

Peninsula South Complete Streets Project

Phase 2: What We Heard Report





What We Heard Report
Peninsula South Complete Streets Project
November 2022

Halifax Regional Municipality

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Figure 1: Conceptual public open space on University Avenue.



About the Project

The Peninsula South Complete Streets project follows a “complete streets” approach to improving mobility for people traveling through the south end of the Halifax peninsula. This means the project is focused on improving safety, comfort, and convenience for people walking and cycling while also considering transit, accessibility, placemaking, urban forestry, vehicle traffic, loading, parking, and other factors. The project also seeks to implement a unified “District Identity” for the University Avenue streetscape, with the goal of establishing a unique and defined sense of place within the project area.

The result of the project will be a functional plan that includes recommendations for new and improved active transportation (AT) infrastructure on several streets in the project area. AT infrastructure includes sidewalks, bicycle lanes, and multi-use pathways, and is an effective way to encourage people to walk, roll, cycle, or take public transit. All of the above contributes to a more liveable city. The “complete streets” approach to transportation planning and planned cycling connections explored through this project are identified in both HRM’s Integrated Mobility Plan and Active Transportation Priorities Plan.

This What We Heard Report provides a summary of the findings from Phase 2 public engagement of the Peninsula South Complete Streets project.



Figure 2: Complete street concepts considered in preliminary concept phase

What We Did

During the first engagement phase of this project, some route options were presented, and engagement participants were asked about their current experience and desired future experience. From this preliminary engagement, 15 complete streets concepts were developed.

Phase 2 public engagement explored the eight top-ranking complete streets concepts that came out of Phase 1. This includes one concept for Morris Street, three concepts for University Avenue, two concepts for connections between University Avenue and Oxford Street, and two concepts for Robie Street south of University Avenue. These eight concepts feature a variety of street configurations designed to accommodate facilities for people walking, rolling, cycling, taking transit, and driving, as well as general purpose traffic lanes, on-street parking, green infrastructure, and public open space.

Phase 2 public engagement included several different ways for members of the public to contribute to the discussion about the project. The engagement methods were designed to communicate the complexities of the concepts and project in an accessible way and provide the public with a variety of ways to provide feedback.

In producing this report, the project team considered a wide range of points of view, and analyzed a large amount of feedback. This report summarizes all feedback collected between the launch of engagement on July 7, 2022 to August 17, 2022. This report does not quote individual comments directly. Instead, it provides a detailed summary of the diversity of perspectives heard by the project team using simple language, photos, maps, and charts.

Phase 2 public engagement opportunities were promoted in a variety of ways, including: updates to the project page on Shape Your City Halifax, a public service announcement, social media campaigns, and letters mailed to residents and property owners in the project area.

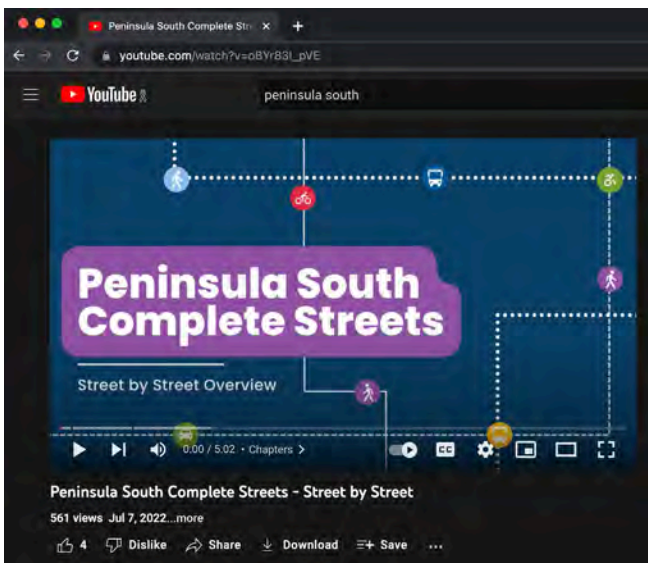


Figure 3: Video describing each proposed concept in the project area (July 2022).



Figure 4: Pop-up Engagement at Dalplex (July 2022).

Who Was Involved

During Phase 2 of the Peninsula South Complete Streets project, between July and August 2022 there were more than 9000 engagement interactions with the project. This included:

- 46 registered participants in two small group discussions, held online;
- More than 20 participants at two in-person pop-up engagement sessions;
- 17 e-mail submissions;
- 281 responses to the online survey; and
- 8618 visits to the online map, made by 3411 unique participants who left a total of 627 comments.

Numerous stakeholder groups were involved in Phase 2 public engagement by attending virtual group discussions or by submitting their comments and feedback by email. These stakeholder groups included:

- Nova Scotia Health Authority (Central Zone): Health Services, Public Health, Partners for Care, QE II Redevelopment, Indigo Canada (parking management)
- IWK Health Centre
- Dalhousie University: Office of Sustainability, Facilities Management (Capital Planning), Dalhousie Department of Economics
- Halifax Walk 'N Roll
- Ecology Action Centre
- Bicycle Nova Scotia
- Province of Nova Scotia, Public Works
- Halifax Bike Mayor
- The Halliburton Hotel
- Spring Garden Area Business Association
- Friends of Schmidtville

At the time of writing this report, additional written feedback was expected from Dalhousie University, Nova Scotia Health Authority, and Saint Mary's University. A summary of these submissions will be shared separately.

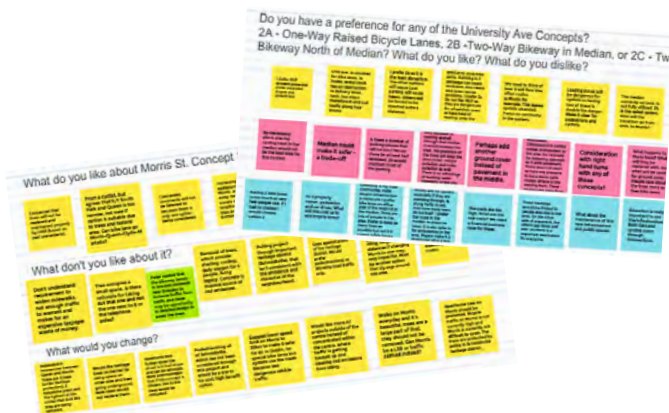


Figure 5: Notes from participants in Small Group Discussions.

Small Group Discussions

Two virtual discussions provided members of the public a way to connect directly with the project in a small group discussion format. These meetings began with a presentation which included a series of short videos about the project, summarizing the key messages, outlining the design concepts, and discussing some different perspectives from the variety of users of the street. Participants worked in groups, hosted by facilitators.

The discussions at these meetings were structured around guiding questions that focused on one design concept at a time, and participants were asked what they liked, disliked, or had suggestions or questions about. All of the discussion groups recorded input with digital post-it notes which have been amalgamated into the body of this report.

Community Pop-Ups

The project team set up two pop-up engagement booths during Phase 2. The first was held at Dalplex, and the second was held at the QE II Health Sciences Centre, offering convenient opportunities for members of those institutional communities to share their experiences and ideas. Participants provided verbal input that was transcribed and drawn on maps for inclusion in this report.

3D Animations and Online Videos

To visualize and communicate the complexities and trade-offs between the proposed concepts, 3D animations and renderings were developed and used to prepare four online-videos. The videos received over 1,700 combined views and are available on the Halifax Regional Municipality's [YouTube channel](#).

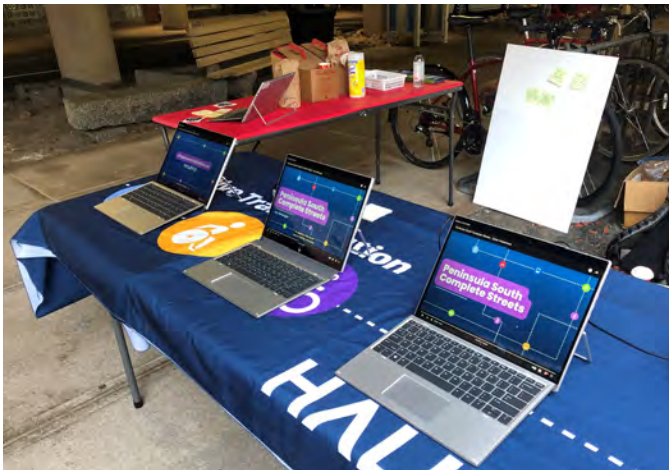


Figure 6: Online mapping stations at the Pop-Up Engagement at the QE II Health Sciences Centre (July 2022).

Online Survey

To gather feedback from the wider community on the proposed concepts for each street corridor, the project team hosted a public survey on the Shape Your City Halifax website between July 7 and August 2, 2022. Respondents were given the option to stay anonymous or to enter their contact information. The questions solicited feedback on each of the preliminary design concepts.

The survey had a total of 21 questions. For street corridors with more than one concept, respondents were asked to rank the concepts according to their preferences. They were also given the option to provide feedback on each concept. To understand respondents' choices, the survey also asked what factors informed their decisions.

The results from the survey have been amalgamated into the following report sections, and the response data from certain questions has been presented as figures found throughout the report.

Online Interactive Map

All of the concepts were presented together on an online interactive map of the project area, hosted by Social Pinpoint and linked on the Shape Your City Halifax website. The map invited members of the public to zoom in to view the concepts, and participants were able to place comments, read comments left by others, and comment on other people's comments.

The map prompted people to leave both location-based comments and general comments, which have all been summarized into the following sections of this report.

Email Submissions

Community members and stakeholders who preferred to submit their comments or feedback by email could do so by contacting the Municipality's Project Lead for the Peninsula South Complete Streets Project. Their email contact was posted on the Shape Your City website. Email submissions received by August 17th have been included and categorized in this report.



Figure 7: Online interactive map (July 2022).



Interpreting The Results

Throughout Phase 2 public engagement, ten key themes emerged. These themes have been classified as either primary or secondary, according to how prevalent they were throughout the engagement period. Generally, the primary themes came up more often than the secondary themes, and were discussed in relation to a broader extent of the project area.

More specifically, the “primary”/“secondary” classification of key themes was based on the extent to which comments relating to each theme were distributed across the project area. In order for a key theme to be classified as “primary” it had to be mentioned in comments relating to at least nine out of the ten sub-areas illustrated in Figure 28 on page 34. Conversely, if a key theme was mentioned in less than nine out of ten of the sub-areas, it was classified as a “secondary” theme.

The key themes from Phase 2 have been used to organize this report and present what was found to be important to participants. However, each theme should not be considered in isolation. Many comments and ideas are inter-related, and cross over from one theme to another.

Current Experience

Phase 2 survey participants shared how they currently travel to and from the study area, and also within the study area. As shown in Figure 8, in general, active transportation such as walking, rolling, and cycling was found to be more common for trips within the study area, while motorized travel modes such as driving, transit, and ride sharing were found to be more common for trips to and from the study area.

Survey participants were also asked about their key destinations within the study area. Many participants were found to either work, study, or live in the area, while others were found to visit or attend events nearby. The four most common destinations noted by survey participants were personal residences, the QE II Hospital VG site, the Halifax waterfront, and the Dalhousie University Studley campus. Some respondents also noted that routes within the study area are useful in connecting to destinations outside of the study area. These responses are reflected in Figure 9.

Figure 8: Survey respondents were asked:
How do you travel to/from and within the project area?

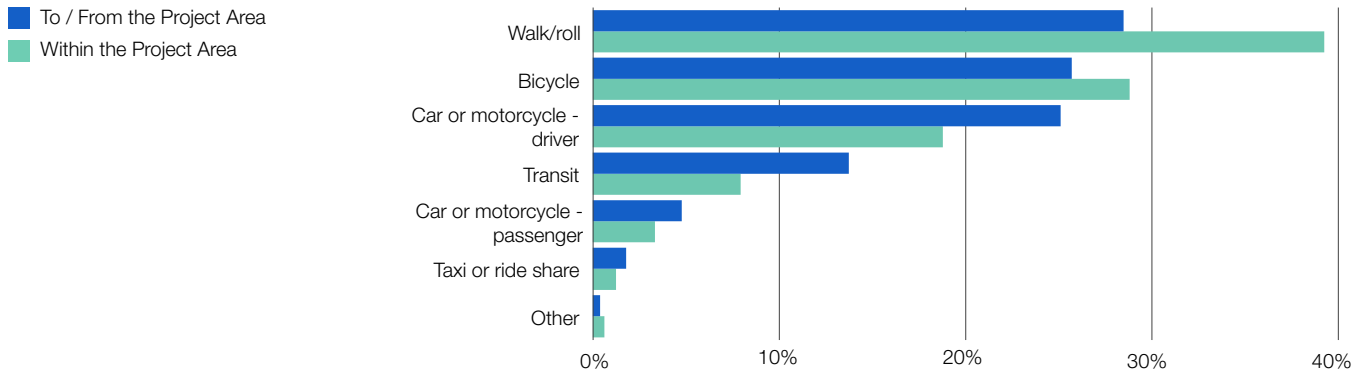


Figure 9: Survey respondents were asked:
What is your primary destination in the project area?

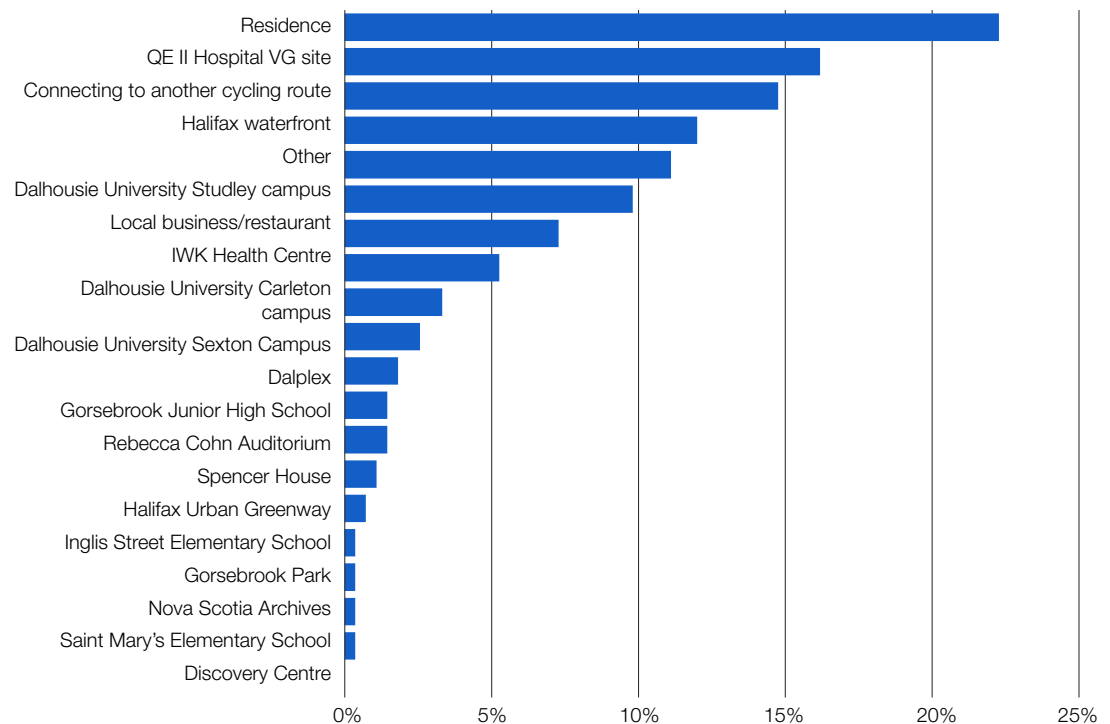
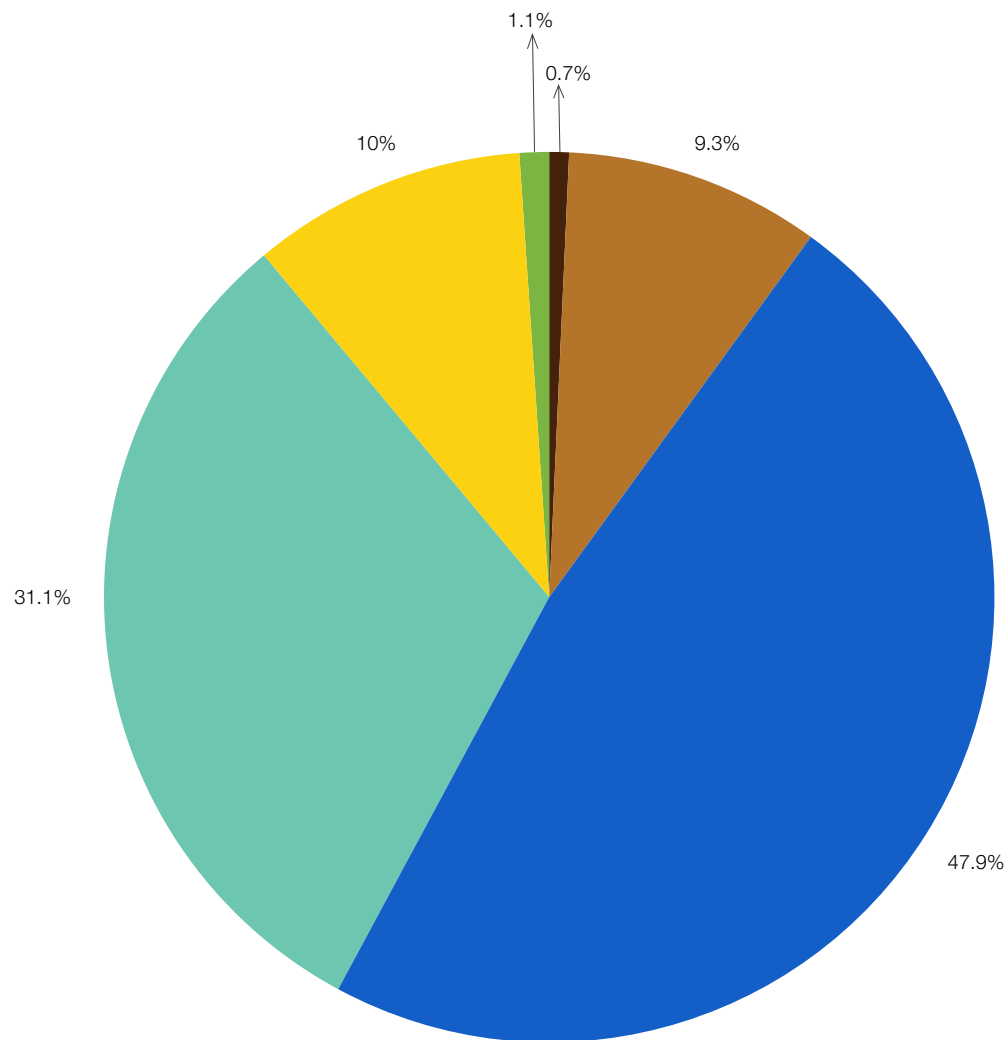




Figure 10: Survey respondents were asked:
What is your age group?

- 14 and under
- 15-24
- 25-44
- 45-64
- 65 and above
- Prefer not to answer





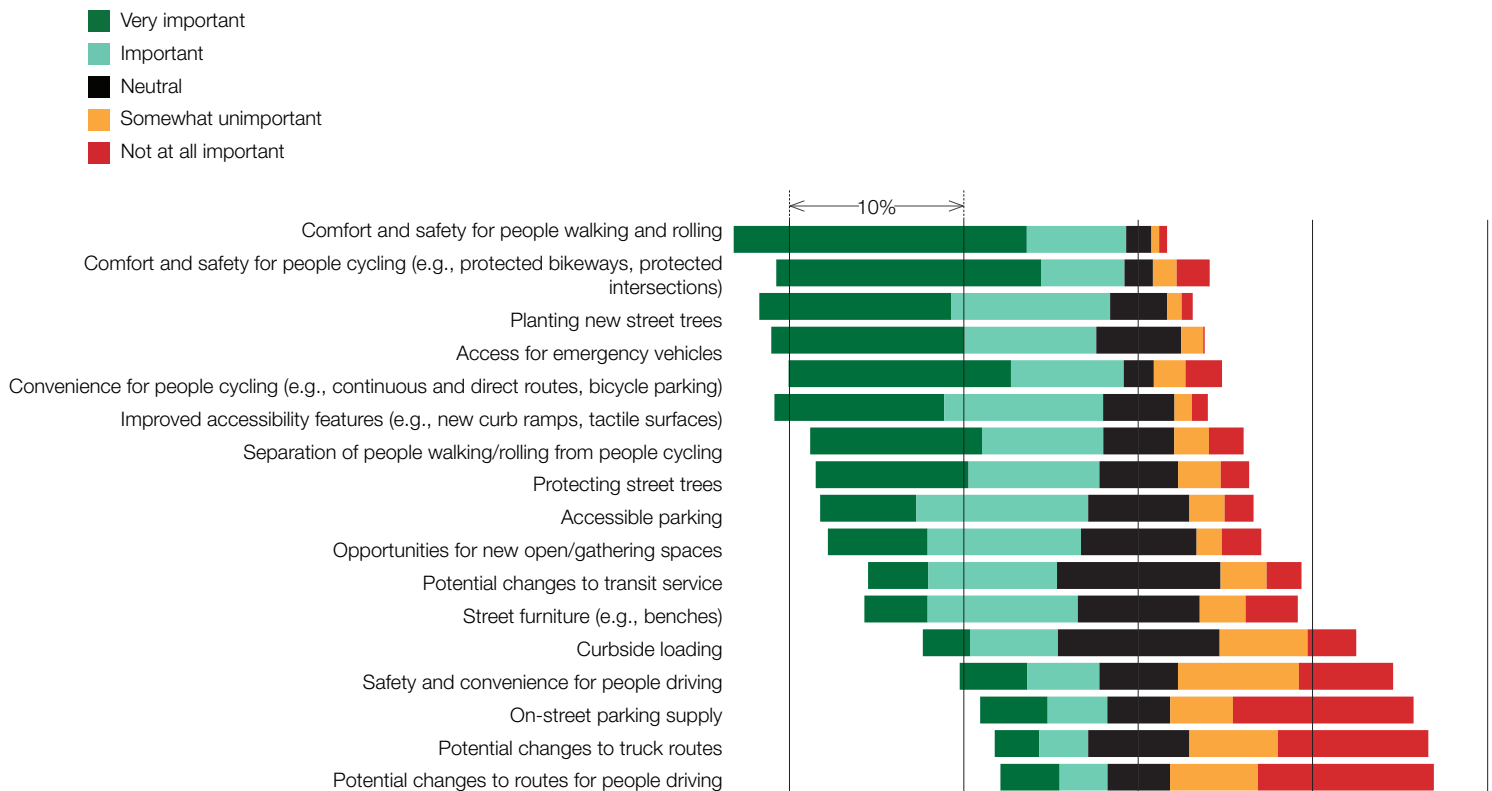
Factors Influencing Concept Preferences

Survey participants were asked to indicate which factors influenced their opinions of the concepts presented in Phase 2. The results are reflected in Figure 11.

Comfort and safety for vulnerable road users emerged as the most important factor for survey participants, followed by the planting of new street trees and access for emergency vehicles.

Potential changes to routes for people driving emerged as the least important factor influencing survey participants in their opinions of the design concepts, while on-street parking supply and potential changes to truck routes also came out as less important than other factors.

Figure 11: Survey respondents were asked: What are the most important factors influencing your opinion of the concepts?





Concept Summaries

For each of the corridors, survey respondents were asked about their preference for the concept options presented. The survey also provided space for survey respondents to comment further on each proposed concept.

The following pages present a brief description of each concept, and a summary of the feedback received on each concept.

Morris Street: Concept 1A
Two-way Raised Bikeway and One-way Traffic

One concept was presented for Morris Street. In this concept, the street would be converted to one-way eastbound traffic, and a two-way raised bikeway would be added. Parking and loading areas would be maintained on the south side of the street.

Figure 12: Morris Street under Concept 1A, looking East from Dresden Row.





Summary of Feedback for Concept 1A

Throughout Phase 2 there was widespread support for the design changes intended to improve traffic safety on Morris Street. However, several other topics came up as challenges to address going forward.

Protection of the existing tree canopy was flagged as a major concern for some respondents who noted that the extent of the impacts on trees is unacceptable and should be mitigated in subsequent design phases.

There were mixed opinions about the two-way nature of the Morris Street bikeway. Some respondents brought up concerns about the continuity between this and other cycling facilities in the bike network, as well as the overall connectivity of the network. At the same time, some respondents expressed that the addition of a separated two-way cycling facility on Morris Street would enhance comfort and safety for all road users, since in this concept there is space for pedestrians and cyclists to each have their own dedicated space, physically separated from motor vehicle traffic.

The raised nature of the Morris Street bikeway brought up concerns about the delineation between the sidewalk and the bikeway. To emphasize the edge between the sidewalk and the bikeway, tactile markers were suggested as a safety measure, particularly for people with vision loss.

Converting Morris Street to one-way for motor vehicle traffic drew mixed feedback. While many supported this change in order to enable a dedicated space for the bikeway, concerns were raised about how it would affect traffic on adjacent streets. Specific concerns included impacts on pick-up and drop-off outside the elementary school, diversion of truck traffic, potential increase of bus traffic on Spring Garden Road, and increased difficulty in closing Spring Garden Road for special events if Morris Street is not available as a two-way detour route for transit.

Accessibility to public transit for seniors and low-income individuals also came up as a concern, since this concept eliminates all bus stops from the Morris Street corridor.

Some participants applauded the elimination of on-street parking to make way for active transportation infrastructure, while others expressed concerns about the impacts this would have on local residents.

General maintenance concerns were also brought up, including the issue of snow removal during winter months.

University Avenue: Concept 2A One-Way Raised Bicycle Lanes

This concept envisions one-way raised bicycle lanes on both sides of the street, and widened sidewalks.

Figure 13: University Avenue under Concept 2A, looking West from Henry Street.



Summary of Feedback for Concept 2A

Much of the support that was heard for Concept 2A along University Avenue related to the fact that the street configuration would retain one-way traffic flow for all travel modes on each side of the median. This was perceived as more convenient for accessing destinations along the corridor.

The removal of on-street parking was brought up by many respondents as a major concern, particularly in the vicinity of the hospital. Some mentioned that hospital staff, patients, and visitors would be the most impacted by this change due to the limited capacity and cost of off-street parking near the hospital.

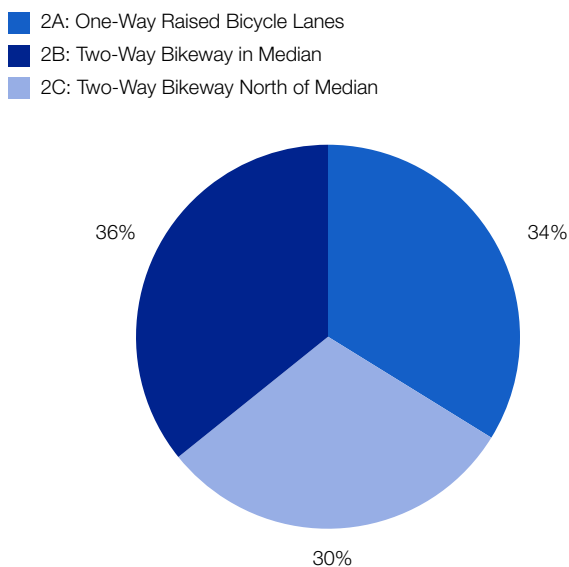
Traffic safety was also raised as a major concern, and the addition of physical separation between cyclists and motor vehicles was welcomed. However, while many respondents commented that the raised nature of the bicycle lanes would provide additional safety to cyclists, there were questions about how the bicycle lanes would transition to street-level at intersections, and the potential conflict areas between cyclists and pedestrians, such as at bus stops. Many respondents want to see a clear delineation between the sidewalk and the bicycle lanes, and tactile markers were suggested as a safety measure for individuals with vision loss.

Continuity between the cycling facility on Morris Street and one-way bicycle lanes on University Avenue was repeatedly flagged as an issue, and some called for the two facilities to be designed as one continuous infrastructure project.

Connectivity to Dalhousie University's Studley campus was widely welcomed. Despite the proposal for widened sidewalks, there are still some concerns about the heavy pedestrian traffic in this corridor due to the proximity to the university campus.

Retaining the median as public open space was supported, and there were calls for integration of stormwater management features and additional plantings into the final design. However, some respondents expressed opposition to the removal of any trees in the area and requested that further design work be done to reduce or eliminate their removal.

Figure 14: Survey respondents ranked their preference of the three University Avenue concepts.

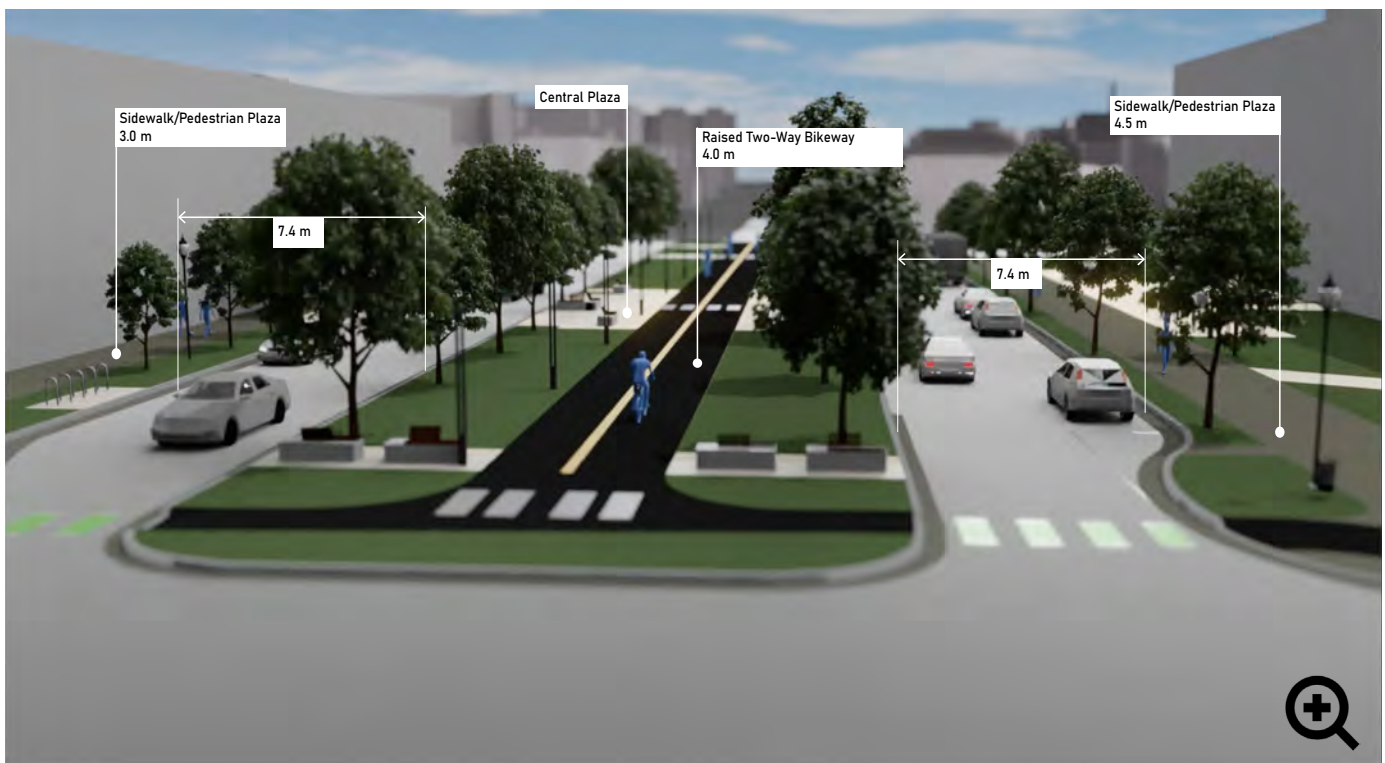


Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.

University Avenue: Concept 2B Two-Way Bikeway in Median

This concept envisions a two-way bikeway added to the centre of the median, and widened sidewalks.

Figure 15: University Avenue under Concept 2B, looking West from Henry Street.





Summary of Feedback for Concept 2B

Support for Concept 2B on University Avenue mostly stemmed from the fact that this concept maintains much of the existing street configuration, while placing the bikeway in the median drew a mixed reception.

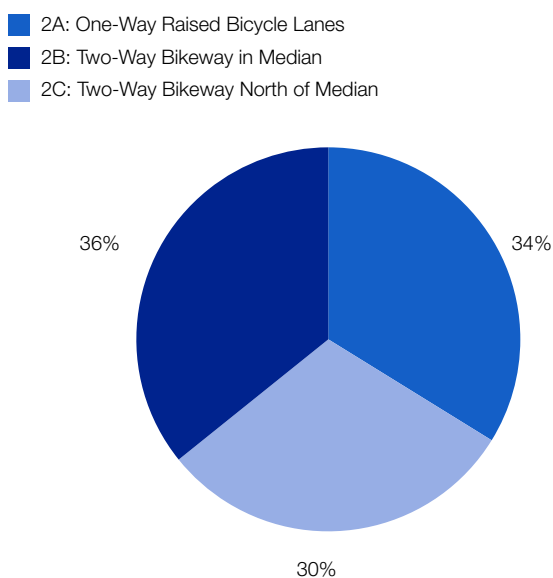
Concerns about how this concept would impact hospital patients and visitors came up several times. Some respondents noted that many visitors to the hospital are unfamiliar with the area, and advocated for a design that would cause the least disruptions. The maintenance of on-street parking and loading was supported.

The two-way bikeway added to the centre of the median raised a wide range of comments and concerns. The potential misuse of the bikeway as a pedestrian pathway, especially by pedestrians lingering in the median, was brought up. There were questions about how pedestrians would access the median from the sidewalk without jaywalking, and conversely, how people in the median would access buildings along the corridor.

There were also major safety concerns raised about the centre median bikeway, largely due to the added complexity such a design would pose at intersections. While signage could help mitigate potential collisions, getting on and off the bikeway and connecting the bikeway with the rest of the cycling network would mean having to cross vehicular traffic at all intersections, which might also create confusion for drivers. Specifically, there were questions about the safety of the connection to a future cycling facility on Robie Street.

The removal of trees and loss of green space to build cycling infrastructure in the median was opposed by some. However, many respondents acknowledged that the trade-off was justified.

Figure 16: Survey respondents ranked their preference of the three University Avenue concepts.



Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.

University Avenue: Concept 2C
Two-Way Bikeway North of Median

This concept envisions westbound traffic and parking lanes converted to a two-way bikeway, and eastbound traffic lanes converted to two-way traffic.

Figure 17: University Avenue under Concept 2C, looking East from Henry Street.





Summary of Feedback for Concept 2C

Much of the support for Concept 2C was due to the continuity this concept would provide with the Morris Street concept. However, concerns relating to convenience came up, specifically regarding the number and density of local streets that cyclists would have to stop at and how that would impact the flow of bicycle traffic along University Avenue.

The physical separation between cyclists, pedestrians, and motor vehicle traffic in this concept received widespread support, although there were some concerns about the safety of cyclists at intersections.

Some respondents commented that the raised bikeway on the north side of University Avenue would be safer for pedestrians to cross mid-block, effectively expanding the green space by moving all motor vehicle traffic to the south side of the street.

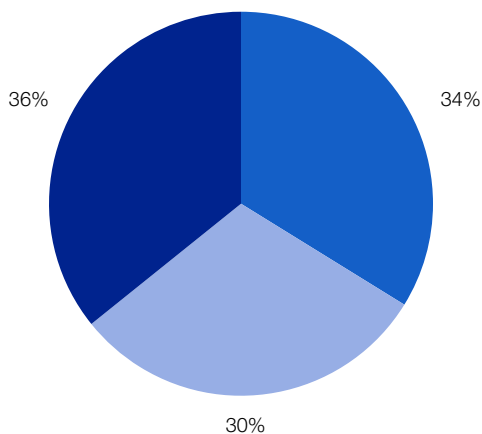
However, not everyone agreed that the changes to the median was worth the loss of trees, and there were calls for further study to reduce or eliminate the impact on trees.

Many commended the design of the intersection with Robie Street, and there is a perception that it would keep cyclists and pedestrians safer. However, the way in which the north-side sidewalk connects with the Robie Street sidewalk was called into question, with respondents asking for a more intuitive design that follows how people would actually walk. The high pedestrian volume in the area was also brought up as a concern.

Changes to the current flow of motor vehicle traffic came up several times. Due to the proximity to the hospital, many respondents suggested that this design might be confusing for those driving from out of town. The loss of parking spots was also a concern, as an increased number of drivers may spend time circling the block looking for parking.

Figure 18: Survey respondents ranked their preference of the three University Avenue concepts.

- 2A: One-Way Raised Bicycle Lanes
- 2B: Two-Way Bikeway in Median
- 2C: Two-Way Bikeway North of Median



Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.

South Street: Concept 3A **Two-Way Raised Bikeway**

This concept envisions a raised two-way bikeway next to the sidewalk on the north side of the street.

Figure 19: South Street under Concept 3A, looking East from Dalhousie Street.



Summary of Feedback for Concept 3A

The route and connectivity that Concept 3A offers was a key reason for the support from many respondents, especially when compared to Concept 3B. As well, there is a perception that this concept design prioritizes the safety of all road users.

The more direct route along South Street was more appealing for cyclists, as they would not have to deviate to side streets when traveling between University Avenue and Oxford Street. However, there were some questions about how this route would connect with the surrounding cycling network, particularly at Oxford and Seymour Streets.

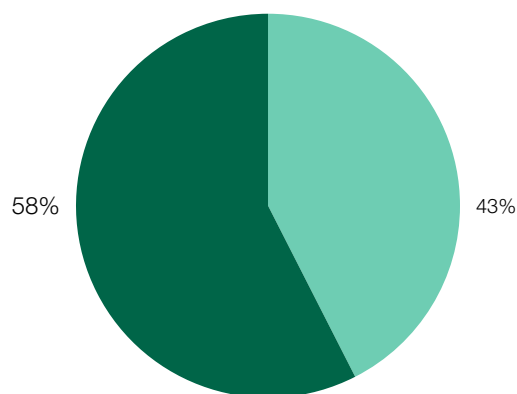
Most participants preferred to keep pedestrians, cyclists, and motor vehicles physically separated from each other, and the design of the cycling facility as a separated, raised lane was widely supported. Some respondents noted that as presented, pedestrians would be likely to stand or walk in the bikeway at bus stops. As well, the placement of the two-way bike path on the north side of South Street brought up safety concerns for cyclists trying to cross to the other side and at intersections.

The numbers of trees that would be removed in this concept was not well-received by some respondents, arguing that the bikeway did not justify the loss.

Parking came up as another point of contention. While some respondents suggested that on-street parking be removed along South Street to mitigate the impacts to trees and encourage active transportation, there were concerns about the impacts of this loss on adjacent streets. Respondents also flagged the many students and hospital staff who park on nearby residential streets, and the potential for issues arising from a lack of availability of parking.

Figure 20: Survey respondents ranked their preference of the two concepts for a cycling connection west of University Avenue.

3A: South Street Two-Way Raised Bikeway
3B: Cartaret Street and Oakland Road Local Street Bikeway



Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.

Cartaret Street and Oakland Road: Concept 3B Local Street Bikeway

This concept envisions local street bikeways on Cartaret Street and Oakland Road.

On local street bikeways, people cycling share the street with people driving. There would be no separate bicycle lanes. Features could include traffic calming such as curbs extensions or speed humps, and treatments to help people ride across busy streets. Existing sidewalks, curbs (except for possible extensions at intersections), trees and grass boulevards would remain the same.

Figure 21: Example of a Local Street Bikeway: Vernon Street at Pepperell Street.



Summary of Feedback for Concept 3B

The cycling facility proposed for Cartaret Street and Oakland Road is located on quiet local streets, and would require cyclists to deviate from a more direct route between University Avenue and Oxford Street. While it was noted that Oakland/Cartaret is a route that some cyclists already use, many respondents pointed out that the route is short and does not connect to any destinations, making it not very useful for the wider community. Some felt that cyclists might ignore this route altogether, and continue to use South Street.

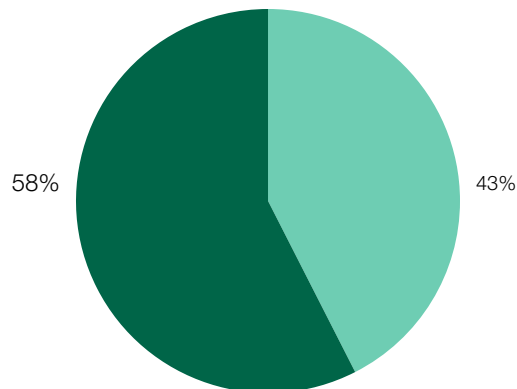
A key concern with this concept is that it does not prioritize the safety of vulnerable road users. Most respondents said having cyclists and motor vehicles share the road is not safe. Despite the route following two relatively quiet local streets, there were still concerns from cyclists about safely sharing the road with motor vehicles.

It was suggested that the connectivity of 3B could be improved by extending the local street bikeway east along Oakland Road to a future cycling facility on Robie Street.

There was supportive feedback for this concept based on its lower cost, and its relative ease of implementation.

Figure 22: Survey respondents ranked their preference of the two concepts for a cycling connection west of University Avenue.

3A: South Street Two-Way Raised Bikeway
3B: Cartaret Street and Oakland Road Local Street Bikeway

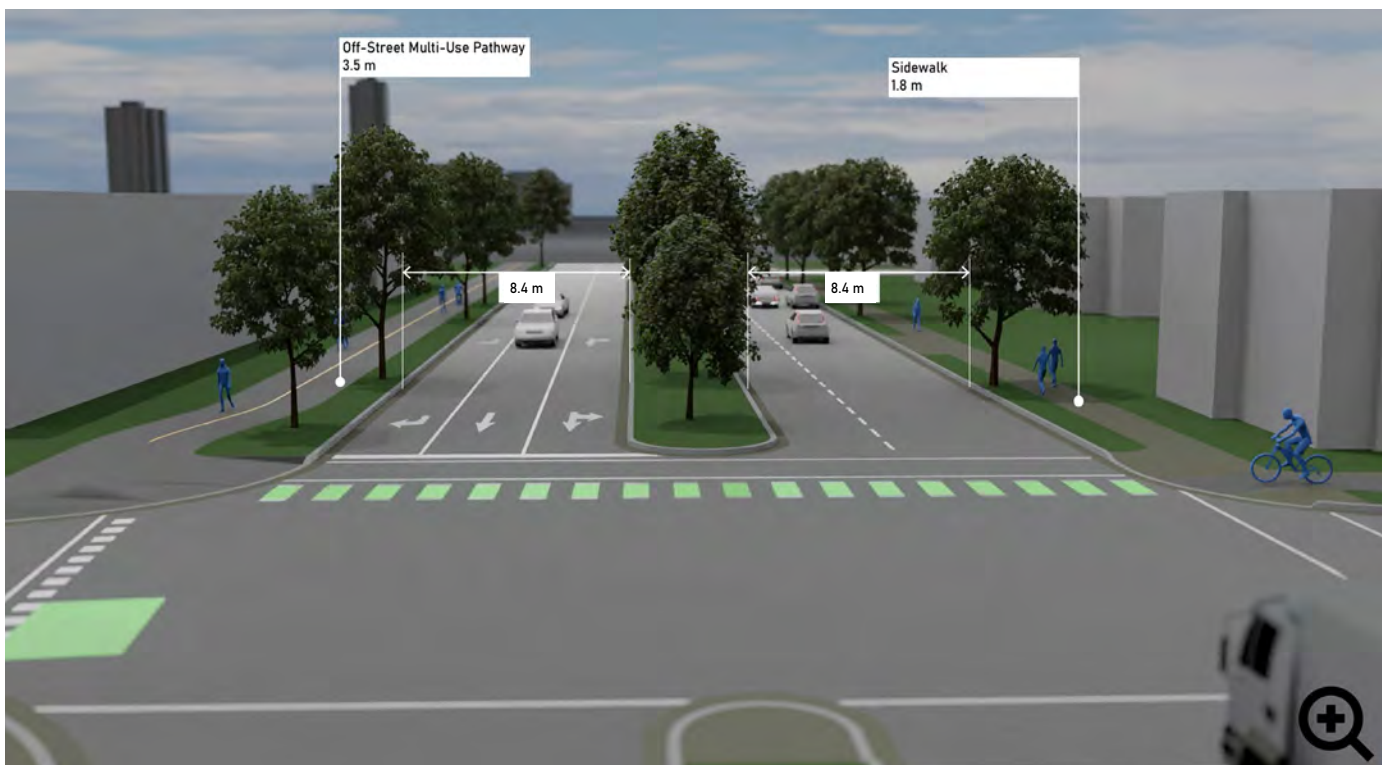


Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.

Robie Street: Concept 4A
Multi-use path

This concept envisions Robie Street with an off-street multi-use path on the east side of the street, shared by people walking, rolling and cycling. Sidewalks on the west side of the street would be widened where impacts to trees can be avoided.

Figure 23: Robie Street under Concept 4A, looking South from University Avenue.





Summary of Feedback for Concept 4A

Many respondents were opposed to an on-street multi-use path as presented in Concept 4A. While the two-way path allows more space for passing, many felt that this was not a safe option, and others wondered if the space allocated would be enough to accommodate all path users. Despite this, overall this concept ranked higher than Concept 4B.

The multi-use path envisioned in this concept would be shared by pedestrians and cyclists, as well as users of any other active transportation mode. While many applauded the physical separation between the multi-use path and motor vehicle traffic, there were concerns about the potential for conflicts between users of the path itself.

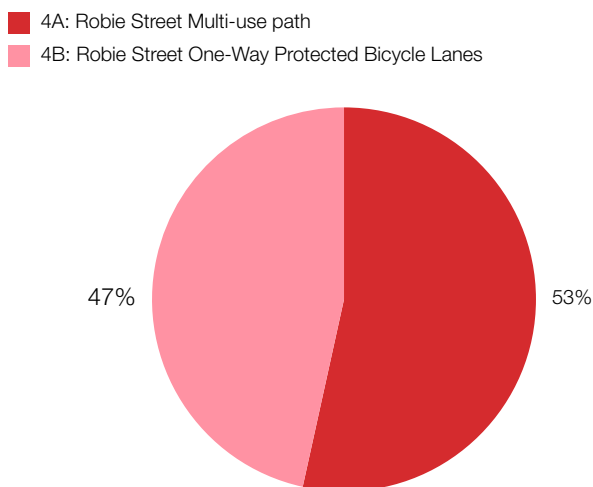
Many respondents noted that this section of Robie Street sees a large volume of pedestrian traffic, and that because pedestrians would be sharing the path with cyclists, there would be a high probability of collisions, particularly outside of Gorsebrook Junior High School and Inglis Street Elementary School. It was noted that this issue would be most prevalent at the beginning and at the end of a school day, when students would be using the multi-use path to get to and from school and might also congregate outside.

As an additional safety concern, the speed differential between cyclists and pedestrians was also brought up several times. From an accessibility standpoint, some respondents added that this might not be the safest option for people with vision loss.

There were also questions on how this concept would connect to the rest of the bicycle network, and whether it was intuitive. Intersection safety was also brought up, particularly at local streets where painted crosswalks were left out of the concept.

The removal of a traffic lane was a minor concern, and it was suggested that on-street parking be removed to allow for an additional northbound travel lane between South Street and University Avenue.

Figure 24: Survey respondents ranked their preference of the two concepts for a cycling connection west of University Avenue.

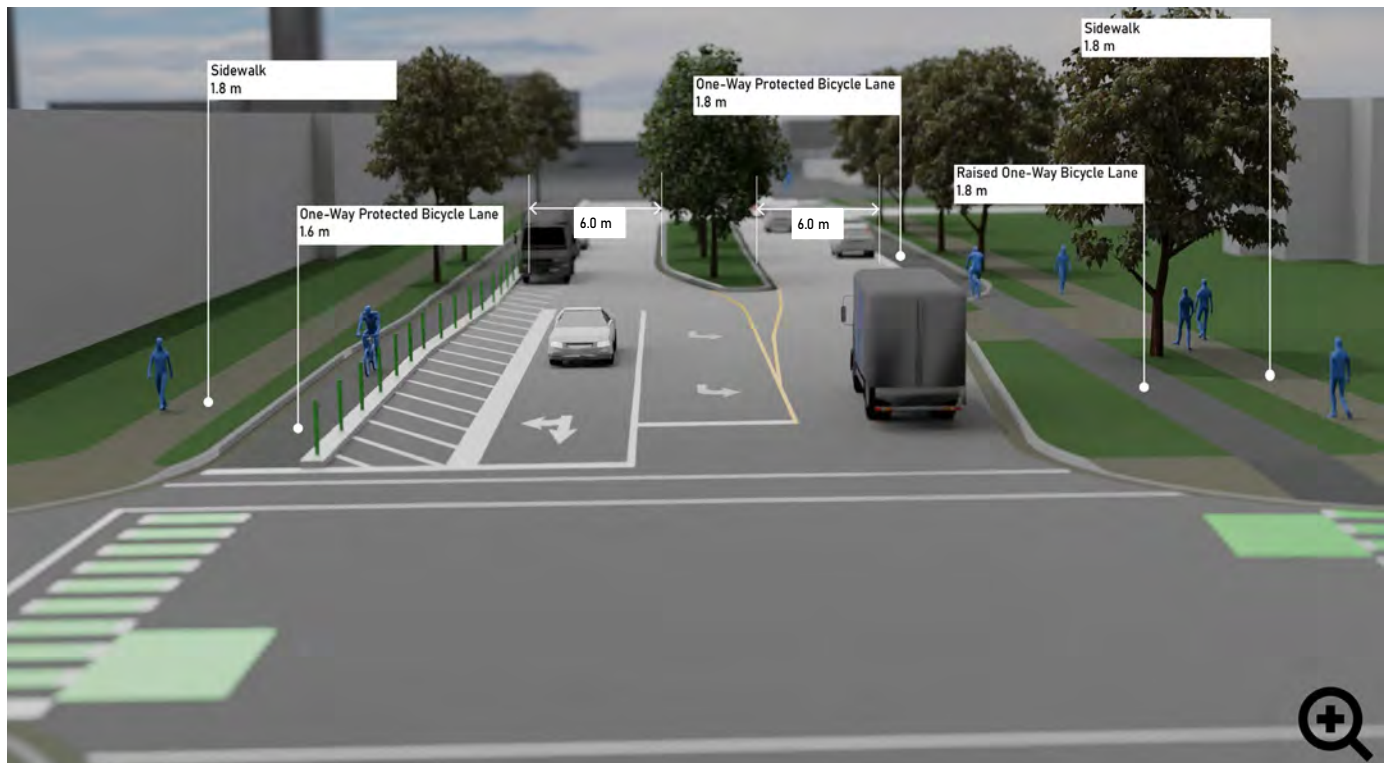


Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.

Robie Street: Concept 4B
One-Way Protected Bicycle Lanes

This concept envisions Robie Street with one-way protected bicycle lanes and widened sidewalks on both sides of the street where impacts to trees can be avoided.

Figure 25: Robie Street under Concept 4B, looking South from University Avenue.



Summary of Feedback for Concept 4B

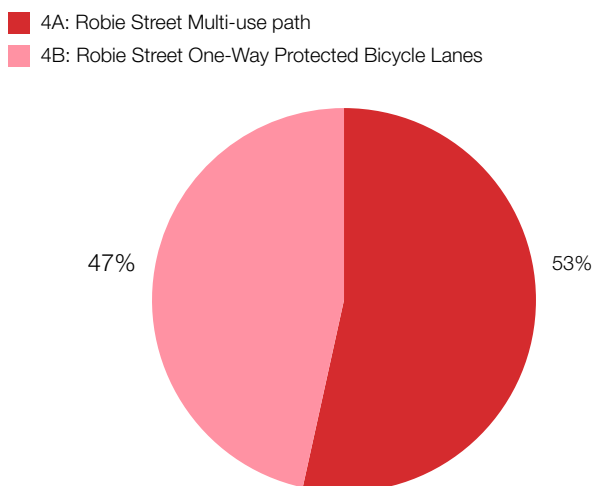
Much of the support for Concept 4B was due to the increased perception of safety for different users, resulting from separated paths for pedestrians, cyclists and vehicles.

Many respondents were in support of the separated bike lanes, as they perceived that this would increase safety for cyclists and pedestrians along a wide street with fast-moving motor vehicle traffic. This would minimize interactions and potential for collisions. They also expressed their support for a one-way bike lane on each side of the street, citing that this would be intuitive for cyclists, and that they were easier to join from an intersecting street. However, respondents asked that the proximity between the bike lanes and the parking lanes be re-considered due to safety concerns.

The reduction of vehicle lanes was not as widely supported. While some respondents noted this stretch of Robie Street does not get as congested as it does further north, others worried that the lane reduction would create congestion nonetheless. The proximity of the hospital was brought up, and the potential for obstructions to emergency vehicles. There were also concerns about how these changes on Robie Street would affect traffic on adjacent streets.

Another concern that was brought up is connectivity between cycling infrastructure on Robie Street and the rest of the cycling network, as well as connections between Dalhousie University and St. Mary's University. In particular, some respondents mentioned that the connection to Saint Mary's University is not as direct in this option.

Figure 26: Survey respondents ranked their preference of the two concepts for a cycling connection west of University Avenue.



Not included in this chart are several respondents who indicated in the open ended questions that they do not support any of the concepts.



Figure 27: Safety and accessibility emerged as a primary theme through the feedback gathered throughout the Phase 2 public engagements.

Key Themes

In considering all of the feedback gathered throughout the Phase 2 public engagements of the Peninsula South Complete Streets project, a large volume of comments require acknowledgment, including a wide range of views generated through a variety of methods of engagement. In order to process all of the feedback and present it in this report, the feedback has been collated and tagged according to ten key themes.

The key themes have been classified based on the extent to which comments relating to each theme were distributed across the project area. In order for a key theme to be classified as “primary” it had to be mentioned in comments relating to at least nine out of the ten sub-areas illustrated in Figure 28. Conversely, if a key theme was mentioned in less than nine out of ten of the sub-areas, it was classified as a “secondary” theme.

Of the ten key themes, six emerged as primary themes and four emerged as secondary themes. The themes are:

Primary Themes	Secondary Themes
Connectivity	Maintenance
Intersections	Priority
Parking and Loading	Traffic
Safety and Accessibility	Transit
Street Design	
Trees and Green Space	



Primary Theme 1 **CONNECTIVITY**

This theme is largely about the connectivity between all of the corridors under study for the Peninsula South Complete Streets project, as well as connectivity with the broader active transportation network. Some discussion about connectivity between the street and destinations also falls within this theme.

Primary Theme 2 **INTERSECTIONS**

This theme is focused on the design of intersections. Naturally, much of the discussion is about conflicts between road users, touching on the signalization of intersections, the interface between bikeways and local streets, conflicts at driveways, protected intersections, crosswalks, and crossrides.

Primary Theme 3 **PARKING AND LOADING**

This theme mostly addresses on-street parking and loading requirements, however some comments about off-street parking are also included. Concern around the adequate provision of parking available to residents and suitable access for delivery vehicles falls into this theme, as well as some discussion about the merits and drawbacks of on-street parking more generally.

Primary Theme 4 **SAFETY AND ACCESSIBILITY**

This theme encompasses elements of traffic safety as well as accessibility more generally. The discussions about safety mostly relate to the safety of people walking, rolling and cycling, and measures for improving safety for everyone on the street. Discussions about accessibility relate mostly to features designed into the streetscape that would improve the experience of people with disabilities.

Primary Theme 5 **STREET DESIGN**

This theme relates to the configuration of the street. It includes discussion about the merits of one-way versus two-way streets, lane widths, and physical separation between modes.

Primary Theme 6 **TREES AND GREEN SPACE**

This theme is largely focused on street trees, including concerns about the removal of trees as well as comments about tree health and the suitability of certain tree species. It also includes some discussion about the integration of green infrastructure more generally, particularly in dealing with stormwater runoff from the street.



Secondary Theme 1 **MAINTENANCE**

This theme includes any discussion about winter snow clearing, and the municipal equipment used to maintain the street.

Secondary Theme 2 **PRIORITY**

This theme captures any conflicting ideas about what the street should be used for, particularly given that the width of the right-of-way can present limitations to what can be accommodated in any given section. It includes opinions about trade-offs, such as those between on-street parking, street trees, and bicycle infrastructure.

Secondary Theme 3 **TRAFFIC**

This theme addresses the issue of traffic congestion, in terms of motor vehicle traffic as well as bicycle and foot traffic. It includes discussion about traffic disruptions due to construction, shared lanes versus dedicated lanes, and discussion about traffic circulation more generally.

Secondary Theme 4 **TRANSIT**

This theme covers the location of bus stops and bus routes, as well as the conflicts that can arise where bicycle lanes and bus stops intersect.



Comments by Sub-Area

All of the comments associated with a specific location in the project area have been grouped according to ten different sub-areas, as seen in the Figure 28. The sub-areas are each classified as either “High”, “Medium”, or “Low”, based on the number of comments that were left in the sub-area, divided by the length of the street within the sub-area. Sub-areas with more than 100 responses per kilometre are marked in red, sub-areas with 50 to 100 responses per kilometre are marked in yellow, and sub-areas with less than 50 responses per kilometre are marked in blue.

Sub-Area Type	Number of Responses per Kilometre	Icon
High (red)	More than 100	
Medium (yellow)	Between 50 and 100	
Low (blue)	Less than 50	

The following pages include a transcription of the feedback received on each sub-area, grouped by key theme. The summaries include comments that were gathered from all engagement methods, including the community pop-ups, small group discussions, online survey, online interactive maps, and email submissions. Comments have been transcribed with minor edits for clarity.

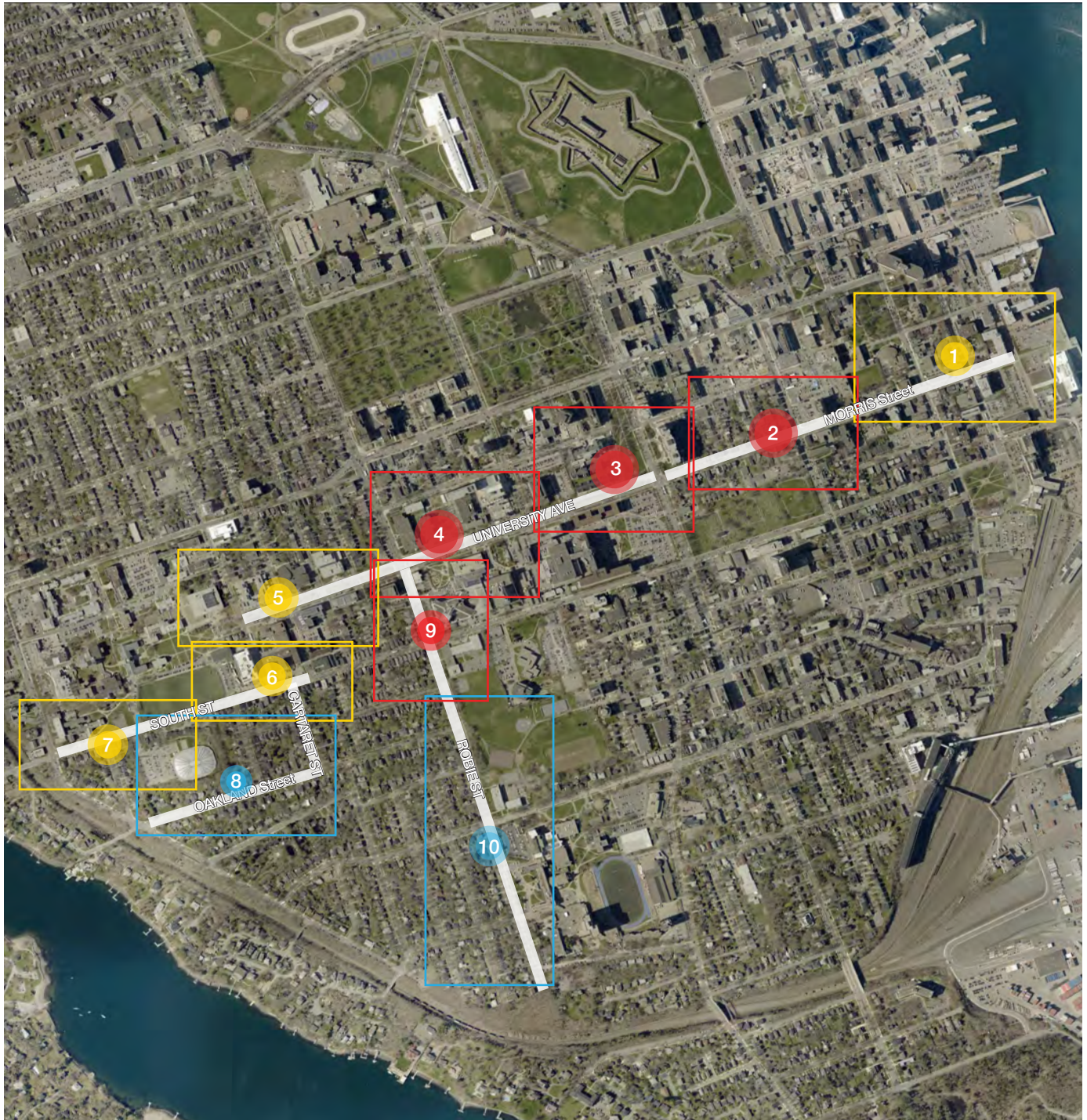


Figure 28: Key map outlining sub-areas classified by level of response: High (red), Medium (yellow), and Low (blue).

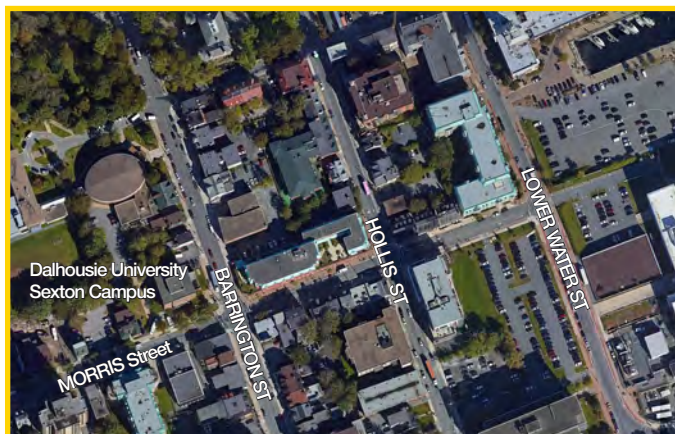


Figure 29: Sub-Area 1: Medium Response Rate.

Sub-Area 1: Medium Response Rate

Primary Themes

Connectivity

- I would almost like to see Hollis Street become two-way. It is flat, and much less busy than Lower Water Street. Maybe both would be worth being two-way? I see a lot of people going the other way on Lower Water, especially coming off the ferry. However, Lower Water Street has more commercial businesses, attractions, and public spaces. I also use the bike lane there to access different parts of the waterfront when the boardwalk is busy with pedestrians.
- How could this project improve active transportation access from Morris Street to the waterfront?

Intersections

- There should be plans for a bicycle crossride at Lower Water Street, allowing bikes the right-of-way over motor vehicle traffic.
- Two-stage turns should be avoided because they take much longer and often involve dismounting.
- The concept for the Barrington Street intersection is a good example of how they can be 'tightened up'.
- Modifications to the Lower Water Street bike lane will be required to give space for people who are waiting to turn left without blocking the lane for people continuing straight on Lower Water. Perhaps a "Jug-Handle" design?
- Most cyclists and pedestrians are struck at intersections, therefore this is where most safety is required.
- Morris Street needs at least two clearly marked crosswalks between Queen Street and Barrington Street. A marked crosswalk at Church Street would be the minimum.
- Use raised crosswalks so drivers and cyclists are forced to slow down.
- Bike signals are a welcome addition.
- Turning boxes are dangerous and not intuitive, but the way Morris Street intersects with Hollis Street in this concept makes turning very awkward for cyclists.



Concept 1A: Morris Street Two-Way Raised Bikeway and One-Way Traffic

In this concept, the street would be converted to one-way eastbound traffic, and a two-way raised bikeway would be added. Parking and loading areas would be maintained on the south side of the street.

- I'm no fan of extra concrete, but the long bump out at Barrington Street would help keep sight-lines clear of obstructions, making it safer for everyone.

Parking

- Elimination of all parking on the west side of Morris Street will impact local businesses (e.g. Stories Restaurant, Buta Ramen, Snappy Tomato, Morris East, and Piatto Restaurants.)
- The existing loading zone on north side of Morris Street will be unlawfully used for "parking" even more than it is now.
- Delivery drivers currently stop and park illegally in front of 5234 Morris Street. Concept 1A retains the no-parking zone in this location, but people will continue to stop there regardless. Will this still be possible/tolerated as I see no other option as to how to service our building.

Safety and Accessibility

- People who are blind or partially sighted will need to understand the rhythm of tactile surfaces when navigating a street with a raised bike lane. What is the standard approach for the design of tactile surfaces where pedestrian routes cross a two-way bike lane? Is there an HRM standard approach for this situation?
- What is going to happen to the wheelchair accessible car parking space currently on the north side of Morris Street just west of Barrington Street? I understand this will have to go but are there plans to put a new one in somewhere on Morris?

Street Design

- Why is the bike lane on the north side of the street? Could it be moved to the south side? As set out here, it makes the right turn to the bike lane on Hollis awkward and the left turn onto the bike lane on Lower Water dangerous as you are cutting in front of left turning vehicles
- One-way bike lanes on Morris Street could simplify cyclist turning movements at intersections.
- Maybe both Hollis and Lower Water Streets should both be two-way? I see a lot of people going the wrong way in the Lower Water Street bike lane, especially coming off the ferry.

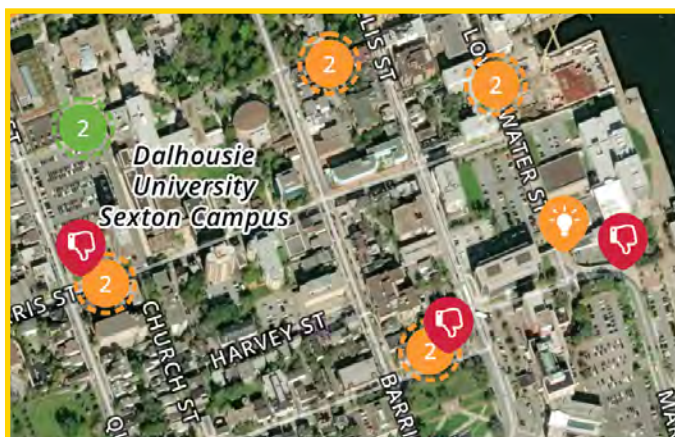


Figure 30: Feedback on the interactive online map for Sub-Area 1: Medium Response Rate.

- The Morris Street bike lane would be better placed on the south side of the street. This would simplify turning movements at both Hollis Street and Lower Water Street.
- The experience on Lower Water Street adjacent to Queen's Marque demonstrates the need for greater separation between pedestrians and cyclists. The design of Morris Street should avoid these types of conflicts.
- Are vertical and horizontal separation techniques being considered?
- Are cyclists protected by anything other than the curb?
- Court. Can this be moved to help maintain some ability to load/unload? At present, there is almost no parking available.
- Create dedicated and well marked bus stops. So the bus can wait if too early. Every bus stop should have a crosswalk.
- Please consider moving the bus stop outside 5234 Morris Street from it's current position. It was put here three years ago as a temporary measure, and people waiting for the bus block our entrance and even wait inside our building. The crowds make it very hard for residents to get in and out of the building.

Trees and Green Space

- It makes no sense to cut down trees here and extend concrete spaces - given that you also want slowed traffic - can't the bike lane go around the trees? Why not getting rid of a parking on the opposite street side, get enough room for the bike lane and keep the tree alive. It clearly states the trees are being replaced - the tree on the East side of the intersection is fairly small anyway.
- Mature trees do benefit cyclists, providing shade. Extending the cycle route around the tree: Why would this be impossible? If it is to do with Red Book provisions concerning traffic lane widths, could these be amended?
- Why not getting rid of the on-street parking on the south side of the street to get enough room for the bike lane and keep the trees alive.
- The tree on the northeast corner of the Barrington



Street intersection is fairly small, so replacing it seems like a fair compromise for a bike lane.

- Can green space be incorporated at the long bump out on the southwest corner of Morris Street and Barrington Street? Concrete surfaces increase stormwater runoff, and this area seems like a good location for resident-tended strip gardens, native plantings, or planter. There is a proven link between green space and positive mental health indicators, so it seems important to try and add green space rather than take it away.
- Morris Street currently has verges that in some cases are planted with flowers etc. Will these be removed?
- As much as possible we should retain existing green spaces and increase the planted area along Morris Street.

Secondary Themes

Maintenance

- Revised snow clearing will deposit 100% more snow on the eastbound sidewalk.

Priority

- Will bikes have right-of-way at Lower Water Street? If the Morris Street bike lane is on the north side, cyclists will be dealing with people turning left from Morris as well as those driving straight on Lower Water Street. How will it be made clear who has the right-of-way?

Traffic

- In Concept 1A, two one-way streets are merging at Lower Water Street. If the crosswalks could be kept on the 'upstream' side of the merge, by putting the bike lane on the south side of Morris Street, it would cause significantly less traffic disruption.

Transit

- There is currently a bus stop at Leston



Figure 31: Sub-Area 2: High Response Rate.

Sub-Area 2: High Response Rate

Primary Themes

Connectivity

- I support the removal of motor vehicle traffic to accommodate well-designed bike lanes. This plan shows that the changes within the study area are being coordinated with the overall central Halifax area, making it a better more pleasant city to live in, for all purposes.
- Cycling through the entire Morris-University bikeway should be efficient and safe.
- Keeping Morris Street two-way would allow for better integration with the bike lanes on University Avenue. This seems worth sacrificing on-street parking for.

Intersections

- The concept for the Queen Street intersection would be a massive improvement of what is there now.
- I would love to see raised intersections along the corridor.
- How will the wide crossing at Queen Street be made safe for use, given paint alone cannot provide safety?
- The Queen Street intersection is so backed up, it needs traffic lights. A four-way stop is not suitable at such a busy intersection.
- Would an all red to traffic and green to cyclists and pedestrians work here if 2A or 2B are implemented? I've seen it work well in other cities.
- I like the idea of a "bicycle scramble" at South Park Street. Pedestrian already have an advanced green. Giving left-turning cyclists priority over motor vehicle traffic would allow cyclists from all directions to clear the intersection during the same interval.
- I love seeing the slip lane removed at Queen Street. What will be done with this space? There has long been an idea to convert this area into a small public plaza, to serve the surrounding reasonably high-density housing, as well as the pedestrian and cycling traffic in the area. It could be an entry marker for Schmidtville, and include some interpretive signs.



Parking and Loading

- On-street parking is important in this area for residents moving in and out, especially since this is an area where the houses often have no driveways.
- I would suggest that now, with the recent changes to buildings, Dalhousie, additional traffic etc, parking occupancy along Morris Street is always at 99%.
- One-way traffic and parking on north side of Morris Street would bare minimum.
- The street belongs to all Halifax residents. If residents chose to buy a home without a private driveway they should not expect a parking space to be provided for them on public land. Those who need to can rent space in a parking garage.
- I am surprised to hear that the city provides parking passes for residents in this area. The street is public space and does not belong to individual private citizens. It should not be occupied by private vehicles.
- Many homes in Schmidville were built before cars were invented. Will HRM provide a property tax reduction for people dis-entitled to vehicle ownership?
- If Morris is one-way, there is room for the parking, the bikes, the trees, and the parking spaces.
- A few parking spaces should not be prioritized over people's safety, lives, and the global climate emergency. London is burning, dozens are dying in heat waves, and cyclists are being seriously injured on our streets.
- It looks like this concept involves a loss of five or six one-hour parking spots along the section of Morris Street between Dresden Row and Birmingham Street. Is there convenient parking nearby that could be dedicated to residents for evenings and weekends?
- Is there a way to create a loading zone in this area for residents that are loading and unloading things from their homes? The roadway is definitely too narrow here to have much parking. It is already too tight as it is!
- On-street parking should be set back from intersections. There are several sections of Morris Street which are currently dangerous when a large vehicle is parked close to a crossing and people driving cannot see the crossing. One-way traffic helps, but this is still an issue on the south side of the street.
- Why not remove street parking entirely or reduce it to just loading zones. This would allow the space to be dedicated to something that will benefit a larger and more diverse group of people.



Concept 1A: Morris Street Two-Way Raised Bikeway and One-Way Traffic

In this concept, the street would be converted to one-way eastbound traffic, and a two-way raised bikeway would be added. Parking and loading areas would be maintained on the south side of the street.

- There is way too much Residential Permit parking in this area.
- Where on-street parking is on the same side of the street as the bike lane there needs to be sufficient room for people exiting their vehicles to do so without blocking bicycle traffic.
- If on-street parking is really necessary, alternate sides to slow down traffic.
- The campaign to save all the street trees is misguided and detracts from value of this project. Alternatively, why not make room for the bike lane by eliminating all the on-street parking?
- There is ample public and monthly parking available in the Spring Garden area. Why should public streets be used for the storage of private property at the expense of all other road users?
- Morris Street is overflow parking for people who have no driveway for their family cars. While downtown dweller drive less, they may still own cars. Even car owners have rights. We can't modify our heritage buildings to enable parking. What is the remedy for us?
- Seeing cars parked everywhere hurts the character of the heritage district.
- I am extremely concerned about parking. As a new Schmidville resident, the availability of on street parking was critical to my move to the downtown core. Due to the historical designation, we are unable to modify our homes to accommodate vehicles. After 10 pm, loading zones at nearby places like Dresden Row are impossible to access. Look at the mess in front of Martello and Pete's area as a pattern for Schmidville.
- It seems like if we wanted to emphasize the historic character of the Schmidville neighbourhood we would remove *all* on-street parking. We should welcome the opportunity to enhance the pre-automobile aesthetic of the area by reducing the number of cars present.

Safety and Accessibility

- The design of the street should make it possible for a blind or partially sighted person can navigate such a crossing with ease. What is the standard approach for the design of tactile surfaces where pedestrian routes cross a two-way bike lane? Is



there an HRM standard approach for this situation?

Street Design

- Two-way bike lanes in narrow spaces are good because they allow cyclists to pass other cyclists more easily than on narrow one-way bike lanes. However, wide uni-directional lanes are even better. They provide access to destinations on both sides of the street, and still allow cyclists to pass each other.
- Studies show that drivers tend to speed up on one-way streets. Why not keep it two-way? With the removal of parking, there should be room for a two-way bike lane and two-way motor vehicle traffic. Let's keep it a safe neighbourhood for children and seniors.
- Narrow, complex streets (complex, not confusing, big difference) are safer streets as many academic studies have shown. This is one of a few cases where encouraging motor vehicle traffic to slow down by making two narrow lanes would actually be safer for everyone.
- Drivers already race up and down Morris Street. Converting it to one-way may increase speeds, not decrease them.
- Narrower, more complex streets make for safe roadways for drivers, cyclists, and pedestrians alike, as many academic studies have shown.
- I like that the concept for this bike lane is separated from the sidewalk by trees. This should help keep conflicts between pedestrian and cyclists to a minimum.
- Bicycle infrastructure is a must on Morris Street.

Trees and Green Space

- Trees are important. Instead of removing trees, we should remove the parking across the street.
- The loss of trees here pales in comparison to the clear cutting going on in the province.
- It does not make sense to remove these trees when there is an Nova Scotia Power line and pole adjacent to them. Consider the cost and logistics.
- Norway Maples have shortcoming.
- The videos that describe the concepts seem designed to conceal the character of the neighbourhood and the contribution that the well-established



Figure 32: Feedback on the interactive online map for Sub-Area 2: High Response Rate.

trees make toward the beauty and liveability of Morris Street and the Schmidtville neighbourhood. Genuine consultation would include more than one concept for Morris Street in Phase 2, including one that doesn't involve cutting down the trees.

- The old trees along Morris Street are very important to the character of the corridor. Cities change over time, and the anomalies in history inform the urban pattern. Broadway in NYC was left not adhering to the New York grid of 1811. It's stories and meeting points shifted the plan implementation. Both the house on the corner and it's tree are part of the DNA of the neighborhood, in which you cycle, walk and drive.
- As a resident and vehicle owner with no intent to cycle, I support the removal of the two trees at Queen Street, one of which is in poor condition and likely to become a hazard, in the pursuit of making Halifax a more livable city.
- Why can't the bike lane be routed around the trees on the northwest corner of Queen Street, in order to acknowledge some strong feelings from local residents?
- As an avid cyclist, I am very concerned to see concepts that involve removing any trees. This is counter productive to the environmental and climate mandate of the city.
- Many jurisdictions in North America and around the world are able to implement effective cycling lanes without destroying key feature of urban ecology, such as mature trees.
- These trees will take decades to replace.
- There is ample evidence that green space and trees have a significant contribution to mental health.
- How can we ensure that the new trees survive?
- I know these trees well, and of the six that would be removed in this concept, only the one Elm near Queen Street is worth saving. I will be happy to see the Norway Maple gone.
- While it would be great to have a plan not remove any mature trees, but as someone who cycles this road regularly with kids I will enjoy having both a safer bike route and the benefit of dozens of mature trees still standing!
- The removal of six trees, several of which are in bad condition and likely to become hazards in the foreseeable future, will have no impact on the character of the neighbourhood. The beauty and liveability of a neighbourhood comes from the ability



for humans to exist and intermingle without relying on their cars, not by having 55 trees instead of 49.

- The trees that would be removed in this concept would be replaced. If people want more trees they should plant some in their backyard or driveway. Or ditch their car!
- What does it mean to say that trees will be replaced “somewhere in the zone”?
- HRM has a poor track record of ensuring that newly-planted trees survive. Out of 4 planted in front of my building on Morris Street, only 1 survived the first winter (it was planted too late and not watered).
- The appalling waste of plants (over-planted, wrong plantings, and under-watering) currently on show at the library does not provide much confidence that older trees will be replaced effectively.
- Taking down trees and paving green spaces is not consistent with carbon emission goals.
- Add green space and plant trees, to compensate for those being removed.
- New trees should be planted before the shade of the old ones is removed.
- I think bike lanes are needlessly disruptive to a neighbourhood such as ours if you are removing trees, a key element in our quality of life. I don't see the installed bike paths being used enough for such an assault on the streetscape.
- The resident-tended municipal strip gardens look fabulous, add green space to the street, and decrease stormwater runoff, so I am really keen that they can be kept. I designed mine to cope with snow, ice, salt etc.
- There are so many benefits to keeping existing mature trees. Trees have a significant positive effect on individuals, wildlife, are aesthetically beautiful and calming, and work to benefit the environment as a whole. Please find a way to incorporate bike lanes with the canopies of our existing magnificent trees, which, in themselves, would benefit cyclists and all Halifax citizens.

Secondary Themes

Maintenance

- As a long time resident of Schmidtdale, I know how dangerous it can be to bike or walk in my neighbourhood in the winter. None of these



ambitious plans to get people on their feet will work unless the city is prepared to keep the sidewalks and bike paths clear of snow and ice.

- The “you can’t bike here, it’s winter” crowd don’t do nearly as much damage as the really mixed maintenance of lanes through the winter. HRM should acquire the appropriate equipment to solve this. The right equipment can also be used to clean them in the summer.
- There is not much point making noises about increased accessibility etc when people using wheelchairs can’t get out of their houses for months each year. Most of the time, even the curb cuts on Barrington Street are not cleared for several days, let alone made passable for people using wheelchairs or bikes.
- I’m a year-round cyclist and I’m generally very impressed with the level of cycle path maintenance in the winter.

Traffic

- One-way traffic on Morris Street would significantly improve traffic flow, and bike lanes would be great.
- There will be lots of alternative routes for drivers once the intersection at University Avenue is re-opened, which should help with traffic congestion at the Queen Street intersection as well.
- If Morris Street were made one-way, on what street would the reverse direction of vehicles go?
- Making Brenton Street one-way would make the Morris Street bike lane safer. Currently the south part is two-way and the north part is one-way.
- Fewer drivers on the streets of Halifax will make it safer for everyone else.

Transit

- Reduce the speed limit along Morris Street and remove the on-street parking in favor of public transit lanes for a more habitable city.
- Keeping Morris Street two-way would allow for better transit compatibility. This seems worth sacrificing on-street parking for.
- Make Morris Street a bus only lane.

Priority

- No comments

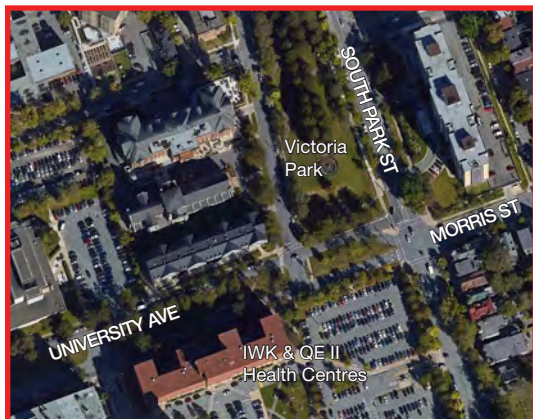


Figure 33: Sub-Area 3: High Response Rate

Sub-Area 3: High Response Rate

Primary Themes

Connectivity

- I love 2C. It is good to maintain the same kind of bike infrastructure between University Avenue and Morris Street.
- The fact that the South Park Street intersection in 2C maintains consistent infrastructure between Morris Street and University Avenue while simultaneously extending Victoria Park is a huge win.
- In 2A, the transition at South Park Street from two-way to one-way bicycle facilities has the potential to make this intersection slow and inconvenient for cyclists. The intersection will require careful consideration if this is the option chosen. This could potentially be solved by creating two one-way cycle tracks on Morris as well.
- The transition between the one-way and two-way bicycle facilities doesn't work. A dedicated phase in the traffic lights that enables all-way pedestrian and cyclist movement at South Park Street would help ease the transition. If this doesn't work, there is a strong argument for Concept 2C.
- Separated one-way bike lanes are always better than two-way lanes, especially in cities. A parent and child should be able to ride next to one other, which is impossible in a two-way lane unless it is wider than 5m. The lanes should not be designed only for commuting in mind. Two-way lanes are better for bike highways around the city, not in the inner city.
- It makes little sense to introduce a two-way bike lane on Morris Street, only to change to a one-way bike lane on University Avenue, as in the 2A plan. 2B, which extends the two-way bike lane from the bottom of Morris Street up through University Avenue makes cycling consistent and does a better job of keeping cars and bikes separate.
- Morris Street and University Avenue can not be considered as two separate elements of the network -- they are the same street with two names! Never should cycling infrastructure switch from one-way to two-way halfway down a street.
- The Morris Street option very clearly corresponds best to the '2C' concept for University Avenue.



Concept 2A: University Avenue One-Way Raised Bicycle Lanes

This concept envisions one-way raised bicycle lanes on both sides of the street, and widened sidewalks.

Concept 2B: University Avenue Two-Way Bikeway in Median

This concept envisions a two-way bikeway added to the centre of the median, and widened sidewalks.

Concept 2C: University Avenue Two-Way Bikeway North of Median

This concept envisions westbound traffic and parking lanes converted to a two-way bikeway, and eastbound traffic lanes converted to two-way traffic.

- If 2A or 2B are implemented, west-bound cyclists will have to stop and wait for two crossings, either at South Park Street or Cathedral Lane, just to continue heading west. This should be avoided. Cycling through this entire bikeway should be efficient and safe.

Intersections

- 2-stage turns are time consuming. I wonder if something like a “bicycle scramble” would be possible at South Park Street.
- 2B presents an unnecessary crossing at Cathedral Lane, which just seems weird.
- In 2B, people biking should have priority at the two crossings at Cathedral Lane. These need to be crossrides (crosswalks for cyclists). Two stops for cyclists in quick succession like this will be awkward and tiring, and if bikeway stop signs are relied upon I find it difficult to believe people will actually stop often enough for it to be a safe crossing.
- At the very least, yield rather than stop signs should be used wherever the bikeway crosses a local street. As a cyclist I am happy to give right-of-way to a pedestrian, but I don’t want to stop if there is no actual reason to do so. I am often hauling kids on my trailer and it takes a lot of effort to get back momentum, especially on ascent.
- The protected intersection at South Park Street is a good idea. This intersection is way too large and acts as a barrier for people walking and rolling.
- A raised crossing for pedestrian and cyclists at Cathedral Lane could slow traffic and provide a level surface for cyclists and pedestrians. In order to force traffic to stop and slow down across the intersection, cars should have to rise to meet a raised crossing that is level with the bike lane.
- In 2B and 2C, the pedestrian and bicycle crossings at local streets are separated by the length of a few cars, creating an awkward condition where cars might stop in the intersection, blocking pedestrians or cyclists. Walking and cycling crossings should be next to one another to increase safety, giving priority to these modes over motor vehicles, not the other way around.
- If Cathedral Lane is going to be a one-way street, I see no reason why the intersection with University



Avenue couldn't be a crossride (crosswalk for bicycles). Requiring bicyclists to come to a full stop for a very quiet side street largely designed for parking is excessive, and likely will not be followed.

- Will the raised sections of the University Avenue bikeway dip down at driveways, or will the driveways rise to the level of the bikeway?
As a traffic calming measure, raised bikeway intersections are a good way to remind drivers that they are entering a space for cyclists.
- Corners should be designed with the smallest radius possible. This will slow down traffic and add more waiting room for pedestrians. This applies to all intersections.
- I am happy to see the implementation of bike crossings to increase the continuity of bike lanes.
- Raised crossings serve as built-in speed bumps and emphasize that cyclists and pedestrians have the right-of-way. This should be considered at off-street parking access points, where visibility for drivers could be poor.
- Why, as a city, we build speed humps mid-block boggles my mind. Make every crosswalk and crossride (crosswalk for cyclists) a big, wide speed hump. This is where high speeds present the greatest danger, and motor vehicles should be moving the slowest.
- Would an all red to traffic and green to cyclists and pedestrians work here if 2A or 2B are implemented? I've seen it work well in other cities.
- I like the idea of a "bicycle scramble" at South Park Street. Pedestrian already have an advanced green. Giving left-turning cyclists priority over motor vehicle traffic would allow cyclists from all directions to clear the intersection during the same interval.

Parking and Loading

- Build a parkade and get rid of all on-street parking between Cathedral Lane and Robie Street.
- If the parking lot between the Rehab Centre and the Chapter House could exit onto Summer Street or College Street, it would eliminate a conflict point between active transportation users and motorists.
- Why are there always such large areas paved over with just parking? This is a waste of land. Create a two or three floor parking building with



Figure 34: Feedback on the interactive online map for Sub-Area 3: High Response Rate

the same amount of parking plus the number of on-street parking spots, and then reclaim the other area for a park or another kind of green area.

Safety and Accessibility

- The centre bike lane in 2B is the worst design for safety because of the issues it introduces at intersections, where cyclists are forced to weave around car lanes to cross streets.
- Centre bike lanes present a general feeling of un-safety by being surrounded by cars on both sides.
- Centre bike lanes make it harder to leave the lane for amenities and building access.
- 2B puts cyclists at risk of getting hit at the turn-around outside of the Mackenzie Building. Drivers will not be expecting cyclists at turn-arounds like this. Could this turn-around not be raised to connect the bike lane/centre median and disallow cars to turn here? I've been in a car accident in this type of intersection (fortunately while in a car, not on a bike). A car turning across the median area hit me. They are not looking for cars, let alone cyclists. This is a terrifying intersection concept.
- The design of the street should make it possible for a blind or partially sighted person can navigate such a crossing with ease. What is the standard approach for the design of tactile surfaces where pedestrian routes cross a two-way bike lane? Is there an HRM standard approach for this situation?
- I love how the 2B version avoids the problem of cyclists conflicting with drivers making drop-offs and pick-ups at the hospital.

Street Design

- What is the concept or the detailed plan for separation between an abutting cycle lane and sidewalk? The experience of Lower Water Street adjacent to Queen's Marquee demonstrates the need for this separation. Are vertical and horizontal separation techniques being considered? Is there an HRM standard?
- Cathedral Lane appears to accommodate two-way traffic and parking on both sides. Why convert it to one-way?



Trees and Green Space

- In 2C, what is happening in the space between the sidewalk and the curb at the southwest corner of South Park Street? Why can't the sidewalk alignment be modified to accommodate more of the existing trees? This comment applies in other locations as well.
- I'm totally confused that in a time when it's clear the world is about to go on fire from climate change, and where green space has been proven to impact mental health, the points allocated to trees and green space is a fraction of that accorded to transit, loading, parking etc.
- 2C includes opportunities to provide shade for cyclists without obstructing sight-lines.
- 2C would make the underused green space along University Avenue so inviting for people. Bike lanes completely separated from traffic that still follow direct and useful routes are truly world-class and would set a high standard for future infrastructure in the area. Plus they will be used by a wider range of ages and abilities.
- 2B would involve a big loss of green space. The median is already well-used as a park space and will be even more so if traffic is calmed and the space is more attractive.

Secondary Themes

Maintenance

- In 3C, there would be enough space for snow to be plowed from all surfaces without spilling onto others.

Priority

- Travel lanes including active transportation should be prioritized over on-street parking.
- Traffic on Cathedral Lane should have to yield to bicycle traffic on University Avenue, not the other way around.



Traffic

- More bike lanes means more people will use them. The more the merrier! This is a great project to create an protected east/west corridor for cyclists and other modes of active transportation.
- I'm all for cycling - it's green for one thing - but I live on Morris Street and for every bike there are several hundred pedestrians, several wheelchairs, and thirty or forty skateboarders.

Transit

- 2B eliminates conflicts between cyclists and people alighting public transit.
- Please include bus stops along University Avenue in all your concepts.
- What is the detailed design for transit stops to permit blind or partially sighted persons to cross the cycling lane safely to get on or off a bus? Is there a HRM standard for this? How are tactile surfaces, both directional and warning, used in the design?
- Conflicts at bus stops between public transit users and cyclists are a significant downside to proposal 2A. Proposals 2B and 2C both sidestep this. There is precedent however, and it can be done quite safely. See the new bike lanes on Rue Saint-Denis in Montreal, and how they interact with bus stops.

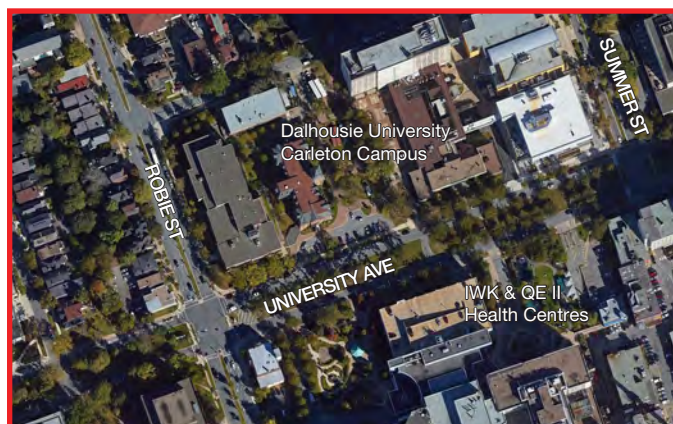


Figure 35: Sub-Area 4: High Response Rate.

Sub-Area 4: High Response Rate

Primary Themes

Connectivity

- The connection between the Forrest and Tupper buildings is great. Being able to bike straight onto the bike lane will be super convenient.
- The nature of University Avenue is very different east vs. west of Robie Street. The best solution on the 'Dal campus' may not also be the best solution for the 'downtown hospitals'. I like 2A for the hospitals. Lots of staff and patients walk to the median for lunch (or to smoke), and crossing one-way traffic is far preferable for them. But for 'Dal campus', there's far less traffic in general. I like 2C for this section, and think a couple of the cross streets should be barricaded to cars.
- Please ensure there is a navigable route through the open space for people walking and rolling.
- The north-side walking path in 2C should split and divert pedestrians to a crosswalk adjacent to the bicycle crossing. No pedestrian is going to follow the two right angles shown in the concept. Make the design intuitive.
- I agree that 2B has fewer options for cyclists, but I don't agree that discouraging bicycle traffic from arterial roads is a valid approach. If anything, arterial roads should be changed to accommodate cyclists. Cyclists should not be pushed to residential streets in order to feel safe.

Intersections

- Could the intersection of Robie Street and University Avenue be made into a raised crossing? If not, why?
- In 2A, the protected intersection at Robie Street is excellent to see, and a fitting solution for an intersection with a major arterial road like this.
- In 2B, the Robie Street intersection looks like a cyclist killing machine.
- In 2B and 2C, how would cyclists navigate turning left onto Robie Street? How will collisions with left-turning cars be prevented?
- I love the use of raised crosswalks. They make cars more aware of cross-traffic and result in fewer collisions, so this is a great



Concept 2A: University Avenue One-Way Raised Bicycle Lanes

This concept envisions one-way raised bicycle lanes on both sides of the street, and widened sidewalks.

Concept 2B: University Avenue Two-Way Bikeway in Median

This concept envisions a two-way bikeway added to the centre of the median, and widened sidewalks.

Concept 2C: University Avenue Two-Way Bikeway North of Median

This concept envisions westbound traffic and parking lanes converted to a two-way bikeway, and eastbound traffic lanes converted to two-way traffic.

solution, particularly in places where drivers might not be expecting cross-traffic.

- In 2B, the Robie Street intersection is a high conflict zone. Cyclists have to cross directly into turning traffic.
- There are way too many side streets along this section of University Avenue for cyclists to be stopping at each one.
- Will the driveway between Edward Street and Robie Street be treated as a raised crosswalk?
- In 2C, could motor vehicle access across University Avenue be restricted at local streets, similar to 2B?
- I love that the 2C concept would reduce the size of the Robie Street intersection. I've driven, biked, and walked through it, and it always feels more harrowing than it should.
- In 2C, will right turns (for cars) be restricted at Robie Street when the bike signal is green?
- Cyclists are not going to stop at the local street crossings, so any design should assume that.
- Cars should be made to yield to pedestrians and bicyclists at driveways. Use raised crossings.
- Raised and clearly marked (yellow?) crosswalks should be made on every intersection between Marchant Street and Robie Street.
- 2C has the best concept for the Robie Street intersection. Making it smaller would be safer for all.
- In 2B, could the Robie Street bike crossing be raised to slow drivers? This is especially important for those unfamiliar with the area and trying to cross to and from the hospital parking?
- Concept 2B offloads all risk to the cyclist who has to stop and start at every intersection along the route to make sure they aren't run over by motorists.

Parking and Loading

- 2B is a great concept for University Avenue. There is no need to remove or obstruct loading and parking, which keeps drivers happy.

Safety and Accessibility

- Cyclists have a safer route in 2B, since they would be physically distanced from cars and pedestrians.

- How will the tactile surfaces be designed in locations where the pedestrian route crosses the raised two-way bike lane? Is there a HRM standard for this? The design should be done so that a blind or partially sighted person can navigate such a crossing successfully.

Street Design

- In 2A, what separation will be used between the bikeway and the sidewalk?
- The protected intersection at Robie Street in 2A just makes it more dangerous for pedestrians. The bike lanes should be on the street itself. Cyclists should be integrated into the street and not be a competition to pedestrians. This is common practice in other cities. The walkability in Halifax is already horrific.
- I am concerned by the traffic lane width. Why is 5-metres necessary? Such a great width presents other issues including speeding, an invitation to park in locations where it is not intended, and also impacts to trees and potentially on-street parking, all of which are adding to the escalating arguments against the project by local residents.
- Is it possible that the change in facility type between Morris Street and University Avenue will change the usage at the Dal campus end? I would prefer to keep 2A for the whole length. That would mean only having to switch traffic patterns twice instead of three times from University Avenue to the downtown end of Morris Street.
- University Avenue is a very wide road. I worry that if the bike lane is not wide enough, that then bikes end up on the street. (I often find myself not in the boxed in bike lanes downtown because I get stuck behind a slower cyclist, so I go onto the street). Part of the problem is that these plans don't distinguish between commuter cyclists who go close to car speed and more casual or relaxed bikers.
- In 2C, could University Avenue west of Robie Street be kept as a one-way street, turning to two-way at the fire station? There are so many two-way side streets and so little vehicle traffic already. It would save removing some trees as well.



Figure 36: Feedback on the interactive online map for Sub-Area 4: High Response Rate.

- Ambulances need priority on University Avenue east of Robie Street. Also, hospital staff and patients relax and eat lunch on the median. For both of these reasons, putting two-way traffic on the south side seems like a mistake. Note that this is not the case west of Robie Street, where there's very little traffic in general and people are not trying to access the hospital. West of Robie, 2C seems like the best design.

Trees and Green Space

- The trees across from the Newman Memorial Gardens do not all need to be removed for 2C. Consider meandering the sidewalk and integrating some kind of soil system for the trees to prevent soil compaction and provide pedestrian access to the parking spaces.
- The boulevard is wide enough to incorporate the centre bike lane in 2B without taking away much green space, and there would be minimal pedestrian interaction.
- Placing the cycle track in the median removes existing green space which should be maintained. Space should be taken away from cars. Plus this leaves the median free for possible transit investments in the future.
- I love how much bigger the green space will feel on University with the 2C option.
- In 2C, instead of a boulevard we get a massive amount of green space on the north side. That is amazing, but there is a lot of trees being removed to accommodate parking.



Secondary Themes

Priority

- If this corridor is to help east/west cycling traffic on the peninsula, stopping every 75m for side street intersections makes for a crappy cycling experience.
- Having cyclists stop at each crossing is just asking for trouble. Some will do it, some won't. A very high percentage of collisions happen at intersections. We are seeing a jump in the use of e-scooters on campus too, and these rides tend to be less aware of the rules of the road.
- If cyclists have to stop every 75 metres you're not enabling cycling as transportation. Make the cars stop and yield. Or better yet, block off Edward Street and Seymour Street just short of the bike lane, like the way Yale Street and Yukon Street are blocked at Monastery Lane. That would make the emphasis on walking and rolling very obvious.
- This is a campus and there only needs to be one arterial street going towards South Park Street. Too many vehicle crossings create dangerous situations for students.

Transit

- In 2C, add a safe bus stop at the Newman Memorial Gardens that is easily visible and allows the bus to wait if too early.
- Every bus stop should have a crosswalk.

Traffic

- No comments

Maintenance

- No comments



Figure 37: Sub-Area 5: High Response Rate.

Sub-Area 5: High Response Rate

Primary Themes

Connectivity

- In 2B, how will cyclists leaving the Killam Memorial Library join the bikeway? Would they share the small access path on the northeast corner of Le Marchant Street and University Avenue?
- How will cyclists access buildings and bike parking in 2B and 2C? Both concepts put cycle traffic far from the streetwall, which is inconvenient and difficult for people who bicycle from utilitarian trips. Cyclists need accessible parking and access to buildings just as people driving cars do.

Intersections

- Bike boxes should never be used. Depending on drivers to yield to cyclists is unsafe for both parties. Every intersection should be a fully protected intersection. Add small islands at every corner and let cyclists have priority.
- Close Seymour Street to vehicle traffic between the McCain parking garage driveway and the Rowe parking garage driveway.
- As someone who either cycles and drives through the Henry Street intersection almost daily I think it is unnecessary to prevent cars crossing the two-way bike lane. Adequate signage giving cyclists the right-of-way should provide enough safety. Perhaps only close Edward Street and Seymour Street to through traffic.
- There is no reason that cars need to cross University Avenue at local streets like Henry Street. During the school year, there are so many students crossing at these local streets that cars have to sit and wait anyway. Closing these intersections to vehicle traffic will also help to keep traffic low on side streets.
- 2B creates more conflict points for pedestrians crossing University Avenue, increasing from the current two conflict points to three.

Concept 2A: University Avenue One-Way Raised Bicycle Lanes

This concept envisions one-way raised bicycle lanes on both sides of the street, and widened sidewalks.

Concept 2B: University Avenue Two-Way Bikeway in Median

This concept envisions a two-way bikeway added to the centre of the median, and widened sidewalks.

Concept 2C: University Avenue Two-Way Bikeway North of Median

This concept envisions westbound traffic and parking lanes converted to a two-way bikeway, and eastbound traffic lanes converted to two-way traffic.

- In 2C, at local streets such as Seymour Street, Henry Street, and Edward Street, people walking along University Avenue are expected to walk south, crossing the bike lanes, then cross the street, and then walk north again, crossing the bike lanes again. Most will just cut across. Have a (raised?) crosswalk going straight across and move the bike lane to right beside it. Protect these crossings with additional stop signs for north-south traffic and give bikes on University Avenue priority. In the existing configuration, drivers already have to stop twice anyway, once for each side of University Avenue, so there is no reason they can't do that in 2C.
- In 2C, the corner radii where the bikeway meets Seymour Street makes it seem as though cyclists will be merging onto the street. Combined with the raised crossing this makes for a very strange configuration. Consider bringing cycling and pedestrian crossings next to one another and raising the whole thing.
- The bike crossing at Seymour Street is too close to the intersection, which is going to create issues when someone is stopped at the stop line, blocking the bike lane.
- If intersections with local streets are closed to vehicle access as in 2B, what are the plans for making these nodes into small 'Places' for use by people? Is there a requirement to also accommodate emergency vehicle movement through these intersections?

Safety and Accessibility

- Widen the median to narrow the road and force drivers to slow down on University Avenue. Narrower, more complex streets make safer streets as many academic studies have shown. Many students cross University Avenue mid-block, and the speeds drivers travel at causes a lot of dangerous situations.
- Accessible parking should be provided at the side entrances to Rebecca Cohn. 2A provides a big improvement for this section.
- The bike lane should not take priority over accessible parking.
- How are tactile surfaces, both directional and warning, used in the design?



Figure 38: Feedback on the interactive online map for Sub-Area 5: High Response Rate.

Street Design

- The current gaps in the flexible bollards along University Avenue allow cars to park in the bike lane. Better physical separation is welcome.
- On-street parking will make jaywalking less appealing.
- How will loading zones be separated from the bike lane? Currently, it is very common for cyclists in the bike lane to be cut-off or doored by students getting dropped off, or by delivery trucks.
- I could see lots of pedestrians using the bike path if it runs down the centre median, since it would be much more pleasant (i.e. quieter) than the sidewalks due to distance from car traffic and shelter from trees.
- If plazas are built on the median, but not directly accessible from the sidewalk via crosswalks, people will choose to walk along the bikeway. I see this daily on the raised bikeway along South Park Street, and it really slows cyclists down needlessly.
- Currently, students rarely use the cross-walks and will jaywalk across the median from the McCain Building to the Student Union Building without even looking before crossing the road. I can imagine they will also walk right onto the bike lane without looking first.
- The area in front of the Rebecca Cohn is terrible today. The raised bike lane concept will make it way better.

Trees and Green Space

- I like that 2A seems to impact fewer trees.
- Although it would be better to not remove trees, throwing out a potentially better design option that would attract more target users for the sake of saving a few trees that will be replanted doesn't make sense to me. Many people already use the University Avenue bikeway and an improvement to the existing conditions would encourage even more people to follow suit. Hopefully planners can take this opportunity to replace the mostly non-native trees that they will remove with native ones.
- I like 2B because it protects the most trees.
- There will be a lot of impact to trees in 2B if the median gets paved.
- 2C seems the best at making University Avenue more park-like. Separates bike infrastructure physically distant from motor vehicle traffic is lovely to ride on.



- As the right-of-way is very wide along this corridor, it's absolutely critical to integrate green infrastructure to deal with stormwater runoff from the street. Consider large vegetated areas with curb cuts to direct stormwater into planted areas. Any new construction should be climate change ready and future-proof.
- Make University Avenue car free between Marchant Street and Robie Street, with a bike lane and a one-way lane for public transit. Use the rest of the space as a park-like area where people can come together.

Parking and Loading

- No comments

Secondary Themes

Transit

- What is the detail design for transit stops to permit blind or partially sighted persons to cross the cycling lane safely to get on or off a bus? Is there a HRM standard for this?

Priority

- No comments

Traffic

- No comments

Maintenance

- No comments



Figure 39: Sub-Area 6: Medium Response Rate.

Sub-Area 6: Medium Response Rate

Primary Themes

Connectivity

- How does the South Street bikeway integrate with the existing conditions further east along South Street? We can't corral cyclists onto single streets. We need to ensure the cycling network is porous and ready to be expanded.
- The South Street bikeway has to connect to the north-south route along Vernon Street via Seymour Street. There is a huge issue in this city with discontinuous bike lanes where cyclists end up exiting the lane on the wrong side of the road, or are unable to enter a bike lane from the opposite side of the road without having to dismount and remount. Continuous bike routes and bike crossings that prioritize the right-of-way for cyclists are needed for safety and convenience.
- The South Street bikeway has to connect to University Avenue and Morris Street. Paths that just end randomly don't get used. Seymour should be made inaccessible to cars between the Rowe building parking entrance and the McCain building parking entrance. The same thing could be done along a similar stretch of Edward Street.
- If there was better "on campus" route for cyclists I would never choose to cycle on South Street. I also think 3B is better.
- The campus paths are great for walking between buildings, but really not good as a route for cycle for transportation. They are too circuitous, and too many people are walking between buildings. I agree that 3B is probably preferable.

Intersections

- The traffic flow at the intersection of Seymour Street and South Street is a bit unclear. How will cyclists and drivers understand the flow of traffic on and off the two-way bike path? It looks like it just ends, meaning cyclists continuing straight on South Street towards Robie Street will suddenly find themselves on the wrong side of the street. Will there be a protected crossing for cyclists so they can continue past South Street on the right side of the street?

Concept 3A: South Street Two-Way Raised Bikeway

This concept envisions a raised two-way bikeway next to the sidewalk on the north side of the street.

Concept 3B: Cartaret Street and Oakland Road Local Street Bikeway

This concept envisions local street bikeways on Cartaret Street and Oakland Road.

- Is there a reason why the marked crosswalk at Le Marchant Street is not perpendicular to the street?
- The crosswalk at Studley Avenue is unsafe and un-usable, but a legal crosswalk. Design this crosswalks and others like it for the least able and the most vulnerable users: seniors, people with disabilities, and children.

Parking and Loading

- I don't believe I've ever seen anyone park on the west side of South St.
- As a cyclist, the South Street bikeway is a dreamy route. However, drivers will never stand for the removal of all that on-street parking. It is pretty essential overflow parking for the many athletic events in the area. I would opt for 3B for this reason.

Safety and Accessibility

- Without additional traffic calming on South Street, vehicle traffic will move too fast to not have a physical barrier between cyclists and motor vehicles.
- The physical separation between cyclists and motor vehicles should be larger than the suggested curb.

Street Design

- The South Street bikeway is my preferred option here. Actual separation is much better than a local street bikeway.
- What is the concept for separation between an abutting cycle lane and sidewalk? The experience of Lower Water Street adjacent to Queen's Marque demonstrates the need for this separation. Are vertical and horizontal separation techniques being considered? Is there an HRM standard?
- Consider reducing the traffic lane widths on South Street, acknowledging strong feelings about trees. This could reduce tension between cyclists and local residents.
- South Street is used by children attending summer camps at Dalplex and infants attending day care, so traffic calming measures should be undertaken with those considerations in mind. We suggest a narrower street with wide treed buffers between protected bike lanes, pedestrians, and vehicle traffic.



Figure 40: Feedback on the interactive online map for Sub-Area 6: Medium Response Rate.

- I agree the South Street bikeway would be a lovely route to cycle down.
- 4-metre wide traffic lanes are too wide and will be unsafe, creating highway style conditions. Refer to NACTO guidance. The space used for excessively wide traffic lanes may be impacting the requirement for trees to be removed, creating unnecessary friction and argument between cyclists and residents.

Trees and Green Space

- We can always grow more trees.
- Too many mature trees are on the chopping block.
- Cutting down mature trees will ruin the character of the South End.

Secondary Themes

Priority

- With narrower lanes on South Street I think a lot of trees could be saved, and still have room for a complete street.
- The South Street bikeway is an amazing option. As a bicycle commuter, this would make my day much better. There is no reason to defer to parking. Isn't the point to stop making parking a priority?
- Never mind on-street parking. What about all the trees?
- I think cycle routes should be on main streets. Oakland is already bike friendly.
- I'm having a hard time seeing the justification for making so many changes to this section of South Street. Between the campus paths on one side and quieter residential streets on the other most people can get to where they need to be fairly quickly, and avoid the steepest part of the hill.

Transit

- No comments

Traffic

- No comments

Maintenance

- No comments

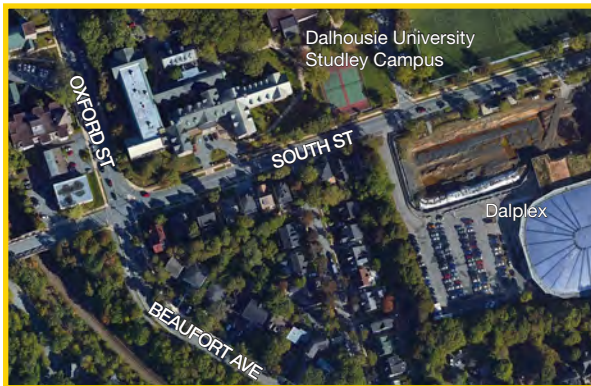


Figure 41: Sub-Area 7: Medium Response Rate.

Sub-Area 7: Medium Response Rate

Primary Themes

Connectivity

- How will the Oxford Street intersection accommodate cyclists who are traveling west along South Street and continuing through the intersection and down the hill?
- How will cyclists coming from the Halifax Urban Greenway enter the South Street bikeway? Having to dismount and remount at the bottom of the hill to cross the street is not ideal. This is similar to the issue I face everyday of entering the two-way bike lane on Gottingen Street at Duke Street, where I turn left from Brunswick Street onto Gottingen Street .
- The South Street bikeway is a needed addition, as the street is currently unsafe.
- The South Street bikeway seems to just end at Oxford Street, leaving cyclists heading northbound no choice but to merge with motor vehicle traffic on a busy street.

Intersections

- A crossride (crosswalk for cyclists) should be added at Oxford Street to get across South Street and connect to the Halifax Urban Greenway.
- Will the driveway at Alumni Crescent be treated as a raised crosswalk?
- How will the existing crosswalk east of Alumni Crescent be designed so it is safe to use? Consider cognitive and age, and also disability related factors.
- Review the safety benefits of raised crosswalks such as the one we have at our airport.
- Why is there no marked crosswalk at Dalhousie Street? Consider NACTO recommendations for how far apart safe road crossings should be, and the impact distance between crossings has on seniors and people with disabilities.
- Look at introducing new ways to include traffic safety features at intersections, like raised crosswalks and pedestrian refuge islands.

Concept 3A: South Street Two-Way Raised Bikeway

This concept envisions a raised two-way bikeway next to the sidewalk on the north side of the street.

Concept 3B: Cartaret Street and Oakland Road Local Street Bikeway

This concept envisions local street bikeways on Cartaret Street and Oakland Road.

- There should be a north/south crossride at Alumni Crescent. Many cyclists will be turning into the Dalplex parking lot and bike parking Concept 3A does not account for this.
- I really like the raised crossings! Maintaining bicycle right-of-way is essential to making cycling a more viable, safe, and appealing travel option. This is better for everyone, including drivers who will have access to quieter roads.

Parking and Loading

- Recently, Dalhousie has built a new parking lot adjacent to South Street so all on-street parking on South Street can be jettisoned.

Safety and Accessibility

- What is the detail design for transit stops to permit blind or partially sighted persons to cross the cycling lane safely to get on or off a bus? Is there a HRM standard for this? How are tactile surfaces, both directional and warning, used in the design?
- How will the tactile surfaces be designed in locations where the pedestrian route crosses the raised two-way bike lane? Is there a HRM standard for this? The design should be done so that a blind or partially sighted person can navigate such a crossing successfully.

Street Design

- What is the concept or the detailed plan of separation between an abutting cycle lane and sidewalk? The experience of Lower Water Street adjacent to Queen's Marquee demonstrates the need for this separation. Are vertical and horizontal separation techniques being considered? Is there an HRM standard?



Figure 42: Feedback on the interactive online map for Sub-Area 7: Medium Response Rate.

Trees and Green Space

- The disingenuous arguments here over trees are wild. We're not going to get out of this climate crisis with car lanes, but I suspect many of these commenters will not be around to see those consequences.
- This concept shows a ridiculous number of mature trees being sacrificed for a bikeway that won't be well used.
- The removal of mature trees called for in 3A is completely irresponsible.
- Except for South Street, each street under discussion here has options that involve very little tree-removal--under 10% of the trees on any given street, mostly smaller ones, for an even smaller impact on the overall canopy.

Secondary Themes

Priority

- Make South Street one-way for motor vehicles in order to save the trees.
- This long and straight stretch with wider traffic lanes lacks speed control measures. Consider both reducing traffic lane width and adding vertical traffic calming measures such as raised crosswalks. Does this have the added benefit of preserving trees? If so this will reduce tensions.
- This is easily the worst of the proposed plans so far. Instead, install one-way 2-metre wide bikeways on either side of the street. Narrow the car lanes, reducing car speed and saving trees.
- Consider this alternative for 3A and 3B: Redesign the two corridors as corresponding routes, one-way in opposite directions. On South Street, keep the road and cycle path separated but one-way instead of cutting down mature trees. Then on Cartaret and Oakland have the motor vehicle lane and the bikeway go the other direction.
- There is only so much space on our streets. Cities around the world are faced with the competing interests of different road users, trees, and parking when making space for new transportation projects. Usually a bit of everything has to give.



Transit

- Bike lanes should pass behind bus stops, allowing passengers to alight the bus without interrupting cycle traffic. Cycle paths should not be the place to stand while boarding the bus.
- The bus stop east of Alumni Crescent is really busy. There should be enough room here for a large group of people to wait between the motor vehicle lane and the bikeway.

Traffic

- No comments

Maintenance

- No comments

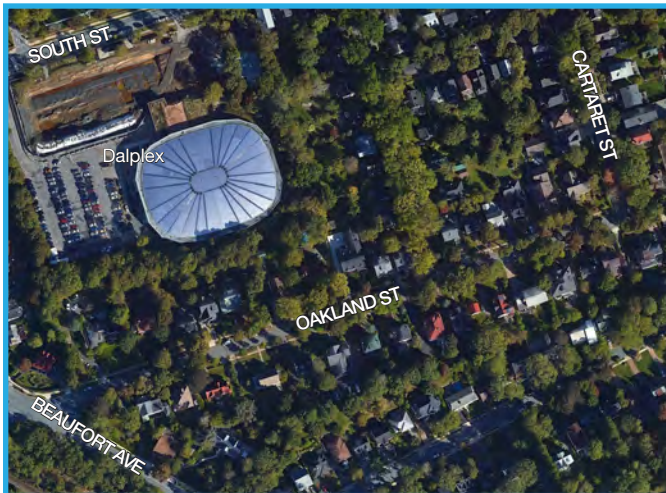


Figure 43: Sub-Area 8: Low Response Rate.

Sub-Area 8: Low Response Rate

Primary Themes

Connectivity

- Concept 3B makes for a complex and annoying connection at South Street. I wouldn't use this if presented as infrastructure.
- 3B seems like a pretty useless route for many people. It connects the campus with the Halifax Urban Greenway, but it really needs to connect to the Dalplex to have any usefulness. It certainly isn't an alternative to infrastructure on South Street, and cyclists accessing the Dal campus and facilities will use the South Street route, regardless of infrastructure.
- There is a huge issue in this city with discontinuous bike lanes where cyclists end up exiting the lane on the wrong side of the road or unable to enter the bike lane from the opposite side of the road without having to dismount and remount. Continuous bike routes and bike crossings that prioritize the right-of-way of cyclists are needed for safety and convenience (the more convenient, the more people will choose a bike over a car).
- Since Oakland Road already has speed bumps and Robie Street will be a bike route south of University Avenue, the local street bikeway along Oakland Road should extend right to Robie Street. However, the left turn from Oakland Road onto Robie Street is difficult, so maybe there could be some kind of safe zone between the boulevards for turning cyclists.
- 3B should explicitly include a crossing at South Street, connecting to Seymour Street, University Avenue, and the Vernon Street local street bikeway. We need to connect the network.

Intersections

- As 3A and 3B are connected to the Halifax Urban Greenway, there should be a raised crossing for pedestrians and cyclists at the west end of both routes. Crossing lights would be appropriate here. The button to activate should be easy to access for both pedestrians, cyclists, and those using mobility devices. The wait time should be short to encourage use of this route.

Concept 3A: South Street Two-Way Raised Bikeway

This concept envisions a raised two-way bikeway next to the sidewalk on the north side of the street.

Concept 3B: Cartaret Street and Oakland Road Local Street Bikeway

This concept envisions local street bikeways on Cartaret Street and Oakland Road.

- It would be good to install traffic lights at Beaufort Avenue because cars come really fast down that street.

Parking and Loading

- Oakland Road has turned into a parking lot for the IWK.

Safety and Accessibility

- Beaufort Avenue could almost use traffic calming. You have a lot of hyped up drivers coming off Oakland Road, trying to blow off steam with their cars.
- Oakland Road is a quiet street. I bike it all the time. I actually don't see a need to change anything on the street. It already has speed bumps which have resulted in a reduction in the number of motor vehicles on the street, and a reduction in their speed.
- Currently, South Street is dangerous for cyclists.

Street Design

- Narrow streets present hazards for cyclists like dooring and conflicts with motor vehicles parking. This can be challenging, and cause issues for younger riders. Drivers may overtake cyclists too closely, and then pull in suddenly if a driver is coming the other way. Separation of cyclists and motor vehicles is safer.
- All streets should get bikeway treatment as part of any recapitalization work. I don't understand why some South End streets have been worked on this summer but without taking the opportunity to make improvements.
- I would not use 3B.
- 3B is a cop-out. I'll be disappointed if it is chosen.
- Option 3B is awful. Local street bikeways in Halifax are poorly implemented and only serve to annoy all road users without making it safer for anyone. Even more awful is that there is no mention of any treatment on South Street between Seymour Street and Cartaret Street. This is not AAA in any way.



Figure 44: Feedback on the interactive online map for Sub-Area 8: Low Response Rate.

- The infrastructure planned for Oakland Road seems to be just sharrows which is just a bit a bit of paint on a road reminding drivers there are cyclists in the area. Moreover transportation studies have shown that sharrows do not increase safety, nor do they encourage cycling.
- Sharrows are not infrastructure. Drivers ignore them.
- Sidewalks on Oakland Road were recently replaced.

Trees and Green Space

- I like that in 3B there is less tree removal and that bikes would be off the busy street.
- Please tell me that no trees will be removed along Oakland Road for this to happen.

Secondary Themes

Priority

- The defining aspect of a local street bikeway (from what I understand) is that vehicle traffic is diverted so that it is not convenient to use the route as a thoroughfare. I see 3B as being a nice bike ride, but I can't imagine many drivers currently use it as a thoroughfare as it does not run between two busy areas, and it also doesn't intersect with many other streets. Therefore, there would be few opportunities to divert traffic since there is very little traffic to begin with. However, the 3B route might work as a "local traffic only" street.

Traffic

- No comments

Transit

- No comments

Maintenance

- No comments



Figure 45: Sub-Area 9: High Response Rate.

Sub-Area 9: High Response Rate

Primary Themes

Intersections

- Raised intersections again would be great see.
- Raised crosswalks at the South Street intersection would help to protect students attending this school as drivers would be forced to slow down before entering the intersection.
- The bicycle signals proposed for the South Street intersection are welcome.
- What will be in place to protect wheelchair users and pedestrians from turning traffic, known to be a very severe hazard.
- Can we get a raised intersection at University Avenue?
- It is good to see shorter intersection crossings for pedestrians and cyclists. Having their stop line ahead of drivers' makes for much better visibility.
- The dedicated left turn lanes at South Street are a good idea. There are frequent collisions and daily 'near-misses' here.
- If the principle north-south bike route is Vernon Street to Seymour Street, to University Avenue, to Robie Street, the intersection at Robie Street and University Avenue will be very important
- Raised intersections would be great see.

Parking and Loading

- Is street parking necessary outside of the Women's Building? The parking blocks visibility of the bike lane for cars turning into the hospital driveway, and removing the 12 spaces here could allow for fully separate bike lanes for the busiest section of this plan.

Safety and Accessibility

- The area outside of Gorsebrook Junior High School is not a safe place for a multi-use path.
- How will the tactile surfaces be designed in locations where the pedestrian route crosses the raised two-way bike lane? Is there a HRM standard for this? The design should be done so that a blind or partially sighted person can navigate such a crossing successfully.

Concept 4A: Robie Street Multi-Use Pathway

This concept envisions Robie Street with an off-street multi-use pathway on the east side of the street, shared by people walking, rolling and cycling. Sidewalks on the west side of the street would be widened where impacts to trees can be avoided.

Concept 4B: Robie Street One-Way Protected Bicycle Lane

This concept envisions Robie Street with one-way protected bicycle lanes and widened sidewalks on both sides of the street where impacts to trees can be avoided.

Street Design

- The multi-use path would be super busy near the schools and hospitals. It will just end up being a sidewalk with cyclists on it, running into kids. I don't think it would be effective as bike infrastructure. Separated cycling infrastructure and sidewalks should be a higher priority.
- Why have a multi-use path when a bike lane next to a sidewalk would suffice?
- The separation of pedestrians from cyclists, as in Concept 4B, is definitely the preferred option. If there is room for separation, why, considering the principles of Complete Streets, would a multi-use path be considered?
- What is the concept or the detailed plan of separation between an abutting cycle lane and sidewalk? The experience of Lower Water Street adjacent to Queen's Marque demonstrates the need for this separation. Are vertical and horizontal separation techniques being considered? Is there an HRM standard?
- As much as multi-use paths are not as ideal as separated routes, I think this might actually be a good place to put one. This part of the sidewalk along Robie Street is hardly ever busy. Most foot traffic seems to cross it on side streets rather than go along it. Also Robie Street south of South Street definitely doesn't need so many lanes. It's hardly ever busy either.
- I think a multi-use path outside the school may still be a reasonable plan. Since congestion would be primarily limited to specific times like mornings, recess, and the end of the school day. On the other hand, those times could render the multi-use path nearly impossible to traverse by bicycle. 3.5m is reasonably wide for a multi-use path, so perhaps that will be enough space for everyone. Compared to separated bike lanes, it certainly presents a mixed bag.
- I think the multi-use path in 4A would be a nice space to bike on since it will be more distanced from cars. Vehicle traffic can be brutal here during rush hour and I really think you can't take too much away from the infrastructure there already for motor vehicles. Yes, pedestrians might block the space for cyclists, but I don't think it will be as big of a problem as it seems.
- I am not a fan of multi-use paths, especially on Robie Street which I think would be a busy bike route. With the rise in e-scooter use things will get even trickier.



Figure 46: Feedback on the interactive online map for Sub-Area 9: High Response Rate.

- 4B is better than the multi-use path because it is safer for both pedestrians and cyclists.
- The white striped area south of South Street looks kind of sloppy, though the idea is good. Maybe it should be something physical, instead of paint, so as to not confuse drivers.
- Is there a reason the bike paths in 4B couldn't be raised all the way along?
- I'm not clear on the purpose of the white striped area south of South Street. Is it a loading zone? Is it for wide-turning vehicles?
- In 4B is there any good reason we couldn't have raised bike paths all the way along?

Trees and Green Space

- At no point along the blocks south of South Street will the existing trees allow for a 1.8-metre sidewalk. 1.2- to 1.6-metre sidewalks will be the maximum.
- Any paint that is used to represent an area not to be treated as road should not be road! Landscape it as snow storage. Install hard-scape for large turning vehicles if necessary. But no cheap-outs by simply painting asphalt, please.

Connectivity

- No comments

Secondary Themes

Traffic

- The area outside of Gorsebrook Junior High School is a busy area with children milling around at various times of the day, and people commuting to and from work on foot and on bike.
- Removing a northbound lane will make Robie Street even more dangerous during rush hour since more traffic would be shunted down South Street, which is already too narrow, too busy, and with cars going too fast.

- 4A does not address traffic as 4B does.
- I'm very much for the addition of the cycling infrastructure presented in 4A and 4B, as it keeps cars and bikes separate. However, I wonder if the car part of this road redesign should be rethought. Removal of on-street parking would make this a more efficient north-south arterial, which seems to be the role of Robie Street in the city's layout. Making this an efficient thoroughfare for cars would also keep cars off adjacent streets, and off of alternative routes, allowing those streets to be given back to more human uses.
- I love the lane reduction on the stretch south of South Street. These concepts are definitely more suited to the volume of traffic that you typically see here, and will make for a more straightforward, pleasant experience for all modes involved.

Transit

- In 4B, make sure people alighting the bus have space next to the bus, out of way of the bike path. Let the bike path go behind people getting on the bus, and let the bike path curve into the side walk if needed.
- Raised bikeways for small segments can be a bummer, but they're good at indicating when cyclists need to yield to pedestrians alighting transit. What is awesome is that raised bikeways at bus stops prevent buses from running over cyclists, and prevent car drivers from using bus stops and bike lanes as loading zones. Just please make sure the transitions to and from raised sections are at a reasonable slope. The Forest Hills Parkway Multi-use path is a great example of poorly constructed transitions.
- Frequent changes between raised and on-street bikeways aren't ideal, creating conflicts with public transit stops.

Priority

- No comments

Maintenance

- No comments

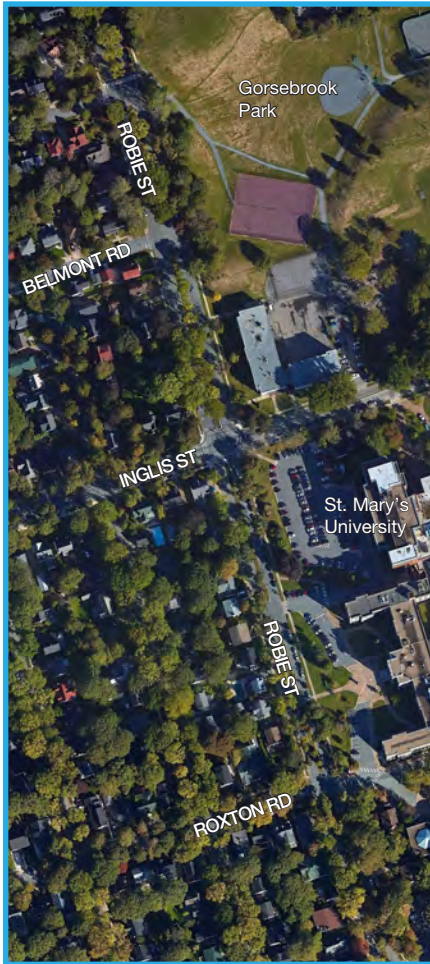


Figure 47: Sub-Area 10: Low Response Rate.

Sub-Area 10: Low Response Rate

Primary Themes

Connectivity

- I think Oakland should get a local street bikeway treatment regardless. Local street bikeways and separated bikeways on arterial streets are complimentary, not substitutes.
- Keep in mind, if Robie Street has a two-way bike path on one side of the road and it suddenly ends/begins, cyclists will then on the wrong side of traffic for entering/exiting the bike lane. Unless there is a strategic bike crossing at the intersection of Robie Street and Inglis Street, ending the bike lane there would interrupt the continuity for cyclists, and decrease safety.
- If the other end of Oakland is the local street bikeway to Beaufort Avenue, then this end should also be considered a connection.
- Local street bikeways are great low-cost options for improving connectivity between major bikeways, but one without the other is lacking.
- In the past there was talk of extending the Halifax Urban Greenway with a new active transportation bridge over the CN rail cut. The connection was going to land on Francklyn Street at the bottom of Pine Hill Drive, providing access to Point Pleasant Park. If that's still on the table, HRM should coordinate with St. Mary's University about connecting the bike lane straight through this 'unimproved' section of 'the Oaks', especially if Robie Street and Francklyn Street are both bike routes. In that case, dedicated bike lanes make sense here.
- Connecting down to Gorsebrook Park provides a powerful signal to cyclists to use this route rather than Inglis Street if they are continuing south on the peninsula.

Intersections

- Any new construction should reflect that every edge of every intersection is a legal crosswalk in Nova Scotia. These designs are clearly missing the required curb cuts.

Concept 4A: Robie Street Multi-Use Pathway

This concept envisions Robie Street with an off-street multi-use pathway on the east side of the street, shared by people walking, rolling and cycling. Sidewalks on the west side of the street would be widened where impacts to trees can be avoided.

Concept 4B: Robie Street One-Way Protected Bicycle Lane

This concept envisions Robie Street with one-way protected bicycle lanes and widened sidewalks on both sides of the street where impacts to trees can be avoided.

- Option 4A presents too many conflicts between pedestrians and cyclists, and between cyclists and motor vehicles. Poor intersection design.
- All crosswalks need to be marked and also safe and functional for use. Marking only two of the three sides prejudices the mobility requirements of our least able road users, including seniors and people with disabilities. All legs of signalized intersections must have marked crosswalks unless pedestrians are prohibited from the roadway or section thereof.
- Why are the two unmarked legal crosswalks designed so they are not safe or practical for use? What is the reason for this? Pedestrians need safety infrastructure at legal crosswalks. Many lack the ability to make a lengthy detour to the nearest crosswalk. All legal crosswalks should accommodate the safety needs of all users.
- All intersections need to be reviewed very carefully alongside local collision data, which shows that a hugely disproportionate number of vulnerable road user incidents occur at intersections. How will the lack of any safety infrastructure impact upon mobility requirements? Given the Municipality's commitment to Vision Zero we must not overlook safety, as well as the ethical and equity requirements that go along with that.
- I would like to see signage at the entrance to the Patrick Power library parking lot that clearly indicates that cyclists on Robie Street have the right-of-way, or a stop sign for cars.
- The Oakland Road intersection is really busy with folk accessing the park and school. Traffic speeds are pretty high here. These conceptual improvements will be nice to see.
- The crossing at Belmont Road seems quite long for a local street. Could the crossing distance for pedestrians and cyclists be reduced with curb extensions?
- Please don't treat pedestrians like second-class citizens. Crosswalks already legally exist on every edge of every intersection. So let's build our intersections like that. Putting a crossride without a cross-walk is an invitation for conflict.
- The Oakland Road intersection would be safer with 4B.



Parking and Loading

- There is Limited traffic south of South Street. Add some more parking, which is proven to slow traffic down, making the road narrower.
- Riding past parked cars forces confident cyclists to take the lane, and shunts newer cyclists into the door zone when they're forced to share space with aggressive motorists.
- 4B involves removing parking on both sides of Robie Street south of Inglis Street, but there is currently wall-to-wall parked cars beginning about 7:15 a.m., primarily St. Mary's students.

Safety and Accessibility

- Consider the mobility needs and physical fragility of an increasing aging population, and the fact that 12 of our 13 pedestrian fatalities since 2018 were over the age of 55. This requires us to reconsider intersection safety, in particular the need to ensure all crosswalks are marked and safe for use.
- Although 4A is not my preferred concept for Robie, what is the detail design for transit stops to permit blind or partially sighted persons to be directed to the bus stop to safely to get on or off a bus? Is there a HRM standard for this? How are tactile surfaces, both directional and warning, used in the design?

Street Design

- 4B is my preference for a truly integrated approach. 4A isn't safe in the area around the schools and hospitals.
- Motor vehicle traffic is not heavy on Robie Street south of South Street, and the corridor could handle a lane reduction no problem. This would reduce vehicle speeds, maintain street parking, and provide space for protected bike lanes and widened sidewalks. Great design!
- I think 4B is the better option. Multi-use paths are hard enough when different sorts of cyclists are on them (i.e. commuters versus recreational bikers), let alone pedestrians. If the goal is to enabling people biking to work, then the uses need to be kept separate.

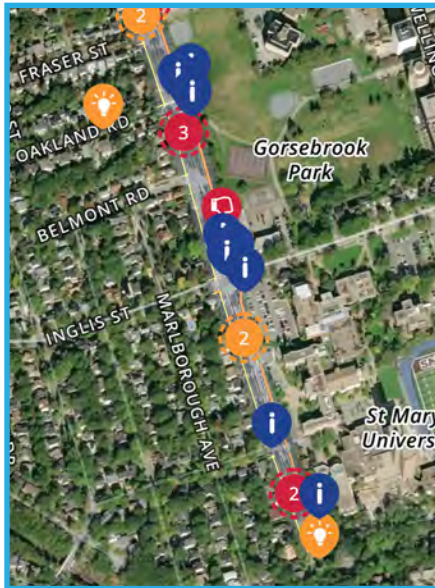


Figure 48: Feedback on the interactive online map for Sub-Area 10: Low Response Rate.

- Kids need a dedicated sidewalk next to their school.
- As a senior, I feel unsafe on multi-use paths, especially with the growing use of electric scooters by tourists.
- 4B would be my choice. I don't like multi-use paths in commuter areas.
- Provide wide enough sidewalks for pedestrians, strollers, and dog walkers.

Trees and Green Space

- Many of the trees on both sides of Robie Street are immediately adjacent to the existing sidewalk, some of which have required the existing sidewalk to be narrowed. Both plans call for widening the sidewalk where existing trees allow. How many trees will impede the planned widening? At some point a zig-zag sidewalk will defeat the gains of widening.
- When a pathway or connection is implemented here, it would be nice to keep as much of the trails and woodsy nature as possible. It's a really nice space in the city for walking in nature, mountain biking, and birdwatching.
- I'm concerned about the potential loss of mature trees along Robie Street and don't support the loss of mature trees.

Secondary Themes

Priority

- I am not a fan of 4A. It doesn't address traffic calming, or reduce car traffic in the city. Multi-use paths are not good for cyclists or pedestrians. Reduce car lanes and add raised protected bike-lanes in their place.
- A separated bike lane should be integrated with the motor vehicle lanes, well marked, and have the same right-of-way as a driver traveling in the same direction. By separating bike lanes from the street, as proposed in almost all concepts, drivers will never learn how to share a road. As soon as a cyclist is outside their "protected" area, drivers will behave as they own the street. Car drivers need to learn how to share the street. It is possible. See Europe.

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- Currently, the narrowest section of sidewalk is 1.2-metres wide. No segment of multiple blocks will allow for the sidewalk to be widened to 1.8m unless it is widened on the homeowner side.
 - South of Inglis Street there is so little traffic that separated bike lanes seems like a waste. Convert the last two blocks to a local street bikeway and save \$5 million.
 - 4B is a much better plan than 4A. Though roadways are still too wide, the narrower lanes make for a safer streets.

Traffic

- South of Inglis Street there is so little traffic that cars probably don't need their own lane. A shared, single travel lane (bikes and cars) would be totally suitable for these two blocks, and be far less expensive to build.

Transit

- No comments

Maintenance

- No comments

