities for new tree plantings where Quinpool Road meets Robie Street.
- Would any of the concepts impact traffic?
 - Yes. Both concepts propose removing the left turning lane from Quinpool Road to Vernon Street, removing the slip lane from Robie Street onto Quinpool Road, and expanding the pedestrian realm/sidewalk at both corners of Quinpool-Robie.
- Would any of the concepts impact Halifax Transit?
 - The proposed concepts both align with Halifax Transit's plans. Bus stops would be integrated with the bikeway design, similar to existing bus stops on Hollis Street and South Park Street.
- Do any of the concepts proposed improvements for people walking and rolling?

- Yes, there is increased sidewalk/public realm in both concepts where Quinpool Road meets Robie Street. Additionally, the crossing distance of Quinpool Road is lessened at Quinpool-Vernon intersection and Quinpool-Robie intersection.
- What are the main factors being considered to evaluate the concepts?
 - Consistency with nearby bikeways, transit plans, traffic impacts, parking impacts and tree impacts.

Halifax Common Pathways

- Are any changes to on-street parking being proposed?
 - No.
- Do any of the concepts call for the removal of trees? If yes, how many trees would be removed?
 - No.
- Would trees be replaced?
 - There may be opportunities for new tree plantings throughout the proposed concept.
- Would any of the concepts impact traffic?
 - No.
- Would any of the concepts impact Halifax Transit?
 - No.
- Do any of the concepts proposed improvements for people walking and rolling?
 - Yes. Concept A proposed a wider multi-use pathway (4m) than what currently exists (3m). Concept B proposes separated facilities to minimize potential conflict points between people biking and people walking or rolling. Both concepts propose pedestrian plazas where the pathways intersect with streets (e.g. Robie Street, Cogswell Street and Bell/Trollope Street).
- What are the main factors being considered to evaluate the concepts?
 - Preferred facility type, needs of Parks & Recreation.