



Almon Street Active Transportation Extension

What We Heard Report

March 2026

HALIFAX

eNGLOBE 

UPLAND

Almon Street Active Transportation Extension: What We Heard Report

March 2026

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1 PROJECT OVERVIEW

ABOUT THE PROJECT

The Halifax Regional Municipality (HRM) is planning for an extension of the Almon Street bikeway to create a safe, comfortable, and convenient connection between Agricola Street and Isleville Street for active transportation users.

The intention of the project is to design an alternative to the signage and green and white “sharrow” pavement markings which are currently used on Almon Street (east of Agricola Street). The current design does not meet All Ages and Abilities (AAA) standards because the street carries a high volume of motor vehicles, which is inconsistent with guidelines for streets intended to be safely shared by bikes, scooters, and vehicles.

The goals of this project are to connect the Almon Street protected bikeways to the Isleville Street local street bikeway and to support active transportation users of all ages and abilities.

How This Report Will Be Used

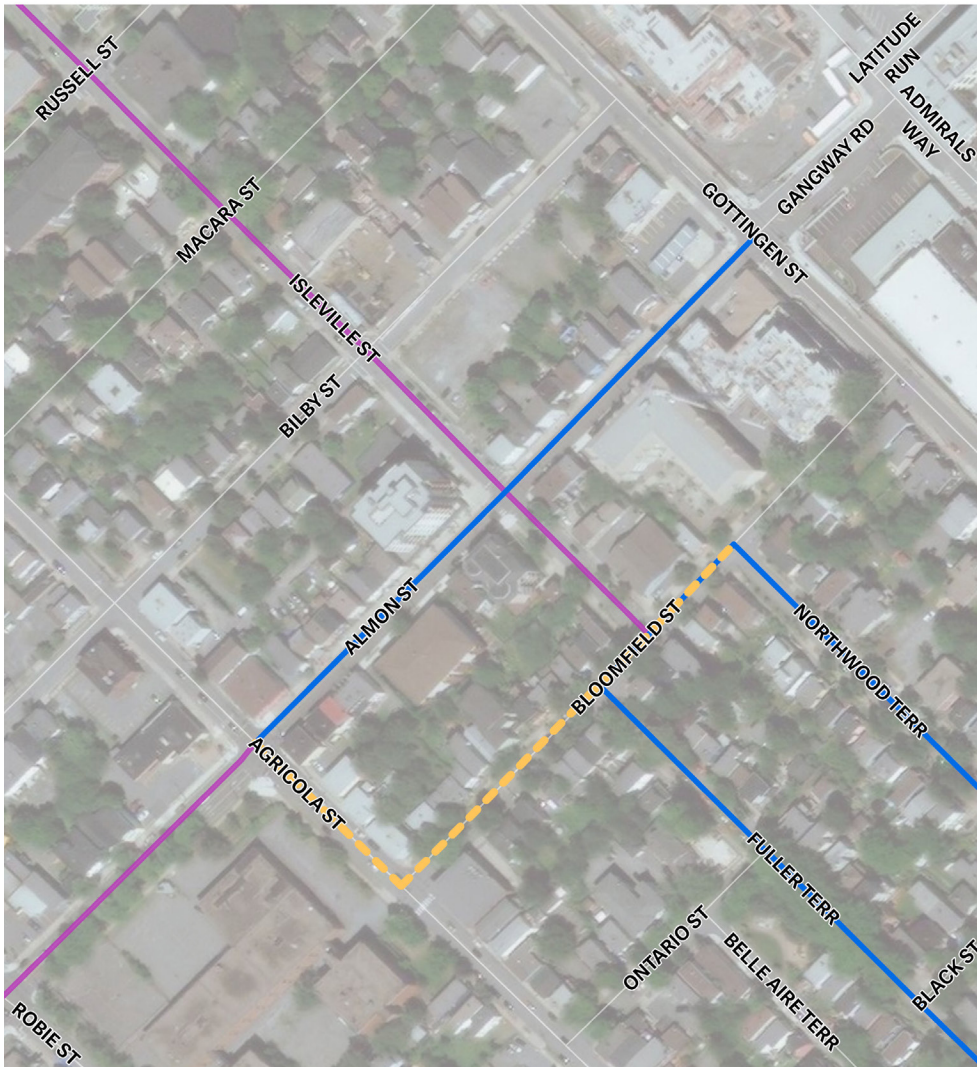
This report represents “what we heard” during the public engagement process and ensures accountability to the community by demonstrating that their feedback has been captured and considered.

This document serves as a key milestone in the project timeline, allowing for reflection on whose voices have been heard or not heard, identifying gaps in knowledge or understanding. Along with the background research and analysis conducted thus far, this report will guide the selection and refinement of the preferred concept option.

PROJECT STUDY AREA

- Alternative routing for an all ages and abilities bikeway, due to very constrained conditions on Almon Street
- Existing bikeways designed for all ages and abilities
- Suggested bikeways to be designed for all ages and abilities

0 50 100
meters



Project Timeline

This project is being completed over six phases. We have now completed Phase 3: Stakeholder and Community Engagement and will be incorporating what we heard from community members with our technical analysis to identify and refine the preferred route and design option in preparation for presenting to Council.



Background and Data Collection

August to September 2025



Concept Design Development

October to December 2025



Stakeholder and Community Engagement

January to February 2026



Route and Design Option Selection

June 2026



Functional Design Development

July to August 2026



Present to Regional Council

TBD

2 WHAT WE DID

WHO WE ENGAGED

Community input informs the design process and helps align the proposed design with the needs and concerns of those who use the area. Through the engagement process, we heard from neighbourhood residents and members of the broader Halifax community.

The project team also met with key interest groups to inform them about the project, gather input on challenges in the study area, and solicit feedback on the proposed concepts. Interest groups invited to participate and provide feedback included:

- Walk 'n Roll Halifax
- CNIB
- Cycling Nova Scotia
- Halifax Cycling Coalition
- Ecology Action Centre
- North End Business Association
- Local Businesses, Non-Profit Organizations, and Utility Companies
- Active Transportation Advisory Committee (HRM)
- Accessibility Advisory Committee (HRM)

The project team is continuing to engage with the local business community, landowners, non-profit organizations, and utilities.

HOW WE ENGAGED

ONLINE SURVEY AND INTERACTIVE MAP

An online survey and interactive map were open to community members to share their feedback on the proposed concepts.

Dates: The survey and interactive map were live from January 27 to February 22, 2026.

Number of survey responses: 205

Number of interactive map comments: 30

OPEN HOUSES

Dates: Wednesday, February 11 and Saturday, February 14, 2026

Venue: St. Mark's Anglican Church, 5522 Russell Street

Number of Attendees: Approximately 35

PROMOTION OF ENGAGEMENT OPPORTUNITIES

ENGAGE HALIFAX WEBPAGE

The dedicated Engage Halifax webpage served as a central hub for project information, including detailed background information, project timelines, and engagement opportunities.

Number of page views: 1,612

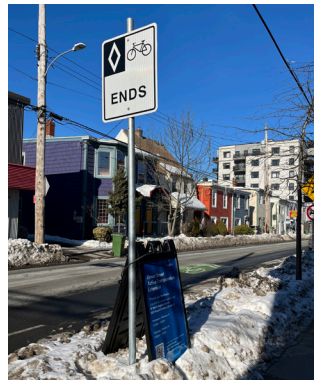
DIRECT MAILOUT

Mailouts were sent to residents and property owners within and around the study area to ensure broad awareness and inclusivity. The mailout included information about the project and details for online and in-person engagement activities.

Notices mailed: 300 letters per Administrative Order 2016-002-OP Respecting the Implementation of Local Street Bikeways to property owners and current residents who are abutting Bloomfield and Bilby Street where local street bikeways may be proposed as part of this project. 4125 postcards to the broader neighbourhood

COMMUNITY PROMOTION

During the week of February 9, a sandwich board including information about the project and details for online and in-person engagement activities was placed on Almon Street (when weather permitted).



SOCIAL MEDIA

Online and in-person engagement activities were promoted through HRM's social media sites, including Facebook and Instagram, to help reach a diverse and digitally connected audience. Social media posts were seen by over 8,000 people.



3 WHAT WE HEARD

Support



Somewhat Support



Neutral

Somewhat Oppose

This section summarizes what we heard through both online and in-person engagement activities. All feedback received is valuable and will contribute to identifying a preferred option to recommend to Council. While participation was strong, the results presented are not statistically representative of the broader population.

KEY TAKEAWAYS

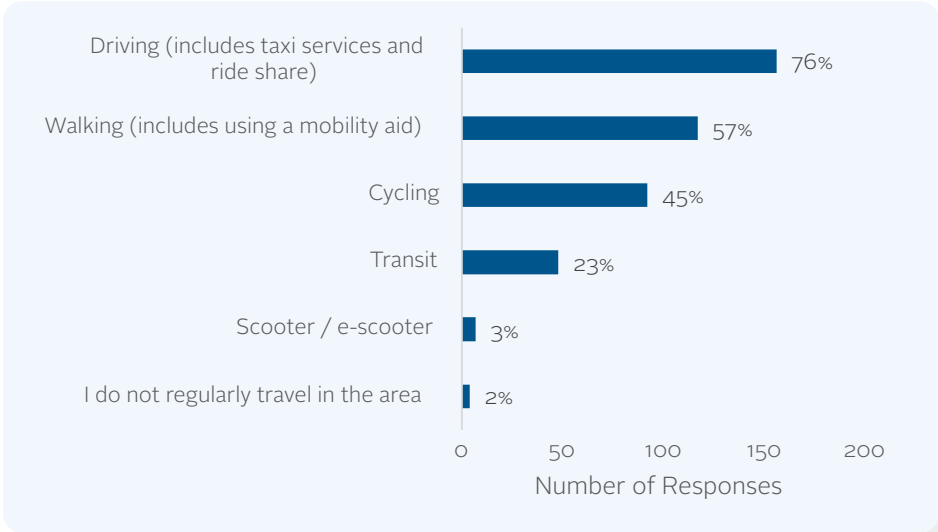
The following pages share the details of what we heard through all online and in-person activities. There were some key themes that emerged through the analysis.

- There is a lack of support for the proposed concepts, with 42% of survey respondents saying they do not like either concept. There are a variety of reasons for the lack of support, ranging from people who are not supportive of investing in bicycle infrastructure to those who are very supportive of bicycle infrastructure but do not think the proposed concepts are safe, convenient, or an improvement.
- Participants shared concerns about increased traffic congestion and motor vehicle access. They expressed opposition to adding bike lanes to Almon Street and Agricola Street and removing the northbound left-turn lane on Agricola Street.
- Participants raised concerns about removing on-street parking, specifying concerns about the impacts to local businesses and those with mobility challenges. We also heard from participants who are supportive of removing on-street parking to provide safer active transportation facilities.
- There is a strong desire for direct routes and protected cycling infrastructure. Physically separated bike lanes and network connectivity are important for making cycling a safe and convenient option for more people. Participants shared concerns about the proposed concepts being confusing, indirect, and requiring street crossings.
- Participants questioned whether the investment in cycling infrastructure should be prioritized relative to other municipal priorities, such as transit and road maintenance.
- We heard about the importance of winter maintenance for protected bike lanes. Participants shared how existing facilities are not being adequately cleared, making the protected lanes less safe.
- Safety for people walking and cycling was ranked as the most important evaluation criteria.

ONLINE SURVEY RESULTS

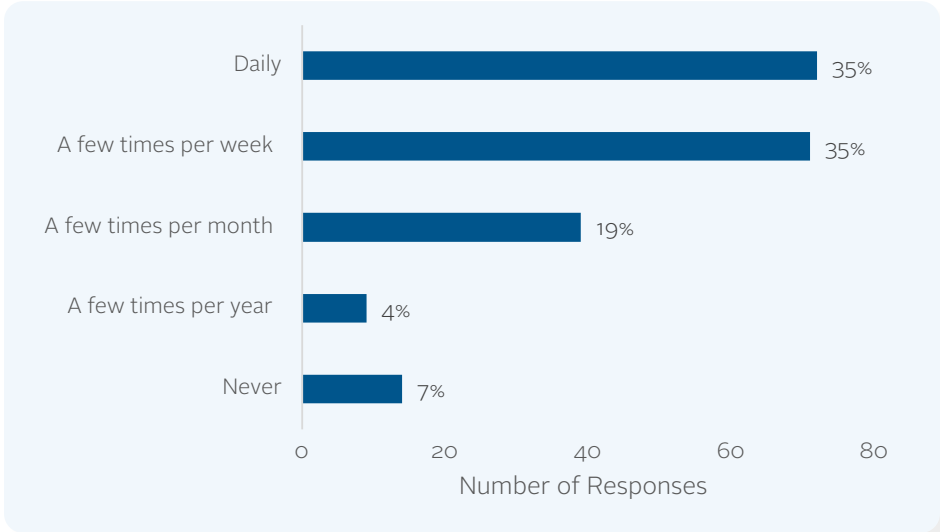
How do you currently travel through or near the project area? Select all that apply. (205 responses)

The majority of survey respondents (76%) drive through or near the project area. 57% of survey respondents walk in the neighbourhood and 45% currently cycle.



How often do you travel through or near the project area using active transportation? (205 responses)

70% of respondents travel through or near the project area using active transportation daily or a few times per week.

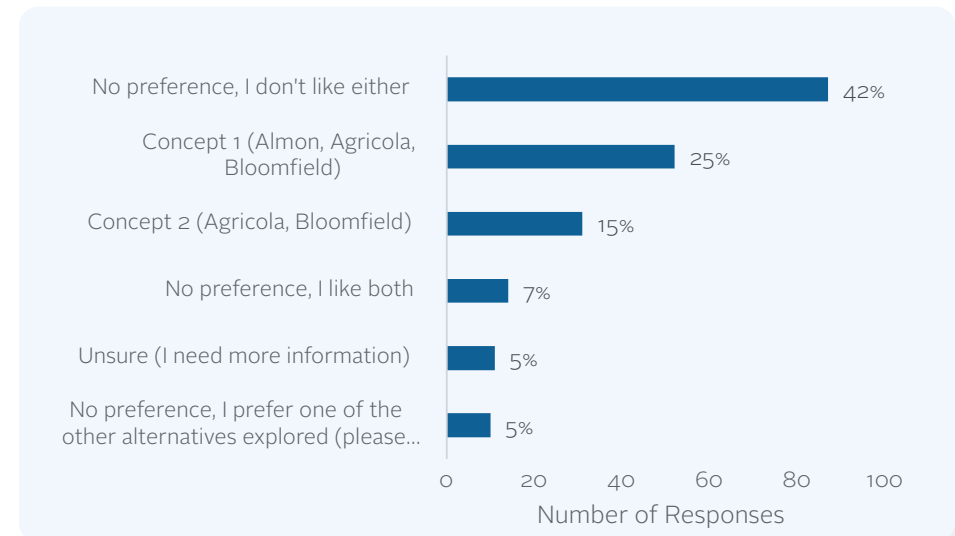
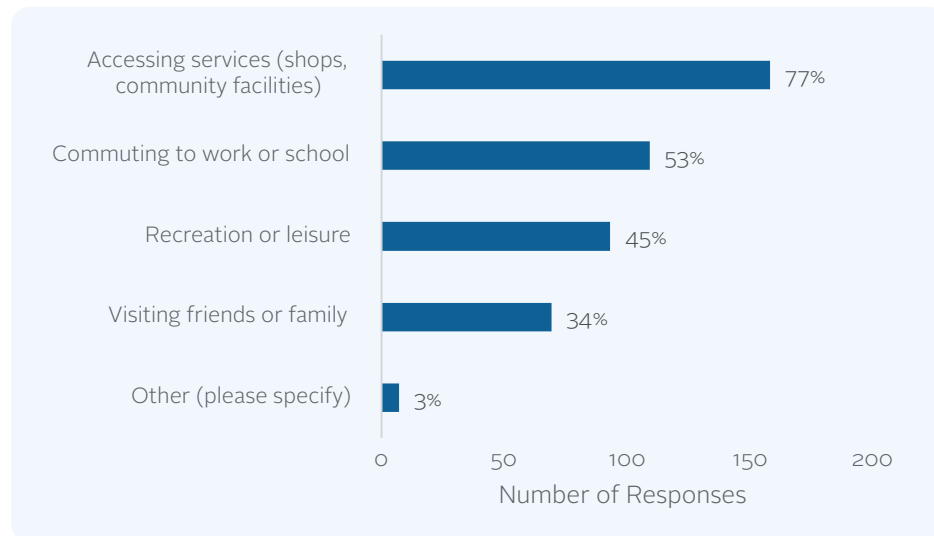


What is your primary purpose for travelling through or near the project area? Select all that apply. (205 responses)

Most survey respondents travel through or near the project area to access services (77%) or commute to work or school (53%). 45% of respondents travel in the area for recreation or leisure. Visiting friends or family (34%). 3% of respondents travel in the area for other reasons.

Which concept option do you prefer? (205 responses)

42% of survey respondents said they do not like either of the presented options. 47% of respondents liked one or both of the options, with 25% preferring Concept 1 and 15% preferring Concept 2.



Please provide detail for your response to question 4. (179 responses)

Respondents who said they do not like either option shared the following details (84 comments):

- Respondents shared strong opposition to adding bike lanes on Almon Street and Agricola Street. They shared concerns about increasing motor vehicle congestion and making it more difficult to drive through the neighbourhood.
- They also shared strong opposition to removing the northbound left-turn lane on Agricola Street. They feel removing this lane will increase congestion and will increase driver confusion and frustration.
- Respondents shared their opposition to removing any parking. They feel removing parking will reduce access to local businesses, make it difficult to access important services, and negatively impact customers with mobility challenges.
- A common theme was the perception that bike lanes are underused, particularly outside summer months. Respondents questioned if the investment in bike lanes is justified relative to observed cycling volumes.
- Many respondents shared concerns about the project cost, feeling other areas such as transit, and road maintenance should be prioritized.
- Some respondents shared support for investing in other aspects of transportation, including improved public transit, enhancing pedestrian facilities, and prioritizing bike routes on quieter streets.

- Several respondents shared their support for bike infrastructure, but highlighted the need for better maintenance, especially in winter conditions. They noted that when it snows, protected bike lanes are not effectively cleared, they become filled with sand and debris, and become unsafe to use.

Respondents who prefer Concept 1 (Almon, Agricola, Bloomfield) shared the following details (43 comments):

- Respondents shared strong support for protected cycling infrastructure, with a clear preference for physically separated bike lanes over painted lanes or shared routes.
- Concept 1 was seen as being less disruptive to motor vehicles, with respondents specifically mentioning the northbound left turn lane from Agricola Street to Almon Street.
- One of the reasons respondents preferred Concept 1 was because they were concerned about the bi-directional bike lane in Concept 2, noting it feels confusing and awkward to transition between one-way and two-way biking facilities. Some respondents said they are supportive of bi-directional bike lanes, but only if they are implemented as part of a longer corridor.
- There were mixed views about on-street parking. Some respondents shared concerns about removing on-street parking and the impact that would have on local businesses and neighbouring residential streets. However, other respondents shared support for reallocating parking to support creating safe active transportation routes.
- While these respondents shared a preference for Concept 1, several respondents said they would prefer the bike lanes stay on Almon Street for a more direct route.

Respondents who prefer Concept 2 (Agricola, Bloomfield) shared the following details (27 comments):

- Respondents like that Concept 2 provides bi-directional cycling movement on the same street (Bloomfield), noting this is more consistent and convenient.
- While respondents like the bi-directional routes, they shared concerns about needing to cross Agricola to access Bloomfield. They note that Agricola is a busy street and can be difficult to cross without a crossing signal.
- Respondents had mixed views regarding the removal of the northbound left-turn lane on Agricola Street. Some respondents support removing the left-turn lane because it will improve traffic flow and make it safer to cross the street. However, there were also respondents who shared support for Concept 2 who are strongly opposed to removing the left-turn lane, sharing concerns about increasing congestion and rerouting traffic onto quiet residential streets.
- Respondents said they like that Concept 2 does not include bike lanes on Almon Street. They feel that Almon Street is already too busy and congested and adding bike lanes will negatively impact motor vehicle drivers.

Respondents who prefer one of the other alternatives explored shared the following details (10 comments):

- Respondents emphasized the importance of maintaining a direct east-west cycling route on Almon Street. The proposed routing for Concepts 1 and 2 are seen as being inconvenient, unintuitive, and unlikely to be used by cyclists.
- There is a preference for previously set aside Alternative B, which would continue the uni-directional raised bikeways on Almon Street. Several respondents felt that

this is the most logical and consistent solution. The uni-directional bike lanes would reduce the need for cyclists to cross intersections multiple times and would align with the existing facilities west of Agricola Street.

- Some respondents shared support for converting Almon Street to one-way for motor vehicles to accommodate safer cycling infrastructure.

Respondents who like both concepts shared the following details (8 comments):

- Respondents shared strong support for expanding the active transportation network, emphasizing the importance of connecting pieces of the existing network.

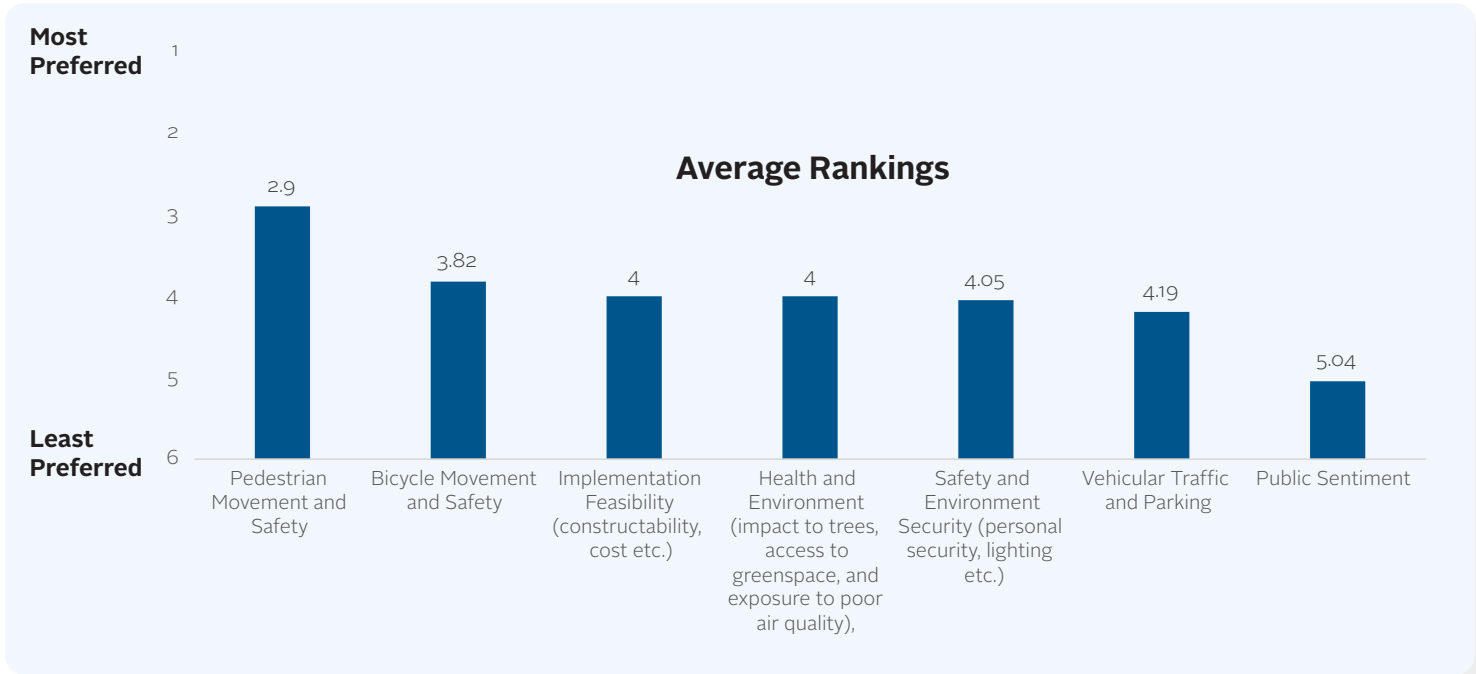
Respondents who were unsure about the concepts shared the following details (7 comments):

- Respondents shared a desire for clear, direct, and consistent cycling routes. The concepts presented seem confusing and difficult to navigate. Respondents prefer to have a straight route without unnecessary crossings.
- There were mixed opinions on removing parking. Some respondents shared frustrations about the existing limited parking and do not support removing more parking, noting negative perceived impacts to the local businesses. Other respondents shared support for removing parking in order to make space for safe active transportation facilities.
- Several respondents noted how the neighbourhood feels like it is constantly under construction. They do not feel like they have been adequately communicated with about the various projects and are frustrated by the prolonged disruptions to the neighbourhood.

Both concept options are being considered against 7 criteria to determine the preferred option. Please rank the following criteria from most important (1) to least important (2). (205 responses)

Based on survey responses, the criteria were ranked as follows:

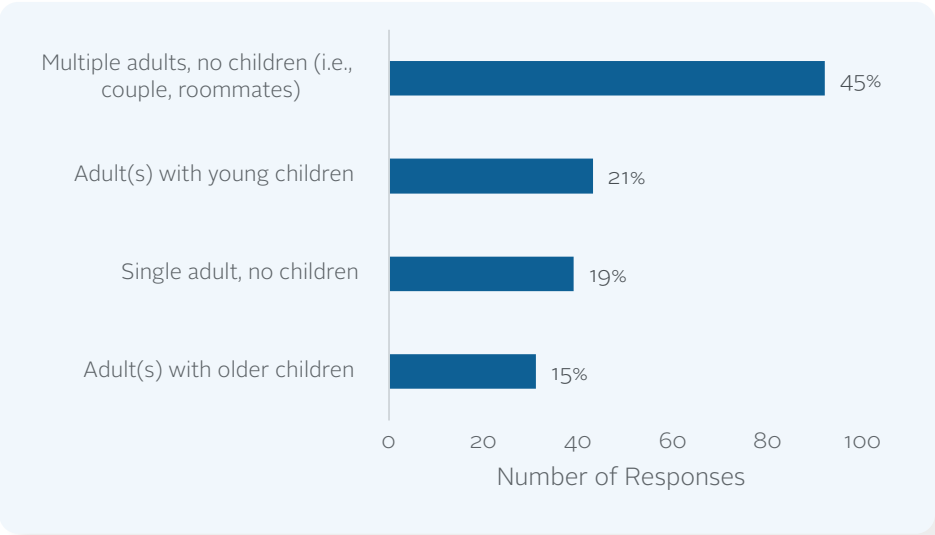
- 1. **Pedestrian Movement and Safety** (average ranking of 2.9)
- 2. **Bicycle Movement and Safety** (average ranking of 3.82)
- 3. **Implementation Feasibility** (average ranking of 4)
- 4. **Health and Environment** (average ranking of 4)
- 5. **Safety and Environment Security** (average ranking of 4.05)
- 6. **Vehicular Traffic and Parking** (average ranking of 4.19)
- 7. **Public Sentiment** (average ranking of 5.04)



ABOUT YOU

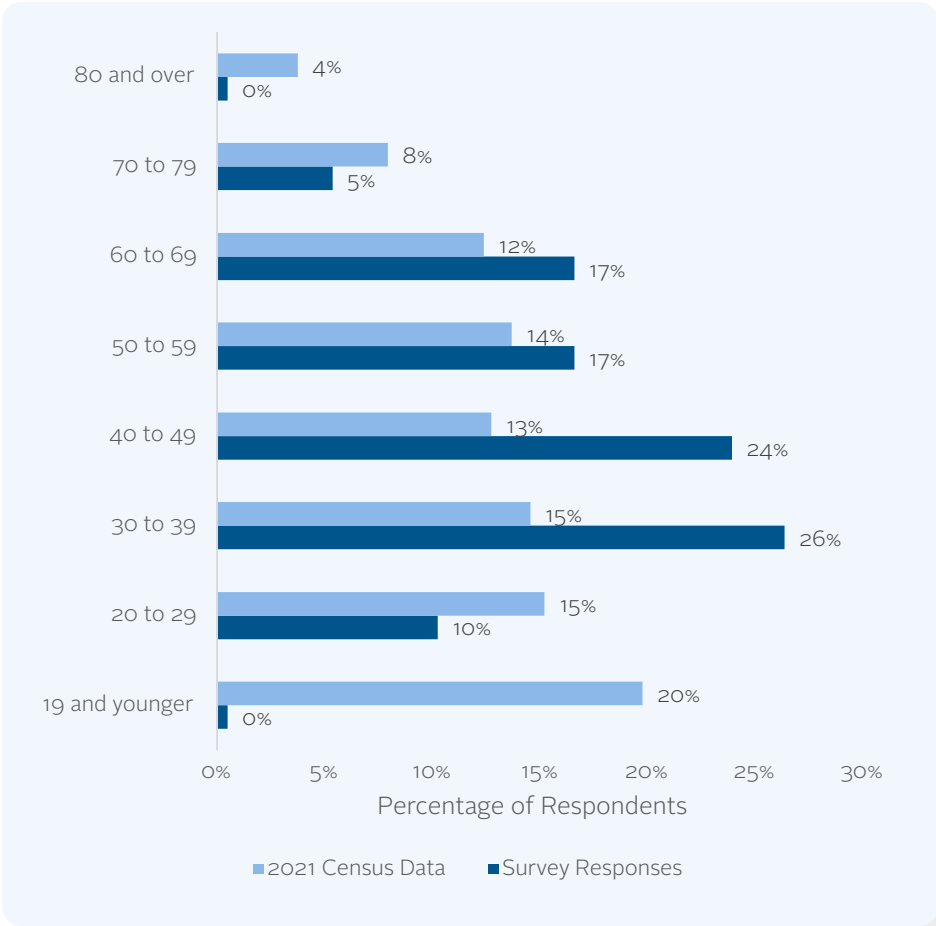
Which characterization best describes your household? (205 responses)

Household composition survey data is similar, while not directly comparable, to Statistics Canada 2021 Census data.



What is your age? (205 responses)

Based on data from the Statistics Canada 2021 Census, there are gaps in representation from residents under the age of 30, especially those under the age of 20. There is also an over representation of survey respondents between the ages of 30 to 49.

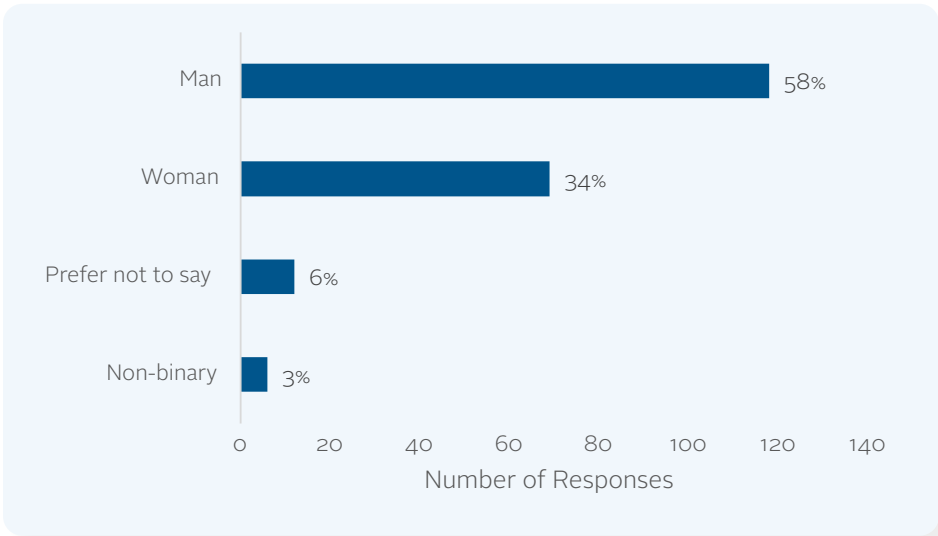


Which gender do you most identify with? (205 responses)

58% of survey respondents identify as men, and 34% identify as women.

Based on 2021 Census data, 49% of HRM residents identify as Men+ (includes men, boys, and some non-binary persons) and 51% identify as Women+ (includes women, girls, and some non-binary persons).

Compared to 2021 Census data, men are overrepresented in our survey responses and women are underrepresented.

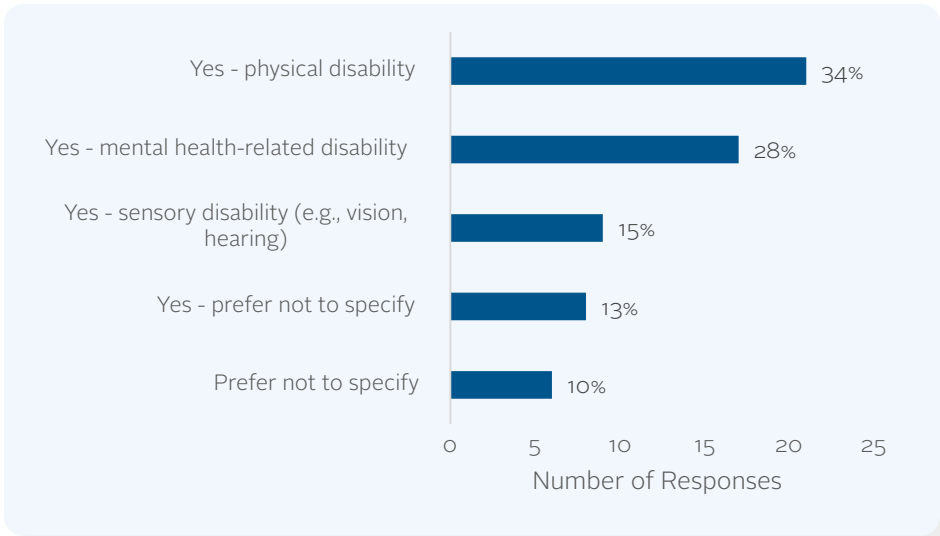


Do you identify as a person living with a disability? (205 responses)

The majority of respondents (75%) indicated that they do not identify as a person living with a disability.

The graph below shows the results of those who identify as a person living with a disability (61 responses).

Based on data from the 2022 Canada Survey on Disability, 37.9% of Nova Scotia residents identify as living with at least one disability. When compared to the survey results, people living with a disability are underrepresented in the data.



* The graph above represents responses from individuals who identify as living with a disability, accounting for 61 of the 205 total responses.

LOCATION BASED FEEDBACK

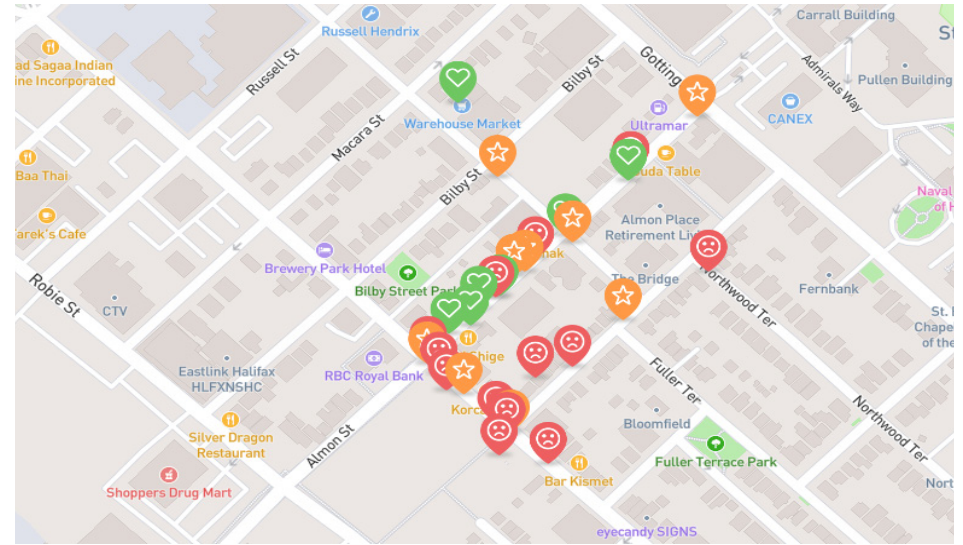
The Engage Halifax page included an interactive map where respondents could place location-specific comments. A total of 30 comments were placed on the map by 20 contributors. You can view the original comments on the Engage Halifax page. All respondents have been summarized by theme below.

Proposed routes are not direct or convenient (12 comments)

- Respondents said the proposed concepts are inconvenient and confusing. They also noted that the additional turns and crossings make this route feel unsafe.
- Because the proposed routes are indirect and seen as being inconvenient, respondents feel that people will be less likely to use this route.
- Respondents shared support for keeping the bike lanes on Almon Street. They noted this is a logical and more direct route that is more likely to be used.

Crossing safety and intersection design (6 comments)

- Respondents shared their concerns about the current conditions when crossing Almon at Isleville Streets. They also shared concerns about the proposed concepts crossings at Agricola and Bloomfield Streets.
- It was suggested that cyclist crossing signals be installed at these intersections to make it easier and safer for cyclists to cross.



Do not support the project (6 comments)

- Respondents shared their lack of support for the project. They specified that they feel the project is a misuse of municipal money and do not support bike lanes when they believe this will result in negative impacts to motor vehicle users.

Preference for bi-directional bike lanes (4 comments)

- Respondents shared their preference for bi-directional bike lanes. They noted that protected uni-directional bike lanes may be used by people going the wrong direction because they will prefer to use a protected facility.

Concerns about loss of parking (2 comments)

- Respondents shared concerns about removing parking, specifically wondering how patrons will access the local businesses on Almon Street.

IN-PERSON EVENT FEEDBACK

The project team hosted two drop-in style open-houses, interacting with approximately 35 community members. Below is a summary of what we heard throughout these events.

- Participants raised concerns about removing parking on Almon Street, citing impacts to local businesses and access to buildings. The proposed removal of the northbound left-turn lane on Agricola Street was also contentious, with some participants feeling it will negatively impact motor vehicle flow and congestion, while others saw this as an improvement.
- Participants emphasized the importance of a direct east-west cycling route on Almon Street rather than diverting cyclists to parallel streets. There was interest to further explore converting Almon Street to a one-way for motor vehicles to include cycling infrastructure.
- Participants shared their support for the all ages and abilities (AAA) infrastructure and their preference for protected bike lanes, but some said they are comfortable and would prefer to continue using Almon Street with the sharrows as they currently do
- Some participants like that both concepts keep the sharrows on Almon Street so that users who prefer direct routes over separation from motor vehicles can continue to use Almon Street as they currently do.
- Participants requested improved cycling and pedestrian crossings at the intersections of Almon Street and Isleville Street and Agricola Street and Almon Street. We also heard requests for improved signal timing and adding cyclist crossing signals at Isleville Street.
- Winter maintenance and snow storage are significant issues. Participants expressed concerns about winter conditions narrowing already tight streets, limited snow storage space, and the ability to clear protected bike lanes effectively.
- There were mixed levels of support for cycling infrastructure overall. While some participants shared strong opposition overall, more participants shared their support for both or either of the concepts to expand safe cycling options. Supporters emphasized the need for a safe and connected cycling network, and the need for education and communication for all road users about how to safely interact with each other and the new infrastructure.





4 NEXT STEPS

We appreciate all the community members who attended the open houses and participated in the online activities. Your feedback is vital to the planning and design process.

Community feedback will be used, along with technical analysis and background information, to review and refine the concept options and inform a recommendation to Regional Council.

You can stay up to date with the project by following the Engage Halifax project site at **engagehalifax.ca/almon-street-at-extension**.

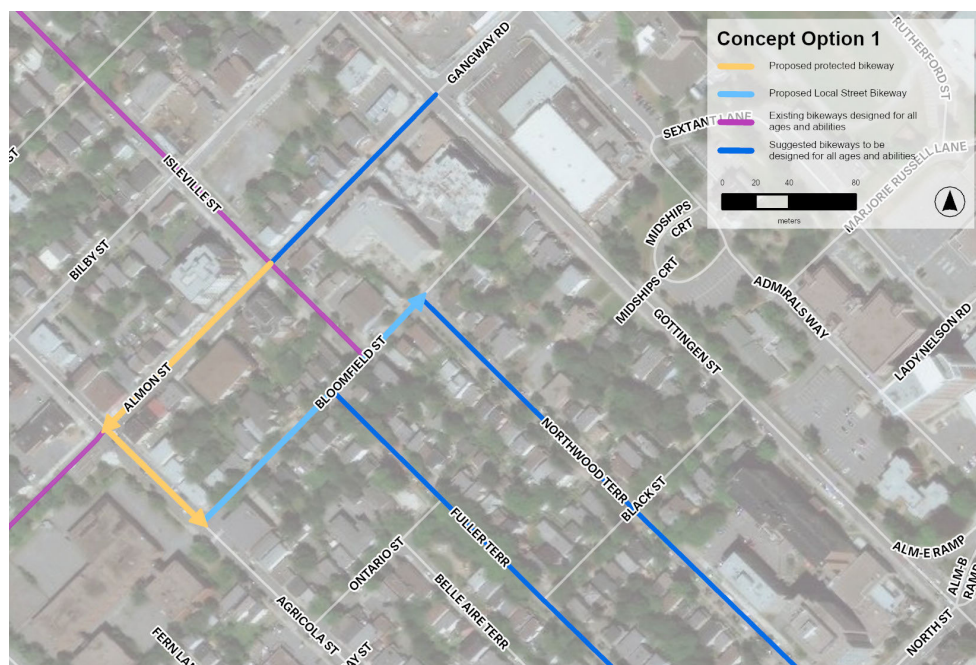
Appendix A

CONCEPT OPTIONS

Concept 1

Design Details

- A protected, uni-directional bikeway westbound on Almon Street.
- A protected, uni-directional bikeway southbound on Agricola Street.
- A local street bikeway, where people cycling, scooting, and driving share the road, eastbound on Bloomfield Street.
- On-street parking and loading removed on Almon Street between Agricola Street and Isleville Street (approximately 12 parking spaces).
- On-street parking and loading removed on Agricola Street between Almon Street and Bloomfield Street (approximately 2 parking spaces).



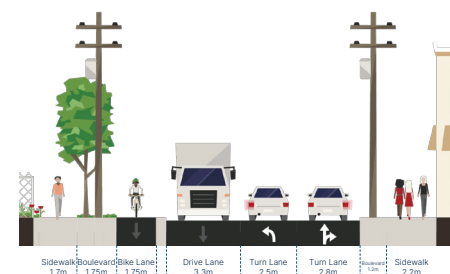
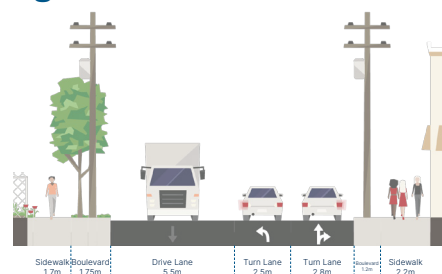
Existing Conditions Almon Street



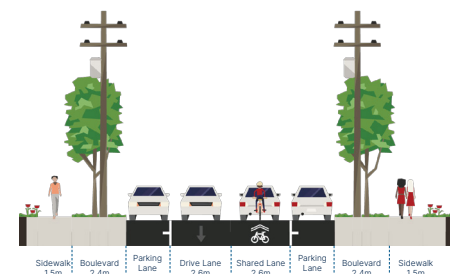
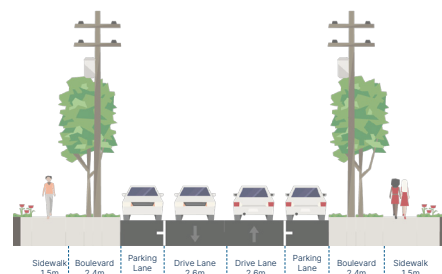
Proposed Design Options



Agricola Street



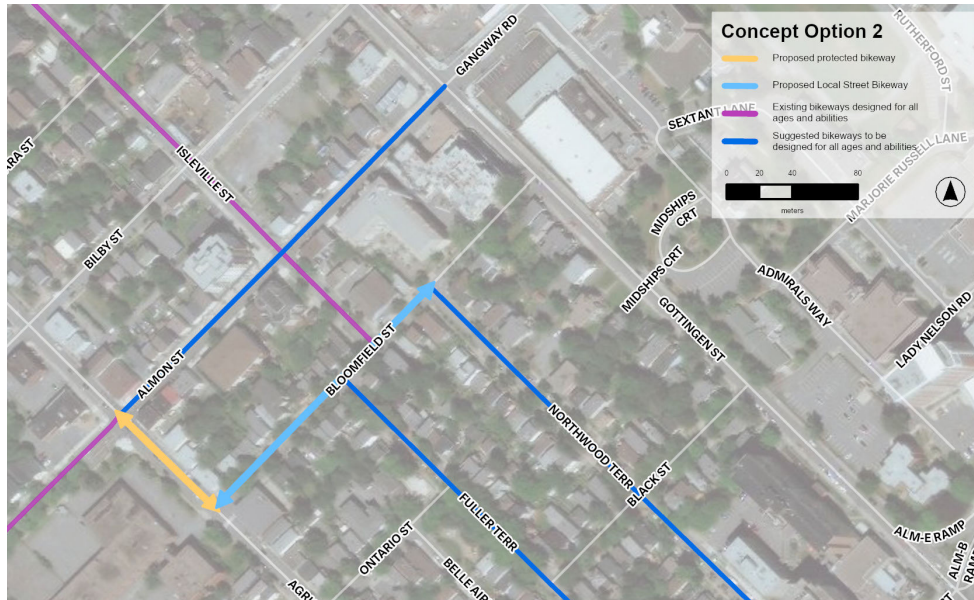
Bloomfield Street



Concept 2

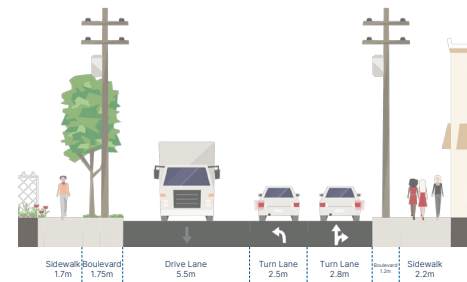
Design Details

- No changes to existing Almon Street (between Agricola and Gottingen Streets).
- A protected, bi-directional bikeway on Agricola Street.
- A local street bikeway (bi-directional), where people cycling, scootering, and driving share the road, on Bloomfield Street.
- On-street parking and loading removed on Agricola Street between Almon Street and Bloomfield Street (approximately 2 parking spaces).
- Northbound left turn lane removed on Agricola Street. Motor vehicles travelling northbound would not be able to turn left from Agricola Street onto Almon Street.



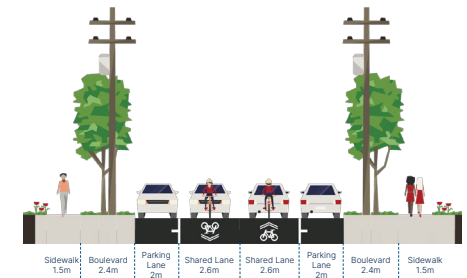
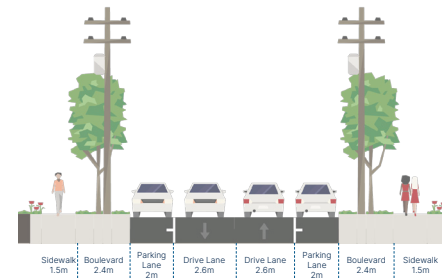
Existing Conditions

Agricola Street



Proposed Design Options

Bloomfield Street





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