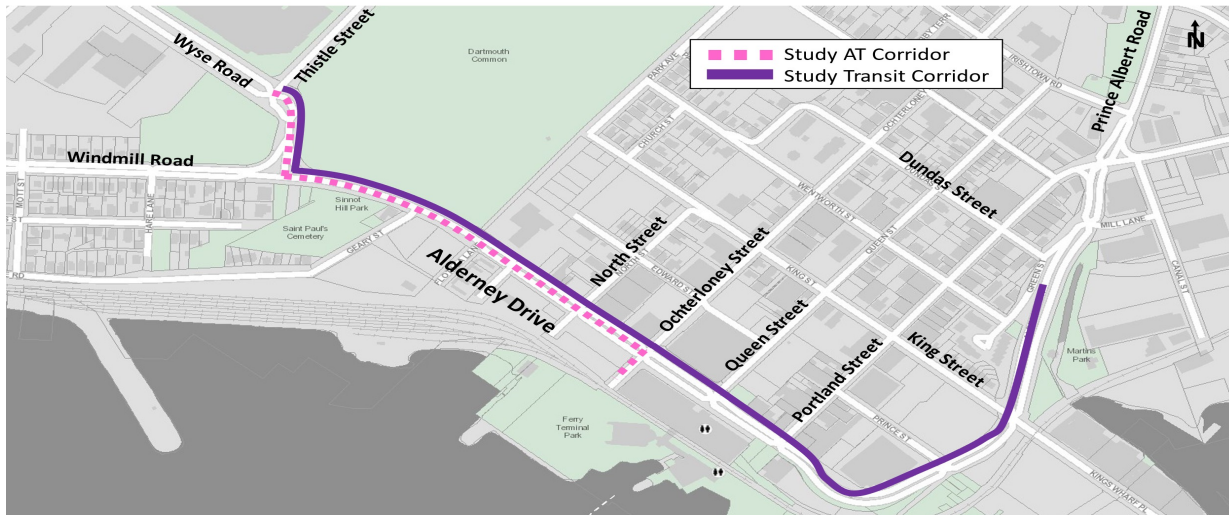


Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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Alderney Drive Functional Plan Survey

We invite you to fill out the survey to provide feedback on the Active Transportation and Transit concepts for the project study corridor (see map below). The survey consists of 16 questions that should take less than twenty minutes to complete.



Active transportation and transit changes are being considered as part of this Phase 1, planning process. The potential changes vary depending on the option and the section. Each section is described within the survey and a full summary is available in the document on the right side panel of main webpage of this project.

Potential changes to the corridor that are presented for feedback include:

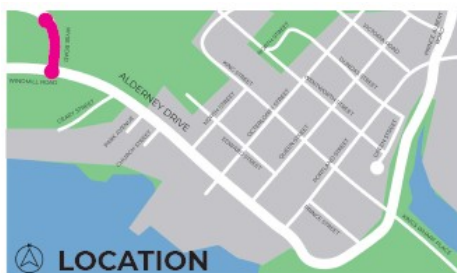
- Concepts for types of bicycle routes that may include, 3m wide multi use path, protected on street one-way or two-way bikeways
- Updated signalized crossing at Thistle Street, Windmill Road, and Dundas Street intersections
- Impacts may include removal of trees, encroachment into Splash Park, Sinnot Hill Park, and Dartmouth Commons including the relocation of existing retaining walls and regrading of a portion of the Dartmouth Commons
- Re-routed sidewalk and or replacement of sections with a multi-use path
- Improved cycling and transit measures designed to provide more dedicated space for cyclist and transit
- Reduced lanes for motorists except at intersections

These changes would impact the travel routes of all users to and from Macdonald Bridge and downtown Dartmouth and the nearby area. **See concepts and details as described on the display boards and documents available in side panel on the [main webpage](#) for this project.**

The questions in this survey focus on five sections (pink line) of the project corridor. These include:

1. Wyse Road - Thistle Street to Alderney Drive

2. Alderney Drive: Wyse Road to Geary Street



Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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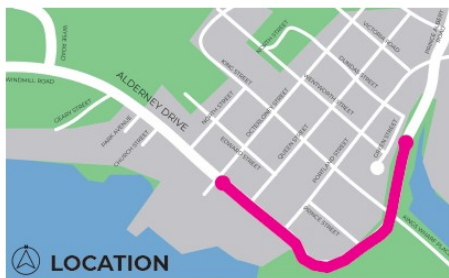
3. Alderney Drive: Geary Street to North Street



4. Alderney Drive: North Street to Ochterloney Street



5. Alderney Drive: Ochterloney Street to Dundas Street (only transit enhancements are being considered for this segment)



The legend for the maps:

LEGEND	
	Sidewalk
	Grass Boulevard
	Multi-Use Pathway
	Protected Bikeway (one-way)
	Retaining Wall
	Movable Concrete Curb
	Transit Lane
	Protected Bikeway (two-way)
	Tree Impact

After analyzing feedback received during the upcoming public engagement events, online survey, and stakeholder meetings following a final review of concepts, HRM staff will submit a report to Regional Council recommending a concept and seeking approval for the related changes to streets along the corridor.

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

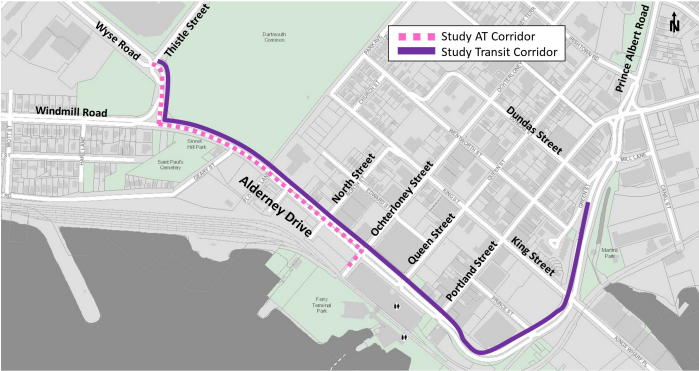
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1. Are you a resident, property owner or business owner along this corridor from the Thistle and Wyse Street intersection to Alderney Drive and the Dundas Street intersection. (Figure 1)?

(Choose all that apply)

- ☐ Yes
- ☐ No
- ☐ I live in the surrounding area

2. Do you or someone in your family regularly walk, roll, bicycle, take transit or drive along this corridor of the Alderney Drive functional Plan, as shown below?



If so, which mode of travel do you use? (click all that apply)

(Choose all that apply)

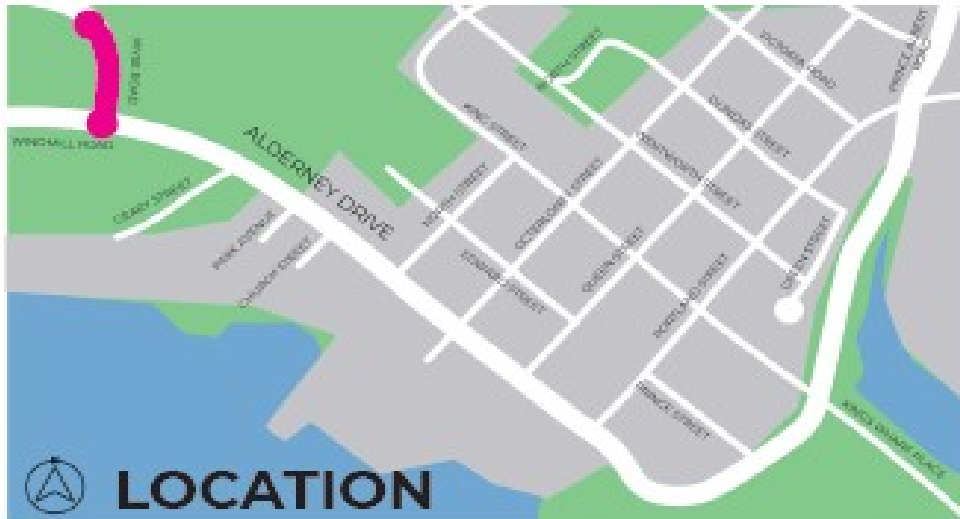
- ☐ walk
- ☐ roll
- ☐ cycle
- ☐ car, motorcycle or truck (passenger)
- ☐ car, motorcycle or truck (driver)
- ☐ take transit
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

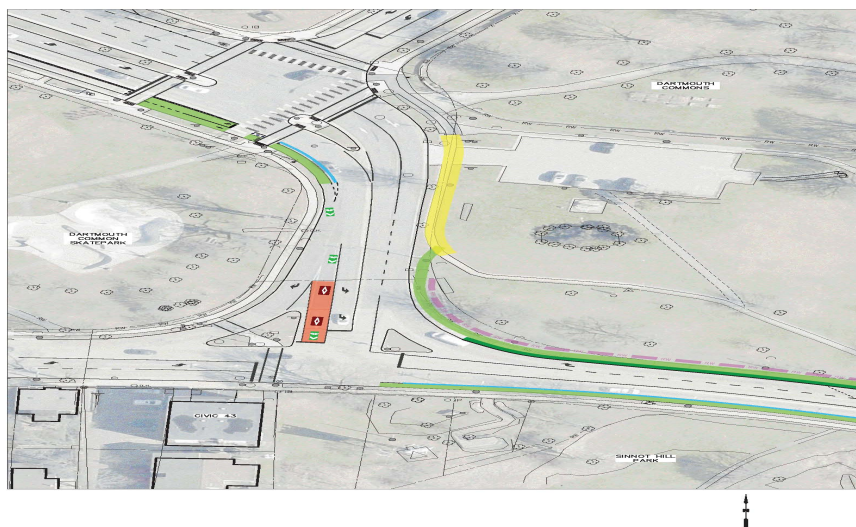
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For this section of the corridor, there are three very different concepts labelled A-1, B-1, C-1, being presented for feedback on improving walking, rolling, cycling and taking transit.

Wyse Road: Thistle Street to Alderney Drive shown in pink on the map, images and detail below:



Option A-1 (image below)



LEGEND	
	Sidewalk
	Grass Boulevard
	Multi-Use Pathway
	Protected Bikeway (one-way)
	Retaining Wall
	Movable Concrete Curb
	Transit Lane
	Protected Bikeway (two-way)
	Tree Impact

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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Summary of proposed changes for A-1

Walking

- Existing sidewalk stays in the same location on Splash Park side of Wyse Road. The sidewalk on Dartmouth Commons side becomes a multi-use path (yellow) where cyclists and pedestrians share the route

Cycling

- A one-way protected bikeway for a short distance from existing Wyse Road protected bikeway on the Spash Park side
- A shared space with transit
- Cyclists will cross Windmill Road intersection and cycle down the hill along a protected one-way bikeway (green)
- On the Dartmouth Commons side cyclists will use a one-way protected bikeway uphill (green) that connects with a multi-use path (yellow) to existing protected bikeway on Wyse Road

Transit

- Transit priority lane at the intersection of Wyse Road and Windmill Road to be shared with cyclists (possibly a bicycle box at intersection for cyclists to wait for green light and get a head start and be visible ahead of transit)

Motor Vehicles

- Minimal impact

Parks

- Retainining wall of the Dartmouth Commons would be relocated

See [Documents](#) on right side panel of main webpage for more details.

3. Do you generally support Option A-1 for the Wyse Road Section of this corridor?

(Choose all that apply)

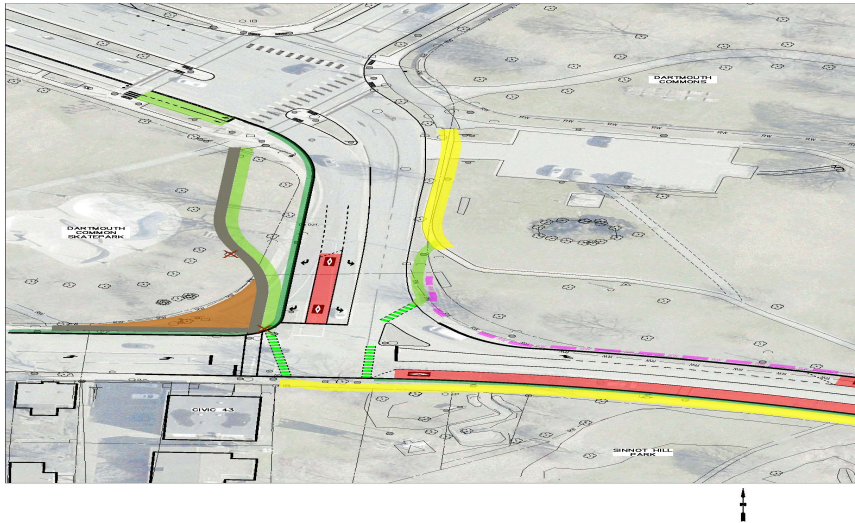
- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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Wyse Road: Thistle Street to Alderney Drive

Option B-1



Summary of proposed changes for B-1

Walking

- Existing sidewalk (Splash Park side) is relocated further west to avoid large Elm trees (grey).
- The sidewalk on Dartmouth Commons side becomes a multi-use path (yellow) where cyclists and pedestrians share the route

Bike Route

- A one-way protected bikeway (green) along side proposed relocated sidewalk from existing Wyse Road protected bikeway on the Splash Park side to Windmill Road intersection.
- Cyclists will cross Windmill Road intersection and cycle down a shared two way multi-use path (yellow) along the water side of Alderney Drive

Transit

- Transit priority lane (red) at the intersection of Wyse and Windmill and a dedicated transit lane down the hill along water side of Alderney Drive

Motor Vehicle

- Right turning slip lane removed and combined with lanes on Wyse Road
- Crosswalk added on north bound slip lane (dotted green)
- Reduced number of lanes for motor vehicles

Parks

- Retaining wall relocated to allow one-way bikeway (green)
- Sidewalk and one-way bikeway is routed in Splash Park to avoid mature Elm trees

4. Do you generally support Option B-1 for Wyse Road: Thistle Street to Alderney Drive Section of this Corridor?

(Choose all that apply)

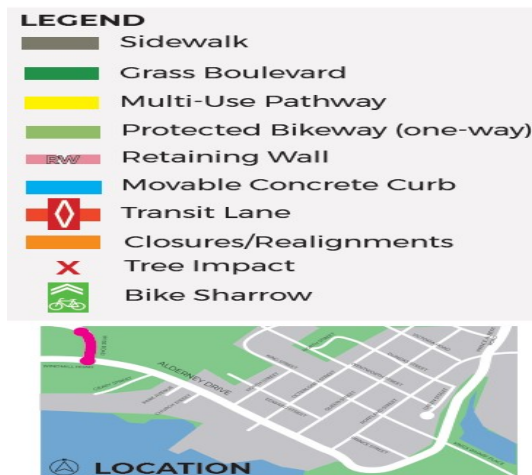
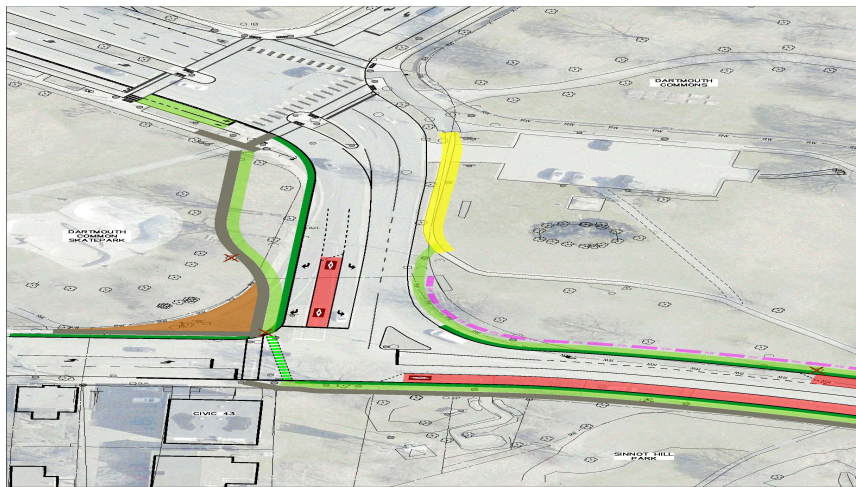
- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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Wyse Road: Thistle Street to Alderney Drive

Option C-1



Summary of proposed changes for C-1

Walking

- The existing sidewalks are realigned (grey) to be located alongside the transit (red) and protected bikeways (green)

Cycling

- A protected one-way bikeway (green) on the Splash Park side of Wyse Road and on the Dartmouth Commons
- Right turning lane onto east of Windmill Road is no longer separated in order to make room for bicycle and pedestrian crossing to a multi-use path (yellow) along water side of Alderney Drive

Transit

- A priority transit lane (red) approaching Wyse Road and Windmill Road intersection and a dedicated transit lane on Windmill Road to Alderney Drive on the water side of Alderney Drive

Motor Vehicle

- Reduced number of lanes

Parks

- Encroachment into Splash Park, Sinnot Hill Park and Dartmouth Commons including retaining wall and regrading of part of the Commons

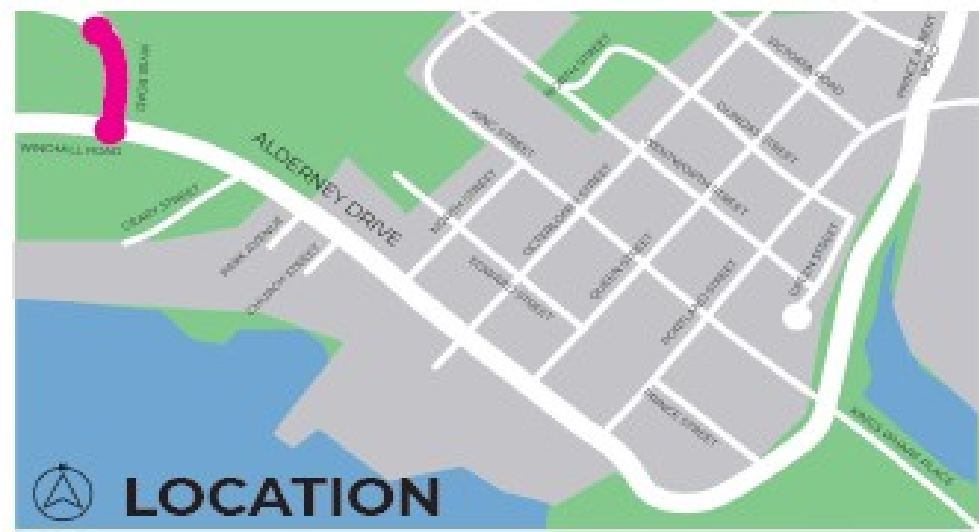
5. Do you generally support Option C-1 in this Wyse Road section of the corridor?

- ☐ Yes
☐ No
☐ Not sure
☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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The Wyse Road section of this corridor shown in pink in map and details in the table below:



If you cannot read the table below, please refer to [document](#) on side panel of main webpage of this project.

WYSE ROAD: THISTLE STREET TO ALDERNEY DRIVE					
OPTION A: Cycle Lanes	- Short multi-use pathway extension on the east side of Wyse Road. - No change to sidewalk or crossing facilities.	- Shared lane with transit at intersection into dedicated uni-directional lanes on both sides Alderney Drive. - Short multi-use pathway extension on the east side of Wyse Road. - Less mixing with pedestrians and vehicles.	Shared lane with cyclists.	- No change to vehicle operations at this intersection. - Yield to cyclists to enter right-turn yield channel on Windmill Road.	- No impact to water side of Alderney Drive at this intersection. - No impact to skatepark at this intersection. - Relocation of the Dartmouth Common retaining wall shown in pink. - Impact to 4 utility poles.
OPTION B: Transit Lanes and MUP	- Short multi-use pathway extension on the east side of Wyse Road. - Sidewalk snaking through trees in the skatepark. - Multi-use pathway on the water side of Alderney Drive.	- Uni-directional lanes on Wyse Road with a multi-use pathway on the water side of Alderney Drive. - Cycle lane snaking through trees in the skatepark. - More mixing with pedestrians, no mixing with vehicles. - Cycle crossing signal phase at the intersection.	- Dedicated continuous left-turning lane for transit at this intersection. - Lengthening the transit queue lane on Wyse Road.	- Removing right-turn channel from Wyse Road and installing right-turn lane at the intersection. - Yield to cyclists in the right-turn channel from Alderney Drive to Wyse Road.	- Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. - Relocation of the Dartmouth Common retaining wall shown in pink. - Impact to 2 trees. - Impact to 6 utility poles.
OPTION C: Transit and Cycle Lanes	- Short multi-use pathway extension on the east side of Wyse Road. - Sidewalk snaking through trees in the skatepark. - Sidewalk on the water side of Alderney Drive. - Removal of existing sidewalk.	- Uni-directional lanes along Wyse Road and Alderney Drive. - Short multi-use pathway extension on the east side of Wyse Road. - Minimal mixing with pedestrians, no mixing with vehicles. - Cycle crossing signal phase at the intersection.	- Dedicated continuous left-turning lane for transit at this intersection. - Lengthening the transit queue lane on Wyse Road.	- Removing right-turn channel from Wyse Road and installing right-turn lane at the intersection. - Yield to cyclists in the right-turn channel from Alderney Drive to Wyse Road.	- Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. - Further relocation of the Dartmouth Common retaining wall shown in pink. - Impact to 3 trees. - Impact to 8 utility poles.
					\$ \$ \$

6. Which concept options do you prefer A-1, B-1, or C-1?

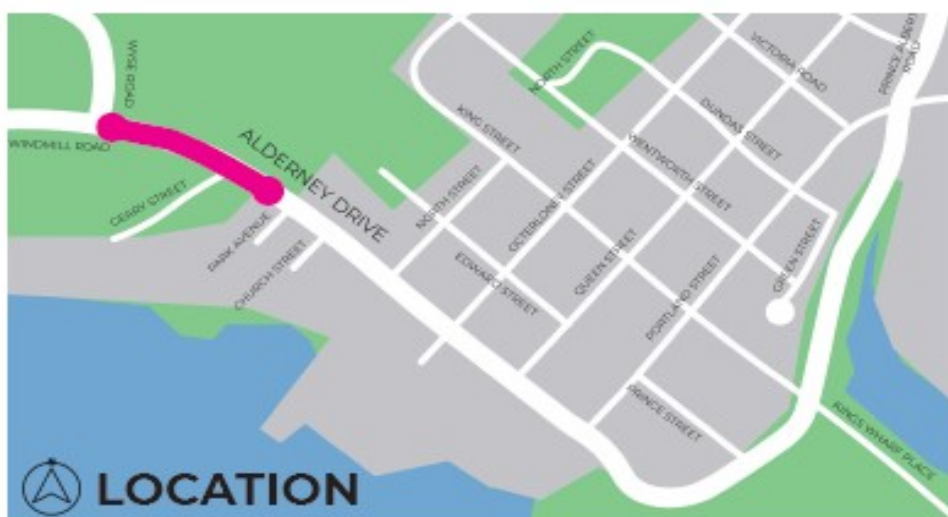
(Choose all that apply)

- ☐ Option A-1
- ☐ Option B-1
- ☐ Option C-1
- ☐ None
- ☐ Other (please specify)

Alderney Drive Functional Plan (Active Transportation & Transit)

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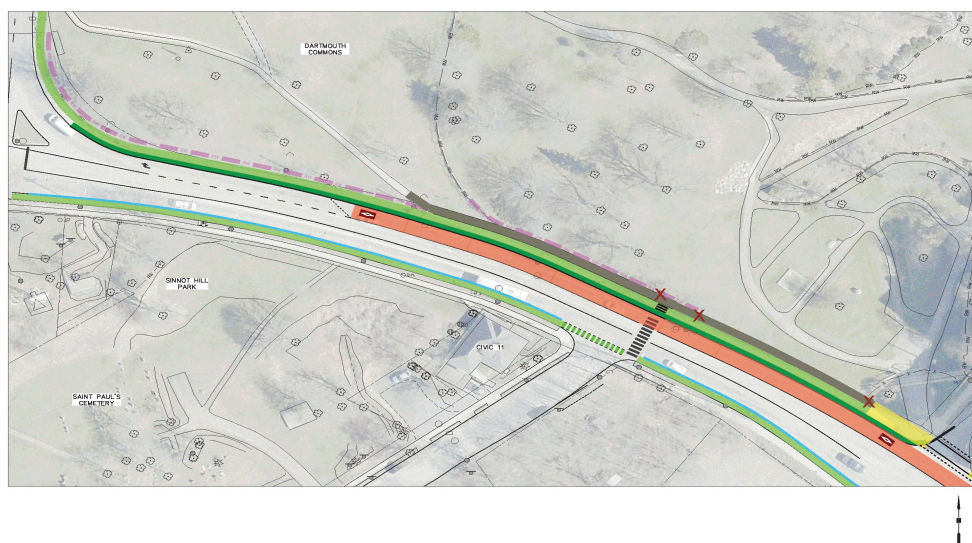
CONCEPTS for Alderney Drive: Wyse Road to Geary Street section as shown in pink)



Option A-2 Cycling Lanes and Transit (image below)

Summary of Proposed Option

- Primarily, a one-way protected on- street bikeway on each side of Windmill Road and Alderney Drive (green).
- Relocate sidewalk next to Dartmouth Commons (grey)
- Dedicated transit lane (red) on Dartmouth Commons side of Windmill Road and Alderney Drive.



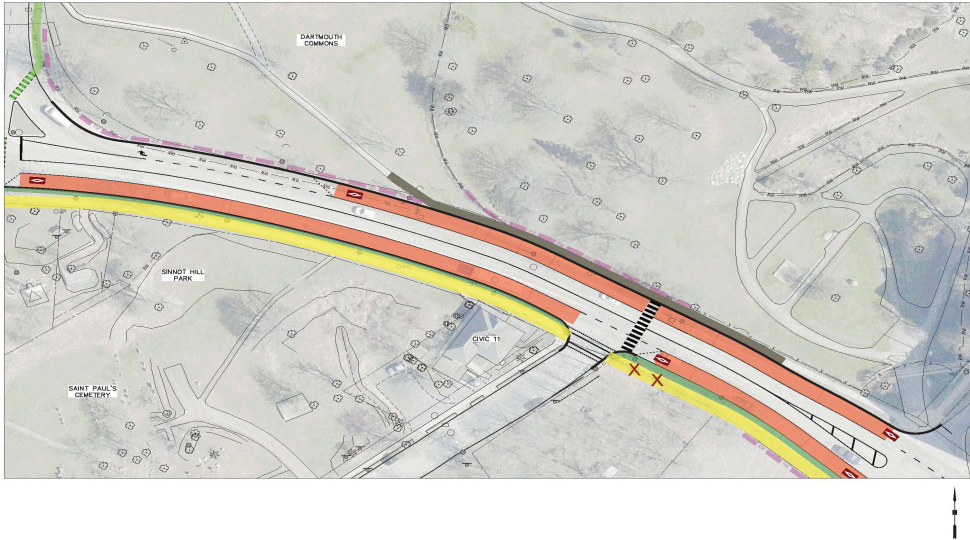
Option B-2 Transit lanes and Multi-Use path (image below)

Summary of Proposed Option

- Shared Pedestrian and cyclists multi- use path (yellow) on water side of Windmill Road and Alderney Drive
- Relocation of existing sidewalk (grey) on Dartmouth Commons side of Windmill Road and Alderney Drive
- Dedicated transit lanes (red) on both sides of Windmill Road and Alderney Drive

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

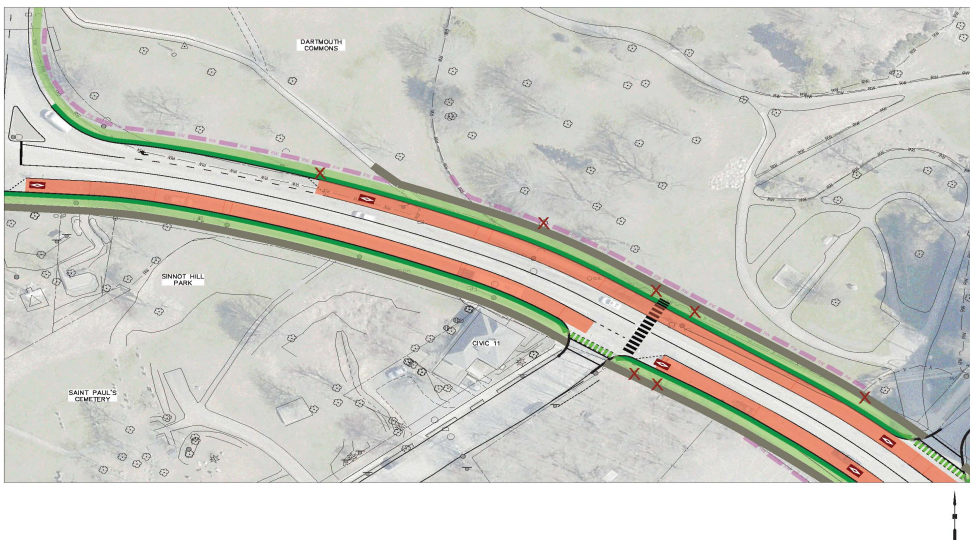
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Option C-2 Transit and cycle lanes (image below)

Summary of Proposed Option

- Relocate existing sidewalks (grey) slightly to align with dedicated cyclists and transit lanes
- Protected one-way bikeway (green) on both sides of Windmill Road and Alderney Drive
- Dedicated transit lanes (red) on both sides of Windmill Road and Alderney Drive



7. Do you generally support these Concepts A-2,B-2,C-2 along Alderney Drive from Wyse Road to Geary Street intersection?

(Choose all that apply)

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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For the **Alderney Drive: Wyse Road to Geary Street** section of this corridor as shown in pink in map and detail below:



If you cannot read the table below, please refer to [document](#) on side panel of main page.

	OPTION A: Cycle Lanes	OPTION B: Transit Lanes and MUP	OPTION C: Transit and Cycle Lanes
	» 3 lane crossing distance. » Existing sidewalk untouched on the water side of Alderney Drive, some relocation on the north side.	» 4 lane crossing distance. » Multi-use pathway on the water side of Alderney Drive, some relocation on the north side.	» 4 lane crossing distances. » Existing sidewalk untouched on the water side, some relocation on the north side.
	» Uni-directional cycle lanes along Alderney Drive. » Minimal mixing with pedestrians.	» Multi-use pathway on the water side of Alderney Drive. » Mixing with pedestrians.	» Uni-directional cycle lanes along Alderney Drive. » No mixing with pedestrians.
	» No change to transit operations in the outbound direction along this section. » Continuous dedicated transit lane in the outbound direction along this section.	» Continuous dedicated transit lanes in both directions along this section.	» Continuous dedicated transit lanes in both directions along this section.
	» No change to vehicle operations in the outbound direction along this section. » Reduced to one vehicle lane in the inbound direction along this section.	» Reduced to one vehicle lane in each direction along this section.	» Reduced to one vehicle lane in each direction along this section.
	» No impact to water side of Alderney Drive along this section. » Relocation of the Dartmouth Common retaining wall shown in pink. » Impact to 5 utility poles. » Impact to 3 trees.	» Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. » Relocation of the Dartmouth Common retaining wall shown in pink. » Impact to 10 utility poles. » Impact to 2 trees.	» Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. » Further relocation of the Dartmouth Common retaining wall shown in pink. » Impact to 11 utility poles. » Impact to 7 trees.
	\$	\$\$	\$\$\$

8. Which concept do you prefer A-2, B-2, or C-2?

(Choose all that apply)

- ☐ Option A-2
☐ Option B-2
☐ Option C-2
☐ None
☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

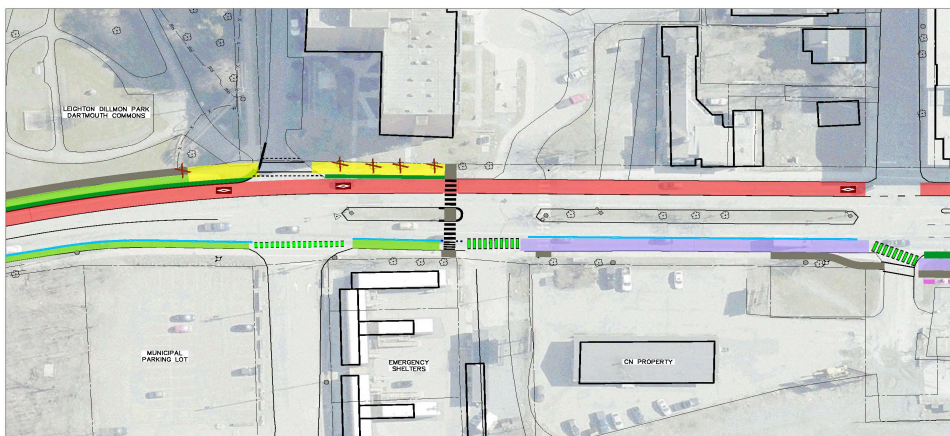
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Alderney Drive: Geary Street to North Street section of corridor as shown in pink in map below:



Summary of Proposed Option A-3 Cycle and Transit Lanes (image below)

- Relocated sidewalk (grey), shared multi-use path (yellow) on Dartmouth Commons side of Alderney Drive and no change of existing sidewalk on water side of Alderney Drive
- Protected one-way bikeway (green), a multi-use path (yellow) on Dartmouth Commons side of Alderney Drive and a two-way protected bikeway (purple) on water side of Alderney Drive
- A dedicated transit lane (red) on Dartmouth Commons side of Alderney Drive



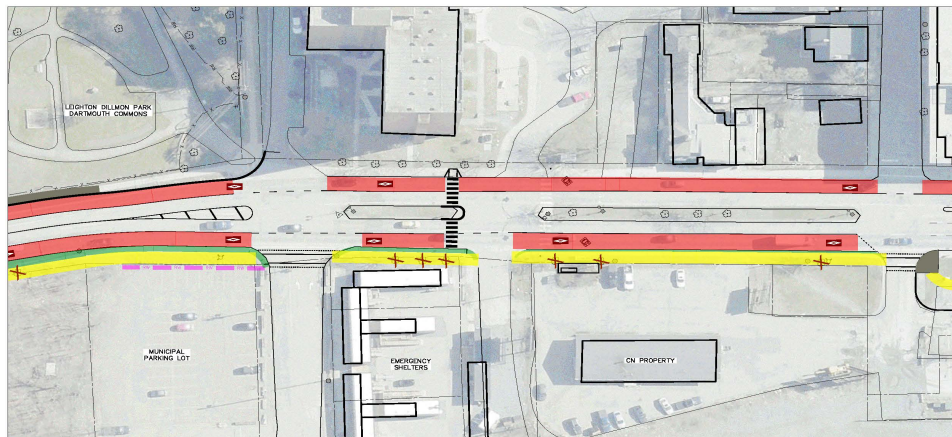
Alderney Drive: Geary Street to North Street.

Summary of Proposed Option B-3 Transit Lanes and Multi-use path (image below)

- Shared pedestrian and cyclists multi-use path (yellow) on water side of Alderney Drive
- Dedicated transit lanes (red) on both sides of Alderney Drive

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

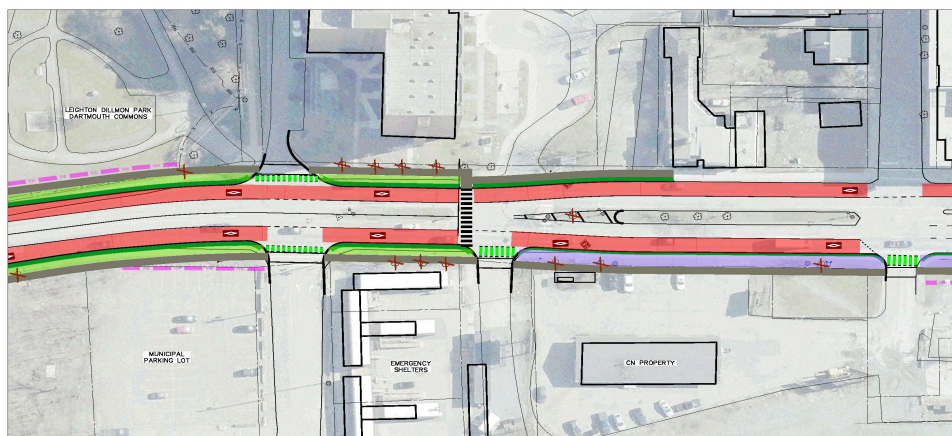
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Alderney Drive: Geary Street to North Street

Summary of Proposed Option C-3 Transit, Cycle Lanes and Sidewalks (image below)

- Relocate existing sidewalks (grey) to align with dedicated cyclists and transit lanes
- Protected one-way bikeway (green) on both sides of Alderney Drive until Church Street where it becomes a two-way protected bikeway (purple)
- Dedicated transit lanes (red) on both sides of Alderney Drive



LEGEND	
	Sidewalk
	Grass Boulevard
	Multi-Use Pathway
	Protected Bikeway (one-way)
	Retaining Wall
	Movable Concrete Curb
	Transit Lane
	Protected Bikeway (two-way)
	Tree Impact

9. Do you generally support the concept options along Alderney Drive from Geary Street to North Street A-3, B-3, C-3 ?

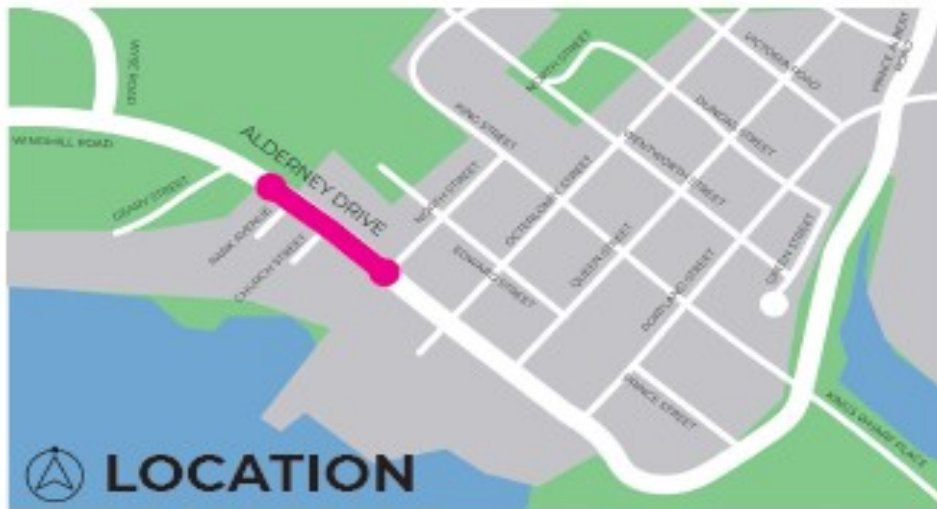
(Choose all that apply)

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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For the **Alderney Drive: Geary Street to North Streets** section of this corridor shown in pink in map and table below:



	OPTION A: Cycle Lanes	OPTION B: Transit Lanes and MUP	OPTION C: Transit and Cycle Lanes
	» 4 lane crossing distances. » Crosswalk relocated to the east side of Church Street. » Short section of multi-use pathway from Dartmouth Commons to Church Street. » Sidewalk pushed closer to the parking lot between Church Street and North Street.	» 4 lane crossing distance. » Crosswalk relocated to the east side of Church Street. » Multi-use pathway on the water side of Alderney Drive, some relocation on the north side. » Transit shelter pushed back towards the parking lot.	» 4 lane crossing distances. » Crosswalk relocated to the east side of Church Street. » Sidewalk on both sides of Alderney Drive. » Transit shelter pushed further back towards the parking lot.
	» Short section of multi-use pathway from Dartmouth Commons to Church Street. » Bi-directional facility on the water side between Church Street and North Street. » Some mixing with pedestrians.	» Multi-use pathway on the water side of Alderney Drive. » Mixing with pedestrians.	» Uni-directional cycle lanes along Alderney Drive until crossing at Church Street. » Bi-directional facility on the water side between Church Street and North Street. » No mixing with pedestrians.
	» No impact to transit operations in the outbound direction along this section. » Continuous dedicated transit lane in the inbound direction along this section.	» Continuous dedicated transit lanes in both directions along this section.	» Continuous dedicated transit lanes in both directions along this section.
	» Reduced to one vehicle lane in the outbound direction between Park Avenue and North Street. » Reduced to one vehicle lane in the inbound direction along this section.	» Reduced to one vehicle lane in each direction along this section.	» Reduced to one vehicle lane in each direction along this section.
	» Impact to Leighton Dillman Park property. » Impact to 5 trees.	» Several property impacts on the water side of Alderney Drive at this intersection. » New retaining wall shown in pink. » Impact to 4 utility poles. » Impact to 8 trees.	» Several property impacts on the water side of Alderney Drive at this intersection. » Removing a section of the median on Alderney Drive. » Further relocation of the Dartmouth Common retaining wall, and new retaining wall shown in pink. Impact to 11 utility poles. » Impact to 6 utility poles. » Impact to 14 trees.
	\$-\$\$\$	\$	\$\$\$

Please refer to the document on side panel of main webpage for more detail.

10. Which concept option do you prefer A-3, B-3, or C-3 ?

(Choose all that apply)

- ☐ Option A-3
- ☐ Option B-3
- ☐ Option C-3
- ☐ None
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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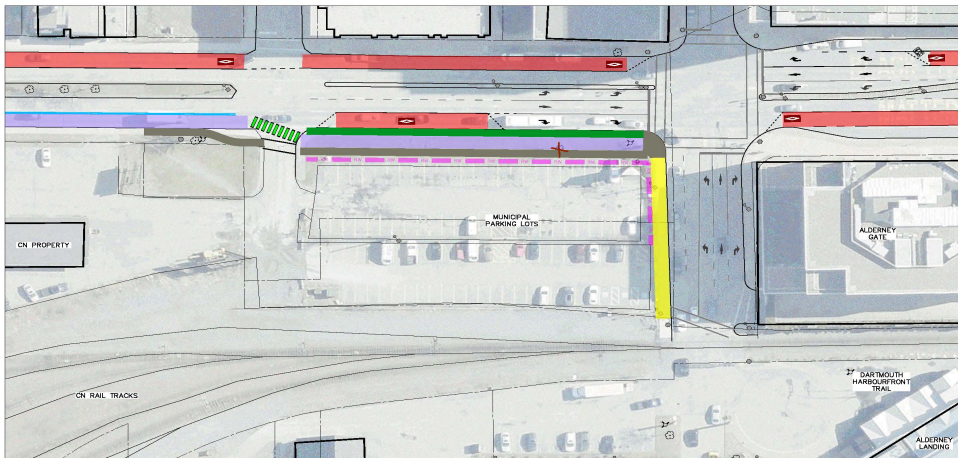
CONCEPTS for Alderney Drive: North Street to Ochterloney Street section of corridor as shown in pink in map below:



Alderney Drive: North to Ochterloney Streets

Summary of Proposed Option A-4 (image below)

- The majority of existing sidewalk remains at same location except the section closest to Alderney Drive and Ochterloney intersection where it is relocated and joins with a shared (pedestrians and cyclists) multi- use path (yellow) to Alderney Landing and Dartmouth Harbourfront Trail.
- Protected two-way bikeway (purple) along water side of Alderney Drive.
- Dedicated transit lane (orange) on a portion of water side of Alderney Drive and on the north side of Alderney Drive.



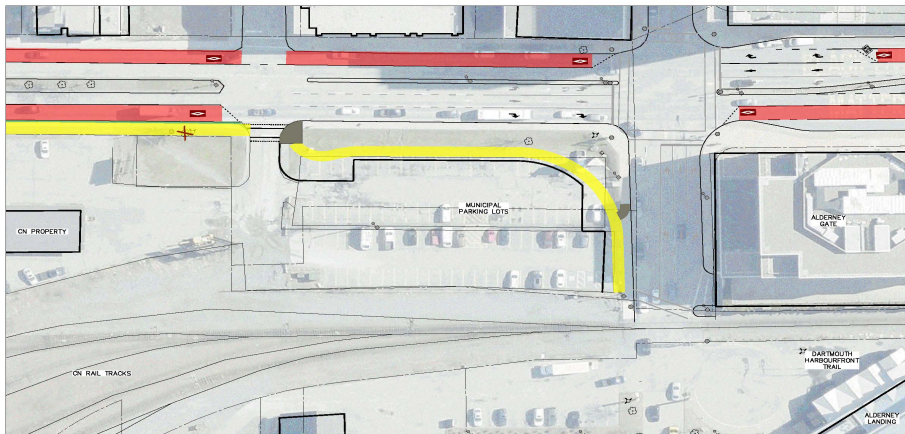
Alderney Drive: North to Ochterloney Streets

Summary of Proposed Option B-4 (image below)

- Shared pedestrian and cyclists multi-use path (yellow) on water side of Alderney Drive
- Dedicated transit lanes (red) on both sides of Alderney Drive, except north of municipal parking lot.

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

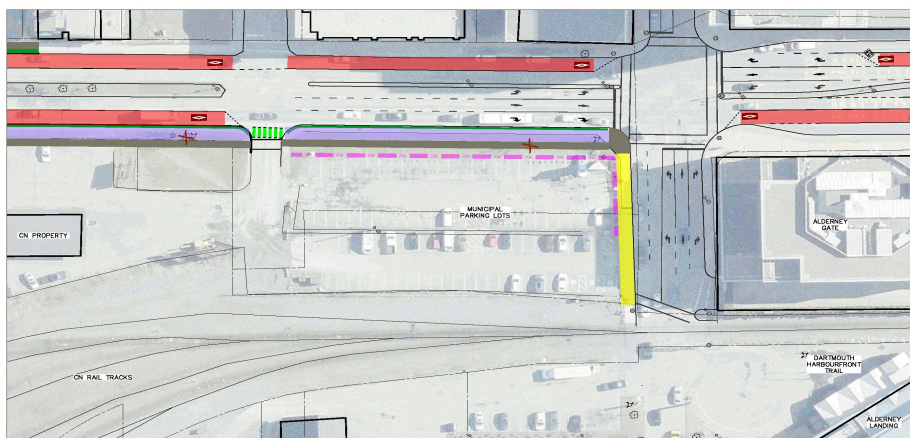
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Alderney Drive: North to Ochterloney Streets

Summary of Proposed Option C-4 (image below)

- Relocate existing sidewalks (grey) slightly to align with dedicated cyclists and transit lanes
- Protected two-way bikeway (purple) on water side of Alderney Drive until Ochterloney Street where it becomes a shared multi-use path (yellow) to connect with Dartmouth Harbourfront Trail
- Dedicated transit lanes (red) on both sides of Alderney Drive except north of municipal parking lot



LEGEND	
	Sidewalk
	Grass Boulevard
	Multi-Use Pathway
	Protected Bikeway (one-way)
	Retaining Wall
	Movable Concrete Curb
	Transit Lane
	Protected Bikeway (two-way)
	Tree Impact

11. Do you generally support all of these Concepts along Alderney Drive from North Street to Ochterloney Street A-4, B-4, C-4 ?

(Choose all that apply)

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

Shape Your City Halifax

For the Alderney Drive: North Street to Ochterloney Street section of this corridor shown in pink in map and the details in the table below:



	OPTION A: Cycle Lanes	OPTION B: Transit Lanes and MUP	OPTION C: Transit and Cycle Lanes
	» Separate from cyclists on Alderney Drive. » Multi-use pathway along Ochterloney Street. » Sidewalk pushed closer to the parking lot between North Street and Ochterloney Street.	» Multi-use pathway on the water side of Alderney Drive. » Multi-use pathway along Ochterloney Street.	» Sidewalks on each side of Alderney Drive. » Multi-use pathway along Ochterloney Street.
	» Multi-use pathway along Ochterloney Street. » Bi-directional facility on the water side between North Street and Ochterloney Street. » Minimal mixing with pedestrians.	» Multi-use pathway on the water side of Alderney Drive and Ochterloney Street. » Mixing with pedestrians.	» Two-way cycle lanes on the water side of Alderney Drive. » Multi-use pathway on Ochterloney Street. » Minimal mixing with pedestrians.
	» No impact to transit operations in the outbound direction along this section. » Continuous dedicated transit lane in the inbound direction along this section.	» Continuous dedicated transit lane in each direction along this section.	» Continuous dedicated transit lane in each direction along this section.
	» No change to vehicle operations in the outbound direction along this section. » Reduced to one vehicle lane in the inbound direction along this section.	» Reduced to one vehicle lane in each direction along this section.	» Reduced to one vehicle lane in each direction along this section.
	» Small property impact at Alderney Landing parking lot. » Impact to 2 utility poles. » Impact to 1 tree.	» Moderate property impact at Alderney Landing parking lot. » Impact to 2 utility poles. » Impact to 1 tree.	» Moderate property impact at Alderney Landing parking lot. » Impact to 3 utility poles. » Impact to 2 trees.
	\$-\$\$\$	\$\$	\$\$\$

If you can not read the details in the table above, please refer to document on the right side panel of the main webpage.

12. Which concept options do you prefer A-4, B-4, or C-4?

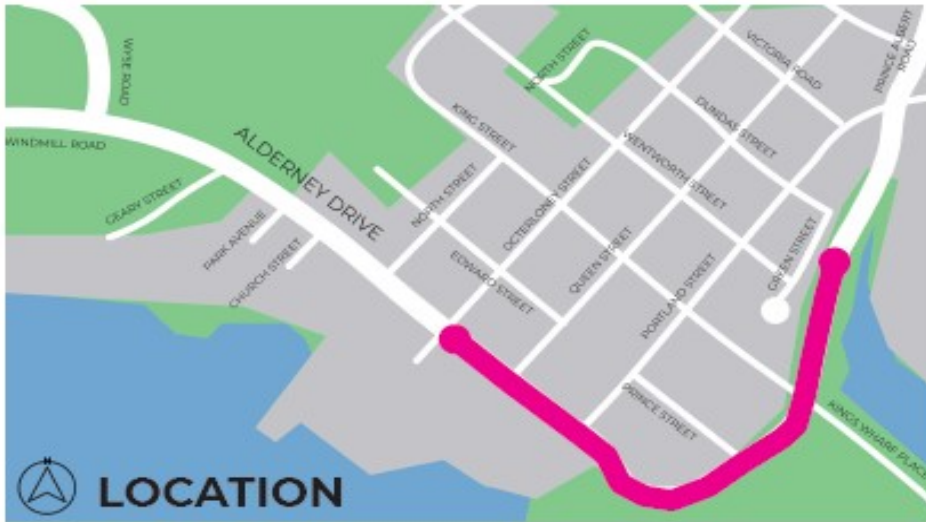
- ☐ Option A-4
☐ Option B-4
☐ Option C-4
☐ None
☐ Other (please specify)

Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

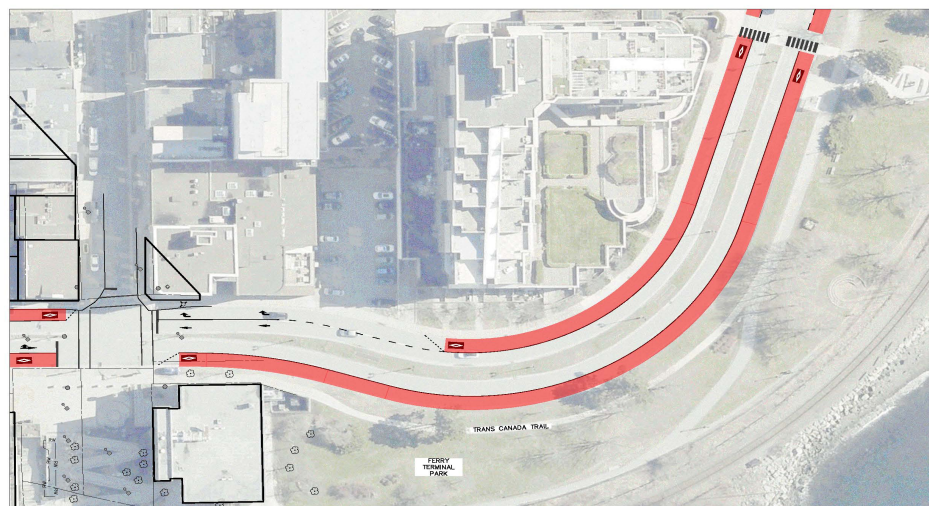
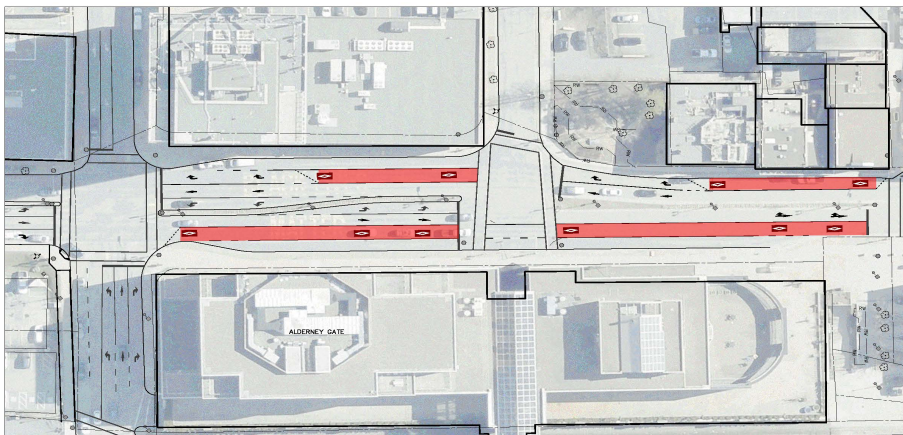
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CONCEPT T - Transit only (sidewalks and cycling lanes are not considered as part of the scope of this section of the project corridor)

Alderney Drive: Ochterloney Street to Dundas Street as shown in pink in the map and details in table below:

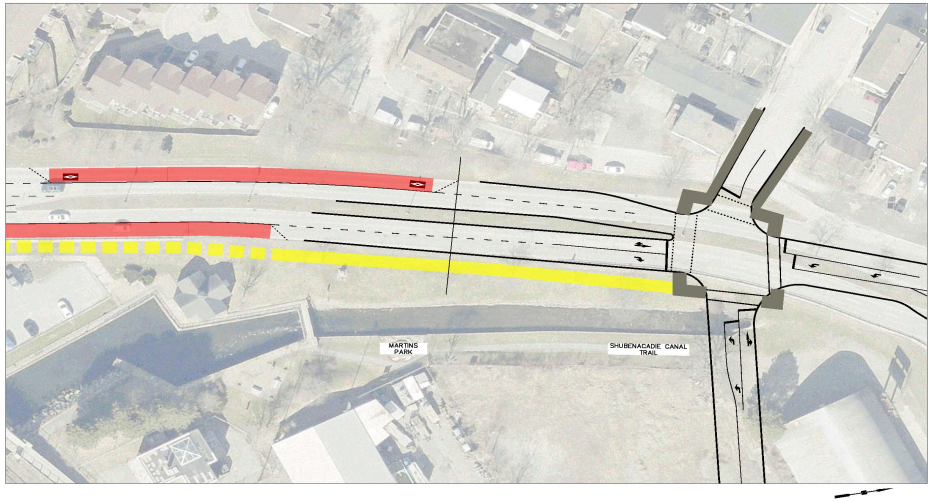
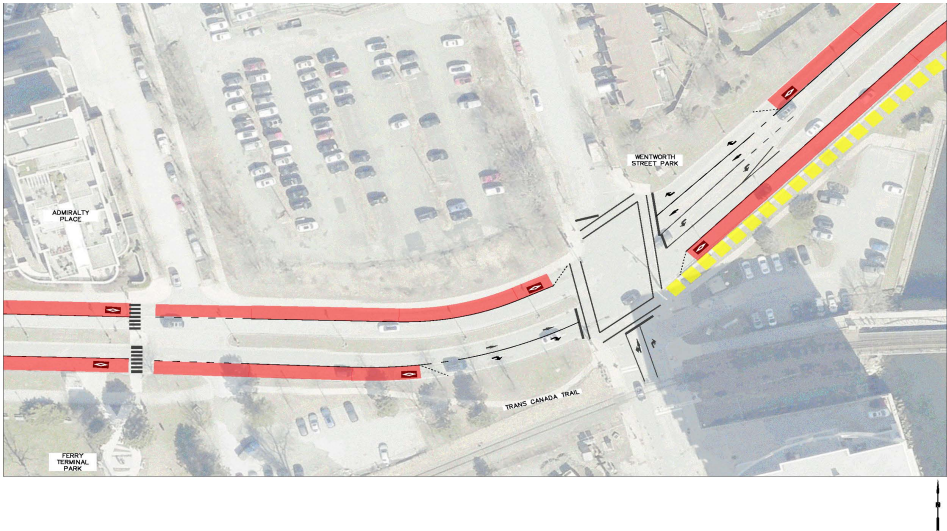


-Dedicated transit lanes (red) on both sides of Alderney Drive



Alderney Drive Functional Plan- Phase one (Active Transportation & Transit)

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OPTION: Transit Lanes						
	\$	\$	\$	\$	\$	\$
	» No change to pedestrian operations.	» No change to pedestrian operations.	» Dedicated continuous transit lane in both directions.	» Removal of one mixed traffic lane on each direction.	» No major impacts to trees, utilities, etc.	\$-\$\$\$
						\$

For detail of the table refer to the [Document](#) on the side panel of the main page.

13. Do you generally support Concept T - Dedicated Transit lanes along this section of the corridor?

(Choose all that apply)

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Other (please specify)

14. Are there other options, issues or constraints along this corridor you would like staff to consider?