

WHAT WE HEARD

North End 'AAA' Bikeway Phase
One and West End 'AAA' Bikeway
Functional Planning Project

ROUND TWO ENGAGEMENTS FALL 2019

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North End ‘AAA’ Bikeway Phase One & West End ‘AAA’ Bikeway Engagement – Round Two – WHAT WE HEARD

Introduction

Following the recommendation in the 2014-2019 AT Priorities Plan to install 15km of Local Street Bikeways and the Integrated Mobility Plan intent to establish an All Ages and Abilities (‘AAA’) bicycle ‘minimum grid’ facility by 2022, planning is underway to prepare a functional plan that recommends the preferred route with associated design for two ‘AAA’ bikeway facilities in the North End (NEB) and the West End (WEB) of the Halifax Peninsula. The former to service travel from Africville Lookoff Park to Cogswell Street and the latter from Windsor Street to Bayers Road and the West End Mall.

North End ‘AAA’ Bikeway

The North End ‘AAA’ Bikeway was initiated as one planning project, but was divided into two segments with separate processes in September 2019 (Figure 1). As part of functional planning, it was identified that there were factors related to community feedback polarization and the design options around one-way streets that necessitated further planning work south of Almon. It was decided to proceed with Phase One of the bikeway as its design is more straightforward with two-way streets and there is a greater community consensus about the proposed treatments.

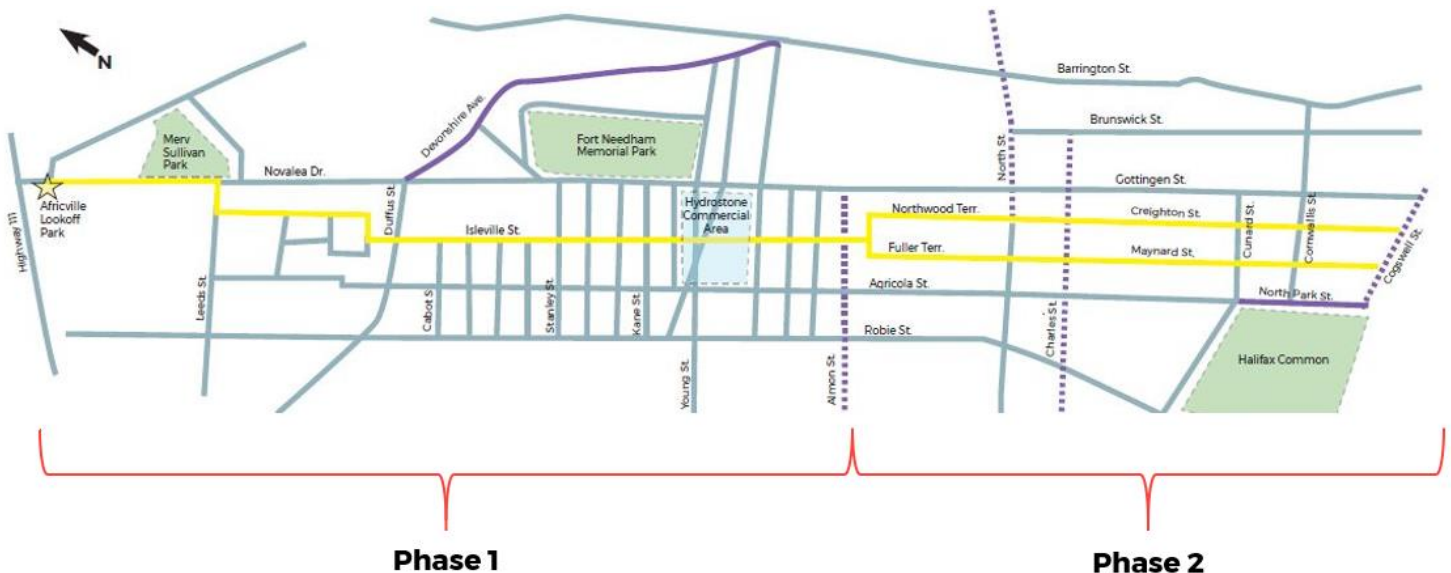


Figure 1: Segmentation of North End Bikeway Route into Two Phases

The following engagement phases and discussion this report will refer to ‘Phase One’ of the North End AAA Bikeway between North Ridge Rd and Bloomfield St (Figure 1). A separate engagement process for the ‘Phase Two’ will take place in Summer 2020 to better respond to the unique needs of this neighbourhood as well as to address the cycling facility requirements around one-way streets.

West End 'AAA' Bikeway

Evaluation criteria adapted from Appendix E of the AT Plan were used to compare routing options of Almon, London, and Liverpool Streets. These 26 criteria include street characteristics, connectivity to origins and destinations, public and stakeholder feedback, internal review, and other factors.

While it's acknowledged that 54% of public participants (31% of abutters) in round one of engagement were supportive of the Almon Street option as a protected bikeway, there was also significant neighbourhood support (40%) for a local street bikeway option. Public feedback is only one factor in decision-making and internal review of feasibility led staff to recommend a **local street bikeway on Liverpool Street** at this time (Figure 2).

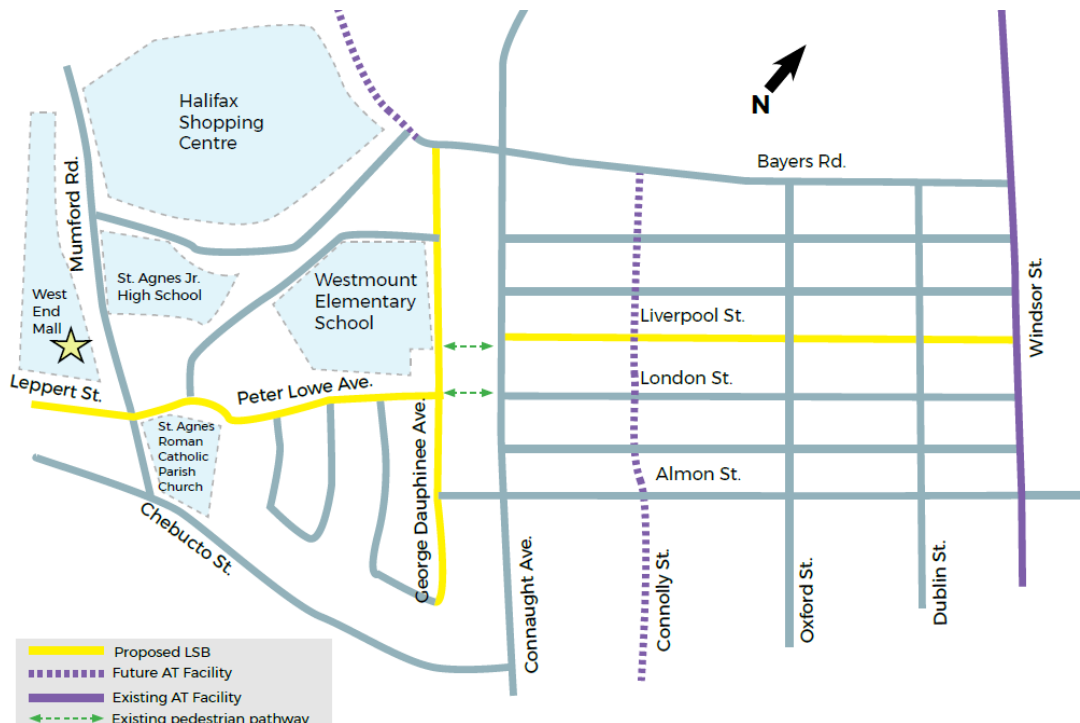


Figure 2: Recommended Route of West End 'AAA' Bikeway

Please refer to project documentation for detailed analysis and evaluation of route options. Staff acknowledge that constructing a local street bikeway on Liverpool Street does not preclude the municipality from choosing to install a protected bikeway on Almon Street in the future.

Local Street Bikeway Considerations

Local Street Bikeways are routes optimized for people on bicycles involving local streets with low traffic volume and speed. The aim is to provide convenient routes for cyclists of all ages and abilities to comfortably share the road with motor vehicles without the needs for separated bicycle lanes or paths. Local Street Bikeways are critical links to establish a connected bicycle network in the Regional Centre.

Design treatments may include:

- *Wayfinding and route identification signage;*
- *Pavement markings (typically sharrows);*

- *Treatments to modify motor vehicle speeds as required (e.g. curb extensions, speed humps);*
- *Treatments to modify motor vehicle volume as required (e.g. traffic diversion measures);*
- *Treatments to facilitate the crossing of major and minor streets (e.g. refuge medians, bike boxes);*
- *The addition of bicycle amenities, streetscaping, and pedestrian enhancements where possible.*

Administrative Order 2016-002OP regarding the *Implementation of Local Street Bikeways* (2016) outlines the process for establishing these facilities as well as some thresholds for where traffic calming and diversion may be considered. See table below for a summary of these thresholds:

	85th percentile speed (*)	Vehicles per day (**)
Shall not require consideration of traffic calming (*) or diversion (**)	Under 30 km/h	Under 1,000 vpd
May require consideration of traffic calming (*) or diversion (**)	30 km/h to 44 km/h	1,000 to 2,999 vpd
Shall require consideration of traffic calming (*) or diversion (**)	45 km/h and over	3,000 vpd and over

The National Association of City Transportation Officials (NACTO) *Contextual Guidelines for Selecting All Ages and Abilities Bikeways* (2018) recommends an upper threshold of 2,000 vehicles per day with no more than 50 vehicles per hour in the peak direction at peak hour. Vehicular speed should be under 40 km/h if the street is below 1,000 vpd or below 32 km/h if the volume is between 1,000 and 2,000 vpd.

Functional Planning and Engagement Overview

Staff have recruited consultants at WSP to assist with the functional planning of these Local Street Bikeway corridors. The first round of public engagement took place from October to November 2018 in the form of four public open houses and an online survey. Overall, input was received from 570 participants and organization representatives. Staff used the feedback from this engagement to refine route options and determine a preferred design for each bikeway route. A copy of the What We Heard Report for Phase 1 of the North End-West End Bikeway Local Street Bikeway project can be found here: <https://www.shapeyourcityhalifax.ca/NWbikewayconnections>.

In October and November 2019, a second round of public engagement was completed to gather feedback on the refined designs, including which traffic calming and intersection treatments are suggested to help achieve the objectives of a comfortable walking and cycling corridor and what trade offs residents are willing to consider in terms of neighbourhood traffic circulation. This report will summarize the feedback received from round 2 of public engagement.

Public input will be used to select a preferred design for each Local Street Bikeway corridor. Additional features (beyond the above listed options) may also be incorporated based on feedback received. A report will be submitted to Community Council and then to Regional Council for approval in early 2020 to seek approval of the recommended design.

Public Engagement Overview

The second round of public engagement for the North End-West End 'AAA' Bikeways project took place in late-October to early-November 2019. Engagement for the NEB consisted of three pop-up engagement sessions held on October 22nd at Isleville Park from 3pm – 5pm and October 24th at Hydrostone Park from 3pm – 5pm and Ward 5 Neighbourhood Centre from 6pm – 8pm. A separate stakeholder meeting took place for the Hydrostone area businesses to gather feedback on how the proposed changes could affect their operations.

Engagement for the WEB also consisted of three pop-up engagement sessions but held on November 5th from 2pm – 4pm at Westmount School, 5pm – 7pm at Maritime Hall in the Forum and November 9th at the Forum Farmer's Market from 8am – 1pm.

Due to the nature of a pop-up engagement session, recording exact participant counts was challenging, but it is estimated that approximately 236 people participated in the pop-up engagement overall. About 76% of these participants attended the WEB-focused sessions, while 24% attended NEB sessions.

Attendees were given opportunity to view and comment on preliminary design options presented on panel displays. A 'dotmocracy' exercise was created to get a better idea of which LSB features or routes would be preferred by participants by allowing them to cast a vote with stickers. Eighty-three percent of the overall votes cast as part of this exercise were in support of the proposed LSB features.

Public response was generally positive and in support of establishing these two Local Street Bikeway routes (65%), with suggestion of even greater protection for cyclists (11%). Some concerns were around safety (6%), neighbourhood traffic circulation (11%) and overall warrant for the facilities (2%).

Main concerns relate to the impact on traffic patterns, the lack of need for these facilities and whether the proposed WEB route is compatible with AAA guidelines. Nineteen (19) percent of the general comments written from participants of the WEB pop-up sessions described their preference for a protected bike lane on Almon Street as opposed to the traffic calming facilities proposed on Liverpool Street.

North End Bikeway

Summary of Pop-Up Engagement Sessions

Three pop-up engagement sessions were held specifically for the North End 'AAA' Bikeway Phase One project north of Almon Street. They took place October 22nd at Isleville Park from 3pm – 5pm, October 24th at Hydrostone Park from 3pm – 5pm and Ward 5 Neighbourhood Centre from 6pm – 8pm.

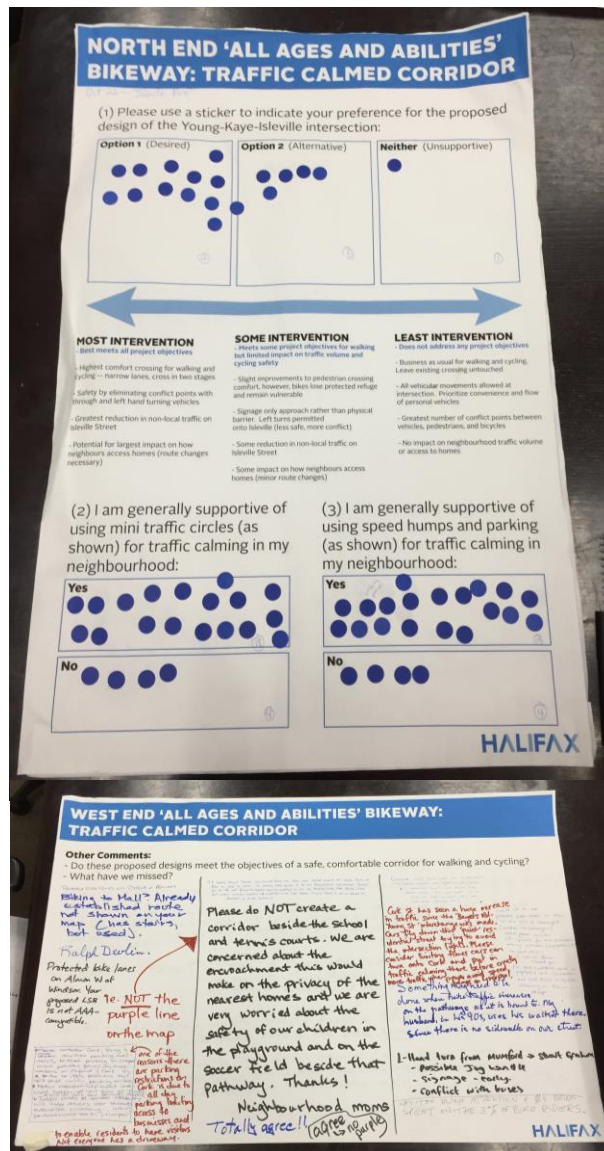
The sessions consisted of browsing display boards, informal discussions with two staff members and other residents, casting votes for various route options and AT facilities through a 'dotmocracy' exercise and leaving general comments on a blank board. Approximately 56 people participated in the pop-up sessions, of which 30 (54%) attended at the Isleville Park location, 20 (36%) at Hydrostone Park and 6 (11%) at Ward 5 Neighbourhood Centre.

To ensure that all abutting residents and property owners on Novalea, Duffus, Isleville, Young, and Kaye were aware of the pop-up sessions, each dwelling was notified with a letter in their mail box. This included dwellings within one block of the bikeway route on either side. As there is a high proportion of rentals along these streets, tenants within this notification area were also mailed a letter explaining the purpose of Local Street Bikeways and inviting them to participate in the pop-up engagement sessions. Staff contact information was also provided for those who could not attend the sessions.

Pop-up Engagement Questions

Participants were given the opportunity to provide feedback on three questions via a "dotmocracy" exercise, as seen in the figure below. Participants were able to vote on which intersection treatment they would prefer at Young-Kaye-Isleville (see Appendix A), whether they generally supported mini traffic circles and whether they generally supported speed humps and on-street parking for traffic calming purposes.

There was also a separate comment board which asked participants, "Do these proposed designs meet the objectives of a safe, comfortable corridor for walking and cycling?" and, "What have we missed?" with a designated area for participants to provide more general written feedback on the local street bikeway designs or intersection in question. Sometimes, if a participant agreed with a comment that has already



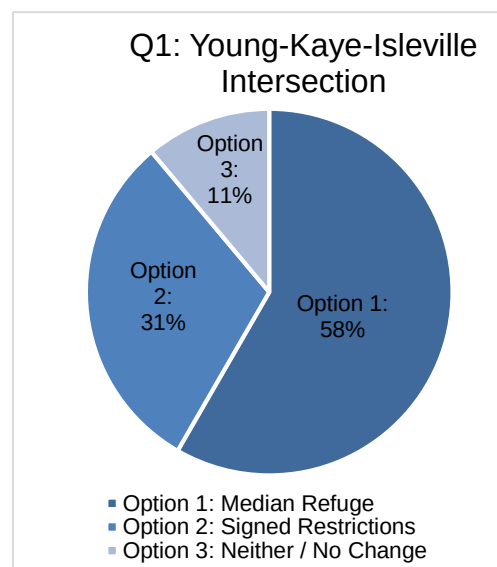
been made, they would add a check mark to 'second' the opinion. There were 18 individual comments submitted from the NEB pop-up engagement sessions (**Appendix A**).

Question 1: Young-Kaye-Isleville Intersection

"Please use a sticker to indicate your preference for the proposed design of the Young-Kaye-Isleville intersection."

The following number of stickers were placed in each feedback column: Option 1 – 21 votes (58%), Option 2 – 11 votes (31%), and Option 3 – 4 votes (11%). The three options can be found in Appendix A.

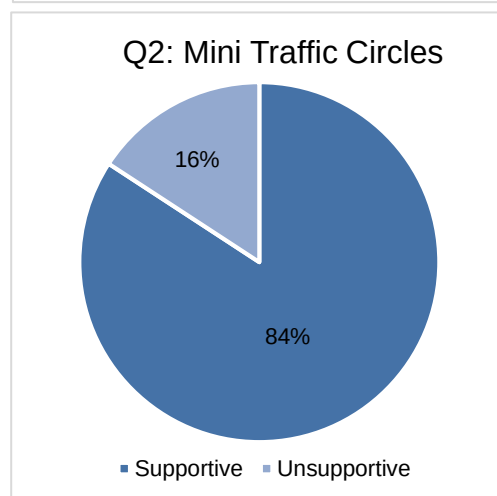
One sticker was placed between Options 1 & 2, which was not counted in either category. This could mean the participant supports Option 1 or 2 but needs more information, prefers one over the other but is tempering their vote to represent others in the neighbourhood who may be inconvenienced, or just misplaced their sticker.



Question 2: Mini Traffic Circles

"I am generally supportive of using mini traffic circles (as shown) for traffic calming in my neighbourhood."

The following number of stickers were placed in each feedback column: Yes (supportive) – 32 votes (84%) or No (unsupportive) – 6 votes (16%).

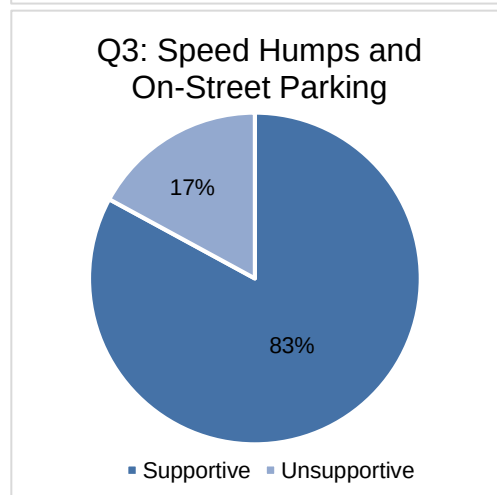


Question 3: Speed Humps & On-Street Parking

"I am generally supportive of using speed humps and parking (as shown) for traffic calming in my neighbourhood."

The following number of sticky notes were placed in each feedback column: Yes – 34 votes (83%), No – 17 comments (17%).

Two comments were written in beside a sticker. One said, "Speed cushions please" on a supportive vote and the other, "Speed humps no, parking yes" on an unsupportive vote. As staff deemed the feedback about speed humps to take priority over on-street parking, these stickers were still counted under their respective boxes.



Summary of Stakeholder Meeting – Hydrostone Businesses

A separate stakeholder meeting was hosted for owners and/or employees of the Hydrostone area businesses to gather feedback on the proposed bikeway designs and how their business might be impacted. While an overview of the route was provided, the meeting focussed on design options of the intersection of Young-Kaye-Isleville. There was also a representative from HRM Parking Services to talk about some changes to on-street parking in the nearby area, including the trial of back-in-angle parking on Kaye Street between Gottingen St and Isleville St.

Approximately 30 letters were hand delivered to businesses within one block of the Young-Kaye-Isleville intersection. The letter included details about the North End 'AAA' Bikeway project, and the proposed changes at this major intersection. Business representatives could attend a stakeholder feedback session or send their thoughts to the HRM Project Manager at their convenience.

The stakeholder meeting with the Hydrostone area businesses was hosted from 2:30pm – 4pm on Friday, November 1st. There were six attendees representing four nearby businesses. The area Councillor, Lindell Smith, was also present.

Overview of Feedback from Nov 1st Meeting

Salvatores:

- Permit parking (on Kane and Hennessey) has disrupted parking availability for staff and customers. This is an issue because there are often empty streets.
- “Costco circle” is a good way to re-educate the public about the real distance that is considered “walkable” in terms of finding a parking space.
- Likes option two with the wider median that keep parked cars.
- Admit that the No Stopping zone near their store is 100% ignored and abused
- More enforcement is needed. Cars are parking right to the edge of the curb due to lack of available parking and “squeezing” in
- Salvatores has concerns about the ability to turn left onto Isleville as a business owner. Feels strong about that. Coming from behind the building.
- Wants access for cars through Young-Kaye-Isleville. Okay with no through-car traffic.
- Supportive of better facilities for biking.
- Sees lots of near misses.
- Likes traffic calming, but not necessarily speed humps
- Sight line concerns on Isleville at Young-Kaye.

Larex Properties Inc:

- Doesn't want to eliminate left hand turns onto Isleville
- It is about access to behind the building. It's almost entirely staff that parks back there. However, some people come and go multiple times per day to go to the store, the banks etc.
- Happy about addition of back-in angle parking. Businesses need to have parking to be accessible to customers.
- “90% of people who come to the Hydrostone come by car” [Don't have any surveys or evidence of this]
- Like the calming on Isleville (not humps).
- Concerned about garbage truck movements.
- Winter conditions make access from Novalea difficult to the lane behind.

Four Bells Art Gallery:

- Concerns about parking

- Can new residential developments have public parking as well.
- Can Isleville be changed to a one way street? Preferably southbound on Isleville. This would give more room for the bikeway. Right now it's very narrow when there's parking on two sides. Sometimes you need to wait or move over to allow cars to get through (only room for 1 car at a time to drive through pinch points).
- Isleville too narrow for two way traffic and parking one both sides?
- Like the idea of traffic calming on Isleville including speed humps.
- Can there be a roundabout at Young/Kaye/Isleville?
- Would like HRM to consider the new construction and developments that are going in when we create our parking and traffic demand numbers

Alliance Francaise:

- Corner of Gottingen and Kaye St is tough for pedestrians. Wide crossing, multiple lanes, offset, buses.
- Supportive of no throughway traffic at Young Kaye Isleville – Option 1
- Supportive of measures to make it safer for walking and cycling
- Possibility to renew conversation around making Young Street pedestrian-only (in front of Hydrostone Market businesses)? Make it a destination, more people-friendly, room for patios. Remainder of the group was not fond of this idea at this time citing reasons of accessibility and parking.

General:

- Some talk about delivery vehicles, snow clearing, and access to the back lanes
- Openness to trial measures
- Seem open to parking management approaches (e.g. monthly permit sales for employees on area streets, possible addition of back in angle parking on Novalea that seems wide enough)

Overview of Other Correspondence

Three emails were received from Hydrostone business representatives who could not attend the session. Some common themes included access to parking, traffic/sightline issues on Young Street, and an emphasis on pedestrian safety. One owner questioned how many of their customers actually arrived by bicycle and stated that it is a more vehicle and pedestrian-oriented area. Any traffic calming or diversion should be approached with care as it has the potential to cause confusion. Significant changes to access could impact how many people can arrive and shop at their business. There was a general willingness to consider some improvements to the median refuge island at Young-Kaye-Isleville. Respondents were heavily in favour of the back-in-angle parking proposal for Kaye Street, and even suggested parking metres be installed to help with turnover. Some suggested the new permit parking on side streets be reconsidered.

Overview of Meeting with Oland Brewery

Staff were in contact with representatives from the Oland Brewery who requested a separate meeting with the project team. A presentation was given to two members on Monday, November 4th from 3 – 4pm.

While their large delivery trucks do not use Isleville Street, Oland's priority was maintaining emergency access to all sides of their building. Some smaller trucks may need to occasionally access the side doors on Isleville, but speed tables shouldn't impact their use of these doors. In terms of the Young-Kaye-Isleville intersection design -- it is mostly staff using Isleville Street to access the on-site parking lots. The impact is that their routes may have to be changed to use Agricola Street instead. This was seen as a minor issue that could add a bit of time to their commutes. Oland is also supportive of providing safe places for their staff to walk as many access the nearby Hydrostone businesses for lunch and coffee.

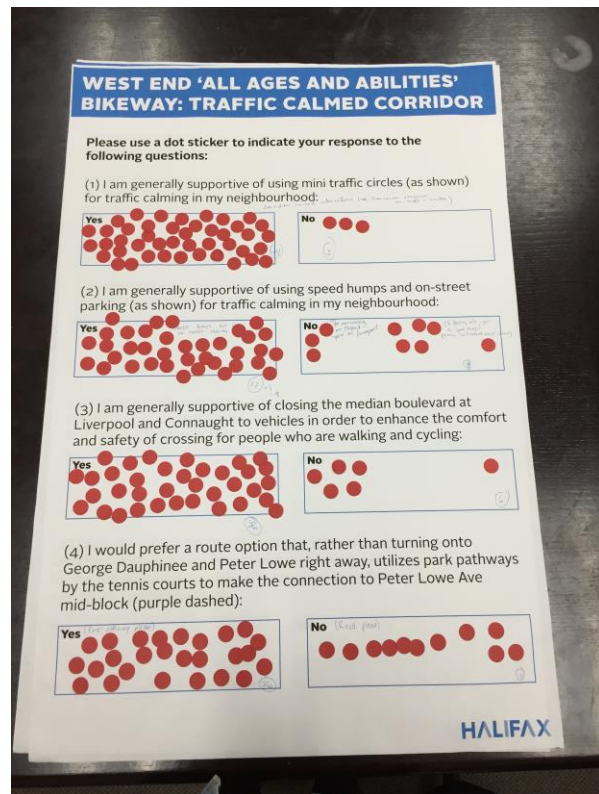
West End Bikeway

Summary of Pop-up Engagement Sessions

Engagement for the WEB also consisted of three pop-up engagement sessions but held on November 5th from 2pm – 4pm at Westmount School, 5pm – 7pm at Maritime Hall in the Forum and November 9th at the Forum Farmer's Market from 8am – 1pm.

Participants were given the opportunity to provide feedback on four questions via a “dotmocracy” exercise, as seen in the figure to the right. Participants were able to vote on which intersection treatment they would prefer at Liverpool and Connaught, whether they generally supported mini traffic circles, speed humps and on-street parking for traffic calming purposes and whether they would prefer to travel on-street or on an upgraded pathway to connect to Peter Lowe Avenue.

There was also a separate comment board which asked participants, “Do these proposed designs meet the objectives of a safe, comfortable corridor for walking and cycling?” and, “What have we missed?” with a designated area for participants to provide more general written feedback on the local street bikeway designs or intersection in question. Sometimes, if a participant agreed with a comment that has already been made, they would add a check mark to ‘second’ the opinion. There were 59 individual comments submitted from the WEB pop-up engagement sessions (Appendix B).



Pop-up Engagement Questions

Question 1: Mini Traffic Circles

“I am generally supportive of using mini traffic circles (as shown) for traffic calming in my neighbourhood.”

The following number of stickers were placed in each feedback column: Yes (supportive) – 71 votes (76%), No (unsupportive)– 23 votes (24%).

Two comments were written beside unsupportive votes which said, “Definite no – large trucks won’t fit” and “Consider raised intersections – see Vancouver research on traffic circles”.

Question 2: Speed Humps & On-Street Parking

"I am generally supportive of using speed humps and parking (as shown) for traffic calming in my neighbourhood."

The following number of stickers were placed in each feedback column: Yes (supportive) – 84 votes (84%), No (unsupportive)– 16 votes (16%).

One sticker was placed between 'Yes' and 'No', making their intent unclear.

Parking was a controversial topic at these sessions. In the 'Yes' column, the following comments were written in:

- "No parking" x3
- "Yes to park"
- "Speed humps but not on-street parking"

The 'No' column included comments:

- "No parking additions"
- "Stay as is for one side parking only"
- "No parking at top of Liverpool, remains as-is"
- "No to narrowing on Oxford, yes on Liverpool."
- "No to parking, yes to speed bumps"
- "Parking isn't enforced enough currently"

Question 3: Liverpool & Connaught Intersection

"I am generally supportive of closing the median boulevard at Liverpool and Connaught to vehicles in order to enhance the comfort and safety of crossing for people who are walking and cycling."

The following number of stickers were placed in each feedback column: Yes (supportive) – 77 votes (87%), No (unsupportive)– 12 votes (13%).

In the 'Yes' column, a participant wrote in "London", likely referring to their preference of the LSB being installed on London Street instead of Liverpool Street. Two comments were written in the "No" column, including, "No congesting traffic more" and "Concerned fire trucks up street from Connaught if they come up from Bayers."

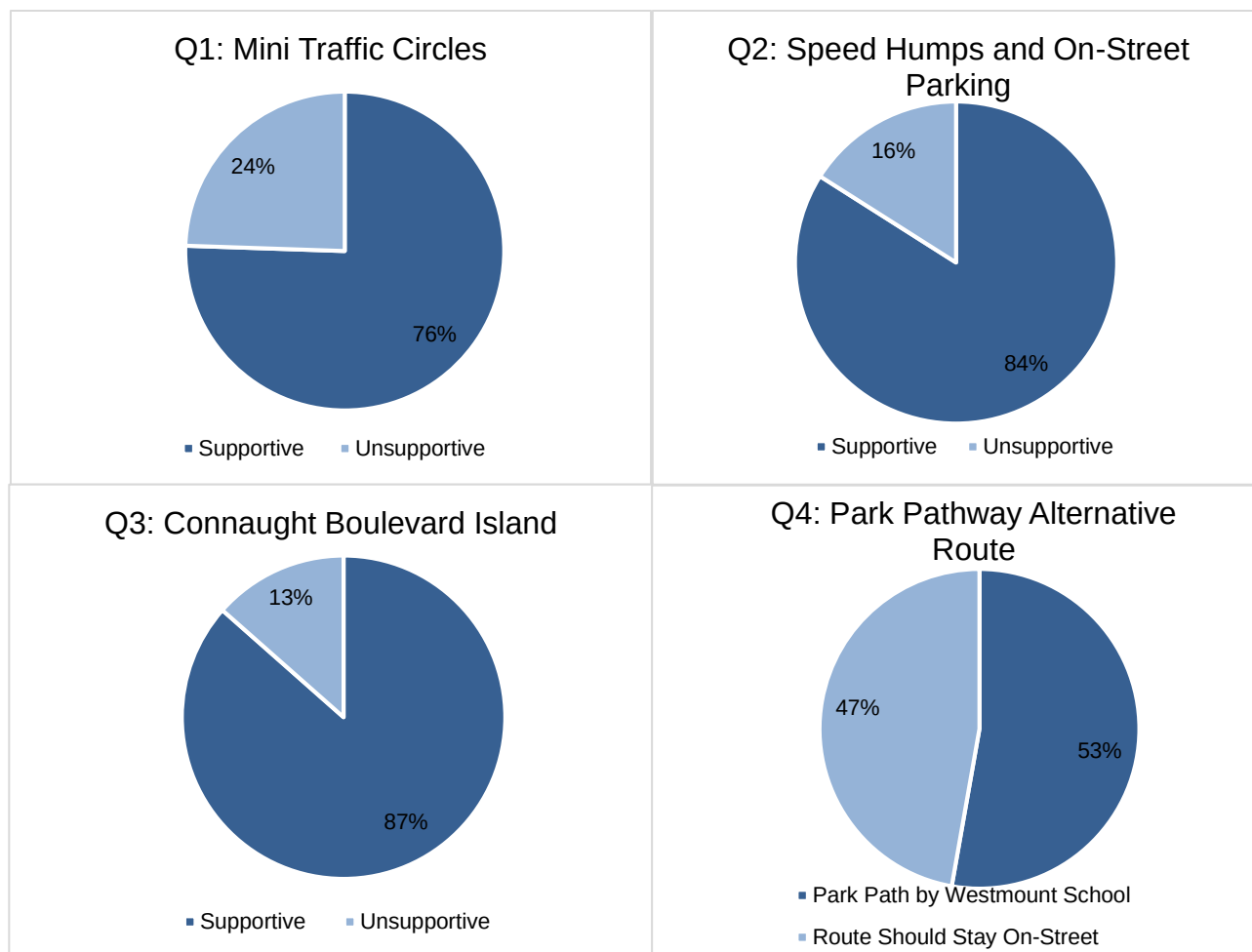
Question 4: Peter Lowe Avenue Connection

"I would prefer a route option that, rather than turning onto George Dauphinee and Peter Lowe right away, utilizes park pathways by the tennis courts to make the connection to Peter Lowe Ave mid-block (purple dashed)"

For this question, participants had the opportunity to vote for their preferred route option. The LSB could either go off street for a short time at George Dauphinee, to connect to Peter Lowe Drive mid-block or it can stay on street the entire time. A diagram was created to help participants visualize the two options (see Appendix #).

The following number of stickers were placed in each feedback column: Park Path – 38 votes (53%), Route Should Stay on Street – 34 votes (47%).

One sticker was placed in between the two options with a written comment which read, “Connection for whom?”. The intention of this vote was not clear and therefore not counted in the values above.



Appendix A – North End Bikeway Phase One Boards

NORTH END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR



Novalea Dr (N. Ridge to Leeds)

- Multi-use pathway on west side of street in place of sidewalk (for walking and cycling)
- Narrowing street, moving curb
- Parking on east side
- Long term solution with next road recap

Leaman St (Leeds to Drummond) Drummond Ct (Leaman to Isleville)

- Series of speed humps or cushions
- Parking on both sides of street in alternating, yield style (minimal changes to current)
- Speed reduction feature



Leaman St at Normandy St

- Mini traffic circle aka traffic button
- Yield entry with painted crosswalks
- Feature is intended to reduce vehicular speed on both streets

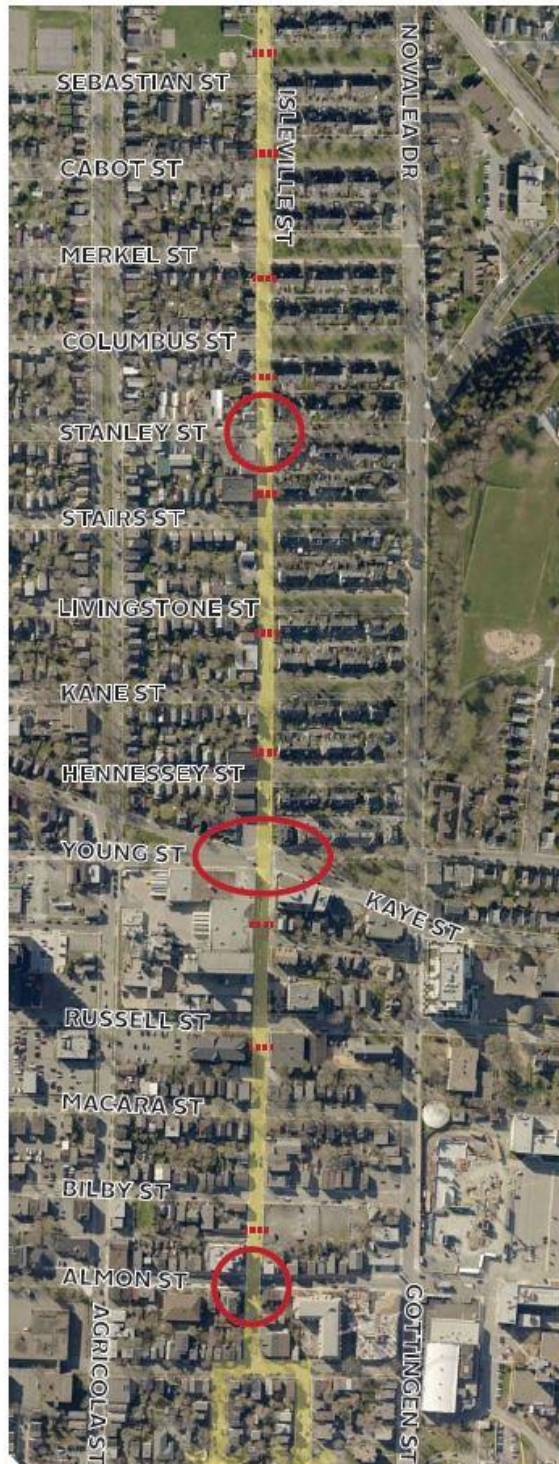
Isleville St at Duffus St

- Curb extensions
- Pedestrian push-button and cyclist actuated signal (radar detection)
- Added safety of signal, possible delay



HALIFAX

NORTH END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR



Isleville St (Duffus to Almon)

- Series of speed humps or cushions
- Parking on both sides of street in alternating, yield style (addition of parking spaces)
- Features are intended to reduce vehicular speed



Isleville St at Stanley Pl

- Mini traffic circle aka traffic button
- Yield entry with painted crosswalks
- Higher volume side street w/o boulevard park
- Feature is intended to reduce vehicular speed on both streets

Isleville St at Young / Kaye St

- Measures to reduce non-local traffic volume on Isleville and make it safer and more comfortable to cross by foot + bike
- Option 1: Raised Intersection Median
- Option 2: Signed Traffic Diversion



Isleville St at Almon St

- Curb extensions, possible traffic signal



- Consideration of traffic diversion signage at PM peak hours

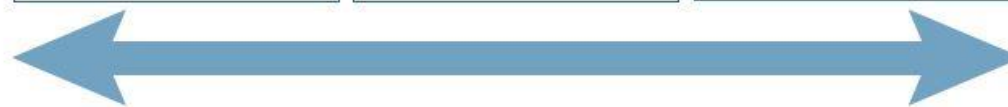
E.g. no left turns from Almon onto Isleville

HALIFAX

NORTH END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR

(1) Please use a sticker to indicate your preference for the proposed design of the Young-Kaye-Isleville intersection:

Option 1 (Desired)	Option 2 (Alternative)	Neither (Unsupportive)



MOST INTERVENTION

- Best meets all project objectives

- Highest comfort crossing for walking and cycling -- narrow lanes, cross in two stages
- Safety by eliminating conflict points with through and left hand turning vehicles
- Greatest reduction in non-local traffic on Isleville Street
- Potential for largest impact on how neighbours access homes (route changes necessary)

SOME INTERVENTION

- Meets some project objectives for walking but limited impact on traffic volume and cycling safety

- Slight improvements to pedestrian crossing comfort, however, bikes lose protected refuge and remain vulnerable
- Signage only approach rather than physical barrier. Left turns permitted onto Isleville (less safe, more conflict)
- Some reduction in non-local traffic on Isleville Street
- Some impact on how neighbours access homes (minor route changes)

LEAST INTERVENTION

- Does not address any project objectives

- Business as usual for walking and cycling. Leave existing crossing untouched
- All vehicular movements allowed at intersection. Prioritize convenience and flow of personal vehicles
- Greatest number of conflict points between vehicles, pedestrians, and bicycles
- No impact on neighbourhood traffic volume or access to homes

(2) I am generally supportive of using mini traffic circles (as shown) for traffic calming in my neighbourhood:

Yes	
No	

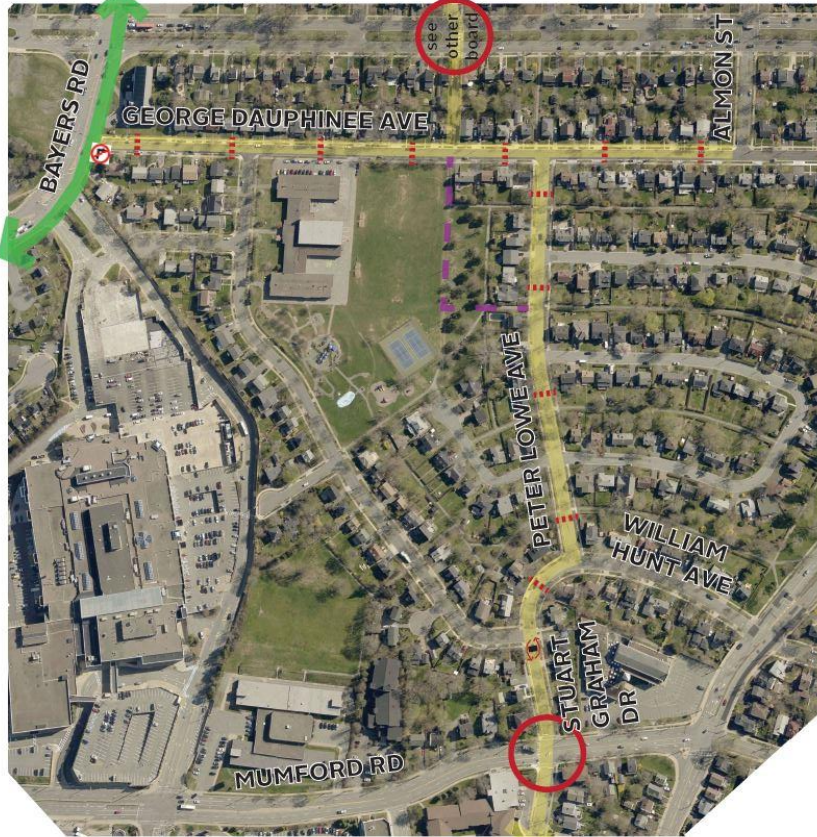
(3) I am generally supportive of using speed humps and parking (as shown) for traffic calming in my neighbourhood:

Yes	
No	

HALIFAX

Appendix B – West End ‘AAA’ Bikeway Boards

WEST END ‘ALL AGES AND ABILITIES’ BIKEWAY: TRAFFIC CALMED CORRIDOR THROUGH WESTMOUNT



George Dauphinee at Bayers Rd

- Connection to multi-use pathway on Bayers Rd that connects to Chain of Lakes Trail
- Turn restrictions on Bayers: no right turn onto George Dauphinee. Effectively exit only



Connaught to George Dauphinee

- Connection from Liverpool to Westmount neighbourhood using existing walkway. Treat as multi-use pathway for walking and cycling
- Trim back bushes and greenery to achieve maximum available width (around 2.0m)



Routing Option Through Park

- Possibility to enhance park pathway and connect to Peter Lowe mid-block

Stuart Graham Dr Barricade

- Modification of barricade to allow gap for cyclist to fit through without dismounting



Stuart Graham Dr at Mumford

- Cannot install half signal due to near proximity of major Mumford-Chebucto signalized intersection
- Pedestrian actuation of flashing beacon
- Cyclist dismount or wait for gap

**George Dauphinee Ave
Peter Lowe Ave
William Hunt Ave**

- Installation of speed management features to create slow, shared roadway



Speed humps

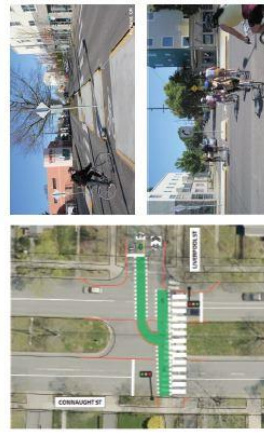


Speed tables



Raised Crosswalks

WEST END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR ON LIVERPOOL



Liverpool St at Connaught St

- Extend median boulevard across intersection for pedestrian and bicycle refuge, two stage crossing
- Half signal installed to stop traffic on Connaught and create reliable gaps for crossing major street
- Pedestrian push button and cyclist actuated
- Curb extensions on Connaught to improve visibility, reduce speed, narrow crossing distance
- Some changes to neighbourhood access off-peak

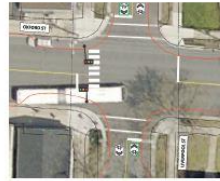
Liverpool St at Dublin St
Liverpool St at Connolly St

- Mini traffic circle aka traffic button
- Yield entry with painted crosswalks
- Feature is intended to reduce vehicular speed on both streets



Liverpool St at Oxford St

- Curb extensions to reduce speed, narrow crossing distance, improve visibility and sightlines
- New painted crosswalk on N side
- Pedestrian push-button and cyclist actuated half signal or flashing beacons (radar detection)
- Added safety of signal, possible delay
- Improvements to adjacent bus stops



Liverpool St at Windsor St

- "Jug handle" to provide safe waiting space outside bike lane, align people cycling at 90° for optimal views
- New painted crosswalk on N side
- Pedestrian push-button and flashing beacons (radar detection)
- Added safety of signal, possible delay



WEST END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR

Please use a dot sticker to indicate your response to the following questions:

(1) I am generally supportive of using mini traffic circles (as shown) for traffic calming in my neighbourhood:

Yes

No

(2) I am generally supportive of using speed humps and on-street parking (as shown) for traffic calming in my neighbourhood:

Yes

No

(3) I am generally supportive of closing the median boulevard at Liverpool and Connaught to vehicles in order to enhance the comfort and safety of crossing for people who are walking and cycling:

Yes

No

(4) I would prefer a route option that, rather than turning onto George Dauphinee and Peter Lowe right away, utilizes park pathways by the tennis courts to make the connection to Peter Lowe Ave mid-block (purple dashed):

Yes

No

HALIFAX

Appendix C – Hydrostone Stakeholder Emails

Email 1

To: Siobhan Witherbee (project manager)
From: [redacted]
Sent: October 31st 2019 at 9:08pm

Hi Siobhan,

I'm one of the owners of [redacted] at [redacted] Young street in The Hydrostone Market. I am unfortunately unable to attend the meeting tomorrow but I wanted to pass along our thoughts on the parking issues we're facing at this location.

Our sales have significantly dropped at this store since the parking was taken away in the streets behind the shops. We're hearing from customers that they are unable to park so they are not shopping here. Customers are unable to buy large items (i.e. lucrative) as they can't easily walk to their cars. These are only those we hear from. How many others have driven around and been unsuccessful in finding parking so they leave?

I hope the meeting goes well and that there are positive steps put in place to rectify the citation that make the Hydrostone more accessible.

Regards,
[redacted]

Email 2

To: Siobhan Witherbee (project manager)
From: [redacted]
Sent: November 1st 2019 at 4:53pm

Hello Siobhan:

Although we had a small chat the day you were in the shop, I am writing to make a few further comments re the parking issues in the area.

I have read the comments sent by [redacted] and do not disagree, but would like to add if the issue really is gaining access for emergency vehicles, maybe it could be small car parking only, including residents. A large truck owned by a resident blocks access in the same way one owned by a visitor does. It is reasonable to restrict parking to 2-3 hours though to keep the streets from becoming a parking lot for those going elsewhere.

Another issue is the taking away of parking to allow some restaurants to have the whole sidewalk for seating; it means too much parking is lost and customers complain about it every day. I am not against the use of half the sidewalk for seating as [redacted] does. Yes, it restricts the space for pedestrians, strollers, walkers, etc but it seems a good compromise to me.

I think the on street parking on both Young and Kaye Streets could be tweaked a bit to get more cars in.

Also, the [redacted] parking lots in the area are underused - perhaps a deal could be struck with them? metered parking in there?

Thank you for your attention
[redacted]

Email 3

To: Siobhan Witherbee (project manager)
From: [redacted]
Sent: November 4th 2019 at 9:32pm

Hello Samantha,

Thank you so much for dropping off information regarding the stakeholders' meeting on Friday the 1st. Unfortunately, I was unable to attend since the meeting was held during the hours that my shop is open.

Parking and traffic in the Young Street area has become increasingly difficult. My store, [redacted], is located next to [redacted] on Young Street. I also live on [nearby street], so I have a very intimate knowledge of traffic and parking issues in the area.

The loss of street parking in the Hydrostone has been nothing short of disastrous for the businesses in the area. At least every second customer in my store has something to say about the lack of parking in the area, and I regularly receive messages from customers stating that they tried, but were unable to make it into the store due to traffic/construction/parking.

The changes to residential parking restrictions on the adjoining streets in the Hydrostone were not made due to resident complaints - I have heard many versions of why this happened, none of which make sense to either the residents or businesses. An easy solution to the parking issues would be to reinstate the previous parking regulations, with the required space that fire trucks might need in order to access the area; we regularly have moving trucks, garbage trucks, and oil delivery trucks that are able to access houses from both the front and the laneways without issue.

Many of my customers are 'older', and have shopped at my store for over ten years. They are dismayed to find that their regular and expected parking areas are now blocked, and that their nearby parking only allows for thirty minutes at most, which is not enough time to shop the length of Young Street and the surrounding areas.

The BIAP parking plan is brilliant - thank you very much for thinking outside the box and advocating for this.

In terms of changes to Young/Kaye/Isleville, as both a business owner and resident I feel that speed reduction and traffic diversion measures should be developed with care. Right now, Young Street between Robie and Gottingen is a heavy traffic area that rivals downtown streets. From four o'clock onward there are speeding cars, honking horns, and frustrated drivers trying to make their way to the Bicentennial Highway. While I acknowledge the importance of bike lanes, I also acknowledge that very few of my customers ride their bikes to my store. Attempts to add 'slow, low-volume roadways without designated lanes of travel' in an area where buses and traffic from both Stadacona and Irving stream during rush hours appears to me to be asking people to not walk or bike in the area - if cars and pedestrians cannot access the business district of Young Street, then I will look at closing within the next year.

The Hydrostone area relies on foot traffic, visitors from other parts of HRM and beyond (who require parking spaces) and tourists, who tend to visit via tour bus or by car. Biking, while often cited as a priority, is not necessarily a priority in this area; making sure that pedestrians are safely able to cross Young/Kaye at Isleville is far more important. Changes such as the suggested 'local traffic only' or changes to neighborhood circulation are likely to cause more problems than they solve; possibly the refuge islands might make a difference. The island that currently sits at this intersection is more of a hindrance to traffic than a help, but something that is more developed would likely be workable.

Please do keep me informed of future meetings or discussions around these issues.

Best,
[redacted]

Appendix D – General NEB Comments

Isleville Park

- Signs now say no parking because of street cleaning on Novalea Drive from Leeds to North Ridge. Where will cars on East side park? Are no parking enforced, if not, get rid of signs.
- No need for half signal at Isleville-Duffus – curb extension only
- Yes to curb extension on Isleville-Duffus. Owner of 5552 Duffus who fights multiple accidents and two people who have crashed into his house with their cars.
- Prefer turn restriction signs for trucks and non-local vehicles off Duffus and Young.
- Bump outs at Duffus and Isleville and second zebra – no extra signals
- Put zebra crosswalk on other side of Isleville at Duffus?
- Signal timing at Agricola and Young (crossing Agricola). Also Bell-Trollope-Summer. Need to be adjusted. (pedestrian signals need to be lengthened)
- Please no traffic signal at Almon and Isleville!!!! We need bike routes and walking routes with crosswalks for folks who prefer to dismount and cross on demand rather than waiting forever for a light to change. There are lights at Almon and Agricola and Almon and Gottingen now too. If people want to cross at a light, they can go there! Please give us a choice.
- Visibility at laneways on Isleville – people are parking too close to them that limits sightlines
- The beauty of Halifax for active transport is its crosswalks. It gives us a sense of priority over cars, it makes our commute quiet, and wait free, it keeps drivers alert.
- Can you please first try overhead beacons, curb bumps outs, flags, and safety improvements before putting traffic lights everywhere – if it doesn't improve things, then fine. Put in a full traffic light but please start with less and prioritize walkers and see how it goes. (or at Young or at Duffus, at least for now)
- Using Drummond and Leaman for the multi-use pathway seems like it would be too congested because people park on both sides and drive slow already. Adding cyclists seems narrow and dangerous. Would be better to get cyclists from Isleville to Novalea sooner and more direct via Duffus.
- Novalea and Duffus multi-use pathway instead of Drummond and Leaman.
- Would avoid traffic circle on Leaman and Normandy.

Hydrostone Park

- Curb extension instead of speed humps (x2 people). How will speed humps be adequately/safely managed in winter? Option 1 is a concern to me for emergency vehicle access to neighbourhood
- More traffic circles, yes! Crosswalks on all corners!

Ward 5 Neighbourhood Centre

- Curb extension dangerous to cyclists – consider channel
- Consider 4 way stop at Leaman and Normandy – young students walking to school. Lights or 4 way stop at Isleville and Duffus is essential for traffic calming. Traffic on Duffus is too fast and many cars do not observe crosswalk. Overall very positive to see the bikeway planned

Appendix E – General WEB Comments

Forum Farmers' Market

- Protected on Oxford and Almon
- Biking to mall? Already established route not shown on your map (has stairs, but used)
- Ralph Devlin
- Protected bike lanes on Almon west of Windsor. Your proposed LSB is not AAA compatible
- Please consider Cork, Young, and London daytime parking availability to ease parking on Liverpool which provides for all daytime workers on Oxford and Cork. Its due to 1970's petitions that still exist limiting parking on Cork. Median extension will impact London and Cork traffic yet won't slow cut-through at end of work day towards Bayers. Traffic circles at narrow intersections will make drivers veer towards sidewalks and crossing lots of pedestrians too on Liverpool.
- One of the reasons there are parking restrictions on Cork is due to all day parking limiting access to businesses and to enable residents to have visitors. Not everyone has a driveway.
- I would much prefer continues protected bike lane beyond Windsor. My normal route on bike is west on Almon to Oxford, then south. I do not realistically see myself biking out of the way (north on Windsor, west on Liverpool) to use the proposed route. That being said, any traffic calming measures or infrastructure that makes cycling safer I am in favour of. – Resident of 5600 block, Almon Street.
- Please do not create a corridor beside the school and tennis courts. We are concerned about the encroachment this would make on the privacy of the nearest homes and we are very worried about the safety of our children in the playground and on the soccer field beside that pathway. Thanks! – Neighbourhood moms (whole comment x4)
- Consider curb bump outs as alternative to speed humps for traffic calming. I personally don't love biking over speed humps (especially with gear i.e. en route to COLT for long rides / camping etc.).
- Cork Street has seen a huge increase in traffic since the Bayers Rd – Young St since the Bayers Rd – Young St interchange was made. Cars fly down this "quiet" residential street trying to avoid the intersection lights. Please consider limiting times cars can turn onto Cork and put in traffic calming there before creating more traffic where people avoid speed bumps on Liverpool.
- I would like to see protected bike lanes on Almon all the way to Connaught (Windsor to Connaught). Please please consider all options for the accessible parking problem (expropriation?) to solve this. I live on Almon, thank you. PS – the Liverpool route as proposed is not convenient and would results in cyclists continuing on Almon, unsafe.
- Something may need to be done when bike traffic increases on the pathways as it is bound to. My husband in his 90s uses his walker there since there is no sidewalk on our street.
- Left hand turn from Mumford to Stuart Graham:
 - Possible jug-handle
 - Signage early
 - Conflict with buses
- Way too much attention and dollars being spent on the 3% of bike riders
- Training to drivers on sharing the road with cyclists. More separate bike lanes!
- Training of bike riders to obey traffic rules!
- There's currently not enough monitoring for parking which is a huge reason it is not safe at crosswalks and street corners with cars parking illegally and too close to the curb / corners. If you are able to stop all the illegally parked cars, safety would increase. Also very concerned for ability for snow removal, which (especially paired with illegal parking) is difficult enough for snow plows so the circles

add another layer of complications. Parking enforcement is an easy, inexpensive, and logical step first.

- Leppert Street – not a great idea with nursing home apartments on one side. Busy street with medical people accessing the home and overflow St Agnes church
- Liverpool already relatively minimal traffic, turning left from Windsor terribly unsafe, don't believe even the jug handle solution would be AAA. Utilize Almon all the way!
- Please consider how to keep leaves clear of leaves, snow, and ice. Halifax can be a decent winter biking city if these are considered (intersections are the worst for snow plows – deposit snow in the bike lanes here).
- Leaves – yes, Windsor bike lane is often full of leaves to the point that I just use the road.
- High contrast road marking and large signs at different heights to accommodate visually impaired.

Forum Maritime Hall

- You should put in more protected bike lanes. The best thing for everyone is protected and dedicated infrastructure for people walking and cycling. This is clearly what the evidence says. Half measures don't work.
- There should be a formal presentation with a Q and A opportunity. Please drop the Liverpool idea, as a cyclist, I will never use it but will continue down Almon. Putting poor infrastructure on Liverpool will anger resident and do nothing for cyclists. Let's fight for real lanes!
- Great plan for George Dauphinee Ave. Can you put a physical barricade to prevent right turn from Bayers Rd? There's a lot of through traffic into neighbourhood from Bayers Rd.
- I like the idea of speed bumps to slow traffic. There are a lot of toddlers on Liverpool Street. Cycling should involve the riders following the rules of the road (stopping at red lights too).
- Very excited to get bike infrastructure and calming on Liverpool. We love our street, but this would make it better.
- Don't build infrastructure that won't get used. AAA means accessible to all. This (Almon) is the only useful path to follow – we need to sacrifice a bit of parking
- No additional parking (no Liverpool)
- Speed bumps, yes! The rest, no! Waste of money
- There are a lot of kids on Liverpool St. I like the idea of slowing down traffic :)
- Proposed number of speed bumps on George Dauphinee is excessive. If needed, speed tables / raised crosswalk preferred. Would extra stop signs be an alternative? Much of car volume is due to school and events at school, drops offs / pick up
- Speed humps are okay – no bump outs! Ok mini circle.
- Bump outs cause cars to line up and make a long queue on the street – it doesn't keep cars away
- Very supportive of a safe bike / pedestrian connection to Chain of Lakes
- Preferred bike lane route is Almon Street.
- Traffic calming on Liverpool is badly needed. But it can't replace physically separated bike lanes on Almon. Only an AAA lane on Almon will successfully create a way to ride from the North End to the West End that's safe, easy to navigate, and encourages lots of diverse cyclists
- Please don't cater to cars – it's nice that you're thinking of bikers and walkers. Great idea with the crosswalks (jughandle). Traffic button is a great idea / attract bees with planting.
- You are not considering how much you will block traffic on quiet side streets just to accommodate bicycles. Large vehicles will have issues. Please consider that! The city need to fix all the other streets that have potholes!

Westmount School

- Licenses – identify illegal biking – questionable percentage of bicyclists – question mark seniors
- For good bike commuting (A to B) there should be a separated bike lane on Almon. Traffic calming on Liverpool makes a useless zig-zag. As planned, need a light for crossing Mumford.
- Like: the curbing idea on Oxford and Liverpool. Will also improve visibility for vehicles and pedestrians. Like: Connaught suggestion and Windsor
- 4/5 businesses and apartment Liverpool currently no parking
- Parking both sides of Liverpool between Connolly and Oxford causes congestion, still speeding, one lane for two way traffic. Have seen garbage / recycle trucks stuck and having to back up because of one lane. Need one side parking here. (x2)
- London Street is direct and will sue natural human nature to move towards downtown, as opposed to Liverpool that moves away from downtown
- Congestion currently caused by parking on both sides of Liverpool – would be relieved by this change, if parking was only on one side
- Need a crosswalk on the south side of Oxford by Liverpool also. Bus stop there. We are currently forced to cross 3 crosswalks to head west to our house
- More community consultation / surveys needed to inform this planning (x2)
- Connaught the most hazardous / dangerous problem to solve. Great idea to slow down traffic but need to leave access from Bayers Rd to George Dauphinee.
- Need to keep access to George Dauphinee from Bayers Rd – heavily used! Also need to consult neighbourhood fully on this.
- Cyclists and pedestrian – not share. London / Liverpool – share – no businesses on London
- Hours -- Nights? Weekends? Snow removal? Handicap? Real estate value and no parking on Liverpool.
- No! We need a continuous protected bike lane on Almon.
- Mountable boulevard on Connaught and Liverpool for emergency vehicles. Good idea.
- Not sure if block between Connaught and George Dauphinee (Almon St) could handle additional traffic at rush hour
- Crosswalk at Windsor-Liverpool should be a priority and not held up by bikeway
- Concerned about turns onto and off of Liverpool St – bike lane protected and separated on Almon all the way! Separated infrastructure for people on bikes. Not good to share Liverpool St with vehicles. Not good to share crosswalks and local pathway (the path Connaught to George Dauphinee) with people walking or rolling – not enough space for people walking!
- Contaminated soil (underneath Liverpool Street – can't dig down without hitting. Careful with recap). Drainage curbs. Transit sight lines from buses on Oxford
- Crossing guard is at Connaught and Liverpool for kids walking to/from Westmount School. Kids use the pathway to get to school. How will this work with kids and bikes together

