

Dahlia-Oak-Crichton AT Connections

Public Engagement: What We Heard Report

November 16, 2020

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Introduction

The Big Picture

HRM is working to create more opportunities for mobility options that encourage physical activity and healthy lifestyles for people of all ages and with a variety of physical abilities (All Ages and Abilities – ‘AAA’). Installing active transportation infrastructure (e.g. sidewalks, bikeways, multi-use pathway, crosswalks, etc.) has the potential to significantly increase non-auto modes of transportation (i.e. reduce trips made by vehicle). HRM’s Active Transportation Priorities Plan (ATPP) aims to double all trips made on foot and by bicycle by 2026 and identifies intent to install 15 km of ‘Local Street Bikeways’. The Integrated Mobility Plan, as approved by Regional Council, has set goals to establish an ‘All Ages and Abilities’ (AAA) minimum grid of interconnected bike facilities in the Regional centre. In order to achieve the goals, as set out in the ATPP and the IMP, HRM is aiming to provide a connected network that provides direct and convenient access to important destinations, thereby encouraging more residents to choose active transportation for their daily trips.

Project Overview

The minimum grid in the IMP includes implementing a local street bikeway to connect the Dartmouth Common to the Shubenacadie Canal Greenway system. The most direct routes available to provide this connection are through the historic ‘Flower Street’ neighbourhood of Dartmouth, where streets such as Dahlia Street, Tulip Street, and Maple Street serve residents from near and far. This neighbourhood is directly in between the Dartmouth Common and Sullivan’s Pond Park, both of which contain multi-use pathways that are integral to HRM’s active transportation network. **The purpose of this project is to formalize the connection between the Dartmouth Common multi-use pathways and the Sullivan’s Pond Park multi-use pathways**, with the aim of creating more comfortable connectivity for active transportation users in the area.

Project Details

WSP (engineering consultants) are currently working with HRM to develop a plan to close the gaps in the sidewalk network, improve walkability and provide bicycle infrastructure that connects Halifax’s communities and key destinations. The project involves the following elements:

1. **Installing a cycling route on either Dahlia Street or Tulip Street.**
 - Purpose: Improve access to destinations such as the Macdonald Bridge Bikeway, Bridge Terminal (Transit), Zatzman Sportsplex and Dartmouth High School.
2. **Evaluating the feasibility of installing a sidewalk on Oak Street and/or Crichton Avenue.**
 - Purpose: Close the gaps in the sidewalk network where there is anticipated high demand for pedestrian facilities.
3. **Realigning the intersection of Crichton Avenue with both Oak and Dahlia Streets.**
 - Purpose: Establish a safe crossing into Sullivan’s Pond and connect to the existing greenway.
4. **Evaluating the need for a formal crossing on Victoria Road.**
 - Purpose: Provide a formal and safe crosswalk into the Dartmouth Common from either Tulip Street or Dahlia Street (based on preferred cycling route to be determined).
5. **Connecting proposed facility to the existing Shubenacadie Canal Greenway.**
 - Purpose: Close the gap in active transportation infrastructure to complete a connected/cohesive network.

Public Engagement Overview

Two separate rounds of public engagement were completed for the Dahlia-Oak-Crichton AT Connections project. Details of each round are provided in the sections below, and a detailed outline of responses to the two online surveys is provided in Appendix A & B.

As an avenue to aid public engagement for this project, print and social media tools were used to inform the public about the survey and the public open house meetings. These advertisements included:

- Reached out to Communications Team to provide social media campaign summary for both Round 1 and Round 2 of engagement.
- Mailed out letters to all of the local residents to inform them of the project and direct them to the project webpage/survey.
- 2 project information boards were situated along the route(s) during each round of public engagement to inform the public of the project and direct them to the webpage/survey.
- Online information boards were available for each round of engagement.

Overall, input was submitted by approximately 641 participants which included seventeen emails and phone calls (8 in round 1, 9 in round 2) and representatives of organizations, including:

- 442 people who responded to the first-round online survey on Shape Your City
- 180 people who responded to the second-round online survey on Shape Your City
- 15 recorded sign-ins at the Round 1 Online Live Q&A Session (2 sessions)
- 19 recorded sign-ins at the Round 2 Online Live Webinars (3 sessions)
- 8 emails and phone calls in Round 1
- 9 emails and phone calls in Round 2
- 7 community stakeholders and/or organizational representatives:
 - Halifax Cycling Coalition
 - Bicycle Nova Scotia
 - Downtown Dartmouth Business Commission
 - NS Department of Energy and Mines: Sustainable Transportation Group
 - Banook Canoe Club
 - Walk n' Roll
 - Killiam Properties
 - Canada Post
- 15-person HRM Internal Technical Committee #1
- 16-person HRM Internal Technical Committee #2
- HRM staff Ride the Route with leadership team from Halifax Cycling Coalition

Social Media Campaign Summary (Round 1):

- Paid Facebook ad to promote the webinar sessions August 5 – 17 (Reach 132,765, Link clicks 5174, Comments 111, Shares 114)
- Paid Facebook post to promote online engagement August 2 – 12 (Reach 34,704, Link clicks 52, Comments 61, Shares 83)
- Instagram post to promote online engagement on August 6 (generated 25 likes)
- A series of tweets throughout the period from August 2 – 17 with reminders about the webinars and online engagement opportunities to provide feedback.

Social Media Campaign Summary (Round 2):

- Paid Facebook ad to promote the webinar sessions October 15 – 27 (Reach 27,184, Link clicks 887, Comments 60, Shares 12)
- Paid Facebook ad to promote online engagement October 19 – 24 (Reach 30,511, Link clicks 452, Comments 6, Shares 1)
- Paid Facebook post boost to promote online engagement October 19 – 27 (Reach 8891, Link clicks 18, Comments 2, Shares 10, post reactions 110)
- Organic Facebook post October 22 (Reach 3041, likes comments and shares 22)
- Organic Facebook post October 23 (Reach 1260, likes comments and shares 23)
- Instagram post to promote online engagement on October 14 (generated 28 likes)
- Instagram post to promote online engagement on October 19 (generated 23 likes)
- Instagram post to promote online engagement on October 22 (generated 21 likes)
- Instagram post to promote online engagement on October 23 (generated 17 likes)
- A series of tweets throughout the period from October 2 – 27 with reminders about the webinars and online engagement opportunities to provide feedback.

Round One: Stakeholder & Community Engagement

The first round of stakeholder and community engagement for this project was completed during July and August 2020. These activities were organized and executed in order to follow Provincial Public Health guidelines in light of the COVID-19 Pandemic. As such, the in-person engagement activities that would ordinarily be carried out for HRM's active transportation projects were transitioned to workable online versions instead.

The purpose of the first round of engagement was to solicit stakeholder and public feedback on the two route options for the Dahlia-Oak-Crichton Local Street Bikeway and understand the needs of each group. Additional feedback on cycling comfort and preference, and general opportunities and constraints for each option was also collected from participants.

The two route options provided to participants were Dahlia Street and Tulip Street. The below map shows the study area and options identified for different routes.

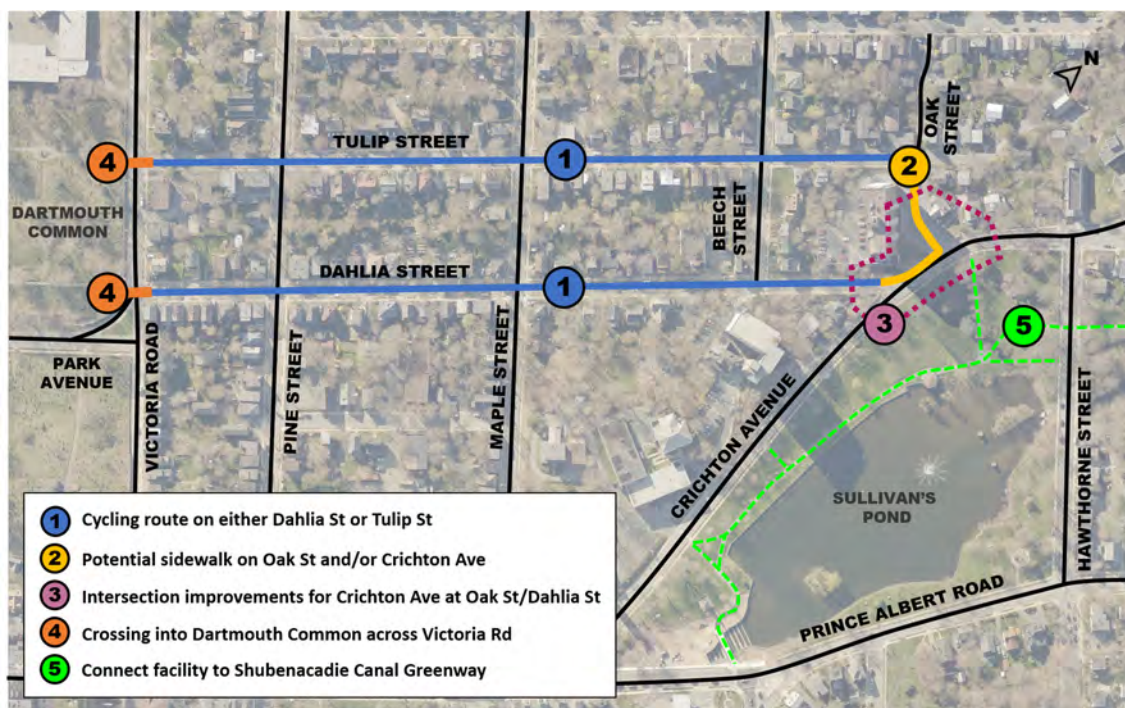


Figure 1: Round One Engagement Options

The following sections summarize the dates, locations, attendees, and information collected from each of the stakeholder and community engagement activities.

External Stakeholder Engagement (Round 1)

Three (3) workshops/meetings were held with external stakeholders to discuss opportunities, constraints, and general design options to provide a complete/cohesive AT network. A summary of the workshops/meetings are provided below.

External Stakeholder Group Workshop:

- Format: Meeting held via Microsoft Teams Conference Call
- Date: July 23rd, 2020 (2:00 p.m. – 3:30 p.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o Halifax Cycling Coalition
 - o Bicycle Nova Scotia
 - o Downtown Dartmouth Business Commission
 - o NS Department of Energy and Mines: Sustainable Transportation Group
 - o Banook Canoe Club
- General discussion topics:
 - o Lack of sidewalk on Oak Street is problematic.
 - o Protected crossing preferred at Victoria Road and/or diverting traffic from Victoria Road.
 - o Steep grades present on crossroads create challenges.
 - o Inconsistent grade on Tulip Street and more consistent grade on Dahlia Street.
 - o A crossride into Dartmouth Common is preferred if possible.
 - o Separated modes are preferred when possible.

External Stakeholder Meeting #1 – Walk ‘n Roll Community Advocacy Group:

- Format: Meeting held via Microsoft Teams Conference Call
- Date: July 27th, 2020 (10:30 a.m. – 11:15 a.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o Walk ‘n Roll Community Advocacy Group
- General discussion topics:
 - o High vehicle speeds turning onto Dahlia Street from Crichton Avenue.
 - o High density of marked crosswalks in the east end of the Study Area.
 - o Lack of sidewalk connection on the west side of Oak Street is problematic.
 - o Tulip Street appears to line up better for pedestrian flow to/from Sullivan’s Pond Park.
 - o Infrastructure needed to protect AT users and/or divert traffic from Victoria Road.
 - o Demonstrate caution if reversing STOP signs due to steep grades and concerns about failure to yield.

External Stakeholder Meeting #2 – Canada Post

- Format: Meeting held via Microsoft Teams Conference Call
- Date: July 28th, 2020 (1:30 p.m. – 2:00 p.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o Canada Post
- General discussion topics:
 - o No door-to-door delivery in the Study Area (Community Mailboxes only, refer to Figure 6 for locations).
 - o Community Mailbox locations often experience issues with parked cars blocking access to boxes.
 - o Consider a parking space with time restrictions or a pull-off area at the Community Mailboxes.
 - o Parking constraints is the number one concern for Canada Post.

External Stakeholder Meeting #3 – Killam Properties

- Format: Meeting held via Microsoft Teams Conference Call
- Date: September 1, 2020 (1:00 p.m. – 2:00 p.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o Killam Properties
- General Discussion Topics:
 - o Provided an overview of the project with further detail for Oak Street and Crichton Avenue.
 - o Discussion about the existing on-street parking along the frontage of property and the potential removal to accommodate a pedestrian facility which they were in favor.
 - o Inquired about the relocation of the one-way driveway exit and if Killam has future improvements planned for the front of the site. Killam was interested in the relocation of the driveway and improving the front of their property to accommodate accessible parking and/or maintenance short term parking options.
 - o Discussion regarding the mature tree located on the corner of Oak Street and Crichton Avenue near/on their property. They mentioned that they are concerned with the tree falling onto their property and incurring damage and are ok to see the tree removed.

External Stakeholder Meeting #4 – Killam Properties

- Format: Meeting held via Microsoft Teams Conference Call
- Date: October 5, 2020 (11:00 a.m. – 12:00 p.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o Killam Properties
- General Discussion Topics:
 - o Provided the three concept options to Killam Properties for review and comment.
 - o In general, they liked the placement of the driveway connection to Oak Street and the proposed sidewalk along Oak Street on the east side.
 - o They expressed they did not like Option C-3 as it will be an inconvenience for the underground parking users to not have access from Crichton Avenue.
 - o They were in favor of Option C-1 or C-2.

Community Meetings (Round 1)

During August 2020, two online Q&A sessions were held with the public. These live sessions allowed members of the public to login to the online forum and begin by listening to a 15-20 minute background presentation on the project. Participants were then presented with the two route options and the challenges associated with each route. The remaining 15-30 minutes was available for participants to ask questions and provide feedback. The purpose of these meetings was to provide an opportunity for individuals to ask questions about the project and contribute feedback on the route selection process.

Pop-up Engagement Online Live Session #1

- Meeting held via GoToWebinar Call
- August 10th, 2020 (6:30 p.m. – 7:15 p.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o 7 members of the public
- General discussion topics:
 - o Formal crossing across Victoria Road desired at both Dahlia and Tulip Streets.
 - o Crossroads have high speeding vehicles due to steep grades.
 - o A future connection on Ochterloney Street to Alderney Drive is desired.
 - o Dahlia was favoured over Tulip as it is a more direct route with a more consistent grade.
 - o The existing sidewalk ramp at Dahlia/Crichton intersection is cumbersome for pedestrian who are travelling to Sullivan’s Pond Park. No pedestrian crossing or sidewalk to access the crosswalks located at Oak Street.
 - o It was expressed that the “Local Only” signs are desired to be a permanent installation along Dahlia Street.

Pop-up Engagement Online Live Session #2

- Meeting held via GoToWebinar Call
- August 11th, 2020 (12:30 PM – 1:15 PM)
- Attendees:
 - WSP
 - HRM Staff
 - 8 members of the public
- General discussion topics:
 - Concerns about high speeds on Pine Street at Dahlia Street.
 - Positive feedback regarding project and looking forward to the neighbourhood promoting healthy transportation.
 - Addition of STOP signs on major cross-streets, as crosswalks are often ignored, and cross-rides do not exist in NS yet.
 - It was expressed that there is a desire to make a connection to Slayter Street to this project to enhance the AT network.
 - Whichever corridor is selected, it was desired to have an intersection treatment that is “hands-off” for cyclists, such as using radar detection or detection loops in asphalt for cyclists.
 - It was mentioned that there are sidewalks missing within the neighbourhood and that these are desired gaps to be filled in.
 - Discussion was had regarding the options of a local street bikeway and a separated facility for cyclists only.
 - Ideas of creating one-way streets within the neighbourhood was discussed to change the travel pattern or reduce speeds “going downhill” too fast.

Round One Public Engagement Survey

An online survey was posted on the Shape Your City platform from **August 4th to 17th, 2020** which included multiple choice questions and a comment section. During this period, **442 individuals responded to the survey**. The primary outcome of this survey was to identify the preferred route for the Local Street Bikeway; however, other questions were asked to help establish a baseline and understand how individuals prefer to use Dahlia, Tulip, and Oak Streets. A summary of the information collected can be found below, while the detailed results of the survey for round one can be found in Appendix A.

To understand how participants, travel around the study area and whether the connectivity improvements would shift their transportation choices, the following feedback was recieved:

- 77% of respondents indicated that they current drive around the study area, while 70% indicated that they currently walk or roll and 48% indicated that they currently bike.
- 66% of respondents somewhat agreed or definitely agreed that following the improvements, they would be more likely to walk or roll
- 63% of respondents somewhat agreed or definitely agreed that following the improvements, they would be more likely to bike

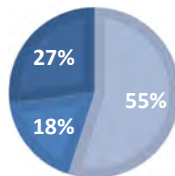
Given that HRM has set goals to increase the use of active transportation, these answers provide a positive indication that the proposed connectivity improvements would help to shift the choices individuals make when choosing their mode of travel.

To help establish what the most preferred route would be (between Tulip Street and Dahlia Street), participants were asked a series of questions about their comfort levels when using different modes of active transportation:

When asked which corridor feels more comfortable walking/rolling, respondents indicated:

WALKING/ROLLING PREFERENCE

■ Dahlia St ■ Tulip/Oak St ■ No Preference



- 55% prefer Dahlia Street
- 18% prefer Tulip Street/Oak Street
- 27% were unsure/no preference

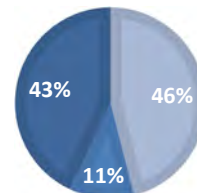
Of those who preferred Dahlia Street as a walking/rolling corridor, the following are the most popular reasons why:

- More direct route
- Easier hills to traverse
- Better crossing opportunities

When asked which corridor feels more comfortable for cycling, respondents indicated:

CYCLING PREFERENCE

■ Dahlia St ■ Tulip/Oak St ■ No Preference



- 46% prefer Dahlia Street
- 11% prefer Tulip Street
- 43 % were unsure/no preference

When asked to prioritise factors considered when planning their cycling routes, respondents indicated the following were most important in this order:

1. Avoiding steep hills
2. Moving along streets with lower traffic volumes
3. Feeling safer crossing at major intersections
4. Choosing a route with the shortest distance

Improving access to and from the Dartmouth Common, which has a network of multi-use paths that connect residents from the bridge and ferry terminals to other parts of Dartmouth, is an important objective of this project. The following questions help to understand how participants currently access the Dartmouth Common from Victoria Street, in order to better understand where connectivity improvements may be required.

Of the respondents who use Dahlia Street or Tulip Street to typically access the Dartmouth Common at Victoria Road:

- 71% primarily use Dahlia Street
- 29% primarily use Tulip Street

When asked if the position of the entrance gate (open vs. closed) impacts the choice to use Dahlia Street or Tulip Street to access the Dartmouth Common from Victoria Road, respondents indicated:

- 29% indicated yes
- 22% indicated sometimes
- 49% indicated not really

The other critical part of this project is providing improved connectivity between the Dartmouth Common through Sullivan's Pond Park to the Shubenacadie Canal Greenway. The Shubenacadie Canal Greenway begins alongside Lake Banook on the multi-use pathway and continues through Dartmouth towards Fall River.

The following questions help to establish existing levels of comfort and improvements that may be required to the Crichton Avenue and Sullivan's Pond area.

When asked how comfortable it is sharing the pathways in Sullivan's Pond Park with people walking/rolling/cycling:

- 69% indicated that they are very comfortable or comfortable
- 19% indicated that they are neutral
- 12% indicated that they are very uncomfortable or uncomfortable

When asked how improvements can be made between Crichton Avenue and Sullivan's Pond Park:

- 34% indicated that the existing pathway should be widened
- 31% indicated the need for a separate pathway for bicycles
- 25% indicated that no changes should be made

Finally, when asked to consider small but important trade-offs between driving and active transportation, the majority of respondents (85%) indicated that they are supportive of constructing a new AT facility on Oak Street even if it means a potential loss of on-street parking.

Round 2: Stakeholder & Community Engagement

The second round of stakeholder and community engagement for this project was completed in October 2020. These activities were organized and executed in order to follow Provincial Public Health guidelines in light of the COVID-19 Pandemic. As such, the in-person engagement activities that would ordinarily be carried out for HRM's active transportation projects were transitioned to workable online versions instead.

The results of the first round of engagement, including the public and stakeholder feedback, were examined and the two optional routes (Dahlia Street and Tulip Street) were compared and evaluated. Following an internal meeting with the project Technical Committee, it was decided that Dahlia Street was the preferred route. Conceptual design options and survey questions were developed for Dahlia Street and Round 2 of public engagement began.

The purpose of the second round of engagement was to solicit stakeholder and public feedback on the design of the local street bikeway on Dahlia Street from Victoria Road (the Dartmouth Common) to Hawthorne Street via Sullivan's Pond Park. The intention of this route is to connect to the Shubenacadie Canal Greenway which starts at the multi-use pathway beside Lake Banook, and beyond. Using Dahlia Street for this connection was determined to be the preferred route during the first round of engagement. Additional feedback on intersection treatments, traffic calming, and trade-offs pertaining to the different design options was also collected from participants.

The online survey was structured in sections which asked participants questions about local street bikeway/street design along Dahlia Street to Hawthorne Street, via Sullivan's Pond Park. Design options were prepared for each intersection along the route, including Dahlia and Pine Street, Dahlia and Maple Street, and Dahlia and Crichton Avenue.

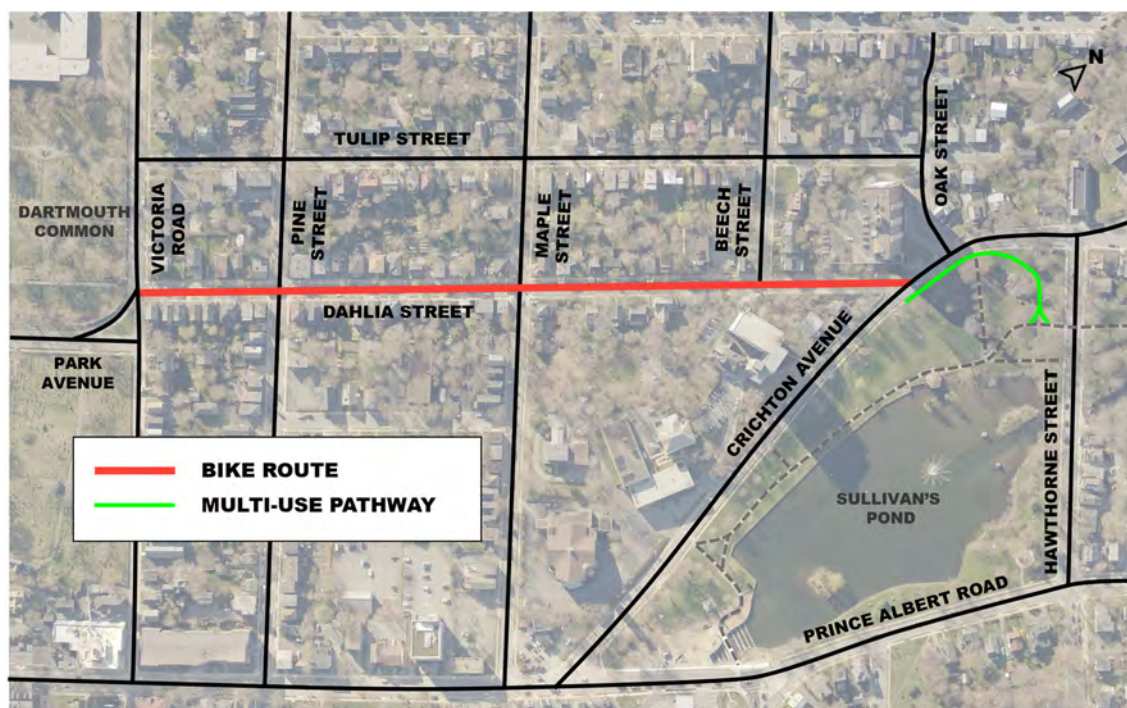


Figure 2: Preferred Route Map

The following sections summarize the dates, locations, attendees, and information collected from each of the stakeholder and community engagement activities.

Community Webinars (Round 2)

During October 2020, three online ‘live sessions’ were held with the public. These live sessions allowed members of the public to login to the online forum and begin by listening to a 15-20 minute background presentation on the project. Participants were then presented with the preferred route and the design options for the route and each intersection. The remaining 15-30 minutes was available for participants to ask questions and provide feedback. The purpose of these meetings was to provide an opportunity for individuals to ask questions about the project and contribute feedback on the design process. A summary of the webinars can be found below, while detailed meeting minutes can be found in Appendix C.

Pop-up Engagement Online Live Session #1

Meeting held via GoToWebinar Call

- October 20th, 2020 (6:30 p.m. – 8:00 p.m.)
- Attendees:
 - o WSP
 - o HRM Staff
 - o 8 members of the public
- General discussion topics:
 - o Selected Corridor, Dahlia was selected as the preferred route
 - o Design options for the Dahlia Crossing at Victoria Road Intersection
 - Positive feedback about advanced notice to traffic
 - Request for Half-signals and RRFBs to be accessible
 - o Design option for the Dahlia and Maple intersection
 - Bike radars were favorable
 - Concerns that half-signals take too long
 - Concerns about traffic on Maple, traffic calming was requested
 - o Design options for the Dahlia and Crichton intersection
 - Some favoured a perpendicular approach to the intersection for the multi-use path
 - o Challenges that occur at Sullivan’s Pond Park
 - All attendees favored that idea of enhancing the trail and to potentially create a bikeway gateway
 - Ample signage in the area was favored

Pop-up Engagement Online Live Session #2

- Meeting held via GoToWebinar Call
- October 21st, 2020 (12:00 PM – 1:30 PM)
- Attendees:
 - o WSP
 - o HRM Staff
 - o 7 members of the public
- General discussion topics:
 - o Selected Corridor, Dahlia was selected as the preferred route
 - o Design options for the Dahlia Crossing at Victoria Road Intersection
 - It was expressed that a pedestrian crossing from Victoria to Park Ave was needed.
 - Concerns about the loss of parking on Dahlia between Pine and Victoria for Option V-3

- o Design options for the Dahlia at Pine intersection
 - Concerns that the stop sign could only work with increased traffic calming measures further up the hill
 - Concerns about vehicles stopping if the road was icy.
- o Design option for the Dahlia and Maple intersection
 - It was noted that some cyclists from away park on Dahlia and cycle out from there.
- o Design options for the Dahlia and Crichton intersection
 - For option C-3, some were concerned that this would push traffic from Crichton onto Oak
 - It was expressed that there is a desire to replace sidewalks in poor condition on both sides of the street
 - For Option C-3, concerns regarding the underground parking for One Oak Apartments
- o Challenges that occur at Sullivan's Pond Park
 - Concerns that suggestions appear to continue the congestion along the existing pathway

Pop-up Engagement Online Live Session #3

- Meeting held via GoToWebinar Call
- October 24th, 2020 (10:00 AM – 11:30 AM)
- Attendees:
 - o WSP
 - o HRM Staff
 - o 4 members of the public
- General discussion topics:
 - o Selected Corridor, Dahlia was selected as the preferred route
 - o Design options for the Dahlia Crossing at Victoria Road Intersection
 - Concerns regarding the amount of accidents in the area
 - Concerns regarding the gate to the Dartmouth Common near Victoria. It was mentioned that if the gate is left opened, children and dogs could run out onto the street from a formerly enclosed area
 - It was expressed that the city doesn't provide accessible access through the gates into the Dartmouth Common. When the gates are closed, they're very difficult to operate for wheelchairs / mobility scooter users
 - Concerns around the wait time for pedestrians and cyclists when using half-signals
 - o Design options for the Dahlia at Pine intersection
 - Concerns that the plan is designed to give priority to cyclists over vehicles
 - o Design option for the Dahlia and Maple intersection
 - If a half-signal is installed at Maple or Victoria, concerns regarding wait times for pedestrians and cyclists.
 - It was expressed that there is a desire to post a map at the gates of the Common to ensure that cyclists do not use other pathways
 - Discussion was had regarding Dartmouth Commons Park regulations
 - o Design options for the Dahlia and Crichton intersection
 - Concerns regarding the loss of parking.
 - Concerns regarding the underground parking for One Oak Apartments.

- If option 3 was selected, concerns regarding the raised bicycle-only section and how it would be delineated as not for pedestrians. With no sidewalks on the north side of Dahlia, it was suggested that it may cause confusions for a pedestrian.
- Challenges that occur at Sullivan's Pond Park
 - Most attendees favored that idea of enhancing the existing trail and to potentially create a new bikeway gateway.

Round Two Public Engagement Survey

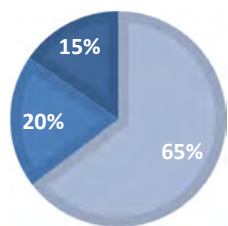
The second-round online survey was posted on the Shape Your City platform from **October 14th – 27th, 2020**. This survey included 24 multiple choice questions and a comment section. During this period, there were **180 individuals who responded to the survey**. The primary outcome of this survey was to identify the preferred design and intersection treatments for Dahlia Street (including Oak Street and Crichton Avenue). Additional questions were asked to help re-establish a baseline and gain a better understanding of current and future users of the Local Street Bikeway. A summary of the information collected can be found below, while the detailed results of the survey for round one can be found in Appendix B.

In considering the introduction of a Local Street Bikeway, where people on bikes do not have physical separation from people driving cars, it is important to understand whether users and potential users would feel comfortable using this type of facility on this street. Traffic calming treatments, which are changes to road design intended to slow the speed of traffic, are an integral part of a Local Street Bikeway.

Participants were given a summary of proposed interventions, like traffic calming, and a 'shared lane', Local Street Bikeway scenario was described. When asked if they would feel comfortable cycling along Dahlia Street if the Local Street Bikeway design was implemented, respondents indicated:

CYCLING ALONG DAHLIA

■ Agree ■ Neutral/Unsure ■ Disagree



- 64.8% Agree
- 19.9% Neutral/Unsure
- 15.3% Disagree

When asked which traffic calming treatments they were supportive of (and given the ability to select all that applied), respondents indicated:

- 65.7% Curb extensions aka bump-outs
- 66.8% Speed tables (elongated speed humps -- better for bikes and fire trucks)
- 37.6% Chicanes or other horizontal pinch points
- 17.9% Other (please specify)

The questions in this survey, similarly to the first-round survey, move geographically from Victoria Road to Sullivan's Pond Park / Hawthorne Street. Participants were presented with three optional designs for the intersection of Dahlia Street and Victoria Road. These options are:

1. **V-1:** Crosswalk with curb extension and dedicated crossing area for cyclist with either a half-signal or RRFB.
2. **V-2:** Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB
3. **V-3:** Crossroad with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.

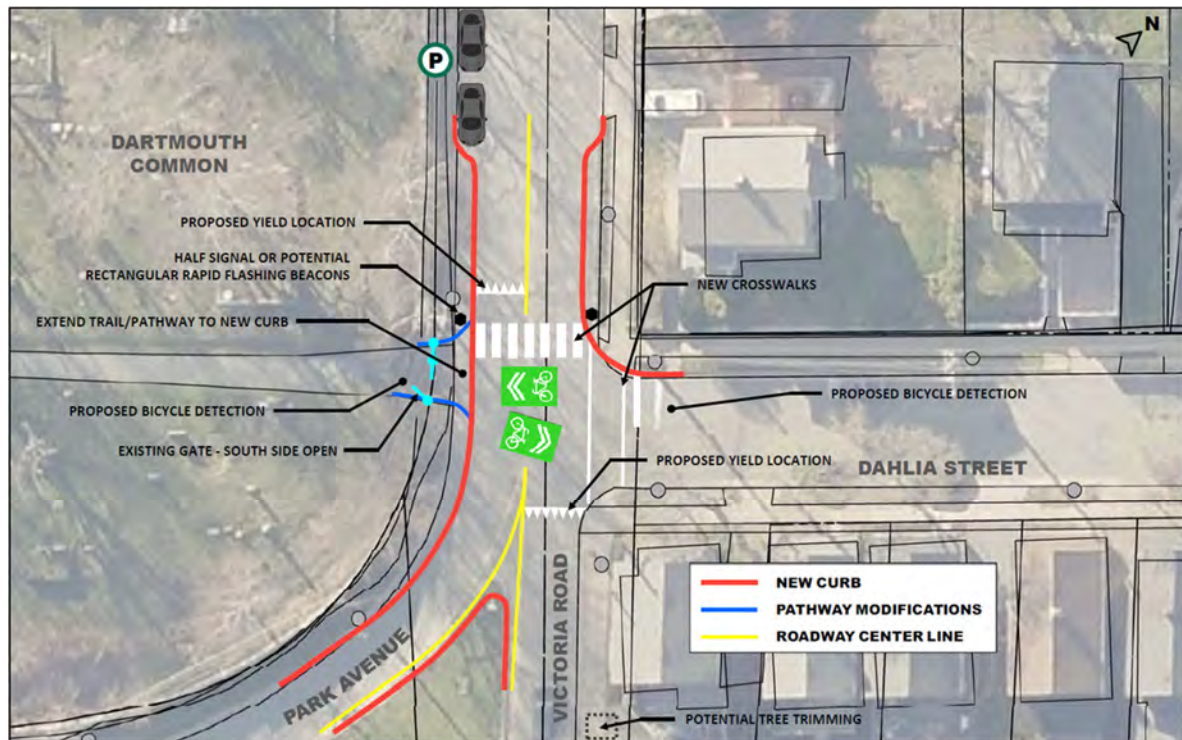


Figure 3: Option V-1

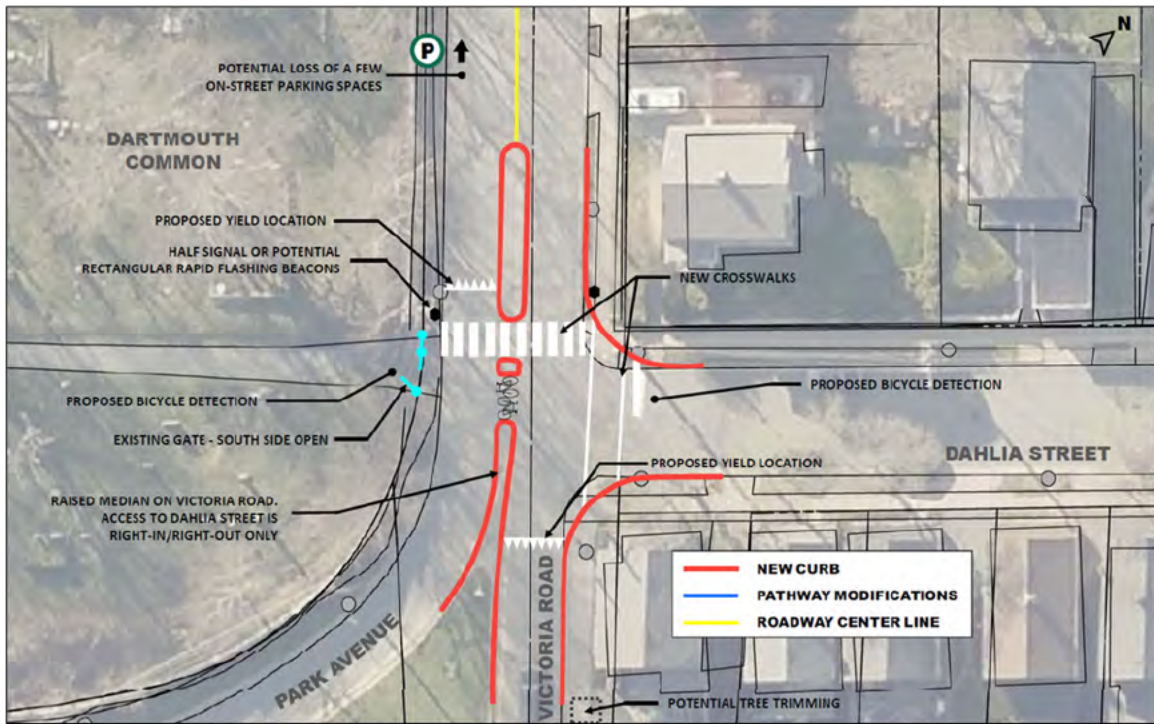


Figure 5: Option V-2

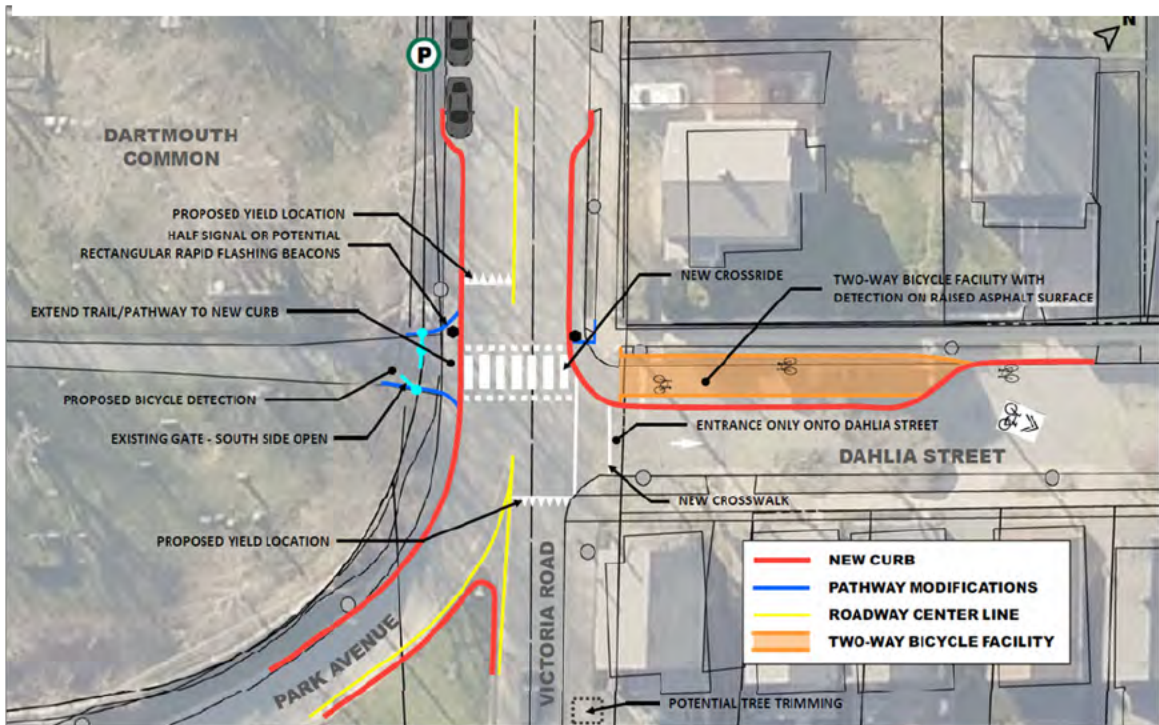


Figure 4: Option V-3

The following questions refer to proposed design treatments in the three options.

When asked for preferred way to cross Victoria Road when transitioning to/from a shared multi-use pathway facility on the Dartmouth Common, respondents indicated:

- 51.4% People walking and rolling are separated from people cycling when crossing the street (e.g. Options V-1 and V-2)
- 30.5% People walking, rolling, and cycling proceed together in a shared crosswalk (aka crossride) that is wider than usual to accommodate the extra users (e.g. Option V-3)
- 18.1% No preference

The Province is currently working on modifying existing regulations for the purpose of allowing someone on a bicycle to use button-activated flashing crosswalk lights (Rectangular Rapid Flashing Beacons or RRFBs) to stop traffic and ride across on their bicycle. The alternative is installing a traffic half-signal to provide a gap in traffic for cyclists to cross the intersection while vehicles wait at a red signal. Each has its own pros and cons based on yielding behaviour or the introduction of possible delay.

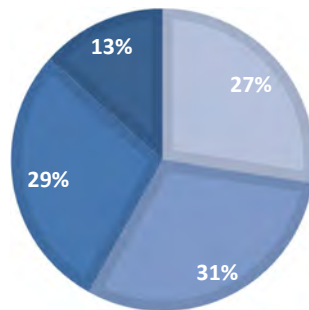
With this knowledge, survey respondents were asked which type of treatment they would prefer to assist people walking/rolling and cycling to cross Victoria Road at Dahlia Street. The answers included:

- 15.6% No signal. I'd be comfortable crossing with curb extensions, pavement markings and warning signs to indicate the crossing for people walking and cycling.
- 59.2% Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- 19% Traffic signals to stop vehicles on Victoria with a red traffic light (similar to what was installed on Nantucket Ave near the Bridge terminal)
- 6.1% Other

When asked which options they preferred for the Dahlia/Victoria intersection, survey results indicated that:

PREFERRED OPTION FOR DAHLIA AND VICTORIA INTERSECTION

■ Option V-1 ■ Option V-2 ■ Option V-3 ■ None of the Above



- 31% prefer Option V-1
- 29% prefer Option V-2
- 27% prefer Option V-3

The remaining 13% of respondents to this question answered 'Other'. Of those respondents, detailed responses broadly included feedback such as:

- Concern about creating a one-way on Dahlia Street in Option V-3 without enough input from adjacent property owners.
- Concern about the proximity of parked cars on Victoria, which may still impede sight lines.
- Concern about these options not improving safety without more emphasis on lighting at the crossing.
- Opinion that the current traffic does not warrant the design interventions and that cycling infrastructure reduced safety for those driving.

Moving along Dahlia Street and now approaching Pine Street, the next question asked participants to identify whether they felt the stop signs should be 'flipped' to give people on Dahlia the right-of-way to continue moving through and require people using Pine Street to stop instead.

Moving along Dahlia to Pine Street, participants were presented with two optional designs for the intersection of Dahlia Street and Pine Street. These options are:

1. **P-1:** Curb bump-outs at Northeast, Southeast, and Southwest corners and stop signs remain on Dahlia Street.
2. **P-2:** Curb bump-outs at Northeast, Southeast, and Southwest corners and stop signs flipped to stop traffic traveling on Pine Street.

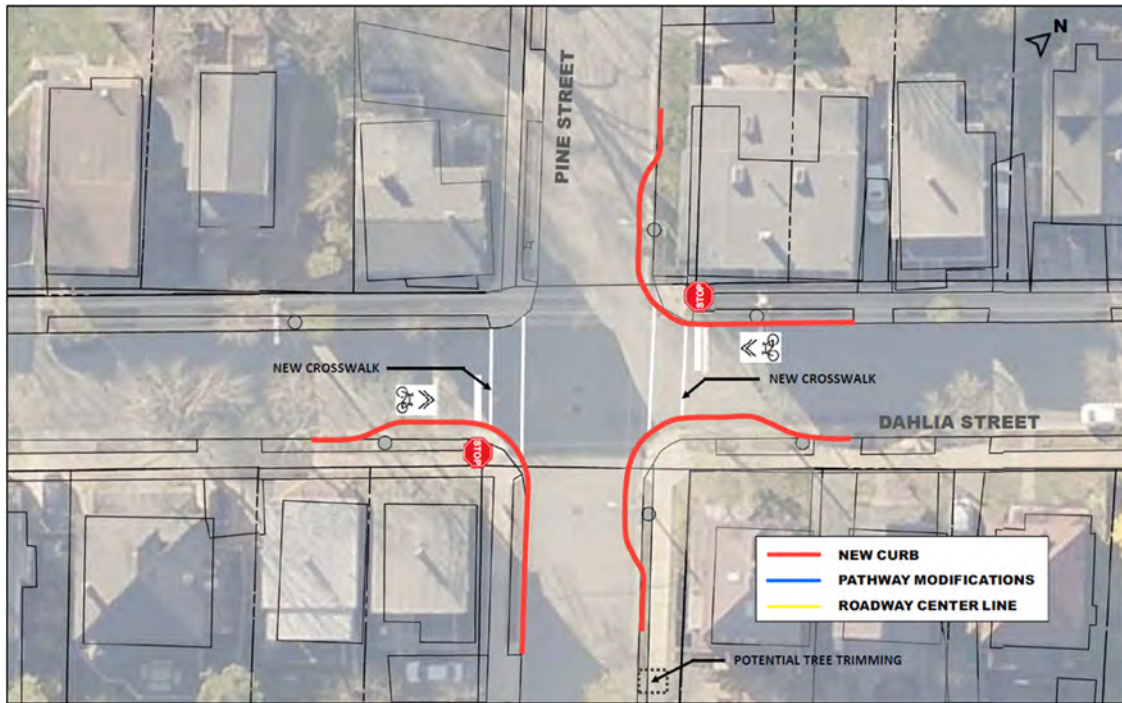


Figure 6: Option P-1

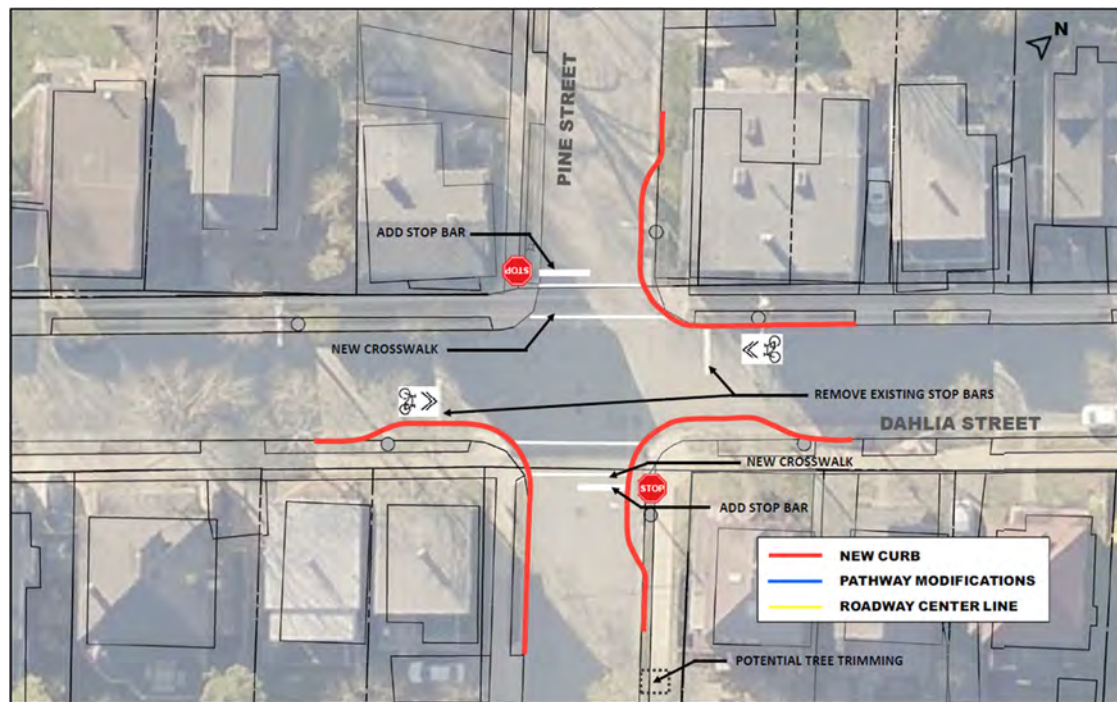
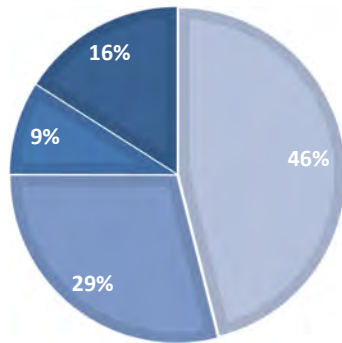


Figure 7: Option P-2

When asked which option they preferred, respondents indicated:

PREFERRED OPTION FOR STOP SIGN AT PINE

■ Option P-2 ■ Stopping Concerns ■ Unsure ■ Other



- 46% I still prefer Option P-2
- 29% I have concerns about stopping vehicles on Pine – stick with P-1
- 9% Unsure
- 16% Other

Roughly 16% of respondents answered ‘other’ to this question. Of those responses, explanations included:

- Concerns about the ability of people driving to stop their vehicles (in winter conditions) on the steep slope on Pine Street, but feeling that traffic still needs to be slowed on Pine Street.
- Dislike the proposed curb bump-outs.
- Preference for a four-way stop intersection (i.e. stop signs at all four corners).
- Preference for the bicycle stopping and vehicular traffic stopping to be separated rather than shared lane.
- Preference for making Pine Street one-way moving up the hill and flipping the stop signs.

Next, at the Dahlia and Maple Streets intersection, participants were asked to provide feedback on their comfort using the current crosswalk and how they imagine this intersection functioning in the future, including the Local Street Bikeway.



Figure 6: Option M - 1

When respondents asked if they were generally comfortable crossing as a pedestrian using the existing Rectangular Rapid Flashing Beacon (RRFB) crosswalk at Dahlia and Maple, they indicated:

- 67.8% agreed
- 20% were neutral
- 12.2% disagreed

In an earlier question on Page 18, we discussed the challenges associated with use of RRFBs by people cycling. This legislation is currently under review. The alternative is conversion to traffic half signals. With this knowledge in mind, participants were asked which treatment type they would rather see at the Dahlia and Maple Streets intersection. The responses were:

- 66.9% indicated to keep Rectangular Rapid Flashing Beacon (RRFB) with added bicycle activation if/when it becomes available
- 22.5% indicated to upgrade to traffic half signals for added comfort/safety with small delay
- 10.7% Neither / I have other ideas

Of those who answered ‘neither’ or ‘I have other ideas’, responses included:

- Preference for speed bumps or other traffic calming measures in addition to the RRFBs, to slow fast-moving traffic on Maple Street.
- Preference for half-signals which are responsive to vehicular traffic build up on Maple Street, allowing bicycle/pedestrian movement until traffic is built up.
- Concern about the safety of proposed curb bump outs.
- Concern about sight lines on Maple Street and suggested need for tree-trimming and further out stopping location for vehicles.
- Concern about vehicles having to stop on Maple Street in winter conditions.
- Concern about pedestrians and cyclists sharing crossing space moving at different speeds.

When asked whether they were generally supportive of the construction of curb extensions at the Dahlia-Maple intersection to: (1) reduce the crossing distance for people walking/rolling/cycling along the Dahlia corridor; (2) help slow traffic on Maple Street; and,(3) improve visibility and sightlines for all users, respondents indicated:

- 76.5% agreed
- 3.9% were neutral
- 19.6% disagreed

Finally, at the intersection of Dahlia Street and Crichton Avenue, different design improvements have been suggested to facilitate better connections for people walking, rolling, and biking. At the Dahlia and Crichton intersection, three options were presented for different crossing treatments. These options include:

- **C-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan's Pond Park. Realigned driveway at One Oak Street Apartments.
- **C-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
- **C-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.

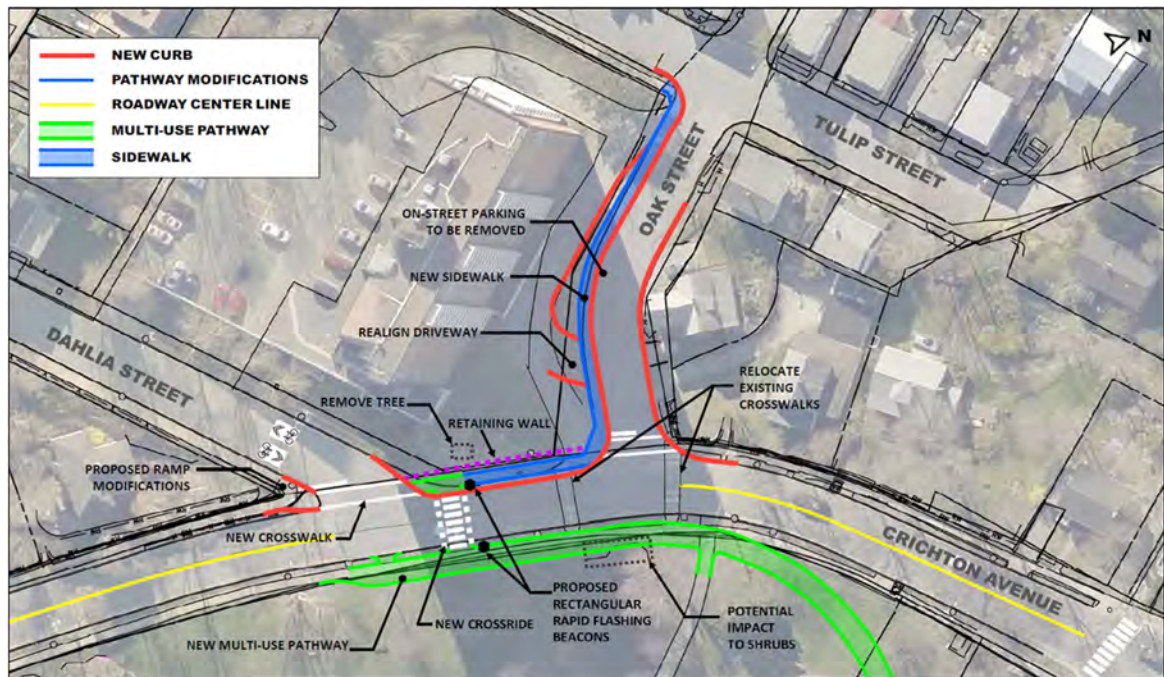


Figure 8: Option C - 1

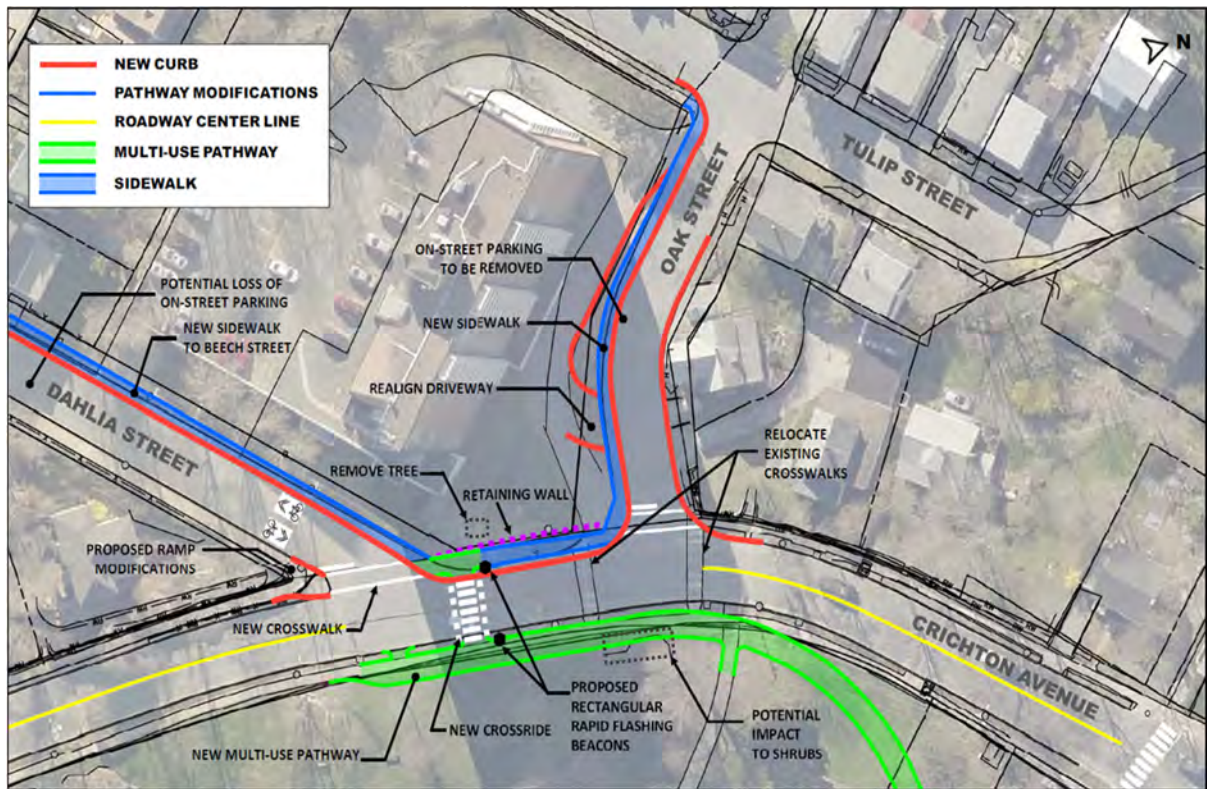


Figure 9: Option C-2

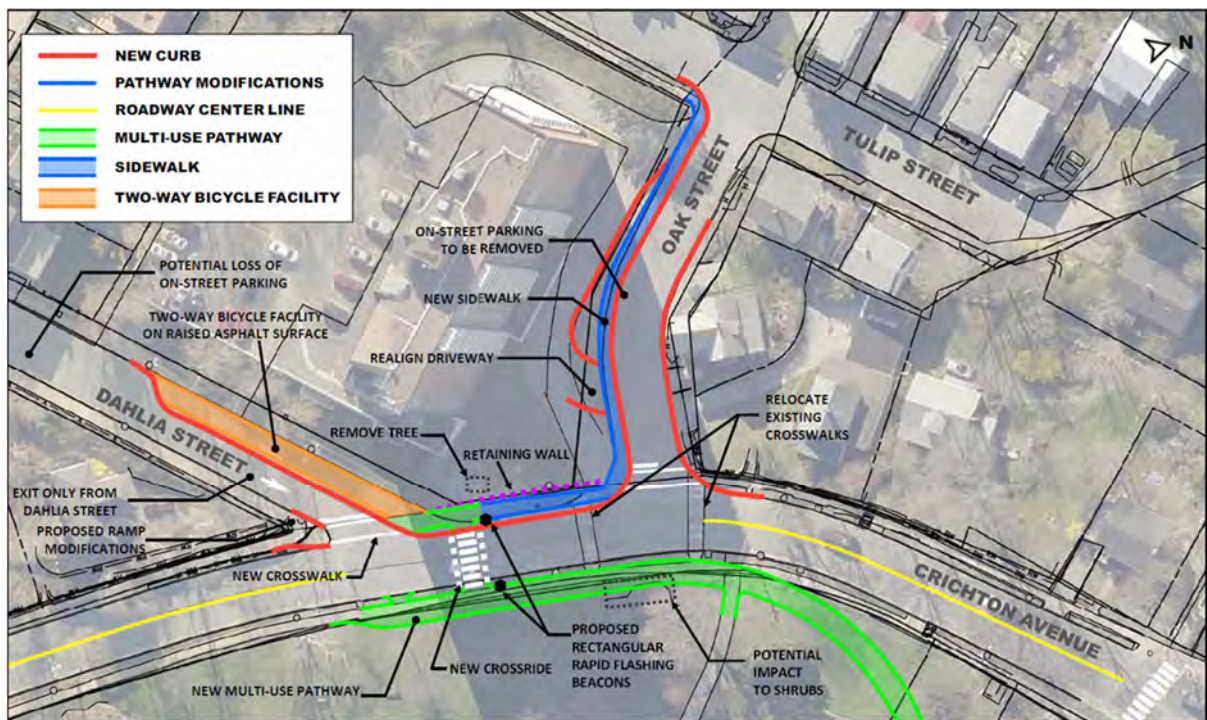
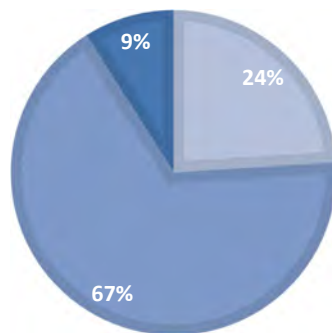


Figure 10: Option C-3

Due to safety concerns, it is unlikely that two crosswalks will be considered in this close proximity. Therefore, it was important to know the preferred location for a crosswalk, based on survey respondents travel preferences. When participants were asked where they would like to see the Crichton Avenue crosswalk location, responses indicated:

PREFERRED LOCATION FOR CRICHTON AVE CROSSWALK

■ Closer to Oak ■ Closer to Dahlia ■ Other



- 24.2% Closer to Oak Street
- 66.9% Closer to Dahlia Street
- 9% Other

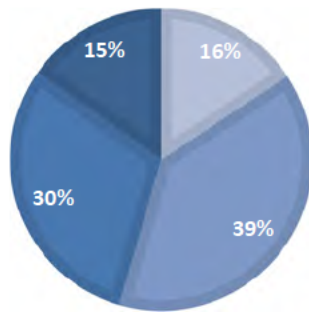
In an earlier question on Page 18, we discussed the challenges associated with use of RRFBs by people cycling. This legislation is currently under review. The alternative to introducing RRFBs is to introduce to traffic half signals. With this knowledge in mind, participants were asked which treatment type they would rather see at the Dahlia Street and Crichton Avenue crosswalk intersection. The responses were:

- 19.6% No signal. Just pavement markings and warning signs to indicate the crossing for people walking and cycling.
- 67% Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- 12.3% Traffic signals to stop vehicles on Crichton Ave with a red traffic light (similar to what was installed on Nantucket Ave near the Bridge terminal)
- 1.1% Other

When asked which option they preferred for the Dahlia/Crichton intersection, survey results indicate that:

**PREFERRED OPTION FOR DAHLIA AND
CRICHTON INTERSECTION**

■ Option C-1 ■ Option C-2 ■ Option C-3 ■ None of the Above



- 39% prefer Option C-2
- 30% prefer Option C-3
- 16% prefer Option C-1

The remaining 15% of respondents to this question answered 'Other'. Of those respondents, detailed responses broadly included feedback such as:

- Sentiment that the existing crossing at Oak Street should remain even if other crosswalks are added.
- Preference for an intersection treatment which preserves the mature tree nearby.
- Preference for no change to the intersection.
- Modifications are needed to the options to include more crossings and more sidewalks.
- Concern with people on bikes and people on foot crossing at the same point.

Finally, participants were asked whether they were supportive of building a new multi-use pathway connection in Sullivan's Pond Park, as shown in the below image:

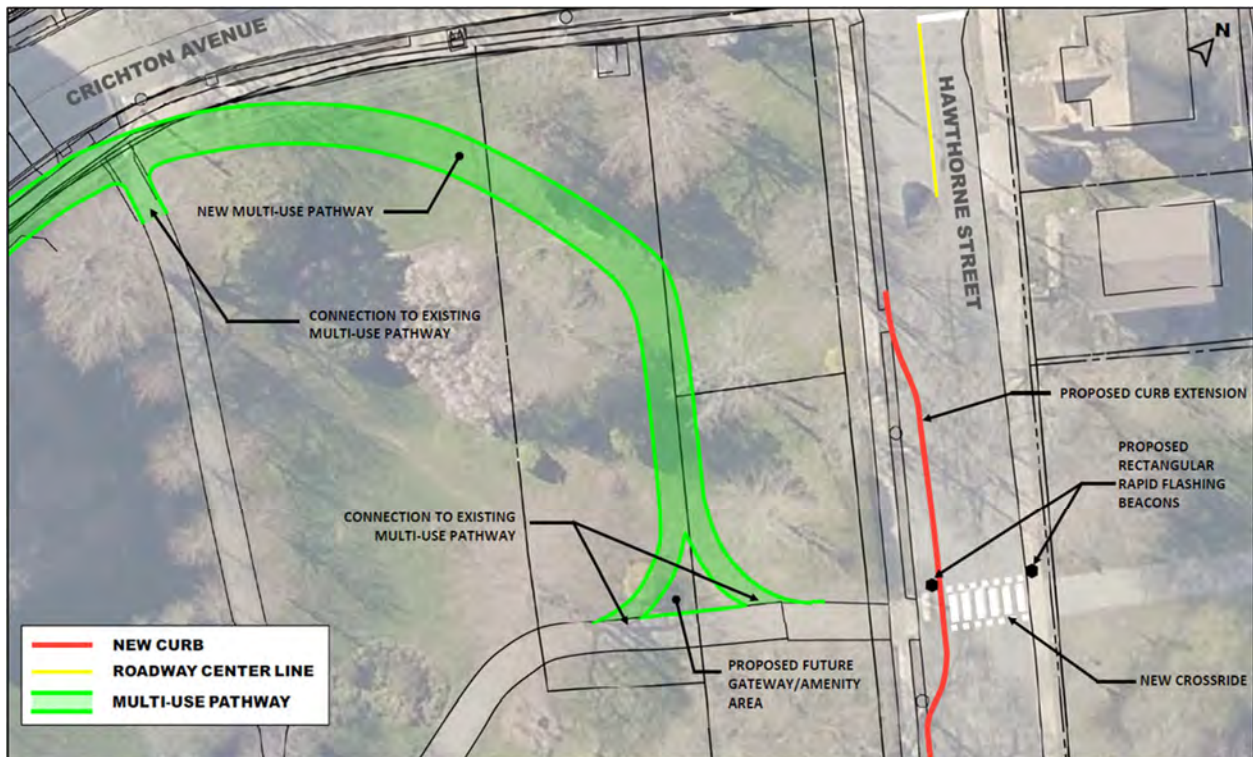


Figure 11: Option S-1

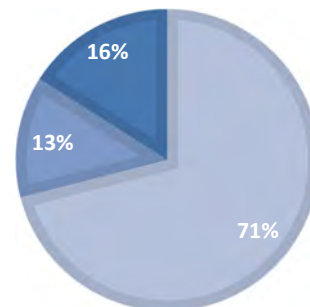
S-1: Multi-use pathway along Crichton Avenue connecting to Dahlia Street.

In response to this question, respondents indicated:

- 71% were supportive
- 13% were neutral
- 16% were not supportive

SUPPORT FOR NEW MULTI-USE PATHWAY IN SULLIVAN'S POND PARK

Supportive Neutral Not Supportive



Conclusion

In conclusion, through two rounds of public engagement, it was determined that Dahlia Street was the preferred option for the AT facilities connecting the Dartmouth Common (at Victoria Road) and Sullivan's Pond Park (at Crichton Avenue). In designing the facility, the majority of participants selected the following options for each intersection:

Victoria Road & Dahlia Street - Option V-2 (30.7%)

For the Victoria & Dahlia Streets intersection specifically, there were very similar levels of support for all three options. While Option V-2 had the most support (30.7%), options V-3 (28.5%) and V-2 (27.4%) were preferred by nearly as many participants.

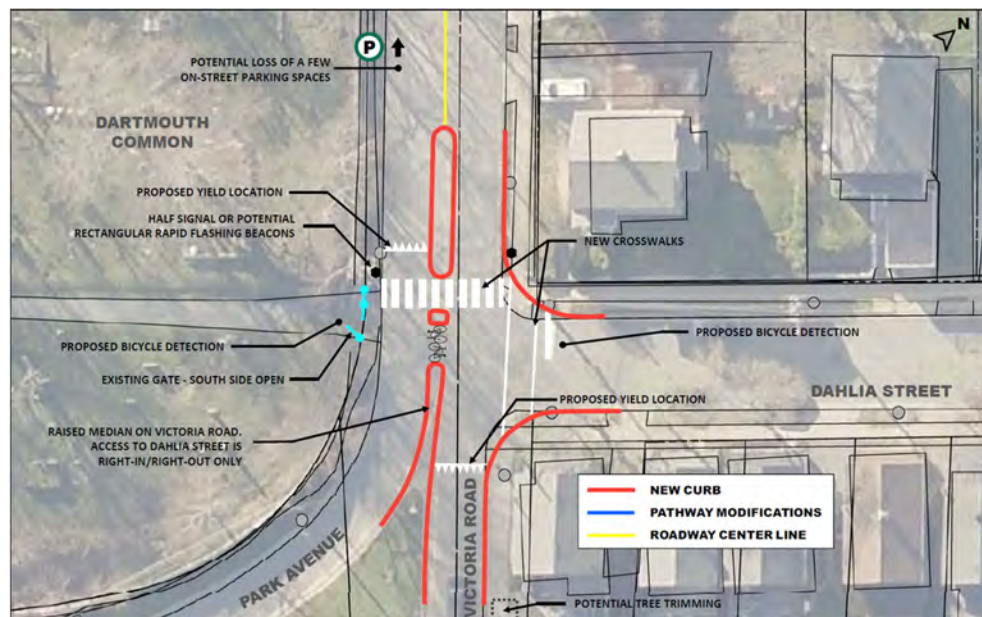


Figure 12: Option V-2

Dahlia Street & Pine Street - Option P-2 (46%)

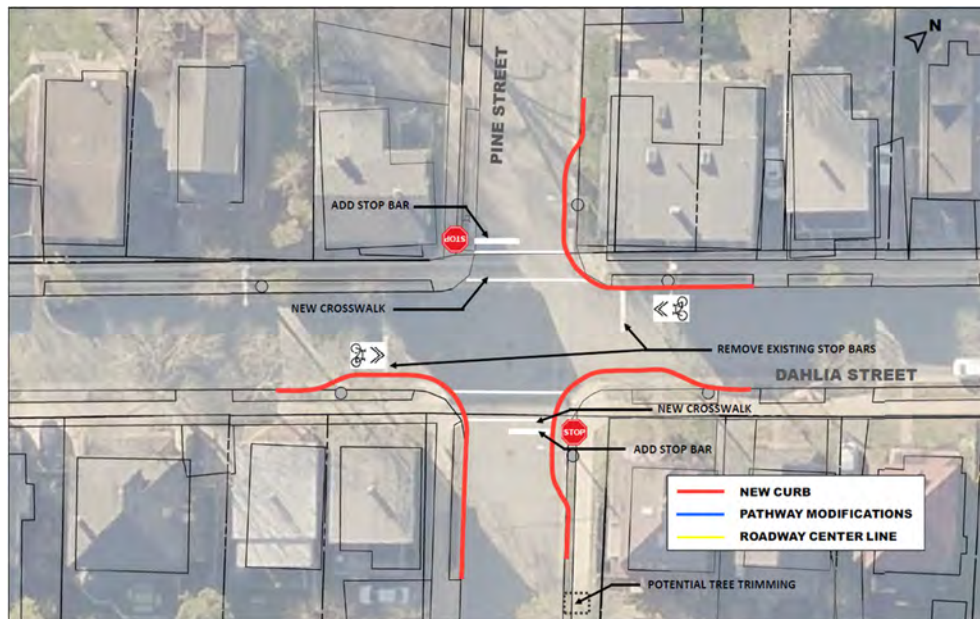


Figure 13: Option P-2

Dahlia Street & Maple Street (68%)

Option to keep the Rectangular Rapid Flashing Beacon (RRFB) with added bicycle actuation when it becomes available.



Figure 7: Option M - 1

Dahlia Street & Crichton Avenue - Option C-2 (39%)

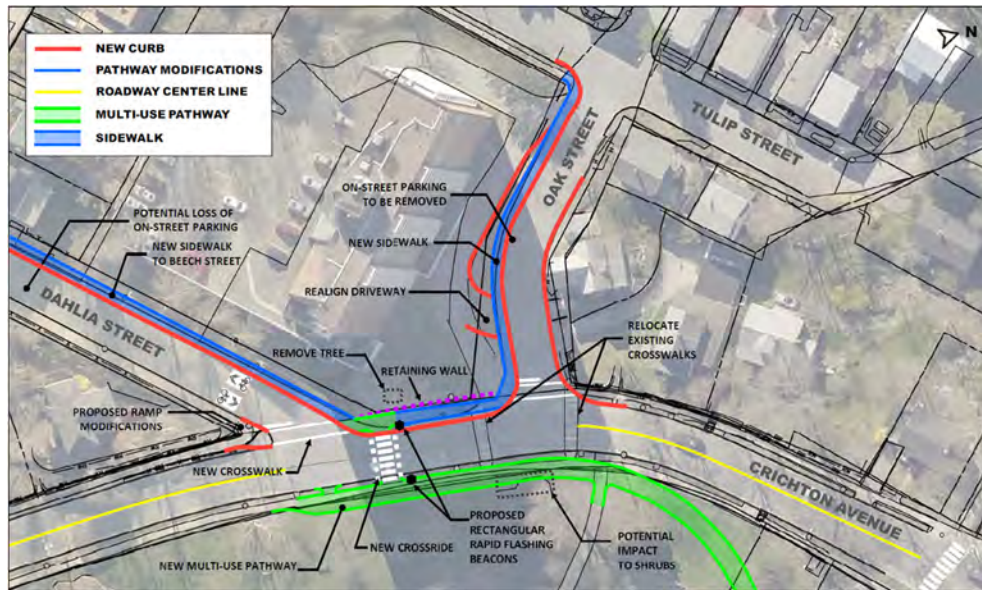


Figure 15: Option C - 2

Appendix A:

Round 1 Survey Results

Dahlia-Oak-Crichton Round One Public Engagement

SURVEY RESPONSE REPORT

01 July 2013 - 17 August 2020

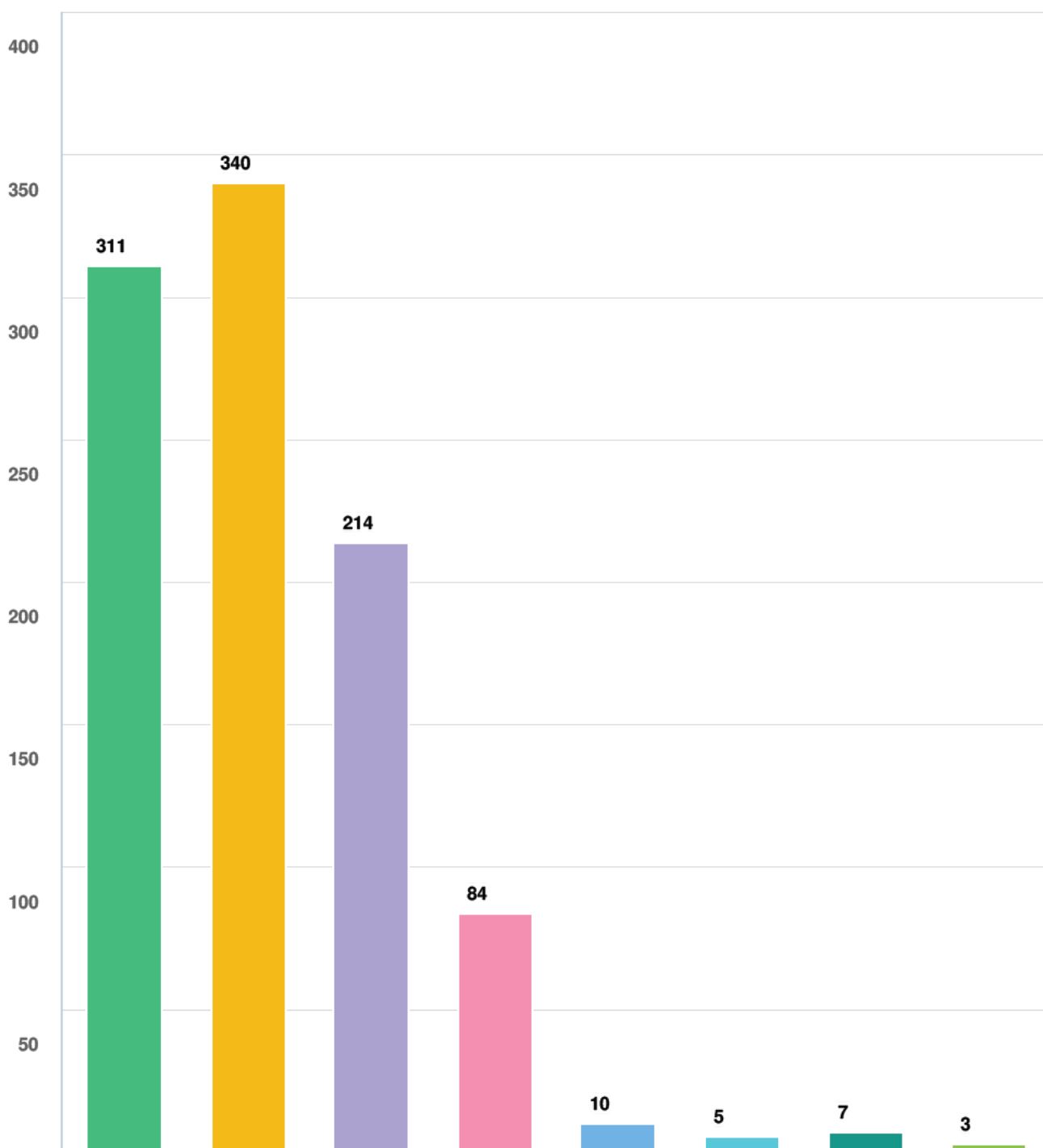
PROJECT NAME:

Dahlia-Oak-Crichton Active Transportation Connections



SURVEY QUESTIONS

Q1 How do you currently move around this area? Please check all that apply.



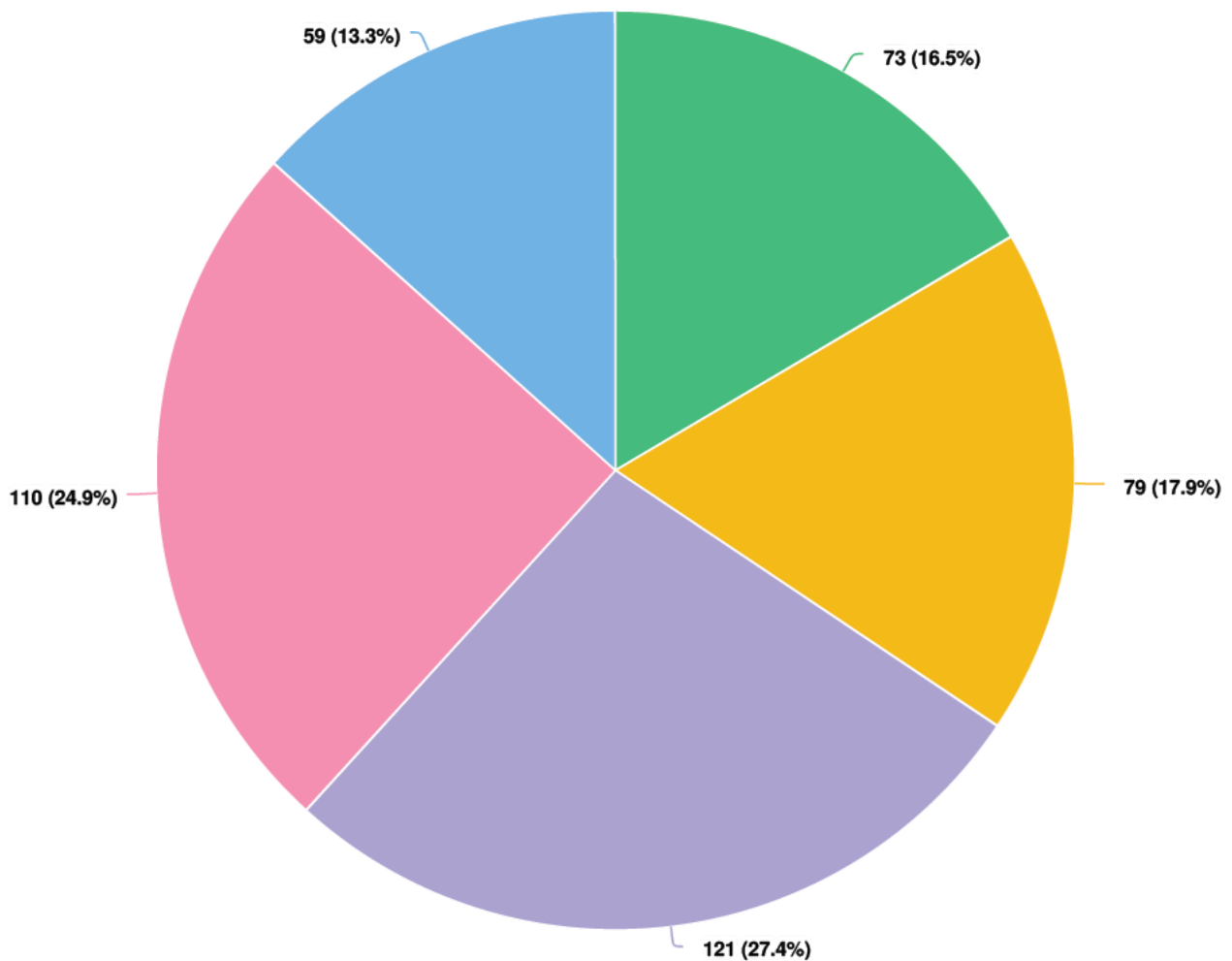
Question options

- Walk or Wheel
 ● Drive
 ● Bike
 ● Trans
 ● Scooter or Skateboard
 ● Roller blades or skates
- Motorcycle or vespa
 ● Other (please specify)

Optional question (441 response(s), 1 skipped)

Question type: Checkbox Question

Q2 Do you live nearby to the study area?



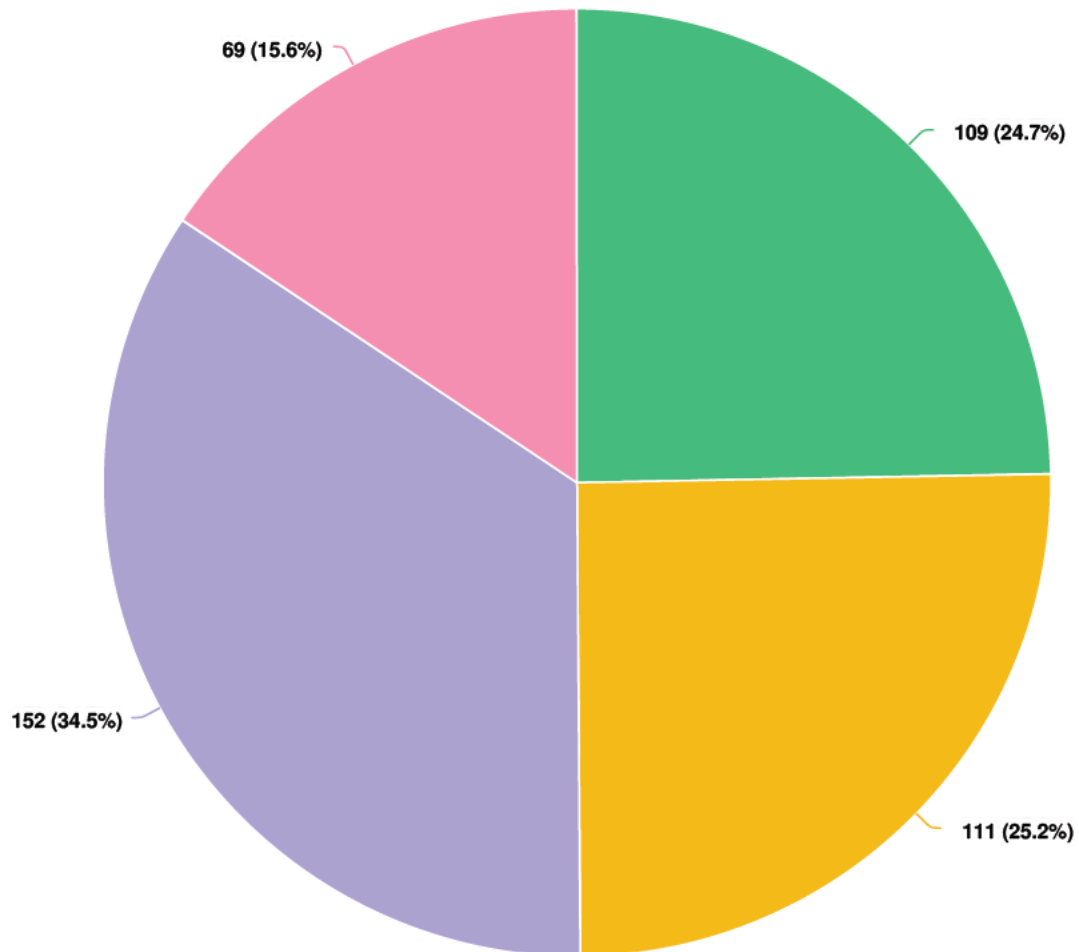
Question options

- Yes - live on Dahlia Street, Tup Street or Oak Street
- Yes - live on an adjacent street but not immediately along the proposed routes
- Somewhat - live within a five or ten minute walk or wheel from the study area
- No but move through the study area on a regular basis
- No but involved in this project for other reasons

Optional question (442 response(s), 0 skipped)

Question type: Radio Button Question

Q3 Based on the above descriptions, what is your current level of comfort when riding a bicycle?

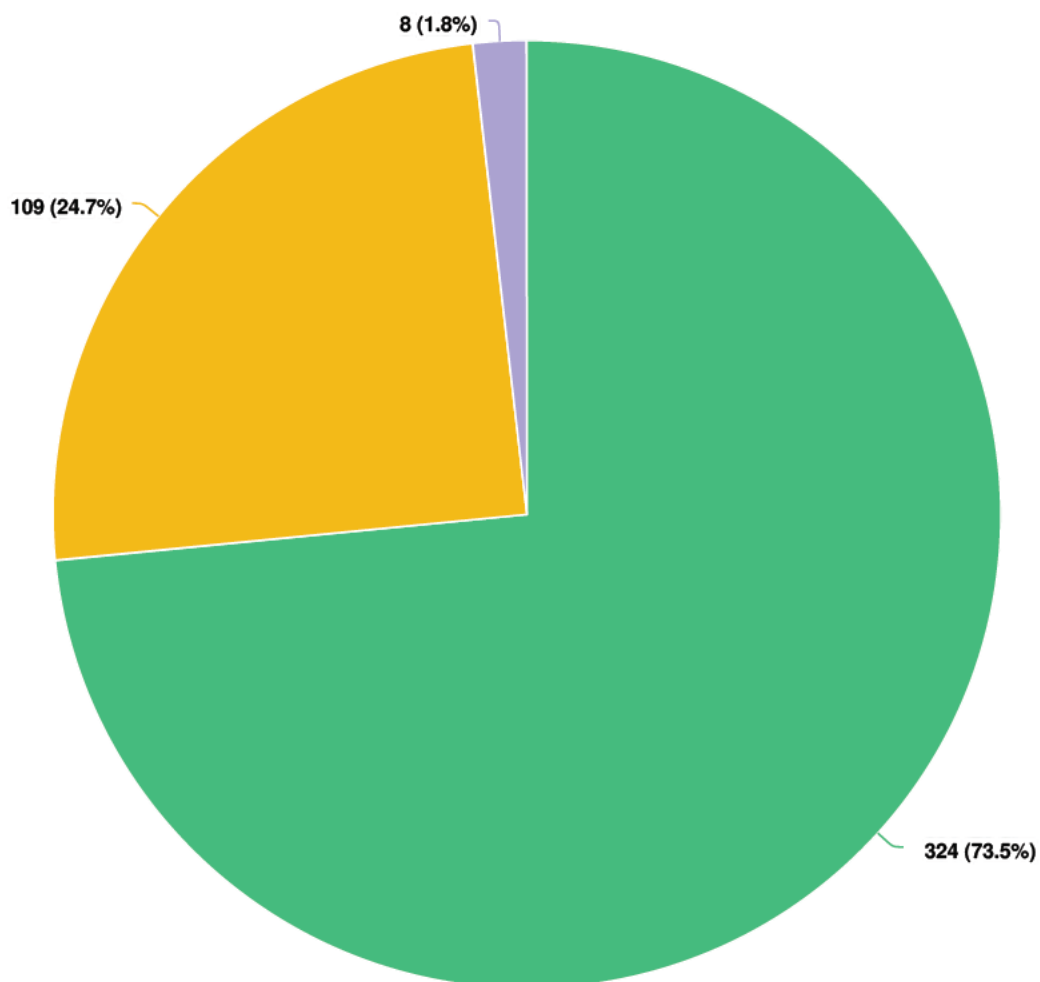


Question options

Strong and Fearless Enthusiastic and Confident Nervous but Concerned No Way No How

Optional question (441 response(s), 1 skipped)
Question type: Radio Button Question

Q4 Do you own a bicycle?

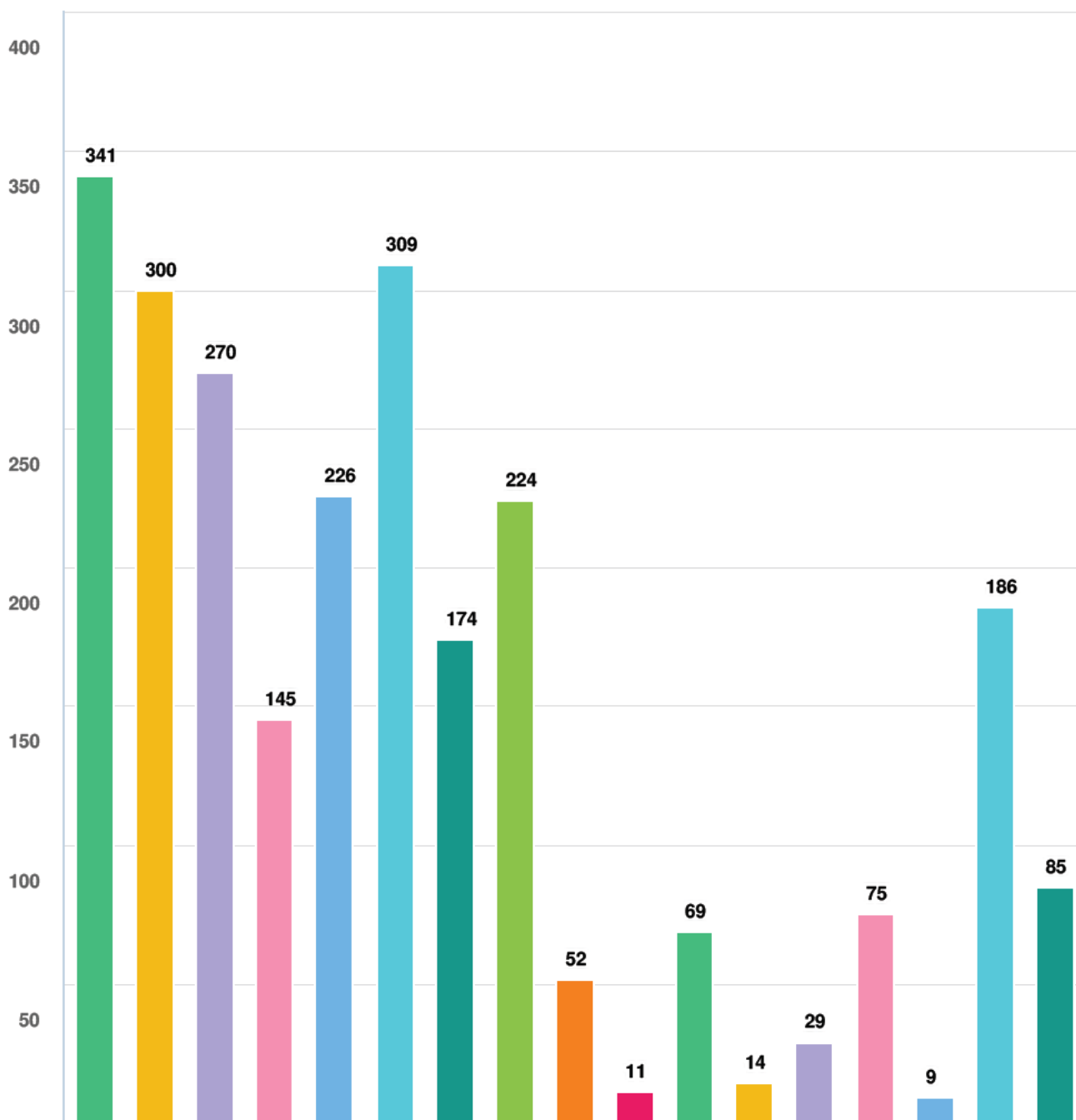


Question options

☒ Yes ☐ No ☐ Other (please specify)

*Optional question (441 response(s), 1 skipped)
Question type: Radio Button Question*

Q5 Where are you going? Please do your best to describe the general location of your destinations in this area using all modes of transportation. Check all that apply.

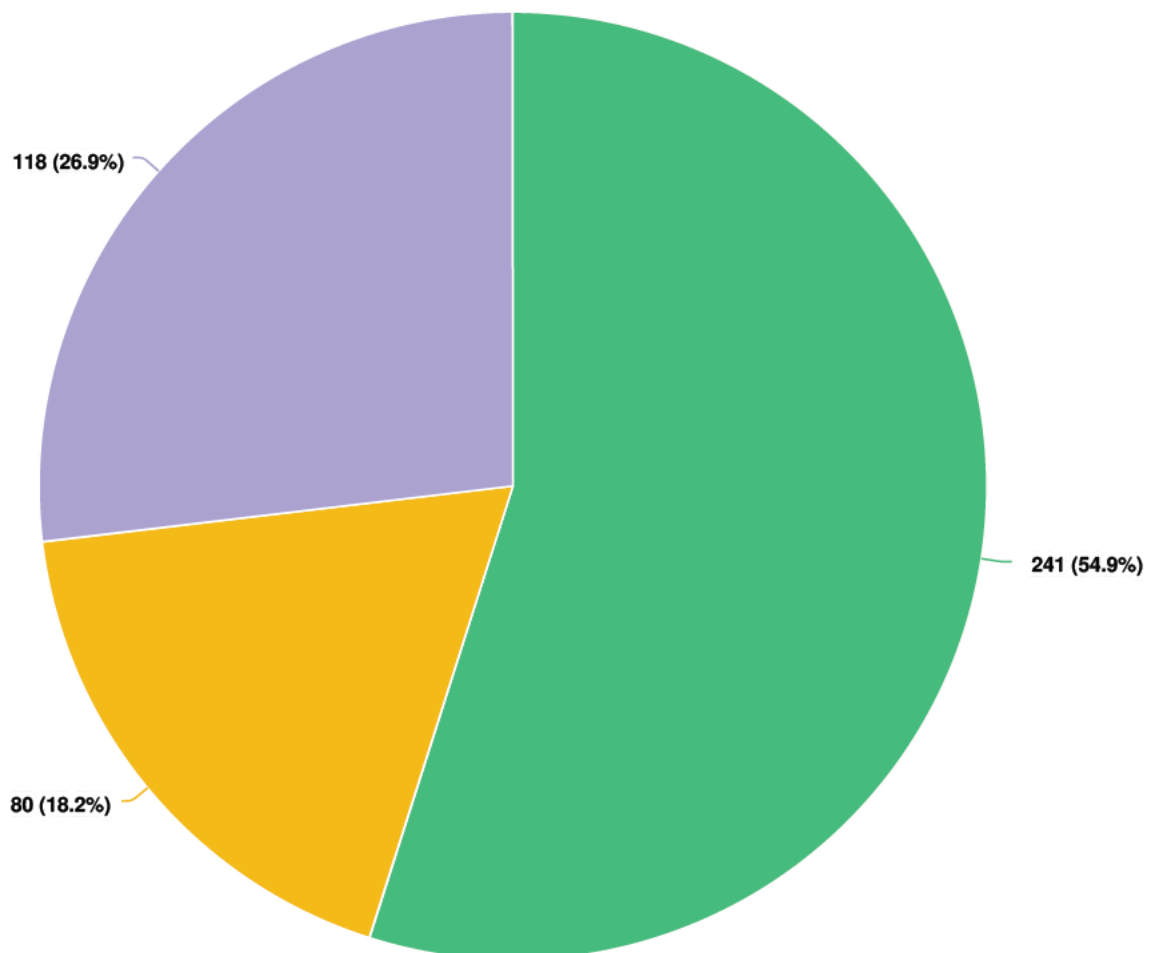


Question options

- Down own Dar mou h
 ● Macdona d Br dge
 ● A derney Ferry
 ● Br dge Trans Term na
 ● Dar mou h Common
- Su van's Pond Park
 ● B rch Cove Park
 ● Shubenacad e Cana Greenway
 ● Nearby Schoo s
 ● Nearby Daycares
- Nearby Aqua c and Padd ng C ubs
 ● Nearby Sen ors Cen res
 ● Nearby P aces of Worsh p
- Nearby Recrea on Cen res
 ● One Oak S ree Apar men s
 ● M c Mac Ma
 ● O her (p ease spec fy)

Optional question (442 response(s), 0 skipped)
Question type: Checkbox Question

Q6 Along which corridor do you feel most comfortable walking or rolling?



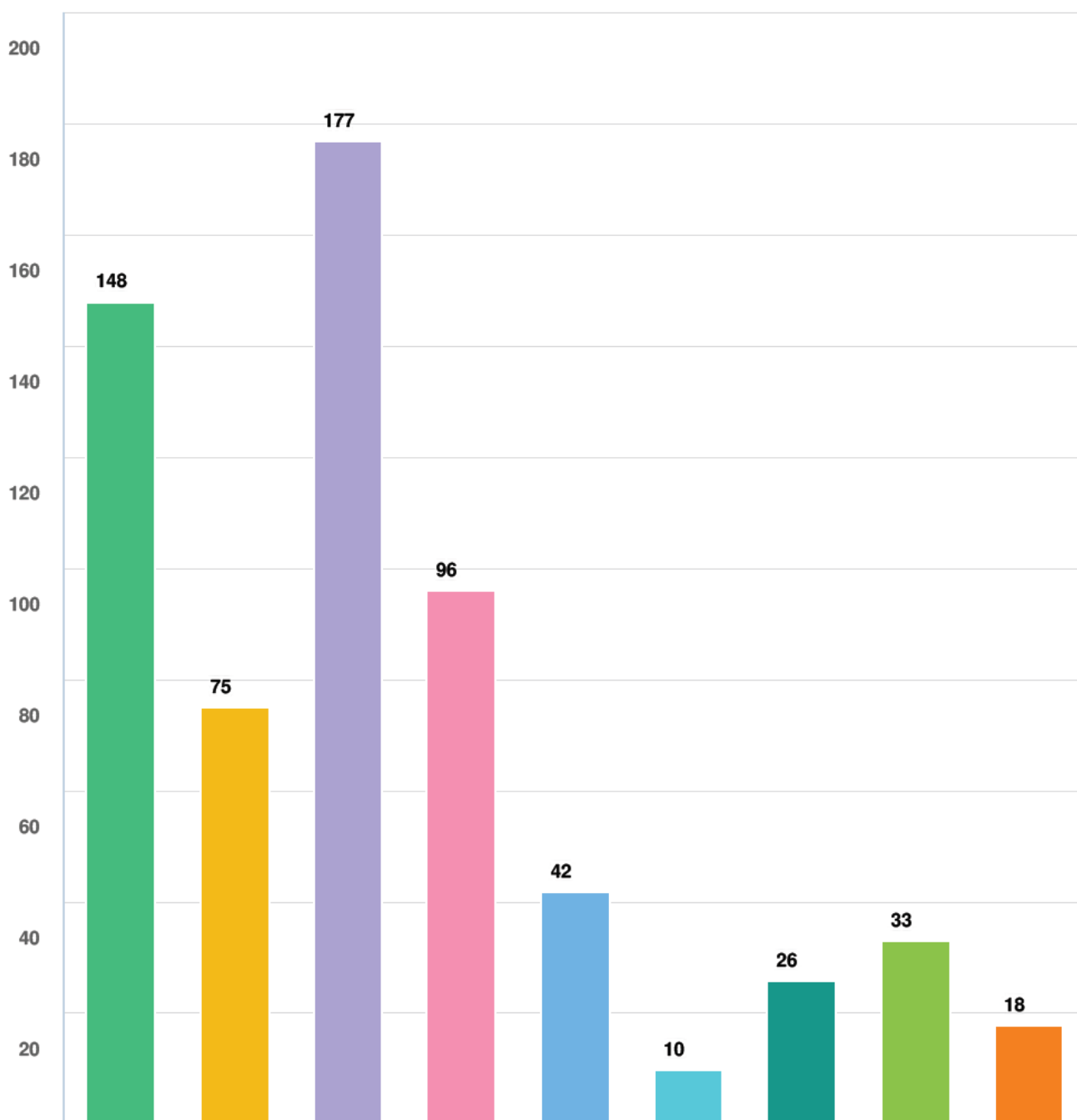
Question options

- prefer to walk or roll along Dahlia Street (Option 1 above)
- prefer to walk or roll along Tup and Oak Street (Option 2 above)
- Unsure / No Applicable

Optional question (439 response(s), 3 skipped)

Question type: Radio Button Question

Q7 Why do you prefer to walk or roll along Dahlia Street (Option 1)?



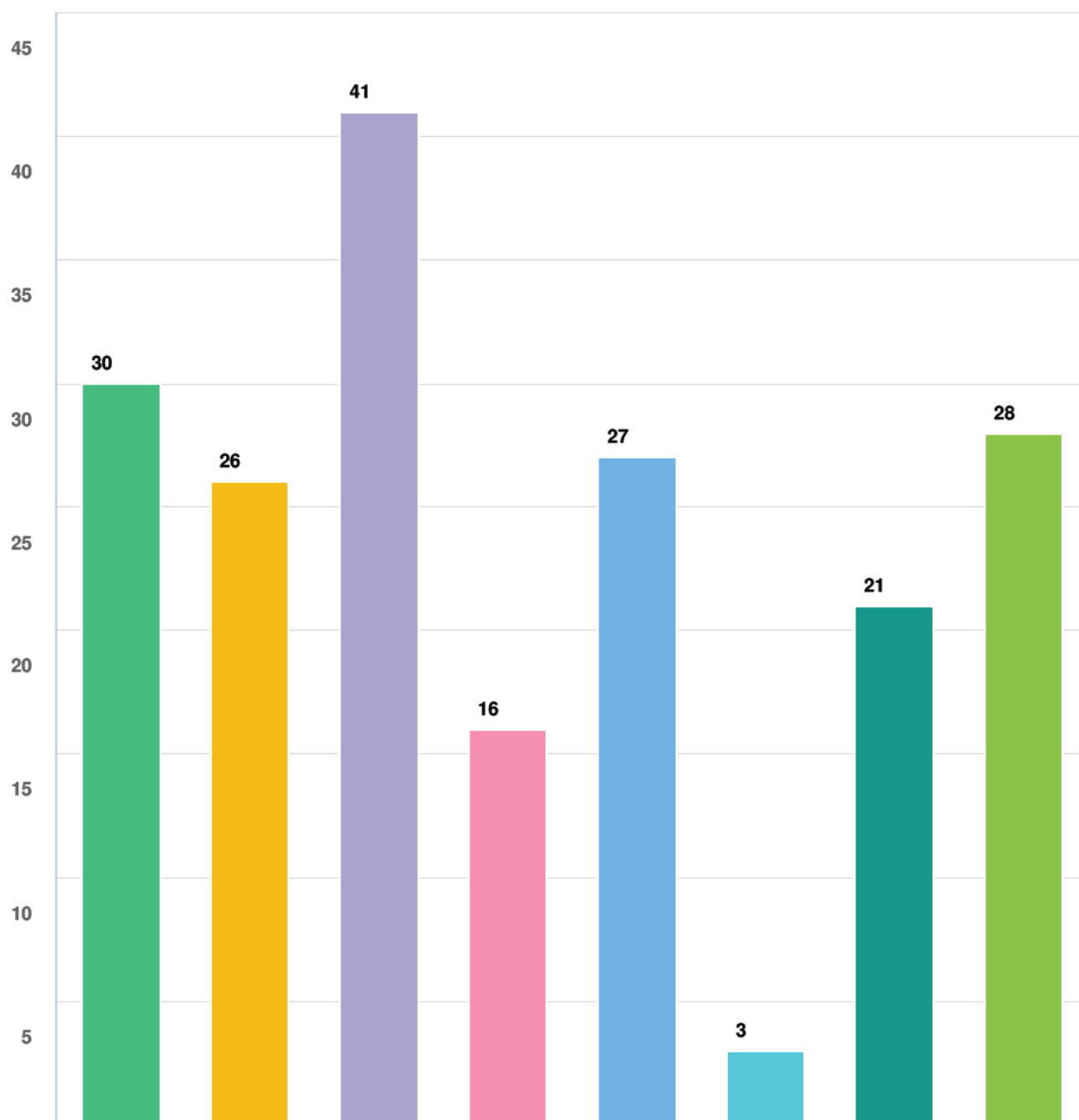
Question options

- Better grades / easier hills
- Better sight lines of vehicles and intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push button flashing lights)
- Less traffic or slower traffic
- Less traffic noise
- More trees / shade
- More aesthetically pleasing
- Other (please specify)

Optional question (240 response(s), 202 skipped)

Question type: Checkbox Question

Q8 Why do you prefer to walk or roll along Tulip and Oak Street (Option 2)?



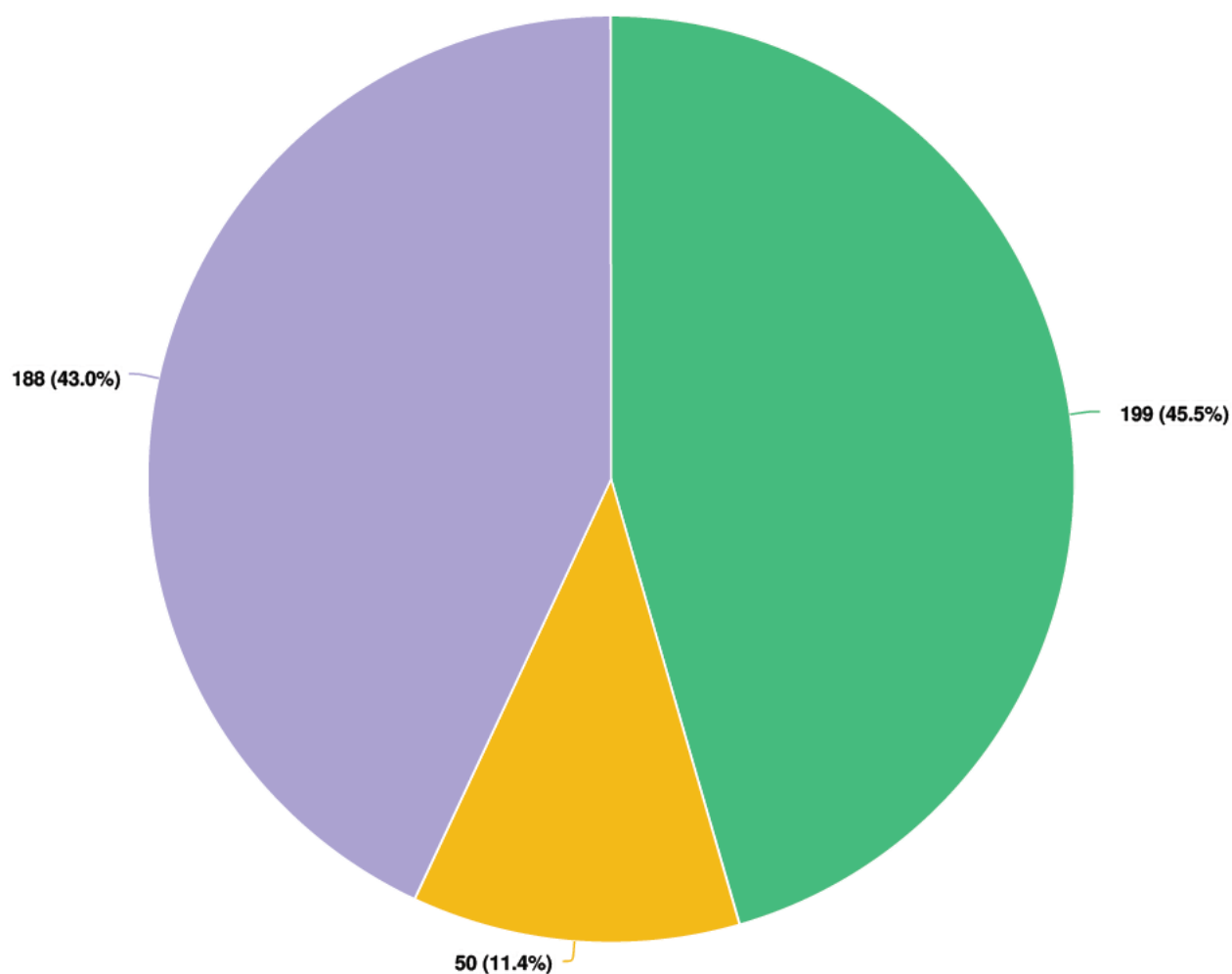
Question options

- Better grades / easier hills
- Better sight lines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push button flashing lights)
- Less traffic or slower traffic
- Less traffic noise
- More trees / shade
- More aesthetic appeal

Optional question (79 response(s), 363 skipped)

Question type: Checkbox Question

Q9 Along which corridor do you feel most comfortable cycling?

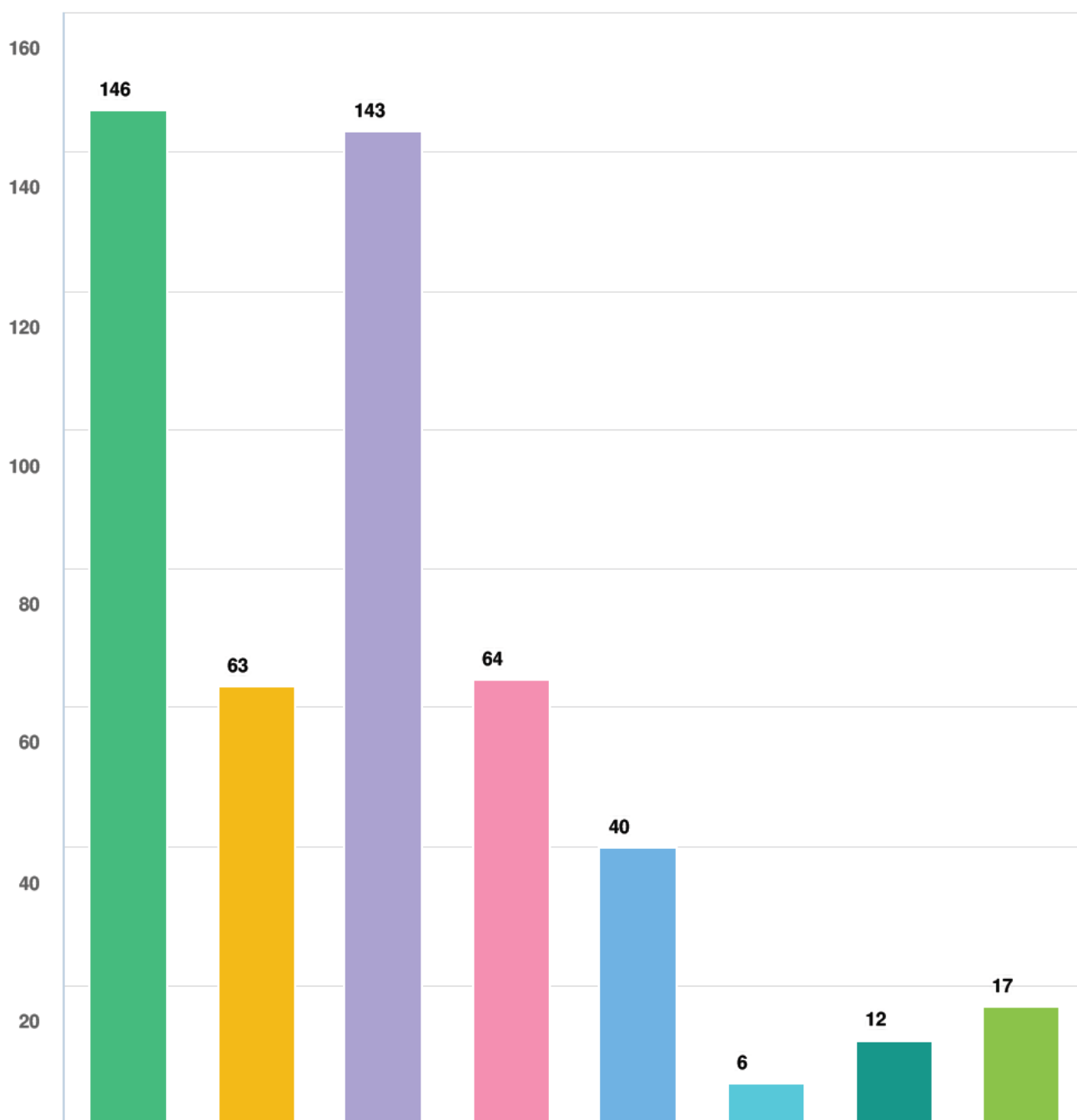


Question options

- prefer or de my b cyc e a ong Dah a S ree Op on 1 above
- prefer or de my b cyc e a ong Tu p and Oak S ree Op on 2 above
- Unsure / No App cab e

Optional question (437 response(s), 5 skipped)
Question type: Radio Button Question

Q10 Why do you prefer to cycle along Dahlia Street (Option 1)?



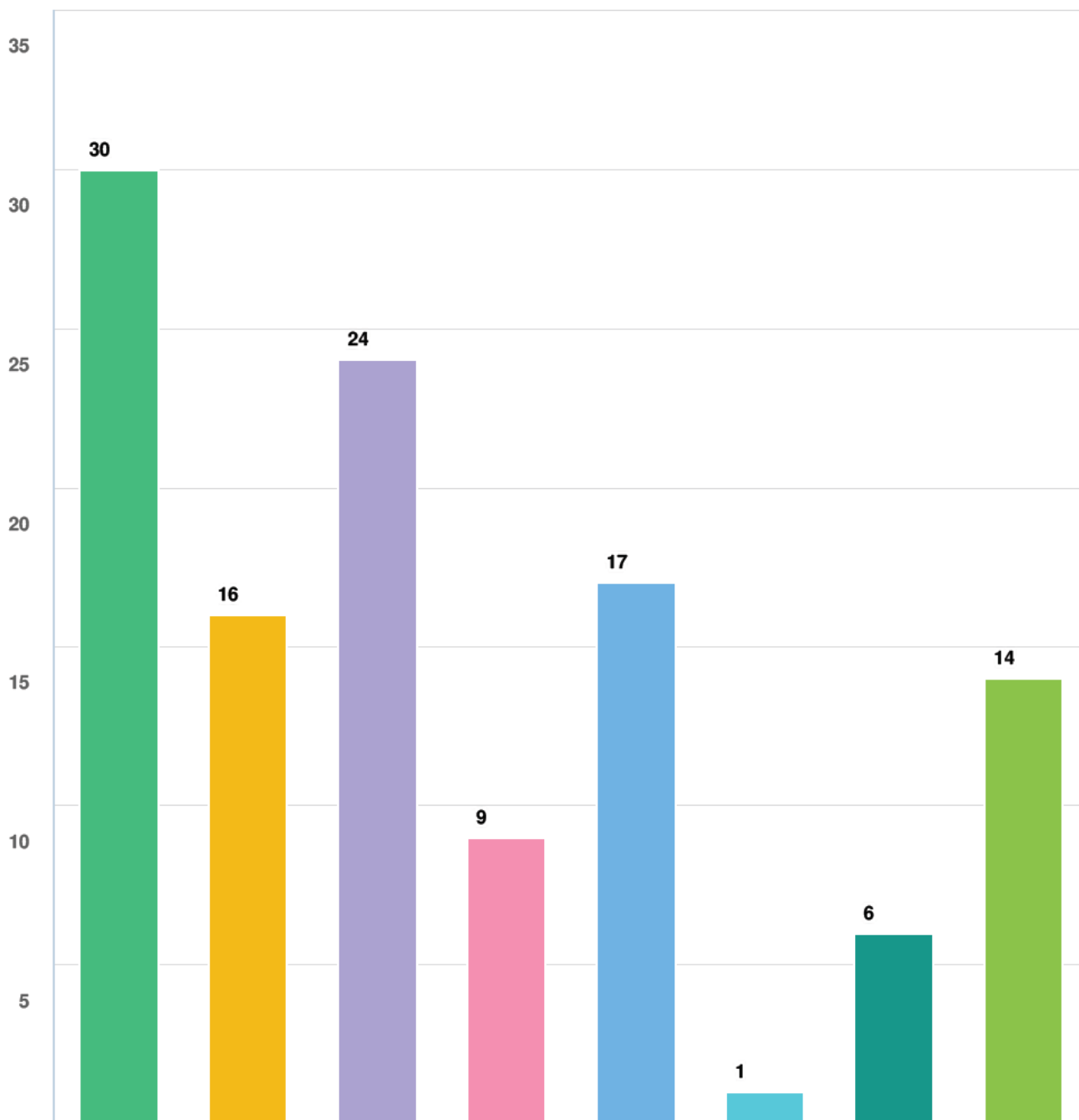
Question options

- Better grades / easier hills
- Better sight lines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push button flashing lights)
- Less traffic or slower traffic
- Less traffic noise
- More trees / shade
- More aesthetically pleasing

Optional question (198 response(s), 244 skipped)

Question type: Checkbox Question

Q11 Why do you prefer to cycle along Tulip and Oak Street (Option 2)?



Question options

- Better grades / easier hills
- Better sightlines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push button flashing lights)
- Less traffic or slower traffic
- Less traffic noise
- More trees / shade
- More aesthetically pleasing

Optional question (50 response(s), 392 skipped)

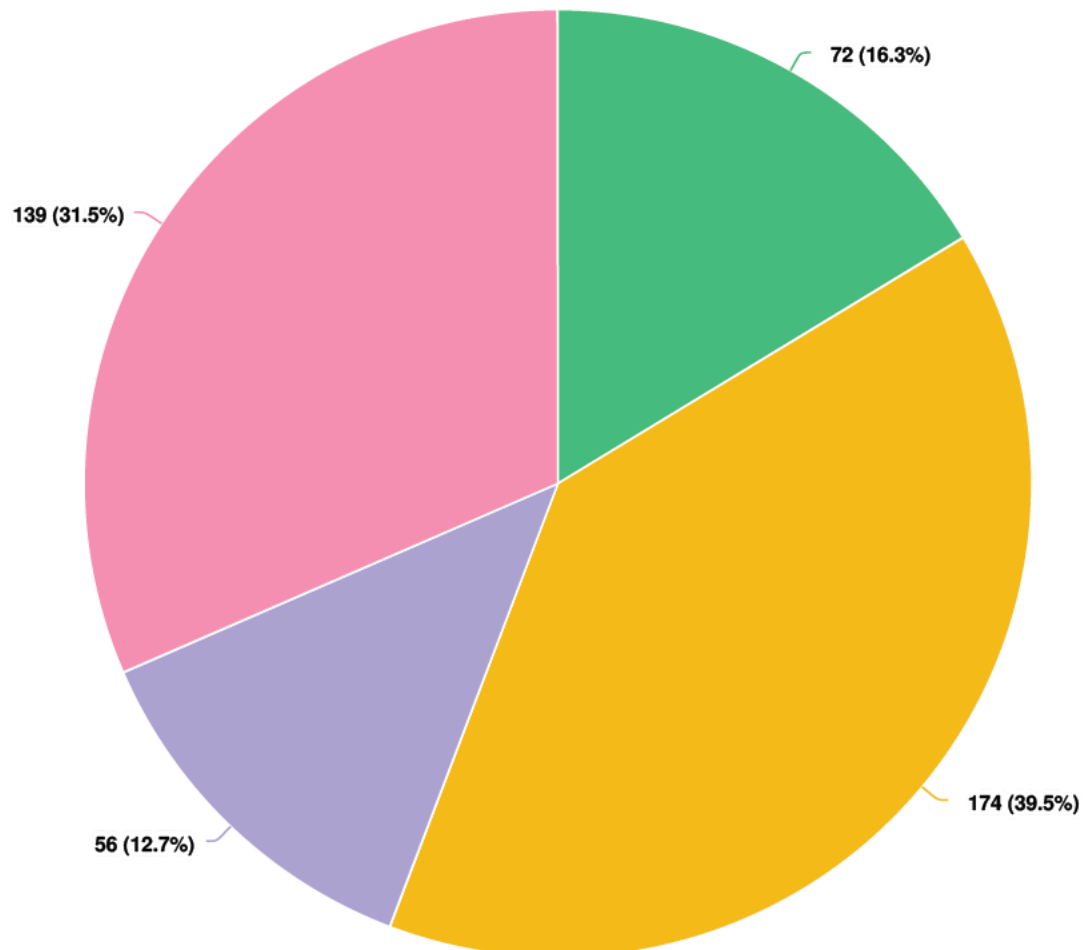
Question type: Checkbox Question

Q12 Please rank the following priorities when it comes to determining your walking, rolling, or cycling route. The ranking of '1' represents the most important factor, while the ranking of '4' represents the least important factor.

OPTIONS	AVG. RANK
Avoiding steep hills	2.33
Feeling safer crossing at major intersections	2.38
Moving along streets with lower traffic volumes	2.41
Choosing the route with the shortest distance	2.80

Optional question (430 response(s), 12 skipped)
Question type: Ranking Question

Q13 How do you typically access the Dartmouth Common at Victoria Road?



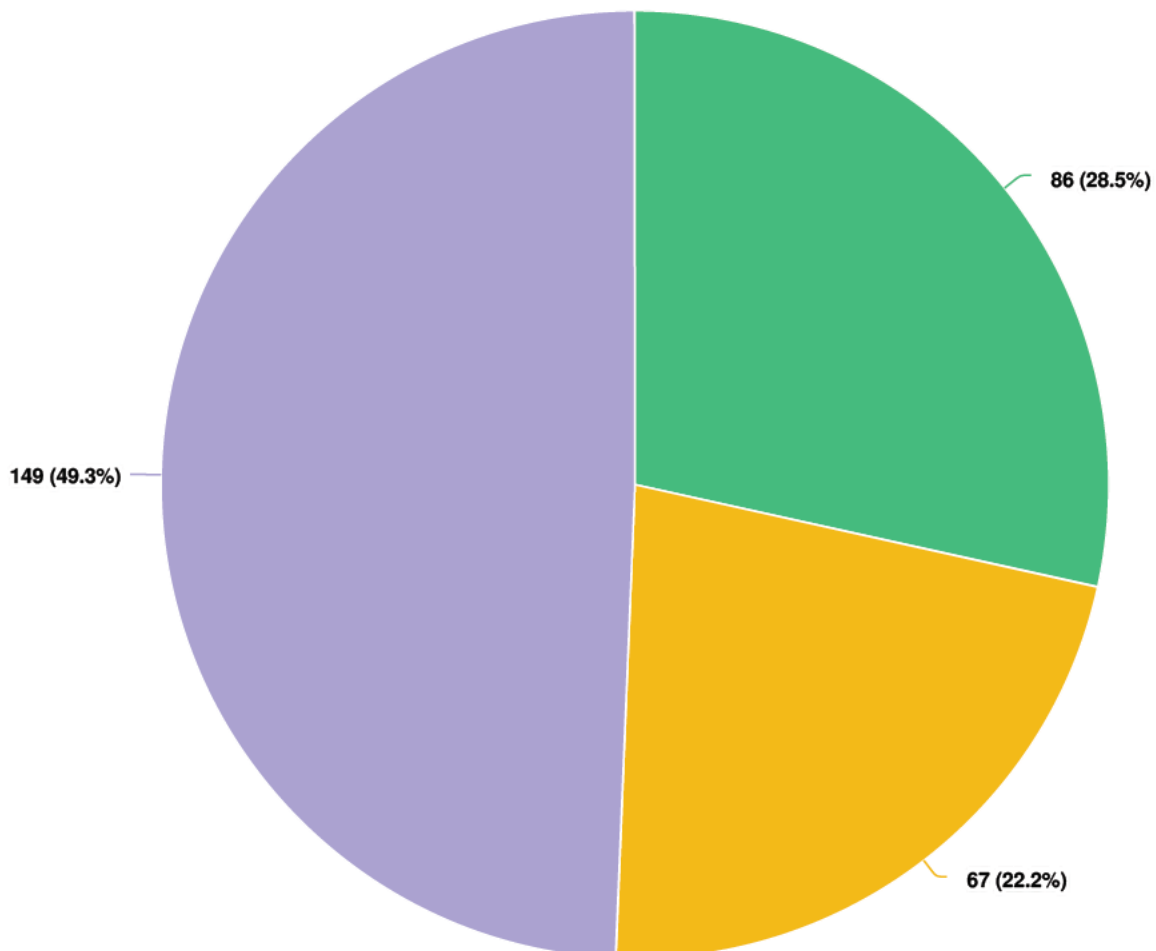
Question options

- primarily cross a Tu p S ree and use he grave pa hway hrough he ceme ery
- primarily cross a Dah a S ree are use he paved pa hway
- use each of he above rou es equa y
- don' use e her of hese rou es

Optional question (441 response(s), 1 skipped)

Question type: Radio Button Question

Q14 Does the position of the entrance gate (open vs closed) significantly impact the choice to use the routes you mentioned above?

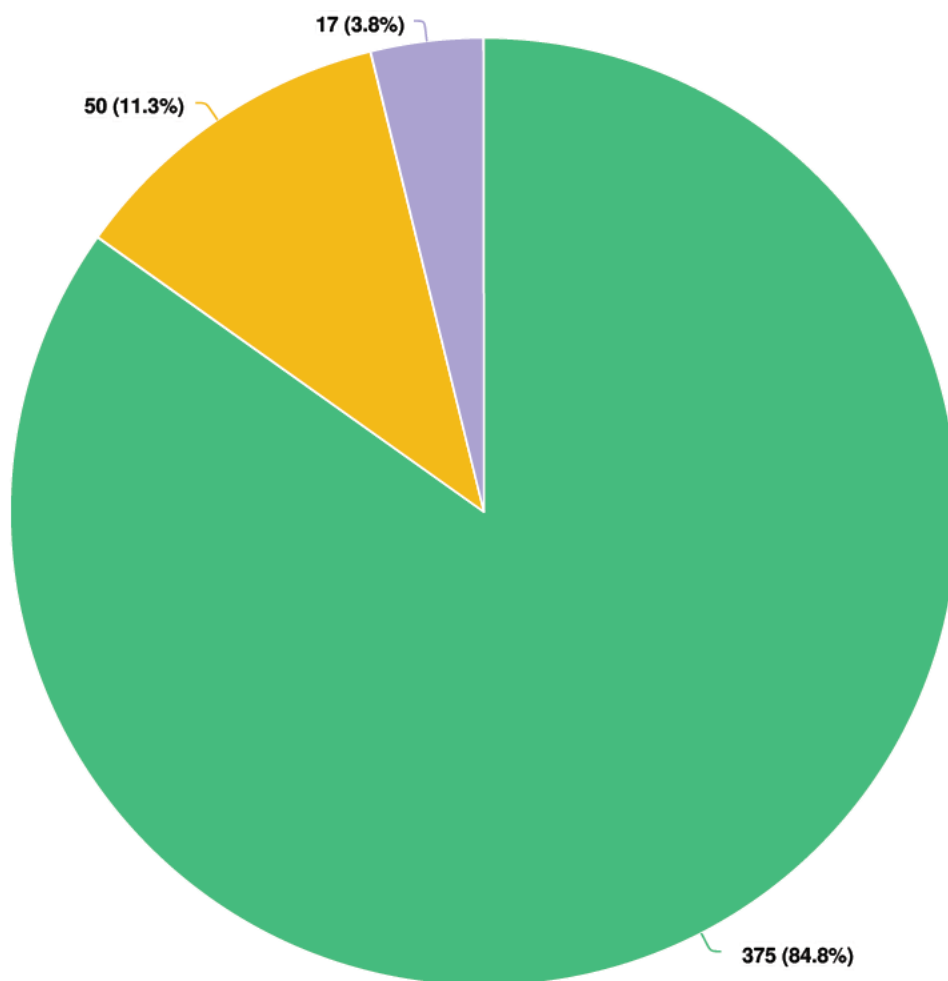


Question options

Yes Some mes No really

Mandatory Question (302 response(s))
Question type: Radio Button Question

Q15 I am generally supportive of constructing a new sidewalk or pedestrian facility on Oak Street between Crichton Avenue and Tulip Street even if it means the potential loss of on-street parking (5-7 spots)

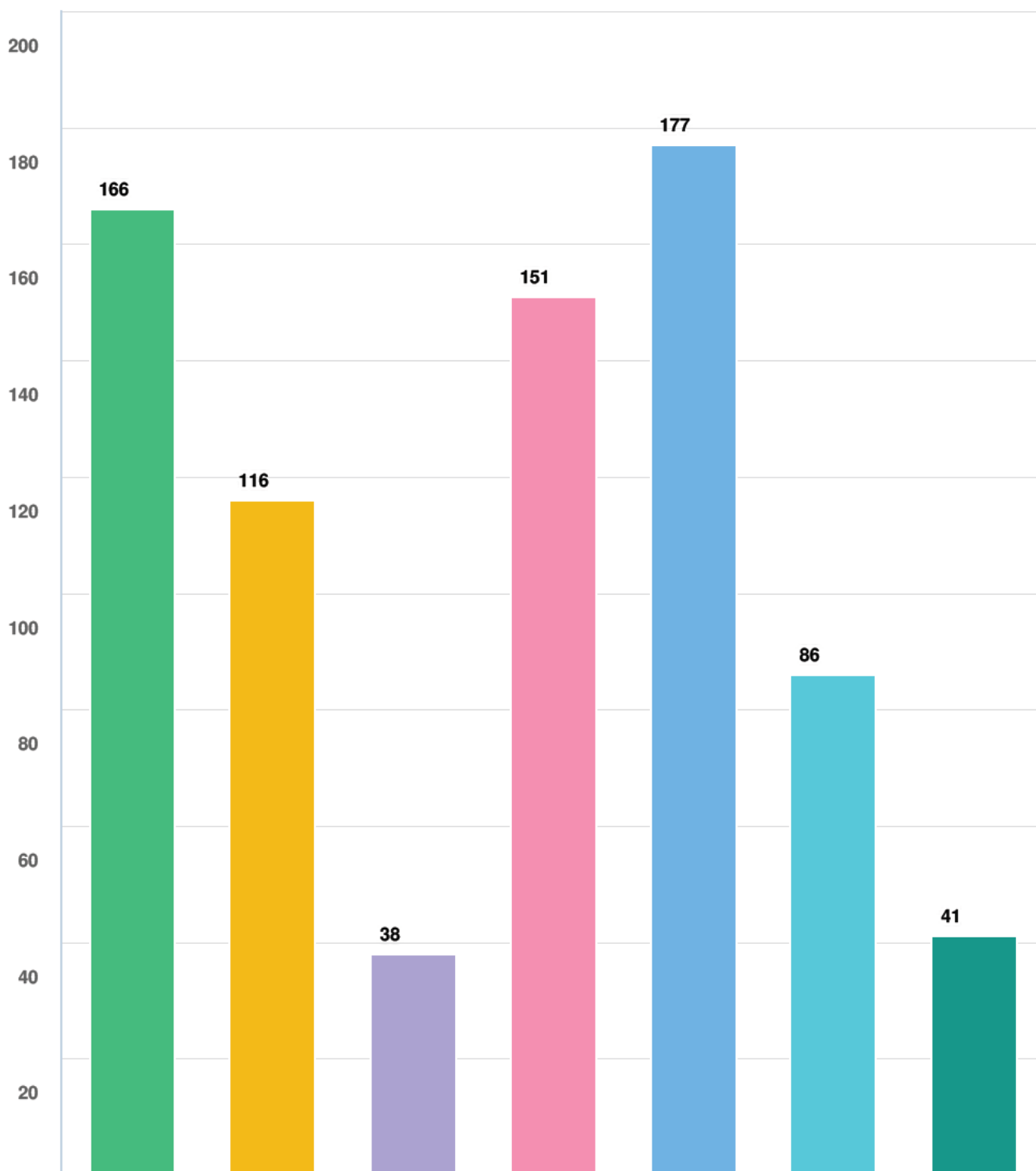


Question options

☒ Agree ☐ Disagree ☐ Other (please specify)

Optional question (442 response(s), 0 skipped)
Question type: Radio Button Question

Q16 I am most likely to enter the Sullivan's Pond Park pathway system from which two locations? (see figure above where a letter has been assigned to each major entry point)

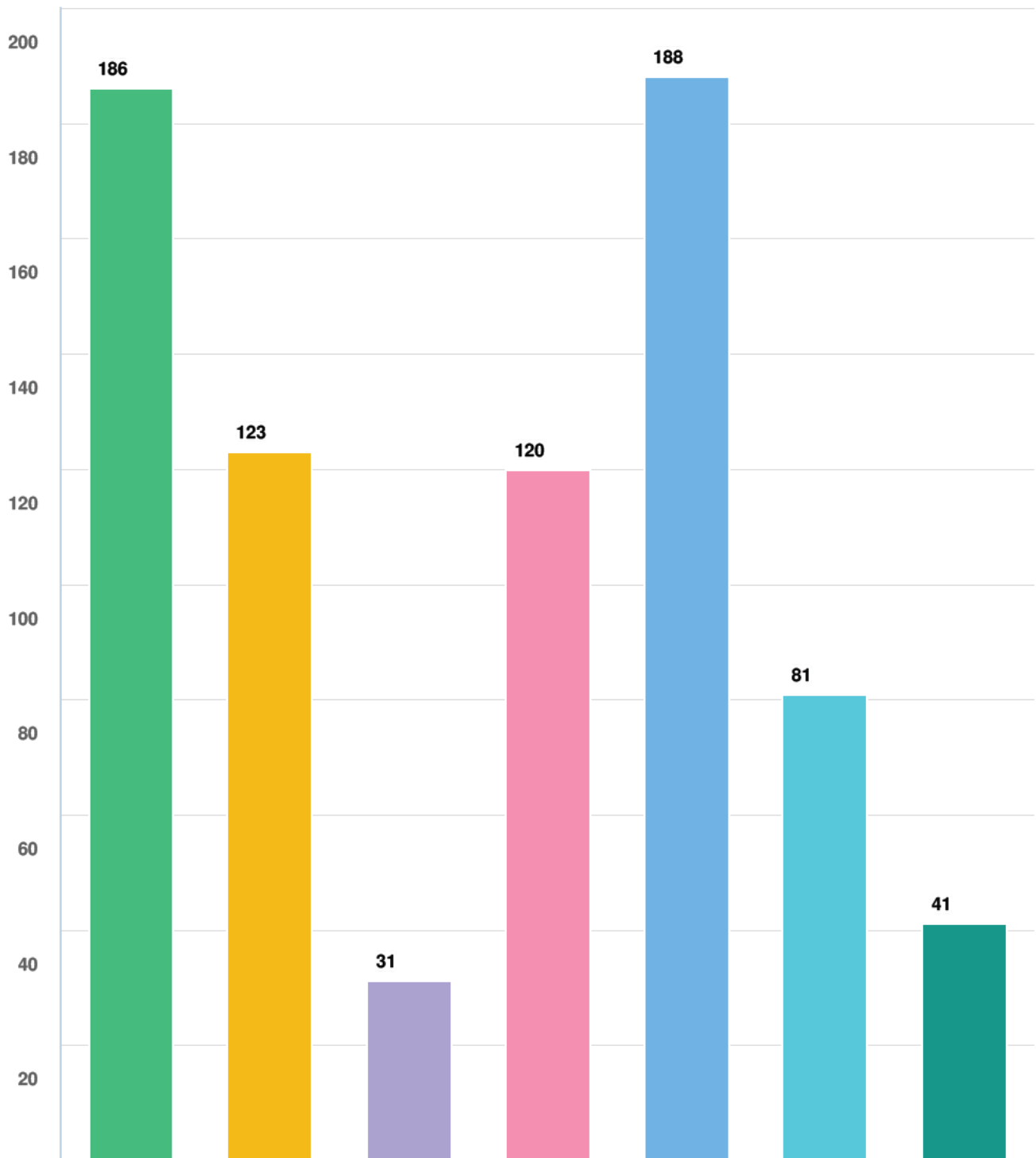


Question options

● A ● B ● C ● D ● E ● F ● don't of en v s Su van's Pond

Optional question (434 response(s), 8 skipped)
Question type: Checkbox Question

Q17 I am most likely to exit the Sullivan's Pond Park pathway system from which two locations? (see figure above where a letter has been assigned to each major entry point)

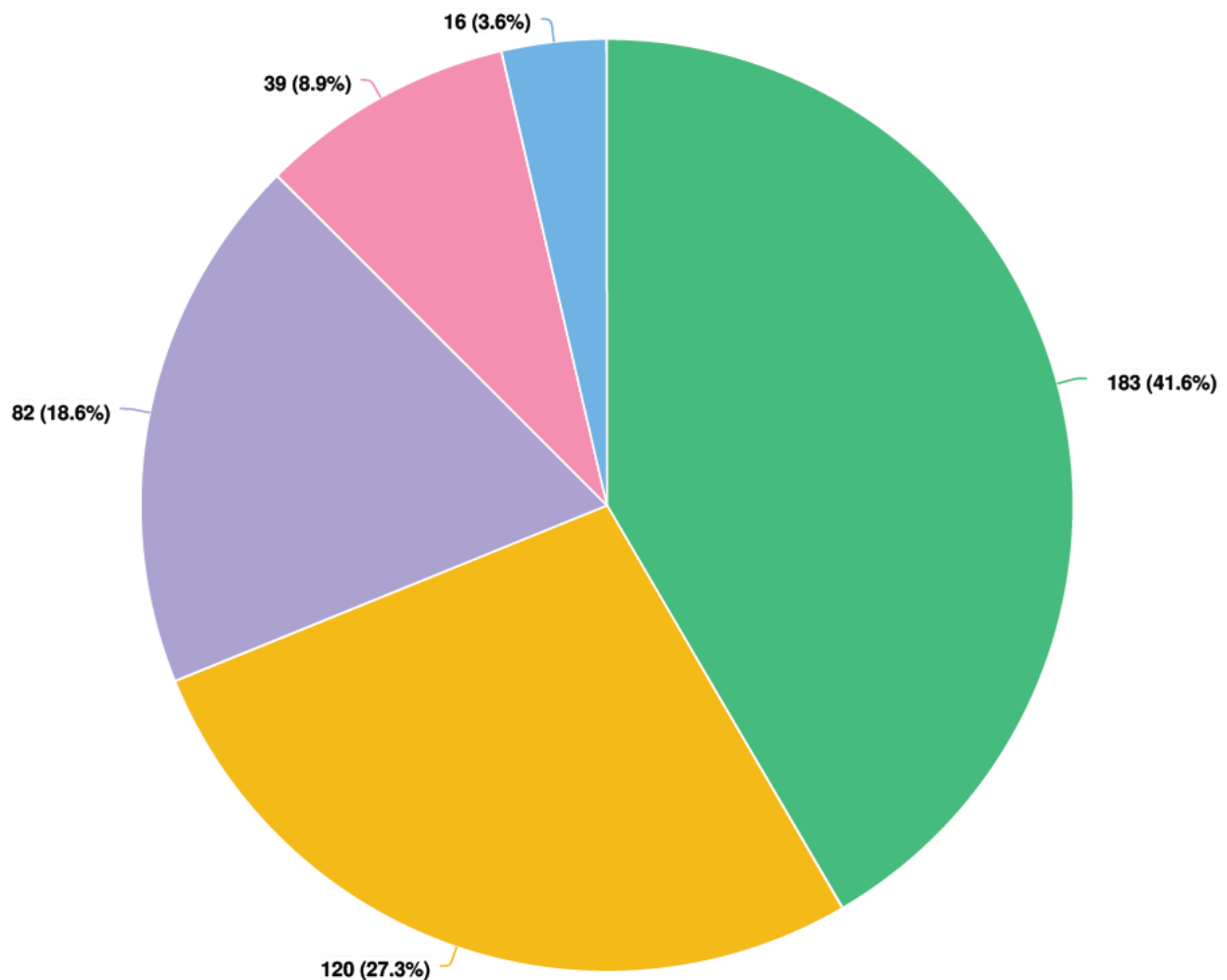


Question options

● A ● B ● C ● D ● E ● F ● don't of en v s Su van's Pond

Optional question (435 response(s), 7 skipped)
Question type: Checkbox Question

Q18 How comfortable are you sharing the pathways in Sullivan's Pond Park with people walking, rolling, and cycling?

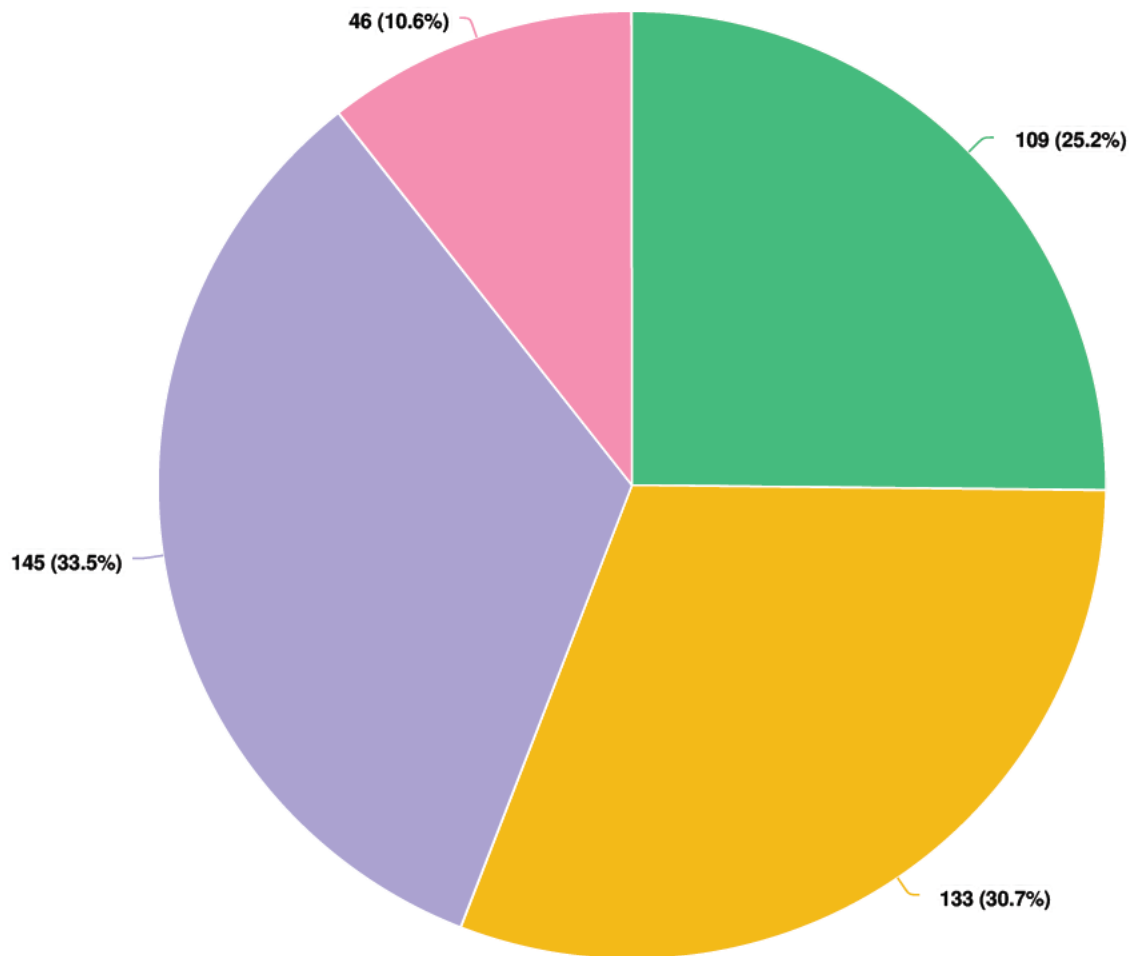


Question options

Very comfortable Comfortable Neutral Uncomfortable Very uncomfortable

Optional question (440 response(s), 2 skipped)
Question type: Radio Button Question

Q19 | How could we improve this connection between Crichton Ave and the larger Shubenacadie Canal Greenway system (up towards Banook)?

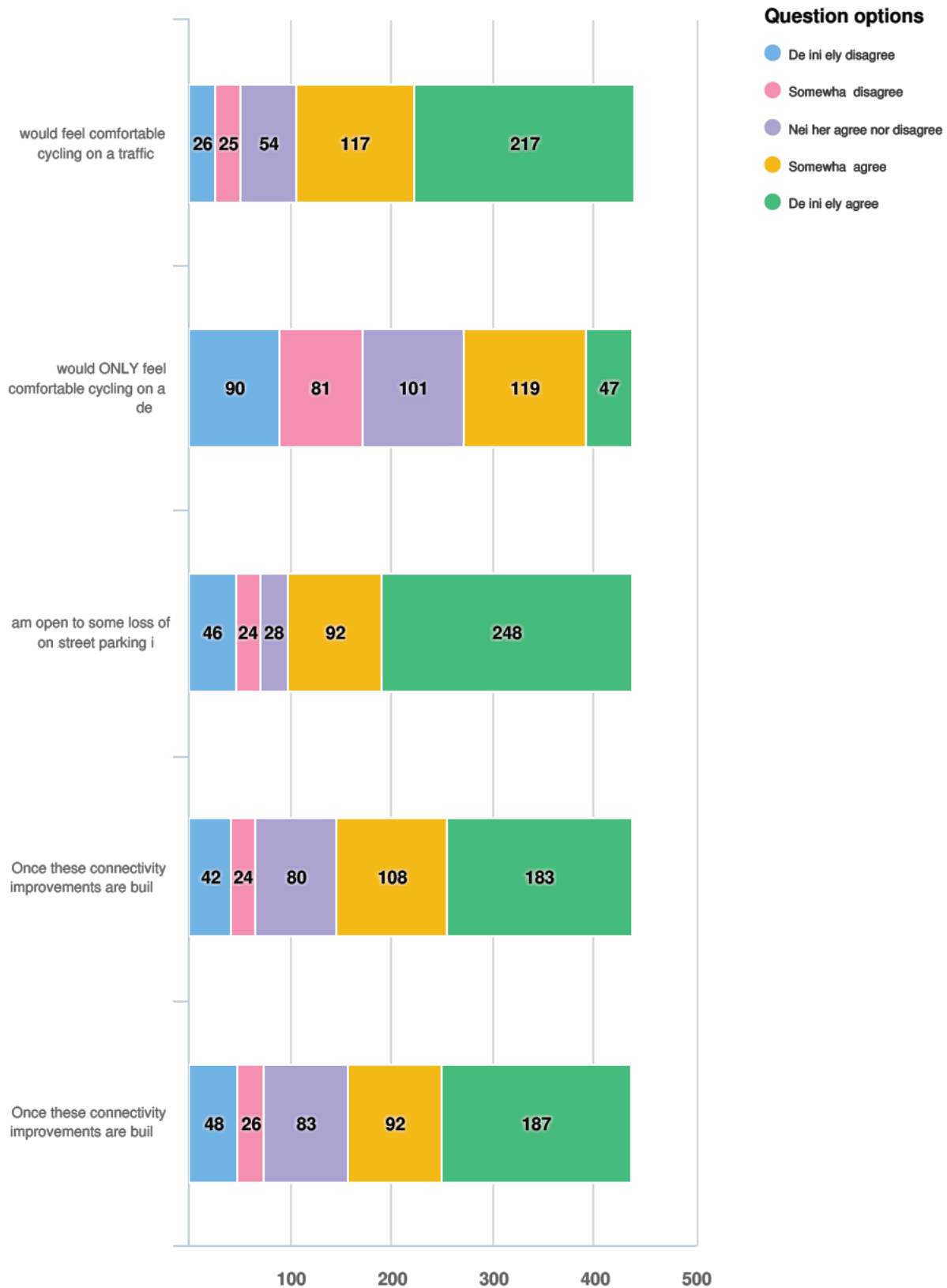


Question options

- Don't change anything about the Sullivan's Pond Park pathways
- Designate a separate pathway for bicycles only
- Widen the existing shared pathways
- Other ideas (please explain)

Optional question (433 response(s), 9 skipped)
Question type: Radio Button Question

Q20 To what extent do you agree with the following statements?

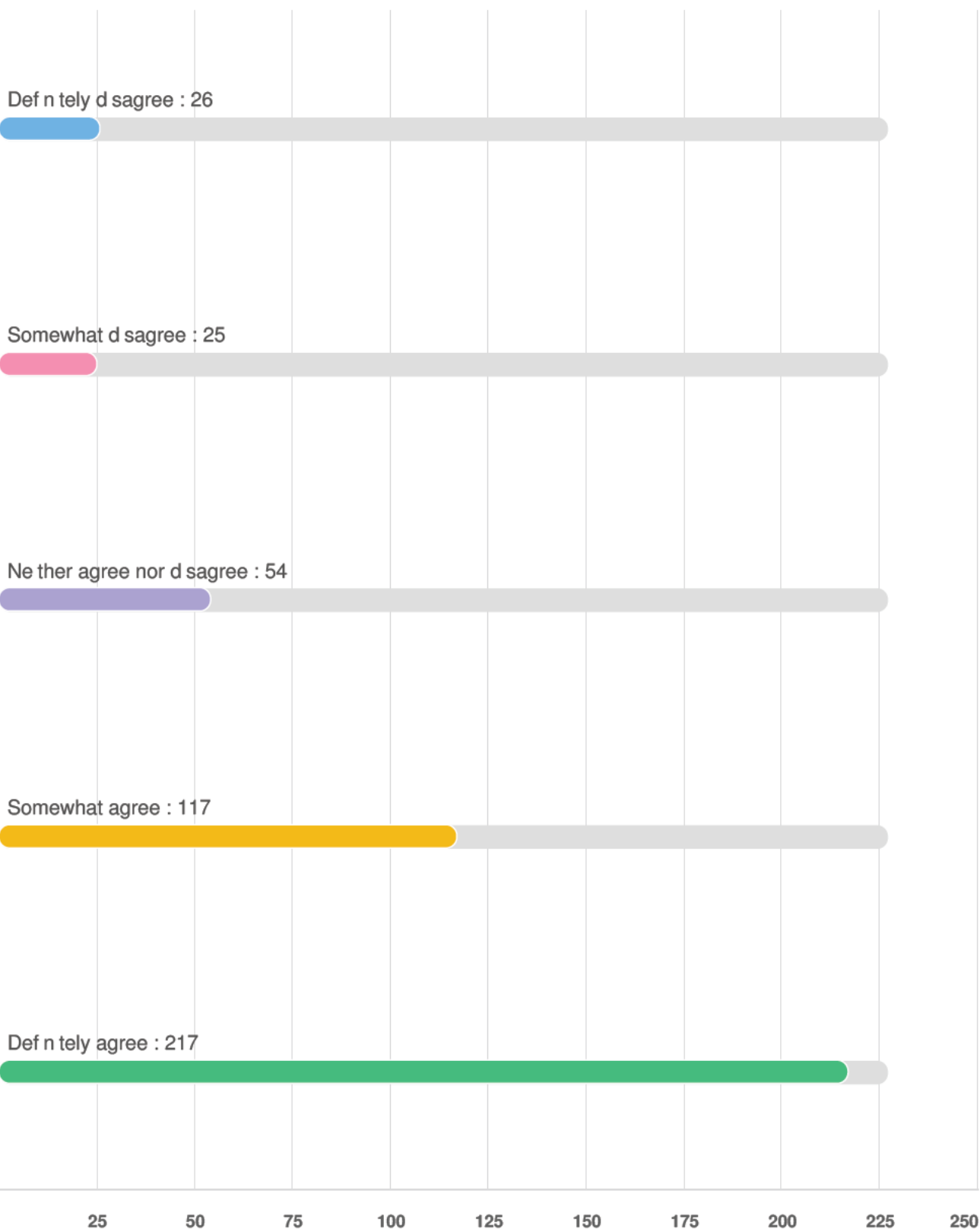


Optional question (442 response(s), 0 skipped)

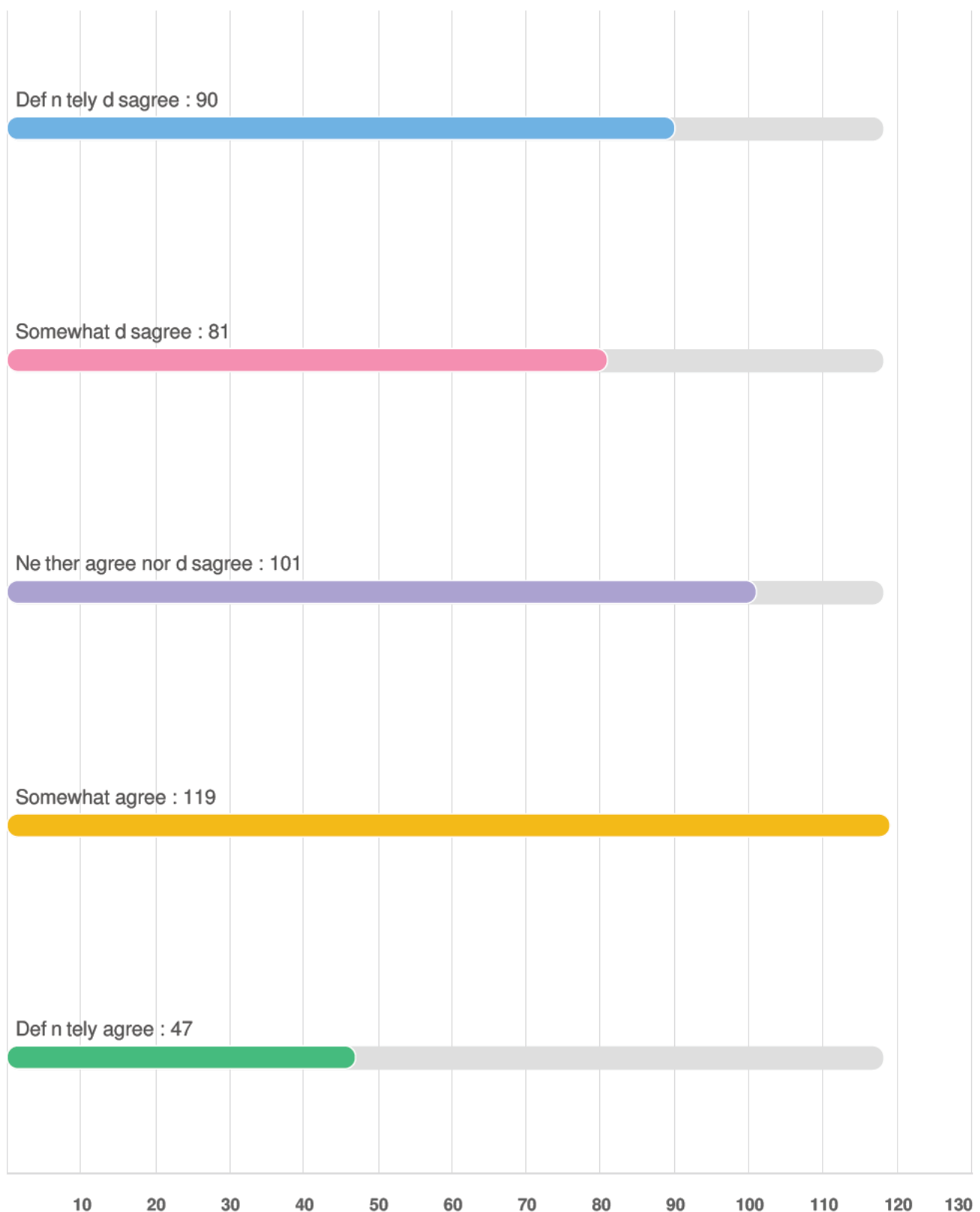
Question type: Likert Question

Q20 To what extent do you agree with the following statements?

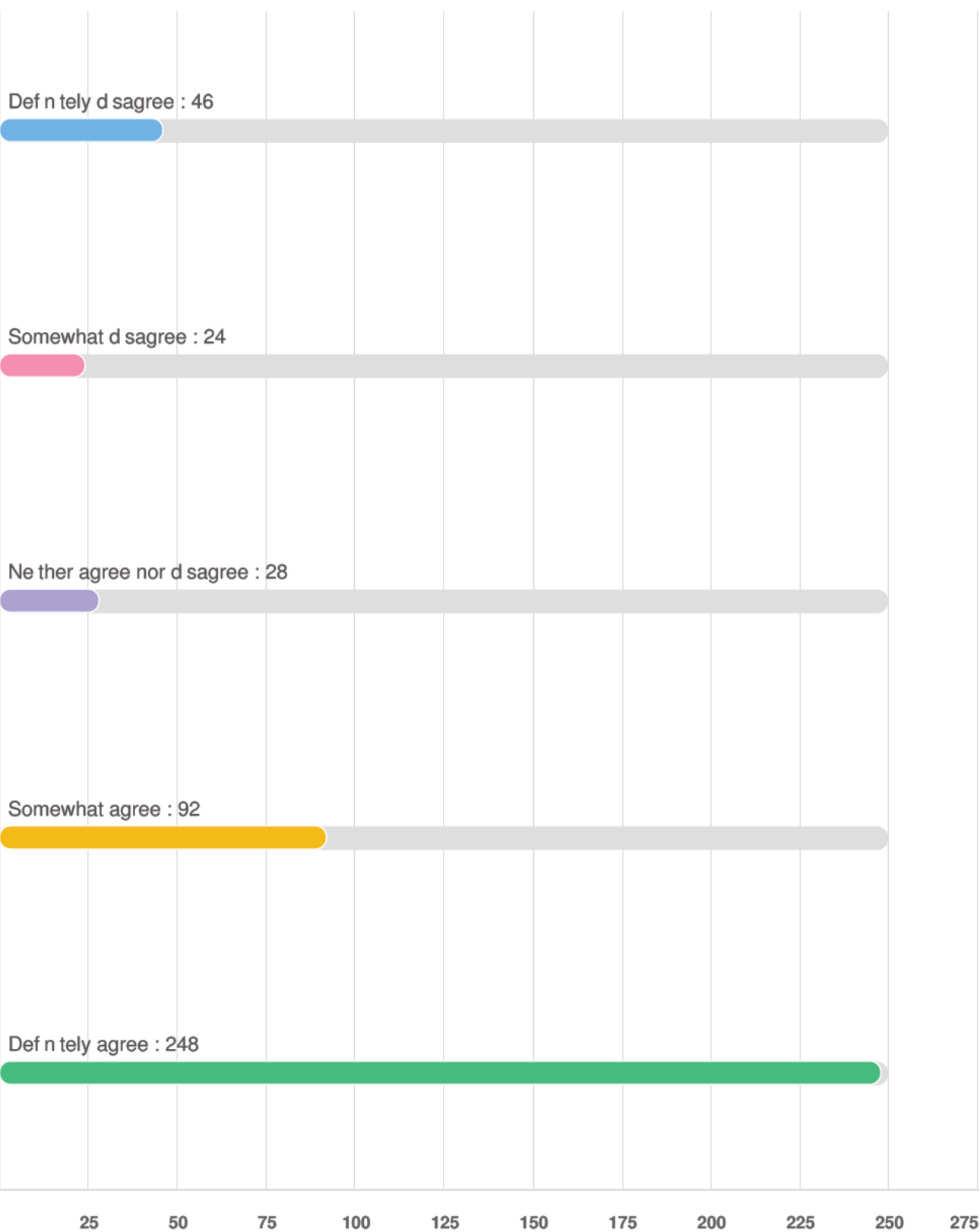
I would feel comfortable cycling on a traffic calmed, local street



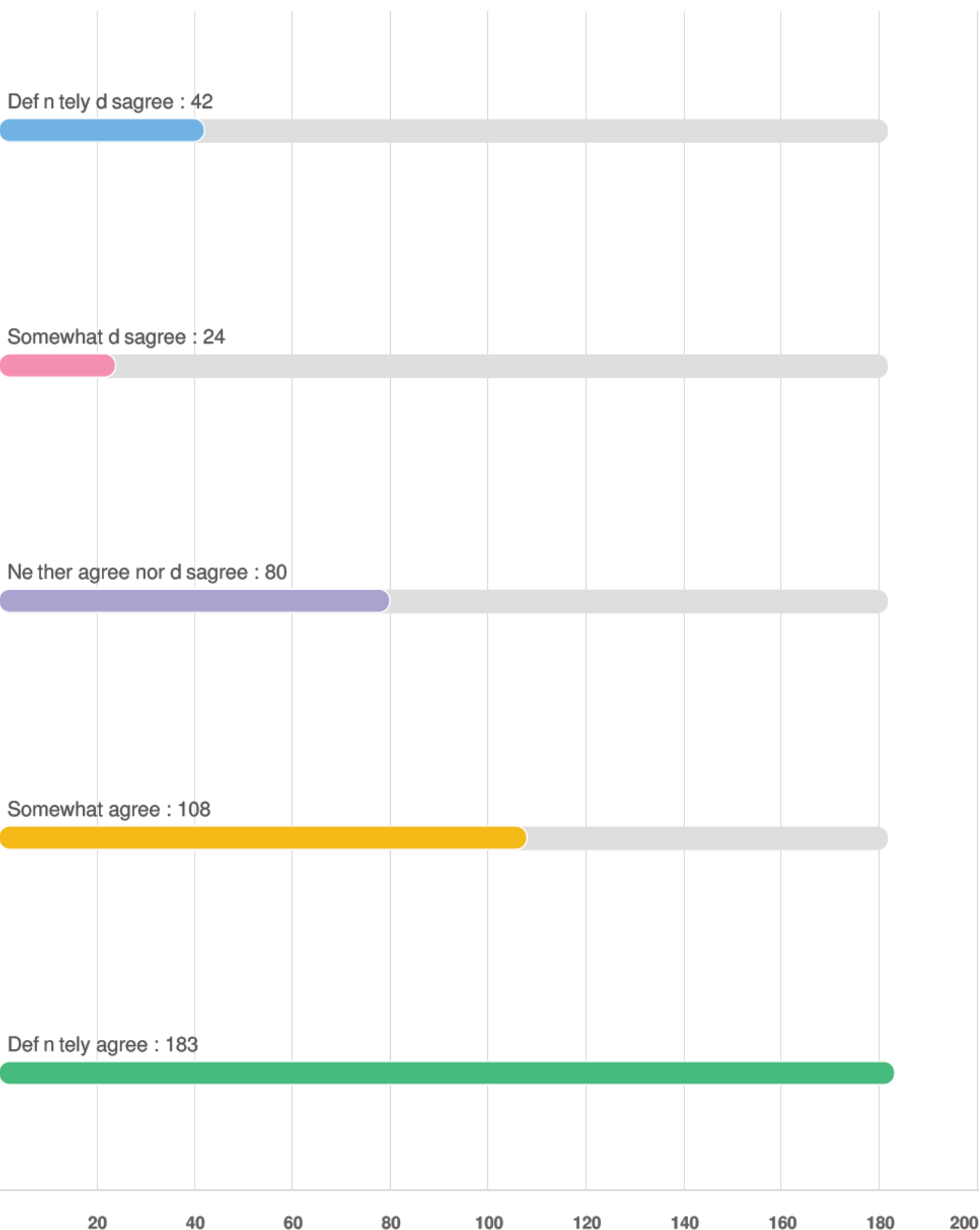
I would ONLY feel comfortable cycling on a designated facility e.g. protected bike lane



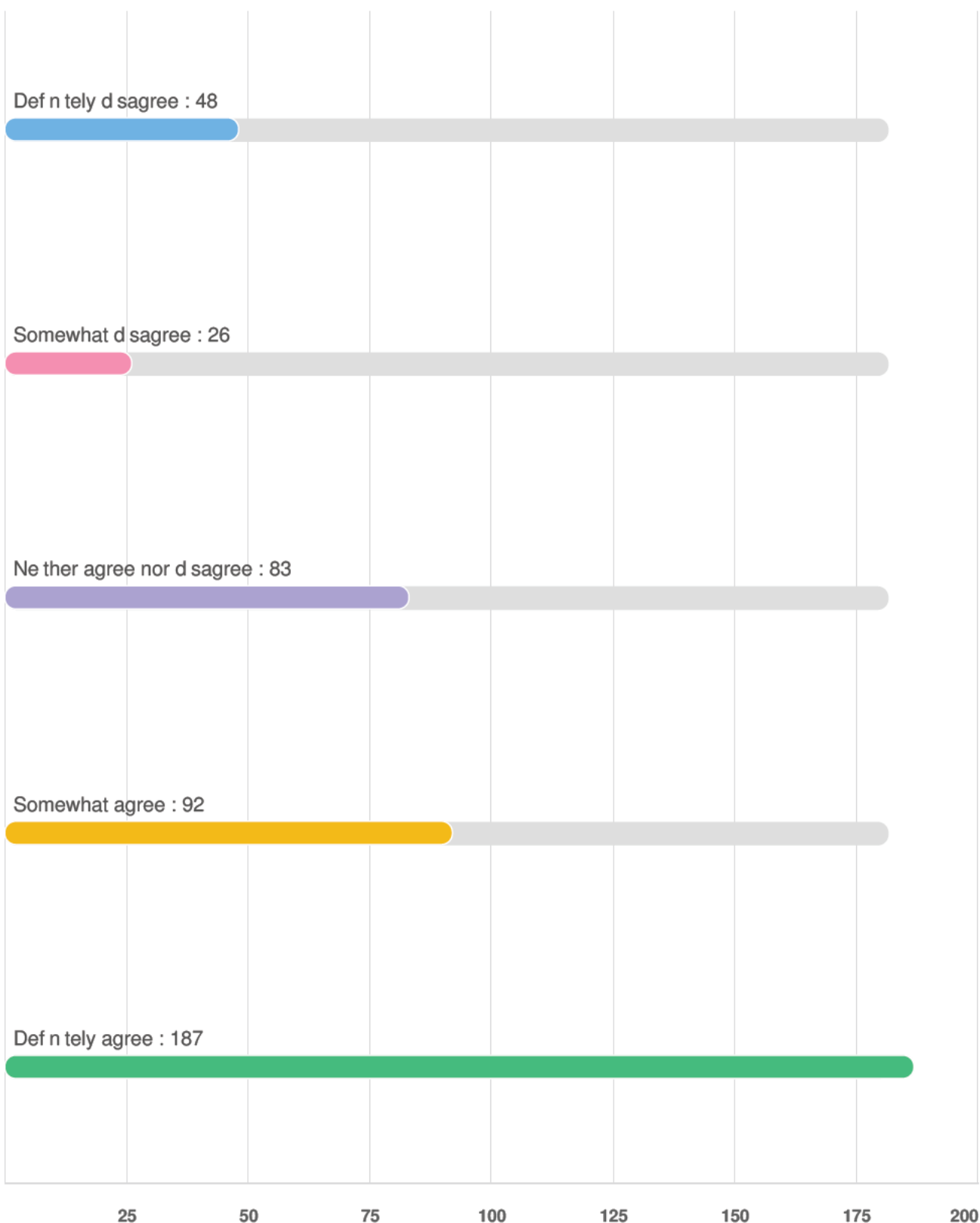
I am open to some loss of on-street parking if it means safer walking, rolling, and cycling



Once these connectivity improvements are built, I will be more likely to walk or roll along this route



Once these connectivity improvements are built, I will be more likely to bicycle along this route



Q21 Tell us about one problem area that needs to be addressed to make you feel more

comfortable walking, rolling, and/or cycling through this area (Maximum 255 characters)

Anonymous

8/05/2020 12:16 PM

S dewa k on Oak streer

Anonymous

8/05/2020 12:37 PM

Cross ng V ctor a. At m n mum a marked crosswa k shou d be nsta ed ASAP.

Anonymous

8/05/2020 12:49 PM

Gap n s dewa k, m ss ng crosswa ks, fence at Dah a/Cr chton. Veh c es trave ng WB tend to take turn from Cr chton to Dah a fast, and the s dewa ks are such that you must wa k n the road f you want to go from Dah a to Cr chton EB

Anonymous

8/05/2020 01:11 PM

Traff c speed on the nd cated Oak street sect on s fast w th few veh c es com ng to a comp ete stop at the s gns. On street park ng on Tu p near Oak s common y too cose to ntersect on or obstruct ng dr veways

Anonymous

8/05/2020 01:16 PM

Cars speed down Map e St. Need to ensure AT and wa kers can safe y cross. The add t on of the s dewa k at oak s a so super 8mprotant

Anonymous

8/05/2020 01:26 PM

M cMac B vd and Lake M st Court (connect on to Shub e Greenway), M cMac B vd and Brookda e Cres (connect on to b keway from res dent a area - REMEMBER that th s s the on y connect on from Cr chton Park), Th st e and V ctor a, a ong A derney Dr ve,

Anonymous

8/05/2020 02:27 PM

Pr nce A bert Road, S nc a r st. and Hawthorne st. Traff c has ncreased great y over the past few years and the amount of peop e speed ng (espec a y ate at n ght on Pr nce A bert) has gotten out of hand.

Anonymous

8/05/2020 02:56 PM

Make the streets one way w th perpend cu ar park ng on one s de eav ng the other for cyc ng

Anonymous

8/05/2020 03:45 PM

Ne ther of the current proposa have suff c ent crosswa ks or s de wa k access. I b ke through them often, but never rea y wa k a ong them due to poor access cross ng at Su van's Pond.

Anonymous

8/05/2020 03:46 PM

Cross ng V ctor a Road/Enter ng Dartmouth common

Anonymous

8/05/2020 03:54 PM

Intersect ons a ong Tu p are on steep h s w th m ted v s b ty for both users and dr vers

Anonymous

8/05/2020 04:05 PM

D ff cu t to cyc e onto to the path at Su van's pond (po nt B n your map), path s narrow.

Anonymous 8/05/2020 04:25 PM	The cross ng from Dah a/Tu p to the Dartmouth Common, and the cross ng at the bottom of Dah a across Chr cton.
Anonymous 8/05/2020 04:35 PM	s ow ng down traff c go ng up V ctor a Road
Anonymous 8/05/2020 04:35 PM	The ntersect on of Tu p Street w th V ctor a Road and P ne Street have b nd crests wh ch make cross ng unsafe.
Anonymous 8/05/2020 04:41 PM	Increased pedestr an ght ng s requ red, espec a y at Su van Pond. It s espec a y unsafe for women to wa k n that area at n ght.
Anonymous 8/05/2020 04:45 PM	Com ng down map e w th k ds - there aren t any great opt ons from Th st e
Anonymous 8/05/2020 04:52 PM	pedestr an tunne underneath Hawthorne St from Banook to Su van"s Pond
Anonymous 8/05/2020 04:55 PM	Us ng crosswa ks to access Su van s Pond s confus ng. Prefer b ke anes on Hawthorne, octer oney and cre gton.
Anonymous 8/05/2020 04:56 PM	There shou d be NO park ng on the North s de (uph s de) of both Dah a and Tu p Streets. They are too narrow. Th s cou d fac tate a two way b ke ane on the uph s de. It wou d more than ke y requ re the remova of the uph verge.
Anonymous 8/05/2020 05:12 PM	Connect on between sma p eces of nfrastructure s essent a : ntersect ons and connect ng components of the b ke/wa k/tra /s dewa k network s requ red for my fee ng safe
Anonymous 8/05/2020 05:12 PM	Cross ng V ctor a Road s dangerous no matter where you do t, so measures def n te y need to be put n p ace there for everyone's protect on
Anonymous 8/05/2020 05:13 PM	Remove the ron gates n the entrances to Dartmouth common. Too d ff cu t to maneuver a b cyc e through. I even f nd t d ff cu t to wa k my b ke through the gate.
Anonymous 8/05/2020 05:39 PM	I current y wa k n a d rect ons w thout ssue. S dewa ks are f ne as s for wa k ng. Do not take up street park ng for th s foo sh dea.
Anonymous 8/05/2020 05:44 PM	The b ggest prob em area s the ack of s dewa k connect on a ong oak between Tu p and Cr chton. The park ng, speed of traff c go ng west, and unfortunate dr veway p acement (1 oak) s so dangerous. P ease remove park ng for a safe p ace w th k ds
Anonymous 8/05/2020 06:07 PM	Marked crosswa ks at V ctor a Rd.

Anonymous 8/05/2020 06:39 PM	Leaving Su van's Pond at the Crosswalk on Ochteroney's problematic when biking as it's a crosswalk not a continuation of a shared path. And it doesn't go anywhere for a cyclist.
Anonymous 8/05/2020 07:00 PM	The voluntary traffic calming on y works for it's convenient to motorists. Most seem to ignore it (from what I've seen)
Anonymous 8/05/2020 07:03 PM	Victoria road crossing, & protected bike way. The crossing from Su vans to dahlia's sketchy!
Anonymous 8/05/2020 07:18 PM	Get rid of on street parking if you want to make a bike route
Anonymous 8/05/2020 07:40 PM	McC MacMans terrifying to bike to
Anonymous 8/05/2020 07:51 PM	Open the gates at the commons and allow bike friendly. Why on earth did you pave it then lock the gates?
Anonymous 8/05/2020 08:37 PM	Dahlia street from Beech to Crichton: needs sidewalks on the other side, sidewalks on Crichton from Dahlia to Oak.
Anonymous 8/05/2020 08:41 PM	Bike lane connection between Su vans pond and the Alderney ferry terminal/Macdonald bridge would be great. Cycling down Ochteroney street can be scary at times. This is a good start, but the connections between "go to" destinations is what is missing.
Anonymous 8/05/2020 08:57 PM	Many drivers speed up Victoria Rd, or turn onto Victoria Rd. from Park Avenue at unsafe speeds. Curb bump-outs, or other calming measures would make it safer to cross.
Anonymous 8/05/2020 09:12 PM	Personally do not agree with any route that cuts through cemeteries, as is the route from (to) Tupp Street to Dartmouth Commons
Anonymous 8/05/2020 09:16 PM	It would be nice to see cycling infrastructure continuing along Prince Albert through Ochteroney so cyclists heading downtown don't have to detour around Su vans Pond and have to mix with slower-speed pedestrians.
 8/05/2020 09:19 PM	Need some type of crosswalk/bicycle crossing at Victoria Rd between the end of Dahlia and the Common. Vehicles come quite fast down Victoria as they approach this intersection and the sightlines aren't the greatest. Also, open the gate at the Common.
Anonymous 8/05/2020 09:24 PM	The intersection at Crichton and Dahlia feels like a no mans land. Dahlia's OK, crossing at Victoria's OK. Intersection at Crichton and path through Su vans will be the biggest improvement for me.
Anonymous 8/05/2020 09:46 PM	Cars going too fast

Anonymous

8/05/2020 10:09 PM

Crossing and travelling on Maple and Victoria (and less-so, Pene) is atrocious. Drivers treat the neighbourhood like a motorway. Calming is needed; add stop signs on Maple, Pene, and Victoria at either Dahlia or Tupper (whichever is chosen).

Anonymous

8/05/2020 10:20 PM

Lack of sidewalk along oak has always been a major safety issue, esp when combined with the weird crossing locations to Sullivan's across Crichton

Anonymous

8/05/2020 10:21 PM

The lack of sidewalks and crosswalks at Crichton Ave, between Dahlia and Oak, is a bit of a pedestrian nightmare. Accessing the Sullivan's Pond area from Dahlia is a challenge and hazard. Please look at this area closely.

Anonymous

8/05/2020 10:41 PM

The intersection and crossings at Oak and Crichton. Particularly the lack of sidewalk on Oak and the visibility of the crosswalks to motorists.

Anonymous

8/05/2020 10:56 PM

I have cycled in Dahlia and Tupper in the winter; I pay great attention to Martime weather creating serious ice hazards on those streets; sight down hills open spaces & my bike has slipped out from under me on ice patch

Anonymous

8/05/2020 11:12 PM

Going through this area isn't any problem except for the hills. Please focus resources on REAL problem areas, the greatest being the Port and St corridor!

Anonymous

8/05/2020 11:34 PM

No separate bike lanes, wide roads make traffic fast

Anonymous

8/06/2020 12:08 AM

The Maple Street and Dahlia intersection and Pene and Dahlia intersection are dangerous as many motorists speed through these routes. Maple Street sees a lot of traffic for such a short street during rush hour. Speeding is a so a factor on these hills.

Anonymous

8/06/2020 12:26 AM

Tupper Street crossings need improvements at Maple, Pene and Victoria. These crosswalks should also be marked at the very east. Drivers tend to fly up and down the hills. There are lots of kids and people walking dogs so it's not safe as it is.

Anonymous

8/06/2020 04:38 AM

The lack of sidewalk at Oak and Crichton is very dangerous. This block is often used with dog walkers, people with strollers and people in wheelchairs and there is no sidewalk and people turn very fast up Oak st from Crichton ave. Put a proper sidewalk!

Anonymous

8/06/2020 05:44 AM

Crossing Victoria road is terrifying. And these areas are very dark.

Anonymous

8/06/2020 07:29 AM

The crossing at Tupper into the cemetery towards the Commons is terrifying when travelling with kids.

Anonymous

8/06/2020 07:31 AM

Some streets in the area cars drive too fast. Speed bumps or something is needed. Oakdale Crescent outside of Birch Cove beach is a prime example.

	Kids will get hurt if something isn't done. Slow cars down. A will be better for it
Anonymous 8/06/2020 07:32 AM	The intersection at Dahlia, Oak, Crichton need to be addressed with a sidewalk connecting the North side of Crichton with the corner of Dahlia at Oak which is very dangerous at the moment.
Anonymous 8/06/2020 07:48 AM	The biggest issue with Dahlia & Tupper is actually the current state of the sidewalks. Proper maintenance is needed. They are cracked and buckled which makes foot traffic uneven and using wheeled apparatuses such as wheelchairs and strollers more difficult.
Anonymous 8/06/2020 07:52 AM	The intersection at Dahlia and Crichton street needs to be made more pedestrian/cyclist friendly. Many cars speed along there and are unaware of people crossing Dahlia to Sullivan's pond
Anonymous 8/06/2020 08:23 AM	Transition from road to trail, separation of bike and pedestrian trail
Anonymous 8/06/2020 08:30 AM	High speed of travel accelerating up Victoria Road through the Victoria Road and Dahlia Street intersection
Anonymous 8/06/2020 08:38 AM	No sidewalk at 2nd crosswalk (directly in front of 1 Oak Street). Two crosswalks close together. Makes for awkward access to Dahlia.
Anonymous 8/06/2020 08:45 AM	Crossings at Maple (because of traffic) and Pine (because the steep hill increases traffic speed toward Dahlia and mountainsight lines further uphill) need to be better controlled
Anonymous 8/06/2020 08:54 AM	Cycling from park to Ferry
Anonymous 8/06/2020 09:05 AM	duplicate crosswalk and lighting currently at Dahlia and Maple to Hawthorne and Banook greenway
Anonymous 8/06/2020 09:59 AM	Having a sidewalk on both sides of Crichton.
Anonymous 8/06/2020 10:03 AM	Crossing Prince Albert / Ochteroney
Anonymous 8/06/2020 10:07 AM	The flow of traffic makes this route perpendicular to most main routes and it will be inefficient to cycle for fear of accidents. I would use Thistle or Crichton park to Ochteroney to avoid stopping frequently depending on destination
Anonymous 8/06/2020 10:09 AM	Bikers and walkers must share...often bikers are rude not giving walkers enough time to move must be wider path
Anonymous	Better crossing infrastructure around Oak on Crichton Ave

8/06/2020 10:15 AM

Anonymous

Marked crosswalk into Dartmouth common from either option a or b

8/06/2020 10:29 AM

Anonymous

Crossings at Maple, Victor and Hawthorne need to be better. Perhaps narrow road at Hawthorne.

8/06/2020 10:32 AM

Anonymous

Add LED crossing lights to all crosswalks

8/06/2020 10:43 AM

Anonymous

Cars are being driven too fast. E-scooters and segways need to be banned from sidewalks. They are also a hazard on bike lanes.

8/06/2020 11:21 AM

Anonymous

Enough of the ridiculous planning to make it impossible to drive in this city we have winter and sick of feeling like my rights to live and drive in this city are being dismantled daily. Enough

8/06/2020 11:40 AM

Anonymous

Sometimes the speed of cars moving up and down Crichton Avenue is an issue. There are not a lot of crosswalks once you get past Hawthorne, and people go 60+.

8/06/2020 12:07 PM

Anonymous

Entrance and exits to Sullivan's pond. They are only designed for pedestrians. Would be good to have proper access for all forms of active transportation

8/06/2020 12:09 PM

Anonymous

The major road crossings are frequent and dangerous on a bike. The intersection by Bicentennial Avenue is nerve-racking with kids. The bottom of Victor Avenue is a faster cut through getting to the bridge and commuting drivers take it sometimes aggressively.

8/06/2020 12:15 PM

Anonymous

Crossing Maple Street is high traffic and people speed down the hill. It would be good to slow down that traffic at the crossing.

8/06/2020 12:24 PM

Anonymous

Victor Avenue road traffic is unsafe and not well planned. The lack of crosswalk from Victor Avenue to Park Avenue is a major issue. Observing this everyday it is as or more common a crossing section for pedestrians yet the combination of speeding and no crosswalk.

8/06/2020 12:34 PM

Anonymous

For me, this crossing Victor Avenue road that is the issue and you address the problem here so thank you.

8/06/2020 12:57 PM

Anonymous

I need to get off my bike to open the gate

8/06/2020 01:06 PM

Anonymous

Intersection at Oak and Crichton. Very dangerous especially with bus stop as cars often pass stopped bus at speed. Nearly been hit as a pedestrian 2-3 times.

8/06/2020 01:14 PM

Anonymous 8/06/2020 01:39 PM	Not gonna do it
Anonymous 8/06/2020 01:46 PM	The intersections for dahlia and tulip streets, where they meet Victoria, Pene, maple have terrible sight lines for users/drivers etc.
Anonymous 8/06/2020 02:24 PM	having to cycle between moving traffic on your left and parked cars on your right
Anonymous 8/06/2020 02:27 PM	I have no real concerns as things now stand.
Anonymous 8/06/2020 02:48 PM	I worry about traffic congestion on dahlia but perhaps traffic will pick alternate routes
Anonymous 8/06/2020 02:56 PM	better street light
Anonymous 8/06/2020 03:01 PM	The Oak street intersection
Anonymous 8/06/2020 03:14 PM	Traffic short cutting through Dahlia - Pene Street
Anonymous 8/06/2020 04:05 PM	Even if you build a bike lane, people who park there currently will park in the lane unless you make it separate.
Anonymous 8/06/2020 04:54 PM	The connection between Dahlia and Crichton Avenue is putrid - the sidewalk along Dahlia just ends, and where are we to go? There should be a crosswalk across Crichton Avenue at the foot of Dahlia.
Anonymous 8/06/2020 05:38 PM	Higher degree of connectivity (sidewalks)
Anonymous 8/06/2020 06:49 PM	Crosswalk across maple at tulip would be helpful
Anonymous 8/06/2020 07:46 PM	Can't think of any on the Dartmouth side but I do hope that the promised work for cycling on the MacDonald is completed.
Anonymous 8/06/2020 08:00 PM	Heavy traffic on october oney
Anonymous 8/06/2020 08:35 PM	Victoria road traffic speeds are an issue crossing from Dartmouth common into the neighbourhoods to the north, and up to Suvans Pond. Road design, particularly the generous turning radius onto Park Avenue, as well as poor

	sight lines make it dangerous.
Anonymous 8/06/2020 08:38 PM	Hills are too steep
Anonymous 8/06/2020 08:44 PM	My route is take Ochteroney all the way to Alderney, then go right to Seniors Tower, then cross street to get onto Shore Road. There is no traffic and it is completely flat! Take Shore Road, then turn right to get to bridge. Develop this route instead!!
Anonymous 8/06/2020 09:06 PM	Wood and avenue. The intersection with McCormack Blvd. is a major issue. We have children that ride bikes and walk and we want them to feel safe crossing there.
Anonymous 8/06/2020 09:36 PM	Coming off dahlia to Sullivan's pond is very awkward as you have to cross onto a narrow and steep grass path to get to the crosswalk to the gazebo area of Sullivan's.
Anonymous 8/06/2020 09:47 PM	Having to stop frequently for traffic (vehicular or pedestrian) as a cyclist is an accessibility issue. More separated routes makes cycling more feasible for visually impaired cyclists and cyclists with mobility issues.
Anonymous 8/06/2020 10:56 PM	The main problems with walking/going through Victoria Road. You really have to do something to force people to slow down on this road. Some people consider this road, especially during the night as a speed hazard. This is really dangerous.
Anonymous 8/06/2020 10:58 PM	crossing the road
Anonymous 8/06/2020 11:01 PM	None I think money is better spent elsewhere
Anonymous 8/07/2020 02:38 AM	Intersection at bottom of Maple
Anonymous 8/07/2020 06:43 AM	Ochteroney and Crichton avenue and also Elliott street crosswalk to the pond needs to be redesigned.
Anonymous 8/07/2020 07:11 AM	I often travel from Shubert to Banook. After crossing under the 111 from Shubert you have to ride sideways along the 111 until the gravel path down to the pedestrian bridge over Banook. There is no protection from high speed traffic.
Anonymous 8/07/2020 07:17 AM	Both Dahlia and Tup are currently used as cut through streets for cars looking for a short cut to the bridge. The speeds they drive through there are ridiculous. I think speed humps would be a welcome addition to slow the cars down near the ponds.
Anonymous	There should be a three way stop sign at Hawthorne and Crichton

8/07/2020 07:41 AM

Anonymous

Nowhere. It's fine

8/07/2020 07:54 AM

Anonymous

Connect on from the MacDonald bridge bike lane

8/07/2020 08:33 AM

Anonymous

A ready fine for me

8/07/2020 08:55 AM

Anonymous

Getting from bottom of maple hill to sayer

8/07/2020 09:01 AM

Anonymous

Thus bike way doesn't connect up to the Hawthorne area or Sivers Hill Area at Port and St. The Sullivan's Pond connection doesn't link to Hawthorne or Sivers Hill or Port and St. why would I support a bike way Jonathan dead ends for one community?

8/07/2020 09:15 AM

Anonymous

Generally, we need better signage re Rules of Movement on Parkway Paths and Yellow Lines running down the middle of the paths. A dedicated Cycling Lane along Crichton would be a real help coming down into the city to connect with Dahlia etc.

8/07/2020 10:30 AM

Anonymous

Need to feel safe crossing Victoria Road

8/07/2020 01:59 PM

Anonymous

More marked crosswalks at intersections and more sidewalks

8/07/2020 02:04 PM

[REDACTED]

8/07/2020 02:13 PM

It can be challenging to make turns onto the proposed LSB routes from busy streets (i.e. Victoria and Maple), especially if one has to stop on the approach to wait for a gap in traffic. Intersection treatments should help facilitate these movements.

Anonymous

Traffic shaping and crosswalks on Victoria Street at Tupper and Dahlia would be very beneficial for slowing traffic and making crossing safer. I cross Victoria at Tupper on a very regular basis and it never feels safe unless there's no traffic at all.

8/07/2020 02:13 PM

Anonymous

Biking on the multi-use path along Banook is dangerous. The dangers are the pedestrian walking many across the lane, vehicle pulling onto the roadway without stopping before the multi-use purpose lane, and I feel safer moving with vehicle on the road.

8/07/2020 03:20 PM

Anonymous

Both ends are what's important. How does this cross Victoria Rd and Crichton Ave. While I like walking Dahlia more I feel it's connect on with Crichton does not end itself well to pedestrians. This area in particular

8/07/2020 04:48 PM

	needs a lot of design work.
Anonymous 8/07/2020 05:02 PM	Band corners on oak Street from Crichton to rose
Anonymous 8/07/2020 07:08 PM	too many cyclists who travel too fast
Anonymous 8/08/2020 12:41 AM	Crossing from the other side of Victoria into the Commons is unsettling as there is no crosswalk markings and cars are reversing the engines to go up the steep hill there.
Anonymous 8/08/2020 08:04 AM	Visibility of the crosswalk at Dahlia/Maple. Has flashing lights but because of the crest it's disconcerting trying to cross, always choose Tupper to access these streets when walking/biking.
Anonymous 8/08/2020 09:00 AM	Waste of taxpayer dollars
Anonymous 8/08/2020 11:04 AM	I'd feel more comfortable with wider paths so pedestrians and cyclists can move around each other.
Anonymous 8/08/2020 11:24 AM	There are no problems. The streets are fine the way they are. I've noticed are drive on oak multiple times a day as it's my most direct route from my house to Prince Albert.
Anonymous 8/08/2020 12:09 PM	The crosswalk from Esso to the canal bridge is so dangerous. I sign every time and people don't see me. And I'm blind!
Anonymous 8/08/2020 12:34 PM	The lack of sidewalk along Crichton where it connects to Dahlia.
Anonymous 8/08/2020 12:54 PM	Crossing Victoria Rd to access the Commons - a formal crosswalk is needed at Tupper or Dahlia. Traffic is fast and heavy, and sight lines are poor.
 8/08/2020 01:42 PM	The speed of cars on Maple and Victoria streets makes me nervous to cross there. Cars speed from Crichton to Dahlia making crossing around this area dangerous. As there is a puddle of water in front of 67 Crichton and cars splash sidewalk.
Anonymous 8/08/2020 02:19 PM	Crichton to Dahlia. Vehicle speeds often feel high, and awareness/opportunities for cyclists and pedestrians feel low. Traffic calm and crosswalk/bike cross/good signage.
Anonymous 8/08/2020 02:54 PM	no sidewalk at dahlia/oak intersection. traffic coming down crichton and turning into dahlia is very fast moving, and crossing here is difficult crossing from south side dahlia across crichton is difficult
Anonymous 8/08/2020 03:57 PM	The current sidewalk on Dahlia comes to a very odd end where it meets Crichton

Anonymous

8/08/2020 04:42 PM

Current s dewa k on Dah a street comes to an abrupt end at Cr chton. That needs to be changed.

Anonymous

8/08/2020 05:52 PM

Th s survey appears to be focused on cyc ng and ro ng versus wa k ng.

Anonymous

8/08/2020 06:10 PM

I and severa others have had ssues cross ng Cre ghton to get to the pond when wa k ng. Cars don't pay attent on or s ow down. There s a v sua y mpa red person v ng n the area and she's been h t by a car. So mprovements to the ghts or crosswa ks

Anonymous

8/08/2020 08:14 PM

Vo ume and speed of traff c on the major connect ng streets, ke Map e

Anonymous

8/08/2020 09:14 PM

The ntersect on at Cr chton Park Rd and Cr chton Ave s hard to see peop e com ng due to the curve of the road. A roundabout wou d be safer, or at the very east, convex m rrors nsta ed on ampposts.

Anonymous

8/08/2020 10:01 PM

Create a cyc e pathway from Su van's Pond to MacDona d Br dge and to A derney Land ng.

Anonymous

8/09/2020 12:28 AM

If on street park ng were restr cted to on y one s de of dah a st

Anonymous

8/09/2020 06:46 AM

I do not part c pate n wa k ng, etc

Anonymous

8/09/2020 07:01 AM

The cross wa k at Cr chton/Dah a/Oak. It s very unsafe part cu ar y for those that have ssues w th mob ty and when us ng a stro er.

Anonymous

8/09/2020 08:36 AM

The major ntersect ons (V ctor a/Map e/Cr chton Ave) need to have we des gned cross ngs nsta ed. Th s means ghts to pr or t ze act ve transportat on across them, and ghts that are eas y act vated w thout hav ng to d smount a b cyc e.

Anonymous

8/09/2020 08:37 AM

Too many cars parked on Dah a

Anonymous

8/09/2020 09:28 AM

Improve ntersect ons to make them more cyc ng-fr end y

Anonymous

8/09/2020 09:52 AM

Lack of s dewa k on the west s de of Cr chton between oak and dah a, ack of s dewa ks on oak

Anonymous

8/09/2020 10:46 AM

New crosswa k at Cr chton Ave and Oak and Cr chton Ave and Da h a

Anonymous

8/09/2020 01:23 PM

I walk my dog in the area of Susan's pond and Dartmouth Common (off Leash) frequently. I'm a solo periodic cyclist. I would keep cycling through traffic separated from pedestrian traffic in those parks.

Anonymous

8/09/2020 01:39 PM

Limiting and calming vehicular traffic

Anonymous

8/09/2020 07:16 PM

Oak Street is too steep to successfully cycle up for many and access for bikes off Dahlia going towards Pond Street is tricky due to Crichton's traffic. And the narrow path in the Common from Dahlia is a little narrow and uneven; concerning as I age.

Anonymous

8/09/2020 11:16 PM

Better crosswalks at points e and f and from the commons

Anonymous

8/10/2020 07:24 AM

1. restore the crosswalk across Victoria at Park Street. There used to be one and it was removed. Now it's dangerous to cross there are picking up speed to go up the hill.

Anonymous

8/10/2020 07:47 AM

Maple Street is an emergency route (ambulance, fire, police, etc.) - how would Maple Street/Dahlia Street be managed?

Anonymous

8/10/2020 10:02 AM

Traffic speeds are high on Dahlia Street. I walk around Susan's pond almost every day and the lack of sidewalks by Oak Street is a major concern.

Anonymous

8/10/2020 10:26 AM

Crosswalks at Oak and Crichton Ave

Anonymous

8/10/2020 12:32 PM

I wish there was a rental facility where I could rent a lightweight adult tricycle.

Anonymous

8/10/2020 02:37 PM

Inconsiderate, and badly educated, drivers.

Anonymous

8/10/2020 02:42 PM

people drive down Pine Street like maniacs. probably the same on Maple too but more people are put off by the lights at the end. Pine Street is like a fast highway at peak times

Anonymous

8/10/2020 03:16 PM

I live on the corner of Crichton and Dahlia and I believe there should be a crosswalk from the corner to the pond and sidewalk along Crichton Ave between Oak and Dahlia. Many people walk on the road instead of crossing the street here

Anonymous

8/10/2020 03:24 PM

Crossing Victoria after crossing gate

Anonymous

When you start changing areas traffic move to other areas to get to where

8/10/2020 03:40 PM

they are going quicker. What considerations have you given to areas that will be affected by these changes?

Anonymous

8/10/2020 04:15 PM

The common gates - I wish they could be permanently propped open. I don't understand what is achieved by them.

Anonymous

8/10/2020 04:22 PM

Lighting, especially around the cemetery into Dartmouth Commons and onto Park Ave

Anonymous

8/10/2020 04:26 PM

We even before getting to the area my main concern is how difficult it is the starting point just cross the McDonald Bridge!

[REDACTED]

8/10/2020 05:04 PM

Oak Street - not a fan of backing on to or walking (especially when I have the dog with me)

[REDACTED]

8/10/2020 07:46 PM

Bottom of Dahlia and lack of proper sidewalk for pedestrians. Need for crosswalk at Dahlia to cross to Sullivan's Pond

[REDACTED]

8/10/2020 09:15 PM

Vehicles speed down Pine St. and given the steep downhill this can be very dangerous for crossing by bike, foot, etc.

Anonymous

8/10/2020 09:48 PM

The addition of a sidewalk at Crichton and Oak would make me feel much more secure as both a pedestrian and motorist!

Anonymous

8/10/2020 10:08 PM

Crossing Oak Street in front of 1 Oak feels very dangerous. The road is too wide and it's difficult to be seen.

Anonymous

8/11/2020 01:40 AM

I would like to see sidewalk on both sides of the street between Dahlia and Oak on Crichton. I often run here, there is no really safe place for pedestrians on the opposite side of the street from the park.

Anonymous

8/11/2020 11:40 AM

Cyclists often use sidewalks this makes walking difficult, even on the paved parts of the Commons and especially on the walkways in Sullivan's Pond

Anonymous

8/11/2020 11:53 AM

The most accessible intersection with this street is Maple. No matter how much you add accessible routes, "desire lines" remain the same. Maple Street is a "desire line" for walkers and bikers accessing recreational facilities. Traffic should be calmed.

Anonymous

8/11/2020 12:06 PM

crossing Victoria Road between Dartmouth Common and Lake Banook from Ardeney

Anonymous

8/11/2020 03:38 PM

Crossing Victoria Road at Dahlia.

Anonymous

8/11/2020 03:57 PM

The intersection at Ochteroney and Crichton Avenue needs better markings. It can get very congested there.

Anonymous 8/11/2020 04:02 PM	Cross ng Map e st and V ctor a st dur ng rush hour
Anonymous 8/11/2020 05:29 PM	Street cross ng at the end of Dah a to Su vans pond!! Scary for dr vers and pedestr ans!
Anonymous 8/11/2020 08:01 PM	Noth ng
Anonymous 8/11/2020 08:45 PM	The b ke ane on Pr nce A bert shou d cont nue a the way down Ochter oney St to the ferry term na . There s ess h s, but the street s busy w th traff c and pedestr ans so t's hard to b ke
Anonymous 8/11/2020 09:43 PM	Cross ng Map e Street s d ff cu t 75% of the t me and very dangerous
Anonymous 8/12/2020 07:12 AM	Commons access - b g gate shou d be open at a Dah a
Anonymous 8/12/2020 09:08 AM	You're a ready ID'd my prob em area: the sect on w thout a s dewa k by the pond. Cross ng P ne Street s a so scary--very steep and cars are go ng qu ck y.
Anonymous 8/12/2020 09:17 AM	there s m ted on street park ng and to take away spaces wou d be a great oss to many who use these park ng spaces. Downtown park ng s d ff cu t as t s.
Anonymous 8/12/2020 10:53 AM	Def n te y the we rd 2 crosswa ks by 1 Oak. Traff c comes roar ng down the h from the M cmac Ma and t never fee s safe. Somet mes the crosswa k connect ng Su van's Pond to Banook p ayground doesn't fee safe e ther, a though that traff c s s over
Anonymous 8/12/2020 12:28 PM	The bottom s de of Oak St. has a pa nted crosswa k ead ng to 2 streets w th no s dewa k. Dah a does have t on one s de, but the s de c oset to the tower needs t too.
Anonymous 8/12/2020 03:19 PM	The m ss ng s dewa k a ong Cr chton between Oak and Dah a s prob emat c, wou d ove to see th s connect on made to fac tate safe wa k ng. A so add ng a s dewa k a ong Oak wou d be next on my st.
Anonymous 8/12/2020 04:43 PM	Dah a/Oak and Dah a/Cr ghton ntersect on s very bad for pedestr ans. There needs to be a s dewa k on Dah a a ong 1 Oak.
Anonymous 8/12/2020 05:42 PM	A s f ne. d sagree w th spend ng money for a few
Anonymous 8/12/2020 06:51 PM	I th nk that a b ke anes shou d be e evated ~50 ft above ground eve w/o ra s to get that Mar o Kart exper ence. Um...

Anonymous 8/12/2020 09:32 PM	Cars parked n both s des f the streets makes pass ng thru unsafe, esp on Dah a ts very narrow.
Anonymous 8/13/2020 10:00 AM	S dewa k on Cr chton Ave between Oak and Dah a p ease
Anonymous 8/13/2020 10:00 AM	Wou d ke to see the corner of Tu p/Oak become a 4-way stop: dr vers often dr ve too fast up and down Oak and others do not stop at the stop s gn com ng down Tu p St. It s often a dangerous spot as a pedestr an or cyc st.
Anonymous 8/13/2020 11:16 AM	Crosswa ks for Cr chton Ave and both Oak and Da h a
Anonymous 8/13/2020 12:12 PM	s dewa k needed a ong Cr chton Ave across street from Su vans pond by One Oak Apt Bu d ng needed. Lack of s dewa k creates safety hazard for pedestr ans
Anonymous 8/13/2020 02:41 PM	Enforce the ru es for joggers and b kers
Anonymous 8/13/2020 03:06 PM	The corner at Dah a and Cr chton must be changed. Veh c es head ng southbound on Cr chton and turn ng r ght on Dah a often speed up, mak ng Dah a very dangerous for cyc sts and pedestr ans.
Anonymous 8/13/2020 03:43 PM	D ff cu t to cross at the ntersect on of Cr chton and Dah a St
Anonymous 8/13/2020 03:43 PM	D ff cu t ntersect on at Cr chton Ave and Dah a Street s an ssue. Sow ng traff c on P ne Street raceway w th a ch cane(?) or sp ke be t (jok ng
Anonymous 8/13/2020 04:45 PM	T e te secto tP e dT p s d ge o s w t f eq e t speed g A b ke ane s better su ted to one b ock be ow on Dah a where you can more eas y see cars com ng down h .
Anonymous 8/13/2020 05:12 PM	Deve op PROPER connect ons for cyc ng routes that do not nc ude cyc sts merg ng onto s dewa ks or requ r ng cyc sts to get off the r b ke and wa k through cross-wa ks. Connect ons shou d be seam ess for r d ng.
Anonymous 8/13/2020 06:38 PM	map e street cross ng
Anonymous 8/13/2020 08:14 PM	Cross wa k across V ctor a and s dewa ks on Oak. Very dangerous for ch dren tak ng the bus to schoo and wa k ng to schoo .
Anonymous 8/13/2020 08:29 PM	L nkages to act ve transport corr dors e ther s de
Anonymous	New S dewa k needs to connect chr etan park on oak street s de w th a cross

8/13/2020 09:24 PM

walk at the base of Dahlia. People cross there at the time and walk along the road

Anonymous

8/14/2020 12:00 AM

Oak street is a steep hill with limited visibility. It would be very challenging to accommodate a heightened number of bicycle traffic and as a factor in vehicular traffic.

Anonymous

8/14/2020 11:49 AM

Crossing Victoria. The sight lines horrible (especially when walking/moving slowly); cars drive too fast; etc. Traffic calming/slowing would help (speed bumps; etc.) and very careful signage, crosswalk with flashing lights

Anonymous

8/14/2020 07:15 PM

no comment

Anonymous

8/15/2020 06:18 PM

Around One Oak Street apartment building needs attention. Especially the residents shooting out of the parking lot and the circular driveway.

Anonymous

8/15/2020 07:22 PM

A sidewalk on Oak will improve walking. A bike lane on Tupper is a bad idea and unnecessary. The better street to cycle on is Dahlia with better sight lines/grades, better and safer crossing across Maple with a well placed crosswalk, better Commons access.

Anonymous

8/15/2020 07:51 PM

When this is built (on either street, though I prefer Tupper), you should designate each of the four streets as one way.

Anonymous

8/15/2020 07:53 PM

The corner of Crichton and Oak and Crichton and Dahlia are dangerous to pedestrians. As well as the two sequential crosswalks - they're confusing to drivers, and one of them doesn't lead to a sidewalk.

Anonymous

8/16/2020 06:49 AM

Add a crosswalk to Victoria Rd - either on Tupper/Dahlia, or re-nstate the crosswalk that used to be at Park Avenue. That's sorely missed! Also to consider re-nstating crosswalk at Rose & Maple Streets.

Anonymous

8/16/2020 10:47 AM

this dumb as hell

Anonymous

8/16/2020 07:48 PM

The paved pathways through Susan's Pond Park need to be widened.

Anonymous

8/16/2020 09:27 PM

The sidewalk at the corner of Dahlia and Crichton needs to be improved as it poses a safety issue especially for seniors.

Anonymous

8/16/2020 11:33 PM

.

Anonymous

8/17/2020 08:26 AM

traffic slowing measures along Crichton Ave.

Anonymous

Tupper Street would be a bad choice as there is no safe or easy way to cross

8/17/2020 08:46 AM	Maple and the brow of the hill makes it difficult. There is no way to cross Pine as the bend crest makes it very dangerous.
Anonymous 8/17/2020 11:14 AM	Parking needs of residents need to be considered, along with making the designated street safer for cycling.
Anonymous 8/17/2020 11:27 AM	The bike lane won't be used a lot since it's invested for mainly multi-use, second, just sticking a bike lane beside a busy street is not safe for anyone.
Anonymous 8/17/2020 11:34 AM	Crossing Maple Street
Anonymous 8/17/2020 11:36 AM	Crichton St. - there is not a continuous path all the way around Lake Banook, so Crichton St. should have bike lanes and improved sidewalks on both sides of the street along with better-marked, more consistent crossing spots.
Anonymous 8/17/2020 11:36 AM	More sidewalks that are treated as multi-use facilities for pedestrians and cyclists.
Anonymous 8/17/2020 11:36 AM	Remove/prop open the gates entering the graveyards along Victoria Road. It is hard to stop a bike to push these open.
Anonymous 8/17/2020 11:41 AM	None at present
Anonymous 8/17/2020 11:42 AM	Walking through the Crichton/Dahlia intersection with that crazy corner on the sidewalk.
Anonymous 8/17/2020 11:43 AM	Would have to connect to much longer bike routes. No point in making one if it disappears after a couple kms.
Anonymous 8/17/2020 11:44 AM	We need to make sure that anyone coming up behind walker and runners has a better signaling system. As a senior, I am very concerned about being seriously hurt if I do not hear approaching wheels.
Anonymous 8/17/2020 11:44 AM	Needs more police presence
Anonymous 8/17/2020 11:45 AM	Crossing Ochteroney at the foot of Maple, and also crossing Ochteroney to access Crichton Avenue is not a wayside. And the crosswalk that crosses Ochteroney to Sullivan's Pond (the one closest to the gas station) can be terrifying.
Anonymous 8/17/2020 11:45 AM	There is lack of street lights on Oak from Crichton to Dahlia.
Anonymous 8/17/2020 11:45 AM	Visible crosswalk at Dahlia and Victoria where the path to Dartmouth Commons. Better lighting in Dartmouth Commons, and Sullivan's pond.

Anonymous

8/17/2020 11:48 AM

I approach this area from the Kings Wharf side via Park or Ochteroney. Ochteroney is very busy but it's harder to cross Park/ Victor a. I would imagine a bike from the beginning of the Canaday ghting area (Or Dundas/ Alderney) might be good.

Anonymous

8/17/2020 11:48 AM

The gates need to be opened, and proper crosswalks/crossroads put in place.

Anonymous

8/17/2020 11:50 AM

Crossing busy street at bottom of Sullivan's Pond.

Anonymous

8/17/2020 11:50 AM

I found some hedges and greenery around intersection corners difficult to see past, making me very nervous to enter them on.

Anonymous

8/17/2020 11:51 AM

The quality and upkeep of the asphalt, breaks and bumps are hazardous to riders in particular

Anonymous

8/17/2020 11:52 AM

I don't really have any problems, but the only part of this area I use regularly is the path through Sullivan's Pond Park.

Anonymous

8/17/2020 11:54 AM

Need traffic calming on pine street as it intersects with rose, but

Anonymous

8/17/2020 11:56 AM

don't know

Anonymous

8/17/2020 11:59 AM

Protected bike lanes along the full route is very important. I do not live in this area but pass through it when biking to work. Currently I only bike a few times per year, whereas I would be a regular cyclist if the proper infrastructure was there.

Anonymous

8/17/2020 12:00 PM

This whole concept is wrong!!! It is improving AT along Ochteroney that should be addressed, NOT funneling people/bikes along Dahlia or Tupper streets!!

Anonymous

8/17/2020 12:03 PM

safe access for entry / exit point when going from road to trail/trail to road or crossing intersections.

Anonymous

8/17/2020 12:04 PM

The identified issues in certain areas such as Oak St. is an indication that we do not enforce sufficient setbacks when allowing construction such as large apartment buildings. We need wider streets that allow for sidewalks, bike paths, and parking.

Anonymous

8/17/2020 12:05 PM

Need to have crosswalks and signage for Victor Rd/Dahlia St junction

Anonymous

8/17/2020 12:06 PM

Cyclists and drivers are terrible at basic rules of the road. Cyclists should need to pass a test to ride on a road, and drivers should retake the written exam every time they renew the license.

Anonymous

8/17/2020 12:08 PM

None

Anonymous

8/17/2020 12:20 PM

Please get the bikes off the sidewalks

Anonymous

8/17/2020 12:27 PM

The crossing of the major roads (Maple Street and Victoria Road) will need flashing lights or some other method to stop traffic as it requires crossing busy streets. The connection from whichever street is used to the road to Bannock Lake needs new path

Anonymous

8/17/2020 12:32 PM

Crossing Crichton and going up Oak to access

Anonymous

8/17/2020 12:35 PM

Walking and cyclists frequently don't mix well. As a walker often with a dog, I often find cyclists do not use the right of way and cate that they are behind you and frequently ride 2 abreast.

Anonymous

8/17/2020 12:55 PM

Cars not paying attention to cyclists.

Anonymous

8/17/2020 01:04 PM

Wider pathways

Anonymous

8/17/2020 01:12 PM

better education and awareness for drivers, cyclists and pedestrians

Anonymous

8/17/2020 01:14 PM

Bike pathway required on Hawthorne and Ochteroney would be most welcome.

Anonymous

8/17/2020 01:19 PM

I'm so excited for the Crichton Park / One Oak sidewalk gap to be fixed!!!
Thank you!

Anonymous

8/17/2020 01:26 PM

Crosswalks across Victoria, Maple & Crichton

Anonymous

8/17/2020 01:44 PM

Protection from traffic

Anonymous

8/17/2020 02:15 PM

Turning up Ochteroney

Anonymous

We ride sidewalk on Crichton Avenue I think that's at Dahlia. I often walk from

8/17/2020 01:45 PM

downtown Dartmouth to M cmac Ma , and th s s awkward and a tte scary.Lack of wa kway on both s des of Cr chton Avenue has a ways been an ssue, but we ve w th t.

Anonymous

8/17/2020 01:51 PM

It fee s ke there shou d be crosswa k at the bottom of Da h a where there s the ra ng. It s odd to watch peop e try to f gure out where to cross when cross ng dah a takes them farther from where they want to go.

Anonymous

8/17/2020 01:51 PM

Separate w de pathways for wa k ng/ro ng/cyc ng

Anonymous

8/17/2020 01:52 PM

Do not g ve up hand capped park ng spots for a b ke ane; no barr ers on the b ke anes e ther

Anonymous

8/17/2020 02:25 PM

I am a ready reasonab y comfortab e cyc ng through th s area, but I see the mer ts of these mprovements to make others more comfortab e. I rare y wa k or ro though th s area.

Anonymous

8/17/2020 02:29 PM

Less b kes on trad t ona wa k ng paths. If they are des gnated 2 way but f not s dangerous.

Anonymous

8/17/2020 02:46 PM

The gate to the Dartmouth Common needs to be e ther removed or made permanent y open. It s d ff cu t and dangerous to nav gate th s entrance ex t on a b cyc e. The cross ng at th s ocat on cou d a so be mproved n terms of safety.

Anonymous

8/17/2020 02:55 PM

Gates open n the Commons

Anonymous

8/17/2020 03:05 PM

Car speeds are too h gh

Anonymous

8/17/2020 03:21 PM

Need to reduce car park ng n the area

Anonymous

8/17/2020 03:26 PM

Oak Street s not at a wa k ng or cyc ng fr end y

Anonymous

8/17/2020 03:39 PM

I do be eve that the dah a street opt on wou d be safer than tu p. Cross ng tu p at p ne and map e can be a harrow ng exper ence

Anonymous

8/17/2020 03:45 PM

Dogs not on a eash!

Anonymous

8/17/2020 04:24 PM

Speed ng

Anonymous

Ma n y paths that go over or under roadways or ghted crosswa ks.

8/17/2020 04:28 PM

Anonymous

Wa k ng s f ne now

8/17/2020 04:30 PM

Anonymous

I wou d ke to see the access and egress po nts at the north end of the Pond mproved.

8/17/2020 04:36 PM



8/17/2020 05:07 PM

Protected cross ng on V ctor a Road; curb extens ons to reduce the cross ng w dth and pedestr an actuated s gna s to stop traff c.

Anonymous

No s dewa k n front of 1 Oak street has a ways been a prob em for me as a pedestr an and as a dr ver. You cannot see around the bend at the bottom of Oak street from e ther d rect on. A f ash ng ght at that cross ng wou d mprove th ngs cons derab y

8/17/2020 05:08 PM

Anonymous

I do not have ssues wa k ng n th s area at a but wou d ove to see mprovements for cyc ng, as t wou d prov de an exce ent connect on to ex st ng networks. A ma n concern current y s that there s no des gnated cyc ng anes

8/17/2020 05:53 PM

Anonymous

The cross ng of Map e and V ctor a on Dah a Street s not safe or conven ent for cyc sts.

8/17/2020 06:08 PM

Anonymous

INTERSECTIONS!!! V ctor a has ghts NP; but Map e!!!, even P ne a though t s not a 4 way stop...Oak, Cr chton!!!

8/17/2020 06:08 PM

Anonymous

Cross ng major streets (Cr chton, V ctor a, Pr nce A bert) - cars dr ve way too fast as the des gn speed s too h gh and ane w dths are too w de

8/17/2020 07:35 PM

Anonymous

A fa r b t of effort has been spent a ong Pr nce A bert Rd to accomodate b cyc es. Yet B cyc e traff c st ns sts on us ng the street. Th s creates conf ct w th veh c e traff c.

8/17/2020 07:45 PM

Anonymous

Wa kers and ro ers shou d have an adequate s dewa k. Those on b k ng shou d be on the road obey ng the same road regu at ons as other veh c es. Safer for a those us ng the roads. They shou d have to reg ster them.

8/17/2020 08:07 PM

Anonymous

P ne St needs a speed bump at the bottom of the h . Veh c es f y down that h at unsafe speeds.

8/17/2020 08:08 PM

Anonymous

Don t fee uncomfortab e present y, but mprovement of the ntersect ons on Map e wou d be benef c a

8/17/2020 08:11 PM

Anonymous

Traff c on P ne street needs to be s owed, espec a y com ng down the street. Is t t me for one way streets n the area?

8/17/2020 08:11 PM

Anonymous

8/17/2020 08:25 PM

There are too many streets, espec a y ntersect ng roads.

Anonymous

8/17/2020 08:28 PM

S ow traff c down

Anonymous

8/17/2020 08:37 PM

Connect v ty at e ther end. Pr macy of a other means of transport over motor zed veh c es.

Anonymous

8/17/2020 08:51 PM

Confus on and uncerta nty as to wh ch crosswa k near the foot of Oak to use.

[REDACTED]

8/17/2020 09:22 PM

Connect on from br dge to Dartmouth Common shou d be more eg b e

Anonymous

8/17/2020 11:50 PM

I have no prob em cyc ng here.

Optional question (296 response(s), 146 sk pped)

Question type: S ng e L ne Quest on

Q22 Is there anything else we missed? Please place your general comments in the text box below.

Anonymous

8/05/2020 01:26 PM

You are focus ng on " mprov ng" the best part of th s connect on.

Anonymous

8/05/2020 01:33 PM

Bu t a protected ntersect on

Anonymous

8/05/2020 02:27 PM

t wou d be n ce f they w dend Pr nce A bert and put n a des gnated b ke ane from Waver ey rd. To downtown.

Anonymous

8/05/2020 02:56 PM

A good route to the MacDona d br dge from dah a street entrance to park - gent e grade

Anonymous

8/05/2020 03:45 PM

n/a

Anonymous

8/05/2020 04:10 PM

Don't ask peop e f they accept oss of park ng to a ow for s dewa ks. We have a c mate cr s s and the IMP. Bu d the damn s dewa ks!

Anonymous

I know t's outs de the scope of th s round of engagement, but to enhance the

8/05/2020 04:25 PM

connect on to Shub e, the area between the Lake Banook pedestrian bridge and the entrance to Shub e really needs to be looked at. Currently there's just a steep loose gravel path to get on to the sidewalk to ride along the curb (on the sidewalk, not actually edge), and cross the street across the crosswalk. This is the biggest problem area I experience on my ride from Downtown Dartmouth to Shub e. Looking forward to seeing the improvements proposed in this round as we thought!

Anonymous

8/05/2020 04:41 PM

If removing the Oak Street parking, Kam should be engaged to discuss the potential of increasing the residents parking area (they currently only have two spaces which are often occupied by construction crews). Also, residents should purchase parking spots in the large underground and above surface parking areas. Other traffic controls (e.g. permit parking only, no parking areas, no overnight parking) should be put in place on both Tupper St and Dahlia St, as visitors and residents of 1 Oak St will then choose to park on neighbouring streets. It already can be quite congested and there is no parking enforcement. I am seriously concerned about the amount of cars that will be parked on Tupper and Dahlia Streets due to residents of 1 Oak Street choosing not to purchase a parking spot and the residents, who tend to stay for long periods of time.

Anonymous

8/05/2020 04:52 PM

Pleased to be asked for input

Anonymous

8/05/2020 04:55 PM

Out of scope, but coming off or going on the MacDonald bridge from Dartmouth via Wyse Rd in front of sportsex is very poorly laid out and dangerous.

Anonymous

8/05/2020 05:12 PM

Thanks for considering walking and rolling. Connect on between separate pieces of infrastructure (waverley, banook, suvans pond, route to the bridge) is really important for walkers, rollers, cyclists. I don't need physically separated or protected bike lanes; I need protection and visibility at intersections and I need a bike lane to be continuous on my routes through Dartmouth. Separating bikes and pedestrians is positive and would encourage cyclists to use those paths rather than straddle the road because there are too many foot passengers on shared pathways.

Anonymous

8/05/2020 05:13 PM

A cross ride on Pene St across Ochteroney St. This is a good route to waterfront trail to Woods de.

Anonymous

8/05/2020 06:39 PM

I've been using the canal street on Dahlia. It's great between Maple and Victoria, but the section at the Crichton end is dangerous as cars are in the habit of using it as a cut through. Re. Oak street parking and sidewalk. These parked cars make this section dangerous for walking biking. The road is very narrow and there are no sidewalks on Oak. I walk here a lot and one feels very vulnerable, especially at night. I would support getting rid of this parking even without the changes on Crichton. It would also be nice to see sidewalks on Oak from Crichton to Tupper.

Anonymous 8/05/2020 07:03 PM	The "slow street" signs really don't do anything to slow down traffic. Speed bumps, narrower roads (replaced with a bike way) Or making it VERY inconvenient for motorists is the only way to make change! Otherwise great job and this is a fantastic project
Anonymous 8/05/2020 07:40 PM	Too many pickup trucks and big SUVs are crowding out other road users
Anonymous 8/05/2020 07:51 PM	Just make the city better for everything but cars. Think of the most vulnerable users first always. ALWAYS
Anonymous 8/05/2020 08:57 PM	Crossing Crichton Avenue at Prince Albert is a strange ongoing crosswalk; curb bump-outs would be nice, but even just shortening the crossing to a normal stance would be an improvement. A Leading Pedestrian Interval for crossing Prince Albert/Ochteroney at the bottom of Maple would be very useful.
Anonymous 8/05/2020 09:16 PM	I'd prefer a route that combines Dahlia and Tupper to minimize steep slopes, using Beech Street. I'm often trying to get over to Sawyer Street, and head up Beech and Maple.
Anonymous 8/05/2020 09:58 PM	Generally your questions provide the answers being sought ... fantastic accomplishment. My question to you is this: Who's going to pay for all these bike lanes? Answer: Not the cyclists and I, for one, am tired of increased taxes for a barrage of projects I neither use, nor want. HRM has squeezed all the blood from my stones ... don't forget many seniors do not have a pension and it's tough enough surviving on CPP & savings.
Anonymous 8/05/2020 10:09 PM	What about how the Oak/Dahlia & Crichton intersection improvements? What about connecting to Sawyer Street? What about
Anonymous 8/05/2020 10:20 PM	This can't happen soon enough. It's long overdue that Dartmouth get some proper cycling and pedestrian infrastructure for active transportation
Anonymous 8/05/2020 10:21 PM	When you have given two optional routes, you have given all the information on your intentions of what infrastructure modifications are being considered (besides the possibility of additional sidewalks on Oak St) More information on the impacts (positive and negative) of any intended changes would hopefully be coming soon? On other factors to consider is that cars have been known to speed up, and down the hill on Pine Street, between Dahlia and Tupper. There seems to be an accident at the corner of Pine and Dahlia at least once every year or two.
Anonymous 8/05/2020 10:56 PM	Dartmouth common gate openings need to be easy to navigate both for walking and biking.
Anonymous 8/05/2020 11:12 PM	Going through this area isn't any problem except for the hills. Please focus resources on REAL problem areas, the greatest being the Port and St. Corridor!

Anonymous 8/06/2020 12:08 AM	We've been in the area and eagerly we come better cycling routes and streets for the people! Thank you for undertaking this initiative.
Anonymous 8/06/2020 12:26 AM	Speed awareness, marked crosswalks and traffic calming measures especially where Dahlia and Tupper cross Maple, Pine and Victoria are desperately needed. Tons of pedestrian and cycle traffic to these parks and no signage to warn drivers.
Anonymous 8/06/2020 04:38 AM	It's obvious that a bike lane should be built on Dahlia street, as there's already so much infrastructure in place along that route.
Anonymous 8/06/2020 07:29 AM	There's denser housing on Dahlia - particularly when close to the Sullivan's Pond end. It's less safe for cycling in this section due to the increased traffic there, which would be hard to control. Tupper (anecdotally) is already preferentially used by cyclists as a thoroughfare (even with Dahlia as a quiet street pot). For this reason I see Tupper as a better option due to safer connection at that end.
Anonymous 8/06/2020 07:31 AM	Nope great
Anonymous 8/06/2020 07:32 AM	Reconfiguring the Corner at the intersection of Oak, Crichton and Dahlia similar to what the city did at Hawthorne and Prince Albert Road would greatly enhance the safe movement of pedestrians and vehicles.
Anonymous 8/06/2020 07:48 AM	Please do not remove the on-street parking as many dwellings in the neighborhood don't have enough parking for the tenants as is. I would be forced to move if this happened. And considering the inflated rent costs in the city I would be forced to leave the urban area to find affordable housing.
Anonymous 8/06/2020 08:45 AM	1) The hills are very steep. I don't enjoy recreational riding in the area very much and it discourages quick trips to the store via bike. (I realize nothing can be done about this, but it's a reason people may not choose to commute through this neighborhood.) The hills also make navigating roads difficult. I have trouble stopping for traffic and then accelerating quickly, for example to make a left turn off Maple or Pine. 2) I assume the point of getting people through the Commons to get them to the bridge. To me, cycling infrastructure for the bridge is a higher priority. Riding along Tupper St. (where traffic is already slowed due to on-street parking) is much safer than trying to enter the bridge bike lane, which seems impossible to do legally and difficult to do safely.
Anonymous 8/06/2020 08:54 AM	Great ideas
Anonymous 8/06/2020 09:05 AM	Thank you for doing this, your work is greatly appreciated!!

Anonymous 8/06/2020 09:59 AM	Further down the street, but a marked cross walk at Crichton Ave and Boathouse lane would be very helpful. bus stops, paddlers, walkers, etc. a use this intersection and no cars stop as it does not have a marked cross walk
Anonymous 8/06/2020 10:07 AM	This is a great project but figuring out crossings at main streets is critical
Anonymous 8/06/2020 10:09 AM	Lower speed limits for cars around area like school zone and ensure bikers share with walkers.
Anonymous 8/06/2020 12:09 PM	It always feels very uncomfortable walking on Oak street. A sidewalk there is an absolute must if you want to encourage active transportation
Anonymous 8/06/2020 12:24 PM	Coming down Crichton there is generally cars parked on the street. The street is narrow and winding so it makes it difficult at times for a car to pass a cyclist with a car parked on the street. Restricting the street parking further on Crichton would make Dahlia more accessible for cyclists.
Anonymous 8/06/2020 12:34 PM	Please slow traffic on Vctoria road between Ochteroney and Park Ave. It is an issue- the bend crest and speeds seen by drivers is dangerous. Combined with no crosswalk or speed limit for a 50 Zone is a problem. Also- in winter the plans with garbage pickup and the lotus apartment parking lot entry point make no sense. In winter this grade for a one way Street is a common issue for Drivers and usually results in dangerous backups in slippery conditions. In general look for ways to divert or slow Down traffic.
Anonymous 8/06/2020 12:57 PM	There is a so a lot of pedestrians crossing Vctoria road at the intersection of Park avenue to go downtown Dartmouth. The traffic on Vctoria is quite high and cars go too fast there. So even if you create a dedicated crossing towards Dartmouth commons, I still think there is a need for formal crossing at the Park avenue. Anything that slows the traffic down is a good start so thanks again for this project.
Anonymous 8/06/2020 01:11 PM	Refer to q.14
Anonymous 8/06/2020 01:39 PM	Isn't it time for this city to stop trying to screw taxpayers vehicle drivers in order to accommodate a very small minority who scream the loudest? No wonder all the young people are leaving the city and province and you have to scramble with refugees to try to fix the problems you create. If you want more tax money, try making bicyclists register yearly and have safety checks, ticket them when they drive recklessly, and take away the rebate when they don't comply. Ticket skateboarders who don't wear helmets. I hate this city and am leaving when I am able to. Enjoy the leftists who barely pay taxes.
Anonymous 8/06/2020 02:24 PM	more bike routes, please!

Anonymous 8/06/2020 02:27 PM	No
Anonymous 8/06/2020 02:56 PM	not ce for s ppery and ang e of s op
Anonymous 8/06/2020 03:14 PM	Use of Canad an Eng sh on y on s gnage Use of metr c on y on d stances and speeds
Anonymous 8/06/2020 04:05 PM	If you just w den the s dewa ks, push ng the green str p nto the park ng area, and a ow the b kes on the s dewa ks as a shared space that wou d be so much safer. P us then you cou d soc a d stance proper y when wa k ng on the s dewa ks
Anonymous 8/06/2020 05:28 PM	Add a few more f ags n the Esso stat on area
Anonymous 8/06/2020 05:38 PM	Button act vated ghts at a street cross ngs and LIGHTS IN THE DARTMOUTH COMMONS. If the goa of th s mob ty project s to ncrease connect v ty w th the Dartmouth Commons n anyway, t must be t. Thank you!
Anonymous 8/06/2020 06:21 PM	A though we are a two car fam y, I m VERY support ve of any nfrastructure that enab es safer protected b k ng n Dartmouth. Happy to g ve up my park ng for act ve transportat on.
Anonymous 8/06/2020 06:40 PM	It wou d be great to s ow down the traff c com ng up Map e, espec a y oud cars & motorcyc es
Anonymous 8/06/2020 07:46 PM	More cyc st shou d be us ng the r be when meet ng someone on mu t use tra . Even those that are wa k ng toward you. They may be ook ng at the r phone or n conversat on. The days are gett ng shorter. L ghts front and back are a must.
Anonymous 8/06/2020 08:38 PM	I am an av d cyc st and b ke commuter who ves n Dartmouth. I know that the HRM has very m ted resources for cyc ng nfrastructure and I th nk there are much more mportant areas/gaps n cyc ng nfrastructure to address that creat ng an AAA track from Dartmouth Commons to Su van's Pond. F rst, t s a ready res dent a streets and second, the streets aren't that busy, so t's a waste of money to make such a substant a nvestment when you're not s gn f cant y mprov ng the safety. Moreover, the grade the roads s far too steep to cyc e up for anybody but the most ft and ser ous cyc sts. I fear that the c ty w bu d th s and very few new peop e w use t s nce t s so steep. Moreover, how many peop e actua y trave between the Commons and Su van's Pond/up to Shub e? Wou dn't t be a better use of resources to put an AAA track on e ther s de of the MacDona d br dge? It s terr fy ng to get on and off the br dge on the Dartmouth s de and then on the Ha fax s de, the Barr ngton St path abrupt y ends, and dumps cyc sts out on Barr ngton,

wh ch s terr fy ng.

Anonymous

8/06/2020 10:56 PM

See my comment about V ctor a road. Th s road rea y m ssed some pedestr an cross ng as we as some equ pments to contro the speed. It s unth nkab e to see any pedestr an cross ng on V ctor a road between Th s e St. and Ochter oney St. It's probab y one of the most dangerous sect on of Downtown Dartmouth. The speed shou d be contro ed on th s sect on too.

Anonymous

8/07/2020 02:38 AM

I ke the dea of w der/shared s dewa ks. Th s s a good & safer opt on for wa k ng/cyc ng nstead of b ke anes on the street.

Anonymous

8/07/2020 03:55 AM

I strong y fee that the b ke ane shou d not go through the cemetery by the Dartmouth commons. That runs r ght nto the dogs off eash port on of the park. Use the ower entrance off of Dah a so a users of the park can better co ex st.

Anonymous

8/07/2020 06:43 AM

How w cyc ng traff c at Su van s pond mpact the water fou ? The r safety needs to be cons dered.

Anonymous

8/07/2020 07:11 AM

Overa gett ng to the ferry term na from Su van's pond sn't great, espec a y w th a few k ds n tow. Hop ng for mpromvements.

Anonymous

8/07/2020 07:17 AM

Tu p street s current y very narrow do to parked cars on both s des. Res dents w be very res tant to oss of park ng but that s what dr veways are for. I have a most been h t head on by oncom ng cars try ng to get through. I th nk strateg ca y p aced speed humps (not many) wou d deter the speeders ook ng for the shortcut

Anonymous

8/07/2020 08:02 AM

I wou d ove to see more Dartmouth b ke anes!

Anonymous

8/07/2020 09:01 AM

Connect on from pond to s ayter st area

Anonymous

8/07/2020 09:15 AM

Why s the Su vans Pond connect on not about the ent re oop around the pond so res dents who ve n the Hawthorne and S vers H area? Th s proposa s mak ng a b ke ane for peop e v ng n Sam Aust n s res dent a area., who ves on Tu p St. Nobody e se b kes to Su van s pond from the area bes de Sam s ne ghbors? How w the Su vans Pond b ke ane nk nto the proposed b ke anes proposed for Pr nce A bert Road?

Anonymous

8/07/2020 10:30 AM

Tru y h gh ght response n Quest on 18 re Ru es of Movement on Parkway Paths and Ye ow L nes runn ng down the m dd e of the paths. We can spend a of the money n the budget but f users are somewhat ent t ed...they w make a mess of t. Wh e not a ong the route we d scussed....Water Stat ons a ong Lake Banook and other appopr ate ocat ons wou d be awesome for most users.....recogn z ng the rea ty of COVID now but a the same wou d be rea y he pfu on those hot days of summer.

Anonymous

8/07/2020 02:04 PM

I currently avoid the Oak segment because of its lack of sidewalks. I feel uncomfortable crossing to the Commons from both Dahlia and Tupper because there are no crosswalks and Dartmouth drivers are dangerous to pedestrians even at marked crosswalks, let alone unmarked ones. I also don't think there should be pedestrian demand buttons for crosswalks at lighted intersections, the crosswalk should be assumed to be in use. These buttons are unnecessary and especially so during a pandemic when we're discouraged from touching public surfaces.

[REDACTED]

8/07/2020 02:13 PM

This project focuses on the NE-SW connection between Susan's Pond and the Dartmouth Commons but does not acknowledge the eventual connection to a future NW-SE connection as indicated in the AT Portes Plan (.e. Maple Street). The comfort and safety of making turning movements onto the proposed LSB from potential future bike routes should be considered in the analysis for choosing the preferred route.

Anonymous

8/07/2020 04:48 PM

There are some gaps along these streets where there are no street trees. In particular around the One Oak Apartment building. I think adding trees here on a sidewalk would help to make that building blend in more.

Anonymous

8/07/2020 06:45 PM

My answers are given as a person who walks about this area. I am not able to cycle, so I could not answer as a cyclist.

Anonymous

8/08/2020 09:00 AM

Cut bus trips by 50%

Anonymous

8/08/2020 11:24 AM

There is not enough traffic on these streets, including car, wheel, pedestrian combined to warrant any changes. Spend the money on improving access for cars. Get rid of the slow street, especially around Dartmouth High. Forcing traffic to the street Vctora road intersection is dangerous.

Anonymous

8/08/2020 12:34 PM

Fixing the exit off McDonald Bridge (HFX side :) Thank you for all your work!

Anonymous

8/08/2020 12:54 PM

Maple Street definitely requires a formal crosswalk too. The one at Dahlia is good, so maybe should keep Dahlia as the slow street, since there is existing infrastructure there. Would be nice if there was a button on both sides of Dahlia though for cyclists. I have been biking the Dahlia/Pine route to get downtown regularly, and it's great aside from this one crossing. Like Vctora Rd, cars travel too fast up and down the hill and sight lines are poor (especially in the seasons with lots of tree leaves).

[REDACTED]

8/08/2020 01:42 PM

I would love to see a properly protected bike lane when there is new paving. Kids are trying to bike on Dahlia now, but they really cannot do so safely so they quit. I am terrified every time I watch kids cross Maple and Pine Streets.

Anonymous

8/08/2020 02:19 PM

The gate to the commons doesn't affect the choice- but it's still easier when it's open or not there.

Anonymous 8/08/2020 02:54 PM	many drivers ignore slow street designation.. how can it be enforced... no left turn from maple into dahlia from 4 to 6 used to be enforced by police, but not recently
Anonymous 8/08/2020 04:42 PM	tu p street is more aesthetically pleasing to walk on but the street appears to be a bit more narrow than dahlia, is a bit darker because of trees, street names m d block (Between maple and Beech are not great. These may be reasons that dahlia, rather than Tu p, would be better for bicycles. Also, coming up Oak to Tu p is relatively steep and you then need to cross over beech which isn't great.
Anonymous 8/08/2020 05:52 PM	What about the walker and the effect of drivers on them?
Anonymous 8/08/2020 08:14 PM	I'm concerned that making changes to these side streets without addressing the major connecting streets could lead to even higher volumes of traffic on the major routes. Traffic along maple street is already a major issue, particularly in terms of speeding. There have been many accidents at the maple/dahlia intersection. Only having one crosswalk on maple is also an issue, as many people jay-walk across a busy and dangerous street. It would be great to see some solutions to decrease at least speed, and possibly volume, along Maple, with more crosswalks at the intersections. Also, although it might be outside the scope of this survey, what is the deal with the lack of a pedestrian walkway at the intersection by St. James church along the Prince Albert and Port and street section?! That also seems dangerous.
Anonymous 8/09/2020 12:28 AM	Dahlia street should be used for the corridor. Oak street should stop getting dewalked from Crichton to tu p. Lived here for 4 years and a ways felt the on street park in front of 1 Oak was hazardous
Anonymous 8/09/2020 09:52 AM	The gates at the Dartmouth common should be removed! They make the park completely inaccessible. I have no mobility or disability issues and I struggle to open them and whenever they freeze shut with a push on the ground. Just remove them, the historical value or whatever the reason to keep them is discriminatory and unacceptable
Anonymous 8/09/2020 10:46 AM	Yes, people using bicycles and/or are jogging do not respect pedestrians nor do they follow any posted regulations
Anonymous 8/09/2020 01:23 PM	I'm highly supportive of this infrastructure development, given the safety considerations mentioned above.
Anonymous 8/09/2020 07:16 PM	1. Crossing Maple Street. 2. Different issue? But would love to cycle to Halifax but too frightened once I leave Dartmouth Commons. Make a Bike lane and bus lane combination??? And improve that little sidewalk entrance once through the intersection -the angle is tricky - to get on MacDonald Bridge bike path.
Anonymous 8/10/2020 07:47 AM	How will impacted residents/home owners be affected? What does this mean for accessing properties? What if a landowner has tenants that park on

the street?

Anonymous

8/10/2020 10:02 AM

I am very happy to see these proposed changes and as a resident of Dahlia Street my family would love to see our street calmed and access better improved.

Anonymous

8/10/2020 10:26 AM

Yes, only the residents on these streets should decide what happens on these streets! These residents pay the rates and maintain the properties, no one outside of these areas has a right to impose anything to a street they don't own a property on. Maybe just start proposing regulations for bikers and joggers, neither of which have any respect for pedestrians.

Anonymous

8/10/2020 03:40 PM

People use shortcuts and speed as it is now. By changing streets this will happen more often. I live on a street that is often used as a shortcut and people not obeying the speed limit at all. The police do not have time to monitor this so what can you do to stop this problem?

Anonymous

8/10/2020 04:22 PM

Pretty sure the entrance to Dartmouth Commons via the cemetery is inaccessible to dog walkers.

[REDACTED]

8/10/2020 09:15 PM

I suggest that Dahlia St. become a pedestrian, bicycle, only street except for local traffic.

Anonymous

8/10/2020 09:48 PM

Crossing as a pedestrian at the corner of Tup at Pine is terrifying because of the blind crest there. Traffic coming down from Thistle Street usually coming quite fast and it's really nerve wracking to cross there - especially in winter with reduced traction when you can't cross quickly. I will often go down to Dahlia to cross at the light, even though it's out of my way.

Anonymous

8/10/2020 10:08 PM

I would like to understand the impact on my property taxes from such a change

Anonymous

8/11/2020 10:36 AM

Please address unintended consequences of shifting more car and truck traffic onto Tup Street if the Dahlia Street route is selected; for example the movement of very early morning commercial garbage trucks that support 55 Dahlia and 1 Oak. What provisions would be made to move cars to Crichton Avenue instead of Tup Street as they prefer to move in the shortest route to the Thistle / Victoria Street schools and the MacDonald Bridge?

Anonymous

8/11/2020 11:53 AM

Maple Street is a missed opportunity for narrowing (i.e. bike lane, pinch-points at intersections [especially where Tup/dahlia cross], chicanes). People accessing bus terminal or MacDonald Bridge via bicycle climb Maple (Pine and Victoria Roads too steep).

Anonymous

8/11/2020 04:02 PM

The crosswalks on the south side of Oak street across Crichton street don't allow a pedestrian to connect onto Dahlia street via a sidewalk. There ought to be a sidewalk on the west side of Crichton street between Oak and Dahlia.

Anonymous

8/11/2020 05:29 PM

Pedestrian & cycling traffic along Crichton to Woodawn...why won't people cross the road to use the sidewalk!?! Need options for this stretch...dangerous for all.

Anonymous

8/11/2020 08:01 PM

Please put lights at the intersection of Bissett Rd and Coe Harbour Road.
Thanks

Anonymous

8/12/2020 10:53 AM

I would hesitate to take the on-street parking from 1 Oak for a sidewalk, as the more dangerous things I've witnessed hundreds of times are cars roaring down Crichton and bicycles roaring through the pathway by Banook. Those bicycles need to be re-routed away from the playground, and those cars need to be SLOOOOWWWED down! Having one well-marked bright obvious crosswalk at 1 Oak leading to the 1 Oak driveway/greenspace would do for me, instead of a sidewalk. Also, Dahlia is the preferred route for biking as you ride down Crichton it makes sense to swoop up Dahlia rather than do the weird bow up to Tupp. But Tupp is the prettier walking street, connecting to the graveyard. Also, a well-marked crosswalk joining Tupp to the graveyard makes sense to me. Thank you for taking my input!!!

Anonymous

8/12/2020 12:28 PM

Has there been any consideration of making Oak Street one-way (going toward the pond), at least for that bottom block, and maybe for the entire length? As a pedestrian, I am most wary when walking up Oak on the right side, where traffic speeds up from Crichton. If traffic had to loop around that block (a right turn), it wouldn't be too much additional time for drivers. And if that meant driving briefly on the shoulder of Dahlia, better for the entire neighbourhood.

Anonymous

8/12/2020 04:43 PM

The "Park Avenue sobriety test" area is a dangerous place to cross to access Dahlia especially on a bicycle. Why was the stop sign taken out at the corner of Victoria and Park Avenue?

Anonymous

8/12/2020 05:42 PM

make Dartmouth more friendly for seniors.

Anonymous

8/13/2020 10:00 AM

Walking sidewalks/paths where possible would really help walkers/runners/cyclists.

Anonymous

8/13/2020 11:16 AM

Residential streets should be off limits for repurposing, onyx tax paying residents who live on these streets should be making decisions regarding the street.

Anonymous

8/13/2020 02:41 PM

Definitely, onyx Property tax paying residents who live on those Streets should determine and approve any changes to the residential street.

Anonymous

8/13/2020 03:43 PM

Slow traffic at intersection esp Pine St / Dahlia. Also cars continue to drive very fast even though it's supposed to be a quiet street.

Anonymous

8/13/2020 04:45 PM

Please avoid loss of parking in this neighbourhood at all costs. Street parking is needed for visitors, couriers, deliveries such as groceries and take-out (especially in a pandemic) and meals on wheels for those who can't cook for themselves. Street parking encourages elderly to age in place in their own homes as homecare workers are able to come in their cars to help support

seniors and these workers need parking. People with disabilities could also need this support. The measure of a society's how it treats its most vulnerable, and the need for onstreet parking over bike ways should not be ignored. I attended an accessibility workshop at the central library last year hosted by HRM and there was quite a bit of anger at the bike lane at the Dahlia House Arts Centre displacing the disability parking from University Avenue further away from the entrance for those with mobility issues. Same with the bus lane on Gough putting wheelchair parking around the corner on a hill. Bikes and buses are great but not when they make life harder for society's most vulnerable. In one block of Tupper there are group homes where workers park their cars on the street, and the food bank appears to make deliveries. Teachers at the nearby school park here as well as downtown office workers (like HRM employees who work at Alderney Gate). There is also a bed and breakfast business on Tupper. I know of no such business or group home on Dahlia. Dahlia is the shorter route, so less parking loss for the neighbourhood overall parking loss gets approved for this project. Choose Dahlia as the route. Tupper Street has a blind crest on it between Maple and Beech so it's best avoided - Dahlia is the safer option. It could be argued that there is also a blind crest on Pine at Tupper as if someone's stopped at the supermarket on the right side of the street going up Pine it's impossible to see a car coming downhill on that street towards Tupper. I think it would be really dangerous to encourage bikes that use the shorter, slower Dahlia Street route to come up to Tupper at this intersection. Dahlia already has a signalized crossing on Dahlia at Maple - please don't waste taxpayers' money reinventing the wheel. The Dahlia route is also better as cars naturally slow down to take the corner at the bottom of Victoria, whereas they aren't slowing down further up at Tupper Street. Dahlia is the safer crossing of Victoria. There is already a hard top on the path through Commons at Dahlia which is better for all ages (savings to taxpayers too).

Anonymous

8/13/2020 05:12 PM

Please consider approaching cycling infrastructure from the perspective of commuters and sport cyclists, and ensuring smooth, safe transitions and connections. Efficient cycling infrastructure should not require the rider to dismount or ride on sections of sidewalks (where cyclists legally are not allowed). Many of the bike ways on the Peninsula do not connect well to each other, and require dangerous road crossings or merging onto pedestrian sidewalks (specifically bridge path to Barrington greenway to Hoss street bike lane). These sections are GREAT to have, but if they don't connect efficiently (i.e. not requiring dismounting the bike) people don't use them properly. I'm thrilled the city is investing in all this infrastructure, but ensuring it's installed correctly from the perspective of a bike will encourage the most users.

Anonymous

8/13/2020 09:24 PM

Bindham coming along dahlia from maple... walkers need to be very careful crossing at the crosswalk to connect to tupper

Anonymous

8/14/2020 12:37 AM

It sounds like the main objective is to take away traffic from these streets and divert it to other streets. I can see a no left turn sign at Crichton and

hawthorne in the future which was tried some years ago and ended up dumping more traffic onto the upper part of Crichton Ave which was already bad enough. Traffic throughout the city is a shared responsibility but there are ways seems to be a movement to dump more traffic on to Crichton Ave just because it's a collector street however it's still a residential neighbourhood. Just because certain residents feel they have too much traffic on the street they like to divert it to other areas without any thought of other people. The current "safe streets" project is a prime example of shameful thinking which takes traffic away from certain areas and dumps it onto other streets and gives the impression that my kids, grandparents, etc. have less value than the cars. I don't know where all these crazy ideas come from. I've lived here all my life and have never had an issue getting to Susan's pond whether it be biking, walking running or crawling. I really wish the city would concentrate on other traffic issues such as reducing traffic on Crichton or maybe a few 4-way stops. Sounds like a few whiners and complainers have caught the eye of city hall. The survey seemed like it's slanted towards favouring the changes

Anonymous

8/14/2020 07:15 PM

no comment

Anonymous

8/15/2020 06:18 PM

Good you are doing this. There is a lot of pedestrian traffic and it is a challenge for vehicles to get around.

Anonymous

8/15/2020 07:22 PM

Taking away street parking is a bad idea for bike lanes on quiet streets.

Anonymous

8/15/2020 07:51 PM

To continue from above: whichever street becomes the bike way will impact the neighbourhood drastically when it comes to parking. If the one way design is done properly, it will calm the area and allow for parking on both sides of the road where there would be only one lane down the middle, rather than the two way lane system that a regular road would have. I am concerned about an increase in traffic due to this proposal, but if we can get a proper one way design I would support this wholeheartedly.

Anonymous

8/16/2020 06:49 AM

I think this is a great initiative - thank you.

Anonymous

8/16/2020 09:20 AM

This survey seems skewed towards a desired result (i.e. remove street parking on the side streets [Tupper, Dahlia, etc.] and put in bike lanes when they aren't needed. There is already limited parking on these streets and these streets tend to be quieter/slower streets. Cyclists shouldn't have a problem on these streets as they are designed. Adding bike lanes is a waste of time and \$ on these streets.

Anonymous

8/16/2020 10:47 AM

streets are too small for bike lane

Anonymous 8/16/2020 09:27 PM	I live on Tup and have an access to park space in front of my house for those days that I have need of it. My mobility has not improved significantly even though I've had both hips replaced and I am facing more surgeries for my shoulders and knees. The loss of my designated parking space would force me to move.
Anonymous 8/16/2020 11:33 PM	Put the waste pool back in the common
Anonymous 8/17/2020 08:26 AM	crossing Maple Street! It's so busy and we need pedestrian controlled lights.
Anonymous 8/17/2020 08:46 AM	My brother is now disabled. We bought an apartment for him but when Northwood home care comes in to clean it she needs to be able to park.
Anonymous 8/17/2020 11:36 AM	Improve the parking facility at Graham's Grove. Too muddy.
Anonymous 8/17/2020 11:36 AM	If we are to cross Victoria Road to get into the graveyard areas, the traffic comes very quickly up the hill in the morning. A crosswalk over Victoria road would facilitate safe crossing for pedestrians and cyclists. Also: some of the paths in the graveyards and commons are not yet paved. Paving paths makes it easier for those who travel by wheelchair (bicycle or wheelchair). Even good crusher dust would improve on the coarse gravel in some areas. Though paving would be highly preferred.
Anonymous 8/17/2020 11:41 AM	No
Anonymous 8/17/2020 11:42 AM	Intersection of Hawthorne and Crichton is the main way I cycle through the area. It's ok for me, but I am a pretty confident biker. I expect this is a challenging intersection due to visibility up Crichton for less confident cyclists.
Anonymous 8/17/2020 11:44 AM	I love to see people enjoying our areas. We just need to make sure that everyone is safe.
Anonymous 8/17/2020 11:48 AM	I hate the hill at Victoria - so I never bike in that direction.
Anonymous 8/17/2020 11:48 AM	The whole of Crichton street, up to the MacMac is wide enough for a bidirectional bike lane on one side, plus parking, plus the existing traffic. Put that street on a diet, and improve the access to the Mac AND access to the multi-use path on the north side of Lake Banook.
Anonymous 8/17/2020 11:50 AM	Thanks

Anonymous 8/17/2020 11:51 AM	Keep the asphalt continuous grave breaks stop the ability to roller.
Anonymous 8/17/2020 11:56 AM	no
Anonymous 8/17/2020 12:00 PM	Yes, in earlier questions, you ask people to choose between Dahlia and Tupper. You didn't allow for another option. What about Ochteroney which is the most direct route to downtown Dartmouth. This means this survey design is flawed!
Anonymous 8/17/2020 12:03 PM	Thanks so much for trying to improve fully access be access to natural areas for the public! It is so important.
Anonymous 8/17/2020 12:04 PM	Not related to this survey directly, but why do we allow developers to block roads, sidewalks, and bike paths for years at a time? If there is not enough room for the reconstruction without blocking thoroughfares then they are either inefficient and poor planners or the street setbacks are insufficient for the rebuilding, or both.
Anonymous 8/17/2020 12:05 PM	Safety and warnings were not discussed at all! No mention of methods of telling users, area residents and user of the changes that will be made and when they will take effect! There is no mention of a consolidated communications plan.
Anonymous 8/17/2020 12:06 PM	Thanks for making bikes and infrastructure a priority.
Anonymous 8/17/2020 12:06 PM	More snow/clearing is needed in the cemetery and commons during the winter.
Anonymous 8/17/2020 12:08 PM	None
Anonymous 8/17/2020 12:20 PM	I am an avid walker. Dartmouth Commons is under used Don't always feel safe. Need to look at park safety. I go to the Public Gardens weekly because I feel safe. Downtown Dartmouth is beautiful, thanks for doing this improvement
Anonymous 8/17/2020 12:35 PM	Any action by the city to make it less car focused and more on walkers and cyclists is good in my book. Lots of people moving about automatically slows down the traffic flow at least in the daytime.
Anonymous 8/17/2020 12:51 PM	The area seems poorly served by Transit.
Anonymous 8/17/2020 12:55 PM	N/A.

Anonymous

8/17/2020 01:19 PM

You're doing a great job. Thanks for this opportunity to provide ideas and insights.

[REDACTED]

8/17/2020 02:15 PM

No, it's a great survey, thanks for asking!

Anonymous

8/17/2020 01:51 PM

No

Anonymous

8/17/2020 01:51 PM

Drivers are getting the short end of the stick in these plans. I never see increased bicycles or other activities going on in streets that are currently snowed. All that is happening is increased fuel consumption as drivers try to navigate snowed streets or search for available parking. I often visit friends in the downtown core and parking is getting worse.

Anonymous

8/17/2020 01:52 PM

I would like to see signage on the actual walkway/bike way. Not necessarily strictly enforced but suggest use or direction.

Anonymous

8/17/2020 02:25 PM

I have further comment. I applaud these and other smart initiatives.

Anonymous

8/17/2020 02:29 PM

Bikes being consistent in the reimplementation of road rules. Cannot jump from street to path to avoid traffic. It's one or other. Bike on y paths/lanes would work for me.

Anonymous

8/17/2020 02:46 PM

I commend the effort to look for the 'path of least resistance' in terms of grade. The Tupper/Oak Street option makes sense for a very few people who live at the top of that hill, where the Dahlia option makes sense for a most everyone else in Dartmouth.

Anonymous

8/17/2020 03:26 PM

Aft up Pine Street between Dahlia and Tupper :-)

Anonymous

8/17/2020 03:45 PM

I love sharing pathways with all my neighbours...walkers, rollers, cyclists, and all. As a walker and cyclist, I'm impressed with joint-use pathways where etiquette is followed...occasionally assisted by non-verbal signals. There may be a code of conduct presented somewhere and two would be grateful, and others were introduced to that code...basically, "heeb4 wheels"...we bikers come to a full stop when meeting walkers/mobility confined folks...and, we slow down and "ding" before passing those going our way. Non-verbal signals would be best.

Anonymous

8/17/2020 04:30 PM

Parking is very scarce now. Don't take parking away. In fact we need more.

Anonymous

8/17/2020 05:07 PM

Great for walking but please NO bike lanes

Anonymous

8/17/2020 05:08 PM

There are three cross ngs on Cr chton Avenue n short success on. Yet there s none at the end of Dah a to cross over to the pond so many peop e jaywa k there.

Anonymous

8/17/2020 05:11 PM

I th nk there cou d be separate b ke anes to make t eas er for cyc sts but I am see ng too many streets des gnated "qu et streets" wh ch s go ng to c og traff c n other areas so th s needs to stop. A so, park ng s m ted now so t w affect sma oca bus nesses f park ng s removed and streets become "qu et" even when t's on y bus nesses on them (.e. Queen Street).

Anonymous

8/17/2020 05:53 PM

I was exc ted to see your p an. I wou d rea y ke to see a des gnated b ke pathway connector (dea y separated from the roadway by some sort of barr er- l.e not just a pa nted ne). As future projects, I th nk Cr chton Ave wou d be an exce ent cand date for better cyc ng nfrastructure (as t wou d connect downtown to m c Mac ma , comp ete the ex st ng banook ake oop, and prov de a safer thoroughfare for b k ng n the area). It s a ready qu te a w de road and I th nk wou d be we su ted to th s. I wou d a so encourage you to cons der add ng cyc ng nfrastructure on ochter oney to connect the downtown to the banook ake tra . Each of these wou d make our Dartmouth core a much safer p ace to b ke and hopefu y encourage more peop e to engage n hea thy transport

Anonymous

8/17/2020 06:08 PM

These are o d sma narrow streets. I have dr ven them for over 45 years. M ght they be changed to one-way traff c so that foot traff c/b cyc es/veh c es are not dodg ng oncom ng traff c and parked cars? Hopefu y, homeowners w st have some on-street park ng for guests. I haven't dr ven these streets much s nce I ret red but when was teach ng these streets were heav y travel ed at "traff c t me." I wou d not cyc e them on a bet. I m ght use the s dewa ks but I wou d not want to r sk cross ng P ne or Map e at any t me. I've contended w th mpat ent dr vers when I stop for peop e wa k ng who want to cross P ne and Map e as we as Cr chton.

Anonymous

8/17/2020 06:09 PM

It wo d be g e t to see s fe co ect o m de betwee t e e ste d of Banook ake (near M cMac ake) to the entrance of Shub e park. At present you need to cross a busy ntersect on, and t wou d be great to make th s more access b e!

Anonymous

8/17/2020 07:35 PM

more protected b ke anes!!

Anonymous

8/17/2020 08:07 PM

Des gnated b ke anes n an a ready congested downtown s not an eff c ent use of money and resources. Espec a y for the number of users. As the posted speed m ts w th these areas s eas y ma nta ned by the av d cyc sts us ng them, I see no need for a ded cated ane. A so, when proceed ng to stop at a busy ntersect on, t s safest for the cyc st to be c ear y v s b e to the veh c e n front an beh nd, f ow ng w th traff c, than to race by n a ded cated ane unseen by a veh c e potent a y turn ng.

Anonymous

8/17/2020 08:11 PM

The efforts taken th s summer to ca m traff c was a good test. In t a y I th nk t was very pos t ve but I don t th nk veh cu ar traff c was respectfu of the goa s.

It will be a change but here's hoping for a positive outcome.

Anonymous

8/17/2020 08:25 PM

My suggestion would be to realign the entire area around Sullivan's pond, minus Alderney, to one-way vehicular traffic and then use the former roadway for wider pedestrian or bicycle traffic. Alternatively, find a way to make a reversible traffic lane straight down Alderney Dr. to increase traffic during rush hour and downtown events, such as Canada Day etc....just as is done on the old bridge...

Optional question (161 response(s), 281 skipped)

Question type: Essay Question

Appendix B:

Round 2 Survey Results

Round Two Public Engagement Survey

SURVEY RESPONSE REPORT

01 July 2013 - 27 October 2020

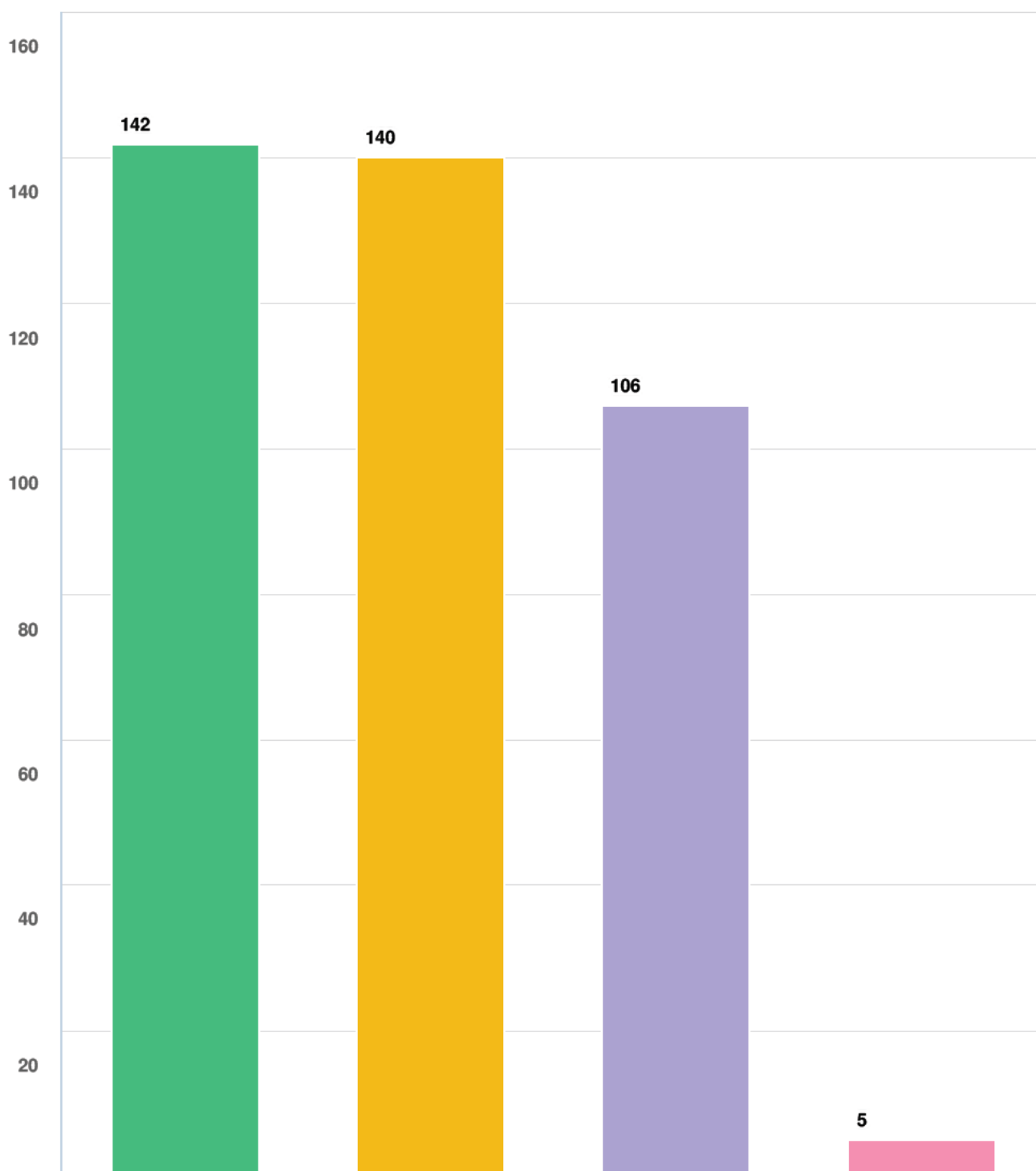
PROJECT NAME:

Dahlia-Oak-Crichton Active Transportation Connections



SURVEY QUESTIONS

Q1 How do you currently move around this area? Please check all that apply.



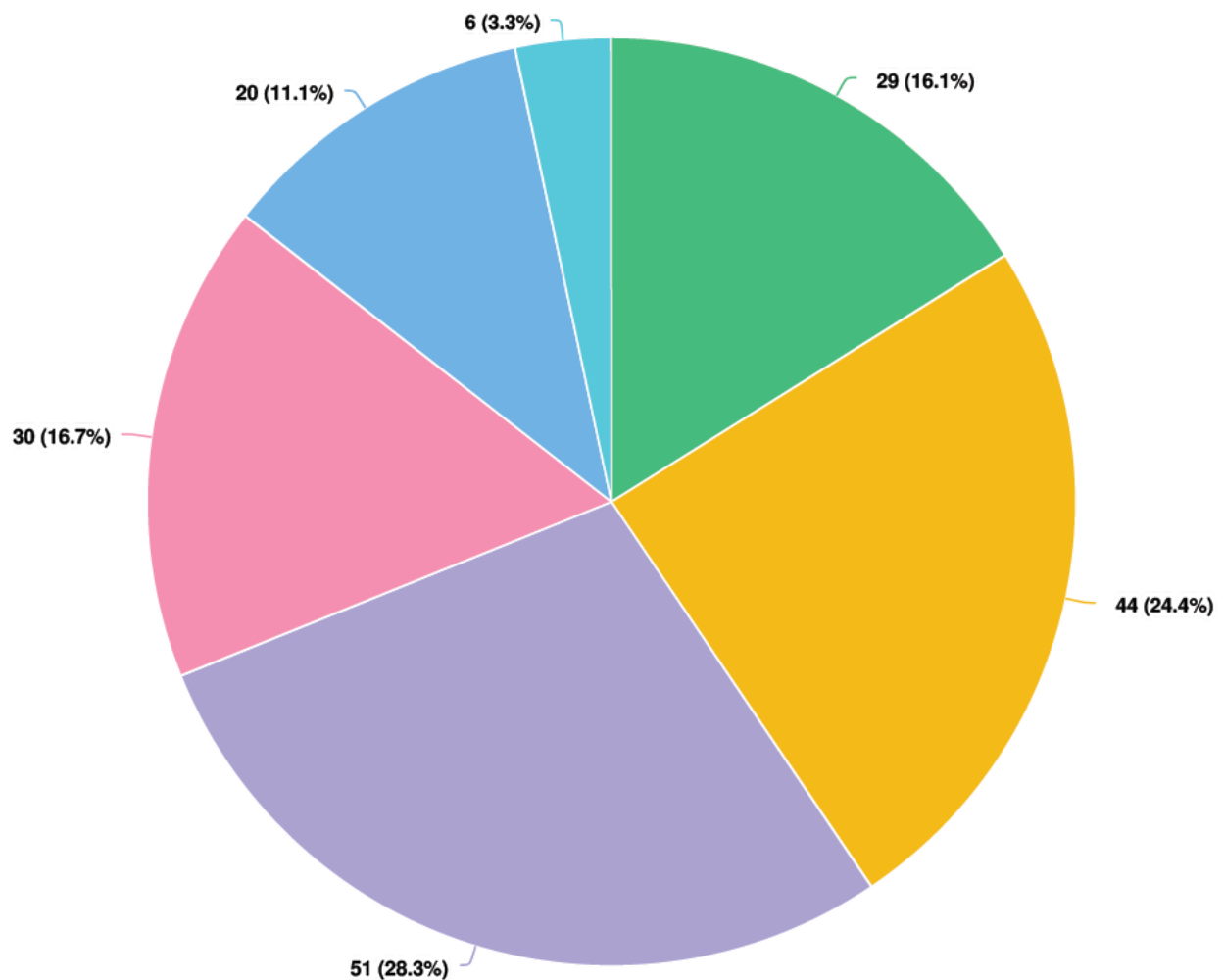
Question options

● Walk or Roll ● Drive ● Bike ● Other (please specify)

Optional question (180 response(s), 0 skipped)

Question type: Checkbox Question

Q2 Do you live nearby?



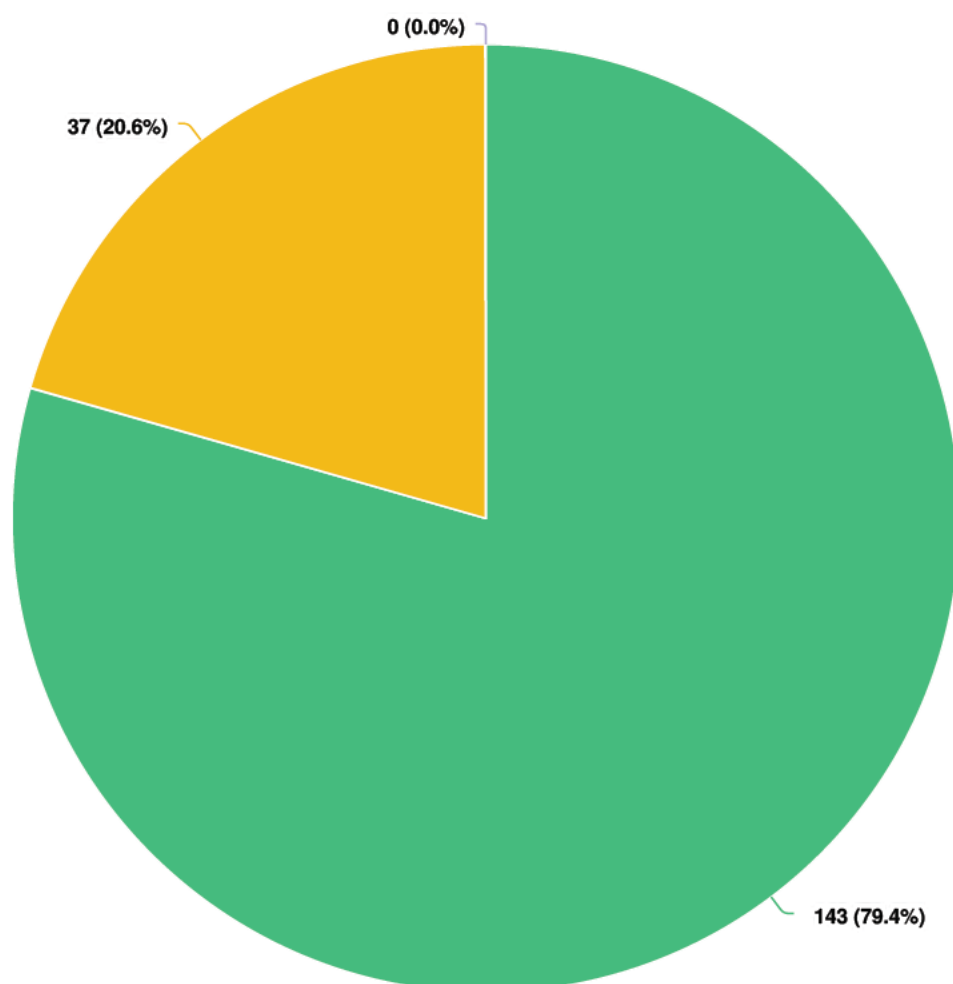
Question options

- Yes - live on Dah a S ree or Oak S ree ● Yes - live on an adjacent s ree but not immediately along the proposed route
- Somewhat - live within a five or ten minute walk or wheel from the study area
- No but move through the area on a regular basis ● No but interested in this project for other reasons
- Other (please specify)

Optional question (180 response(s), 0 skipped)

Question type: Radio Button Question

Q3 | Do you own a bicycle?



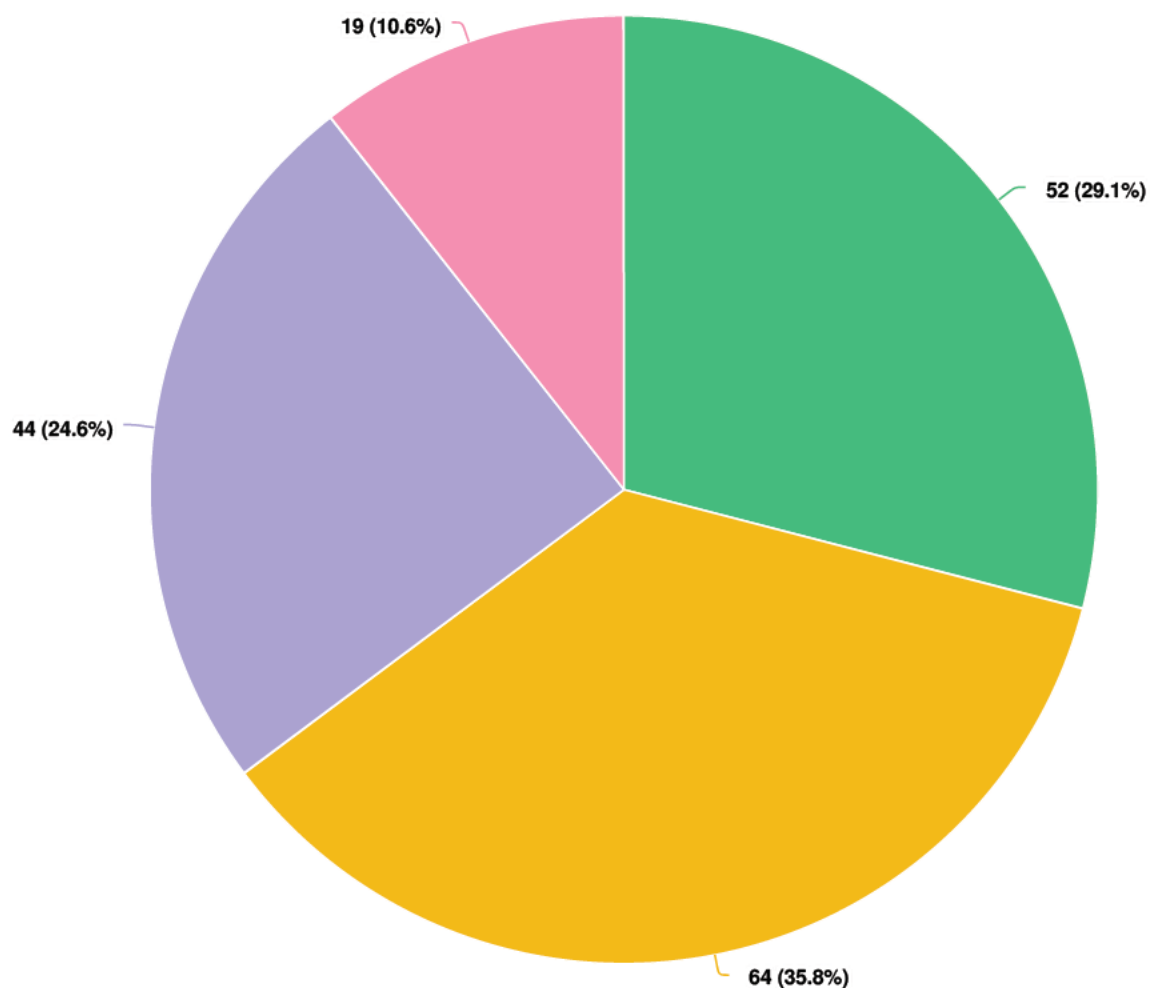
Question options

☒ Yes ☐ No ☐ Other (please specify)

Optional question (180 response(s), 0 skipped)

Question type: Radio Button Question

Q4 Based on the above descriptions, what is your current level of comfort when riding a bicycle?

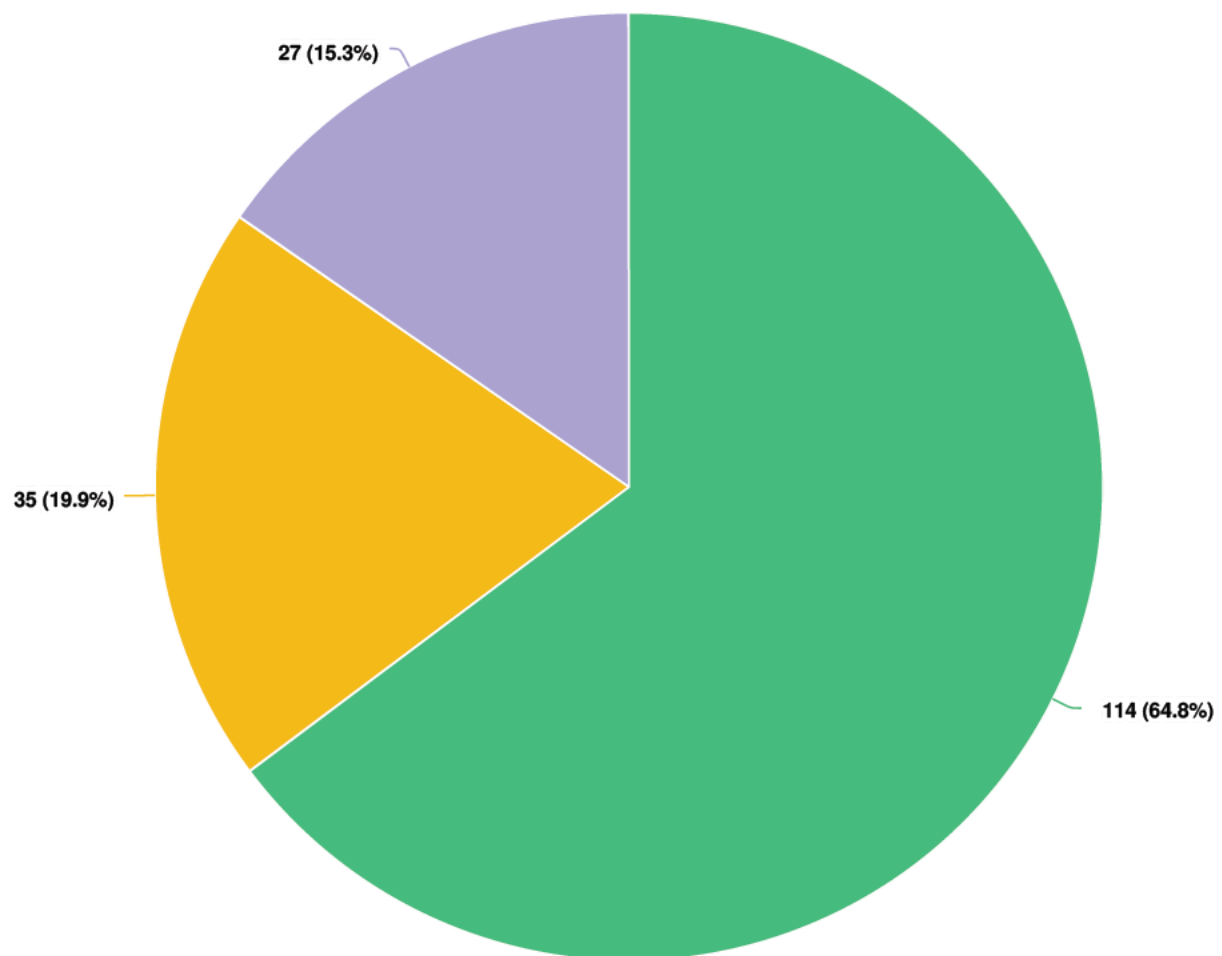


Question options

Strong and Fearless Enthusiastic and Confident Nervous but Concerned No Way No How

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q5 Based on the above information, I would generally be comfortable cycling along Dahlia Street in a single file, shared lane, local street bikeway facility if there were traffic calming measures introduced to reduce vehicle speed and volumes.

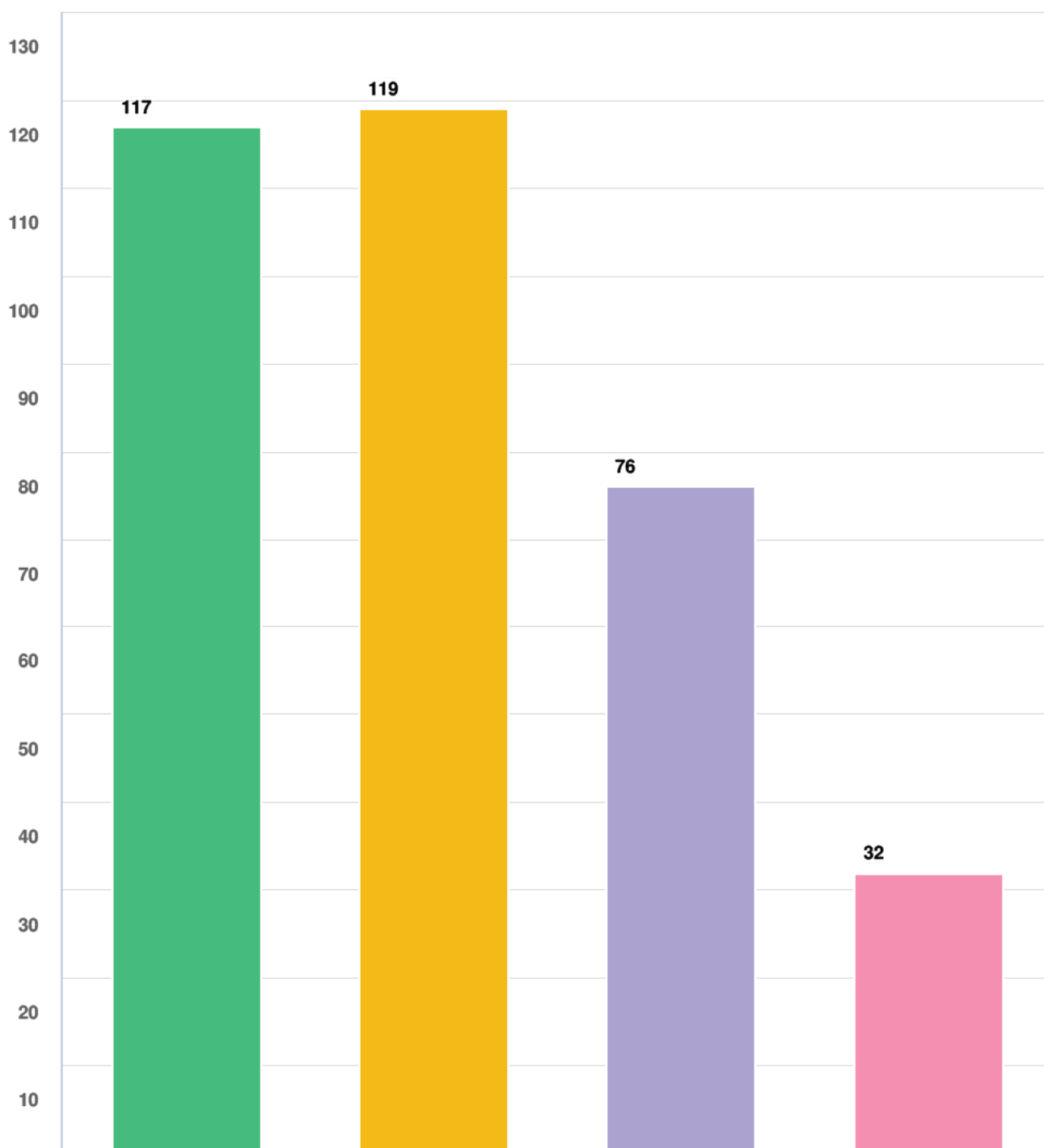


Question options

☒ Agree ☐ Neutral / Unsure ☐ Disagree

Optional question (176 response(s), 4 skipped)
Question type: Radio Button Question

Q6 Which traffic calming treatments are you interested in? Check all that apply.



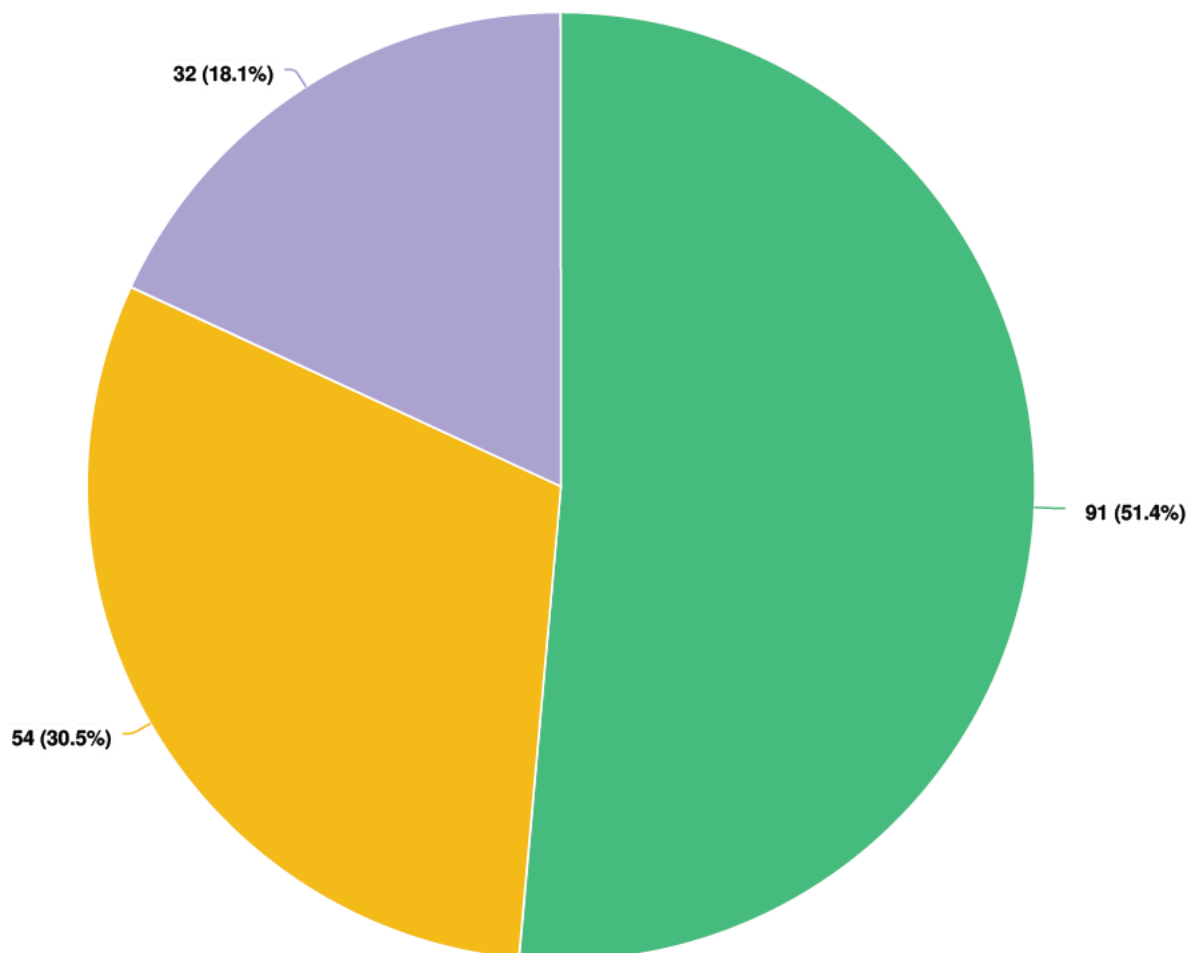
Question options

- Curb extensions aka bump outs
- Speed tables (elongated speed humps better for bikes and trucks)
- Chicanes or other horizontal alignment
- Other (please specify)

Optional question (178 response(s), 2 skipped)

Question type: Checkbox Question

Q7 | How do you prefer to cross Victoria Road when transitioning to/from a shared multi-use pathway facility on the Dartmouth Common?

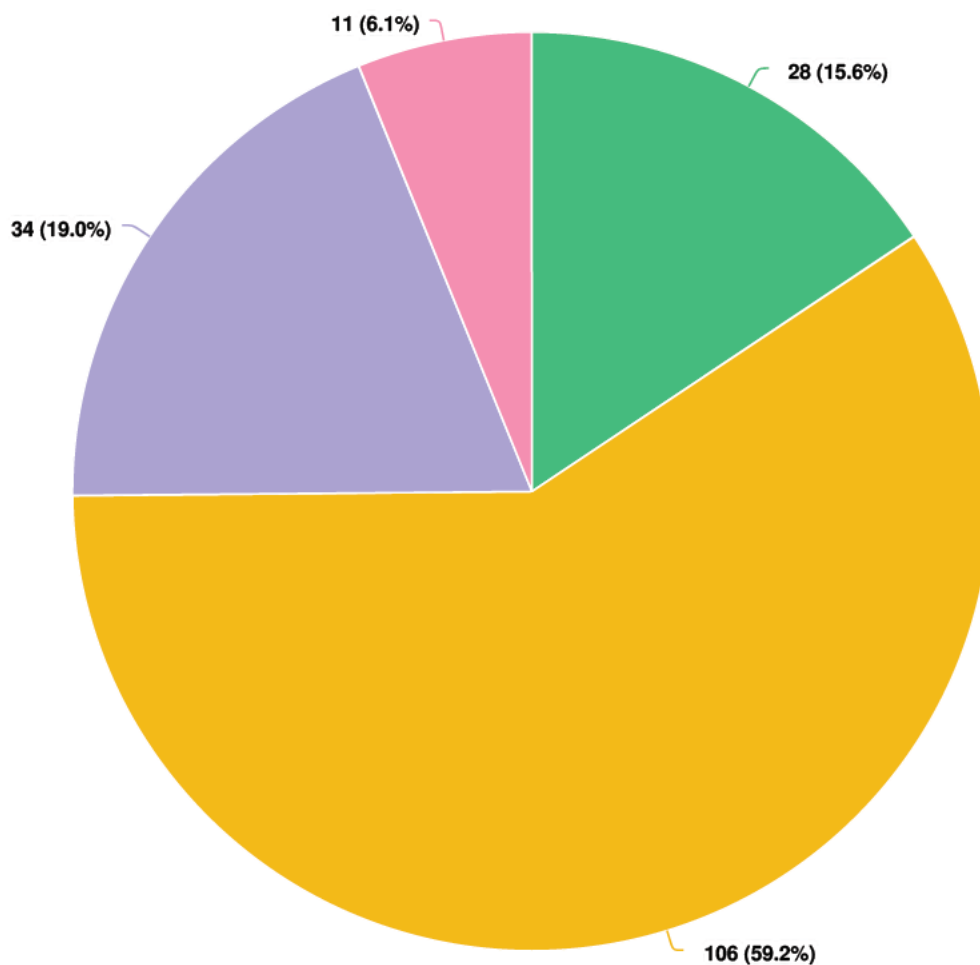


Question options

- People walking and running are separated from people cycling when crossing the street (e.g. Options V 1 and V 2)
- People walking, running and cycling proceed together in a shared crosswalk (aka crossroad) has wider than usual to accommodate the extra users (e.g. Option V 3)
- No preference

Optional question (177 response(s), 3 skipped)
Question type: Radio Button Question

Q8 The Province is currently working on modifying existing regulations for the purpose of allowing someone on a bicycle to use button-activated flashing crosswalk lights (Rectangular Rapid Flashing Beacons or RRFBs) to stop traffic and ride across on ...



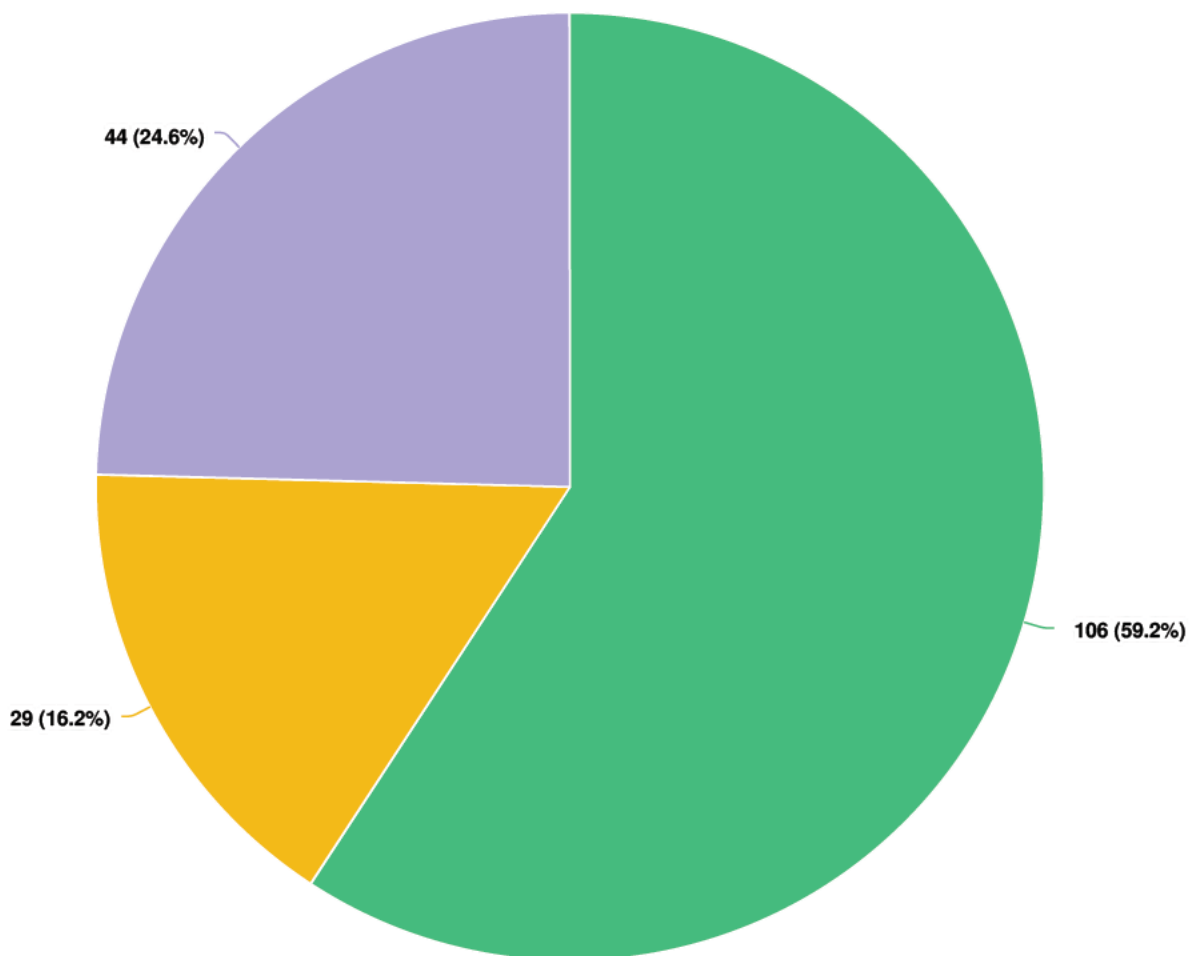
Question options

- No sign would be comfortable crossing with curb extensions, pavement markings and warning signs on and ca e the crossing for people walking and cycling
- Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dakota St and Maple St) if possible once the Province adjusts the regulations allowing use by bicycles
- Traffic signs to stop vehicles on Victoria with a red traffic light (similar to what was installed on Nanuck Ave near the Bridge Armory)
- Other (please specify)

Optional question (179 response(s), 1 skipped)

Question type: Radio Button Question

Q9 Option V-2 (above) involves a raised median at the crossing from the Dartmouth Commons to Dahlia Street. If this option is selected, vehicles could only turn right from Dahlia onto Victoria, and only turn right from Victoria onto Dahlia (no left tu...

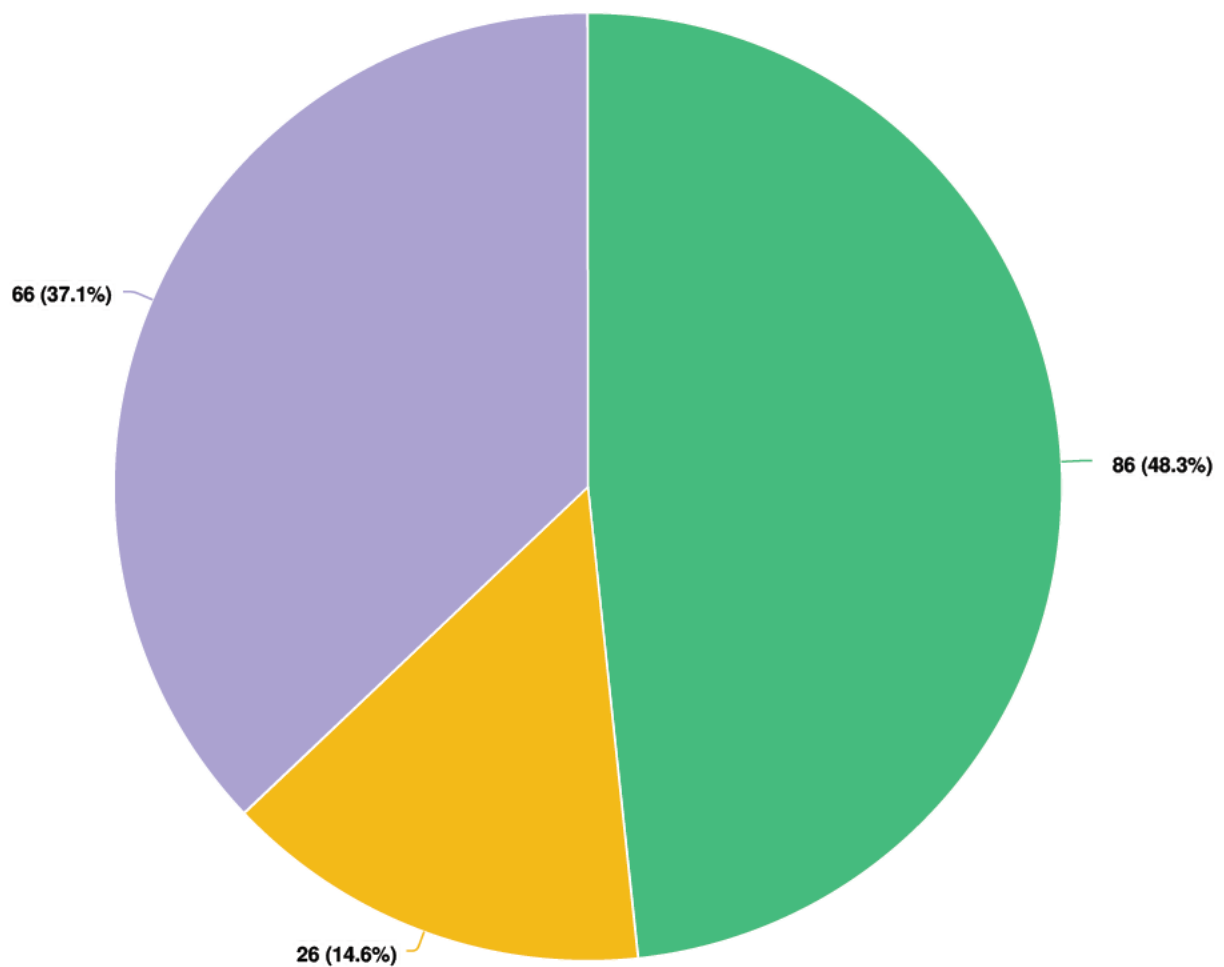


Question options

● Agree ● Neutral ● Disagree

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q10 Option V-3 (above) involves a short section of protected bikeway on Dahlia to better align the crossing of bicycles so they are proceeding straight rather than diagonal (due to the slight offset of the pathway from the street). This would involve n...

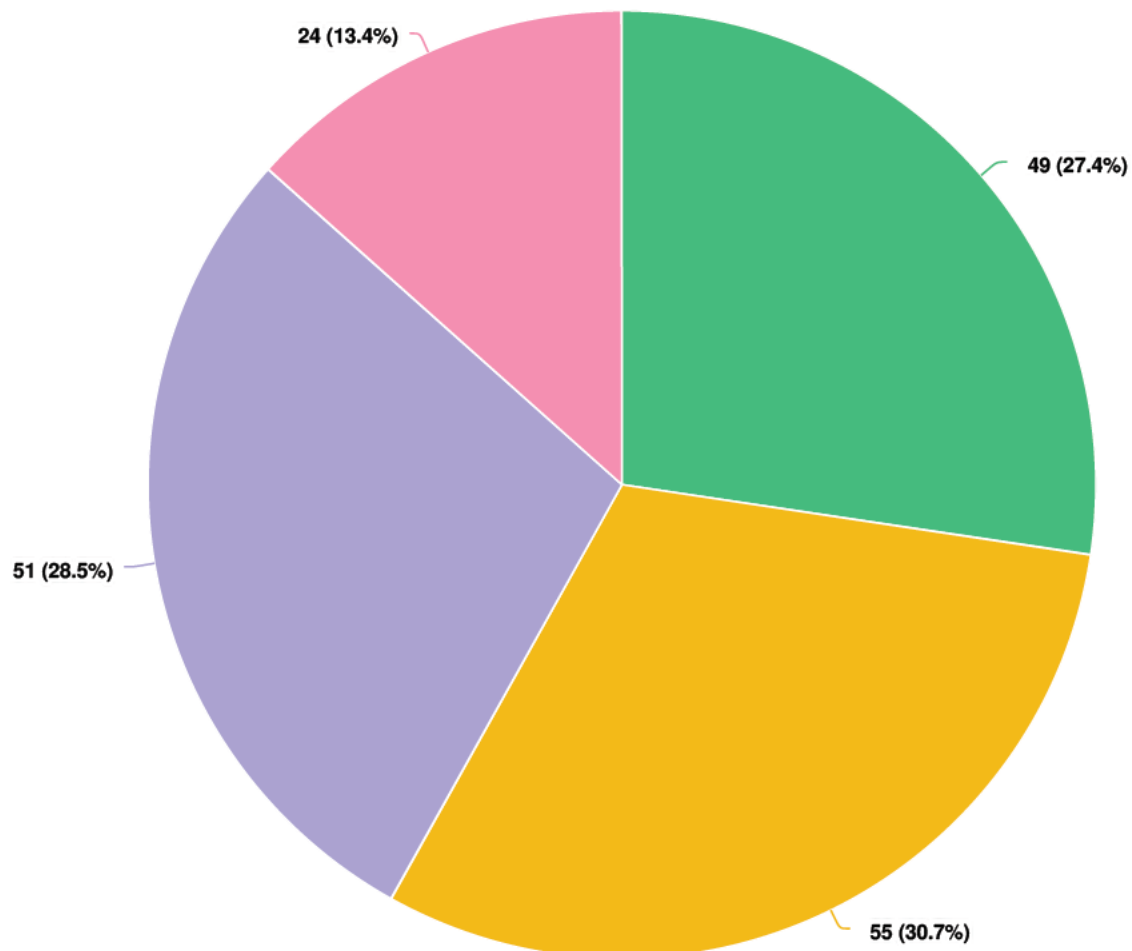


Question options

Agree Neutral Disagree

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q11 Of the three options presented above, which do you prefer for the intersection of Dahlia Street and Victoria Road?

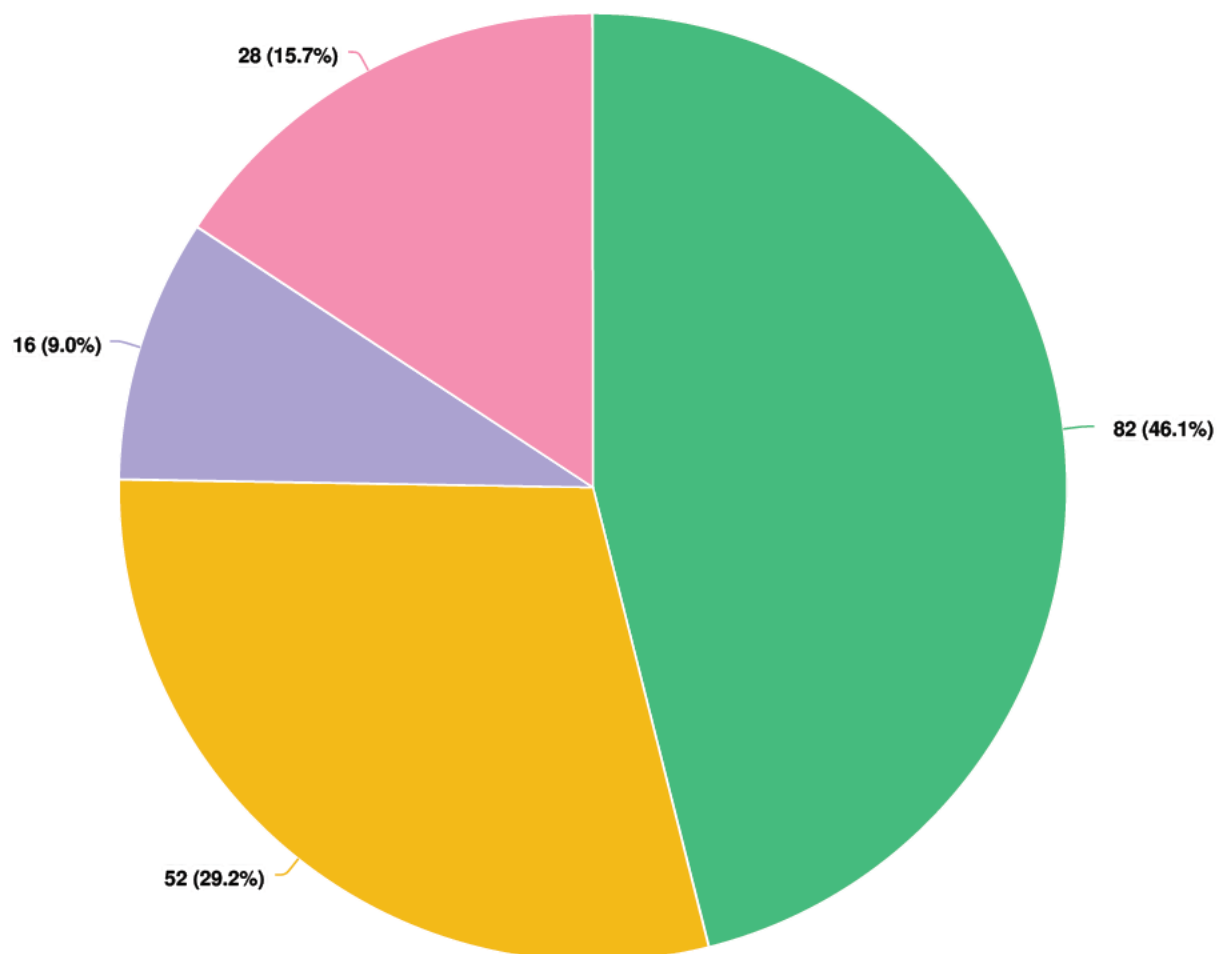


Question options

Op on V 1 Op on V 2 Op on V 3 None of the above (please tell us why)

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q12 Staff are currently investigating whether or not the stop signs on Dahlia at Pine Street could be flipped to stop traffic on Pine, instead giving Dahlia the right of way and allowing more continuous movement along the corridor. There may be some co...

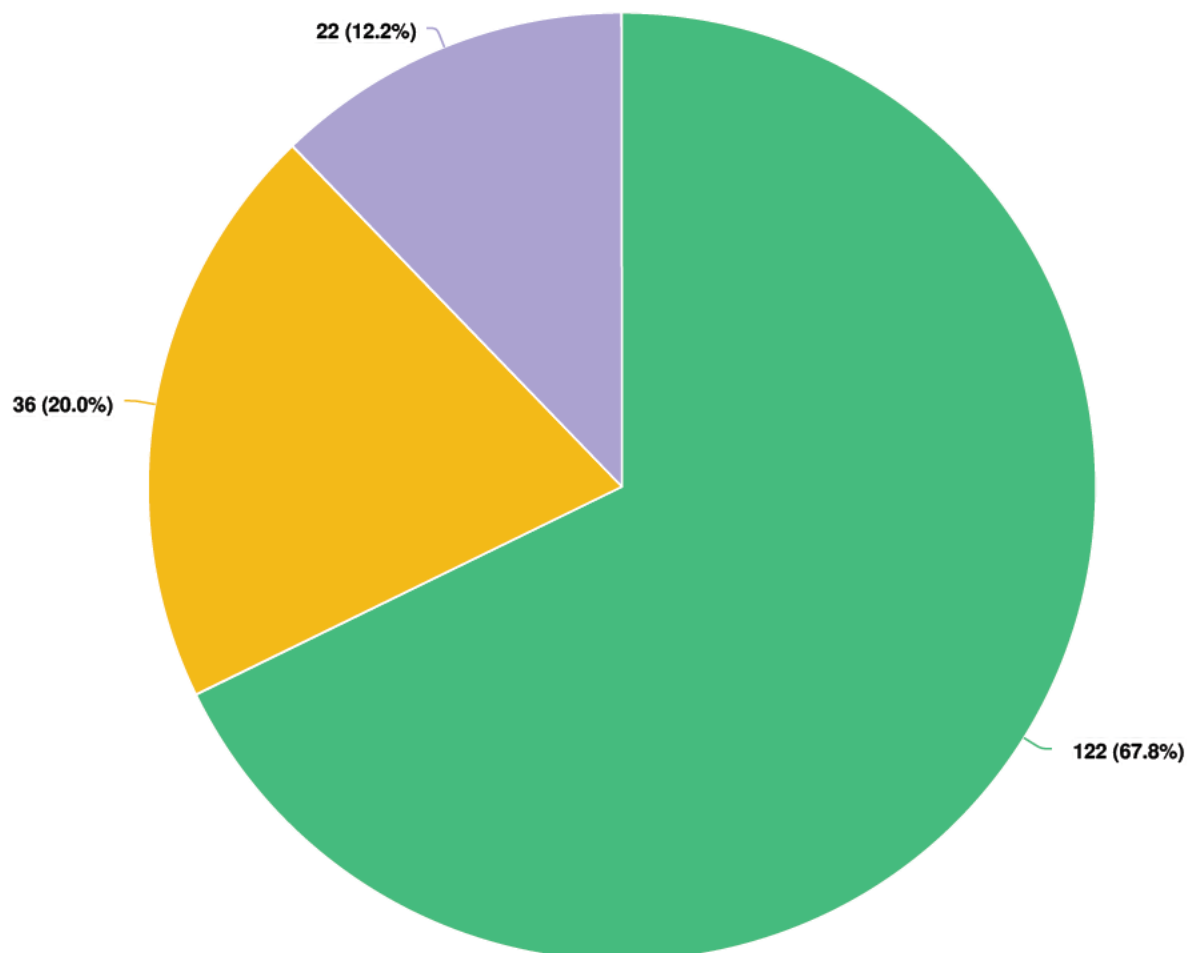


Question options

- ☒ s prefer Op on P 2 ☒ have concerns about opp ng veh ces on P ne s ck w h Op on P 1 ☐ Unsure ☐ Other (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q13 I am generally comfortable crossing as a pedestrian using the existing Rectangular Rapid Flashing Beacon (RRFB) crosswalk at Dahlia and Maple.

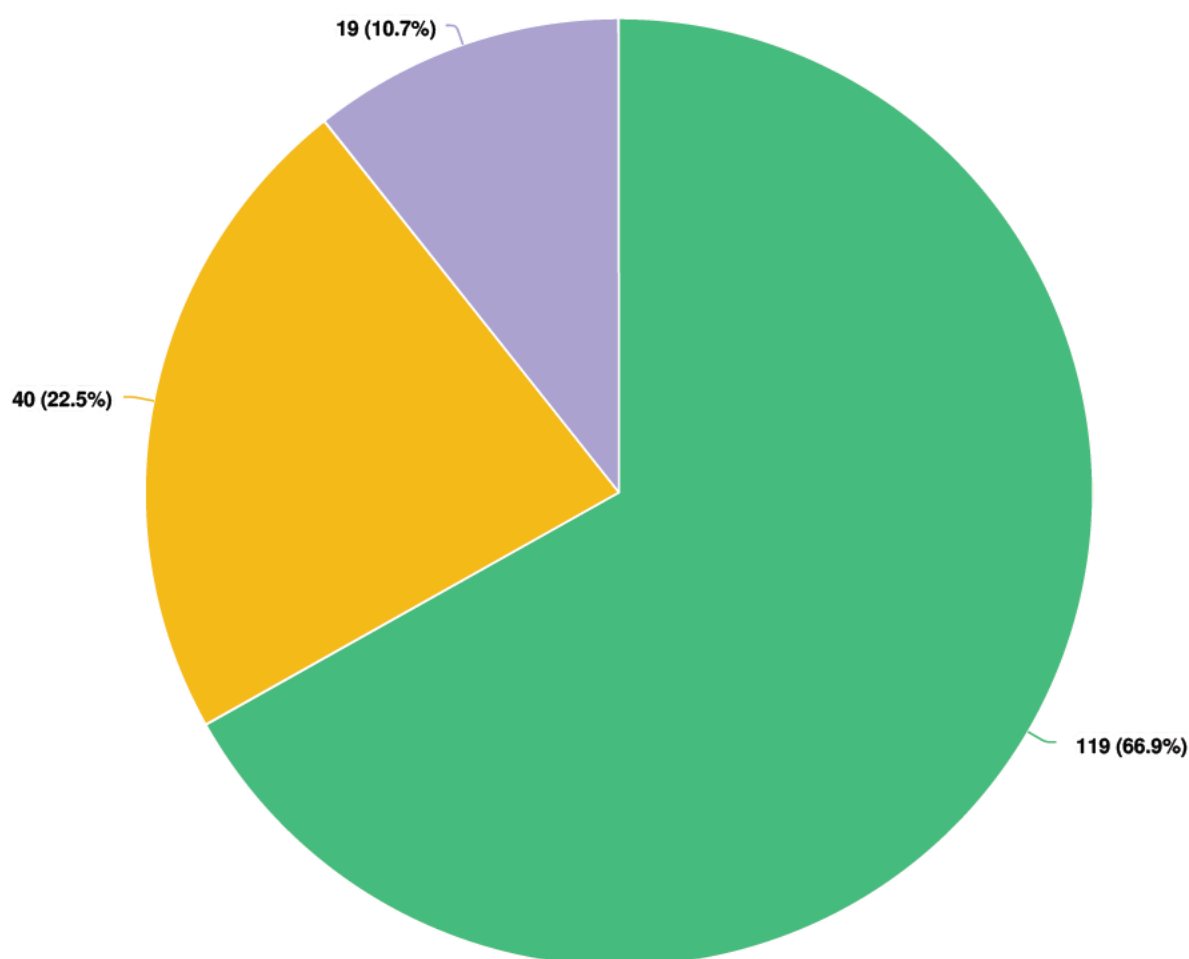


Question options

Agree Neutral Disagree

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q14 In an earlier question (#8) we discussed the challenges associated with use of RRFBs by people cycling. This legislation is currently under review. The alternative is conversion to traffic half signals. A full table of pros and cons can be found HE...

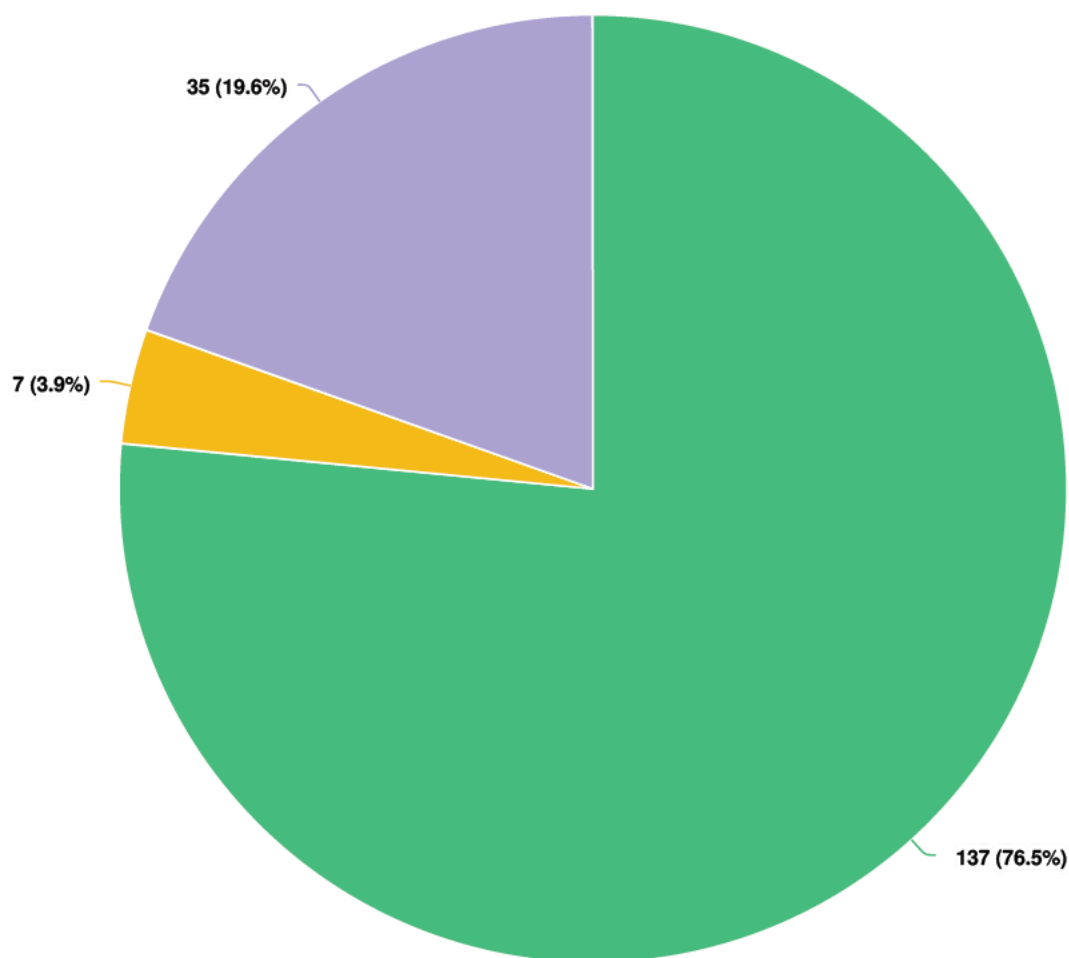


Question options

- Keep Rectangular Rapid Flashing Beacon (RRFB) with added bicycle activation f/when becomes available
- Upgrade to traffic half signals for added comfort/safety with same delay
- Neither / have other ideas (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q15 I am generally supportive of the construction of curb extensions at the Dahlia-Maple intersection to:-- reduce the crossing distance for people walking/rolling/cycling along the Dahlia corridor;-- help slow traffic on Maple Street; and,-- improve v...

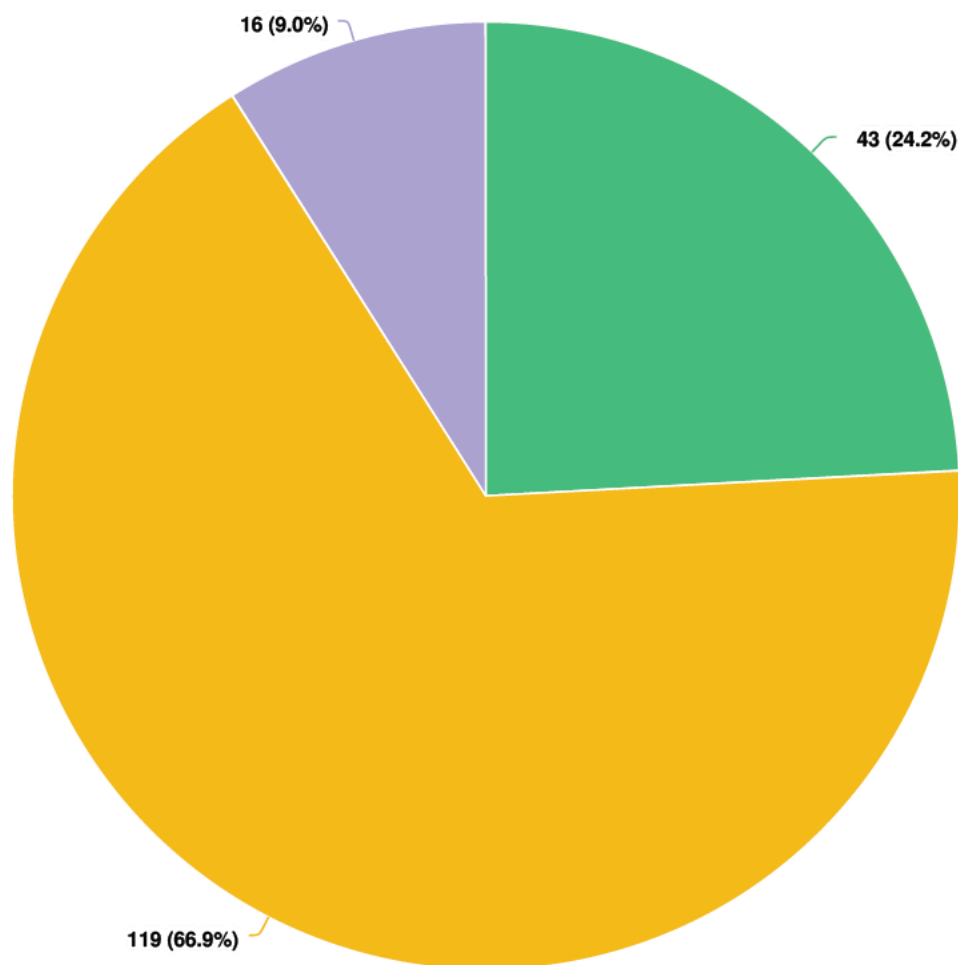


Question options

☒ Agree ☐ Neu ra ☐ D sagree

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q16 Where would you like to see the Crichton Ave crosswalk location? It is unlikely that two crosswalks will be considered in this close proximity due to safety concerns, therefore we need to narrow in on one location only for an enhanced crossing. I w...

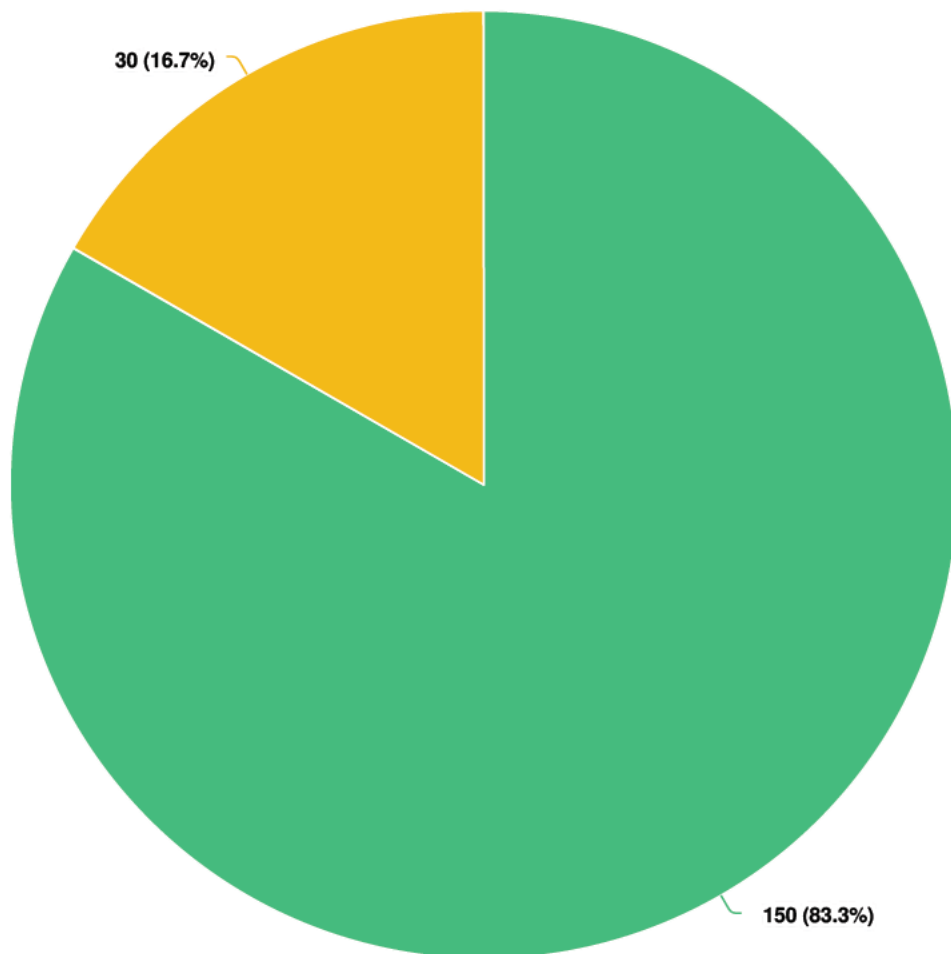


Question options

☒ Closer to Oak Street ☒ Closer to Dakota Street ☐ Other (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q17 All of the above options show removal of the mature street tree on Crichton Ave between Dahlia and Oak Streets in order to add a new active transportation connection here. The project team has considered multiple options and alignments to try to ke...

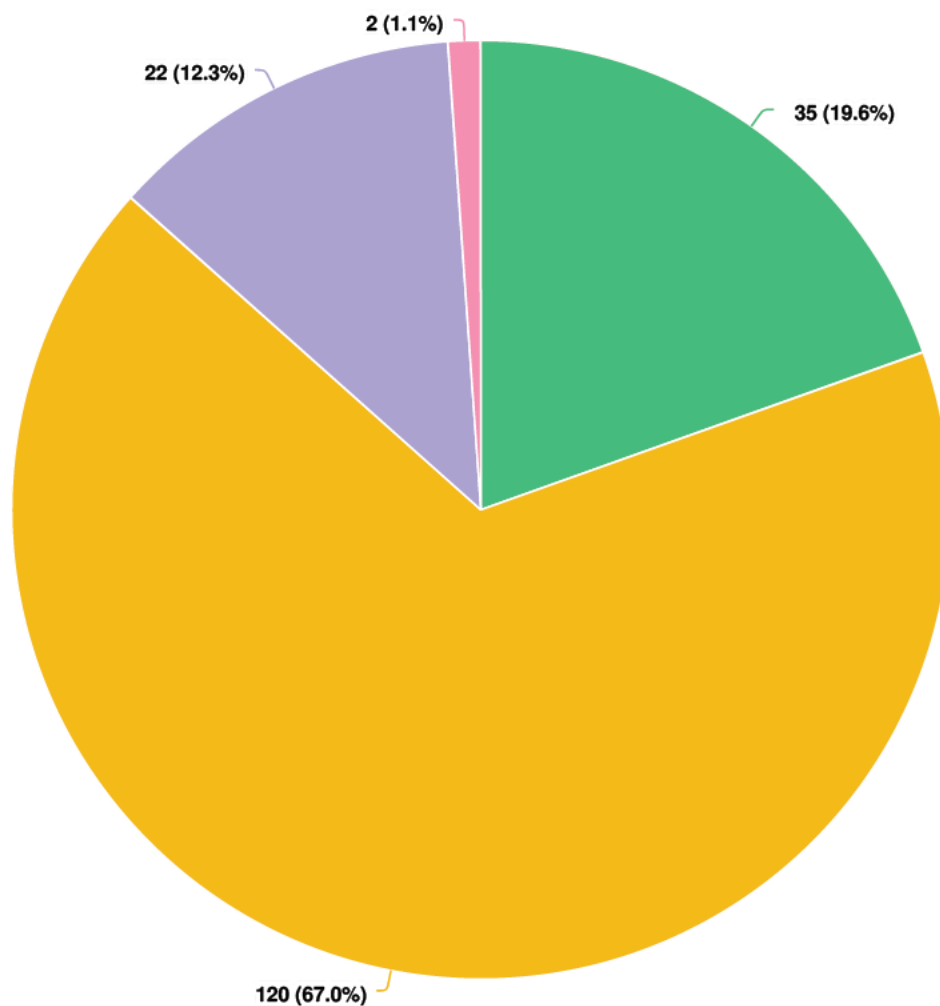


Question options

- ☒ I acknowledge the difficult trade-offs necessary ☐ I'm unhappy and would rather keep the tree than add the sidewalk/crossing

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q18 Based on earlier discussion on the pros and cons of different signal types (click [HERE](#)), what sort of crossing treatment would be required to make you feel comfortable when walking/rolling/cycling to cross Crichton Ave?



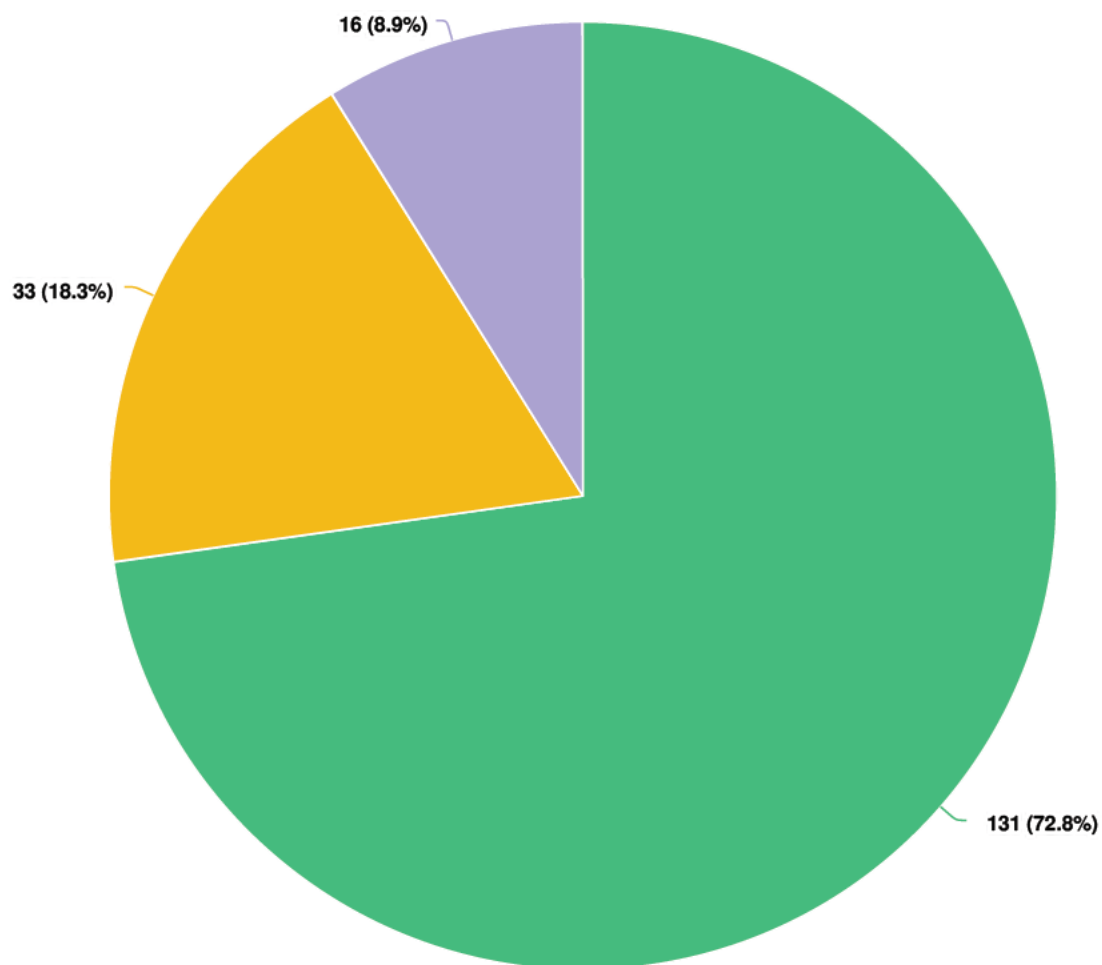
Question options

- No signage, just pavement markings and warnings on road for people walking and cycling
- Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dakota St and Maple St) for possible use by bicycles
- Traffic signals for all vehicles on Crichton Ave with a red traffic light (similar to what was installed on Nanuck Ave near the Bridge Armory)
- Other (please specify)

Optional question (179 response(s), 1 skipped)

Question type: Radio Button Question

Q19 Option C-2 involves narrowing Dahlia Street in order to construct a sidewalk to fill the gap between Crichton and Beech Streets. This would potentially involve loss of on-street parking on one side of the street to accommodate this sidewalk. Are yo...

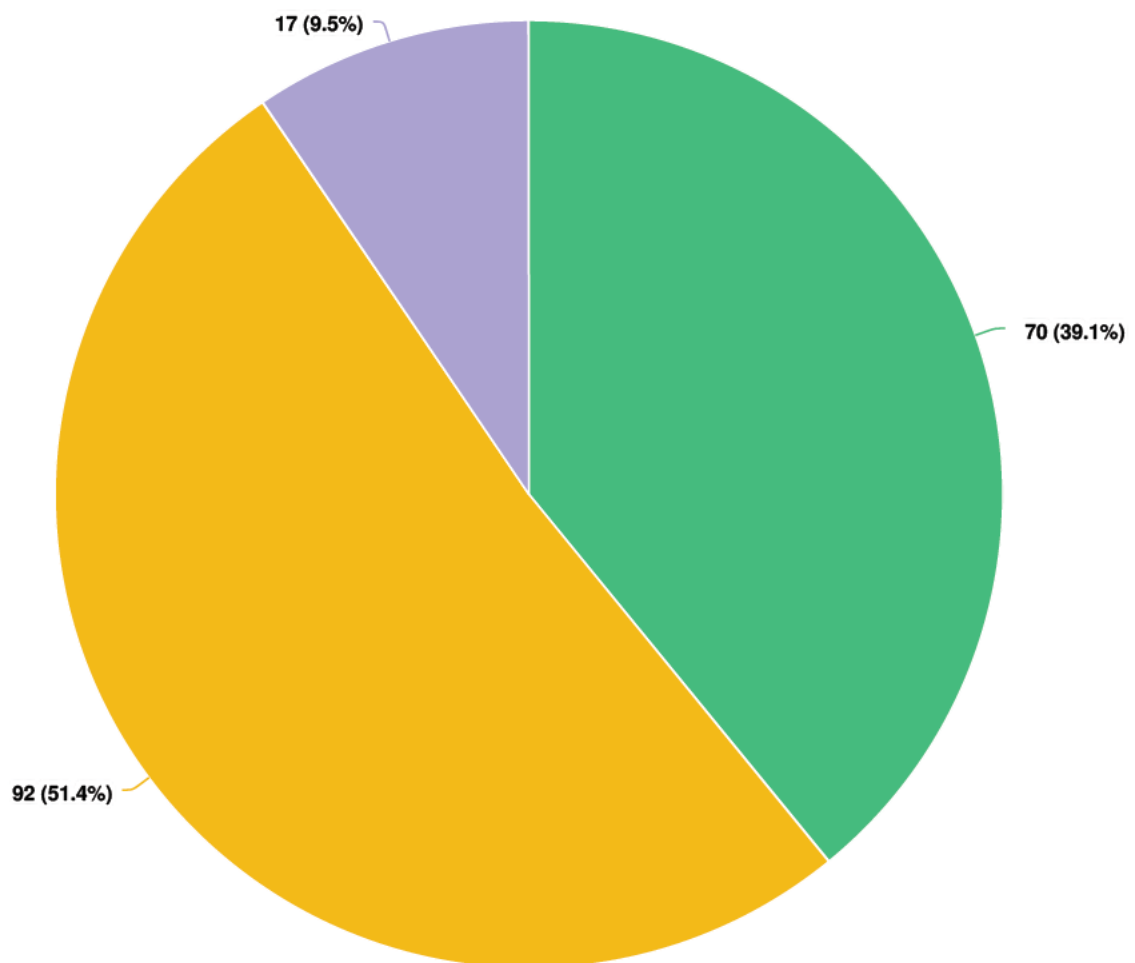


Question options

☒ Yes ☐ No ☐ Unsure

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q20 Option C-3 involves building a short section of protected bikeway on Dahlia Street to better align people cycling with a shared crossing facility (aka crossride) to cross Crichton Ave. This is a potential safety improvement from option C-1 and C-2 ...

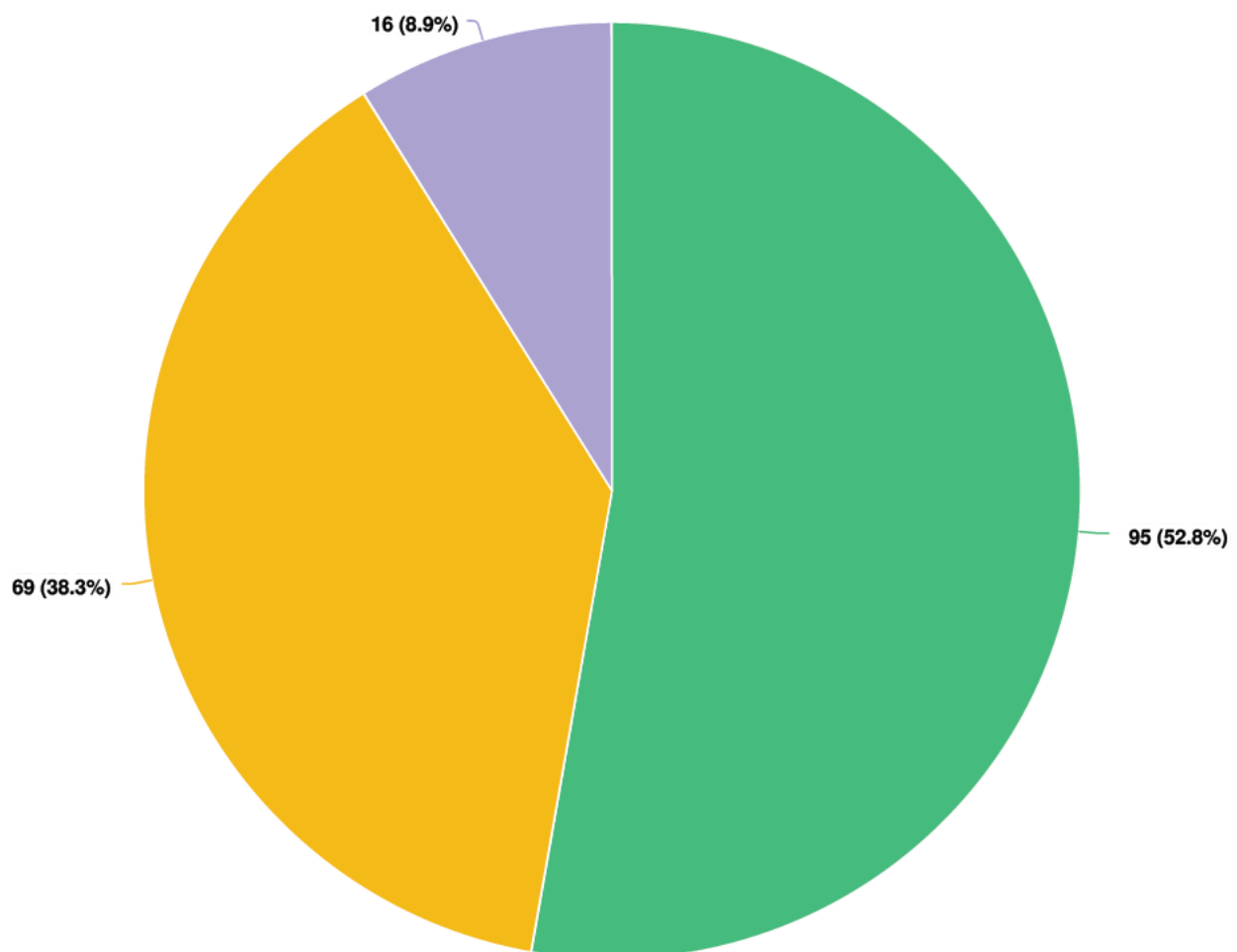


Question options

- ☐ Yes some form of assistance is necessary
- ☐ No this wouldn't make much of a difference to my comfort levels
- ☐ Unsure / don't cycle

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q21 As discussed above, this short section of bikeway in option C-3 would involve narrowing Dahlia Street near the intersection with Crichton Ave. It would become 'exit only' for vehicles. This could reduce non-local traffic (shortcutting) on Dahlia an...

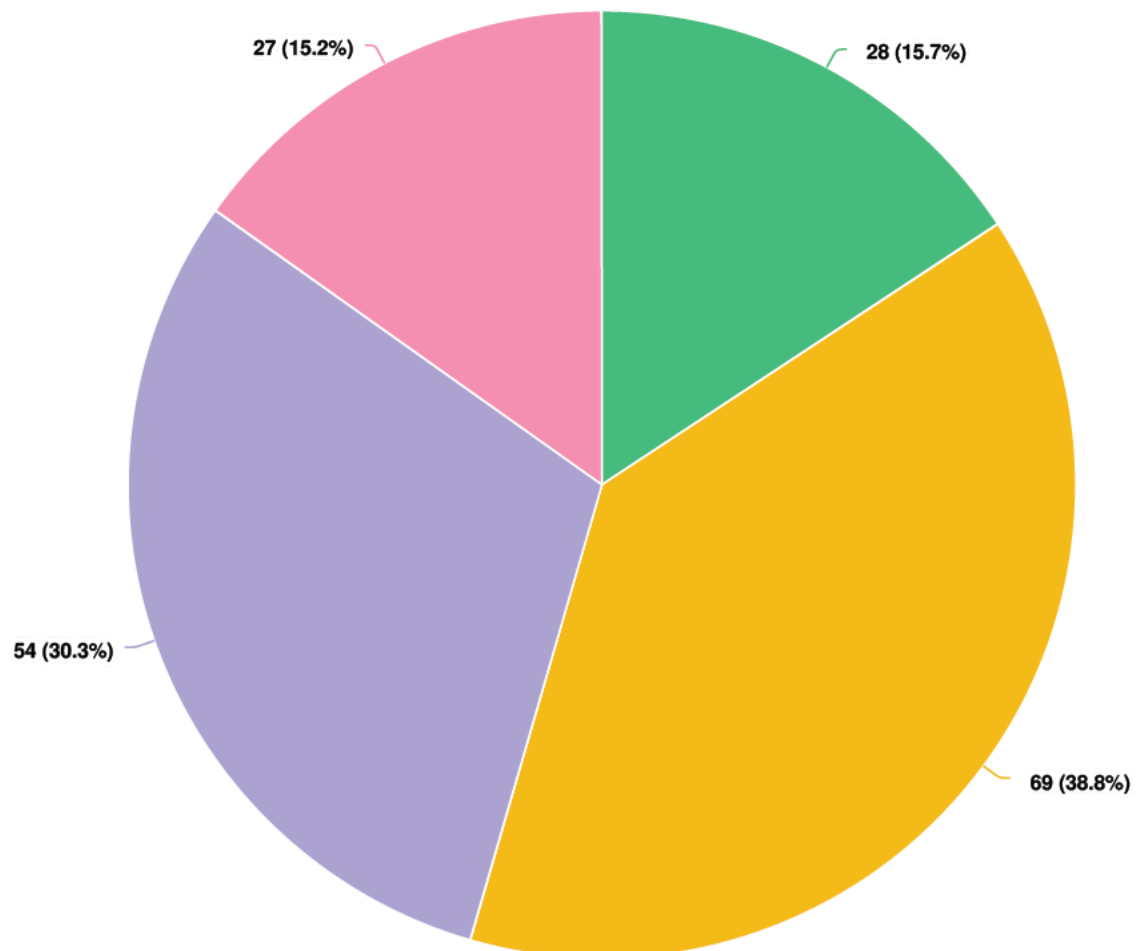


Question options

- support continued discussion around option C-3 with 'exit only' for vehicles at Dahlia/Crichton
- don't believe these trade offs are worth it
- Unsure

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q22 Which is your favourite option for these intersections that best meets your needs for comfortable walking, rolling, and cycling connections?

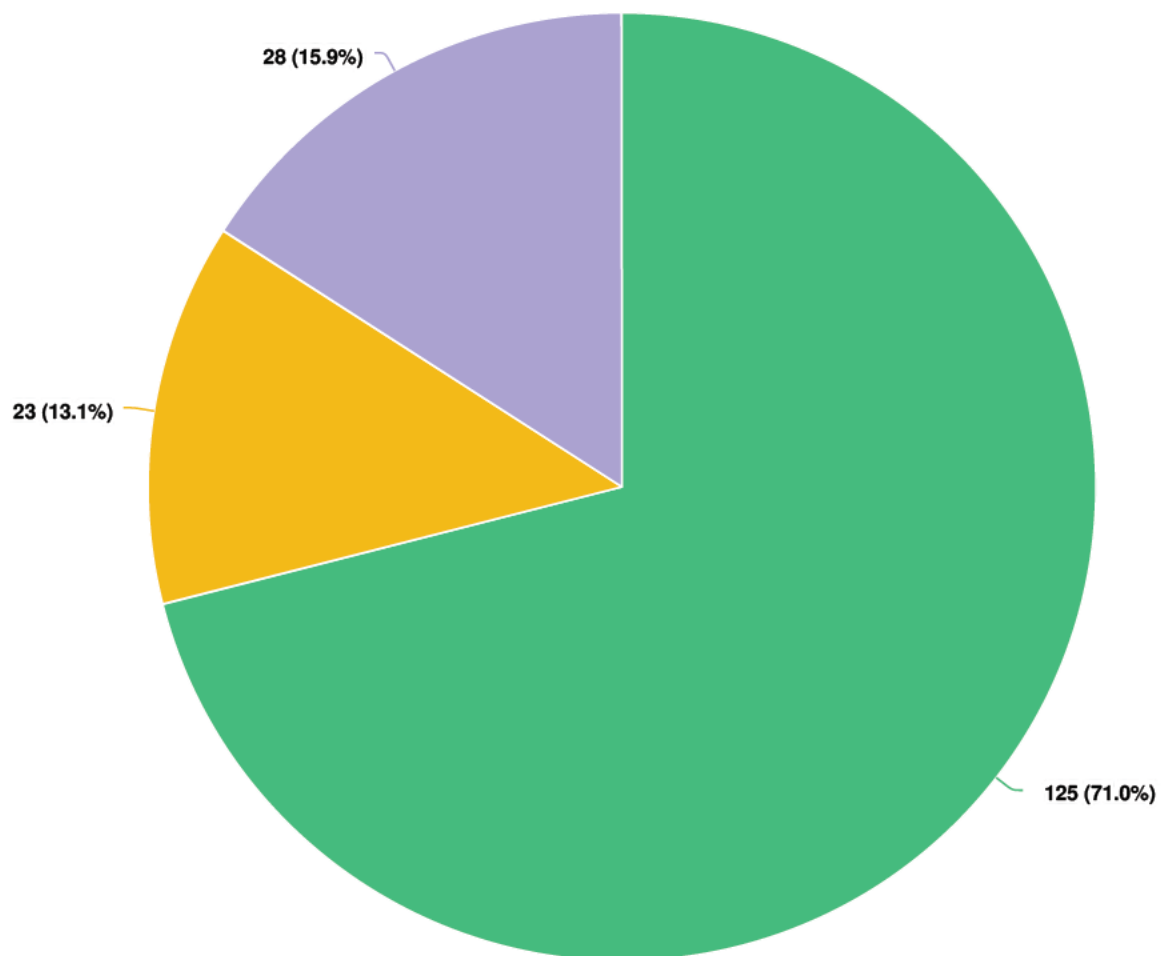


Question options

Op on C 1 Op on C 2 Op on C 3 Other (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q23 I am generally supportive of building a new multi-use pathway connection in Sullivan's Pond Park as shown above (S-1) to create a safer and more direct connection between the Shubenacadie Canal Greenway at Hawthorne Street and the newly enhanced Da...

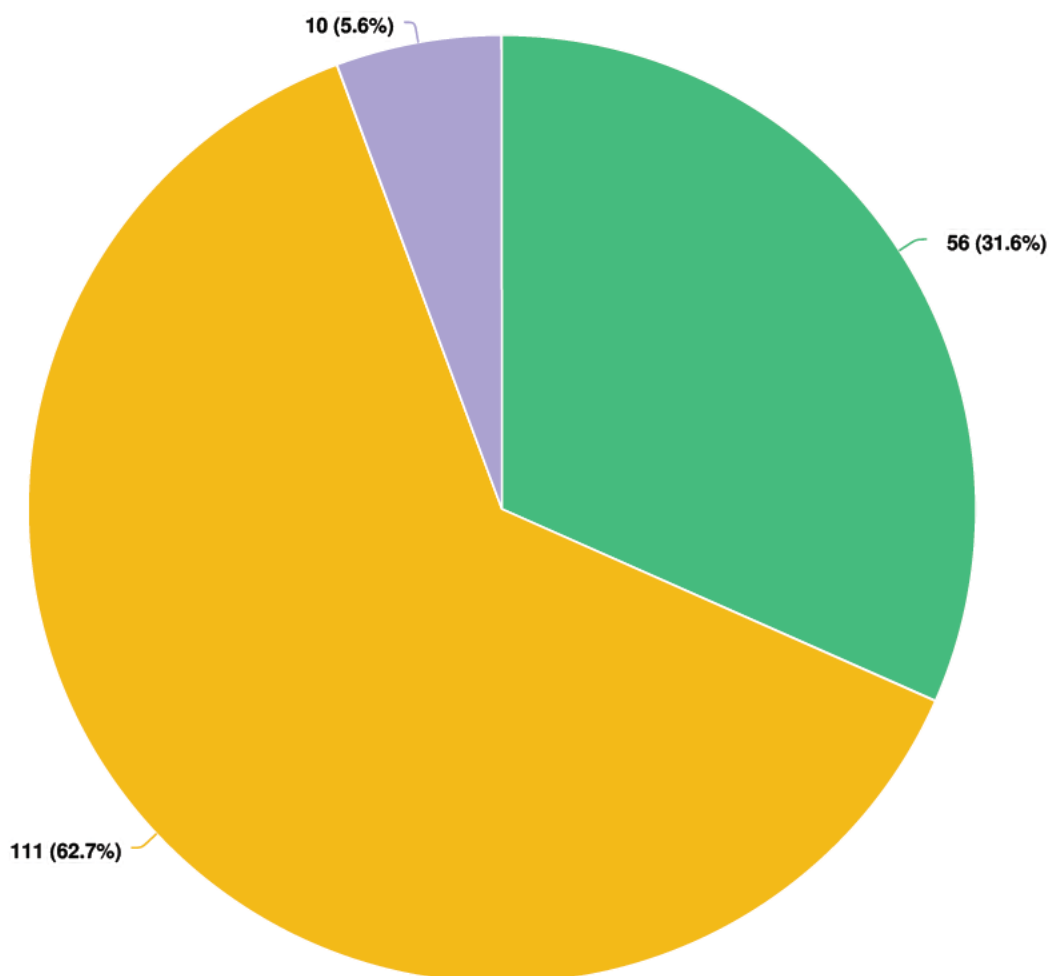


Question options

Agree Neutral Disagree

Optional question (176 response(s), 4 skipped)
Question type: Radio Button Question

Q24 Based on earlier discussion on the pros and cons of different signals what sort of crossing treatment would be required to make you feel comfortable when walking/rolling/cycling to cross Hawthorne Street?



Question options

- ☒ No signal - I'd be comfortable crossing with the curb extension, pavement markings and warning signs on the crossing for people walking and cycling
- ☒ Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahla St and Maple St) if possible once the Province adjusts the regulations allowing use by bicycles
- ☐ Other (please specify)

Optional question (177 response(s), 3 skipped)

Question type: Radio Button Question

Q25 | Is there anything we missed? Please place your general comments in the text box below:

[REDACTED]

10/14/2020 04:55 PM

This is [REDACTED] testing the system

Anonymous

10/14/2020 05:11 PM

The pathway through Susan's Pond park to the greenway should follow the existing design - minimize the amount of asphalt and keep as much green space and trees as possible

Anonymous

10/14/2020 07:45 PM

It's frustrating that we're still allowing people to choose between on-street parking and providing basic infrastructure (sidewalks) for the most vulnerable road users. The fact that we're even asking these questions shows that we're not really serious about the IMP.

Anonymous

10/14/2020 10:02 PM

There is a general sense that traffic in downtown Dartmouth area is being restricted without thought to how residents travel through the area - Dahaba, Ochteroney, Crighton and Hawthorne are primary travel routes and yet will be narrowed. This will create congestion with the associated frustration that may offset improvements intended for pedestrians and cyclists.

Anonymous

10/14/2020 10:08 PM

These changes cost money. Are they absolutely necessary? I honestly don't think they are.

Anonymous

10/14/2020 11:15 PM

For the crossing at Hawthorn, extend the cycle path so you cross on the other side of the canal to existing pathway and avoid cycling through busy playground area. Add 3 way stop signs at Crighton and Hawthorn. This is a busy and dangerous crossing. Cars go too fast down Crighton Avenue and there are many children crossing here.

Anonymous

10/15/2020 07:58 AM

No great job. Has anyone looked into the crosswalk at the Esso on Ochteroney? Everyday I signal and drivers don't see me.

Anonymous

10/15/2020 08:08 AM

Lighting will be required along the Susan's Pond path connecting Hawthorne-Crighton Ave, as well as in the Dartmouth Commons. Accessibility is not generated without lighting. Thank you!

Anonymous

10/15/2020 12:20 PM

no more curb extensions. it pushes oncoming traffic closer together, potentially increasing the risk for collisions

Anonymous

10/15/2020 02:10 PM

Putting lights along the Susan's Pond multi-use trail makes it safer for people who bike in the winter. There is a missing link with how people bike around Dartmouth. The "desire lines" of many active commuters (families included) is to climb Maple Street. For you to reroute people, this new construction has to be vastly safer and quicker. I hope your taking a

act onable steps to make this happen. Last year, showing Maple and Victoria is crucial here. People are accelerating both up and down the hill and you've created an intersection that can be very dangerous for cyclists. I hope you take the necessary steps to show Maple and Victoria.

Anonymous

10/15/2020 07:13 PM

I'm very concerned about the speed of traffic on Victoria Road, particularly south-bound as the vehicles pass the crest in front of the school and gain speed going downhill. If one vehicle suddenly encounters a Stop sign there could be a pile-up behind. It's natural, driving north-bound uphill on Victoria, to want to get into a higher gear, but not doing so vehicles speed up quickly. To have to stop suddenly while going uphill is safer than downhill, but increased by frustrating. I think the safest way is to have lights, high up, that can be seen at a distance. Anything less is asking for trouble.

Anonymous

10/15/2020 09:16 PM

I walk my dogs 3x daily in the area; the speed of motor vehicles on Victoria, Maple and Crichton are always concerns. The lights at Maple & Dahana are awesome - they're bright and closer to eye level for drivers and they get a much better reaction than other overhead lights. As far as cycling in the area goes, I'm normally very confident, but crossing Victoria is presently awkward due to the lack of marked crossing / swinging gate at the Commons (at Dahana). And as for driving, I wholly understand the reticence to put a stop sign on the steep downhill at Pine - it would be a real issue in winter. Downhill drivers on Victoria are naturally slowed by the veering off into Park Avenue.

Anonymous

10/15/2020 09:43 PM

Many people walk dogs in this neighbourhood. Keeping bikes, cars and leashed dogs apart is a good idea. Option C-2 for Dahana Street/ Oak Street at Crichton Avenue with a sidewalk to Beech Street will finally provide a safe way to walk a dog around that block.

Anonymous

10/15/2020 09:58 PM

I'm sure that upon reflection more items will come to mind. I will add later on in the process. Overall, I'm excited about this project.

Anonymous

10/16/2020 08:50 AM

While I may be happy to cycle through many man-made objectively placed signs and safeguards, I believe the relative lack of an impediment to other potential cyclists. I am impressed with that range of potential changes proposed and a collective vision that increases walking/rolling/cycling/running becomes reality. As a homeowner on Dahana I am also supportive of any measure that will reduce the number of cars cutting through at 60+kmh.

Anonymous

10/16/2020 09:29 AM

I think Dahana/Oak/Crichton is the area I feel most unsafe biking and walking out of the intersections in this project (misaligned streets, cars flying down Crichton, no sidewalk on Oak). Really excited to see this area get some attention!

Anonymous

10/16/2020 01:59 PM

If you are going to put curb bump-outs anywhere they need to be marked better. People can't see them in the dark and in the day they are just confusing.

I live across the street from the Oak Street apartment at the corner of Oak

10/16/2020 04:36 PM

and Cr chton and I see the sen ors who ve n that bu d ng constant y strugg ng n the w nter to get up the s ope on Oak to the r bu d ng on foot, w th wa kers, whee cha rs, etc. My on y request wou d be to keep them n m nd f at a poss b e when cons der ng the e evat on grade of the new s dewa k on that s de of the road, or perhaps handra s or someth ng cou d be nsta ed. Sen ors fa there every year. I'm not sure f there s any way around how steep the r wa k home s from the bus stops on Cr chton but just thought I wou d ment on t n the spr t of th s rea y great commun ty d scuss on. Thank you for the opportun ty to part c pate!



10/16/2020 09:03 PM

Many Dah a St homeowners use street park ng - p ease do not narrow or take away our park ng.

Anonymous

10/16/2020 09:36 PM

So happy to see a opt ons have the gate open on the Dartmouth Commons entrance. The c osed gate makes t m ng a safe b ke cross ng very tr cky! Need m d-b ock measures to ensure traff c speeds stay ow.



10/16/2020 10:01 PM

Exc ted for these changes to make th s area more b ke fr end y. Make t happen!

Anonymous

10/16/2020 10:18 PM

Ra sed Crosswa ks to reduce MV speeds , a p ctor a s gns (or n Canad an Eng sh , Canad an French and M 'kmaw) D stances ,he ght and speed s gns n Metr c on y . Restr ct motor veh c e traff c to oca traff c, emergency and oca de very w th a speed m t of 30 km/hr

Anonymous

10/16/2020 10:33 PM

P eas cons der the b ke route from the br dge to Dartmouth Commons. Hav ng to cross 3 anes on Wyse Rd to turn eft on Th st e s very dangerous.

Anonymous

10/17/2020 01:53 AM

I wou d ke to ns st to the necess ty to secur se the crosswa k between Da h a and V ctor a. V ctor a s frequent y crossed by b kes and fam es and a ot of cars c mb V ctor a at nsane speed espec a y dur ng the n ght. Th s ntersect on s current y very dangerous and some amenagement shou d be done to reduce speed of cars on V ctor a.

Anonymous

10/17/2020 07:21 AM

Even f RRFB eg s at on changes, t w take dr vers decades to change the r perspect ve on how cyc sts use them. There were have to be a s gn f cant educat on effort ALL the way through soc ety from grade schoo , to drover test ng, to current dr vers

Anonymous

10/17/2020 10:11 AM

I don't know why you wou d put such a pathway n Su van's pond when there s a ready a perfect y good s dewa k a ong the road and severa w th n the area that connects. Is the dea of not wa k ng to enjoy nature the a m of the park? I go to wa;k and re ax not rush or be mowed down by cyc sts

Anonymous

10/17/2020 11:13 AM

Can you cons der a d fferent route us ng ex st ng pavements for the pathway through Su vans Pond? Th s area rea y doesn't need more concrete and the garden area tht wou d be removed wou d be a huge oss.

Anonymous

10/17/2020 01:15 PM

I wou d be very concerned about the reduct on of any on street park ng on Dah a Street. Many of the dr veways are qu te short and/or shared between

properties. This would make it very difficult for current property owners on this street, especially those with the shared driveways. Also, any addition of traffic lights on the cross streets of Doha would not only harm the beauty of the neighborhood but also are potentially dangerous given the steepness of the roads. Overhead pedestrian flashing lights are more visible from both directions and give drivers more time to stop.

Anonymous

10/17/2020 01:36 PM

Very supportive of seeing these improvements to the AT infrastructure in our community. Whatever can be done to eliminate the vehicle short cutting on Doha Street is very welcome to protect AT use. Thanks!

Anonymous

10/17/2020 02:34 PM

The existing gate to enter Dartmouth Commons at the end of Doha Street poses frequent difficulties to cyclists. The gate defaulting to closed combined with the short, steep hill entering the Commons can be quite difficult to maneuver on a bike. A permanently open gate would improve this corridor greatly for cyclists and accessibility such as wheelchairs and walkers.



10/17/2020 06:02 PM

Thanks.

Anonymous

10/17/2020 09:03 PM

Overall, I think the designs excellent. It's exciting to see these potential changes coming. Very thorough. I think there are 2 sections that require improvement for access in and out of Shubert Park. A route I take often into the pedestrian bridge over Lake Banook. 1. When exiting the greenway corridor on to Lakeshore Park Terrace, there is no path or markings to cross at the intersection into the crosswalk at the lights. 2. The yield at the bottom of McClellan Blvd exiting to the circle towards Main St. Traffic is often moving fast coming down the hill through the yield. Rapid flashing lights would be a great addition. Shared walking and riding markings in the crosswalk would also be helpful. I often feel drivers don't feel they need to stop for a cyclist in a crosswalk.

Anonymous

10/17/2020 10:45 PM

To be clear, I am not opposed to increasing bicycle use or non-motorized travel. I am opposed to spending money on items that give a false sense of security. We should rebuild existing sidewalks (widen them without sacrificing a ready narrow streets) and turn them into multi-use surfaces similar to Berkeley, Banook, minor secondary roads for access instead of combatting busy, mainly through fares and be realistic in the approach. There will be more buy-in if we have an approach like this used instead of the heavy criticism and resistance you read and hear whenever the topic of bike lanes comes up. I am hopeful that a more sensible approach will prevail on this issue than these proposals I've been looking at. Respectfully.

Anonymous

10/17/2020 10:57 PM

PLEASE do something to address the massive amounts of water that come down Oak Street (or gushing on Thistle Pass by?). There's nothing worse than navigating huge amounts of water when attempting to make it to the bus stop (6526 and 6536) - not to mention how treacherous this is in the winter time - hopping sidewalks with the path with this. In February 2019 I fell on back ice at the bottom of Oak and Crighton and fractured my wrist (I am still

n treatment to this day and have suffered complications). I was not the only person to fall in that area (seniors in my building have a sofa in there). If something could be done to fix the pavement in front of bus stop 6526 at the same time, transit commuters would be appreciative. I was soaked again today (waiting for a late bus) by passing vehicles who speed down the Crichton Avenue and hydroplane as they go by. I know previous patch jobs have been done, but the entire area seems to turn into a lake. As a resident of 1 Oak Street, please don't remove the tree - I'm sure there could be other options. Thank-you for addressing how dangerous this is to cross intersections in this neighbourhood. I have decreased the amount of evening walking I do as I don't feel safe in the dark even with reflective gear on. Turnpike and Maple is another very dangerous intersection due to speeding motorists. It's quicker walking from Oak along Turnpike to get to the Bridge Terminal than taking Dahana (and walking uphill in the winter). Thanks for the community consultation!

Anonymous

10/18/2020 12:38 PM

Please stop wasting taxpayer money on things no one is asking for

Anonymous

10/18/2020 03:17 PM

Very concerned about the potential loss of parking on Dahana between Victoria and Pine Street. It's a fairly high density residential area with apartments and multi-family dwellings and very limited parking as it is. Even without visitors parking on this street, there are not enough parking spaces. The loss of even a few on street parking spots would be difficult for the residents. Locals have also expressed concern about drainage and run-off on Victoria and Pine as the steepness of the grade often causes access via water during storms. This needs to be considered in any alterations to existing drainage systems (changing curbs)

Anonymous

10/18/2020 03:17 PM

The few parking spaces on Dahana, between Victoria and Pine, must be protected. That stretch contains a number of apartments, and parking is a ready right. Monitor the drainage on Dahana street, I think the various proposals might be eliminating the current drains. As a cyclist, I avoid driving on Dahana. I always drop down onto Ochterony. When approaching the park, I always go down onto Park Avenue and enter the park close to King Street.

Anonymous

10/18/2020 08:33 PM

We live on the corner of Dahana and Victoria and are very much affected by all of these proposed changes. I cross into the commons multiple times a day with my small children and it's very unsafe. I am very excited for the proposed crosswalk safety changes. It will make a huge impact on the safety of walking/cycling in our neighbourhood. I would like to see traffic slowed on Victoria as it is so unsafe to cross the street due to high traffic and high speeds. I also would like to see a crosswalk (no flashing lights necessary but just a crosswalk) and a speed bump on Victoria where it meets Park street south of Dahana street. I think this would slow traffic approaching the proposed crosswalk at Dahana into the commons. It is also a very well-worn path by the neighbourhood to access downtown and the lower commons entrance on park. Slowing traffic on Dahana and Victoria will enhance safety for the proposed crosswalk. I am concerned about stop sign safety if placed

on p ne but wou d ke to see t further nvest gated as traff c s very fast down p ne and current y wou d be a huge safety concern for pedestr ans and cyc sts on Dah a. I am very exc ted for the proposed crosswa k safety changes. L v ng on the corner of Dah a and V ctor a see many cars turn ng eft dur ng the des gnated no turn ng t mes and ots of through traff c trave ng far too fast. I th nk hav ng a no eft turn onto Dah a wou d make t much safer for everyone trave ng on Dah a and a so us ng the crosswa k. Thank you and we ook forward to see ng a the new changes.

Anonymous

10/18/2020 08:46 PM

We ve on the corner of Dah a and V ctor a and have two sma k ds, we cross V ctor a mu t p e t mes a day and use Dah a to get to Su van's pond. There s certa n y a ot of pedestr an and cyc ng traff c cross ng V ctor a nto the Commons. However, we see way more peop e cross ng V ctor a just south of Dah a at Park St - a marked crosswa k (no ghts) shou d be n p ace (I know t's cose to the proposed cross ng at Dah a, but a coup e of wh te nes cou dn't hurt?). Wh e we do turn eft nto Dah a, we are n favour of the refuge opt on; often traff c gnores the no- eft turn from 4-6 pm on weekdays and are often trave ng too fast. A so, traff c trave ng north on V ctor a often th nk the one-way sect on down the h toward Park St and up to the schoo s s a drag str p. A speed tab e before a crosswa k at V ctor a and Park wou d he p m t gate th s. The one way n-opt on at V ctor a and Dah a st a ows eft turn ng traff c, wh ch s most prob emat c, and severa houses on th s part of Dah a have very m ted off-street park ng. One th ng that hasn't been ment oned s a s dewa k on the west s de of V ctor a a ong the common. The k ds trave ng to and from schoo have a tra worn nto the grass. Is there not enough space to put a s dewa k? If deemed feas b e, I'd ke to see the stop s gns re ocated from Dah a to P ne. Traff c trave s way too fast down the h . Perhaps a speed tab e up from the stop s gn wou d rem nd traff c to s ow suff c ent y to enab e stopp ng, even when s ppery. At Su van's pond, there are a ready a few paved paths n that corner, I'd hate to see a s gn f cant sect on paved through for a new shared use tra . Wou d some ex st ng paved paths be removed? Maybe cyc e nes on Hawthorne and Cr chton to Dah a St wou d work nstead?

Anonymous

10/19/2020 08:48 AM

I wou d ke further cons derat on nto the mpacts the proposed changes w have on ne ghbour ng streets, espec a y Tu p Street. I am concerned that we w see ncreased traff c, shortcutt ng and on-street park ng.

Anonymous

10/19/2020 09:36 AM

Yes, th s s tota y unnecessary work, waste of taxpayers taxes, much better to focus on mprov ng streets. Th s work s focused on b cyc e use, and HRM does not have the popu at on to support th s, nor the r der usage.

Anonymous

10/19/2020 10:07 AM

The remova of act ve transport from the roadway and s dewa ks of the c ty s mperat ve for everyone's safety and the proper f ow of traff c for the peop e who use those roadways. There needs to be an ent re y new nfrastructure bu t for act ve transport users to use. Th s s the ONLY so ut on that ensures everyone's safety.

Anonymous

10/19/2020 12:33 PM

Th s was a pretty ong and comp cated survey. I worry a ot of the nformat on s ost on part c pants and/or that the ncomp ete response rate s h gh.

Regardless of what is put in - my biggest concerns are the crossings on Vctoria (how to make it safe, visible and how to slow cars travelling up and down the hill), and on Crichon - this crossing is a total mess. I should be able to cross from Dahia to Sullivan's Pond (with a toddler/stroller) without having to go on to the right of way against traffic to get to a crosswalk and curb cut. Needs to be fixed ASAP!!

Anonymous

10/19/2020 04:35 PM

Stop messing with the road infrastructure. If anything the streets should be enhanced for motor vehicle use, not the few who ride a bicycle. Care to the majority user not the minority. I'm tired of your non-sensical approach.

Anonymous

10/19/2020 06:21 PM

Changes to curbs at Pine Street Dahia may interfere with the drainage on the corner. When there is a major rainstorm or snowstorm the water backs up onto Dahia after flowing down Pine Street. Residents have to clear the area to keep water from building up in the driveway. Not having any input from residents on the street at the occasion is a detriment to open discussion, provide there would be public meetings in the local area. This was requested just for the street but we were informed this was not possible, even if we followed Council guidelines not all people have access to online ways of communication. The interested groups appear to have more influence over the process as they can be from any area or Province and still find the survey should only include HRM. Forgot something Re crossing on Hawthorne this directs cyclists away from the intersection at Prince Albert and Hawthorne it seems to make sense for safety but there is a playground area in the park area abutting this crossing and caregivers bringing children from the daycare to this area it is always busy. There is no signage to indicate pedestrian priority or a need for cyclists to slow down we all have to share the space.

Anonymous

10/19/2020 07:41 PM

Please consider the value of ALL-WAY STOP signs: Both in the increased efficiency and safety over other technologies (RADAR, beacons, headlights), and in the decreased costs compared to those technologies. You have heard in round one of the public engagement session that the issue with Dahia street is at the INTERSECTIONS, not the remaining thoroughfare. Recognizing that each intersection of Dahia & Victoria, Dahia & Pine, and Dahia & Maple are equally parts of Dahia as much as they are parts of Victoria, Pine, and Maple is key to designing a safe and friendly Dahia Street.

Anonymous

10/19/2020 08:51 PM

As a regular cyclist and pedestrian in this area, I find most traffic to be quite cooperative and respectful. While I am excited about the proposed changes and recognize that I am a relatively confident cyclist and pedestrian, sadly I worry that reducing street parking too much may create backlash towards cyclists by the community. In my personal experience, painted & marked crosswalks, curb bump-outs, and "cycling route" signage would be useful, but I think the two-way bicycle facilities (and extra sidewalk from Crichon to Beech) may be excessive. For example, I noticed that the "slow street" signage and cones were surprisingly effective in calming traffic on Dahia. For me, having marked/painted crossings at all intersections is really what are

needed to make me feel completely comfortable! Fixing the visibility on Pine Street by tree trimming will be very helpful; no crosswalk/crossroad required there in my opinion (and I still wouldn't trust cars to stop while coming down that hill).

Anonymous

10/19/2020 10:49 PM

I am not in favour of spending tax dollars on accommodating a small number of cyclists during a short cycling season (too dangerous in winter), as these expensive accommodations create safety concerns and confusion in areas where cyclists are not specifically accommodated, impacts on street parking and creates traffic flow issues on adjacent streets as traffic is diverted to adjacent streets and Dakota & Pine & Oak residents & visitors will now be parking on those adjacent streets. These plans do not reduce traffic and parking requirements, they create further congestion. I do not believe most Oregon residents will choose to bike year round, considering the lack of street room during winter. Encouraging cycling at the expense of vehicle I am not in favour of spending tax dollars on accommodating a small number of cyclists during a short cycling season (too dangerous in winter), as these expensive accommodations create challenges, such as sending traffic to congested on adjacent streets. I don't believe enough people will choose to bike on snow covered roads, to make this not at all worthwhile. It's a waste of taxpayer's money and invites safety & traffic flow problems.

Anonymous

10/20/2020 10:14 AM

no I think this was thought out. Thank you for asking for our opinions

Anonymous

10/20/2020 10:30 AM

I am generally in favour of all options that restrict the volume and speed of motorized vehicles on residential streets, provided reasonable access for residents can be maintained. Such measures are known to greatly increase walkability along these streets and residents generally come to appreciate the changes even if they do not participate in active transportation themselves. Measures to ensure safe division of cycling/wheeling routes parked vehicles along the corridor were not identified in the options. Enhanced measures to reduce interactions with parked vehicles (e.g., opening doors, driving away from a parking space) will be required to ensure younger and less confident cyclists/wheelers will use the corridor.

Anonymous

10/20/2020 10:45 AM

This survey was very difficult to understand. There were definitions and technical jargon I wasn't familiar with and no definition was provided. A photo of the difference between a RRFB and a haffs sign would be appreciated. The text on the options was so difficult to read and could not be described by a screen reader.

Anonymous

10/20/2020 04:03 PM

The pavement bump-outs create more of a hazard than exists now.

Anonymous

10/21/2020 03:45 AM

Get cyclists off the roads. I used to ride a bike, then I put on my big boy pants and bought a car. I didn't ride on the roads, because that's stupid and unsafe for everyone. Ride on the sidewalks (they're already wide enough, OR on yet them ride on the little bottom piece of the curb that's adjacent to the

roadway. If you cannot perfect y r de w th n that ~6 n w de curb sect on, you shou dn't be on a b cyc e at a).

Anonymous

10/21/2020 07:18 AM

My on y concern s traff c be ng stopped as mu t p e peop e come up and press the s gna , espec a y dur ng rush hour. But I don't have any deas on how to stop dr vers from becom ng frustrated. Th s s most y a concern on Map e, s nce t s a major connector for fo ks com ng off the br dge and head ng out Pr nce A bert.

Anonymous

10/21/2020 11:39 AM

Yes your m ss ng the fact that a these new cons derat ons s mp y add to traff c congest on and w most certa n y ead to snow remova prob ems and damage to new curbs etc.

Anonymous

10/21/2020 12:25 PM

Yeah you d dn't ment on one word about cost \$\$\$\$\$.. make the b kers pay....

Anonymous

10/21/2020 12:49 PM

I m very concerned about both the vo ume and speed of traff c on Hawthorne. It has s owed somewhat w th the nsta at on of the bump out curbs at Hawthorne/Pr nce A bert but not enough that I wou d be comfortab e ett ng my grandch dren cross on the r own. I th nk connect ng the parks s a wonderfu dea and I hope t encourages more peop e to v s t th s beaut fu area of the c ty. But encourag ng more access, comes w th ncreased r sk f someth ng s not done to s ow peop e down.

Anonymous

10/21/2020 02:57 PM

Save the money t's such a ow traff c area eave as s maybe a few cho ce f ash ng ed pedestr an cross ng ghts ke at morr s ake and Ca dwe road Atho ea

Anonymous

10/22/2020 09:46 AM

Be m ndfu of on y choos ng Map e OR P ne to have forced stop po nts for dr vers. (I.e stop s gns/ ghts.) I fear that f ghts are put at the Dah a/Map e cross ng (that s current y just f ash ng crosswa k) but no stop s gn on P ne, P ne w just become the new ma n thoroughfare. Peop e a ready dr ve ke man acs down P ne and no need to further make that the 'easy route' for dr vers

Anonymous

10/22/2020 09:50 AM

I be eve that the safety of cyc sts (and pedestr ans), however cyc ng nfrastructure often takes more adjustments to nsta , s a ways worth the trade off of remov ng park ng, a ane of traff c and so on. The safety of those who w sh to use act ve transportat on shou d a ways be of the h ghest pr or ty.

Anonymous

10/22/2020 12:47 PM

I ve n Cr chton park and wou d cont nue up Cr chton ave rather than go ng through Su vans Pond and cross ng Hawthorne. I am concerned that there s no d scuss on regard ng b ke anes and b ke safety on Cr chton ave head ng towards M cmac B vd. Veh c es f y through th s area head ng to/from the h ghway, and t s genera y a route used by many cyc sts to access the Shub e greenway at the end of M cmac B vd. I be eve the b ke anes shou d cont nue the ent re ength of Cr chton Ave.

Anonymous

10/22/2020 01:01 PM

As someone who ves n downtown Dartmouth and cyc es da y, year round, I th nk t's great that we are gett ng some mprovements. That be ng sa d, for me v ng on Th st e Street n c ose prox m ty, persona y I w rare y use th s

route. To get to Alderney and the downtown I will go down Ochterloney as it's more direct and that's where the ferry, businesses and points of interest are that I need to access, they aren't on Dahaba Street. I think being able to should be the main streets getting bicycle infrastructure. After a people on bikes need to get to the same places as people in cars, transit or walking do. We are all people trying to get to the same places just by a different means of transportation. Creating a grid of safe streets and bike lanes won't get more people cycling if it's a grid of streets that leads to nowhere. But I may very well be the minority here, just wanted to share my opinion!

Anonymous

10/22/2020 04:05 PM

I believe the only thing that needs to happen here is to improve the crossing at busy street intersections. I believe that adding additional curbs, pathways, signs, etc to the street would only cause more traffic on the busier streets and inconvenience the people who live on Dahaba Street. I do not believe the additional measures would help and would only cause more headaches for the people who live there. I strongly oppose this plan. Improve the crosswalks, do not impact the roads. This survey already stated that on Dahaba Street the traffic is usually slower. Why would you try to compensate something that is already working? I believe this would be a waste of the city's money and would not show the benefits you are hoping for.

Anonymous

10/22/2020 05:14 PM

This project seems great and if implemented I would definitely cycle and walk in that area more often. It's really exciting!

Anonymous

10/22/2020 05:21 PM

These changes add little to the community the money should be spent to assist low income families, food banks affordable housing as a few examples. The amount of cycle traffic in this area is very very small and the safety of sidewalks are already in place

Anonymous

10/22/2020 08:18 PM

Just slow down the traffic on Pine Street at Dahaba.

Anonymous

10/22/2020 11:59 PM

The speed with which cars move up and down Maple Street is ridiculous. Even with the flashing lights, it feels a very unsafe crossing for me and my young family and is my biggest concern.

Anonymous

10/23/2020 06:01 AM

My wife is uncomfortable cycling in the area due to shared roads. We would love an option similar to the Chain of Lakes trail in Halifax, connecting Downtown Dartmouth with Dartmouth Crossing and/or Burnside. Thanks for finding ways to make it safer to bike in Dartmouth!


10/23/2020 11:07 AM

Thank you for doing this project and including the residents of the area in the discussion. Much appreciated! Great ideas and images.

Anonymous

10/23/2020 12:54 PM

I am supportive of the plans relating to Dahaba St. I am concerned, though, that creating these changes will increase the volume of traffic along Tupe St. as drivers will now use Tupe St. to cut across from Oak to Maple. I am also concerned that these changes will create a parking-space problem along

Tu p. There s a ready a not ceab e ncrease n veh c e traff c--often w th dr vers speed ng--a ong Tu p St. Th s shou d be taken nto account.

Anonymous

10/23/2020 01:33 PM

Opt on C-3 for the Dah a/Oak/Cr chton Ave ntersect on creates a mu t tude of cha enges for oca res dents, nc ud ng the 1 Oak park ng garage and the dwe ng at 65 Cr chton w th the r dr veway open ng onto Dah a at an acute ang e. The reduct on of Dah a to one way near the ntersect on of Cr chton w requ re oca traff c to dr ve further, burn ng more fue to reach the r homes and the 65 Cr chton dr veway w be very d ff cu t to maneuver, and potent a y very dangerous to ex t, espec a y n w nter w th snowbanks further reduc ng the ava ab e roadway.

the new mu t use path n su vans pond after cross ng from Hawthorne street - why s t curved? peop e have cut through the park and created th s d agona path go ng up to Cr chton ave n the d rect on of Oak Street, the new path shou d be bu t on top of th s as peop e are current y a ready us ng t.

Anonymous

10/25/2020 11:32 PM

More street ca m ng measures for Map e wou d be apprec ated. Potent a y a speed nd cator, po ce mon tor ng, speed bumps.

Anonymous

10/26/2020 11:43 AM

I rea ze the focus here s on the connect on between Dah a-Oak-Cr chton and the Cana system parkway wh ch trave s on the southeast s de of Lake Banook. Th s s great, but for those of us who ve n the area, wa k ng a the way around Lake Banook s a so rea y mportant - t's a 5-6 km oca wa k. P ease ensure that the new p ans don't make th s any more d ff cu t than t a ready s - the wa k around the northwest s de of Lake Banook has some traff c-re ated cha enges.

Anonymous

10/26/2020 05:06 PM

P ease cons der the traff c go ng down P ne and shortcuts on Tu p to avo d the Map e Th st e and the proposed P ne st. Stop s gn at Dah a. Tu p has seen fast cars tak ng that shortcut n the past. P ease cons der the extra traff c on Tu p st f Dah a s ex t on y. Th s w great y ncrease commuter traff c on that street w th no p an to dea w th that. Has anyone assessed the traff c trave ng through the f ower streets nstead of us ng Map e?

Anonymous

10/26/2020 05:44 PM

D sappo nted there was not enough pub c not ce g ven n the form of ma outs as a ot of our area has renters that move w th n the area and may not have known anyth ng about th s ssue. Some rea y good nformat on s ava ab e n the transportat on study we a part c pated n. Rev s t the transportat on study Dartmoufh d d n the m d 80 s

Anonymous

10/26/2020 05:55 PM

To a 42 year res dent of Dah a St, th s fee s ke "P anners Gone W d". The beacons work f ne, s ow traff c on Map e w th some enforcement. In those 42 years I have never seen a radar trap on Map e...and I wou d not ce. That s the ma n prob em...eas y so ved...costs noth ng. Opt on #4... I ve at 41 Dah a...

Anonymous

10/26/2020 06:23 PM

I ve on V ctor a road between Octer oney and Park Ave. I am both a dr ver and pedestran v ng n th s area. Inwa k around Su van's pond da y and regu ar y go to the Commons. Go ng North on V ctor a s dangerous for

pedestrians at Da ah because cars speed up to get up the h . It s a so hard for dr vers to see pedestr ans and cyc sts go ng to the commons so are stopp ng abrupt y. Go ng back down V ctor a s a so so steep that cars have a harder t me s ow ng down for peop e at Da a and often gnore them and go r ght through. Is there cons derat on for f ash ng ghts further away from the actua ntersect on to s ow down ahead when the button s act vated?

Anonymous

10/26/2020 06:31 PM

Not re ated to Da h a St but wou d ke to see b ke anes on Shore Rd to access the area perta n ng to the survey.

Anonymous

10/26/2020 08:34 PM

for most of ts en ght, when veh c es are parked on both s des of Dah a, the rema n ng space s not qu te w de enough for two veh c es to cross and one must 'g ve way'. Th s cou d a so be an ssue w th b cyc es nvo ved. Perhaps some park ng restr ct ons ('one s de on y') or a s ght w den ng cou d prov de more room to maneuver and more safety marg n for both cyc sts and veh c es.

Anonymous

10/26/2020 10:03 PM

Stop w th add t ona Bumpouts. Not needed, unsafe.

Anonymous

10/26/2020 10:12 PM

Survey shou d prompt respondents to a so th nk of quest ons n context of the r ch dren (of certa n age) espec a y for AAA routes.

Anonymous

10/26/2020 10:19 PM

If the ex t on y opt on s se ected for the Da h a-Cr chton ntersect on, someth ng shou d be cons dered for Oak and Tu p to ensure these streets don t become the next rap d speed dr v ng cut through dur ng rush hour.

Anonymous

10/26/2020 10:54 PM

P ease move to other th ngs, th s s not a good use of taxpayer money

Anonymous

10/26/2020 11:28 PM

The curb extens ons take gett ng used to. Not genera y a fan.

Anonymous

10/26/2020 11:58 PM

On the prev ous quest on I note that the proposed new mu t use tra n the Park s just 20 meters from a path sort of do ng the same th ng. Perhaps e m nate the ex st ng path so that the park space s preserved n usab e chunks.

Anonymous

10/27/2020 08:34 AM

P ease stop br ng ng up mpact to trees n a way that makes peop e th nk we are choos ng between wa k ng/cyc ng and keep ng trees.

Anonymous

10/27/2020 09:07 AM

I rea y oathe the dea of the park around Su van's Pond be ng turned nto a b ke expressway. We oca res dents use that green space a of the t me for var ous act v t es and b sect ng t as proposed rea y deprec ates and e m nates the va ue of the Greenspan for anyth ng other than a b ke commuter corr dor.


10/27/2020 09:25 AM

I am very support ve of the Dah a Street b keway. It s a cr t ca connect on n the AAA network and the most approp rate a gnment g ven the topography of

Anonymous

10/27/2020 09:58 AM

the area. Please don't let it be derided by narrow-minded NIMBYs.

Please build this ;)

Anonymous

10/27/2020 10:05 AM

Thanks for all the thought and hard work going into planning. I look forward to seeing it all when it's done. Nice to see pedestrians and cyclists get priority for a change :)

Anonymous

10/27/2020 11:46 AM

1. The curb extensions at the intersection with Maple are great, but maybe should not extend into Maple as it is a designated future bike corridor and will likely require the road space for infrastructure. 2. My preference for the intersection with Crichton was Option C-2 but, either instead or in addition of a crosswalk, I think it would be great to have green bike sharrows markings across Crichton similar to that proposed for option V-1 for the intersection with Victoria. 3. The additional MUP connection in Susan's Pond Park is great. I would also consider a connection from the new MUP to the corner of the intersection of Crichton and Hawthorne as people will likely shortcut through the grass to it.

Anonymous

10/27/2020 01:00 PM

Very, very concerned with this kind of survey which opens with cyclist options and follows on by that direction. Strongly feel that encouraging bicycles is a good environmental policy direction, but really concerned about the lack of discussion with residents, especially those who belong (most of us) to a different demographic profile than the cyclists. Simply cannot see how making bump-outs, dedicated bike lanes, will be good for extending anywhere in this neighbourhood where steep hills, narrow streets, and serious parking issues already pose big challenges, especially in winter. Options such as diverting traffic on Dakota to turn on your right and to disallow turning left on Dakota can only result in discharging traffic onto Tupper, another narrow street with similar issues. Abruptly narrowing first part of Dakota to create a dedicated cycle lane and then widening again before Maple simply doesn't make sense - from a safety or a convenience perspective. With transparency in mind, I would like a survey respondent profile from the first of these surveys and from this one - having been involved with the neighbourhood planning and the central planning going back many, many years, I see no evidence of genuine participation of people who actually live in this neighbourhood. Furthermore, the excuse that due to Covid, there can be no meetings with residents is simply nonsense. Sam Austin needs to do his job, get small groups of residents from each of the 4 segments on Dakota together and get a sense of neighbourhood reaction - that can easily be done without violating any existing Covid protection measures. He also could (and should have, long before now) call an outdoor meeting in a venue like the Pine Street playground, or get Alderney Landings (market or auditorium) with suitable masks and seated distancing measures in place.

Anonymous

10/27/2020 01:41 PM

No tree loss, no vehicle impediments on hills (enough issues in winter), no destruction of Susan's pond for a bike trail - they can go the long way like the rest of us!

Anonymous

10/27/2020 01:43 PM

I support a sidewalk on the Oak street side of Dah a leading up to Beech, otherwise what's the point of having a sidewalk between oak and dah a. Having to cross the street at Dah a to get to the crosswalk on the other side adds an element of danger and currently the sidewalk is gated off and would need to be redesigned to work (suspect that this happens one way or another). Stopping at Maple and Victoria to cross necessitates NOT having to a stop to cross at Pine. The onus should be on the traffic to stop. Go up Maple to Thistle is a steep hill and traffic does go fast down and up. Anything to help slow the traffic without forcing a stop I think is ideal. Having to stop traffic flow with Maple street stop signs does not make a lot of sense.

Anonymous

10/27/2020 02:05 PM

I would like to see street drainage in front of 67 Crichton St addressed. There is usually a puddle there. Forks get splashed at the time when walking or waiting for the bus.

Anonymous

10/27/2020 02:48 PM

I'm concerned that not enough consideration is being given to reducing the dangerous speeds of the traffic on Pine street. This seems like a bit of an oversight given how critical this is to the safety of people walking, cycling and wheeling across it to use Dah a for the purposes of this proposal, and daily for a lot of the students crossing Pine street to get to DHS and Bicentennial School.

Anonymous

10/27/2020 03:00 PM

This proposal connects existing multi-use pathways, but does nothing to connect cyclists to places where they may want to do business or commute to... where they connect on to Port and St., MacDonald bridge etc.?

Anonymous

10/27/2020 03:19 PM

My two biggest concerns are slowing the traffic that veers off Crichton and heads south of Dah a. Speeding here is common and dangerous. As we, something must be done about the speeding downhill on Pine at Dah a. Switch the stop signs. End the carnage.

Anonymous

10/27/2020 05:03 PM

In general, I am very happy with these proposed upgrades. We are a cycling family living in the Southdale/Woodsdale area and we often cycle in this area as a family (Lake Banook, Shubee, Waterfront trail) and these proposed changes would open up lots of potential destinations for us (Dartmouth Commons, Sportspex). A few concerns, 1) In pre-covid times, I often cycle commute through this area. In general, I am coming from Pleasant St, travel through the Shubee Connector Greenway to the bottom of Maple. I have some concerns that then curb bump outs on Maple will make it difficult for cyclists to make it up Maple during rush hour. In general, car traffic is pretty backed up and it wouldn't be very feasible for bikes to merge into car traffic mid-hill. 2) I'm not a fan of the partial block separated bike lanes. I would be ok navigating them myself, but I think it would be more difficult switching from one side of the road to the other mid-block with my nine year old. I would prefer to travel on one side of the road on a (not switch mid-block) even if that means using an extra crosswalk at the intersection.

Anonymous

10/27/2020 07:27 PM

Thanks for making this happen! I've been cycling (fearless, with my white, male, middle class privilege) through this area for decades, and it never occurred to me such a safe space for active mobility could be constructed.

Such bike ways have helped transform Vancouver, Montreal, etc. into less car-dependent/more walkable places, where cycling appeals to women, children and older folks. Public education, a few years in place to persuade skeptics (and proving) required. I've perused the FB posting on this among the locals; it's disturbing how many Dartmouthans think the sole purpose of the streets is to move and park cars, but that's what most of them were born into, and it's hard for them to imagine, much less practice, otherwise (they get the rub backs up, understandably). They need to be educated. So please keep plugging the gaps (and fighting for a 30km/hr default city speed limit!).

Anonymous

10/27/2020 07:31 PM

I like the idea of raised platforms at crosswalks at all the considered crossings.

Anonymous

10/27/2020 07:31 PM

Please ensure Dartmouth Common gates remain open

Anonymous

10/27/2020 08:43 PM

now that I have answered this survey I am not really sure that I have answered what my true preferences are because this way too much information and very very difficult to follow.

Optional question (104 response(s), 76 skipped)

Question type: Essay Question

Appendix C:

Meeting Minutes from Community Webinars



MEETING NOTES

JOB TITLE	Dahlia-Oak-Crichton AT Connections		
PROJECT NUMBER	201-06829	DATE	October 20 th , 2020
TIME	6:30PM – 7:30PM	VENUE	GoToWebinar
SUBJECT	Public Engagement Round 2: Open House Session #1		
CLIENT	Halifax Regional Municipality		

MATTERS ARISING

1.0 PROJECT BACKGROUND

- Siobhan began the meeting by introducing herself and Phil from HRM.
- Courtney introduced the WSP staff.

2.0 PROJECT BACKGROUND

- Courtney provided an overview of the project background.
- Siobhan discussed how this project falls in line with the Integrated Mobility Plan (IMP) and the All Ages and Abilities (AAA') program.

3.0 PUBLIC ENGAGEMENT ROUND 1 SUMMARY

- Courtney provided a summary of the first round of Public Engagement. Courtney discussed the Online survey that was posted on the Shape Your City platform and all the questions that were asked on the platform.
- Courtney mentioned that consultation sessions were conducted with external Stakeholders as a part of the project.

4.0 SELECTED CORRIDOR

- The preferred route and the selected corridor were discussed. It was mentioned that WSP took all information into an evaluation matrix to choose the corridor. In the end, Dahlia Street was selected for the preferred corridor.
- Courtney discussed Local Street Bikeways (LSBs), she stated that HRM and WSP are trying to create a continuous and comfortable route for cyclists of All Ages and Abilities (AAA'). To provide the level of comfort that is needed for an LSB, traffic calming, and diversion measures can be put in place. It was mentioned that the current speed on Dahlia street is 39 km/hr, which is a bit higher than what HRM and WSP would like.
- Courtney discussed RRFB's (Rectangular Rapid Flashing Beacons) and Half-Signals. The RRFB will stop traffic and allow people to ride across on their bicycle. For the half-signals, someone would have to push the button and wait until it is signalled that it is safe to proceed. Half-signals also provide an opportunity for pedestrians to walk and/or roll at the same time.
- It was mentioned that Traffic Calming Options may be needed on Dahlia Street. Courtney reviewed three options for traffic calming:
 1. Chicanes
 2. Speed Humps/Bumps
 3. Curb extensions
- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:
 1. **Poll Question:** Do you live nearby the study area?
 - o I live on an adjacent street, not along the proposed routes (25%)
 - o I live on Dahlia Street or Oak Street (13%)
 - o No, but I move through the area regularly (25%)
 - o No, but I'm interested in the project for other reasons (37%)

MEETING NOTES

2. Poll Question: What is your current level of comfort when riding a bicycle?

- Siobhan further explained the breakdown of the level of comfort someone may feel while on a bicycle.
- o Strong and Fearless (17%)
- o Interested but Concerned (17%)
- o Enthusiastic and Confident (66%)
- o No Way, No How (0%)

5.0 PRIMARY CONCERNS FOR DAHLIA AT VICTORIA

- Courtney discussed some challenges that occur at the Dahlia Crossing at Victoria Road
- 3 design options for the Dahlia Crossing at Victoria Road intersection:
 - o V-1: Crosswalk with curb extension and dedicated area for cyclist with either a half-signal or RRFB
 - o V-2: Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB
 - o V-3: Crossride with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “The yield line going downhill seems placed very close to the crossing”
 - Courtney thanked the attendee for noticing and mentioned that the spacing will be designed appropriately once the concept is developed.
- **Attendee Question/Comment:** “Is there a way to give advanced notice to traffic?”
 - Courtney indicated that typically it is recommended, however, it wouldn't be a permanent application it would only be there for a few months as a 'new' tab underneath the signage to alert people of the change.
 - Siobhan added that whatever device is chosen, HRM will ensure that it has good visibility (i.e. tree trimming along Victoria Road).

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing at Pine Intersection.
- 2 design options for the Dahlia at Pine intersection:
 - o P-1: Curb extensions on Dahlia Street and Pine Street to narrow the roadway
 - o P-2: Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “For the half-signals proposed for Victoria Road can the signals be Accessible, i.e. Audible, Can this work with RRFBs?”
 - Related to the audible signals, Siobhan mentioned that HRM can bring this up in the next internal technical meeting but there would definitely be consideration of TWSIs for people with vision loss.
 - Phil agreed and mentioned that all intersections will require further investigation and internal review with other departments (such as Traffic and Road Safety) before the final decision is made. Public feedback is extremely important but other factors will be taken into consideration as well.
- **Attendee Question/Comment:** “If the Pine Street intersection puts the 'Stop' signs on Pine, can the crosswalks across Pine be a level crossing?”
 - Courtney answered that they will not be able to raise the crossing. Phil added that it is a concern with the steep slopes coming down Pine and the level crossing potentially introducing a hazard on the road.
 - Siobhan added that a raised crossing is also an accessibility issue that would need to be addressed with tactile warning strips or possibly some other treatment to differentiate sidewalk from roadway.
 - It was agreed that HRM and WSP will review the option.

7.0 PRIMARY CONCERNS FOR DAHLIA AT MAPLE

- Courtney discussed some challenges that occur at the Dahlia crossing and Maple Intersection.
- 1 option for the Dahlia and Maple intersection:
 - o M-1: Curb extensions on Dahlia Street and Maple Street to narrow the roadway.
 - While waiting for the questions/comments to roll in, Siobhan mentioned that for the RRFB, they're currently waiting on the province to adjust the safety act, so cyclists can use it. HRM is hoping that the provincial legislation will approve the use of an RRFB soon.
- **Attendee Question/Comment:** “Bike radar sounds cool. Half signals take too long to change. Might a push button located before the intersection be good”
 - Courtney agreed with this comment. Siobhan said HRM is installing their first bike radar at Vernon as we speak, which is extremely exciting. This will give HRM some time to review the radar before putting them at Dahlia.
- **Attendee Question/Comment:** “Is traffic calming still a possibility for Maple? Cars do speed up & down the street making crossing difficult”.

MEETING NOTES

- Phil added that they're looking into traffic calming measures that can be implemented at this intersection, and also adjacent traffic calming on Maple Street in conjunction with this project.

8.0 PRIMARY CONCERNS FOR DAHLIA AT CRICHTON

- Courtney discussed some challenges that occur at the Dahlia crossing and Crichton Intersection.
- Siobhan mentioned that this is the most complicated intersection.
- Courtney presented 3 options for the Dahlia and Crichton intersection:
- **O-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan's Pond Park. Realigned driveway at One Oak Street Apartments.
 - Courtney mentioned that the tree will need to be removed.
 - Phil added that parking will be removed, and the street would have to be narrowed. Work will be done at the corner of Dahlia and Crichton to make it accessible.
 - Siobhan added that with this option we'll also be narrowing Crichton Avenue to achieve the multi-use pathway. Siobhan stated that they have been in contact with Urban Forestry regarding the tree removal and HRM would be planting new trees to make up for loss of the tree.
- **O-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
- **O-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.
- **Attendee Question/Comment:** "May have missed this but are cross-rides aspirational or are they legal to install?"
 - Siobhan mentioned that HRM has a request in to allow for cyclists to use and RRFB or RA-5 to legally have traffic yield to them for crossing the roadway. Crossrides only currently legal at signalized intersections.
- **Attendee Question/Comment:** "Is it possible to mark both sides of the intersection, ie, 2 crossrides, in order to avoid bidirectional lane?"
 - Phil responded that if you have two on either side of the crossing it can make things confusing.
- **Attendee Question/Comment:** "It would be nice to have a perpendicular approach to the intersection for the multi-use path"
 - This is something that could be considered by Parks & Rec in the future, but the primary path of this project directs people up towards Hawthorne Street / Lake Banook.
 - Courtney stated that minimal impact to the park itself, enhance it without impacting green space.
- **Attendee Question/Comment:** "Could you explain the improvements to Dahlia and Crichton corner?" where the railing and retaining wall is.
 - Courtney stated that WSP is still investigating this, potentially looking at a curb extension on the bottom but WSP is still reviewing options.
- **Attendee Question/Comment:** "Is the Crichton width at the cross ride similar to the Crichton?"
 - *Note: Attendee was comparing the crossing distance to Dahlia-Maple*
 - Courtney replied that the size is still in the review phase.

9.0 PRIMARY CONCERNS FOR SULLIVAN'S POND PARK

- Courtney discussed some challenges that occur at Sullivan's Pond Park and presented 1 option for SPP:
- **S-1:** Multi-use pathway along Crichton Avenue connecting to Dahlia Street.
- Siobhan added that HRM is continuing to work with Parks to enhance the trail and to potentially create a bikeway gateway.
- **Attendee Question/Comment:** "Will there be ample signage with all of these interventions, and along Dahlia to signal to drivers that bikes have priority? (Like the slow streets during Covid-19)."
 - Siobhan responded that they will have ample signage and pavement markings such as the large sharrows.

10.0 PROJECT SCOPE

- Courtney reviewed the project scope to inform the attendees on what is to come next with the project.
- Online sessions will be held all week (week of October 19th, 2020).
- ATAC Meeting – November 19th
- Online survey will be open until October 27th, 2020.
- After gathering all public feedback, WSP and HRM will proceed to a final review to choose the options.
- HRM will be posting the What We Heard report on SYC.
- Courtney mentioned that 2021 construction will start late Spring.
- WSP and HRM thanked all attendees for their time.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.



MEETING NOTES

JOB TITLE	Dahlia-Oak-Crichton AT Connections		
PROJECT NUMBER	201-06829-00	DATE	October 21 st , 2020
TIME	12:00PM – 1:30PM	VENUE	GoToWebinar
SUBJECT	Open House Session #2		
CLIENT	Halifax Regional Municipality		

MATTERS ARISING

1.0 PROJECT BACKGROUND

- Siobhan began the meeting by introducing herself and Phil from HRM and giving a quick background on the Dahlia Oak Crichton Active Transportation Connections.
- Siobhan stated that attendees can click to raise their hands if they wish to speak.
- Courtney introduced the WSP staff.

2.0 PROJECT BACKGROUND

- Courtney provided an overview of the project background.
- WSP and HRM has completed the first round of engagement and have begun the second round.
- Siobhan discussed how this project falls in line with the Integrated Mobility Plan (IMP) and the All Ages and Abilities (AAA) program.

3.0 PUBLIC ENGAGEMENT ROUND 1 SUMMARY

- Courtney provided a summary of the first round of Public Engagement. Courtney discussed the online survey that was posted on the Shape Your City platform and all the questions that were asked on the platform.
- Courtney mentioned that consultation sessions were conducted with external Stakeholders as a part of the project design.

4.0 SELECTED CORRIDOR

- To select the preferred route and corridor, WSP took all information into an evaluation matrix. It was mentioned that in the end Dahlia Street was selected for the preferred corridor.
- Courtney discussed Local Street Bikeways (LSBs), she indicated that HRM and WSP are trying to create a continuous and comfortable route for cyclists of All Ages and Abilities (AAA'). To provide the level of comfort that is needed for a LSB, traffic calming and diversion measures can be put in place. It was mentioned that the current speed on Dahlia street is 39 km/hr, which is a bit higher than what HRM and WSP would like.
- Courtney discussed RRFB's (Rectangular Rapid Flashing Beacons) and Half-Signals. The RRFB will stop traffic and allow people to ride across on their bicycle. As for the half-signals, someone would have to push the button and wait until it is signalled that it is safe to proceed. Half-signals also provide an opportunity for pedestrians to walk and/or roll at the same time.
- Siobhan mentioned that the province is currently reviewing the regulations around cyclists activating RRFB's. Currently, cyclists cannot activate RRFB's and cycle across the street.
- It was mentioned that Traffic Calming Options may be needed on Dahlia Street. Courtney reviewed three options for traffic calming that will be applicable for Dahlia street:
 1. Chicanes
 2. Speed Humps/Bumps
 3. Curb extensions
- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:

MEETING NOTES

1. **Poll Question:** Do you live nearby the study area?
 - o I live on an adjacent street, not along the proposed routes (20%)
 - o I live on Dahlia Street or Oak Street (60%)
 - o No, but I move through the area regularly (0%)
 - o No, but I'm interested in the project for other reasons (20%)
2. **Poll Question:** What is your current level of comfort when riding a bicycle?
 - Siobhan further explained the breakdown of the level of comfort someone may feel while on a bicycle.
 - o Strong and Fearless (20%)
 - o Enthusiastic and Confident (20%)
 - o Interested but Concerned (60%)
 - o No Way, No How (0%)

5.0 PRIMARY CONCERNS FOR DAHLIA AT VICTORIA

- Courtney discussed some challenges that occur at the Dahlia Crossing at Victoria Road.
- 3 design options for the Dahlia Crossing at Victoria Road intersection:
 - o **V-1:** Crosswalk with curb extension and dedicated area for cyclist with either a half-signal or RRFB.
 - o **V-2:** Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB.
 - o **V-3:** Crossride with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.
 - Siobhan added that this deals with the alignment issue of the road, this option will help line it up.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “Majority of pedestrian access is going across from Victoria to Park Ave most direct route to downtown we did have a crossing there and lost it”
 - Phil stated that it is not being reviewed as a part of this study, but there are plans to look at that intersection in the future.
- **Attendee Question/Comment:** “Is there a study being done to reflect summer re winter conditions?”
- Siobhan stated that it would be maintained in the winter. HRM is currently discussing this matter with other colleagues to make sure it would be maintained throughout all seasons.
- **Attendee Question/Comment:** “Is the RRFB what you find at Spring Garden/Carlton, or Ochterloney/King?”
 - Phil stated that an RRFB is not located there, that’s an RA-5. RRFB is what’s already in place at Dahlia-Maple. Phil also explained that an RA-5 is more appropriate for 3 or 4 lane roads but RRFBs are more appropriate for 2 lane streets.
- **Attendee Question/Comment:** “Very concerned about loss of parking on Dahlia between Pine and Victoria in option 3. This will be very difficult for residents there who use the street.”
 - Phil replied that the road narrowing may not have much of an impact on parking, as it would delineate where the parking starts. The road narrowing area shown on the concept may be shortened to minimize impact to parking.
 - On the SYC website you can reach out if you have specific concerns.
- **Attendee Question/Comment:** “Has the study looked at demographics re house owners/renters also mobility issues?”
 - Siobhan stated that HRM hasn’t looked into the demographics, but they made sure the house owners and renters received the appropriate information. She added that HRM is factoring in all ages and mobilities.
- **Attendee Question/Comment:** “Are RRFB’s used for cyclists throughout HRM?”
 - Courtney responded that technically they’re not used legally, but there are being reviewed by the province to change this.

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing and Pine Intersection.
- 2 design options for the Dahlia at Pine intersection:
 - o **P-1:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway
 - o **P-2:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options presented.
- **Attendee Question/Comment:** “Stop signed could only work with increased traffic calming measures further up the hill.”
 - Courtney agreed and stated that WSP is taking this into account and will review what can be done safely.
- **Attendee Question/Comment:** “I like this for bikes, but yes my first thought was impossible to stop if icy. If a little bit icy I avoid Pine all together.”
 - Courtney answered that WSP is taking this into account.

7.0 PRIMARY CONCERNS FOR DAHLIA AT MAPLE

- Courtney discussed some challenges that occur at the Dahlia crossing and Maple Intersection.

MEETING NOTES

- 1 option for the Dahlia and Maple intersection:
 - o **M-1:** Curb extensions on Dahlia Street and Maple Street to narrow the roadway.
- **Attendee Question/Comment:** “Just a note some cyclists from away park on Dahlia and cycle out from here.”
 - Courtney thanked the attendee for their comment and stated that WSP will keep this in mind.

8.0 PRIMARY CONCERNS FOR DAHLIA/OAK AT CRICHTON

- Courtney discussed some challenges that occur at the Dahlia crossing and Crichton Intersection.
- Siobhan mentioned that this is the most complicated intersection.
- Courtney presented 3 options for the Dahlia and Crichton intersection:
 - o **O-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan’s Pond Park. Realigned driveway at One Oak Street Apartments.
 - Courtney mentioned that the tree will need to be removed.
 - Phil added that parking will be removed and the street would have to be narrowed. Work will be done at the corner of Dahlia and Crichton to make it accessible.
 - Siobhan added that with this option we’ll also be narrowing Crichton Avenue to achieve the multi-use pathway. Siobhan stated that they have been in contact with Urban Forestry regarding the tree removal and HRM would be planting new trees to make up for loss of the tree.
 - o **O-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
 - o **O-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.
 - Siobhan noted that option 3 allows you to line up better with the multi-use trail.
 - Phil added that they would narrow Crichton Avenue to fit in a sidewalk.
- **Attendee Question/Comment:** “FYI this is also a CSAP bus stop at 7:30AM.”
- **Attendee Question/Comment:** “Option 2 - What is the current lane width on Dahlia vs the proposed lane width with an added sidewalk?”
 - Phil stated that the current lane width is in the 9-metre range and with the sidewalk added it will be in the 7-metre range.
 - Siobhan stated that they may be able to look into keeping parking on one side of the road.
- **Attendee Question/Comment:** “O3: This will push traffic from Crichton right turn onto Oak like what happened when we had slow streets?”
 - Siobhan stated that HRM would monitor and look at the neighbourhood and see if there’s any negative impacts on other streets. Could consider further measures to mitigate traffic issues on neighbouring streets if it is determined to have a significant negative impact.
- **Attendee Question/Comment:** “Will sidewalk on both sides be replaced if it is in poor condition?”
 - Phil replied that the plan is to look at Dahlia and Oak street, and review sidewalk repair / renewal.
- **Attendee Question/Comment:** “How is underground parking on One Oak accessed?”
 - Courtney responded that for option O3, you could turn left or right out of the underground parking access but you could only turn left into the driveway.

9.0 PRIMARY CONCERNS FOR SULLIVAN’S POND PARK

- Courtney discussed some challenges that occur at Sullivan’s Pond Park.
- 1 design options for intersection:
- **S-1:** Multi-use pathway along Crichton Avenue connecting to Dahlia Street.
 - Siobhan added that HRM is continuing to work with Parks to enhance the trail and to potentially create a bikeway gateway.
 - Phil added that intersection options that show RRFB’s need to be appropriately evaluated with the Traffic department to decide on the best crossing treatment.
- **Attendee Question/Comment:** “After crossing Hawthorne there is a children’s play area and daycare children often gather they should be given precedent. Maybe pedestrian priority.”
 - Siobhan responded that it's just outside the study area for improvement but perhaps some etiquette signage could be considered.
- **Attendee Question/Comment:** “I am a hardcore cyclist, and I never use Dahlia. Is this model designed more for cyclists and pedestrians? I am one of the people said no. I drop to Park Ave off Dahlia, it is safer. I also go down Pine to Ochterloney and bypass the Sullivan’s Pond. Even these suggestions appear to continue the congestion.”
 - Siobhan stated that HRM was directed by AAA’ for the Dahlia corridor and it was indicated as a priority to pursue. She added that HRM intends to look at alternate routes in the future such as Ochterloney but currently, HRM is designing for folks who don’t feel comfortable to use the streets as is.
- **Attendee Question/Comment:** “Will the ATAC meeting be recorded?”
 - Siobhan stated that this will be the first post Covid ATAC meeting. She said that HRM will review and ask if they attend to record and requested that the attendee send her an email so she can follow-up.

MEETING NOTES

- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:
 1. **Poll Question:** I would be comfortable cycling along Dahlia St. in a single file shared lane if traffic calmed to meet volume/speed thresholds.
 - o 67% agreed
 - o 33% neutral / unsure
 2. **Poll Question:** Based on the options today, would you be more likely to use Dahlia Street for walking/cycling in the future?
 - o 50% yes
 - o 17% no
 - o 33% neutral / maybe

10.0 PROJECT SCOPE

- Courtney reviewed the project scope to inform the attendees on the project schedule.
- Online sessions will be held all week (week of October 19th, 2020).
- ATAC Meeting – November 19th
- Online surveys will be open until Oct. 27th, 2020.
- After gathering all feedback, WSP and HRM will proceed to a final review to choose the options.
- Siobhan added that HRM will be posting a What We Heard Report (WWHR) on the SYC website.
- Courtney mentioned that construction will start late Spring in 2021.
- HRM and WSP thanked all attendees for their time and attendance.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.



MEETING NOTES

JOB TITLE	Dahlia-Oak-Crichton AT Connections		
PROJECT NUMBER	201-06829-00	DATE	October 24 th , 2020
TIME	10:00AM – 11:30AM	VENUE	GoToWebinar
SUBJECT	Open House Session #3		
CLIENT	Halifax Regional Municipality		

MATTERS ARISING

1.0 PROJECT BACKGROUND

- Siobhan began the meeting by introducing herself and Phil from HRM and giving a quick background on the Dahlia Oak Crichton Active Transportation Connections project.
- Siobhan stated that attendees can click to raise their hands if they wish to speak.
- Courtney introduced the WSP staff.

2.0 PROJECT BACKGROUND

- Courtney provided an overview of the project background.
- WSP and HRM has completed the first round of Public Engagement and has started the second round.
- Siobhan discussed how this project falls in line with the Integrated Mobility Plan (IMP) and the All Ages and Abilities (AAA') program.

3.0 PUBLIC ENGAGEMENT ROUND 1 SUMMARY

- Courtney provided a summary of the first round of Public Engagement. Courtney discussed the online survey that was posted on the Shape Your City platform and listed the questions that were asked on the platform.
- Courtney mentioned that consultation sessions were conducted with external stakeholders as a part of the project.

4.0 SELECTED CORRIDOR

- To select the preferred route and corridor, WSP took all information into an evaluation matrix. It was mentioned that in the end Dahlia Street was selected as the preferred corridor.
- Courtney discussed Local Street Bikeways (LSBs), she indicated that HRM and WSP are trying to create a continuous and comfortable route for cyclists of All Ages and Abilities (AAA'). To provide the level of comfort that is needed for a LSB, traffic calming and diversion measures can be put in place. It was mentioned that the current speed on Dahlia street is 39 km/hr, which is a bit higher than what HRM and WSP would like.
- Courtney discussed RRFB's (Rectangular Rapid Flashing Beacons) and Half-Signals. The RRFB will stop traffic and allow people to ride across on their bicycle. As for the half-signals, someone would have to push the button and wait until it is signalled that it is safe to proceed. Half-signals also provide an opportunity for pedestrians to walk and/or roll at the same time.
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 1. Chicanes
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 3. Curb extensions
- Next, Courtney pulled up a Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:

1. **Poll Question:** Do you live nearby the study area?
 - o I live on an adjacent street, not along the proposed routes (33%)
 - o I live on Dahlia Street or Oak Street (33%)
 - o No, but I move through the area regularly (0%)
 - o No, but I'm interested in the project for other reasons (33%)
2. **Poll Question:** What is your current level of comfort when riding a bicycle?
 - Siobhan further explained the breakdown of the level of comfort someone may feel while on a bicycle.
 - o Strong and Fearless (50%)
 - o Enthusiastic and Confident (0%)
 - o Interested but Concerned (0%)
 - o No Way, No How (50%)

5.0 PRIMARY CONCERNS FOR DAHLIA AT VICTORIA

- Courtney discussed some challenges that occur at the Dahlia Crossing at Victoria Road.
- 3 design options for the Dahlia Crossing at Victoria Road intersection:
 - o **V-1:** Crosswalk with curb extension and dedicated area for cyclist with either a half-signal or RRFB.
 - o **V-2:** Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB.
 - o **V-3:** Crossride with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.
 - Siobhan added that this deals with the alignment issue of the road, this option would help line it up.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “Do you have multi year accident data for Vic+Dahlia”
 - Courtney stated that WSP reviewed the data and there were no red flags.
- **Attendee Question/Comment:** “What about children and dogs?”
 - Courtney stated that children and dogs would cross the exact same way, as the trail is being created for all ages and mobilities.
 - Siobhan added that the crossride has a wider marked crossing area because the space is shared between pedestrians and cyclists.
 - *Note: Attendee Question/comment is referencing Option V-3.*
- **Attendee Question/Comment:** “What requirements does the city have to provide accessible access through the gates into the Dartmouth Common? Any time those gates are closed, they're absolutely impossible to operate for wheelchairs / mobility scooter users.”
 - Courtney replied that WSP and HRM will look into it, as they want everyone to access the facility.
- **Attendee Question/Comment:** “You mentioned that you measured 39 km/h average speeds and 142 vehicles per day on Dahlia. Do these numbers include traffic on Victoria/Pine/Maple Streets passing through the intersections on Dahlia? Anyone travelling the length of Dahlia Street must interact with traffic on these cross-streets as much as the rest of Dahlia Street, and therefore the traffic through these intersections ought to be considered when deciding what level of facilities are required there.”
 - Courtney stated the count that was conducted on Dahlia, did not include the intersections. However, WSP took the intersections into account and it was quite balanced.
 - Siobhan added that the counts were conducted in the summer during Covid-19, which means less vehicles could have been on the road, in normal times the numbers could be higher. She stated that HRM will look into regulations around dogs being off-leash on the Dartmouth Common and any impact the open gate may have on those park uses.
- **Attendee Question/Comment:** “Can people on mobility scooters activate signals similar to a bike?”
 - Siobhan mentioned that the radar detection for bicycles likely would not work for people using mobility scooters on the street. Perhaps a push-button application at the curb may be better suited for that.
- **Attendee Question/Comment:** “Did you count vehicles between Crichton and Beech?”
 - Courtney stated that this road segment was not counted.
- **Attendee Question/Comment:** “Half-signals seem to be anti-pedestrian and anti-cyclist by forcing pedestrians and cyclists to wait for the half-signal to change before proceeding (you'll find no fans among the pedestrians waiting at the half-signal across Nantucket between the Bridge Terminal / Sportsplex and the Dartmouth Shopping Centre). What consideration was given to other options like all-way stop signs that would give priority to all users on a first-come, first-served basis?
 - Courtney stated that the intersection at Nantucket and the bridge terminal is such a large crossing, this is why HRM uses a half-signal there. She added that all-way stops can be helpful and hurtful, they allow people to take their turn as they go through the intersection but it can be difficult if it is not balanced.

MEETING NOTES

- Phil added that if you have high volumes on the side street (Victoria, Maple, Pine, etc.), traffic will back up traffic will back up unnecessarily on the busier street on the side streets. It was agreed that HRM will look into this more.
- Phil also mentioned that RRFBs has the advantage of only stopping traffic when AT users are crossing whereas all-way stops will stop all traffic passing through the area which is less efficient.

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing and Pine Intersection. She mentioned that this corridor has the highest amount of collisions.
- 2 design options for the Dahlia at Pine intersection:
 - o **P-1:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway.
 - o **P-2:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options presented.
- **Attendee Question/Comment:** “Do you have multi year accident data for Dahlia and Pine?”
 - Courtney replied that the accident information provided to WSP, started in 2017.
 - Courtney mentioned this intersection has a track record of accidents in recent years but there doesn't seem to be a common cause or pattern for all the accidents.
- **Attendee Question/Comment:** “Pine Street is no. 67 on traffic calming list does that mean no other changes at Tulip street intersection can be implemented to slow speed. Cars fly over the top of the hill.”
 - Phil stated that he discussed with road safety at HRM, they're recommended traffic calming on Maple however, HRM will review Tulip Street intersection.
 - Siobhan added that Pine won't happen right now, but agreed that HRM will review. Pine would likely receive traffic calming treatments in the future which would add to the safety of Dahlia-Pine along the bikeway.
- **Attendee Question/Comment:** “During Phase 1 of consultations, it was mentioned that Tulip provided a superior connection to the future Pine/Slayter AT route due to the steep uphill slope on Pine from Dahlia. What future-proofing is provided in these designs to ensure an appropriate AT connection to Pine/Slayter in the future?”
 - Siobhan mentioned that HRM recognizes that some people may be going uphill, however, right now HRM is focusing on Dahlia Street. HRM will review Slayter Street in the future.
- **Attendee Question/Comment:** “It appears that the plan is designed to give priority to cyclists over vehicles. Do you agree?”
 - Courtney stated that for Plan P2 we're giving cyclists the priority, however, the whole design isn't impacting traffic too much.
 - There was a discussion about what the word 'priority' meant in this case. It was mentioned that it's not priority per se, just allowing more free flow along the bikeway / traffic calmed corridor where people driving and cycling proceed single file. Cars have taken over 'priority' of our roads, we're just taking the balance back a bit towards vulnerable road users and enhancing their safety/experience.
- **Attendee Question/Comment:** “If there is a low volume of traffic on Dahlia compared to Pine, do you expect that the P2 configuration would result in motorists on Pine Street ignoring the stop signs there?”
 - Courtney stated that will be our next conversation to have with HRM Traffic.

7.0 PRIMARY CONCERNS FOR DAHLIA AT MAPLE

- Courtney discussed some challenges that occur at the Dahlia crossing and Maple Intersection.
- 1 option for the Dahlia and Maple intersection:
 - o **M-1:** Curb extensions on Dahlia Street and Maple Street to narrow the roadway.
- **Attendee Question/Comment:** “Will your decisions be subject to an independent 3rd party review by a traffic safety expert?”
 - Siobhan stated that all discussions have been held internally by a team of qualified transportation and road safety engineers. She mentioned that it was not in our plans to have an external reviewer.
 - Phil added that a wide range of different internal departments will be helping with the final review and will provide feedback.
- **Attendee Question/Comment:** “If a half-signal is installed at Maple or Victoria, are pedestrians or cyclists on Dahlia required to wait for the half-signal to change, or may they proceed across Maple or Victoria if there is no traffic on the cross-street?”
 - Courtney stated that cyclists can go across because they have a stop sign, pedestrians will have to wait.
- **Attendee Question/Comment:** “The AAA map shows 2 entrances to Dartmouth Common and a route through the Common. Will you post a map at the gates of the Common to ensure that cyclists do not use other pathways?”
 - Courtney agreed and mentioned that a map would be a great addition.
 - Siobhan added that cyclists can use any of the asphalt walkways, HRM is currently working on a finding strategy to make sure people are aware of the most efficient route.

MEETING NOTES

- HRM is rolling out a wayfinding signage pilot that could be used to show people where to go, keeping bikes on a central path for the most part.
- **Attendee Question/Comment:** “Are you aware of the rules for Dartmouth Common as set out in legislation?”
 - Siobhan replied that we are aware that there are specific rules written into our HRM charter, however, our Parks and Recreation colleagues are more familiar.
 - 99% of the interventions being discussed are outside the Dartmouth Common bounds and would not have to follow that process, however, if there are changes within the Common they would be subject

8.0 PRIMARY CONCERNS FOR DAHLIA/OAK AT CRICHTON

- Courtney discussed some challenges that occur at the Dahlia crossing and Crichton Intersection.
- Siobhan mentioned that this is the most complicated intersection.
- Courtney presented 3 options for the Dahlia and Crichton intersection:
 - o **O-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan’s Pond Park. Realigned driveway at One Oak Street Apartments.
 - Courtney mentioned that the tree will need to be removed.
 - Siobhan added that with this option we’ll also be narrowing Crichton Avenue to achieve the multi-use pathway. Siobhan stated that they have been in contact with Urban Forestry regarding the tree removal and HRM would be planting new trees to make up for loss of the tree.
 - o **O-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
 - Siobhan added to achieve that sidewalk we would need to narrow the road a little bit.
 - o **O-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.
 - Siobhan noted that option 3 allows you to line up better with the multi-use trail.
 - Phil added that they would narrow Crichton Avenue to fit in a sidewalk.
- **Attendee Question/Comment:** “Make the whole intersection at Crichton a wide large box pedestrian crossing.”
 - HRM will need to see how this stands up to the TAC/NACTO/professional guidance to maximize safety.
- **Attendee Question/Comment:** “Is there a plan to accommodate the lost parking on Oak street?”
 - Courtney said there is on street parking available on Tulip and Dahlia.
 - Phil mentioned there is no plan to directly replace these lost spaces with new parking spaces but nearby on-street parking is available that can be better utilized to help offset the loss of parking on Oak Street. The vast majority of feedback we received during Round 1 of public engagement was in favour of removing parking on Oak to make room for sidewalk installation.
- **Attendee Question/Comment:** “Why can’t cyclists cycle from Dahlia up Crichton and turn right at Hawthorne?”
 - Courtney stated that if you fall under the strong and fearless cyclists, you can certainly bike that way on the roadway. There is no space within the existing roadway to provide protected bike lanes which would be a requirement of creating a AAA connection. WSP and HRM would have to look at nearby options in the park.
- **Attendee Question/Comment:** “Do you know how many vehicles use the underground parking at 1 Oak? Access to that parking garage will be highly impacted by Option 3.”
 - Courtney agreed and stated that they have been in contact with Killiam (the property owners) and are getting their input on the design.
 - Siobhan added that she believes there are 70 parking spaces.
- **Attendee Question/Comment:** “If O-3 is selected, how will the raised bicycle-only section be delineated as not for pedestrians? With no sidewalks on the north side of Dahlia, it is the perfect place for a confused pedestrian to wander up what they think is a multi-use path, only to find that it ends mid-block.”
 - Courtney replied that WSP is taking this into account. There would be signage that says bikes only as well as pavement markings
- **Attendee Question/Comment:** “We live right at the corner of Dahlia and Crichton and O-3 will have impact on our access to our home. Will you offer direct consultation with us as well?”
 - Siobhan said yes, and asked the attendee to email her so they could arrange a chat.
- **Attendee Question/Comment:** “Pedestrians have priority in the Common. See section 66 (6)(c) which states: pedestrian priority: safe and comfortable pedestrian circulation;
 - Noted.
- **Attendee Question/Comment:** “What process is followed after this does the concept design go to any other committees other than community council. What opportunity for public participation is there as I understand from Siobhan that ATAC will not be online and there is no possibility to attend those meetings. As pedestrian position I believe is vacant it gives some people a preferred advantage re any recommendations and discussions that take place.”
 - Courtney replied that this is technically our last public engagement event. We’re meeting with ATAC on Nov.19th, 2020.

MEETING NOTES

- Siobhan added the meeting will not be accessible to the public at community council. Next opportunity for public feedback will be early winter 2021, when the project is being discussed at community council in early 2021.
- **Attendee Question/Comment:** “There is no reason that prevents a public meeting with residents and others. Alderney Landing can facilitate such an open dialogue. Kids are going to school and staff should be meeting residents at if we maintain safe distancing.”
- Siobhan stated that HRM really wanted to host an in-person meeting but there’s an order from the Ministerial Order from the Province related to COVID-19 while the NS State of Emergency is in place Municipality. The municipality cannot hold in-person meetings or we could face a \$100,000 fine. She indicated that she was happy to take feedback vis email.

9.0 PRIMARY CONCERNS FOR SULLIVAN’S POND PARK

- Courtney discussed some challenges that occur at Sullivan’s Pond Park.
- 1 design options for intersection:
- **S-1:** Multi-use pathway along Crichton Avenue connecting to Dahlia Street.
 - Siobhan added that HRM is continuing to work with Park and Recreation to enhance the trail and to potentially create a bikeway gateway.
- **Attendee Question/Comment:** “The drawing for S-1 appears to reduce the width of the new path as it splits to connect to the existing path. Will the width of the new path remain consistent as it connects the existing path?”
 - Courtney stated that the drawing is not to scale, WSP would not narrow it as it shown in the presentation.
- **Attendee Question/Comment:** “How many people took part in each webinar?”
 - Courtney said we had smaller groups (7-8 per webinar) but very engaging groups.
- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:
 1. **Poll Question:** I would be comfortable cycling along Dahlia St. in a single file shared lane if traffic calmed to meet volume/speed thresholds.
 - o 67% agreed
 - o 33% neutral / unsure
 2. **Poll Question:** Based on the options today, would you be more likely to use Dahlia Street for walking/cycling in the future?
 - o 76% yes
 - o 33% no

10.0 PROJECT SCOPE

- Courtney reviewed the project scope to inform the attendees on the project schedule.
- Online sessions will be held all week (week of October 19th, 2020).
- ATAC Meeting – November 19th
- Online surveys will be open until Oct. 27th, 2020.
- After gathering all feedback, WSP and HRM will proceed to a final review to choose the options.
- Siobhan added that HRM will be posting a What We Heard Report (WWHR) on the SYC website.
- Courtney mentioned that construction will start 2021 Spring.
- HRM and WSP thanked all attendees for their time and attendance.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.