

ACTIVE TRANSPORTATION CONNECTIONS

for Grahams Grove, Penhorn, Westphal, & Main

What We Heard Report

February 2025



ENGLOBE 

UPLAND

HALIFAX

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Part 1

Introduction

About the Project

This project aims to develop a safe, connected, and accessible active transportation network that is sustainable and enjoyable for people of all ages and abilities. Spanning the Grahams Grove, Penhorn, Westphal, and Main areas, the initiative will upgrade existing infrastructure and introduce new all-ages-and-abilities (AAA) connections along key routes identified in the [Integrated Mobility Plan](#) and [Active Transportation Priorities Plan](#). These improvements will make it easier and safer for residents and visitors to navigate the area, while promoting active and sustainable transportation options.

For this project, a “complete streets” approach will be applied in order to “meet the needs of all ages, abilities and travel modes in the design and maintenance of streets”. As one of the foundational policies of the *Integrated Mobility Plan*, the complete streets approach uses a holistic, flexible, and context-sensitive approach to designing new streets or changes to existing streets. Designs will prioritize pedestrians and cyclists while also considering transit, accessibility, urban forestry, vehicle traffic, and other factors.

This project will establish eight key connections, creating an integrated network:

- 1 Prince Albert Road to Harris Road
- 2 Grahams Grove to Braemar Drive
- 3 Braemar Drive to Lakecrest Drive
- 4 Tacoma Drive to Lakecrest Drive
- 5 Main Street Overpass above Highway 111
- 6 Harris Road to Oakwood Avenue
- 7 Micmac Boulevard to Lake Banook Trail
- 8 Tacoma Drive to Valleyfield Road





What is Active Transportation?

Active transportation is a broad term that refers to all modes of human-powered transportation, including but not limited to, walking and rolling (referring to the use of assistive devices such as wheelchairs), cycling, rollerblading and skateboarding. Seasonal activities such as kayaking and snowshoeing, and some motorized forms of transportation like e-bikes and electric wheelchairs.

Some people depend on active transportation to get where they need to go due to lack of alternative transportation, while others choose to use active transportation as a preferred form of commute, exercise, recreation, or leisure. Understanding the multifaceted nature of active transportation is essential for developing plans and infrastructure that accommodate the diverse motivations and needs of individuals utilizing these modes.

What is Active Transportation Infrastructure?

Active transportation infrastructure refers to the physical elements and environments designed to support various modes of active transportation. This includes cycling lanes, sidewalks, and multi-use paths (MUPS), among others. Effective active transportation infrastructure allows users of all ages and abilities to navigate their communities safely, seamlessly, and importantly, enjoyably.

Why Active Transportation?

Active transportation helps build healthier, more connected, and more sustainable communities while offering a wide range of benefits, including but not limited to:



Improving mental, physical, and social health through increased daily movement and social connection.



Strengthening the economy by supporting local businesses, attracting tourists, and increasing accessibility to services.



Lowering carbon emissions and reducing environmental impact while fostering a deeper connection to nature.



Promoting equity by expanding travel options and improving access to public spaces and key destinations.



Creating safer, more connected, and vibrant communities, while enhancing quality life for individuals of all ages and abilities.



Part 2

What We Did

Engagement Overview

Engagement for this project began in 2022, with the goal of collecting input on existing conditions and experiences with active transportation in the study area. Comments focused on key destinations and routes, as well as barriers to walking, rolling, and cycling. The draft design concepts were developed based on the feedback received during the formative engagement phase.

This phase of engagement, taking place between September 2024-January 2025, focused on gathering community input on the draft design concepts. To hear from as many voices as possible, we used a mix of in-person and online engagement. The feedback received will help refine the draft design concepts, addressing community priorities and concerns, with final design concepts expected by the end of winter 2025.

Engagement Activities

Post Cards

To inform the community about engagement opportunities, we sent postcards to every civic address in the study area. We also shared updates through newsletters, social media, and flyers.

Online Public Survey

To kick off public engagement, we launched an online survey from September 20 to October 4, 2024 on the project's Shape Your City page. This gave community members a chance to explore the draft design concepts and share their thoughts in detail. In total, **249 community members** responded to the survey.

Pop-Up Event

In-person engagement began with a two-hour pop-up event at the Fairbanks Interpretive Centre. Over **88 community members** stopped by to chat about the draft design concepts, ask questions, and learn about other ways to get involved.

Open House

One week after the pop-up event, we hosted an open house at the Kiwanis Grahams Grove Community Building, where over **62 community members** dropped in to explore the draft design concepts, speak with the team, and share their thoughts. For those unable to attend in person, a virtual session was held on Zoom.

Stakeholder Engagement

On September 16 and September 17, the project team conducted two stakeholder meetings with representation from over **25 organizations**. These sessions included a presentation of the draft design concepts, facilitated discussions, and map-based tabletop activities to collect focused feedback.

Committee Engagement

In December 2024 and January 2025, the project team presented the draft design concepts to the **Active Transportation Advisory Committee** and the **Accessibility Advisory Committee**, highlighting how previous feedback had been incorporated while also gathering additional input for further refinement.



Part 3

What We Heard

Key Themes

This section highlights the recurring themes and priorities gathered from all engagement activities. The feedback summarized here applies broadly to the project and all eight connections. Feedback specific to individual connections is covered in the subsequent sections.

All Ages and Abilities

Ensuring the network is accessible to people of all ages and abilities was a top priority. Residents emphasized the need for accessibility and inclusion at every stage, from design to construction.

Recurring recommendations included:

- Ensure infrastructure can accommodate strollers, wheelchairs, and other assistive devices.
- Improve lighting for safety and visibility.
- Add rest areas and washrooms along key routes.
- Increase and improve crossing options.

Physical Separation for Cyclists

Painted bike lanes were frequently deemed insufficient, particularly in high-traffic areas. Residents strongly preferred protected bike lanes featuring physical barriers between cyclists and motorists to enhance safety.

Participants also expressed frustration with MUPs, as they perceived them to be implemented as a way to prioritize space for drivers rather than active transportation users.

Multi-Use Paths

There was significant support for multi-use paths (MUPs), with many residents expressing enjoyment of existing ones. However, resistance to MUPs was also noted. Key concerns included accessibility issues and conflicts between cyclists and pedestrians.

Parking

We heard general concerns about the potential impact of this project on parking.

Recurring recommendations included:

- Remove parking on streets with bike lanes or clearly separate parking from bike lanes.
- Improve safety at parking lot entrance/exit points.
- Explore park-and-ride options to support multi-modal transportation.
- Consider how future development projects will impact parking demand.

Amenities

Residents suggested several enhancements to improve the overall active transportation experience.

Recurring recommendations included:

- Better lighting on roads and crossings for safety during early mornings and evenings.
- Seating areas and landscaping to create a more enjoyable environment.
- Improved signage and wayfinding, including reminders for drivers to share the road.
- Bike racks at key destinations.

Traffic and Safety

We heard a lot about traffic and related safety concerns, as well as a desire to see hostility between cyclists and drivers minimized through clear, well-designed infrastructure.

Recurring recommendations included:

- Speed bumps, reduced speed limits, and improved enforcement.
- Safety features such as green bike boxes, physical barriers, and cyclist-specific signals at intersections.
- Improved driver education, as residents indicated that drivers often ignore bike lanes or fail to yield.
- Address congestion near busy intersections to improve safety, particularly for cyclists.
- Ensure traffic lights properly detect cyclists.
- Address bus and truck traffic on narrow roads, particularly during winter.

General Thoughts About the Project and Additional Comments

Overall, there was strong support for the project and the draft design concepts, with residents expressing excitement about expanding active transportation infrastructure. Many voiced optimism about the potential for safer, more accessible, and environmentally friendly transportation options.

While a significant portion of residents expressed strong support for the project, some raised concerns about the allocation of municipal funding and resources, suggesting that there may be more pressing priorities. Residents also emphasized the importance of prioritizing immediate interventions to address urgent needs.

Additionally, there was interest in accessing traffic volume data, with requests for any relevant background reports to be made publicly available.

Figure 1. 85% of survey participants reported walking, biking, or rolling in the project area at least occasionally, with 62% doing so often (a few times per week or daily) and 23% occasionally (a few times per month). Meanwhile, 11% reported rarely engaging in these activities, and 5% stated they never do.

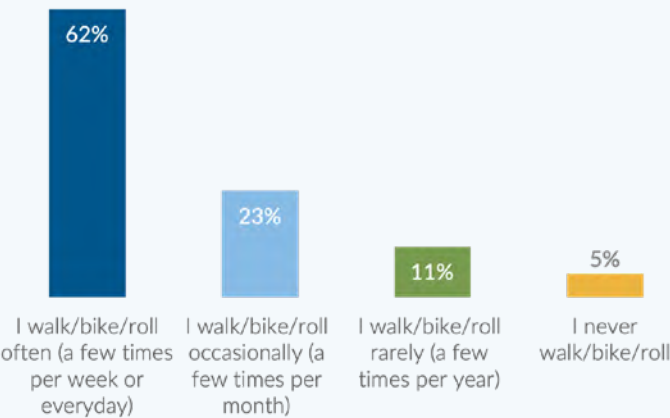
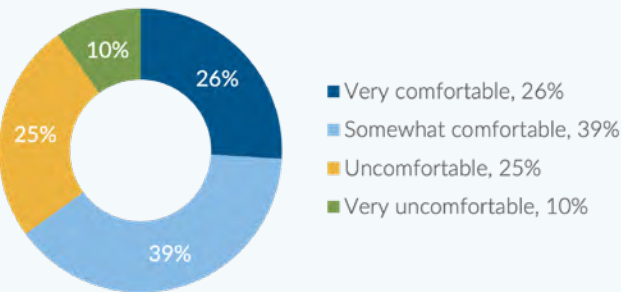


Figure 2. 65% of survey participants reported feeling comfortable walking, biking, or rolling in the project area, with 26% feeling very comfortable and 39% somewhat comfortable. Meanwhile, 35% expressed discomfort, with 25% feeling uncomfortable and 10% very uncomfortable



Connection 1: Prince Albert Road to Harris Road

Prince Albert Road On-Street Bike Lanes

Feedback on the proposed on-street bike lanes for Prince Albert Road was mostly positive, as they were seen as crucial for encouraging more people to cycle, especially families and children. However, many of those who supported the proposed design concept, advocated for protected bike lanes to keep cyclists safe from motorists.

Some concerns were raised about the road being too narrow for bike lanes, with fast-moving traffic creating safety risks for cyclists and stress for motorists. Others questioned the need for new infrastructure, pointing to the existing multi-use path. Traffic congestion, parking conflicts, and turning challenges, especially at intersections like Glenwood, Celtic, and Curley Drive, were also mentioned.

Harris Road Local Street Bikeways

Feedback on the proposed local street bikeways for Harris Road was also mostly positive, with many highlighting the road's low traffic and residential nature as well-suited for cycling infrastructure. Residents also noted this as a valuable connection to key destinations, including Penhorn Lake, the pedestrian overpass to Main Street, and nearby trails. We heard from some that they would like to see protected bike lanes, rather than just paint.

Some residents felt that Harris Road's low traffic already made it safe for cyclists, and expressed that this design concept should not be a priority. Instead, they pointed to the need for sidewalks, as conditions are currently not safe for pedestrians, particularly due to the blind curves and bus route. Recommendations also included improving lighting, adding traffic calming at intersections such as Harris/Prince Albert and Harris/Curley, and reducing speed limits to enhance overall safety for active transportation users and motorists.

Figure 3. 62% of survey participants either strongly supported (41%) or supported (21%) the proposed on-street bike lanes, while 27% either opposed (9%) or strongly opposed (18%) them.

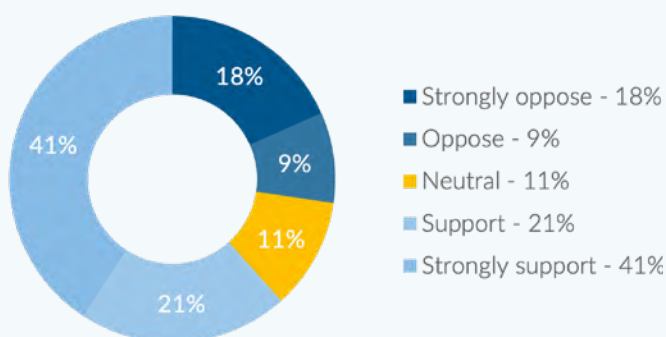
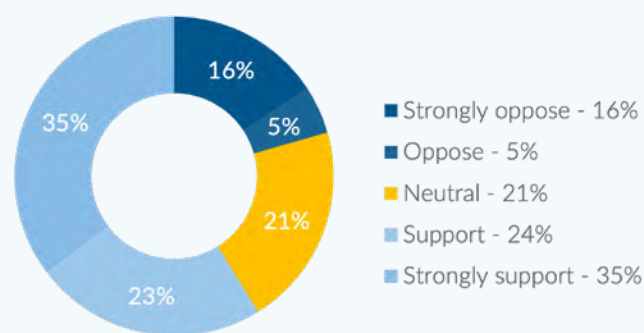


Figure 4. 59% of participants either strongly supported (35%) or supported (24%) the proposed local street bikeway, while 21% either opposed (5%) or strongly opposed (16%) it.



Connection 2: Grahams Grove to Braemar Drive

Braemar Overpass (Option 1)

Option 1, the addition of an independent bridge structure for active transportation users, received mixed feedback. Many supported the idea of a separate, protected path for cyclists and pedestrians, to improved safety and connectivity. However, concerns included the high cost of building a new structure, perceived limited use, snow clearing challenges, and potential conflicts between users on a shared path.

Some questioned the need for a new structure when the existing bridge could be repurposed, and others emphasized the importance of connecting to existing infrastructure and designing for accessibility. Overall, while Option 1 was seen as more desirable, some preferred Option 2 as it was perceived as practical and cost-effective.

Figure 5. 70% of survey participants either strongly supported (39%) or supported (31%) Braemar Overpass Option 1, while 16% either opposed (7%) or strongly opposed (9%) it.

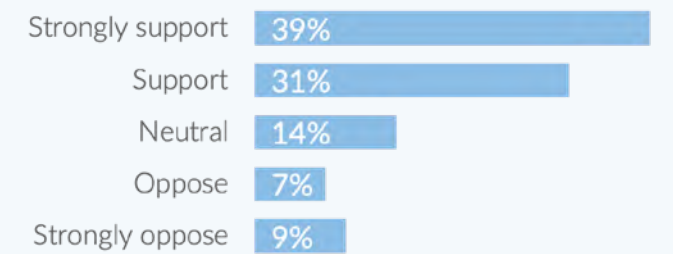
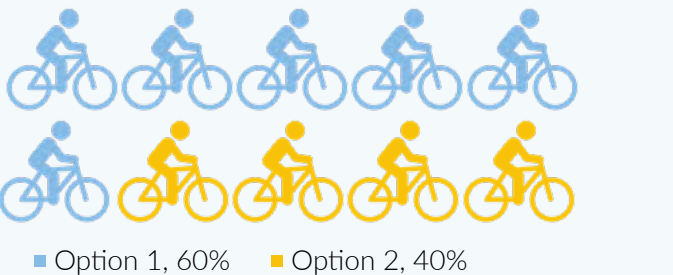
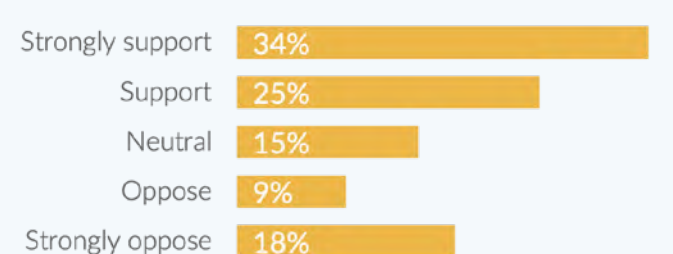


Figure 7. When asked “What option do you prefer?”, 60% of participants chose Braemar Overpass Option 1, reinforcing its stronger overall support compared to Option 2, which received 40% preference.

Braemar Overpass (Option 2)

Option 2, a protected multi-use path, was preferred by many for its practicality and lower cost. Many favoured improving existing infrastructure, though concerns were raised about potential congestion and reduced space for motorists. Protected bike lanes were a priority for many, with calls for physical separation between cyclists, pedestrians, and motorists to ensure safety. Snow clearing and potential low use also remained concerns. Connectivity to existing routes like Waverley Road was also stressed. Overall, while Option 2 was viewed as more affordable and practical, some felt it still lacked key safety features.

Figure 6. 59% of participants either strongly supported (34%) or supported (25%) Braemar Overpass Option 2, while 27% either opposed (9%) or strongly opposed (18%) it.



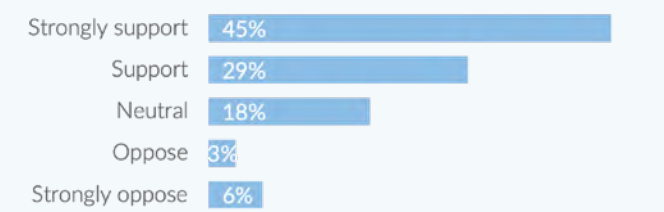
Connection 3: Braemar Drive to Lakecrest Drive

Trunk 7 Slip Lane to Braemar Drive (Option 1)

Feedback on the proposed multi-use path above the retaining wall along the Trunk 7 slip lane was largely positive. Many appreciated the idea of creating a safer, more accessible space for pedestrians and cyclists. The elevated path was seen as an effective way to separate active transportation users from motorists in a high traffic area, and the potential for scenic views of the lakes was also highlighted as a benefit.

While many were excited about the project’s potential, some questioned whether the investment was justified. Several participants questioned whether elevation was necessary, suggesting a simpler sidewalk and protected bike lane at ground level could be more affordable and just as effective. Several respondents shared safety related concerns due to limited visibility and the potential lack of people in the area, and advocated for safety features including lighting and emergency buttons. There were also concerns about the slope of the path, particularly for those with mobility challenges.

Figure 8. 74% of survey participants either strongly supported (45%) or supported (29%) Option 1, while 9% either opposed (3%) or strongly opposed (6%) it.



Raymond Street and Maple Drive Local Street Bikeways (Option 2)

Feedback on the proposed local street bikeways for Raymond Street and Maple Drive received mixed responses. Many residents shared their appreciation for the approach taken to improve safety and adding cycling infrastructure on these low-traffic streets. However, Maple Drive’s steep incline raised concerns about its suitability for cycling, especially in winter conditions.

Others felt bikeways on these streets should be a lower priority compared to other connections, due to the low traffic and existing infrastructure. However, others believed bikeways would still enhance safety for cyclists, particularly if paired with traffic calming measures and improved pedestrian infrastructure. There were also suggestions for adding physical barriers between cyclists and motorists, and additional safety upgrades at intersections like Waverley Road, were also highlighted as priorities.

Figure 9. 50% of participants either strongly supported (25%) or supported (25%) Option 2, while 24% either opposed (8%) or strongly opposed (16%) it.

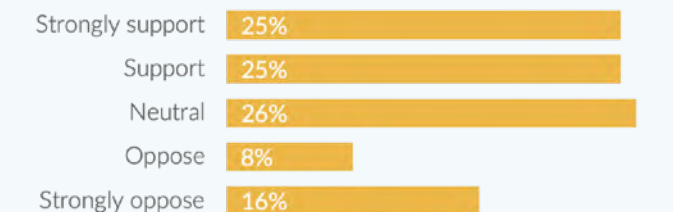
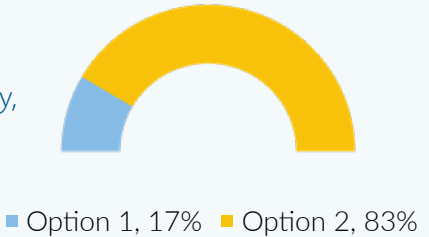


Figure 10. When asked “What option do you prefer?”, 83% of participants chose Option 2, while 17% preferred Option 1. While Option 1 received higher levels of individual support, participants may have prioritized other factors, such as feasibility, when making their final choice between the two options. Additionally, the higher percentage of neutral responses in Figure 9 may indicate that more participants were open to Option 2, leading to its stronger overall preference.



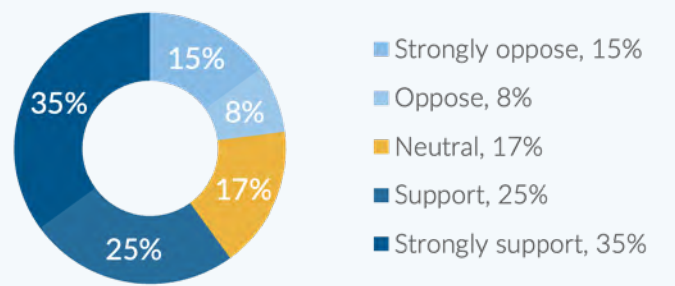
Connection 4: Braemar Drive to Lakecrest Drive

Gordon Avenue On-Street Bike Lanes

Feedback on the proposed bike lanes on Gordon Avenue were mixed. Many supported adding bike lanes but stressed the importance of physical barriers to separate cyclists from motorists. Concerns included the risk of cyclists being exposed to traffic and the danger of cars turning right into bike lanes. Protected bike lanes were deemed critical, especially near the Main Street intersection, where heavy turning traffic increases risks.

Some felt Gordon Avenue was too narrow and congested for bike lanes, particularly with frequent right-turning vehicles, and suggested focusing resources elsewhere. Others pointed out nearby existing bike lanes and questioned whether new lanes would see much use. Some also proposed exploring alternative routes for cyclists, given the heavy traffic and poor visibility on sections of Gordon Avenue.

Figure 11. 60% of survey participants either strongly supported (35%) or supported (25%) the proposed on-street bike lanes on Gordon Avenue, while 23% either opposed (8%) or strongly opposed (15%) them.

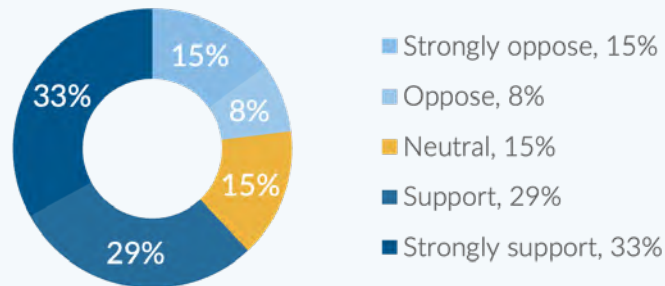


Hartlen Street On-Street Bike Lanes

Feedback on the proposed bike lanes on Hartlen Street was mixed. Residents highlighted the high traffic on Hartlen, with buses, cars, and pedestrians frequently interacting, making it unsafe for cyclists in its current state. While many saw value in the proposed bike lanes, several argued that painted lanes alone would not suffice and emphasized the need for physical separation. Traffic calming measures, particularly at the Main Street intersection, were also strongly advocated for.

Some residents questioned the necessity of bike lanes on Hartlen, citing its high traffic volume and proximity to better cycling routes. A number of respondents expressed concerns about funding bike lanes in this area, given its commercial nature and the perceived relatively small cycling population.

Figure 12. 62% of participants either strongly supported (33%) or supported (29%) the proposed on-street bike lanes on Hartlen Street, while 23% either opposed (8%) or strongly opposed (15%) them.



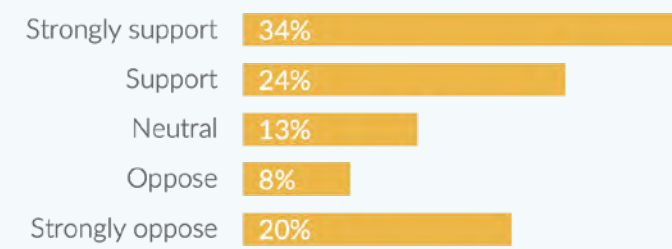
Connection 5: Main Street Overpass Highway 111

Main Street Overpass (Option 1)

Feedback on Option 1, the addition of a protected multi-use path on the overpass, was mixed. Residents expressed the need for a safer and more accessible route, particularly those commuting with children or strollers, and were excited about the proposed design concept. However, several concerns arose around the impact on vehicle traffic. Residents were worried about narrowing lanes on an already congested overpass and the potential increase in traffic congestion.

Others were supportive of the idea of creating a safer, separated path for cyclists but questioned the necessity of narrowing vehicle lanes. Some suggested that while narrowing lanes might slow traffic, it could lead to more road rage and conflicts. A few residents also mentioned the need for further consideration of intersections and crossings, as well as the grade of the path to ensure it's accessible for all users, including those using assistive devices. Finally, there was general concern about the overall cost of the project.

Figure 13. 58% of survey participants either strongly supported (34%) or supported (24%) Main Street Overpass Option 1, while 28% either opposed (8%) or strongly opposed (20%) it.



Main Street Overpass (Option 2)

Feedback on Option 2, the addition of an independent multi-use path structure built next to the overpass, received generally positive feedback. This option was desired by most residents, with the main concerns relating to cost and implementation time. Residents appreciated the thoughtful design, and believe that this would be a safe and desirable option for many active transportation users.

Figure 14. 73% of participants either strongly supported (48%) or supported (25%) Main Street Overpass Option 2, while 16% either opposed (8%) or strongly opposed (8%) it.

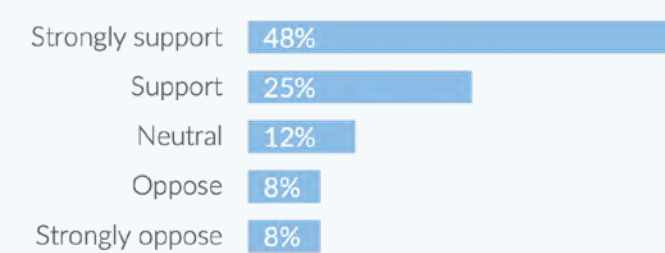
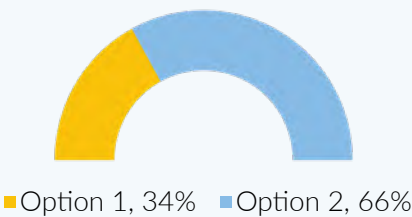


Figure 15. When asked “What option do you prefer?”, 66% of participants chose Option 2, while 34% preferred Option 1. The stronger preference for Option 2 aligns with its higher levels of support in Figure 14, suggesting broader approval among participants compared to Option 1.



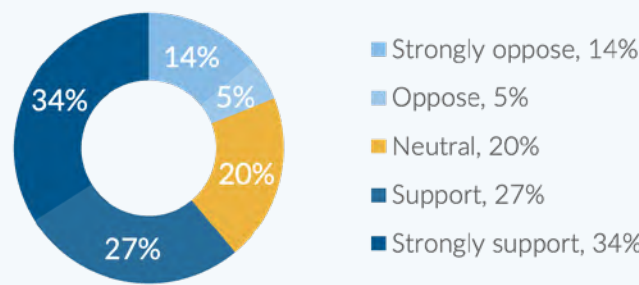
Connection 6: Harris Road to Oakwood Avenue

Proposed Local Street Bikeway

Feedback on making Oakwood Avenue a local street bikeway was mixed. Many residents feel the street already has low-traffic and is safe for cyclists without dedicated lanes, especially given the perceived limited number of cyclists in the area. Concerns were raised about the street’s narrowness, existing pedestrian use, potential loss of parking, and increased danger in winter when snowbanks reduce road width.

However, many residents did generally support the proposed design concept and believe Oakwood is a good candidate due to its quieter traffic and potential to create safer connections for cyclists. Suggestions included improving pedestrian infrastructure for accessibility, adding physical barriers to separate cyclists from motorists, and implementing traffic calming measures like speed bumps. Some residents felt more neutral and supported the proposed design but questioned prioritizing Oakwood over busier streets.

Figure 16. 61% of survey participants either strongly supported (34%) or supported (27%) the Local Street Bikeway on Oakwood Avenue, while 19% either opposed (5%) or strongly opposed (14%) it.

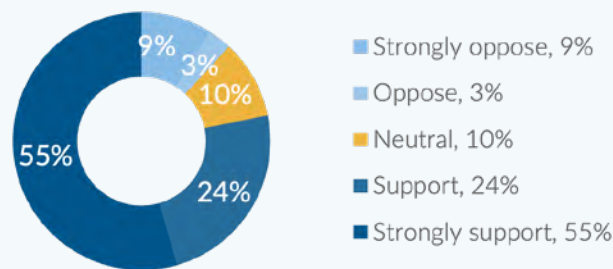


Proposed Multi-Use Path Structure

Feedback on the addition of a new multi-use path structure over Highway 111 generated both support and concerns. Many residents are in favour of replacing the outdated and unsafe current overpass, particularly for cyclists and people using strollers or assistive devices. They emphasized the need for ramps instead of stairs to increase accessibility, safety, and convenience. There is also support for separating pedestrians and cyclists to avoid collisions and create a better experience for both groups.

The new structure is seen as an important connection, offering a safer and more accessible alternative to the existing overpass. However, some concerns were raised regarding the cost of the new structure, with several residents questioning whether it is necessary given the perceived low number of users. Additionally, some worry that the new structure could add unnecessary distance for pedestrians, making it less convenient. Winter maintenance also raised concerns, with residents unsure how the structure will be kept accessible. There were some requests for more practical and cost-effective solutions, such as improving the existing structure.

Figure 17. 79% of participants either strongly supported (55%) or supported (24%) the new multi-use path structure over Highway 111, while 12% either opposed (3%) or strongly opposed (9%) it.



Connection 7: Micmac Boulevard to Lake Banook Trail

Highway 111 On-Ramp (Option 1)

Feedback on Option 1, which proposes raised cycling tracks with a retaining wall, received mixed opinions. Many expressed enthusiasm and strong support the proposed design for its improved separation of active transportation users and motorists, enhancing safety and accessibility to key destinations.

However, a few concerns were raised about the retaining wall, including its potential to create a “trapped” feeling, lack of safety, limited emergency access, and complicated snow clearing in winter. Cost was another concern, with some questioning whether the retaining wall is justified given the area’s perceived relatively low traffic and cycling usage. Suggestions included improving the existing infrastructure instead of pursuing an extensive overhaul. Others emphasized the need for a better pedestrian experience, as the current sidewalk is unsafe and poorly maintained, and highlighted the importance of a connectivity.

Highway 111 On-Ramp (Option 2)

Feedback on Option 2, which proposes a multi-use path, also received mixed opinions. While some appreciate its shared use for cyclists and pedestrians, safety concerns came up more frequently. Many highlighted the risk of congestion and conflicts between users, stressing the need for dedicated lanes for cyclists.

Residents noted its lower cost and easier implementation, but others argue it doesn’t address core issues, such as proximity to fast-moving traffic, which raises calls for physical barriers. The narrowness of the path and challenges accommodating multiple user types, including strollers and mobility devices, were also mentioned. While Option 2 is seen as a moderate improvement, many prefer Option 1 for its separated bike lanes, stronger safety benefits, and better potential to support long-term cycling use.

Figure 18. 69% of survey participants either strongly supported (46%) or supported (23%) Highway 111 On-Ramp Option 1, while 18% either opposed (8%) or strongly opposed (10%) it.

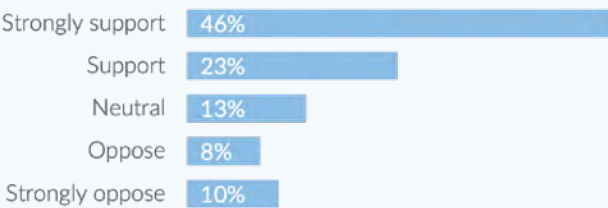


Figure 19. 63% of survey participants either strongly supported (28%) or supported (35%) Highway 111 On-Ramp Option 2, while 18% either opposed (9%) or strongly opposed (9%) it.

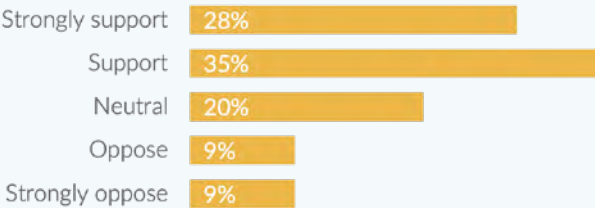
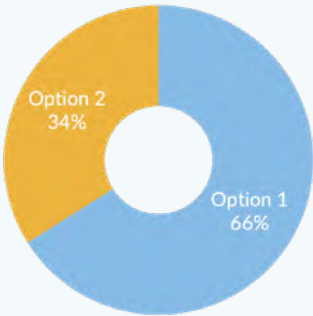


Figure 20. When asked ‘Which option do you prefer?’, 66% of participants chose Option 1, while 34% preferred Option 2. The stronger preference for Option 1 aligns with its higher levels of support in Figure 18, suggesting broader approval among participants compared to Option 2.



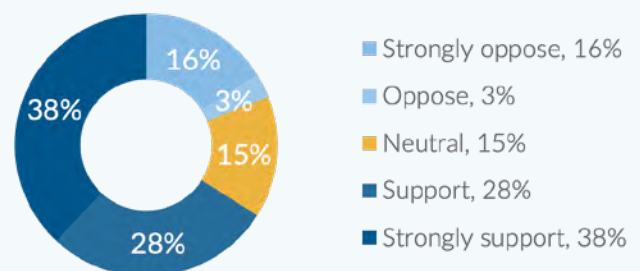
Connection 8: Tacoma Drive to Valleyfield Road

Uni-Directional Bike Lanes on Tacoma Drive

Feedback for the proposed uni-directional bike lanes on Tacoma Drive was mixed. Many see it as an improvement for cyclist safety, particularly in areas where on-street parking creates hazards. However, concerns about practicality, cost, and parking came up often, especially regarding the removal of on-street parking, which residents fear would impact tenants and businesses.

Many feel that painted bike lanes offer insufficient protection, particularly in high-traffic areas, and argue that proper, protected bike lanes with barriers are necessary for safety. Another recurring concern was the need for improved crosswalks, especially around busy intersections. Winter maintenance is also a concern, with concerns that bike lanes and sidewalks may become impassable in colder months.

Figure 21. A total of 66% of survey participants either strongly supported (38%) or supported (28%) the implementation of uni-directional bike lanes on Tacoma Drive, while 19% either opposed (3%) or strongly opposed (16%) it.



Conclusion

Feedback from this engagement phase highlighted that there is strong community support for creating safer, more accessible, and better-connected active transportation connections for Grahams Grove, Penhorn, Westphal, and Main. Residents advocated for improvements that prioritize safety, comfort, and ease of travel for people of all ages and abilities, with a strong emphasis on protected cycling infrastructure, safer crossings, improved walking and rolling infrastructure, and improved overall connectivity.

Across all connections, residents expressed a preference for physical separation between cyclists and motorists, citing concerns that painted bike lanes do not provide adequate protection, particularly for vulnerable individuals. Multi-use paths (MUPs) received mixed feedback, with many enjoying their flexibility but some raising concerns about accessibility, safety, and conflicts between users.

Additional priorities included enhanced amenities such as improved lighting, better signage, and bike racks to improve the overall active transportation experience. Traffic safety measures, such as speed reductions, better enforcement, cyclist-detecting traffic lights, and improved driver education, were also strongly supported. Residents also highlighted the need to address parking conflicts and year round maintenance.

There is a strong desire to see these connections improved as soon as possible, with participants eager for immediate action on high-priority areas. By incorporating the feedback received in the final designs, this project presents the opportunity to create a vibrant, user-friendly, and well-connected active transportation network that meets the needs of users of all ages and abilities, while enhancing overall safety, accessibility, and sustainability within the study area.

Figure 22. Level of Support for Draft Design Concepts Comparison

