

Midtown AAA Bikeway Connections

What We Heard Report

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Pop-Up Engagement

Summary of Pop-Up Engagements

To promote the public engagement workshop and to engage with some of the target audiences for the Midtown AAA Bikeway project, HRM staff hosted a series of three pop-up engagements. The dates and locations of the pop-ups were as follows:

- March 13, 2019 – Citadel High School during lunch hour
- March 14, 2019 – St. Pat's Connector during the evening commuter hours
- March 20, 2019 – Emera Oval for two open skate events during March Break

During these pop-ups, staff engaged over 200 residents. Poster boards with information about the project and short survey questions were used to gather high-level feedback about the project. Staff also handed out promotional business cards for the upcoming workshop.

Below are images of the three boards used for engagement at these pop-up events. Participants were given dot stickers to provide their feedback on five questions related to facility type, intersection treatments, and preferred routing.

Midtown 'AAA' Bikeway Connections

Vision: to improve connectivity between bicycle routes in the heart of Halifax to make cycling more comfortable and safe for people of all ages and abilities



Toolbox: here are some tools in our "toolbox" that we could use to make cycling feel more comfortable










HALIFAX

Midtown 'AAA' Bikeway Connections

Q1: The following design tools are necessary to make me feel comfortable and safe cycling along these routes:

Unidirectional Protected Bike Lane (one way)	Bidirectional Protected Bike Lane (two way)
Multi-Use Pathway (walking, biking, wheeling)	Local Street Bikeway (traffic-calmed, shared lane)
Crossroads (no dismount necessary)	Bicycle Traffic Signals (directs bicycle traffic)
Bike Boxes (gives bikes a head start)	Median Refuge Island (enables two stage crossing)
Other (you tell us!)	

HALIFAX

Midtown 'AAA' Bikeway Connections

Q2: Improving the crossing of Robie St at Welsford St to AAA standard (including crossride) would encourage me to bicycle more often along this route.

☹️ — ☹️ — 😐 — 😊 — 😊

Q3: In my opinion, the most important cycling connections or routes to be strengthened from Welsford Street are:

ST PATS CONNECTOR, VERNON ST	BOTH	WINDSOR ST, ALLAN ST
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Q4: The Bell Rd bicycle lanes (including intersections) are not currently AAA. I would feel encouraged to cycle more often along this route if they were upgraded to AAA.

☹️ — ☹️ — 😐 — 😊 — 😊

Q5: If some kind of separated or protected bicycle path existed, I would use the following routes most often:

COMMON PATHWAYS, WELSFORD ST	BOTH	BELL RD NORTH, QUINPOOL RD
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HALIFAX

Please see Attachment A for an enlarged version of these pop-up engagement boards.

Pop-Up Engagement Snapshot

From speaking with over 200 residents at pop-up sessions along the proposed route, we can take away the following high-level feedback:

In terms of desired cycling facility and intersection improvements:

- Most people felt that bidirectional protected bike lanes would make them feel most safe when cycling through the Midtown, Bell Welsford area. Unidirectional protected bike lanes were preferred by slightly less people but still comparable.
- People who were new to cycling or didn't currently cycle indicated their preference for raised or off-road multi use pathways to make the connection. We can assume that this is to be as entirely separated from vehicles as possible. Speed and pedestrian conflicts are less of a concern in these cases.
- Very few people prefer local street bikeway style treatments for the Midtown Bell Welsford area. From conversation, we can assume this is because traffic volume is too high and the participants would prefer a physical separation from vehicles on these streets.
- Some combination of bike boxes, dedicated bicycle signals and crossrides are required to ease the transitions between facilities and across major intersections. Those less confident in cycling were more reluctant to weigh in on this question – it's more about facility.

In terms of routing:

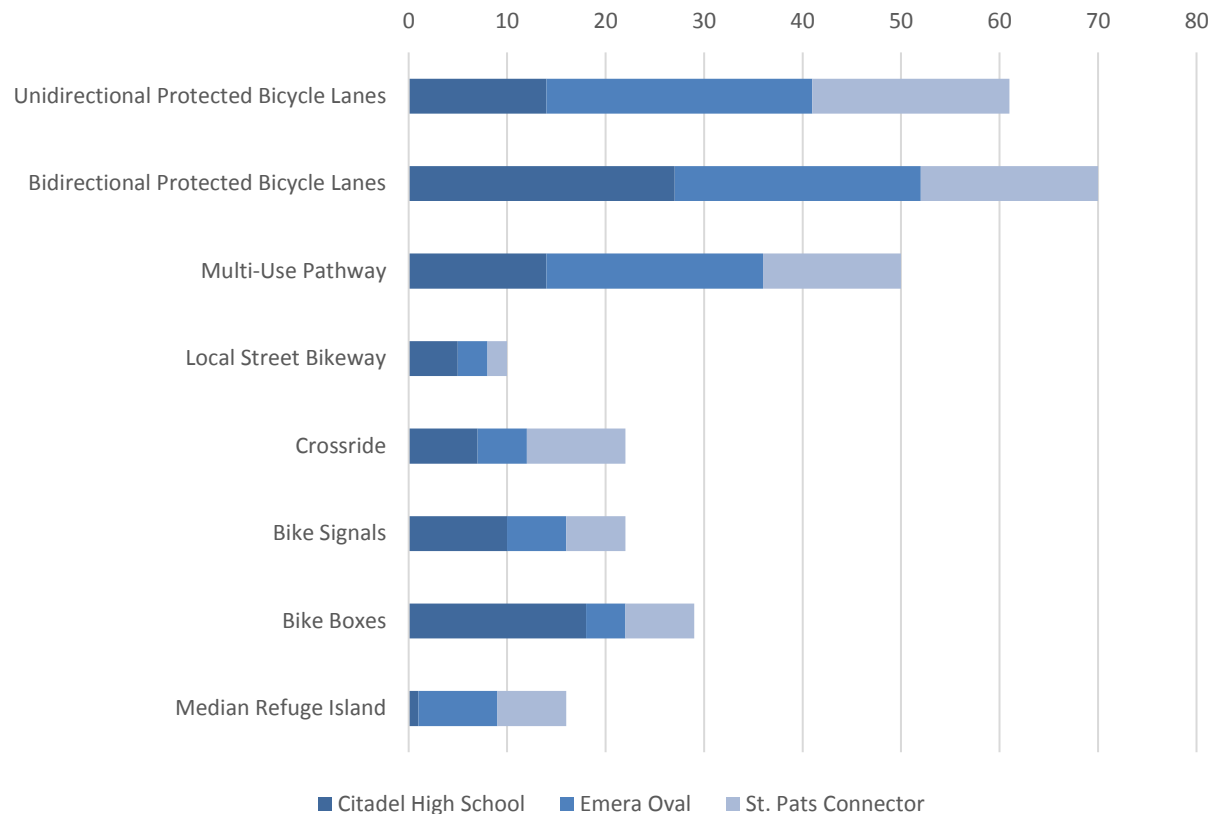
- The question about Welsford routing connections revealed that most participants (84%) see the value in providing connections for north or westbound cyclists to Windsor/Allan and for southbound cyclists to St Pat's connector / Vernon Street – the city should strengthen both to suit all ages and abilities rather than focusing on just one.
- When comparing the Common/Welsford connection to the Bell/Willow Tree connection, 66% of participants felt that they would use both routes if they could be made AAA. Nineteen percent said they'd use the Bell/Willow Tree route exclusively and 15% said they'd use the Common/Welsford route exclusively.

In terms of future anticipated use of the facilities:

- The vast majority (81%) of participants were either *somewhat happy* or *very happy* about the improvements to the crossing of Welsford and Robie which could encourage them to cycling more frequently along this route.
- An even larger proportion (89%) of participants were encouraged by the possibility of AAA improvements to Bell Road, and indicated that they were either *somewhat happy* or *very happy* that the proposed changes would encourage them to cycle more frequently along this route.

Pop-Up Engagement Survey Questions

Q1: The following design tools are necessary to make me feel comfortable and safe cycling along these routes (choose all the apply):



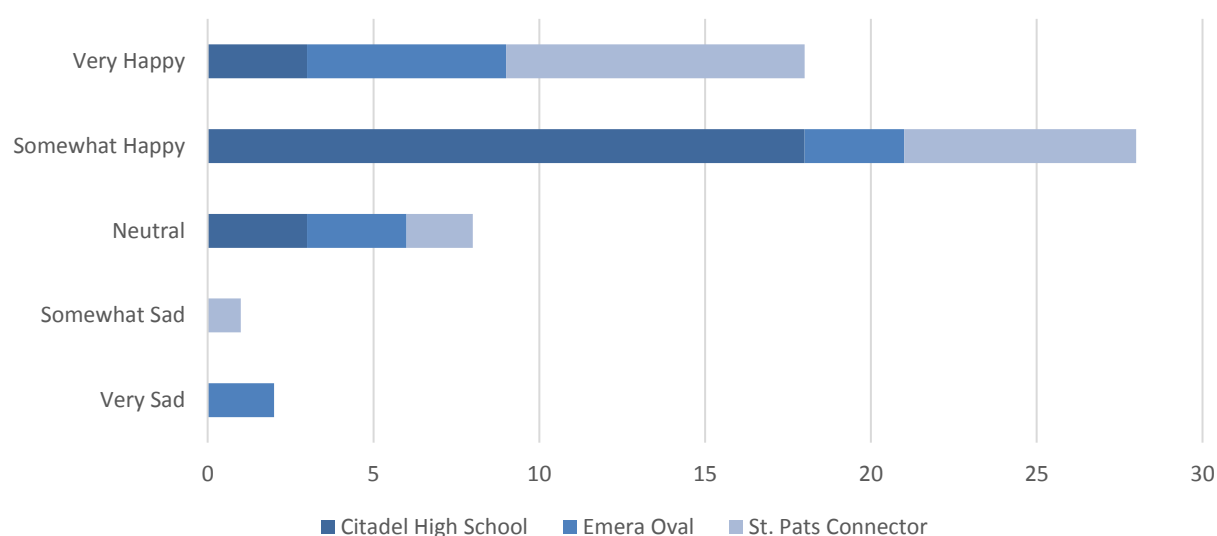
Facility Preference

Bidirectional protected bike lanes was the most popular option selected to make participants feel more safe and comfortable cycling (70 total votes). Twenty-seven respondents from Citadel High School voted for this option, where 25 people from the Emera Oval and 18 people from the St Pat's Connector voted for this option. Slightly less people identified preference for unidirectional protected bike lanes (61 total votes). Fourteen respondents from Citadel High School voted for this option, while 27 people from the Emera Oval and 20 people from the St Pat's Connector voted for this option. Some identified preference for multi-use pathway connections for safer cycling (50 total votes). Fourteen respondents from Citadel High School voted for this option, while 22 people from the Emera Oval and 14 people from the St Pat's Connector voted for this option. Very few participants identified local street bikeways as a requirement for cycling comfort (10 total votes). Five respondents from Citadel High School voted for this option, while 3 people from the Emera Oval and 2 people from the St Pat's Connector voted for this option.

Intersection Treatments

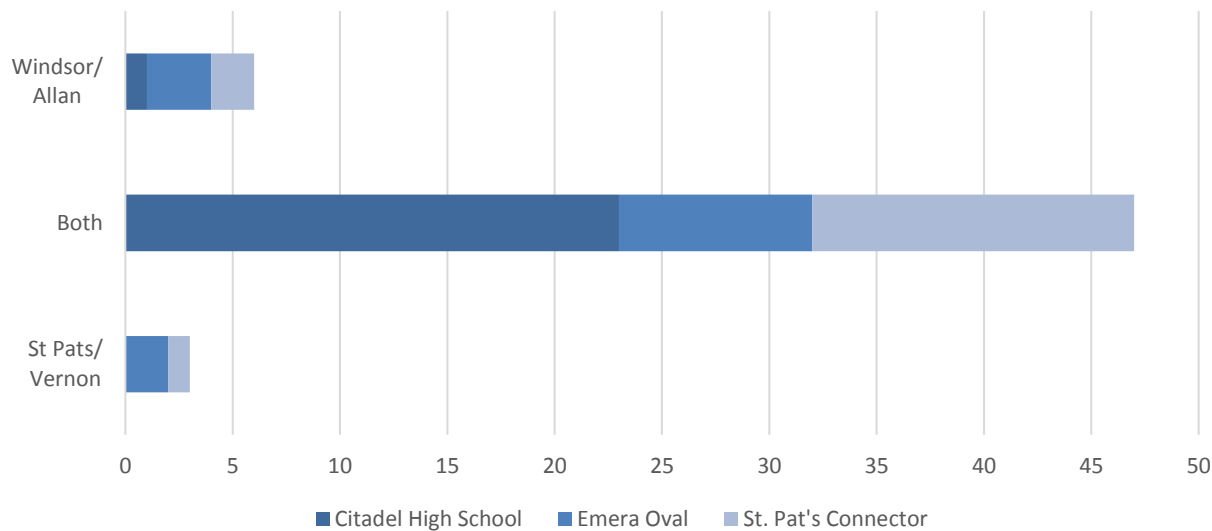
Bike Boxes was the most popular option selected to make participants feel more safe and comfortable cycling at intersections (29 total votes). Eighteen respondents from Citadel High School voted for this option, while 4 people from the Emera Oval and 7 people from the St Pat's Connector voted for this option. A similar number of participants identified preference for crossrides and dedicated bicycle signals (22 total votes for each). At the St Pat's Connector more people voted for crossrides (10 people) and at Citadel High School more people voted for bike signals (10 people). Sixteen total votes were cast for median refuge islands – one from Citadel High School, 8 from the Emera Oval and 7 from the St Pat's Connector.

Q2: Improving the crossing of Robie St at Welsford St to AAA standard (including crossride) would encourage me to bicycle more often along this route.



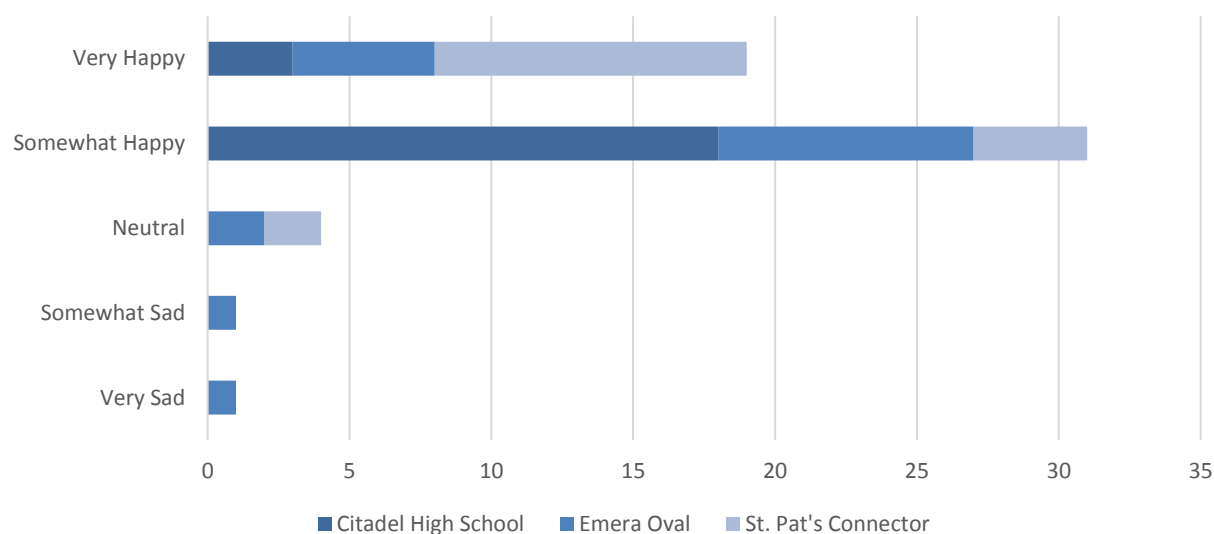
Forty-nine percent of participants indicated that they would be *somewhat happy* if the crossing of Robie and Welsford Street were improved to be 'AAA' in order to encourage them to cycling more along this route. The majority of these respondents (18) came from Citadel High School. Thirty-two percent of respondents indicated that they would be *very happy* about these AAA changes which would encourage them to use the Welsford route. The majority of these respondents (9) were from the St Pat's Connector. Fourteen percent of participants were neutral about the changes, including 3 from Citadel High and 3 from the Emera Oval – from conversation we can conclude that these respondents didn't currently cycle or they didn't rely on this route. One person from the St Pat's Connector (2% of total) felt *somewhat sad*, and 2 people from the Emera Oval (4% of total) felt *very sad*. It's unclear whether these people felt uncomfortable at the intersection currently, or didn't want the Municipality to make any changes.

Q3: In my opinion, the most important cycling connections or routes to be strengthened from Welsford Street are:



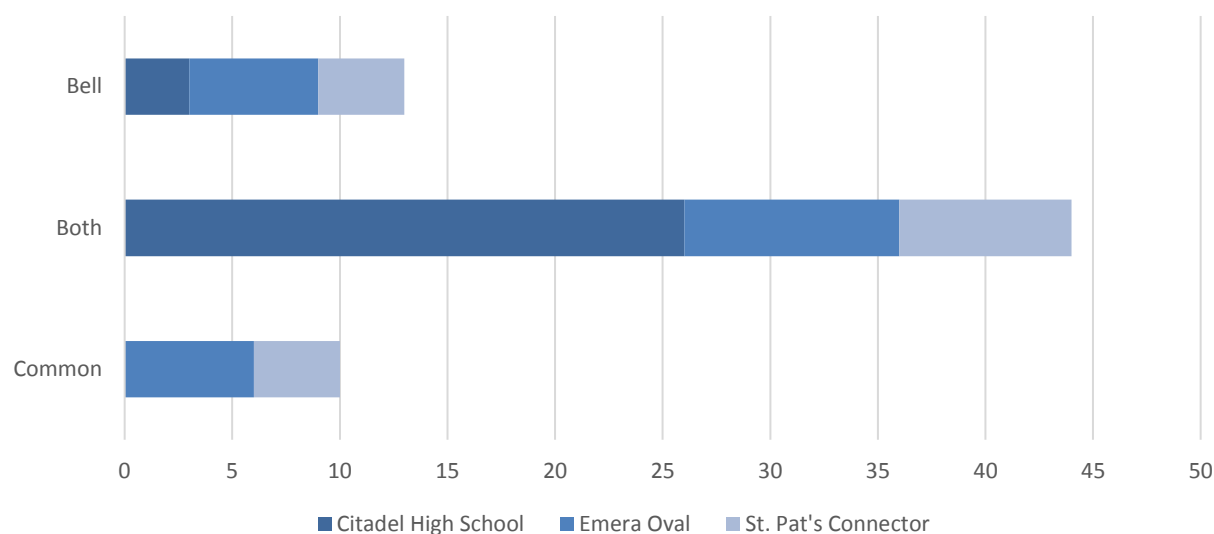
Eighty-four percent of pop-up participants identified that both north-westbound routes to Windsor St/Allan St and south-westbound routes to the St Pat’s Connector/Vernon Street are important to be strengthened from Welsford Street. The majority of these respondents came from Citadel High School (23 votes) which could indicate that students are travelling to and from school from both directions. Fifteen of these responses came from people on the St Pat’s Connector, and 9 came from the Emera Oval. Very few participants (11%) indicated that the primary connection should be to the North/West end via Windsor and Allan Streets. Even less respondents (5%) voted to improve the primary connection to St Pat’s and Vernon Street.

Q4: The Bell Rd bicycle lanes (including intersections) are not currently AAA. I would feel encouraged to cycle more often along this route if they were upgraded to AAA.



Fifty-five percent of respondents would be *somewhat happy* about upgraded 'AAA' bike lanes on Bell Red to encourage them to cycle more often along this route. The majority of these respondents (18 people) came from Citadel High School, while 9 people came from the Emera Oval and 4 from the St Pat's Connector. Thirty-four percent of participants felt *very happy* about the upgrade of Bell Rd and how it would make them more likely to cycle this route. Most of these votes came from people on the St Pat's Connector (11) while 5 votes came from the Emera Oval and 3 came from Citadel High. Seven percent of respondents felt *neutral* about the changes influencing their likelihood of Cycling Bell Rd – 2 people from the Oval and 2 people from the St Pat's Connector. One person (2% of total) felt *somewhat sad* and one person (2% of total) felt *very sad*. It's unclear whether these people felt they would never ride a bicycle on Bell Road, or didn't want the Municipality to make any changes to this corridor.

Q5: If some kind of separated or protected bicycle path existed, I would use the following routes most often:



Sixty-six percent of participants would use a AAA cycling route on both Bell/Willow Tree and Common/Welsford Streets. The majority of the respondents for this option (26 people) came from Citadel High School, while 10 votes came from the Emera Oval and 8 from the St Pat's Connector. A small number of participants (19% of total) feel that they would only use the Bell/Willow Tree route and would not use the other route. The majority of these respondents were from the Emera Oval (6 people) while 4 votes came from the St Pat's Connector and 3 votes came from Citadel High School. Fifteen percent of total participants feel that they would only use the Common/Welsford cycling connection – six votes were from people at the Emera Oval and four were from the St Pat's Connector. From conversation, we can assume that these are less confident cyclists who prefer an off-road facility.

Public Engagement Workshop

Summary of Public Engagement Workshop

On April 11 from 6:30-8:30, HRM staff held a public workshop at the Citadel High Atrium outside of Spatz Theatre. Approximately 50 people were in attendance and participated. In the workshop, staff gave a presentation on the current context of the streets being considered for bikeways. After the presentation, three rounds of discussion were held to answer the following questions:

- How are people moving through and within this area? What's working? What isn't?
- What do community members value about the streets in this area? Where can trade-offs be made?
- What feedback can attendees provide for some of the more specific routing and facility design challenges in this area?

During the first two rounds of discussion, attendees were seated at tables of approximately seven people each. For the last round of discussion, context boards and question boards were posted around the room. Facilitators were posted at each board to help answer questions and encourage participants to provide feedback via sticky notes.

Promotion and notification of the public workshop and the proceeding survey was delivered through several channels. Letters were distributed to property owners abutting the proposed routes in the study area and post cards were distributed more broadly to residents in the area. For wider promotion purposes, HRM staff conducted a series of pop-up engagements throughout March. These engagements took place at Citadel High School during the lunch hour, at the Emera Oval during March Break, and at the St. Pat's Connector during the evening commute. At these pop-ups, staff had promotional materials on-hand to promote the larger engagement session. The public workshop was also promoted via social media and web to encourage people to come out and provide feedback on the project.

Public Engagement Workshop Snapshot

For this round of public engagement, staff hosted a two-hour workshop to generate ideas for creating all-ages-and-abilities bikeways in the project area. Approximately 50 residents participated in three rounds of discussion to help staff understand (a) how people are currently getting to and through this area, (b) what they value from a Complete Streets perspective, and (c) what "tools" or treatments would be necessary to make it more comfortable for walking and cycling.

The first round of discussion focused on the modes of transportation people use and what their experience is like using those modes in the Midtown area. Some of the key insights from these discussions include:

- Treatments are currently missing from intersections for safe, comfortable, and convenient transitions; intersection design should protect people walking and cycling and allow them to transition between facilities easily
- The above feedback was especially true for the Willow Tree Intersection (intersection at Robie/Quinpool); residents either said they were intimidated about cycling through the intersection, would not ever cycle through it, or would like to see major improvements in order to create a safer environment for cycling
- Better crossing treatments are needed at Welsford and Robie so people cycling do not have to dismount when trying to get on or off the Common

During the second round of discussion, participants were asked to rate how they valued several Complete Streets elements personally, and then try to come to a consensus as a group. Of the eight rankings completed at seven tables:

- 'Safe and comfortable bikeways', 'Making it safer to cross at intersections', and 'Safe and comfortable places to walk' were most consistently ranked as first, second, or third choice
- 'Green space and mature trees' and 'Quality transit service' were most consistently ranked fourth or fifth choice
- 'Curbside loading for people and goods', 'Onstreet parking', and 'Making it easier for cars to move throughout the area' were most consistently ranked as sixth, seventh, or eighth choice

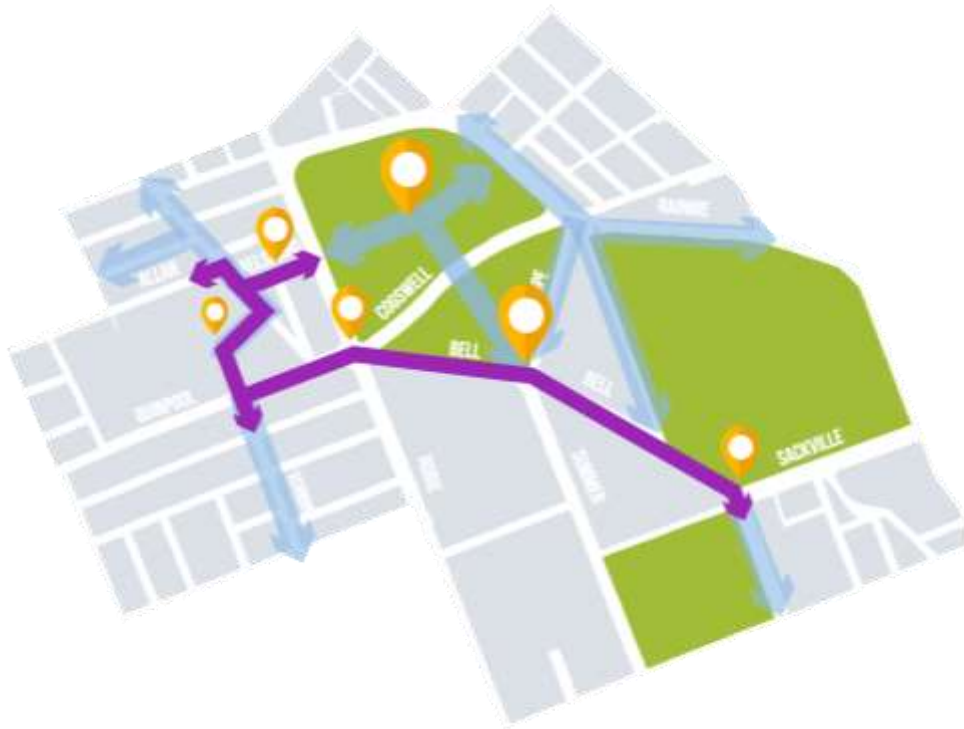
For the third round of discussion, participants had the opportunity to provide feedback for several questions related to specific segments within the study area. Some of the key insights from these discussions include:

- More people identified that with an all-ages-and-abilities connection, they would more likely use the Bell-Quinpool Road connection over the Common-Welsford connection
- Advance signals and adding bump-outs/reducing lanes at the Willow Tree intersection would be needed to improve conditions for people cycling and walking
- Off-street or protected bicycle lanes were both seen as good cycling facility options for an all-ages-and-abilities connection on Bell Road
- A bi-directional protected bikeway on Welsford was the most popular option for connecting from the Common to Windsor Street and beyond
- Crossrides were identified by the most participants as necessary for creating a safer and more convenient crossing at Welsford and Robie
- To facilitate bicycle movement through the Common, participants voiced support for traffic calming for bicycles, wider pathways, or separated pathways for people travelling at different speeds

Public Engagement Workshop Questions

Round 1

During Round 1, participants were asked to describe their experience travelling throughout the study area using different modes of transportation. Facilitators were present to record their thoughts on maps and chart paper provided. Some participants discussed their experiences, while others also provided potential design solutions or opportunities to improve current conditions.



Bell Road

For Bell Road, the feedback provided included:

- Bell Road is not comfortable for cycling (2)
- Drop off area at school is intimidating (1)
- Raise the current bike lane (1)
- Raise bike lane and crossing driveway style (2)
- Reduce right hand turn at Sackville/South Park (2)
- Add protection to intersection at Sackville/South Park (2)
- Create better transitions (1)
- Reduce right hand channel from Bell to Summer (3)
- Add marked crossing to Summer slip lane (1)

- Advanced green for bikes at Bell/Summer/Trollope (1)

Connections to the Common

For connecting to and from the Common, the feedback provided included:

- Better transitions at intersections to get on and off the Common are needed (9)
- Half signals at Cogswell/Robie (1)
- The crossing of Cogswell at the Oval needs improvement (4)
- Divert Cogswell to Bell Road (1)
- Remove lanes at Cogswell (1)
- Add bikeway to Cogswell (1)
- Cunard/Robie intersection is not comfortable for cycling (1)
- Wider paths needed on Common (2)
- General positive for cycling on the Common (1)
- Need to separate walking and cycling on Common (1)
- Better surface on Commons pathways needed (2)
- Winter maintenance (1)

Willowtree Intersection and Quinpool Road

For the Willowtree Intersection and Quinpool Road, the feedback provided included:

- The Willowtree intersection is not comfortable for walking or cycling (4)
- The Willowtree intersection should be “tightened up” with curb extensions to create better walking and cycling conditions (2)
- Eliminate right turns on red at the Willowtree Intersection (1)
- Quinpool/Windsor intersection is not comfortable for cycling (1)
- Quinpool Road is not comfortable for cycling (1)
- Need surface treatments at Quinpool/Quingate for bicycles (1)

Quingate and St. Pat’s Connector

For connecting to Quingate Place and the St. Pat’s Connector, the feedback provided included:

- Quingate is not currently comfortable for cycling due to traffic volumes and congestion with truck traffic (2)
- Add a protected space for people cycling on Quingate (1)
- Add pedestrian and cycling prioritization at Quingate connecting to Vernon Street (2)
- Reroute St. Pat’s Connector through the St. Vincent parking lot to create a more discrete intersection with Welsford (2)

- Other design ideas (1)

Welsford Street

For Welsford Street, the feedback provided included:

- Desire to see a raised crosswalk and crossride at the Welsford/Robie intersection (3)
- Desire to see a bidirectional bicycle lane on Welsford Street (1)
- The Welsford/Robie intersection is fine as it is (1)
- More lampposts are needed at Welsford/Robie intersection (1)
- Formalize the pathway through Cogswell Park (1)
- Need crosswalks on Windsor Street at the end of the St. Pat's Connector (1)
- Need a better way to get from the St. Pat's Connector onto Windsor Street bicycle lanes (1)
- Congestion on Windsor makes it uncomfortable for cycling (1)
- General support for Welsford-Common route (1)

Other Feedback

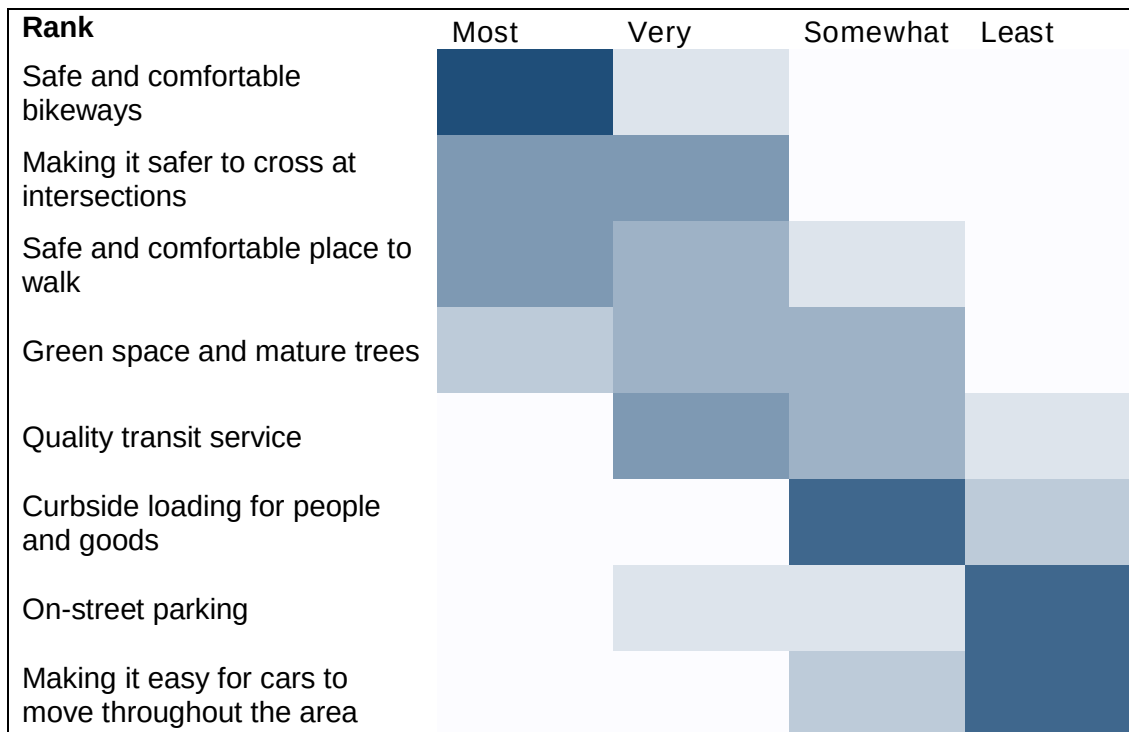
Because participants were invited to consider the area and how they move through it, other feedback was provided that was not specific to any one place in the study area or was generalized to the whole area. The feedback provided include:

- Sidewalks on Allan needs some repair
- Winter maintenance for protected routes
- Travel between St. Mary's and Wedgewood: visit climbing gym on Gottingen
- Poor connections from off Peninsula
- Focus on direct routes, protected facilities on main streets ie. Robie and Quinpool
- Need dedicated bike facilities versus mixing bikes and pedestrians: as numbers of people biking grows we will have conflicts, build for the long-term vision
- Plans are not bold enough to realize the IMP vision
- People bicycling are not a homogenous group: recreational cycling versus commuter
- Use of side streets
- Heading west, would use Sackville/Jubilee: signage at Robie helps
- Enjoy walking rather than bike
- sharing peds+ bikes not always comfy
- MUPs really feel like ped paths
- use pathway by museum
- More visible RA-5's
- Must have separated bike lanes: will be contentious for some
- Pedestrian Priority Signaling: scramble intersections at Willow Tree, etc.

- Bus Lanes: how they work with bikeways and set priorities for alternatives, access through roundabout
- Signalling for Cyclists: either walk or bike, Willow Tree ease of access
- Overall: huge emphasis on all intersections in the area
- Overall: arrows on the map to show where people are connecting, lots of movement throughout the area

Round 2

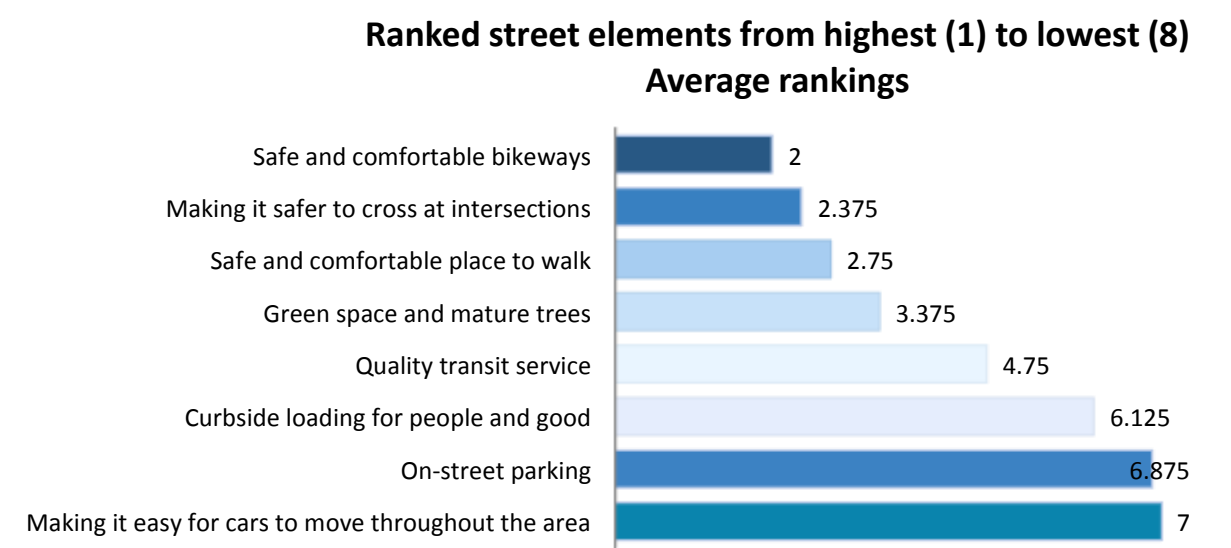
Round 2 of the Midtown AAA Bikeway Engagement Session was comprised of an activity to determine how residents valued Complete Street elements in the context of the study area. Eight elements were provided to participants, who individually ranked them from “Most Important” to “Least Important” on the matrix provided. Then, the tables were asked to discuss their rankings of each element and then rank the elements as a group, through consensus. In total, there were seven tables of participants, but eight sets of rankings produced (more below). All eight sets of rankings were incorporated into the following analysis.



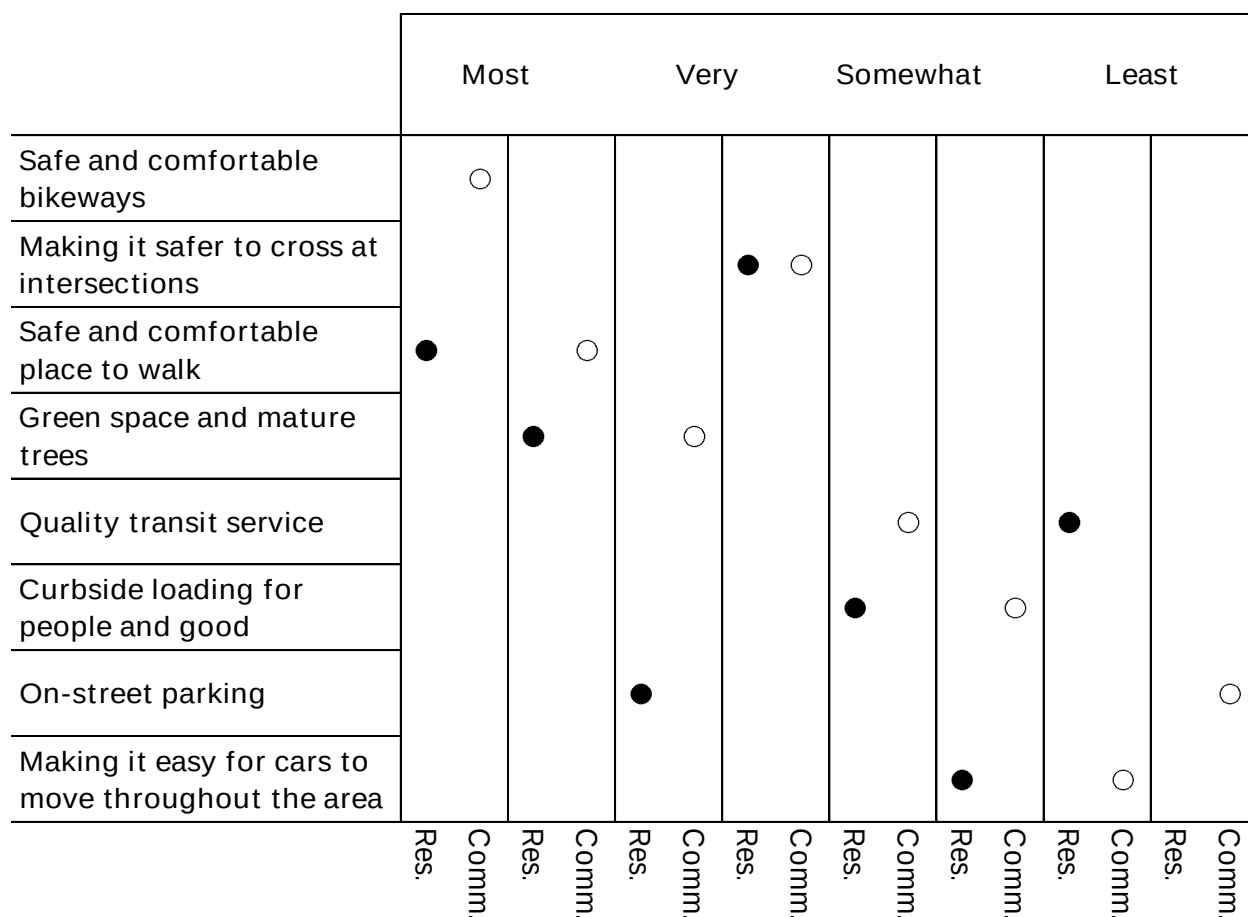
The figure above demonstrates the frequency that each value was ranked as most important, very important, somewhat important, or least important by the groups of participants at each table. The darker the colour, the more that element was ranked in that position by each table. From the figure, we can see that there is a strong tendency for elements such as “safe and comfortable bikeways”, “making it safer to cross at intersections”, and “safe and comfortable

places to walk” to be rated higher at more tables than elements like “on-street parking” and “making it easy for cars to move throughout the area”.

When looking at the average rankings between the eight sets of rankings, the top-rated elements were “safe and comfortable bikeways”, “making it safer to cross at intersections”, and “safe and comfortable places to walk”. “Green space and mature trees” and “quality transit service” were ranked in the middle, followed by “curbside loading for people and goods”, “on-street parking” and “making it easy for cars to move throughout the area”. This supports the same trends that are seen looking at the frequencies table above.



As mentioned above, one table group produced two sets of rankings during the activity. They wanted to capture how different elements have different priorities in different contexts. This was also part of the discussion at other tables, due to the diversity of the streets within the study area. Below is a snapshot of the rankings provided. While it is only one data point representing a small number of people’s views regarding residential versus commercial streets, it provides important nuance to the discussion and will be incorporated in future engagement activities.



Round 3 Questions

For the final round of the Midtown AAA Bikeway Engagement Session, display boards were posted around the room with more detailed context about some of the design questions and challenges that were central to this project. Participants were encouraged to provide feedback and ideas on each of the questions posted. HRM staff were posted at each board to encourage discussion and answer questions as needed.

1. To create a AAA bikeway in this area, the Bell-Quinpool route and the Common-Welsford route are both options. The Bell-Quinpool connection would require a AAA bikeway on a busy street with a complicated intersection. The Common-Welsford connection would go through a park, where slower cycling is encouraged and there are a mix of activities, but is more separated from traffic. This would then connect to Welsford, which is a calmer residential street.

How important are each of these connections? Which one would you use more often?

The feedback provided included:

- Bell-Quinpool (7)
- Common-Welsford (3)
- Both connections (1)
- Bell to the Common, the Common to Welsford (1)
- No cycling in the Willowtree Intersection (3)
- Keep commuting bikes out of the Common (1)
- Improve the Common AT path (1)
- Safety and maintenance of the Common pathways are an issue (drainage, winter maintenance) (1)
- Other design ideas (4)

2. What would it take to make a bicycle crossing at the Willow Tree intersection comfortable?

The feedback provided included:

- Advanced signals for bicycles (7)
- Bump-outs/curb extensions/slip lane reductions (6)
- Bicycle boxes (4)
- Remove a leg of the intersection (4)
- Crossrides (3)
- Two stage crossing (3)
- Reduce vehicle lanes (2)
- Intersection markings (2)
- Flyover bridge (2)
- No way, no how (2)
- Use Cogswell (1)
- General concern (1)

3. Bell Road has painted bicycle lanes now, but doesn't help all people to feel safe cycling on the route. There is currently no bikeway on Quinpool Road.

How can we make a safe, comfortable connection to Vernon Street (via Bell and Quinpool) for people of all ages and abilities?

The feedback provided included:

- Off-road pathway or multi-use pathway (5)
- Bi-directional bikeway (3)
- Bicycle signals (3)

- Priority at intersections (3)
- Concern for maintenance (3)
- Raised bicycle lane (2)
- Slip lane removal/ curb extensions (2)
- Narrow the streets (1)
- Lack of support for a multi-use pathway (1)
- General positive comments (1)
- General negative comments (3)

4. How do we connect Welsford Street to the Commons, the Allan-Oak Local Street Bikeway, and the Vernon-Seymour Local Street Bikeway? What does that facility look like?

Feedback provided included:

- Bi-directional bikeway on Welsford (4)
- Multi-use pathway (2)
- Improvements needed at Quingate (2)
- Build pathway behind Superstore to Monastery Lane (1)
- Divert non-local cars (1)
- Raised crossings (1)
- Extend bicycle lanes on Windsor down to Quinpool (1)
- Use desire line on Cogswell Street (1)
- Reduce lanes (1)
- Curb extensions (1)
- General negative comments (1)

5. What kind of intersection treatments would make you feel more comfortable crossing Robie Street at Welsford Street?

Feedback provided included:

- Crossrides (9)
- Traffic signals for bicycles (4)
- Bi-directional bicycle lanes on Welsford (3)
- Bicycle-activated signals (3)
- Raised crossings (2)
- No dismounting (2)
- Widen crosswalk (1)
- Eliminate right turn on red (1)
- Formalize turn onto Parker Street (1)

- Curb extension (1)
- Do nothing (1)
- General positive comments (1)

6. What kind of bicycle movement should be considered on the Common, given its recreation emphasis?

Are there ideas that you have that should be relayed into the Halifax Common Master Plan?

Feedback provided included:

- Do traffic calming for bicycles (2)
- Widen pathways (2)
- Create slow and fast pathways (2)
- Avoid shared pathways (1)
- Better drainage and maintenance (1)
- Formalize desire lines (1)
- Raised crossings (1)
- Signage (1)
- Use Cogswell as an alternate route (1)
- Need on-street bicycle facility (1)
- Separated pathways for walking and cycling (1)
- General positive for bikes on Common (1)
- General negative for bikes on the Common (1)
- General positive comments (1)

Shape Your City Halifax -- Online Survey

Summary of Online Survey

For those who couldn't attend the public engagement workshop, an online survey was created to maximize the opportunity for resident feedback. The survey questions were created to simulate the conversation and activities that took place at the workshop session. Relevant maps and figures (pulled from the workshop display boards) were provided alongside the questions for context.

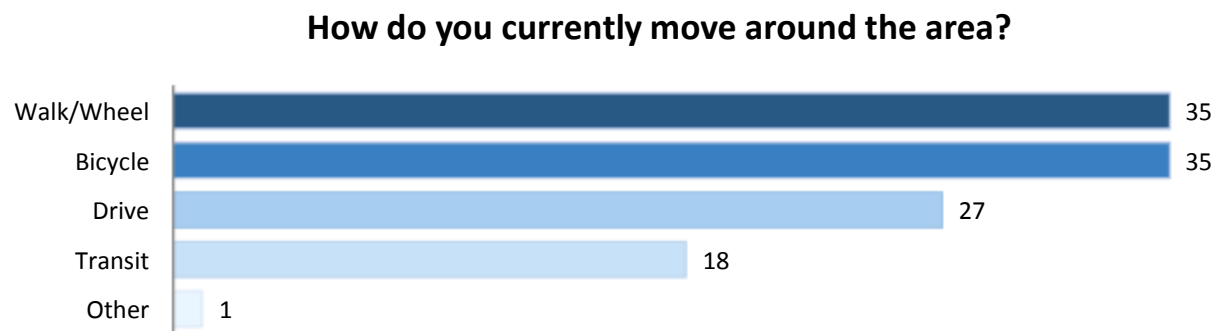
The survey was available on the Shape Your City Halifax website from April 12th through April 30th. There were 15 questions, primarily multiple choice with one ranking priorities section and a free-text space for comments at the end. HRM received 47 online survey responses.

Please see below for a breakdown of the online survey questions and graphic interpretation of the responses.

Shape Your City Survey Questions

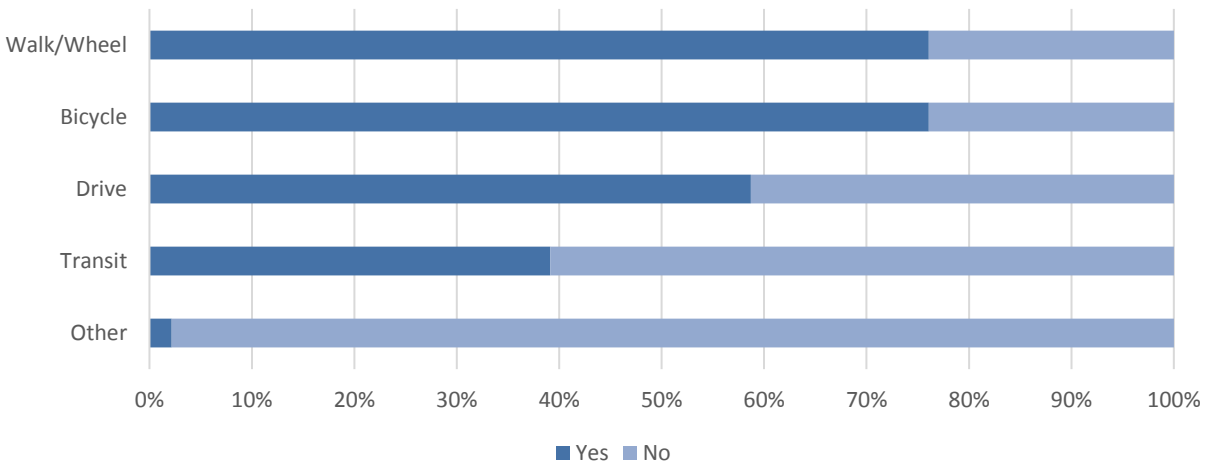
1. How do you currently move around this area? Please check all that apply.

Seventy-six percent of respondents identified that they walk/wheel through the midtown study area, and 76% of respondents say they currently use their bicycle. Fifty-nine percent currently drive in the vicinity while 39% take transit. One respondent listed 'Other' which was explained as 'in-line skating and pushing a stroller'.



Where people could select multiple responses, the data was visualized using a different type of graph below. Each bar represents 100% of responses.

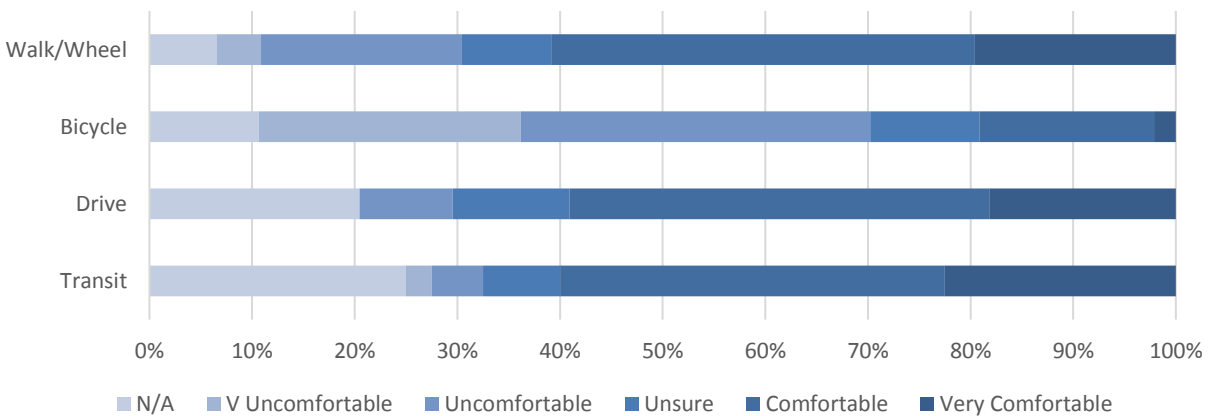
How do you currently move around the area?



2. Describe your comfort level moving through the study area using each mode:

The majority of respondents (around 60% in each case) feel either comfortable or very comfortable when walking, wheeling, driving, and taking transit through the area. Very few people (under 10%) who drive or take transit feel uncomfortable on the roads. Conversely, only 19% of people feel comfortable or very comfortable when cycling. Twenty-six percent of cyclists feel very uncomfortable while 34% feel just uncomfortable. There is also a group of pedestrians who feel uncomfortable (20%) and very uncomfortable (4%) walking and wheeling through the area. There is opportunity for improving the comfort of walking, wheeling, and cycling through the Midtown study area.

Describe your comfort level moving through the study area using each mode:



3. Are there any specific areas that make you feel particularly uncomfortable? Please be concise and as specific as possible.

Responses were grouped together as much as possible into the following themes:

Concerns

- Willow tree intersection, particularly westbound but some said southbound (19)
- Bell Road, most mentioned between Summer and Trollope (10)
- Robie-Welsford crosswalk (8)
- Quinpool Road, general walking and cycling conditions (7)
- Driver behaviour, speeding cars, shooting gaps, not looking (4)
- Robie Street, general walking and cycling conditions (3)
- North Park roundabouts (3)
- All intersections where the bike lane ends in mixed traffic (3)
- Windsor-Cunard-Chebucto intersection (3)
- Bell-Sackville intersection (2)
- North Park-Cornwallis crosswalk (2)
- Pedestrian concerns re: yielding at crosswalks (2)
- Transitioning on/off Commons pathways (2)
- Accessing new Ahern Street multi-use pathway (1)
- North Park Street, general walking and cycling conditions (1)
- Bell and Trollope pedestrian signal (beg button) designed for vehicles (1)
- Allan Street, general walking and cycling conditions (1)
- Vernon-Quinpool intersection (1)
- Commons pathways themselves (1)
- Cogswell mid-block crossing from Commons (1)
- Welsford Street, general walking and cycling conditions (1)
- Transitioning on/off St Pat's Connector (1)
- Macdonald Bridge ramp (1)
- Armdale rotary (1)
- Herring Cove Road / Purcell's Cove Road to rotary (1)

Suggestions

- Create safe way to make left turns from Windsor onto Quinpool (1)
- Crosswalk needed at intersection of Cunard and June (1)
- More crosswalks needed on Agricola between roundabout and North (1)
- More crosswalks needed on Sackville between South Park and Brunswick (1)

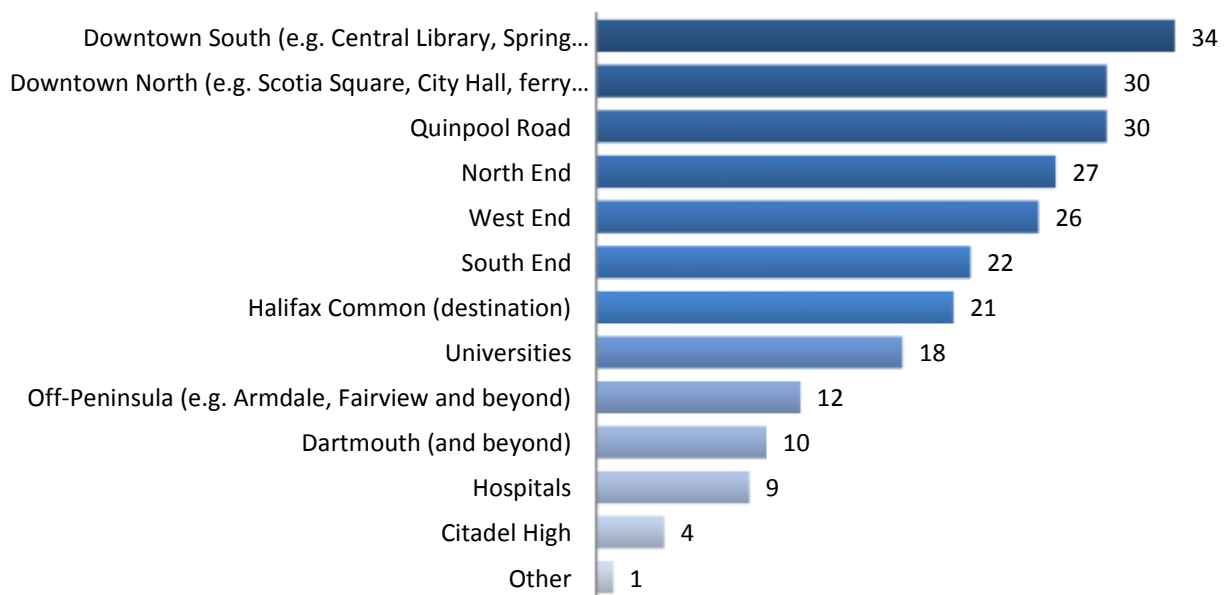
Grey = outside of scope / study area

4. Where are you going? Please do your best to describe the general location of your destination. Please check all that apply.

The majority of participants indicated that their common destinations when moving through the Common were Downtown South (72%), Downtown North (64%), Quinpool Road (64%), North End (57%) or the West End (55%) of Halifax. Forty-six percent were headed towards the South End (42%), Universities (38%) or the Common as a destination (45%). A small but significant group of participants identified their destination as being off-peninsula west (Armdale, Fairview and beyond) (25%). Fewer participants were going to Dartmouth (21%), Hospitals (19%), or Citadel High (9%).

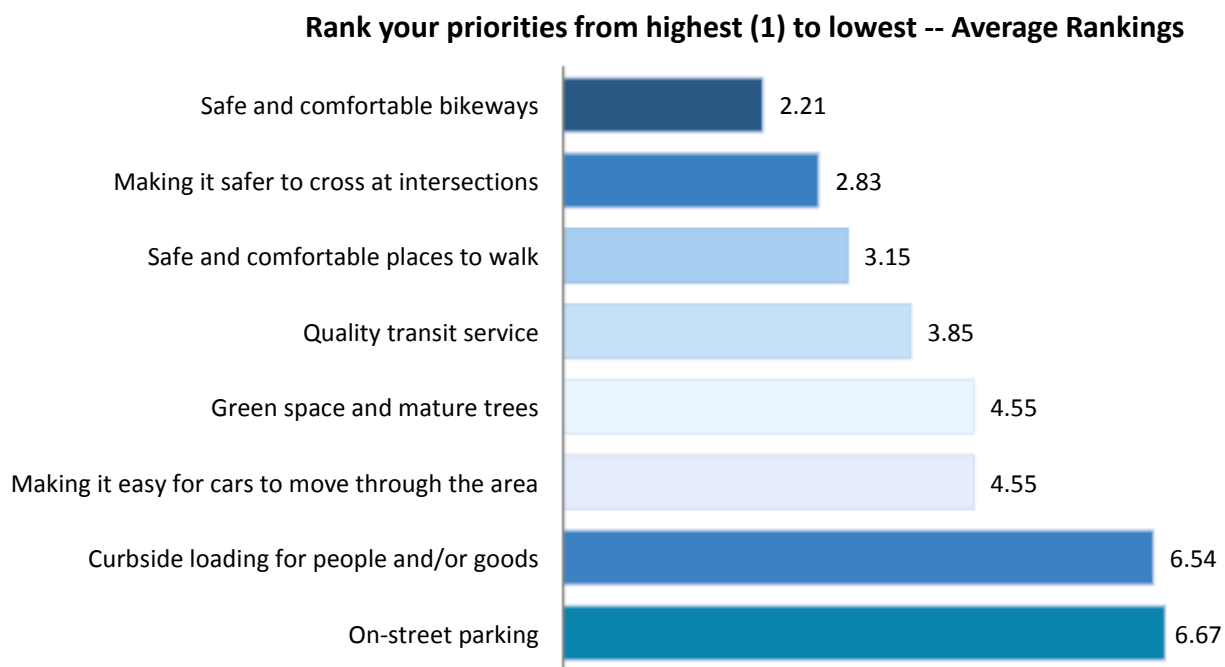
One participant checked 'Other' and noted 'I should be able to bike anywhere safely cars can go (and beyond).'

Where are you going? Please do your best to describe the general location of your destination(s). Please check all that apply.



5. Please rank the following elements based on how you would like us to prioritize them for this AAA bikeway project. The ranking of ‘1’ represents the top priority, the most important element, while the ranking of ‘8’ represents the least important.

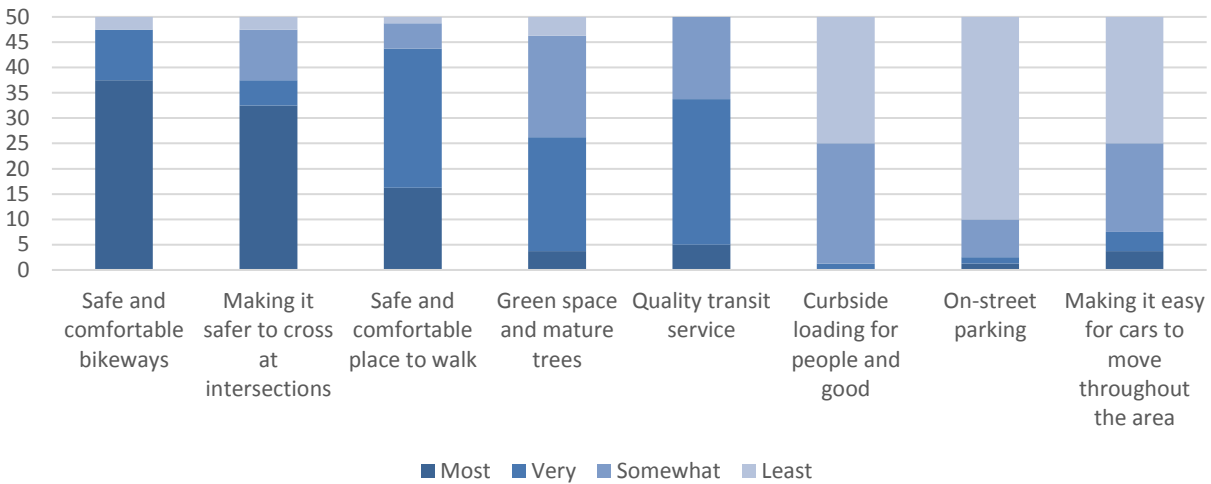
The value closest to ‘1’ represents the highest identified priority (on average) of the group. The creation of ‘safe and comfortable bikeways’ ranked the highest amongst participants (2.21) followed closely by ‘making it safer to cross at intersections’ (2.83), ‘making it safe and comfortable to walk’ (3.15) and providing ‘quality transit service’ (3.85). Tied for importance within the mid range was ‘green space and mature street trees’ (4.55) and ‘making it easy for cars to move through the area’ (4.55). ‘Curbside loading for people and/or goods’ (6.54) and ‘on-street parking’ (6.67) ranked consistently lower priority amongst participants.



The above graph is useful for interpreting overall trends, but it loses the nuance of the ranking system, and how people rated each value relative to each other. The below graph presents the results of a chi-squared analysis to dive deeper into relative ratings:

Scores 1+2 were given the title ‘Most’ important, 3+4 were classified as ‘very’ important, 5+6 as ‘somewhat’ important and 7+8 ‘least’ important.

Chi-Squared Analysis of Priorities



Safe and comfortable bikeways: Seventy-five percent of participants classified this as ‘most’ important, or their top two priorities for this design exercise. Twenty percent classified it as ‘very’ important, and 5% classified it as last important (bottom two priorities).

Making it safer to cross at intersections: Sixty-five percent of participants classified this as ‘most’ important (top two priorities), while 10% included it in the ‘very’ important category. A larger group listed safe crossings as ‘somewhat’ important (20%) and 5% said it was in the ‘least’ important category (bottom two).

Safe and comfortable places to walk: The largest category of respondents ranked this as the ‘very’ important category, 3rd or 4th priority (55%). A large percentage (32%) placed this in the top priority category (most important). Ten percent identified it was a ‘somewhat’ important and 3% said it was ‘least’ important.

Green space and mature trees: Almost equal numbers of participants placed this in the ‘very’ important (45%) and ‘somewhat’ important (40%) categories. A few participants said green space and mature trees were the ‘most’ important (7.5%) while conversely 7.5% ranked it as the ‘least’ important.

Quality transit service: Most participants classified transit as being ‘very’ important (3rd or 4th priority) (58%). Thirty-two percent of people listed transit as only ‘somewhat’ important. A small number said that it should be the ‘most’ important (10%).

Curbside loading for people and goods: Almost equal numbers of participants placed this in the ‘somewhat’ important (48%) and ‘least’ important (50%) categories. Only one participant (2%) listed this as ‘very’ important.

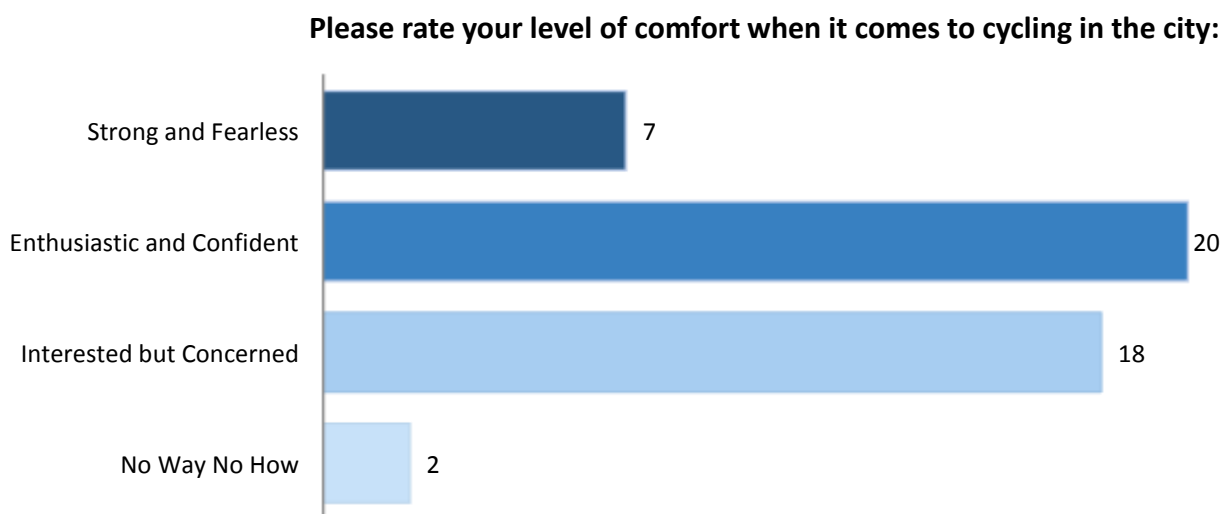
On-street parking: Eighty percent of participants classified on-street parking as the ‘least’ important (bottom two priorities). Fifteen percent listed parking as ‘somewhat’ important. There

were a few residents who said that this is 'very' important (2.5%), or the 'most' important (2.5%) priority.

Making it easy for cars to move through the area: There were 50% of participants who placed this in the bottom two categories (least important) and 35% who said it was 'somewhat important'. Fewer residents classified this as 'very' important (7.5%) or the 'most' important (7.5%) priority.

6. Please rate your level of comfort when it comes to cycling in the city:

Forty-three percent of participants self-identified as 'enthusiastic and confident' cyclists, while 38% listed 'interested but concerned'. There were 15% 'strong and fearless' participants and 4% 'no way no how'.



6. To create a AAA bikeway in this area, the Bell-Quinpool route and the Common-Welsford route are both options. The Bell-Quinpool connection would require a AAA bikeway on a busy street with a complicated intersection. The Common-Welsford connection would go through a park, where slower cycling is encouraged and there are a mix of activities, but is more separated from traffic. This would then connect to Welsford, which is a calmer residential street. Which of these routes would you use most often?

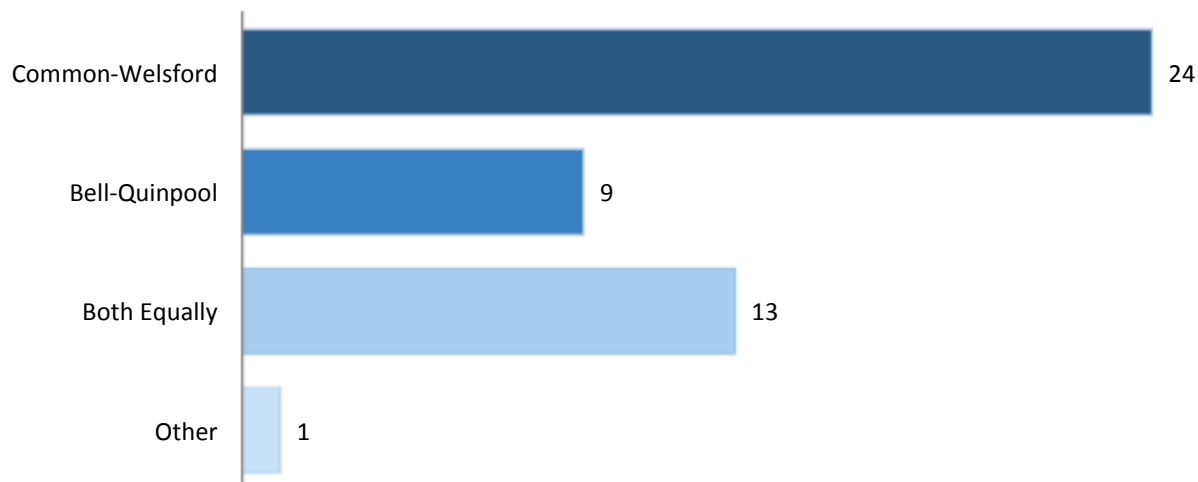
Fifty-one percent of participants selected that they would most often use the Commons-Welsford connection over the Bell-Quinpool connection, while 28% said that they would use both routes equally as often.

Of the 24 respondents who preferred Commons-Welsford, 71% indicated that they prefer this route because it allows them to 'ride on an off-street path, farther away from vehicles'. Sixty-

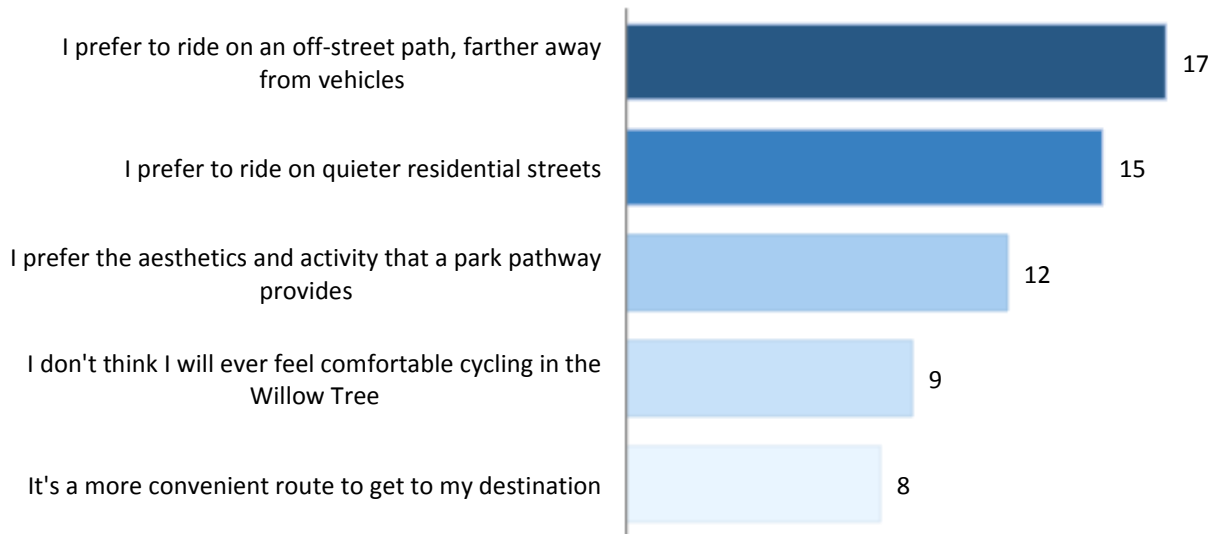
three percent of this group said that they prefer to ride on quieter residential streets. Fifty percent enjoy the aesthetics and activity that a park pathway provides. Thirty-eight percent of these residents don't feel that they will ever feel comfortable cycling through the Willow Tree intersection, and 33% chose Commons-Welsford as it's the more convenient route to get to their destination. Conversely we can infer that, 67% of this group of respondents would go out of their way to use the Commons-Welsford connection.

Of the 9 respondents who preferred the Bell-Quinpool connection, 78% indicated that they chose it because they prefer a route that is more direct. Sixty-seven percent of this group of respondents noted that the Bell-Quinpool connection is more aligned with the direction in which they wish to travel (personal destinations). Sixty-seven percent also noted that they prefer not to weave around other users on the shared use path through the park. Twenty-two percent of these respondents added that they prefer to ride a route that is 'on-street'.

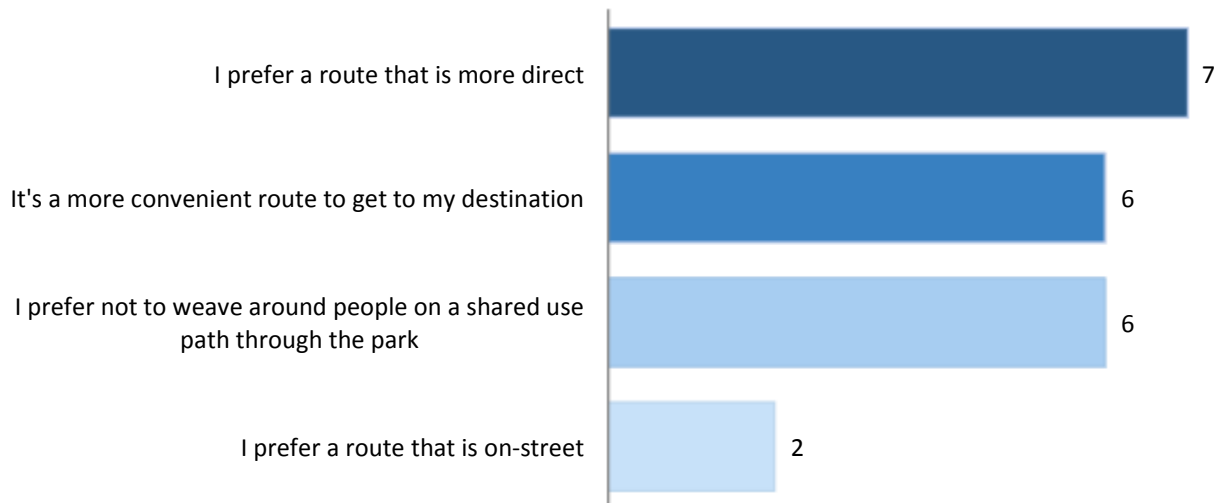
Which cycling connection would you use most often?



You chose the Common-Welsford connection. Why? Please try to narrow in, but you can check all that apply.



You chose the Quinpool-Bell connection. Why? Please try to narrow in, but you can check all that apply.



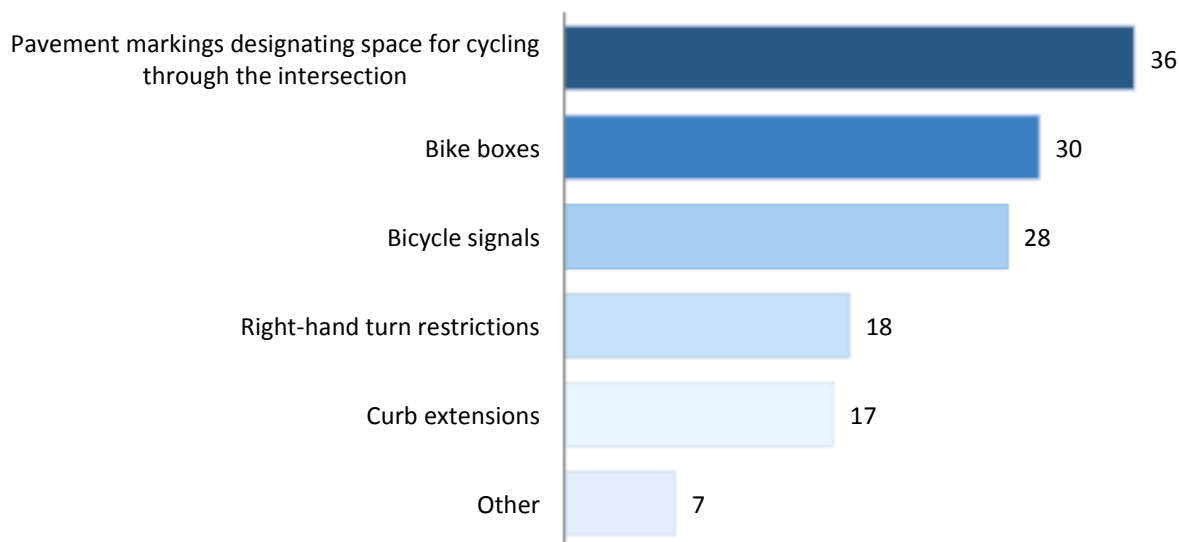
7. What would it take for you to feel comfortable cycling through the Willow Tree intersection to transition between Bell Road and Quinpool Road?

Seventy-seven percent of respondents indicated that they would like to see pavement markings designating space for cycling through the Willow Tree intersection. Sixty-four percent selected bike boxes, and 60% would like to see separate bicycle signal phasing. Thirty-eight percent of

respondents wanted right-hand turn restrictions and 36% would like to see curb extensions. Seven respondents (15%) had other ideas for how to make the Willow Tree more comfortable.

These 'Other' comments include: make it a roundabout (3), don't do it/it will always be too dangerous (2), remove all slip lanes (1), and prohibit right hand turns (1).

What would it take for you to feel comfortable cycling through the Willow Tree intersection

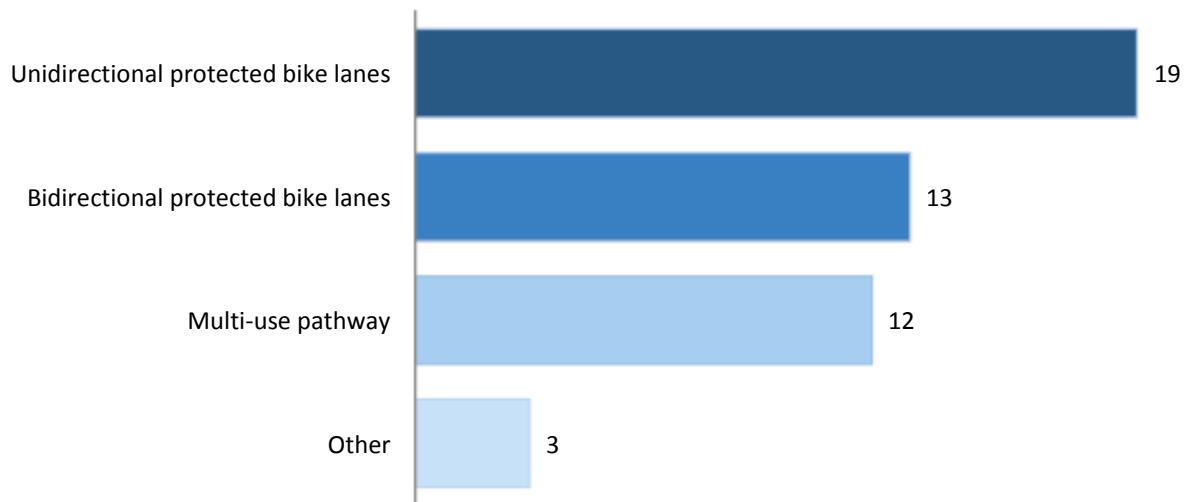


8. Bell Road has painted bicycle lanes now, but, doesn't help all people to feel safe cycling on the route. In your opinion, what type of bikeway would make Bell Road more comfortable for people of all ages and abilities?

Forty percent of respondents think that unidirectional protected bike lanes are the best solution to make Bell Road a AAA bikeway. Twenty-eight percent of respondents indicated that a bidirectional protected bikeway is their preference, while 26% would like to see a multi-use pathway on one side of the street for bicycling. Three respondents (6%) had 'Other' ideas.

These 'Other' comments include: education (1), painted bike lanes on both sides of the street (1), and anything but a multi-use pathway (1).

What type of bikeway would make Bell Road more comfortable for people of all ages and abilities?

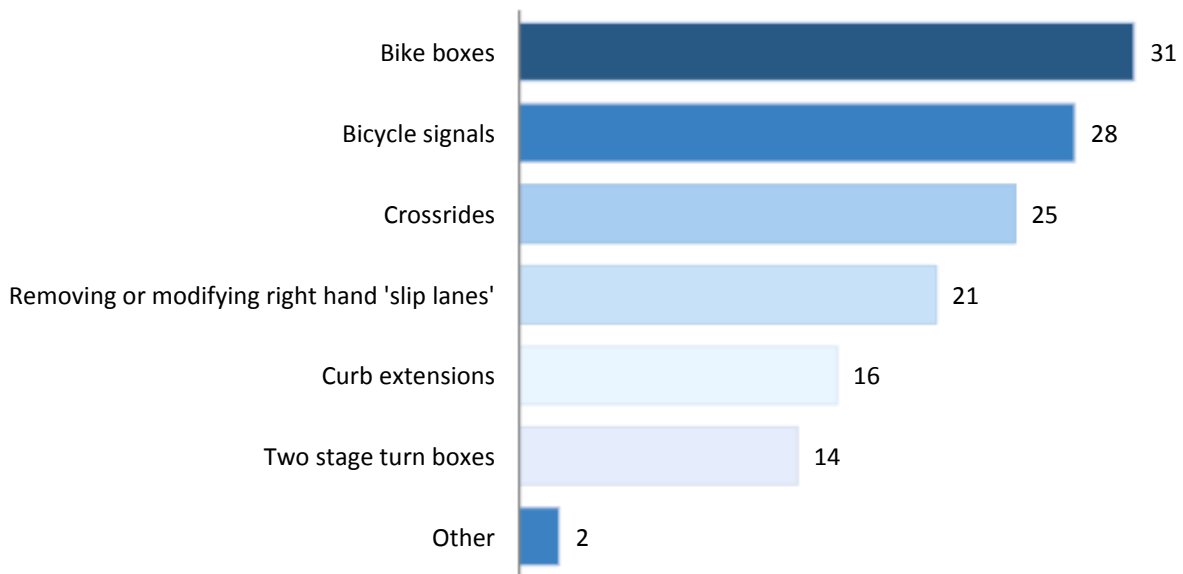


9. What kinds of things would you like to see at the intersections along Bell Rd (Summer/Trollope, Ahern, and Sackville/South Park) to make you feel more comfortable and safe cycling on this route? Please check all the apply.

Sixty-six percent of respondents would like to see bike boxes at intersections along Bell Road, while 60% would like to see bicycle signals and 53% would like to see crossrides. Forty-five percent of participants suggested removing or modifying slip lanes, and 34% indicated curb extensions would improve the cycling experience. A smaller number selected two-stage turn boxes (30%), or 'Other' (4%).

These 'Other' comments include: bike-actuated signals (1), not two stage turn boxes they are confusing (1),

What would you like to see at the intersections along Bell Rd to make you feel more comfortable and safe cycling on this route?

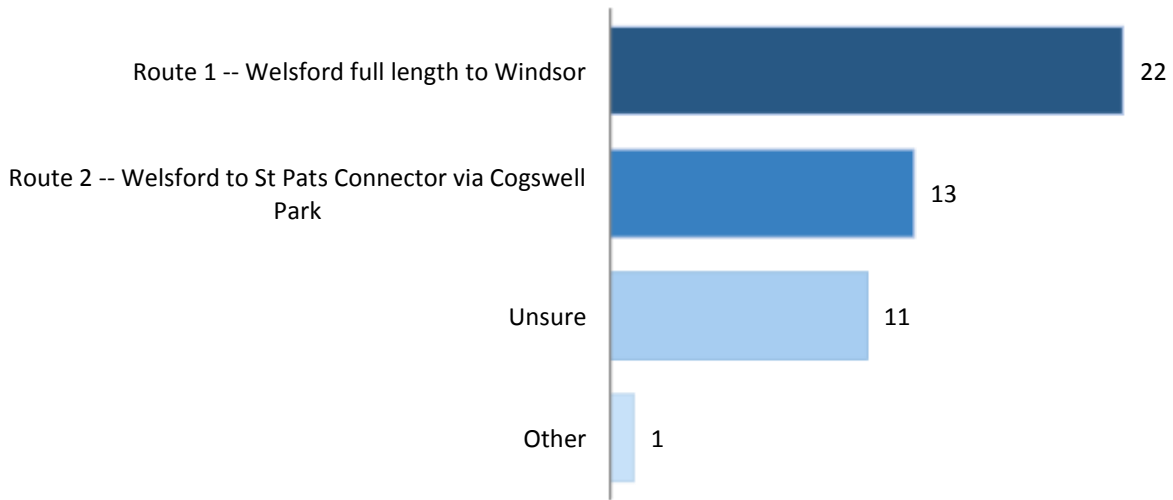


10. In your opinion, which route would provide the best AAA experience? Be sure to consider (1) directness of connection, (2) opportunity for AAA intersection crossings, (3) maintaining current function of Cogswell Park, and (4) impact to on-street parking.

Forty-seven percent of participants felt that the full length of Welsford between Robie and Windsor would provide the best AAA cycling experience. A smaller number of people (28%) felt that the shortcut through Cogswell Park to align with the pathway made the most sense, while a significant number of people (23%) were unsure about desired routing. One person (2%) had other ideas.

These 'Other' comments include: put a MUP [multi-use pathway] on west side of Windsor between St Pats connector and Allan with two raised hi-viz crossings (1)

In your opinion, which Welsford route would provide the best AAA experience?

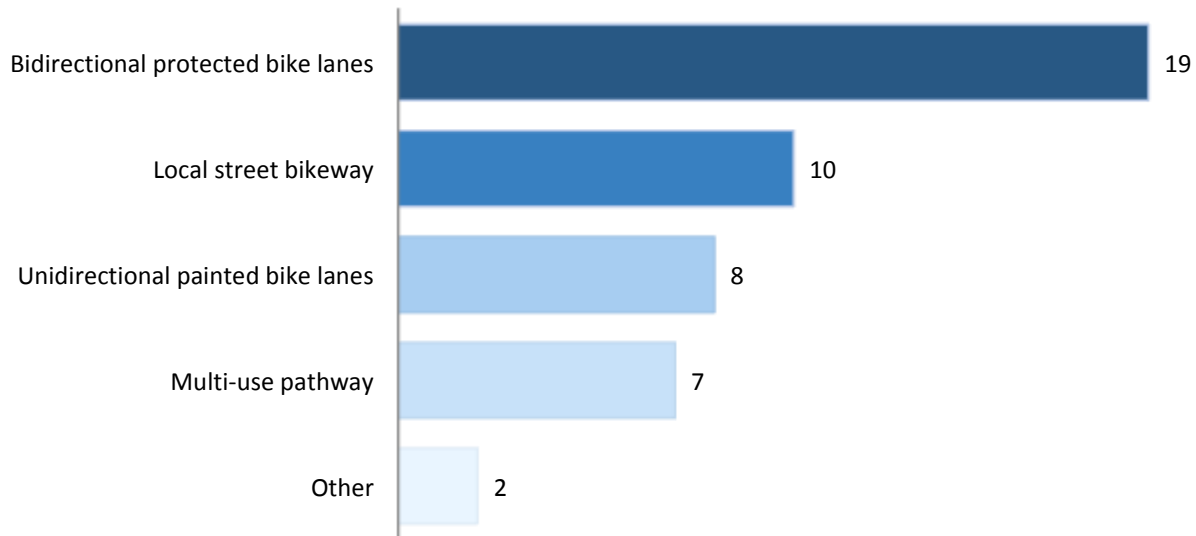


11. In your opinion, what type of bikeway would make Welsford Street more comfortable for people of all ages and abilities?

Forty-one percent of participants thought that bidirectional protected bike lanes would make Welsford Street most comfortable for AAA cycling, while 22% indicated that traffic volumes were low enough that a local street bikeway could be considered. A smaller segment of people voted for unidirectional protected bike lanes (17%) or a multi-use pathway (15%). Two participants had 'Other' ideas to share.

These 'Other' comments include: full closure of Welsford at Robie as part of a local street bikeway (1), and bidirectional bikeway with traffic diversion from Windsor to reduce shortcutting (1).

What type of bikeway would make Welsford more comfortable for people of all ages and abilities?

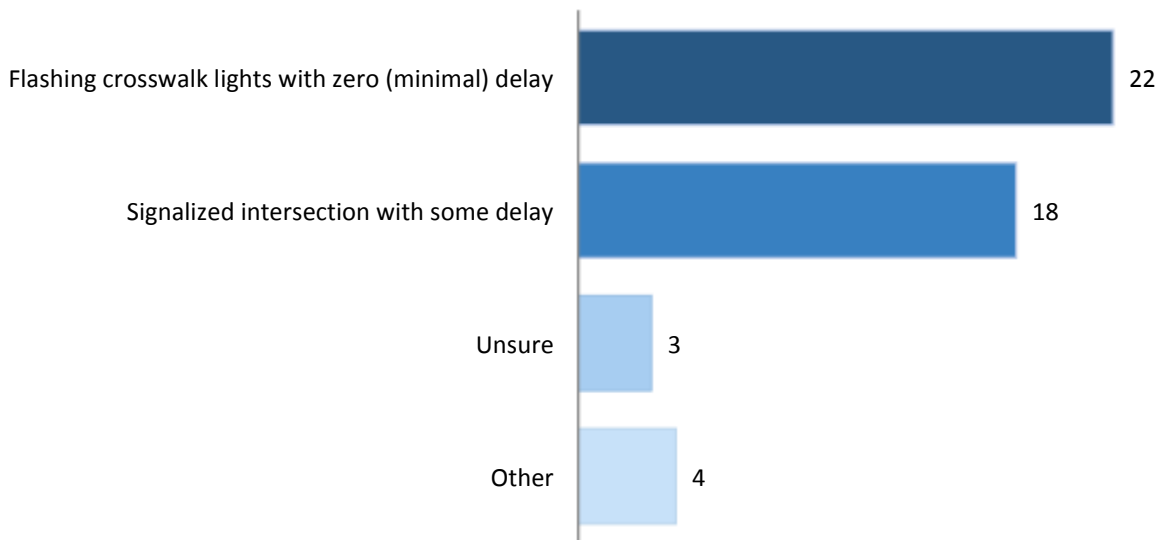


12. At Robie and Welsford we could explore enhancing the traffic signal to get people comfortably across the intersection. Currently, users are able to press a button to activate flashing crosswalk lights and you can cross after cars stop. The other option involves a signal that would fully stop traffic on Robie Street (red light) but it means users would have to wait for a signal before crossing. This could add a minor delay. Which do you prefer?

Public preference for intersection signalization was relatively close between the two options with 47% indicating preference for flashing crosswalk lights with minimal delay, and 38% indicating preference for a signalized intersection with the possibility of some delay to wait for the signal. Six percent of participants were unsure and 9% had other ideas.

These 'Other' comments include: reduce width to 4 vehicles lanes via bumpouts with peak hour transit lanes (1), crossride is mandatory, dismount is huge barrier (1), raised crosswalk with full signal (1), signalized intersection only if you don't have to wait 2 minutes for the light to change (1).

What kind of intersection treatments would make you feel more comfortable crossing Robie at Welsford?



13. What kind of bicycle movement should be considered on the Common, given its recreation emphasis? Are there ideas that you have that should be relayed into the Halifax Common Plan?

Responses were grouped together as much as possible into the following themes:

- Dedicated space for cycling / separation of users on pathways (9)
- Multi-use pathways with a mix of uses (8)
- Slow speed / posted speed limits / design (7)
- Pathways should be widened (6)
- Commons as hub for bike routes / facilitate transitions between facilities (4)
- Currently having difficulty weaving between people walking dogs / in groups / other uses (4)
- Design should be pedestrian first / facilitate safety of people walking (3)
- Should have multi-use pathways parallel to streets circling full Common (3)
- Align pathways with desire lines / trodden dirt paths (3)
- Works well currently, don't change anything (2)
- Prioritize recreational cycling, not commuting (2)
- Pathways in straight lines – most direct and efficient, not meandering (2)
- Incorporate dedicated bike paths around outside of Common for commuting, recreational cycling in the centre (2)
- Crossrides at all major intersections (1)
- Maintain meandering nature of pathways (1)

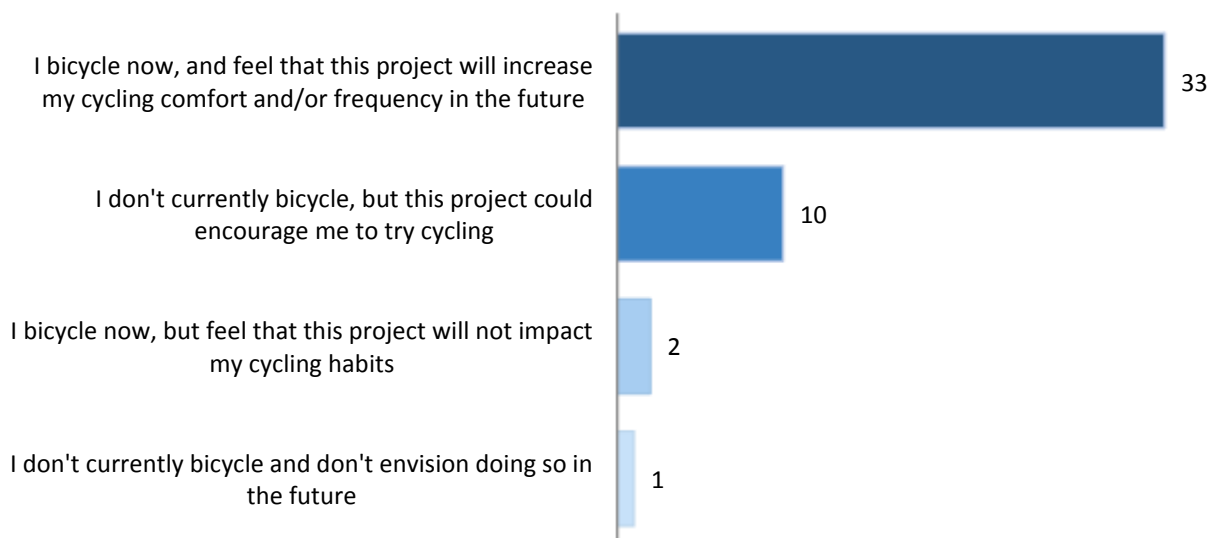
- Need more mid-block crossings and access points e.g. June St, Princess Pl (1)
- Prioritize convenient movements for walking and cycling with minimal delay (1)
- Fix drainage issues (1)
- Prioritize commuter cycling on Common pathways, leisure cycling on Oval (1)
- Make priority of people walking and cycling equal (1)
- Better north-south and east-west connections for getting around/through (1)
- Recreational cycling on outside, commuter cycling on the inside (1)

14. If a AAA bikeway is established along these Midtown routes, how would it impact your cycling habits in the future?

It is important to note that 94% of participants feel that their cycling would be positively impacted by these changes. Breaking that down, 72% of participants currently bicycle and feel that this project will increase their cycling comfort and/or frequency in the future. Twenty-two percent of participants don't currently bicycle, but feel this project could help encourage them to try cycling. Four percent currently cycle and feel this project will not impact their habits, while 2% listed 'Other'.

These 'Other' comments include: [blank].

If a AAA bikeway is established along these Midtown routes, how would it impact your cycling habits in the future?



15. If you have any general comments or ideas to share that weren't captured by this survey, please list them below.

The responses to this question were grouped together when possible, and the results are listed below. The number of respondents who included this comment are in brackets () at the end.

- General positive e.g. Yes! Do it! Thanks! (3)
- Make sure it's comfortable for kids (3)
- Bell-Quinpool intersection is scary – do something to fix this (2)
- Make crosswalks for visible / raised / bump outs (2)
- Make the designs comfortable for new and nervous cyclists (2)
- Change legislation to allow for crossrides everywhere, no dismounting (2)
- Link with destinations (1)
- Avoid impact to vehicular flow or parking (1)
- Make these no smoking areas, don't locate the pedestals nearby (1)
- Ensure winter maintenance / year round access (1)
- Prioritize walking and cycling over vehicular flow. Cars have other options (1)
- Need connecting bicycle infrastructure on Cunard St (1)
- More education for bus drivers interacting with people cycling (1)
- Need standalone bike boxes on routes without cycling infrastructure (1)
- Good survey and process (1)
- Half signals at Welsford would cause significant delay (1)
- Build out the complete network (1)
- Need more maps and wayfinding signage (1)
- Biking here is already okay – focus on areas without existing infrastructure (1)
- Improve Bell-Sackville-South Park intersection (1)
- Consider RRFBs (1)
- Consider using Cogswell Street as part of the connection, future infrastructure here (1)
- Connections on arterial streets are important (Quinpool) (1)
- Desire to ride bicycle on sidewalks (1)
- Armdale Roundabout is a major barrier to cycling from outside peninsula (1)
- Improve intersection of Bell-Summer-Trollope (1)
- Put bikes front and centre (1)
- Reclaim street space for walking and cycling
- Enforce rules of road re: yielding to pedestrians, stopping at stop signs (1)
- Prioritize transit – these changes should limit/slow down bus flow (1)
- Avoid two stage crossings for bikes (1)
- Consider seniors with disabilities who rely on cars, vehicular access (1)
- Great sandwich boards (1)
- Prefer Welsford connection (1)

Attachment A: Pop-Up Engagement Display Boards

Midtown 'AAA' Bikeway Connections

Vision: to improve connectivity between bicycle routes in the heart of Halifax to make cycling more comfortable and safe for people of all ages and abilities



Toolbox: here are some tools in our “toolbox” that we could use to make cycling feel more comfortable



Unidirectional Protected Bike Lane (one way)



Bidirectional Protected Bike Lane (two way)



Multi-Use Pathway (walking, biking, wheeling)



Local Street Bikeway (traffic calmed, shared lane)



Crossrides (no dismount necessary)



Bicycle Traffic Signals (directs bicycle traffic)



Bike Boxes (gives bikes a head start)



Median Refuge Island (enables two stage crossing)

HALIFAX

Midtown 'AAA' Bikeway Connections

Q1: The following design tools are necessary to make me feel comfortable and safe cycling along these routes:

**Unidirectional Protected
Bike Lane** (one way)

**Bidirectional Protected
Bike Lane** (two way)

Multi-Use Pathway
(walking, biking, wheeling)

Local Street Bikeway
(traffic calmed, shared lane)

Crossrides
(no dismount necessary)

Bicycle Traffic Signals
(directs bicycle traffic)

Bike Boxes
(gives bikes a head start)

Median Refuge Island
(enables two stage crossing)

Other
(you tell us!!)

HALIFAX

Midtown 'AAA' Bikeway Connections

Q2: Improving the crossing of Robie St at Welsford St to AAA standard (including crossride) would encourage me to bicycle more often along this route.



Q3: In my opinion, the most important cycling connections or routes to be strengthened from Welsford Street are:

--	--	--

ST PATS CONNECTOR, VERNON ST

BOTH

WINDSOR ST, ALLAN ST

Q4: The Bell Rd bicycle lanes (including intersections) are not currently AAA. I would feel encouraged to cycle more often along this route if they were upgraded to AAA.



Q5: If some kind of separated or protected bicycle path existed, I would use the following routes most often:

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COMMON PATHWAYS, WELSFORD ST

BOTH

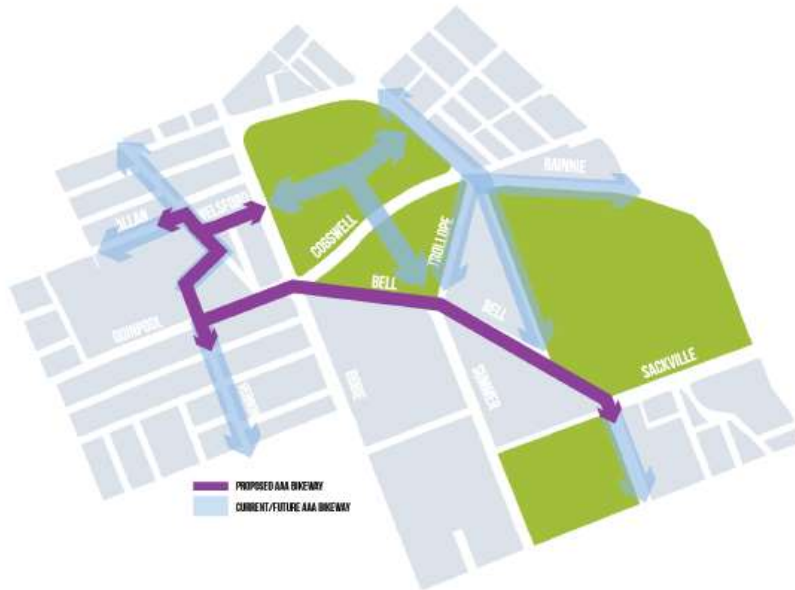
BELL RD NORTH, QUINPOOL RD

HALIFAX

Attachment B: Public Workshop Display Boards

Midtown 'AAA' Bikeway Connections

Q1: Context and Information



Considerations: here is some additional information that might be good to know:

- each of the routes presented are candidate bicycle routes and could be transformed into a bikeway in the future
- this project could involve interim solutions or the construction of one route before the other
- each route has the potential to serve different kinds of users
- the Bell/Quinpool route is on a busier street with complex intersections; the Welsford connection relies on a connection through the Common, which involves a slower pace of cycling and where several other activities are present

HALIFAX

Midtown 'AAA' Bikeway Connections

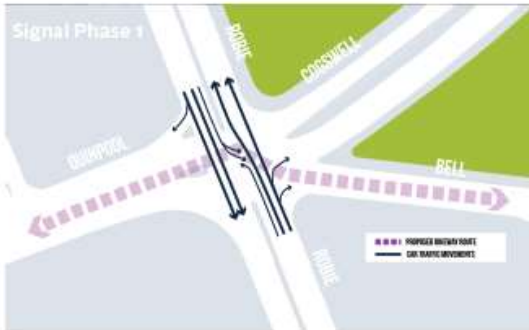
Q1: To create a AAA bikeway in this area, the Bell-Quinpool route and the Common-Welsford route are both options. The Bell-Quinpool connection would require a AAA bikeway on a busy street with a complicated intersection. The Common-Welsford connection would go through a park, where slower cycling is encouraged and there are a mix of activities, but is more separated from traffic. This would then connect to Welsford, which is a calmer residential street.

How important are each of these connections? Which one would you use more often?

HALIFAX

Midtown 'AAA' Bikeway Connections

Q2: Context and Information



Considerations: here is some additional information that might be good to know:

- 52,700 + vehicles per day
- 5 legs (Robie x2, Quinpool, Bell, Cogswell)
- 4 signal phases
- long crossing distances and significant delays for people walking, cycling, and driving waiting through multiple signal phases
- opportunity to align bikeway projects with new developments happening on Quinpool
- future bus rapid transit route on Robie Street
- opportunity to bump out curbs on some legs of the intersection to increase safety and comfort of walking and cycling

Toolbox: here are some tools that we could use to make cycling feel more comfortable:



Crossrides
(no dismount necessary)



Two Stage Bike Crossing
(one leg at a time)



Bicycle Traffic Signals
(directs bicycle traffic)



Painted Conflict Markings
(carried through intersection)



Bike Boxes
(gives bikes a head start)



Curb Extensions aka Bump-Outs
(reduce speed, crossing distance)

HALIFAX

Midtown 'AAA' Bikeway Connections

Q2: What would it take to make a bicycle crossing at the Willow Tree intersection comfortable?

HALIFAX

Midtown 'AAA' Bikeway Connections

Question 3: Context and Information



Considerations: here is some additional information that might be good to know:

- 12,700 + vehicles per day
- painted bike lanes on both sides of Bell Rd between Sackville and Summer/Trollope. Eastbound only painted bike lane on Bell Rd between Summer/Trollope and Robie are not comfortable for all ages and abilities
- right-hand turning movements from Bell to Ahern present a potential dangerous situation for people cycling
- transitioning on and off of the Commons from the Bell Road bicycle lane is tricky
- street is very narrow and has several mature trees, which limits the amount of space available for a bikeway
- opportunity to reclaim some space by extending curbs and making more space for walking and cycling

Toolbox: here are some tools that we could use to make cycling feel more comfortable:



Unidirectional Protected Bike Lane (one way)



Crossrides (no dismount necessary)



Bidirectional Protected Bike Lane (two way)



Bicycle Traffic Signals (directs bicycle traffic)



Multi-Use Pathway (walking, biking, wheeling)



Curb Extensions aka Bump-Outs (reduce speed, crossing distance)

HALIFAX

Midtown 'AAA' Bikeway Connections

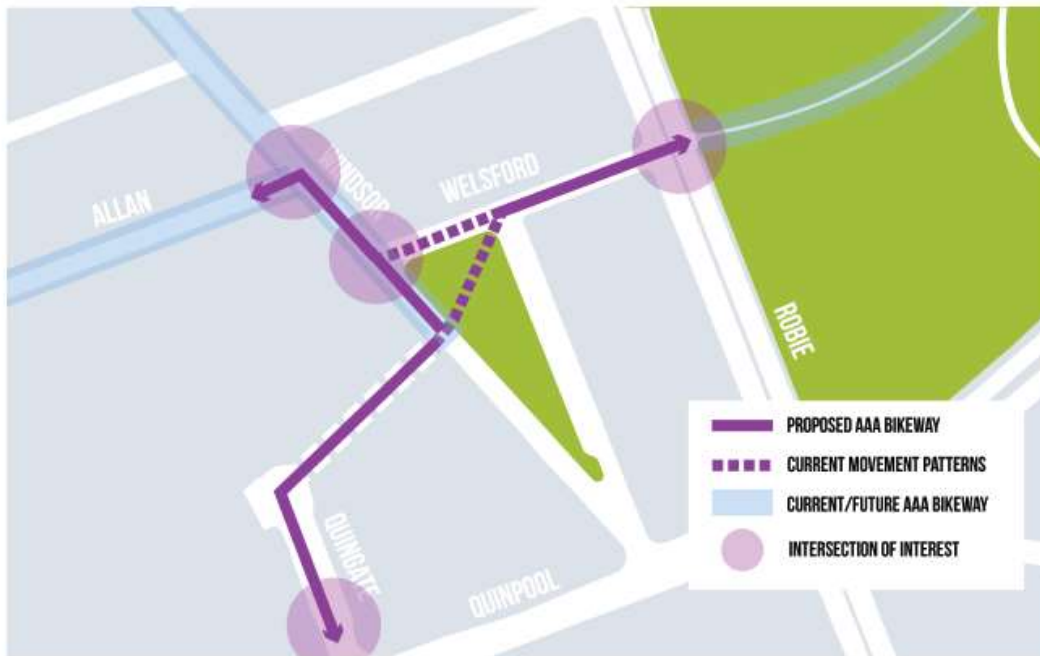
Q3: Bell Road has painted bicycle lanes now, but doesn't help all people to feel safe cycling on the route. There is currently no bikeway on Quinpool Road.

How can we make a safe, comfortable connection to Vernon Street (via Bell and Quinpool) for people of all ages and abilities?

HALIFAX

Midtown 'AAA' Bikeway Connections

Q4: Context and Information



Considerations: here is some additional information that might be good to know:

- Welsford Street hosts 1,800 vehicles per day, with the majority in the AM commute
- The St Pat's Connector Multi-Use Pathway currently connects Windsor to Quingate Place
- Quingate Place sees around 3,000 vehicles per day including large delivery trucks
- There are 20 unrestricted and 2 accessible on-street parking spaces on Welsford Street (11 on North side, 9 + 2 accessible on South side)
- This is an important connection between different types of bikeways in the area: multi-use pathways (e.g. Halifax Common) and local street bikeways (e.g. Vernon and Allan)
- There is a heavy desire line (dirt path) through Cogswell Park where people seem to be walking. There is no curb cut or crosswalk here currently

Toolbox: here are some tools that we could use to make cycling feel more comfortable:



Unidirectional Protected Bike Lane (one way)



Local Street Bikeway (traffic calmed, shared lane)



Bidirectional Protected Bike Lane (two way)



Speed Humps (reduce travel speed)



Multi-Use Pathway (walking, biking, wheeling)



Curb Extensions aka Bump-Outs (reduce speed, crossing distance)

HALIFAX

Midtown 'AAA' Bikeway Connections

Q4: How do we connect Welsford to the Commons, the Allan-Oak Local Street Bikeway, and the Vernon-Seymour Local Street Bikeway? What does that facility look like?

HALIFAX

Midtown 'AAA' Bikeway Connections

Q5: Context and Information



Considerations: here is some additional information that might be good to know:

- Robie Street at Welsford Street sees approx. 18,000 vehicles per day
- There is an existing crosswalk with push-button actuated flashing lights on Robie north of Welsford. People cross six lanes of traffic with a small median
- People must dismount their bicycles to cross from the Common pathways onto Welsford Street
- Windsor Street south near Welsford Street hosts upwards of 6,000 vehicles per day. A large number of southbound vehicles turn left onto Welsford
- There is an existing painted crosswalk on Windsor north of Welsford that sees 850 crossings per day
- There is a stop sign for people cycling on the St Pat's Connector before turning onto Windsor. Users must wait for a gap in traffic to proceed. People walking may use the sidewalk to proceed to the painted crosswalk at Windsor and Welsford

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Toolbox: here are some tools that we could use to make cycling feel more comfortable:



Crossrides
(no dismount necessary)



Flashing Lights
(push button activated)



Bicycle Traffic Signals
(directs bicycle traffic)



Signalized Intersection
(protected phase, delay)



Bike Boxes
(gives bikes a head start)



Curb Extensions aka Bump-Outs
(reduce speed, crossing distance)

Midtown 'AAA' Bikeway Connections

Q5: What kind of intersection treatments would make you feel more comfortable crossing Robie Street at Welsford?

What about Windsor?

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Midtown 'AAA' Bikeway Connections

Q6: Context and Information



Considerations: here is some additional information that might be good to know:

- Pathways on the Halifax Common meander through a park-like setting that is quite different from the street environment
- The Common pathways are shared between a range of users of varying speeds and abilities (e.g. families with strollers, running clubs, children playing or learning to cycle, people wheeling, dog walkers)
- The pathways provide evolving experiences as you move through the park including busy plazas, passive recreation areas, active sports fields, playgrounds, and skate parks whose uses spill over onto the path
- Providing a rich natural environment and urban respite is a priority on the Common with a focus on mature trees, shrubbery, gardens, and green space
- The Halifax Common Master Plan is currently under development and will be forthcoming in the next few months. Stay tuned for the next round of public engagement! For more information please go to shapeyourcityhalifax.ca

Draft Thematic Goals of the Halifax Common Master Plan:

	CHARACTER & IDENTITY	To strengthen the shared sense of place, protect the unique character and foster a cohesive identity, that will establish unified meaning throughout the Common.
	LEISURE & RECREATION	To broaden the range of leisure and recreation spaces and activities, to ensure more people can do enjoy a greater diversity of experiences on the Common.
	MOVEMENT & LINKAGES	To improve the mobility network with a focus on prioritizing pedestrian and cyclist routes, to enable rational and pleasant access throughout the Common.
	PUBLIC LIFE	To enrich public life, both in the observable ways in which people use Common public spaces, and in how those spaces are planned, implemented and maintained.

Midtown 'AAA' Bikeway Connections

Q6: What kind of bicycle movement should be considered on the Common, given its recreation emphasis?

Are there ideas that you have that should be relayed into the Halifax Common Master Plan?

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