

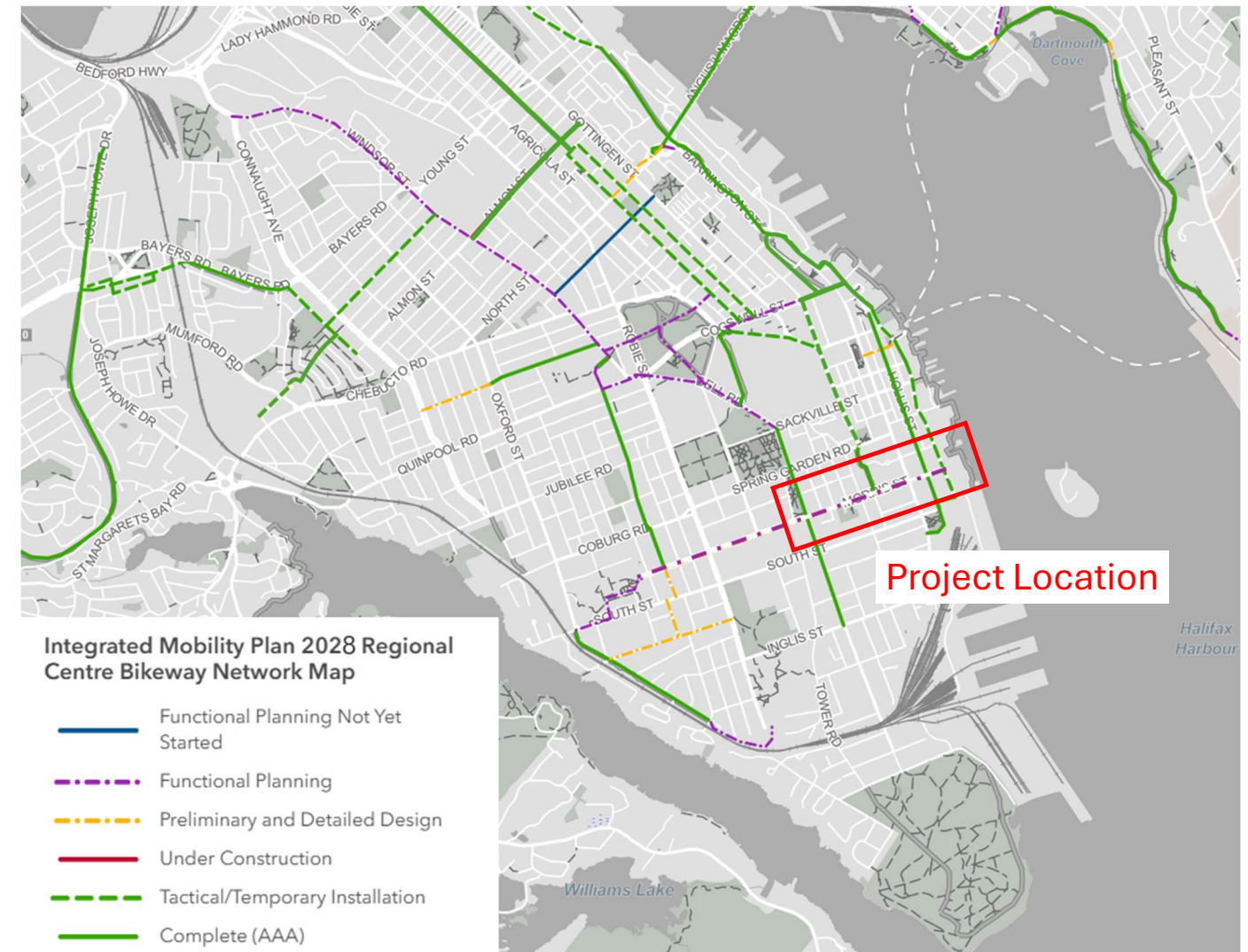
Peninsula South Complete Streets

Why is this project important?

Halifax Regional Municipality (HRM) is completing public engagement as part of functional planning for cycling connection between University Avenue and Hollis and Lower Water Streets.

Project Objectives:

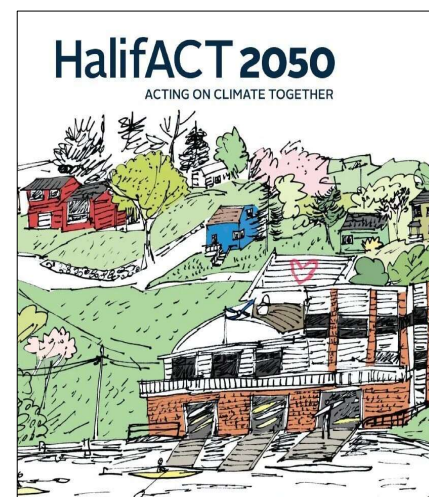
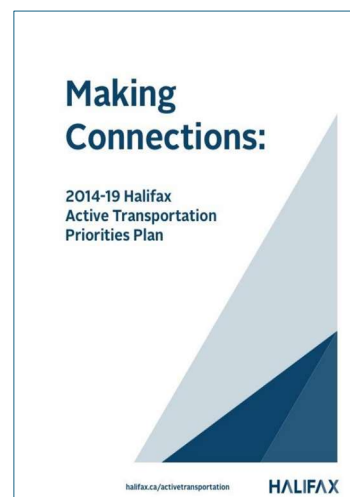
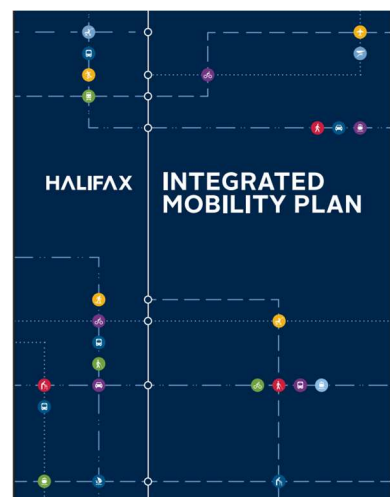
- **Accessibility for all users:** apply a complete streets lens and align with the principles of HRM's Integrated Mobility Plan (IMP), considering changes to improve conditions and accessibility for all users
- **Connections for active transportation:** bridging the gaps between existing and planned All Ages and Abilities (AAA) bikeways
- **Maintaining on-street vehicle parking and loading:** consider needs for businesses and residential buildings
- **Accommodating vehicle traffic flow:** this also includes access for emergency and transit vehicles
- **Access to transit services:** including accommodating bus stops and existing transit routes
- **Experience & public space:** maintain mature trees and find opportunities to improve landscaping



Policy Context

This project helps **fill an important gap in Halifax's All Ages and Abilities cycling network** by connecting planned bikeways on University Avenue with existing cycling facilities on Hollis and Lower Water Streets. This connection has already been identified in HRM's Active Transportation Priorities Plan (2014) and Integrated Mobility Plan (2017) as part of the Regional Centre bike network.

It also builds on the Peninsula South Complete Streets Functional Plan, which was approved by Council in 2024, and recommended an east-west bikeway connection in this area. This work is being carried out through a **Complete Streets approach**, guided by the principles of HRM's Integrated Mobility Plan, with the goal of improving street conditions for people of all ages and abilities.



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A Challenging Transportation Context

**Cycling data source HRM Open Data (South Park St, Hollis St, Vernon St, Windsor St, and Dartmouth Harbourfront Greenway counters).
Population data source Statistics Canada (HRM census division).*

Increasing cycling demand

- 5 of HRM's bicycle counters recorded a combined 38% increase in volume in 2025 compared to 2022 (96,000 more counts per year)*
- This is 4x larger than HRM's population growth over the same period (9.5%)*

Port of Halifax trucks access

- Rail Solution Project is intended to reduce port-related truck movements in the road network
- Project aims to reduce congestion and supply chain emissions

Limited space and competing needs

- The peninsula has experienced increased congestion from growth in residents, visitors, commercial activity etc.
- Parking, loading and deliveries need to be accommodated

Transit ridership objectives

- Boarding numbers grew by 0.7 million in 2024/2025 compared to pre-Covid levels
- While increasing transit ridership is a key priority of the IMP, ridership decreased by 1% in 2025/2026 compared to previous year

Transportation patterns are changing, but the right-of-way is not getting wider



Walking



Cycling



Transit



Truck



Emergency access



Vehicles

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Since Regional Council approval of the Peninsula South Complete Streets functional plan in October 2024, we have heard feedback from many different perspectives, including:

Both the Port of Halifax and PSA Halifax have expressed concerns about how the one-way conversion of Morris Street would impact port operations. Currently, there are three main routes for trucks leaving the South End Container Terminal: Lower Water Street, Morris Street, and Inglis Street. Representatives have indicated that the removal of westbound Morris Street could be impactful to operations, unless replaced with an alternative route.

“It is good to maintain the same kind of bike infrastructure between University Avenue and Morris Street.”

Emergency Medical Care Inc., who operate ambulances for Nova Scotia Health, have indicated opposition to converting Morris Street to one-way vehicle travel. Representatives noted that while most trips to the hospitals are via Robie Street, they had concerns about flow of traffic, roadway width, and ability of vehicles to pull over to make room for passing ambulances.

“Reduce the speed limit along Morris Street and remove the on-street parking in favor of public transit lanes for a more habitable city.”

“The design of the street should make it possible for a blind or partially sighted person to navigate it with ease.”

Occupants of the southernmost block of Lower Water Street (south of Morris Street) have expressed concern about the impact of the one-way conversion given it would remove Morris Street as an option for westbound vehicle movements, requiring re-routing along the frequently congested Lower Water Street corridor to the next available westbound option at Bishop Street. There has been a request to consider conversion of the segment of Lower Water Street south of Morris Street from one-way to two-way traffic to provide an alternative to (via Terminal Road) for travelling west or north.

“Narrow, complex streets (complex, not confusing, big difference) are safer streets as many academic studies have shown. This is one of a few cases where encouraging motor vehicle traffic to slow down by making two narrow lanes would actually be safer for everyone.”

“Travel lanes including active transportation should be prioritized over on-street parking.”

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Background of this project

- Peninsula South Complete Streets Plan approved in 2024.
- Proposed continuous east-west AAA cycling route via University Avenue and Morris Street.
- Morris Street conversion to one-way eastbound was proposed to preserve parking and limit tree impacts.
- Due to new concerns about ambulance access and impacts to truck routes, Council directed staff to explore alternative connections between University Avenue and Hollis and Lower Water Streets bicycle lanes.
- Chosen alternative will be recommended to Council in December.

Your feedback is important.
Learn more about the project and take
a survey:



Project Timeline



Peninsula South Complete Streets

Existing conditions and challenges:

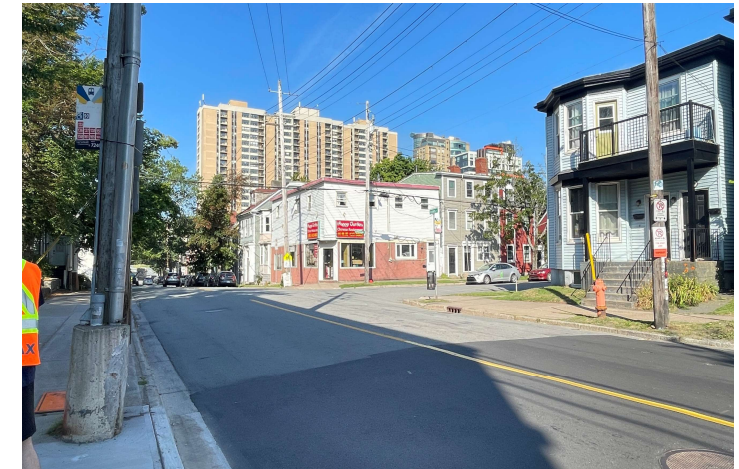
- **Key missing east-west cycling link** between University Avenue and Hollis/Lower Water Street, and limited options for continuous east-west corridors in the South End.
- **Busy area** serving walking, cycling, driving, transit, parking, loading, and emergency access to the hospital and fire station.
- Limited road space and **constrained right-of-way**.
- **Narrow sidewalks** and limited boulevard space in places.
- Parking, loading, transit, emergency **access** need to be accommodated
- Topography, including **steep grades**, are challenging in some segments.



Emergency access needs to be maintained



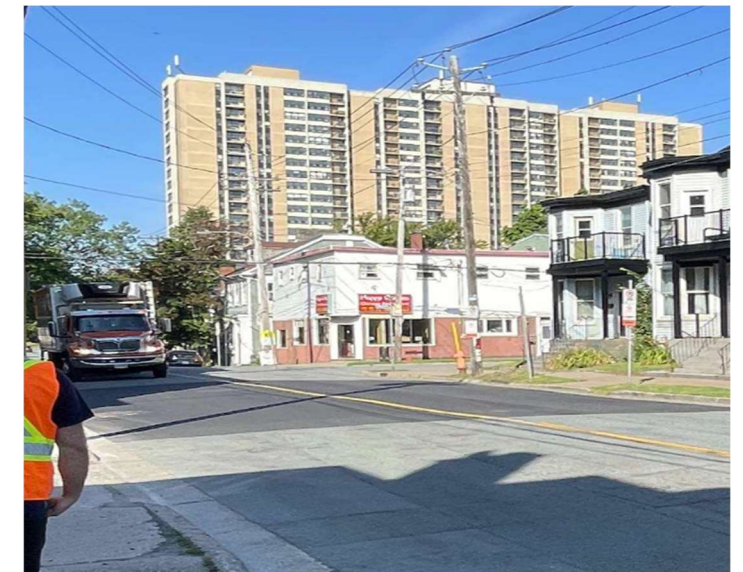
Lack of protected bike infrastructure



Lack of boulevard space for trees and utility poles



Steepness of the road



Truck access needs to be accommodated

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Initial options were evaluated based on the following criteria:



Walking and rolling



General traffic



Cycling



Transit



Trees

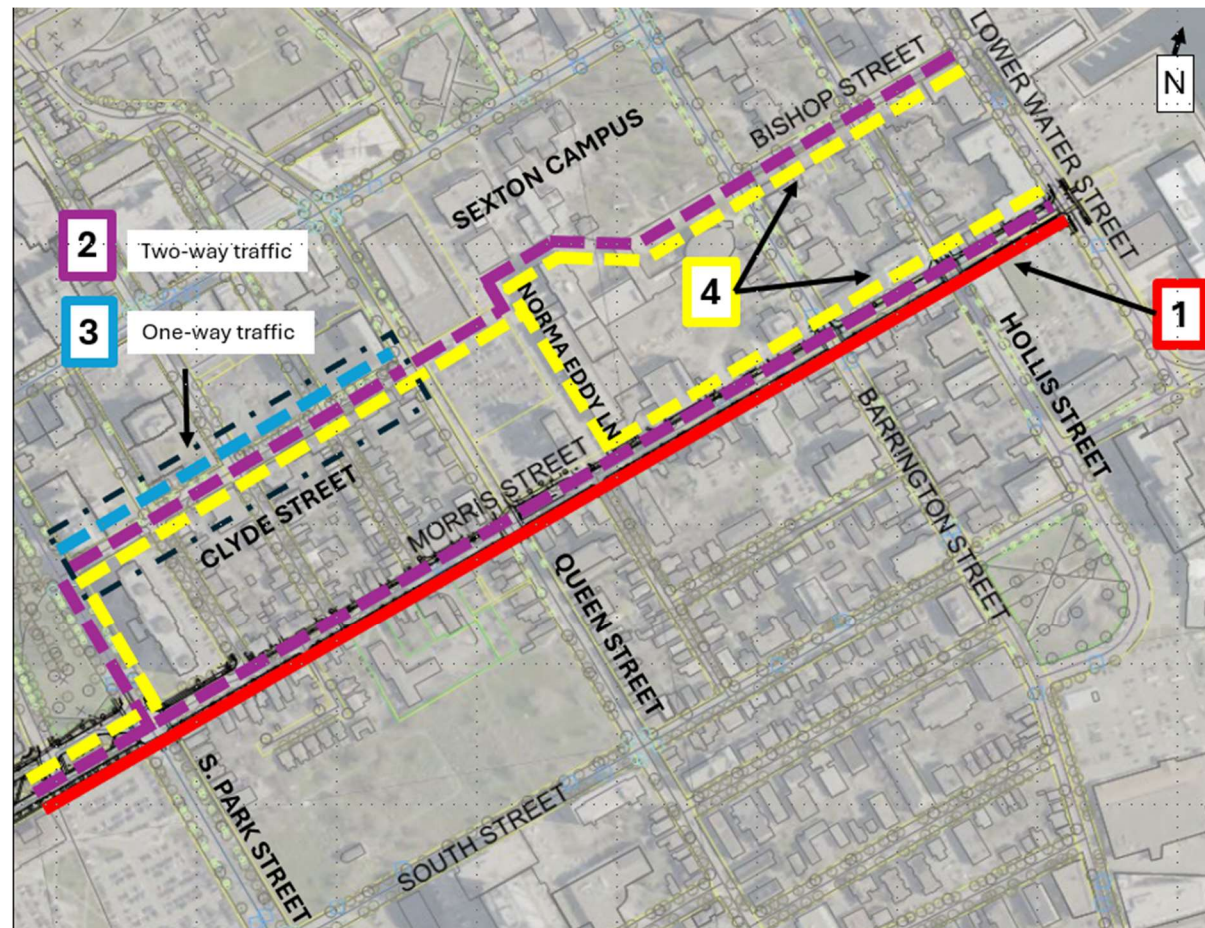


Curbside access and loading



Maintainability

Four options remain after this first round of evaluation:



Option 1 – Morris Street

Bidirectional bikeway on Morris Street and 1-way traffic (eastbound).

Option 2 – Clyde-Morris – two-way traffic on Clyde Street

1-way bicycle lane on Morris Street (westbound) and Clyde-Sexton-Bishop (eastbound) with 2-way traffic on Clyde Street.

Option 3 – Clyde-Morris – one-way traffic on Clyde Street

1-way bicycle lane on Morris Street (westbound) and Clyde-Sexton-Bishop (eastbound) with 1-way traffic (eastbound) on Clyde Street.

Option 4 – Bishop – Morris – Norma Eddy Lane

2-way cycling via Clyde Street and Sexton Campus, 1-way bicycle lane on Morris Street (westbound) and on Bishop Street (eastbound) with 2-way traffic on Morris Street and 1-way Traffic (eastbound) on Clyde Street.

No preferred direction currently identified; a second round of evaluation will consider:



Fire and emergency services



Capital cost



Public & stakeholder engagement feedback



Project complexity and constructability

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Option 1 – Morris Street

- Most direct cycling connection from Lower Water to University Ave.
- This option was previously approved by Council. It was later rescinded following new concerns raised relating to converting Morris Street to one-way traffic flow. Based on Council's direction, it is included here to gather additional public feedback.



Motor vehicle access: one-way (eastbound)
Traffic expected to divert to South Street and Spring Garden Road. 2022 traffic analysis found there was sufficient capacity in the network to absorb this. Analysis is being updated with recent data.



Cycling: protected bidirectional bikeway.



Parking/Loading:

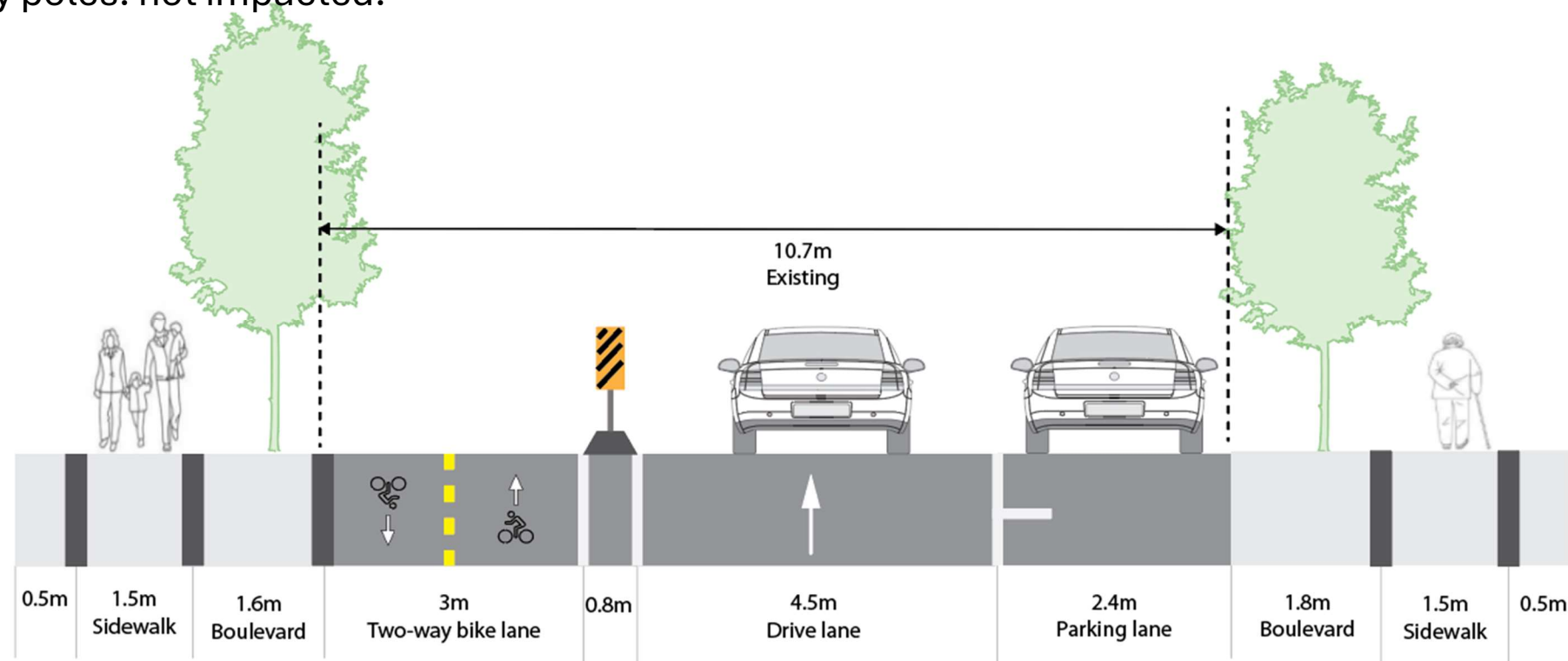
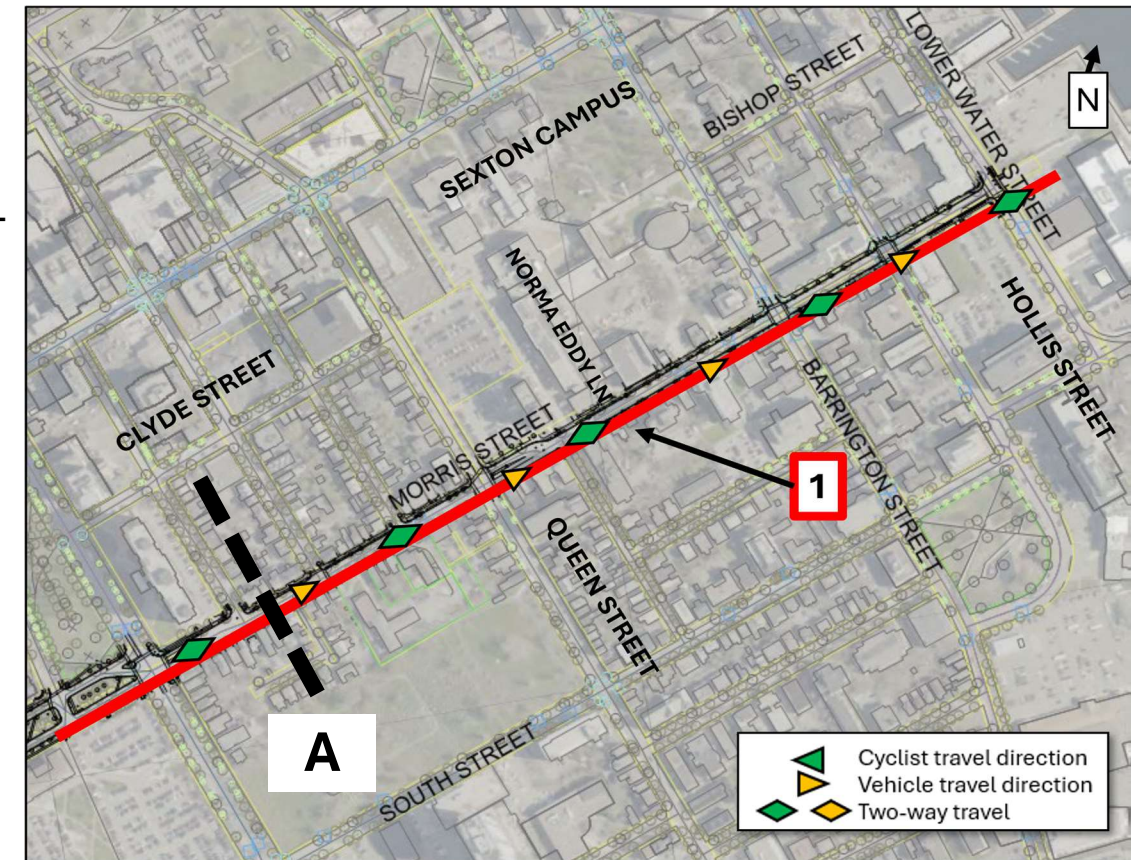
- Net parking loss: 5 spaces.
- Parking/Loading retained on one side.



Transit, truck and emergency access: impacted and rerouted.



Trees and utility poles: not impacted.

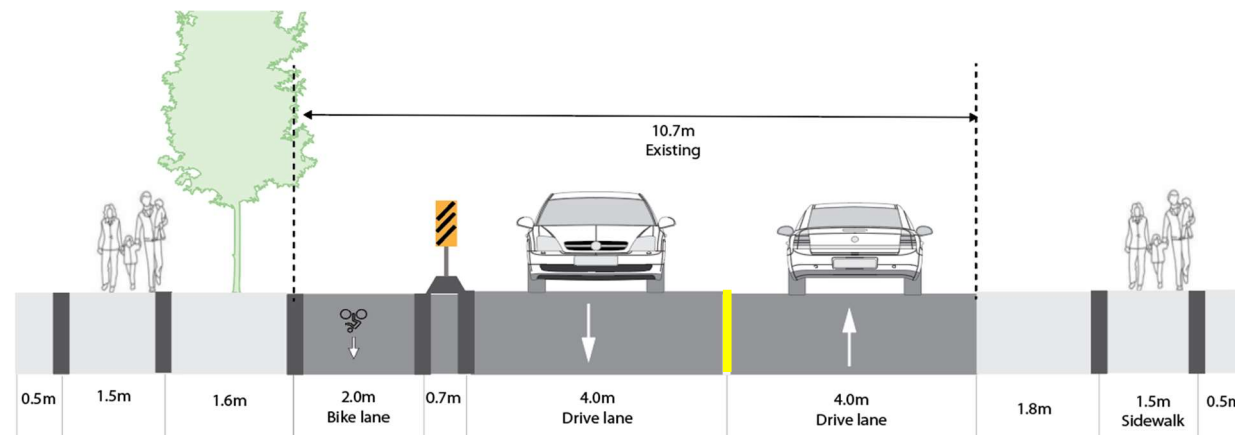


A - Typical cross section for option 1

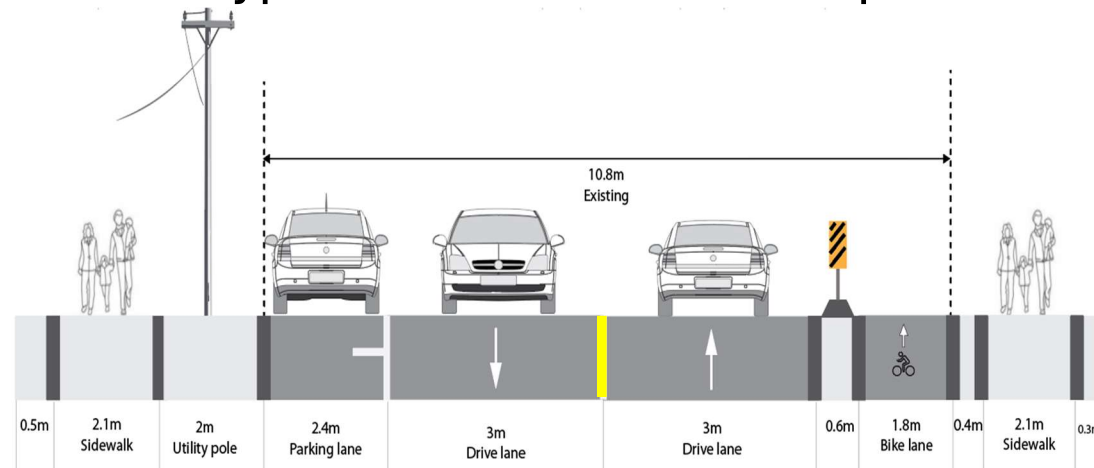
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Option 2 – Clyde-Morris – two-way traffic on Clyde St

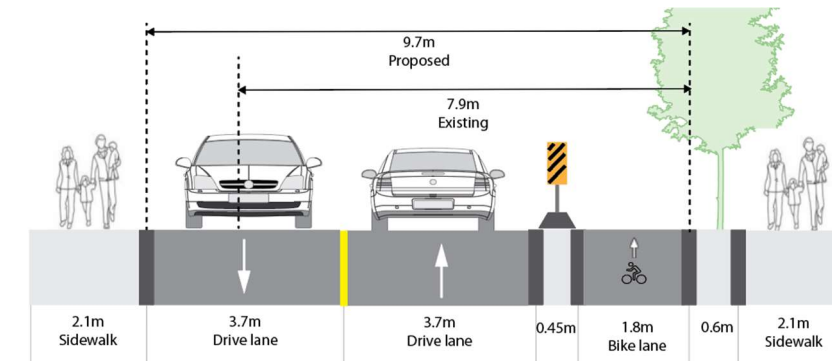
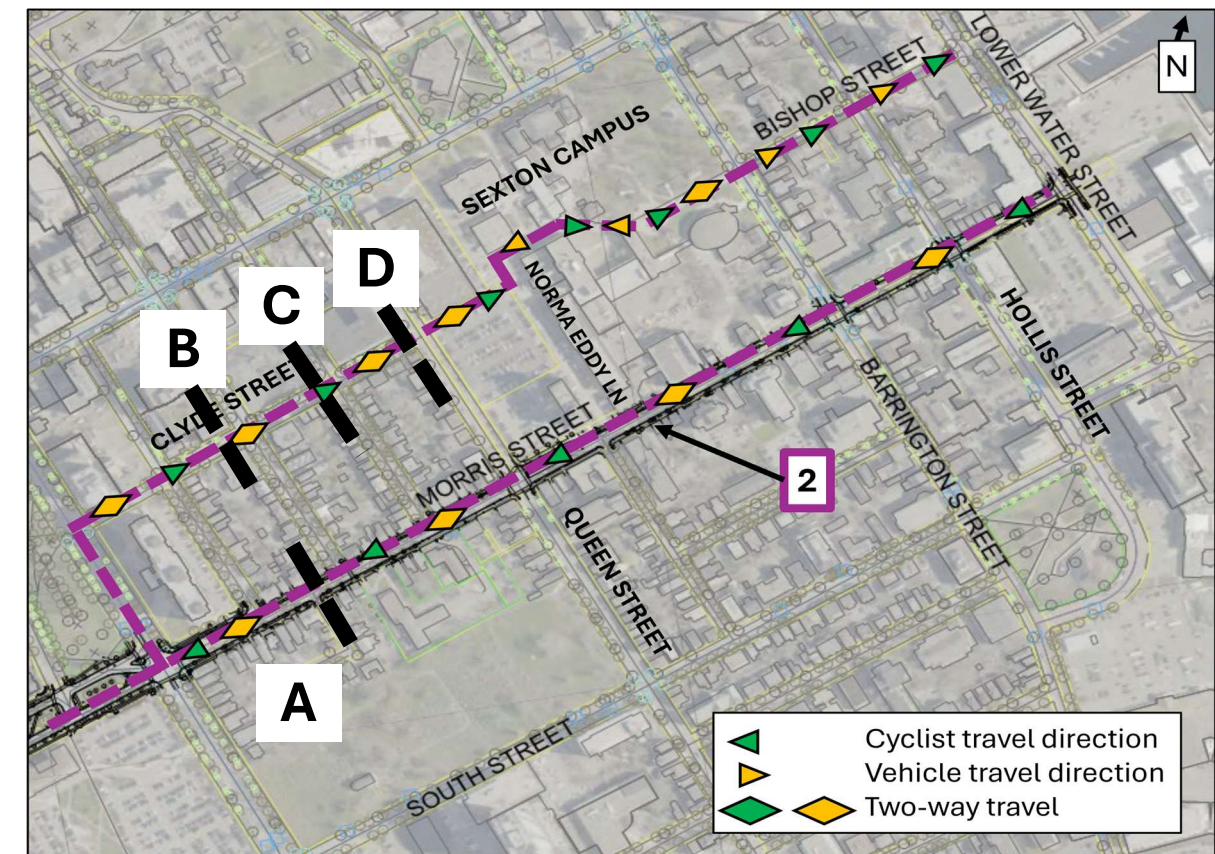
-  Motor vehicle access: two-way on Morris St and Clyde St.
-  Cycling: protected one-way bicycle lane on Morris St and Clyde St, as a couplet.
-  Parking/Loading: parking restricted along most of Morris and Clyde, except for a small number of isolated parking and loading spaces.
-  Transit, truck and emergency access: maintained (changes Bishop to 1-way between Hollis and Lower Water).
-  Trees and utility poles: impacts on Clyde St. (between South Park and Brenton, and between Birmingham and Queen St.



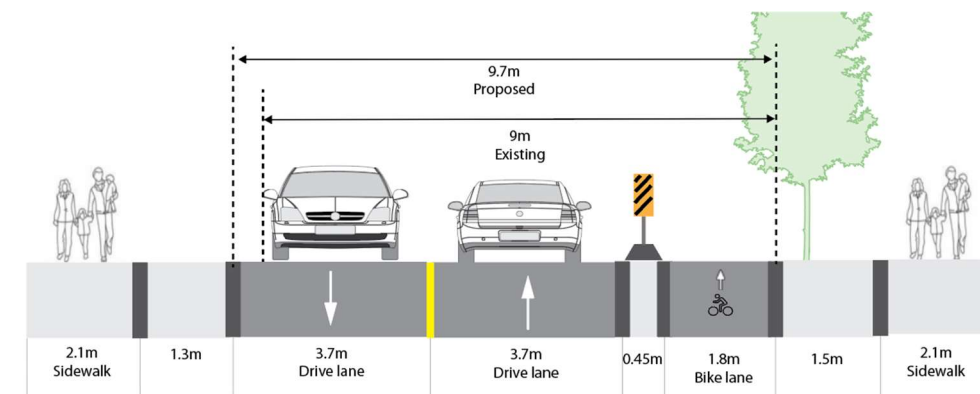
A - Typical cross section for option 2



C - Typical cross section for option 2



B - Typical cross section for option 2



D - Typical cross section for option 2

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Option 3 – Clyde-Morris – one-way traffic on Clyde St



Motor vehicle access: two-way on Morris St., similar to Option 2. One-way on Clyde St between South Park St. and Queen St. Also changes Bishop to 1-way between Hollis and Lower Water (expect traffic to divert to Morris St, Dresden Row, Brenton St and Birmingham St).

Traffic analysis is in-progress.



Cycling: protected one-way bicycle lane westbound on Morris St and eastbound on Clyde St, as a couplet.



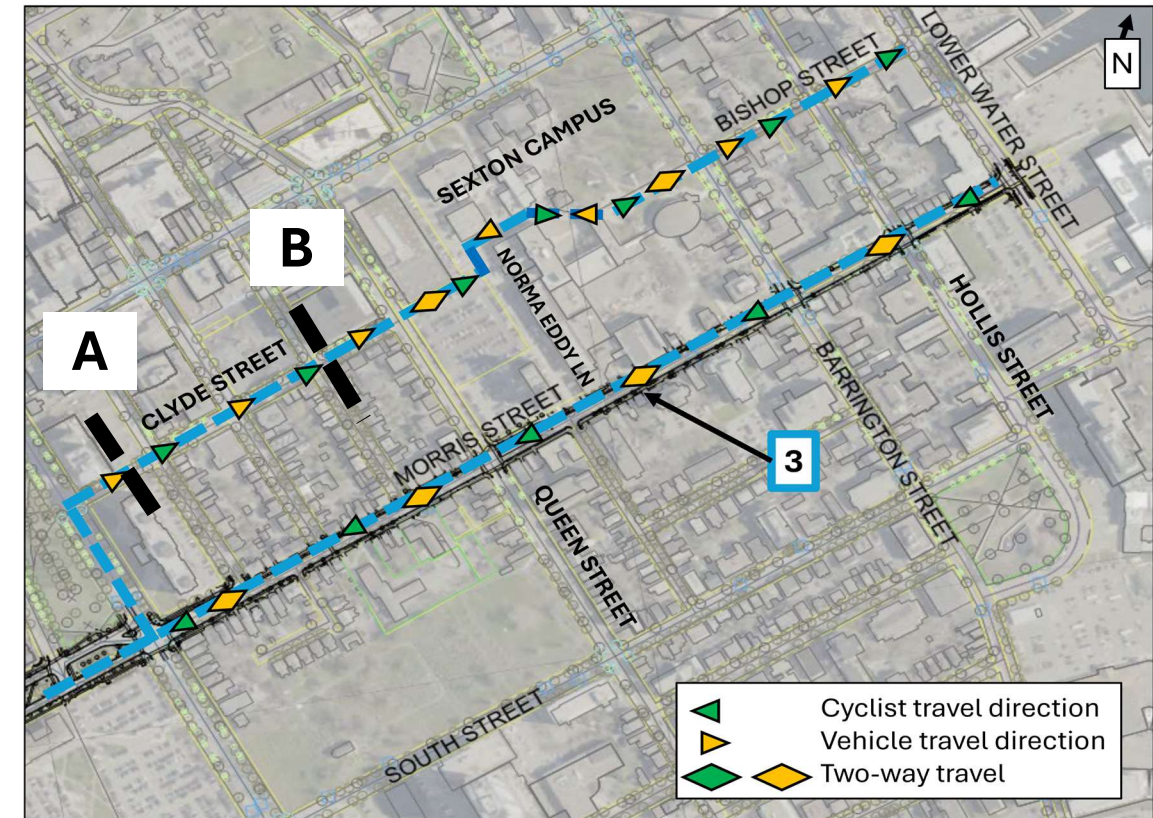
Parking/loading: parking restricted on one side of Clyde, and along most of Morris except for a small number of isolated parking and loading spaces.



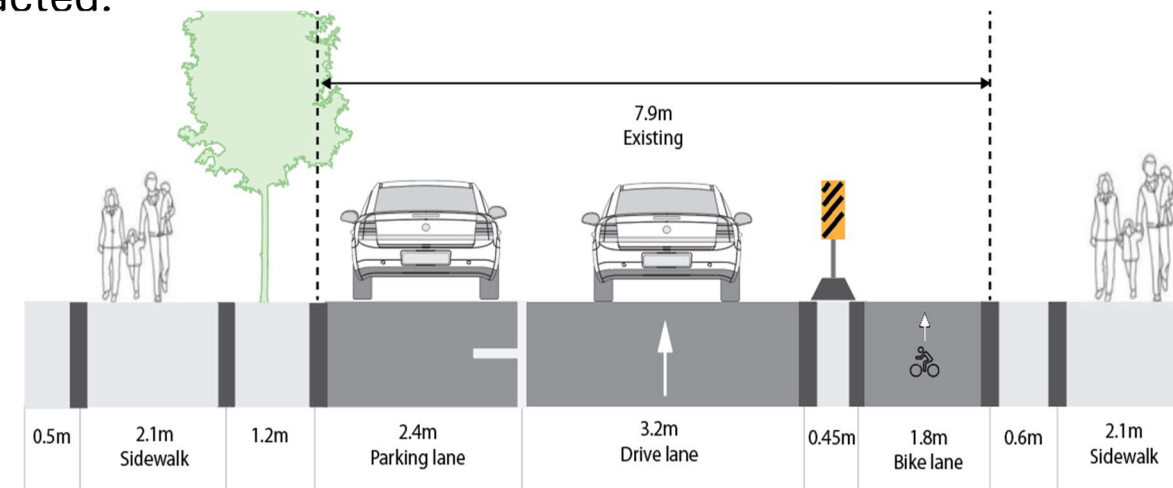
Transit, truck and emergency access: maintained.



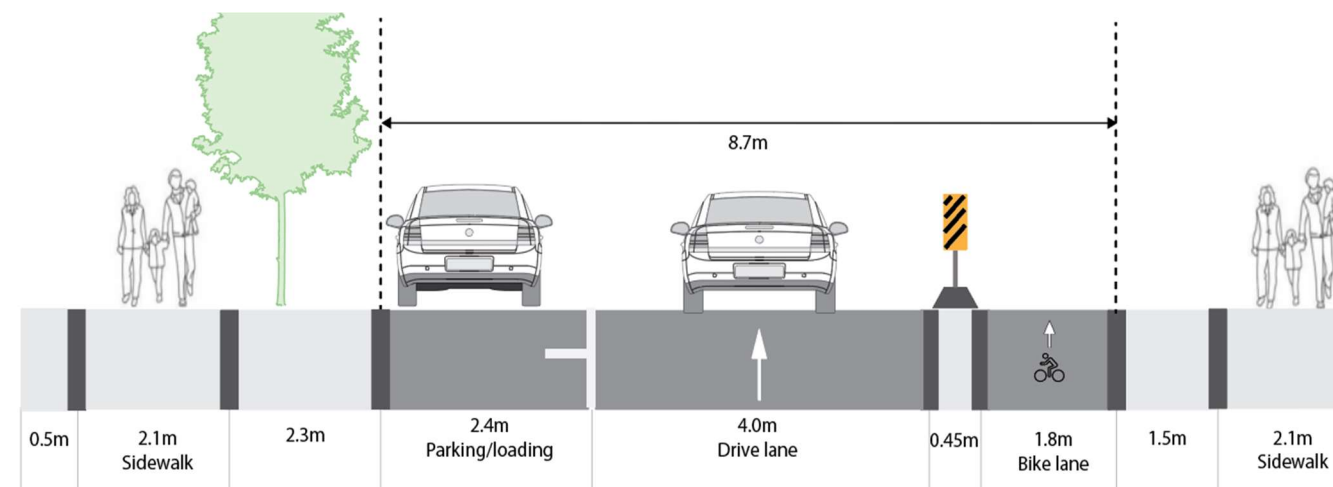
Trees and utility poles: not impacted.



A - Typical cross section for option 3



B - Typical cross section for option 3



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Option 4 – Bishop – Morris – Norma Eddy Lane



Motor vehicle access: two-way on Morris St and one-way on Clyde St. Also changes Bishop to 1-way between Hollis and Lower Water (expect traffic to divert to Morris St, Dresden Row, Brenton St. And Birmingham St).



Cycling: protected one-way bicycle lane on Morris Street (westbound) and on Bishop Street (eastbound), between Lower Water and Norma Eddy/Queen. Buffered one-way bicycle lane and shared lanes eastbound through Sexton Campus.



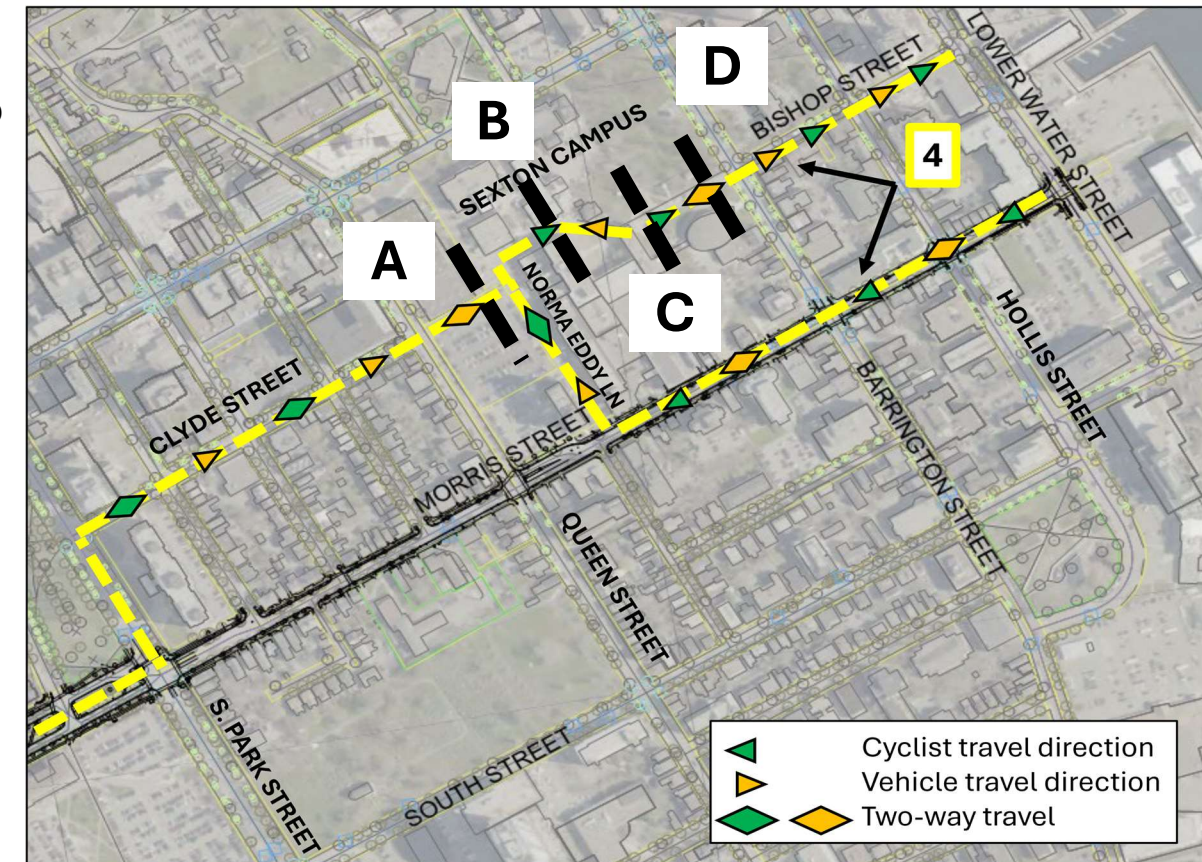
Parking loss: for the majority on both sides of Morris St between Lower Water St and Norma Eddy Ln, and Clyde St between South Park St and Queen St. (except for a small number of isolated parking and loading spaces, parking restricted on Clyde and on Morris between Lower Water and Norma Eddy.)



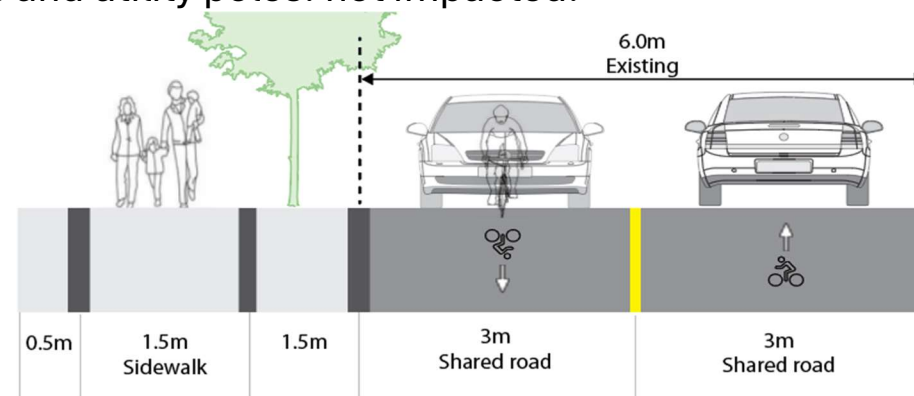
Transit, truck maintained on Morris St. Emergency access: one-way only on Clyde St between South Park and Queen St.



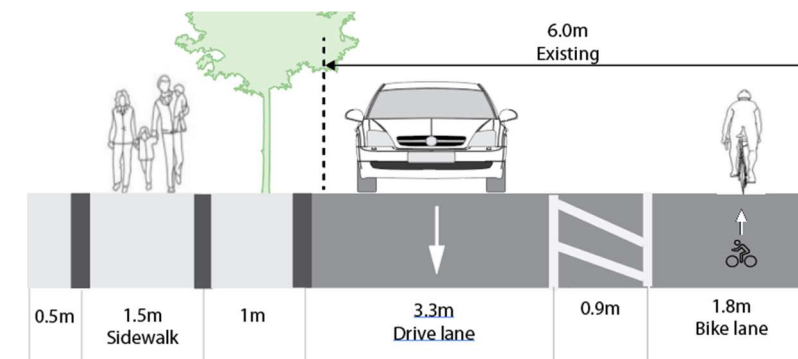
Trees and utility poles: not impacted.



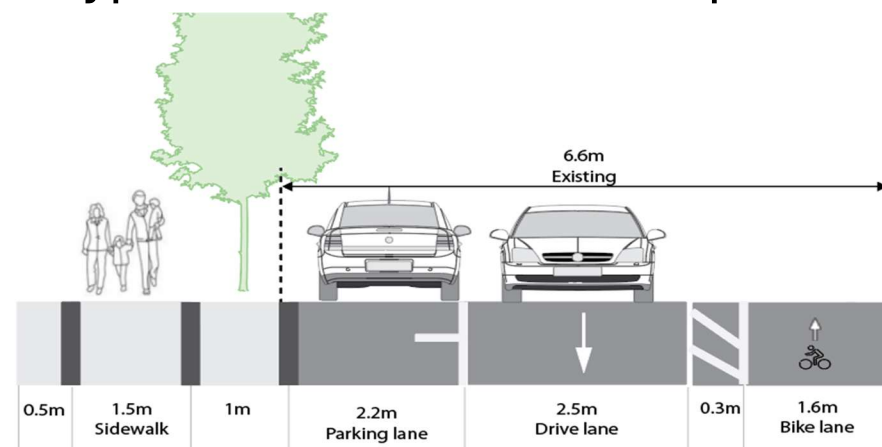
A - Typical cross section for option 4



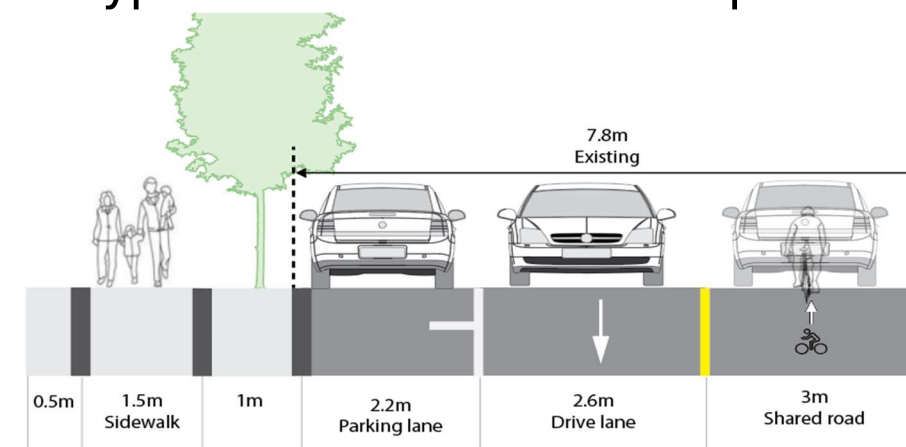
B - Typical cross section for option 4



C - Typical cross section for option 4



D - Typical cross section for option 4

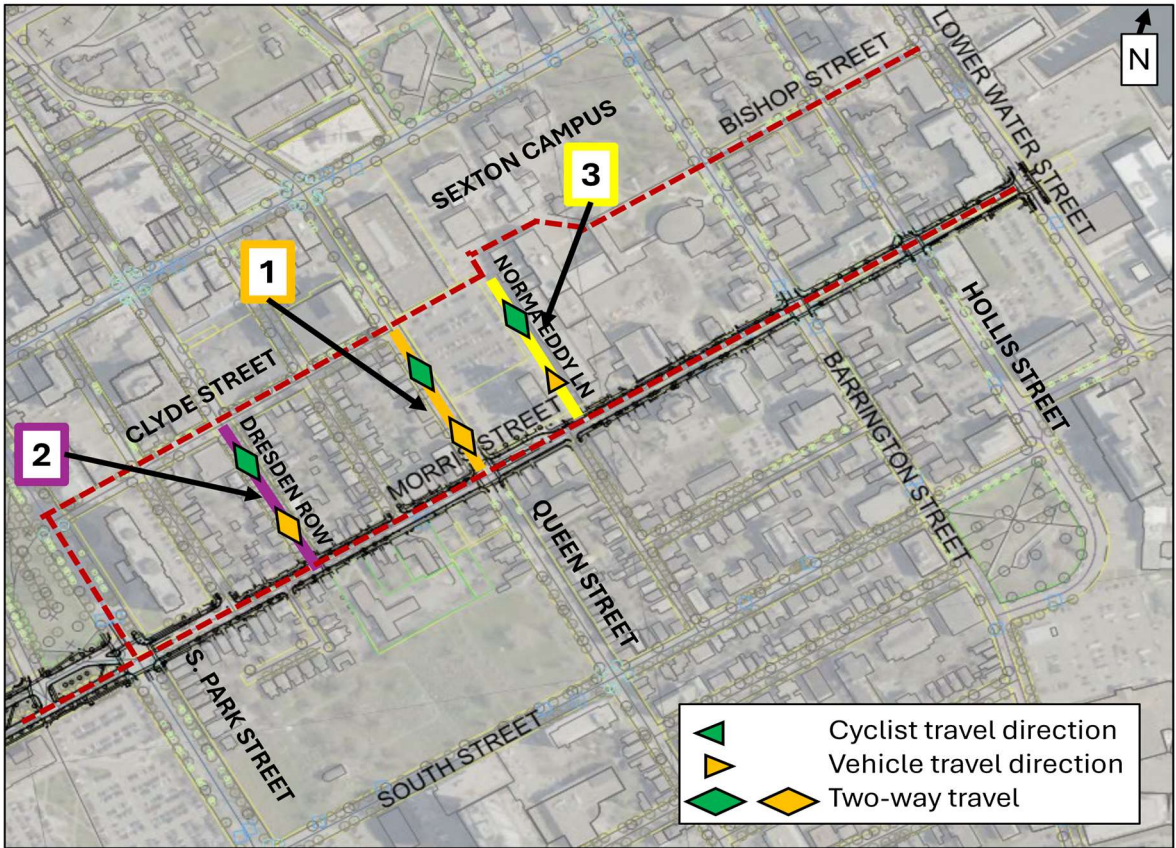


Peninsula South Complete Streets

North-South Connection Options

North-south connection options are important because they help tie the overall network together. If cycling routes run on different east-west streets as couplets, these links make it easier for people to move between them and connect to the wider network.

Three options are proposed, all maintaining existing trees, curbs and sidewalks.



	Option 1 – Queen Street Bidirectional bikeway	Option 2 – Norma Eddy MUP* & Dresden LSB	Option 3 – Norma Eddy MUP*
 Motor Vehicle Access	two-way	no change from existing	no change from existing one-way
 Cycling	protected bidirectional bikeway	MUP and Local Street Bikeway	minor improvement from existing 2-way MUP
 Parking/Loading	parking loss on one side	not impacted	not impacted
 Trees and utility poles	not impacted	not impacted	not impacted