



WHAT WE HEARD REPORT

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Midtown 'AAA' Bikeways



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1.0 INTRODUCTION

The Midtown All Ages and Abilities (AAA) Bikeways project aims to connect existing and future AAA bikeways on the Halifax peninsula. This project seeks to provide safe, accessible, and convenient facilities for active transportation users walking, cycling, or rolling. The project area (shown below) includes reviewing the following segments for new or improved AAA facilities:

- Vernon Street (from Pepperell St. to Quinpool Rd.)
- Quingate Place
- Quinpool Road (from Vernon St. to Robie St.)
- St Pat's Greenway
- Windsor Street (from St Pat's Greenway to Allan St.)
- Welsford Street
- Halifax Common
- Bell Road



Figure 1: Project area.

To develop concepts safe, accessible, and convenient facilities for users, metrics such as transit, public spaces, urban forestry, road crossings, vehicle traffic, parking, and more were considered.

Public engagement is an important part of the functional planning process. The local residents and active transportation users offer a unique perspective and insight related to favoured design paths and existing issues/hardships experienced within the project area. Phase 1 of public engagement for this project occurred from March to April of 2019 and occurred prior to the functional planning phase of the project and reviewed different design approaches preferred by the public. In other words, the public was asked to comment on their preference for unidirectional bikeways, bidirectional bikeways, multi-use paths, or local street bikeways, crossrides, bicycle traffic signals, or bike boxes, etc. Results for Phase 1 of public engagement can be found on the Midtown 'AAA' Bikeways Shape Your City webpage.

Since then, functional plans have been developed for each of the project segments. Phase 2 of public engagement provided these functional plans to the public for review and comments. This What We Heard Report provides a summary of the findings from Phase 2 of public engagement.

2.0 CONCEPT SUMMARIES

For each segment, one to three concepts were presented during public engagement. Posters used during public engagement are provided in Appendix A – Segment Posters Summaries for each concept are discussed below.

2.1 Vernon Street

Concept 1

This concept (shown in Figure 2) presented unidirectional (one-way) bike lanes on Vernon Street with sidewalks on both sides of the street from Quinpool Road to Pepperrell Street. This concept would result in the loss of six (6) relatively young trees within the project limits. This proposed facility would connect to the existing local street bikeway on Vernon Street that begins south of Pepperrell Street and the future facilities on Quingate Place and Quinpool Road.

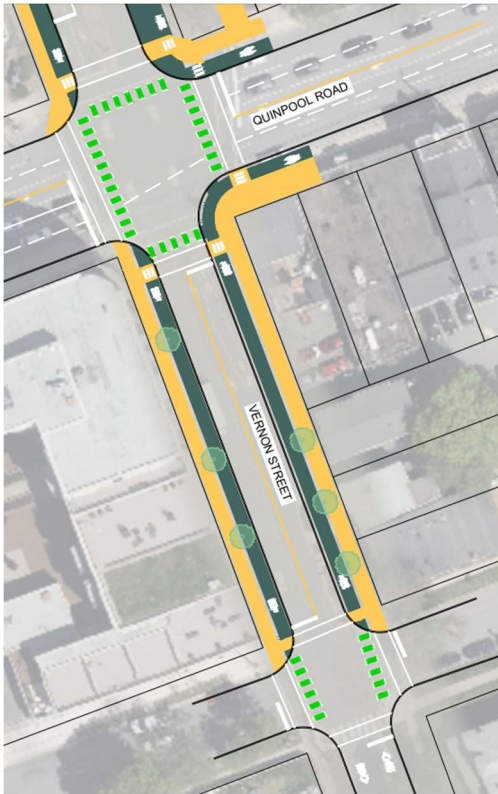


Figure 2: Vernon Street - Concept 1.



Figure 3: Vernon Street - Concept 2.

Concept 2

This concept (shown in Figure 3) presented a bidirectional (two-way) bike lane on the east side of Vernon Street with sidewalks on both sides of the street from Quinpool Road to Pepperrell Street. This concept would result in the loss of three (3) relatively young trees within the project limits. This proposed facility would connect to the existing local street bikeway on Vernon Street that begins south of Pepperrell Street and the future facilities on Quingate Place and Quinpool Road.

2.2 Quingate Place

Concept 1A

Concept 1A (shown in Figure 4) was presented as unidirectional bike lanes on Quingate Place with sidewalk located on just the west side of the street. It should be noted that there is an existing pedestrian pathway on the east side of the street, but it is not located on HRM lands and could be removed in the future. The centre median on Quingate Place would be removed to accommodate these facilities and would result in the loss of two trees. The stop bars on Quingate Place would be offset from the intersection to accommodate truck turning movements from Quinpool Road to Quingate Place. Parking would remain on the west side of the street and the existing angled parking on the east side of the street would be converted to parallel parking stalls resulting in the loss of approximately 6 stalls.

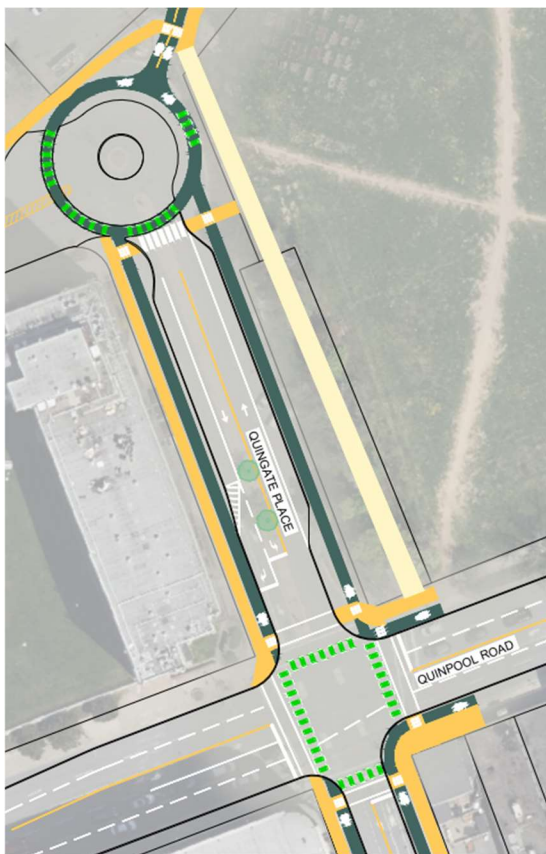


Figure 4: Quingate Place - Concept 1A.



Figure 5: Quingate Place - Concept 1B.

Concept 1B

This concept (shown in Figure 5) presented unidirectional bike lanes on Quingate Place with sidewalk located on both sides of the street. The centre median on Quingate Place would be removed to accommodate these facilities and would result in the loss of two trees. The stop bars on Quingate Place would be offset from the intersection to accommodate truck turning movements from Quinpool Road to Quingate Place. Parking would be removed from the east side of Quingate Place, resulting in a loss of approximately 13 stalls, but parking would remain on the west side of the street.

Concept 2

This concept (shown in Figure 6) presented a bidirectional bike lane on the east side of Quingate Place with sidewalk on both sides of the street. The centre median on Quingate Place would be removed to accommodate these facilities and would result in the loss of two trees. The stop bars on Quingate Place would be offset from the intersection to accommodate truck turning movements from Quinpool Road to Quingate Place. Parking would be removed from the east side of Quingate Place, resulting in the loss of approximately 13 stalls, but parking would remain on the west side of the street.



Figure 6: Quingate Place - Concept 2.

2.3 Quinpool Road

Concept 1

Concept 1 (shown in Figure 7) was presented as unidirectional bike lanes on Quinpool Road with sidewalk on both sides of the street from Quingate Place to Robie Street. Trees would likely need to be removed on the north and south side of Quinpool Road (four total). To accommodate the facilities within the right-of-way, this concept removes the left turn lane from Quinpool Road to Vernon Street. This concept requires crossing eight (8) commercial driveways on the south side of the street. There are two bus stops located on Quinpool Road, one on the north and one on the south side of the street. At these locations, the bike lane and sidewalk would need to deviate from their alignment to accommodate the accessible transit pad. At the south-west corner of the Quinpool Road and Robie Street intersection, there is an opportunity for an expanded pedestrian area.

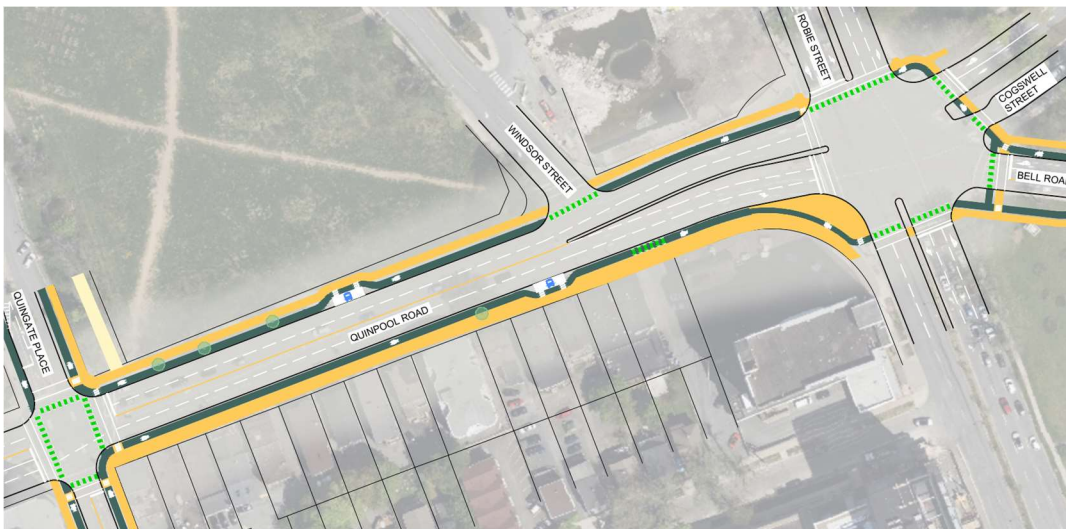


Figure 7: Quinpool Road - Concept 1.

Concept 2

This concept (shown in Figure 8) presented a bidirectional bike lane on the north side of Quinpool Road with sidewalk on both sides of the road from Quingate Place to Robie Street. Trees would likely need to be removed on the north and south side of Quinpool Road (four total). To accommodate the facilities within the right-of-way, this concept removes the left turn lane from Quinpool Road to Vernon Street. There are two bus stops located on Quinpool Road, one on the north and one on the south side of the street. On the north side of Quinpool Road, the bike lane and sidewalk would need to deviate from their alignment to accommodate the accessible transit pad. The bus stop on the south side of the tree is unaffected. At the south-west corner of the Quinpool Road and Robie Street intersection, there is an opportunity for an expanded pedestrian area.



Figure 8: Quinpool Road - Concept 2.

2.4 Windsor Street

Concept 1

Due to several constraints along the Windsor Street segment, the concept presented during public engagement represented the existing conditions on Windsor Street. The right-of-way along Windsor Street is narrower than is typical for a major collector street that is also designated as a daytime truck route. Furthermore, there is no suitable location to relocate six (6) existing utility poles owned by Nova Scotia Power Inc. Removing the poles and relocating the infrastructure underground would be both extremely challenging and costly, and even still may not be a feasible option due to the limited space available.

This concept (shown in Figure 9) presented maintaining the existing painted bike lanes and sidewalk on the east and west side of Windsor Street from the St. Pat's Greenway to Allan Street. To improve connectivity and safe crossings, three new crosswalks and bicycle crossings were proposed along Windsor Street. There was a crossing proposed at Allan Street, Welsford Street, and at the St Pat's Greenway.



Figure 9: Windsor Street - Concept 1.

2.5 Welsford Street

Concept 1

Concept 1 (shown in Figure 10) presented a bidirectional bike lane on the north side of Welsford Street with sidewalk on both sides of the street. Increased protection is provided on all corners of Welsford Street through tighter curb radii. The existing accessible parking stall on the south side of Welsford Street east of Parker Street is maintained in this concept. There would be eight (8) residential driveway crossings along the segment. An RRFP crossing is proposed on the west side of Welsford Street across Windsor Street, and a half signal is proposed on the east side of Welsford Street across Robie Street to the Halifax Common.

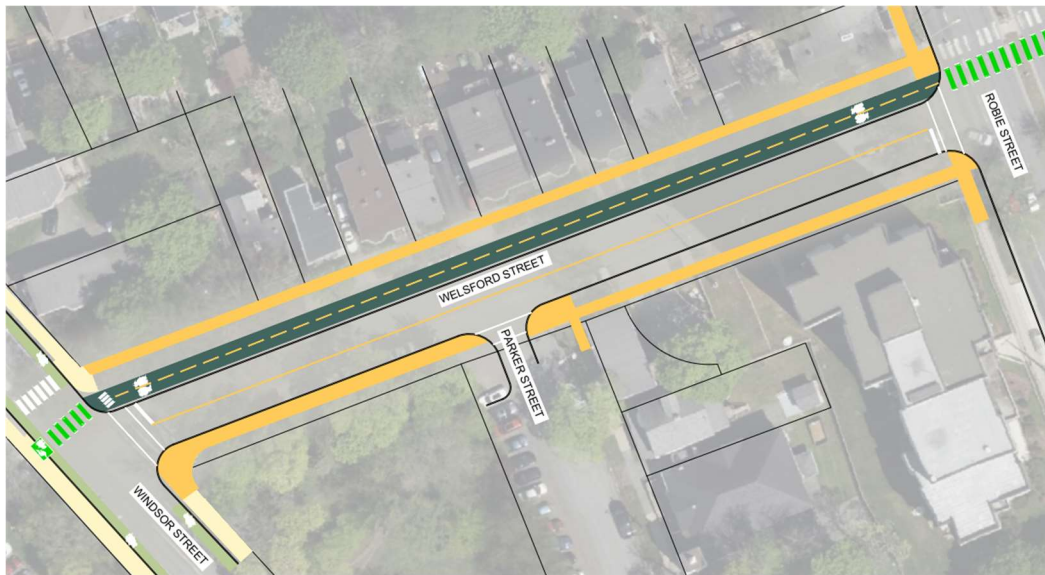


Figure 10: Welsford Street - Concept 1.

2.6 Halifax Common

Concept 1

This concept (shown in Figure 11 and Figure 12) presented a widened multi-use path (MUP) running east-west across the Halifax Common from Robie Street to Nora Bernard Street and north-south from the centre of the Common to Cogswell Street and continuing to the intersection of Bell Road and Trollope Street. This concept included a plaza/mixing zone for pedestrians and cyclists at Robie Street, Cogswell Street, and Bell Road.



Figure 11: Halifax Common - Concept 1.



Figure 12: Multi-use Path

Concept 2

Concept 2 (shown in Figure 13 and Figure 14) proposed separated facilities (a pedestrian pathway and bidirectional bike lane) running east-west across the Halifax Common from Robie Street to Nora Bernard Street and north-south from Cogswell Street to the intersection of Bell Road and Trollope Street. A MUP would be required from the centre of the Common south to Cogswell Street. This concept included a plaza/mixing zone for pedestrians and cyclists at Robie Street, Cogswell Street, and Bell Road. There would be an opportunity for new trees or plantings between the separated facilities.

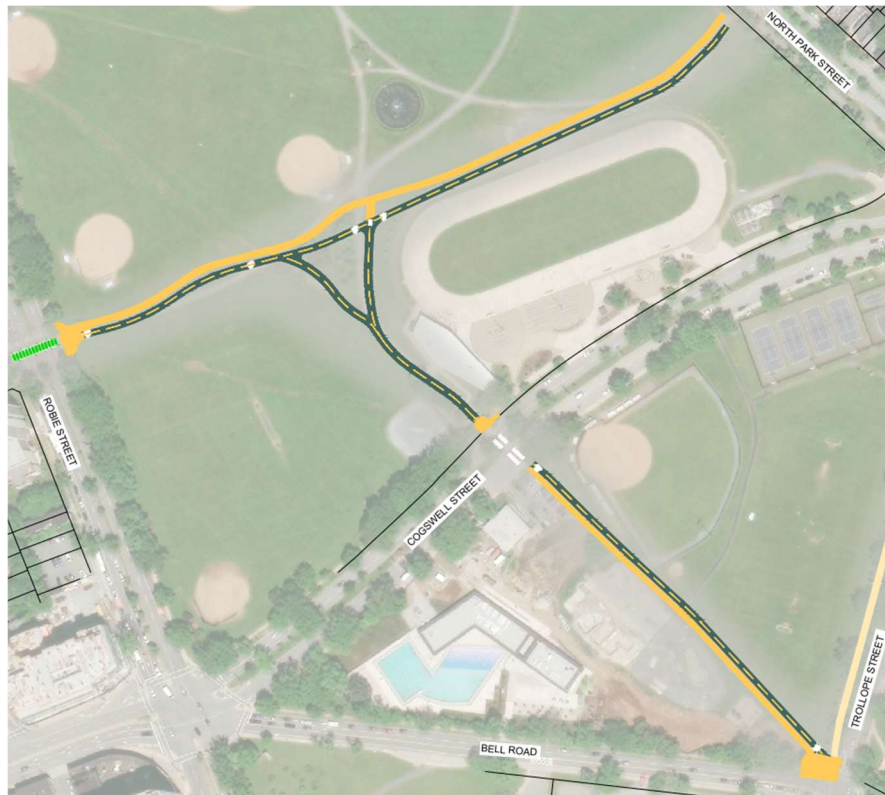


Figure 13: Halifax Common - Concept 2.



Figure 14: Pedestrian Pathway and Bidirectional Bike Lane

2.7 Bell Road (North)

Concept 1

Concept 1 (shown in Figure 15) presented unidirectional bike lanes on Bell Road with sidewalk on both sides of the on street from Robie Street to Trollope Street/Summer Street. There is an existing Halifax Transit bus layby on the south side of Bell Road that would need to be reconstructed as part of this work. The bus layby and retaining wall installed as part of the QEII Halifax Infirmary Expansion project presented a pinch point where, as a result, an accessible bus pad would not fit. This would result in a revised configuration where the bus pad and bike lane are shared. This configuration is not unique in Halifax and there are similar examples on Hollis Street and South Park Street. There would be an opportunity for expanded pedestrian area or mixing zone located the west corner of the Bell Road and Trollope Street intersection and the west corner of the Bell Road and Summer Street. The slip lane from Bell Road to Summer Street was removed.



Figure 15: Bell Road (North) - Concept 1.

2.8 Bell Road (South)

Concept 1A

This concept (shown in Figure 16 and Figure 17) presented unidirectional bike lanes on Bell Road with sidewalk on both sides of the street from Trollope Street/Summer Street to Sackville Street. This concept includes the removal of the left turn lane from Bell Road to Ahern Avenue. The pedestrian and bicycle crossing on Bell Road would be located on the east side of Ahern Avenue. To accommodate the infrastructure within the right-of-way, there would be no buffer between the sidewalk and bike lane on the south side of Bell Road starting at the introduction of the right turn lane from Bell Road to Sackville Street. This would result in the removal of approximately 12 large mature trees. This concept included a pedestrian area or mixing zone at the north corner of Bell Road and Sackville Street.

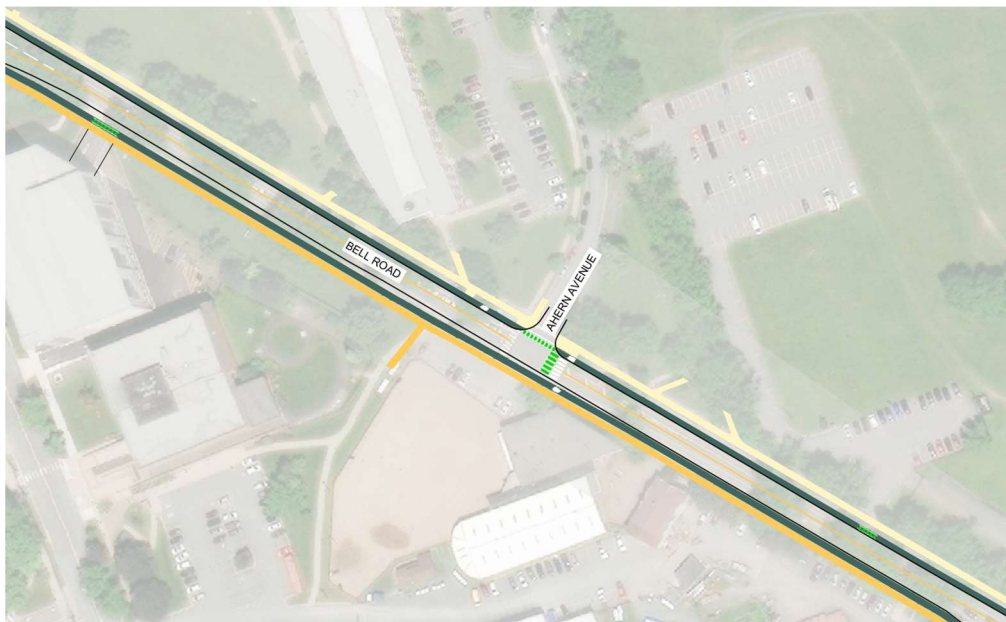


Figure 16: Bell Road - Concept 1A/1B (from Summer Street to the introduction of the right turn lane on Sackville Street).



Figure 17: Bell Road (South) - Concept 1A.

Concept 1B

This concept (shown in Figure 16 and Figure 18) presented unidirectional bike lanes on Bell Road with sidewalk on both sides of the street from Trollope Street/Summer Street to Sackville Street. This concept includes the removal of the left turn lane from Bell Road to Ahern Avenue. The pedestrian and bicycle crossing on Bell Road would be located on the east side of Ahern Avenue. To save the existing trees on the south side of Bell Road starting at the introduction of the right turn lane from Bell Road to Sackville Street, the sidewalk would veer onto HRM property. This concept included a pedestrian area or mixing zone at the north and south corner of Bell Road and Sackville Street.



Figure 18: Bell Road (South) - Concept 1B.

Concept 2

Concept 2 (shown in Figure 19) presented an option where the left turn lane from Bell Road to Ahern Avenue remained. This concept would require a reconfiguration of the Lancers parking lot and would result in the loss of eight (8) parking stalls. It should be noted that this configuration could be implemented with Concept 1A or 1B.

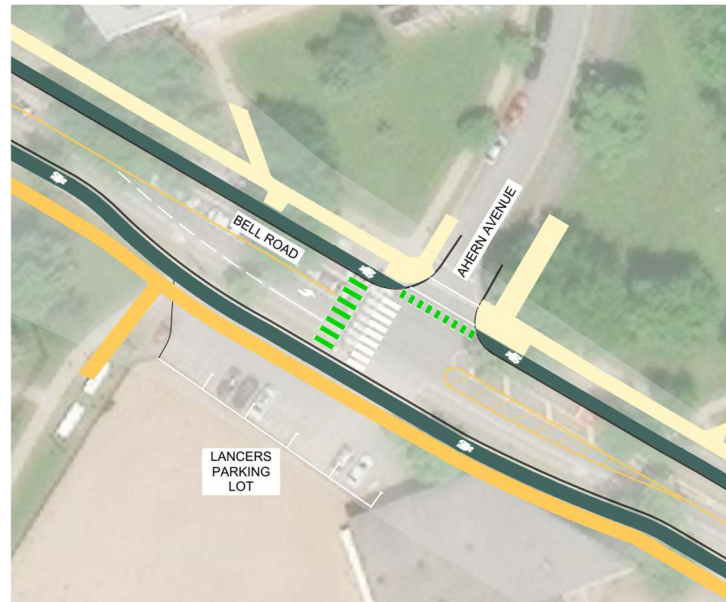


Figure 19: Bell Road (South) - Concept 2.

3.0 ENGAGEMENT METHODOLOGY

Phase 2 of public engagement took place in three formats: public open houses, stakeholder engagement sessions, and online through Social PinPoint.

There were three (3) public open houses that took place in February and March 2025 at the John W. Lindsay YMCA on Sackville Street. Poster boards of the project segments were presented for public review and comment. At each engagement session, participants were able to discuss the project with the project team, provide feedback either through discussion or directly on the poster boards, and vote for their preferred concepts. There were approximately 50 participants that attended the open houses.

Stakeholder engagement took place throughout the project, but a dedicated stakeholder engagement session took place in March 2025 that included: Ecology Action Centre, Walk 'n Roll Halifax, Halifax Cycling Coalition, Canadian National Institute for the Blind, and Cycling NS. The concepts were presented to attendees, and an open discussion was held amongst all parties present.



Figure 20: Photo from an Open House session.

The online portion of public engagement was hosted through Social PinPoint from February 15th to March 10th, 2025. All concepts were presented online through interactive maps. Participants were able to provide their comments directly on the map in the area of interest using markers. These markers could be a thumbs up to indicate things they liked about the concept, a thumbs down to indicate things they did not like about the concept, or a lightbulb to identify any ideas they had for the segment. All comments left by participants were public and could be reviewed, liked or disliked, or commented on by other participants. There were 847 visits to the site made by 421 unique visitors who made a total of 276 contributions.



Figure 21: Welsford St. Social PinPoint online map results.

A public survey was also hosted through the Social PinPoint website. The survey included a total of 37 questions including questions related to the users background, their level of support for each concept, and any further comments, suggestions, or concerns. The survey was completed by 127 users.

4.0 ENGAGEMENT RESULTS

4.1 Participants

As previously noted, the online survey hosted through Social PinPoint was completed by 127 users. Respondents were asked demographic questions related to their household, age, postal code, gender, and ethnicity. The following demographic information was collected:

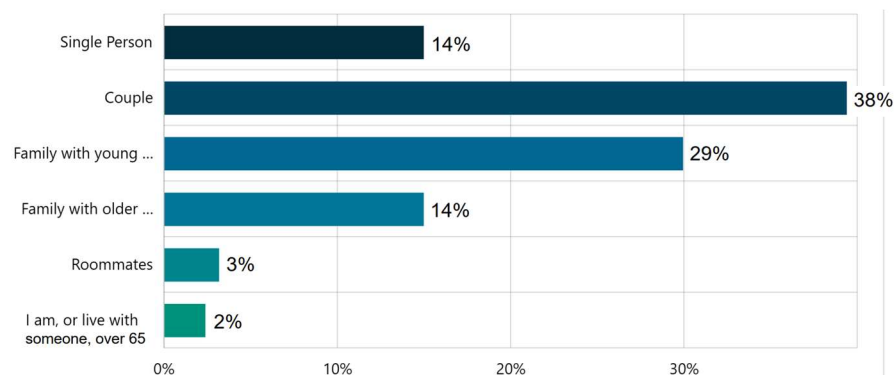


Figure 22: Results when asked "How would you characterize your household?".

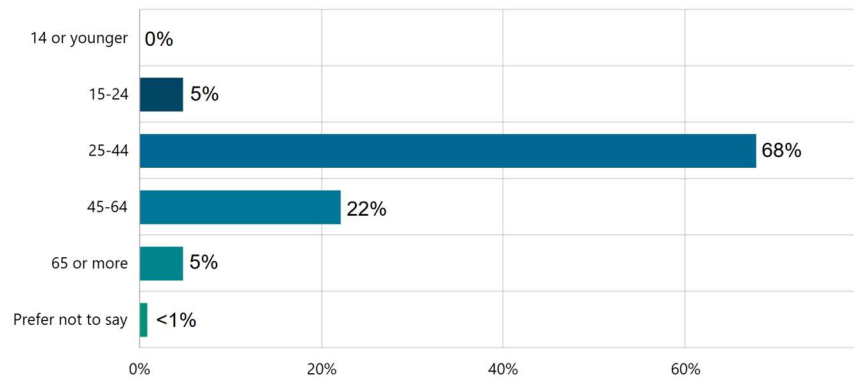


Figure 23: Results when asked "How old are you?".

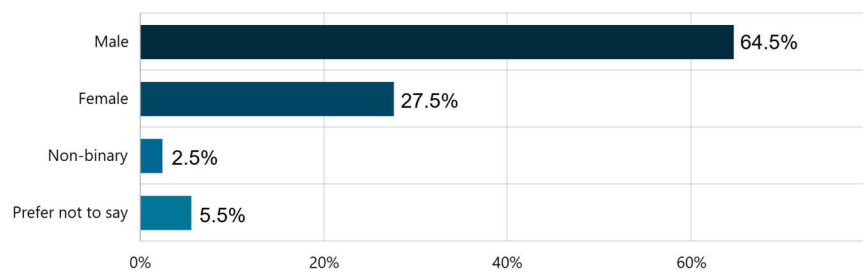


Figure 24: Results when asked "What is your gender?".

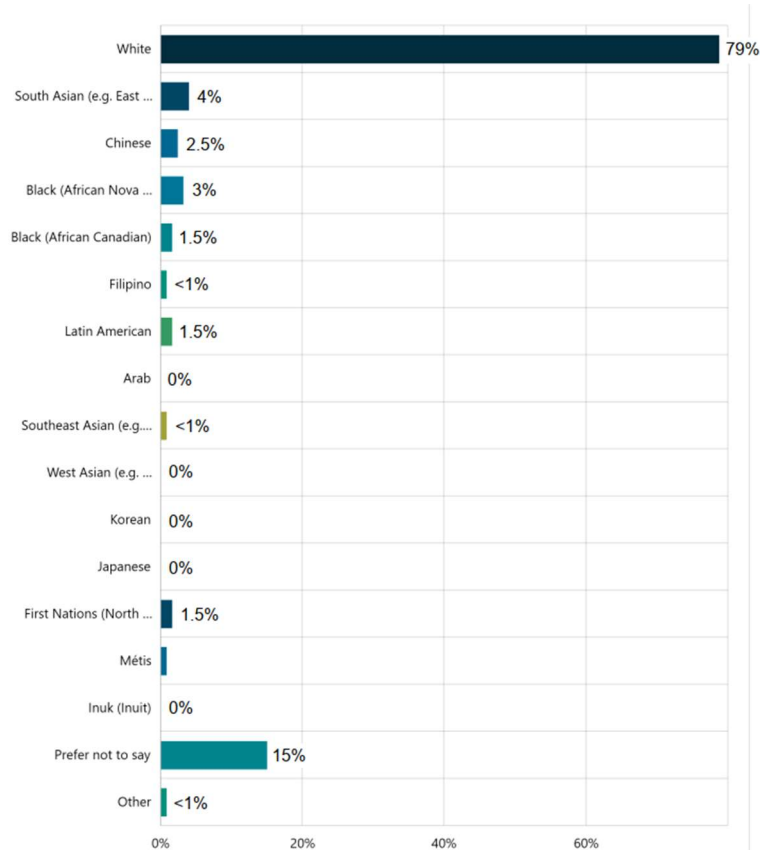


Figure 25: Results when asked "What is your ethnicity?".

Respondents were then how often they walk, cycle, or roll in the project area. The results are shown below:

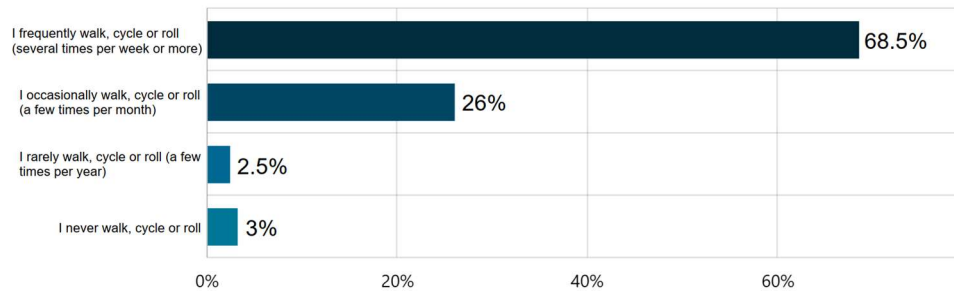


Figure 26: Results when asked "How often do you walk cycle, or roll in the project area?"

4.2 What We Heard

The results of the open houses, Social PinPoint interactive map, and online survey are summarized here. A list of all recorded comments is included in Appendix A – Segment Posters, Appendix C – Social PinPoint Results, and Appendix D – Online Survey Results).

4.2.1 Vernon Street

Results from the online survey where respondents were asked to indicate their level of support for each of the three concepts is shown below in Figure 27. The results indicate that an overwhelming number of respondents supported Concept 1 – unidirectional bike lanes (81%), with 61.5% of respondents strongly supporting this concept. A total of 49% of survey participants supported Concept 2 - bidirectional bike lane with only 24% of respondents strongly supporting this option.

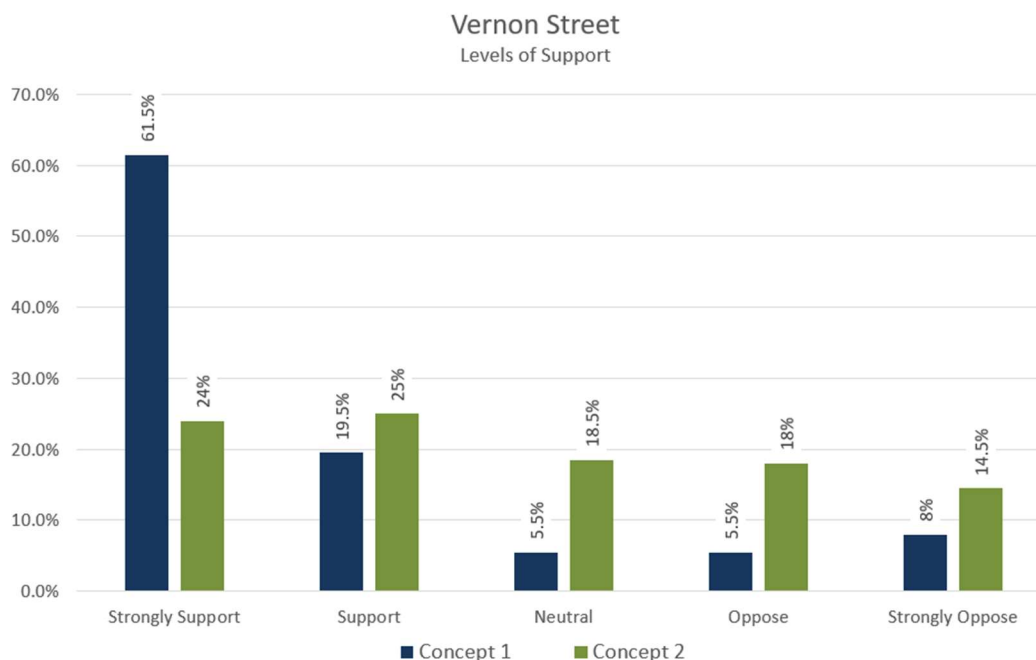


Figure 27: Results when asked "What is your level of support for Concept 1/2?".

Concept 1

Multiple respondents were pleased to see unidirectional bike lanes proposed for this segment as they felt safer for travel through and provided access to businesses on both sides of Vernon Street. However, many respondents noted their desire for a wider separation and clear delineation between the bike lanes and the sidewalk. Many respondents were concerned that without an appropriate delineation (such as vertical separation, green space, or other physical barriers), that pedestrians will walk or stand in the bike lane. Respondents also recommended wider bike lanes to allow for passing.

Many respondents were concerned with the intersection of Vernon Street/Quinpool Road/Quingate Place. These respondents noted concerns related to conflicts with turning vehicles, requests to better align the bike crossings with the proposed infrastructure at either end of the intersection, and changing traffic movements in general. One respondent suggested implementing no right turns on red lights for vehicles turning from Quinpool Road to Vernon Street. Another suggested removing right turns on reds completely for this movement. One respondent suggested implementing a bike-only phase in the light cycle to provide protected crossings.

Many respondents requested a narrower vehicle road width for this segment of Vernon Street. They commented that the lane widths should be narrowed to encourage slower driving habits.

Several users were pleased with the proposed raised intersection at Vernon Street and Pepperell Street. Another noted that a four-way stop intersection was not desirable here as it increased cyclist travel time.

Some respondents were displeased with the loss of trees and encouraged their replacement.

Some respondents shared that they felt the existing local street bikeway treatment was sufficient for this segment. They noted that they felt traffic volumes were low enough along this segment that protected facilities were not required. One user suggested that the northbound protected bike lane begin closer to the intersection with Quinpool Road as they felt safe navigating the existing facility and were more concerned with safety at the intersection with Quinpool Road. Some of these respondents noted their concerns over the cost of implementing the proposed facilities in this concept.

There were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. It was also noted that all pedestrian crossings should be aligned with the projection of the sidewalks to ease navigation for those who are blind or partially sighted.

Concept 2

Several respondents were displeased with the suggestion of a bidirectional bike lane on Vernon Street. These respondents noted that it did not provide access to businesses on the west side of the street and that they were concerned that drivers are less familiar with bidirectional facilities and often fail to look in both directions prior to completing turning movements. Respondents were concerned about the transition from a bidirectional bike lane to the local street bikeway located south of Pepperell Street. These participants noted that this

transition was awkward and dangerous. Those that were in favour of a bidirectional bike lane noted that it provided more opportunity to pass cyclists safely and is more comfortable for those travelling with children.

Many respondents requested a narrower vehicle road width for this segment of Vernon Street. They commented that the lane widths should be narrowed to encourage slower driving habits.

One respondent noted their desire for consistent facilities between Quingate Place and Vernon Street. This respondent noted that street crossings would become complicated and unsafe if different facility types were implemented for these segments.

Like mentioned in Concept 1, some respondents shared that they felt the existing local street bikeway treatment was sufficient for this segment. They noted that they felt traffic volumes were low enough along this segment that protected facilities were not required. Some of these respondents noted their concerns over the cost of implementing the proposed facilities in this concept.

Like Concept 1, there were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. It was also noted that all pedestrian crossings should be aligned with the projection of the sidewalks to ease navigation for those who are blind or partially sighted.

4.2.2 Quingate Place

Results from the online survey where respondents were asked to indicate their level of support for each of the three concepts is shown below in Figure 28. The results indicate that 64% of respondents supported or strongly supported Concept 1A, 72% of respondents supported or strongly supported Concept 1B, and 52% of respondents supported or strongly supported Concept 2. It can be noted that between Concept 1A and 1B, more respondents strongly supported Concept 1B.

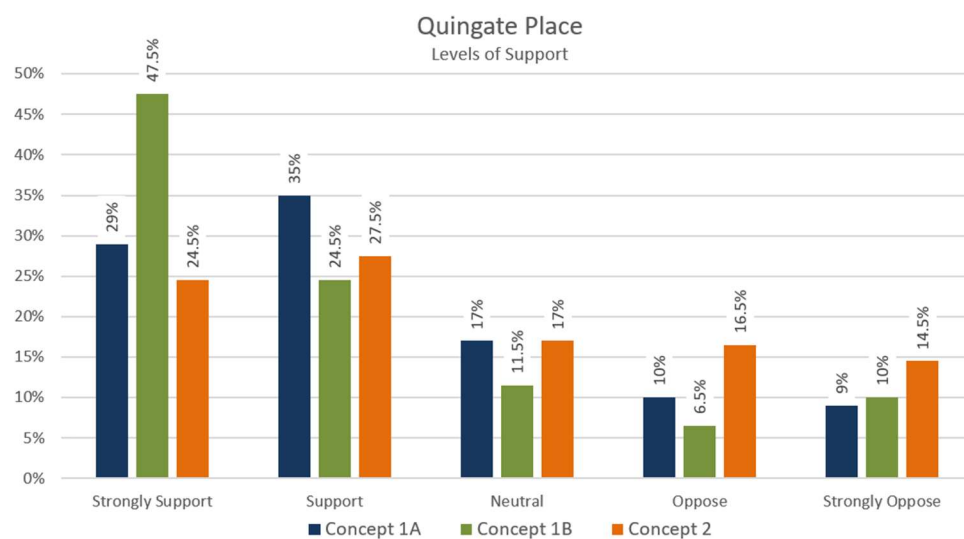


Figure 28: Results when asked "What is your level of support for Concept 1A/1B/2?".

It should be noted that Concept 1A and 1B both proposed unidirectional bike lanes. The difference between the two segments was that in Concept 1A sidewalk on HRM lands was only provided on the west side of Quingate Place and as a result a parking lane was maintained on the east side of the street. In Concept 1B this parking lane was removed to accommodate a sidewalk on HRM lands on the east side of the street while maintaining the sidewalk on the west side of the street. Therefore, many of the comments and concerns raised during public engagement applied to both concepts. It should be noted that the treatment at the northern end of Quingate Place (roundabout vs perpendicular intersection) is interchangeable for both Concept 1A and 1B. Meaning, either end treatment can be implemented for both concepts.

Both Concept 1A and 1B

Multiple respondents noted concerns with the width of the proposed facilities. Respondents noted that the proposed facility width was not wide enough to allow for safe passing on the bike lane.

Several comments were related to the vehicle roadway cross section. Many users suggested removing the parking lanes altogether, with some specifically calling out the parking lane on the east side of the street. Some participants felt that the road width was too large, and the vehicle lanes should be narrowed.

One user commented that they would like to see bike boxes implemented at the Quingate Place/Quinpool Road/Vernon Street intersection to provide safer turning movements.

Many respondents noted their desire for consistent facilities between Quingate Place, Quinpool Road, Vernon Street. Respondents noted that street crossings would become complicated and unsafe if different facility types were implemented for these segments. One participant noted that if unidirectional facilities were implemented on Vernon Street, that the transition from the bidirectional St Pat's Greenway to a unidirectional facility was better accommodated at the northern end of Quingate Place. They noted that the transition from bidirectional to unidirectional facilities would be more unsafe and awkward at the Quinpool Road intersection.

Several participants commented that they use this route to access the Quinpool Centre and were concerned with navigation for cyclists. Many requested more details to provide safe turning movements from Quingate Place to this area for the perpendicular intersection treatment. Multiple participants noted their concerns with the roundabout treatment. They noted concerns over safety for pedestrians and cyclists in this area. One user commented that street experience high winds and roundabout turning movements could be difficult for cyclists. Some participants were interested in seeing a roundabout implemented but were unsure of the reality of the result in terms of safe and comfortable navigation. Some respondents commented that they anticipated users would ignore the roundabout treatment altogether and ride diagonally across the area from the St Pat's Greenway to the unidirectional facility.

As noted in the previous section, there were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. It was also noted that the Quinpool Road pedestrian crossings should be aligned with the projection of the sidewalks to ease navigation for those who are blind or partially sighted.

Concept 1A

Aside from the comments noted above, several respondents noted the need for a sidewalk on HRM property on the east side of Quingate Place. One respondent noted the opportunity for trees or plantings along the east side of Quingate Place.

Concept 1B

Aside from the comments above, several respondents noted that a second sidewalk located on the east side of the street was redundant given the existing pathway adjacent to the old St Pat's School site. It is unclear if these participants understood that this pathway was not on HRM property. Many of these participants commented that the proposed sidewalk should be removed in favour of more green space. Some respondents noted that a new sidewalk on the east side of Quingate Place may result in pedestrians walking in the bike lane.

Concept 2

There were mixed reviews on this segment related to the proposed bidirectional facility. Some respondents were in favour of the bidirectional option as it provided more opportunity to passing cyclists safely while one respondent specifically called out this passing opportunity as a hazard. Multiple respondents noted that drivers are less familiar with bidirectional facilities and often fail to look in both directions prior to completing turning movements.

Like Concept 1B, some respondents noted that the proposed sidewalk on the east side of Quingate Place was redundant and should be removed in favour of more green space. It is unclear if these participants understood that this existing pathway was not on HRM property.

Similar to Concept 1A and 1B, there was feedback related to the vehicle roadway cross section. Many users suggested removing the parking lanes altogether, with some specifically calling out the parking lane on the east side of the street. Some participants felt that the road width was too large, and the vehicle lanes should be narrowed.

As noted in feedback provided for Concept 1A and 1B, many respondents noted their desire for consistent facilities between Quingate Place, Quinpool Road, Vernon Street. Respondents noted that street crossings would become complicated and unsafe if different facility types were implemented for these segments. More specifically, respondents noted that if bidirectional facilities were implemented on Quingate Place and Vernon Street, it would result in an awkward and unsafe transition to the local street bikeway on Vernon Street located south of Pepperell Street.

As already noted for this segment, there were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. It was also noted that the Quinpool Road pedestrian crossings should be aligned with the projection of the sidewalks to ease navigation for those who are blind or partially sighted.

4.2.3 Quinpool Road

Results from the online survey where respondents were asked to indicate their level of support for each of the three concepts is shown below in Figure 29. The results indicate that an overwhelming number of respondents supported Concept 1 (78%), with 55.5% of respondents strongly supporting this concept. A total of 45.5% of survey participants supported Concept 2 with only 23% of respondents strongly supporting this option.

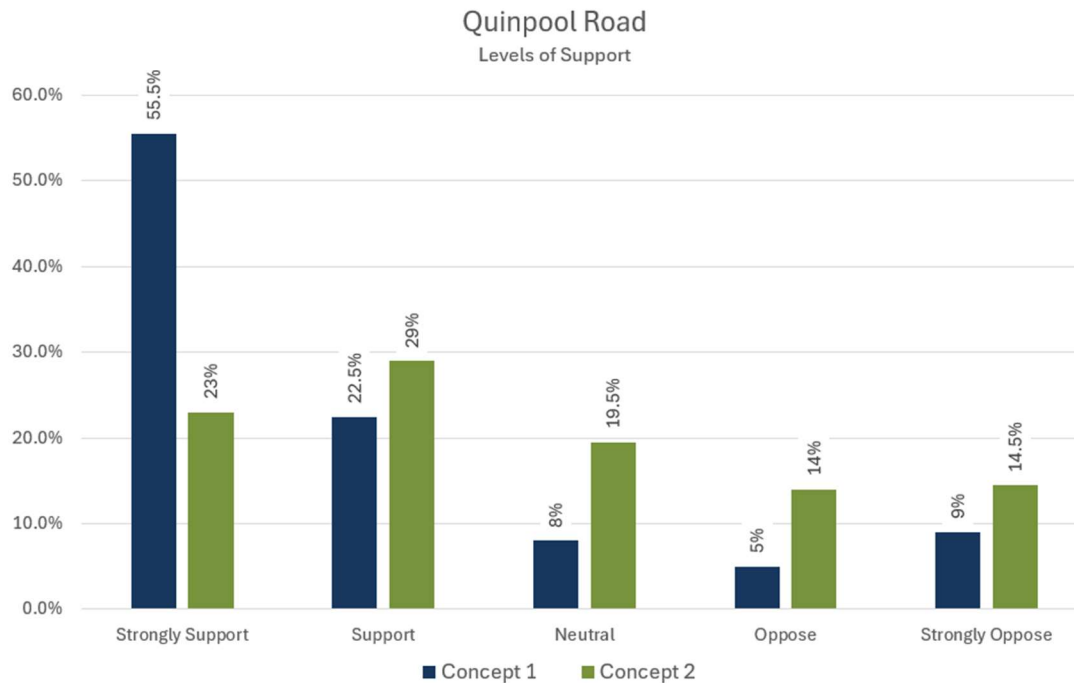


Figure 29: Results when asked "What is your level of support for Concept 1/2?".

Concept 1 and 2

Many respondents noted concerns with the Quinpool Road/Quingate Place/Vernon Street and Quinpool Road/Robie Street/Cogswell Street/Bell Road intersections. These comments typically applied for both Concept 1 and 2.

Several respondents were displeased with having to wait multiple light cycles to get through both intersections. One participant suggested an advanced signal for pedestrians and cyclists to improve this and reduce turning conflicts with vehicles. Another respondent suggested implementing a bicycle scramble light cycle. Multiple respondents suggested that there should be a way to navigate the intersection with vehicles to reduce the number of crossings. Some noted that if this wasn't provided, they may continue to travel with vehicles regardless. Furthermore, one respondent noted that if transit users must travel through the multiple crossings at intersections, there must be adequate waiting areas for cyclists at all legs of the two intersections. A respondent was pleased to see the removal of the slip lane from Robie Street to Quinpool Road and another was happy to see the tightened radius at the southwest corner of the Robie St./Quinpool Rd. intersection.

Multiple respondents commented on the vehicle roadway cross section. Some participants felt that the road width was too large, and the vehicle lanes should be removed or should be narrowed. One respondent was pleased to see the removal of the left turn lane from Quinpool Road to Vernon Street, while another did not

support its removal. One respondent was concerned with the loss of parking on the southwest side of Quinpool Road, while another was happy to see it removed. Some respondents were concerned that vehicles will park in the bike lanes along this segment if there is not a physical barrier (ex. bollards) preventing them from doing so.

Some respondents felt that cycling facilities should be implemented on side streets and not on main arteries, like Quinpool Road.

One respondent noted their concern on how to rejoin or leave vehicle traffic on Quinpool Road south of Quingate Place/Vernon Street where protected cycling facilities were not provided.

Similar to other segments, participants noted their desire for consistency amongst facilities for connecting segments. In other words, unidirectional facilities should connect to unidirectional facilities, and bidirectional facilities should connect to bidirectional facilities.

Tree removal was a concern noted for both concepts.

As noted in previous sections, there were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. It was also noted that all pedestrian crossings should be aligned with the projection of the sidewalks to ease navigation for those who are blind or partially sighted.

Concept 1

Aside from the comments noted above, respondents noted their appreciation for unidirectional bike lanes implemented here. Respondents felt there was less chance of conflict with turning vehicles and were pleased that this concept provided access to businesses on both sides of Quinpool Road.

Multiple respondents noted their desire for increased separation between the bike lane and sidewalk on the south side of Quinpool Road. Many felt that having a different surface treatment, or a physical barrier like a curb, bollards, or plantings, would prevent pedestrians from entering the bike lane.

One respondent raised concerns over the treatment at driveway crossings. There are eight (8) commercial driveway crossings along this segment and this respondent noted their displeasure with bike lanes changing in elevation at each crossing location to match driveway grade.

Concept 2

Aside from the comments shared for both concepts, multiple respondents were concerned that a bidirectional bike lane on the north side of Quinpool Road prevented safe access to the businesses on the south side of Quinpool Road along this segment.

Some people preferred this concept as it resulted in less driveway crossings, gave more opportunity for cyclists to overtake slower moving cyclists, and it provides a safer facility for travelling with children. However, some respondents noted their concerns with bidirectional facilities noting that drivers are less familiar with bidirectional facilities and often fail to look in both directions prior to completing turning movements.

4.2.4 Windsor Street

As part of the online survey, participants were asked to comment on their level of comfort with the existing facilities on Windsor Street. A total of 57.5% of respondents noted that they were not very comfortable with only 10.5% noting they were very comfortable. However, it should be noted that some respondents noted that while they were very comfortable with the existing facilities, it did not mean the facilities shouldn't be improved along this segment.



Figure 30: Results when asked "What is your level of comfort with the existing facilities?".

An overwhelming sentiment shared amongst participants was that painted bike lanes were not sufficient along Windsor Street. Many respondents noted their discomfort with the existing facilities and commented that separated facilities were necessary to provide safe travel for cyclists through this segment. Several respondents noted that maintenance was an issue in the painted bike lanes, noting debris within the lanes, and that the snow clearing along this segment is inadequate with the bike lanes often full of snow and/or ice.

Several suggestions were made to improve the existing facilities and/or how to provide protected facilities. Several respondents requested the addition of flexible posts or concrete curbs along the existing painted bike lanes. While they noted that this does solve their safety concerns along the segment, it could be an improvement. Multiple respondents commented on the existing road travel way and suggested that the travel lanes be narrowed, this segment be converted to one-way travel, and/or the route could be de-designated as a truck route. Another respondent recommended a three-way stop at the intersection with Welsford Street. One respondent noted that this segment should be routed through Cogswell Park to provide a safer connection to Welsford Street.

There were multiple comments related to the street crossings along this segment. Respondents noted that the RRFB poles should be located such that cyclists need not dismount to activate the crossing. Many respondents commented that the current crossing conditions at the St Pat's Greenway was awkward and unsafe for cyclists. Some respondents commented that half signals should be installed at all crossings located along this segment.

As noted in previous sections, there were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends.

4.2.5 Welsford Street

As part of the online survey, participants were asked to indicate their level of support for Concept 1. As shown in Figure 31, the majority of respondents (78%) supported the concept, with 55.5% of respondents strongly supporting the concept.

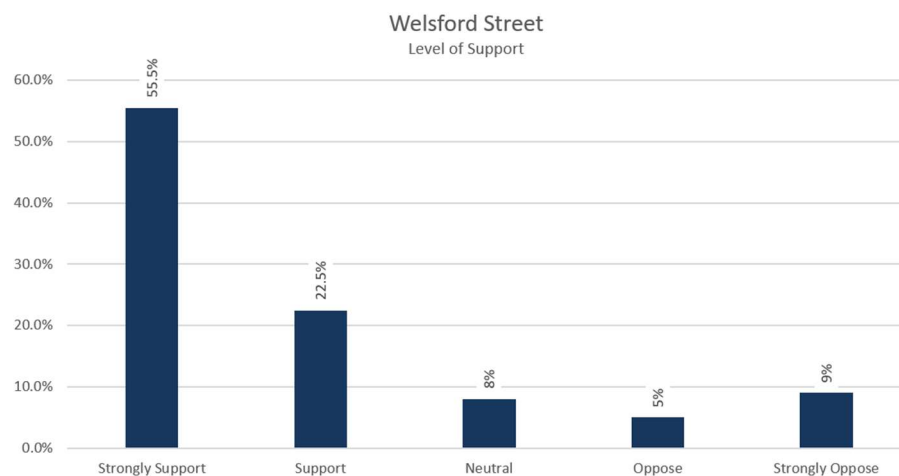


Figure 31: Results when asked "What is your level of support for Concept 1?".

The majority of feedback for this segment revolved around the cycling facility type (bidirectional vs unidirectional) and its location (north vs south side of Welsford Street). Twelve (12) respondents left feedback on the online map and in the survey that they would prefer to see unidirectional facilities here with some noting concerns with snow clearing and driver's unfamiliarity with bidirectional facilities. Thirteen (13) participants left comments praising the proposed bidirectional facility on the north side of the street and noting the facility consistency on the Halifax Common and the facility alignment with the crossing of Robie Street. Eight (8) respondents commented that the bidirectional facility would be better suited on the south side of Welsford Street. These respondents noted that the facility could be routed through Cogswell Park and tie into the crossing at the St Pat's Grenway and also reduce the amount of driveway crossings.

Additional feedback was provided for the street crossings across Windsor Street and Robie Street. Respondents noted that the location of the RRFB and half signal poles should be located such that cyclists do not need to dismount from their bikes to activate the RRFB/half signal.

One respondent raised concerns over the treatment at driveway crossings. There are eight (8) residential driveway crossings along this segment and this respondent noted their displeasure with bike lanes changing in elevation at each crossing location to match driveway grade.

Some respondents were concerned with the vehicle lane widths and were interested in seeing traffic calming measures on this street. One respondent noted that this street is often used as a bypass route to avoid Robie Street traffic.

One respondent noted that they feel this is a low traffic street and we should not prioritize facilities here. Another participant noted that they were concerned over the loss of parking on this street.

As noted in previous sections, there were concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. It was noted that the Robie Street pedestrian crossing should be realigned to better align with the facilities on Welsford Street and the Halifax Common to ease navigation for those who are blind or partially sighted.

4.2.6 Halifax Common

Results from the online survey where respondents were asked to indicate their level of support for each of the two concepts is shown below in Figure 32. The results indicate an overwhelming level of support for Concept 2 where 87% of respondents support the implementation of separated facilities. It should be noted, however, that respondents still supported Concept 1 with a result of approximately 53% of respondents supporting a MUP.

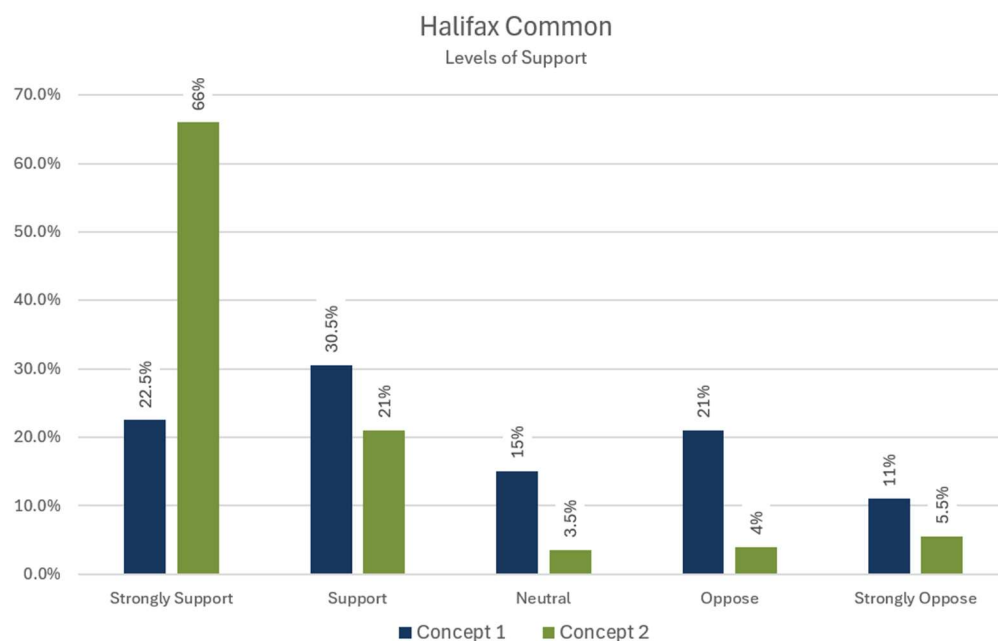


Figure 32: Results when asked "What is your level of support for Concept 1/2?"

Concept 1

The feedback for Concept 1 was overwhelmingly negative both online and during the open houses. Several respondents indicated that a wider multi-use path (MUP) is not an improvement to the existing facilities. There

were many comments related to existing conflicts between pedestrians and cyclists on the existing MUP and predictions that this would not be improved through a wider shared facility. It should be noted, however, that there were respondents who preferred a multi-use path over separated facilities and noted concerns related to cost and increased bicycle speed on separated facilities.

There were multiple comments related to the street crossings associated with this segment. There was interest in providing separated pedestrian and cyclist crossings at Cogswell Street and upgrading the crossings to crossrides at North Park Street and Cogswell Street. There were also concerns related to the Robie Street crossing. Some respondents raised concerns over the functionality of the proposed half signal. They commented that the timing of the signal should be considered during the design phase, for if the wait time was too long, cyclists will likely cross when there is a gap in traffic. Respondents also noted that the alignment of the crossings on Robie Street should be realigned to better line up with the facility proposed on the Common and on Welsford Street.

A comment that was shared amongst respondents was the wish for facilities at other desire paths through the Common. For example, respondents noted the existing dirt path running from the centre of the Common to Cunard Street would be a good opportunity for a MUP.

Respondents noted several concerns related to detailed design of the proposed facilities. Drainage issues on the existing facilities was noted by several participants. There were also concerns related to the plazas/mixing zones proposed in this segment. Respondents noted that navigational clues (ex. tactile walking surface indicators) must be added to these areas to ease navigation through these areas for those who are blind or partially sighted.

Concept 2

The results from the public engagement sessions indicated an overwhelming desire for separated facilities on the Halifax Common. When participants were asked to comment on Concept 2, there was significant support for the proposed separated facilities, however many were displeased with the proposed MUP running from the centre of the Common to Cogswell Street.

A comment that was shared amongst respondents was the wish for facilities at other desire paths through the Common. For example, respondents noted the existing dirt path running from the centre of the Common to Cunard Street would be a good opportunity for a MUP. There was also a desire for a “slip lane” for those travelling south on the existing Trollope Street MUP to join the proposed facilities running from the intersection of Bell Road/Trollope Street to Cogswell Street.

As noted in Concept 1, respondents had multiple comments related to street crossings. The desire for separated crossings for pedestrians and cyclists on Cogswell Street as well as upgrading this crossing and North Park Street to crossrides was noted for this concept. Respondents were still concerned about the Robie Street crossing, including the functionality of the proposed half signal and realigning the crossings to better align with the facilities on the Common and on Welsford Street.

As heard for Concept 1, participants were concerned with the cost of separated facilities. Some respondents were unhappy that this concept would reduce green space on the Common. Respondents noted concerns surrounding conflicts between pedestrians and cyclists. Participants noted that pedestrians may walk in the bike lane and continue to cross without looking for cyclists.

There were many concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends.

4.2.7 Bell Road (North)

As part of the online survey, participants were asked to indicate their level of support for Concept 1. As shown in Figure 33, the majority of respondents (82.5%) supported the concept, with 61.5% of respondents strongly supporting the concept. Many respondents were pleased to see protected facilities provided here. Some participants were pleased with an alternative to travelling through the Common. Some participants commented that connections should be provided from the bike lane to the Halifax Common Aquatics Facility.

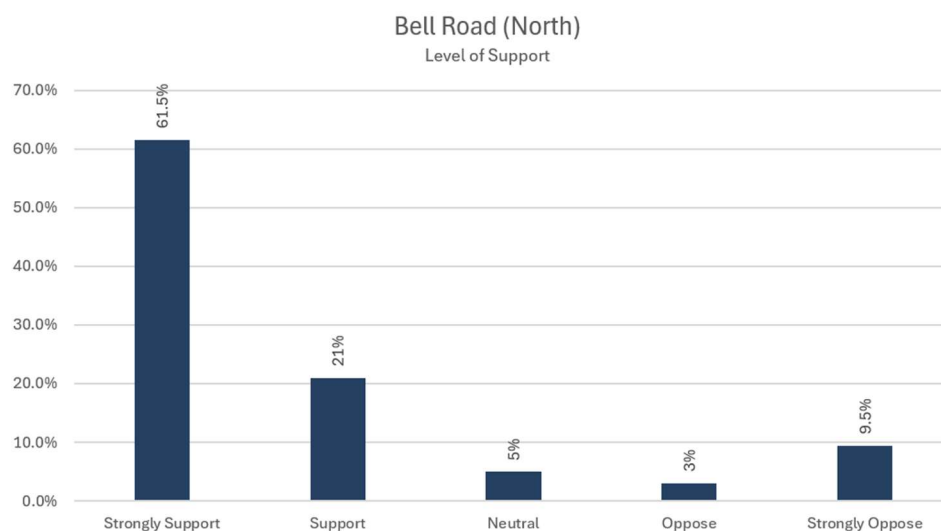


Figure 33: Results when asked "What is your level of support for Concept 1?"

Multiple participants expressed concerns with the bus stop and layby located on the south side of Bell Road. Respondents were concerned about conflicts between pedestrians and cyclists including pedestrians waiting in the bike lane instead of in the sidewalk or bus pad.

As noted on other segments of this project, there were many concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. Furthermore, respondents noted that navigational clues (ex. tactile walking surface indicators) must be present in the plaza/mixing zones to ease navigation through these areas for those who are blind or partially sighted.

Respondents raised concerns with the street and driveway crossings for this segment. There were multiple comments related to the QEII driveways and concerns over conflicts with both vehicles and emergency

vehicles. One respondent noted their displeasure with having to wait two light cycles to travel from Bell Road to Quinpool Road. One respondent commented on the possibility of restricting turning movements at the intersection of Bell Road/Trollope Street/Summer Street and introducing a protected pedestrian phase here.

Multiple participants were displeased with the width of the roadway and noted they would like to see narrowed travel lanes and/or the removal of one of the west-bound travel lanes. There were multiple comments from respondents who appreciated the removal of the slip lane from Bell Road to Summer Street.

As noted in other sections, some respondents noted they were concerned with the cost of implementing AAA facilities here.

There were questions from participants related to a bidirectional bikeway along this segment of Bell Road. It should be noted that this option was explored, but there was insufficient space for snow clearing and an accessible bus pad near the bus layby.

4.2.8 Bell Road (South)

When asked about their level of support for Concept 1A and 1B, Concept 1B was generally more supported. The survey results indicated that 68% of respondents supported Concept 1A, and 80.5% of respondents supported Concept 1B. Concept 2, which provided an option where the left turn lane from Bell Road to Ahern Avenue was maintained, was supported by 54.5% of respondents. However, it can be noted that a total of 29.5% of respondents opposed maintaining the turning lane. The results of the online survey are summarized in Appendix D – Online Survey Results.

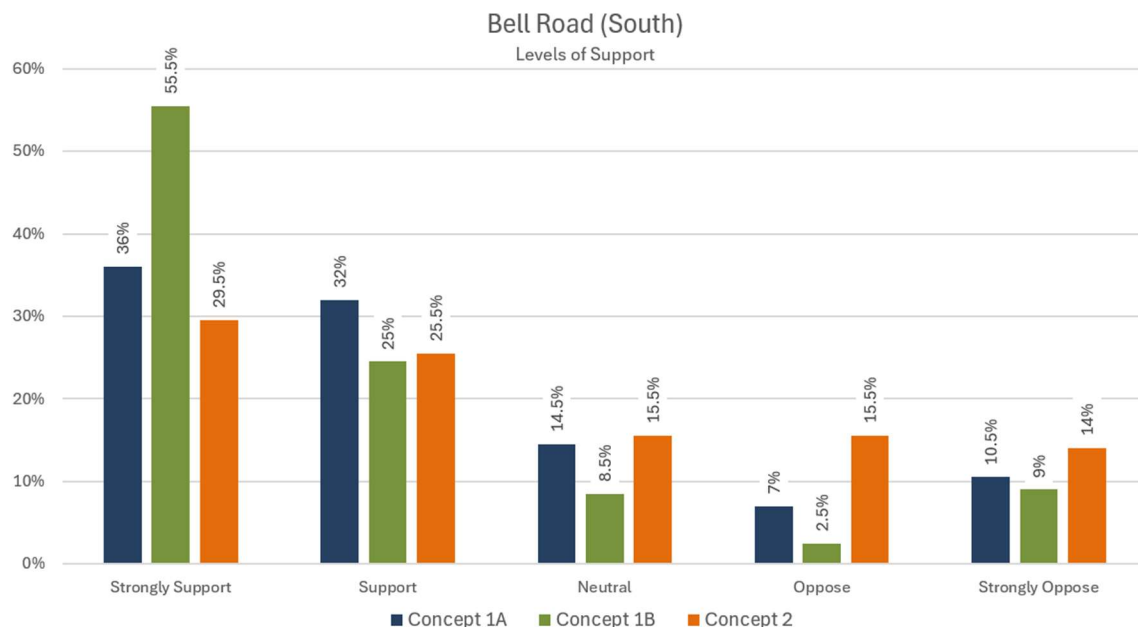


Figure 34: Results when asked "What is your level of support for Concept 1A/1B/2?".

It should be noted that Concept 1A and 1B followed the same route for the majority of the segment. The difference between the two segments was the alignment of the bike lane and sidewalk on the south side of the street for the segment that extends from the introduction of the right turn lane from Bell Road to Sackville

Street to the intersection with Sackville Street. Therefore, many of the comments and concerns raised during public engagement applied to both concepts.

Concept 1A and 1B

Many participants commented on their discomfort with the existing painted bike lanes on Bell Road. Users felt the lanes were narrow and are often used for snow storage in the winter months. Respondents also commented on the existing width of the sidewalk on the north side of Bell Road. Citadel High School results in increased foot traffic on Bell Road during the morning, lunch, and afternoon. Participants commented that a wider sidewalk should be provided to accommodate this traffic.

Multiple respondents raised concerns with the lane widths on Bell Road. Respondents felt that the lane widths were too wide and should be narrowed and this space be used to increase buffers or facility widths.

One respondent commented on existing drainage issues located on the north side of Bell Road between Ahern Avenue and Sackville Street. The respondent commented that this segment is often underwater and can result in icy conditions during the winter months.

There were multiple comments suggesting that the existing sidewalk that runs parallel to Garrison Grounds provides a good opportunity for a multi-use path which could help reduce potential conflicts between vehicles and active transportation users at the Ahern Avenue intersection.

The biggest concern voiced by participants for this segment was related to the Ahern Avenue intersection. There was an overwhelming concern related to pedestrian and cyclist safety at this intersection. Many respondents indicated that vehicles turning left and right from Bell Road pose a serious threat to pedestrian and cyclist safety, with an emphasis on the right turning movements. Multiple participants suggested implementing a half signal for pedestrians and cyclists on the east side of the intersection with one participant suggesting this be combined with a protected left turn signal for vehicles turning onto Ahern Avenue. Other respondents recommended a raised intersection here. Multiple respondents suggested an improved transition (ex. slip lane or increased radius) from the proposed facilities on Bell Road to the MUP on Ahern Avenue. This could help reduce conflicts at this intersection.

For Concept 1A and 1B, three participants left a comment in the online survey indicating their preference that the left turn lane remain, while one respondent was pleased to see its removal.

Like other concepts, some participants were concerned with the cost of providing these facilities.

As noted for other segments, there were many concerns related to the detailed design at locations where pedestrians must cross bicycle lanes. Participants noted that to provide safe and accessible travel for those who are blind and or partially sighted, there should be a noticeable elevation change when approaching the bike lane or roadway crossing. This indicates to sidewalk users that they are leaving the sidewalk and crossing another facility. Respondents also noted that tactile walking surface indicators should be used at crossing locations to indicate where the crossing begins and ends. Furthermore, respondents noted that navigational clues (ex. tactile walking surface indicators) must be present in the plaza/mixing zones to ease navigation through these areas for those who are blind or partially sighted.

Concept 1A – Bell Rd/Sackville St. Intersection Arrangement

Many respondents indicated that they did not want to see the removal of trees as a result of this concept. Respondents also noted that they were displeased with the buffers provided between the bike lane and the sidewalk and road.

Concept 1B

Respondents liked that this option preserved the trees on the south side of Bell Road near the intersection with Sackville Street. Participants appreciated the increased buffers provided between the bike lane and the road and the sidewalk.

Concept 2

For Concept 2, nine (9) participants left a comment in the online survey indicating their preference that the left turn lane remain, while fourteen (14) respondents were pleased to see its removal. Those that were in favour of maintaining the turning lane felt it was important to maintain traffic flow with one respondent noting that some motorists may perform dangerous turning movements as a result of feeling pressure holding up vehicle traffic. Participants who preferred the removal of the turn lane commented that they would prefer to see less traffic in this area.

5.0 KEY THEMES

There were several key themes that were identified for most, if not all, segments in this project.

Accessibility

There were significant concerns related to integrating accessible facilities for each segment. Throughout the engagement period, many participants noted that consideration must be taken at all locations where pedestrians must cross the bike lane including at intersections and through proposed plazas/mixing zones. Respondents noted that noticeable elevation change and tactile elements should be implemented in these areas to ensure safe and comfortable navigation at crossings and shared spaces for those who are blind or partially sighted. All pedestrian crossings should align with the projections of the sidewalks on both sides of every crossing to ease navigation.

Intersection/Crossing Safety & Ease of Navigation

Intersection navigation was a shared concern amongst engagement participants. Many respondents were concerned that bidirectional bike lanes could be hazardous due to drivers neglecting to look in both directions prior to beginning turning movements. Respondents noted their displeasure for dismounting from their bikes to either activate the crossings (RRFBs and half signals), or to complete the crossing in general. Respondents also noted inconvenient crossings where multiple light cycles were required to pass through an intersection. Some suggested bike only signals, scrambles, or a way for cyclists to merge with traffic to travel through the intersection in one light cycle.

Wide Protected Facilities

Throughout the engagement process, many participants emphasized their desire for protected facilities within the project area. Many noted their discomfort with existing painted bike lanes in the area, noting they were too narrow, often full of debris and/or snow, and generally felt unsafe. Respondents noted that they wished to see wider bike lanes for comfort and to allow for passing.

Many respondents noted their desire for wider separation between bike lanes and pedestrians with either a landscaping treatment or physical barrier (vertical separation, bollards, curb, etc.) to discourage pedestrians from walking or standing in the bike lane.

Vehicle Prioritization

A complaint shared amongst segments was the wide vehicle road and lane width. Many respondents felt that this was a sign of prioritizing vehicles over active transportation users and shared their desire for narrower traffic lanes and road widths in the project area.

6.0 NEXT STEPS

With the public engagement input collected, the next step for this project is to complete a concept evaluation based on metrics related to pedestrian and cyclist safety, comfort, accessibility, transit, urban forestry, parking, vehicle traffic, public support, and more. Once a preferred concept has been selected for each segment, a functional design plan and cost estimate will be prepared for each selected concept. A final report summarizing the project and final recommendations will be prepared and submitted to HRM. HRM will prepare to present the findings to Council and upon approval, begin the detailed design phase of the project.

APPENDIX A – SEGMENT POSTERS

APPENDIX B – OPEN HOUSE RESULTS

APPENDIX C – SOCIAL PINPOINT RESULTS

APPENDIX D – ONLINE SURVEY RESULTS



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