

Peninsula South Complete Streets Project

Phase 1 What We Heard Report



What We Heard Report
Peninsula South Complete Streets Project
March 2020

Halifax Regional Municipality
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Figure 1: Peninsula South Complete Streets Study Area.

Legend	
	Existing Bicycle Infrastructure
	Planned Bicycle Infrastructure
	Approved Bicycle Infrastructure



About the Peninsula South Complete Streets Project

The Peninsula South Complete Streets project follows a “complete streets” approach to improving mobility for people travelling through the south end of the Halifax peninsula, with a focus on improving comfort, safety and convenience for people walking and cycling while also considering transit, accessibility, placemaking, urban forestry, vehicle traffic, loading, parking and other factors. The resulting functional plan will recommend improvements to pedestrian infrastructure and new all-ages-and-abilities (AAA) cycling connections along several streets as identified in the [Integrated Mobility Plan](#) and [Active Transportation Priorities Plan](#).

Active Transportation infrastructure is an effective way to encourage people to walk, bike or take public transit, contributing to a more liveable city. Furthermore, AT contributes to more sustainable cities aligning with the HalifACT 2050: Acting on Climate Together, a climate action plan currently being developed by HRM. The project also seeks to implement a unified “District Identity” for the streetscape to establish a unique and defined sense of place.

This What We Heard Report provides the findings from the first of two phases of public consultation planned for the project. Phase two will gather feedback on options for infrastructure improvements.

What We Did

The project team, along with the Halifax community and its stakeholders, explored multimodal transportation and accessibility issues and opportunities within a defined project study area. This area included the University Avenue and Morris Street east-west corridor, Robie Street south of University Avenue, and the adjacent street network.

Community input is essential to address concerns of street users and local residents and to identify opportunities and constraints for the project. The Peninsula South Complete Streets Project consultation process included a variety of opportunities for all citizens to contribute to the discussion. This approach helps to ensure diverse points of view are considered in the planning process. The project team undertook three public consultation activities:

- Community workshops;
- Community pop-up engagement sessions; and
- Online questionnaire and interactive map.



Figure 2: Community Workshop at the Halifax Central Library (October 28, 2019).



Figure 3: Peninsula South Complete Streets Study Area Context.

Legend- Study Area Context Information

	University Avenue/ Morris Street East-West Connection
	Connecting Street Network
	Dalhousie University Studley Campus
	University Avenue
	Robie Street
	South Park Street
	Dalhousie University Sexton Campus
	Lower Water Street
	Inglis Street

Community workshops were held on October 28 and October 30, 2019. The first at the Halifax Central Library during the evening and the second at the Dalhousie Student Union Building in the afternoon. Community members were notified of the engagement sessions through on-street promotional sandwich boards, notifications on the HRM website and social media, and hard copy invitations mailed to residents and property owners in the study area. Additionally, public pop-up sessions were held on the St. Mary's University Campus, at the Victoria General Hospital, and at each of Dalhousie's three Halifax campuses. Also open to the public at this time, an online survey and interactive map allowed participants to leave location-specific comments on a map of Peninsula South study area.

The engagement activities undertaken in this phase of the Peninsula South Complete Streets Project generated a large amount of feedback and data. This report summarizes that feedback, grouped into themes. The reporting in this document does not utilize direct quotes, rather it represents the efforts of the project team to develop a cohesive narrative from the various consultation activities and the wide range of feedback.

Who Was Involved

Over the course of October and November 2019, there were over 500 engagement interactions about the project. This included:

- Over 60 participants at the community workshops;
- Over 80 participants at the five community pop-up sessions, and
- Approximately 600 participants online.

Numerous stakeholder groups were also involved.



Figure 4: Halifax Central Library Community Workshop (October 28, 2019).

Community Workshops

The community workshops began with a presentation of the project purpose, approach and background information about the study area. Participants worked in groups of 4-6 people, at tables hosted by facilitators. The workshops were organized into three parts, each focusing on a different aspect of the area or goals of the project. All the discussion groups recorded input with base maps, post-its or worksheets.

Part 1 of the workshop involved small-group discussion about current travel experiences throughout the study area and the surrounding network on the Peninsula. Participants were asked to provide information in regards to their destinations, route, barriers faced along their route, interactions with other street users, and any other important aspects of their experience. Part 2 of the workshop narrowed the focus to University Avenue specifically, and participants were asked to envision their ideal experience, amenities and atmosphere along the street, including what is cherished and should be protected, and what could be changed or improved. Participants could also complete a questionnaire that offered an opportunity to respond individually to the questions without the influence or demand for discussion within their groups. Part 3 extended the conversation to include the entire study area and encompassed potential cycling facility connections with the broader AT network on the Peninsula.



Figure 5: Victoria General Hospital Pop-Up (November 2019).

Community Pop-Ups

The pop-up sessions engaged with people at the Victoria General Hospital, Saint Mary's University, and the three Dalhousie University campuses, offering opportunities for members of institutional communities to share their experiences and ideas. Participants provided verbal input that was transcribed and drawn on maps.

Online Engagement

The online engagement consisted of a survey and the interactive map, providing the opportunity to pin specific comments related to the ideal future experience of traveling along University Avenue, Morris Street, Robie Street (south of University Avenue) and the surrounding street network.

Interpreting The Results

Several prominent themes emerged from the in-person engagement activities (workshops and pop-ups). The themes have been organized by the current experiences and desired future experiences of participants. Primary and secondary themes were determined according to a number of factors. Primary themes were mentioned more frequently, by a range of people, in a variety of locations within the study area, and in both the meetings and the pop-ups. Secondary themes garnered fewer mentions and had a narrower range of contexts or locations than primary themes, but were still recurring. Themes are intended to organize and present what was important to participants, but should not be viewed in isolation. Many comments and ideas are inter-related and cross over from one theme to another.

Importance to Participants

Through an introductory group poll, participants at the community workshops were asked to respond to the question, ***“Why is the Peninsula South Complete Streets Project important to you?”***. The most frequent responses related to the following themes:

- Live and work in the area, care about neighbourhood;

Why is the Peninsula South Complete Streets Project important to you?

“I work and live here”
 “I live here and my kids go to school here”
 “I am a student at Dalhousie”
 “I live on Morris Street”
 “I work at the Hospital”
 “I work at Dalhousie”
 “I go to St. Mary’s University”
 “I attend events at the campus”

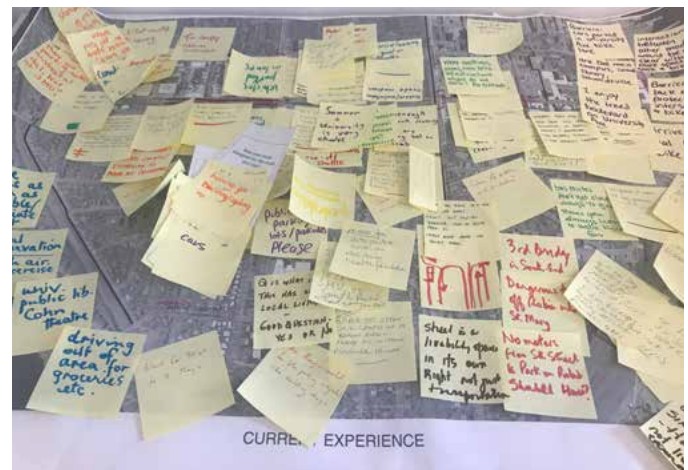


Figure 6: Notes from participants at community workshop.

- Want to be able to cycle safely throughout the city;
- Interested in achieving safe and balanced multi-modal transportation for all users;
- Want to see a balance between retaining parking and achieving AT facilities;
- Want to preserve the character and streetscape identity of neighbourhoods within heritage districts in close proximity to the project area; and
- Want to achieve AT connections between the three Dalhousie University campuses, Saint Mary's University and other key destinations.

Current Experience

Participants engaged in small-group discussion about current travel experiences throughout the study area and the surrounding network on the Peninsula. They were asked to provide information about their destinations, route, barriers faced along their route, interactions with other street users, and any other important aspects of their experience.

Most workshop and pop-up participants work, study or live in the area, and others visit friends or attend events at various institutions. Many of the participants noted key destinations to include: Sexton Campus; Studley Campus; IWK Hospital; QE II Health Centre; Schmitville; Dalhousie Arts Building; Dalhousie Student Union Building; Killam Library; Ferry Terminal; Halifax North Common; and Point Pleasant Park. Other responses noted the travel between these destinations, or between the key destinations and their residence. Many participants noted that their routes were chosen based on safety, traffic volumes, time of day, infrastructure and accessibility, parking, lighting, bus schedules, time of year and weather conditions.

Walking

Many participants noted their main travel routes for walking. The most frequently identified routes were University Avenue; South Street; South Park Street; through Gorsebrook Park; Inglis to Birmingham to Sexton Campus; Robie Street; Vernon Street to Quinpool Road; and Morris Street to South Park Street. Factors determining route were sidewalk accessibility and comfort.

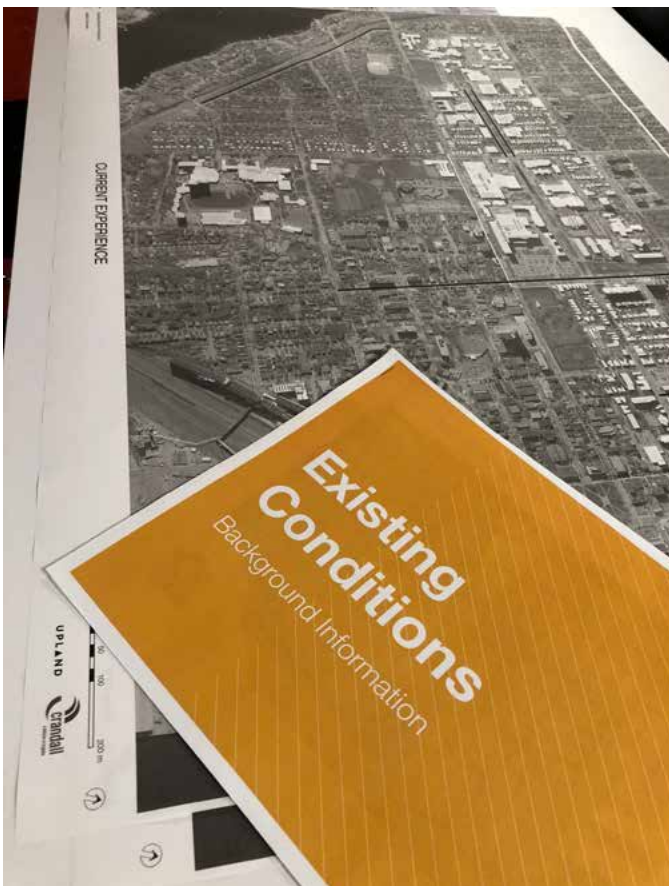


Figure 7: A Background Information Report contributed to workshop respondent's understandings of existing conditions.



Cycling

Many participants who cycle travel from Vernon Street, through the Dalhousie Campus to University Avenue and from Vernon Street through the Dalhousie Campus to South Street; University Avenue to Morris Street to Lower Water Street; Spring Garden Road; Clyde Street to South Park Street to Inglis Street; Beaufort Avenue to Point Pleasant Park; Summer Street to Central and North Common multi-use paths; Oxford Street to Beaufort Avenue to Roxton Road to Saint Mary's University. Factors determining route included directness/speed, the gentlest slope, and comfort of the street. Several participants noted their preferred routes to be through neighbourhoods on local streets rather than along busy main streets.

Busing

The principle bus routes traveled by participants were Spring Garden Road and South Street. The two bus routes most frequently noted were the #10 and #14.

Driving

Participants who drive in the study area were both commuters traveling to the area for school and work, and local residents who drive for routine tasks. A number of local resident participants drive because of physical mobility limitations. Parking is the primary issue currently experienced by people who drive. Some people have changed their travel behavior and are driving to the study area less frequently, due to challenges finding parking. Local residents have observed that permit-only parking areas are not respected, and also reported other parking related challenges, such as difficulty loading or unloading items from vehicles.



Current Experience Themes

Participants shared diverse current experiences depending on their mode of travel, routines, lifestyle and abilities. Some participants also sought to provide input for the Peninsula South Complete Streets Project that was unrelated to their current travel experience. Comments regarding current experiences have been thematically organized below.

Primary current experience themes were mentioned frequently (more than 20 times) by a range of people, in a variety of contexts, and in both the meetings and the pop-ups. Secondary themes garnered fewer mentions and had a narrower range of contexts than major themes, but were still recurring.

Current Experience PRIMARY THEME 1

Safety

- Many participants feel unsafe or stressed as a person walking, cycling or driving.
- Participants are uncertain of who has the right of way at particular intersections.
- Participants who cycle said that there is a greater feeling of safety along South Park Street, travelling from Saint Mary's to Spring Garden to Downtown.

Current Experience PRIMARY THEME 2

Infrastructure

- Participants felt that cycling infrastructure is inadequate and they are forced to cycle on sidewalks, down side streets or on grass verges.
- Participants noted that they avoid some areas of the existing protected bicycle lanes on University Avenue due to issues with surface conditions.
- The majority of participants who cycle commented on the lack of protected bicycle lanes.
- Participants noted that the sidewalks are too narrow and they often bump into passersby when walking. It was further noted that sidewalk infrastructure does not accommodate for pedestrian volumes and paving is chipping, eroded or not accessible.
- Several participants expressed their enjoyment of cycling along University Avenue and felt little to no safety issues when biking throughout the city.
- A number of participants emphasized a desire to retain the central median along University Avenue, preserving trees and seating.
- Many respondents felt there is inadequate parking for the Dalhousie campuses and especially the hospitals, causing parking to overflow onto the streets.

Current Experience SECONDARY THEME 3

Conflicting Uses

- Major barriers to cycling were identified as too many cars, dangerous drivers, lack of cycling infrastructure causing people who cycle to use sidewalks, and conflicts between cyclists and parked cars when car doors open.
- Participants noted the challenges of cycling when cars are parked in the bicycle lanes.
- Some participants found it difficult to cycle from Seymour Street to Robie street via University Avenue because cars are parked in the bicycle lanes.
- Many participants felt that bicycle lanes impede on loading and drop-off access on University Avenue.
- Many participants described the challenge of driving on University Avenue with high volumes of people walking and cycling and few indications of who has the right of way.

Current Experience SECONDARY THEME 4

Other Concerns

Participants shared concerns from the perspective of local residents, students or commuters who walk, cycle, bus or drive within the corridor. Many people are experiencing a sense of fatigue from the impacts of on-going development and construction within the downtown area, in particular the impact to parking. Some participants noted the challenges of implementing AT facilities in congruence with other plans and proposed land developments in the area.

Some participants expressed concerns related to the behaviors of road users causing negative experiences within the current corridor. For example, cyclists who veer from the bike lanes, people in parked cars opening doors



Figure 8: Respondents' most significant concerns were safety and infrastructure inadequacies.



Future Experience Themes

Participants were asked to envision their idealized future experience and noted considerations regarding infrastructure, design and atmosphere. Primary and secondary themes emerged from the input regarding the future experience, including how to connect the study area to the surrounding area by active modes. The following themes reflect the most commonly noted opportunities, constraints, desires and concerns.

Primary future experience themes were mentioned frequently (more than 50 times) by a range of people, in a variety of contexts, and in both the meetings and the pop-ups. Secondary themes garnered fewer mentions and had narrower range of contexts than major themes, but were still recurring.

Future Experience PRIMARY THEME 1

Parking & Conflict Mitigation

A desire for improvements to parking was widely expressed by participants, focusing on University Avenue parking for hospital patients and employees. Parking in the vicinity of Morris Street for local residents is discussed in Theme 4: Neighbourhood Integrity. Participants emphasized solutions that would enable safe and convenient multi-modal usage, and made specific suggestions, including:

- parking regulations dependent on the time-of-day and season, and
- removal of on-street parking during peak periods to improve bus access and overall flow of street users in front of the hospital area.

Cyclists expressed concerns with bicycle lanes next to vehicle parking, fearful of endangerment from opening car doors; suggestions were made to either locate bikeways on lower-traffic streets, or create formal barriers to separate uses. Participants emphasized the need to retain parking for hospital users, whilst others commented that if the bikeway were to enhance safety for people cycling, more people would likely choose to cycle.

There were a broad range of comments regarding conflicts between people walking, cycling and driving. In particular, driver ability to see people walking, and conflicts between drivers and people walking, most frequently at intersections and parking lot driveways. Participants described conflicts at intersections between cyclists turning and people in cars using single lanes as a double turning lane, specifically at the Robie Street and University Avenue intersection.



Many participants encouraged the separation of users by utilizing the median for transportation of some kind, whereas others envisioned a thoroughfare for two-way bicycle traffic on one side of University Avenue, enabling quick and direct travel to the hospital and Dalhousie campuses. Some participants expressed concern with the median being a bikeway because it could conflict with people crossing from one sidewalk to the other. There was clear desire for overall smoother interactions between people walking cycling, driving, parking and merging into traffic whilst enabling loading and drop-off.

An important consideration among participants was how to resolve conflicts between users in future bikeways. There is a strong desire to prevent parking in a bikeway, yet solutions must enable loading and drop-off for people attending events, visiting the hospital and loading goods and services for businesses and institutions along the corridor.

Future Experience PRIMARY THEME 2

Safety & Accessibility

Safety and accessibility permeated almost all discussions regarding AT infrastructure on University Avenue, Morris Street and the surrounding street network. The majority of responses related to improvements to curbs, crosswalks, intersections, sidewalks and pathways. Participants expressed concern about how persons with disabilities would be able to safely navigate in an increasingly multi-modal street. Many participants suggested wider sidewalks as well as better signage, more visible crosswalks with flashing lights, raised sidewalks through intersections/driveways, and focused attention toward intersection improvements to better delineate right of way. Particularly, participants from the pop-ups on Dalhousie campuses suggested flashing lights, four-way stop intersections and more visible crosswalk markers to ensure the safety of students and staff. Several people suggested a scramble style intersection or pedestrian-only or bicycle advance lights to improve circulation, specifically at the Robie Street and University Avenue intersection. A few participants also identified vehicle and bus exhaust as a barrier to walking and cycling.

There was a desire for safer circulation between hospital campuses, emphasizing improved crosswalks on University Avenue. Suggestions were also made that could enhance travel from the Halifax Infirmary to the Nova Scotia Rehabilitation Centre and Victoria General using Summer Street, specifically for doctors who are on call or travel between hospital campuses.



Future Experience
PRIMARY THEME 3

Parks, Trees & Placemaking

Participants discussed how public art, greenspace and leisure amenities contribute to local identity and placemaking. Participants celebrated University Avenue as a destination and expressed a desire for enhancing the unique identity of the avenue through tactical urbanism efforts, parkettes and urban greening. Many participants desire retaining the trees within the median and enhancing greenspaces for students and hospital users. Suggestions for public art, monuments, gardens, benches, receptacles and other park amenities were highlighted as a priority within the median and boulevards. Some participants, particularly those who attended the pop-ups at Dalhousie campuses, suggested the use of coloured pavement treatments to differentiate University Avenue from Morris Street. Comments regarding identity of University Avenue focused on the Dalhousie campus identity. Some participants encouraged the elimination of cross-streets within the segment of University Avenue through Dalhousie's Studley campus, to help generate a more defined campus feel and reduce conflicts between students walking and people driving.

Participants speaking more specifically to the hospital area suggested accommodating smoking areas in more comfortable and appropriate locations, such as areas within the median. Overall, participants wanted to retain trees and park spaces for patients, employees and visitors and see the introduction of more benches and receptacles in the median/ boulevards.

Future Experience
SECONDARY THEME 4

Neighbourhood Integrity

Some participants highlighted a deep concern for neighbourhood integrity around Morris Street and in Schmidtville in particular. Many participants expressed a desire to retain parking (both resident and visitor), liveability, walkability and circulation within the surrounding neighbourhoods and on streets that connect to University Avenue and Morris Street. Some participants from the pop-up sessions commented that a bike lane on Morris Street could enhance the streetscape experience by designating areas for biking, walking, loading and parking in a more integrated way. Furthermore, some participants highlighted enhancements to the interpretation of the historical identity of University Avenue and the surrounding neighbourhoods as a priority.

Future Experience SECONDARY THEME 5

Maintenance

Participants were concerned with snow clearing from roads onto boulevards, and the feasibility of clearing snow in bike lanes. This was especially relevant among those who attended the pop-up sessions on the Dalhousie campuses. Some participants were concerned with blowing leaves around bus stops, specifically at bus stops on South Park Street. Comments emphasized the need to prioritize snow removal and de-icing and ensure that all sidewalks accommodate piled snow whilst retaining adequate space for groups of people walking, rolling or using assistive devices.

Future Experience SECONDARY THEME 6

Creative Streets

Various distinct ideas for the future experience of University Avenue and Morris Street corridor emerged through the engagements. The suggestions for creative streetscape design interventions and amenities included the possibility of drinking water stations and food vendors along the corridor to enhance overall user experience. Furthermore, participants encouraged the implementation of bike-share infrastructure and designated carpool parking and loading sites. Additionally, one individual imagined the possibility of an overhead pedestrian corridor over University Avenue in an effort to retain trees and separate people who walk from on-street vehicles and people biking.

Future Experience SECONDARY THEME 6

Public Transit Integration

Participants described the importance of integrating public transit into the future of the study area. It was noted that continued improvement of transit service to the urban core could help to alleviate traffic and parking pressures. In particular, more frequent service, dedicated transit lanes and park and ride facilities were suggested. Within the study area suggestions included improving or introducing direct shuttles between campuses, enhancing the transit stop shelters, and greater transit pass incentives for all staff of the hospitals and universities, including contract workers.

East-West Connections

Participants were asked to comment on route options for connecting the AT infrastructure at each end of University Avenue. The exercise was divided into two distinct areas; the western connections around the Dalhousie Studley campus, and east connections to Dalhousie Sexton Campus, Hollis Street and Lower Water Street. The options and participant input are described in the following sections.

West Connection Options

Three potential route options were discussed for the west connections:

1. On-Campus Pathway & Oxford Street Greenway Extension
2. Seymour Street Local Street Bikeway & South Street Multi-Use Trail
3. Seymour Street, Cartaret Street & Oakland Road Local Street Bikeways.

Legend	
①	On-Campus Pathway & Oxford St Greenway Extension
②	Seymour St Local Street Bikeway & South Street Multi-Use Trail
③	Seymour St, Cartaret St & Oakland Rd Local Street Bikeways
	Existing Bicycle Infrastructure
	Planned Bicycle Infrastructure
	Approved Bicycle Infrastructure

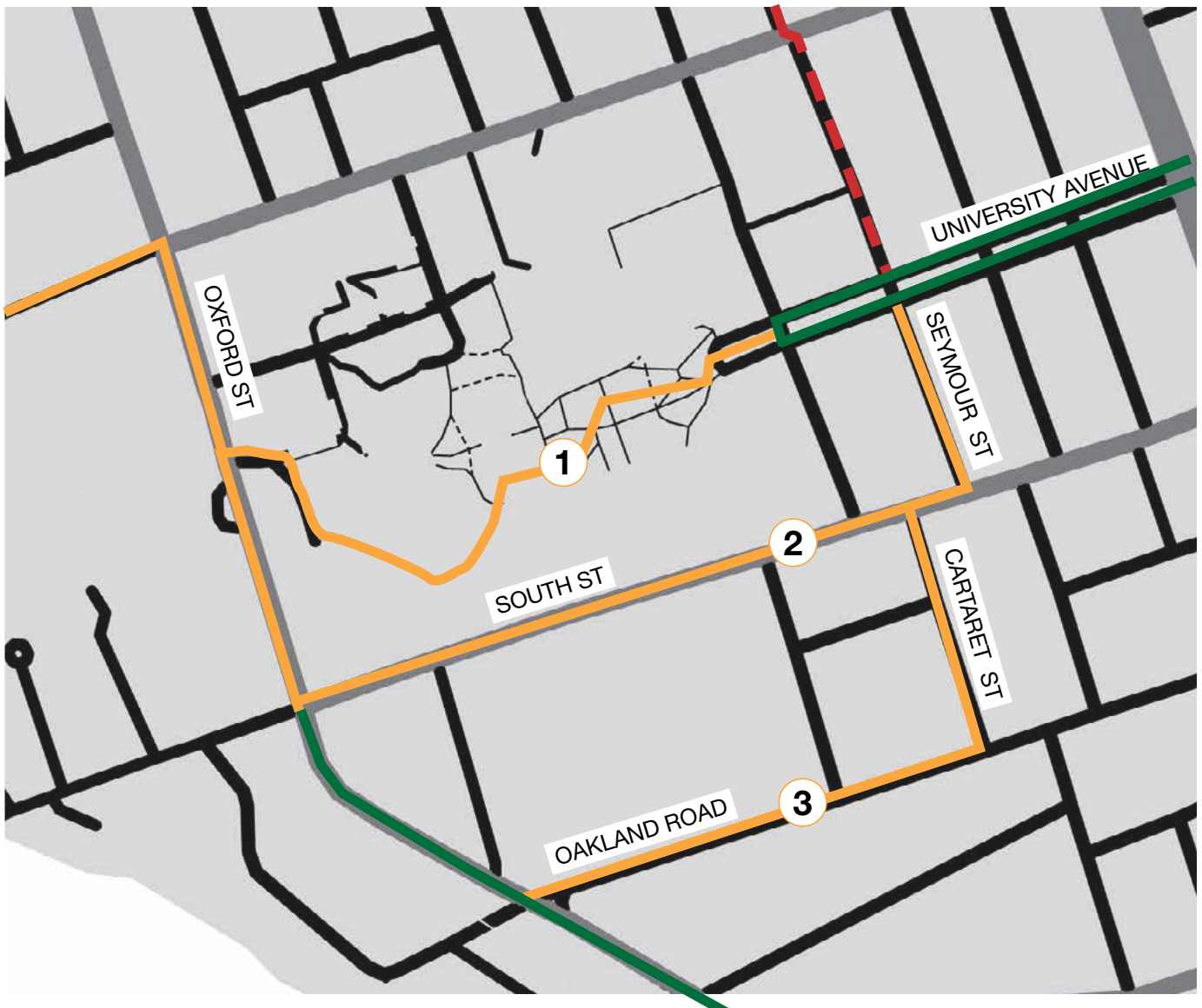


Figure 9: West end connections options.



West Connection Themes

Several participants preferred cycling infrastructure connections directly through Dalhousie Studley campus, via a direct bikeway on the interior of the campus, whereby the university community could reach on-campus locations. Some participants expressed concern with this route option through the campus, as it could conflict with pedestrians and other competing projects on the campus. It was also not preferred by participants who do not travel to on-campus destinations.

Some participants preferred the second option: connecting infrastructure on South Street to University Avenue via Seymour Street. If a bikeway were to be implemented on South Street, some participants expressed concern for the speed of cars, and suggested the speed limit be lowered to 30km/h. It was highlighted that a bikeway on South Street would demand an upward climb on Oxford Street going northbound. Participants noted that a bikeway on Oakland Road would diverge too far from university destinations and would likely be underutilized. At the same time, numerous participants highlighted a desire to locate bikeways off main roads in favour of neighborhood routes to increase safety and reduce congestion.

There was no clear preference for one option, but option 3 had the least amount of interest.

East Connection Options

Two potential route options were discussed for the east connections:

1. Morris Street Bikeway
2. Clyde Street & Bishop Street Local Street Bikeways

Legend	
①	Morris Street Bikeway
②	Clyde Street & Bishop Street Local Street Bikeways
	Existing Bicycle Infrastructure
	Planned Bicycle Infrastructure
	Approved Bicycle Infrastructure



Figure 10: East end connections options.

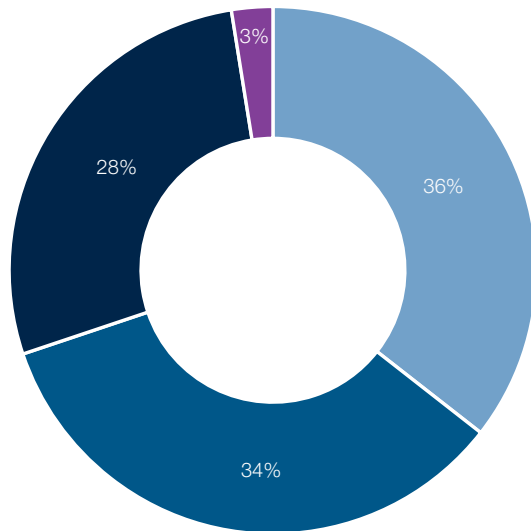


East Connection Options

Participants noted Morris Street to be a convenient and direct route for cycling with a gradual slope. Many people noted that the Morris Street and Queen Street intersection could be improved with defined left turning infrastructure, removal of the slip lane and shortening the crossing distance. Some area residents felt strongly that on-street parking is important to their quality of life and should not be removed. They fear that a bikeway on Morris Street could have major impacts to parking for local residents. Some participants noted that Morris Street is too narrow to host a bicycle lane while also retaining parking and lanes for people driving.

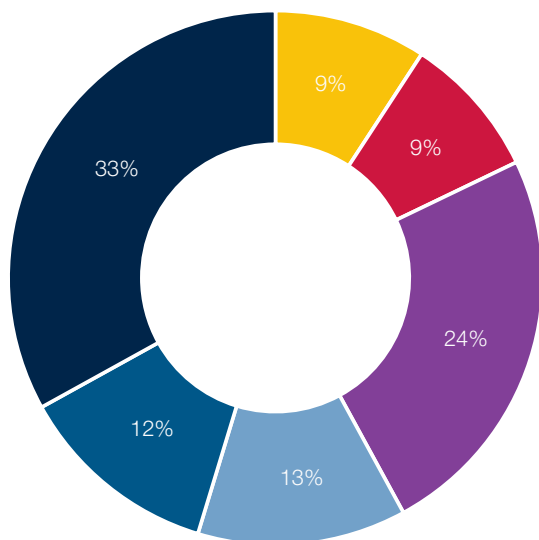
A number of participants encouraged the use of Clyde Street for cycling infrastructure, suggesting that Clyde Street be solely for cycling and walking, while Morris Street could retain parking and adequate lane widths for buses and loading. Some people who currently cycle along Morris Street said they would also enjoy cycling along Clyde Street and having the option of cycling on both roads. Participants noted that a cycling routes through Sexton campus could direct traffic onto Bishop Street, whereas others noted this to be too confusing and not direct enough for commuters who cycle. Some highlighted that Bishop Street and the bottom of Morris Street are steep and challenging for cycling.

While there was no clear preference among participants between the two options, it was highlighted that careful attention should be paid to potential plans for using Morris Street as a temporary trucking route, the needs of the school and community centre on that street, and consideration of transit. Collaborative planning was emphasized.



■ 18-34 years old ■ 35-54 years old ■ 55 or older ■ Prefer not to say

Figure 11: Age of respondents.



■ Downtown Halifax ■ Downtown Dartmouth ■ South End
■ North End ■ West End ■ Elsewhere in HRM

Figure 12: Home neighbourhood of respondents.

The municipal civic engagement website, Shape Your City, offered information about the project and the existing conditions by making available the same materials that were presented at the open house. There were 55 views of these materials.

An online survey and interactive “Places” mapping tool were accessible to the public through Shape Your City from October 31 to November 22. Approximately 500 people participated in the survey and 42 people provided a total of 206 comments on the “Places” mapping tool.

Survey Responses

Survey respondents were all adults over 18 years of age, with fairly even distribution across cohorts. In comparison to the demographic composition of HRM, the younger cohort (18-34) was overrepresented in the survey respondents by approximately 10%. The middle-age cohort was also overrepresented but by a smaller margin. The oldest cohort, 55 year or more, was more significantly underrepresented; making up 47% of the population of HRM, people of this age group made up 28% of respondents. The gender of respondents was 48% male, 46% female, 1% open ended other, and 5% preferred not to say.

One quarter of the respondents were residents of the south end, and a further 30% indicated residency in other areas of the urban centre. Reflecting the regional significance of the Peninsula South study area, one third of respondents indicated that they live in one of many different communities outside of the Regional Centre.

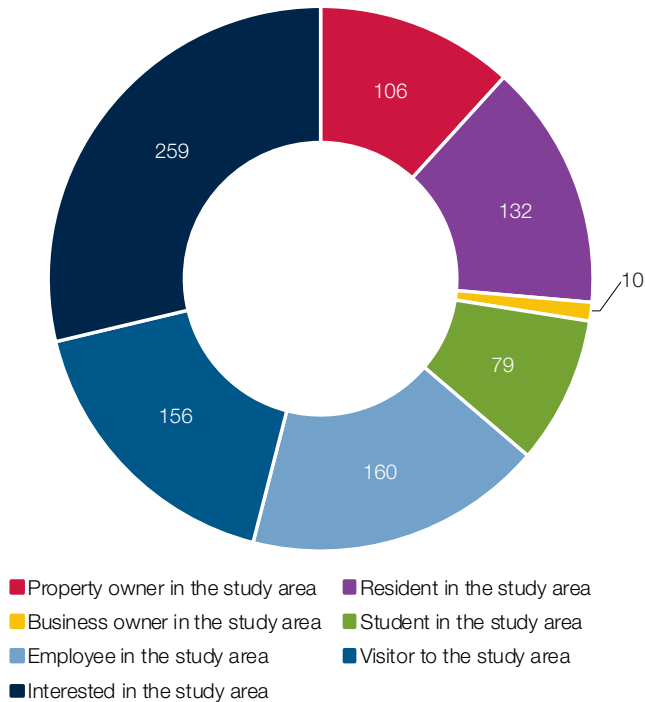


Figure 13: Respondents' activities or relationship to the study area.

Of the total 554 survey participants, 80 individuals were exclusively “interested in the study area” and did not identify any other activities or relationship to the Peninsula South neighbourhood.

The most frequently used mode of transportation is walking or rolling, followed by driving, transit and bicycling. Among the 554 respondents, only 120 individuals use just a single mode of transportation, 67 of which only drive. Most respondents indicated that they use some combination of modes. The gender split by mode is fairly even, with slightly more men than women reporting that they cycle and drive, and slightly more women using transit and walking/rolling.

In describing their current level of comfort cycling in the city, the largest proportion of respondents identified themselves as “interested but concerned”. Individuals who are currently not interested or very unlikely to cycle represented 35% of respondents.

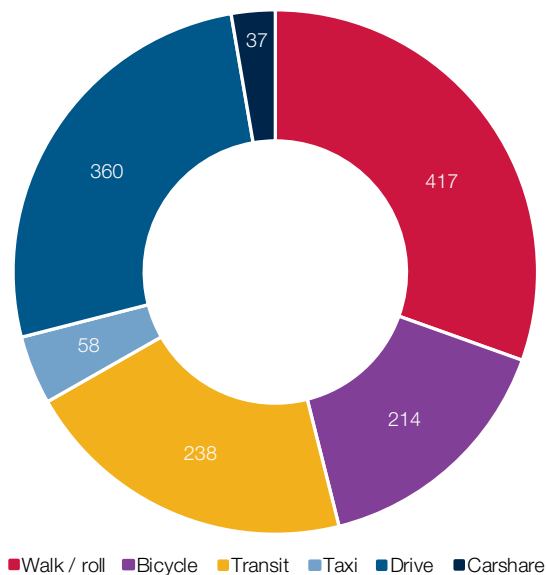


Figure 14: Respondents' current mode(s) of transportation in the study area.

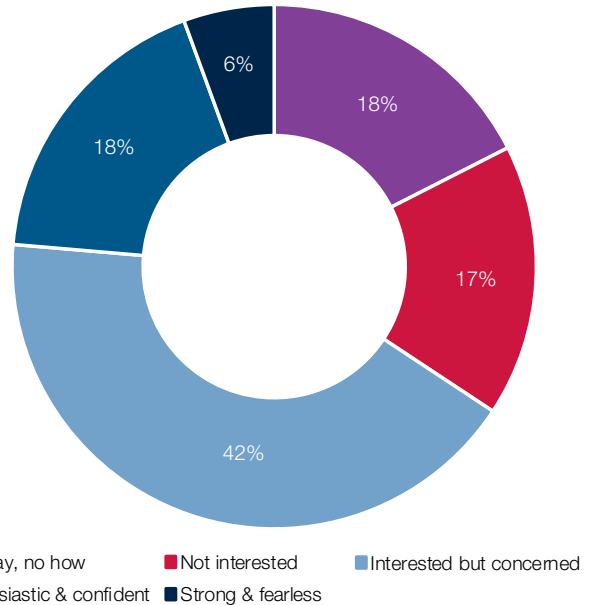


Figure 15: Respondents' current level of comfort cycling in the city.

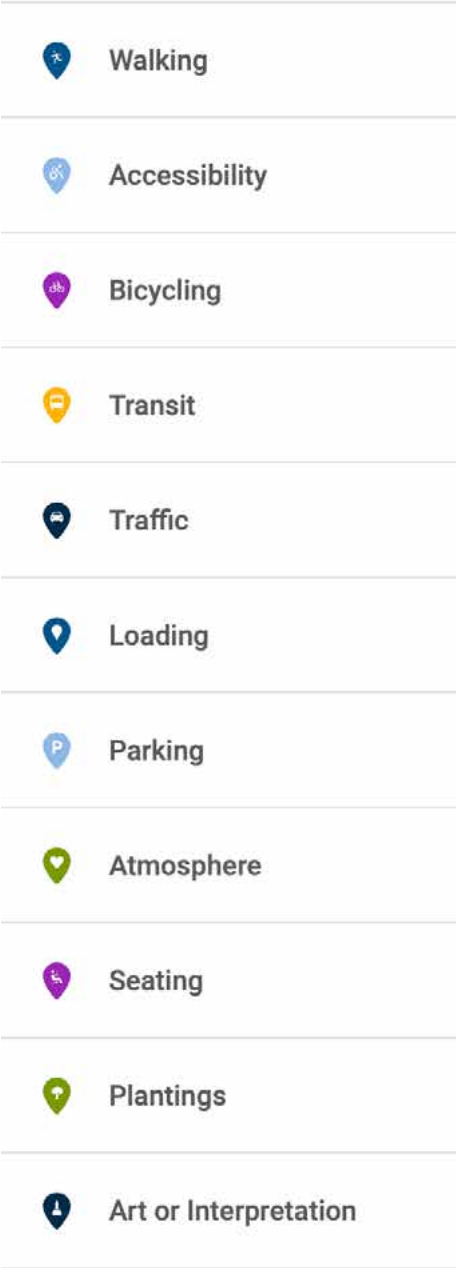


Figure 16: Interactive map pin categories.

Interactive Map Responses

The online “Places” interactive mapping tool enabled respondents to share spatial information related to walking, bicycling, driving, accessibility, transit and other categories. Respondents were instructed to describe their ideal future experience by placing a pin on the relevant area and providing an explanation or comment. There were 11 pin categories available.

Responses have been organized according to locations within the study area. Areas that acquired more than 10 responses are defined with a red dot; a yellow dot defines areas with fewer than 10 responses but more than 5 responses, and a blue dot defines areas that received fewer than 5 responses. The responses are illustrated in Figure 17.

Respondents provided specific comments related to one of the categories, then prioritized their comments from low to high. The following section illustrates the most common points for each category, by each location within the study area. Comments have been summarized based on the identified areas, modes and level of priority indicated by respondents. A majority of comments have been transcribed directly, with minor edits for clarity. Finally, a series of graphs show the overall breakdown of pin types

HIGH RESPONSE	 > 10		
MEDIUM RESPONSE	 < 10 > 5		
LOW RESPONSE	 < 5		

Interactive Map Responses Overview

The map below demonstrates the concentration of responses within particular locations of the study area. The white grid indicates the areas in which the comments were located on the interactive map. Responses have been organized according to locations within the study area. Areas that acquired more than 10 responses are defined with a red dot; a yellow dot defines areas with fewer than 10 responses but more than 5 responses, and a blue dot defines areas that received fewer than 5 responses.

Legend	
	High Response Areas
	Medium Response Areas
	Low Response Areas

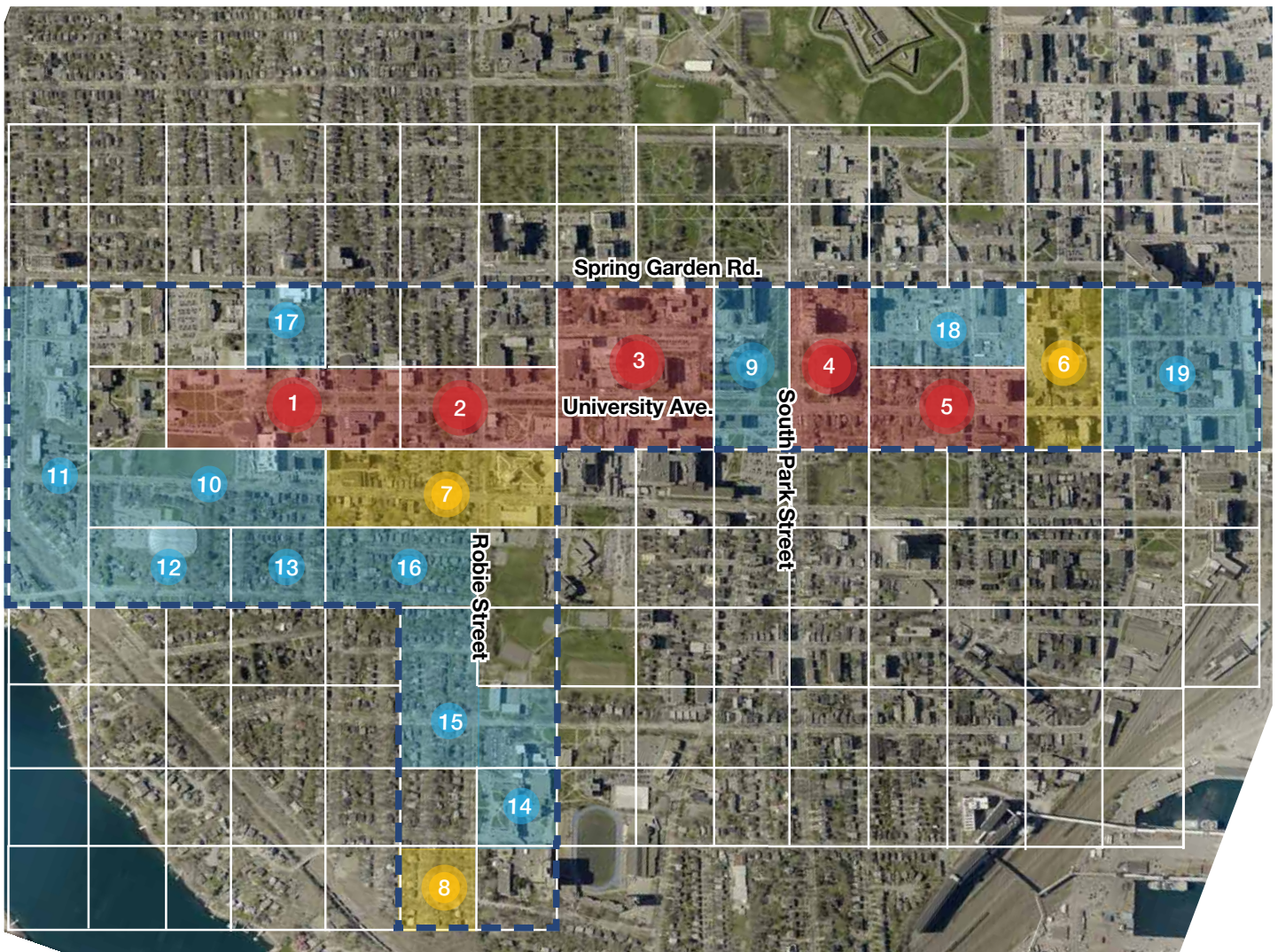


Figure 17: Places tool response rate map.



High Response Rate Area 1



Figure 18: High Response Rate Area 1.

Walking

- Walking on University avenue feels unsafe due to aggressive drivers who travel at high speeds.

Accessibility

- Implement more accessibility features within the multi-modal transportation infrastructure to ensure people of all abilities can use the street.

Bicycling

- Concerns that the changes to existing cycling infrastructure will actually make it less safe to bicycle on University Avenue.
- Current user experience on University Avenue is enjoyable for bicycling.
- Due to the bicycle lane pilot project, people driving are confused regarding where to park due to the bollards; the bollards also create obstacles for deliveries. People park in and out of the posts and block the lane for deliveries.
- Challenging to drop people off on the Dalhousie campus with the existing bicycle lane project bollards.
- Bollards designating the bicycle lane have created a false sense of security.
- Move deliveries to the streets that connect with University Avenue such as Seymour Street, Henry Street or Edward Street. This could prevent conflict between people cycling and people driving, taxis, and loading and deliveries.
- Encourage separated cycling infrastructure to clearly delineate areas for walking, cycling and driving.
- Prioritize snow clearing and de-icing in the bicycle lanes.

Atmosphere

- Place-making opportunity; suggestion for graduating students to be awarded their “scarf” within the median on the Dalhousie Campus area.
- Gateway feature for students entering and leaving Dalhousie.

Driving

- Narrowing the street by adding protected bicycle lanes on University Avenue would help reduce driving speeds and encourage more cyclists.



- Suggestion to remove the median, make University Avenue a single road, add new buildings or extend existing ones, and make use of unused space. Comment that the median in front of the Hospital is useful for patients, but in areas on the Dalhousie campus the median should be removed and building frontages extended.

Transit

- Concern for student/ safety of people walking at busy times where the bus conflicts with groups of people walking.

Loading

- Raised curb to avoid loading or parking in bicycle lane.
- Re-locate the loading/delivery to another location, possibly the side streets that meet perpendicular to University Avenue.
- Suggestion to relocate loading and drop-off to the median, so trucks are not conflicting with the bicycle lane. Removing large trucks from University Avenue would increase safety for people walking and cycling.

High Response Rate Area 2



Figure 19: High Response Rate Area 2.

Walking

- Too many people driving ignore the “no turn on red light” at Robie Street, making it difficult for pedestrians to cross safely.
- Suggestion to change crossing infrastructure so people walking can cross in either direction at a reasonable interval.
- Suggestions for interpretation features to highlight rain gardens.

Accessibility

- AT is a priority at the University Avenue/ Robie Street intersection. Accessible crossing with painted lines, extended bicycle lane and delayed traffic signals are recommended.

Bicycling

- Suggestion to relocate loading and drop-off to the median, so trucks are not conflicting with the bicycle lane. Removing large trucks from University Avenue would increase safety for people walking and cycling.



- Additional signage needed where the bicycle lane ends to ensure people driving allow people cycling to merge with traffic at the intersection.
- “This is the most exciting intersection in the city [University Avenue and Robie Street intersection] for a cycling left turn. I feel the most badass here”.
- Noted to be an extremely dangerous intersection for people driving and cycling. Paint would help define safe spaces for people cycling and people driving.
- Continuous, protected bicycle lanes are desired. Dooring is a constant worry along with right/left hooks.

Driving

- Suggestion that HRM make right turns on red illegal within all of HRM.
- Need for more consistent traffic regulations between people walking, bicycling and driving.
- Create a left signal from Robie to University during all hours (not just until 9am and then again at 11am for an hour).
- Paint dashed lines to indicate the path for vehicles turning left onto Robie (both directions).

Transit

- Prioritize buses on University Avenue, especially during rush hours.
- Shuttle bus stops along University Avenue.

Atmosphere

- The median needs more places to sit that are interesting and fun - like the hammocks on the Halifax waterfront.

High Response Rate Area 3

Walking

- Suggestion for a crosswalk to improve access to the median green space outside the Dalhousie medical building and the IWK Health Centre.
- Reduce walking distance across the intersection.
- Suggestion for a crossing guard to manage the intersection at peak hours.
- Boulevards make crossing dangerous when people driving make left turns.



Figure 20: High Response Rate Area 3.

- The north side lane of University Avenue should be closed to cars and the south side lane turned into a two lane, two-way street. This section should be a plaza and park to service the Rehabilitation Centre.

Accessibility

- The Victoria General entrance is completely designed for cars and is a terrible experience for people walking, bicycling, using a wheelchair, or pushing a stroller.

Bicycling

- The intersection of Summer Street and University Avenue is terrible for all users. Drastically redesign it to prioritize vulnerable road users.
- Conflict between people parked or dropping-off/ loading in the bicycle lane.
- Dickson building has very good bicycle parking, but access into that parking lot is very difficult. Entrances are blocked by either parking gates, or by busy pedestrian sidewalks.
- Need a safe, continuous cycling connection all the way from the Victoria General Hospital to the Halifax Common via the most direct route; Summer Street is the suggested route.
- Make an easy and obvious route for people who need to get between the infirmary and VG.
- Difficult entering and exiting the VG parking area due to unpredictable traffic and pedestrian congestion.
- Work with NSHA to make it convenient and safe to cycle to and around this complex, including a direct route to decent parking.
- Respondents encourage separated bicycle infrastructure to clearly delineate areas for walking, cycling and driving.

Traffic

- Cars make their own side-by-side lanes during rush hour traffic (left lane and straight lane) and this impedes sidewalk traffic which is extremely high in this area due to hospital location.
- This intersection is often backed up, has lots of pedestrian traffic and poor visibility due to the width of the road and parked cars. Some type of traffic control (e.g. 4 way stop or lights) should be added here.



- Suggestion to traffic calm University Avenue and Morris Street to increase safety for walking and cycling.
- Busy and dangerous intersection, with cars, bicycles and pedestrians all trying to get to VGH/ Cancer Centre. Consider re-opening South Street access.

Parking

- Short-term parking is important in this area.
- The parking garage directly adjacent to the street parking, is very rarely full and could absorb the loss of on-street parking.
- Recommendations to remove on-street parking entirely to create another traffic lane, specifically on Morris Street which borders several hundred parking spots.
- Parked cars contribute to the dangers for people walking and bicycling on Summer St. On-street parking should be removed and the east lane converted to a walking and cycling trail from the Rehabilitation Centre past the Public Gardens.
- Management of traffic generated by the parking lot is very poor. There is no safe way for a bicyclist to enter or leave the lot; a deliberate decision by Partners for Care to prevent motorcycles from parking for free. The city should appeal to them to improve the active transport connections on hospital property and redesign the entrances and exits to improve traffic flow.

Atmosphere

- Create a park for patients at the Rehabilitation Centre to use; if the median is to be used, ensure it is accessible.
- Create park and central walking path in median with seating.

High Response Rate Area 4

Walking

- The corners of Brenton Street at Morris Street are not aligned, causing confusion as where to stop while driving, or where to walk.

Bicycling

- Desire for a multi-use path from Studley Campus to South Street.



Figure 21: High Response Rate Area 4.

- Incident where vehicle almost hit a person bicycling due to people getting in and out of parked vehicles and traffic trying to squeeze around people bicycling.
- Suggestion for bicycle signals and protected bicycle boxes at the intersection of University and South Park Street.
- Ensure clear bicycle connection through the intersection to South Park Street with bicycle lanes in both directions.
- The easiest, most natural option traveling East on University when the lights are green is to keep going straight onto Morris Street.
- A continuous, protected bike lane connecting Morris, University and South Park Street, that is wide enough to allow electric cargo bikes could open up a new corridor for safely moving people and goods between major institutions.
- Use the Integrated Mobility Plan (IMP) recommendations for curbside/street priorities to prioritize cycling and transit over private vehicle movement and storage.

Traffic

- Without adequate parking, it makes it challenging for people to visit downtown. Suggestion to either improve public transit, build more parking garages or retain on-street parking.

Parking

- Provide a map of public parking locations to educate people on the permit-only zones.

Atmosphere

- Strong desire for public art in the area. Suggestions to either paint murals, implement sculptures or flowers.

High Response Rate Area 5

Walking

- Replace the slip lane at Morris and Queen with a 'place' for people to rest and gather; this is a high density area with little public open space within the adjacent streets.
- This Morris & Queen intersection needs to be 'tightened up' to reduce crossing distances for people walking and cycling and to make them more



Figure 22: High Response Rate Area 5.

visible. One technique may be to add corner bump outs at all 4 corners (and include the elimination of the slip lane) to minimize the amount of street that needs to be crossed.

- Drivers are frequently impatient here with people trying to walk across.

Bicycling

- People cycling feel unsafe along this stretch after the University Avenue bicycle lanes end.
- Morris Street has a very steep grade down to the harbour. Contour is important for cyclists.
- Ideal would be a cycling path that avoids steep hills and slopes.
- The slip lane at this intersection is problematic for cyclists as there is no protection from vehicles (including buses) turning right from Morris Street to Queen Street.
- Add signage to direct bicycle traffic onto the Sexton Campus multi-use pathway.
- Protected bicycle lane must extend along the full length of Morris Street and University Avenue to provide a continuous, convenient route for people cycling.
- Queen Street to Lower Water Street is in shadow at afternoon rush hour making it more difficult to see cyclists and other road users. Need infrastructure here to alert drivers to the presence of cyclists.

Traffic

- Remove slip lane and make better use of this space, such as to support protected bicycle lanes.
- Need for better lights to indicate right of way between people walking, cycling and driving.

Atmosphere

- Suggestion to convert the median to a park.
- Strong desire for public art in the area. Suggestions to either paint murals, implement sculptures or flowers.

Seating

- Need for seating and shelters at bus stops.

Art or Interpretation

- Signage and entrance for buildings in this area are not clearly defined.

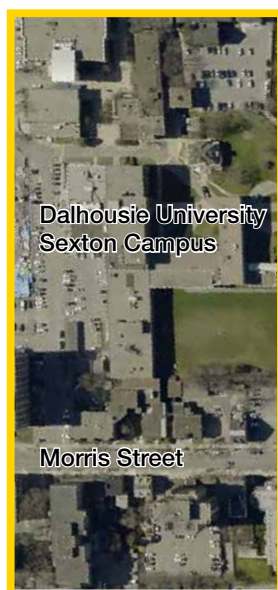


Figure 23: Medium Response Rate Area 6.

Medium Response Rate Area 6

Walking

- Challenging intersection [Bishop and Hollis] as a person walking. No crosswalk signage or paint making it difficult for cars to yield.

Bicycling

- Concern for slow moving traffic in this narrow section [at Bishops Landing] enabling people to j-walk without proper visibility of bicycles coming up the road putting these pedestrians in danger. Need to provide crosswalk with yield light for pedestrians.
- Traffic calming on this stretch of Morris would improve the safety and accessibility of the street.
- Desire for separated sidewalk-level bicycle lanes.
- The bicycle lane along Lower Water Street is often obstructed by parked cars.
- Road conditions within the bicycle lane are very poor, causing people cycling to deviate to the middle of the road.
- Cars frequently parked in the bicycle lane along section of Lower Water Street from Morris to Bishop. Curve at ends of parking sections encourage drivers to park at an angle, impeding bike traffic in an already narrow section of road.
- Love the atmosphere at the Brewery Market, and cycling there on Saturday mornings. With the absurd number of parked cars along here though, it is scary and easier to just get off your bicycle and walk the rest of the way.

Medium Response Rate Area 7

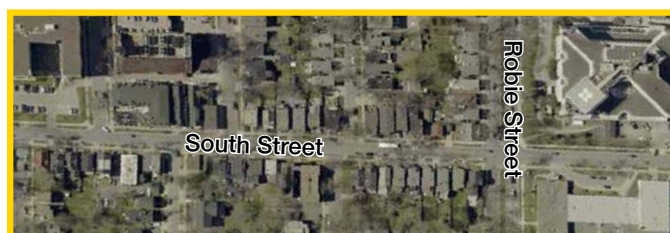


Figure 24: Medium Response Rate Area 7.

Walking

- Need for safer pedestrian crossings at the Robie Street and South Street intersection.
- The crosswalk across South Street is not straight, leading to pedestrians cutting inward and cars stopping too close to the crosswalk.

Bicycling

- Prioritize protected bicycle lanes.
- People riding bicycles need and deserve direct and continuous routes.



Figure 25: Medium Response Rate Area 8.

- Desire for bicycle lanes and barriers on South Street, from South Park Street to Oxford Street.
- Create a better connection from Dalhousie to Tower Road and SMU; the current route from Robie Street to Inglis Street involves dangerous left turns.
- Suggestion to make a formal bicycle path through Gorsebrook Park.

Transit

- West shuttle bus stop - for University Avenue circular route to Sexton campus return.

Medium Response Rate Area 8

Walking

- Suggestion to create a pedestrian overpass over the train tracks to link Robie Street to the neighbourhood connecting to Point Pleasant Park.

Bicycling

- Bicycle and pedestrian path and bridge to link up with Point Pleasant Park.

Transit

- Shuttle bus service - south to SMU and north to Sackville with return around to Summer street.
- Shuttle bus stop for SMU.

Low Response Rate Area 9

Walking

- The corner of University Avenue and South Park Street is one of the windiest corners in the city. Desire for some kind of protection from the wind while waiting for the light to change.
- The University Avenue/ Cathedral Lane crosswalk works very well for pedestrians and cyclists.

Bicycling

- Desire for protected bike lane, particularly connecting the North-South routes and link the major institutions with downtown.
- Desire to have a bike lane that links the Dalhousie Campuses.
- Suggestion to be bold on Morris Street.
- Need to consider the inverted Mobility Triangle [Integrated Mobility Plan].



Figure 26: Medium Response Rate Area 7.



Figure 27: Low Response Rate Area 10.



Figure 28: Low Response Rate Area 11.



Figure 29: Low Response Rate Area 12.

- Prioritize this area as a cycling route / connection instead of parking.

Parking

- Parking throughout the city should be reduced or the price should reflect the actual cost to park there.

Low Response Rate Area 10

Bicycling

- Need to connect Dalplex to the bicycle infrastructure.

Traffic

- Bicycle traffic appears low in this area, therefore on-street parking could be prioritized.

Low Response Rate Area 11

Bicycling

- Create a connected pathway that joins a path along the rail line to Joseph Howe Drive and Walmart.
- Greenway needs to connect with the East West infrastructure on University Avenue and Morris Street.
- Bicycle lanes and barriers on Beaufort Avenue, from Inglis Street to South Street / Oxford Street.
- Bike lanes and barriers on Oxford Street, from Inglis Street to Jubilee Road.

Low Response Rate Area 12

Walking

- Crosswalk at the corner of Oakland street is frequently ignored by drivers. Drivers also tend to speed up Beaufort Avenue- increase visibility for pedestrians.
- The end of South Street should have a pedestrian bridge to the Dingle Tower. Access to the peninsula through the roundabout has not improved. A pedestrian bridge would be an attraction and a solution to the traffic problems at the roundabout.

Bicycling

- Desire to bicycle from Oxford Street to Beaufort Avenue through to Point Pleasant Park.



Figure 30: Low Response Rate Area 13.



Figure 31: Low Response Rate Area 14.



Figure 32: Low Response Rate Area 15.

Low Response Rate Area 13

Bicycling

- A respondent indicated that Idaho stop-law legislations should be implemented in Halifax, so that stop signs can be treated as yield signs for bicyclists. Other respondents indicated that “stop” should indicate a stop for all modes of transport.
- Weaving through back streets to get to SMU is inconvenient due to the stop signs and indirect route.

Low Response Rate Area 14

Bicycling

- Consideration should be given to a bicycling connection to both Halifax Grammar School, and Ecole Mer et Monde on the other side of St. Mary's; this would ensure a safe route for kids to get to school.
- Suggestion to add protected bicycle lanes on Robie Street.

Low Response Rate Area 15

Bicycling

- Desire for bicycle lanes and barriers on Inglis Street.
- Cars often park on Inglis Street right after the Inglis Street and Robie Street intersection, making it challenging for people cycling to ride on the right side of the road where cars can pass them.
- Remove parking spots in this area.

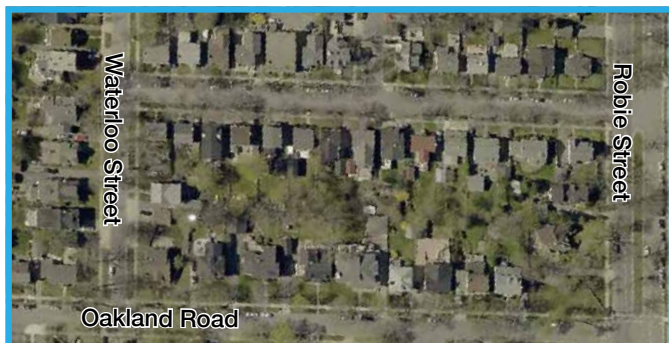


Figure 33: Low Response Rate Area 16.



Figure 34: Low Response Rate Area 17.

Low Response Rate Area 16

Bicycling

- Implement bicycle lanes and barriers on University Avenue.
- Strong desire for protected or painted bicycle lanes on Robie Street.
- An accessible AT route connecting Robie Street to Inglis Street through Gorsebrook Park would mean vulnerable road users would not have to use the Robie/Inglis Streets intersection to turn left.

Traffic

- Right now, the traffic lights on Robie Street are not synched so inevitably you get stopped at each of three lights at Spring Garden Road, South Street and University Avenue.

Low Response Rate Area 17

Walking

- Move the crosswalk to the other side of the junction so students utilizing bus stop #6450 are more likely to use the crosswalk.

Bicycling

- Challenging intersection when bicycling; often have to get off of bicycle to use crosswalk.
- The intersection with Coburg Road is the weak point of the bike corridor from Quinpool Road. Some treatment to streamline traffic headed to University Avenue is suggested.
- The intersection on Coburg Road/Seymour/Vernon Streets needs lights for cyclist to get through to the cycle way.

Traffic

- Suggestion for a roundabout at the intersection of Coburg Road and Lemarchant Street to slow down vehicles and create more awareness amongst all modes.



Figure 35: Low Response Rate Area 18.

Low Response Rate Area 18

Bicycling

- The Brunswick Street and Spring Garden Road intersection to get to Sexton campus needs a painted cycling lane (*not separated*) to alert drivers that this is a common cycling route. This is a very common location for dooring.
- The existing bicycle path does not connect to anything.

Parking

- Cars occasionally park in the bicycle lane.
- Currently no prices listed on the parking garage [off Birmingham]. Many people are fearful of a high rate if they enter the garage.

Atmosphere

- The bicycle lane [Sexton Campus multi-use pathway] feels a bit like it has been relegated to the back side of a parking lot.

Low Response Rate Area 19



Figure 36: Low Response Rate Area 19.

Bicycling

- Provide a continuous, safe, protected bicycle lane all the way from Lower Water Street up Morris Street and University Avenue.
- Some accessible AT connection from the end of Morris Street to the waterfront. The current informal connection through the parking lots is not safe.

Traffic

- Traffic along Lower Water Street is typically bumper-to-bumper from May to October, and especially bad through rush hour.
- The intersection of Lower Water Street and Morris Street can be strenuous as cars will push their way from Morris Street onto Lower Water Street, blocking people trying to make the opposite left turn (from Lower Water Street to Morris Street), which then makes the crosswalk dangerous as drivers will be focused on poor driving and not on pedestrians trying to cross.



Interactive Map Priorities

Within the interactive online map application, participants were asked to “rank” the importance of their pin/comment. For example, a respondent may have indicated a need for bicycling infrastructure on University Avenue, and they may have indicated that this was a “high priority” for them. Meanwhile, another respondent may have commented that they would like “additional seating within the median” and ranked it as a “medium priority”. The following section presents the comments/ pins according to the prioritization ranking. This helps to demonstrate the degree of priority participants felt about each suggestion they made. The following graphs offer a visual depiction of the results.

Overall Response Rates

There were 206 comments made on the interactive map application. The greatest proportion of comments pertained to bicycling (40%), the second most related to traffic (16%), the third most to walking (14%), and the fewest number of comments pertained to seating (0.5%).

Overall Prioritization

The majority of comments within the interactive map were ranked as high priority (54%), few were ranked as medium priority (29%) and only 12% were ranked as low priority.

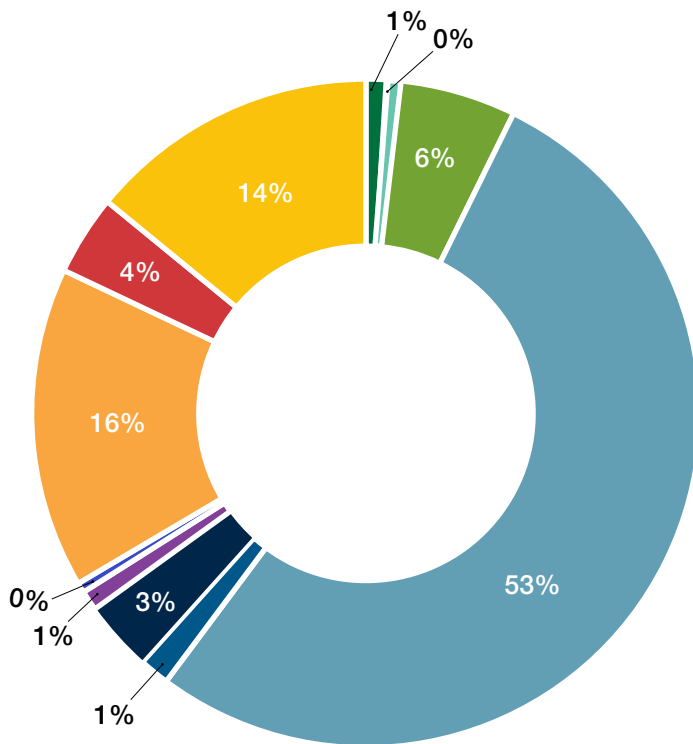
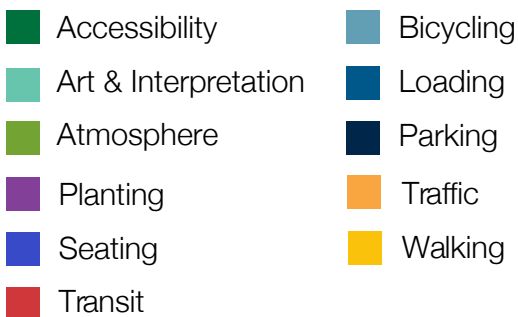


Figure 37: Overall Response Rates

TOTAL RESPONSES: 206





High Priority Response Rates

Of the 206 comments, 113 were ranked as high priority. The majority of high priority comments related to bicycling (56%) and the second most pertained to traffic (19%). Very few comments about seating, planting, parking or loading were ranked as high priorities.

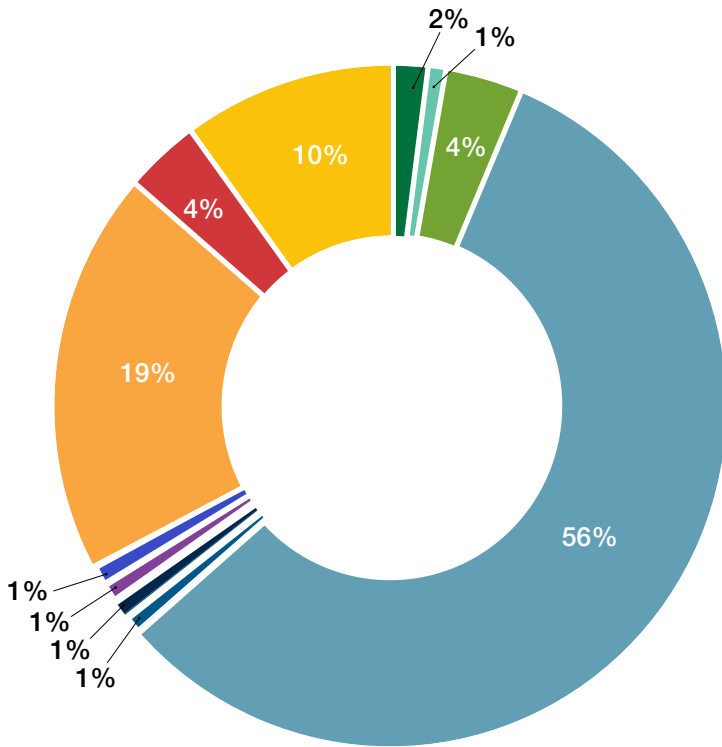
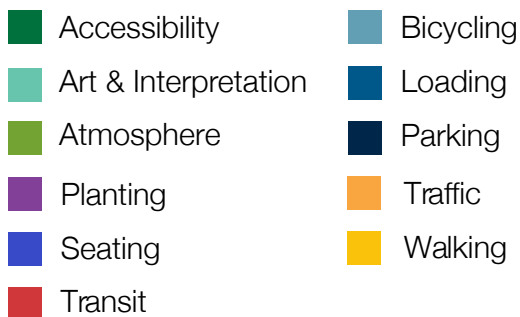


Figure 38: High Priority Response Rates

TOTAL RESPONSES: 113



**Medium Priority Response Rates**

Of the 206 comments, 60 were ranked medium priority. The majority of comments concerned bicycling (40%) with the second most related to walking (20%) and third most related to traffic (17%).

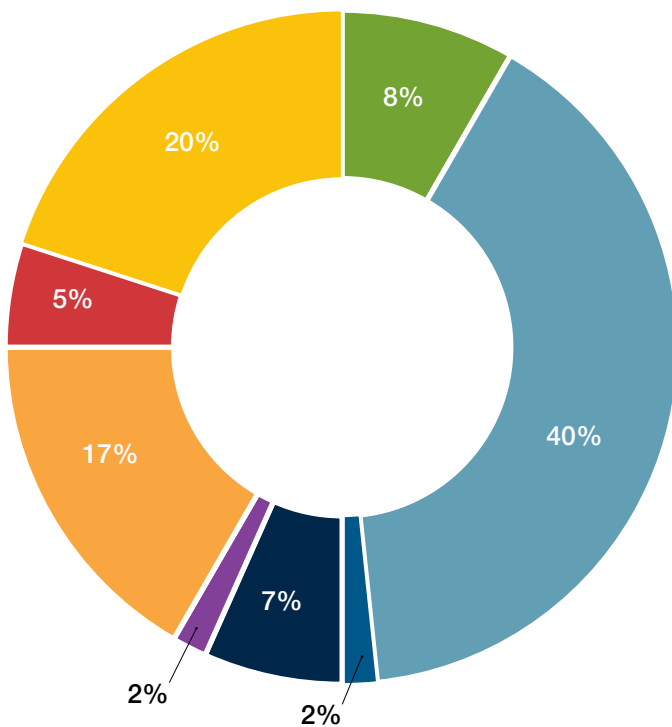
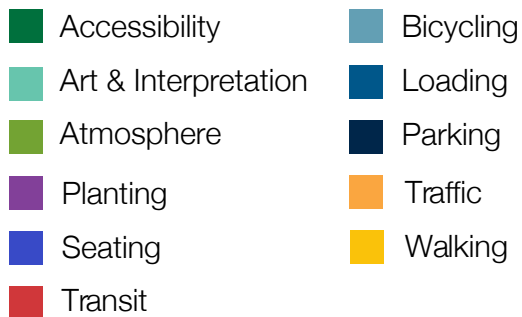


Figure 39: Medium Priority Response Rates

TOTAL RESPONSES: 60

**Low Priority Response Rates**

Of the 206 comments, only 26 were ranked as low priority. Of the 26 comments, bicycling was most frequently ranked as low (30%), followed by walking (5%) and atmosphere (3%). The other low priority comments related to traffic, transit and seating.

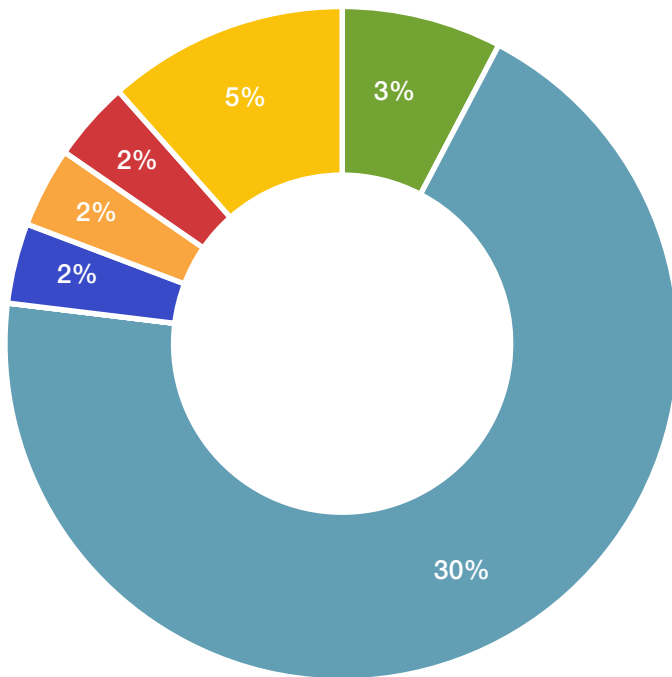
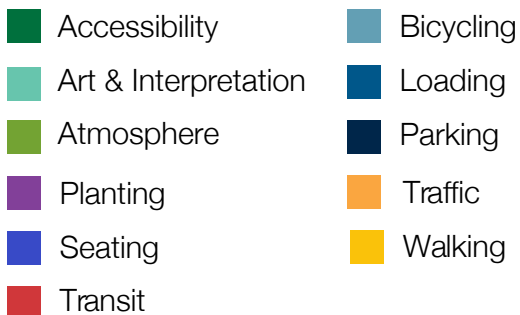


Figure 40: Low Priority Response Rates

TOTAL RESPONSES: 26



Stakeholder Groups

The PSCS Project has engaged an Advisory Committee of institutional representatives and other stakeholders, who have participated in meetings and provided written submissions. A summary of the Committee's formative input is provided below.

The Advisory Committee and other stakeholder organizations include:

- Dalhousie University
- Dalhousie University Master of Planning student
- Saint Mary's University
- Saint Mary's University Students Association
- Friends of Schmidville
- Ecology Action Centre
- Halifax Cycling Coalition
- Walk 'n Roll Halifax
- Bicycle Nova Scotia
- Downtown Halifax Business Association
- Spring Garden Area Business Association
- NS Department of Energy, Sustainable Transportation
- NS Transportation and Infrastructure Renewal
- Nova Scotia Health Authority, Public Health
- QEII Health Sciences Centre
- IWK Health Centre
- Spencer House
- Saint Mary's Elementary School

Themes

The major themes of stakeholder input include:

Approach

- Key goal is overall mode shift and transportation connectivity, and healthy community.
- Build from other plans (Spring Garden Road, 2010 Dalhousie Campus Master Plan, Schmidville Heritage Conservation District Plan and By-law, Common Master Plan, hospital redevelopment...).
- University Avenue needs more than a bike lane. Has to be a complete street with good pedestrian network, and neighbourhood improvements.

Traffic and Parking

- Transportation demand management (TDM) is needed to reduce parking demand.
- Parking around the IWK and hospitals is already tight; patients need priority.
- Trucking traffic on Morris and future plans need consideration.

- Emergency vehicles and other hospital access is a major consideration.
- Residential parking availability on Morris and other neighbourhood streets needs consideration.
- There are friction points with large numbers of people using crosswalks and delaying vehicle flow at a number of the side street crossings.
- There is a lack of clear understanding of the current parking restrictions and permits on Morris and surrounding streets.
- The shared driveway between Spencer House and Saint Mary's Elementary School generates considerable traffic and conflict between different users and functions.
- Many of the approximately 150 students are driven to and from school
- When parents pick up their children from school in the afternoon they park along the south side of Morris Street as well as the driveway, which blocks the driveway and impacts Spencer House staff and visitors.
- There is currently a shortage of parking for staff at both Saint Mary's Elementary School and Spencer House; some must park off-site

Accessibility

- Loading areas for students at elementary school.
- Residents ability to park on-street in close proximity to home, primarily in the interest of people with mobility issues, or people with children.
- Patient and family ability to easily access health services.
- Ensure all visitors are not impeded by any design barriers.
- Concern about drop-off/pick-up areas, in particular at the Dalhousie Arts Centre (Rebecca Cohn), and at hospital sites, and at schools.
- Desire for proper accessibility design features integrated from the beginning.
- Concerns about management of motorized vehicles on sidewalk and in bike lanes (e.g., e-scooters).
- Improvements could be made for accessible bus access at Spencer House. Currently the bus pulls into the driveway, but this blocks the driveway for other traffic. It would be desirable to have a dedicated loading area on street and accessible sidewalk and ramp to the Spencer House entrance.
- Approximately 5-10 students cycle or use a scooter to get to school.



Accommodating People on Bikes

- The concept has to ensure convenience for cycling.
- Safety is a big concern; need a lower speed limit.
- People need a ride that is not so bumpy, so scary, so uncomfortable.
- Route needs to be simple, fluid and easy (which will be most challenging at Morris Street).
- Desire for functional and convenient nodes of bike parking and other bike supports.
- Desire for ways to stop along University Ave.
- Desire for limited compromises for cyclist safety and comfort, overall.

Open Space Character

- A place for people to be in, not just move through.
- This area is a destination; it warrants placemaking interventions.
- Functional but also beautiful, especially around hospitals. Bring some joy to the street.
- It can be somber around hospitals and patients and staff especially need places that are pleasant to go for a break.
- District identity is important, helps build sense of cohesion
- Desire for limited compromises for pedestrian safety and comfort, overall.
- Need for careful consideration of boulevard green space and trees.
- Desire to accommodate a smoking area some place, but also aware that enabling smoking is counter to health goals.
- Consider potential for introducing professional food vendors in outdoor public spaces.

Tracking Success

- Measure and track success empirically.
- Need follow up counts to measure ridership.
- More bicycle education with increase in cycling facilities = more people on bicycles.
- Measure as a part of the overall transitions in mobility.
- Pilot project had minimal impact on mode shift.



Stakeholder Written Submissions

During Phase 1 of the project, three stakeholder groups provided written submissions. Any further written submissions will be including in the Phase 2 What We Heard Report.

Nova Scotia Health Authority (NSHA)

The NSHA feels that the Peninsula South Complete Streets Project supports their work on active transportation, and overall vision for healthy communities. They feel the project is an opportunity for their organization to benefit from pedestrian, cycling, and transit infrastructure improvements and support their employees' shift to a healthier commute.

A number of considerations were shared by NSHA:

- There is curbside drop-off of lab specimens by the MacKenzie Building, which cannot be relocated
- There is a shuttle stop that also uses the curbside drop-off zone
- On-street parking close to NSHA facilities provides patients and families with important short-term parking options. They encourage implementation of design options that limit street parking loss, but also envision mode shift will reduce employee demands on parking and help ensure availability of parking for patients and visitors.
- Many patients and visitors have mobility issues, and they encourage improvement to the quality of sidewalks to enhance accessibility and pedestrian safety.
- Encourage a close examination of the current “cut-throughs” along University Avenue, which present conflict points between motorists, cyclists, and pedestrians. Summer Street and University Avenue is a key intersection in the link between the VG and HI sites which would benefit from safety and design improvements.
- Overall safety and consideration of the full breadth of accessibility issues.
- All-weather access for active transportation infrastructure
- Improved wayfinding to institutions
- Ensure continued access to green space and urban forestry
- Ongoing transportation demand management collaboration



Halifax Cycling Coalition (HCC)

The HCC emphasized the importance of a direct and convenient route for people riding bikes, and a preference for a continuous protected bike lane on University Ave and Morris Street. They cited the numerous benefits of active transportation, the CROW Manual Conditions for Bicycle Infrastructure, and referred to Integrated Mobility Plan policies, frameworks and targets for prioritizing cycling infrastructure. Equity and safety for all road users underscored the HCC objectives.

The HCC also examined the current parking on Morris Street, including regulations and number of parking spots, and the number of parking spaces that could be impacted by loss of parking.

A number of points and suggestions were made by the HCC:

- The fundamental conditions for bike lanes are cohesion and safety, followed by directness, comfort and attractiveness (CROW Manual).
- Continuing protected bike lanes along the full length of University Avenue and Morris Street is important for linking Dalhousie University, the hospitals, the elementary school on Morris Street, the seniors' centre on Morris Street, and shops and services along Morris Street and Lower Water Street.
- Continuous and direct protected bike lanes on University Avenue and Morris Street will benefit people of all ages and abilities by allowing children to get to elementary school by bike, and people with different mobility needs to get where they need to go in a safe and direct manner.
- A bike lane should be prioritized over private parking needs on Morris Street and University Avenue.
- Residential parking can be accommodated in neighbourhood lots and garages.
- A bike lane contributes to equity because cycling is easily accessed regardless of financial background.



Friends of Schmidville Heritage Community Group

The Schmidville group is generally supportive of bike lanes. They emphasize the retention of parking spaces on Morris Street, Clyde Street and other streets of Schmidville for residents.

A number of points and experiences about parking were shared by the group:

- Many homes do not have driveways, due to age.
- Permit-only sections for parking in the area have been positive.
- Traffic congestion has increased with the cannabis store on Clyde Street.
- The elimination of Clyde Street lots has increased parking pressures.
- On-street parking is needed to ensure access for people with mobility issues, families with children, for loading/unloading, and for service/trade contractors.
- Indoor parking garages are not suitable for residents.
- Morris Street is used for resident parking, as well as the public, including patients and hospital visitors, as well as the St. Mary's School and Spencer House communities.

The group indicated that they made suggestions for alternatives during the public workshops, but also provided a few general objectives and preferences:

- Consider how to provide wins for local residents, and maintain livability and access.
- Consider local biking and not just commuters, such as ease for residents getting to the grocery store without their car.
- Make use of areas that will not impact parking, such as boulevards, green spaces, and Dalhousie Sexton campus.
- Route the bike lane off of Morris Street to ensure parking is preserved.



WHAT WE HEARD REPORT

MARCH 2020

HALIFAX

UPLAND