

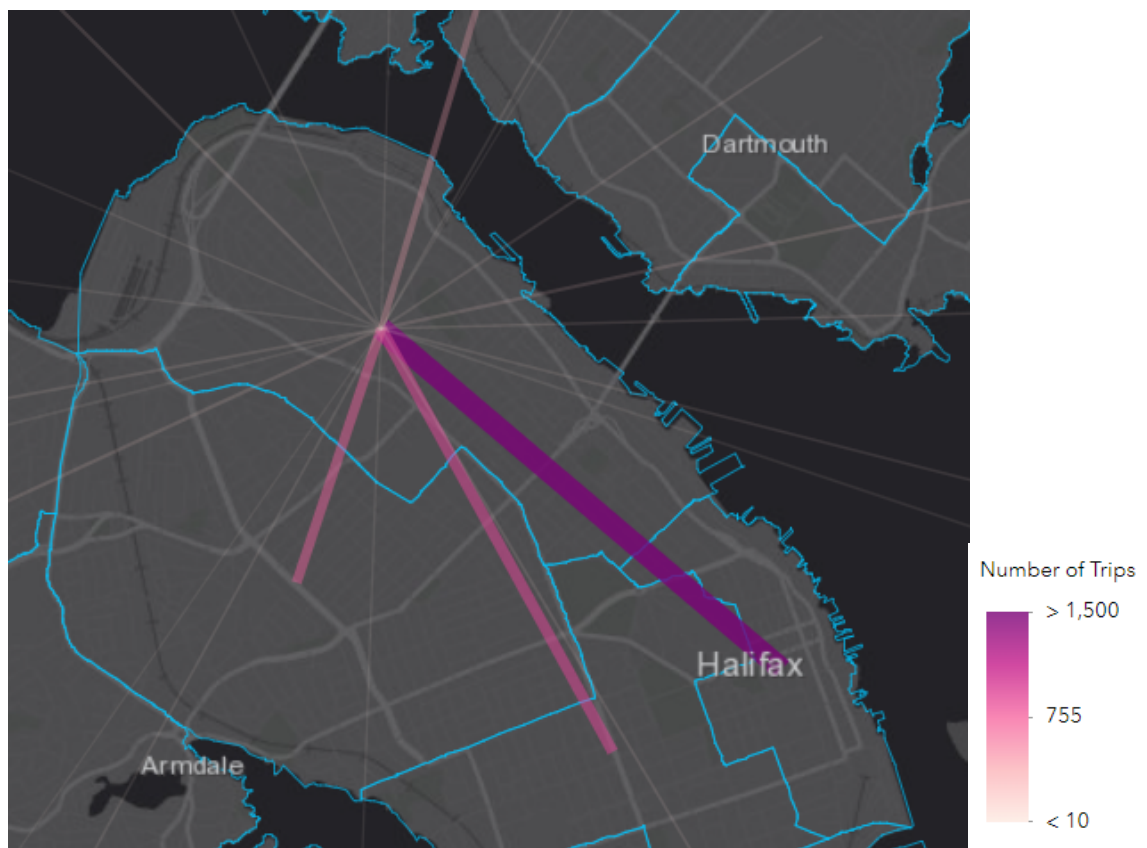
3.5 EXISTING TRAVEL TRENDS

Origin and destinations maps for the study area based on the HRM Origin-Destination Visualizer tool are illustrated in **Figure 3-24** and **Figure 3-25**, respectively. The accompanying mode shares for all trips entering and exiting the zone illustrated in **Figure 3-26** are based on Traffic Zone 5, which encompasses the Young District in addition to the residential area to the east. The map represents home to work trips.

The origin map reveals that the majority of home to work trips originating from the zone are destined to downtown Halifax via Robie Street and Windsor Street, as well as to areas towards the South and West End of Halifax. The destination map indicates that trips destined to the zone are fairly dissipated from areas throughout HRM, with notable traffic originating from Dartmouth.

In terms of mode shares, the data indicates that the majority of incoming trips to the traffic zone are auto drivers and passengers, with less than 11% using transit and less than 6% using walking and cycling.

Figure 3-24: Home to Work Trips Originating in Traffic Zone



On the other hand, approximately 50% of all outgoing trips leaving the zone are auto drivers and passengers, while approximately 30% use transit, 20% walk, and 5% bike. This notable share of sustainable modes indicates that current study area residents have a relatively high propensity for using sustainable transportation options for their home to work trips. This suggests that there is a potential opportunity to further encourage and support the use of transit, walking, and cycling within the zone.

It is noted that origin-destination and mode share patterns were also investigated based on the Census Tract boundary which includes the industrial area to the north, and it was found that travel patterns and mode

Existing Conditions

shares were generally consistent with the traffic zone, with the exception of a higher mode share for auto (60%) and lower mode share for walking (10%) for trips leaving the area.

Figure 3-25: Destination and Outbound Mode Share (by Traffic Zone)

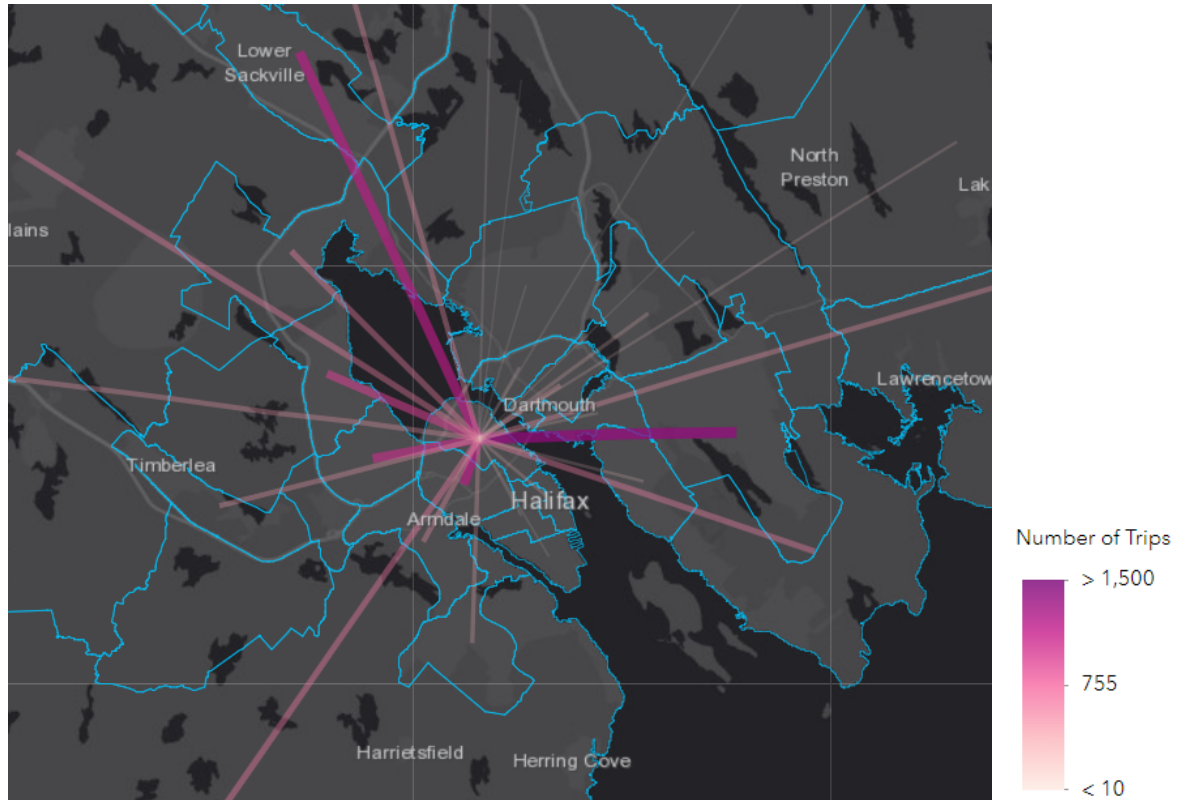
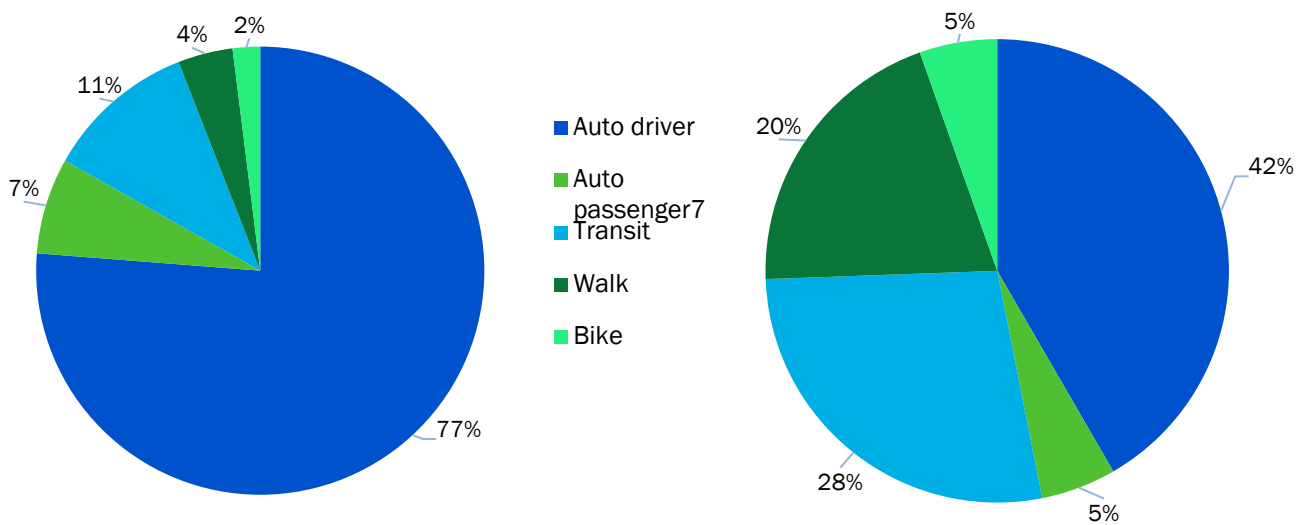


Figure 3-26: Incoming Mode Share (Left) and Outgoing Mode Share (Right) (for Traffic Zone)



Alternative travel data sources evaluated include:

- Travel duration data at the TAZ level that are within and surrounding the Young District. The travel durations to/from the Young District and surrounding areas are illustrated in **Figure 3-27**, where the majority (78%) of travel duration is less than 30 minutes.
- **Figure 3-28** illustrates Environics™ “Travel to Work” data for the 2023 year. There are several notable employers throughout the Young District Study Area. The travel to work trends are considered favourable towards walking (32%) and transit (17%). Approximately half of all travel to work trips are undertaken by a non-auto mode.

Figure 3-27: Average Travel Durations Breakdown

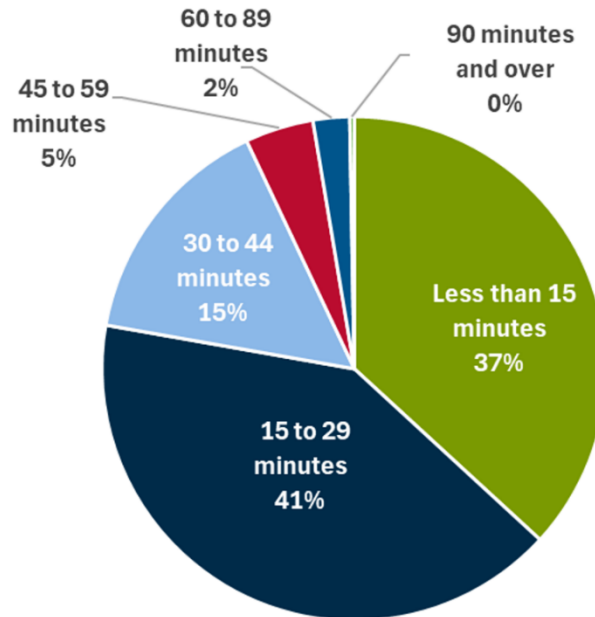
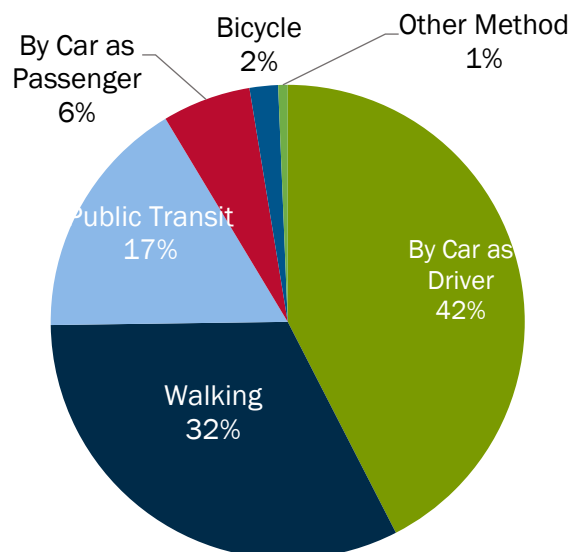


Figure 3-28: 2023 Travel to Work Trends, Environics™



3.6 PEDESTRIAN AND CYCLING NETWORK

3.6.1 PEDESTRIAN NETWORK

The existing pedestrian facilities, including the location of sidewalks and pedestrian crosswalks within the study area is illustrated in **Figure 3-29**. **Figure 3-30** provides pedestrian crossing volumes at intersections (raw data provided in **Appendix C**). Total pedestrian volumes at intersections are noted to reach up to 200 during peak hours. The range of volumes is higher at intersections along Almon Street, with 100 to 200 pedestrians, while Young Street pedestrian volumes at intersections range from 50 to 200 pedestrians during peak hours. The highest pedestrian volume at a crossing is at the west leg of the Young/Kempt intersection, with a pedestrian volume of 91 during the afternoon peak hour.

Figure 3-29: Existing Pedestrian Network

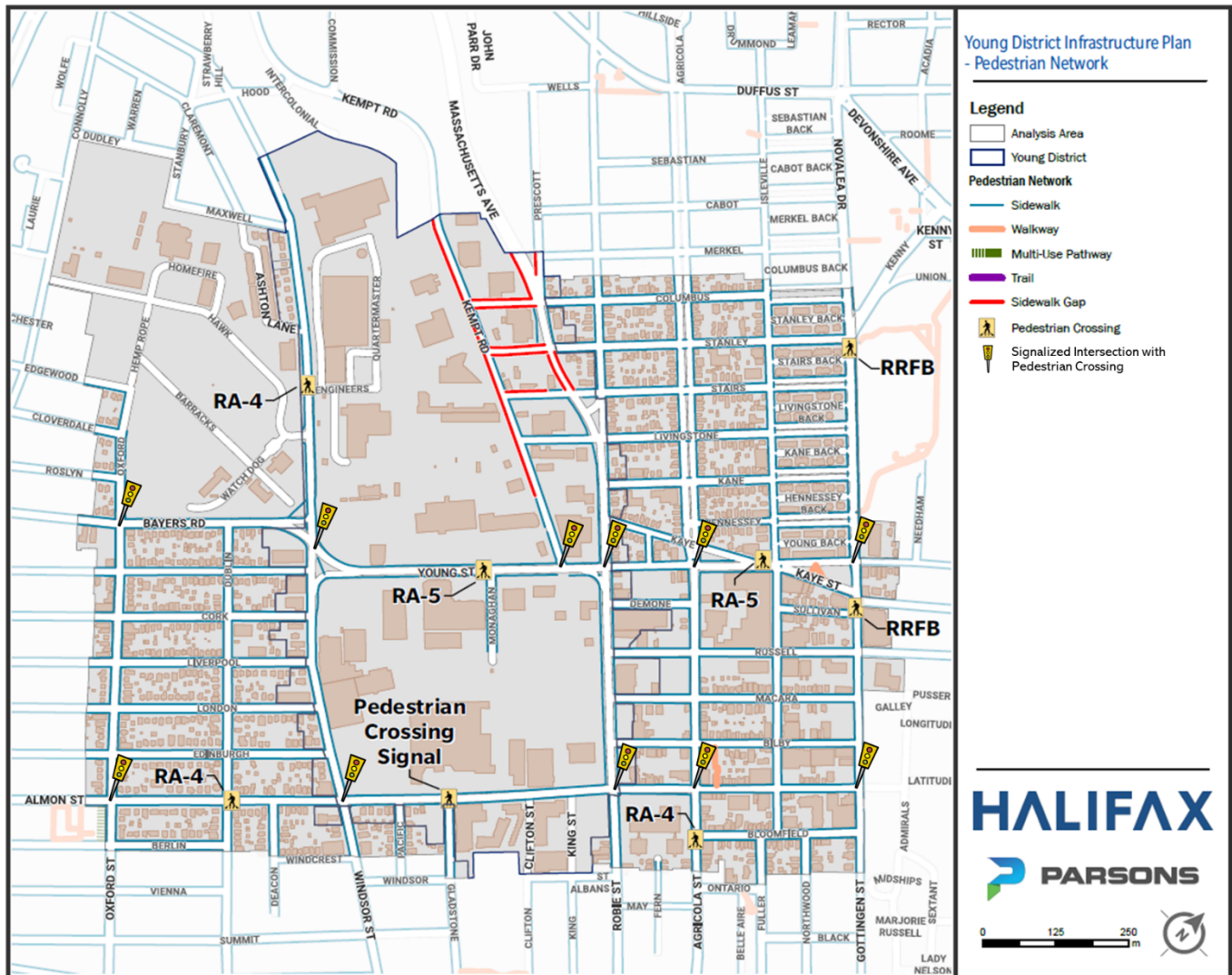
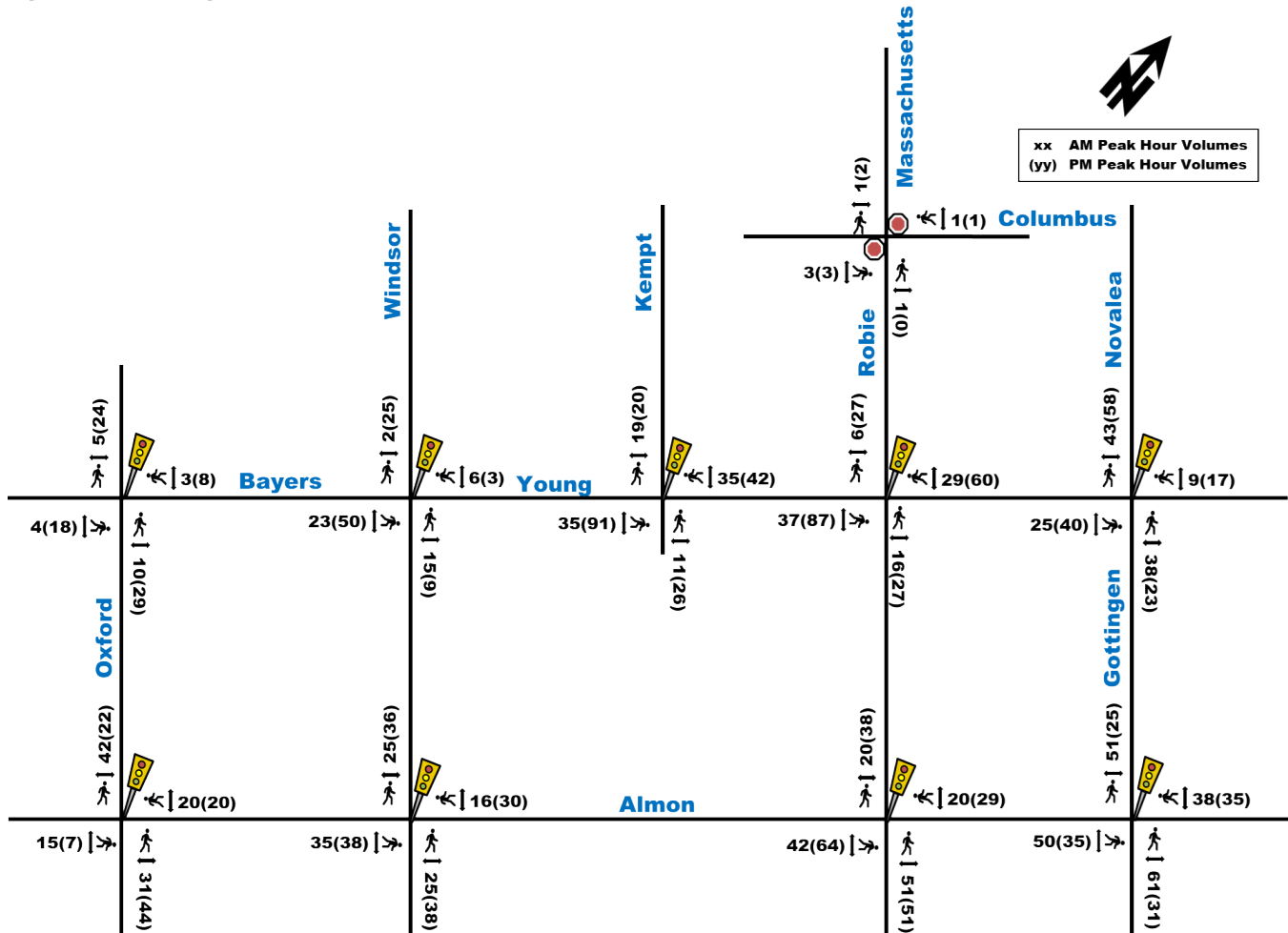


Figure 3-30: Existing Pedestrian Peak Hour Intersection Volumes (2023) – AM (PM) Peak Hour



Within the study area, sidewalks are provided along both sides of Young Street, Windsor Street and Almon Street. Sidewalks are provided along both sides of most streets in the analysis area. A new sidewalk was recently constructed along the north side of Bayers Road between Windsor Street and Oxford Street.

Sidewalk gaps are noted along Massachusetts Avenue (approximately 240m on east side and 148m on west side), Kempt Road (approximately 477m on the west side), and several local streets such as Columbus Street, Stanley Street, and the north side of Stairs Street.

Sidewalk widths and configurations vary significantly. Young Street provides sidewalk widths of approximately 1.8m with a boulevard nearest Monaghan Drive, while approaching a 3.0m width with 0m buffer nearest Robie Street. Robie Street either provides sidewalk widths of 1.8m with boulevards or wider 3.0m sidewalks with 0m boulevard, or approximately 2.4m clear width when accounting for hydro pole locations. Lastly, Windsor Street provides for an approximately 1.8m sidewalk with boulevards on most segments of the street, and a wider 3.0m (or greater) sidewalk nearest the Forum, or approximately 2.2m clear width when accounting for hydro pole locations. Lack of boulevard can reduce pedestrian comfort due to increased exposure to traffic. Recent images were taken as shown below, where the first image illustrates the sidewalk on Robie Street (Figure 3-31) and the second image illustrates sidewalk deficiency on Kempt Road (Figure 3-32).

Figure 3-31: Robie Street (west sidewalk) looking north, between Almon Street and Young Street (2024)



Figure 3-32: Kempt Road (west side) looking north, sidewalk terminus covered in snow north of Young Street (2024)



A former rail corridor outside of the Young District is connected to Kempt Road near the edge of the Young District area. It crosses over Kempt Road on an overhead bridge (Figure 3-33), runs parallel to Massachusetts Avenue on the west side as a dirt pathway, where it crosses through Lady Hammond Road and over Massachusetts Avenue via an overhead bridge and finally runs parallel to Highway 111 on the south side for approximately 400m.

Figure 3-33: Kempt Road Overhead Bridge Streetview



3.6.2 CYCLING NETWORK

The existing cycling facilities within the study area is illustrated in Figure 3-34. This includes three types of bikeways which are either existing or planned in the short-term: painted bicycle lanes, local street bikeways which typically use sharrows (bike pavement markings) and strategic interventions, and protected bicycle lanes which provide physical separation between cyclists and the roadway (e.g., pre-cast curbs, etc.). The figure also identifies locations of bike amenities such as bike racks and repair stations. Midblock bike volumes are provided in Figure 3-35. The cycling facilities include:

- Windsor Street (2.3km): existing painted bicycle lane in each direction.
- Almon Street (590m): recently constructed protected bicycle lane in each direction.
- Almon Street (270m): local street bikeway (under construction).
- Liverpool Street (770m): existing local street bikeway (interim tactical improvement measures implemented, including traffic calming measures).
- Isleville Street (1.4km): existing local street bikeway (interim tactical improvement measures implemented, including traffic calming measures).
- Bayers Road (500m), Young Street (450m) and Robie Street (300m inbound, 1.6km long outbound): existing signage indicating cyclists can share the bus lane.

Existing Conditions

- Within the study area, 13 bike racks are available at the following locations:
 - Oxford Street: on both sides at the Cork Street intersection.
 - Almon Street: on the southeast corner of the Windsor intersection, on the northwest and northeast corners of the Agricola intersection, on the north side between Agricola Street and Isleville Street, and on the south side between Isleville Street and Gottingen Street.
 - Gottingen Street: on the east side between Kaye Street and Russell Street.
 - Young Street: on the northeast and southeast sides of the Isleville Street intersection, and on the north and south sides between Isleville Street and Gottingen Street/Novalea Drive.
 - Agricola Street: on the west side between Young Street and Demone Street.

Figure 3-34: Existing Bicycle Network

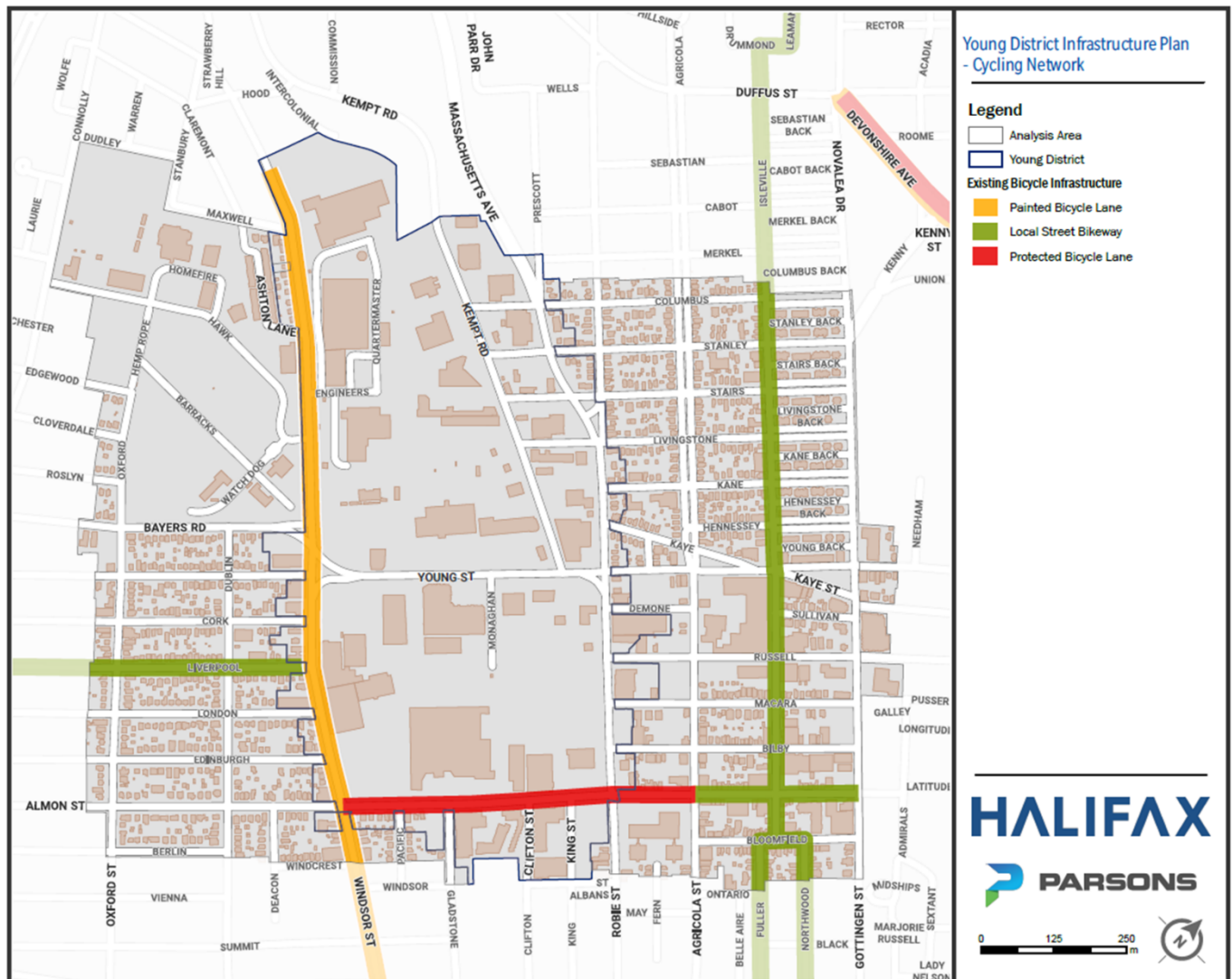
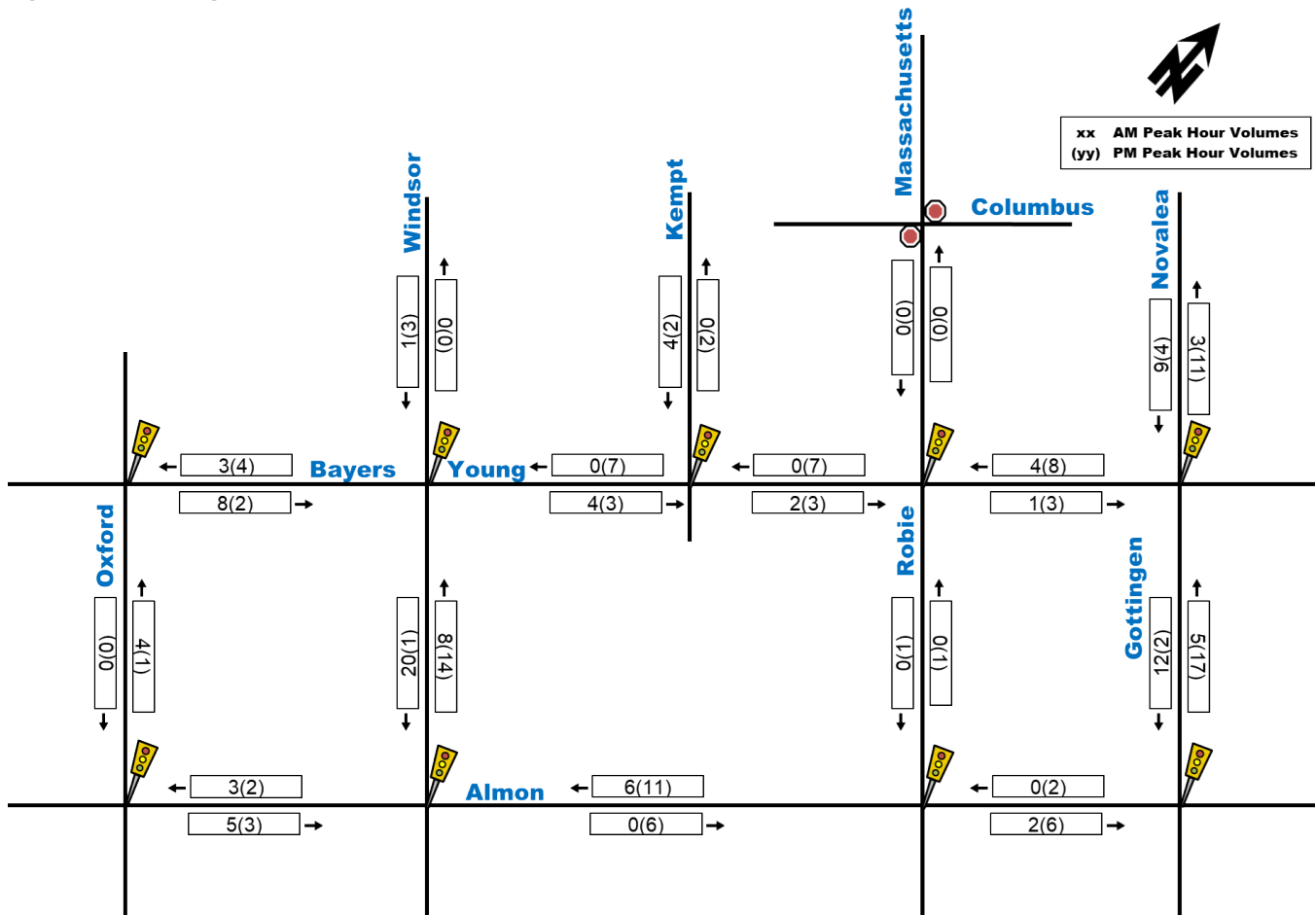


Figure 3-35: Existing Bicycle Peak Hour Midblock Volumes (2023)



3.7 TRANSIT NETWORK

Existing transit routes and bus stops within the study area are shown in **Figure 3-36**. Nineteen (19) different bus routes that travel through the district operate on Bayers Road, Oxford Street, Young Street, Windsor Street, Robie Street and Gottingen Street/Novalea Drive, and the majority of bus stops are less than 300m from other nearby stops. Kempt Road and Massachusetts Avenue function as paired one-way express routes during the peak hours of travel demand. Detailed route descriptions are provided in **Table 3-4**.

Figure 3-36: Existing Study Area Transit Routes and Bus Stop Locations

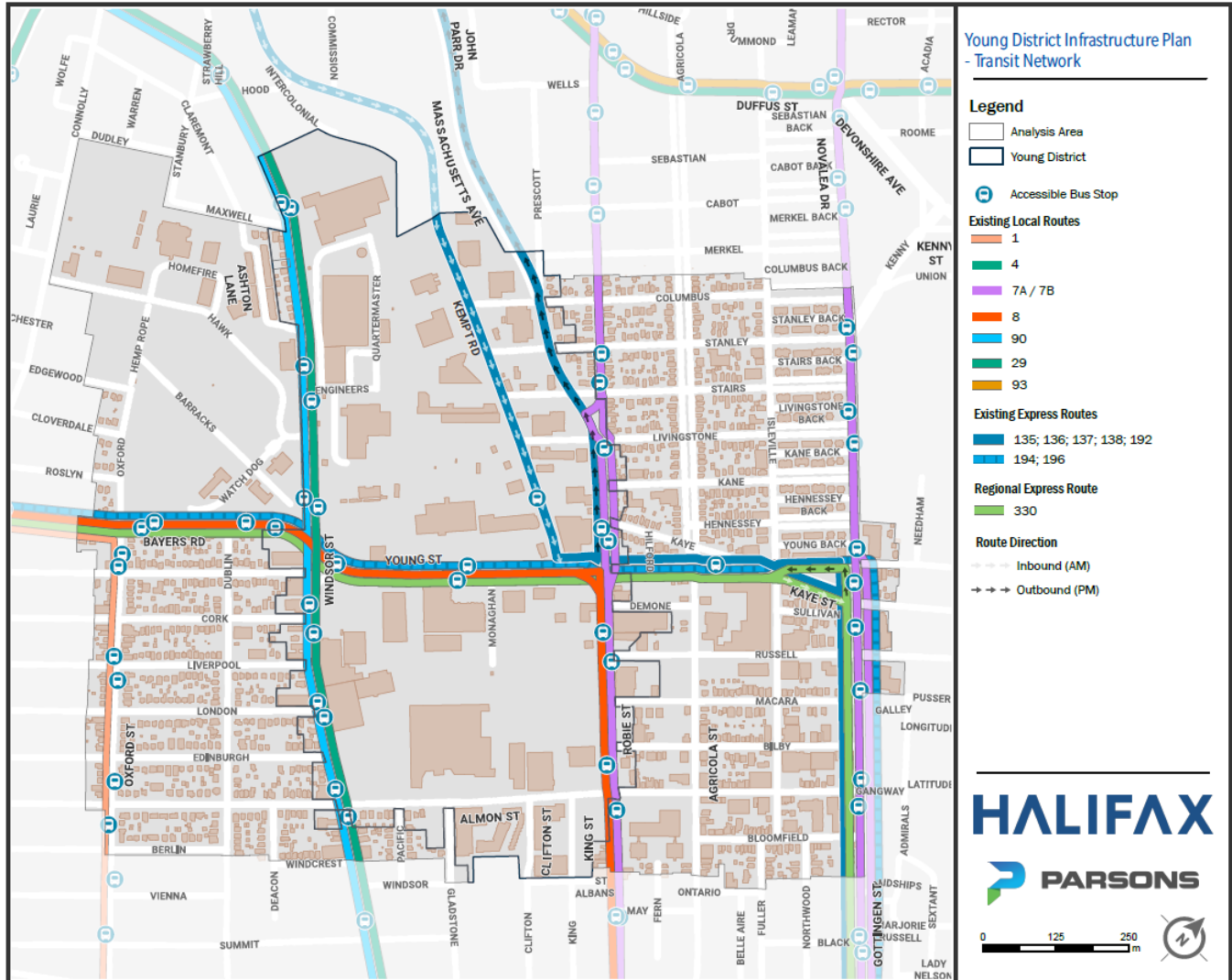


Table 3-4: Transit Route Information

Bus Route #	Service Type	Stops Within Young District?	Number of Buses per hour per direction (AM/PM)	Weekday Frequency in Minutes (AM/PM/ Off peak)	Route Description
1	Corridor	No	6	AM/PM: 10 min Off peak: 10 to 15 min	Operates between Bridge Terminal and Mumford Terminal. Travels on Oxford Street and Bayers Road.
4	Corridor	Yes	4 or 8	AM/PM: 8 or 15 min Off peak: 15 to 30 min	Operates between Lacewood Terminal and Saint Mary's and Dalhousie Universities. Travels on Windsor Street.
7A/B	Corridor	Yes	4	AM/PM/Off peak: 15 min	Operates between Scotia Square and the North End. Route 7A travels clockwise on Robie Street then Gottingen Street/Novalea Drive, while Route 7B travels counterclockwise
8	Corridor	Yes	2 or 3	AM/PM/Off peak: 20 to 30 min	Operates between Sackville Terminal and Downtown Halifax. Travels on Robie Street, Young Street and Bayers Road.
90	Local	Yes	2 or 4	AM/PM: 15 to 30 min Off peak: 15 to 60 min	Operates between West Bedford Park & Ride and Water Street Terminal. Travels on Windsor Street.

Bus Route #	Service Type	Stops Within Young District?	Number of Buses per hour per direction (AM/PM)	Weekday Frequency in Minutes (AM/PM/ Off peak)	Route Description
135	Express	Yes	1 to 4	AM: 13 to 30 min PM: 30 min Off peak: No service	This route is destined to Robie Street and University Avenue in the morning and to Mount Saint Vincent University via Lacewood Terminal in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street, Kempt Road (morning peak) and Massachusetts Avenue (afternoon peak).
136	Express	Yes	1 to 4	AM: 9 to 27 min PM: 15 to 30 min Off peak: No service	This route is destined to Robie Street and University Avenue in the morning and to Wentworth Drive in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street, Kempt Road (morning peak) and Massachusetts Avenue (afternoon peak).
137	Express	Yes	1 to 3	AM: 12 to 30 min PM: 30 min Off peak: No service	This route is destined to Robie Street and University Avenue in the morning and to Regency Park Drive and Lacewood Drive in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street, Kempt Road (morning peak) and Massachusetts Avenue (afternoon peak).
138	Express	Yes	1 to 4	AM: 14 to 29 min PM: 20 to 30 min Off peak: No service	This route is destined to Robie Street and University Avenue in the morning and to Dunbrack Street and Ross Street in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street, Kempt Road (morning peak) and Massachusetts Avenue (afternoon peak).
192	Express	No	1 to 2	AM/PM: 30 min Off peak: No service	This route is destined to Queen Elizabeth II Health Sciences via Scotia Square in the morning and Hemlock Ravine in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street and Bayers Road
194	Express	No	1 to 2	AM/PM: 30 min Off peak: No service	This route is destined to Queen Elizabeth II Health Sciences via Scotia Square in the morning and to West Bedford Park & Ride in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street and Bayers Road.
196	Express	Yes	1 to 2	AM: 25 min PM: 30 min Off peak: No service	This route is destined to Queen Elizabeth II Health Sciences via Scotia Square in the morning and to Rockmanor and Rocky Lake in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street and Bayers Road.
330	Regional Express	No	1 to 5	AM: 5 to 30 min PM: 8 to 30 min Off peak: No service	This route is destined to Downtown Halifax in the morning and to Tantallon Park & Ride in the afternoon. No service is provided on weekends or holidays. Travels on Gottingen Street, Young Street and Bayers Road.

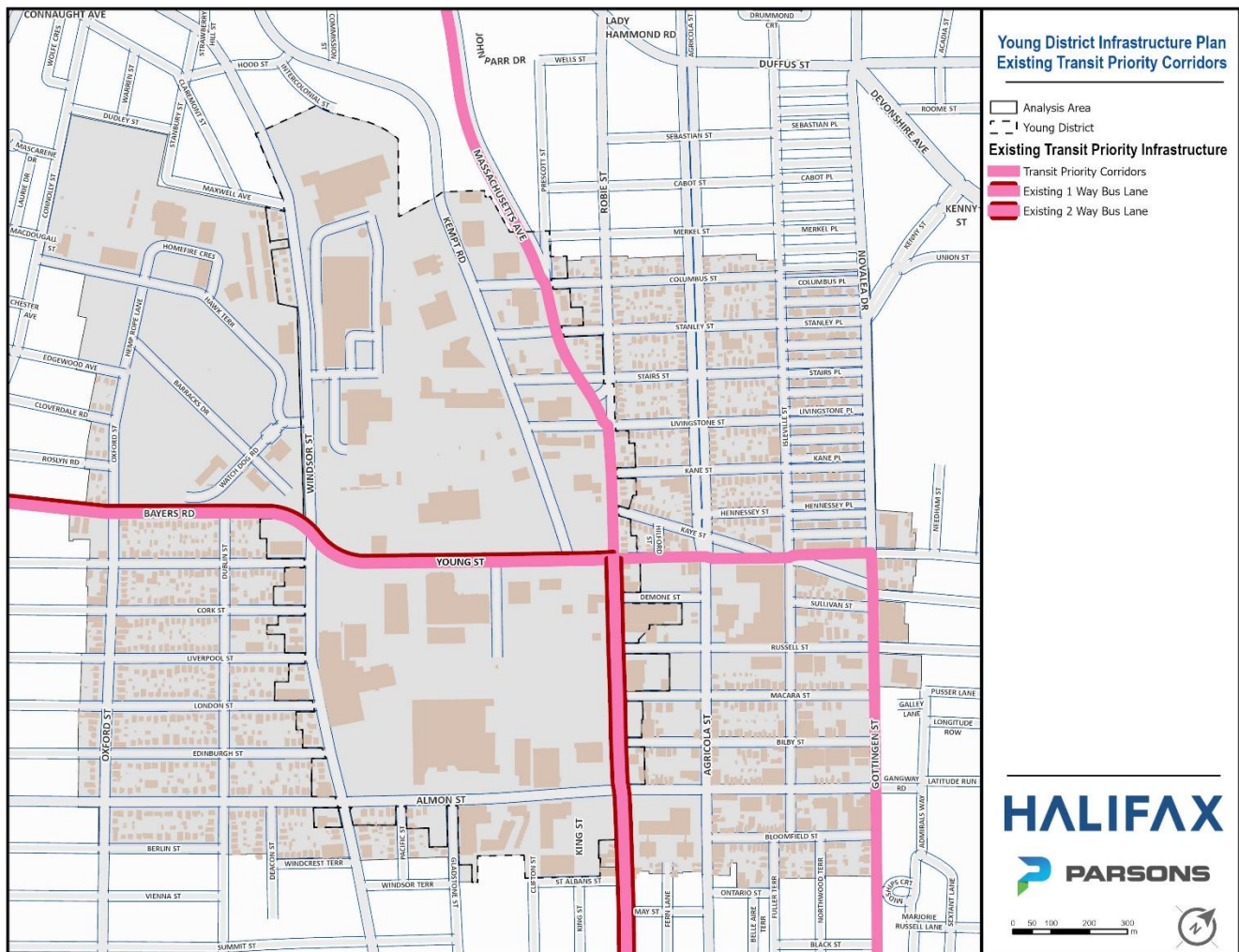
3.7.1 TRANSIT PRIORITY MEASURES

Existing transit priority measures (TPM) in the area include bus lanes as shown in **Figure 3-37** and described as follows:

- In the Integrated Mobility Plan and Rapid Transit Strategy, the following corridors within the study area are designated as Transit Priority Corridors (TPC):
 - Young Street (between Gottingen Street and Windsor Street)
 - Bayers Road (Windsor Street to Desmond Avenue in the west)
 - Gottingen Street (between Young Street and North Street)
 - Robie Street (between Livingstone Street and Inglis Street)
 - Massachusetts Avenue (Livingstone Street to its north end at Highway 111)
- Existing bus lanes in the study area are provided as follows:
 - Outbound bus lane on Bayers Road
 - Outbound all-day bus lane on Young Street, between Robie Street and Windsor Street

- Inbound and outbound weekday daytime (6am – 6pm) bus lanes on Robie Street, south of Young Street (ending near Almon Street on the west side and near North Street on the east side)

Figure 3-37: Transit Priority Measures and Corridors



3.7.2 BUS STOPS AND STOP TYPES

Figure 3-39 illustrates the locations of all bus stops within the study area and identifies stop numbers, which stops are accessible and which are active time points. An estimated 44 bus stops are located in the analysis area, with 25 located within the Young District. There are currently no transit terminals within the Young District or the analysis area.

All bus stops are considered accessible. As shown in Figure 3-38, some bus stops, such as stop #8635 on Kempt Road shown below, may not be easily accessed during winter due to lack of snow removal. Most bus stops have post signs only and bus shelters are provided at the 10 bus stop locations.

Figure 3-38: Kempt Road (Bus Stop #8635) Inaccessible due to Snow



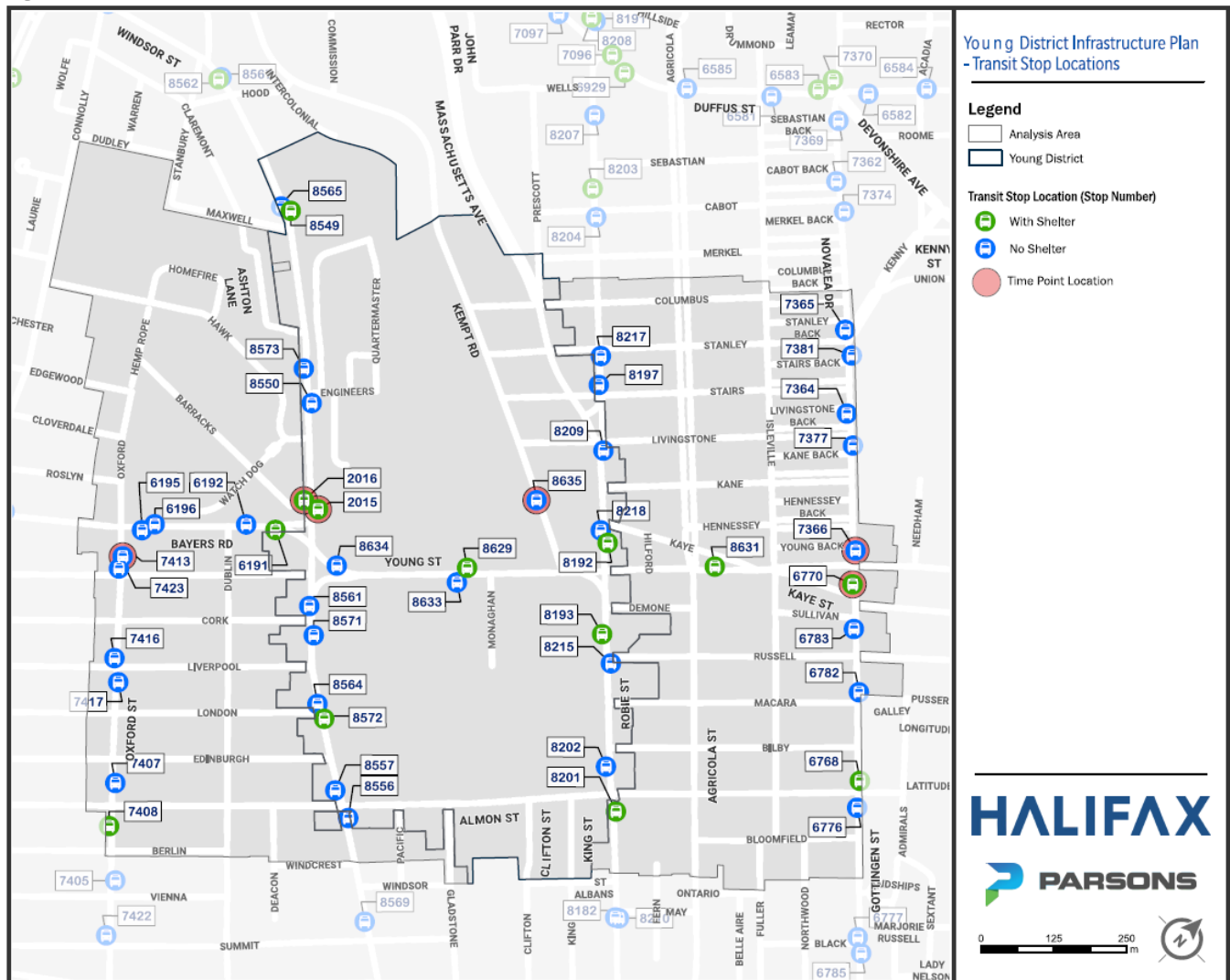
Existing Conditions

Additionally, **Table 3-5** provides weekday peak hour passenger activity, which includes the average, maximum and total number of boardings and alighting at study area bus stops. Data in this table was provided by HRM which includes all of 2023 and part of 2024 (January to April).

The table uses weekday peak hour data from the entire time period to determine average boarding/alighting, the maximum number of boarding/alighting at any time and the total activity at each bus stop throughout the time period.

Based on the results provided in the table, average peak hour activity at the bus stops can be considered fairly low, with the highest maximum activity at one time being up to 44 passengers boarding and 81 passengers alighting, occurring at bus stops along Oxford Street, Robie Street, Kempt Road and Novalea Drive. The total sum of passenger activity indicates that the most boarding occurred at bus stop 7416 along Oxford Street (4,170 passengers), while the most alighting occurred at bus stop 8635 along Kempt Road (2,640 passengers) during the analyzed time period. Within the Young District, the highest maximum and total boarding and alighting activity was found to occur at bus stops along Robie Street, followed by Kempt Road, Windsor Street and Young Street (at Monaghan Drive).

Figure 3-39: Transit Stop Locations



Existing Conditions

Table 3-5: Weekday Peak Hour Passenger Activity (Boarding and Alighting) at Study Area Bus Stops

Stop Location	Stop #	Within Young District?	AM Peak Hour (8:00am to 9:00am)						PM Peak Hour (4:00pm to 5:00pm)					
			Average		Max		Total		Average		Max		Total	
			Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight
Outbound														
WINDSOR STREET AFTER YOUNG STREET	2015	Yes	1	0	28	3	1,163	293	1	0	9	21	1,518	642
ROBIE STREET AFTER YOUNG STREET	8192	Yes	2	2	22	35	1,627	1,343	1	1	26	12	2,744	2,557
ROBIE STREET BEFORE LIVINGSTONE STREET	8209	Yes	0	0	5	3	115	108	0	1	3	6	23	370
ROBIE STREET BEFORE RUSSELL STREET	8215	Yes	0	1	7	7	519	1,368	1	1	7	12	751	1,593
WINDSOR STREET BEFORE ENGINEERS WAY	8550	Yes	0	0	1	3	11	140	0	0	3	4	275	205
WINDSOR STREET BEFORE CORK STREET	8571	Yes	0	1	6	8	354	937	0	1	5	7	427	1,167
WINDSOR STREET OPPOSITE LONDON STREET	8572	Yes	0	0	4	3	361	69	0	0	5	5	262	626
YOUNG STREET AFTER MONAGHAN DRIVE	8629	Yes	1	1	4	6	347	407	3	2	12	9	1,437	1,097
YOUNG STREET BEFORE WINDSOR STREET	8634	Yes	0	0	10	2	202	27	0	0	3	6	87	191
BAYERS ROAD AFTER WINDSOR STREET	6192	No	0	0	5	2	134	9	0	0	3	3	101	54
BAYERS ROAD BEFORE OXFORD STREET	6196	No	0	0	3	2	145	30	0	0	9	32	91	202
GOTTINGEN STREET BEFORE ALMON STREET	6768	No	0	0	3	3	22	254	0	1	4	9	128	872
GOTTINGEN STREET BEFORE RUSSELL STREET	6782	No	0	2	2	10	111	881	0	1	7	8	955	2,494
NOVALEA DRIVE AFTER YOUNG STREET	7366	No	0	1	5	6	106	860	0	2	6	11	239	1,385
NOVALEA DRIVE OPPOSITE LIVINGSTONE PLACE	7377	No	0	0	2	2	5	17	0	0	4	7	28	171
NOVALEA DRIVE BEFORE KENNY STREET	7381	No	0	0	3	5	23	258	0	2	3	14	36	1,305

Existing Conditions

Stop Location	Stop #	Within Young District?	AM Peak Hour (8:00am to 9:00am)						PM Peak Hour (4:00pm to 5:00pm)					
			Average		Max		Total		Average		Max		Total	
			Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight
OXFORD STREET BEFORE LIVERPOOL STREET	7416	No	2	0	16	4	4,169	148	1	0	14	6	886	508
OXFORD STREET BEFORE YOUNG STREET	7423	No	2	0	29	17	3,571	665	0	0	8	5	670	724
ROBIE STREET BEFORE STANLEY STREET	8217	No	0	0	6	4	134	129	0	1	3	6	26	637
YOUNG STREET BEFORE AGRICOLA STREET	8631	No	-	-	-	-	-	-	0	1	43	7	953	1,220
Inbound														
WINDSOR STREET BEFORE BAYERS ROAD	2016	Yes	0	1	3	5	370	1,068	0	1	11	8	446	1,147
ROBIE STREET AFTER YOUNG STREET	8193	Yes	1	1	18	7	1,577	797	2	1	12	7	2,356	825
ROBIE STREET BEFORE ALMON STREET	8202	Yes	1	0	8	19	1,578	490	1	0	10	9	1,256	491
ROBIE STREET BEFORE YOUNG STREET	8218	Yes	0	0	8	5	322	265	1	1	8	9	601	584
WINDSOR STREET BEFORE ALMON STREET	8557	Yes	1	0	7	8	1,297	869	1	1	6	6	541	576
WINDSOR STREET BEFORE CORK STREET	8561	Yes	1	0	6	5	1,316	457	0	0	6	5	487	450
WINDSOR STREET BEFORE LONDON STREET	8564	Yes	0	0	5	3	647	73	0	0	3	7	149	283
YOUNG STREET AFTER MONAGHAN DRIVE	8629	Yes	-	-	-	-	-	-	-	-	-	-	-	-
YOUNG STREET BEFORE MONAGHAN DRIVE	8633	Yes	2	1	7	6	722	445	2	2	9	10	712	841
YOUNG STREET BEFORE WINDSOR STREET	8634	Yes	-	-	-	-	-	-	-	-	-	-	-	-
KEMPT ROAD BEFORE YOUNG STREET	8635	Yes	1	1	20	27	1,249	2,644	-	-	-	-	-	-
BAYERS ROAD BEFORE WINDSOR STREET	6191	No	0	0	5	10	127	61	0	1	4	9	89	212

Existing Conditions

Stop Location	Stop #	Within Young District?	AM Peak Hour (8:00am to 9:00am)						PM Peak Hour (4:00pm to 5:00pm)					
			Average		Max		Total		Average		Max		Total	
			Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight
BAYERS ROAD AFTER WINDSOR STREET	6192	No	-	-	-	-	-	-	-	-	-	-	-	-
BAYERS ROAD AFTER OXFORD STREET	6195	No	0	0	5	2	139	60	0	0	3	6	104	139
BAYERS ROAD BEFORE OXFORD STREET	6196	No	-	-	-	-	-	-	-	-	-	-	-	-
GOTTINGEN STREET AFTER YOUNG STREET	6770	No	2	0	12	6	1,609	321	2	0	12	5	1,648	191
GOTTINGEN STREET BEFORE RUSSELL STREET	6783	No	1	1	19	25	3,896	2,624	2	0	9	4	1,390	174
NOVALEA DRIVE BEFORE LIVINGSTONE PLACE	7364	No	1	0	44	39	630	56	0	0	8	3	253	26
NOVALEA DRIVE BEFORE STANLEY PLACE	7365	No	3	0	14	3	2,158	53	1	0	17	3	728	50
OXFORD STREET AFTER ALMON STREET	7407	No	0	0	4	4	168	219	0	1	3	9	222	2,094
OXFORD STREET BEFORE BAYERS ROAD	7413	No	0	0	5	6	564	390	1	1	35	81	876	2,022
OXFORD STREET BEFORE LIVERPOOL STREET	7417	No	0	0	6	6	280	547	0	1	6	11	251	2,507
ROBIE STREET BEFORE STAIRS STREET	8197	No	1	0	8	15	897	37	0	0	4	2	236	32
YOUNG STREET BEFORE AGRICOLA STREET	8631	No	-	-	-	-	-	-	-	-	-	-	-	-

3.8 STREET NETWORK

3.8.1 REGIONAL AND LOCAL STREET NETWORK

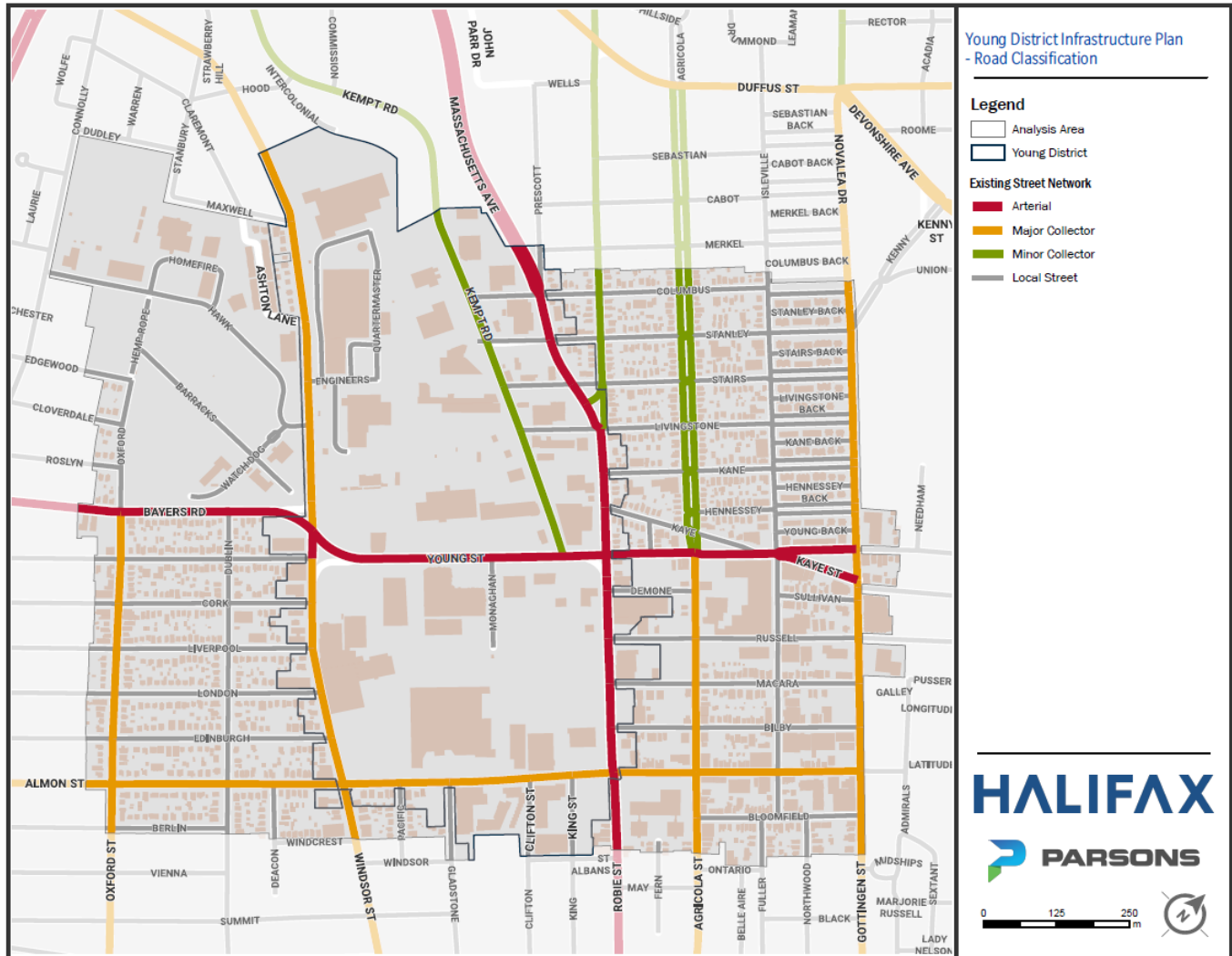
The Young District includes streets with a variety of functions depending on the surrounding context. **Figure 3-40** illustrates the street classification. Traffic signal control is provided at all 11 intersections with the key streets (non-local roads) shown **Figure 3-40** as well. Key streets within the Young District are described below:

- Bayers Road:** a 780m long east-west arterial road connecting the Young District (at Windsor Street/Young Street/Bayers Road intersection) to Highway 102 and 111 west of the study area. Consists of a three-lane cross-section (with a pilot outbound transit lane) west of Robie Street. Posted speed limit is 50km/h.

Existing Conditions

- **Young Street:** a 2.1km long east-west road connecting Connaught Avenue west of the study area to the east end of Halifax, providing the main access route to the Young District as it bisects through the center. Young Street is designated as arterial east of Windsor Street and a local street between Windsor Street and Connaught Avenue. It consists of a two-lane cross-section east of Robie Street and west of Windsor Street and a four-lane cross-section (with westbound transit lane and auxiliary turn lanes) between Robie Street and Windsor Street. A two-way left-turn lane is provided between Monaghan Drive and Windsor Street. Posted speed limit is 50km/h.
- **Robie Street:** a 5.5km long north-south arterial road extending from south end of Halifax to the east side of the Young District and diverging from Massachusetts Avenue as a minor collector road serving residential neighborhoods north of Livingstone Street. Within the study area, the roadway consists of a four-lane cross-section, which includes weekday daytime bus lanes on both sides of the road, between Young Street and Almon Street. Auxiliary turn lanes are provided at major intersections and posted speed limit is 50km/h. Speed table and speed cushions are provided for traffic calming along the local street segment (between Massachusetts Avenue and Columbus Street).
- **Massachusetts Avenue:** a 1.1km long north-south arterial road extending from Livingstone Street to Hwy 111 north of the study area. The road consists of a four-lane cross-section and speed limit of 50km/h, which increases to 60km/h further north.
- **Windsor Street:** a 2.8km long north-south major collector road that connects to Hwy 111 north of the study area through the west side of the Young District. Within the study area, the road consists of a two-lane cross-section with painted bicycle lanes on both sides of the road and a speed limit of 50km/h.
- **Gottingen Street/Novalea Drive:** a north-south major collector road mainly serving residential land uses. Within the study area, the roadway consists of a two-lane cross-section with auxiliary turn lanes at major intersections and a 50km/h speed limit.
- **Almon Street:** an east-west major collector road mainly serving residential land uses. Within the study area, the roadway consists of a two-lane cross-section with auxiliary turn lanes at major intersections and a 50km/h speed limit.
- **Oxford Street:** a north-south major collector mainly serving low-rise residential land uses. Oxford Street continues as a local road north of Bayers Road. Within the study area, the roadway consists of a two-lane cross-section with auxiliary turn lanes at major intersections and a 50km/h speed limit.
- **Agricola Street:** a north-south major collector (south of Young Street) and minor collector (north of Young Street) road serving a mix of low to high-rise residential land uses. Within the study area, the roadway consists of a two-lane cross-section with a divided cross-section north of Young Street. Auxiliary turn lanes are provided at major intersections with a 50km/h speed limit. North of Young Street, speed tables are used as traffic calming measures.
- **Kempt Road:** a north-south minor collector serving car dealerships and general industrial uses and providing connection to Windsor Street Exchange north of the study area. Within the study area, the roadway consists of a two-lane cross-section with auxiliary turn lanes at Young Street intersection and a 50km/h speed limit.

Figure 3-40: Existing Study Area Street Classifications



For traffic calming within the study area, in addition to measures noted above for Robie Street and Agricola Street, speed tables are provided along Isleville Street, Cork Street, Liverpool Street and Dublin Street. Additionally, curb extensions are provided along Dublin Street, along with a traffic circle at the Dublin Street/Liverpool Street intersection.

Figure 3-41 illustrates the composition of traffic volumes at several intersections based on vehicle classifications. The composition is consistent across different intersections in the analysis area, where most traffic is composed of passenger cars, followed by pickup trucks or vans, and lastly heavy vehicles (buses, single unit and multi-trailer trucks). **Figure 3-42** illustrates the locations of signalized intersections in the analysis area, along with the lane configurations of street segments. Most segments consist of a single lane in each direction, with the exception of Robie Street, Massachusetts Avenue, Young Street and Bayers Road, which have unique segments with bus lane/multiple lanes.

Figure 3-41: Vehicle Classification Volume Compositions

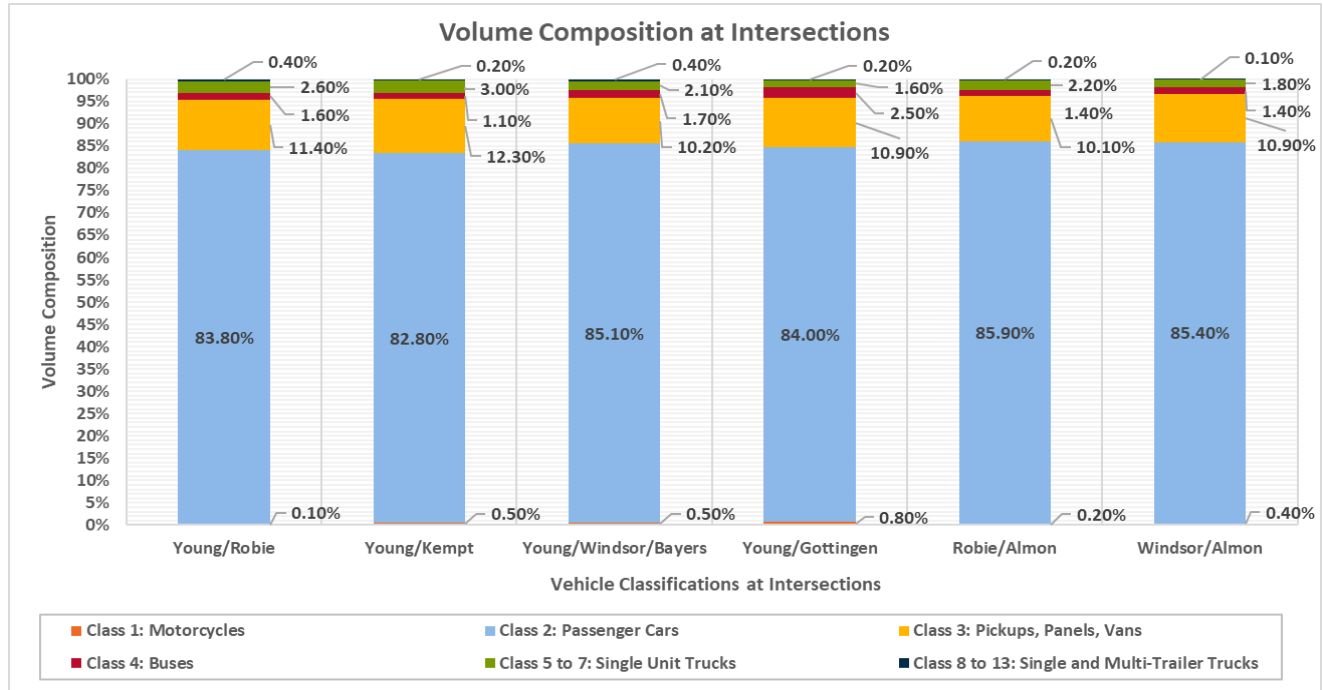
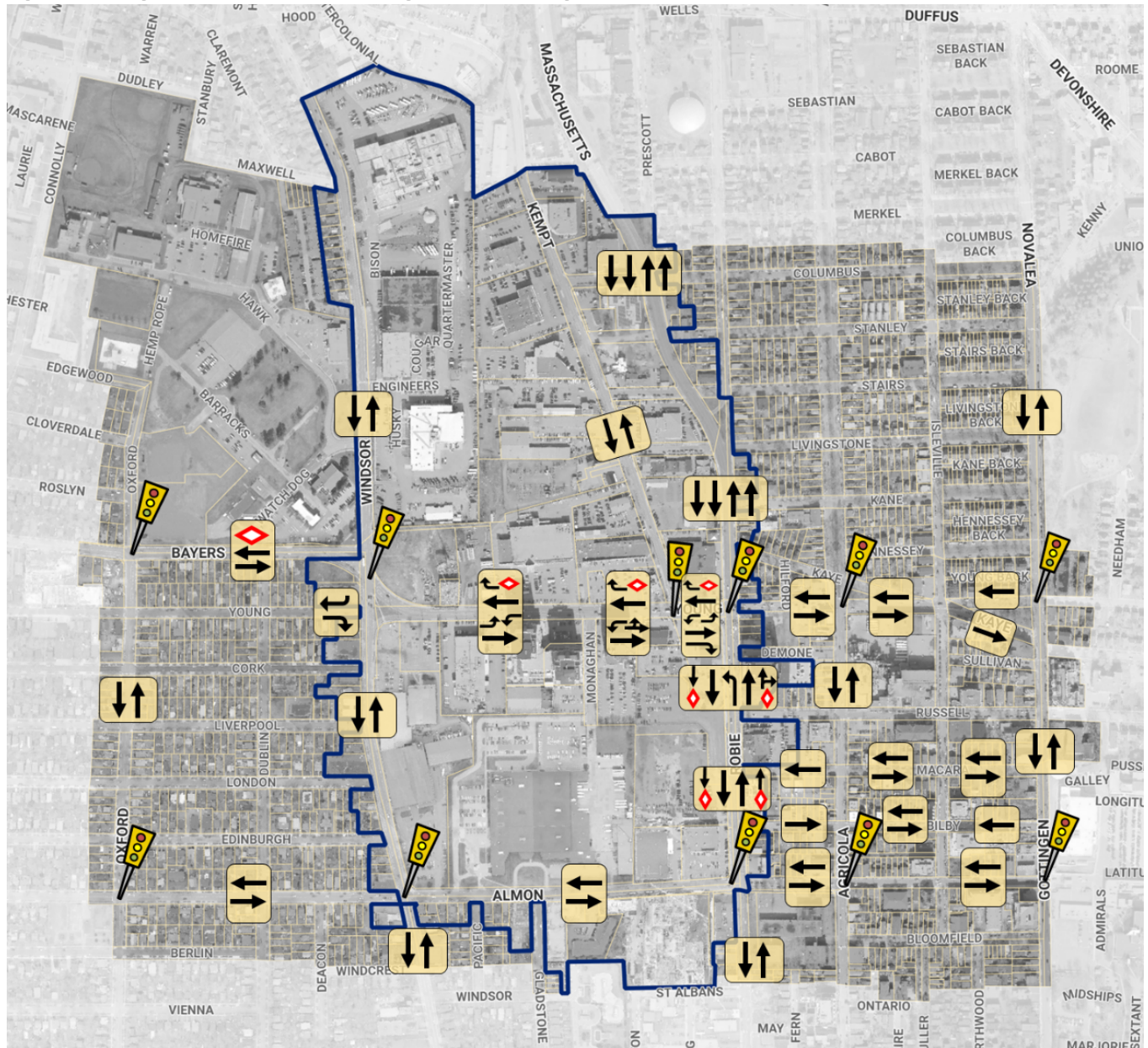


Figure 3-42: Signalized Intersections and Segment Lane Configurations



3.8.2 GOODS MOVEMENT

As illustrated in **Figure 3-43**, there are several truck routes that exist within the study area, which are designated as either Day Time (trucks can only operate between 7am and 9pm) or Full Time (trucks can operate at all times) Truck Routes, as per the HRM By-Law No. T-400 Schedule B.

DAY TIME TRUCK ROUTES:

- Windsor Street,
- Almon Street (Windsor Street to Gottingen Street)
- Robie Street (north of Livingstone Street)
- Young Street (east of Robie Street)
- Agricola Street (south of Young Street)
- Gottingen Street (south of Young Street)

FULL TIME TRUCK ROUTES:

- Bayers Road
- Young Street (between Windsor Street and Robie Street)
- Robie Street (south of Livingstone Street)
- Massachusetts Avenue
- Kempt Road

Figure 3-43: Existing Urban Full Time and Day Time Truck Routes

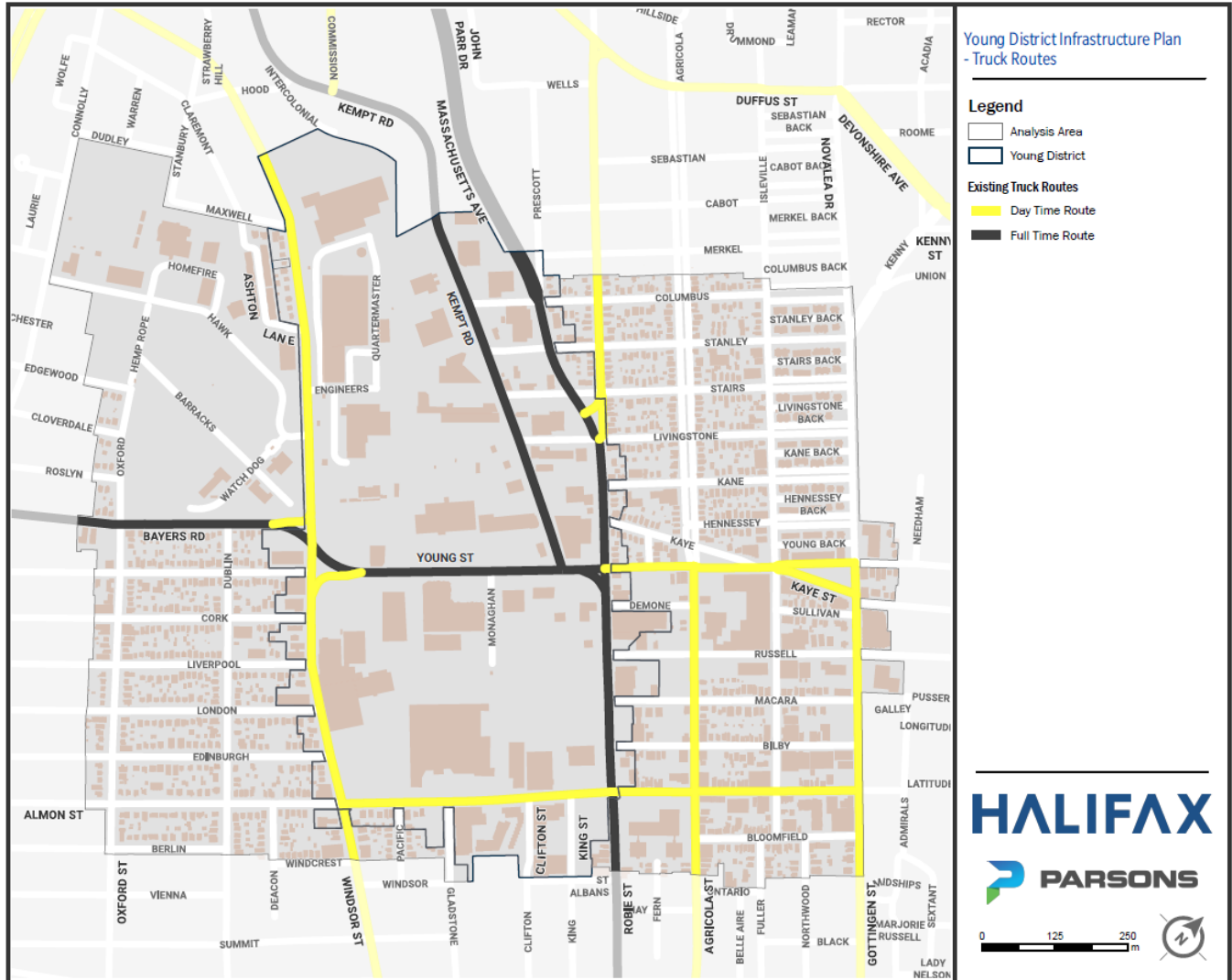


Table 3-6 summarizes the highest morning and afternoon heavy vehicle traffic volumes and approximate percentages by travel direction observed along a corridor. The percentage of heavy vehicles along the different corridors is consistently less than 7%, with the exception of Gottingen Street with 9% during the morning peak hour. In general, higher truck volumes are recorded during the morning peak hour.

Table 3-6: Existing AM (PM) Peak Hour Segment Heavy Vehicle Volumes

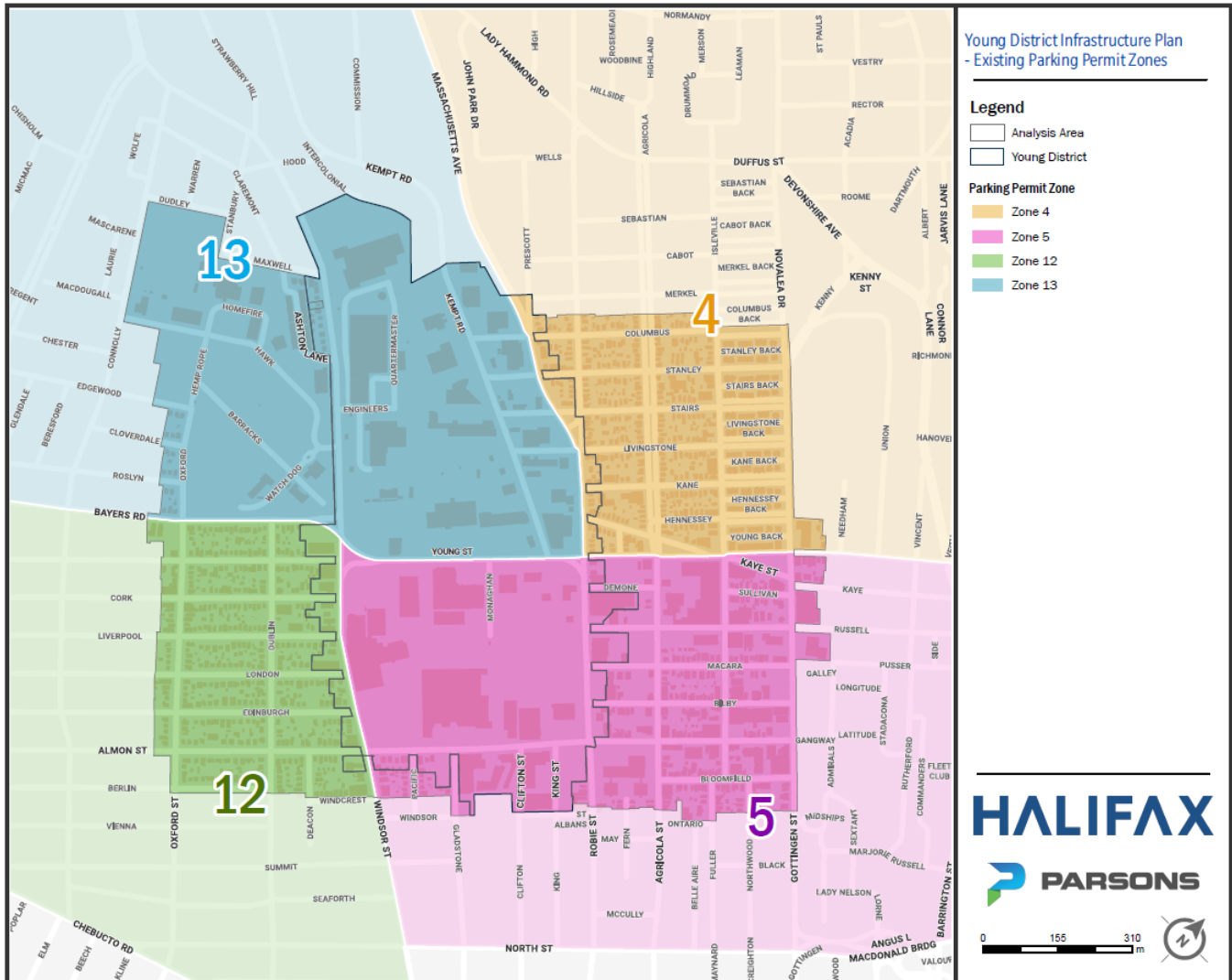
Corridor	Westbound/Southbound		Eastbound/Northbound	
	Volume (Truck/h)	Percentage	Volume (Truck/h)	Percentage
Within the Young District				
YOUNG STREET, BETWEEN ROBIE STREET AND WINDSOR STREET	26 (19)	5% (3%)	40 (21)	6% (3%)
KEMPT ROAD	16 (10)	5% (3%)	3 (4)	2% (2%)
ROBIE STREET, BETWEEN LIVINGSTONE STREET AND ALMON STREET	43 (34)	6% (7%)	43 (39)	7% (4%)
MASSACHUSETTS AVENUE	10 (10)	1% (3%)	50 (50)	8% (4%)
COLUMBUS STREET	0 (0)	0% (0%)	2 (2)	7% (3%)
MONAGHAN DRIVE	6 (9)	6% (13%)	8 (12)	8% (12%)
Outside the Young District				
YOUNG STREET, BETWEEN ROBIE STREET AND AGRICOLA STREET	12 (19)	3% (5%)	24 (5)	7% (1%)
YOUNG STREET, WEST OF WINDSOR STREET	24 (24)	6% (4%)	20 (25)	4% (5%)
ALMON STREET, EAST OF WINDSOR STREET	8 (4)	3% (1%)	3 (7)	1% (2%)
ALMON STREET, WEST OF WINDSOR STREET	9 (10)	3% (2%)	5 (2)	1% (1%)
BAYERS ROAD	24 (24)	5% (4%)	23 (18)	4% (4%)
GOTTINGEN STREET	44 (7)	9% (2%)	18 (25)	5% (4%)
NOVALEA DRIVE	16 (5)	4% (3%)	11 (9)	7% (2%)
OXFORD STREET	3 (1)	1% (0%)	5 (3)	1% (1%)

3.8.3 PARKING

3.8.3.1 ON-STREET PARKING

The study area falls within various Parking Permit Zones (**Figure 3-44**): #4 (purple zone northeast of Young/Robie), #5 (orange zone southeast of Young/Windsor), #12 (green zone southwest of Young/Windsor) and #13 (brown zone northwest of Young/Robie). Drivers who have purchased the applicable parking permit based on zone are exempt from the time restrictions of the 1-hour and 2-hour on-street parking segments, but not from all other restrictions.

Figure 3-44: Existing Parking Permit Zones



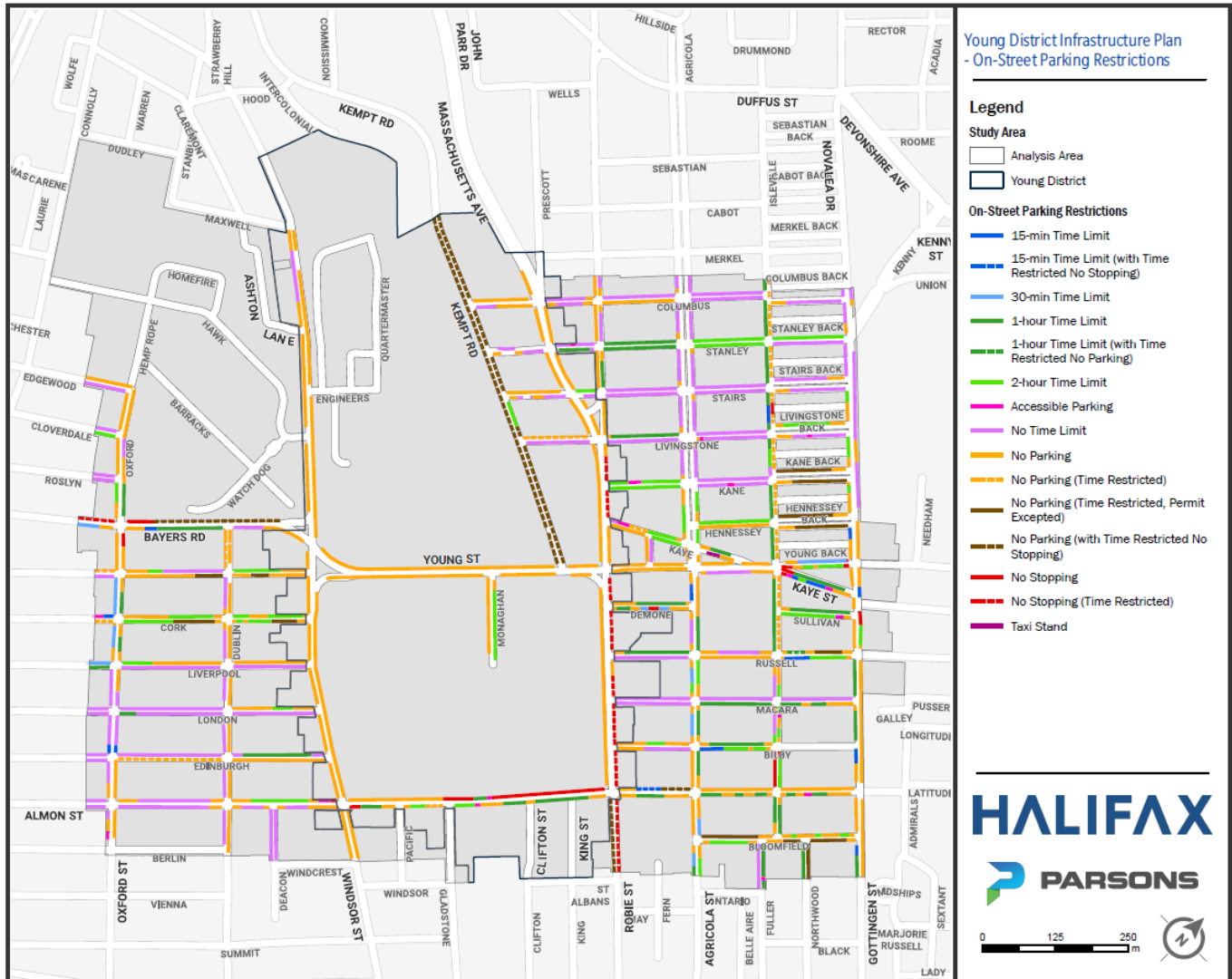
On-street parking is available along streets within the study area with regulations denoted as illustrated in **Figure 3-45**. Availability and regulations were identified for all streets in the study area based on existing signage, where parking could be permitted at all times, prohibited at all times, or permitted with time limits or restrictions exempting permit holders. While not specifically identified on the on-street parking map, it is also noted that some of the street segments have a no parking restriction between the hours of 12am and 8am on either Wednesday or Thursday for the purpose of street cleaning.

Table 3-7 was created to summarize the parking availability on nearly all street segments within the study area. The approximate length of permitted on-street parking includes all segments on both sides of the respective street (excluding length of driveways), where parking and stopping is not completely prohibited the entire day, while the estimated number of parking spaces were calculated by assuming a 6.7m length per the permitted on-street parking space. The resulting total is approximately 1,719 on-street parking spaces within the study area, with most spaces located along Isleville Street and Almon Street, followed by all collector and local streets in the area, while the least number of spaces are along Kempt Road and primarily arterial or major collector roads in the area.

Table 3-7: Estimated Number of On-Street Parking Spaces

Street	Approximate Length of Permitted On-Street Parking (m)	Estimated Number of Parking Spaces (Assuming 6.7m per space)
YOUNG STREET (EAST OF ROBIE STREET)	255	38
YOUNG STREET (WEST OF WINDSOR STREET)	246	37
BAYERS ROAD	178	27
ALMON STREET	813	121
COLUMBUS STREET/COLUMBUS PLACE	501	75
STANLEY STREET/STANLEY PLACE	644	96
STAIRS STREET/STAIRS PLACE	537	80
LIVINGSTONE STREET/LIVINGSTONE PLACE	608	91
KANE STREET/KANE PLACE	537	80
HENNESSEY STREET/HENNESSEY PLACE	253	38
KAYE STREET	257	38
DEMONE STREET	103	15
SULLIVAN STREET	174	26
RUSSELL STREET	383	57
MACARA STREET	549	82
BILBY STREET	245	37
BLOOMFIELD STREET	225	34
CORK STREET	304	45
LIVERPOOL STREET	332	50
LONDON STREET	316	47
EDINBURGH STREET	415	62
OXFORD STREET	494	74
DUBLIN STREET	300	45
WINDSOR STREET	67	10
MONAGHAN DRIVE	108	16
KEMPT ROAD	22	3
ROBIE STREET (LOCAL STREET SEGMENT)	114	17
MASSACHUSETTS AVENUE	-	-
AGRICOLA STREET	865	129
ISLEVILLE STREET	1,048	156
GOTTINGEN STREET	221	33
NOVALEA DRIVE	399	60
TOTAL	11,513	1,719

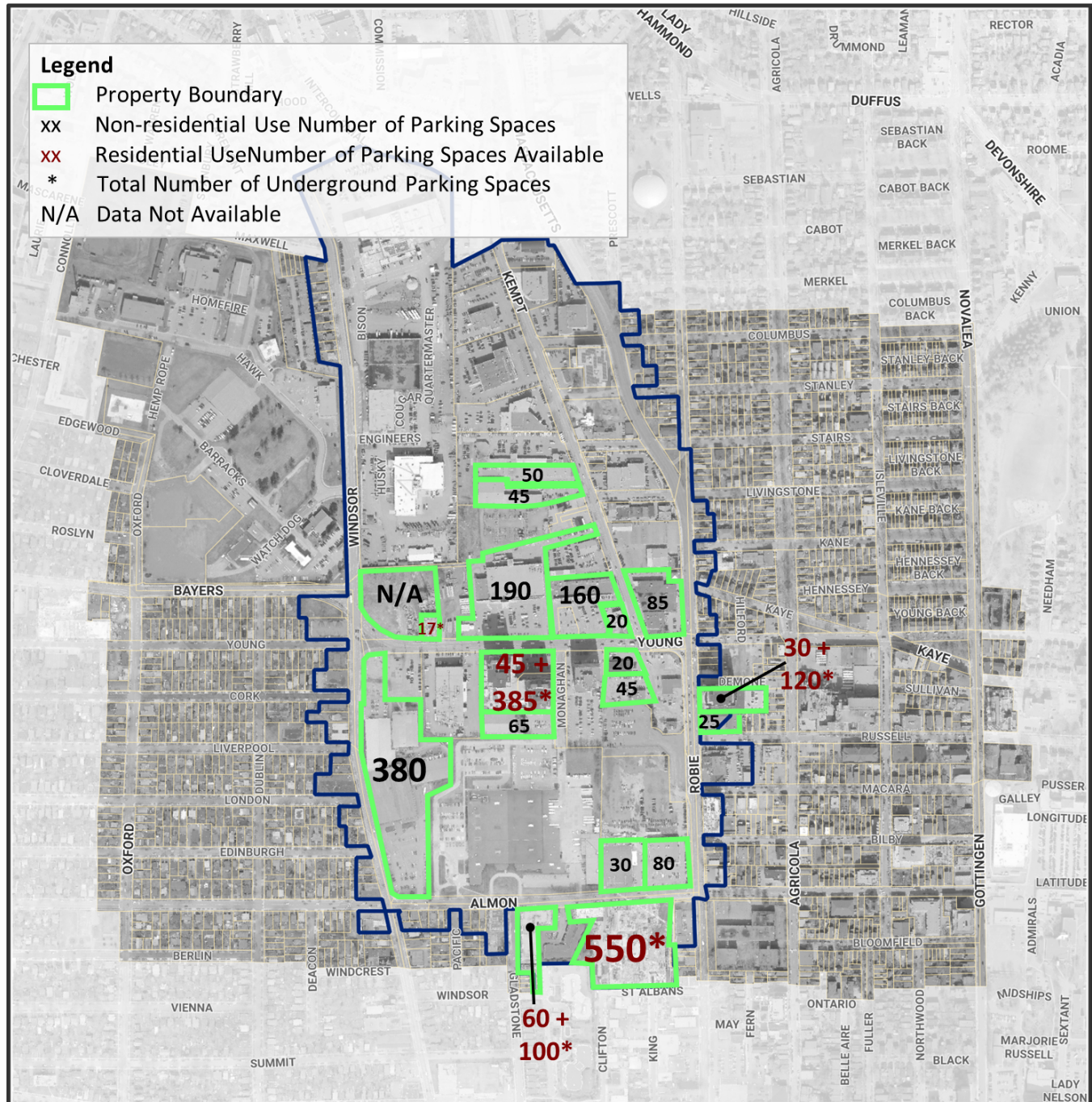
Figure 3-45: On-Street Public Parking Availability and Regulations



3.8.3.2 OFF-STREET PARKING

Off-street public parking in the area is available at different locations in the Young District as highlighted in **Figure 3-46**, including The Halifax Forum, the underground garage parking of Monaghan Square Apartments, Richmond Yards, the Superstore, Tim Hortons, and other commercial and residential developments. The estimated number of parking spaces available was also provided for each of the developments, distinguishing residential land uses from non-residential land uses and surface parking from underground parking. All other off-street parking available on different properties, such as the DND site, the Eastlink site and all car dealerships along Kempt Road were considered private parking. Parking data was not found for the proposed residential development at 6193 Young Street (northeast corner of Young Street/Bayers Road/Windsor Street intersection).

Figure 3-46: Off-Street Parking Lots and Number of Spaces



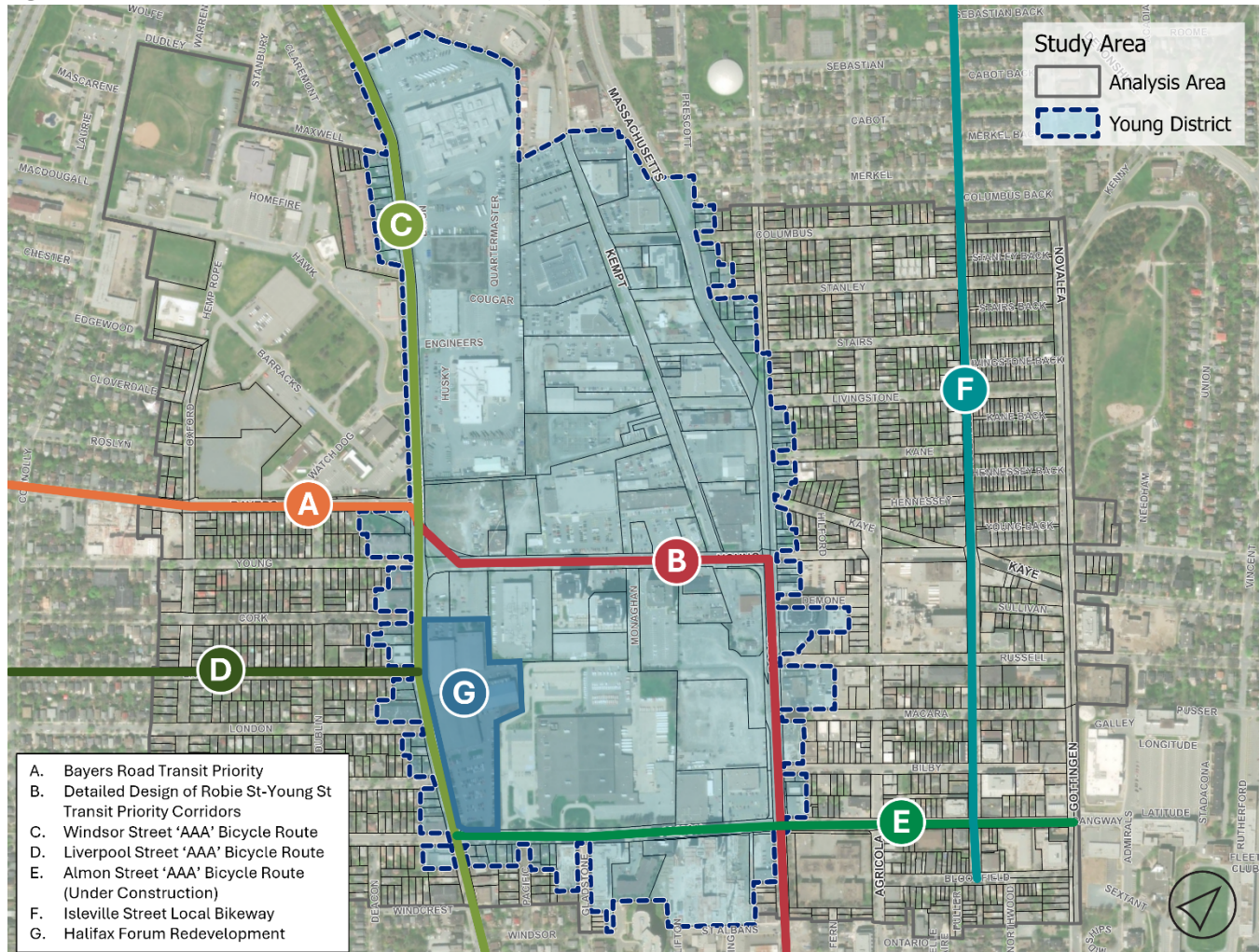
3.9 PLANNED INFRASTRUCTURE PROJECTS

Figure 3-47 illustrates planned HRM capital investments within and surrounding the Young District. These strategic projects and priorities are in various stages of planning, design and implementation.

The confluence of these priorities warrants a holistic and coordinated review of transportation, wastewater, stormwater, water, and utility systems (e.g., power/communication) that considers the interactions between planned infrastructure and development projects, as well as the interactions and potential implications in the area.

The planned intensification of the Young District will build upon and synergize with the planned infrastructure projects in the area to create a cohesive urban environment that supports increased density and mixed-use development. Enhanced transportation networks, such as expanded public transit options, enhanced cycling facilities and improved roadways, will facilitate easier access to and within the Young District, encouraging future growth.

Figure 3-47: Planned Transportation Infrastructure Projects



3.9.1 PLANNED TRANSPORTATION PROJECTS

CYCLING NETWORK

- **AAA cycling facilities on Windsor Street:** Windsor Street, which currently has painted bike lanes (Figure 3-48), is identified as a protected bike lane route in the Integrated Mobility Plan. HRM plans to implement planned tactical upgrades, including physical separation using materials such as flexible bollards and pre-cast curbs.
- **AAA cycling facilities on Isleville Street:** Interim tactical improvements, such as pavement markings and flexible bollards, have been implemented along this corridor, some of which are shown in Figure 3-49. Design and construction of permanent improvements, including making the temporary raised median/modal filter at the Young Street/Kaye Street/Isleville Street intersection permanent, is planned over the coming three years.

Existing Conditions

- **AAA Cycling facilities on Liverpool Street:** Interim improvements have been implemented along this corridor, including several speed tables. Design and construction of permanent improvements, including a new bicycle jug handle at the Liverpool Street/Windsor Street intersection, is planned for construction.

Figure 3-48: Existing Painted Bicycle Lane (Northbound) on Windsor Street (2024)



Figure 3-49: Isleville Street Northbound at Young Street (2022)



- **Shared Micromobility System:** HRM has implemented a shared micromobility system, providing public access to personal vehicles for transportation services. Residents and visitors will be able to use bike share to ride a bike for a short trip, and other vehicles may be available as well, including electric assist bicycles and electric scooters.

TRANSIT NETWORK

- **Bayers Road Transit Priority Corridor:** This project involves new bus lanes along Bayers Road. This project is in detailed design stage and planned for construction in 2026-2027. A pilot outbound bus lane is currently implemented along Bayers Road, between Young Street and Oxford Street, as illustrated in Figure 3-50.

Figure 3-50: Bayers Road Pilot Outbound Bus Lane (2023)



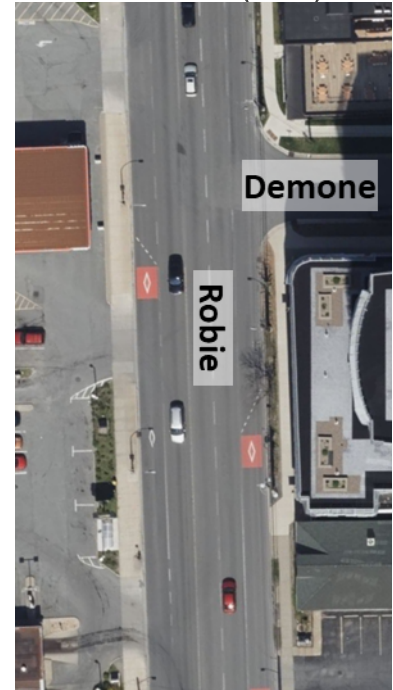
Existing Conditions

- **Young Street and Robie Street Transit Priority Corridors:** In July 2019, council approved staff's recommendation to investigate right-of-way (ROW) requirements to provide continuous transit lanes along Robie Street and Young Street in both directions. In 2022, HRM initiated the preliminary design (60%) of the Young Street and Robie Street Transit Priority Corridors. Currently, as illustrated in **Figure 3-51** and **Figure 3-52**, interim bus lanes are provided in the outbound direction only on Young Street between Robie Street and Windsor Street, and in both inbound and outbound directions on Robie Street between Young Street and Almon Street.

Figure 3-51: Young Street Existing Outbound Bus Lane (2022)



Figure 3-52: Robie Street Existing Inbound and Outbound Bus Lanes (2022)



ROAD NETWORK

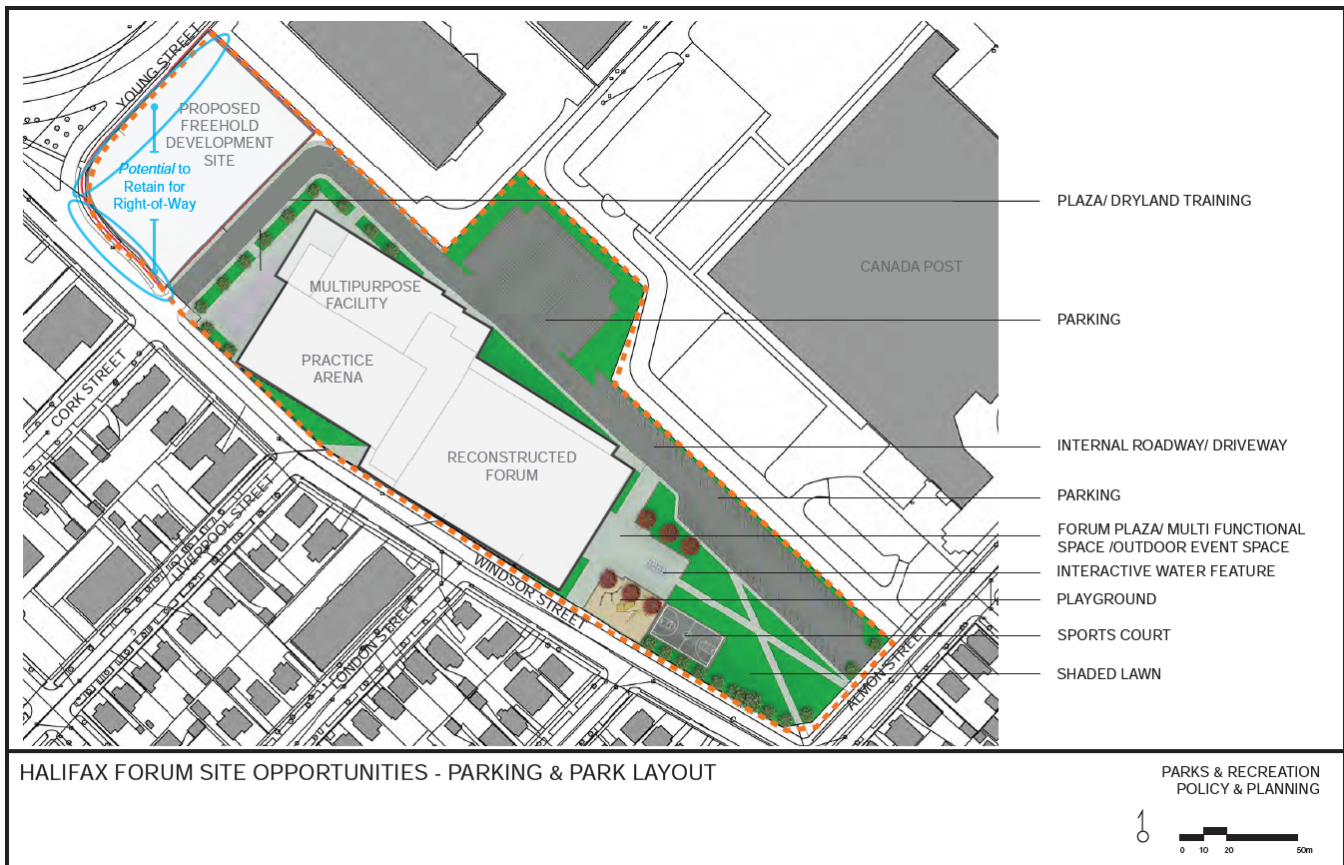
- **Windsor Street Exchange:** The Windsor Street Exchange (WSE) Redevelopment project involves the planned reconfiguration of the intersection of the Bedford Highway, Windsor Street and Lady Hammond Road, and surrounding road network. A key part of this project is planning active transportation facilities to connect several different corridors and neighbourhoods. While currently still in planning, the proposal presented to Council in June 2024 shows a multi-use pathways connecting the Bedford Highway, Chain of Lake Trail, Africville, and Lady Hammond Road to Windsor Street. If built out as currently proposed, this will be a critical node in the bike network, and providing a safe, comfortable, and convenient connection to it will be critical to its success.
- **Young Street and Kempt Road Intersection Modifications:** Potential modifications to this intersection are being explored to improve transit and traffic operations on Young Street, specifically the segment between Kempt Road and Robie Street. One of the proposed changes includes restricting turning movements for the northbound and southbound approaches, making the intersection a right-in right-out. The timing of this project is currently unknown and will be dependent on recommendations for the Young District.

3.9.2 OTHER PROJECTS

MUNICIPAL BUILDINGS

- Halifax Forum Redevelopment:** This project aims to modernize and expand the historic Halifax Forum complex, enhancing its facilities to better serve community needs with upgraded sports, recreation, and event spaces. The project focuses on preserving the site's heritage while incorporating sustainable design elements to create a versatile and accessible venue for diverse activities. Based on information available on the HRM webpage, construction is expected to begin in 2026 and end in 2030. The proposed redevelopment plan is illustrated in **Figure 3-53** below.

Figure 3-53: Halifax Forum Redevelopment Plan, dated July 11, 2023



MUNICIPAL SERVICING INFRASTRUCTURE

- Sewer Separation in the Young Street Area:** This project involves upgrading the existing combined sewer system to separate stormwater and wastewater sewers, thereby reducing the risk of flooding and improving water quality. A study is currently in progress to determine the best alignment option.
- Water Transmission Main Upgrades on the Halifax Peninsula:** Water transmission main upgrades are planned from Quinpool Road to Young Street and Robie Street to strengthen the network and prepare for growth. Construction in the Young and Robie Street area is planned for 2026 to 2030.