

September 21, 2026

HALIFAX

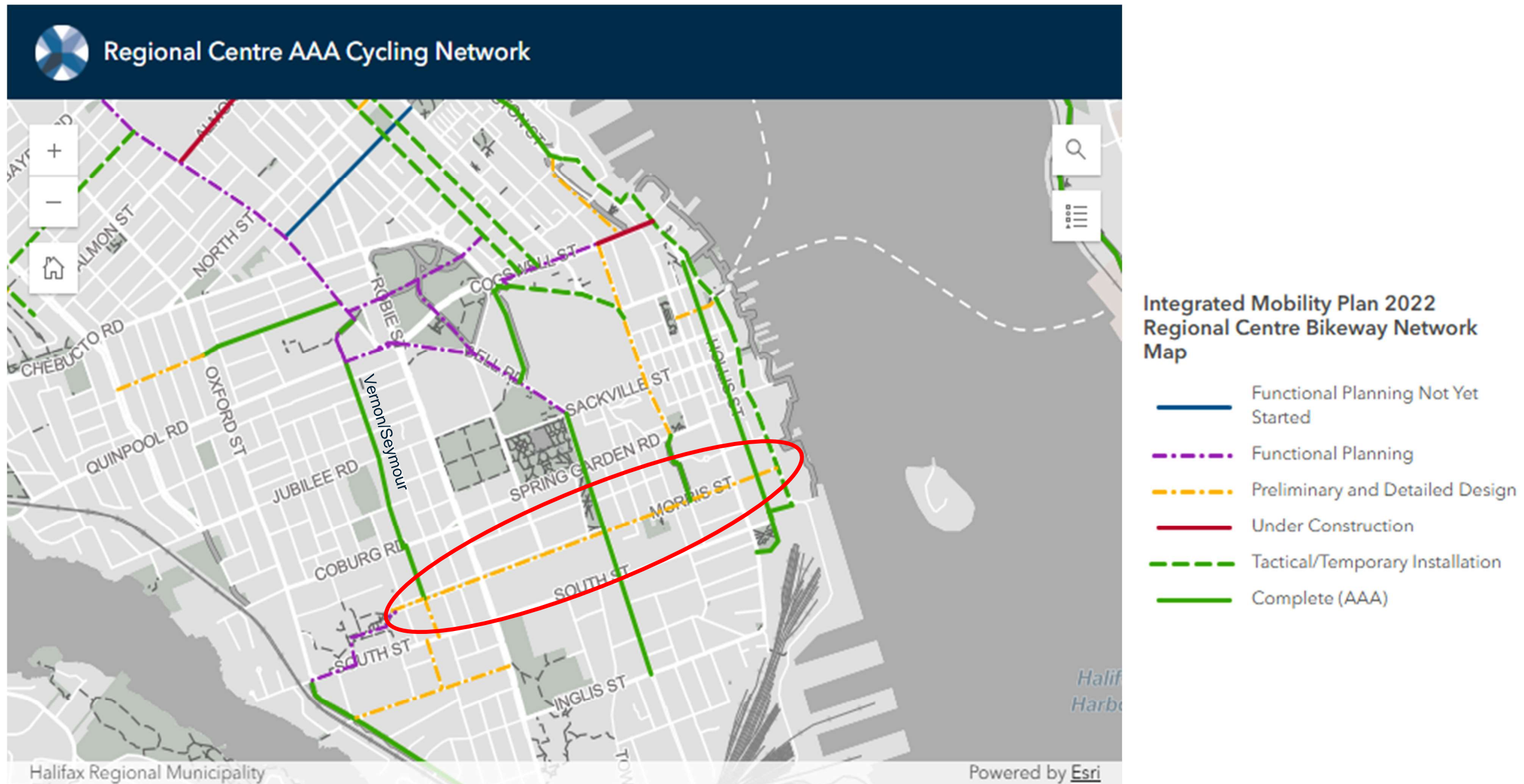
Peninsula South Complete Streets - East Connection Functional Plan

Information Overview

Outline

- Background
- Review concepts
- Public Engagement Information

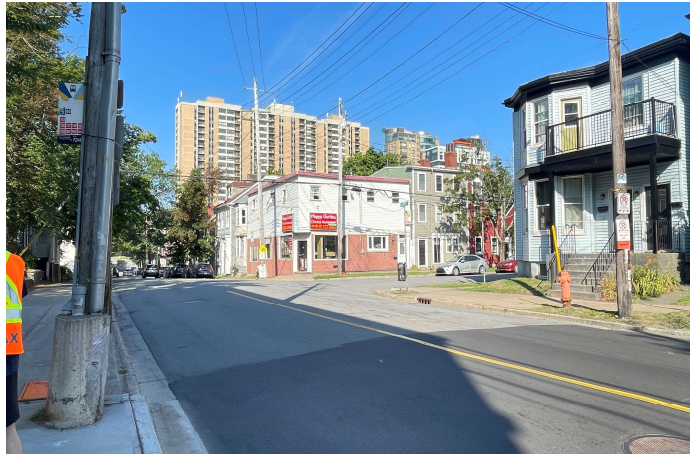
Why this Project Matters



Project Background

- Peninsula South Complete Streets functional plan was approved by Regional Council in 2024.
- After considering cycling connection options on South Street, Morris Street, Clyde Street, and evaluating based on a number of criteria. Staff recommended continuous east-west AAA cycling facilities, mainly on University Ave and Morris St.
- In order to fit bidirectional bikeway, preserve parking, and minimize tree impacts, Morris St was to be converted to 1-way eastbound vehicle traffic. **This is still the most direct cycling connection, with the lowest grade of the hill.**
- Examined impacts to traffic and determined alternative routes for busses, especially during special events, in the one-way Morris option
- Plan was rescinded in 2025 under pressure from the Premier due to concerns about perceived traffic impacts of 1-way Morris St conversion.
- Council directed staff to conduct additional planning and engagement for alternative cycling connections between the planned University Ave bikeway and existing bike lanes on Hollis St and Lower Water St.
- Project team has prepared concepts for September public engagement period and are now seeking feedback from key stakeholders.
- Returning to Council with a report in December.

Existing Condition Challenges



Lack of boulevard space for trees and utility poles



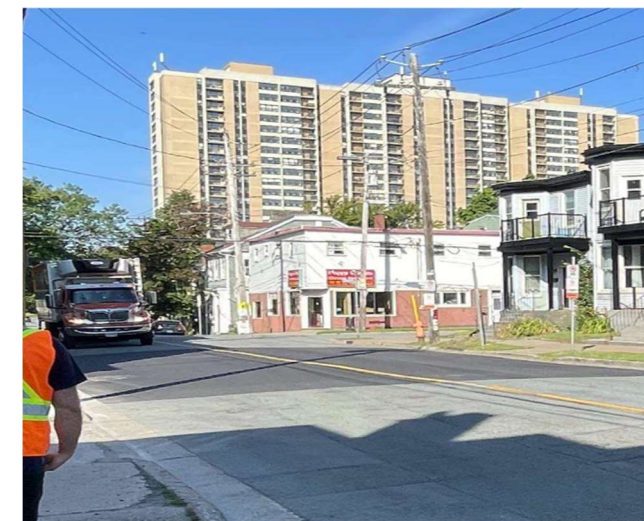
Emergency access needs to be maintained



Steepness of the road



Lack of protected bike infrastructure



Truck access needs to be accommodated

Examples and Inspirations

- Examples from recent projects in HRM to improve walking, cycling, accessibility, street landscaping



Brunswick Street bikeway



Spring Garden APS



Dutch Village Road

Concept Selection (E-W)

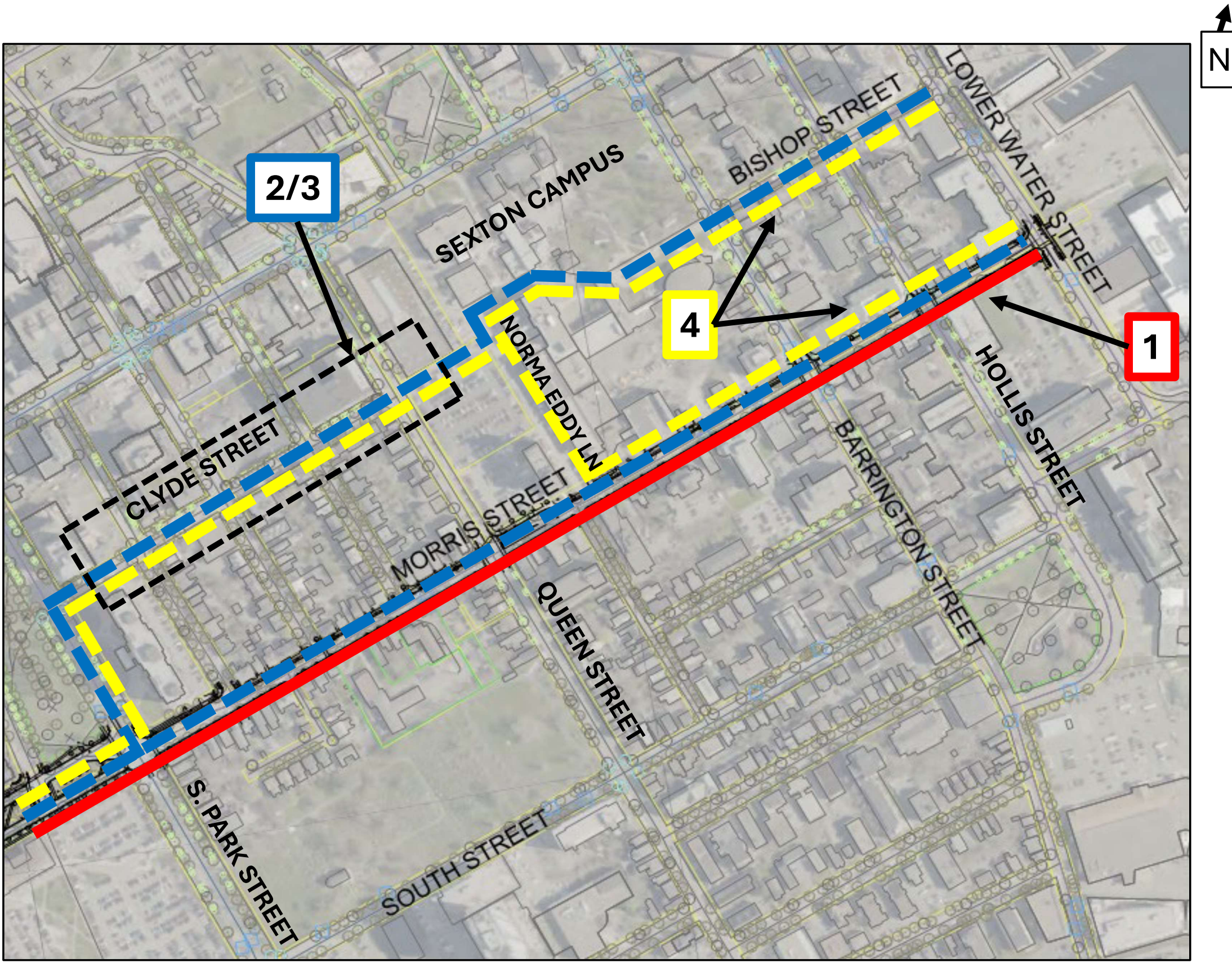
- The following options have been identified for public engagement based on results of internal evaluation process:
 - 1) Concept 1 - Morris Bikeway: 2-Way Cycling on Morris Street (1-Way Traffic) – **ideal for direct, accessible and safe biking connection**
 - 2) Concept 2 - Clyde-Morris Couplet A: 1-Way Cycling On Morris St and on Clyde-Sexton-Bishop (2-Way Traffic on Clyde) – **compromise for cycling connection, maintains two-way on Morris and Clyde**
 - 3) Concept 3 - Clyde-Morris Couplet B: 1-Way Cycling On Morris St and on Clyde-Sexton-Bishop (1-Way Traffic on Clyde) - **compromise for cycling connection, maintains two-way on Morris and parking on Clyde**
 - 4) Concept 4 - Hybrid: 2-Way Cycling on Clyde St to Norma Eddy with Partial 1-Way Cycling Couplet on Sexton-Bishop and Morris (Bidirectional Bikeway and 1-Way Traffic on Clyde) - **compromise for cycling connection, removes some parking and limits some vehicle access**

Concept Selection (N-S)

- The following options have been identified for public engagement based on results of internal evaluation process and to supplement any of the east-west options that split cycling movements into couplet:
 - 1) Queen Bi-directional Bikeway: 2-Way Cycling on Queen St via new bidirectional bikeway
 - 2) Combination Norma Eddy Painted MUP and Dresden LSB: 2-Way Cycling on both Norma Eddy Ln and Dresden Row via existing painted multi-use path and new Local Street Bikeway, respectively
 - 3) Norma Eddy Painted MUP: 2-Way Cycling on Norma Eddy Ln via existing painted multi-use path

East-West Concepts

- Concept 1:** Morris
- Concept 2:** Clyde-Morris Couplet, two-way Clyde
- Concept 3:** Clyde-Morris Couplet, one-way Clyde
- Concept 4:** Hybrid

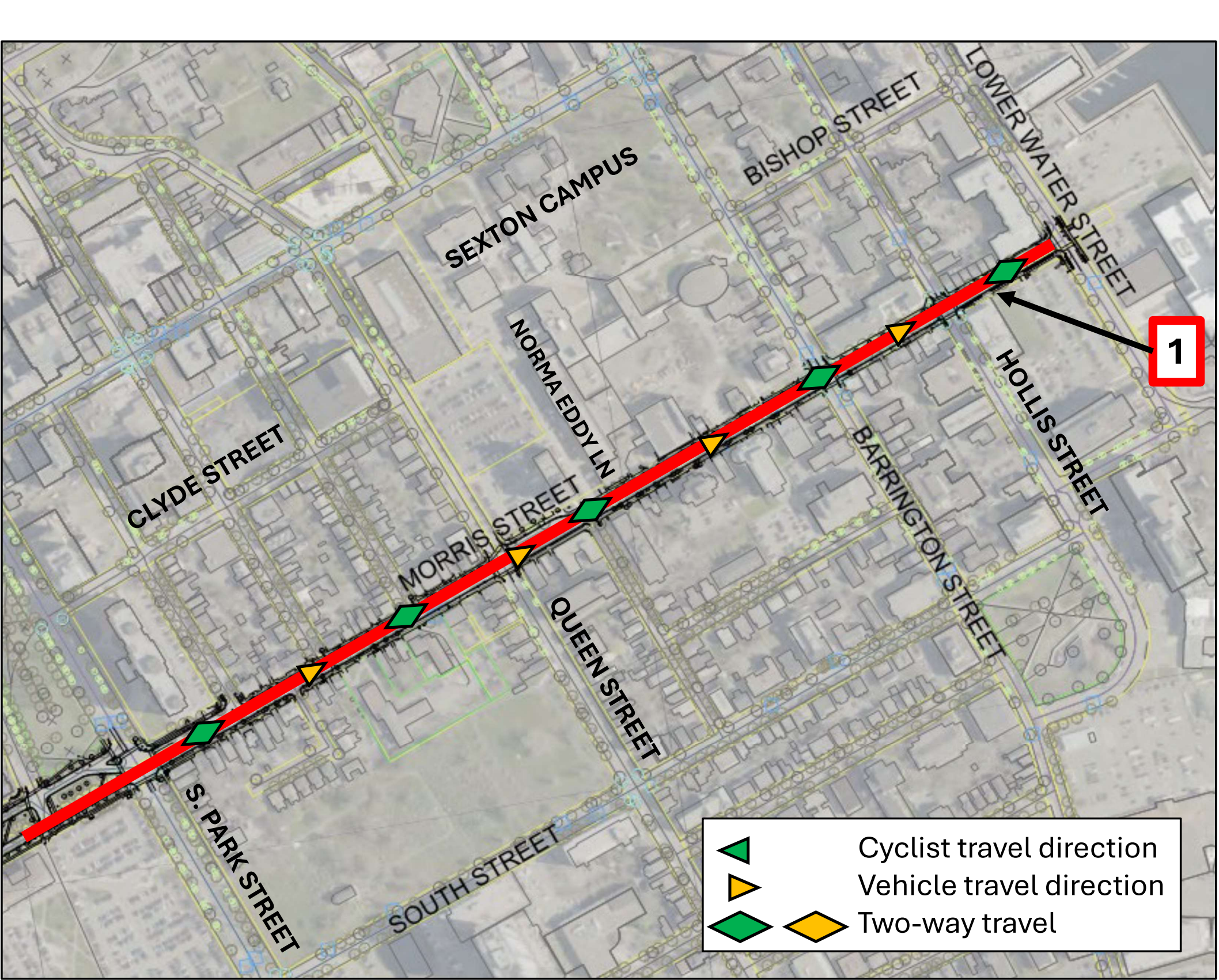


Concept 1: Morris

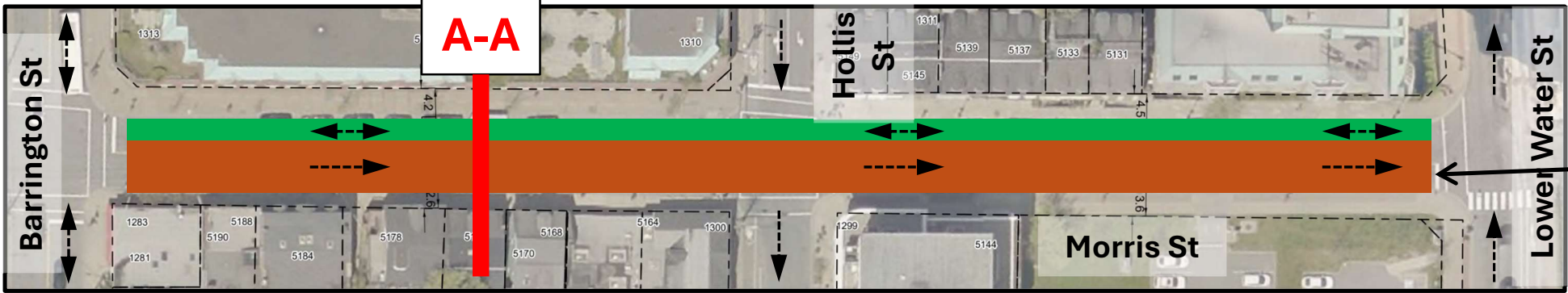
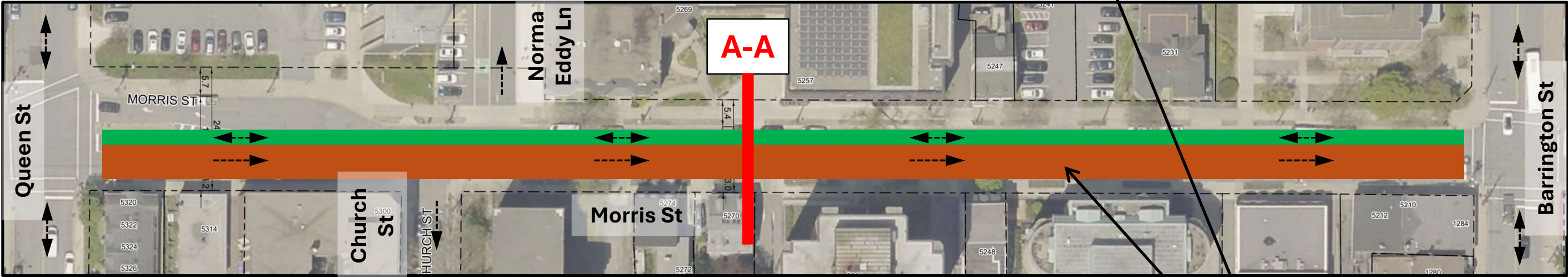
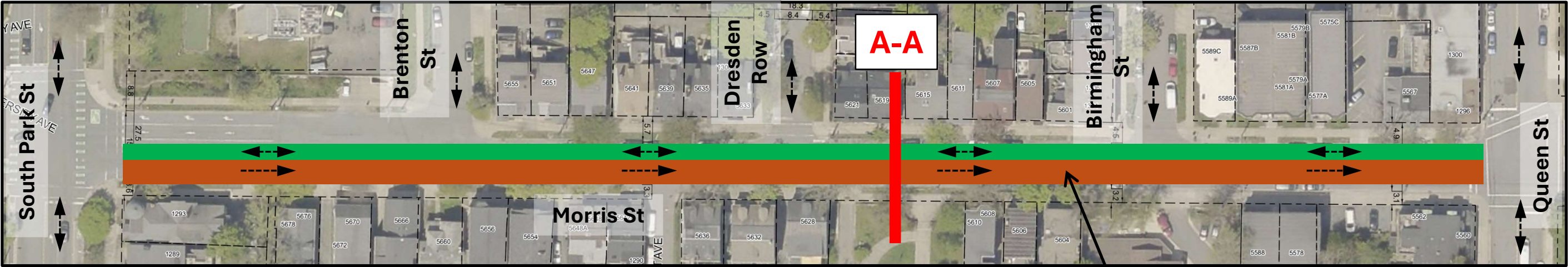
2-way cycling and 1-way vehicle traffic on Morris Street.

This was the previously Council-approved plan.

Most direct and safe cycling connection, however, received concerns from ambulance services.



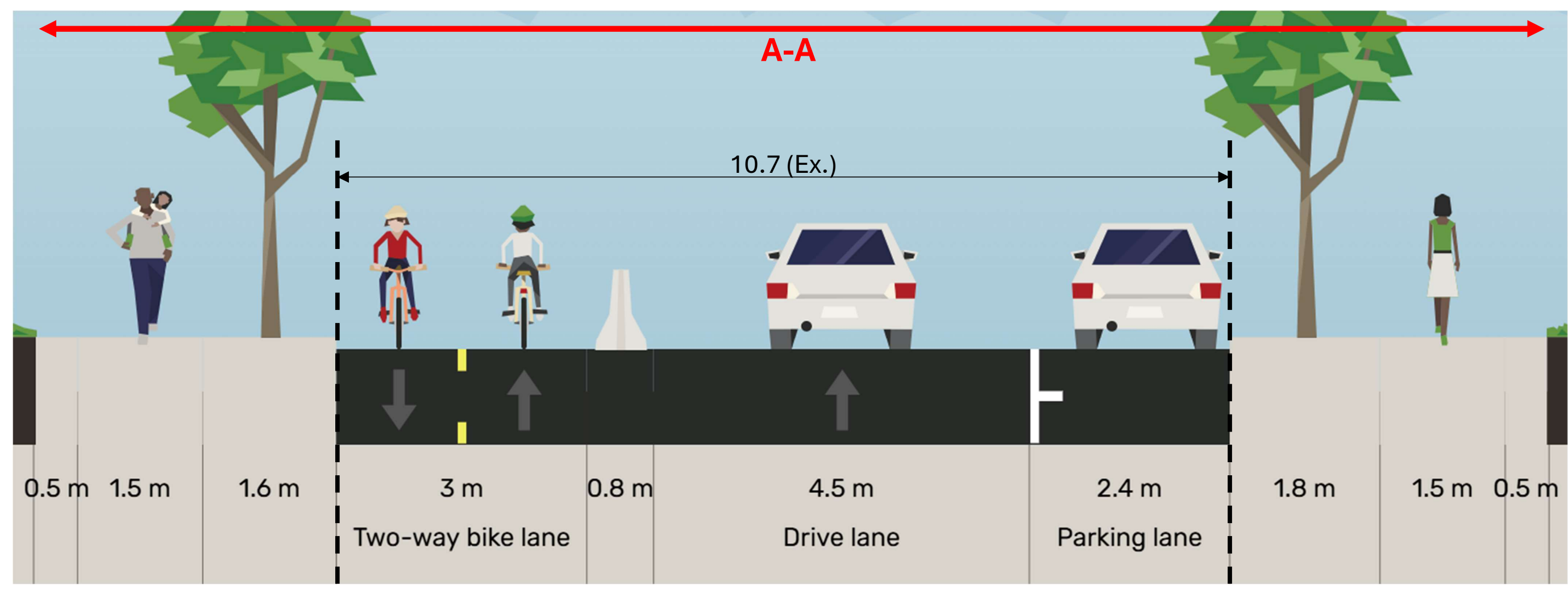
Concept 1: Morris Street (One-Way Traffic) – Plan View



New 1-way vehicle traffic

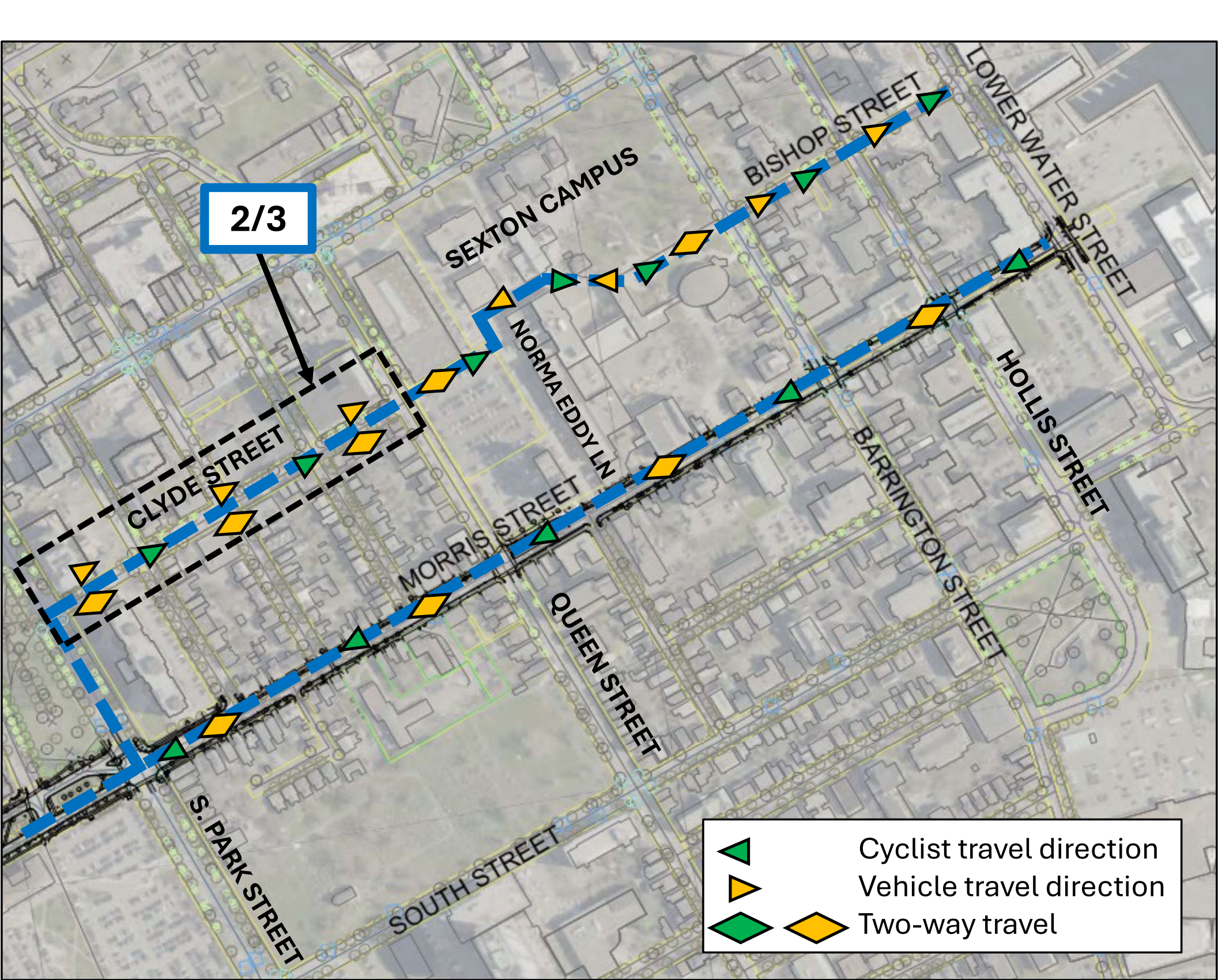
- 3.0m Protected bidirectional bikeway
- 6.9m Roadway (1-way + parking/loading)

Concept 1: Morris Street (One-Way Traffic) – Cross-Sections

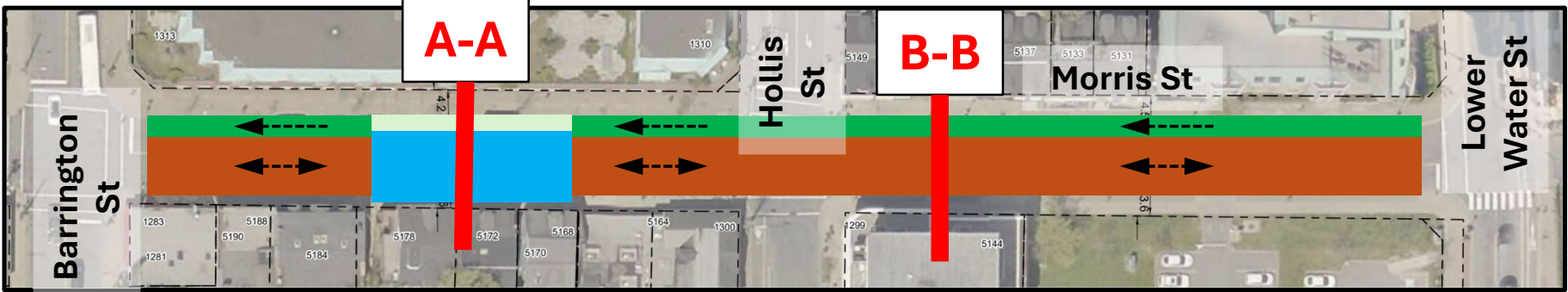
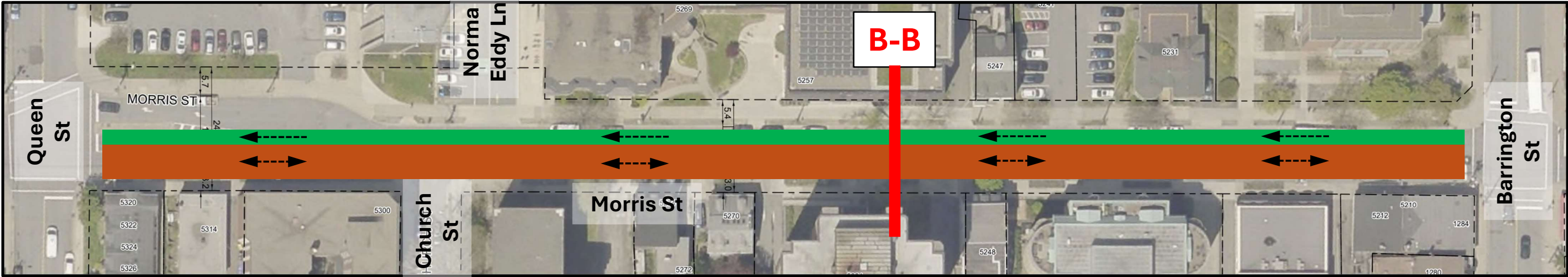
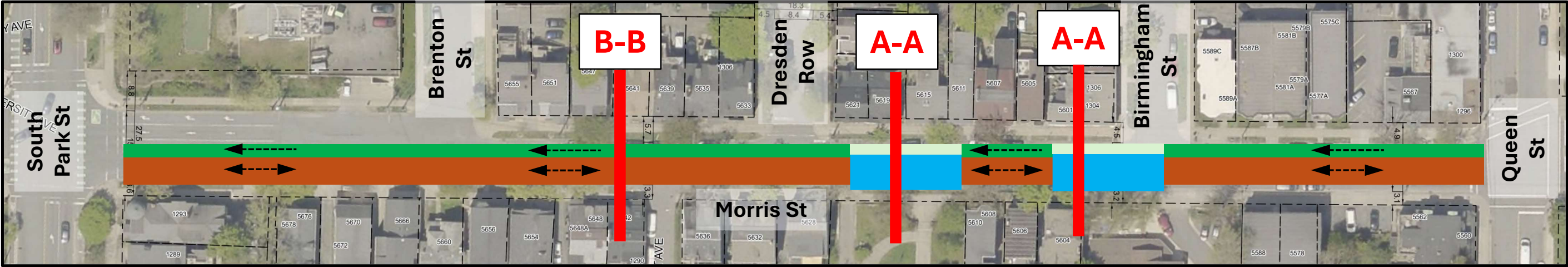


Concept 2 & 3: Clyde-Morris Couplet

- 1-way cycling westbound via Morris Street.
 - 1-way cycling eastbound via Clyde Street, Sexton Campus, and Bishop Street.
 - 2-way vehicle traffic on Morris Street.
 - 1-way vehicle traffic on Bishop Street and middle segment of Sexton Campus.
 - 1- or 2-way vehicle traffic on Clyde Street.
- Variations:
- 2: Clyde Street (Two-Way Traffic)
 - 3: Clyde Street (One-Way Traffic)



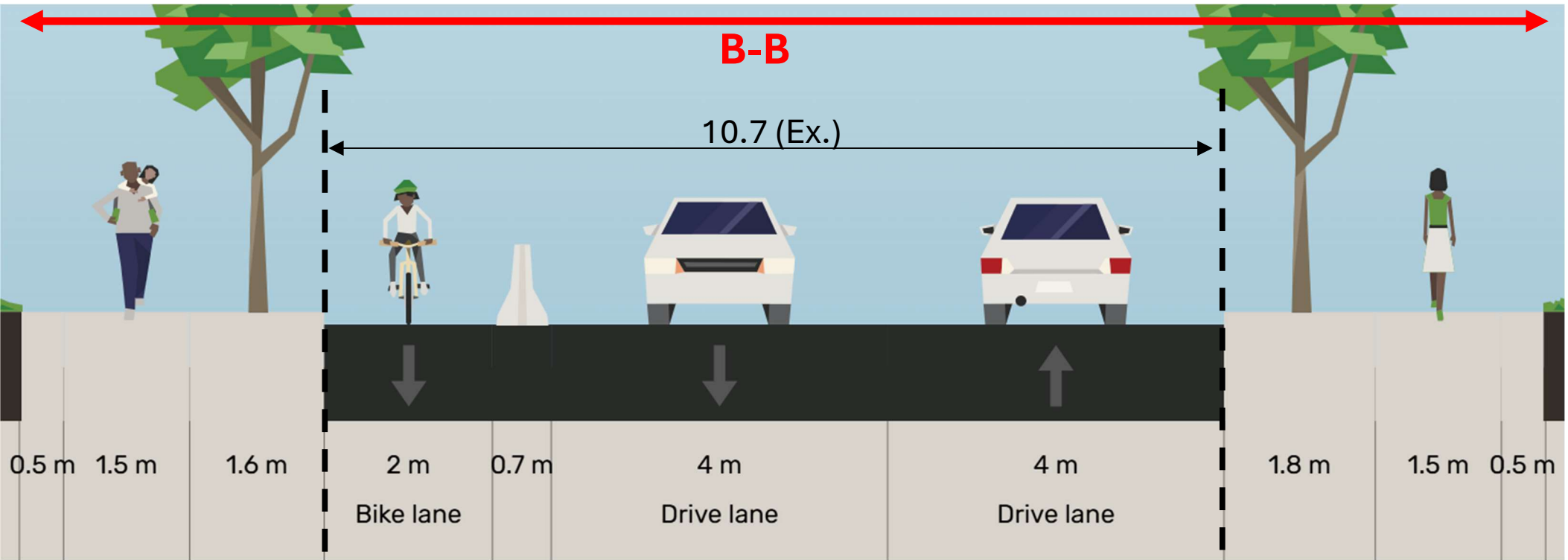
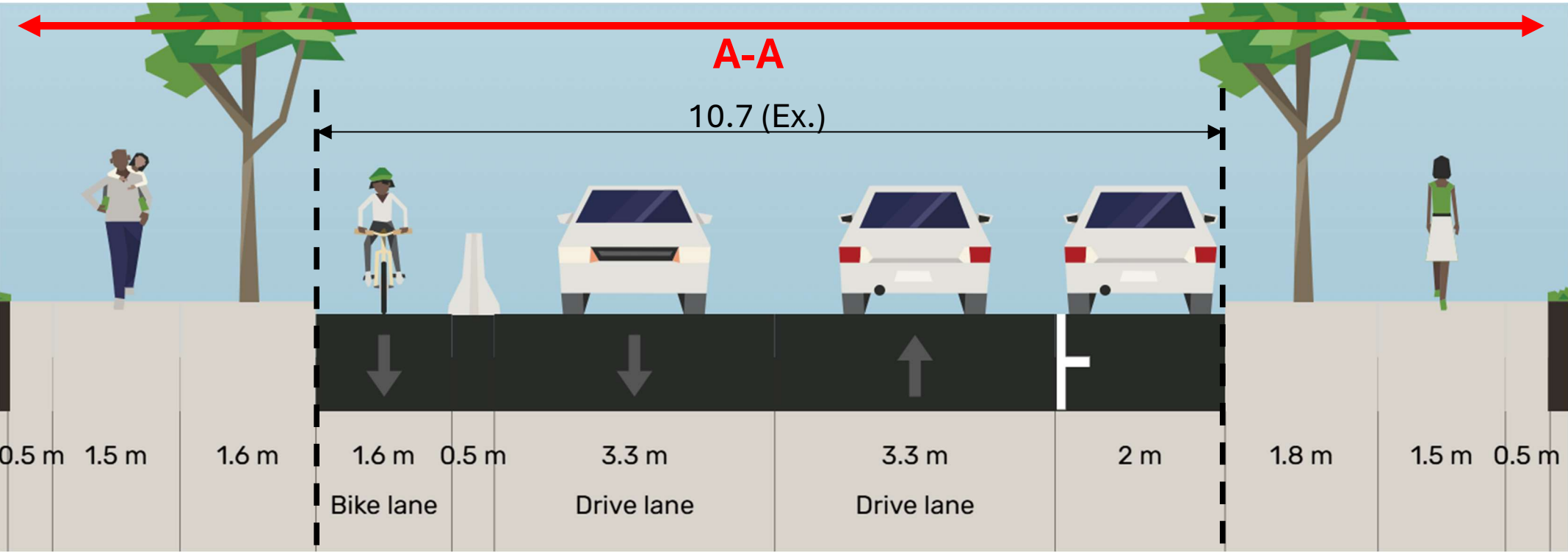
Concept 2 & 3 (Couplet): Morris Street – Plan View



- 1.6m Protected unidirectional bike lane
- 2.0m Protected unidirectional bike lane
- 8m Roadway (2-way)
- 8.6m Roadway (2-way + layby)

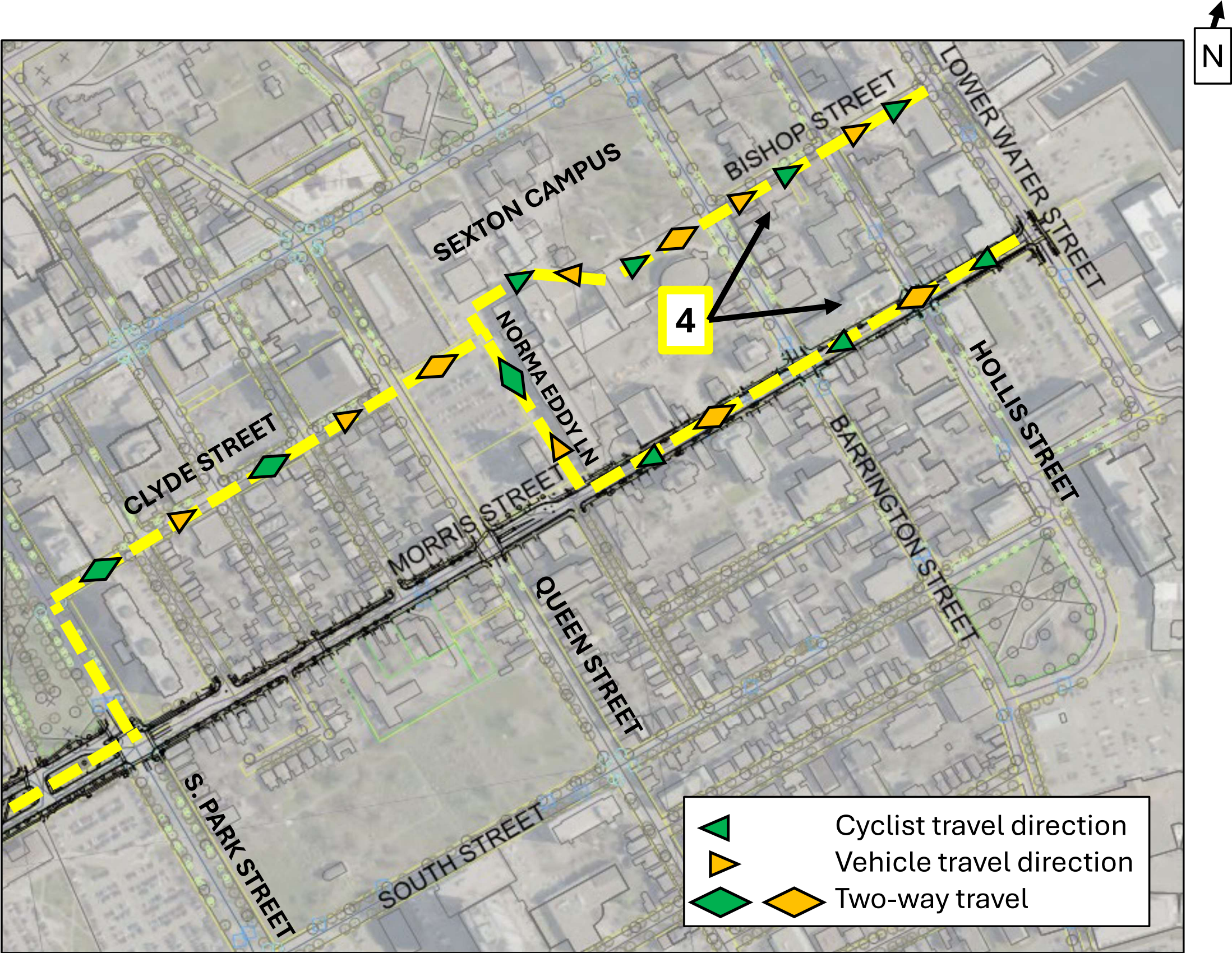
Note: Concept 4 (Hybrid) has same treatment for Morris St between Queen/Norma Eddy and Lower Water.

Concept 2 & 3 (Couplet): Morris Street – Cross-Sections



Concept 4: Hybrid

- 2-way cycling on Clyde Street.
- 1-way cycling couplet between Lower Water Street and either Queen Street or Norma Eddy Ln:
 - Westbound via Morris Street.
 - Eastbound via Sexton Campus and Bishop Street.
- 2-way vehicle traffic on Morris Street.
- 1-way vehicle traffic on Clyde Street, middle segment of Sexton Campus, and Bishop Street.



North-South Connections

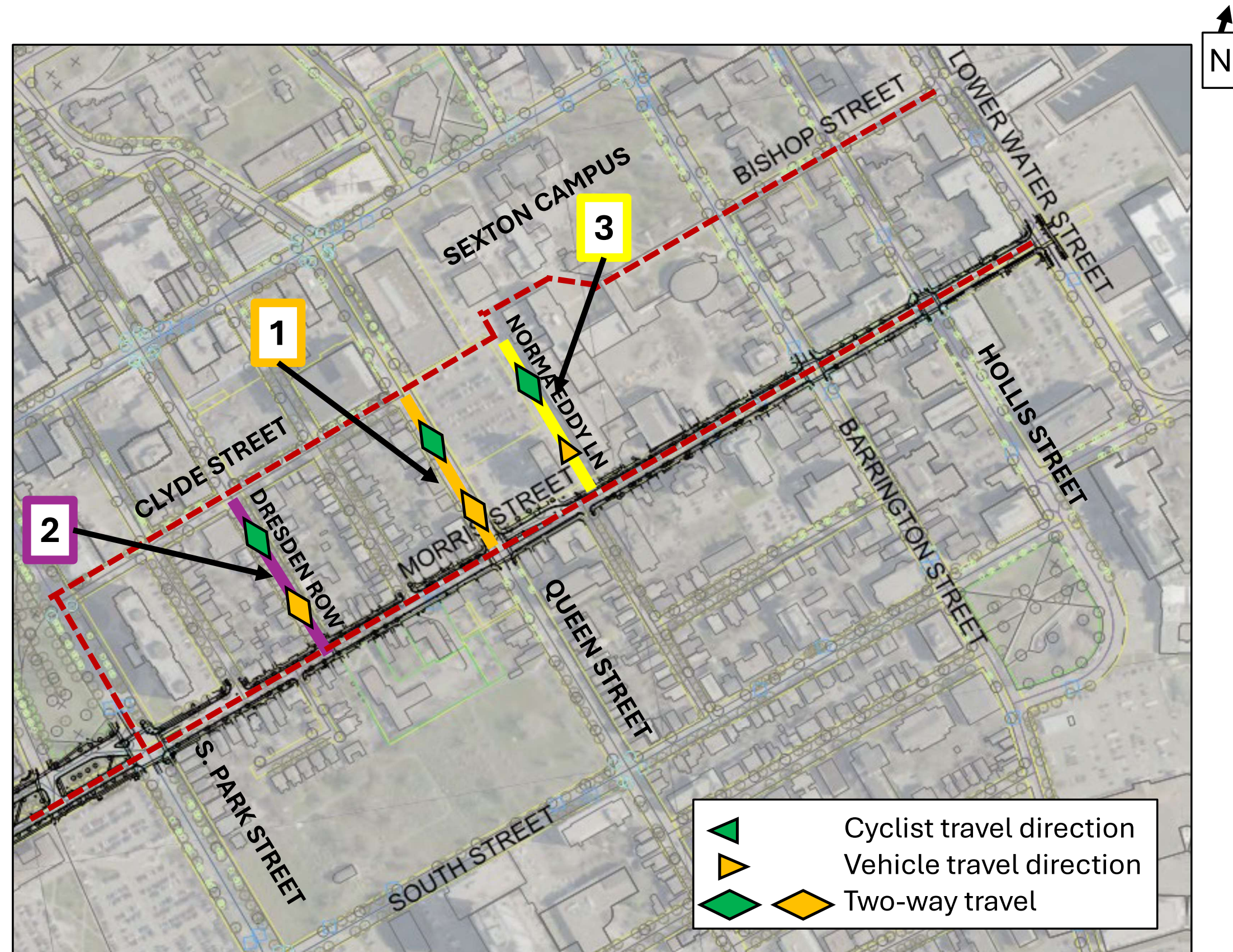
(for Concepts 3 and 4)

2-way cycling and 2-way vehicle traffic on Queen Street or Dresden Row.

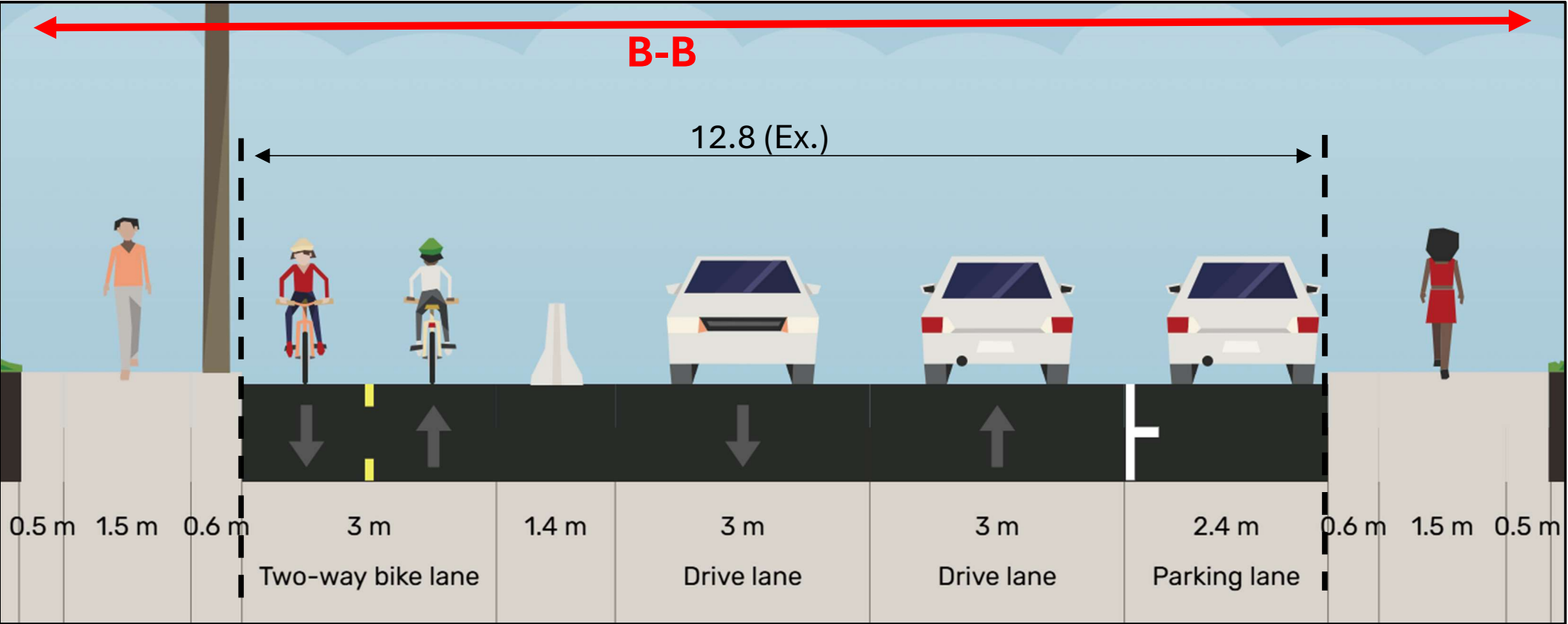
2-way cycling and 1-way vehicle traffic on Norma Eddy Lane (existing).

Sub-concepts:

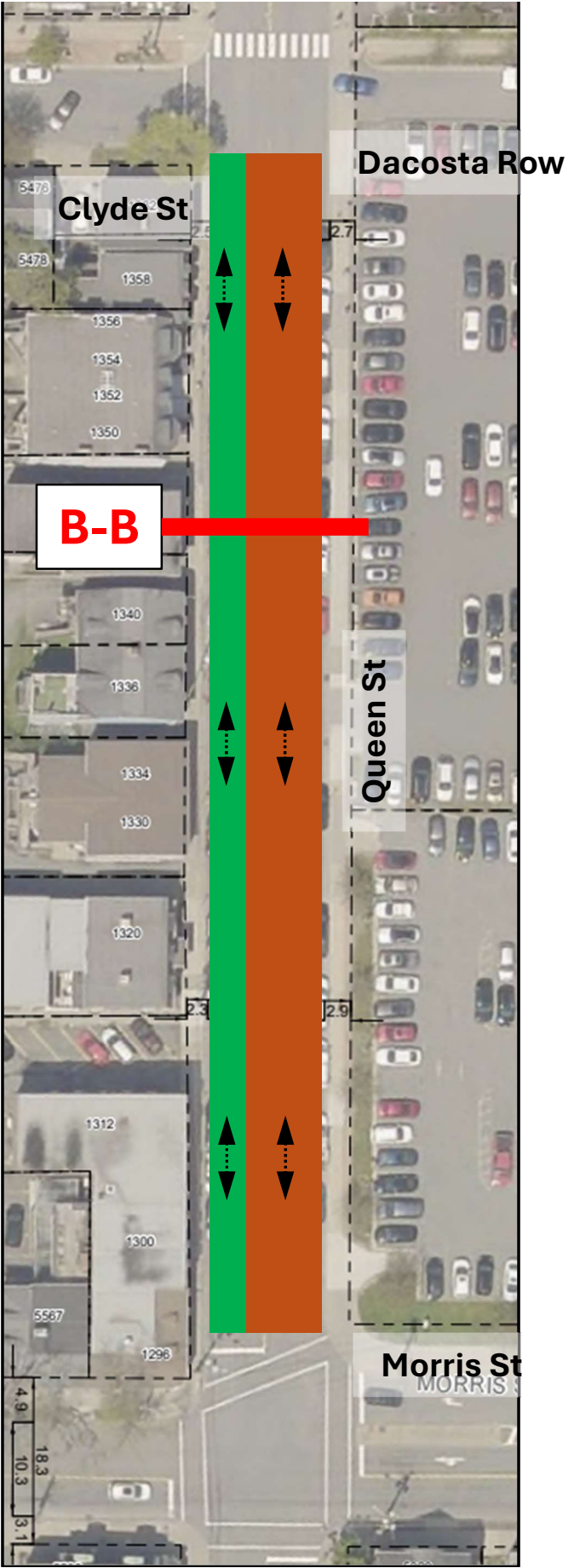
- Queen Street
- Combination Norma Eddy Painted MUP and Dresden LSB
- Norma Eddy Lane



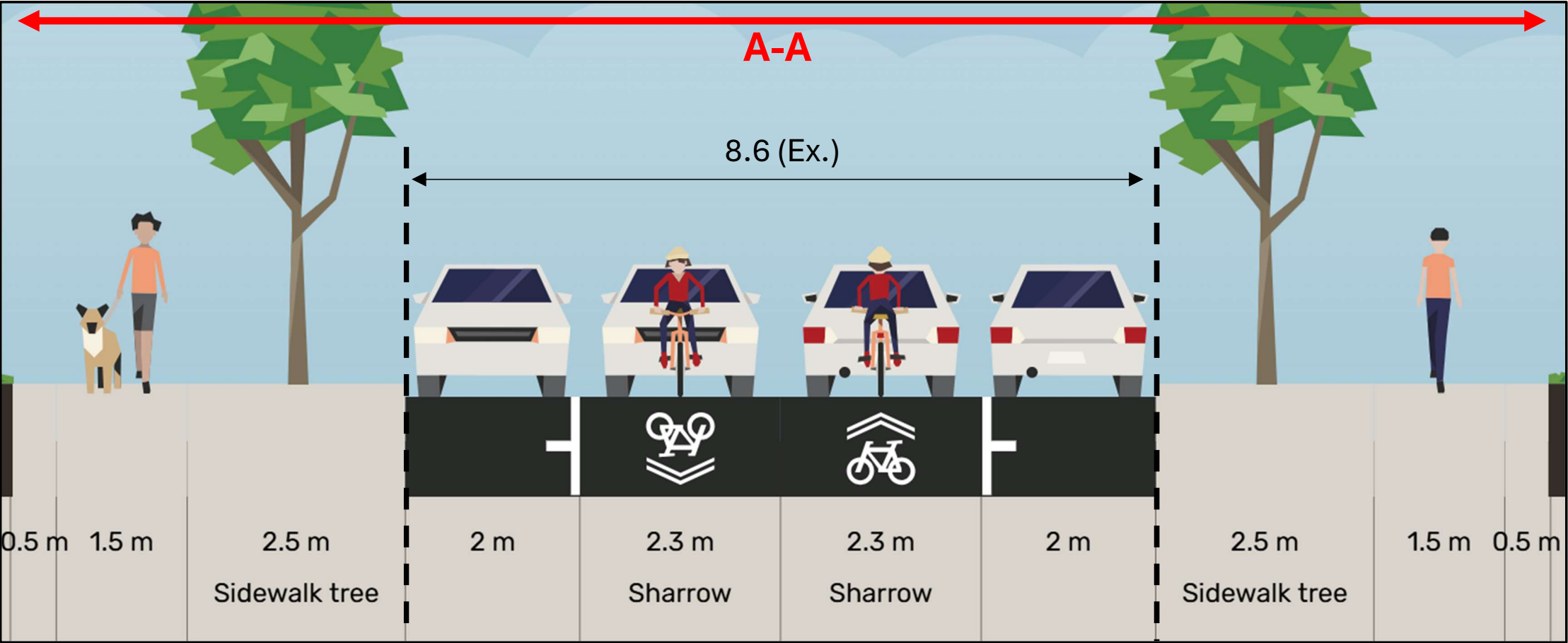
North-South Connection: Queen Street (Bidirectional Bikeway)



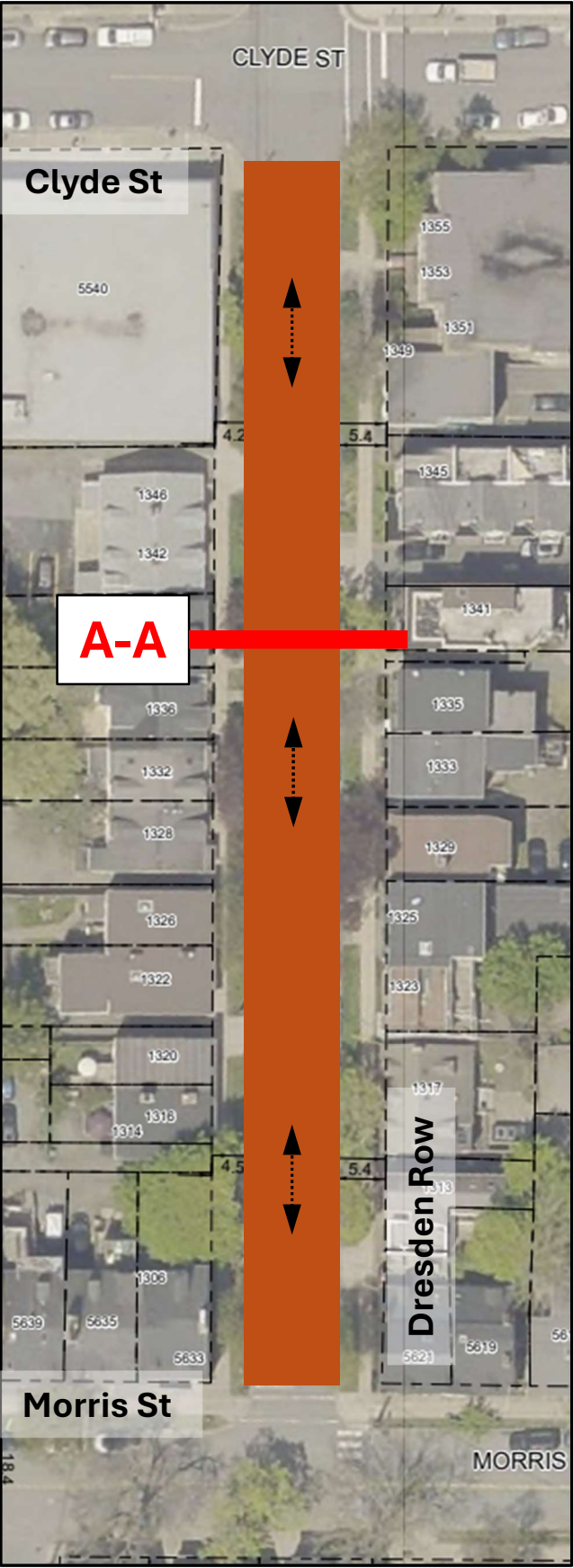
- 3.0m Protected bidirectional bikeway
- 8.4m Roadway (2-way + parking/loading)



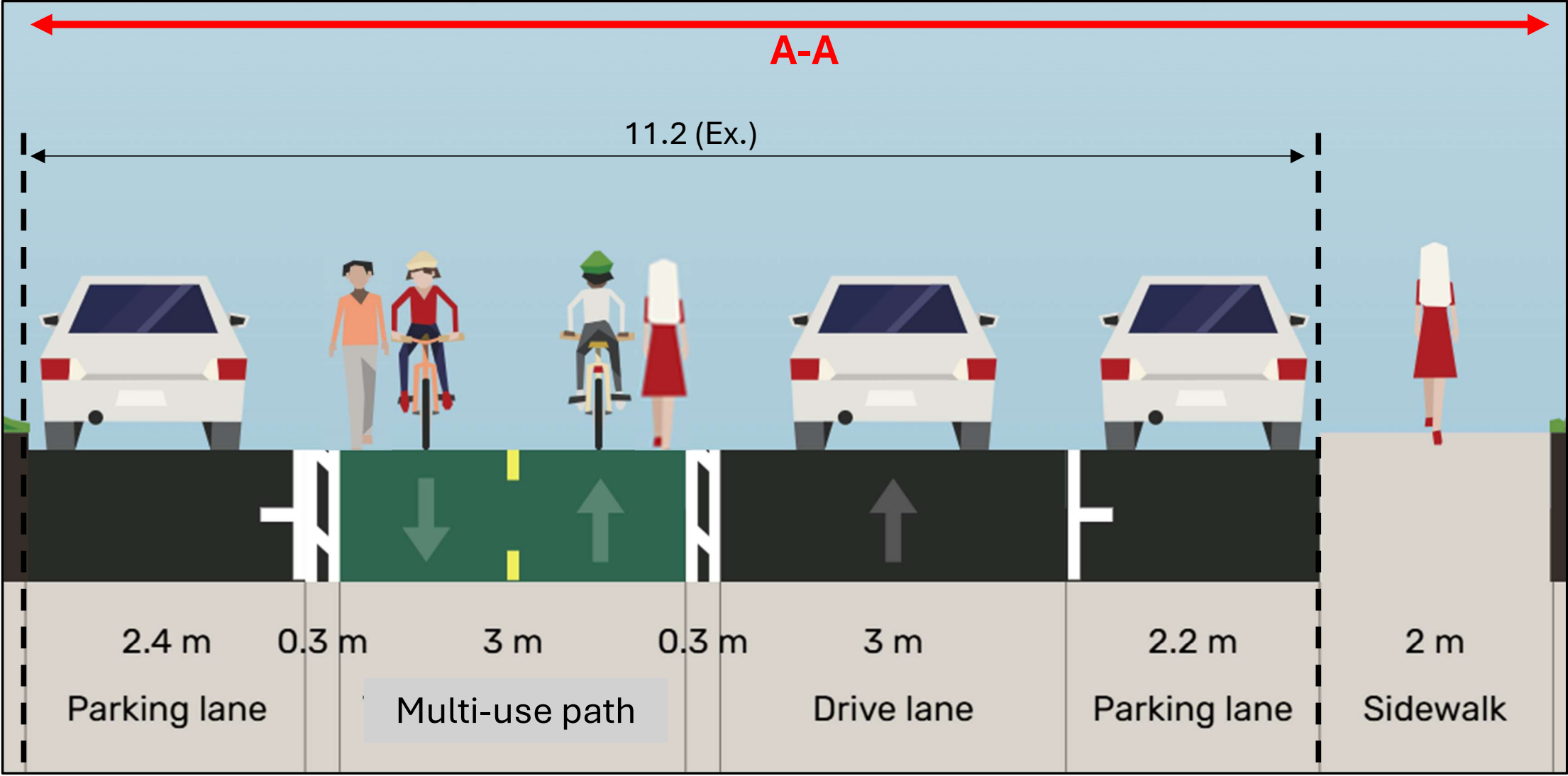
North-South Connection: Dresden Row



8.6m Roadway (2-way shared lanes + parking/loading)

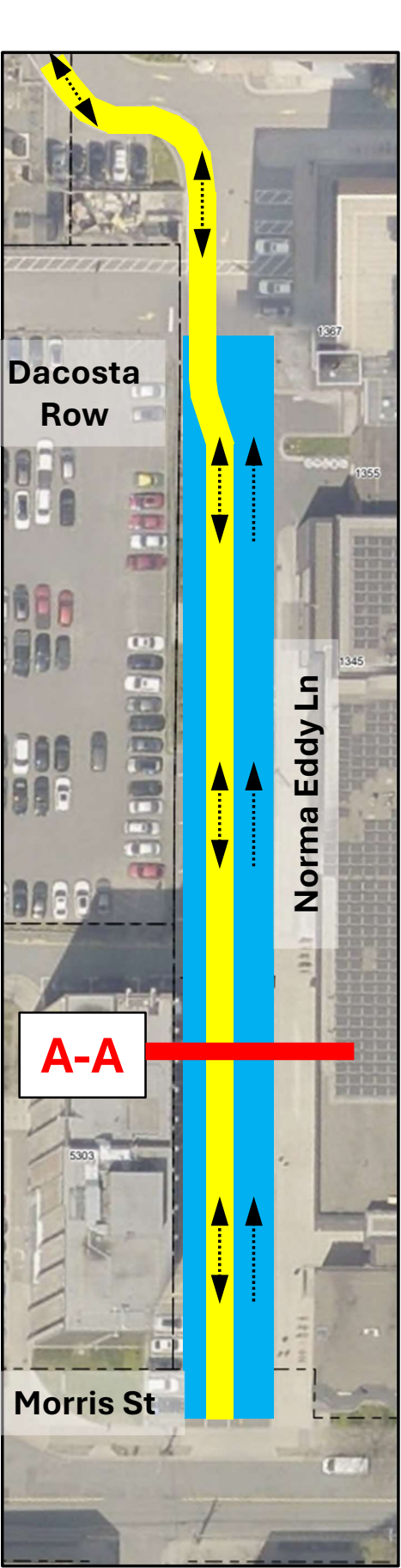


North-South Connection: Norma Eddy Lane



Note: If Dalhousie is open to it, there could be options for upgrades such as swapping parking lane and MUP to create a parking-protected facility.

- 3m Painted multi-use path (existing)
- 8.2m Roadway (1-way + parking/loading [existing])



Thank you!

Community engagement is launching on **Sept. 21, 2026** and will close on **Oct. 11, 2026**. There are several ways you can participate in the engagement process:

- **Online survey and interactive map:** Project updates and supporting materials are available on the webpage linked below. After reviewing the project page content, you can complete the online survey and/or provide location-specific comments on the interactive map.
- **Open houses:** The project team is hosting two engagement events where participants can drop in to view the concept options and other alternatives explored, ask questions directly to the project team, and provide feedback via interactive poster boards and maps.
 - **In-person open house:** Sept. 29, 2026 | 6-8 p.m. | John W. Lindsay YMCA - Child and Family Centre, 5640 Sackville Street, Halifax, NS
 - **Virtual open house:** Oct. 1, 2026 | 6:30-8 p.m. | Hosted online – see project webpage linked below for instructions on how to join the call.

The feedback received will be used to help inform the final functional design that staff recommend to Regional Council for approval.

You can follow the functional planning process for this project by visiting engagehalifax.ca/peninsula-south-complete-streets. If you have any questions or concerns, please reach out to the municipal 311 call centre who will help to provide you with information and direct your call or email the project team directly at brienm@halifax.ca