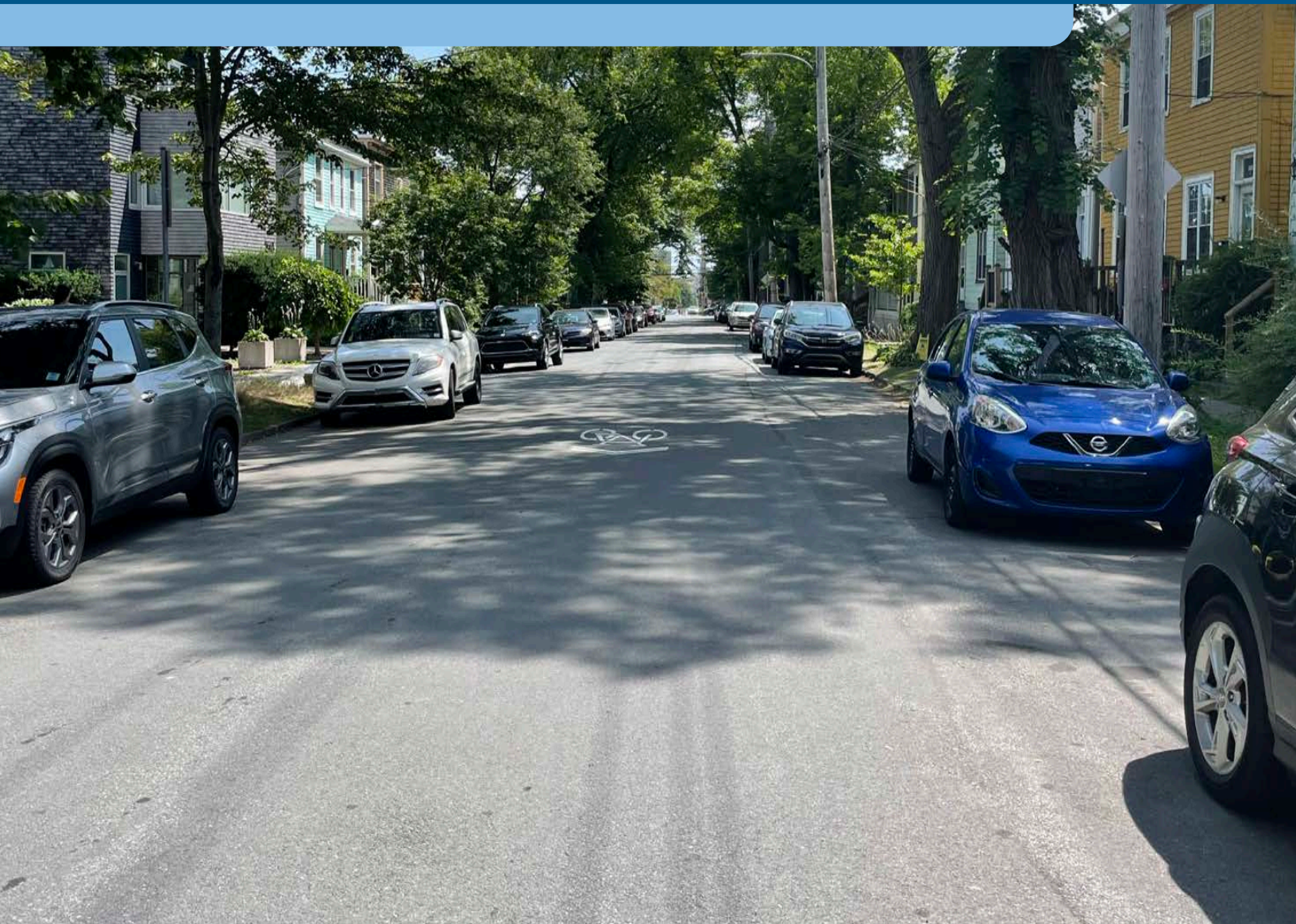




North End Complete Streets Phase 2

Round 1 Engagement: What We Heard Report



What We Heard Report
North End Complete Streets
March 2026

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Project Overview

We are planning upgrades to several streets in Halifax’s North End to make them safer and more welcoming for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This project focuses on improving sidewalks, pedestrian crossings, bikeways, and public spaces, while respecting the area’s history and identity.

The project will develop concept designs for approximately 4.8 km of streets south of Isleville Street, including Maynard, Creighton, Northwood, Fuller, Charles, Nora Bernard, Cunard and North streets. This complete street initiative supports Regional Council’s Active Transportation Priorities Plan and Integrated Mobility Plan (IMP). The primary goal of this project is to help design Complete Streets for this area.

Phase 1 of the project was completed in summer 2021 on Leaman, Drummond and Isleville Streets, north of Duffus. Construction will continue in phased segments through 2028.

What are “Complete Streets”?

Complete streets are designed to be safe, comfortable, and welcoming for all users. This includes people who walk, bike, use transit, or drive, and they are intended to be accessible to people of all ages and abilities.

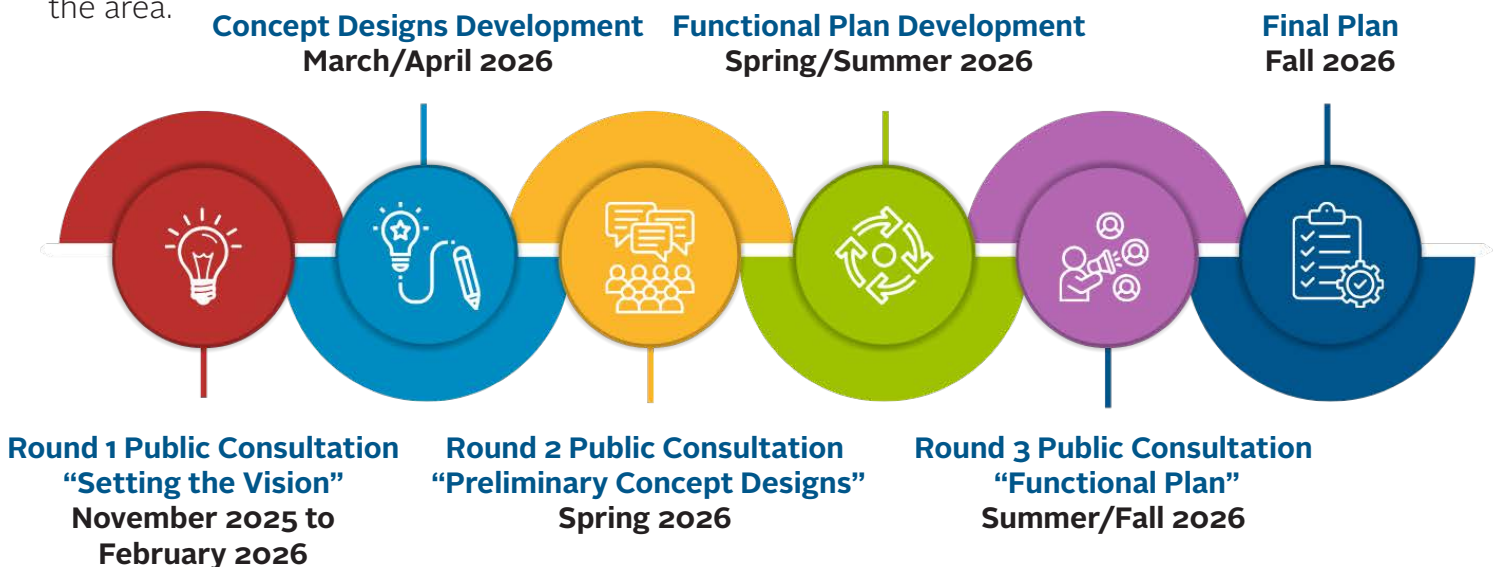
Project Objective

The key objective of this project is to:

- Improve streets to make them safer and more welcoming for all users, including those walking, rolling, cycling, and driving.

Project Timeline

This project is being completed in six phases. The release of this report marks the conclusion of the first phase, which consisted of an initial round of public consultation focused on developing a vision for the area. The project will now move into Phase Two, which will include preliminary redesigns of the area.



Project Study Area

The study area is shown below. The map includes each of the streets we are focusing on for this part of the North End Complete Streets Project.



Who We Engaged



Community Engagement

Community input is an important part of this project because it helps inform the design of Complete Streets in the North End. Anyone interested was welcome to take part in in-person sessions, an online survey, and an interactive mapping activity. It was especially important to hear from people who live, work, or travel through the area.

Stakeholder Engagement

Stakeholder engagement sessions were held to hear from specific groups who are invested in the area and the goals of this project. Participants included representatives from Cycling Nova Scotia, the Halifax Cycling Coalition, Walk and Roll Halifax, Canadian National Institute for the Blind (CNIB), Joseph Howe Elementary, and the North End Business Association. and residents and advocates from the North End community.

Community Voices

Over 20 interviews were conducted with long-standing residents of the North End and community advocates. These discussions helped to root the project in the local context, understand the perspectives and experiences of the people who live in the neighbourhood, and provide an opportunity to promote the project through more grassroots, community-centered methods.

How We Engaged



In-Person Public Consultation Sessions

The project team hosted two in-person public engagement sessions with interested community members. The sessions were promoted on the municipalities social media pages and through posters around the project area. During these sessions, the team provided food and drinks to participants and listened to their feedback.

The first occurred on Friday, November 28, 2025, from 6:00 pm to 7:30 pm at the George Dixon Centre, located at 2502 Brunswick Street.

- Number of participants: 23

The second session occurred on Thursday, December 4, 2025, from 3:30 pm to 5:30 pm at the Wonder'neath Art Society, located at 2482 Maynard Street.

- Number of participants: 12

Stakeholder & Community Voices Engagement

The project team met with various stakeholders (listed on the opposite page) to gain insights into their knowledge and experience of the site, their priorities for the project and concerns about the existing conditions in the project area.

Engagement sessions were held in both formal and informal settings, including a stakeholder engagement workshop at Northwood Manor and many in-person interviews at local businesses in the study area.

- Number of Interviews/Sessions: 22

Online Survey and Interactive Map

An online survey and interactive map was open to community members to share their feedback on the proposed design options.

The survey and interactive map were live from Monday, November 24, 2025 to Wednesday, February 4, 2026.

- Number of survey responses: 255
- Number of interactive map comments: 114

Grade 3 Students at Joseph Howe Elementary

Students in three separate grade 3 classes were asked to fill out a survey with 7 questions aimed at better understanding their experiences, concerns and ideas for the future.

- Number of student submissions: 50



Promotion of Engagement Opportunities

Engage Halifax Webpage

The dedicated Engage Halifax webpage (formerly known as Shape Your City) served as a central hub for project information, including detailed background information, project timelines, and engagement opportunities.

Number of page views (November 21, 2025 - March 5, 2026): 2,607

Social Media

The project team developed a strategic social media plan to reach a wide audience. Engagement events and activities were shared on the municipality's social media channels throughout the engagement period.

Posters

Posters were also put up around the neighbourhood throughout the engagement period to promote events, activities, and the project more generally. They were also distributed to local businesses in the project area.

Email to Councillors

An email was sent to councillors in the area to inform them about the project and the different ways to take part in activities and sessions.



What We Heard

The following sections summarize the input received through all engagement activities. All feedback received is valuable and will contribute to identifying a vision for the sidewalks, pedestrian crossings, bike ways, and public spaces in the North End and will inform the first draft of designs for these streets.

Community input is a critical component of the planning process; however, it is not the sole factor guiding decision-making. Community feedback is considered alongside a range of technical and policy-based criterion, including pedestrian and cyclist movement and safety, transit service accommodation, vehicular traffic and parking, health and environmental considerations, and overall feasibility.

Key Takeaways

Safety is the top priority. Participants consistently emphasized the need for safer streets, including improved crosswalks, better intersection design, lower speeds, and clearer visibility for pedestrians, cyclists, and drivers.

Pedestrian improvements ranked highest. Survey results showed strong support for investing in sidewalks, crossings, and walkability, with many participants identifying pedestrian infrastructure as both the most important element of a complete street and the area most in need of improvement.

Better connections for cycling and transit are needed. Many respondents noted that cycling infrastructure can feel disconnected or unsafe and called for protected bike lanes and stronger network connections. Improved transit service, reliability, and infrastructure were also frequently identified as priorities.

Streets should function as community spaces. Participants expressed interest in streets that support neighbourhood life, with features such as trees, seating, public art, and gathering spaces that create more vibrant and welcoming public spaces.

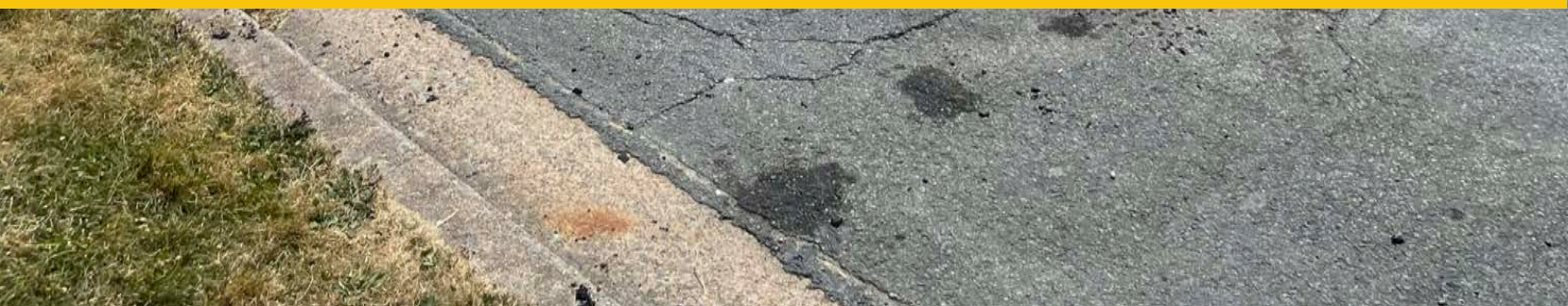
Balancing transportation needs will be important. Feedback reflected differing views on the role of cars, parking, and traffic flow. While some participants supported reducing vehicle dominance, others emphasized maintaining access and parking, highlighting the need for balanced design solutions.

Preserving neighbourhood character matters. Many participants highlighted the North End's history, culture, and strong sense of community, emphasizing that improvements should enhance safety and mobility while respecting the neighbourhood's identity.



What We Heard

Community Voices Feedback



Community Voices Feedback

Over 20 interviews were conducted with long-standing residents of the North End and community advocates. These discussions helped to root the project in the local context, understand the perspectives and experiences of the people who live in the neighbourhood, and provide an opportunity to promote the project through more grassroots, community-centered methods.

Feedback covered a wide range of topics - some directly related to the “Complete Streets” project scope, and some that provided greater context to life in the neighbourhood and the impacts associated with rapid change in the community. Although the community context feedback is outside of the scope for this project, it provides valuable awareness for the project team.

Primary Observations:

- Ongoing consultation is seen as repetitive and lacking clear impact, leading to frustration and distrust
- Residents want greater transparency on how decisions are made and evaluated over time
- There is a need for deeper understanding of community demographics and lived experiences
- Community members seek more meaningful, collaborative engagement rather than one-way input
- Planning language (e.g. mobility) are sometimes perceived as misaligned with urgent needs like food access and housing

Key Themes - Complete Streets:

Accessibility and Mobility for Seniors: With a growing senior population, participants shared challenges related to mobility. This includes difficulties using scooters and the stress associated with entering and exiting vehicles such as taxis or Ubers while using mobility aids like walkers.

Parks, Amenities, and Community Spaces: Participants expressed appreciation for existing amenities, including parks, playgrounds, and the North End Commons pool, particularly valuing their walkability. At the same time, there is a desire for more green space, trees, and accessible places for community gathering.

Parking: A lack of parking in residential areas was identified as an ongoing issue, with concerns that new buildings are being developed without adequate parking.

Traffic and Neighbourhood Throughfare: Residents expressed concerns about traffic congestion and the use of local streets as shortcuts by non-residents, contributing to safety concerns.

Wayfinding and Neighbourhood Identity: Participants highlighted the need for more signage and identification of landmarks, particularly those that reflect the area's history and cultural narrative.

Key Themes - Community Context

Access to Services: Residents identified the need for more public garbage bins and improved access to food establishments. Limited food availability, particularly later in the day, was noted as an ongoing challenge, alongside broader concerns about economic disparities in the neighbourhood that make access to food more difficult.

Local Services: Despite an increase in new businesses and activity, many residents reported being unaware of these changes or unclear about who these services are intended for. This has contributed to a sense that some new developments and offerings are not aligned with the needs or interests of the existing community.

Environmental Conditions and Comfort: Residents raised concerns about the impact of the built form of new developments, particularly the creation of wind tunnels. These conditions contribute to discomfort and safety concerns, especially for seniors who may be at risk of falling.

Housing Affordability and Fit: Participants noted that new buildings are often not affordable or aligned with the needs of current residents. There is a sense that new development cannot replace what has been lost in terms of land, ownership, and community connection.

Uncertainty and Lack of Trust in Development: Residents expressed uncertainty about ongoing development and a desire for clearer communication about the purpose of new buildings, with some feeling these changes do not fully reflect community needs. This is paired with existing distrust among some community members toward the government and its plans for the neighbourhood.

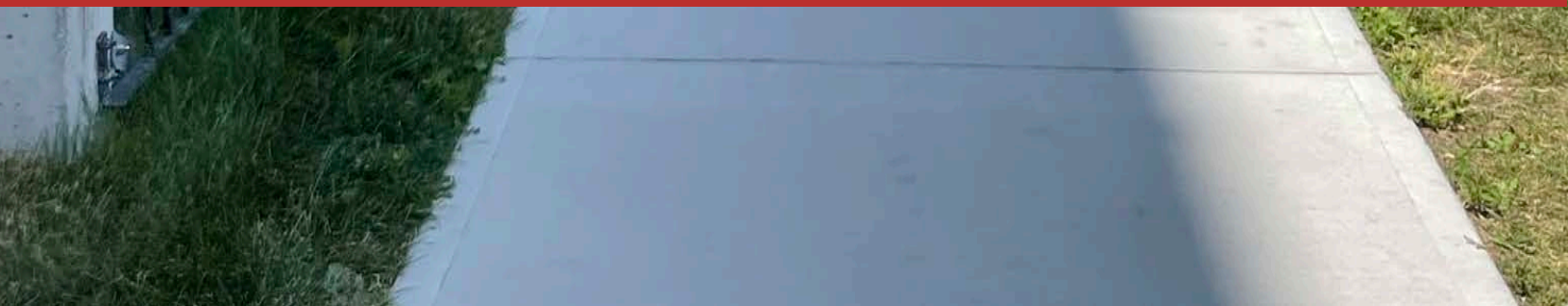
Neighbourhood Change and Identity: Participants want more opportunities to discuss how the neighbourhood has evolved over time and emphasized the importance of recognizing and preserving local history, as well as the contributions of past and present residents.

Safety Concerns in Public Spaces: Residents identified a range of safety concerns, including perceptions of increased violence across the city and within the neighbourhood (e.g., the North Branch Library and areas along Gottingen Street). Many noted that streets feel less safe than in the past. While there is a visible police presence, some residents expressed that this does not translate into a greater sense of protection, prompting questions about the role of policing in the community. Additional concerns include the presence of sharps and needles in public spaces, as well as bus shelters being used for substance use.



What We Heard

Stakeholder Engagement Feedback



Stakeholder Engagement Feedback

A stakeholder engagement session was held as part of the North End Complete Streets Phase Two project. Participants included representatives from Cycling Nova Scotia, the Halifax Cycling Coalition, Walk and Roll Halifax, the Canadian National Institute for the Blind, and residents and advocates from the North End. The discussion focused on identifying barriers to safe movement in the area, priorities for improving the street network, and ideas for creating a safer and more accessible public realm.

Pedestrian Safety & Accessibility

Participants emphasized safety and accessibility for pedestrians, particularly at intersections where conflicts between vehicles and other users are most common. Crossings along streets such as Nora Bernard, Cunard, Agricola, and North Street were described as challenging due to high traffic volumes, vehicles stopping in crosswalks, and aggressive driver behaviour. Representatives from the visually impaired community highlighted that some design features—such as angled curb cuts, curb extensions, and bike lanes located at sidewalk level—can create confusion or safety concerns for people using white canes or guide dogs. Participants stressed the importance of consulting with accessibility organizations throughout the design process and ensuring that future improvements consider the needs of people with disabilities.

Traffic Speeds & Cycling Safety

Stakeholders raised concerns about traffic speeds and the overall design of streets in the project area. Wide streets and significant traffic volumes were described as contributing to fast driving and creating uncomfortable conditions for pedestrians and cyclists. Participants suggested that intersection improvements, clearer traffic controls, and traffic calming measures should be considered to improve safety. Cycling advocates also noted that some local street bikeway routes currently experience higher traffic volumes than recommended by best-practice guidelines. As a result, they recommended modal filters as a primary solution, while also noting that traffic diversion and other design changes may be needed to reduce through traffic and create safer conditions for cycling.

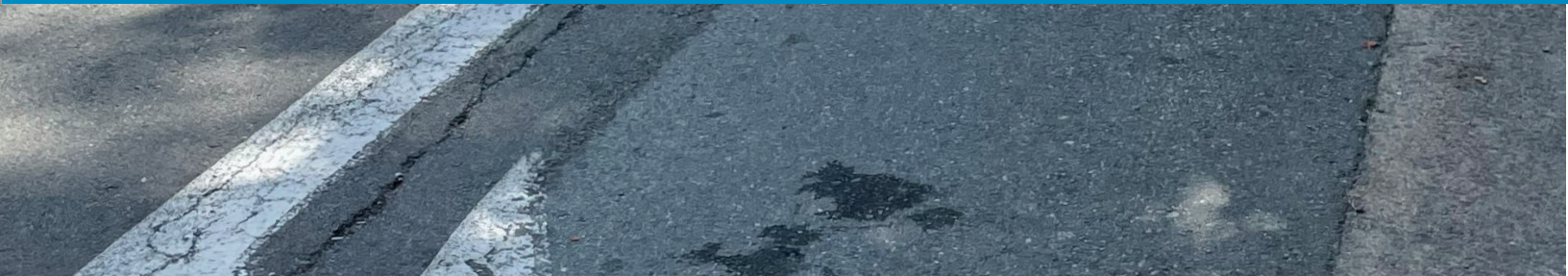
Placemaking & Public Realm

Participants expressed support for incorporating placemaking and public realm improvements alongside transportation changes. Suggestions included additional seating, improved lighting, greenery, planters, and public art to help create more welcoming and vibrant streets. Stakeholders also noted the importance of thoughtful design choices, such as clear visual contrast and detectable features, to ensure that public amenities remain accessible to people with low vision or mobility challenges. Overall, participants supported enhancements that strengthen neighbourhood character while improving comfort, safety, and accessibility for all users.



What We Heard

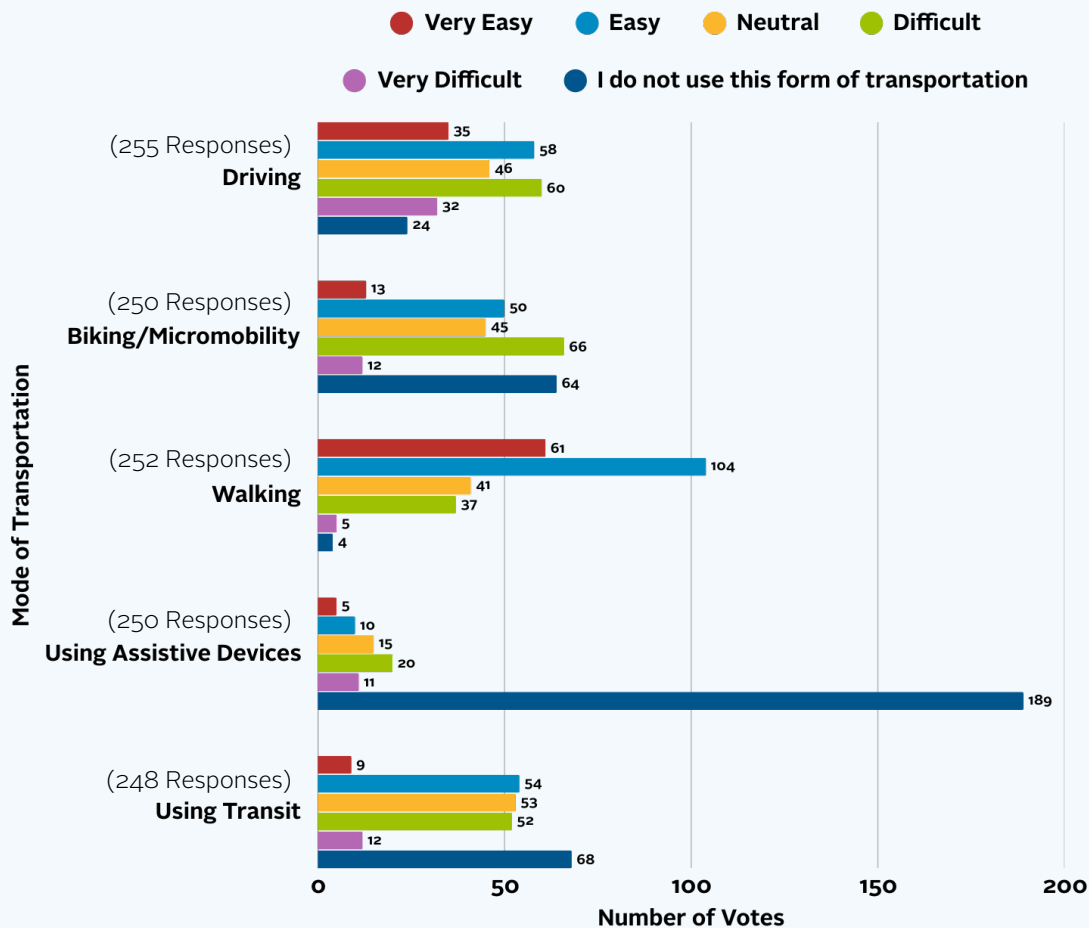
Survey Feedback



What We Heard

Q1. How easy is it to travel in or through North End Halifax by driving, transit, walking, biking, or rolling?

255 Total Responses



Mixed opinions about driving:

- The most common responses were “Difficult” (23.5%), followed by “Easy” (22.7%) and “Neutral” (18.0%).

(24.2%), and “Neutral” (16.3%) as the top responses.

Most people find Biking/Micromobility difficult:

- Top responses included “Difficult” (26.4%), “Do not use this form of transportation” (25.6%), and “Easy” (20.0%).

Of those who use Assistive Devices, most find it difficult:

- Most respondents reported not using assistive devices (75.6%), while other common responses were “Difficult” (8.0%) and “Neutral” (6.0%).

Most people find Walking easy:

- Walking was generally perceived as easy, with “Easy” (41.3%), “Very Easy”

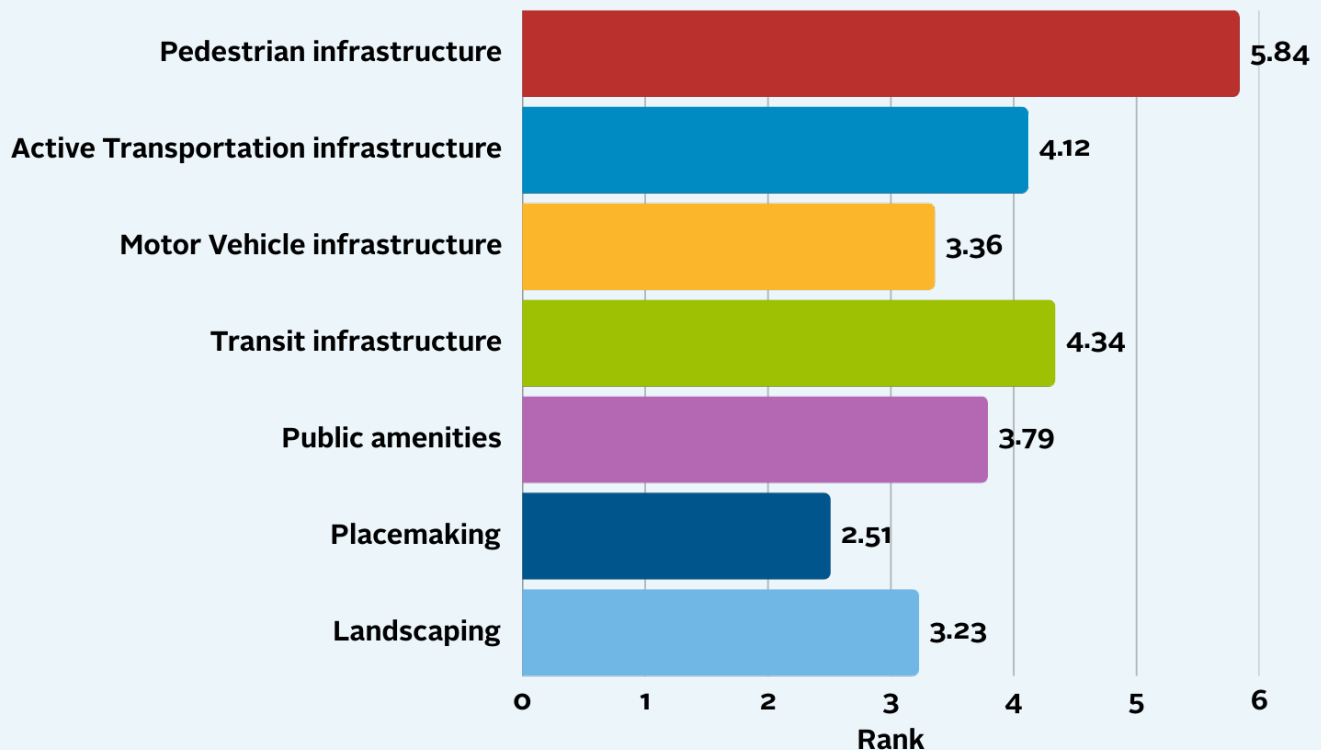
Of those who use Transit, there are mixed opinions:

- Responses were fairly mixed, with the most common being “Do not use public transit” (27.4%), followed by “Easy” (21.8%) and “Neutral” (21.4%).

What We Heard

Q2. How would you rank the following elements of a Complete Street in terms of their importance?

239 Total Responses



Most Important to Survey Respondents



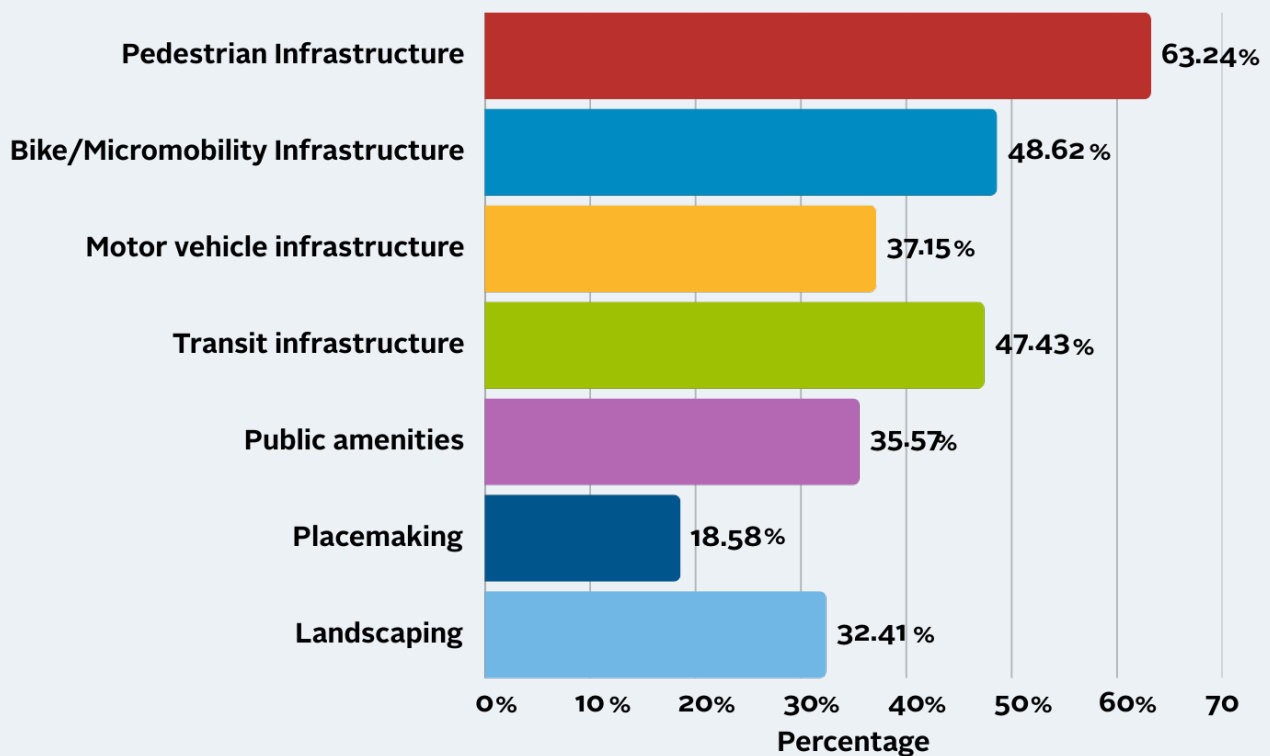
Least Important to Survey Respondents

- **1st – Pedestrian Infrastructure**
- **2nd – Transit Infrastructure**
- **3rd – Active Transportation Infrastructure**
- **4th – Public Amenities**
- **5th – Motor Vehicle Infrastructure**
- **6th – Landscaping**
- **7th – Placemaking**

What We Heard

Q3. What elements do you think are most in need of improvement in the project area? Select your top 3.

253 Total Responses



Elements Most in Need of Improvements



Elements Least in Need of Improvements

- **1st – Pedestrian Infrastructure**
- **2nd – Bike/Micromobility Infrastructure**
- **3rd – Transit Infrastructure**
- **4th – Motor Vehicle Infrastructure**
- **5th – Public Amenities**
- **6th – Landscaping**
- **7th – Placemaking**

What We Heard

Q4. Are there any streets in Halifax, or abroad, that you think should serve as inspiration for this project?

148 Total Responses

Overall, respondents pointed to streets that prioritize people over vehicles, support safe and comfortable walking and cycling, and include inviting public spaces.

Key reasons included strong pedestrian environments, protected and well-connected cycling infrastructure, greenery and shade, accessibility for all ages and abilities, and a balance between mobility, safety, and local activity.

International examples were often chosen because they demonstrate proven, well-tested approaches to managing traffic while enhancing comfort, and community identity.

Halifax

- Agricola Street
- Gottingen Street
- Almon Street (incl. Richmond Yards area; Windsor/Almon)
- Argyle Street (pedestrianized sections)
- Isleville Street
- Willow Street
- Vernon Street
- Young Street (bikeway and bus lanes)
- South Park Street
- Spring Garden Road
- Robie Street
- Barrington Street
- Connaught Avenue
- Creighton Street

- Bedford Highway
- Albert Street (Duffus–Devonshire)
- Kane Street
- Leeds Street
- Bayers Road Multi-Use Trail
- Hydrostone area streets
- Cogswell District
- New bus area around Scotia Square
- Leaman/Normandy intersection

Nova Scotia (Outside Halifax)

- Portland Street (Dartmouth; when closed to cars)
- Dartmouth Streets (general reference)
- Streets in small towns across Nova Scotia

Montreal & Quebec

- Rue St-Denis
- Ave Mont-Royal
- Ave Duluth
- Rue Prince-Arther Est
- Rue Rachel Est (2400 block)
- Rue Clark (Duluth Ave W–Ave des Pins O)
- Rue Gilford
- Wellington Street, Verdun
- Plateau neighbourhood streets (incl. seasonal pedestrianization)
- Old Montreal
- Pointe St-Charles neighbourhood streets
- Mount Royal (east of St-Denis)
- Rue Saint-Louis
- Rue Du Parloir

Other Canadian Cities

- Toronto – Bloor Street; Kensington Market
- Vancouver – Granville Mall; Adanac Street; West 8th Avenue; local street bikeways; Vancouver Island
- Victoria – Vancouver Street
- Ottawa – 90 Cambridge Street North
- Edmonton (general reference)

Europe (General & Specific)

- Netherlands (incl. Amsterdam, Utrechtsestraat, Dutch CROW manual, Holland)
- Denmark – Copenhagen (Nørrebrogade)
- Spain – Barcelona (Las Ramblas / La Rambla; Superblocks; Rambla del Poblenou); Seville
- Germany – Berlin; Munich
- France – Paris
- United Kingdom – London; Wales
- Ireland – Dublin
- Finland – Helsinki
- Portugal - Lisbon
- Poland – Wrocław Old City

International / Global Examples

- Melbourne – Swanston Street
- United States – Chattanooga, TN (Asphalt Art project); Hoboken, NJ
- University campuses (walkable/bikeable design)
- Project for Public Space “Great Streets” examples



What We Heard

Q5. If you had to write a “vision” statement for this area, what would it be?

193 Total Responses

Several themes emerged from the vision statements, providing insight into the types of infrastructure and community features participants would like to see in the study area.

Driving, Vehicle Infrastructure & Parking

- Participants expressed differing views on how much priority vehicles should have. Some supported reducing car dominance, while others emphasized maintaining vehicle lanes and ensuring driving remains functional.
- Some participants suggested restricting vehicles in certain locations, including car-free streets or car bans on main streets.
- Feedback on parking was mixed. Some participants supported maintaining or increasing parking (e.g. utilizing vacant lots for parking), particularly for residents (e.g. maintain parking for residents), while others suggested reducing on-street parking (e.g. on two-way streets) or limiting parking on side streets.
- Some responses emphasized enforcing parking regulations and traffic laws, improving visibility by adjusting on-street parking, and exploring designated or temporary parking areas.
- Participants highlighted the need for safer streets, including clearer sight lines, lower speed limits, improved pedestrian visibility, improved lighting, timed signals, additional left-turn signals (e.g., Robie & Almon), and addressing near-miss locations such as Charles & Gottingen. Opinions on traffic calming measures such as speed bumps were mixed.

Transit

- Many participants called for stronger public transit infrastructure, including more routes, improved service, and additional transit shelters.
- Some suggested exploring larger-scale solutions such as light rail, rail systems, or a subway.
- Participants emphasized prioritizing transit, improving reliability and connections (e.g., North End to West End), enhancing nighttime safety, and considering affordability measures such as free transit days.

Biking

- Participants expressed divided opinions on cycling infrastructure. Some supported bike lanes while others opposed them or raised concerns about traffic impacts.
- Several responses supported protected or separated bike lanes (e.g., Nora Bernard Street) and expanding the cycling network.

- Some participants noted current conditions are unsafe for cyclists, while others felt slower traffic and narrow streets already support cycling.
- Participants suggested more bike parking, improved cycling connections, multi-use paths, and regulations related to scooters or cyclist licensing.

Accessibility

- Participants emphasized making the area accessible for everyone, including seniors and people with disabilities (e.g., those with physical and cognitive challenges). Comments highlighted the need for sidewalk widening (e.g., along Agricola and similar to those on Spring Garden Road), maintaining access to roads during busy periods, and considering diverse mobility and sensory needs.
- Some participants emphasized designing streets that accommodate multiple transportation modes.
- Comments also highlighted the importance of maintaining and upgrading infrastructure, including road repairs, winter maintenance, transportation infrastructure improvements, street navigation, and ensuring access for emergency services.

Community Design and Community Needs

- Participants supported designing streets and neighbourhoods around people rather than vehicles, with comfortable, vibrant, lively, human-scale environments. Some responses supported reducing or removing vehicles in certain areas, referencing examples such as Montréal or European street design.
- Participants emphasized placemaking and creating spaces where people can gather, eat, shop, and spend time, supported by a mix of housing, businesses, and community spaces (e.g. transforming Agricola into a 15 minute community).
- Participants highlighted the need for parks, enhanced connectivity, reduced noise (from traffic), community facilities, seating (including benches for seniors), waste infrastructure, signage, and public washrooms.
- Participants emphasized adding greenery such as trees, landscaping, edible landscaping (replacing traditional landscaping elements with fruit trees and shrubs, vegetables, herbs, etc.), and nature-centred infrastructure while protecting existing trees.
- Many comments highlighted the importance of inclusive spaces that bring people together and support community wellbeing, as well as opportunities to participate in community life, such as outdoor events and open-street events. Safety, especially for children, was also a common priority, while others called for family-friendly areas and spaces for all.
- Culture, heritage, and identity: Participants emphasized preserving the North End's cultural diversity, history, and working-class identity, including its role as home to African Nova Scotian residents, students, and shipyard workers.
- Some responses supported incorporating public art and creative infrastructure that reflects the community.
- Participants highlighted the importance of local shops, services, and near amenities that support daily needs and neighbourhood vibrancy (e.g. Dee Dees and Good Robot).

Active Transportation

- Many participants supported prioritizing pedestrians and active transportation in street design.
- Suggestions included widening sidewalks, improving infrastructure along Gottingen Street, and adding pedestrian infrastructure at intersections.
- Participants emphasized safer conditions for pedestrians, cyclists, pets, and micromobility users through better visibility and safer crossings.
- Many comments highlighted the importance of comfortable, enjoyable, and accessible streets for walking.
- A small number of participants raised concerns about the impacts of AT prioritization on traffic and the need to balance different modes.
- Many comments focused on safer and more comfortable walking conditions, including improved crosswalks, better intersection infrastructure, sidewalk repairs (e.g., Agricola), safer curb cuts, and maintaining sidewalks during construction.

Local Needs and Through Traffic

- Participants expressed mixed opinions about whose needs should be prioritized: commuters and passersby, or residents and the local community. Many noted that the streets should be recognized as places where people live, not just routes for through traffic, while others emphasized the importance of being able to travel through the area efficiently.

Other

- Some participants suggested the need for affordable food options. Others proposed closing car access to the bridge to make it bus-only. There was also interest in saving taxpayer money and avoiding property buyouts.



What We Heard

Q6. Do you have anything else you would like to share with the North End Complete Streets project team?

Active Transportation (Walking, running, rolling, biking, scooters) and Safety

- Many respondents supported prioritizing active transportation and improving safety, noting that safer infrastructure could encourage more people to walk or bike and help reduce congestion. Others raised concerns about how cycling infrastructure fits on narrow streets and its potential impacts on traffic and parking.
- Many participants supported bike lanes and cycling infrastructure, suggesting they help traffic flow and encourage cycling, while others found them challenging or unsuitable in certain locations.
- Safety concerns were raised for both pedestrians and cyclists, including difficult crossings, near-miss incidents (such as at Charles and Gottingen), and challenges navigating some intersections and signals. Some participants also emphasized improving walkability and prioritizing pedestrians, particularly as residential density and retail activity increase in the area.

Street Design and Infrastructure

- Participants expressed mixed views on street design and infrastructure changes. Some supported measures such as roundabouts, slow streets, and intersection improvements. Others raised concerns about features such as concrete barriers, speed bumps, curb extensions, delineators, unused traffic lanes, and the removal of turning lanes, noting that these can create bottlenecks or make streets more difficult to navigate for drivers, emergency vehicles, snow removal, buses, and parking. Some respondents suggested reversing certain recent infrastructure changes, switching the direction of traffic on certain streets (Buddy Daye at Maynard and Crighton)
- There were also mixed perspectives on bike infrastructure. Some participants supported protected or separated bike lanes and extending existing routes (such as from Isleville to Duncan), while others expressed concerns about the amount of cycling infrastructure.
- Participants called for additional shared pathways (such as from Almon to Isleville), more crosswalks (including at Agricola and Ontario, Agricola and Roberts, Creighton and North, and Charles and Gottingen), and additional roundabouts (such as at Leaman and Normandy). Some also suggested banning right turns on red to improve safety for active transportation users and raised visibility concerns in some areas, including Maynard Street.
- Infrastructure maintenance was identified as an important issue, including pavement repair, potholes, drainage, snow clearing, waste collection, and potential impacts from construction. Participants also discussed intersection design and traffic signals, noting that some crossings are difficult to navigate, particularly for cyclists, and that pedestrian signals are sometimes located on the wrong side of the street.

What We Heard

Q6. Continued

Public Realm and Accessibility

- Participants suggested improvements to the public realm, including wider sidewalks, sheltered areas, shared pathways (similar to those in Cole Harbour), benches, shade, landscaping, and improved lighting. Many also emphasized the importance of accessible infrastructure that supports seniors, people with disabilities, and wheelchair users.
- Comments highlighted the importance of comfortable and inclusive public spaces while maintaining consistent and practical design. Some participants suggested avoiding sporadic design elements such as rainbow sidewalks in favour of more consistent design, while others supported incorporating public art, including proposals such as the art project on Maynard Street.

Traffic, Cars, and Parking

- Participants expressed differing perspectives on vehicle use. Some supported reducing car traffic and prioritizing other transportation modes on smaller residential streets, while others emphasized maintaining smooth traffic flow and convenient vehicle access. Some respondents noted issues such as drivers travelling the wrong way on sections of Charles Street.
- Parking was also discussed. Some respondents emphasized the importance of maintaining or increasing on-street parking (like on Cunard Street) for residents, seniors, and community institutions, while others supported reducing parking to make space for other street uses (e.g. issues with parking impacting bike lanes on Gottingen).
- Some participants raised concerns that traffic changes could shift vehicle volumes onto nearby streets, such as Willow, and emphasized the importance of maintaining clear and predictable traffic circulation. Suggestions included increasing traffic controls on streets such as Creighton and Maynard and reducing speeds on residential streets, including a proposed 30 km/h limit.

Transit and Transportation Options

- Participants emphasized the importance of reliable public transit and improved connections across the peninsula. Suggestions included improving transit service, expanding transit infrastructure (more lines taking people from the East to the West), and exploring larger system changes such as free transit or light rail.
- Some respondents also noted that traffic congestion can affect transit reliability.

Community Character and Environment

- Many participants described the area as historic, beautiful, and vibrant, emphasizing that it should remain a destination rather than simply a corridor for traffic. Respondents highlighted the importance of placemaking, art, history, people-focused design, and preserving the neighbourhood's unique identity.
- Participants also discussed housing and development, including calls to preserve existing homes, encourage infill development, and address concerns that increased density or high-rise development could reduce green space or create affordability challenges.
- Participants emphasized the importance of green space, trees, and landscaping, and raised concerns about how development or increased density could impact these features.

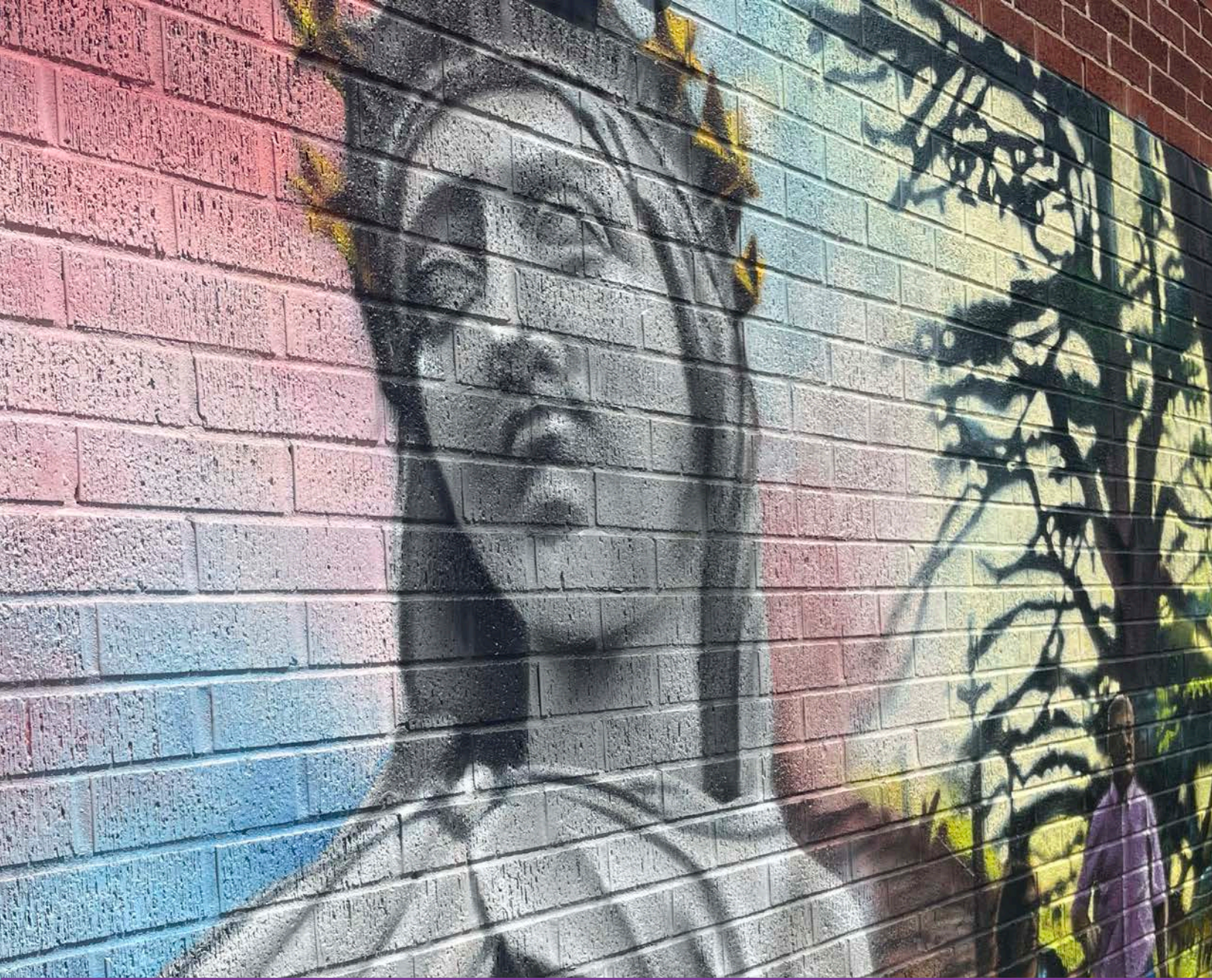
Project Feedback and Engagement

- Participants expressed a range of views about the project, including both support and concerns. Some respondents suggested expanding the study area to include additional streets such as Agricola, Willow, and Clifton.

Other

- Additional suggestions included speeding up construction timelines, minimizing project spending, providing education for scooter and bike users, and rebuilding the Needham Community Centre.





What We Heard

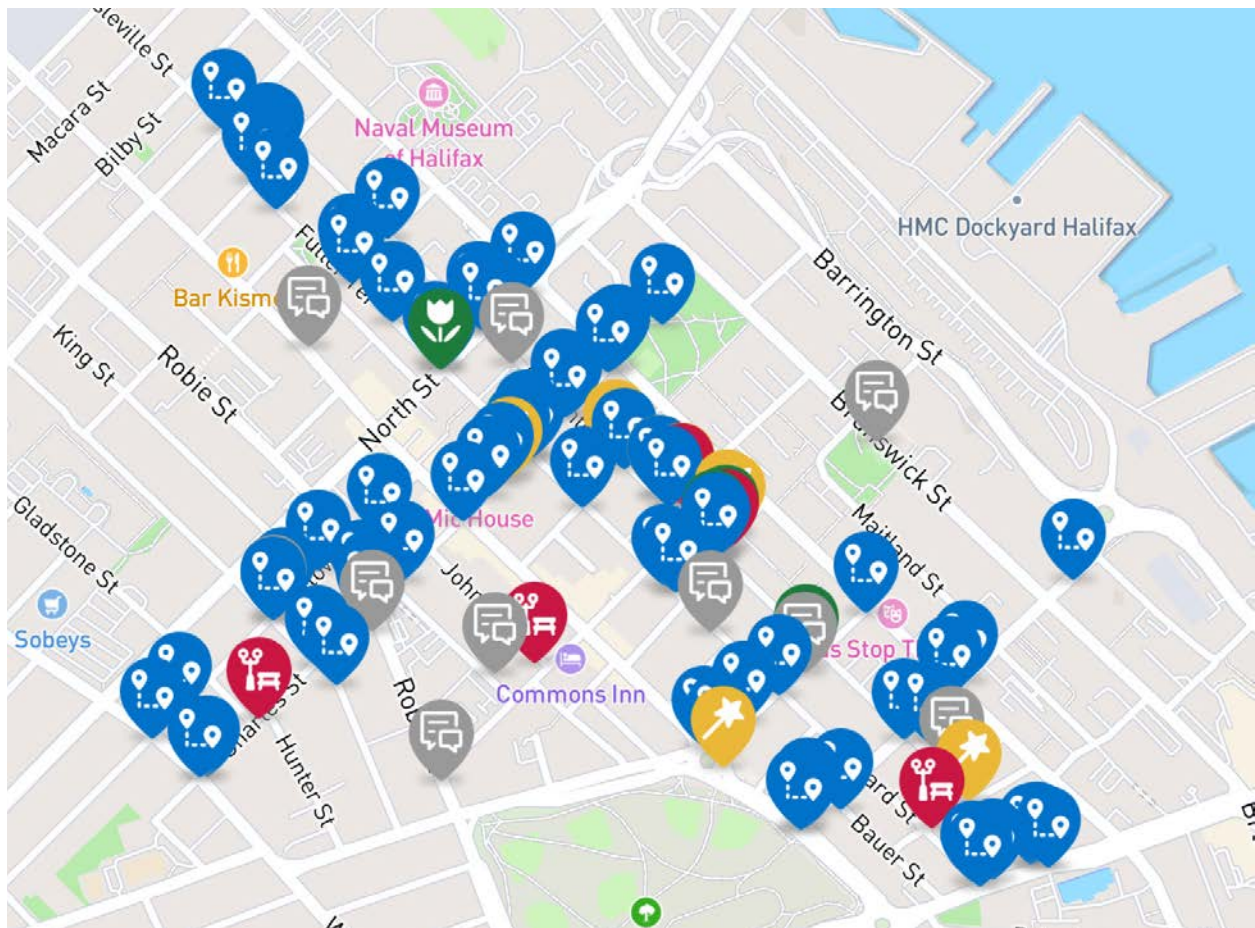
Map Responses

Online & In-Person Results



Map Responses

Online & In-Person Results



Total Responses: 114

10 “General” Comments

87 “Getting around” Comments

8 “Placemaking” Comments

5 “Public Amenities” Comments

4 “Landscaping” Comments

Agricola Street

- Mixed feedback regarding cycling infrastructure. Some participants supported connected bike lanes, while others felt additional cycling infrastructure is unnecessary and preferred prioritizing pedestrians and wider sidewalks.

- Parking was noted as an issue, with concerns that parked cars reduce visibility and that parking rules are not consistently followed.
- Infrastructure improvements suggested, include: adding curb bump-outs to improve sightlines for pedestrians, improving pedestrian conditions, and widening sidewalk.

- We heard interest at the in-person sessions for including Agricola Street in the project area - noting that they want complete streets to be connected.
- Others suggest that stop signs are inconvenient for cyclists as they are required to stop, leading to a loss of momentum.

Black Street

- Concerns were raised that some drivers do not follow road rules (Stop Sign) and that bikes must stop at this intersections .
- Suggestions included reversing stop signs so that cars stop for cyclists traveling along Northwood.

Bloomfield Street

- Participants raised safety concerns for pedestrians and cyclists, including unmarked crossings and crosswalks located on the wrong side of intersections.
- Suggestions included adding stop signs, relocating the crosswalk to align with the crossing at Almon, and potentially converting the street to one-way traffic or reducing through traffic.

Brunswick Street

- Participants suggested improving cycling connections, including linking the Charles Street bike lane to Dixon Path and Brunswick Street.
- Some respondents also noted the need for general road repairs.

Buddy Daye Street

- Participants suggested enhancing the street with additional greenery, trees, benches, murals, and bike racks.
- Some respondents supported roundabouts instead of stop signs to improve cycling flow, while others expressed concerns that murals may lead to graffiti or unnecessary spending.

Charles Street

- Participants identified a range of safety concerns, including dangerous intersections, confusing crossings, illegal parking, people driving the wrong way, and aggressive driving. Several noted that the street is often used as a shortcut to avoid traffic on busier roads and if traffic is calmed they are worried traffic will increase on Willow. There were calls for more safety measures for all, but especially children.
- Others called for more waste disposal bins, especially as people with pets walk through the area.
- Cyclists raised concerns about driving speeds and existing bike lanes, including issues with stopping at intersections and limited connections to other cycling routes. Others noted that the street can be good for walking and cycling.
- Suggestions included adding two-way cycling infrastructure, improving crossings (e.g. cycling specific crossings; take inspiration from the crossing at Allen/Oak), installing traffic signals, aligning crosswalks, reserving stop signs (so cars must stop for bikers) and implementing traffic calming measures such as speed bumps, stop signs, or improved signals.
- We also heard interest in re-painting the street mural by Joseph Howe Elementary School as a speed calming measure.

Clifton Street

- Participants noted that vehicles turning from North Street can travel quickly through the intersection.
- Suggestions included adding speed bumps to slow traffic.

Creighton Street

- Participants raised concerns about visibility at intersections, curb extensions, construction impacts, traffic violations, noise, lack of crosswalks in some areas, and the amount of through traffic using the street.
- Cycling concerns included disconnected bike lanes, unsafe intersections, having to dismount bikes for crossings, and challenges traveling east–west on nearby streets. Others suggested that bike lanes should be on one side of the street and that speed bumps or lane markers should not be added.
- Suggestions included four-way stops or roundabouts, wider or bi-directional bike lanes, reducing through traffic, wider sidewalks, adding signage, narrowing the street, adding bump-outs and improving connections to downtown and Rainnie Drive.
- Others suggest that on-street parking should be preserved and that street cleaning makes parking challenging, while others suggest to remove parking.
- Additional comments included requests to maintain community features such as playgrounds and basketball courts and to add murals or planters to improve the street environment.

Cunard Street

- Cyclists noted that turning left from Cunard to North Park Street can feel intimidating for bikers due to the roundabout.
- Some participants also raised concerns that construction and patios reduce available parking and that people speed down this street.
- Participants suggested repaving the road, widening sidewalks, and improving landscaping to address the street's appearance.

- Some respondents suggested adding more street parking while also improving cycling connections to nearby streets.

Falkland Street

- Participants noted that the heritage area requires additional investment and attention, suggesting opportunities to strengthen its role as a heritage district.
- It was also suggested that garbage cans be installed on this street to deter littering and help pet owners to deal with waste.

Fuller Terrace

- Participants noted issues with drivers traveling the wrong way and blocking fire hydrants, suggesting to prevent through-traffic.
- Cyclists reported challenges crossing North Street and suggested improvements such as bike-activated signals, bump-outs, or two-way cycling infrastructure.

Gottingen Street

- Participants suggested moving the crosswalk to the north side of the intersection to align with other crossings.

Maitland Street

- Desire to see speedbumps installed to slow traffic, especially near Nora Bernard where the Youth Net program is located, as well as the Tiny Lab daycare.
- Desire to see garbage cans in this area.

Maynard Street

- Participants noted several safety concerns, including fast-moving vehicles, limited visibility due to parked cars, confusing intersections, and challenges for cyclists connecting to nearby routes and cycling at

night (especially for women).

- Suggestions included adding stop signs, marked crosswalks, a roundabout, improved bike lane connections to Cogswell and Brunswick, and potentially removing parking in some locations to improve safety.

North Park Street

- Participants noted that the intersection can be challenging for pedestrians, cyclists, and drivers.
- Suggestions included improving the intersection design and potentially reducing its size to improve safety.

North Street

- Participants raised concerns about unsafe crossings, unclear multi-use path connections, and cycling safety.
- Suggestions included improving cycling separation, repairing infrastructure, and installing bike- and pedestrian-activated signals or raised crossings.

Northwood Terrace

- Participants noted that the crosswalk is difficult for cyclists to use and that the current one-lane design can cause issues.
- Suggestions included adding a median, improving visibility, and clarifying where cyclists should cross.

Nora Bernard Street

- Participants noted that turning from this street on to North Park Street can be challenging for both cars and cyclists and that the wide street design encourages fast driving.
- Some participants suggested fully signaling the intersection at North Park, or turning it into a three-way stop to improve safety.

- Participants noted safety concerns for cyclists due to steep grades, proximity to vehicles, the new roundabout, and fast turning movements at intersections.
- Benches were suggested due to the steep slope, so residents have places to rest.
- A crosswalk was suggested for the intersection of Nora Bernard and Maitland Street because of busy pedestrian traffic during Church events and the proximity of both the Youth Net program space as well as the Tiny Lab daycare.

Robie Street

- Participants expressed concerns about sidewalk closures and pedestrian safety.
- Many respondents opposed road widening, noting that it could result in the loss of homes and trees and negatively impact the neighbourhood's character.
- Suggestions included improving pedestrian crossings, adding signals for cyclists.

Windsor Street

- Participants raised concerns about accidents at the intersection and drivers using nearby residential streets to avoid congestion on North Street.

Other Streets Mentioned

(Not Included in the Study)

Brunswick Street

- Participants regularly cited speeding on Brunswick Street and the desire to have greater traffic calming interventions to slow vehicular traffic.

Cogswell Street

- Participants noted gaps in the cycling network between Creighton, Maynard, and Rainnie Drive, and some safety concerns for cyclists.
- There is no crosswalk from Creighton or Maynard to Cogswell.
- Suggestions included improving connections to existing bike lanes on Rainnie Drive.

Isleville Street

- Cyclists reported safety concerns where parked cars encroach into bike lanes.
- Suggestions included installing barriers to better protect cyclists.

Rainnie Drive

- Participants raised concerns about accessing the bi-directional bike lane from nearby streets.

Willow Street

- Willow Street received significant feedback related to speeding, aggressive driving, vehicle idling, and vehicles using the street to avoid traffic on nearby arterials.
- Participants reported near-misses, accidents, and safety concerns for residents and children.

- Suggestions included adding traffic calming measures such as speed bumps, four-way stops, diverters, permit parking, and signage to discourage through traffic. Some participants also suggested preventing air breaking and including Willow Street in the project study area.



General Comments

Infrastructure

- **Emergency Phones:** In-person engagement participants were keen to see emergency phones installed throughout the project area to increase safety in the neighbourhood.
- **Sharps Containers:** In-person engagement participants wanted to see public sharps containers added in select locations across the project area. They said that needles are a consistent issue in the community and that sharps containers, especially near schools, could be a good safety intervention.
- **Tactile Pavement Plates:** In-person engagement participants suggested installing directional tactile plates throughout the study area to help guide people along the centre of sidewalks, especially on streets with considerable slopes.
- **Raised Crosswalks:** Participants suggested raised crosswalks should be explored in the project area to improve safety and slow traffic.

Placemaking

- **Pocket Parks:** Participants suggested that pocket parks should be explored on underutilized spaces within the project area.
- **Public Art:** In-person participants suggested a mural dedicated to Eddie Carvery, as well as other prominent African Nova Scotians. Local residents suggested murals on the George Dixon Centre would be nice to see.
- **Interpretive Elements:** Participants suggested that interpretive panels be installed in the neighbourhood that give context for street names (like Buddy Daye and Nora Bernard) and the history of the North End.

- **Encouraging Signage:** In-person participants suggested developing a series of signs that help people to “take a beat,” “stop and smell the flowers,” and other sayings that encourage people to pause and take a deep breath. It was felt that these would be especially impactful in high-traffic areas where drivers get frustrated.

Landscaping

- **Trees:** In-person participants suggested trees be added, especially along parts of Creighton and Maynard Street that feel more industrial, as a way to improve the feel of these areas, add shade in the summer and help with traffic calming.

Communication

- **Community Message Board(s):** In-person participants suggested that regularly updated community message boards could help to keep people in the loop about community events and encouraging community connections.



What We Heard

Student Survey Responses



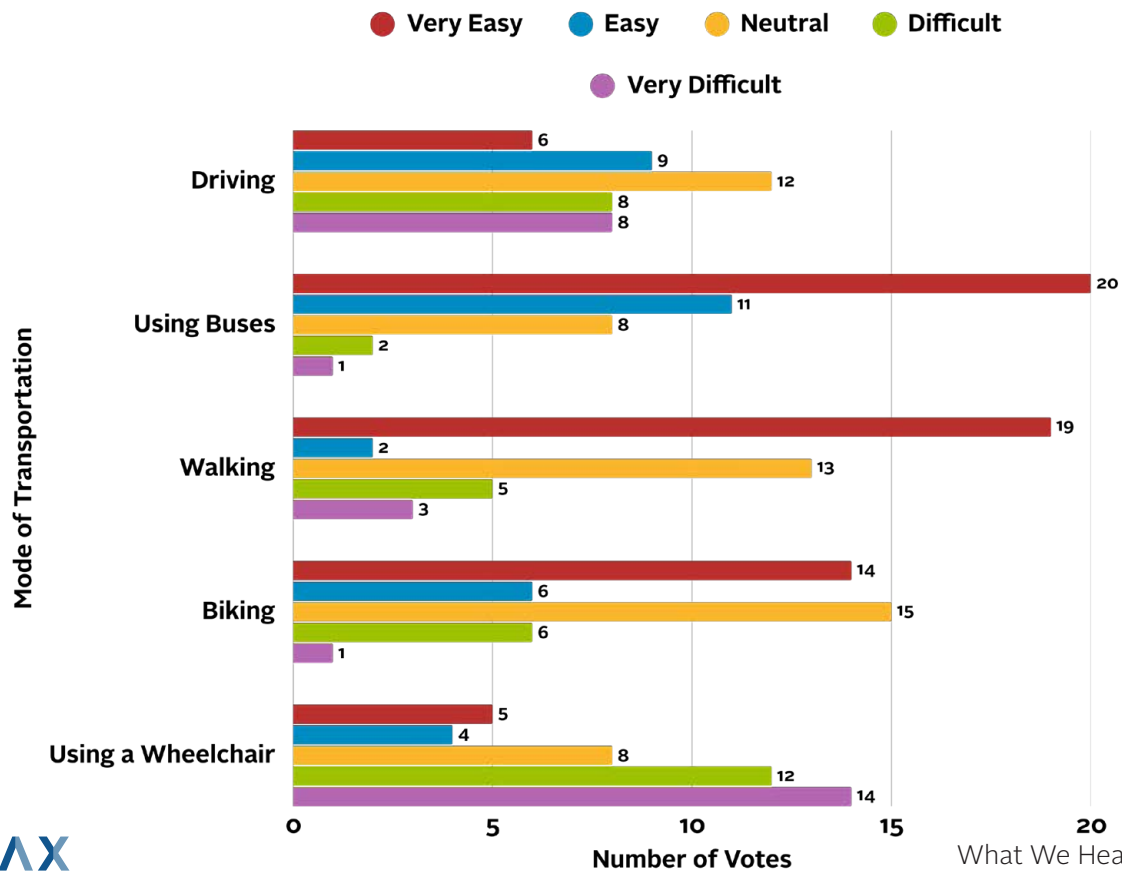
What We Heard

Student Responses

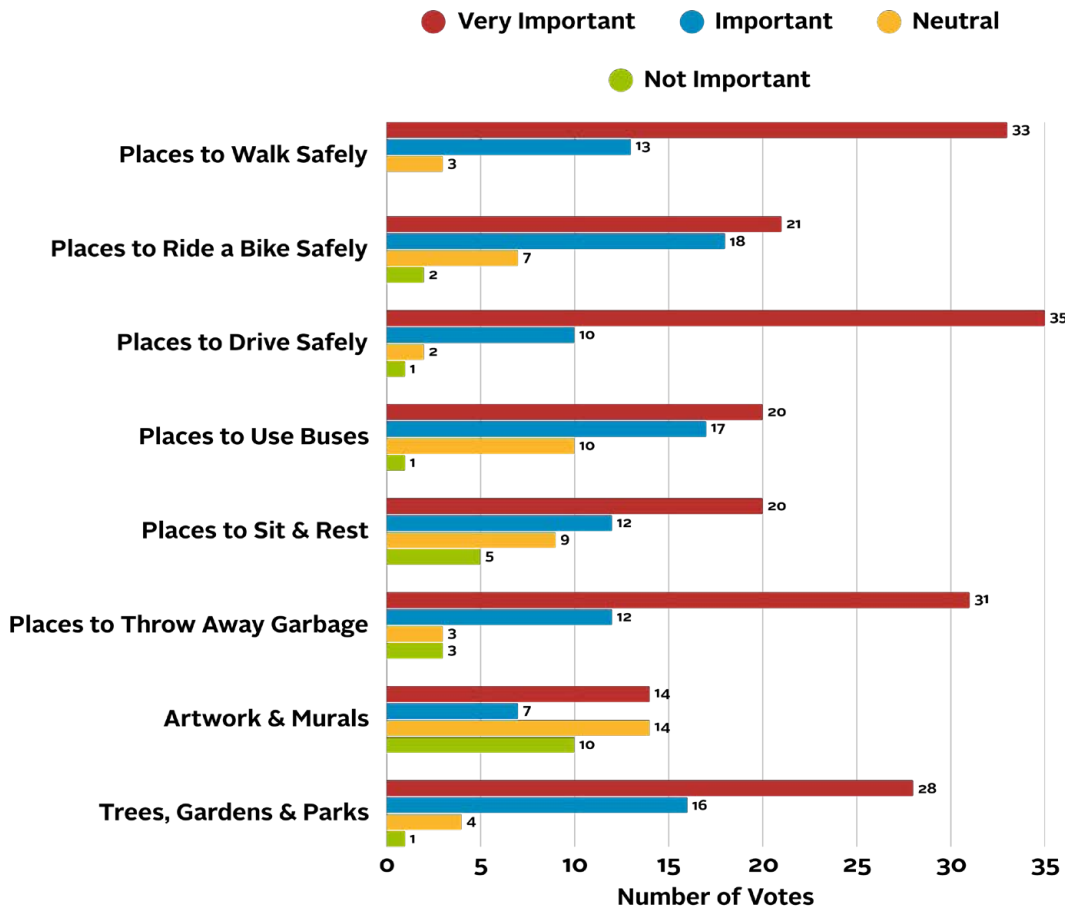


We engaged with three Grade 3 classes at Joseph Howe Elementary School to learn more about their ideas, concerns and experiences.
Total Responses: 50

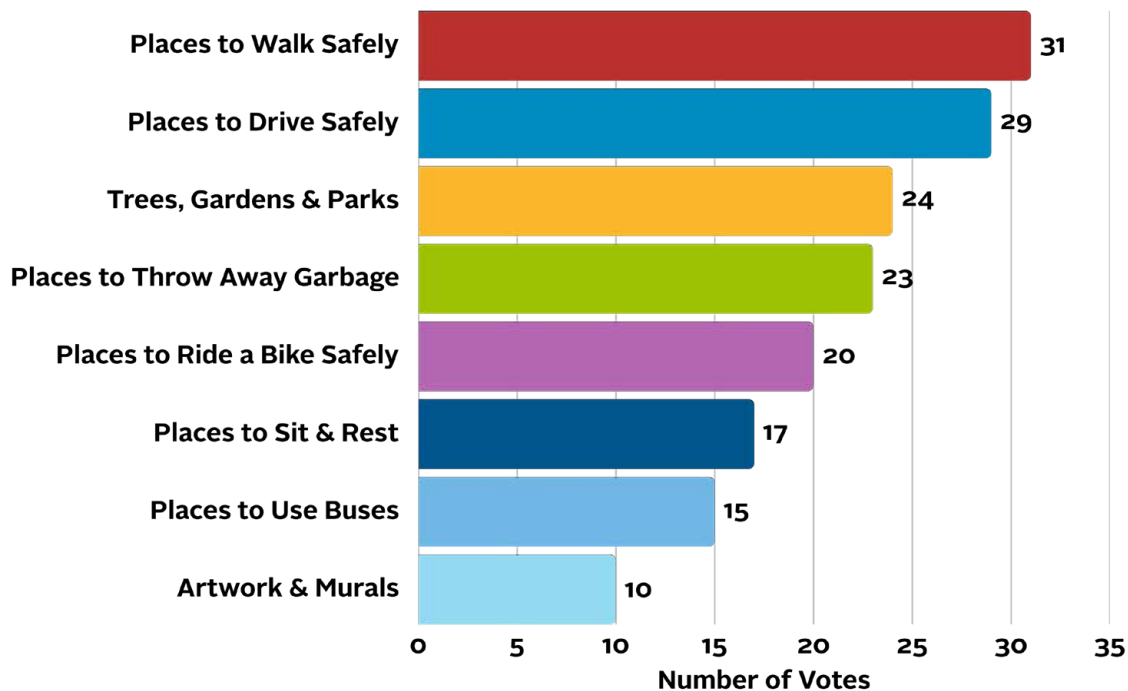
Q1: How easy do you think it is to move around our community in the following ways?



Q2: Do you think this is an important part of a street in our community?



Q3: What parts of our community need to be improved?



Q4: What are your favourite parts of our community and why?

Parks & Outdoor Spaces

Parks and outdoor spaces were the most frequently mentioned favourites, including the Commons, the Oval, George Dixon playground, Hope Blooms, Needham Park, the Wanderers' Stadium and Point Pleasant Park. Students enjoy these places because they can play, skate, swim, and spend time with friends and family.

Community Facilities & Places to Learn

Students also highlighted community facilities and places to learn, such as the YMCA, libraries, school, and local museums, where they can play sports, read, use computers, and learn new things.

People & Place

Finally, some students said their favourite things about the community are the people and everyday experiences, including kind neighbours, safe places to walk, their homes, and their families.

Q5: What are your least favourite parts of your community?

Traffic & Road Safety

Traffic and road safety were the most common concerns. Many students said cars drive too fast, which makes crossing the street feel unsafe. Some also mentioned crosswalks where drivers don't see pedestrians and sidewalks with cracks that can be difficult for people using wheelchairs.

Public Spaces

Students also raised concerns about feeling safe and comfortable in public spaces. A few noted that walking at night can feel scary, and others mentioned yelling, rude behaviour, or people asking for money on busy streets. Some students said certain playgrounds are too small for older kids or have been closed at times, which limits places to play.

Community Health & Wellbeing

Finally, some students mentioned broader issues such as litter, pollution, drug use, and unhealthy food options, showing concern for the environment and community well-being. Overall, the responses suggest students would like a community that feels safer, cleaner, and more comfortable for walking and playing.

Q6: What would you like to see added to our community in the future and how do you think it would help our community?

Parks & Recreation Spaces

Parks and recreation spaces were mentioned most often. Students suggested more playgrounds, basketball courts, parks, swimming areas, and even a water park, saying these spaces would give kids more opportunities to play, be active, and spend time outdoors.

Transportation & Safe Streets

Students also highlighted the need for safer streets and better transportation, including more crosswalks, smoother sidewalks, and separated spaces for cars, bikes, and pedestrians to help people travel more safely.

Community Services & Housing

Another theme was community services and housing. Several students suggested more hospitals, new schools, and more homes, including housing for people experiencing homelessness, to help keep people healthy and supported.

Clean, Green and Fun!

Finally, students expressed interest in a cleaner, greener, and more fun community, suggesting more green spaces, garbage clean-ups, public art, and new shops or attractions that would make the community more enjoyable for everyone.

Q7: Do you have any other comments, questions or ideas?

Places to Gather

Many students said they would like more places for kids to spend time, including indoor gathering spaces for bad weather, more green space, and features like lower basketball nets or areas for sidewalk chalk.

Practical Improvements

Students also suggested practical improvements to infrastructure, such as more sidewalks, crosswalks, roads, water fountains, and fixing potholes.

Concern for Wildlife & the Environment

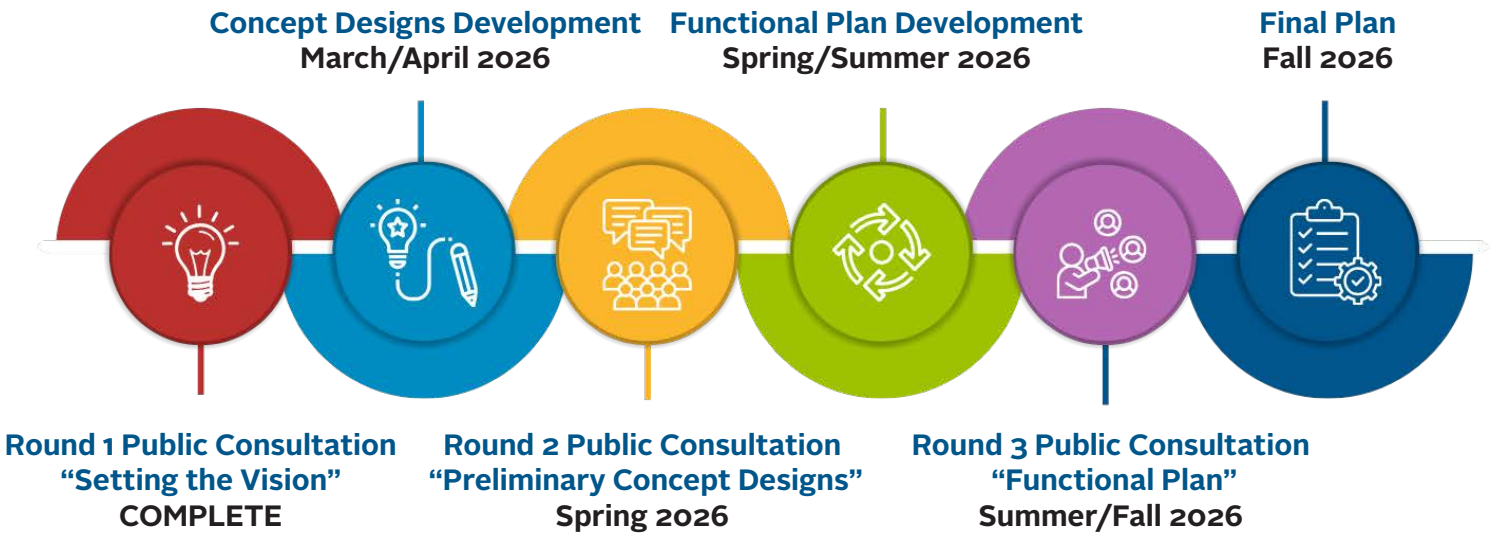
Several comments reflected concern for wildlife and the environment, particularly about protecting whales and animals. A few students also shared creative ideas and appreciation for the work being done in the community.



Next Steps



Next Steps



The next steps for the project include the development of concept designs over the late Winter and early Spring. The preliminary concept designs will then go out for public consultation in Spring 2026. The results from the engagement will help to inform the development of a functional plan over the Summer, with a final round of public consultation in the late Summer/early Fall of 2026. The final plan is expected to be complete in the Fall of 2026.



UPLAND