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Welsford Street Active Transportation Connection: Engagement Booklet

Background

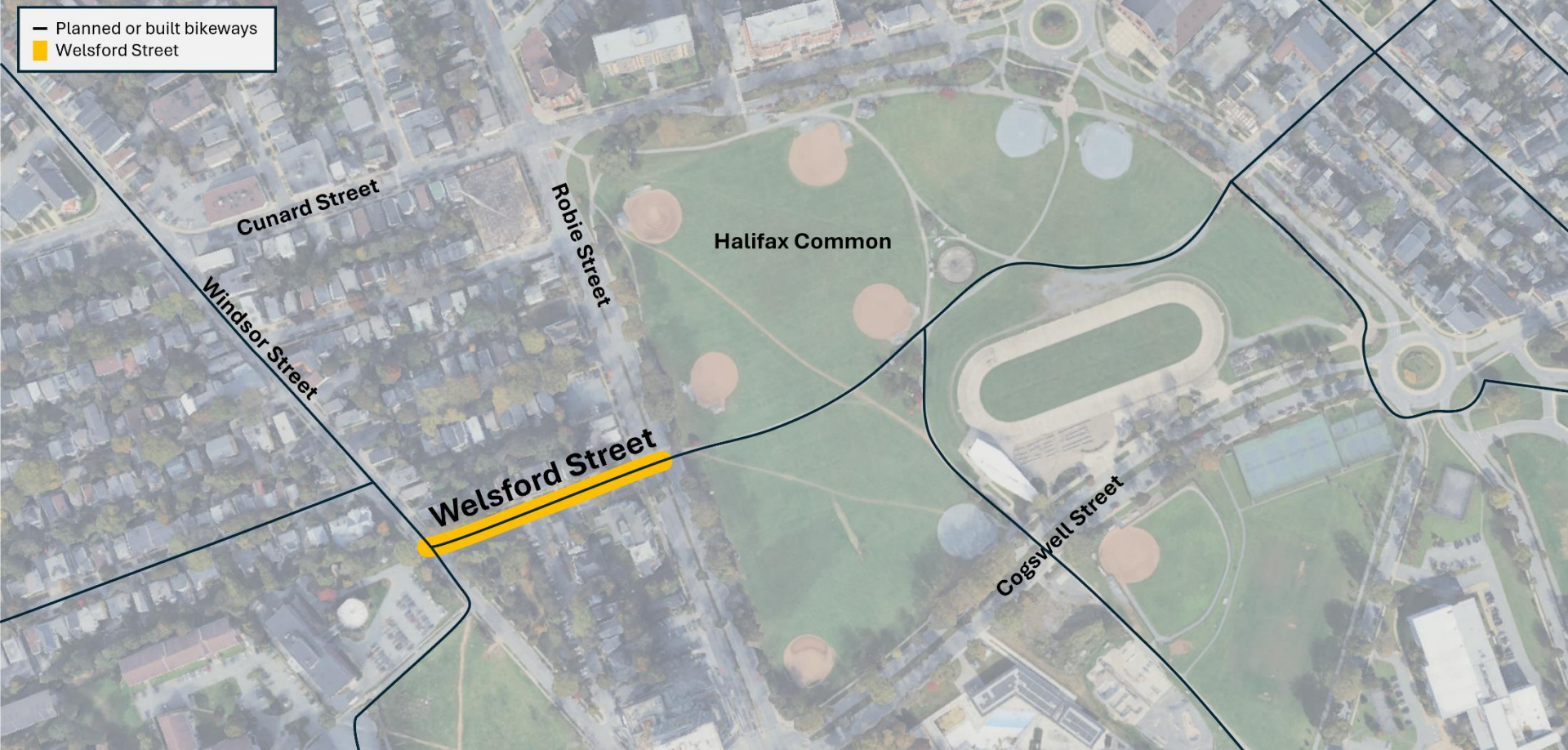
Welsford Street has been identified in the [Active Transportation Priorities Plan](#) and [Integrated Mobility Plan](#) as an important connection for walking, biking, and rolling. It is also a priority corridor within HRM's All Ages and Abilities (AAA) Bicycle Network. To make Welsford Street accessible for people of all ages and abilities, several design elements are being considered, including protected bikeways, traffic diversion, curb extensions, half signals, and traffic calming.

HRM wants to hear feedback on three concepts to improve safety and comfort for active transportation users. To provide feedback, you can complete the [online survey](#) and/or share specific comments directly with the project manager. A drop-in engagement pop-up event will also be held on **June 22, 2026 (with rain date of June 24)**. This round of public engagement will terminate on July 3.

The three concepts are:

- Concept 1 – On-Street Protected 2-Way Bikeway
- Concept 2 – Local Street Bikeway with Section of 2-Way Bikeway
- Concept 3 – Local Street Bikeway





Welsford Street Active Transportation Connection

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Traffic Context

- For shared streets between bicycles and cars, best practice (North American City Transportation Organization) recommends:
 - <500 vehicles per day (2026 count for Welsford Street is 973 from 7 AM – 7PM) or
 - < 2000 vehicles per day if 95th percentile speeds < 30 km/hr (95th percentile speeds on Welsford Street are 46 km/hr according to a 2025 study) or
 - <50 vehicles per hour (2026 AM peak hour for Welsford Street is 117 per hour)
- Local Street Bikeway Administrative Order (HRM)
 - Motor vehicle volumes on local streets with over one thousand vehicles per day may require measures for traffic diversion (2026 count for Welsford Street is 973 from 7 AM – 7PM, would likely be above 1,000 if count was 24 hours)

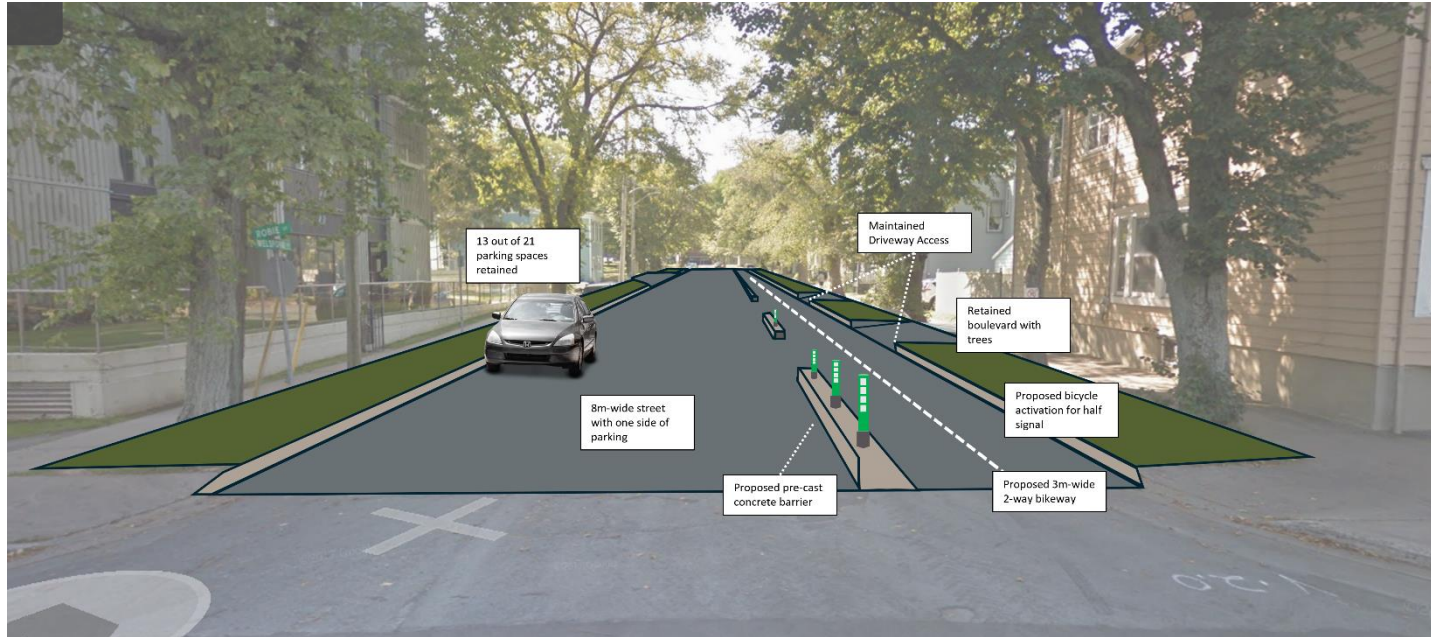
Concept 1: On-Street Protected 2-Way Bikeway

- Protected, bi-directional (2-way) bikeway on the north side of Welsford Street
- Half signal at the Robie-Welsford intersection
- Reduction of the 8 parking spaces on the north side of Welsford Street. The 13 on the south side are retained.

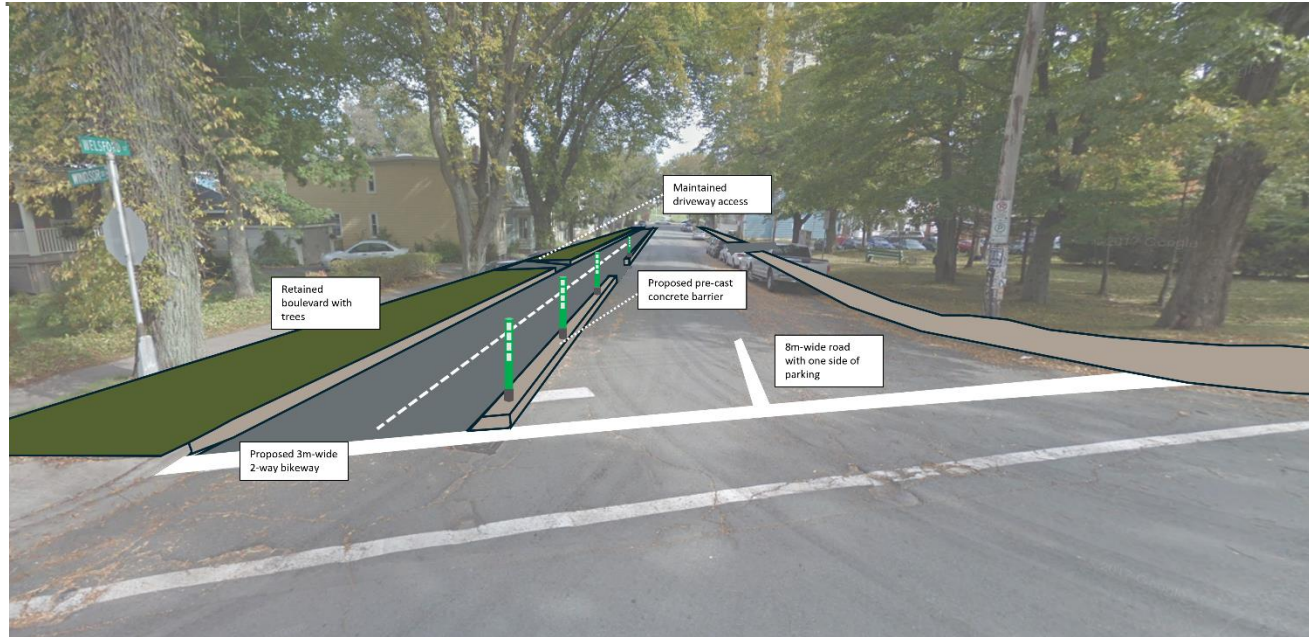
Concept 1: On-Street Protected 2-Way Bikeway



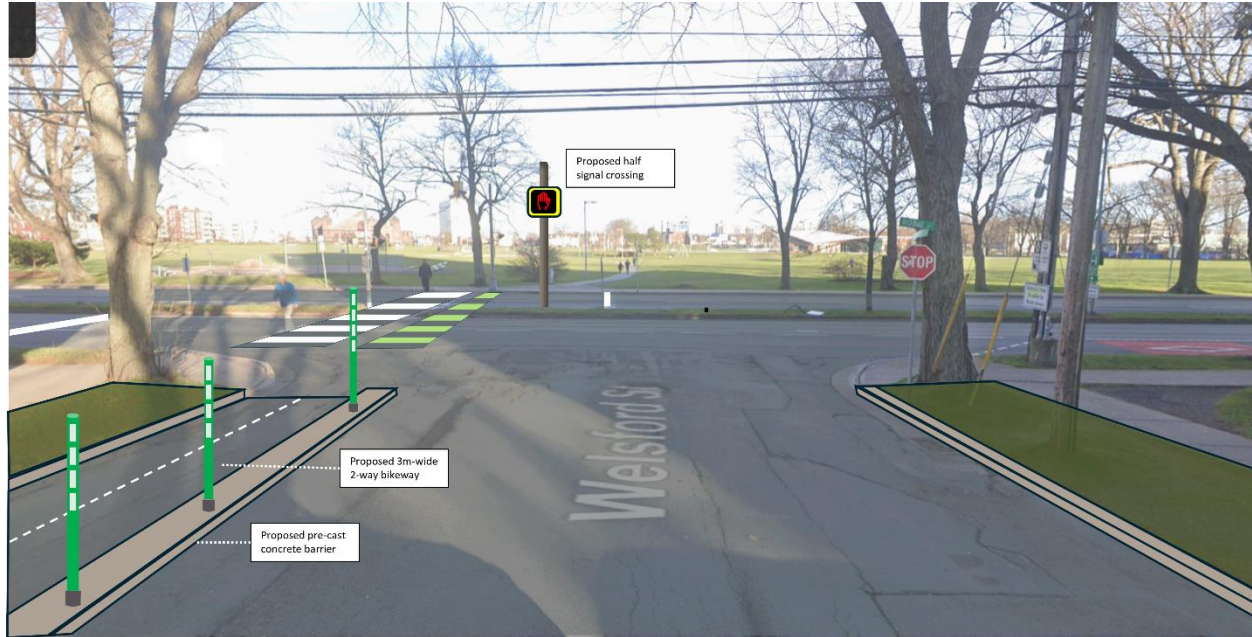
Concept 1: On-Street Protected 2-Way Bikeway (view westbound from Robie Street)



Concept 1: On-Street Protected 2-Way Bikeway (view eastbound from Windsor Street)



Concept 1: On-Street Protected 2-Way Bikeway (view eastbound towards Robie Street)



Concept 2: Local Street Bikeway with Section of 2-Way Protected Bikeway

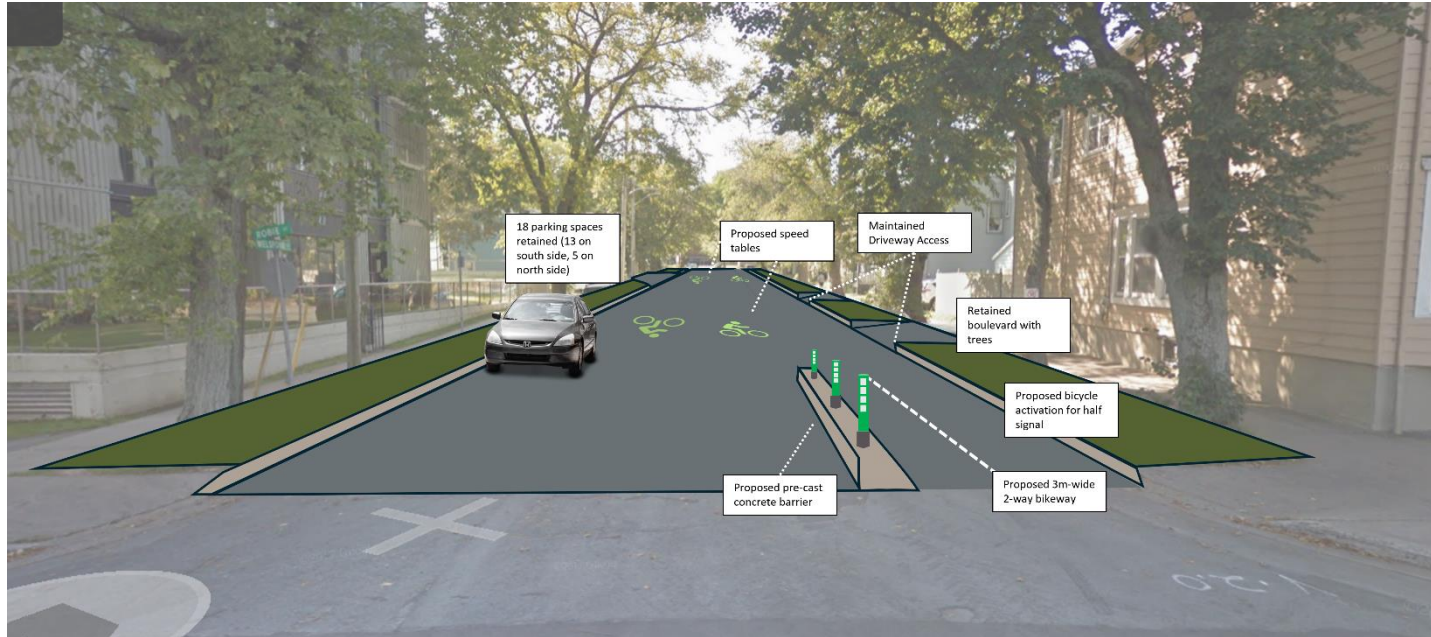
- 25-metre length bi-directional (2-way) bikeway on the north side of Welsford Street, closest to Robie Street
- 2 speed tables
- Half signal at the Robie-Welsford intersection
- Reduction of 3 out of the 8 parking spaces on the north side of Welsford Street. The 13 on the south side are maintained
- Restrict left turns from Windsor Street to Welsford Street during the morning peak period to reduce traffic volumes and better align with local street bikeway best practices

Concept 2: Local Street Bikeway with Section of 2-Way Protected Bikeway



10

Concept 2: Local Street Bikeway with Section of 2-Way Protected Bikeway (view westbound from Robie Street)



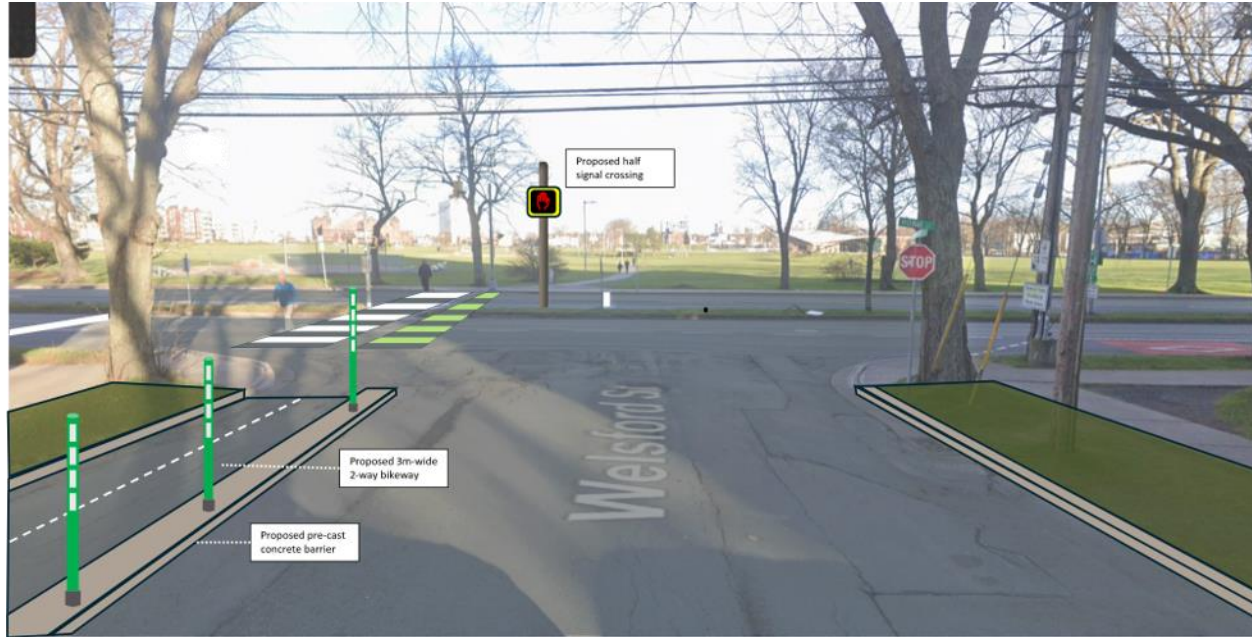
11

Concept 2: Local Street Bikeway with Section of 2-Way Protected Bikeway (view eastbound from Windsor Street)



12

Concept 2: Local Street Bikeway with Section of 2-Way Protected Bikeway (view eastbound towards Robie Street)



13

Concept 3: Local Street Bikeway

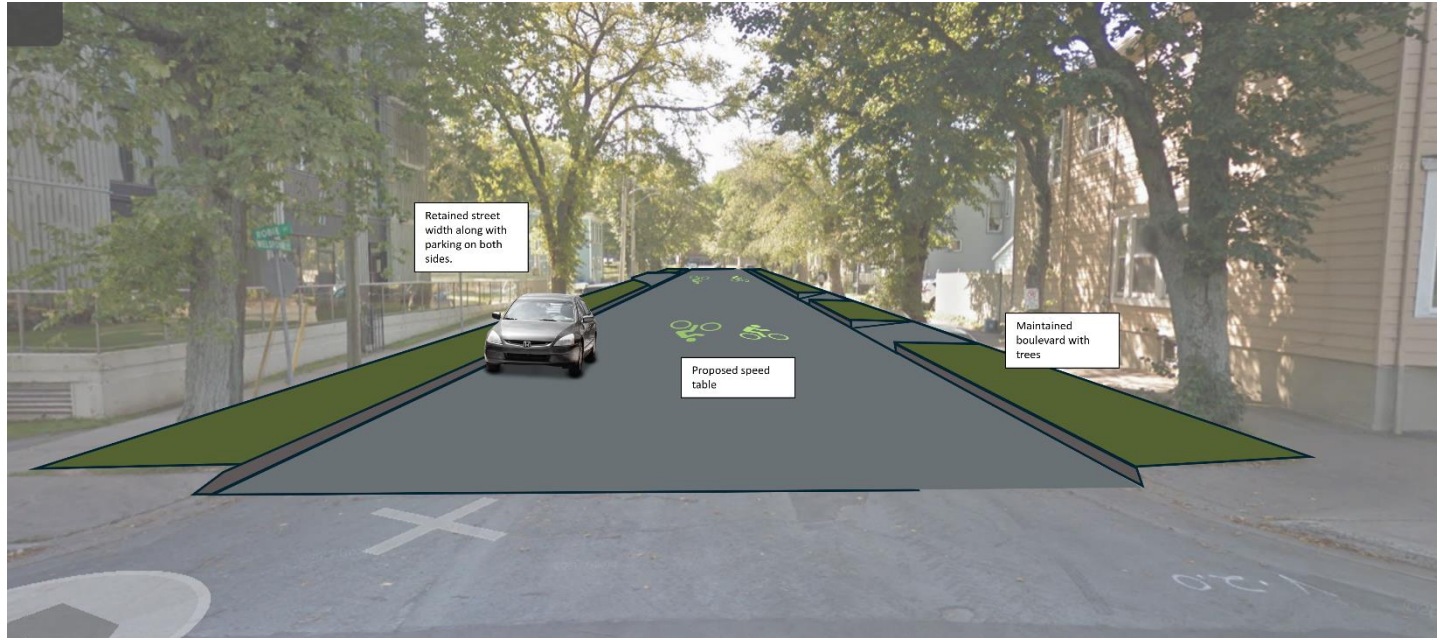
- 2 speed tables
- Half signal at the Robie-Welsford intersection
- Restrict left turns from Windsor Street to Welsford Street during the morning peak period to reduce traffic volumes and better align with local street bikeway best practices
- Pedestrian and bicycle crossing on the south side of the Robie-Welsford intersection
- Proposed connections to new Common entry plaza

Concept 3: Local Street Bikeway



15

Concept 3: Local Street Bikeway (view westbound from Robie Street)



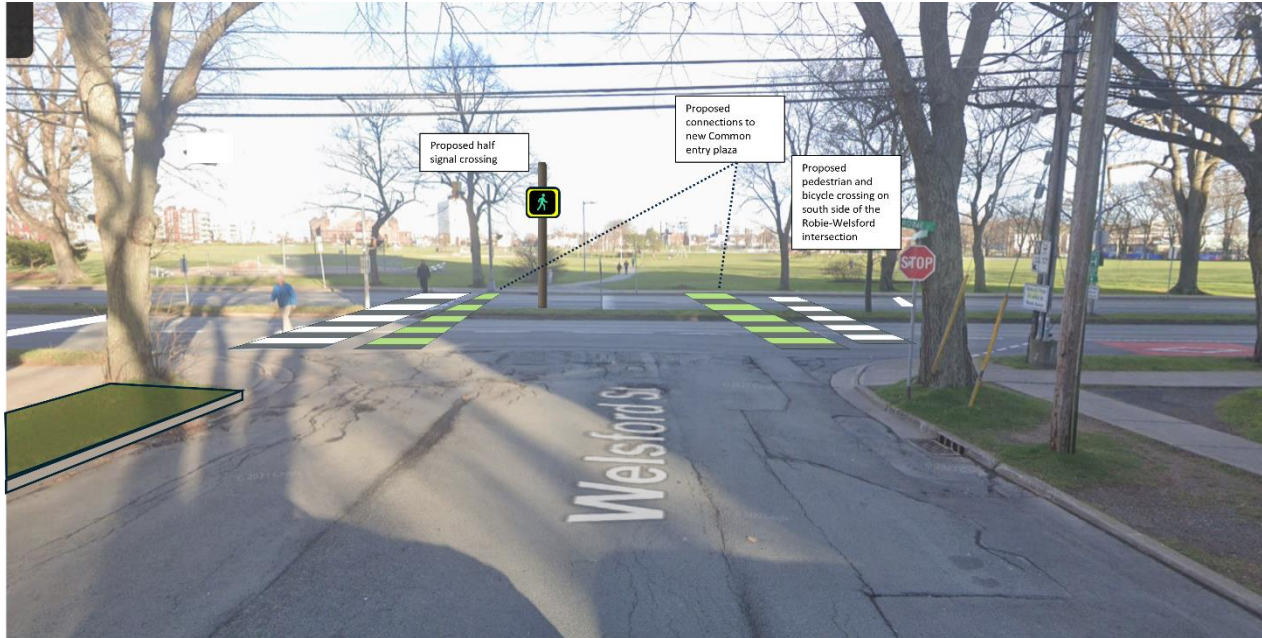
16

Concept 3: Local Street Bikeway (view eastbound from Windsor Street)



17

Concept 3: Local Street Bikeway (view eastbound towards Robie Street)



18

Design features throughout the concepts

Half Signals

A half signal is where a standard “green, yellow, red” signal faces the larger of the two streets, and a stop sign or flashing red beacon, pedestrian signal, and bicycle signal faces the smaller street. The signal facing the larger street rests in green until the signal is triggered actuation by a person walking or biking from the minor street. Compared to the existing signal at the Welsford-Robie intersection, a half signal would result in a longer wait time for those crossing Robie but would provide improved safety.

Relevant example: Allan Street – Oxford Street intersection



Speed Tables

Speed tables are midblock traffic calming infrastructure that raise the wheels of a vehicle to reduce speed. Compared to speed bumps, speed tables are longer and flat-topped. (NACTO)

Relevant example: Cork Street, Liverpool Street and Maynard Street



Design features throughout the concepts

Tactical Curb Extensions

Curb extensions visually and physically narrow roadways, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees (NACTO).

Relevant example: Trollope Street - Bell Road intersection



Tactically Protected Bikeways

Tactically protected bikeways are separated from general-purpose travel lanes with both a buffer and a vertical element, such as a median, curb, or flexible delineators.

Relevant example: Brunswick Street



Provide Feedback

- Complete our online survey: [Midtown 'AAA' Bikeways | Engage Halifax](#)
- Any questions, contact the project manager at anders.turim@halifax.ca