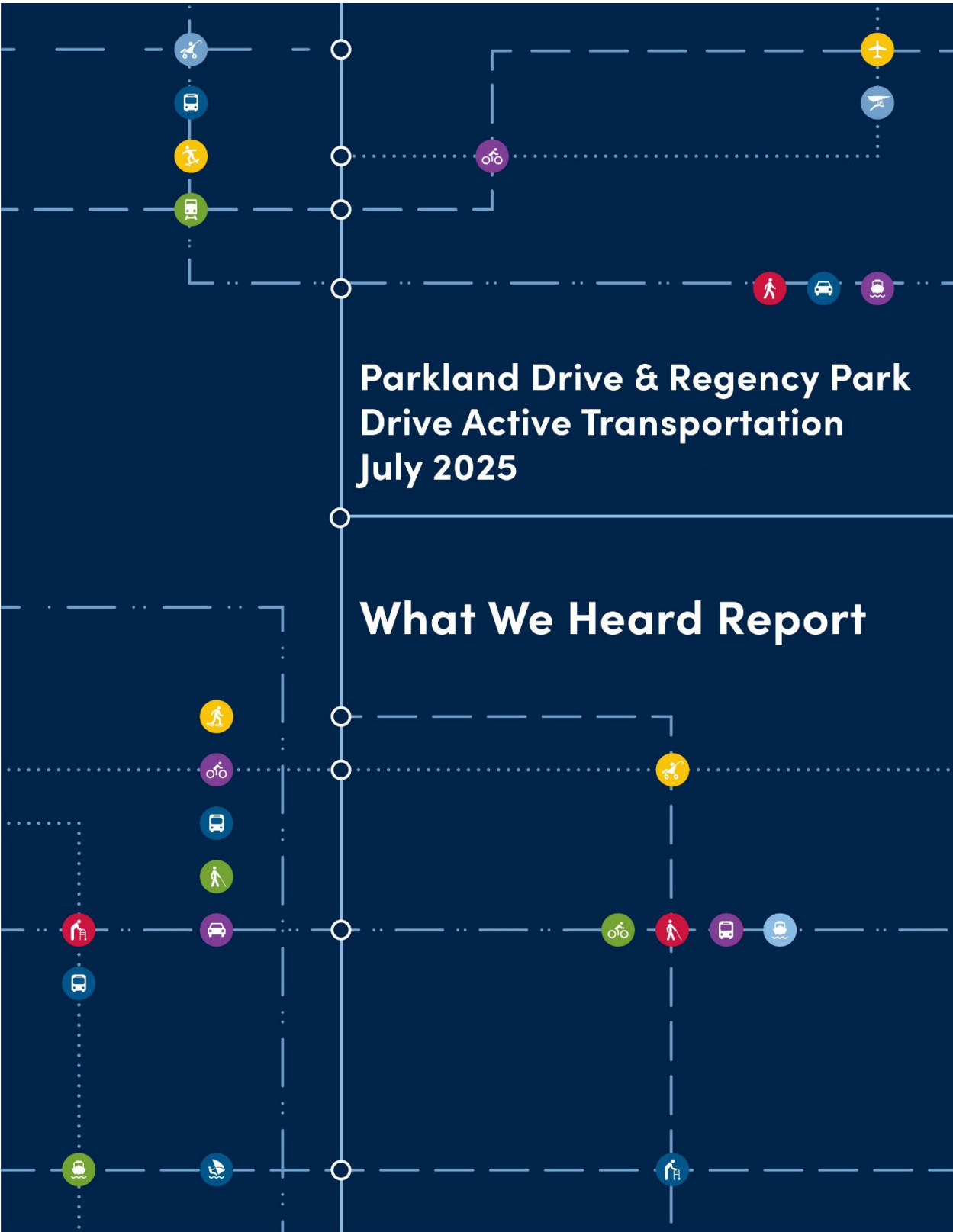




Parkland Drive & Regency Park Drive Active Transportation July 2025

What We Heard Report

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Introduction

Background

Halifax Regional Municipality (the municipality) is working to build comfortable and convenient bicycling connections for all ages and abilities. This project proposes the addition of bicycle lanes along Parkland and Regency Park drives and safety and accessibility improvements at key intersections. Council approval and budget allocation will be required for the project to move forward to detailed design and construction.

The direction for this project is part of the Making Connections: Active Transportation Priorities Plan (2014-2019) which identifies candidate bicycle routes in Halifax. Map 2C: Candidate Bicycle Routes and Greenway Network Halifax and Area shows Parkland and Regency Park drives as desired bikeways.

The corridor is currently signed as a bicycling route though there is currently no dedicated bicycle infrastructure.

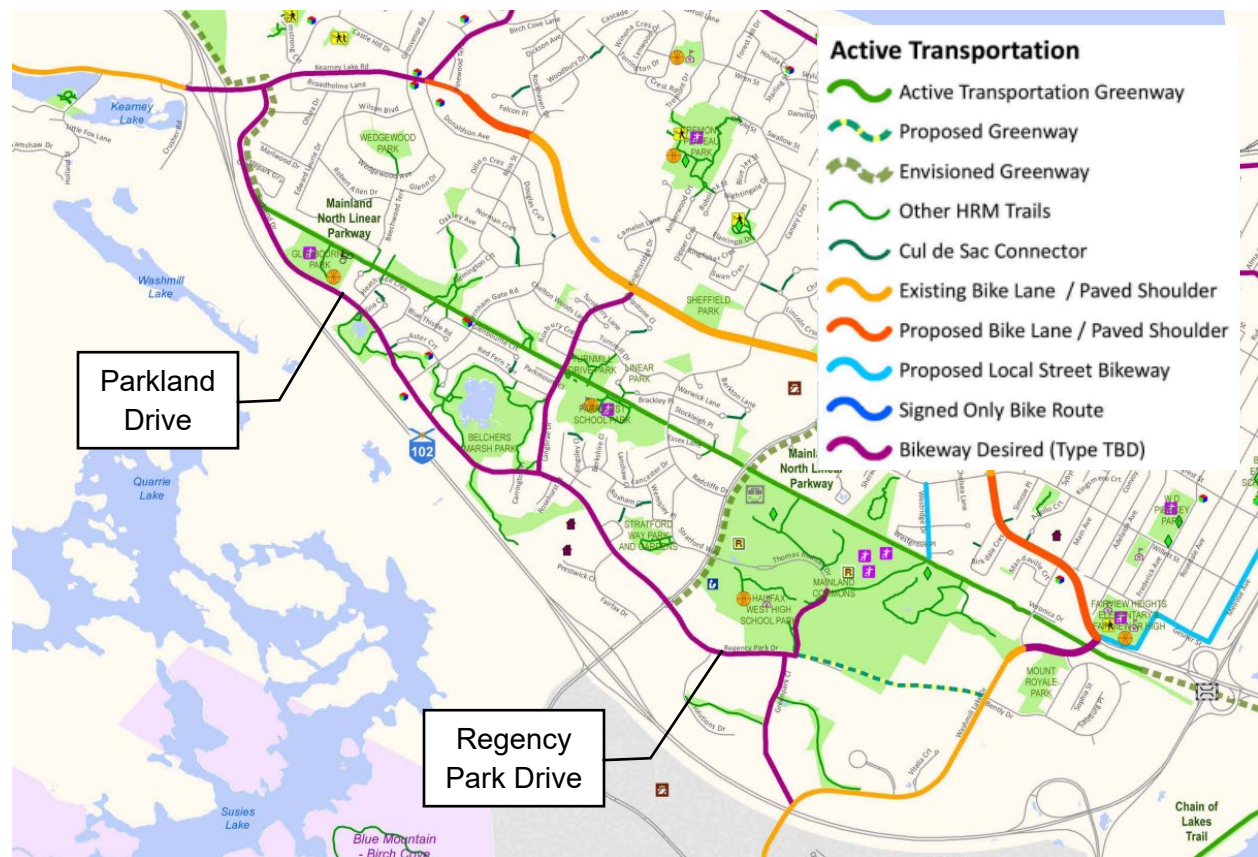


Figure 1. Map 2C: Candidate Bicycle Routes and Greenway Network Halifax and Area

Project goals and objectives

Parkland Drive has been identified for recapitalization (road repairs) in the next year or two. The recapitalization proposes to remove the top layers of asphalt and replace them with a new topcoat. The work will also include localized replacement of curbs, as well as accessibility improvements at pedestrian crossings. Installing protected bicycle lanes concurrent with the recapitalization would be the most economically efficient way of expanding the active transportation network in this neighbourhood.

Regency Park Drive is proposed to be extended to Washmill Lake Drive as part of future land development within this area. Proposed bicycling lanes on Regency Park Drive would ultimately connect to the existing bicycle lanes on Washmill Lake Drive.

This project will ultimately connect to a larger active transportation network. It would create safer active transportation connections for residents to reach destinations along the corridor, including Belcher's Marsh, Canada Games Centre, Keshen Goodman Library and Halifax West High School.

Project area

The study corridor is located within the community of Clayton Park West and is comprised of Parkland and Regency Park drives. The study area is bounded by Kearney Lake Road to the north and Thomas Raddall Drive to the south. Both roads are classified as major collectors and are posted at a 50km per hour speed limit. Speed studies conducted in May 2025 on Parkland Drive showed 85 percentile speeds of 57km per hour.



Figure 2. Project Area

Land use along the corridor is predominantly residential with commercial within and adjacent to the corridor. Housing is a mix of densities, with predominantly multi-unit apartment buildings with some townhouses and semi-detached homes. Single detached homes are present to the east of the corridor.

There are several community destinations in this area, including Belcher's Marsh, Halifax West Highschool and Glenbourne Park. Keshen Goodman Library, the Lacewood Transit Terminal and Park West School are adjacent to the study corridor.

Trails within Belcher's Marsh Park and the Mainland North Trail link directly into the study area.

The corridor has on-street parking in various locations along the east and west sides of Parkland and Regency Park drives.

There are a number of Halifax Transit stops and routes that serve the corridor.

Proposed design approach

The existing street is wide enough, from curb to curb, to accommodate proposed uni-directional bicycling lanes and maintain two-way vehicle traffic. Vehicle lanes would be maintained throughout the study area, though the width would be reduced. Narrowing vehicular lane widths would help to slow vehicle speeds.

Because the proposed project would be constructed within the existing curb-to-curb width of the road there would be minimal impacts on trees and utilities. On-street parking would be maintained on one side of the street where space permits and demand is highest.

The location of transit stops may be adjusted to ensure the stops can be designed to meet accessibility standards and Halifax Transit's design and location requirements. The project team is working with Halifax Transit on integrating transit stops and bicycle lanes, so they are safe and accessible for all users.

Curbside pick-up and drop-off locations would be integrated into the project design, including locations that use access-a-bus services.

Improvements to existing pedestrian crossings and intersections would be integrated into the proposed design to meet accessibility standards. The project is also reviewing potential locations for new signalized pedestrian crossings. Localized repair of existing sidewalk infrastructure is proceeding through the summer of 2025. The sidewalks within the corridor will not undergo changes as part of this project.

Public engagement process

How we engaged

1



Engagement drop-in sessions

On June 18, 2025, two in-person drop-in engagement sessions were held at the Keshen Goodman Library in the afternoon and evening. 28 people attended the afternoon session and 37 people attended the evening session. The sessions were drop-in style open houses with municipal employees and members from the consulting team, WSP, available to answer questions and discuss the project with attendees.

2



Online survey

The online survey was launched on the Shape Your City platform on June 18, 2025 and closed on July 9, 2025. 590 responses to the survey were received. The survey included 16 questions regarding how participants use the study area, their comfort level related to different modes of transportation in the corridor and input on the proposed project. 17 per cent of respondents live on Parkland Drive, 13 per cent live on Regency Park Drive, and 58 per cent live within the surrounding area. 12 per cent of respondents were not from the neighbourhood (Q1).

3



Correspondence

Employees received email correspondence from residents who had concerns about the project, provided site-specific input and suggestions for the proposed design, as well as those who supported the addition of bicycling infrastructure within the study area corridor.

Public engagement was launched on June 11 via Shape Your City (SYC), with the project background being posted to the SYC website. Social media advertisements as well as flyer notifications in public spaces along the study corridor were posted on the same day. Social media promotions were posted regarding the engagement sessions and the online survey. These were posted on June 11, 18, 26 and July 3, 2025.

The SYC project website had 3,471 visitors between June 11 and July 9, 2025. During this period, 148 visitors downloaded project documents.

WSP Canada led the concept and functional planning phases for this project and prepared information boards for the June 18 public information drop-in session. These boards were also posted to the SYC website.

What we heard - key themes

Information gathered from the in-person engagement, the online survey and correspondence were summarized into the themes. Those themes include:

- Modes of transportation in the study area
- Pedestrian and cyclist comfort and safety
- Vehicle movement and traffic calming
- Alternative cycling facility options
- Lacewood and Parkland drives intersection options
- On-street parking considerations
- Transit considerations
- Active transportation network connectivity
- Cost and budget prioritization
- Considerations for evaluating modal priorities

Key themes are described below.

Modes of transportation in the study area:

- The majority of participants drive within the study area (as a driver or passenger) to access destinations along Parkland and Regency Park drives (Q2).
- From the online survey, walking was the second most common mode of transportation within the study area, followed by cycling and then transit (Q2).
- Almost half of the online survey respondents indicated that they walked within the corridor often or every day (Q5).
- 7.8 per cent of respondents to the online survey indicated that they cycle every day or often within the corridor. 15.8 per cent sometimes cycle within the corridor (Q7).

SYC Survey – Q2 - Do you or someone in your household walk/roll, cycle, take transit, or drive along this corridor? The term “roll” refers to the use of a scooter, skateboard, rollerblades, wheelchair, etc. If so, which mode of travel do you use? Please check all that apply

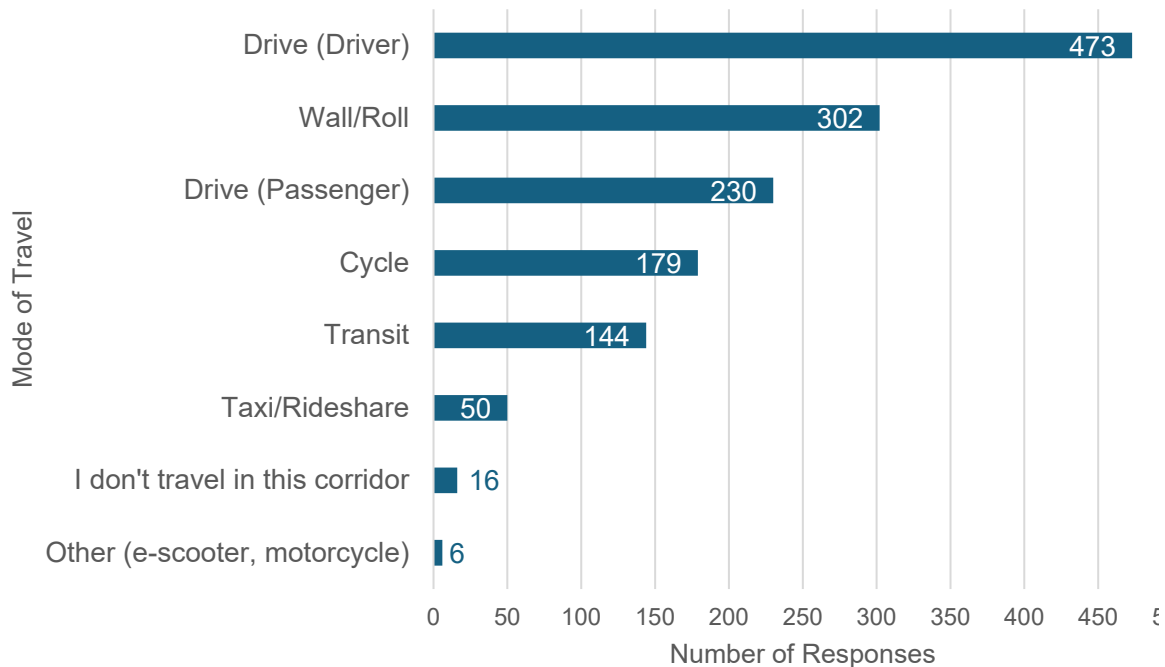


Figure 3. SYC Survey Question 2 - Modes of travel

Pedestrian and cyclist comfort and safety:

- Many participants expressed that they felt comfortable walking along the corridor, however they also noted that crossing at major intersections and minor crossings often felt unsafe (Q3 and Q4).
- Several intersections were identified as being difficult to cross, particularly where there is no flashing beacon. Participants also identified the need for mid-block crossings at key destinations (Q4).
- Participants requested new or enhanced pedestrian crossing infrastructure (bump-outs, flashing beacons, etc.) at:
 - Fairfax and Parkland drives
 - Solution and Regency Park drives
 - Thomas Raddall and Regency Park drives
 - Lancaster and Parkland drives
 - Langbrae and Parkland drives
 - New mid-block crossings at Belcher's Marsh and Glenbourne Park
- Many participants indicated that they are uncomfortable using Parkland and Regency Park drives for cycling. This was often due to conflicts with parked cars, high vehicle speeds and high vehicle volumes (Q3 and Q4).

SYC Survey – Q3 -Describe your comfort level moving through the study area using each mode. Please rate your experience:

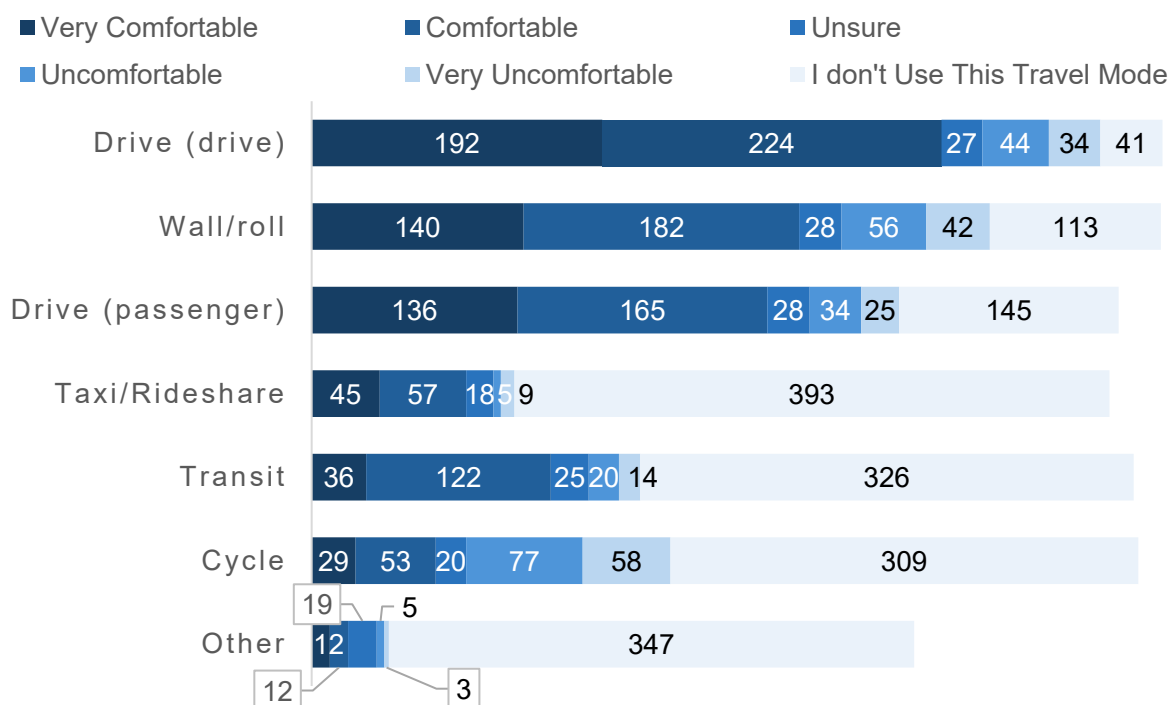


Figure 4. SYC Survey Question 3 - Comfort level using different modes of transit

Vehicle movement and traffic calming:

- High vehicle speeds were a key concern for participants. Many felt that high speeds were due to the wide road width on Parkland and Regency Park drives.
- Participants indicated that there are high volumes of vehicles along the corridor.
- Some respondents supported narrowing the driving lanes through the addition of protected bicycle lanes, as they felt it would support traffic calming.
- Additional traffic calming measures were requested for the corridor, including speed bumps and bump-outs.
- Unsafe driver behavior is often observed in the corridor, including passing on the inside of the wide driving lanes. Many participants also raised concerns around congestion and driver behavior on Regency Park Drive during pick-up times from Halifax West High School.

Alternative cycling facility options:

- Some participants expressed interest in having raised cycling infrastructure (Option 3), noting that it would be easier for winter maintenance, be safer for cyclists, and provide traffic-calming benefits.
- Some participants preferred the bi-directional bikeway option because they felt it would be less expensive to implement.
- Some participants suggested installing a multi-use pathway within the boulevard on one side of the street to avoid the removal of parking.

Lacewood and Parkland drives intersection options:

- Participants generally preferred the protected median options for queuing cyclists at the Lacewood and Parkland intersection (Option 2 or Option 3).
- Concerns regarding right turn slip lanes were raised. Many felt slip lanes are unsafe for pedestrians and cyclists to cross.
- Many suggested that the slip lane width should be reduced so there are more protected space and shorter crossings or that they should be removed completely.
- Many participants wanted to see more upgrades to the intersection, beyond the options that were presented, that would make them safer for pedestrians and cyclists, including a protected intersection design.
- Some participants expressed that they didn't feel upgrades to the intersection were warranted and that vehicular movement should be prioritized.

On-street parking considerations:

- 38.1 per cent of respondents to the online survey indicated that they use on-street parking in the corridor (Q10). Key reasons for using on-street parking include living in the area, visiting friends or family and accessing shopping or services along the corridor. Other destinations where on-street parking is used are at Belcher's Marsh, Little Belcher's Pond Park and Glenbourne Park (Q11).
- Participants noted that many of the apartment buildings within the corridor do not have sufficient private parking for residents and visitors.
- There was a mixture of feedback related to potential loss of on-street parking. Some participants expressed concern over a reduction in on-street parking, while some felt that reducing parking to one side of the road would be sufficient to meet parking needs.
- Some participants had concerns that locating parking on one side of the road would make it more difficult for visitors to access services and destinations on the opposite side of the road.
- Participants noted that Regency Park Drive is heavily used for parking when the high school is dismissed, due to student pick-up.
- Participants noted that current on-street parking use can block sight lines at pedestrian crossings and around driveways.
- Some participants noted that locating parking beside the precast concrete curb of the bicycle lane would be difficult to navigate, particularly for seniors or those with limited mobility. They were also concerned about difficulty accessing the sidewalk during the winter when snow may be piled around the curb and on the boulevard.

Transit considerations:

- Some participants supported the proposed consolidation of bus stops along the corridor, while others expressed concern that consolidating bus stops would result in a longer walk to the stop and increase commute times.
- Additional amenities at bus stops including benches, shade trees and a railing to direct pedestrians crossing between the sidewalk and bus stop across the bicycle lane were requested.

Active transportation network connectivity:

- Some participants stated the importance of connecting this active transportation facility, as well as the Mainland Trail, to other pathways and bikeways around the study area.
- There were suggestions to prioritize the design and construction of other AT network connections over the proposed facilities on Parkland and Regency Park drives.

Cost and budget prioritization:

- There was a mixture of feedback around potential project costs. Some participants said that the addition of bicycle lanes would be costly and did not support the allocation of budget resources to this project, while others said they support the addition of the bicycle lanes and felt that doing the project with the recapitalization was the most efficient way to expand the AT network.
- Some participants suggested tactical approaches, like using only paint to delineate cycling lanes, to reduce project costs.

Considerations for evaluating modal priorities

- Survey participants were asked to rate the factors they used when evaluating the proposed active transportation and transit changes to these streets (Q15).
- Many participants prioritized the comfort and safety of people walking/rolling along the corridor.
- Safety and convenience for drivers was the next highest rated priority.
- Overall, 58 per cent of the survey respondents did not support the addition of protected bicycle lanes within the Parkland and Regency Park drives corridor (Q12). Those that responded 'other' wanted to see an alternative design such as bi-directional bike lanes or a multi-use pathway.

SYC Survey – Q15 -What are the most important factors to you when evaluating the proposed active transportation and transit changes to these streets?

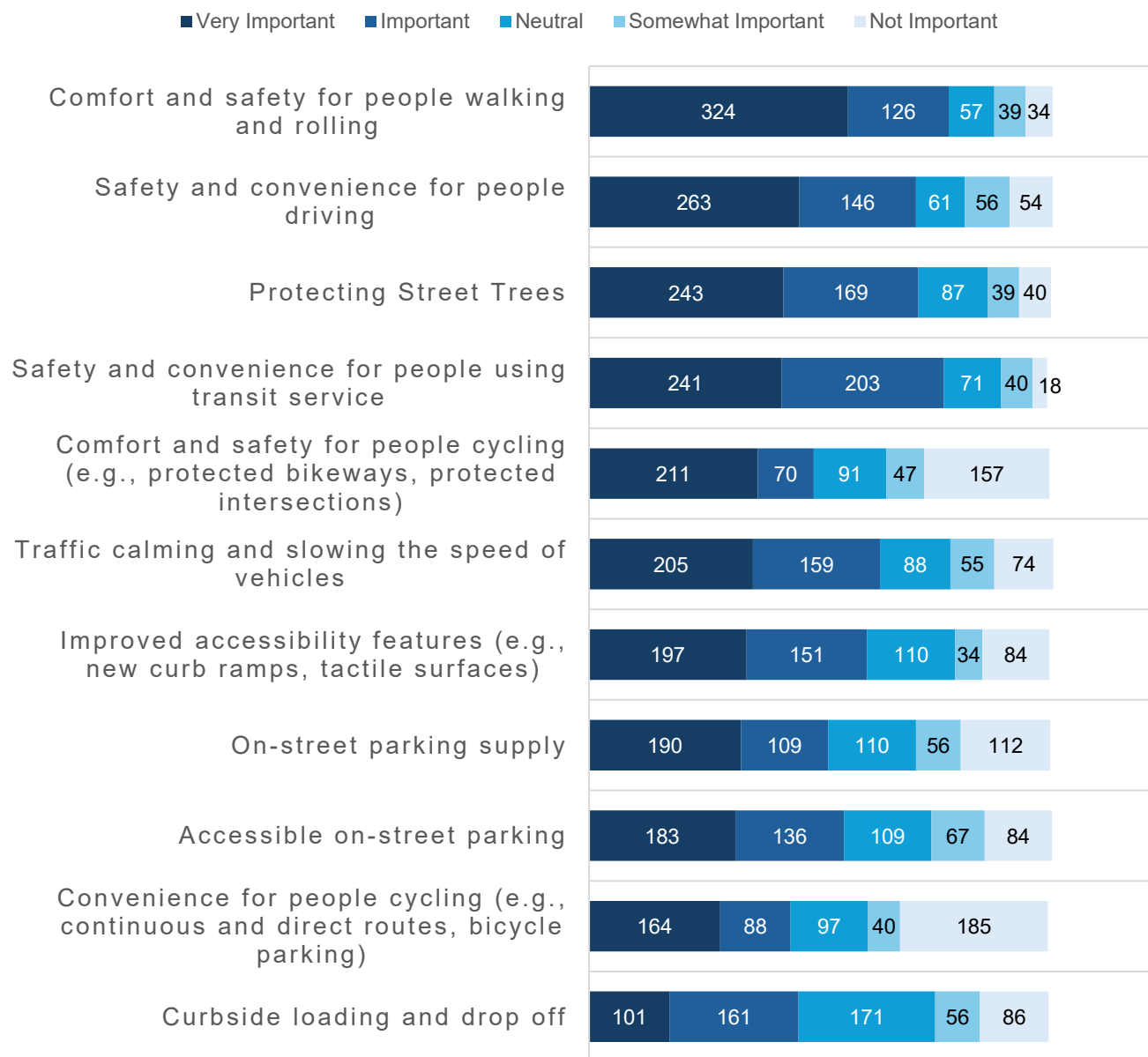


Figure 5. Survey Question 15 - Important factors in evaluating changes to the street

SYC Survey Q12 - Do you support the addition of protected bicycle lanes on Parkland Drive and Regency Park Drive?

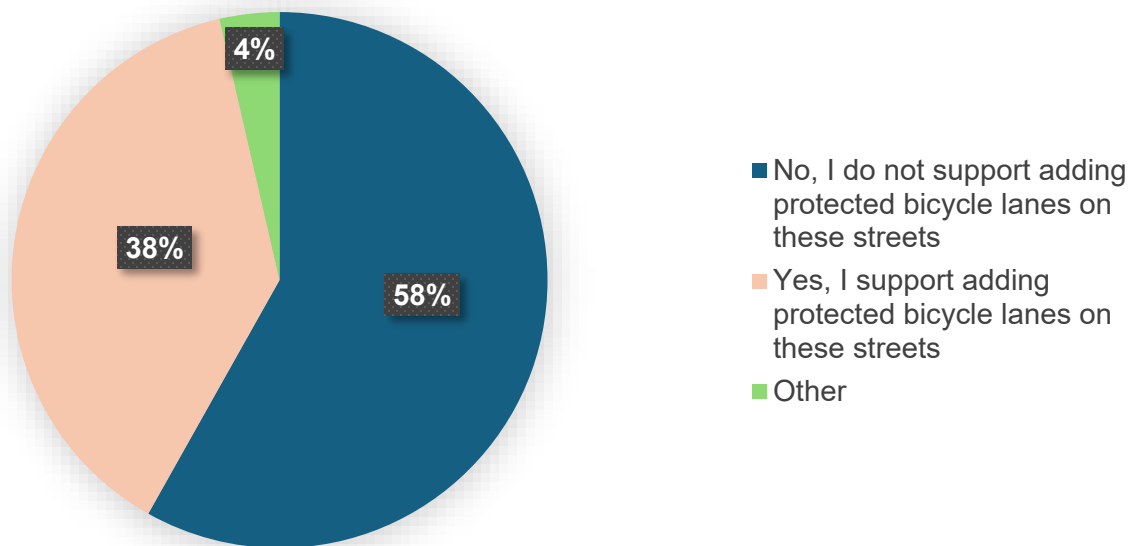


Figure 6. Survey Question 12 - Support for the proposed bicycle lanes in the study corridor

Survey demographics

43 per cent of respondents characterized their household as a couple; 21 per cent as families with older children; 19 per cent as a single person; and 12 per cent as families with younger children.

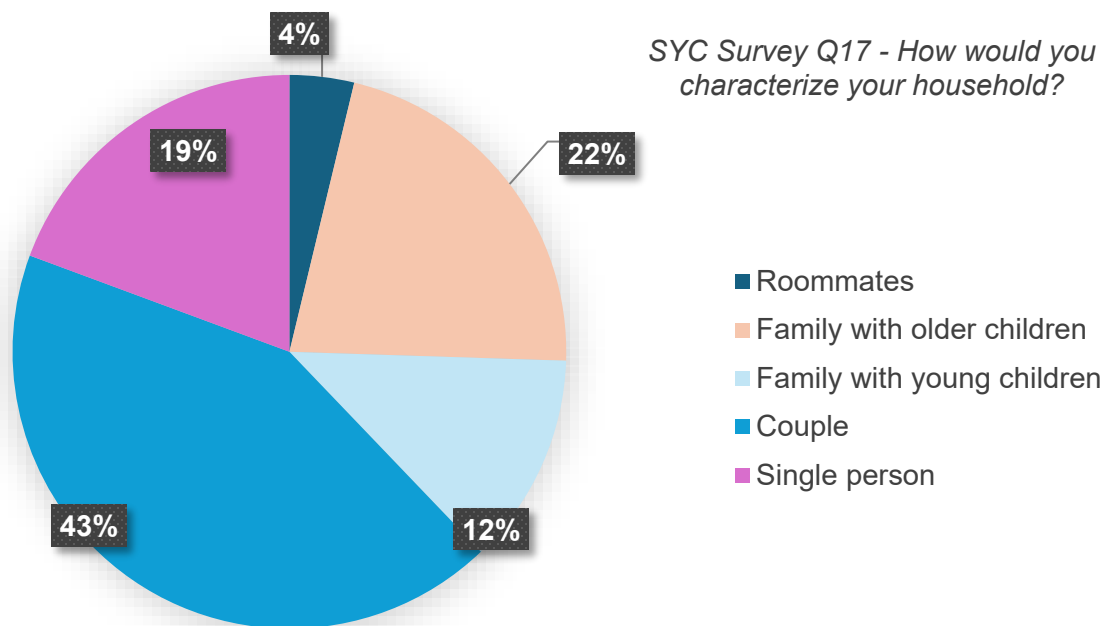


Figure 7. Survey Question 17 – Respondent household characterization

Most survey respondents were between the ages of 45-64 (36.6 per cent); with 26 per cent 65 or older and 30 per cent between the ages of 25-44.

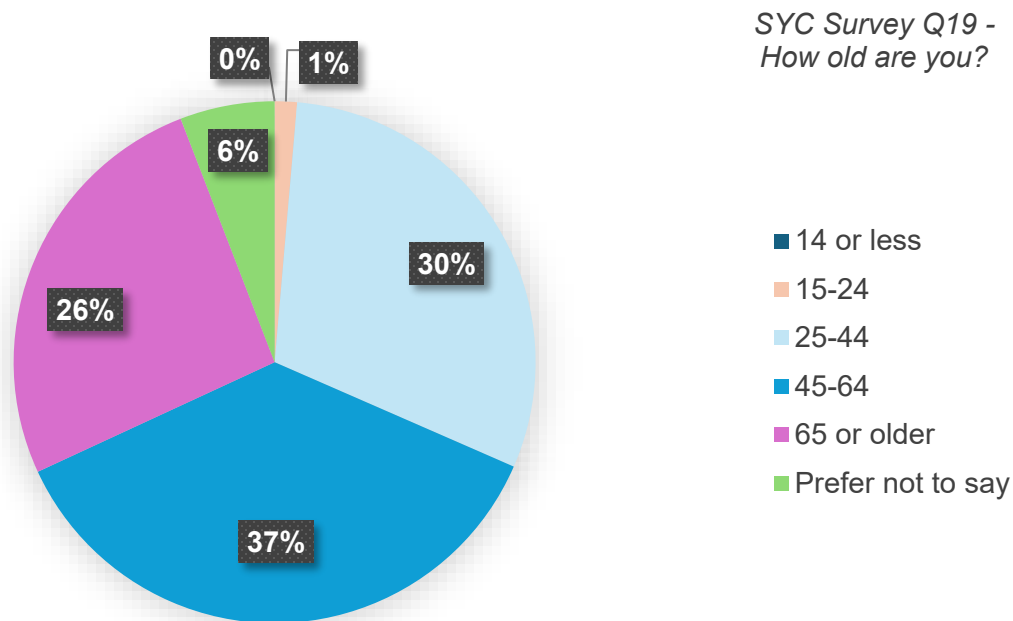


Figure 8. Survey Question 19 - Ages of survey respondents

47 per cent of respondents were from the B3S postal code area (within the study area); 30 per cent of respondents were from neighbouring communities in the B3M postal code area.

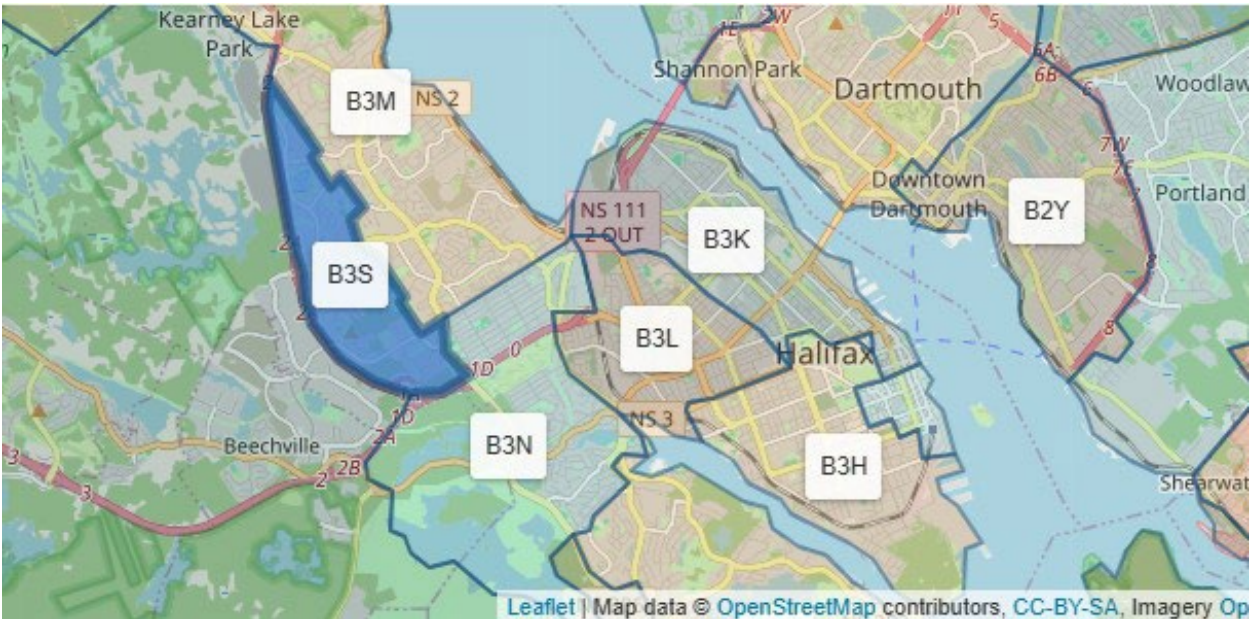


Figure 9. Survey Question 18 - Respondent postal codes (first three digits)

Key interested partner engagement process

How we engaged

The project team engaged with a cross-section of key interested partners and key partners to get an understanding of the implications of the proposed design. Two virtual sessions were held with stakeholders on June 26 and July 9, 2025. Municipal employees presented the proposed concept plans to the interest groups and responded to questions and comments from participants. Participating key interested partners. Key interested partners that provided feedback included Cycling Nova Scotia, Ecology Action Centre, Halifax Cycling Coalition, and Walk N Roll Halifax.

WSP and the municipality also presented the project concepts to the Accessibility Advisory Committee on June 16, 2025 and the Active Transportation Advisory Committee on June 19, 2025.

What we heard - key themes

Complete streets:

- Participants noted that the design for the project should be approached as a complete street and consider improvements and amenities for pedestrians, in addition to the cycling infrastructure.
- There were suggestions to include wayfinding as part of the project to help users navigate to destinations and other active transportation facilities.
- There was discussion around winter maintenance requirements and current municipal winter clearing equipment and resources.

Vehicle movement and traffic calming:

- There were suggestions to reduce the posted speed limit to 40km per hour to improve safety within the corridor.
- There was discussion around reducing the traffic lanes from the proposed 3.6m to 3.3m in width to help reduce vehicle speeds and to increase the width of the cycling lane and buffer.
- Participants suggested implementing three-way stops at the Langbrae and Farnham Gate Intersections to help reduce speeds and improve pedestrian safety at these intersections.

Alternative cycling facility options:

- Some participants noted a preference for Option 2, a bi-directional bikeway along the corridor, as the wider facility would allow parents to ride with children and could improve usership.

Lacewood and Parkland drives intersection options:

- Participants noted that Option 3 for the intersection treatment, which includes converting the slip lanes into smart right turn channels, is the most preferred. Further improvements could include narrowing the width of the slip lanes. Many participants wanted the slip

lanes removed from the intersection if possible, noting that they were not compatible with active transportation uses.

- Key interested partners were supportive of interim or tactical intersection improvements (such as Option 1 or 2) due to other potential intersection improvements that are being considered for Lacewood Drive but would ultimately like to see more robust intersection improvements for pedestrian and cyclist safety introduced.
- Participants suggested having bicycle signals at the Lacewood and Parkland drives intersection.
- Participants suggested incorporating advanced pedestrian signals at the intersection.

Transit considerations:

- Participants suggested there should be additional consultation with transit riders around potential changes to the transit stops.
- There was a request for shelters and / or other site furniture, such as benches or bicycle parking, at the transit stops. Municipal employees noted that Halifax Transit is involved in the project and will advise on the ultimate design requirements for the transit stops.

Accessibility within the corridor:

- Concerns about pedestrian-cyclist conflicts around transit platforms were raised, particularly for blind or partially sighted users.
- Participants indicated that the crossings need to be robust, including the appropriate tactile plates, signage and paint to ensure crossings are safe and accessible.
- There were suggestions to incorporate coloured paint in the bicycle lanes as cyclists approach pedestrian crossings and to include regulatory signage for riders.

Improved pedestrian crossings:

- Participants suggested making pedestrian crossings narrower using bump-outs, especially where left turn lanes are proposed and crossings are wide.
- A more robust pedestrian crossing at Belcher's Marsh was requested. Currently there are curb cuts and a pedestrian refuge, but no other crossing infrastructure.
- Consideration should be given to marked crossings with flashing lights mid-block, near transit stops to facilitate safe crossings.
- Consideration should be given to reducing the corner radii at intersections and driveways to reduce pedestrian crossing distances and enable crosswalk ramps that are aligned with the direction of travel.

Active transportation network connectivity:

- Participants would like to see connections to existing active transportation infrastructure between this proposed project and other existing infrastructure, including the Hemlock Ravine trail system.

Cost and budget prioritization:

- Participants asked how costs would be broken down. Per Council direction, employees noted there would be a breakdown of the costs associated with the different elements of the projects.

- Participants suggested that a cost comparison be broken down by mode to understand the difference between the cost of road recapitalization works and the addition of the cycling infrastructure.

Next Steps

The next steps of the planning and design process include the following:

Municipal employees and the Consultant will work to incorporate public feedback into the 30 per cent functional plan. Public and key interested partner feedback is one of many factors considered in evaluating options and developing a recommendation to Council. Other implications that are considered include:

- Pedestrian movement and safety
- Bicycle movement and safety
- Transit service
- Vehicular and truck traffic
- Parking supply
- Loading requirements
- Trees and greenspace
- Fire and emergency services
- Property requirements

A Council Report with the proposed 30 per cent functional plan will be prepared for presentation to the Transportation Standing Committee and to Council. If the functional plan is approved and budget allocated to the project, the plan will progress to detailed design and construction.