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Item No. 11.4.1
Halifax Regional Council
February 23, 2021

TO: Mayor Savage Members of Halifax Regional Council

SUBMITTED BY: Original Signed

Councillor David Hendsbee, Chair, Harbour East – Marine Drive Community Council

DATE: February 5, 2021

SUBJECT: **Dahlia-Oak-Crichton Active Transportation Connections**

ORIGIN

- February 4, 2021 special meeting of Harbour East – Marine Drive Community Council, Item 13.1.3.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part 1, Clause 25(c):

The powers and duties of a Community Council include recommending to the Council appropriate by-laws, regulations, controls and development standards for the community.

RECOMMENDATION

Harbour East – Marine Drive Community Council recommend that Halifax Regional Council approve the permanent implementation of 680m of enhanced walking, rolling, and cycling facilities connecting the Dartmouth Common to the Shubenacadie Canal Greenway via Dahlia Street and Sullivan's Pond Park as described in the 'Discussion' section of the January 27, 2021 report.

BACKGROUND

Harbour East – Marine Drive Community Council received a staff recommendation report dated January 27, 2021 to consider proposed permanent implementation of 680 meters of enhanced walking, rolling, and cycling facilities connecting the Dartmouth Common to the Shubenacadie Canal Greenway via Dahlia Street and Sullivan's Pond Park.

For further information refer to the attached staff report dated January 27, 2021.

DISCUSSION

Harbour East – Marine Drive Community Council considered the January 27, 2021 staff report dated and approved a motion recommending Halifax Regional Council give first reading and schedule a public hearing.

FINANCIAL IMPLICATIONS

Financial implications are outlined in the attached staff report dated January 27, 2021.

RISK CONSIDERATION

Risk consideration is outlined in the attached staff report dated January 27, 2021.

COMMUNITY ENGAGEMENT

Community Council meetings are open to public attendance and members of the public are invited to address the Community Council for up to five minutes at the end of each meeting during Public Participation. Community Councils' agendas, reports, and minutes are posted on Halifax.ca.

ENVIRONMENTAL IMPLICATIONS

Environmental implications are outlined in the staff report dated January 27, 2021.

ALTERNATIVES

Harbour East – Marine Drive Community Council did not consider alternatives. Alternatives are outlined in the attached staff report dated January 27, 2021.

ATTACHMENTS

Attachment 1 – Staff recommendation report dated January 27, 2021.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Simon Ross-Siegel, Legislative Assistant, Municipal Clerk's Office 902.490.6519



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Attachment 1
Harbour East – Marine Drive Community Council
Special Meeting
February 4, 2021

TO: Chair and Members of Harbour East – Marine Drive Community Council

SUBMITTED BY: *-Original Signed-*

Brad Anguish, Executive Director, Transportation and Public Works
-Original Signed-

Jacques Dubé, Chief Administrative Officer

DATE: January 27, 2021

SUBJECT: Dahlia-Oak-Crichton Active Transportation Connections

ORIGIN

Halifax Integrated Mobility Plan (2017), Action #72: Deliver the Regional Centre all ages and abilities bicycle network by 2022.

Making Connections: 2014-2019 Halifax Active Transportation Priorities Plan (2014), Recommendation #20: To achieve the goal of doubling of AT mode share, the Municipality needs to focus AT plan implementation for cycling on the types of infrastructure preferred by new bicyclists.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Section 322(1): Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean, and clear streets in the Municipality.

Administrative Order 2016-002OP Respecting the Implementation of Local Street Bikeways:

Section 6: Council shall consider whether to designate a Local Street Bikeway on its own motion or on the recommendation by a Community Council.

Section 7(1): Council may designate a Local Street Bikeway if:

- (a) The route is designated as a candidate route in the Active Transportation Priorities Plan or Council otherwise designates the route by resolution; and
- (b) Schedules 1, 2, and 3 have been followed.

RECOMMENDATION ON PAGE 2

Motor Vehicle Act, 90(3): The traffic authority may also mark lanes for traffic on street pavements at such places as they may deem advisable, consistent with this Act and may erect traffic signals consistent with this Act to control the use of lanes for traffic.

RECOMMENDATION

It is recommended that Harbour East-Marine Drive Community Council recommend that Halifax Regional Council approve the permanent implementation of 680m of enhanced walking, rolling, and cycling facilities connecting the Dartmouth Common to the Shubenacadie Canal Greenway via Dahlia Street and Sullivan's Pond Park as described in the 'Discussion' section of this report.

BACKGROUND

Policy Direction

The Dahlia Street corridor represents a key connection in the Regional Centre 'All Ages and Abilities' (AAA) Bikeway Network with both local and regional importance. The proposed east-west route will connect the Dartmouth Common (nearby Macdonald Bridge, Halifax Transit Terminal) to the Shubenacadie Canal Greenway and beyond. Nearby destinations also include the Zatzman Sportsplex, Dartmouth High, and numerous paddling clubs. The enhancements along this corridor could also form part of the NS Blue Route and connect to The Great Trail (Trans Canada Trail).



Figure 1: Dahlia Street corridor within the Regional Centre All Ages and Abilities (AAA) Bikeway Network

The project aligns with the following HRM plans:

Integrated Mobility Plan (IMP): Dahlia Street is identified as a 'candidate local street bikeway' corridor as part of the All Ages and Abilities (AAA) cycling network in the core of Dartmouth. Proposed bikeway treatments will also use an IMP 'Complete Streets' lens to incorporate improvements for all road users wherever possible, particularly those walking and rolling.

Making Connections: 2014-19 Halifax Active Transportation Priorities Plan (AT Plan): The above described route on Dahlia Street is listed in this plan as 'proposed local street bikeway' connecting Victoria Road to Crichton Ave. The connection through Sullivan's Pond Park to Lake Banook and the Shubenacadie Canal Greenway is listed as a multi-use pathway connection.

Implementing All Ages and Abilities Facilities

Professional associations such as the Transportation Association of Canada (TAC) and the National Association of City Transportation Officials (NACTO) provide guidelines for bicycle facility-type selection and design. Criteria for implementing safer bicycling facilities include the volume and speed of motor vehicles and the complexity of intersections with major streets.

The streets being considered for these bikeway connections are low-volume, residential streets, most appropriate for a local street bikeway facility. The aim is to create a street environment where bicyclists can comfortably share the road with motor vehicles in a shared, single file travel lane without the need for painted lanes or separation.

Features of Local Street Bikeways include:

- Pavement markings and wayfinding signage;
- Treatments to reduce motor vehicle speed;
- Treatments to reduce the number of vehicles using the street (particularly non-local shortcutting);
- Treatments to facilitate the crossing of major intersections for people bicycling; and,
- Additional bicycle amenities, streetscaping features 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. Please refer to **Attachment A** for a detailed summary of facility selection considerations and criteria for local street bikeway planning.

Context and Existing Conditions

Dahlia Street is a local, residential road that spans 530m between Victoria Road and Crichton Avenue. The street links two important green spaces, the Dartmouth Common and Sullivan's Pond Park, with connections to the Shubenacadie Canal Greenway for active recreation and transportation purposes.

The street is approximately 9m wide with sidewalk on both sides, with the exception of the block between Beech Street and Crichton Avenue where there is only sidewalk on the south side. On-street parking is permitted on both sides of the street with hourly restrictions closer to Victoria Road.



Figure 2: Project Area

There are two minor crossings to consider (Pine Street and Beech Street) and three major crossings (Victoria Road, Maple Street, and Crichton Avenue). There is an existing pedestrian-actuated Rectangular Rapid Flashing Beacon (RRFB) crossing at the intersection of Dahlia and Maple Streets.

In July 2020**, usage data collected was as follows:

Table 1: Usage Data on Dahlia Street

Daily Vehicle Volume (AADT)	85 th Percentile Speed (as per AO)	Daily Bicycle Count	Daily Pedestrian Count
142	39 km/h	61	247

*** data was collected during COVID-19 pandemic where travel behaviours have significantly shifted due to job loss, alternative commuting patterns and/or employees working from home. We would expect pre-pandemic counts to be marginally higher in terms of annual average daily traffic (AADT) volume.*

There is a significant amount of existing use by people walking, rolling, and cycling (see Table 1). Based on the AAA facility selection criteria outlined on page 3, the traffic volumes are well within the local street bikeway thresholds and the observed speeds indicate that some form of traffic calming may be considered.

Dahlia Street represents the desire line with best connectivity and shortest path through this neighbourhood to the Macdonald Bridge, nearby schools, and transit terminal. In a relatively hilly neighbourhood, Dahlia has the least steep slopes (10%) between Crichton Avenue and Beech Street before levelling out, which makes it the most accessible option for walking, rolling, and cycling based on the surrounding terrain.

Due to the hilly nature of the area, there have been perceived and measured issues with vehicular speed on cross streets (e.g. 57 km/h on Maple Street) which can make safer crossings more challenging. These cross streets have significant slopes such as at Victoria Road (13%), Pine Street (16%) and Maple Street (10%). The older homes built closer to the road and the mature trees lining the streets limit sightlines at some intersections. Safety issues have been identified at the intersection of Dahlia Street and Pine Street where there have been 6 vehicle-vehicle collisions in the past 3 years. These are considerations to be addressed in the functional designs.

Project Objectives and Scope

To support the Regional Council-approved policy directions as described in the “Origin” section of this report, AT staff initiated a functional planning process in May 2020 to collect and study background data, confirm the preferred AT route, identify and compare potential design options, and recommend a preferred design for this important walking and cycling connection in Downtown Dartmouth.

The objectives included:

- Developing an enhanced cycling connection between the Dartmouth Common and the Shubenacadie Canal Greenway (at Hawthorne Street) that is suitable for all ages and abilities;
- Using a ‘Complete Streets’ approach to accommodate all types of users and travel modes, incorporating pedestrian improvements to the design wherever possible;
- Incorporating specific sidewalk improvements in the design to fill gaps in the network on Oak Street, Crichton Avenue, and Dahlia Street; and,
- Improving intersections along the corridor to minimize crossing distances, improve alignment and sight lines, and allow people walking and cycling to cross these intersections more safely.

WSP Canada was retained to complete the functional planning and assist with community consultation of this walking and cycling corridor.

Stakeholder and Public Engagement Overview

All residents and property owners within one block of the candidate routes were notified by mail about the functional planning project and offered opportunity to provide feedback on **two occasions**. Due to the gathering restrictions and physical distancing requirements of COVID-19, both rounds of engagement were

held entirely online in the form of online surveys, informational materials, and webinars. Additionally, virtual focus meetings were held with community stakeholder groups including: walking and cycling advocacy organizations, the Downtown Dartmouth Business Commission, Killam Properties, the Province, utilities (e.g. NS Power), nearby schools, and paddling club representatives to provide input on the design and routing of the facility.

An overview of engagement activities included:

Round One

- July 23 to 28, 2020 – community stakeholder engagement meetings [9 participants]
- August 4 to 17, 2020 – round one public engagement survey hosted online [442 participants]
- August 10, 2020 – live Q&A #1 (evening) with project team hosted online [7 participants]
- August 11, 2020 – live Q&A #2 (lunchtime) with project team hosted online [8 participants]
- August 19, 2020 – ‘Ride the Route’ recap with Halifax Cycling Coalition executive [2 participants]
- September 1, 2020 – virtual meeting with adjacent property owner [1 participant]

Round Two

- October 5, 2020 – virtual meeting with adjacent property owner [2 participants]
- October 14 to 27, 2020 – round two public engagement survey hosted online [180 participants]
- October 20, 2020 – live webinar #1 (evening) with project team hosted online [8 participants]
- October 21, 2020 – live webinar #2 (lunchtime) with project team hosted online [7 participants]
- October 24, 2020 – live webinar #3 (weekend) with project team hosted online [4 participants]
- November 19, 2020 – presentation to Active Transportation Advisory Committee [10 participants]
- November 20 to 23, 2020 – follow up meetings with ATAC reps for feedback [2 participants]

Please refer to the Community Engagement section toward the end of the report for more information including a summary of feedback received through public and stakeholder engagement.

Internal Technical Review

An internal technical committee has been engaged throughout the process to provide input and review of proposed designs for the walking and cycling corridor. Collaboration between internal HRM business units is important towards meeting the objectives of multiple groups and ensuring that the recommended facilities can be built, maintained, and their continued use accommodated for all departments.

HRM technical committee representatives include:

Active Transportation Planning, Design Services, Strategic Transportation Planning, Traffic Management, Right of Way, Parking Services, Engineering Design, Winter Operations, Streets & Sidewalks, Halifax Regional Fire & Emergency, Urban Forestry, Parks Operations, and Parks Planning.

DISCUSSION

Route Selection

Early in the planning process, HRM staff identified two (2) potential routes for the AT corridor between the Dartmouth Common and the Shubenacadie Canal Greenway. Although Dahlia Street was identified in the IMP, further investigation was required to compare this corridor with the adjacent Tulip-Oak corridor to ensure the best route was chosen.

In Round One of engagement, community stakeholders and the general public were asked to comment on their preferred routing for the corridor. WSP evaluated and compared many features of each route such as directness, vehicle speed and volume, slope, impacts to parking and utilities, intersection safety, and impacts to existing infrastructure. Please refer to Appendix C for more detail on evaluation of these two routes.

While each route had its merits and its challenges, the ultimate decision was based on minimizing slope and maximizing directness. Public feedback and internal review led the project team to proceed with designing an enhanced walking and cycling corridor on Dahlia Street.

Recommended Design

Following route selection, concept designs were developed and shared with the public, internal technical review committee, and stakeholders. Based on the feedback received, a recommended design was created for a local street bikeway on Dahlia Street which involves a combination of traffic calming treatments and measures to facilitate crossing at major intersections that make it easier to walk, roll, and cycle while maintaining access for neighbourhood residents. A new multi-use pathway is proposed within Sullivan's Pond Park between Dahlia Street and Hawthorne Street to connect more directly to the Shubenacadie Canal Greenway. The following is a description of specific features recommended to achieve this enhanced walking and cycling corridor. The proposed features are subject to modification as part of the final design process.

Corridor Treatment: Traffic Calming

It is recommended that a series of vertical deflections be considered for installation along Dahlia Street between Victoria Road and Beech Street in order to reduce vehicular speed along the corridor. These features could be speed tables (see Figure 3 below), raised crosswalks or similar, however the final spacing and design specifications will be determined upon review by internal stakeholders (including HRFE and Traffic Management) in the final design process. After their potential installation, nearby parallel streets will be monitored to see if displaced vehicular traffic from Dahlia Street has any significant negative impact on the surrounding neighbourhood.

Corridor Treatment: Pavement Markings and Signage

It is recommended that painted sharrows are installed along the corridor to delineate the enhanced cycling route and assist with cyclists positioning themselves in the middle of the lane, promoting single file movement of bicycles and vehicles (see Figure 4 below). Local street bikeway signage and wayfinding signage could also be included for education and to facilitate smooth navigation through the AAA network.

Intersection Treatment: Curb Extensions

It is recommended that curb extensions be added to reduce the crossing distance, improve sightlines, and enhance the comfort and safety of people walking, rolling, and cycling at intersections where appropriate (see Figure 5 below). This includes the intersections of Dahlia-Victoria, Dahlia-Pine, Dahlia-Maple, Dahlia-Crichton, and Hawthorne Street mid-block at the Shubenacadie Canal Greenway crossing.



From left to right: Figure 3: Sample image of vertical deflection (speed table); Figure 4: Sample image of sharrow pavement marking; Figure 5: Sample image of curb extensions (pavement marking treatments such as crosswalks are considered separately. Please consider curb placement only in this image).

Intersection Treatment: Pedestrian RRFBs with Future Consideration of Bicycle Enhancements

It is recommended that two pedestrian-activated RRFBs (Rectangular Rapid Flashing Beacons) be considered for installation at the intersections of Dahlia-Victoria and Dahlia-Crichton to support safer crossing for people walking and rolling along this AT corridor. This will accompany the existing pedestrian-

activated RRFB at the Dahlia-Maple intersection. The proposed curb extensions will further improve the intersection crossings by reducing crossing distances and improving visibility, however, people on bicycles will still have to wait for a gap in traffic, or dismount and become pedestrians in order to obtain the right-of-way to cross.

The preferred option for these crossings, which is not currently enabled in Provincial legislation, is to modify the pedestrian-activated RRFBs to facilitate use by bicycles. This would involve (1) changing the signage and pavement markings, and (2) adding cyclist push-buttons at the curbside that could activate the RRFBs without dismount. See Figures 6 and 7 below for example of future desired treatment. Provincial legislation does not currently give bicycles the right of way over motor vehicles at these yield-style RRFB crossings. Municipal Staff have requested the appropriate legislation changes to give both pedestrians and cyclists the right of way from motor vehicles at these RRFBs.

While curb extensions and pedestrian-activated RRFBs represent an improvement over the existing conditions, they may not meet the objectives of a fully AAA facility and are not considered the long-term desired treatment. However, in order to move forward with construction in 2021, it is recommended that the interim AT corridor enhancements are installed with the understanding that the preferred option can be easily implemented should provincial legislation change.



From left to right: Figure 6: Sample Image of Pedestrian and Cyclist Activated RRFB from Burnaby BC (future desired treatment); Figure 7: Close-Up of Cyclist Push Button (upgrade required in future pending legislation changes)

Park Treatment: New Multi-Use Pathway Connection

It is recommended that a new multi-use pathway (MUP) connection be constructed in Sullivan's Pond Park between Dahlia Street and Hawthorne Street. This will better follow active transportation desire lines while minimizing the grade change required when moving between these two areas. Approximately 60m of sidewalk will be replaced with a wider asphalt MUP before veering into a lesser-utilized corner of the park (see Figure 8 below). Special consideration will be made to ensure the route avoids significant impact to the mature trees, planting beds, and other vegetation in the area. However, some shrubs may need to be moved/pruned to accommodate the pathway. There is potential to enhance this area by adding a future amenity zone or gateway treatment to Sullivan's Pond Park near Hawthorne Street at the discretion of HRM Parks & Recreation. The exact routing and specifications of this pathway may be subject to modification in the final design process.

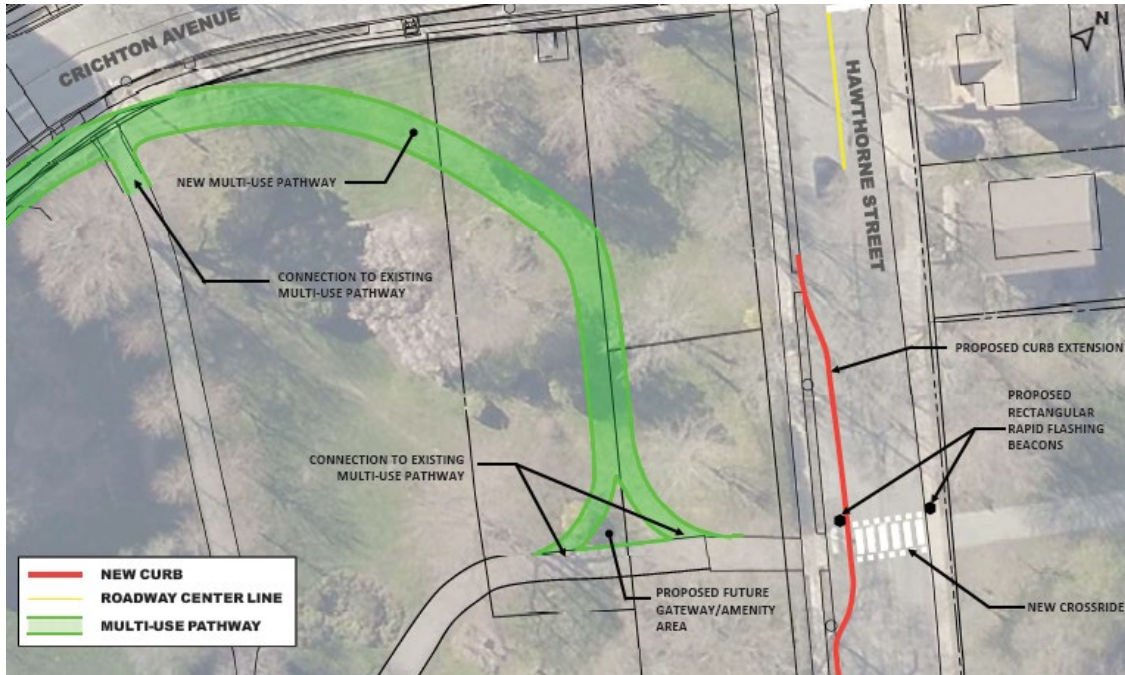


Figure 8: Proposed Alignment of New Multi-Use Pathway Connection from Crichton Ave to Hawthorne St

Other Complete Streets Improvements: Sidewalks, Accessibility, and Road Regrading

This project seeks to improve pedestrian accessibility and connectivity where possible using the Complete Streets lens. Street recapitalization and new sidewalk installations are planned to be integrated with this LSB project, however, their approval will be completed separately through the standard budget approval process. The new sidewalk segments will help bridge gaps in the pedestrian network to improve connectivity and safety for people walking and rolling. New sidewalk segments include Oak Street (Tulip Street to Crichton Avenue), Crichton Avenue (Oak Street to Dahlia Street), and Dahlia Street (Crichton Avenue to Beech Street). In all cases the roadway must be narrowed to 7.5 – 8.0m (subject to Municipal Engineer approval) which will help promote slower vehicular speeds and provide the opportunity to realign the intersections of Dahlia-Crichton and Oak-Crichton. There will be some loss of on-street parking and loss of one mature street tree, which were noted by most as acceptable trade-offs in exchange for these AT safety benefits.

In addition, the retaining wall and railing at the intersection of Dahlia-Crichton (Figure 9) will be improved to allow greater accessibility through the area. This could involve regrading the street and relocating the retaining wall behind the sidewalk on Crichton Avenues to achieve a continuous connection for walking and rolling that minimizes otherwise steep (20-25%) grades for improved accessibility.



Figure 9: Photo of Accessibility Challenges to be Addressed at Dahlia Crichton Intersection

Anticipated Impact of Walking and Cycling Corridor

This section describes how the recommended design changes along the Dahlia Street corridor and surrounding area would impact different road users and functions of the street.

Changes for People Walking and Rolling

Speed reduction measures and curb extensions at intersections would improve the safety and visibility of people walking and rolling along the corridor. The additional 185m of new sidewalk being installed in conjunction with this project fills previous gaps and improves pedestrian connectivity in the area. The proposed pedestrian-activated RRFBs at the intersections of Dahlia-Crichton and Dahlia-Victoria in addition to the existing RRFB at Dahlia-Maple will help create an enhanced walking and rolling corridor along Dahlia Street as these signals have been found to increase vehicle yielding behaviour for pedestrians.

Changes for People Cycling

Conditions for people cycling would improve significantly with the addition of local street bikeway treatments as described in this report. Traffic calming, pavement markings and curb extensions would promote low, slow, single file lane sharing and improve sight lines at intersections. The new MUP through Sullivan's Pond Park would create a more direct connection for those traveling between the Dahlia LSB and the Shubenacadie Canal Greenway and minimize steep slopes and elevation changes. The proposed pedestrian-activated RRFBs may be upgraded to allow use by cyclists if and when legislation changes are applied to give people cycling the right of way at these intersection crossings.

Until people cycling are given the right of way at these RRFBs, they may experience delay crossing these three major streets (Crichton, Maple & Victoria) as they must yield the ROW to vehicles and wait for a gap to cross. The option exists for cyclists to dismount at the pedestrian-activated RRFBs (which is not a AAA maneuver) to walk their bikes across as a pedestrian until a better AAA solution is allowed.

Changes for People Taking Transit

Although there is no transit service along the corridor, pedestrian and bicycle enhancements would improve access to nearby transit stops on Crichton Avenue.

Changes for People Driving

Traffic calming measures implemented as part of the local street bikeway may help to discourage traffic short-cutting along Dahlia Street, which could cause some changes to vehicle movement throughout the neighbourhood (these will be monitored). Local residents driving down the street must proceed slowly and single file with bicycles. There are no access changes proposed. Curb extensions and intersection treatments will improve visibility and safety for all road users and help slow down turning vehicles.

Impact on Parking

Along most of the corridor, on-street parking will be minimally impacted and will continue to operate as before with curb extensions generally helping to delineate the existing parking limits near intersections. Some on-street parking will be lost on Oak Street between Tulip and Crichton and on Dahlia Street between Crichton and Beech to accommodate new sidewalks. The public feedback has been largely supportive of parking removal to accommodate new sidewalks. There is capacity to accommodate parking on intersecting street blocks adjacent to the parking removal areas.

Impact on Street Trees

Although separate from the Dahlia bikeway project, the construction of a sidewalk on the west side of Crichton Avenue between Oak Street and Dahlia Street will necessitate the loss of one mature street tree. The majority of the tree trunk is within HRM right of way. The other partial owner (Killam Properties) is aware and supportive of the removal towards AT objectives. This tree is being valued and the equivalent cost of 10+ new trees will be planted in the near vicinity. Specific tree species and planting locations will be coordinated with staff.

Impact on Parkland

The paving of a new MUP within Sullivan’s Pond Park will represent the loss of passive green space along with the ecological and recreational function of this swath of land. This is being planned in conjunction with HRM Parks and all effort will be made to avoid impact to shrubs and planting beds. No significant tree impact is anticipated.

Impact on Emergency Access

Halifax Regional Fire and Emergency (HRFE) has reviewed and is in support of these plans in principle. The proposed treatments (e.g. curb extensions, vertical deflections) will be designed to be passable by emergency vehicles. It is recognized that the use of speed tables for vertical deflection will minimize any delay in response by fire vehicles and HRFE will continue to be consulted through the final design process.

Impact on Road Operations and Maintenance

The proposed designs consider HRM’s operational requirements for maintaining the street and walkways through all seasons, including street sweeping and winter snow clearing. These functions would continue to be accommodated. Snow clearing on the new MUPs can be easily accommodated, however reduced lane widths will have the greatest impact on winter maintenance and some seasonal changes to on-street parking may be needed on Dahlia between Crichton Avenue and Beech Street to ensure passage by snowplows. Staff from Road Operations and Winter Works would continue to be involved in review through the final design process.

Anticipated Implementation Timelines

The enhanced walking and cycling corridor along Dahlia Street is targeted for construction over the next 1-2 years alongside required road rehabilitation projects. The first phase of construction includes all physical changes to the road and curb to promote reduced vehicular speed, single-file lane sharing, improved sight lines, and reduced crossing distances at intersections. It also includes the addition of pedestrian-activated RRFBs at Dahlia-Victoria and Dahlia-Crichton intersections. These RRFBs will improve pedestrian safety but will not give bicycles the right of way or ability to activate the signal without dismounting.

There may be a second phase of installation (timeline TBD) when/if the Province enables right of way for bicycles when crossing at RRFBs. At that time, the interim pedestrian-only RRFBs may be upgraded to include new signage, pavement markings, and bicycle-activation where appropriate. This is the long-term desired treatment and would represent a fully AAA crossing for all road users, enhancing the convenience and safety of higher-volume street crossings along the Dahlia corridor.

FINANCIAL IMPLICATIONS

‘Class B’ construction cost estimates have been developed by WSP and HRM for the recommended walking and cycling infrastructure upgrades along the Dahlia Street corridor as summarized in the table below. The cost could change based on modifications throughout the final design process and depending on internal decisions regarding selected intersection treatments.

Table 2: Estimated Local Street Bikeway Construction Costs

Intersection Location	Estimated Cost *
Dahlia St. at Victoria Rd.	\$154,000
Dahlia St. at Pine St.	\$109,000
Dahlia St. at Maple St.	\$89,000
Traffic Calming	\$19,000
Dahlia St. at Crichton Ave**	\$388,000
Multi-Use Pathway from Dahlia St. to Hawthorne St.	\$80,000

Crichton Ave. at Hawthorne St.	\$25,000
Total LSB Costs	\$864,000
HRM Contribution (17%)	\$147,000

* Includes 25% contingency and net HST.

** Includes cost to raise road profile of Crichton Avenue to improve accessibility at Dahlia St.

The above estimate represents the Dahlia local street bikeway costs as a component of a larger project which also includes recapitalization (state of good repair) paving work, new sidewalk installations and integration with Halifax Water infrastructure upgrades.

The local street bikeway costs (Table 2) will be funded from Project Account CR200007 - Regional Centre AAA Bikeways and the 'Investing in Canada Infrastructure Program'. As such, HRM's share of project costs will be 17%, the Province's will be 33% and the Federal government will cover 50%. HRM's share of the total costs, at 17%, is estimated at \$147,000, but could range from **\$110,000 to \$160,000**.

The ongoing maintenance costs associated with 680m of new bikeway is also a consideration. Dahlia Street is currently cleared by snowplow as part of the road network. The addition of local street bikeway treatments such as vertical deflections and curb extensions as well as new crossing treatments introduce new elements to avoid when snow clearing and may require minor additional plow time to maneuver around. However, the anticipated level of effort required to clear the streets should not change significantly and thus, should not require significant additional resources. The time and cost of snow clearing local street bikeways is significantly less than a separated cycling facility.

The proposed design introduces a new 70m long multi-use trail connection through Sullivan's Pond Park between Oak Street and Hawthorne Street that will require winter snow clearing. Since snow clearing costs for pathways within HRM are estimated to be **\$6,500 / km / year**, the total annual snow clearing costs for the proposed upgrades is about **\$455 / year**.

Additionally, staff must consider maintenance costs for new bikeway features like pavement markings, signage, and RRFB signals (if deemed appropriate) at an estimated cost in the range of **\$3,000 per year**. In the final design stages, staff could determine that the use of durable thermoplastic for all required pavement markings is more feasible in an effort to reduce the ongoing maintenance costs.

The 4-year estimated financial implications are summarized as follows:

Fiscal Year	2021/22	2022/23	2023/24	2024/25
Capital – CR200007	\$147,000			
OCC Snow Clearing – R760 *	\$455	\$464	\$473	\$482
OCC RRFBs – R827 *	\$3,000	\$3,060	\$3,121	\$3,184

* Includes 2% annual inflation.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this Report. The risks considered rate Low. The proposed bikeways and associated street infrastructure modifications will follow professional guidelines and be designed to manage risk between road users.

While the proposed intersection treatments would reduce risk by improving the safety and comfort of people walking, rolling, and cycling, there may be some additional risk introduced from encouraging people cycling to use a route that is not yet 'AAA' until bicycle-actuated RRFBs (or similar treatment) can be implemented. Upon implementation, HRM Staff will monitor the route and gather feedback from users to help evaluate how the facility is operating and take measures to manage risk as appropriate.

COMMUNITY ENGAGEMENT

Round One

The first round of stakeholder and community engagement took place virtually in July and August 2020. The primary purpose was to gather feedback on preferred routing for this enhanced walking and cycling connection and compare the Dahlia Street and the Tulip-Oak Street corridor options. Additional feedback on cycling comfort and facility preference, as well as the general opportunities and constraints associated with each option was also collected from participants.

An online survey was hosted from Aug 4th through 17th and two live Q&A sessions were held with the project team. These activities engaged 457 participants. Please refer to Attachment B for more details on Round One engagement feedback in the *What We Heard* report.

From the results of public engagement and internal review, Dahlia Street was selected as the preferred route for designing an enhanced walking and cycling corridor. Please refer to Attachment C for more information on the route evaluation.

Round Two

The second round of public engagement was also hosted virtually in October 2020. The focus of this session was to solicit neighbourhood feedback on a set of conceptual design options for how the AT connection could be achieved along Dahlia Street. This involved presenting 1-3 design options at each major intersection and discussing the trade-offs for AT safety and neighbourhood access. Options for a new multi-use pathway for Sullivan's Pond Park were presented as well as a discussion around preferred intersection signalization for bikes.

An online survey was hosted from October 14th through 27th and three (3) online webinars were held with the project team. These activities engaged around 200 participants. Please refer to Attachment B for more details on Round Two engagement feedback in the *What We Heard* report including descriptions of the proposed design options at each intersection. Below is an overview of this feedback:

Dahlia-Victoria: An option was preferred where people walking, and cycling could cross separately (52%) with the use of a pedestrian and bicycle actuated RRFB (60%) to minimize delay. Some people favoured a raised median or directional closure; however, others thought these trade offs weren't worth it. As such, Option V-1 was selected as the preferred design.

Dahlia-Pine: Engagement discussed flipping the stop signs on Dahlia to instead stop-control Pine Street allowing continuous movement along the bikeway. 46% of participants agreed with this P-2 option, however, further review led the team to recommend no change to the stop signs (P-1).

Dahlia-Maple: One option was presented for this intersection which involved narrowing the street and modifying the existing RRFB to be activated by bicycles (pending legislation that gives cyclists right of way at RRFBs). Significant neighbourhood support was demonstrated for the cyclist use of RRFBs (67%) and the curb extensions (77%). Option M-1 was confirmed as the preferred design.

Dahlia-Crichton: Three options were presented, but public feedback revealed a slight preference for C-2 (39%) which has the added benefit of a sidewalk (road narrowing) on Dahlia Street without any significant access changes to the neighbourhood. A pedestrian and bicycle actuated RRFB (pending legislation that gives cyclists right of way at RRFBs) was favoured by 67%. Some modifications were made to Option C-2 to separate out the pedestrian and bicycle crossing areas in the preferred design treatment.

Sullivan's Pond Park: The new multi-use pathway routing through the park was received favourably by the majority (71%) of participants. Some noted disappointment over loss of passive park space and/or ecological functions.

Traffic Calming: The most popular traffic calming treatments that the participants would like to see incorporated into the design are speed tables (67% in favour) and curb extensions (65% in favour).

Feedback gathered from round two of public engagement was used alongside internal review to select the recommended design treatments for functional design and approval by Regional Council (see 'Discussion' section above).

ENVIRONMENTAL IMPLICATIONS

This project is supportive of the sustainability objectives of the municipality as it aims to make it safer and more comfortable for residents to choose sustainable transportation options for everyday transportation purposes. The construction of the all ages and abilities bikeway network is intended to increase bicycle ridership, reduce GHG emissions, and help HRM meet the mode share targets outlined in the Regional Plan and the Integrated Mobility Plan.

ALTERNATIVES

Harbour East – Marine Drive Community Council may recommend to Regional Council that some or all of the recommendations not be approved or be modified. Alternatives are presented as follows:

1. Harbour East – Marine Drive Community Council may recommend to Regional Council that they should not proceed with the proposed bikeway or some of the proposed design features that achieve safe and comfortable walking and cycling. This alternative is not recommended as the proposed facilities are critical to achieving the objectives of the Integrated Mobility Plan and the Active Transportation Priorities Plan. This alternative may lead to lost opportunity for cost-sharing with the Federal and Provincial governments as part of the \$25 million Regional AAA Bikeway account/agreement where HRM pays \$0.17 on the dollar for each facility.
2. Harbour East – Marine Drive Community Council may recommend to Regional Council that some bikeway design treatments be installed on a temporary basis rather than permanently to allow for monitoring of impact on surrounding streets. The installation of a temporary treatment is enabled in the Local Street Bikeway AO when there is significant uncertainty about the resulting traffic patterns or public support for the feature. This alternative is not recommended as public support for these features has been demonstrated, and the conversion to temporary measures may compromise HRM's ability to achieve this AAA bikeway within the recommended IMP time frame. Additionally, some measures (e.g. sidewalks and speed tables) are difficult to install on a temporary basis and the opportunity would be missed to integrate this permanent installation with other HRM roadwork on Dahlia, Crichton and Oak Streets.
3. Harbour East – Marine Drive Community Council may recommend that Regional Council delay approval of this walking and cycling corridor until the regulations giving bicycles right of way over motor vehicles at RRFBs are released by the Province as part of the revised Traffic Safety Act. This option is not recommended as it would delay the project indefinitely as timelines for these regulations are uncertain, and the IMP recommends timely implementation of these AAA cycling routes. HRM would also risk losing funding partners for this project (Federal and Provincial government) who will cost share as described in Alternative 1.

ATTACHMENTS

Attachment A – AAA Facility Selection Criteria and AO for Implementation of Local Street Bikeways
Attachment B – Dahlia-Oak-Crichton AT Connections What We Heard Report
Attachment C – Route Evaluation Matrix

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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 Phil Nickerson, Design Engineer, TPW, 902.476.0836

Attachment A

All Ages and Abilities (AAA) Facility Selection

The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2014) outlines vehicular volume and speed thresholds as rationale for selecting different types of bikeway facilities based on the context of the street to promote comfortable cycling for people of all ages and abilities. See the table below for a summary of the selection criteria:

Target Vehicular Speed	Target Vehicular Volume	Motor Vehicle Lanes	AAA Facility
<= 20 m/h (32 km/h)	1,000 – 2,000 vpd **	No centreline or single lane one way	Bicycle boulevard (Local street bikeway)
<= 25 m/h (40 km/h)	500 – 1,500 vpd **		
	1,500 – 3,000 vpd	Single lane each direction or single lane one way	Conventional or buffered bicycle lane
	3,000 – 6,000 vpd		Buffered or protected bicycle lane
	Over 6,000 vpd		Protected bicycle lane
	Any	Multiple lanes per direction	Protected bicycle lane
Over 25 m/h (40 km/h)	Any	Any	Protected bicycle lane

** Under 50 vehicles per hour in peak direction at peak hour

Local Street Bikeway Considerations

Local Street Bikeways (LSBs) are designated streets with low motorized traffic volumes and speeds that have been modified to optimize bicycle travel. The aim is to create a street environment where bicyclists of all ages and abilities can comfortably share the road with motor vehicles in a shared lane, without the need for painted lanes or separation. These facilities are in use in other North American jurisdictions and are credited with helping to build out the bike route network and attracting more residents to bicycling.

Some major LSB features include:

- Pavement markings and wayfinding signage;
- Treatments to reduce motor vehicle speed;
- Treatments to reduce the number of vehicles using the street (particularly non-local shortcutting);
- Treatments to facilitate the crossing of major intersections for people bicycling; and,
- Additional bicycle amenities, streetscaping features and pedestrian enhancements where possible.

Further Professional Guidance on Local Street Bikeways

The *BC Active Transportation Design Guide* (2019) further investigates comfortable lane sharing thresholds as they relate to streets with vehicles under 2,500 vehicles per day (local street bikeway candidates):

Existing Motor Vehicle Volumes (VPD)	Existing Posted Motor Vehicle Speeds	Level of Treatments		
		Level 1: Required Treatments (Intersection Treatments, Signage, and Pavement Markings)	Level 2: Traffic Calming (Speed Management)	Level 3: Traffic Diversion (Volume Management)
<1,000	30 km/h or less	✓		
<1,000	30 to 50 km/h	✓	✓	
1,000 – 2,500	30 km/h or less	✓		✓
1,000 – 2,500	30 to 50 km/h	✓	✓	✓
>2,500	> 50 km/h	Consider alternate facility type		

The 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.

Local Street Bikeway Administrative Order in Halifax

Administrative Order 2016-002OP regarding the *Implementation of Local Street Bikeways* (2016) in the Halifax Regional Municipality 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:

Administrative Order Requirement	Traffic Volume (vpd)
Shall not require consideration of traffic diversion	Under 1,000 vehicles per day
May require consideration of traffic diversion	1,000 to 2,999 vehicles per day
Shall require consideration of traffic diversion	3,000 vehicles per day and over

Administrative Order Requirement	Vehicular Speed (85 th Percentile)
Shall not require consideration of traffic calming	Under 30 km/h
May require consideration of traffic calming	30 km/h to 44 km/h
Shall require consideration of traffic calming	45 km/h and over

Traffic Diversion vs. Traffic Calming

Traffic diversion measures seek to reduce the number of vehicles travelling along the corridor. This means that people cycling will encounter less vehicles (total number). Some recent examples of traffic diversion measures along local street bikeways in Halifax include:

1. Signed turn restrictions at Vernon-Jubilee intersection to prevent through movement by motor vehicles (except bicycles); and,
2. Temporary raised intersection median (aka refuge island) at Young-Kaye-Isleville intersection to prevent through movement and left turns by motor vehicles (except bicycles).

Some other examples of traffic diversion could include: diagonal diverters and/or directional closures.

Traffic calming measures seek to reduce the speed of motor vehicles travelling along the corridor. This means that people cycling will be passed at slower speeds, or better, the slower speeds will encourage single file lane sharing with vehicles and bicycles proceeding at the same speed. Some recent examples of traffic calming measures along local street bikeways in Halifax include:

1. Curb extensions to narrow road width along the Vernon-Seymour corridor;
2. Vertical deflections (speed humps) along the Allan-Oak corridor.

Some other examples of traffic calming could include: on-street parking, chicanes, mini-roundabouts and/or pinch points.

ATTACHMENT B

Dahlia-Oak-Crichton AT Connections

Public Engagement: What We Heard Report

November 16, 2020

Report Prepared by: WSP Canada Inc.

Table of Contents

- Dahlia-Oak-Crichton AT Connections 1
 - Public Engagement: What We Heard Report 1
- Introduction 1
 - The Big Picture 1
 - Project Overview 1
 - Project Details 1
- Public Engagement Overview 2
 - Social Media Campaign Summary (Round 1): 3
 - Social Media Campaign Summary (Round 2): 3
- Round One: Stakeholder & Community Engagement 4
 - External Stakeholder Engagement (Round 1)..... 5
 - Community Meetings (Round 1)..... 7
 - Round One Public Engagement Survey..... 8
- Round 2: Stakeholder & Community Engagement 12
 - Community Webinars (Round 2) 13
 - Round Two Public Engagement Survey..... 15
- Conclusion 29

Appendices

- Appendix A – Round 1 Survey Results
- Appendix B – Round 2 Survey Results
- Appendix C – Meeting Minutes from Community Webinars

Introduction

The Big Picture

HRM is working to create more opportunities for mobility options that encourage physical activity and healthy lifestyles for people of all ages and with a variety of physical abilities (All Ages and Abilities – ‘AAA’). Installing active transportation infrastructure (e.g. sidewalks, bikeways, multi-use pathway, crosswalks, etc.) has the potential to significantly increase non-auto modes of transportation (i.e. reduce trips made by vehicle). HRM’s Active Transportation Priorities Plan (ATPP) aims to double all trips made on foot and by bicycle by 2026 and identifies intent to install 15 km of ‘Local Street Bikeways’. The Integrated Mobility Plan, as approved by Regional Council, has set goals to establish an ‘All Ages and Abilities’ (AAA) minimum grid of interconnected bike facilities in the Regional centre. In order to achieve the goals, as set out in the ATPP and the IMP, HRM is aiming to provide a connected network that provides direct and convenient access to important destinations, thereby encouraging more residents to choose active transportation for their daily trips.

Project Overview

The minimum grid in the IMP includes implementing a local street bikeway to connect the Dartmouth Common to the Shubenacadie Canal Greenway system. The most direct routes available to provide this connection are through the historic ‘Flower Street’ neighbourhood of Dartmouth, where streets such as Dahlia Street, Tulip Street, and Maple Street serve residents from near and far. This neighbourhood is directly in between the Dartmouth Common and Sullivan’s Pond Park, both of which contain multi-use pathways that are integral to HRM’s active transportation network. **The purpose of this project is to formalize the connection between the Dartmouth Common multi-use pathways and the Sullivan’s Pond Park multi-use pathways**, with the aim of creating more comfortable connectivity for active transportation users in the area.

Project Details

WSP (engineering consultants) are currently working with HRM to develop a plan to close the gaps in the sidewalk network, improve walkability and provide bicycle infrastructure that connects Halifax’s communities and key destinations. The project involves the following elements:

- 1. Installing a cycling route on either Dahlia Street or Tulip Street.**
 - Purpose: Improve access to destinations such as the Macdonald Bridge Bikeway, Bridge Terminal (Transit), Zatzman Sportsplex and Dartmouth High School.
- 2. Evaluating the feasibility of installing a sidewalk on Oak Street and/or Crichton Avenue.**
 - Purpose: Close the gaps in the sidewalk network where there is anticipated high demand for pedestrian facilities.
- 3. Realigning the intersection of Crichton Avenue with both Oak and Dahlia Streets.**
 - Purpose: Establish a safe crossing into Sullivan’s Pond and connect to the existing greenway.
- 4. Evaluating the need for a formal crossing on Victoria Road.**
 - Purpose: Provide a formal and safe crosswalk into the Dartmouth Common from either Tulip Street or Dahlia Street (based on preferred cycling route to be determined).
- 5. Connecting proposed facility to the existing Shubenacadie Canal Greenway.**
 - Purpose: Close the gap in active transportation infrastructure to complete a connected/cohesive network.

Public Engagement Overview

Two separate rounds of public engagement were completed for the Dahlia-Oak-Crichton AT Connections project. Details of each round are provided in the sections below, and a detailed outline of responses to the two online surveys is provided in Appendix A & B.

As an avenue to aid public engagement for this project, print and social media tools were used to inform the public about the survey and the public open house meetings. These advertisements included:

- Reached out to Communications Team to provide social media campaign summary for both Round 1 and Round 2 of engagement.
- Mailed out letters to all of the local residents to inform them of the project and direct them to the project webpage/survey.
- 2 project information boards were situated along the route(s) during each round of public engagement to inform the public of the project and direct them to the webpage/survey.
- Online information boards were available for each round of engagement.

Overall, input was submitted by approximately 641 participants which included seventeen emails and phone calls (8 in round 1, 9 in round 2) and representatives of organizations, including:

- 442 people who responded to the first-round online survey on Shape Your City
- 180 people who responded to the second-round online survey on Shape Your City
- 15 recorded sign-ins at the Round 1 Online Live Q&A Session (2 sessions)
- 19 recorded sign-ins at the Round 2 Online Live Webinars (3 sessions)
- 8 emails and phone calls in Round 1
- 9 emails and phone calls in Round 2
- 7 community stakeholders and/or organizational representatives:
 - Halifax Cycling Coalition
 - Bicycle Nova Scotia
 - Downtown Dartmouth Business Commission
 - NS Department of Energy and Mines: Sustainable Transportation Group
 - Banook Canoe Club
 - Walk n' Roll
 - Killiam Properties
 - Canada Post
- 15-person HRM Internal Technical Committee #1
- 16-person HRM Internal Technical Committee #2
- HRM staff Ride the Route with leadership team from Halifax Cycling Coalition

Social Media Campaign Summary (Round 1):

- Paid Facebook ad to promote the webinar sessions August 5 – 17 (Reach 132,765, Link clicks 5174, Comments 111, Shares 114)
- Paid Facebook post to promote online engagement August 2 – 12 (Reach 34,704, Link clicks 52, Comments 61, Shares 83)
- Instagram post to promote online engagement on August 6 (generated 25 likes)
- A series of tweets throughout the period from August 2 – 17 with reminders about the webinars and online engagement opportunities to provide feedback.

Social Media Campaign Summary (Round 2):

- Paid Facebook ad to promote the webinar sessions October 15 – 27 (Reach 27,184, Link clicks 887, Comments 60, Shares 12)
- Paid Facebook ad to promote online engagement October 19 – 24 (Reach 30,511, Link clicks 452, Comments 6, Shares 1)
- Paid Facebook post boost to promote online engagement October 19 – 27 (Reach 8891, Link clicks 18, Comments 2, Shares 10, post reactions 110)
- Organic Facebook post October 22 (Reach 3041, likes comments and shares 22)
- Organic Facebook post October 23 (Reach 1260, likes comments and shares 23)
- Instagram post to promote online engagement on October 14 (generated 28 likes)
- Instagram post to promote online engagement on October 19 (generated 23 likes)
- Instagram post to promote online engagement on October 22 (generated 21 likes)
- Instagram post to promote online engagement on October 23 (generated 17 likes)
- A series of tweets throughout the period from October 2 – 27 with reminders about the webinars and online engagement opportunities to provide feedback.

Round One: Stakeholder & Community Engagement

The first round of stakeholder and community engagement for this project was completed during July and August 2020. These activities were organized and executed in order to follow Provincial Public Health guidelines in light of the COVID-19 Pandemic. As such, the in-person engagement activities that would ordinarily be carried out for HRM's active transportation projects were transitioned to workable online versions instead.

The purpose of the first round of engagement was to solicit stakeholder and public feedback on the two route options for the Dahlia-Oak-Crichton Local Street Bikeway and understand the needs of each group. Additional feedback on cycling comfort and preference, and general opportunities and constraints for each option was also collected from participants.

The two route options provided to participants were Dahlia Street and Tulip Street. The below map shows the study area and options identified for different routes.

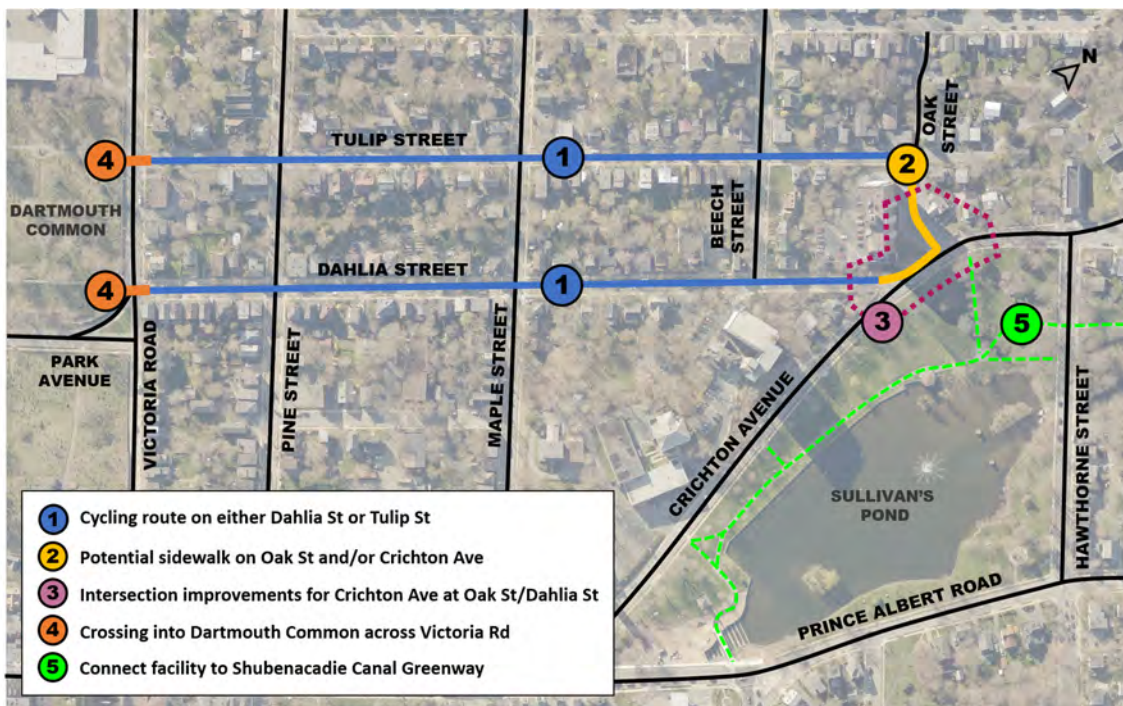


Figure 1: Round One Engagement Options

The following sections summarize the dates, locations, attendees, and information collected from each of the stakeholder and community engagement activities.

External Stakeholder Engagement (Round 1)

Three (3) workshops/meetings were held with external stakeholders to discuss opportunities, constraints, and general design options to provide a complete/cohesive AT network. A summary of the workshops/meetings are provided below.

External Stakeholder Group Workshop:

- Format: Meeting held via Microsoft Teams Conference Call
- Date: July 23rd, 2020 (2:00 p.m. – 3:30 p.m.)
- Attendees:
 - WSP
 - HRM Staff
 - Halifax Cycling Coalition
 - Bicycle Nova Scotia
 - Downtown Dartmouth Business Commission
 - NS Department of Energy and Mines: Sustainable Transportation Group
 - Banook Canoe Club
- General discussion topics:
 - Lack of sidewalk on Oak Street is problematic.
 - Protected crossing preferred at Victoria Road and/or diverting traffic from Victoria Road.
 - Steep grades present on crossroads create challenges.
 - Inconsistent grade on Tulip Street and more consistent grade on Dahlia Street.
 - A crossride into Dartmouth Common is preferred if possible.
 - Separated modes are preferred when possible.

External Stakeholder Meeting #1 – Walk ‘n Roll Community Advocacy Group:

- Format: Meeting held via Microsoft Teams Conference Call
- Date: July 27th, 2020 (10:30 a.m. – 11:15 a.m.)
- Attendees:
 - WSP
 - HRM Staff
 - Walk ‘n Roll Community Advocacy Group
- General discussion topics:
 - High vehicle speeds turning onto Dahlia Street from Crichton Avenue.
 - High density of marked crosswalks in the east end of the Study Area.
 - Lack of sidewalk connection on the west side of Oak Street is problematic.
 - Tulip Street appears to line up better for pedestrian flow to/from Sullivan’s Pond Park.
 - Infrastructure needed to protect AT users and/or divert traffic from Victoria Road.
 - Demonstrate caution if reversing STOP signs due to steep grades and concerns about failure to yield.

External Stakeholder Meeting #2 – Canada Post

- Format: Meeting held via Microsoft Teams Conference Call
- Date: July 28th, 2020 (1:30 p.m. – 2:00 p.m.)
- Attendees:
 - WSP
 - HRM Staff
 - Canada Post
- General discussion topics:
 - No door-to-door delivery in the Study Area (Community Mailboxes only, refer to Figure 6 for locations).
 - Community Mailbox locations often experience issues with parked cars blocking access to boxes.
 - Consider a parking space with time restrictions or a pull-off area at the Community Mailboxes.
 - Parking constraints is the number one concern for Canada Post.

External Stakeholder Meeting #3 – Killam Properties

- Format: Meeting held via Microsoft Teams Conference Call
- Date: September 1, 2020 (1:00 p.m. – 2:00 p.m.)
- Attendees:
 - WSP
 - HRM Staff
 - Killam Properties
- General Discussion Topics:
 - Provided an overview of the project with further detail for Oak Street and Crichton Avenue.
 - Discussion about the existing on-street parking along the frontage of property and the potential removal to accommodate a pedestrian facility which they were in favor.
 - Inquired about the relocation of the one-way driveway exit and if Killam has future improvements planned for the front of the site. Killam was interested in the relocation of the driveway and improving the front of their property to accommodate accessible parking and/or maintenance short term parking options.
 - Discussion regarding the mature tree located on the corner of Oak Street and Crichton Avenue near/on their property. They mentioned that they are concerned with the tree falling onto their property and incurring damage and are ok to see the tree removed.

External Stakeholder Meeting #4 – Killam Properties

- Format: Meeting held via Microsoft Teams Conference Call
- Date: October 5, 2020 (11:00 a.m. – 12:00 p.m.)
- Attendees:
 - WSP
 - HRM Staff
 - Killam Properties
- General Discussion Topics:
 - Provided the three concept options to Killam Properties for review and comment.
 - In general, they liked the placement of the driveway connection to Oak Street and the proposed sidewalk along Oak Street on the east side.
 - They expressed they did not like Option C-3 as it will be an inconvenience for the underground parking users to not have access from Crichton Avenue.
 - They were in favor of Option C-1 or C-2.

Community Meetings (Round 1)

During August 2020, two online Q&A sessions were held with the public. These live sessions allowed members of the public to login to the online forum and begin by listening to a 15-20 minute background presentation on the project. Participants were then presented with the two route options and the challenges associated with each route. The remaining 15-30 minutes was available for participants to ask questions and provide feedback. The purpose of these meetings was to provide an opportunity for individuals to ask questions about the project and contribute feedback on the route selection process.

Pop-up Engagement Online Live Session #1

- Meeting held via GoToWebinar Call
- August 10th, 2020 (6:30 p.m. – 7:15 p.m.)
- Attendees:
 - WSP
 - HRM Staff
 - 7 members of the public
- General discussion topics:
 - Formal crossing across Victoria Road desired at both Dahlia and Tulip Streets.
 - Crossroads have high speeding vehicles due to steep grades.
 - A future connection on Ochterloney Street to Alderney Drive is desired.
 - Dahlia was favoured over Tulip as it is a more direct route with a more consistent grade.
 - The existing sidewalk ramp at Dahlia/Crichton intersection is cumbersome for pedestrian who are travelling to Sullivan’s Pond Park. No pedestrian crossing or sidewalk to access the crosswalks located at Oak Street.
 - It was expressed that the “Local Only” signs are desired to be a permanent installation along Dahlia Street.

Pop-up Engagement Online Live Session #2

- Meeting held via GoToWebinar Call
- August 11th, 2020 (12:30 PM – 1:15 PM)
- Attendees:
 - WSP
 - HRM Staff
 - 8 members of the public
- General discussion topics:
 - Concerns about high speeds on Pine Street at Dahlia Street.
 - Positive feedback regarding project and looking forward to the neighbourhood promoting healthy transportation.
 - Addition of STOP signs on major cross-streets, as crosswalks are often ignored, and cross-rides do not exist in NS yet.
 - It was expressed that there is a desire to make a connection to Slayter Street to this project to enhance the AT network.
 - Whichever corridor is selected, it was desired to have an intersection treatment that is “hands-off” for cyclists, such as using radar detection or detection loops in asphalt for cyclists.
 - It was mentioned that there are sidewalks missing within the neighbourhood and that these are desired gaps to be filled in.
 - Discussion was had regarding the options of a local street bikeway and a separated facility for cyclists only.
 - Ideas of creating one-way streets within the neighbourhood was discussed to change the travel pattern or reduce speeds “going downhill” too fast.

Round One Public Engagement Survey

An online survey was posted on the Shape Your City platform from **August 4th to 17th, 2020** which included multiple choice questions and a comment section. During this period, **442 individuals responded to the survey**. The primary outcome of this survey was to identify the preferred route for the Local Street Bikeway; however, other questions were asked to help establish a baseline and understand how individuals prefer to use Dahlia, Tulip, and Oak Streets. A summary of the information collected can be found below, while the detailed results of the survey for round one can be found in Appendix A.

To understand how participants, travel around the study area and whether the connectivity improvements would shift their transportation choices, the following feedback was received:

- 77% of respondents indicated that they current drive around the study area, while 70% indicated that they currently walk or roll and 48% indicated that they currently bike.
- 66% of respondents somewhat agreed or definitely agreed that following the improvements, they would be more likely to walk or roll
- 63% of respondents somewhat agreed or definitely agreed that following the improvements, they would be more likely to bike

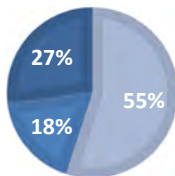
Given that HRM has set goals to increase the use of active transportation, these answers provide a positive indication that the proposed connectivity improvements would help to shift the choices individuals make when choosing their mode of travel.

To help establish what the most preferred route would be (between Tulip Street and Dahlia Street), participants were asked a series of questions about their comfort levels when using different modes of active transportation:

When asked which corridor feels more comfortable walking/rolling, respondents indicated:

WALKING/ROLLING PREFERENCE

■ Dahlia St ■ Tulip/Oak St ■ No Preference



- 55% prefer Dahlia Street
- 18% prefer Tulip Street/Oak Street
- 27% were unsure/no preference

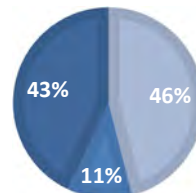
Of those who preferred Dahlia Street as a walking/rolling corridor, the following are the most popular reasons why:

- More direct route
- Easier hills to traverse
- Better crossing opportunities

When asked which corridor feels more comfortable for cycling, respondents indicated:

CYCLING PREFERENCE

■ Dahlia St ■ Tulip/Oak St ■ No Preference



- 46% prefer Dahlia Street
- 11% prefer Tulip Street
- 43% were unsure/no preference

When asked to prioritise factors considered when planning their cycling routes, respondents indicated the following were most important in this order:

1. Avoiding steep hills
2. Moving along streets with lower traffic volumes
3. Feeling safer crossing at major intersections
4. Choosing a route with the shortest distance

Improving access to and from the Dartmouth Common, which has a network of multi-use paths that connect residents from the bridge and ferry terminals to other parts of Dartmouth, is an important objective of this project. The following questions help to understand how participants currently access the Dartmouth Common from Victoria Street, in order to better understand where connectivity improvements may be required.

Of the respondents who use Dahlia Street or Tulip Street to typically access the Dartmouth Common at Victoria Road:

- 71% primarily use Dahlia Street
- 29% primarily use Tulip Street

When asked if the position of the entrance gate (open vs. closed) impacts the choice to use Dahlia Street or Tulip Street to access the Dartmouth Common from Victoria Road, respondents indicated:

- 29% indicated yes
- 22% indicated sometimes
- 49% indicated not really

The other critical part of this project is providing improved connectivity between the Dartmouth Common through Sullivan's Pond Park to the Shubenacadie Canal Greenway. The Shubenacadie Canal Greenway begins alongside Lake Banook on the multi-use pathway and continues through Dartmouth towards Fall River.

The following questions help to establish existing levels of comfort and improvements that may be required to the Crichton Avenue and Sullivan's Pond area.

When asked how comfortable it is sharing the pathways in Sullivan's Pond Park with people walking/rolling/cycling:

- 69% indicated that they are very comfortable or comfortable
- 19% indicated that they are neutral
- 12% indicated that they are very uncomfortable or uncomfortable

When asked how improvements can be made between Crichton Avenue and Sullivan's Pond Park:

- 34% indicated that the existing pathway should be widened
- 31% indicated the need for a separate pathway for bicycles
- 25% indicated that no changes should be made

Finally, when asked to consider small but important trade-offs between driving and active transportation, the majority of respondents (85%) indicated that they are supportive of constructing a new AT facility on Oak Street even if it means a potential loss of on-street parking.

Round 2: Stakeholder & Community Engagement

The second round of stakeholder and community engagement for this project was completed in October 2020. These activities were organized and executed in order to follow Provincial Public Health guidelines in light of the COVID-19 Pandemic. As such, the in-person engagement activities that would ordinarily be carried out for HRM's active transportation projects were transitioned to workable online versions instead.

The results of the first round of engagement, including the public and stakeholder feedback, were examined and the two optional routes (Dahlia Street and Tulip Street) were compared and evaluated. Following an internal meeting with the project Technical Committee, it was decided that Dahlia Street was the preferred route. Conceptual design options and survey questions were developed for Dahlia Street and Round 2 of public engagement began.

The purpose of the second round of engagement was to solicit stakeholder and public feedback on the design of the local street bikeway on Dahlia Street from Victoria Road (the Dartmouth Common) to Hawthorne Street via Sullivan's Pond Park. The intention of this route is to connect to the Shubenacadie Canal Greenway which starts at the multi-use pathway beside Lake Banook, and beyond. Using Dahlia Street for this connection was determined to be the preferred route during the first round of engagement. Additional feedback on intersection treatments, traffic calming, and trade-offs pertaining to the different design options was also collected from participants.

The online survey was structured in sections which asked participants questions about local street bikeway/street design along Dahlia Street to Hawthorne Street, via Sullivan's Pond Park. Design options were prepared for each intersection along the route, including Dahlia and Pine Street, Dahlia and Maple Street, and Dahlia and Crichton Avenue.

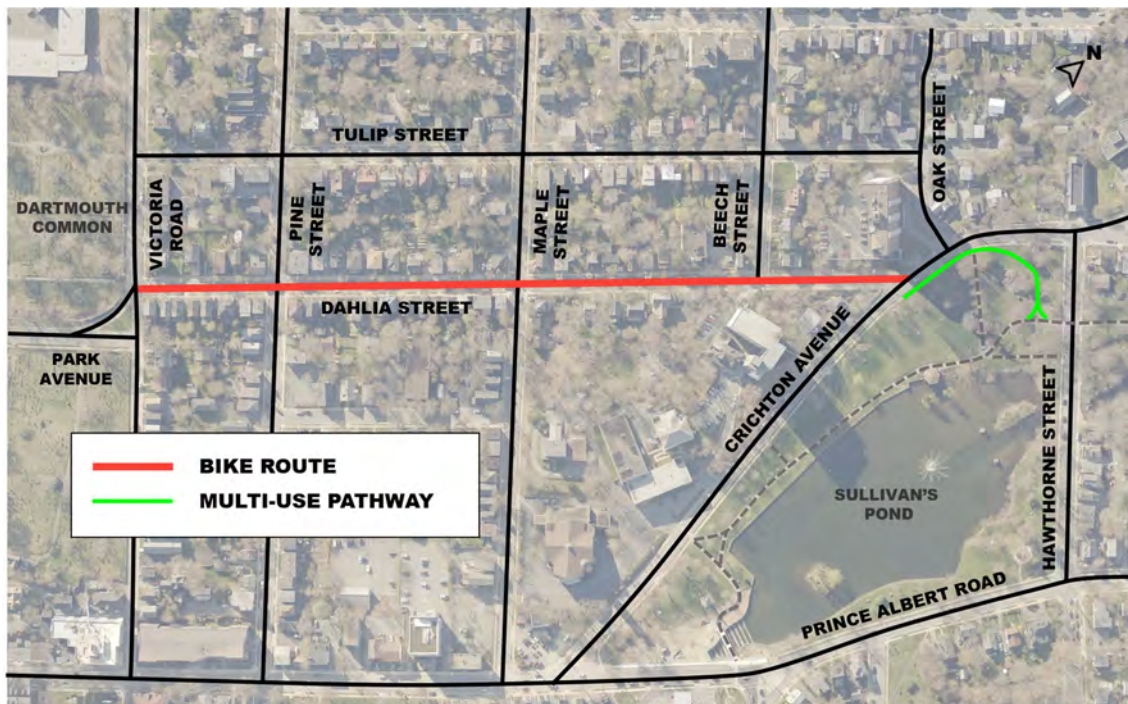


Figure 2: Preferred Route Map

The following sections summarize the dates, locations, attendees, and information collected from each of the stakeholder and community engagement activities.

Community Webinars (Round 2)

During October 2020, three online ‘live sessions’ were held with the public. These live sessions allowed members of the public to login to the online forum and begin by listening to a 15-20 minute background presentation on the project. Participants were then presented with the preferred route and the design options for the route and each intersection. The remaining 15-30 minutes was available for participants to ask questions and provide feedback. The purpose of these meetings was to provide an opportunity for individuals to ask questions about the project and contribute feedback on the design process. A summary of the webinars can be found below, while detailed meeting minutes can be found in Appendix C.

Pop-up Engagement Online Live Session #1

Meeting held via GoToWebinar Call

- October 20th, 2020 (6:30 p.m. – 8:00 p.m.)
- Attendees:
 - WSP
 - HRM Staff
 - 8 members of the public
- General discussion topics:
 - Selected Corridor, Dahlia was selected as the preferred route
 - Design options for the Dahlia Crossing at Victoria Road Intersection
 - Positive feedback about advanced notice to traffic
 - Request for Half-signals and RRFBs to be accessible
 - Design option for the Dahlia and Maple intersection
 - Bike radars were favorable
 - Concerns that half-signals take too long
 - Concerns about traffic on Maple, traffic calming was requested
 - Design options for the Dahlia and Crichton intersection
 - Some favoured a perpendicular approach to the intersection for the multi-use path
 - Challenges that occur at Sullivan’s Pond Park
 - All attendees favored that idea of enhancing the trail and to potentially create a bikeway gateway
 - Ample signage in the area was favored

Pop-up Engagement Online Live Session #2

- Meeting held via GoToWebinar Call
- October 21st, 2020 (12:00 PM – 1:30 PM)
- Attendees:
 - WSP
 - HRM Staff
 - 7 members of the public
- General discussion topics:
 - Selected Corridor, Dahlia was selected as the preferred route
 - Design options for the Dahlia Crossing at Victoria Road Intersection
 - It was expressed that a pedestrian crossing from Victoria to Park Ave was needed.
 - Concerns about the loss of parking on Dahlia between Pine and Victoria for Option V-3

- Design options for the Dahlia at Pine intersection
 - Concerns that the stop sign could only work with increased traffic calming measures further up the hill
 - Concerns about vehicles stopping if the road was icy.
- Design option for the Dahlia and Maple intersection
 - It was noted that some cyclists from away park on Dahlia and cycle out from there.
- Design options for the Dahlia and Crichton intersection
 - For option C-3, some were concerned that this would push traffic from Crichton onto Oak
 - It was expressed that there is a desire to replace sidewalks in poor condition on both sides of the street
 - For Option C-3, concerns regarding the underground parking for One Oak Apartments
- Challenges that occur at Sullivan’s Pond Park
 - Concerns that suggestions appear to continue the congestion along the existing pathway

Pop-up Engagement Online Live Session #3

- Meeting held via GoToWebinar Call
- October 24th, 2020 (10:00 AM – 11:30 AM)
- Attendees:
 - WSP
 - HRM Staff
 - 4 members of the public
- General discussion topics:
 - Selected Corridor, Dahlia was selected as the preferred route
 - Design options for the Dahlia Crossing at Victoria Road Intersection
 - Concerns regarding the amount of accidents in the area
 - Concerns regarding the gate to the Dartmouth Common near Victoria. It was mentioned that if the gate is left opened, children and dogs could run out onto the street from a formerly enclosed area
 - It was expressed that the city doesn’t provide accessible access through the gates into the Dartmouth Common. When the gates are closed, they're very difficult to operate for wheelchairs / mobility scooter users
 - Concerns around the wait time for pedestrians and cyclists when using half-signals
 - Design options for the Dahlia at Pine intersection
 - Concerns that the plan is designed to give priority to cyclists over vehicles
 - Design option for the Dahlia and Maple intersection
 - If a half-signal is installed at Maple or Victoria, concerns regarding wait times for pedestrians and cyclists.
 - It was expressed that there is a desire to post a map at the gates of the Common to ensure that cyclists do not use other pathways
 - Discussion was had regarding Dartmouth Commons Park regulations
 - Design options for the Dahlia and Crichton intersection
 - Concerns regarding the loss of parking.
 - Concerns regarding the underground parking for One Oak Apartments.

- If option 3 was selected, concerns regarding the raised bicycle-only section and how it would be delineated as not for pedestrians. With no sidewalks on the north side of Dahlia, it was suggested that it may cause confusions for a pedestrian.
 - Challenges that occur at Sullivan’s Pond Park
 - Most attendees favored that idea of enhancing the existing trail and to potentially create a new bikeway gateway.

Round Two Public Engagement Survey

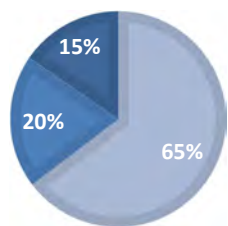
The second-round online survey was posted on the Shape Your City platform from **October 14th – 27th, 2020**. This survey included 24 multiple choice questions and a comment section. During this period, there were **180 individuals who responded to the survey**. The primary outcome of this survey was to identify the preferred design and intersection treatments for Dahlia Street (including Oak Street and Crichton Avenue). Additional questions were asked to help re-establish a baseline and gain a better understanding of current and future users of the Local Street Bikeway. A summary of the information collected can be found below, while the detailed results of the survey for round one can be found in Appendix B.

In considering the introduction of a Local Street Bikeway, where people on bikes do not have physical separation from people driving cars, it is important to understand whether users and potential users would feel comfortable using this type of facility on this street. Traffic calming treatments, which are changes to road design intended to slow the speed of traffic, are an integral part of a Local Street Bikeway.

Participants were given a summary of proposed interventions, like traffic calming, and a ‘shared lane’, Local Street Bikeway scenario was described. When asked if they would feel comfortable cycling along Dahlia Street if the Local Street Bikeway design was implemented, respondents indicated:

CYCLING ALONG DAHLIA

■ Agree ■ Neutral/Unsure ■ Disagree



- 64.8% Agree
- 19.9% Neutral/Unsure
- 15.3% Disagree

When asked which traffic calming treatments they were supportive of (and given the ability to select all that applied), respondents indicated:

- 65.7% Curb extensions aka bump-outs
- 66.8% Speed tables (elongated speed humps -- better for bikes and fire trucks)
- 37.6% Chicanes or other horizontal pinch points
- 17.9% Other (please specify)

The questions in this survey, similarly to the first-round survey, move geographically from Victoria Road to Sullivan's Pond Park / Hawthorne Street. Participants were presented with three optional designs for the intersection of Dahlia Street and Victoria Road. These options are:

1. **V-1:** Crosswalk with curb extension and dedicated crossing area for cyclist with either a half-signal or RRFB.
2. **V-2:** Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB
3. **V-3:** Crossside with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.

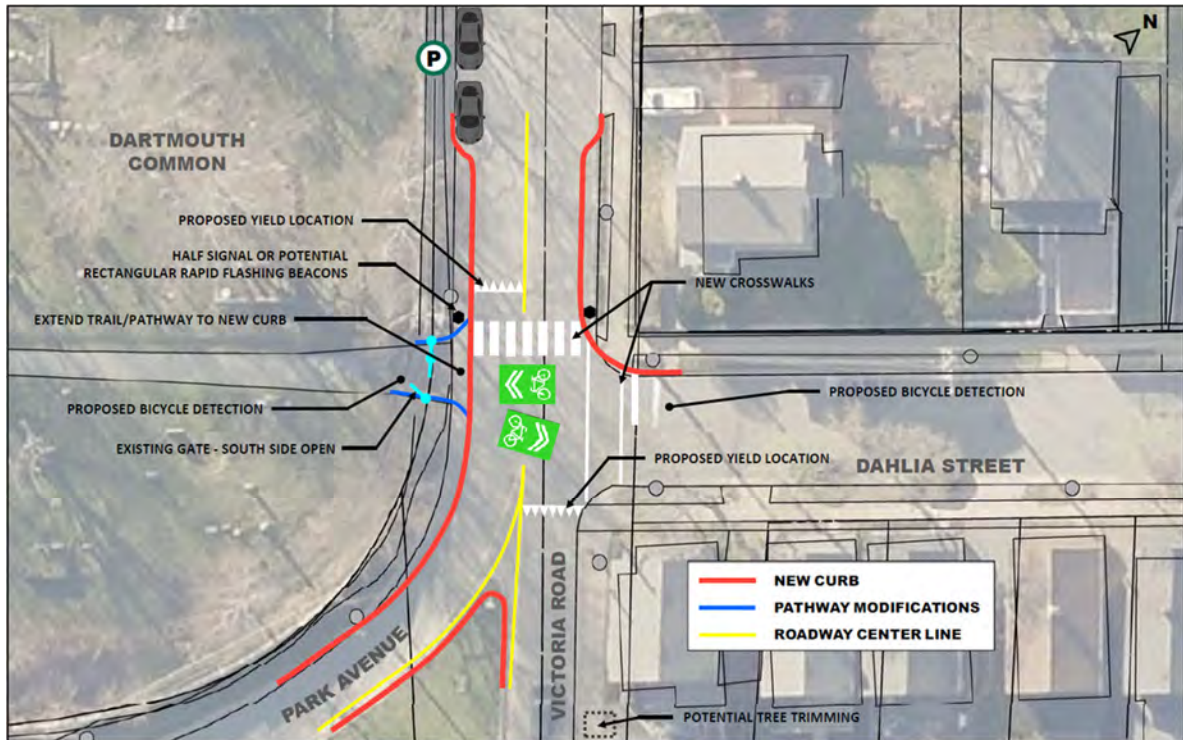


Figure 3: Option V-1

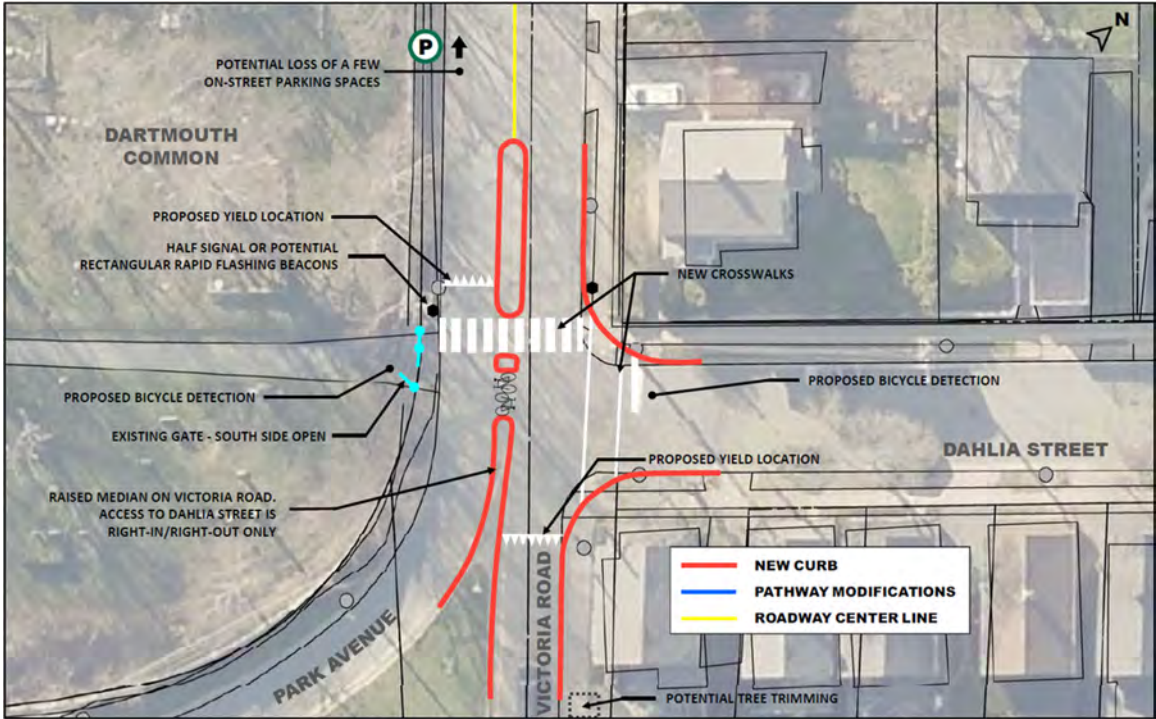


Figure 5: Option V-2

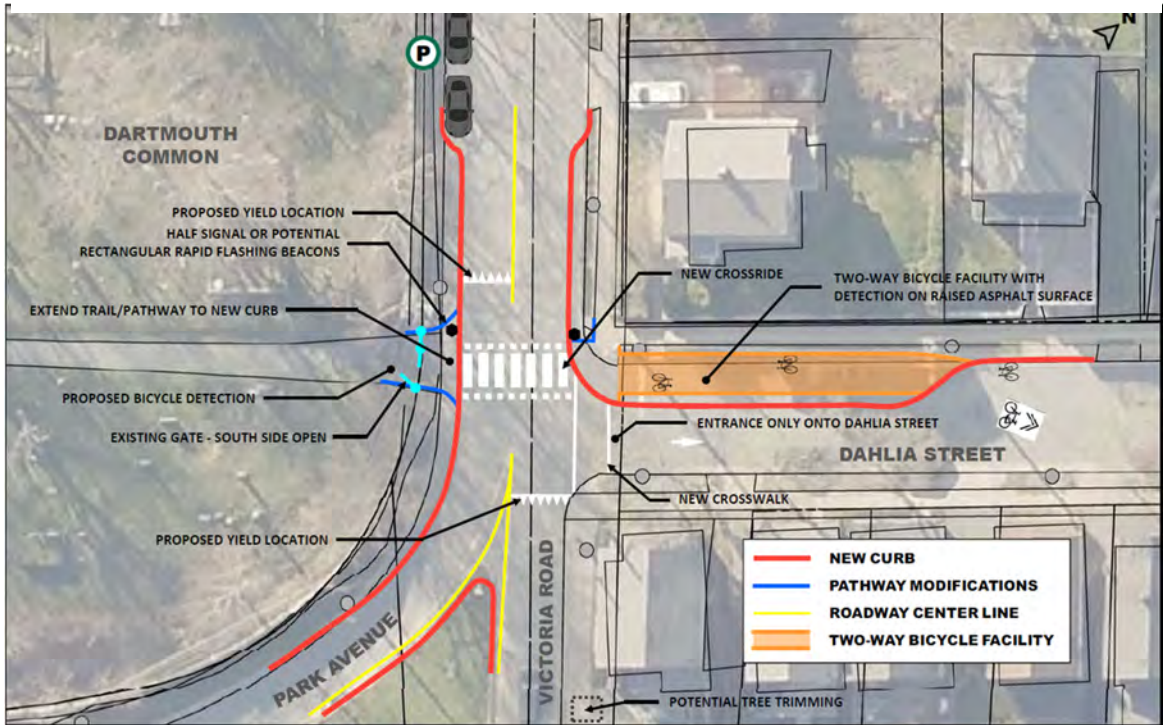


Figure 4: Option V-3

The following questions refer to proposed design treatments in the three options.

When asked for preferred way to cross Victoria Road when transitioning to/from a shared multi-use pathway facility on the Dartmouth Common, respondents indicated:

- 51.4% People walking and rolling are separated from people cycling when crossing the street (e.g. Options V-1 and V-2)
- 30.5% People walking, rolling, and cycling proceed together in a shared crosswalk (aka crossride) that is wider than usual to accommodate the extra users (e.g. Option V-3)
- 18.1% No preference

The Province is currently working on modifying existing regulations for the purpose of allowing someone on a bicycle to use button-activated flashing crosswalk lights (Rectangular Rapid Flashing Beacons or RRFBs) to stop traffic and ride across on their bicycle. The alternative is installing a traffic half-signal to provide a gap in traffic for cyclists to cross the intersection while vehicles wait at a red signal. Each has its own pros and cons based on yielding behaviour or the introduction of possible delay.

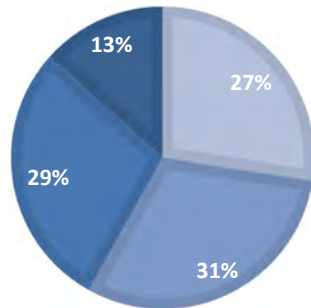
With this knowledge, survey respondents were asked which type of treatment they would prefer to assist people walking/rolling and cycling to cross Victoria Road at Dahlia Street. The answers included:

- 15.6% No signal. I'd be comfortable crossing with curb extensions, pavement markings and warning signs to indicate the crossing for people walking and cycling.
- 59.2% Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- 19% Traffic signals to stop vehicles on Victoria with a red traffic light (similar to what was installed on Nantucket Ave near the Bridge terminal)
- 6.1% Other

When asked which options they preferred for the Dahlia/Victoria intersection, survey results indicated that:

PREFERRED OPTION FOR DAHLIA AND VICTORIA INTERSECTION

■ Option V-1 ■ Option V-2 ■ Option V-3 ■ None of the Above



- 31% prefer Option V-1
- 29% prefer Option V-2
- 27% prefer Option V-3

The remaining 13% of respondents to this question answered ‘Other’. Of those respondents, detailed responses broadly included feedback such as:

- Concern about creating a one-way on Dahlia Street in Option V-3 without enough input from adjacent property owners.
- Concern about the proximity of parked cars on Victoria, which may still impede sight lines.
- Concern about these options not improving safety without more emphasis on lighting at the crossing.
- Opinion that the current traffic does not warrant the design interventions and that cycling infrastructure reduced safety for those driving.

Moving along Dahlia Street and now approaching Pine Street, the next question asked participants to identify whether they felt the stop signs should be ‘flipped’ to give people on Dahlia the right-of-way to continue moving through and require people using Pine Street to stop instead.

Moving along Dahlia to Pine Street, participants were presented with two optional designs for the intersection of Dahlia Street and Pine Street. These options are:

1. **P-1:** Curb bump-outs at Northeast, Southeast, and Southwest corners and stop signs remain on Dahlia Street.
2. **P-2:** Curb bump-outs at Northeast, Southeast, and Southwest corners and stop signs flipped to stop traffic traveling on Pine Street.

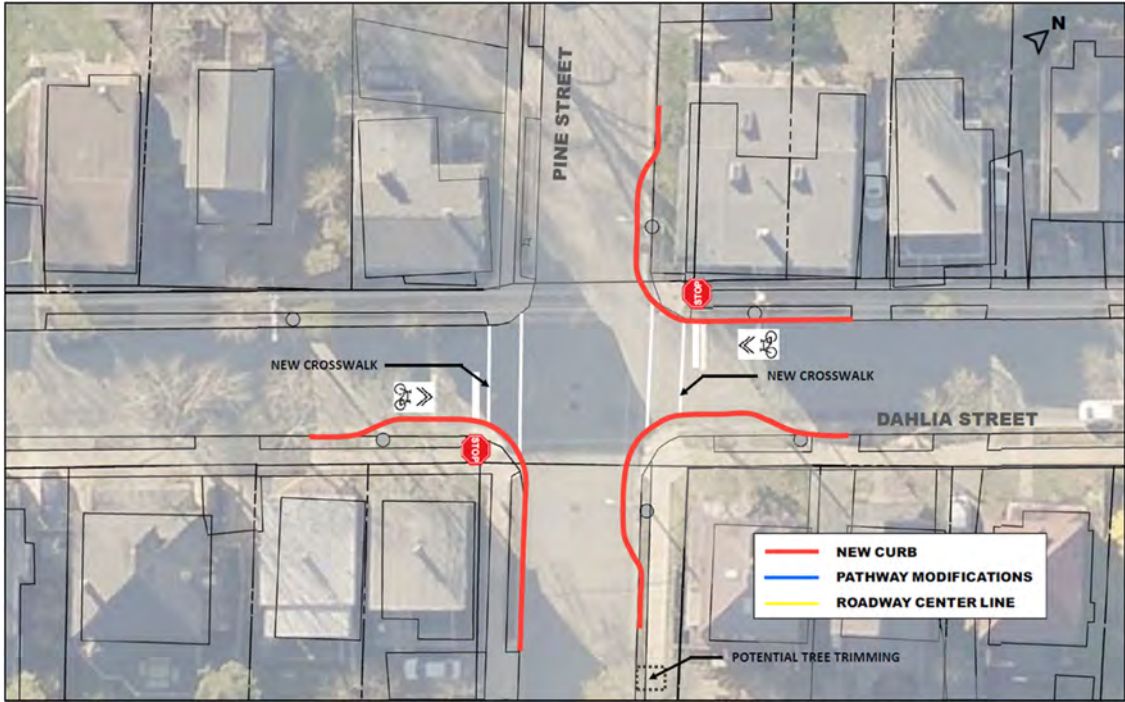


Figure 6: Option P-1

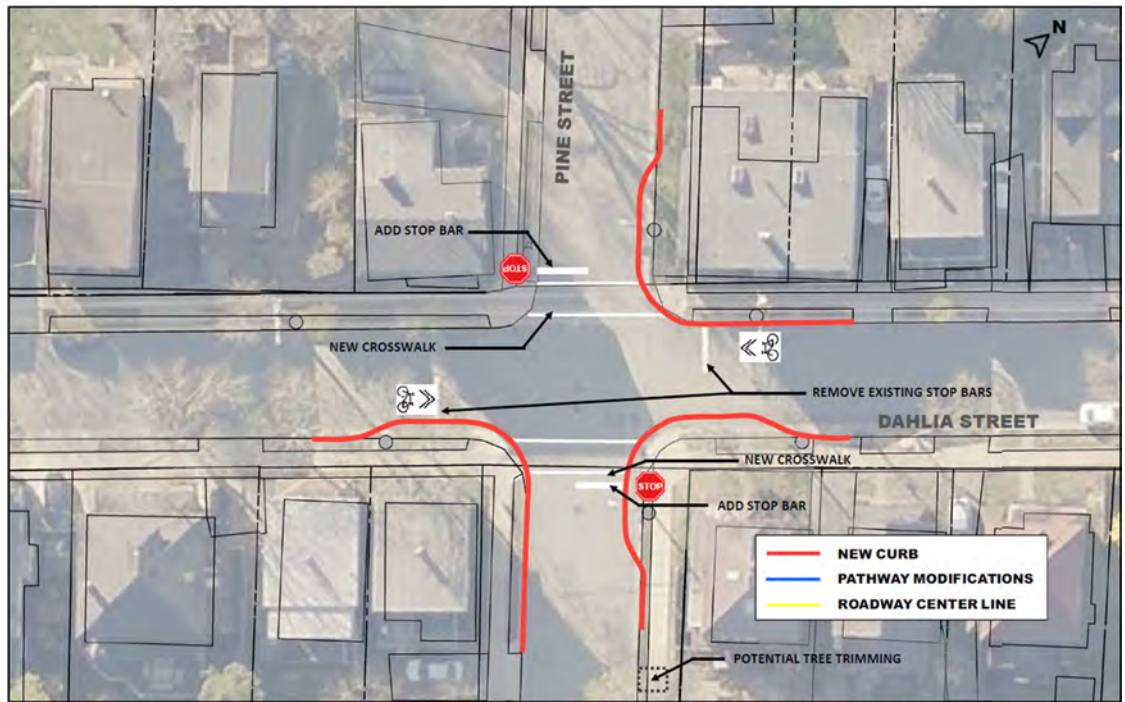
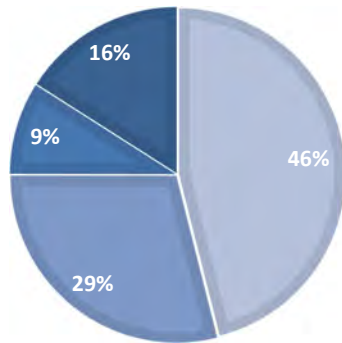


Figure 7: Option P-2

When asked which option they preferred, respondents indicated:

PREFERRED OPTION FOR STOP SIGN AT PINE

■ Option P-2 ■ Stopping Concerns ■ Unsure ■ Other



- 46% I still prefer Option P-2
- 29% I have concerns about stopping vehicles on Pine – stick with P-1
- 9% Unsure
- 16% Other

Roughly 16% of respondents answered ‘other’ to this question. Of those responses, explanations included:

- Concerns about the ability of people driving to stop their vehicles (in winter conditions) on the steep slope on Pine Street, but feeling that traffic still needs to be slowed on Pine Street.
- Dislike the proposed curb bump-outs.
- Preference for a four-way stop intersection (i.e. stop signs at all four corners).
- Preference for the bicycle stopping and vehicular traffic stopping to be separated rather than shared lane.
- Preference for making Pine Street one-way moving up the hill and flipping the stop signs.

Next, at the Dahlia and Maple Streets intersection, participants were asked to provide feedback on their comfort using the current crosswalk and how they imagine this intersection functioning in the future, including the Local Street Bikeway.



Figure 6: Option M - 1

When respondents asked if they were generally comfortable crossing as a pedestrian using the existing Rectangular Rapid Flashing Beacon (RRFB) crosswalk at Dahlia and Maple, they indicated:

- 67.8% agreed
- 20% were neutral
- 12.2% disagreed

In an earlier question on Page 18, we discussed the challenges associated with use of RRFBs by people cycling. This legislation is currently under review. The alternative is conversion to traffic half signals. With this knowledge in mind, participants were asked which treatment type they would rather see at the Dahlia and Maple Streets intersection. The responses were:

- 66.9% indicated to keep Rectangular Rapid Flashing Beacon (RRFB) with added bicycle activation if/when it becomes available
- 22.5% indicated to upgrade to traffic half signals for added comfort/safety with small delay
- 10.7% Neither / I have other ideas

Of those who answered ‘neither’ or ‘I have other ideas’, responses included:

- Preference for speed bumps or other traffic calming measures in addition to the RRFBs, to slow fast-moving traffic on Maple Street.
- Preference for half-signals which are responsive to vehicular traffic build up on Maple Street, allowing bicycle/pedestrian movement until traffic is built up.
- Concern about the safety of proposed curb bump outs.
- Concern about sight lines on Maple Street and suggested need for tree-trimming and further out stopping location for vehicles.
- Concern about vehicles having to stop on Maple Street in winter conditions.
- Concern about pedestrians and cyclists sharing crossing space moving at different speeds.

When asked whether they were generally supportive of the construction of curb extensions at the Dahlia-Maple intersection to: (1) reduce the crossing distance for people walking/rolling/cycling along the Dahlia corridor; (2) help slow traffic on Maple Street; and,(3) improve visibility and sightlines for all users, respondents indicated:

- 76.5% agreed
- 3.9% were neutral
- 19.6% disagreed

Finally, at the intersection of Dahlia Street and Crichton Avenue, different design improvements have been suggested to facilitate better connections for people walking, rolling, and biking. At the Dahlia and Crichton intersection, three options were presented for different crossing treatments. These options include:

- **C-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan’s Pond Park. Realigned driveway at One Oak Street Apartments.
- **C-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
- **C-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.

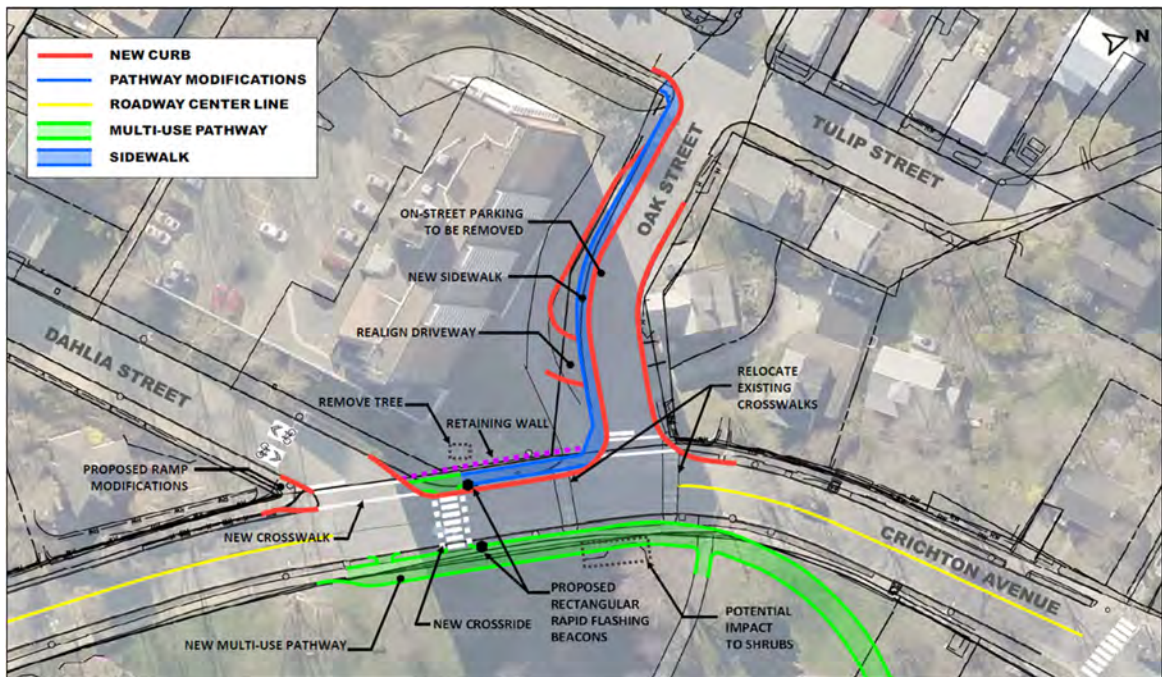


Figure 8: Option C - 1

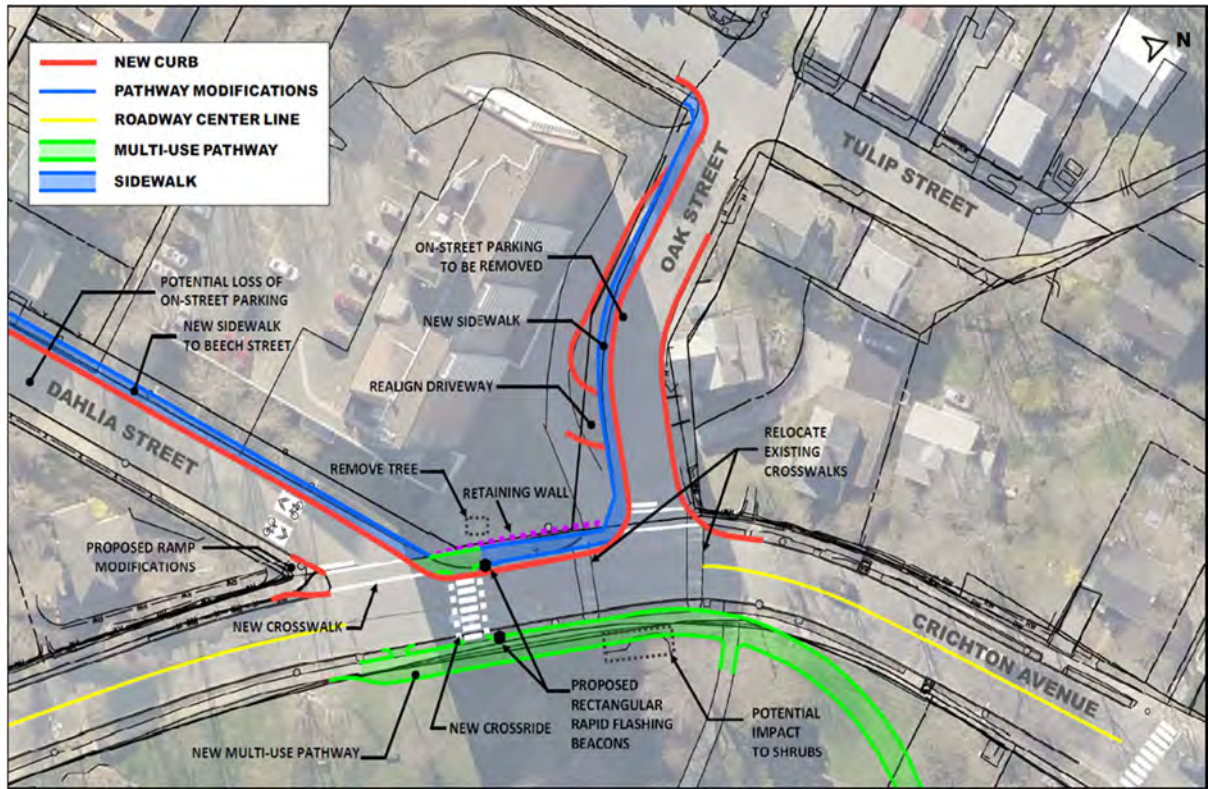


Figure 9: Option C-2

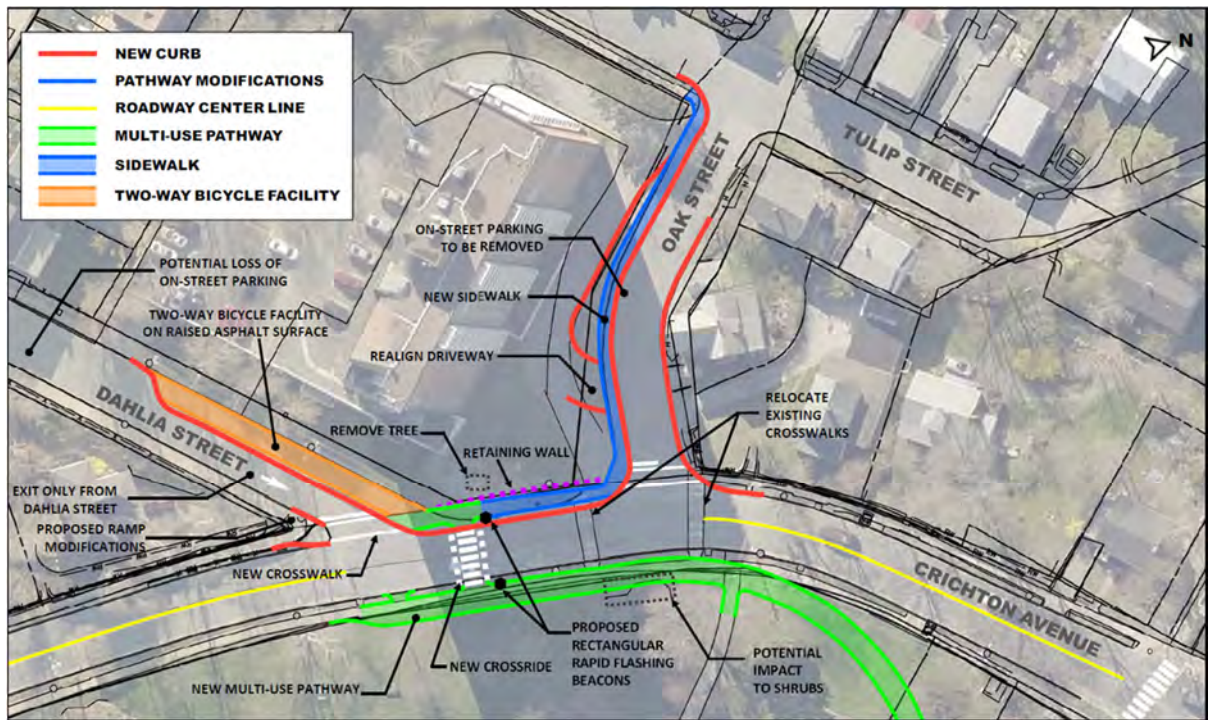
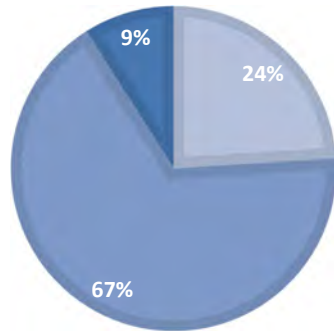


Figure 10: Option C-3

Due to safety concerns, it is unlikely that two crosswalks will be considered in this close proximity. Therefore, it was important to know the preferred location for a crosswalk, based on survey respondents travel preferences. When participants were asked where they would like to see the Crichton Avenue crosswalk location, responses indicated:

PREFERRED LOCATION FOR CRICHTON AVE CROSSWALK

■ Closer to Oak ■ Closer to Dahlia ■ Other



- 24.2% Closer to Oak Street
- 66.9% Closer to Dahlia Street
- 9% Other

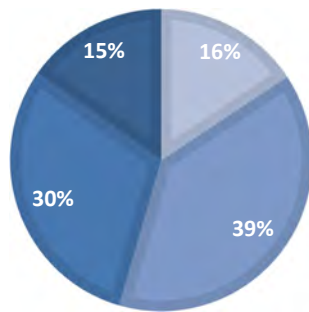
In an earlier question on Page 18, we discussed the challenges associated with use of RRFBs by people cycling. This legislation is currently under review. The alternative to introducing RRFBs is to introduce traffic half signals. With this knowledge in mind, participants were asked which treatment type they would rather see at the Dahlia Street and Crichton Avenue crosswalk intersection. The responses were:

- 19.6% No signal. Just pavement markings and warning signs to indicate the crossing for people walking and cycling.
- 67% Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- 12.3% Traffic signals to stop vehicles on Crichton Ave with a red traffic light (similar to what was installed on Nantucket Ave near the Bridge terminal)
- 1.1% Other

When asked which option they preferred for the Dahlia/Crichton intersection, survey results indicate that:

PREFERRED OPTION FOR DAHLIA AND CRICHTON INTERSECTION

■ Option C-1 ■ Option C-2 ■ Option C-3 ■ None of the Above



- 39% prefer Option C-2
- 30% prefer Option C-3
- 16% prefer Option C-1

The remaining 15% of respondents to this question answered 'Other'. Of those respondents, detailed responses broadly included feedback such as:

- Sentiment that the existing crossing at Oak Street should remain even if other crosswalks are added.
- Preference for an intersection treatment which preserves the mature tree nearby.
- Preference for no change to the intersection.
- Modifications are needed to the options to include more crossings and more sidewalks.
- Concern with people on bikes and people on foot crossing at the same point.

Finally, participants were asked whether they were supportive of building a new multi-use pathway connection in Sullivan’s Pond Park, as shown in the below image:

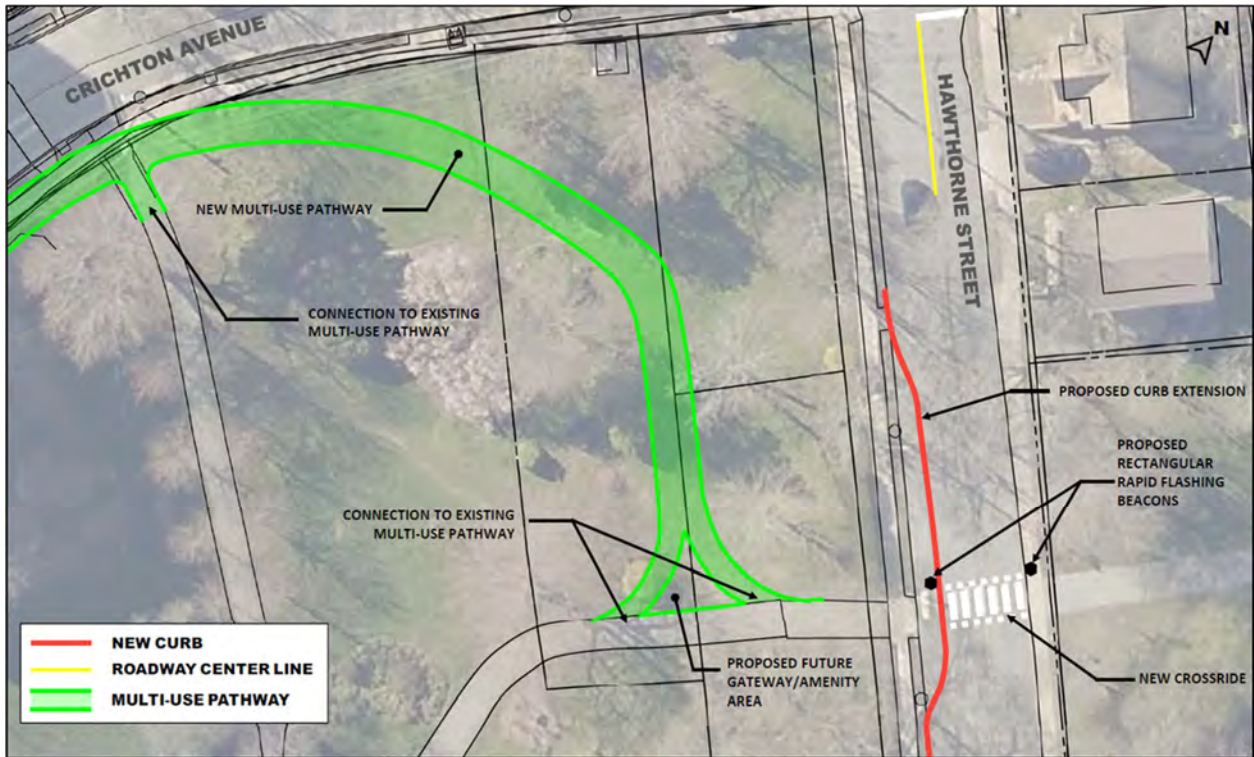


Figure 11: Option S-1

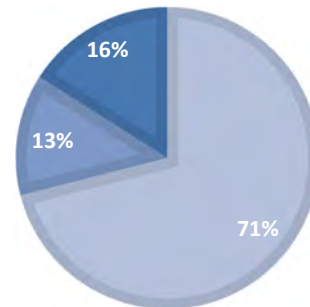
S-1: Multi-use pathway along Crichton Avenue connecting to Dahlia Street.

In response to this question, respondents indicated:

SUPPORT FOR NEW MULTI-USE PATHWAY IN SULLIVAN'S POND PARK

Supportive Neutral Not Supportive

- 71% were supportive
- 13% were neutral
- 16% were not supportive



Conclusion

In conclusion, through two rounds of public engagement, it was determined that Dahlia Street was the preferred option for the AT facilities connecting the Dartmouth Common (at Victoria Road) and Sullivan’s Pond Park (at Crichton Avenue). In designing the facility, the majority of participants selected the following options for each intersection:

Victoria Road & Dahlia Street - Option V-2 (30.7%)

For the Victoria & Dahlia Streets intersection specifically, there were very similar levels of support for all three options. While Option V-2 had the most support (30.7%), options V-3 (28.5%) and V-2 (27.4%) were preferred by nearly as many participants.

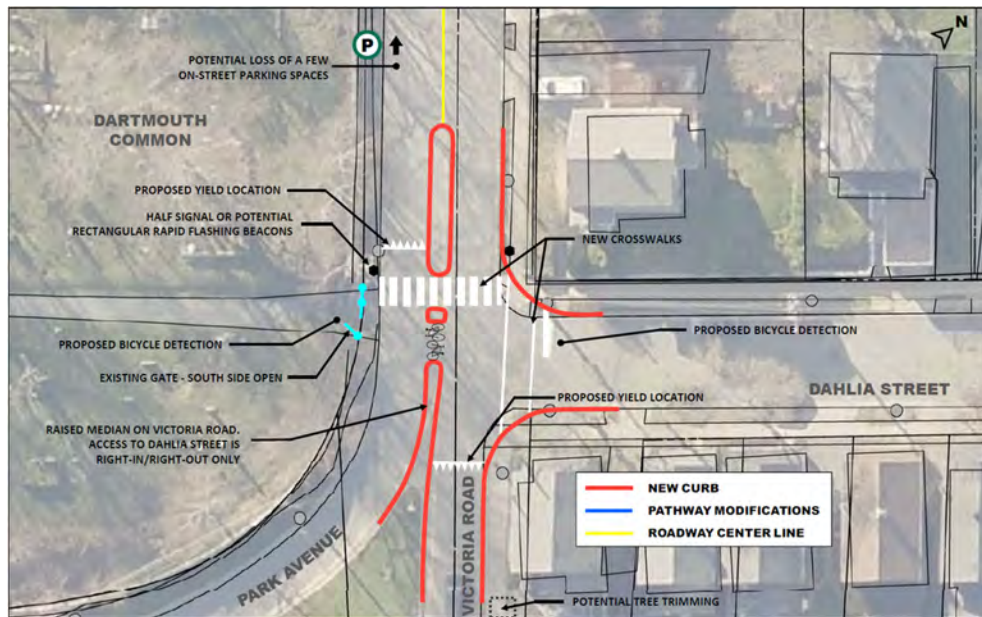


Figure 12: Option V-2

Dahlia Street & Pine Street - Option P-2 (46%)

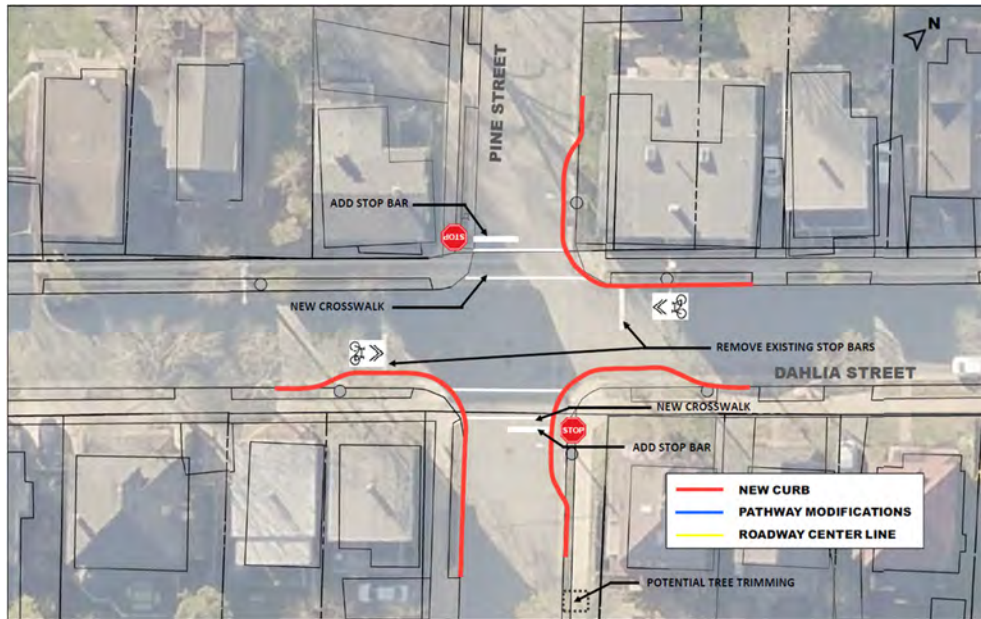


Figure 13: Option P-2

Dahlia Street & Maple Street (68%)

Option to keep the Rectangular Rapid Flashing Beacon (RRFB) with added bicycle actuation when it becomes available.



Figure 7: Option M - 1

Dahlia Street & Crichton Avenue - Option C-2 (39%)

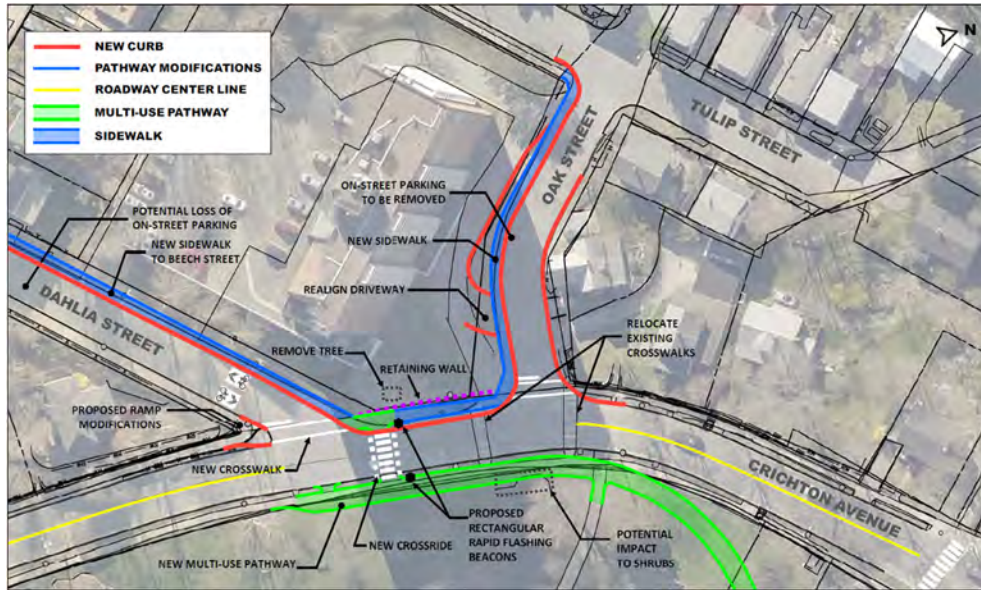


Figure 15: Option C - 2

Appendix A:

Round 1 Survey Results

Dahlia-Oak-Crichton Round One Public Engagement

SURVEY RESPONSE REPORT

01 July 2013 - 17 August 2020

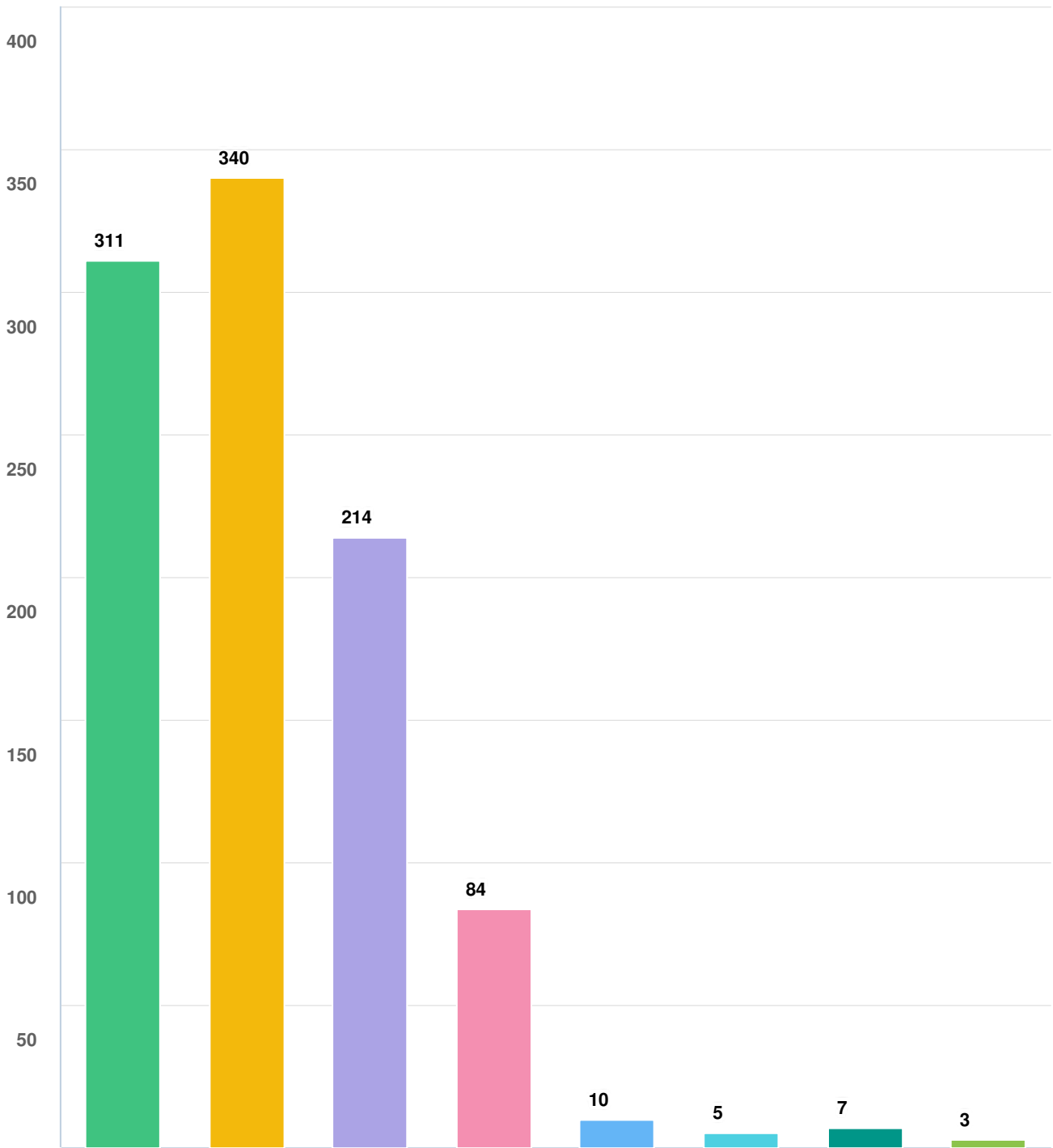
PROJECT NAME:

Dahlia-Oak-Crichton Active Transportation Connections



—
SURVEY QUESTIONS
—

Q1 How do you currently move around this area? Please check all that apply.

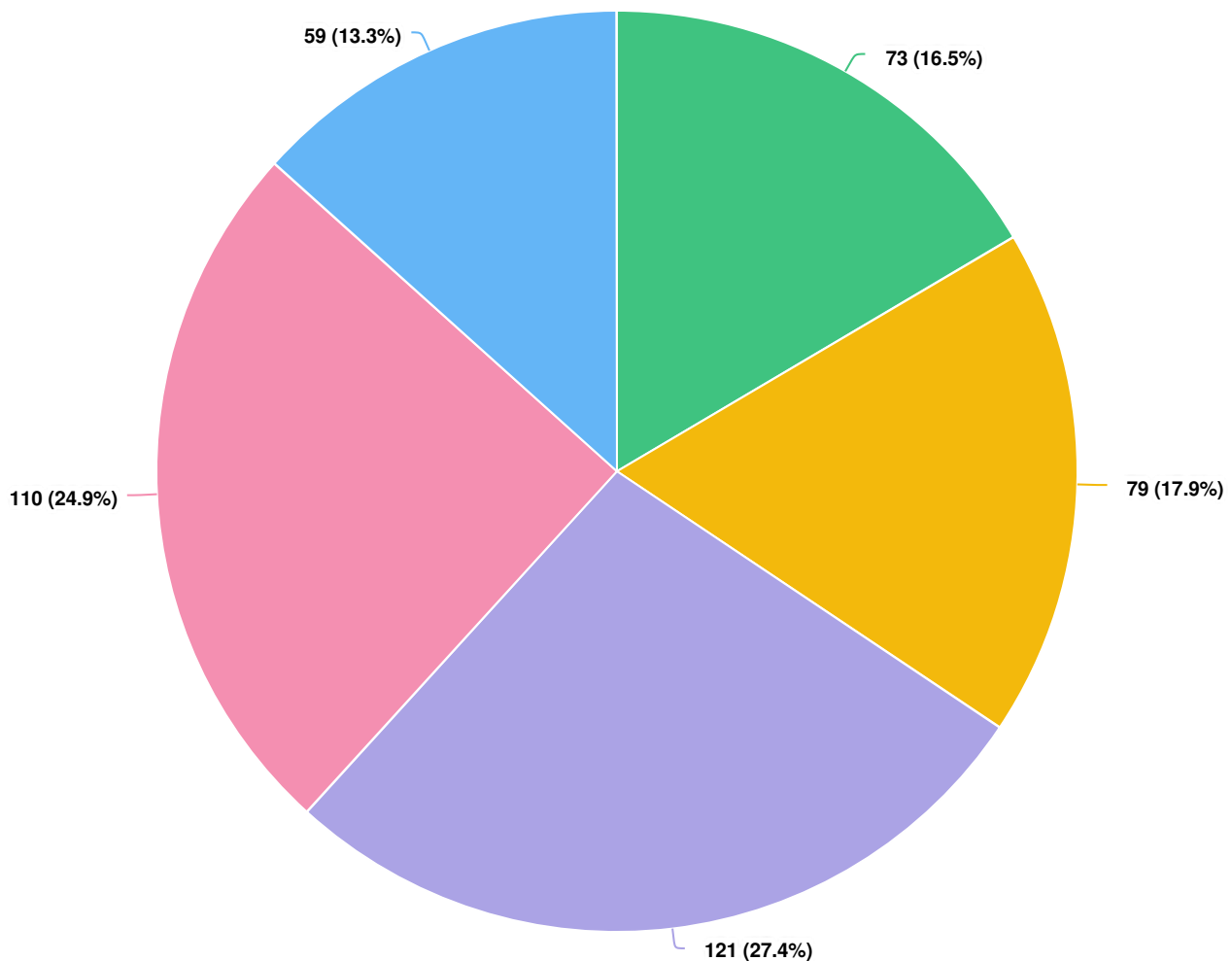


Question options

- Walk or Wheel
- Drive
- Bike
- Transit
- Scooter or Skateboard
- Roller blades or skates
- Motorcycle or vespa
- Other (please specify)

Optional question (441 response(s), 1 skipped)
Question type: Checkbox Question

Q2 Do you live nearby to the study area?

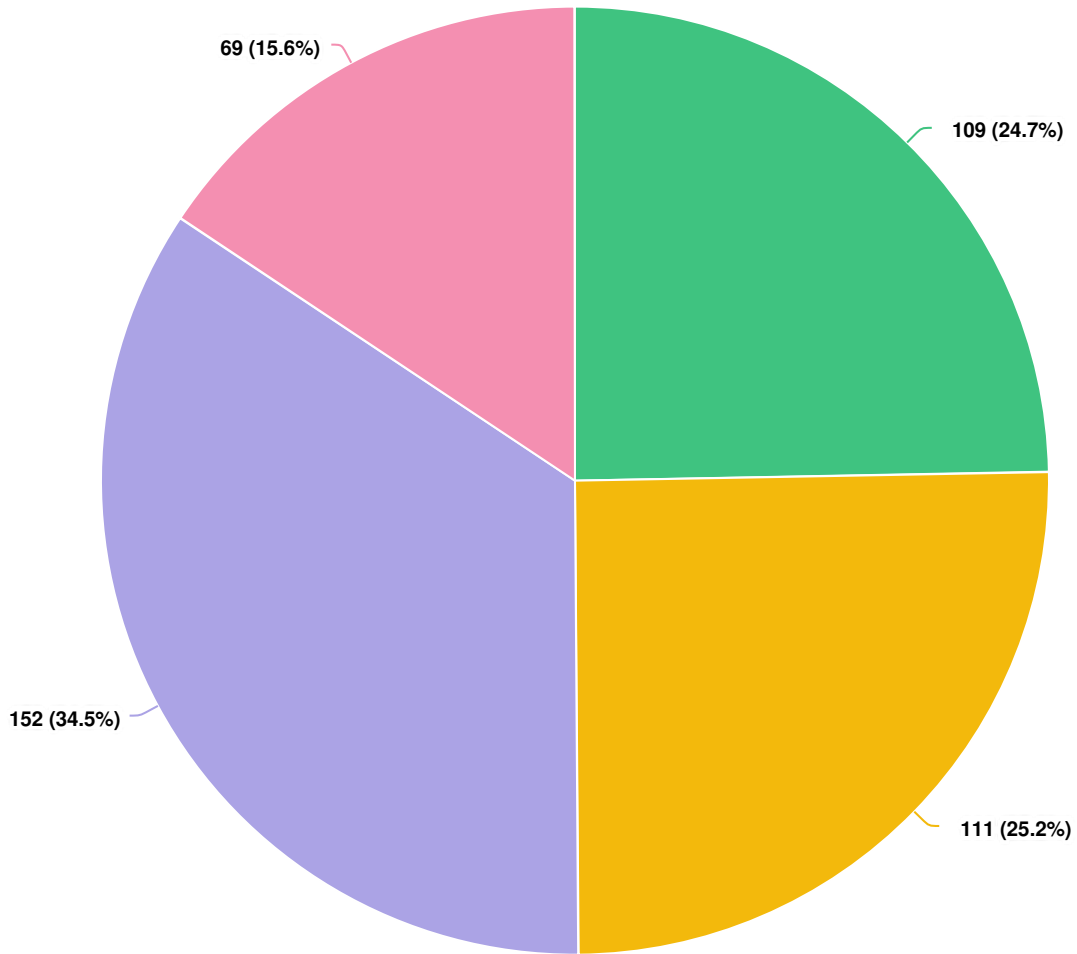


Question options

- Yes, I live on Dahlia Street, Tulip Street, or Oak Street
- Yes, I live on an adjacent street but not immediately along the proposed routes
- Somewhat, I live within a five or ten minute walk or wheel from the study area
- No, but I move through the study area on a regular basis
- No, but I'm interested in this project for other reasons

Optional question (442 response(s), 0 skipped)
Question type: Radio Button Question

Q3 | Based on the above descriptions, what is your current level of comfort when riding a bicycle?

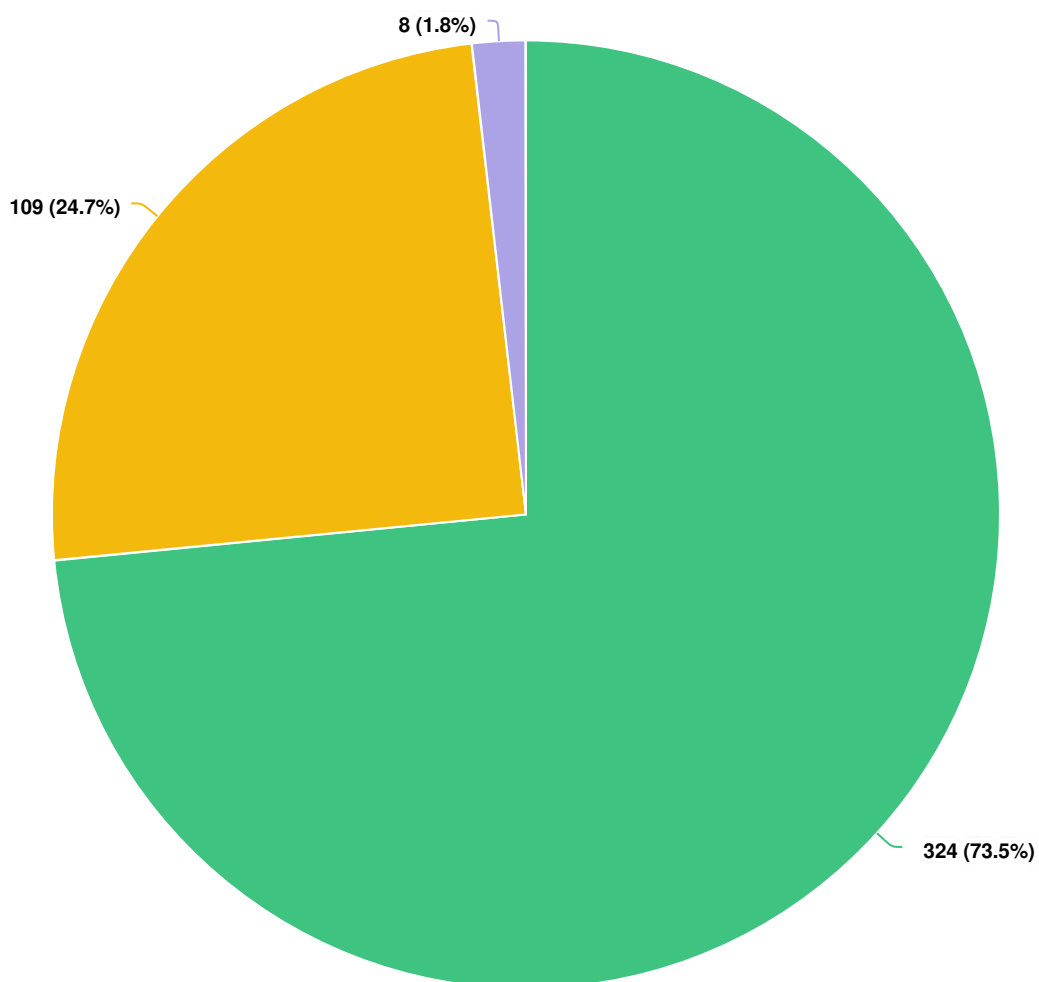


Question options

- Strong and Fearless
- Enthusiastic and Confident
- Interested but Concerned
- No Way No How

*Optional question (441 response(s), 1 skipped)
Question type: Radio Button Question*

Q4 Do you own a bicycle?

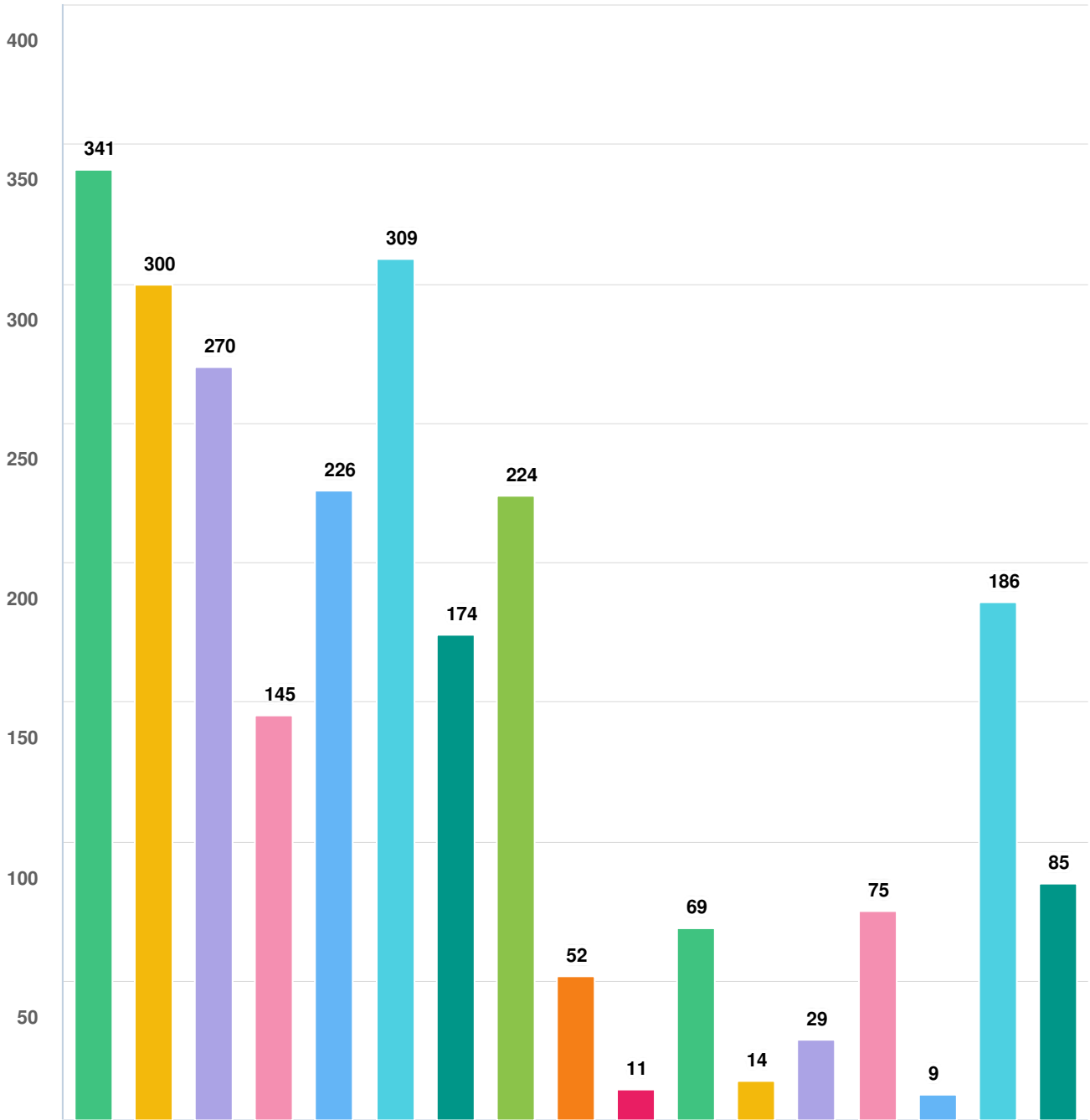


Question options

- Yes
- No
- Other (please specify)

*Optional question (441 response(s), 1 skipped)
Question type: Radio Button Question*

Q5 Where are you going? Please do your best to describe the general location of your destinations in this area using all modes of transportation. Check all that apply.

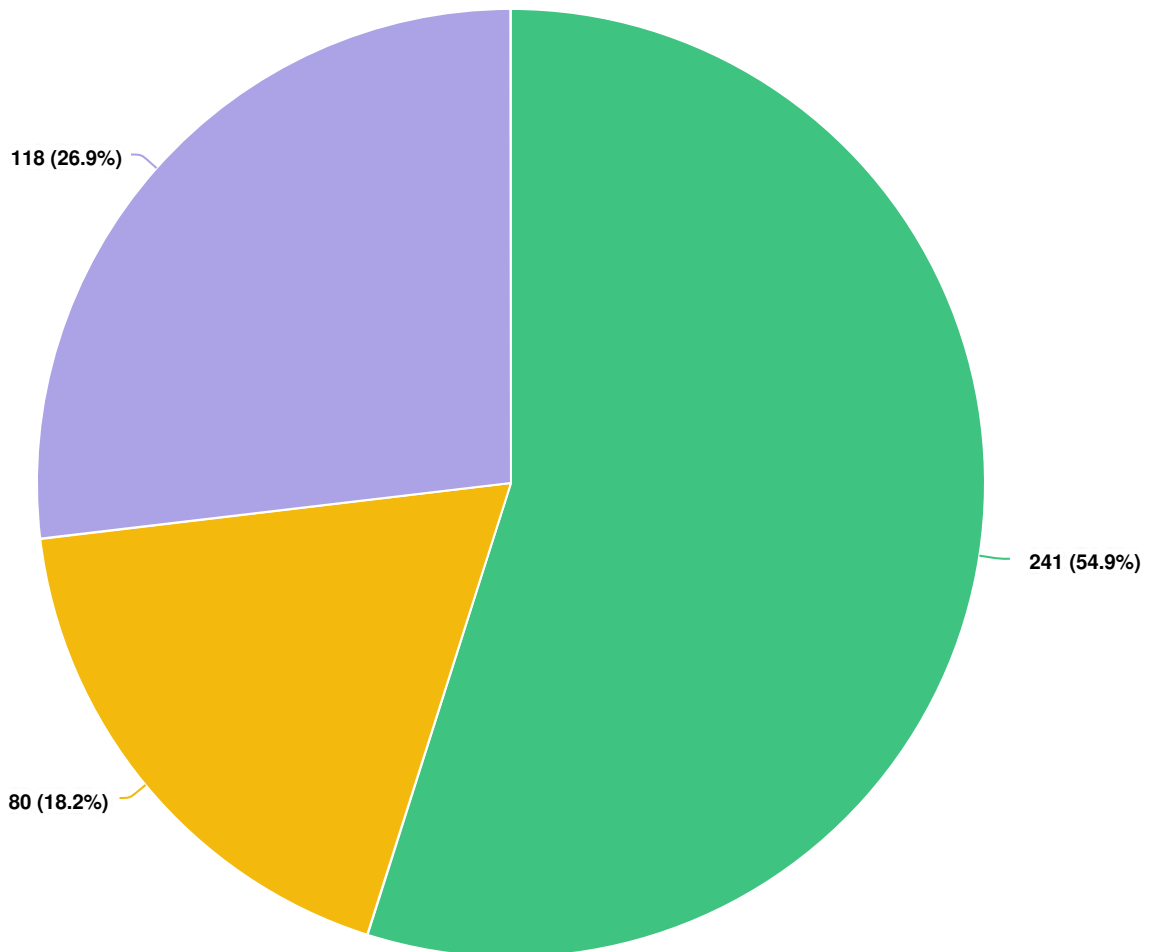


Question options

- Downtown Dartmouth ● Macdonald Bridge ● Alderney Ferry ● Bridge Transit Terminal ● Dartmouth Common
- Sullivan's Pond Park ● Birch Cove Park ● Shubenacadie Canal Greenway ● Nearby Schools ● Nearby Daycares
- Nearby Aquatic and Paddling Clubs ● Nearby Seniors Centres ● Nearby Places of Worship
- Nearby Recreation Centres ● One Oak Street Apartments ● Mic Mac Mall ● Other (please specify)

Optional question (442 response(s), 0 skipped)
 Question type: Checkbox Question

Q6 Along which corridor do you feel most comfortable walking or rolling?

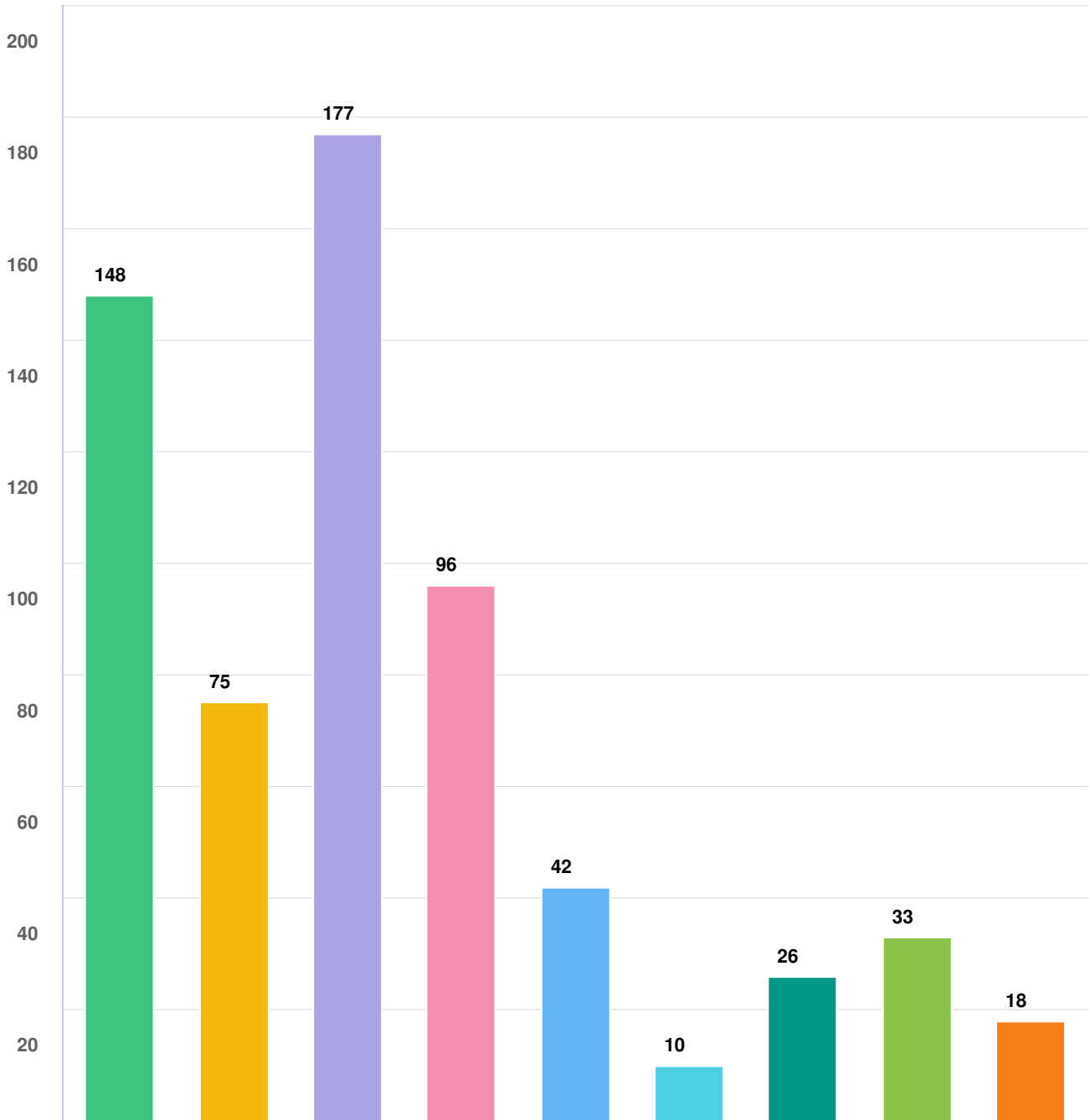


Question options

- I prefer to walk or roll along Dahlia Street, Option 1 above
- I prefer to walk or roll along Tulip and Oak Street, Option 2 above
- Unsure / Not Applicable

*Optional question (439 response(s), 3 skipped)
Question type: Radio Button Question*

Q7 Why do you prefer to walk or roll along Dahlia Street (Option 1)?

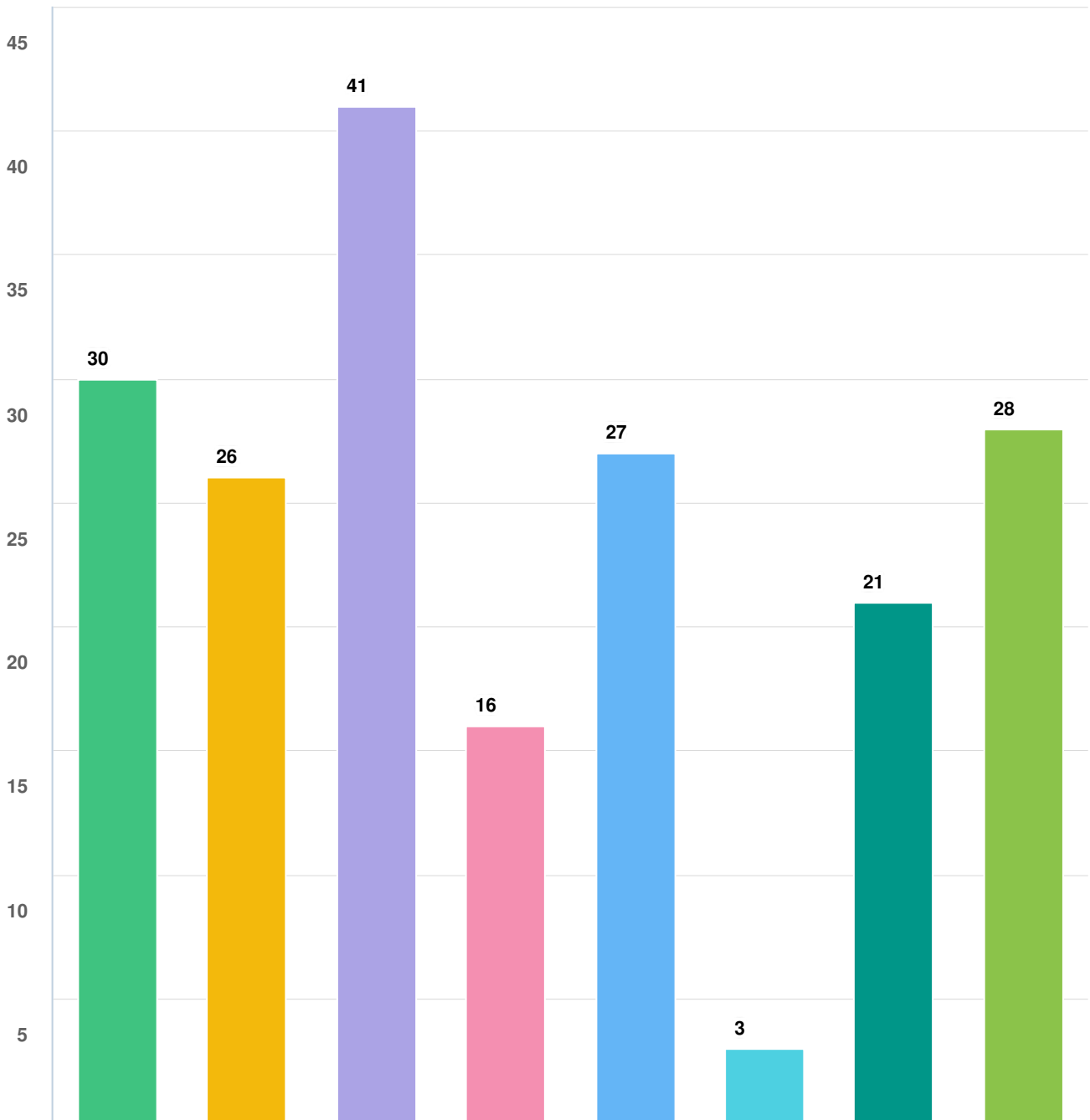


Question options

- Better grades / easier hills ● Better sightlines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push-button flashing lights) ● Less traffic or slower traffic
- Less traffic noise ● More trees / shade ● More aesthetically pleasing ● Other (please specify)

*Optional question (240 response(s), 202 skipped)
Question type: Checkbox Question*

Q8 Why do you prefer to walk or roll along Tulip and Oak Street (Option 2)?



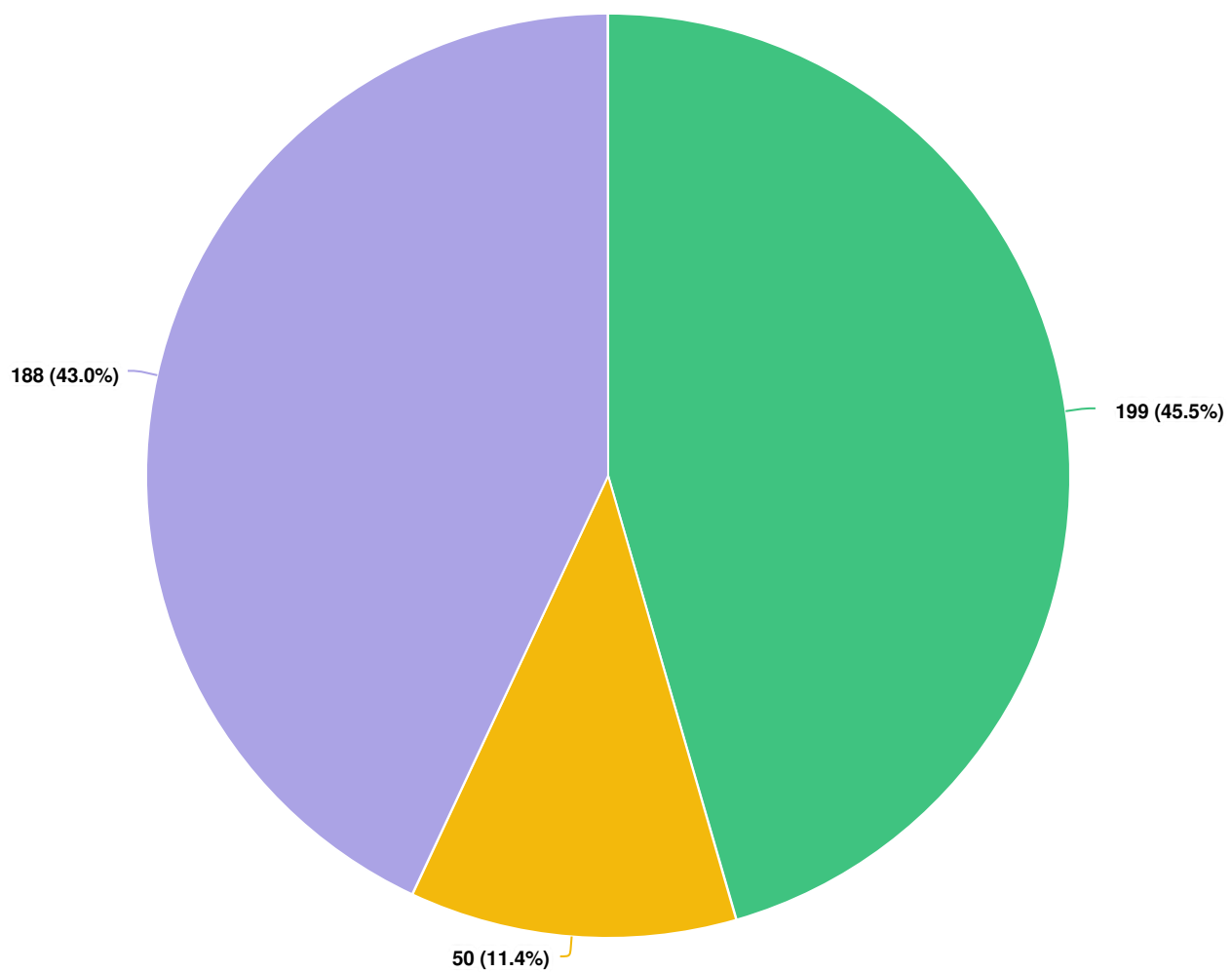
Question options

- Better grades / easier hills ● Better sightlines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push-button flashing lights) ● Less traffic or slower traffic
- Less traffic noise ● More trees / shade ● More aesthetically pleasing

Optional question (79 response(s), 363 skipped)

Question type: Checkbox Question

Q9 | Along which corridor do you feel most comfortable cycling?

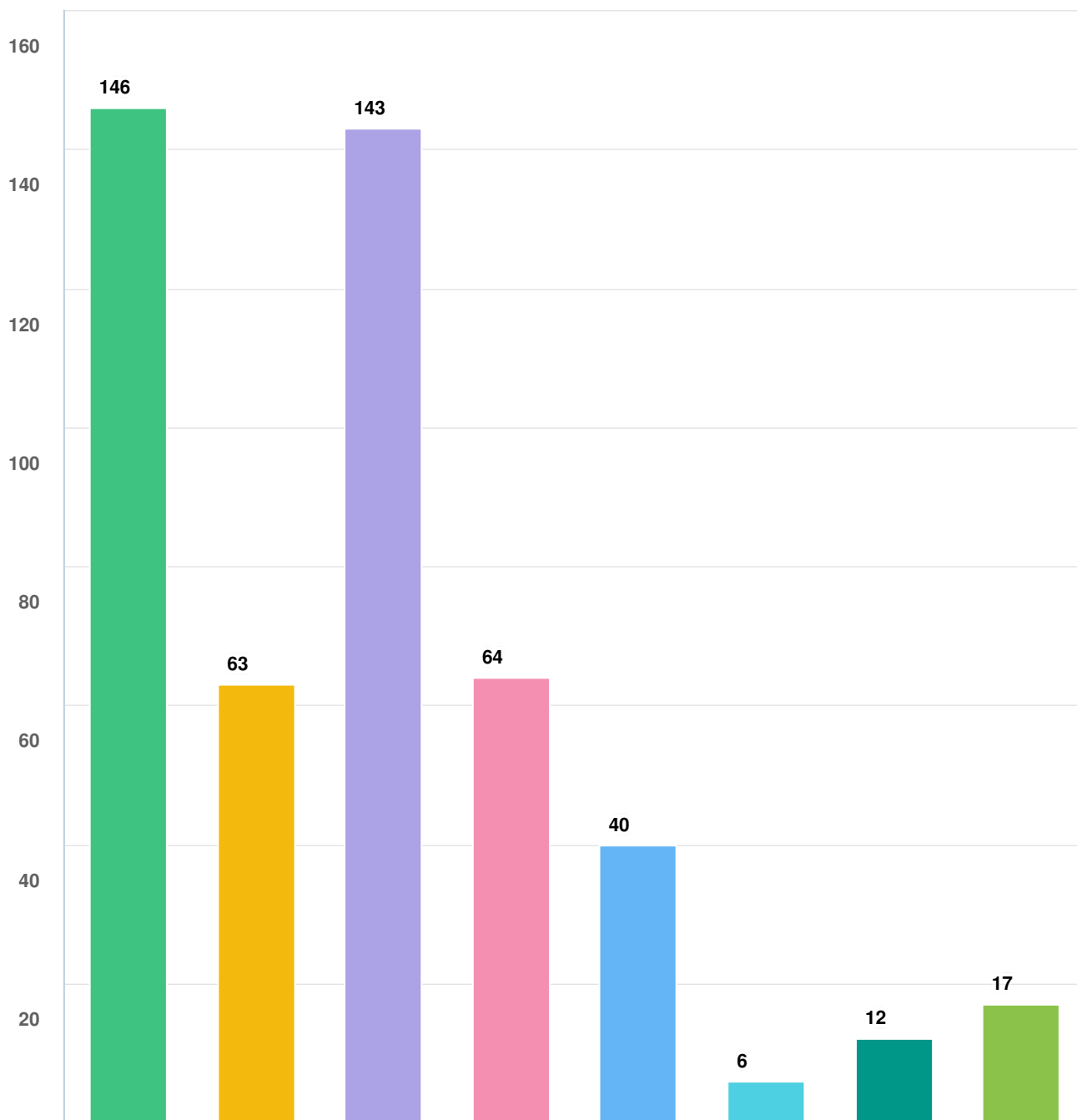


Question options

- I prefer to ride my bicycle along Dahlia Street, Option 1 above
- I prefer to ride my bicycle along Tulip and Oak Street, Option 2 above
- Unsure / Not Applicable

*Optional question (437 response(s), 5 skipped)
Question type: Radio Button Question*

Q10 Why do you prefer to cycle along Dahlia Street (Option 1)?



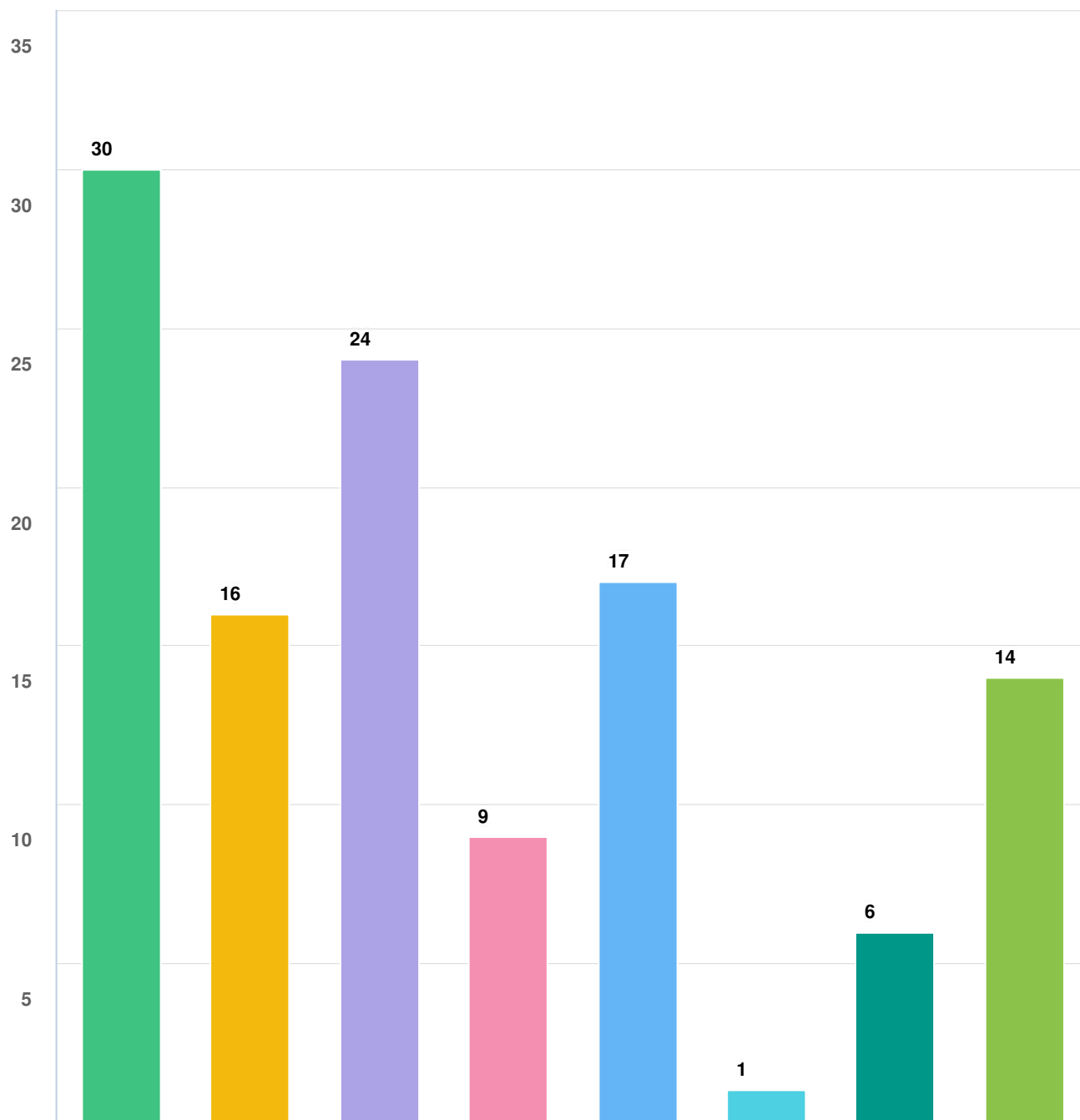
Question options

- Better grades / easier hills ● Better sightlines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push-button flashing lights) ● Less traffic or slower traffic
- Less traffic noise ● More trees / shade ● More aesthetically pleasing

Optional question (198 response(s), 244 skipped)

Question type: Checkbox Question

Q11 Why do you prefer to cycle along Tulip and Oak Street (Option 2)?



Question options

- Better grades / easier hills
- Better sightlines of vehicles at intersections
- More direct / better connectivity to where I'm going
- Better crossing opportunities (e.g. painted crosswalks or push-button flashing lights)
- Less traffic or slower traffic
- Less traffic noise
- More trees / shade
- More aesthetically pleasing

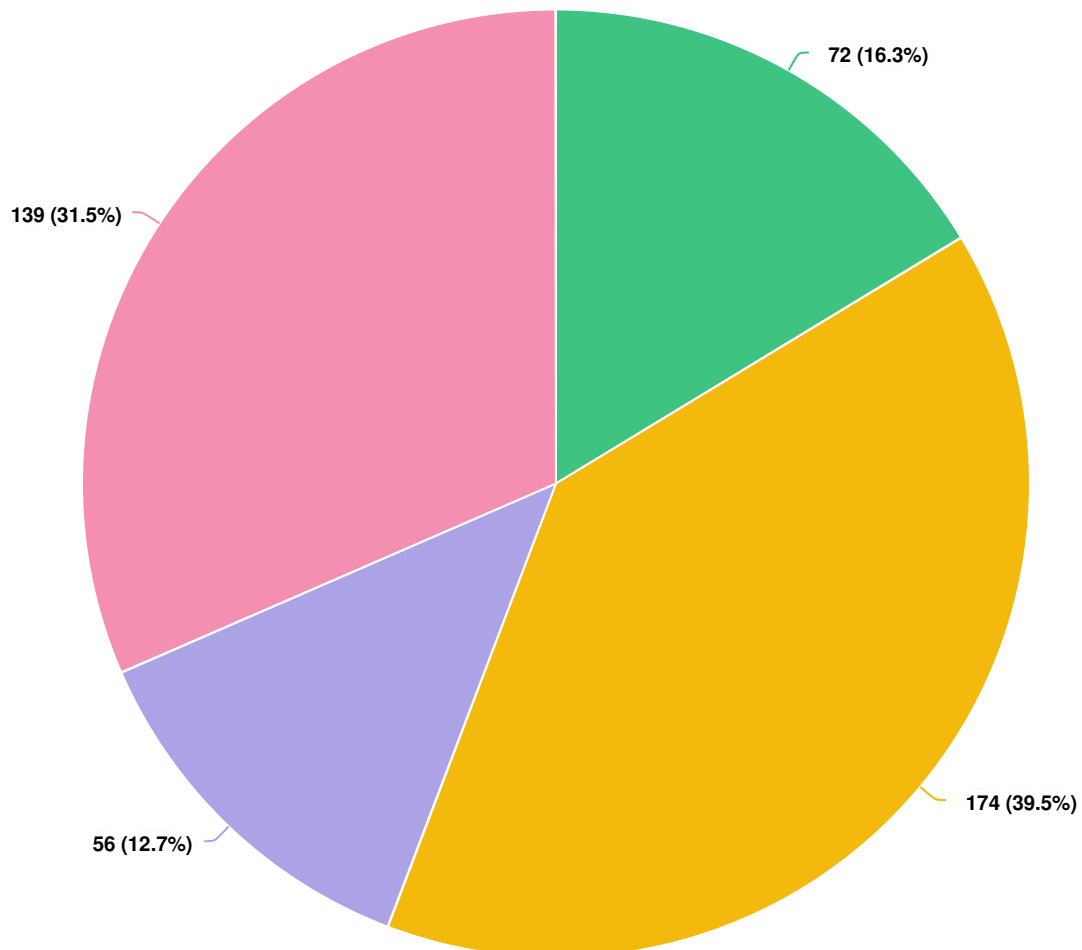
*Optional question (50 response(s), 392 skipped)
Question type: Checkbox Question*

Q12 Please rank the following priorities when it comes to determining your walking, rolling, or cycling route. The ranking of '1' represents the most important factor, while the ranking of '4' represents the least important factor.

OPTIONS	AVG. RANK
Avoiding steep hills	2.33
Feeling safer crossing at major intersections	2.38
Moving along streets with lower traffic volumes	2.41
Choosing the route with the shortest distance	2.80

Optional question (430 response(s), 12 skipped)
Question type: Ranking Question

Q13 | How do you typically access the Dartmouth Common at Victoria Road?

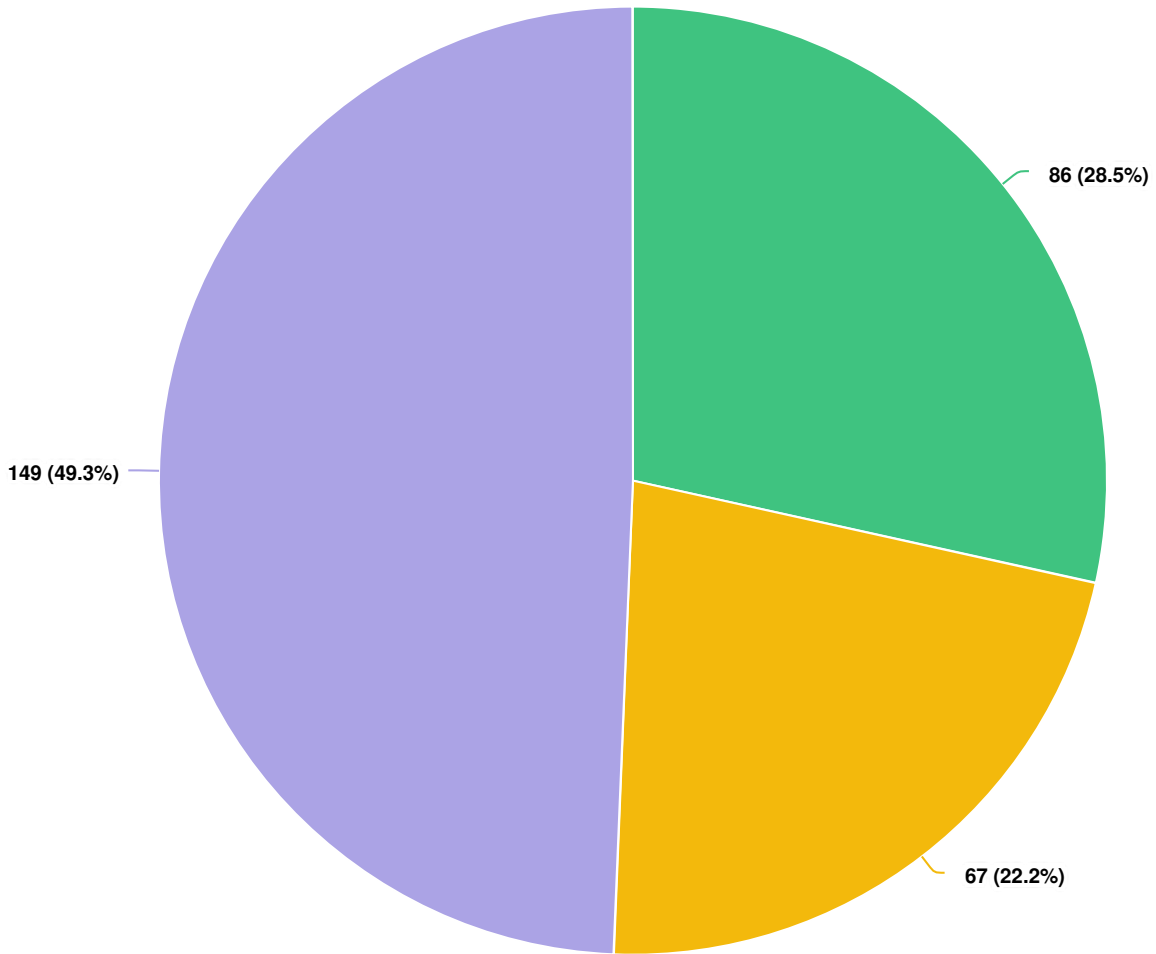


Question options

- I primarily cross at Tulip Street and use the gravel pathway through the cemetery
- I primarily cross at Dahlia Street and use the paved pathway
- I use each of the above routes equally
- I don't use either of these routes

*Optional question (441 response(s), 1 skipped)
Question type: Radio Button Question*

Q14 Does the position of the entrance gate (open vs closed) significantly impact the choice to use the routes you mentioned above?

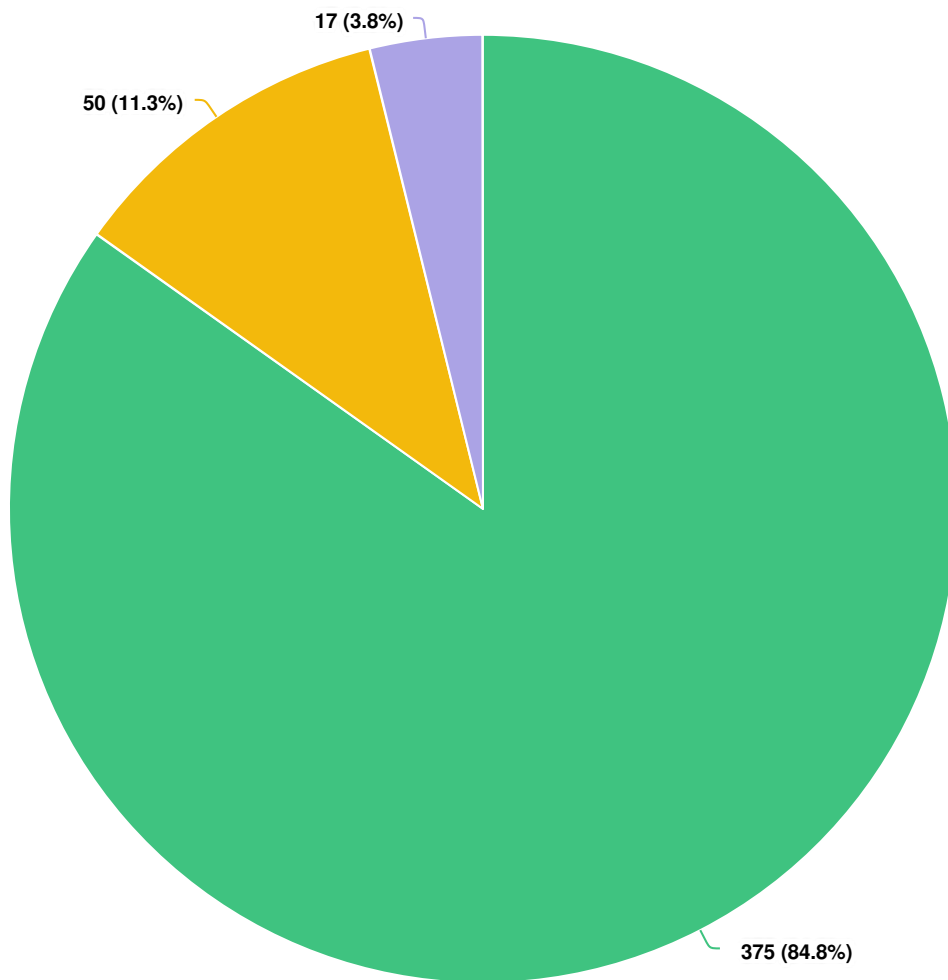


Question options

- Yes
- Sometimes
- Not really

Mandatory Question (302 response(s))
Question type: Radio Button Question

Q15 | I am generally supportive of constructing a new sidewalk or pedestrian facility on Oak Street between Crichton Avenue and Tulip Street even if it means the potential loss of on-street parking (5-7 spots)

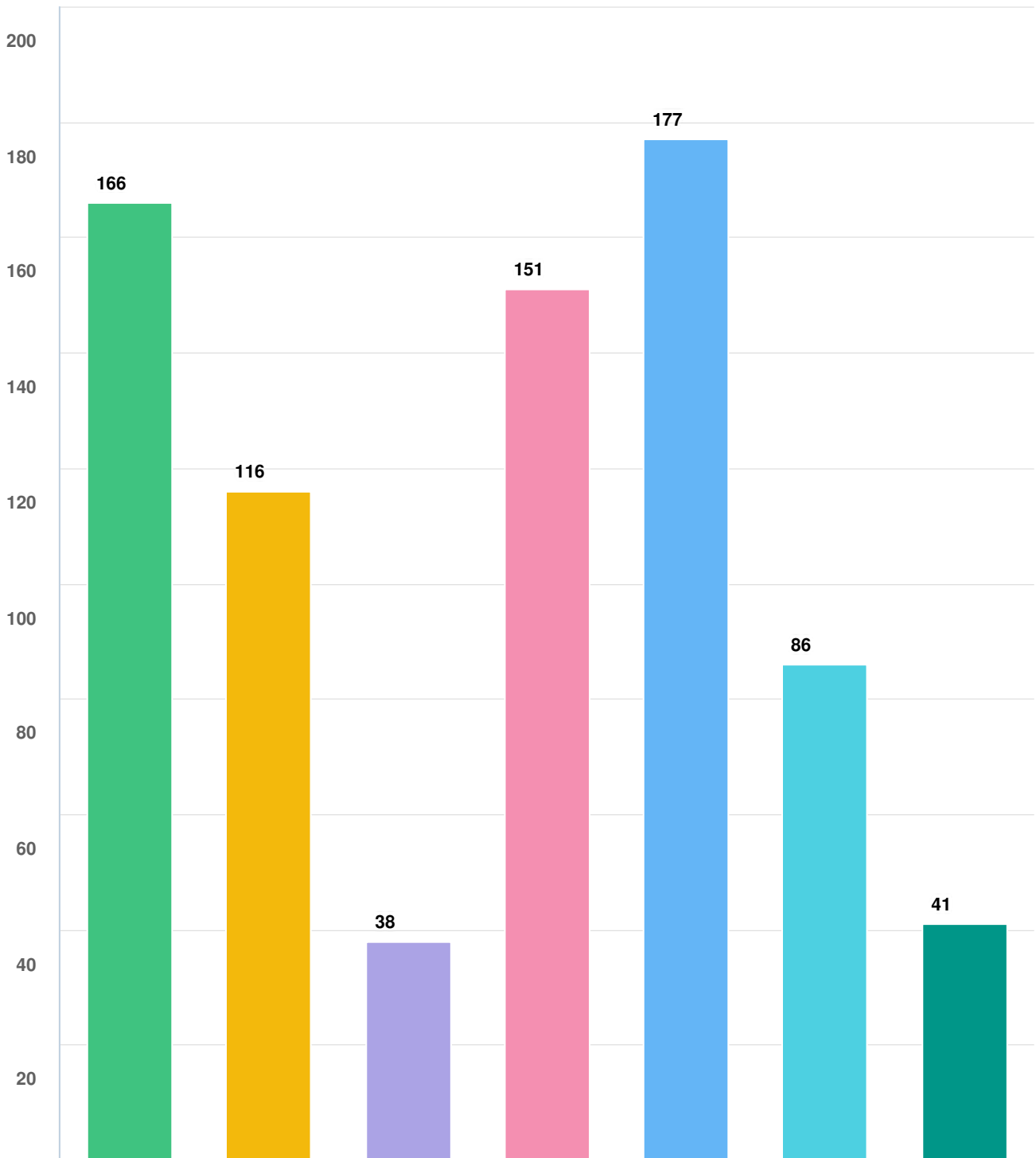


Question options

- Agree
- Disagree
- Other (please specify)

Optional question (442 response(s), 0 skipped)
Question type: Radio Button Question

Q16 I am most likely to enter the Sullivan’s Pond Park pathway system from which two locations? (see figure above where a letter has been assigned to each major entry point)

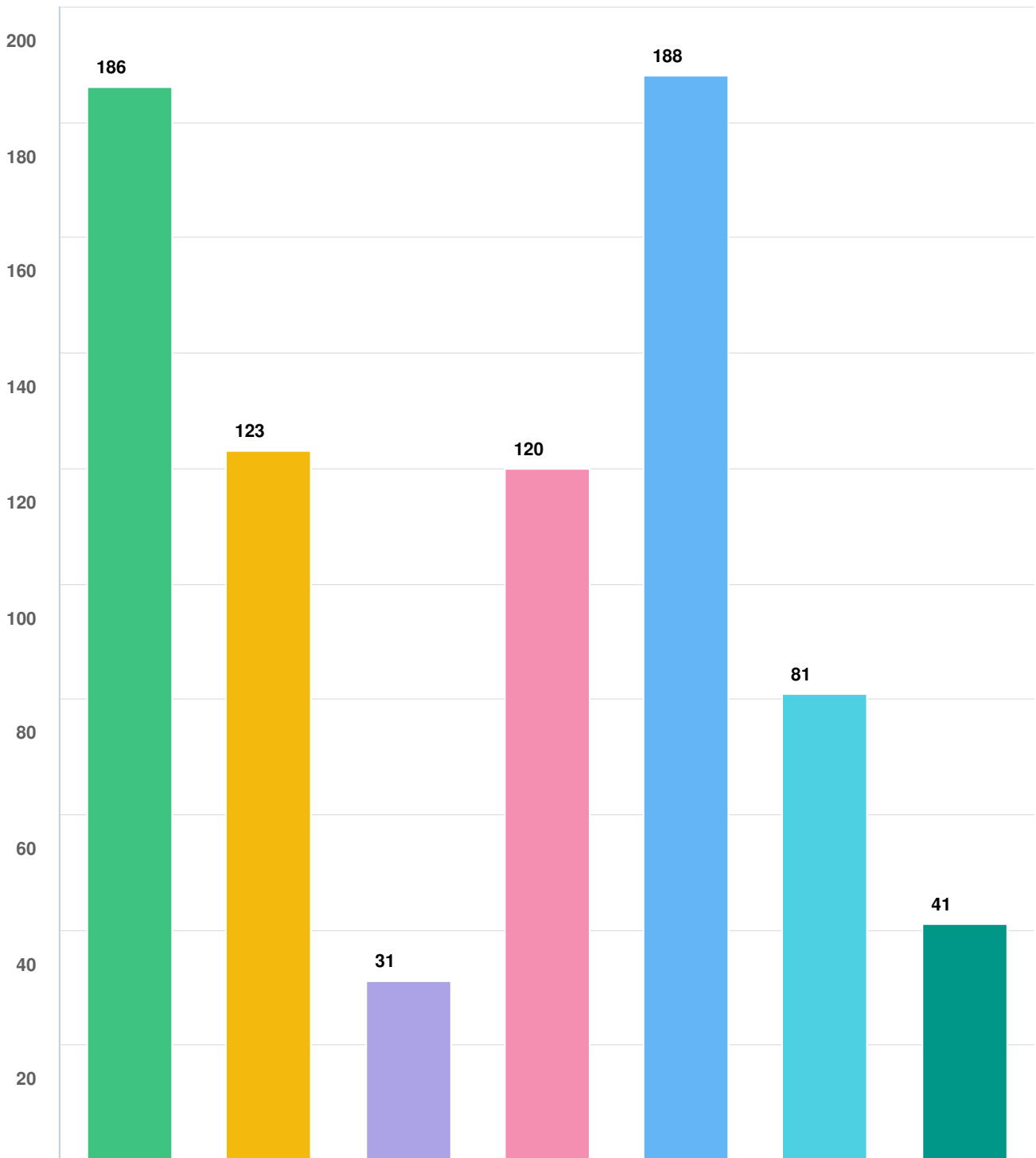


Question options

- A
- B
- C
- D
- E
- F
- I don't often visit Sullivan's Pond

Optional question (434 response(s), 8 skipped)
Question type: Checkbox Question

Q17 I am most likely to exit the Sullivan’s Pond Park pathway system from which two locations? (see figure above where a letter has been assigned to each major entry point)

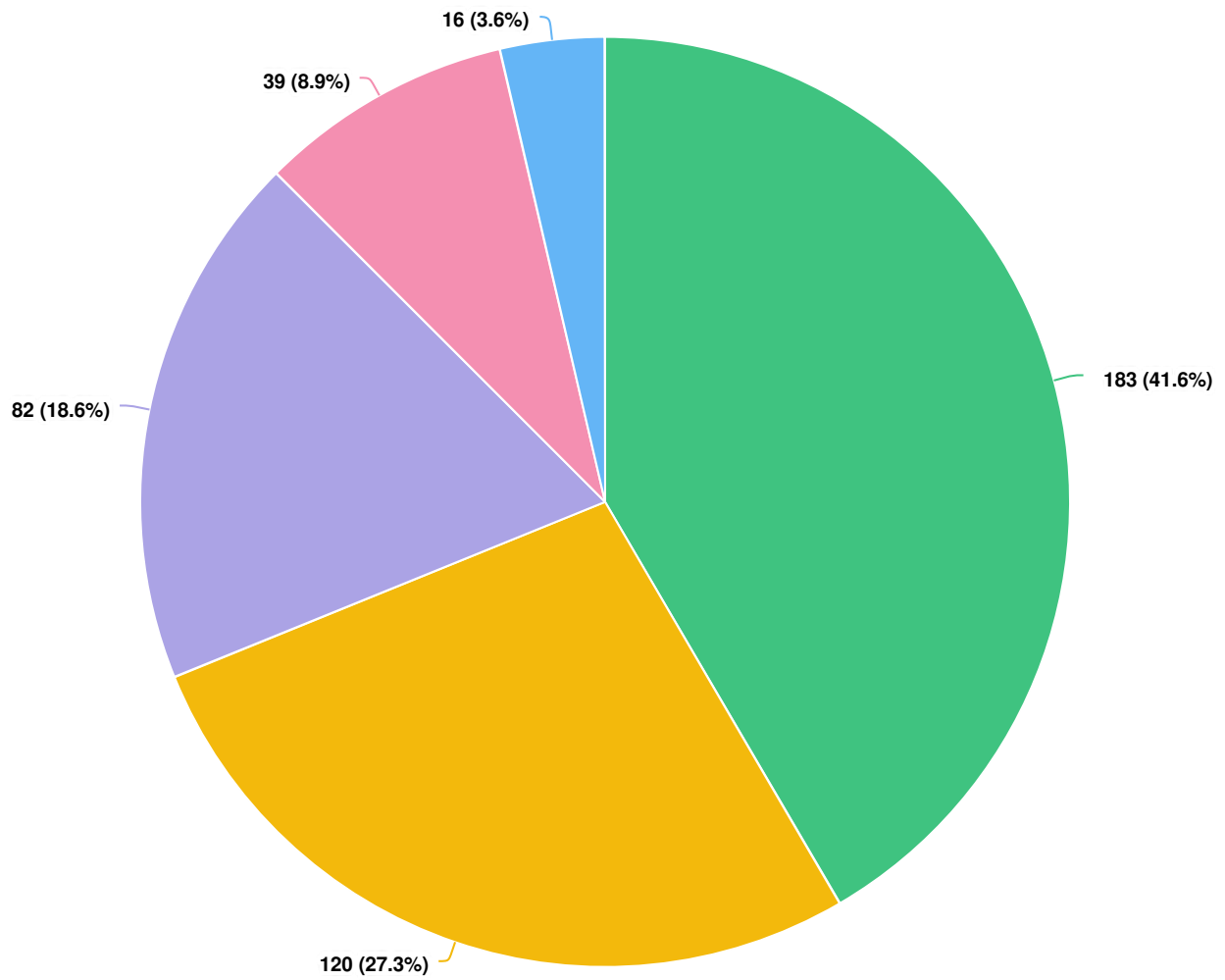


Question options

- A
- B
- C
- D
- E
- F
- I don't often visit Sullivan's Pond

Optional question (435 response(s), 7 skipped)
Question type: Checkbox Question

Q18 How comfortable are you sharing the pathways in Sullivan’s Pond Park with people walking, rolling, and cycling?

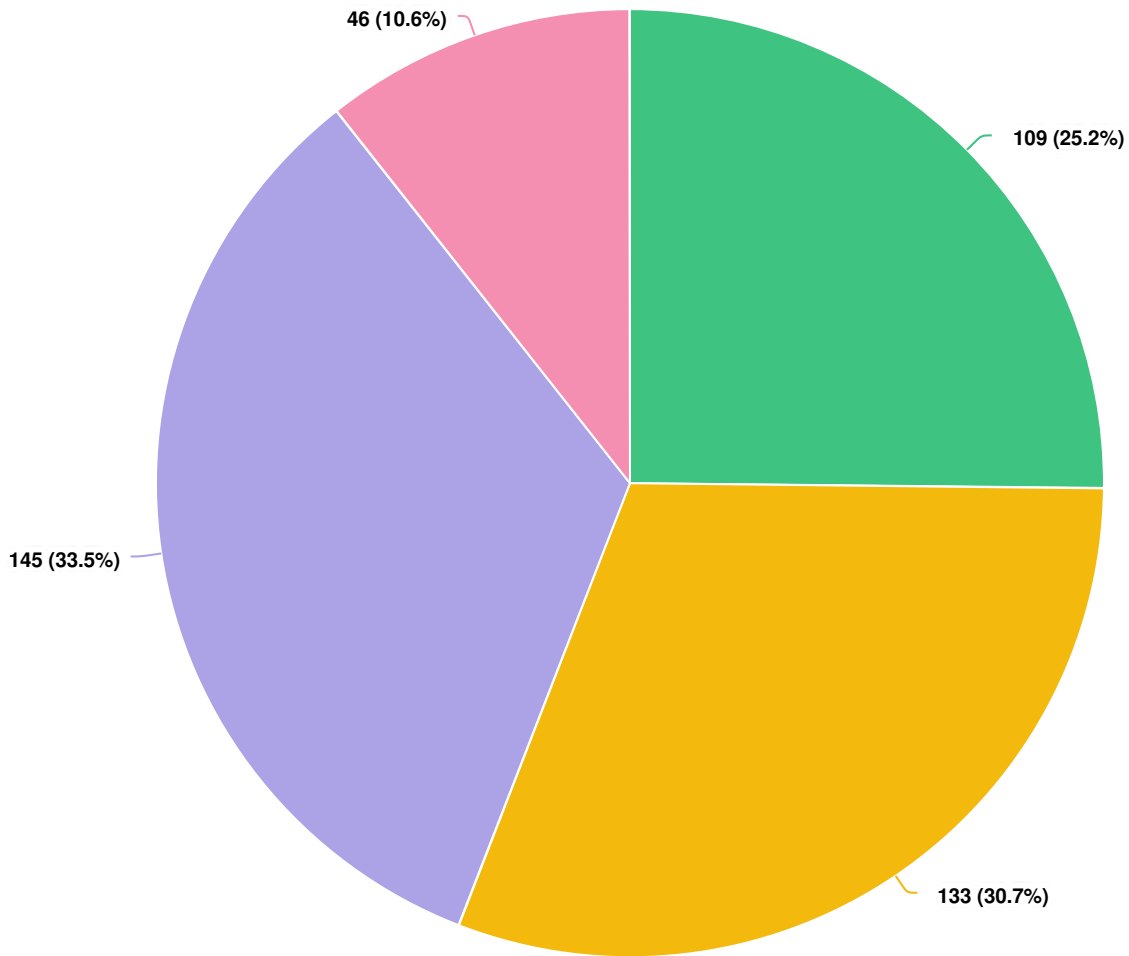


Question options

- Very comfortable
- Comfortable
- Neutral
- Uncomfortable
- Very uncomfortable

Optional question (440 response(s), 2 skipped)
Question type: Radio Button Question

Q19 | How could we improve this connection between Crichton Ave and the larger Shubenacadie Canal Greenway system (up towards Banook)?



Question options

- Don't change anything about the Sullivan's Pond Park pathways
- Designate a separate pathway for bicycles only
- Widen the existing shared pathways
- Other ideas (please explain)

*Optional question (433 response(s), 9 skipped)
Question type: Radio Button Question*

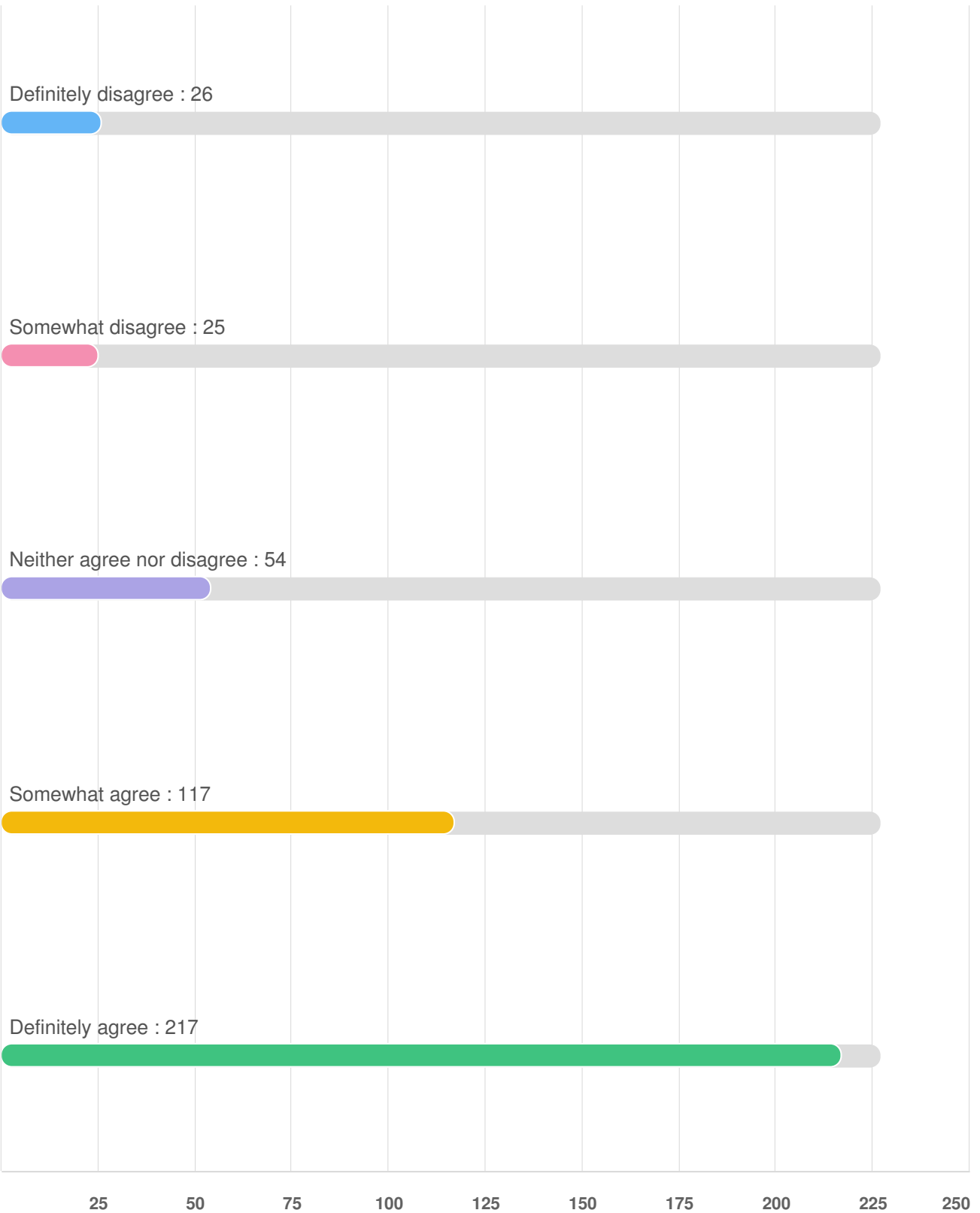
Q20 To what extent do you agree with the following statements?



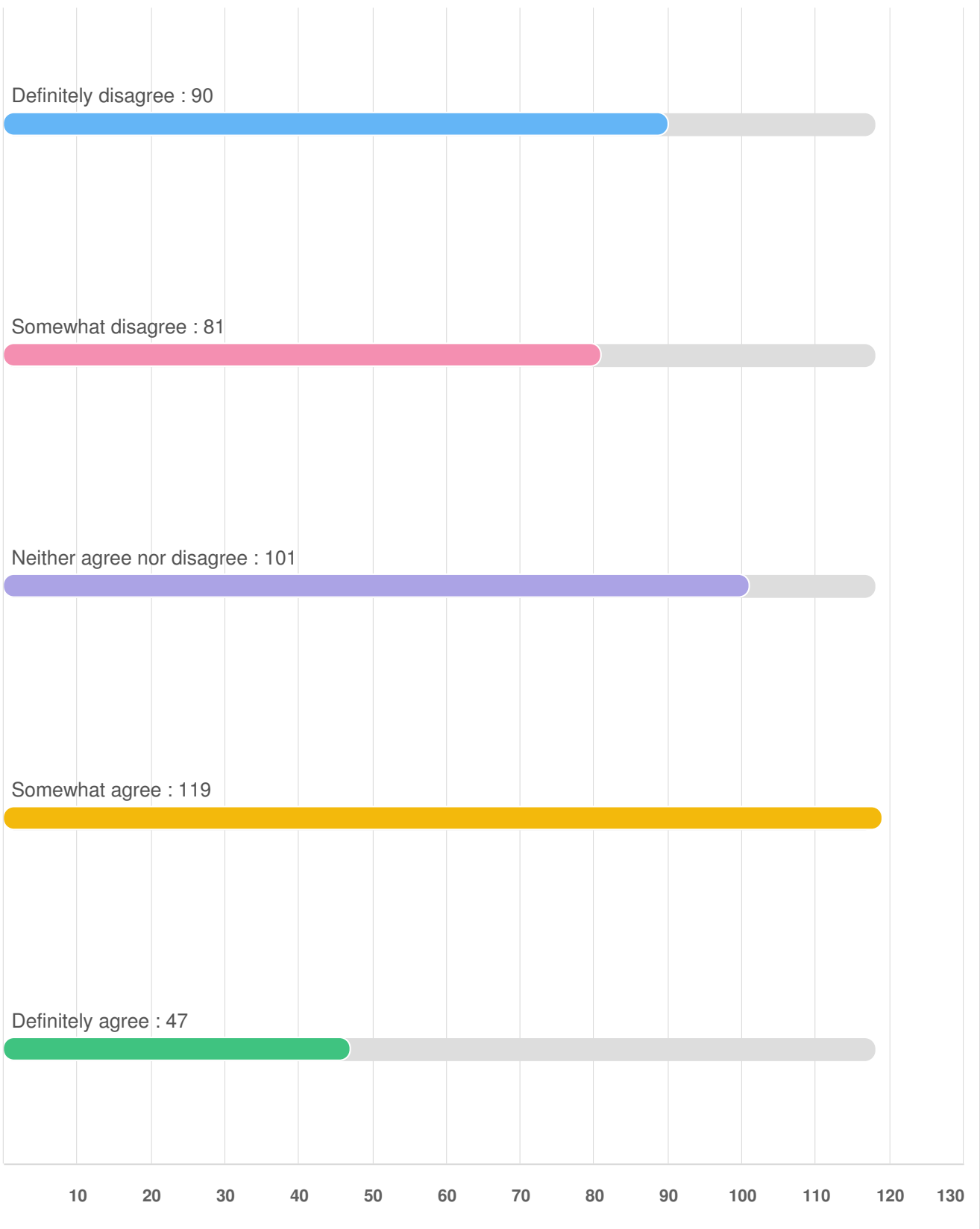
Optional question (442 response(s), 0 skipped)
 Question type: Likert Question

Q20 | To what extent do you agree with the following statements?

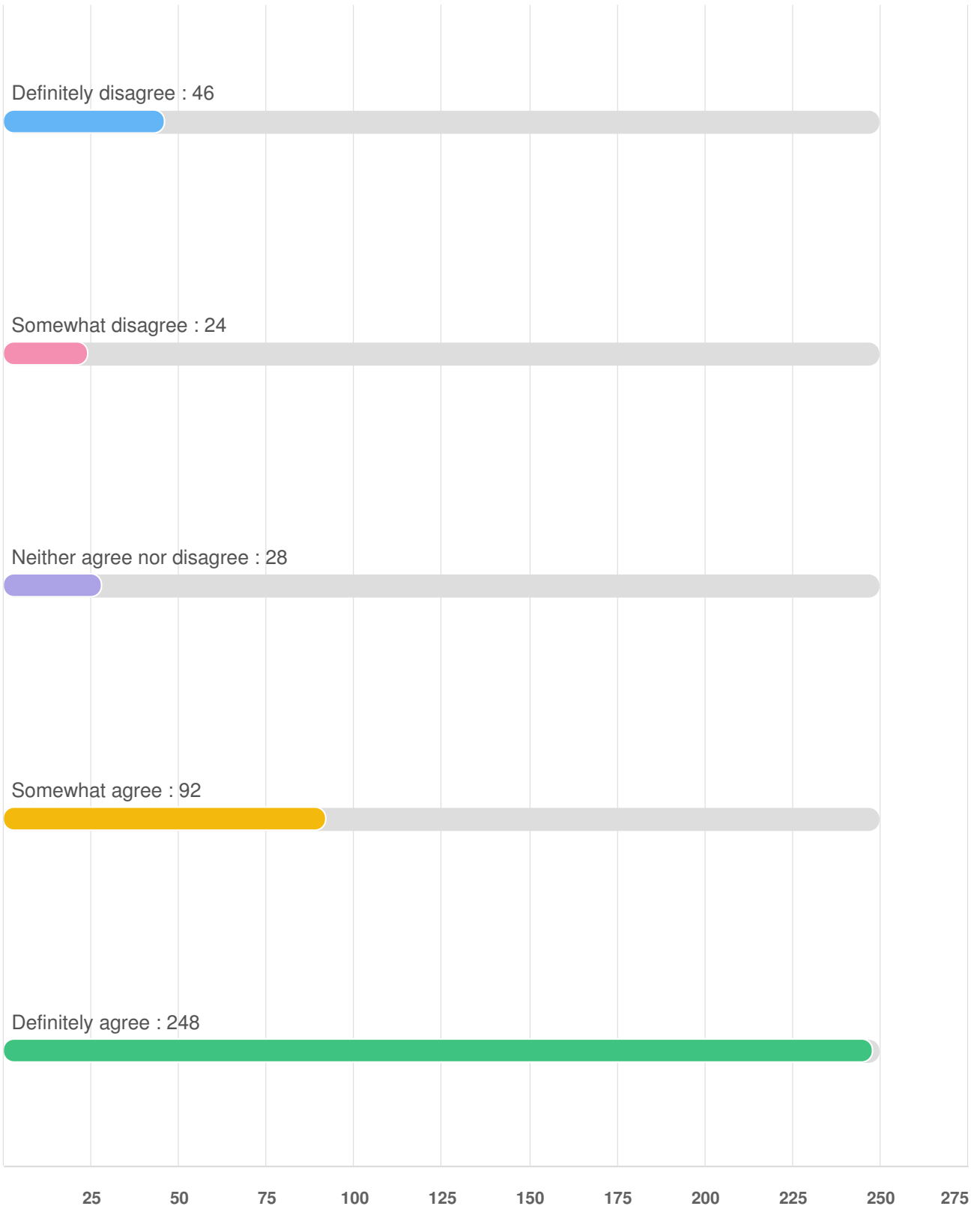
I would feel comfortable cycling on a traffic calmed, local street



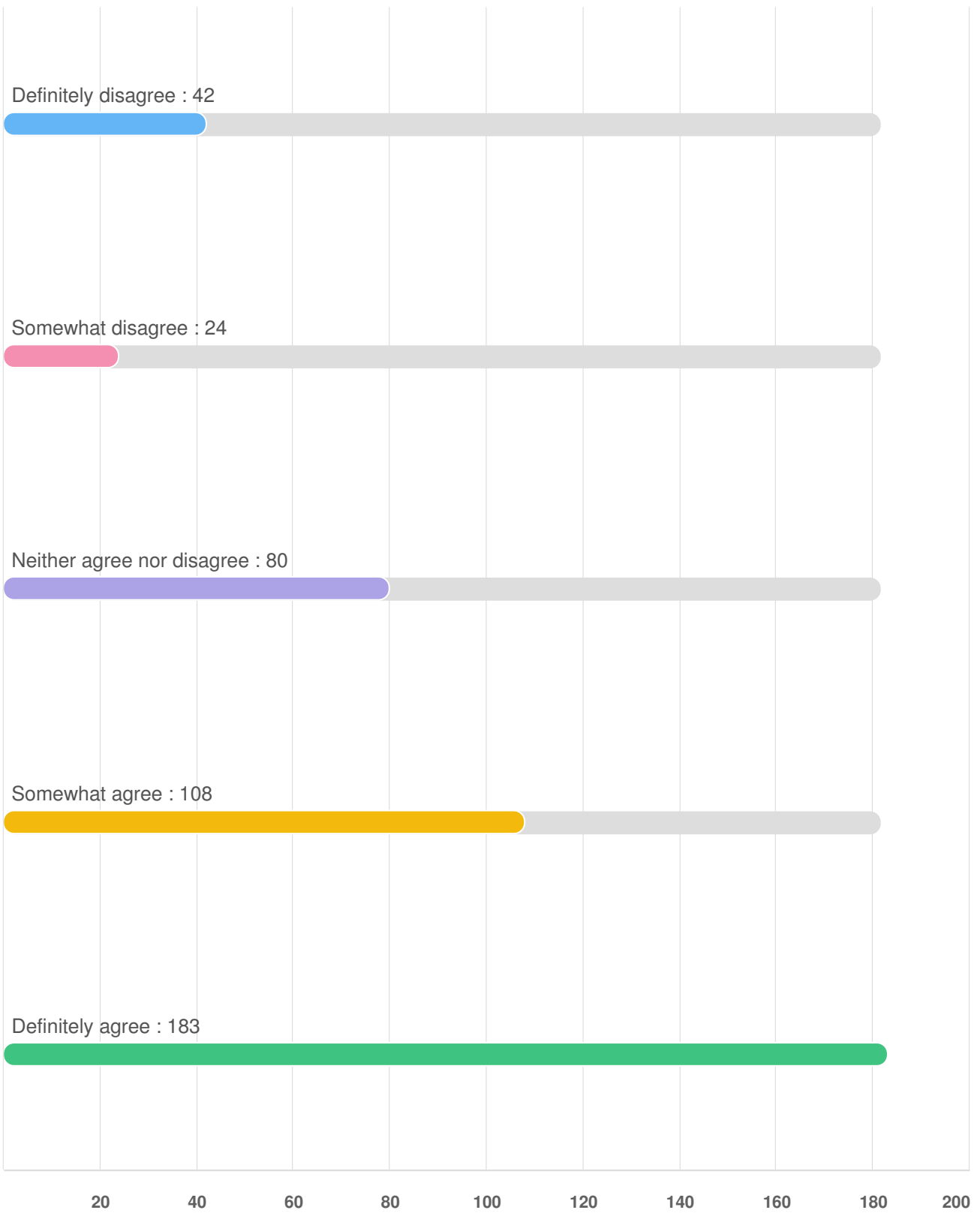
I would ONLY feel comfortable cycling on a designated facility e.g. protected bike lane



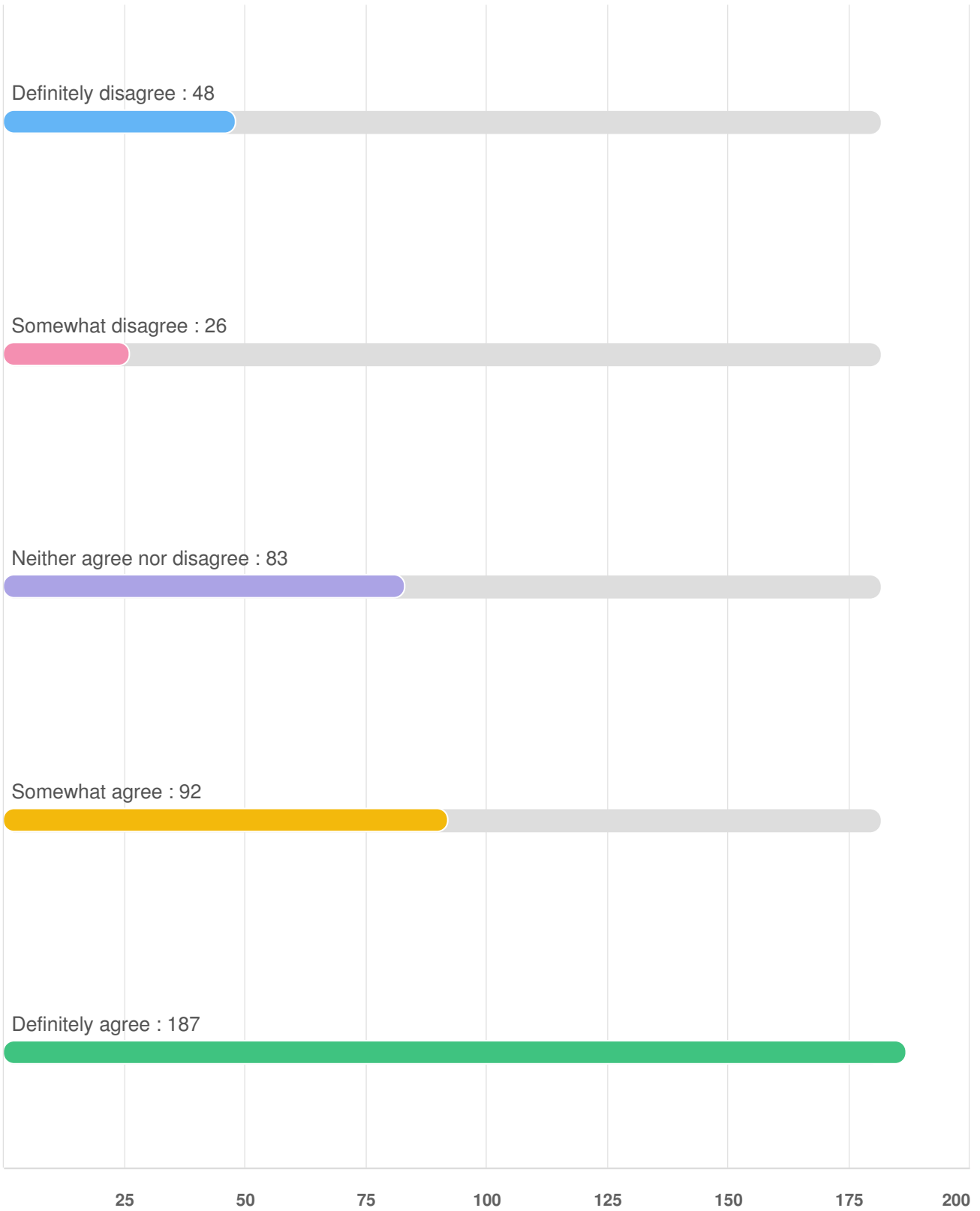
I am open to some loss of on-street parking if it means safer walking, rolling, and cycling



Once these connectivity improvements are built, I will be more likely to walk or roll along this route



Once these connectivity improvements are built, I will be more likely to bicycle along this route



Q21 Tell us about one problem area that needs to be addressed to make you feel more

comfortable walking, rolling, and/or cycling through this area (Maximum 255 characters)

- Anonymous
8/05/2020 12:16 PM
Sidewalk on Oak streer
- Anonymous
8/05/2020 12:37 PM
Crossing Victoria. At minimum a marked crosswalk should be installed ASAP.
- Anonymous
8/05/2020 12:49 PM
Gap in sidewalk, missing crosswalks, fence at Dahlia/Crichton. Vehicles travelling WB tend to take turn from Crichton to Dahlia fast, and the sidewalks are such that you must walk in the road if you want to go from Dahlia to Crichton EB
- Anonymous
8/05/2020 01:11 PM
Traffic speed on the indicated Oak street section is fast with few vehicles coming to a complete stop at the signs. On street parking on Tulip near Oak is commonly too close to intersection or obstructing driveways
- Anonymous
8/05/2020 01:16 PM
Cars speed down Maple St. Need to ensure AT and walkers can safely cross. The addition of the sidewalk at oak is also super 8mprotant
- Anonymous
8/05/2020 01:26 PM
MicMac Blvd and Lake Mist Court (connection to Shubie Greenway), MicMac Blvd and Brookdale Cres (connection to bikeway from residential area - REMEMBER that this is the only connection from Crichton Park), Thistle and Victoria, along Alderney Drive,
- Anonymous
8/05/2020 02:27 PM
Prince Albert Road, Sinclair st. and Hawthorne st. Traffic has increased greatly over the past few years and the amount of people speeding (especially late at night on Prince Albert) has gotten out of hand.
- Anonymous
8/05/2020 02:56 PM
Make the streets one way with perpendicular parking on one side leaving the other for cycling
- Anonymous
8/05/2020 03:45 PM
Neither of the current proposal have sufficient crosswalks or side walk access. I bike through them often, but never really walk along them due to poor access crossing at Sullivan's Pond.
- Anonymous
8/05/2020 03:46 PM
Crossing Victoria Road/Entering Dartmouth common
- Anonymous
8/05/2020 03:54 PM
Intersections along Tulip are on steep hills with limited visibility for both users and drivers
- Anonymous
8/05/2020 04:05 PM
i
- Anonymous
8/05/2020 04:10 PM
Difficult to cycle onto to the path at Sullivan's pond (point B in your map), path is narrow.

Anonymous 8/05/2020 04:25 PM	The crossing from Dahlia/Tulip to the Dartmouth Common, and the crossing at the bottom of Dahlia across Chricton.
Anonymous 8/05/2020 04:35 PM	slowing down traffic going up Victoria Road
Anonymous 8/05/2020 04:35 PM	The intersection of Tulip Street with Victoria Road and Pine Street have blind crests which make crossing unsafe.
Anonymous 8/05/2020 04:41 PM	Increased pedestrian lighting is required, especially at Sullivan Pond. It is especially unsafe for women to walk in that area at night.
Anonymous 8/05/2020 04:45 PM	Coming down maple with kids - there aren't any great options from Thistle
Anonymous 8/05/2020 04:52 PM	pedestrian tunnel underneath Hawthorne St from Banook to Sullivan"s Pond
Anonymous 8/05/2020 04:55 PM	Using crosswalks to access Sullivan's Pond is confusing. Prefer bike lanes on Hawthorne, octerloney and creigton.
Anonymous 8/05/2020 04:56 PM	There should be NO parking on the North side (uphill side) of both Dahlia and Tulip Streets. They are too narrow. This could facilitate a two way bike lane on the uphill side. It would more than likely require the removal of the uphill verge.
Anonymous 8/05/2020 05:12 PM	Connection between small pieces of infrastructure is essential: intersections and connecting components of the bike/walk/trail/sidewalk network is required for my feeling safe
Anonymous 8/05/2020 05:12 PM	Crossing Victoria Road is dangerous no matter where you do it, so measures definitely need to be put in place there for everyone's protection
Anonymous 8/05/2020 05:13 PM	Remove the iron gates in the entrances to Dartmouth common. Too difficult to maneuver a bicycle through. I even find it difficult to walk my bike through the gate.
Anonymous 8/05/2020 05:39 PM	I currently walk in all directions without issue. Sidewalks are fine as is for walking. Do not take up street parking for this foolish idea.
Anonymous 8/05/2020 05:44 PM	The biggest problem area is the lack of sidewalk connection along oak between Tulip and Crichton. The parking, speed of traffic going west, and unfortunate driveway placement (1 oak) is so dangerous. Please remove parking for a safe place with kids
Anonymous 8/05/2020 06:07 PM	Marked crosswalks at Victoria Rd.

Anonymous

8/05/2020 06:39 PM

Leaving Sullivan's Pond at the Crosswalk on Ochterloney is problematic when biking as it is a crosswalk not a continuation of a shared path. And it doesn't go anywhere for a cyclist.

Anonymous

8/05/2020 07:00 PM

The voluntary traffic calming only works if it is convenient to motorists. Most seem to ignore it (from what I've seen)

Anonymous

8/05/2020 07:03 PM

Victoria road crossing, & protected bike way. The crossing from Sullivan's to dahlia is sketchy!

Anonymous

8/05/2020 07:18 PM

Get rid of on street parking if you want to make a bike route

Anonymous

8/05/2020 07:40 PM

Mic Mac Mall is terrifying to bike to

Anonymous

8/05/2020 07:51 PM

Open the gates at the commons and all will be fine. Why on earth did you pave it then lock the gates?

Anonymous

8/05/2020 08:37 PM

Dahlia street from Beech to Crichton: needs sidewalks on the other side, sidewalks on Crichton from Dahlia to Oak.

Anonymous

8/05/2020 08:41 PM

Bike lane connection between Sullivans pond and the Alderney ferry terminal/Macdonald bridge would be great. Cycling down Ochterloney street can be scary at times. This is a good start, but the connections between "go to" destinations is what is missing.

Anonymous

8/05/2020 08:57 PM

Many drivers speed up Victoria Rd, or turn onto Victoria Rd. from Park Avenue at unsafe speeds. Curb bump-outs, or other calming measures would make it safer to cross.

Anonymous

8/05/2020 09:12 PM

Personally do not agree with any route that cuts through cemeteries ,as is the route from (to) Tulip St to Dartmouth Commons

Anonymous

8/05/2020 09:16 PM

It would be nice to see cycling infrastructure continue along Prince Albert through Ochterloney so cyclists heading downtown don't have to detour around Sullivan's Pond and have to mix with lower-speed pedestrians.



8/05/2020 09:19 PM

Need some type of crosswalk/bicycle crossing at Victoria Rd between the end of Dahlia and the Common. Vehicles come quite fast down Victoria as they approach this intersection and the sight-lines aren't the greatest. Also, open the gate at the Common.

Anonymous

8/05/2020 09:24 PM

The intersection at Crichton and Dahlia feels like a no mans land. Dahlia is OK, crossing at Victoria is OK. Intersection at Crichton and path through Sullivan's will be the biggest improvement for me.

Anonymous

8/05/2020 09:46 PM

Cars going too fast

Anonymous

8/05/2020 10:09 PM

Crossing and travelling on Maple and Victoria (and less-so, Pine) is atrocious. Drivers treat the neighbourhood like a motorway. Calming is needed; add stop signs on Maple, Pine, and Victoria at either Dahlia or Tulip (whichever is chosen).

Anonymous

8/05/2020 10:20 PM

Lack of sidewalk along oak has always been a major safety issue, esp when combined with the weird crossing locations to Sullivan's across Crichton

Anonymous

8/05/2020 10:21 PM

The lack of sidewalks and crosswalks at Crichton Ave, between Dahlia and Oak, is a bit of a pedestrian nightmare. Accessing the Sullivan's Pond area from Dahlia is a challenge and hazard. Please look at this area closely.

Anonymous

8/05/2020 10:41 PM

The intersection and crossings at Oak and Crichton. Particularly the lack of sidewalk on Oak and the visibility of the cross walks to motorists.

Anonymous

8/05/2020 10:56 PM

I have cycled in Dahlia and Tulip in the winter; I pay great attention to Maritime weather creating serious ice hazards on those streets; slight down hill slope in places & my bike has slipped out from under me on ice patch

Anonymous

8/05/2020 11:12 PM

Going through this area isn't any problem except for the hills. Please focus resources on REAL problem areas, the greatest being the Portland St corridor!

Anonymous

8/05/2020 11:34 PM

No separate bike lanes, wide roads make traffic fast

Anonymous

8/06/2020 12:08 AM

The Maple Street and Dahlia intersection and Pine and Dahlia intersection are dangerous as many motorists speed through these routes. Maple Street sees a lot of traffic for such a short street during rush hour. Speeding is also a factor on these hills.

Anonymous

8/06/2020 12:26 AM

Tulip Street crossings need improvements at Maple, Pine and Victoria. These crosswalks should all be marked at the very least. Drivers tend to fly up and down the hills. There are lots of kids and people walking dogs so it's not safe as it is.

Anonymous

8/06/2020 04:38 AM

The lack of sidewalk at Oak and Creighton is very dangerous. This block is often used with dog walkers, people with strollers and people in wheelchairs and there is no sidewalk and people turn very fast up Oak st from creighton ave. Put a proper sidewalk!

Anonymous

8/06/2020 05:44 AM

Crossing Victoria road is terrifying. And these areas are very dark.

Anonymous

8/06/2020 07:29 AM

The crossing at Tulip into the cemetery towards the Commons is terrifying when traveling with kids.

Anonymous

8/06/2020 07:31 AM

Some streets in the area cars drive to fast. Speed bumps or something is needed. Oakdale Crescent outside of birch cove beach is a prime example.

	Kids will get hurt if something isn't done. Slow cars down. All will be better for it
Anonymous 8/06/2020 07:32 AM	The intersection at Dahlia ,Oak, Crichton need to be addressed with a sidewalk connecting the North side of Crichton with the corner of Dahlia at Oak which is very dangerous at the moment.
Anonymous 8/06/2020 07:48 AM	The biggest issue with Dahlia & Tulip is actually the current state of the sidewalks. Proper maintainance is needed. They are cracked and buckled which makes footing uneven and using wheeled apparatuses such as wheelchairs and strollers more difficult.
Anonymous 8/06/2020 07:52 AM	The intersection at dahlia and Crichton street needs to be made more pedestrian/cyclist friendly. Many cars speed along there and are unaware of people crossing dahlia to Sullivan's pond
Anonymous 8/06/2020 08:23 AM	Transition from road to trail, separation of bike and pedestrian trail
Anonymous 8/06/2020 08:30 AM	High speed of travel accelerating up Victoria Road through the Victoria Road and Dahlia Street intersection
Anonymous 8/06/2020 08:38 AM	No sidewalk at 2nd crosswalk (directly in front of 1 Oak Street). Two crosswalks close together. Makes for awkward access to Dahlia.
Anonymous 8/06/2020 08:45 AM	Crossings at Maple (because of traffic) and Pine (because the steep hill increases traffic speed toward Dahlia and limits sight lines further uphill) need to be better controlled
Anonymous 8/06/2020 08:54 AM	Cycling from park to Ferry
Anonymous 8/06/2020 09:05 AM	duplicate cross walk and lighting currently at Dailia and Maple to Hawthrone and Banook green way
Anonymous 8/06/2020 09:59 AM	Having a side walk on both sides of Chricthon.
Anonymous 8/06/2020 10:03 AM	Crossing Prince Albert / Ochterloney
Anonymous 8/06/2020 10:07 AM	The flow of traffic makes this route perpendicular to most main routes and it will be ineffecient to cycle for fearless riders. I would use Thistle or Crichton park to ochterloney to avoid stopping frequently depending on destination
Anonymous 8/06/2020 10:09 AM	Bikers and walkers must share...often bikers are rude not giving walkers enough time to move must be wider path
Anonymous	Better crossing infrastructure around Oak on Crichton Ave

8/06/2020 10:15 AM

Anonymous

Marked crosswalk into Dartmouth common from either option a or b

8/06/2020 10:29 AM

Anonymous

Crossings at Maple, Victoria and Hawthorne need to be better. Perhaps narrowing road at Hawthorne.

8/06/2020 10:32 AM

Anonymous

Add LED crossing lights to all crosswalks

8/06/2020 10:43 AM

Anonymous

Cars are being driven too fast. E scooters and segways need to be banned from sidewalks. They are also a hazard in bike lanes.

8/06/2020 11:21 AM

Anonymous

Enough of the ridiculous planning to make it impossible to drive in this city we have winter and sick of feeling like my rights to live and drive in this city are being dismantled daily. Enough

8/06/2020 11:40 AM

Anonymous

Sometimes the speed of cars moving up and down Crichton Ave is an issue. There are not a lot of crosswalks once you get past Hawthorne, and people go 60+.

8/06/2020 12:07 PM

Anonymous

Entrance and exits to Sullivan's pond. They are only designed for pedestrians. Would be good to have proper access for all forms of active transportation

8/06/2020 12:09 PM

Anonymous

The major road crossings are frequent and dangerous on a bike. The intersection by Bicentennial is nerve wracking with kids. The bottom of Victoria is a faster cut through getting to the bridge and commuting drivers take it sometimes aggressively.

8/06/2020 12:15 PM

Anonymous

Crossing Maple st. is high traffic and people speed down the hill. It would be good to slow down that traffic at the crossing.

8/06/2020 12:24 PM

Anonymous

Victoria road traffic is unsafe and not well planned. The lack of crosswalk from Victoria to park avenue is a major issue. Observing this everyday it is as or more common a crossing section for pedestrians yet the combination of speeding and no crosswalk.

8/06/2020 12:34 PM

Anonymous

For me, it is crossing Victoria road that is the issue and you address the problem here so thank you.

8/06/2020 12:57 PM

Anonymous

I need to get off my bike to open the gate

8/06/2020 01:06 PM

Anonymous

Intersection at Oak and Crichton. Very dangerous especially w bus stop as cars often pass stopped bus at speed. Nearly been hit as a pedestrian 2-3 times.

8/06/2020 01:14 PM

Anonymous

8/06/2020 01:39 PM

Not gonna do it

Anonymous

8/06/2020 01:46 PM

The intersections for dahlia and tulip streets, where they meet Victoria, Pine, maple all have terrible sight lines for users/drivers etc.

Anonymous

8/06/2020 02:24 PM

having to cycle between moving traffic on your left and parked cars on your right

Anonymous

8/06/2020 02:27 PM

I have no real concerns as things now stand.

Anonymous

8/06/2020 02:48 PM

I worry about traffic congestion on dahlia but perhaps traffic will pick alternate routes

Anonymous

8/06/2020 02:56 PM

better street light

Anonymous

8/06/2020 03:01 PM

The Oak st intersection

Anonymous

8/06/2020 03:14 PM

Traffic short cutting through Dahlia - Pine Street

Anonymous

8/06/2020 04:05 PM

Even if you build a bike lane, people who park there currently will park in the lane unless you make it separate.

Anonymous

8/06/2020 04:54 PM

The connection between Dahlia and Crichton Avenue is putrid - the sidewalk along Dahlia just ends, and where are we to go? There should be a crosswalk across Crichton Avenue at the foot of Dahlia.

Anonymous

8/06/2020 05:38 PM

Higher degree of connectivity (sidewalks)

Anonymous

8/06/2020 06:49 PM

Crosswalk across maple at tulip would be helpful

Anonymous

8/06/2020 07:46 PM

Can't think of any on the Dartmouth side but I do hope that the promised work for cyclist on the MacDonald is completed.

Anonymous

8/06/2020 08:00 PM

Heavy traffic on octerloney

Anonymous

8/06/2020 08:35 PM

Victoria road traffic speeds are an issue crossing from Dartmouth common into the neighbourhoods to the north, and up to Sullivans Pond. Road design, particularly the generous turning radius onto Park Avenue, as well as poor

	sight lines make it dangerous.
Anonymous 8/06/2020 08:38 PM	Hills are too steep
Anonymous 8/06/2020 08:44 PM	My route is take Ochterloney all the way to Alderney, then go right to Seniors Tower, then cross street to get onto Shore Road. There is no traffic and it is completely flat! Take Shore Road, then turn right to get to bridge. Develop this route instead!!
Anonymous 8/06/2020 09:06 PM	Woodland avenue. The intersection with Micmac blvd. Is a major issue. We have children that ride bike and walk and we want them to feel safe crossing there.
Anonymous 8/06/2020 09:36 PM	Coming off dahlia to Sullivan's pond is very awkward as you have to cross into a narrow and steep grass path to get to the cross walk to the gazebo area of Sullivan's.
Anonymous 8/06/2020 09:47 PM	Having to stop frequently for traffic (vehicular or pedestrian) as a cyclist is an accessibility issue. More separated routes makes cycling more feasible for visually impaired cyclists and cyclists with mobility issues.
Anonymous 8/06/2020 10:56 PM	The main problem is walking/going through Victoria Road. You really have to do something to force people to slowdown on this road. Some people consider this road, especially during the night as a speed hillclimbing. This is really dangerous.
Anonymous 8/06/2020 10:58 PM	crossing the road
Anonymous 8/06/2020 11:01 PM	None I think money is better spent elsewhere
Anonymous 8/07/2020 02:38 AM	Intersection at bottom of Maple
Anonymous 8/07/2020 06:43 AM	Ochterloney and Crichton avenue and also Elliott street crosswalk to the pond needs to be redesigned.
Anonymous 8/07/2020 07:11 AM	I often travel from shubie trails to banook. After crossing under the 111 from shubie you have to ride sidewalk along the 111 until the gravel path down to the pedestrian bridge over banook. There is no protection from high speed traffic.
Anonymous 8/07/2020 07:17 AM	Both Dahlia and Tulip are currently used as cut through streets for cars looking for a short cut to the bridge. The speeds they drive through there is ridiculous. I think speed humps would be a welcome addition to slow the cars down near the pond side
Anonymous	There should be a three way stop sign at Hawthorne and Crichton

8/07/2020 07:41 AM

Anonymous

Nowhere. It's fine

8/07/2020 07:54 AM

Anonymous

Connection from the MacDonald bridge bike lane

8/07/2020 08:33 AM

Anonymous

Already fine for me

8/07/2020 08:55 AM

Anonymous

Getting from bottom of maple hill to slayter

8/07/2020 09:01 AM

Anonymous

Thus bikeway doesn't connect up to the Hawthorne area or Silvers Hill Area iot Portland St. The Sullivans Pond connection doesn't link to Hawethrone or Silvers Hill or Portland St. why would I support a bikeway Johathan dead ends for one community?

8/07/2020 09:15 AM

Anonymous

Generally, we need better signage re Rules of Movement on Parkway Paths and Yellow Lines running down the middle of the paths. A dedicated Cycling Lane along Creighton would be a real help coming down into the city to connect with Dahlia etc.

8/07/2020 10:30 AM

Anonymous

Need to feel safe crossing Victoria Road

8/07/2020 01:59 PM

Anonymous

More marked crosswalks at intersections and more sidewalks

8/07/2020 02:04 PM

██████████

8/07/2020 02:13 PM

It can be challenging to make turns onto the proposed LSB routes from busy streets (i.e. Victoria and Maple), especially if one has to stop on the a hill to wait for a gap in traffic. Intersection treatments should help facilitate these movements.

Anonymous

Traffic shaping and crosswalks on Victoria Street at Tulip and Dahlia would be very beneficial for slowing traffic and making crossing safer. I cross Victoria at Tulip on a very regular basis and it never feels safe unless there is no traffic at all.

8/07/2020 02:13 PM

Anonymous

Biking on the multiple use path along Banook is dangerous. The dangers are the pedestrian walking many across the lane, vehicle pulling onto the roadway without stopping before the multiple purpose lane, and v I feel safer moving with vehicle on the road.

8/07/2020 03:20 PM

Anonymous

Both ends are what is important. How does this cross Victoria Rd and Crighton Ave. While I like walking Dhalia more I feel its connection with Creighton does not lend itself well to pedestrians. This area in particular

8/07/2020 04:48 PM

needs a lot of design work.

Anonymous

8/07/2020 05:02 PM

Blind corners on oak Street from Crichton to rose

Anonymous

8/07/2020 07:08 PM

too many cyclists who travel too fast

Anonymous

8/08/2020 12:41 AM

Crossing from the other side of Victoria into the Commons is unsettling as there is no crosswalk markings and cars are revving their engines to go up the steep hill there.

Anonymous

8/08/2020 08:04 AM

Visibility of the crosswalk at Dahlia/Maple. Has flashing lights but because of the crest its disconcerting trying to cross, i always choose Tulip to access these streets when walking/biking.

Anonymous

8/08/2020 09:00 AM

Waste of taxpayer dollars

Anonymous

8/08/2020 11:04 AM

I'd feel more comfortable with wider paths so pedestrians and cyclists can move around each other.

Anonymous

8/08/2020 11:24 AM

There are no problems. The streets are fine the way they are. I live in this area drive on oak multiple times a day as it is my most direct route from my house to prince albert.

Anonymous

8/08/2020 12:09 PM

The crosswalk from Esso to the canal bridge is so dangerous. I signal every time and people don't see me. And I'm big!

Anonymous

8/08/2020 12:34 PM

The lack of sidewalk along Crichton where it connects to Dahlia.

Anonymous

8/08/2020 12:54 PM

Crossing Victoria Rd to access the Commons - a formal crosswalk is needed at Tulip or Dahlia. Traffic is fast and heavy, and sightlines are poor.



8/08/2020 01:42 PM

The speed of cars on Maple and Victoria streets makes me nervous to cross there. Cars speed from Crichton to Dahlia making crossing around this area dangerous. Also there is a puddle of water in front of 67 Crichton and cars splash sidewalk.

Anonymous

8/08/2020 02:19 PM

Crichton to Dahlia. Vehicle speeds often feel high, and awareness/opportunities for cyclists and pedestrians feel low. Traffic calm and crosswalk/bike cross/good signage.

Anonymous

8/08/2020 02:54 PM

no sidewalk at dahlia/ oak intersection. traffic coming down crichton and turning into dahlia is very fast moving, and crossing here is difficult crossing from south side dahlia across crichton is difficult

Anonymous

8/08/2020 03:57 PM

The current sidewalk on Dahlia comes to a very odd end where it meets Crichton

Anonymous
8/08/2020 04:42 PM
Current sidewalk on Dahlia street comes to an abrupt end at Crichton. That needs to be changed.

Anonymous
8/08/2020 05:52 PM
This survey appears to be focused on cycling and rolling versus walking.

Anonymous
8/08/2020 06:10 PM
I and several others have had issues crossing Creighton to get to the pond when walking. Cars don't pay attention or slow down. There is a visually impaired person living in the area and she's been hit by a car. So improvements to the lights or crosswalks

Anonymous
8/08/2020 08:14 PM
Volume and speed of traffic on the major connecting streets, like Maple

Anonymous
8/08/2020 09:14 PM
The intersection at Crichton Park Rd and Crichton Ave is hard to see people coming due to the curve of the road. A roundabout would be safer, or at the very least, convex mirrors installed on lampposts.

Anonymous
8/08/2020 10:01 PM
Create a cycle pathway from Sullivan's Pond to MacDonald Bridge and to Alderney Landing.

Anonymous
8/09/2020 12:28 AM
If on street parking were restricted to only one side of dahlia st

Anonymous
8/09/2020 06:46 AM
I do not participate in walking, etc

Anonymous
8/09/2020 07:01 AM
The cross walk at Crichton/Dahlia/Oak. It is very unsafe particularly for those that have issues with mobility and when using a stroller.

Anonymous
8/09/2020 08:36 AM
The major intersections (Victoria/Maple/Crichton Ave) need to have well designed crossings installed. This means lights to prioritize active transportation across them, and lights that are easily activated without having to dismount a bicycle.

Anonymous
8/09/2020 08:37 AM
Too many cars parked on Dahlia

Anonymous
8/09/2020 09:28 AM
Improve intersections to make them more cycling-friendly

Anonymous
8/09/2020 09:52 AM
Lack of sidewalk on the west side of Crichton between oak and dahlia, lack of sidewalks on oak

Anonymous
8/09/2020 10:46 AM
New crosswalk at Crichton Ave and Oak and Crichton Ave and Dalhia

Anonymous

8/09/2020 01:23 PM

I walk my dog in the area of sullivan's pond and dartmouth common (off leash) frequently. I'm also a periodic cyclist. I would keep cycling through traffic separated from pedestrian traffic in those parks.

Anonymous

8/09/2020 01:39 PM

Limiting and calming vehicular traffic

Anonymous

8/09/2020 07:16 PM

Oak st is too steep to successfully cycle up for many and access for bikes off Dahlia going towards Pond is tricky due to Creighton's traffic. And the narrow path in the Common from Dahlia is a little narrow and uneven; concerning as I age.

Anonymous

8/09/2020 11:16 PM

Better crosswalks at points e and f and from the commons

Anonymous

8/10/2020 07:24 AM

1. restore the crosswalk across victoria at Park street. There used to be one and it was removed. Now it is dangerous to cross there are picking up speed to go up the hill.

Anonymous

8/10/2020 07:47 AM

Maple Street is an emergency route (ambulance, fire, police, etc.) - how will Maple Street/Dahlia Street be managed?

Anonymous

8/10/2020 10:02 AM

Traffic speeds are high on Dahlia Street. I walk around Sullivan's pond almost every day and the lack of sidewalks by Oak St. is a major concern.

Anonymous

8/10/2020 10:26 AM

Crosswalks at Oak and Crichton Ave

Anonymous

8/10/2020 12:32 PM

I wish there was a rental facility where I could rent a lightweight adult tricycle.

Anonymous

8/10/2020 02:37 PM

Inconsiderate, and badly educated, drivers.

Anonymous

8/10/2020 02:42 PM

people drive down Pine street like maniacs. probably the same on Maple too but more people are put off by the lights at the end. Pine street is like a fast highway at peak times

Anonymous

8/10/2020 03:16 PM

████████████████████ and I believe there should be a crosswalk from the corner to the pond and side walk along Crichton Ave between oak and dahlia. Many people walk on the road instead of crossing the street here

Anonymous

8/10/2020 03:24 PM

Crossing Victoria after closing gate

Anonymous

When you start changing areas traffic move to other areas to get to where

8/10/2020 03:40 PM

they are going quicker. What consideration have you given to areas that will be affected by these changes?

Anonymous

8/10/2020 04:15 PM

The common gates - I wish they could be permanently propped open. I don't understand what is achieved by them.

Anonymous

8/10/2020 04:22 PM

Lighting, especially around the cemetery into Dartmouth Commons and onto Park Ave

Anonymous

8/10/2020 04:26 PM

Well even before getting to the area my main concern is how difficult it is the starting point just cross the McDonald Bridge!

8/10/2020 05:04 PM

Oak Street - not a fan of biking on it or walking (especially when I have the dog with me)

8/10/2020 07:46 PM

Bottom of Dahlia and lack of proper sidewalk for pedestrians. Need for crosswalk at Dahlia to cross to Sullivans Pond

8/10/2020 09:15 PM

Vehicles speed down Pine St. and given the steep downhill this can be very dangerous for crossing by bike, foot, etc.

Anonymous

8/10/2020 09:48 PM

The addition of a sidewalk at Crichton and Oak would make me feel much more secure as both a pedestrian and motorist!

Anonymous

8/10/2020 10:08 PM

Crossing Oak St in front of 1 Oak feels very dangerous. The road is too wide and it's difficult to be seen.

Anonymous

8/11/2020 01:40 AM

I would like to see sidewalk on both sides of the street between Dahlia and Oak on Creighton. I often run here, there is no really safe place for pedestrians on the opposite side of the street from the park.

Anonymous

8/11/2020 11:40 AM

Cyclist often use sidewalks this makes walking difficult, even on the paved parts of the Commons and especially on the walkways in Sullivans Pond

Anonymous

8/11/2020 11:53 AM

The most accessible hill intersecting with this street is maple. No matter how much you add accessible routes, "desire lines" remain the same. Maple Street is a "desire line" for walkers and bikers accessing rec. facilities. Traffic should be calmed.

Anonymous

8/11/2020 12:06 PM

crossing victoria road between dartmouth common and lake Banook from Alderney

Anonymous

8/11/2020 03:38 PM

Crossing Victoria Road at Dahlia.

Anonymous

8/11/2020 03:57 PM

The intersection at Ochteroney and Crichton Avenue needs better markings. It can get very congested there.

Anonymous 8/11/2020 04:02 PM	Crossing Maple st and Victoria st during rush hour
Anonymous 8/11/2020 05:29 PM	Street crossing at the end of Dahila to Sullivans pond!! Scary for drivers and pedestrians!
Anonymous 8/11/2020 08:01 PM	Nothing
Anonymous 8/11/2020 08:45 PM	The bike lane on Prince Albert should continue all the way down Ochterloney St to the ferry terminal. There is less hills, but the street is busy with traffic and pedestrians so it's hard to bike
Anonymous 8/11/2020 09:43 PM	Crossing Maple Street is difficult 75% of the time and very dangerous
Anonymous 8/12/2020 07:12 AM	Commons access - big gate should be open at a Dahlia
Anonymous 8/12/2020 09:08 AM	You're already ID'd my problem area: the section without a sidewalk by the pond. Crossing Pine Street is also scary--very steep and cars are going quickly.
Anonymous 8/12/2020 09:17 AM	there is limited on street parking and to take away spaces would be a great loss to many who use these parking spaces. Downtown parking is difficult as it is.
Anonymous 8/12/2020 10:53 AM	Definitely the weird 2 crosswalks by 1 Oak. Traffic comes roaring down the hill from the Micmac Mall and it never feels safe. Sometimes the crosswalk connecting Sullivan's Pond to Banook playground doesn't feel safe either, although that traffic is slower
Anonymous 8/12/2020 12:28 PM	The bottom side of Oak St. has a painted crosswalk leading to 2 streets with no sidewalk. Dahlia does have it on one side, but the side closest to the tower needs it too.
Anonymous 8/12/2020 03:19 PM	The missing sidewalk along Crichton between Oak and Dahlia is problematic, would love to see this connection made to facilitate safe walking. Also adding a sidewalk along Oak would be next on my list.
Anonymous 8/12/2020 04:43 PM	Dahlia/Oak and Dahlia/Crighton intersection is very bad for pedestrians. There needs to be a sidewalk on Dahlia along 1 Oak.
Anonymous 8/12/2020 05:42 PM	All is fine. disagree with spending money for a few
Anonymous 8/12/2020 06:51 PM	I think that all bike lanes should be elevated ~50 ft above ground level w/o rails to get that Mario Kart experience. Um...

Anonymous 8/12/2020 09:32 PM	Cars parked in both sides if the streets makes passing thru unsafe, esp on Dahlia its very narrow.
Anonymous 8/13/2020 10:00 AM	Sidewalk on Crichton Ave between Oak and Dahlia please
Anonymous 8/13/2020 10:00 AM	Would like to see the corner of Tulip/Oak become a 4-way stop: drivers often drive too fast up and down Oak and others do not stop at the stop sign coming down Tulip St. It is often a dangerous spot as a pedestrian or cyclist.
Anonymous 8/13/2020 11:16 AM	Crosswalks for Crichton Ave and both Oak and Dalhia
Anonymous 8/13/2020 12:12 PM	sidewalk needed along Crichton Ave across street from Sullivans pond by One Oak Apt Building needed. Lack of sidewalk creates safety hazard for pedestrians
Anonymous 8/13/2020 02:41 PM	Enforce the rules for joggers and bikers
Anonymous 8/13/2020 03:06 PM	The corner at Dahlia and Crichton must be changed. Vehicles heading southbound on Crichton and turning right on Dahlia often speed up, making Dahlia very dangerous for cyclists and pedestrians.
Anonymous 8/13/2020 03:43 PM	Difficult to cross at the intersection of Crichton and Dahlia St
Anonymous 8/13/2020 03:43 PM	Difficult intersection at Crichton Ave and Dahlia Street is an issue. Slowing traffic on Pine Street raceway with a chicane(?) or spike belt (joking
Anonymous 8/13/2020 04:45 PM	The intersection at Pine and Tulip is dangerous with frequent speeding. A bike lane is better suited to one block below on Dahlia where you can more easily see cars coming down hill.
Anonymous 8/13/2020 05:12 PM	Develop PROPER connections for cycling routes that do not include cyclists merging onto sidewalks or requiring cyclists to get off their bike and walk through cross-walks. Connections should be seamless for riding.
Anonymous 8/13/2020 06:38 PM	maple street crossing
Anonymous 8/13/2020 08:14 PM	Cross walk across Victoria and sidewalks on Oak. Very dangerous for children taking the bus to school and walking to school.
Anonymous 8/13/2020 08:29 PM	Linkages to active transport corridors either side
Anonymous	New Sidewalk needs to connect chrietan park on oak street side with a cross

8/13/2020 09:24 PM

walk at the base of Dahlia. People cross there all the time and walk along the road

Anonymous

8/14/2020 12:00 AM

Oak street is a steep hill with limited visibility. It would be very challenging to accommodate a heightened number of bicycle traffic and also factor in vehicular traffic.

Anonymous

8/14/2020 11:49 AM

Crossing Victoria. The sightline is horrible (especially when walking/moving slowly); cars drive too fast; etc. Traffic calming/slowing would help (speed bumps; etc.) and very clear signage, cross walk with flashing lights

Anonymous

8/14/2020 07:15 PM

no comment

Anonymous

8/15/2020 06:18 PM

All around One Oak Street apartment building needs attention. Especially the residents shooting out of the parking lot and the circular driveway.

Anonymous

8/15/2020 07:22 PM

A sidewalk on Oak will improve walking. A bike lane on Tulip is a bad idea and unnecessary. The better street to cycle on is Dahlia with better sight lines/grades, better and safer crossing across Maple with a well placed crosswalk, better Commons access.

Anonymous

8/15/2020 07:51 PM

When this is built (on either street, though I prefer Tulip), you should designate each of the flower streets as one way.

Anonymous

8/15/2020 07:53 PM

The corner of Chricton and Oak and Chricton and Dahlia are dangerous to pedestrians. As well as the two sequential crosswalks - they're confusing to drivers, and one of them doesn't lead to a sidewalk.

Anonymous

8/16/2020 06:49 AM

Add a cross walk to Victoria Rd - either on Tulip/ Dahlia, or re-instate the cross walk that used to be at Park Avenue. That is sorely missed! Also to consider re-instating cross walk at Rose & Maple Streets.

Anonymous

8/16/2020 10:47 AM

this dumb as hell

Anonymous

8/16/2020 07:48 PM

The paved pathways through Sullivan's Pond Park need to be widened.

Anonymous

8/16/2020 09:27 PM

The sidewalk at the corner of Dahlia and Crichton needs to be improved as it poses a safety issue especially for seniors.

Anonymous

8/16/2020 11:33 PM

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Anonymous

8/17/2020 08:26 AM

traffic slowing measures along Chrichton Ave.

Anonymous

Tulip Street would be a bad choice as there is no safe or easy way to cross

8/17/2020 08:46 AM

Maple and the brow of the hill makes it difficult. There is no way to cross Pine as the blind crest makes it very dangerous.

Anonymous

8/17/2020 11:14 AM

Parking needs of residents need to be considered, along with making the designated street safer for cycling.

Anonymous

8/17/2020 11:27 AM

The bike lane wont be used alot is invested for minimal use, second, just sticking a bike lane beside a busy street is not safe for anyone

Anonymous

8/17/2020 11:34 AM

Crossing Maple Street

Anonymous

8/17/2020 11:36 AM

Crichton St. - there is not a contiguous path all the way around Lake Banook, so Crichton St. should have bike lanes and improved sidewalks on both sides of the street along with better-marked, more consistent crossing spots.

Anonymous

8/17/2020 11:36 AM

More sidewalks that are treated as multi-use facilities for pedestrians and cyclists.

Anonymous

8/17/2020 11:36 AM

Remove/prop open the gates entering the graveyards along Victoria Road. It is hard to stop a bike to push these open.

Anonymous

8/17/2020 11:41 AM

None at present

Anonymous

8/17/2020 11:42 AM

Walking through the Crichton/Dahlia intersection with that crazy corner on the sidewalk

Anonymous

8/17/2020 11:43 AM

Would have to connect to much longer bike routes. No point in making one if it disappears after a couple kms

Anonymous

8/17/2020 11:44 AM

We need to make sure that anyone coming up behind walker and runners has a bell or signaling system. As a senior, I am very concerned about being seriously hurt if I do not hear approaching wheels.

Anonymous

8/17/2020 11:44 AM

Needs more police presence

Anonymous

8/17/2020 11:45 AM

Crossing Ochterloney at the foot of Maple, and also crossing Ochterloney to access Crichton Avenue is not always ideal. And the crosswalk that crosses Ochterloney to Sullivan's Pond (the one closest to the gas station) can be terrifying.

Anonymous

8/17/2020 11:45 AM

There is lack of streetlights on Oak from Crichton to Dhalia.

Anonymous

8/17/2020 11:45 AM

Visible crosswalk at Dahlia and Victoria where the path to Dartmouth Common is. Better lighting in Dartmouth Common, and Sullivan's pond.

Anonymous

8/17/2020 11:48 AM

I approach this area from the Kings Wharf side via Park or Ochterloney. Ochterloney is very busy but it's harder to cross Park/ Victoria. I would imagine a bike from the beginning of the Canal daylighting area (Or Dundas/ Alderney) might be good.

Anonymous

8/17/2020 11:48 AM

The gates need to be opened, and proper crosswalks/crossrides put in place.

Anonymous

8/17/2020 11:50 AM

Crossing busy street at bottom of Sullivan's Pond.

Anonymous

8/17/2020 11:50 AM

I find some hedges and greenery around intersection corners difficult to see past, making me very nervous to enter them on.

Anonymous

8/17/2020 11:51 AM

The quality and upkeep of the asphalt, breaks and bumps are hazardous to rollers in particular

Anonymous

8/17/2020 11:52 AM

I don't really have any problems, but the only part of this area I use regularly is the path through Sullivan's Pond Park.

Anonymous

8/17/2020 11:54 AM

Need traffic calming on pine street as it intersects with rose, tut

Anonymous

8/17/2020 11:56 AM

don't know

Anonymous

8/17/2020 11:59 AM

Protected bike lanes all along the full route is very important. I do not live in this area but pass through it when biking to work. Currently I only bike a few times per year, whereas I would be a regular cyclist if the proper infrastructure was there.

Anonymous

8/17/2020 12:00 PM

This whole concept is wrong!!! It is improving AT along Ochterloney that should be addressed, NOT funnelling people/bikes along Dahlia or Tulip streets!!

Anonymous

8/17/2020 12:03 PM

safe access for entry / exit point when going from road to trail/trail to road or crossing intersections.

Anonymous

8/17/2020 12:04 PM

The identified issues in certain areas such as Oak St. is an indication that we do not enforce sufficient setbacks when allowing construction such as large apartment buildings. We need wider streets that allow for sidewalks, bike paths, and parking.

Anonymous

8/17/2020 12:05 PM

Need to have crosswalks and signage for Victoria Rd/Dailha St junction

Anonymous

8/17/2020 12:06 PM

Cyclists and drivers are terrible at basic rules of the road. Cyclists should need to pass a test to ride on a road, and drivers should retake the written exam every time they renew their license.

Anonymous

8/17/2020 12:08 PM

None

Anonymous

8/17/2020 12:20 PM

Please get the bikes off the sidewalks

Anonymous

8/17/2020 12:27 PM

The crossing of the major roads (Maple Street and Victoria Road) Will need flashing lights or some other method to stop traffic as it requires crossing busy streets. The connection from which ever street is used to the road to bannock lake needs new path

Anonymous

8/17/2020 12:32 PM

Crossing Crichton and going up Oack to access

Anonymous

8/17/2020 12:35 PM

walking and cyclists frequently don't mix well. As a walker often with a dog, I often find cyclists do not use their bell to indicate that they are behind you and frequently ride 2 abreast.

Anonymous

8/17/2020 12:55 PM

Cars not paying attention to cyclists.

Anonymous

8/17/2020 01:04 PM

Wider pathways

Anonymous

8/17/2020 01:12 PM

better education and awareness for drivers, cyclists and predestrians

Anonymous

8/17/2020 01:14 PM

Bike pathway required on Hawthorne and Ochterloney would be most welcome.

Anonymous

8/17/2020 01:19 PM

I'm so excited for the Crichton Park / One Oak sidewalk gap to be filled!!!
Thank you!

Anonymous


8/17/2020 01:26 PM

Crosswalks across victoria, maple & Crichton

Anonymous

8/17/2020 01:44 PM

Protection from traffic


8/17/2020 02:15 PM

Turning up Octorlony

Anonymous

Weird sidewalk on Crichton Avenue I think it is at Dahlia. I often walk from

8/17/2020 01:45 PM

downtown Dartmouth to Micmac Mall, and this is awkward and a little scary. Lack of walkway on both sides of Crichton Avenue has always been an issue, but we live with it.

Anonymous

8/17/2020 01:51 PM

It feels like there should be crosswalk at the bottom of Dalhia where there is the railing. It's odd to watch people try to figure out where to cross when crossing dahlia takes them farther from where they want to go.

Anonymous

8/17/2020 01:51 PM

Separate wide pathways for walking/rolling/cycling

Anonymous

8/17/2020 01:52 PM

Do not give up handicapped parking spots for a bike lane; no barriers on the bike lanes either

Anonymous

8/17/2020 02:25 PM

I am already reasonably comfortable cycling through this area, but I see the merits of these improvements to make others more comfortable. I rarely walk or roll though this area.

Anonymous

8/17/2020 02:29 PM

Less bikes on traditional walking paths. If they are designated 2 way but if not is dangerous.

Anonymous

8/17/2020 02:46 PM

The gate to the Dartmouth Common needs to be either removed or made permanently open. It is difficult and dangerous to navigate this entrance exit on a bicycle. The crossing at this location could also be improved in terms of safety.

Anonymous

8/17/2020 02:55 PM

Gates open in the Commons

Anonymous

8/17/2020 03:05 PM

Car speeds are too high

Anonymous

8/17/2020 03:21 PM

Need to reduce car parking in the area

Anonymous

8/17/2020 03:26 PM

Oak Street is not at all walking or cycling friendly

Anonymous

8/17/2020 03:39 PM

I do believe that the dahlia street option would be safer than tulip. Crossing tulip at pine and maple can be a harrowing experience

Anonymous

8/17/2020 03:45 PM

Dogs not on a leash!

Anonymous

8/17/2020 04:24 PM

Speeding

Anonymous

Mainly paths that go over or under roadways or lighted crosswalks.

8/17/2020 04:28 PM

Anonymous

Walking is fine now

8/17/2020 04:30 PM

Anonymous

I would like to see the access and egress points at the north end of the Pond improved.

8/17/2020 04:36 PM



8/17/2020 05:07 PM

Protected crossing on Victoria Road; curb extensions to reduce the crossing width and pedestrian actuated signals to stop traffic.

Anonymous

No sidewalk in front of 1 Oak street has always been a problem for me as a pedestrian and as a driver. You cannot see around the bend at the bottom of Oak street from either direction. A flashing light at that crossing would improve things considerably

8/17/2020 05:08 PM

Anonymous

I do not have issues walking in this area at all but would love to see improvements for cycling, as it would provide an excellent connection to existing networks. A main concern currently is that there is no designated cycling lanes

8/17/2020 05:53 PM

Anonymous

The crossing of Maple and Victoria on Dahlia Street is not safe or convenient for cyclists.

8/17/2020 06:08 PM

Anonymous

INTERSECTIONS!!! Victoria has lights NP; but Maple!!!, even Pine although it is not a 4 way stop...Oak, Crichton!!!

8/17/2020 06:08 PM

Anonymous

Crossing major streets (Crichton, Victoria, Prince Albert) - cars drive way too fast as the design speed is too high and lane widths are too wide

8/17/2020 07:35 PM

Anonymous

A fair bit of effort has been spent along Prince Albert Rd to accommodate bicycles. Yet Bicycle traffic still insists on using the street. This creates conflict with vehicle traffic.

8/17/2020 07:45 PM

Anonymous

Walkers and rollers should have an adequate sidewalk. Those on biking should be on the road obeying the same road regulations as other vehicles. Safer for all those using the roads. They should have to register them.

8/17/2020 08:07 PM

Anonymous

Pine St needs a speed bump at the bottom of the hill. Vehicles fly down that hill at unsafe speeds.

8/17/2020 08:08 PM

Anonymous

Don't feel uncomfortable presently, but improvement of the intersections on Maple would be beneficial

8/17/2020 08:11 PM

Anonymous

Traffic on Pine street needs to be slowed, especially coming down the street. Is it time for one way streets in the area?

8/17/2020 08:11 PM

Anonymous

8/17/2020 08:25 PM

There are too many streets, especially intersecting roads.

Anonymous

8/17/2020 08:28 PM

Slow traffic down

Anonymous

8/17/2020 08:37 PM

Connectivity at either end. Primacy of all other means of transport over motorized vehicles.

Anonymous

8/17/2020 08:51 PM

Confusion and uncertainty as to which crosswalk near the foot of Oak to use.



8/17/2020 09:22 PM

Connection from bridge to Dartmouth Common should be more legible

Anonymous

8/17/2020 11:50 PM

I have no problem cycling here.

Optional question (296 response(s), 146 skipped)

Question type: Single Line Question

Q22 Is there anything else we missed? Please place your general comments in the text box below.

Anonymous

8/05/2020 01:26 PM

You are focusing on "improving" the best part of this connection.

Anonymous

8/05/2020 01:33 PM

Built a protected intersection

Anonymous

8/05/2020 02:27 PM

it would be nice if they widened Prince Albert and put in a designated bike lane from Waverley rd. To downtown.

Anonymous

8/05/2020 02:56 PM

A good route to the MacDonald bridge from dahlia street entrance to park - gentle grade

Anonymous

8/05/2020 03:45 PM

n/a

Anonymous

8/05/2020 04:10 PM

Don't ask people if they accept loss of parking to allow for sidewalks. We have a climate crisis and the IMP. Build the damn sidewalks!

Anonymous

I know it's outside the scope of this round of engagement, but to enhance the

8/05/2020 04:25 PM

connection to Shubie, the area between the Lake Banook pedestrian bridge and the entrance to Shubie really needs to be looked at. Currently there's just a steep loose gravel path to get on to the sidewalk to ride along the circ (on the sidewalk, not actually legal), and cross the slip lane crosswalk. This is the biggest problem area I experience on my ride from Downtown Dartmouth to Shubie. Looking forward to seeing the improvements proposed in this round as well though!

Anonymous

8/05/2020 04:41 PM

If removing the Oak Street parking, Killam should be engaged to discuss the potential of increasing their visitors parking area (they currently only have two spaces which are often occupied by construction crews). Also, residents should purchase parking spots in the large underground and above surface parking areas. Other traffic controls (e.g. permit parking only, no parking areas, no overnight parking) should be put in place on both Tulip St and Dahlia St, as visitors and residents of 1 Oak St will then choose to park on neighbouring streets. It already can be quite congested and there is minimal parking enforcement. I am seriously concerned about the amount of cars that will be parked on Tulip and Dahlia Streets due to residents of 1 Oak Street choosing not to purchase a parking spot and their visitors, who tend to stay for long periods of time.

Anonymous

8/05/2020 04:52 PM

Pleased to be asked for input

Anonymous

8/05/2020 04:55 PM

Out of scope, but coming off or going on the macdonald bridge from Dartmouth via Wyse Rd in front of sportsplex is very poorly laid out and dangerous.

Anonymous

8/05/2020 05:12 PM

Thanks for considering walking and rolling. Connection between separate pieces of infrastructure (waverley, banook, sullivan's pond, route to the bridge) is really important for walkers, rollers, cyclists. I don't need physically separated or protected bike lanes; I need protection and visibility at intersections and I need a bike lane to be continuous on my routes through Dartmouth. Separating bikes and pedestrians is positive and would encourage cyclists to use those paths rather than still ride on the road because there are too many foot passengers on shared pathways.

Anonymous

8/05/2020 05:13 PM

A cross ride on Pine st across Ochterloney St. This is a good route to waterfront trail to Woodside.

Anonymous

8/05/2020 06:39 PM

I've been using the calmed street on Dahlia. It is great between Maple and Victoria, but the section at the Crichton end is dangerous as cars are in the habit of using it as a cut through. Re. Oak street parking and sidewalk. These parked cars make this section dangerous for walking biking. The road is very narrow and there are no side walks on Oak. I walk here a lot and one feels very vulnerable, especially at night. I would support getting rid of this parking even without the changes on Crichton. It would also be nice to see sidewalks on Oak from Crichton to Tulip.

Anonymous

8/05/2020 07:03 PM

The "slow street " signs really don't do anything to slow down traffic. Speed bumps, narrower roads (replaced with a bike way) Or making it VERY inconvenient for motorists is the only way to make change! Otherwise great job and this is a fantastic project

Anonymous

8/05/2020 07:40 PM

Too many pickup trucks and big SUVs are crowding out other road users

Anonymous

8/05/2020 07:51 PM

Just make the city better for everything but cars. Think of the most vulnerable users first always. ALWAYS

Anonymous

8/05/2020 08:57 PM

Crossing Crichton Avenue at Prince Albert is a strangely long crosswalk; curb bump-outs would be nice, but even just shortening the crossing to a normal distance would be an improvement. A Leading Pedestrian Interval for crossing Prince Albert/Ochterloney at the bottom of Maple would be very useful.

Anonymous

8/05/2020 09:16 PM

I'd prefer a route that combines Dahlia and Tulip to minimize steep slopes, i.e using Beech Street. I'm often trying to get over to Slayter Street, and will head up Beech and Maple.

Anonymous

8/05/2020 09:58 PM

Generally your questions provide the answers being sought ... faite accompli. My question to you is this: Who is going to pay for all these bike lanes? Answer: Not the cyclists and I, for one, am tired of increased taxes for a barrage of projects I neither use, no want. HRM has squeezed all the blood from my stones ... don't forget many seniors do not have a pension and it is tough enough surviving on CPP & savings.

Anonymous

8/05/2020 10:09 PM

What about how the Oak/Dahlia & Crichton intersection improvements? What about connectivity to Slayter Street? What about

Anonymous

8/05/2020 10:20 PM

This can't happen soon enough. it's long overdue that Dartmouth got some proper cycling and pedestrian infrastructure for active transportation

Anonymous

8/05/2020 10:21 PM

While you have given two optional routes, you have given little information on your intentions of what infrastructural modifications are being considered (besides the possibility of additional sidewalks on Oak St) More information on the impacts (positive and negative) of any intended changes will hopefully be coming soon? On other factor to consider is that cars have been known to speed up, and down the hill on Pine Street, between Dahlia and Tulip. There seems to be an accident at the corner of Pine and Dahlia at least once every year or two.

Anonymous

8/05/2020 10:56 PM

Dartmouth common gate openings need to be easy to navigate both for walking and biking.

Anonymous

8/05/2020 11:12 PM

Going through this area isn't any problem except for the hills. Please focus resources on REAL problem areas, the greatest being the Portland St corridor!

Anonymous

8/06/2020 12:08 AM

We live in the area and eagerly welcome better cycling routes and streets for the people! Thank you for undertaking this initiative.

Anonymous

8/06/2020 12:26 AM

Speed awareness, marked crosswalks and traffic calming measures especially where Dahlia and Tulip cross Maple, Pine and Victoria are desperately needed. Tons of pedestrian and cycle traffic to these parks and no signage to warn drivers.

Anonymous

8/06/2020 04:38 AM

It is obvious that a bike lane should be built on Dahlia street, as there is already so much infrastructure in place along that route.

Anonymous

8/06/2020 07:29 AM

There is denser housing on Dahlia- particularly when close to the Sullivans Pond end. It is less safe for cycling in this section due to the increased traffic there, which would be hard to control. Tulip (anecdotally) is already preferentially used by cyclists as a thoroughfare (even with Dahlia as a quiet street pilot). For this reason I see Tulip as a better option due to safer connection at that end.

Anonymous

8/06/2020 07:31 AM

Nope great

Anonymous

8/06/2020 07:32 AM

Reconfiguring the Corner at the intersection of Oak, Crichton and Dahlia similar to what the city did at Hawthorne and Prince Albert Rd would greatly enhance the safe moment of pedestrians and vehicles .

Anonymous

8/06/2020 07:48 AM

Please do not remove the on street parking as many dwellings in the neighborhood don't have enough parking for their tenants as is. I would be forced to move if this happened. And considering the inflated rent costs in the city I would be forced to leave the urban area to find affordable living situation.

Anonymous

8/06/2020 08:45 AM

1) The hills are very steep. I don't enjoy recreational riding in the area very much and it discourages quick trips to the store via bike. (I realize nothing can be done about this, but it's a reason people may not choose to commute through this neighbourhood.) The hills also make navigating roads difficult. I have trouble stopping for traffic and then accelerating quickly, for example to make a left turn off Maple or Pine. 2) I assume the point of getting people through the Common is to get them to the bridge. To me, cycling infrastructure for the bridge is a higher priority. Riding along Tulip St. (where traffic is already slowed due to on-street parking) is much safer than trying to enter the bridge bike lane, which seems impossible to do legally and difficult to do safely.

Anonymous

8/06/2020 08:54 AM

Great ideas

Anonymous

8/06/2020 09:05 AM

Thank you for doing this, your work is greatly appreciated!!

Anonymous

8/06/2020 09:59 AM

Further down the street, but a marked cross walk at Chricthon Ave and Boathouse lane would be very helpful .. bus stops, paddlers, walkers, etc. all use this intersection and no cars stop as it does not a marked cross walk

Anonymous

8/06/2020 10:07 AM

This is a great project but figuring out crossings at main streets is critical

Anonymous

8/06/2020 10:09 AM

Lower speed limits for cars around area like school zone and ensure bikers share with walkers.

Anonymous

8/06/2020 12:09 PM

I always feel very uncomfortable walking on Oak street. A sidewalk there is an absolute must if you want to encourage active transportation

Anonymous

8/06/2020 12:24 PM

Coming down Crichton there is generally cars parked on the street. The street is narrow and winding so it makes it difficult at times for a car to pass a cyclist with a car parked on the street. Restricting the street parking further on Crichton would make Dahlia more accessible for cyclists.

Anonymous

8/06/2020 12:34 PM

Please slow traffic on Victoria road between ochterloney and Park Ave. It is an issue- the blind crest and speeds seen by drivers is dangerous. Combined with no crosswalk or speed inhibitors for a 50 Zone is a problem. Also- in winter the plans with garbage pickup and the lotus apartment parking lot entry point make no sense. In winter this grade for a one way Street is a common issue for Drivers and usually results in dangerous backups in slippery conditions. In general look for ways to divert or slow Down traffic.

Anonymous

8/06/2020 12:57 PM

There is also a lot of pedestrians crossing Victoria road at the intersection of Park avenue to go downtown Dartmouth. The traffic on Victoria is quite high and cars go to fast there. So even if you create a dedicated crossing towards Dartmouth commons, I still think there is a need for formal crossing at the Park avenue. Anything that slows the traffic down is a good start so thanks again for this project.

Anonymous

8/06/2020 01:11 PM

Refer to q.14

Anonymous

8/06/2020 01:39 PM

Isn't it time for this city to stop trying to screw taxpaying vehicle drivers in order to accommodate a very small minority who scream the loudest? No wonder all the young people are leaving the city and province and you have to scramble with refugees to try to fix the problems you create. If you want more tax money, try making bicyclists register yearly and have safety checks, ticket them when they drive like idiots, and take away their bike license when they don't comply. Ticket skateboarders who don't wear helmets. I hate this city and am leaving when I am able to. Enjoy the leftists who barely pay taxes.

Anonymous

8/06/2020 02:24 PM

more bike routes, please!

Anonymous

8/06/2020 02:27 PM

No

Anonymous

8/06/2020 02:56 PM

notice for slippery and angle of slop

Anonymous

8/06/2020 03:14 PM

Use of Canadian English only on signage Use of metric only on distances and speeds

Anonymous

8/06/2020 04:05 PM

If you just widen the sidewalks, pushing the green strip into the parking area, and allow the bikes on the sidewalks as a shared space that would be so much safer. Plus then you could social distance properly when walking on the sidewalks

Anonymous

8/06/2020 05:28 PM

Add a few more flags in the Esso station area

Anonymous

8/06/2020 05:38 PM

Button activated lights at all street crossings and LIGHTS IN THE DARTMOUTH COMMONS. If the goal of this mobility project is to increase connectivity with the Dartmouth Commons in anyway, it must be lit. Thank you!

Anonymous

8/06/2020 06:21 PM

Although we are a two car family, I'm VERY supportive of any infrastructure that enables safer protected biking in Dartmouth. Happy to give up my parking for active transportation.

Anonymous

8/06/2020 06:40 PM

It would be great to slow down the traffic coming up Maple, especially loud cars & motorcycles

Anonymous

8/06/2020 07:46 PM

More cyclist should be using their bell when meeting someone on multi use trail. Even those that are walking toward you. They may be looking at their phone or in conversation. The days are getting shorter. Lights front and back are a must.

Anonymous

8/06/2020 08:38 PM

I am an avid cyclist and bike commuter who lives in Dartmouth. I know that the HRM has very limited resources for cycling infrastructure and I think there are much more important areas/gaps in cycling infrastructure to address that creating an AAA track from Dartmouth Commons to Sullivan's Pond. First, it is already residential streets and second, the streets aren't that busy, so it's a waste of money to make such a substantial investment when you're not significantly improving the safety. Moreover, the grade the roads is far too steep to cycle up for anybody but the most fit and serious cyclists. I fear that the city will build this and very few new people will use it since it is so steep. Moreover, how many people actually travel between the Commons and Sullivan's Pond/up to Shubie? Wouldn't it be a better use of resources to put an AAA track on either side of the MacDonald bridge? It is terrifying to get on and off the bridge on the Dartmouth side and then on the Halifax side, the Barrington St path abruptly ends, and dumps cyclists out on Barrington,

which is terrifying.

Anonymous

8/06/2020 10:56 PM

See my comment about Victoria road. This road really missed some pedestrian crossing as well as some equipments to control the speed. It is unthinkable to see any pedestrian crossing on Victoria road between Thistle St. and Ochterloney St. It's probably one of the most dangerous section of Downtown Dartmouth. The speed should be controlled on this section too.

Anonymous

8/07/2020 02:38 AM

I like the idea of wider/shared sidewalks. This is a good & safer option for walking/cycling instead of bike lanes on the street.

Anonymous

8/07/2020 03:55 AM

I strongly feel that the bike lane should not go through the cemetery by the Dartmouth commons. That runs right into the dogs off leash portion of the park. Use the lower entrance off of Dahlia so all users of the park can better co exist.

Anonymous

8/07/2020 06:43 AM

How will cycling traffic at Sullivan's pond impact the water foul? Their safety needs to be considered.

Anonymous

8/07/2020 07:11 AM

Overall getting to the ferry terminal from Sullivan's pond isn't great, especially with a few kids in tow. Hoping for improvements.

Anonymous

8/07/2020 07:17 AM

Tulip street is currently very narrow do to parked cars on both sides. Residents will be very resistant to loss of parking but that's what driveways are for. I have almost been hit head on by oncoming cars trying to get through. I think strategically placed speed humps (not many) would deter the speeders looking for the shortcut

Anonymous

8/07/2020 08:02 AM

I would love to see more Dartmouth bike lanes!

Anonymous

8/07/2020 09:01 AM

Connection from pond to slayter st area

Anonymous

8/07/2020 09:15 AM

Why is the Sullivans Pond connection not about the entire loop around the pond so residents who live in the Hawthorne and Slivers Hill area? This proposal is making a bike lane for people living in Sam Austin's residential area., who lives on Tulip St. Nobody else bikes to Sullivan's pond from the area beside Sam's neighbors? How will the Sullivans Pond bike lane link into the proposed bike lanes proposed for Prince Albert Road?

Anonymous

8/07/2020 10:30 AM

Truly highlight response in Question 18 re Rules of Movement on Parkway Paths and Yellow Lines running down the middle of the paths. We can spend all of the money in the budget but if users are somewhat entitled...they will make a mess of it. While not along the route we discussed....Water Stations along Lake Banook and other appropriate locations would be awesome for most users....recognizing the reality of COVID now but all the same would be really helpful on those hot days of summer.

Anonymous

8/07/2020 02:04 PM

I currently avoid the Oak segment because of its lack of sidewalks. I feel uncomfortable crossing to the Commons from both Dahlia and Tulip because there are no crosswalks and Dartmouth drivers are dangerous to pedestrians even at marked crosswalks, let alone unmarked ones. I also don't think there should be pedestrian demand buttons for crosswalks at lighted intersections, the crosswalk should be assumed to be in use. These buttons are unnecessary and especially so during a pandemic when we're discouraged from touching public surfaces.

██████████

8/07/2020 02:13 PM

This project focuses on the NE-SW connection between Sullivan's Pond and the Dartmouth Commons but does not acknowledge the eventual connection to a future NW-SE connection as indicated in the AT Priorities Plan (i.e. Maple Street). The comfort and safety of making turning movements onto the proposed LSB from potential future bike routes should be considered in the analysis for choosing the preferred route.

Anonymous

8/07/2020 04:48 PM

There are some gaps along these streets where there are no street trees. In particular around the One Oak Apartment building. I think adding trees here on all sides would help to make that building blend in more.

Anonymous

8/07/2020 06:45 PM

My answers are given as a person who walks about this area. I am not able to cycle, so I could not answer as a cyclist.

Anonymous

8/08/2020 09:00 AM

Cut bus trips by 50%

Anonymous

8/08/2020 11:24 AM

There us not enough traffic on these streets, including car, wheel, pedestrian combined to warrant any changes. Spend the money on improving access for cars. Get rid of the slow street, especially around Dartmouth high. Forcing traffic to thistle Victoria road intersection is dangerous.

Anonymous

8/08/2020 12:34 PM

Fixing the exit off McDonald Bridge (HFX side :) Thank you for all your work!

Anonymous

8/08/2020 12:54 PM

Maple St definitely requires a formal crosswalk too. The one at Dahlia is good, so maybe should keep Dahlia as the slow street, since there is existing infrastructure there. Would be nice if there was a button on both sides of Dahlia though for cyclists. I have been biking the Dahlia/Pine route to get downtown regularly, and it's great aside from this one crossing. Like Victoria Rd, cars travel too fast up and down the hill and sightlines are poor (especially in the seasons with lots of tree leaves).

████████████████████

8/08/2020 01:42 PM

I would love to see a properly protected bike lane when there is new paving. Kids are trying to bike on Dahlia now, but they really cannot do so safely so they quit. I am terrified every time I watch kids cross Maple and Pine Streets.

Anonymous

8/08/2020 02:19 PM

The gate to the commons doesn't affect the choice- but it's still easier when it's open or not there.

Anonymous

8/08/2020 02:54 PM

many drivers ignore slow street designation.. how can it be enforced... no left turn from maple into dahlia from 4 to 6 used to be enforced by police, but not recently

Anonymous

8/08/2020 04:42 PM

tulip street is more aesthetically pleasing to walk on but the street appears to be a bit more narrow than dahlia, is a bit darker because of trees, site lines mid block (Between maple and Beech are not great. These may be reasons that dahlia, rather than Tulip, would be better for bicycles. Also, coming up Oak to Tulip is relatively steep and you then need to cross over beech which isn't great.

Anonymous

8/08/2020 05:52 PM

What about the walker and the effect of drivers on them?

Anonymous

8/08/2020 08:14 PM

I'm concerned that making changes to these side streets without addressing the major connecting streets could lead to even higher volumes of traffic on the major routes. Traffic along maple street is already a major issue, particularly in terms of speeding. There have been many accidents at the maple/dahlia intersection. Only having one crosswalk on maple is also an issue, as many people jay-walk across a busy and dangerous street. It would be great to see some solutions to decrease at least speed, and possibly volume, along Maple, with more crosswalks at the intersections. Also, although it might be outside the scope of this survey, what's the deal with the lack of a pedestrian walk signal at the intersection by st. James church along the Prince Albert and Portland street section?! That also seems dangerous.

Anonymous

8/09/2020 12:28 AM

Dahlia st should be used for the corridor. Oak st should still get sidewalk from Crichton to tulip. Lived here for 4 years and always felt the on street parking in front of 1 Oak was hazardous

Anonymous

8/09/2020 09:52 AM

The gates at the Dartmouth common should be removed! They make the park completely inaccessible. I have no mobility or disability issues and I still struggle to open them and in winter they freeze shut with slush on the ground. Just remove them, their historical value or whatever the reason to keep them is discriminatory and unacceptable

Anonymous

8/09/2020 10:46 AM

Yes, people using bicycles and or are jogging do not respect pedestrians nor do they follow any posted regulations

Anonymous

8/09/2020 01:23 PM

I'm highly supportive of this infrastructure development, given the safety considerations mentioned above.

Anonymous

8/09/2020 07:16 PM

1. Crossing Maple Street. 2. Different issue? But would love to cycle to Halifax but too frightened once I leave Dartmouth Commons. Make a Bike lane and bus lane combination??? And improve that little sidewalk entrance once through the intersection -the angle is tricky - to get on MacDonald Bridge bike path .

Anonymous

8/10/2020 07:47 AM

How will impacted residential home owners be affected? What does this mean for accessing properties? What if a landowner has tenants that park on

the street?

Anonymous

8/10/2020 10:02 AM

I am very happy to see these proposed changes and as a resident of Dahlia Street my family would love to see our street calmed and accessibility improved.

Anonymous

8/10/2020 10:26 AM

Yes, only the residents on these streets should decide what happens on these streets! These residents pay their taxes and maintain their properties, no one outside of these areas has a right to impose anything to a street they don't own a property on. Maybe just start imposing regulations for bikers and joggers, neither of which have any respect for for pedestrians.

Anonymous

8/10/2020 03:40 PM

People use short cuts and speed as it is now. By changing streets this will happen more often. I live on a street that is often used as a shortcut and people not obeying the speed limit at all. The police do not have time to monitor this so what can you do to stop this problem?

Anonymous

8/10/2020 04:22 PM

Pretty sure the entrance to Dartmouth Commons via the cemetery is inaccessible to dog walkers.


8/10/2020 09:15 PM

I suggest that Dahlia St. become a pedestrian, biking, only street except for local traffic.

Anonymous

8/10/2020 09:48 PM

Crossing as a pedestrian at the corner of Tulip at Pine st is terrifying because if the blind crest there. Traffic coming down from Thistle St is usually coming quite fast and it is really nerve wracking to cross there - especially in winter with reduced traction when you can't cross quickly. I will often go down to Dahlia to cross at the light, even though it's out of my way.

Anonymous

8/10/2020 10:08 PM

I would like to understand the impact on my property taxes from such a change

Anonymous

8/11/2020 10:36 AM

Please address unintended consequences of shifting more car and truck traffic onto Tulip St if the Dahlia St route is selected; for example the movement of very early morning commercial garbage trucks that support 55 Dahlia and 1 Oak. What provisions would be made to move cars to Crichton Ave instead of Tulip St as they prefer to move in the shortest route to the Thistle / Victoria St schools and the MacDonald Bridge ?

Anonymous

8/11/2020 11:53 AM

Maple Street is a missed opportunity for narrowing (i.e. bike lane, pinch-points at intersections [especially where tulip/dahlia cross], chicanes). People accessing bus terminal or McDonald Bridge via bicycle climb Maple (Pine and Victoria Rds too steep).

Anonymous

8/11/2020 04:02 PM

The crosswalks on the south side of Oak st across Crichton st don't allow a pedestrian to connect onto Dahlia st via a sidewalk. There ought to be a sidewalk on the west side of Crichton st between Oak and Dahlia.

Anonymous

8/11/2020 05:29 PM

Pedestrian & cycling traffic along Creighton to Woodlawn...why won't people cross the road to use the sidewalk?!? Need options for this stretch...dangerous for all.

Anonymous

8/11/2020 08:01 PM

Please put lights at the intersection of Bissett Rd and Cole Harbour Road.
Thanks

Anonymous

8/12/2020 10:53 AM

I would hesitate to take the on-street parking from 1 Oak for a sidewalk, as the more dangerous things I've witnessed hundreds of times are cars roaring down Crichton and bicycles roaring through the pathway by Banook. Those bicycles need to be re-routed away from the playground, and those cars need to be SLOOOOOWWWED down! Having one well-marked bright obvious crosswalk at 1 Oak leading to the 1 Oak driveway/greenspace would do for me, in lieu of a sidewalk. Also, Dahlia is the preferred route for biking as you roll down Crichton it makes sense to swoop up Dahlia rather than do the weird elbow up to Tulip. But Tulip is the prettier walking street, connecting to the graveyard. Also, a well marked crosswalk joining Tulip to the graveyard makes sense to me. Thank you for taking my input!!!

Anonymous

8/12/2020 12:28 PM

Has there been any consideration of making Oak Street one-way (going toward the pond), at least for that bottom block, and maybe for the entire length? As a pedestrian, I am most wary when walking up Oak on the right side, while traffic speeds up from Crichton. If traffic had to loop around that block (all right turns), it wouldn't be too much additional time for drivers. And if that meant driving briefly on the slowed version of Dahlia, better for the entire neighbourhood.

Anonymous

8/12/2020 04:43 PM

The "Park Avenue sobriety test" area is a dangerous place to cross to access Dahlia especially on a bicycle. Why was the stop sign taken out at the corner of Victoria and Park Avenue?

Anonymous

8/12/2020 05:42 PM

make Dartmouth more friendly for seniors.

Anonymous

8/13/2020 10:00 AM

Widening sidewalks/paths where possible would really help all walkers/rollers/cyclists.

Anonymous

8/13/2020 11:16 AM

Residential streets should be off limits for repurposing, only tax paying residents who live on these streets should be making decisions regarding their street.

Anonymous

8/13/2020 02:41 PM

Definitely, only Property tax paying residents who live on those Streets should determine and approve any changes to their residential street.

Anonymous

8/13/2020 03:43 PM

Slow traffic at intersection esp Pine st / Dahlia . Also cars continue to drive very fast even though it is supposed to be a quiet st.

Anonymous

8/13/2020 04:45 PM

Please avoid loss of parking in this neighbourhood at all costs. Street parking is needed for visitors, couriers, deliveries such as groceries and take-out (especially in a pandemic) and meals on wheels for those who can't cook for themselves. Street parking encourages elderly to age in place in their own homes as homecare workers are able to come in their cars to help support

seniors and these workers need parking. People with disabilities could also need this support. The measure of a society is how it treats its most vulnerable, and the need for onstreet parking over bikeways should not be ignored. I attended an accessibility workshop at the central library last year hosted by HRM and there was quite a bit of anger at the bike lane at the Dalhousie Arts Centre displacing the disability parking from University Avenue further away from the entrance for those with mobility issues. Same with the bus lane on Gottingen putting wheelchair parking around the corner on a hill. Bike and bus lanes are great but not when they make life harder for society's most vulnerable. In one block of Tulip there are group homes where workers park their cars on the street, and the food bank appears to make deliveries. Teachers at the nearby school park here as well as downtown office workers (like HRM employees who work at Alderney Gate). There is also a bed and breakfast business on Tulip. I know of no such business or group home on Dahlia. Dahlia is the shorter route, so less parking loss for the neighbourhood overall if parking loss gets approved for this project. Choose Dahlia as the route. Tulip Street has a blind crest on it between Maple and Beech so it is best avoided - Dahlia is the safer option. It could be argued that there is also a blind crest on Pine at Tulip as if someone is stopped at the supermailbox on the right side of the street going up Pine it is impossible to see a car coming downhill on that street towards Tulip. I think it would be really dangerous to encourage bikes that use the shorter, slower Dahlia Street route to come up to Tulip at this intersection. Dahlia also already has a signalized crossing on Dahlia at Maple - please don't waste taxpayers' money reinventing the wheel. The Dahlia route is also better as cars naturally slow down to take the corner at the bottom of Victoria, whereas they aren't slowing down further up at Tulip Street. Dahlia is the safer crossing of Victoria. There is already a hard top on the path through Commons at Dahlia which is better for all ages (savings to tax payers too).

Anonymous

8/13/2020 05:12 PM

Please consider approaching cycling infrastructure from the perspective of commuters and sport cyclists, and ensuring smooth, safe transitions and connections. Efficient cycling infrastructure should not require the rider to dismount or ride on sections of sidewalks (where cyclists legally are not allowed). Many of the bikeways on the Peninsula do not connect well to each other, and require dangerous road crossings or merging onto pedestrian sidewalks (specifically bridge path to Barrington greenway to Hollis st bikelane). These sections are GREAT to have, but if they don't connect efficiently (ie. not requiring dismounting the bike) people don't use them properly. I'm thrilled the city is investing in all this infrastructure, but ensuring it is installed correctly from the perspective of a bike will encourage the most users.

Anonymous

8/13/2020 09:24 PM

Blind hill coming along dahlia from maple... walkers need to be very careful crossing at the crosswalk to connect to tulip

Anonymous

8/14/2020 12:37 AM

It sounds like the main objective is to take away traffic from these streets and divert it to other streets. I can see a no left turn sign at crichton and

hawthorne in the future which was tried some years ago and ended up dumping more traffic onto the upper part crichton ave which was already bad enough. Traffic throughout the city is a shared responsibility but there always seems to be a movement to dump more traffic on to crichton ave just because it's a collector street however it's still a residential neighbourhood. Just because certain residents feel they have too much traffic on their street they like to divert it to other areas without any thought of other people. The current "safe streets " project is a prime example of shameful thinking which takes traffic away from certain areas and dumps it onto other streets and gives the impression that my kids, grandparents, etc. have less value than theirs. I don't know where all these crazy ideas come from. I've lived here all my life and have never had an issue getting to Sullivan's pond whether it be biking, walking running or crawling. I really wish the city would concentrate on other traffic issues such as reducing traffic on crichton or maybe a few 4-way stops. Sounds like a few whiners and complainers have caught the eye of city hall The survey seemed like it is slanted towards favouring the changes

Anonymous

8/14/2020 07:15 PM

no comment

Anonymous

8/15/2020 06:18 PM

Glad you are doing this. There is a lot of pedestrian traffic and it is a challenge for vehicles to get around.

Anonymous

8/15/2020 07:22 PM

Taking away street parking is a bad idea for bike lanes on quiet streets.

Anonymous

8/15/2020 07:51 PM

To continue from above: whichever street becomes the bike way will impact the neighborhood drastically when it comes to parking. If the one way design is done properly, it will calm the area and allow for parking on both sides of the road where there would be only one lane down the middle, rather than the two way lane system that a regular road would have. I am concerned about an increase in traffic due to this proposal, but if we can get a proper one way design I would support this wholeheartedly.

Anonymous

8/16/2020 06:49 AM

I think this is a great initiative - thank you.

Anonymous

8/16/2020 09:20 AM

This survey seems skewed towards a desired result (i.e. remove street parking on the side streets [Tulip, Dahlia, etc.] and put in bike lanes when they aren't needed. There is already limited parking on these streets and these streets tend to be quieter/slower streets. Cyclists shouldn't have a problem on these streets as they are designed. Adding bike lanes is a waste of time and \$ on these streets.

Anonymous

8/16/2020 10:47 AM

streets are too small for bike lane

Anonymous

8/16/2020 09:27 PM

I live on Tulip and have [REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] The loss of my designated parking space would force me to move.

Anonymous

8/16/2020 11:33 PM

Put the wade pool vack in thd common

Anonymous

8/17/2020 08:26 AM

crossing Maple Street! It's so busy and will need pedestrian controlled lights.

Anonymous

8/17/2020 08:46 AM

[REDACTED]
[REDACTED] she needs to be able to park.

Anonymous

8/17/2020 11:36 AM

Improve the parking facility at Graham's Grove. Too muddy.

Anonymous

8/17/2020 11:36 AM

If we are to cross Victoria Road to get into the graveyard areas, the traffic comes very quickly up the hill in the morning. A crosswalk over Victoria road would facilitate safe crossing for pedestrians and cyclists. Also: some of the paths in the graveyards and commons are not yet paved. Paving paths makes it easier for those who travel by wheel (bicycle or wheelchair). Even good crusher dust would improve on the coarse gravel in some areas. Though paving would be highly preferred.

Anonymous

8/17/2020 11:41 AM

No

Anonymous

8/17/2020 11:42 AM

Interesection of Hawthorne and Crichton is the main way I cycle through the area. It's ok for me, but I am a pretty confident biker. I expect this is a challenging intersection due to visibility up Crichton for less confident bicyclists.

Anonymous

8/17/2020 11:44 AM

I love to see people enjoying our areas. We just need to make sure that everyone is safe.

Anonymous

8/17/2020 11:48 AM

I hate the hill at Victoria- so I never bike in that direction.

Anonymous

8/17/2020 11:48 AM

The whole of Crichton street, up to the MicMac mall is wide enough for a bi-directional bike lane on one side, plus parking, plus the existing traffic. Put that street on a diet, and improve the access to the Mall AND access to the multi-use path on the north side of lake banook.

Anonymous

8/17/2020 11:50 AM

Thanks

Anonymous 8/17/2020 11:51 AM	Keep the asphalt continuous gravel breaks stop the ability to roller.
Anonymous 8/17/2020 11:56 AM	no
Anonymous 8/17/2020 12:00 PM	Yes, in earlier questions, you ask people to choose between Dalhia and Tulip. You didn't allow for another option. What about Ochterloney which is the most direct route to downtown Dartmouth. This means this survey design is flawed!
Anonymous 8/17/2020 12:03 PM	Thanks so much for trying to improve fully accessible access to natural areas for the public! It is so important.
Anonymous 8/17/2020 12:04 PM	Not related to this survey directly, but why do we allow developers to block roads, sidewalks, and bike paths for years at a time? If there is not enough room for their construction without blocking thoroughfares then they are either inefficient and poor planners or the street setbacks are insufficient for their building, or both.
Anonymous 8/17/2020 12:05 PM	Safety and warning signs were not discussed at all! No mention of methods of telling users, area residents and user of the changes that will be made and when they will take effect! There is no mention of a consolidated communications plan.
Anonymous 8/17/2020 12:06 PM	Thanks for making bikes and infrastructure a priority.
Anonymous 8/17/2020 12:06 PM	More snow/ice clearing is needed in the cemetery and commons during the winter.
Anonymous 8/17/2020 12:08 PM	None
Anonymous 8/17/2020 12:20 PM	I am an avid walker. Dartmouth Commons is under used Don't always feel safe. Need to look at park safety. I go to the Public Gardens weekly because I feel safe. Down town Dartmouth Is beautiful, thanks for doing this improvement
Anonymous 8/17/2020 12:35 PM	Any action by the city to make it less car focused and more on walkers and cyclists is good in my book. Lots of people moving about automatically slows down the traffic flow at least in the daytime.
Anonymous 8/17/2020 12:51 PM	The area seems poorly served by Transit.
Anonymous 8/17/2020 12:55 PM	N/A.

Anonymous

8/17/2020 01:19 PM

You're doing a great job. Thanks for this opportunity to provide ideas and insights.



8/17/2020 02:15 PM

No, it's a great survey, thanks for asking!

Anonymous

8/17/2020 01:51 PM

No

Anonymous

8/17/2020 01:51 PM

Drivers are getting the short end of the stick in these plans. I never see increased bicycles or other activities going on in streets that are currently slowed. All that is happening is increased fuel consumption as drivers try to navigate slowed streets or search for available parking. I often visit friends in the downtown core and parking is getting worse.

Anonymous

8/17/2020 01:52 PM

I would like to see signage on the actual walkway bikeway. Not necessarily strictly enforced but suggest use or direction.

Anonymous

8/17/2020 02:25 PM

I have further comment. I applaud these and other similar initiatives.

Anonymous

8/17/2020 02:29 PM

Bikes being consistent in their implementation of road rules. Cannot jump from street to path to avoid traffic. It is one or other. Bike only paths/lane would work for me.

Anonymous

8/17/2020 02:46 PM

I commend the effort to look for the 'path of least resistance' in terms of grade. The Tulip/Oak St option makes sense for a very few people who live at the top of that hill, while the Dahlia option makes sense for almost everyone else in Dartmouth.

Anonymous

8/17/2020 03:26 PM

A lift up Pine Street between Dahlia and Tulip ;-)

Anonymous

8/17/2020 03:45 PM

I love sharing pathways with all my neighbours...walkers, rollers, cycles, all. As a walker and cyclist, I'm impressed with joint-use pathways where etiquette is followed...occasionally assisted by non-verbal signs. There may be a code of conduct presented somewhere and it would be great if I, and others were introduced to that code...basically, "heels b4 wheels"...we bikers come to a full stop when meeting walkers/mobility conflicted folks...and, we slow down and "ding" before passing those going our way. Non-verbal signs would be best.

Anonymous

8/17/2020 04:30 PM

Parking is very scarce now. Don't take parking away. In fact we need more.

Anonymous

8/17/2020 05:07 PM

Great for walking but please NO bike lanes

Anonymous

8/17/2020 05:08 PM

There are three crossings on Crichton Avenue in short succession. Yet there is none at the end of Dahlia to cross over to the pond so many people jaywalk there.

Anonymous

8/17/2020 05:11 PM

I think there could be separate bike lanes to make it easier for cyclists but I am seeing too many streets designated "quiet streets" which is going to clog traffic in other areas so this needs to stop. Also, parking is limited now so it will affect small local businesses if parking is removed and streets become "quiet" even when it's only businesses on them (i.e. Queen Street).

Anonymous

8/17/2020 05:53 PM

I was excited to see your plan. I would really like to see a designated bike pathway connector (ideally separated from the roadway by some sort of barrier- I.e not just a painted line). As future projects, I think Crichton Ave would be an excellent candidate for better cycling infrastructure (as it would connect downtown to mic Mac mall, complete the existing banook lake loop, and provide a safer thoroughfare for biking in the area). It is already quite a wide road and I think would be well suited to this. I would also encourage you to consider adding cycling infrastructure on ochterloney to connect the downtown to the banook lake trail. Each of these would make our Dartmouth core a much safer place to bike and hopefully encourage more people to engage in healthy transport

Anonymous

8/17/2020 06:08 PM

These are old small narrow streets. I have driven them for [REDACTED]. Might they be changed to one-way traffic so that foot traffic/bicycles/vehicles are not dodging oncoming traffic and parked cars? Hopefully, homeowners will still have some on-street parking for guests. I haven't driven these streets much since [REDACTED] these streets were heavily travelled at "traffic time." I would not cycle them on a bet. I might use the sidewalks but I would not want to risk crossing Pine or Maple at any time. I've contended with impatient drivers when I stop for people walking who want to cross Pine and Maple as well as Crichton.

Anonymous

8/17/2020 06:09 PM

It would be great to see a safer connection made between the east end of Banook lake (near MicMac lake) to the entrance of Shubie park. At present you need to cross a busy intersection, and it would be great to make this more accessible!

Anonymous

8/17/2020 07:35 PM

more protected bike lanes!!

Anonymous

8/17/2020 08:07 PM

Designated bike lanes in an already congested downtown is not an efficient use of money and resources. Especially for the number of users. As the posted speed limits with these areas is easily maintained by the avid cyclists using them, I see no need for a dedicated lane. Also, when proceeding to stop at a busy intersection, it is safest for the cyclist to be clearly visible to the vehicle in front and behind, flowing with traffic, than to race by in a dedicated lane unseen by a vehicle potentially turning.

Anonymous

8/17/2020 08:11 PM

The efforts taken this summer to calm traffic was a good test. Initially I think it was very positive but I don't think vehicular traffic was respectful of the goals.

It will be a challenge but here's hoping for a positive outcome.

Anonymous

8/17/2020 08:25 PM

My suggestion would be to realign the entire area around Sullivan's pond, minus Alderney, to one way vehicular traffic and then use the former roadway for wider pedestrian or bicycle traffic. Alternatively, find a way to make a reversible traffic lane straight down Alderney Dr. to increase traffic during rush hour and downtown events, such as Canada day etc....just as is done on the old bridge...

Optional question (161 response(s), 281 skipped)

Question type: Essay Question

Appendix B:

Round 2 Survey Results

Round Two Public Engagement Survey

SURVEY RESPONSE REPORT

01 July 2013 - 27 October 2020

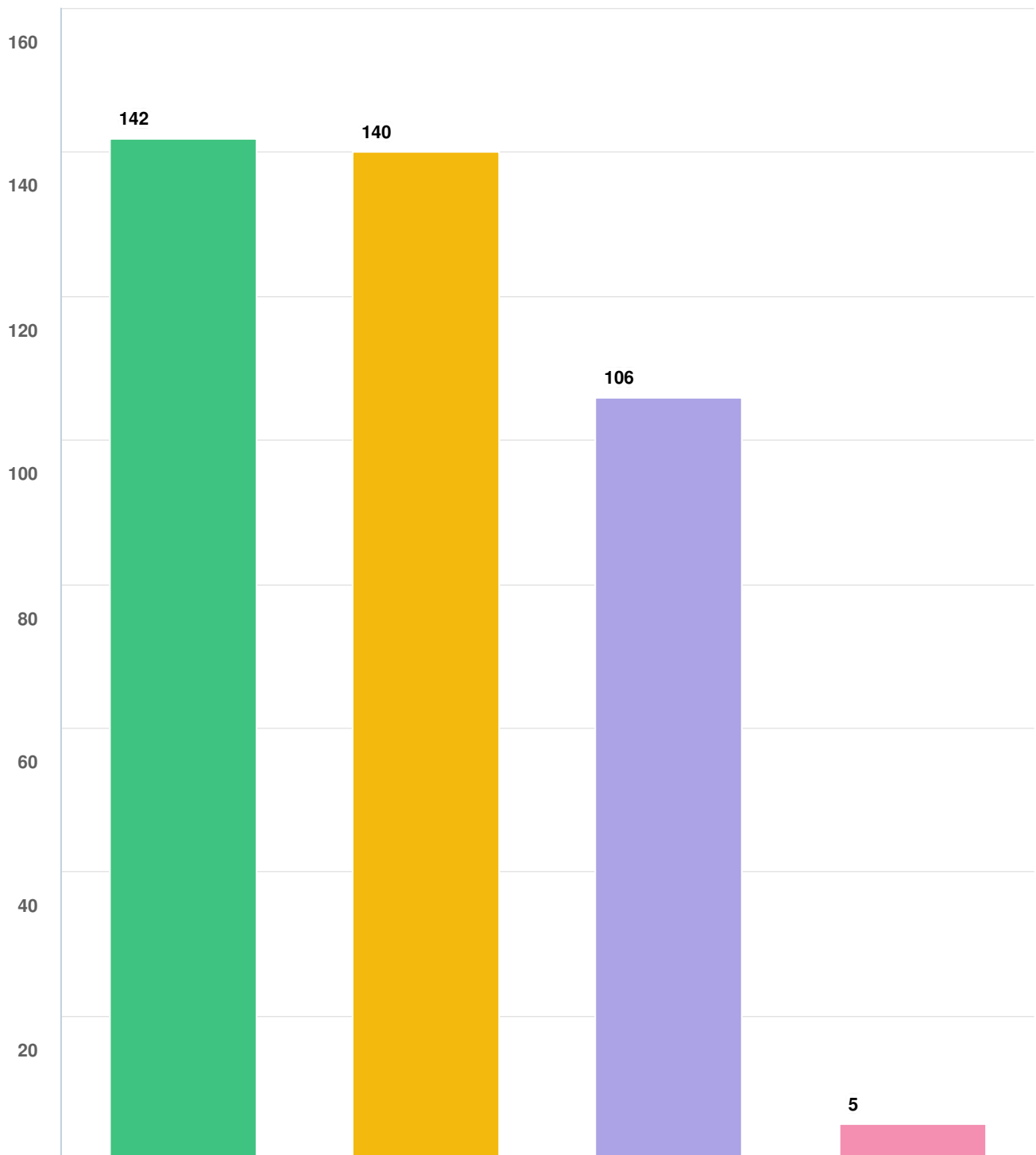
PROJECT NAME:

Dahlia-Oak-Crichton Active Transportation Connections



SURVEY QUESTIONS

Q1 How do you currently move around this area? Please check all that apply.



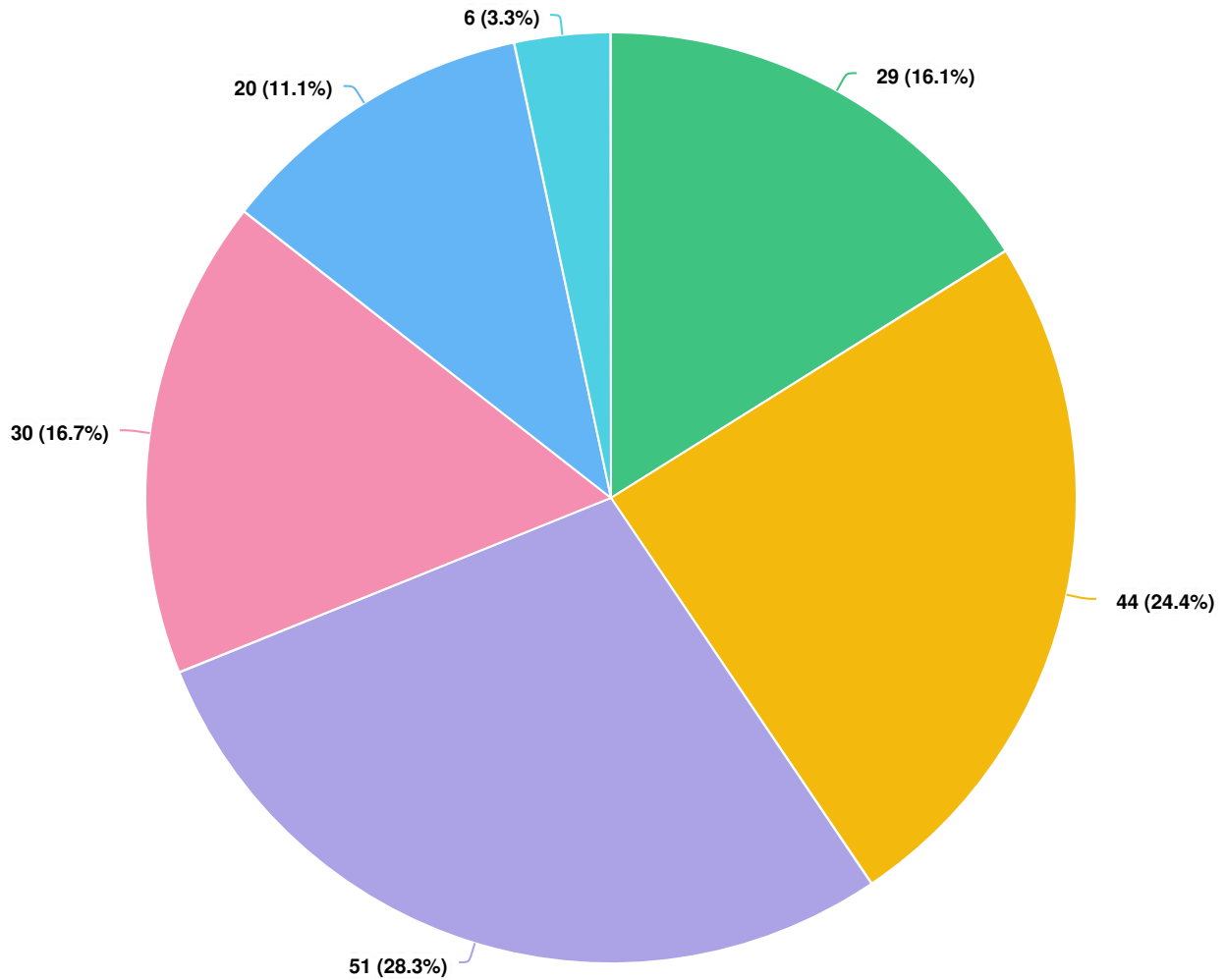
Question options

- Walk or Roll
- Drive
- Bike
- Other (please specify)

Optional question (180 response(s), 0 skipped)

Question type: Checkbox Question

Q2 | Do you live nearby?

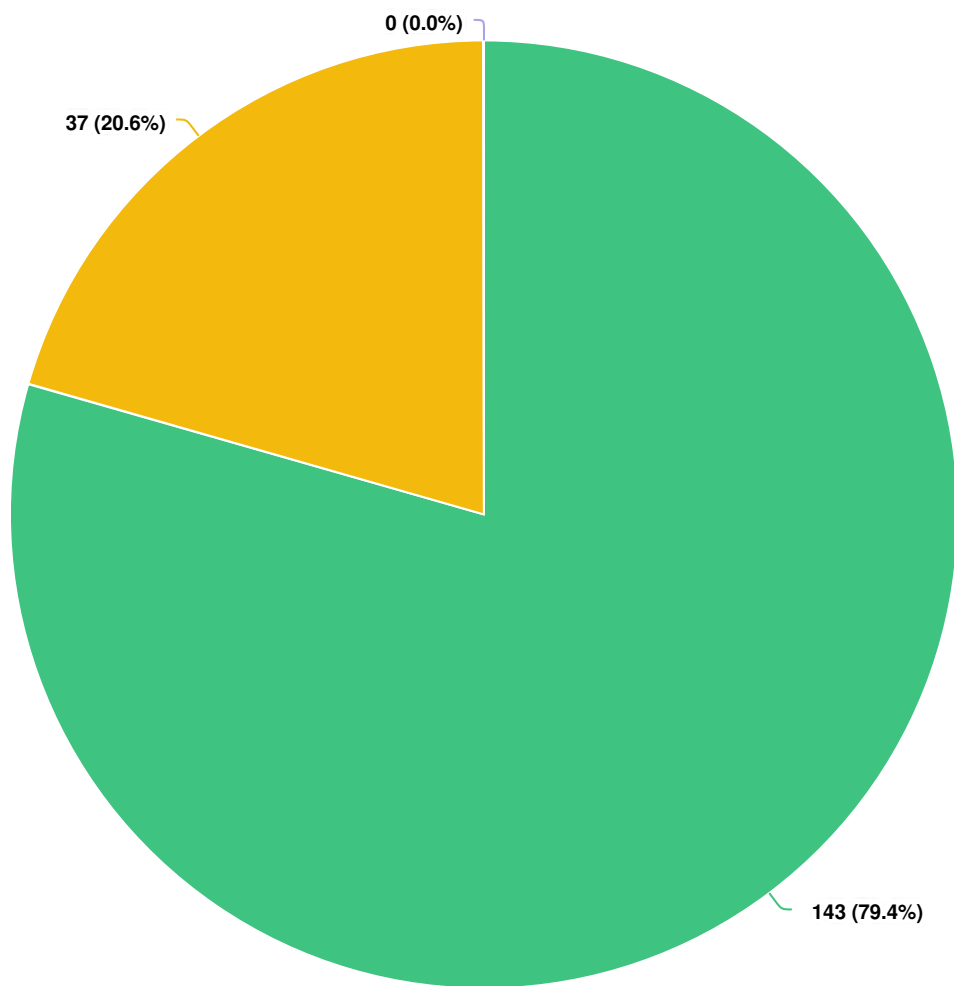


Question options

- Yes, I live on Dahlia Street or Oak Street
- Yes, I live on an adjacent street but not immediately along the proposed route
- Somewhat, I live within a five or ten minute walk or wheel from the study area
- No, but I move through the area on a regular basis
- No, but I'm interested in this project for other reasons
- Other (please specify)

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q3 | Do you own a bicycle?

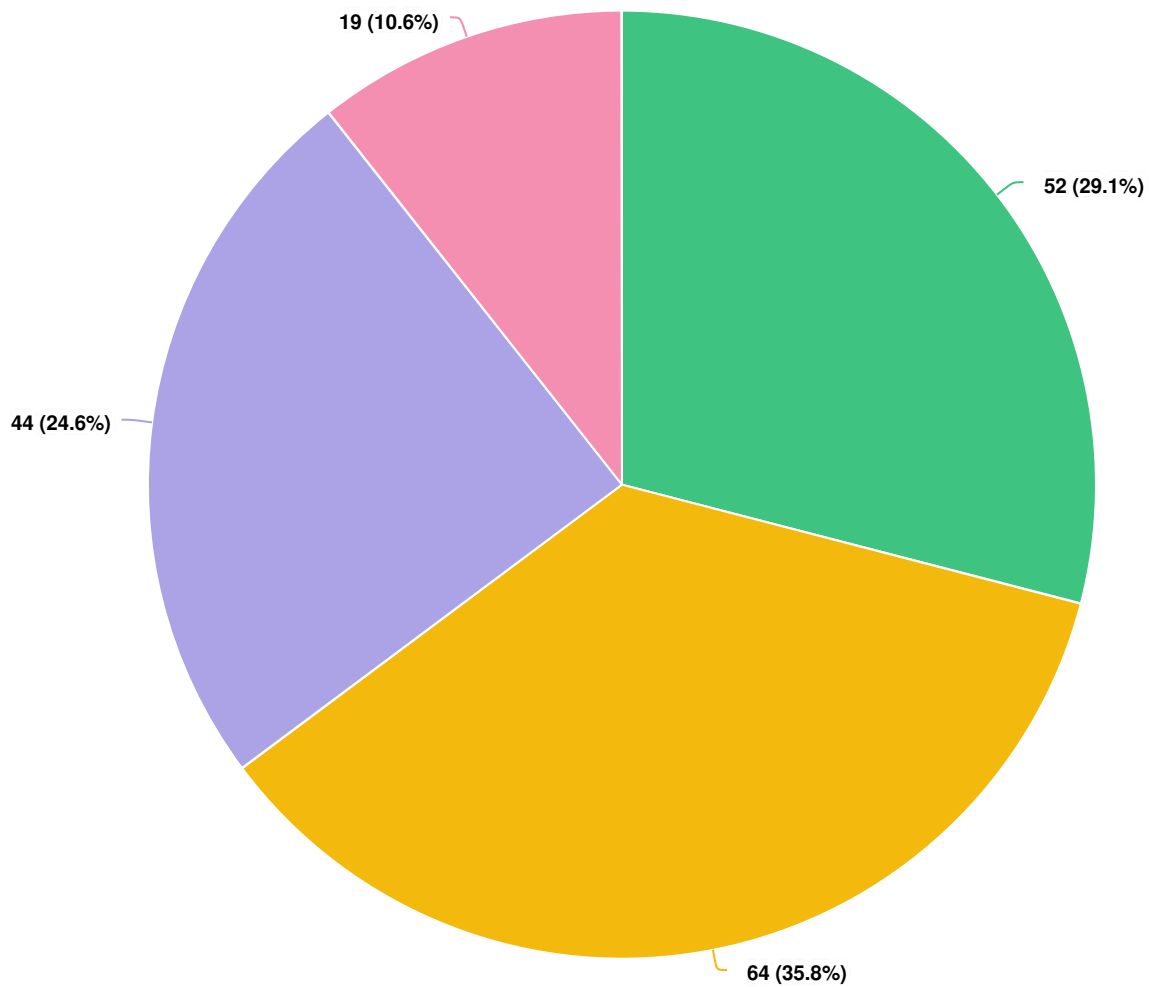


Question options

- Yes
- No
- Other (please specify)

*Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question*

Q4 | Based on the above descriptions, what is your current level of comfort when riding a bicycle?

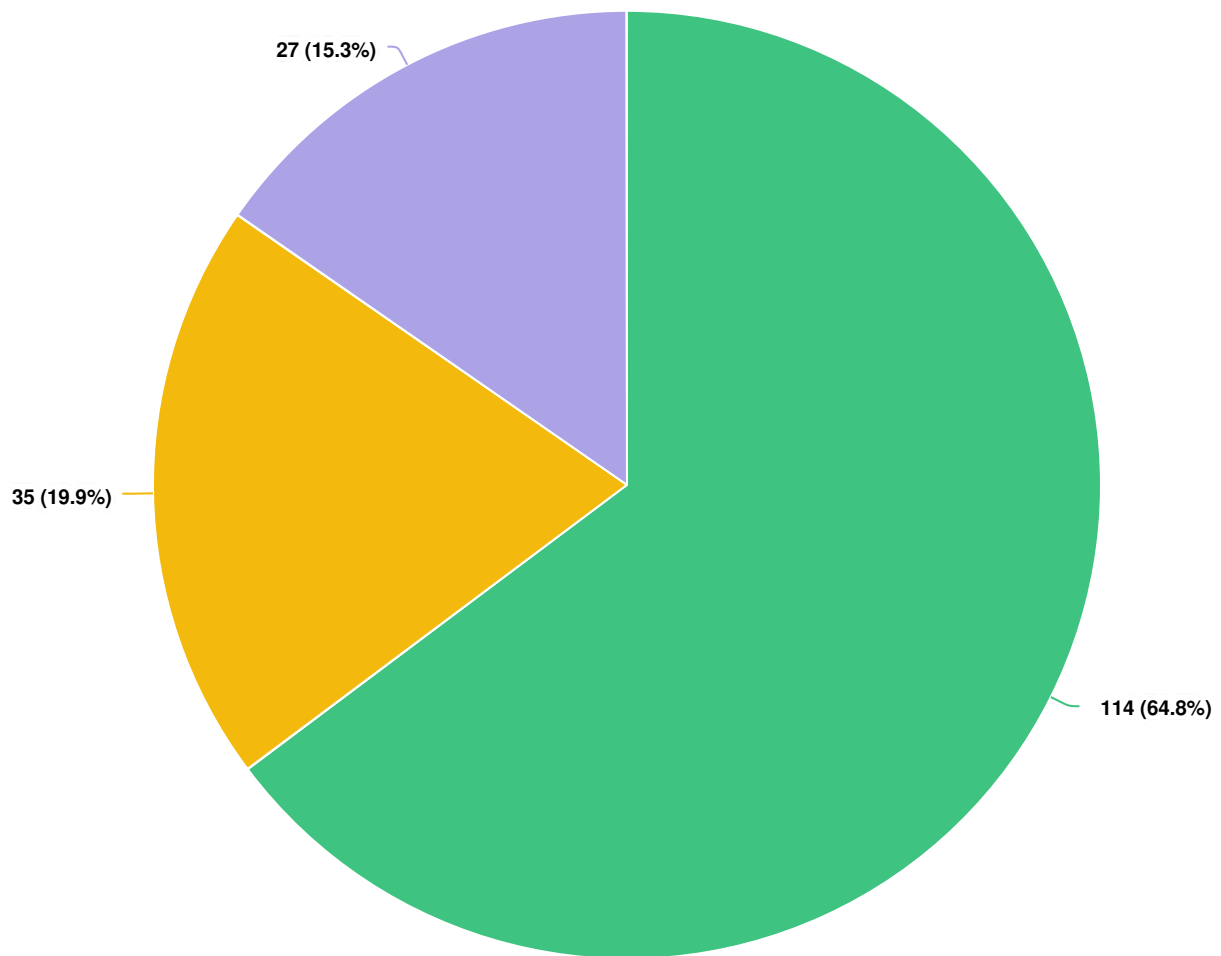


Question options

- Strong and Fearless
- Enthusiastic and Confident
- Interested but Concerned
- No Way, No How

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q5 Based on the above information, I would generally be comfortable cycling along Dahlia Street in a single file, shared lane, local street bikeway facility if there were traffic calming measures introduced to reduce vehicle speed and volumes.

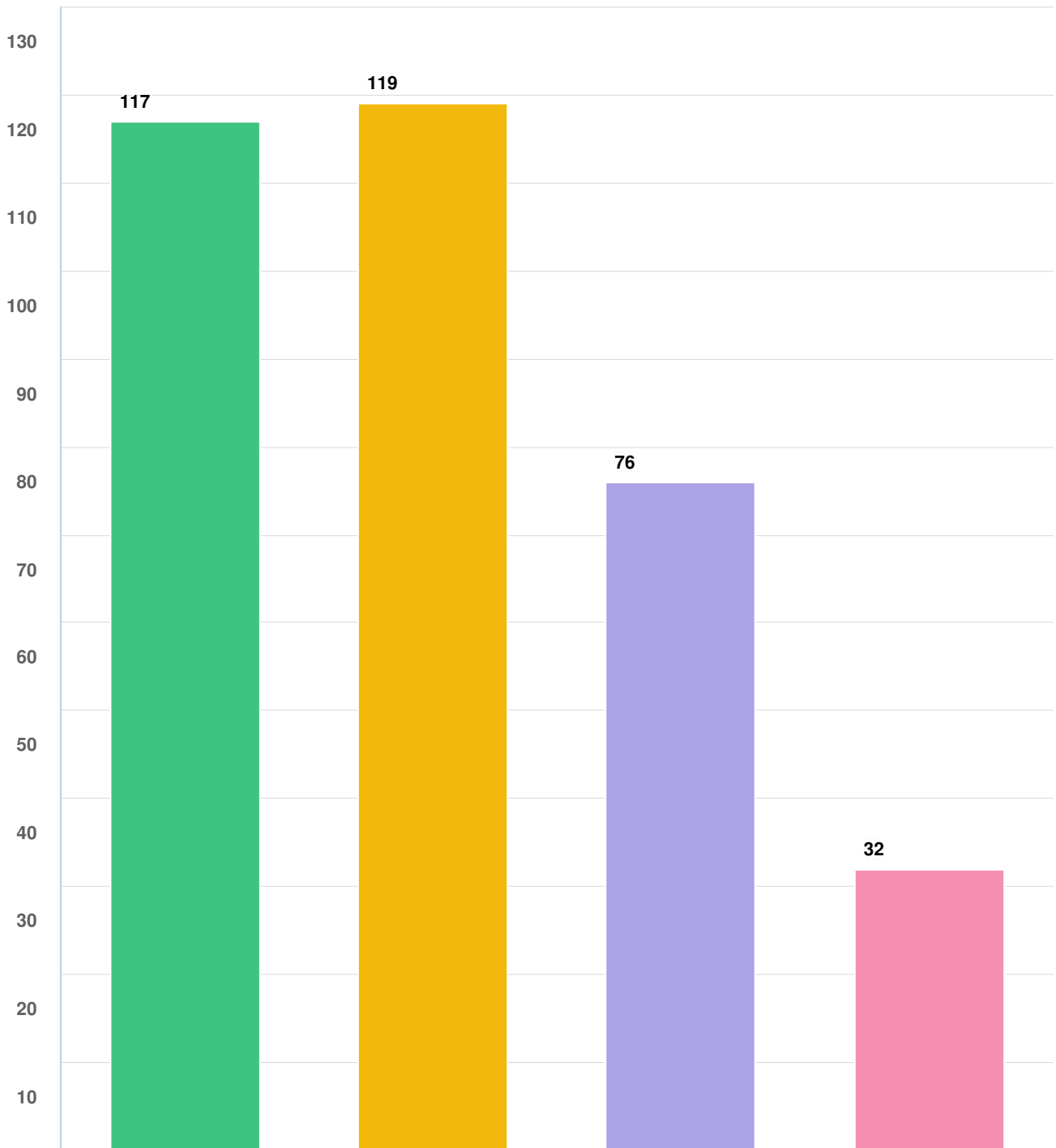


Question options

- Agree
- Neutral / Unsure
- Disagree

Optional question (176 response(s), 4 skipped)
Question type: Radio Button Question

Q6 Which traffic calming treatments are you interested in? Check all that apply.

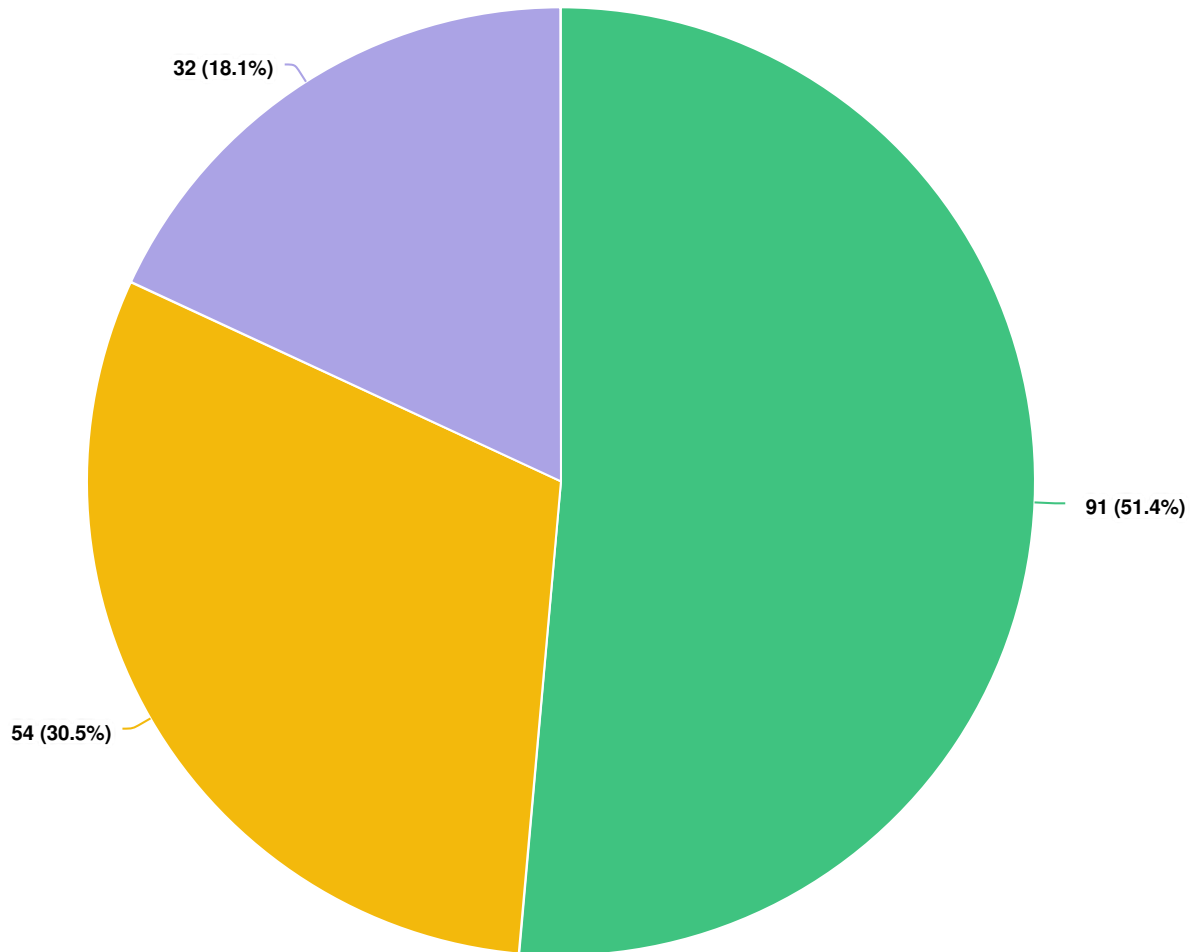


Question options

- Curb extensions aka bump-outs
- Speed tables (elongated speed humps -- better for bikes and fire trucks)
- Chicanes or other horizontal pinch points
- Other (please specify)

*Optional question (178 response(s), 2 skipped)
Question type: Checkbox Question*

Q7 | How do you prefer to cross Victoria Road when transitioning to/from a shared multi-use pathway facility on the Dartmouth Common?

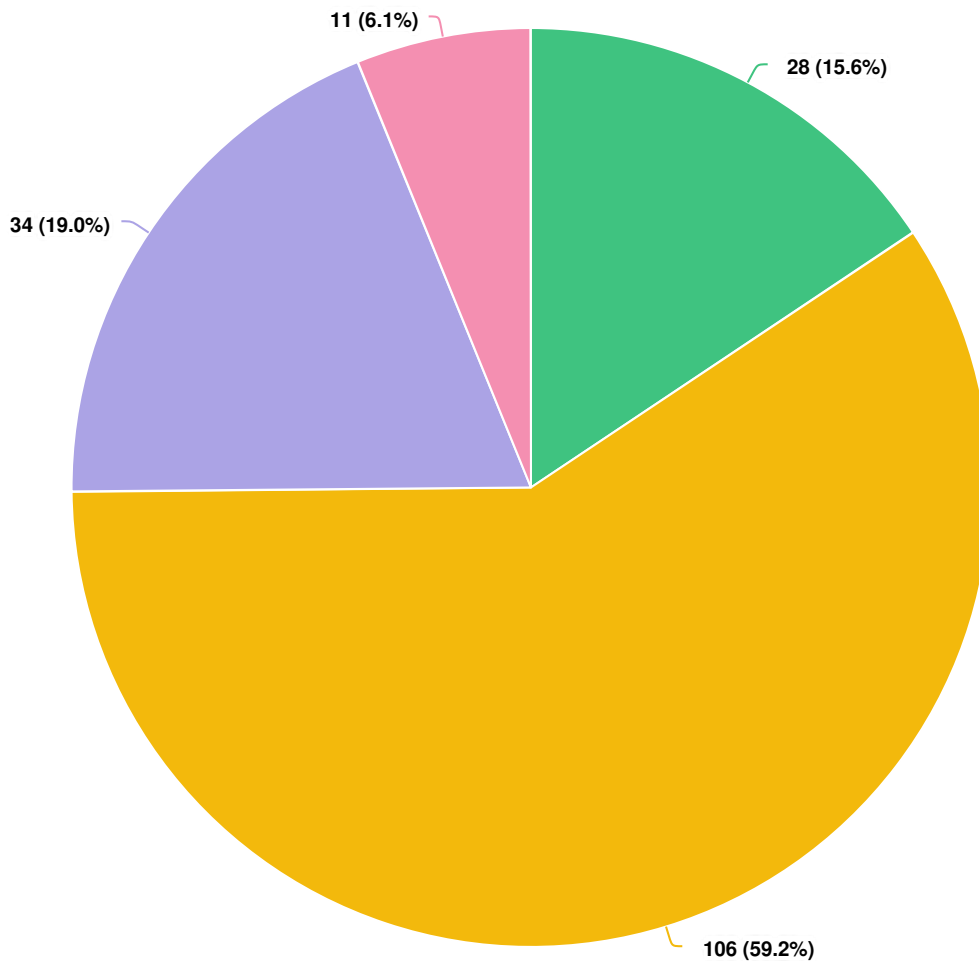


Question options

- People walking and rolling are separated from people cycling when crossing the street (e.g. Options V-1 and V-2)
- People walking, rolling, and cycling proceed together in a shared crosswalk (aka crossride) that is wider than usual to accommodate the extra users (e.g. Option V-3)
- No preference

*Optional question (177 response(s), 3 skipped)
Question type: Radio Button Question*

Q8 | The Province is currently working on modifying existing regulations for the purpose of allowing someone on a bicycle to use button-activated flashing crosswalk lights (Rectangular Rapid Flashing Beacons or RRFBs) to stop traffic and ride across on ...

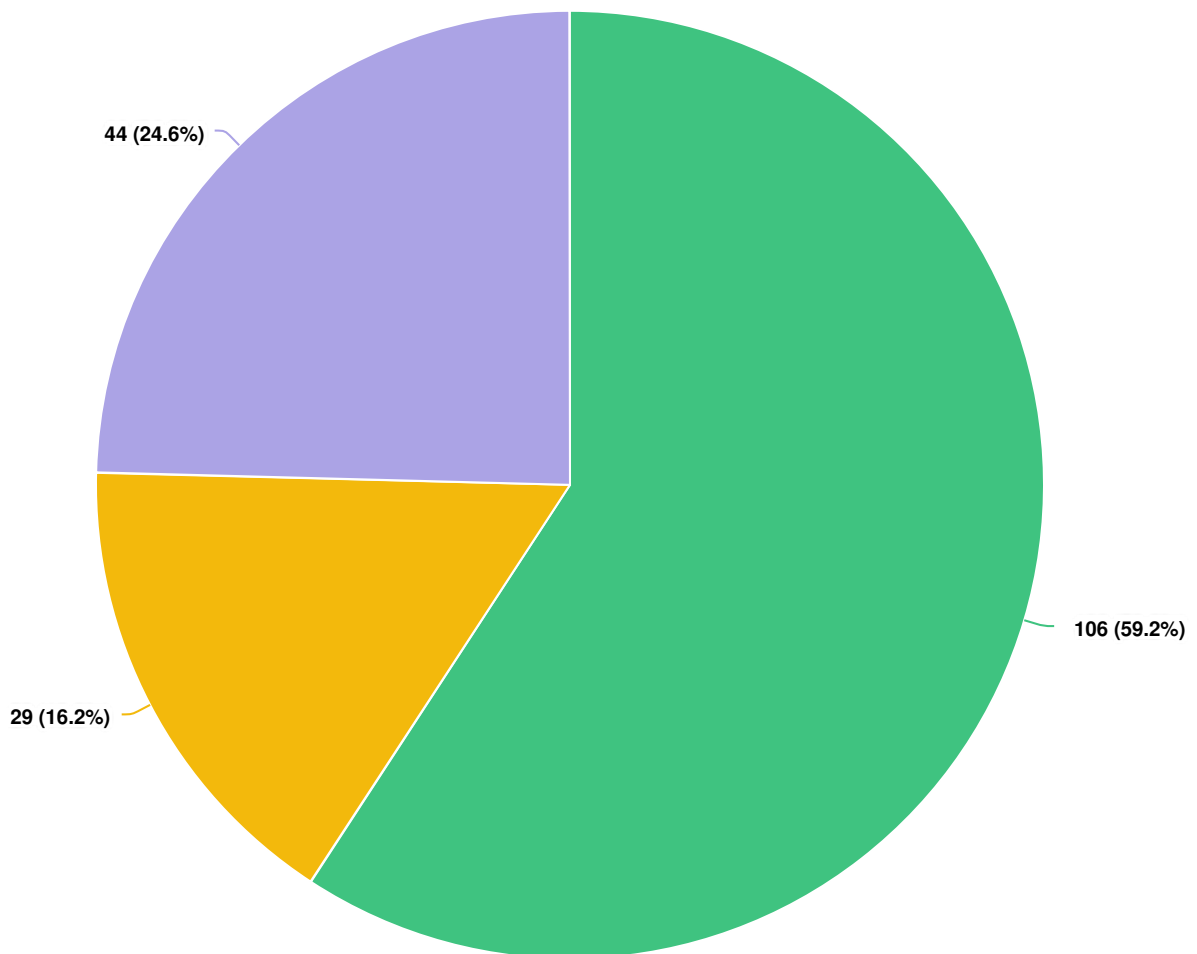


Question options

- No signal. I'd be comfortable crossing with curb extensions, pavement markings and warning signs to indicate the crossing for people walking and cycling.
- Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- Traffic signals to stop vehicles on Victoria with a red traffic light (similar to what was installed on Nantucket Ave near the Bridge terminal)
- Other (please specify)

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q9 Option V-2 (above) involves a raised median at the crossing from the Dartmouth Commons to Dahlia Street. If this option is selected, vehicles could only turn right from Dahlia onto Victoria, and only turn right from Victoria onto Dahlia (no left tu...

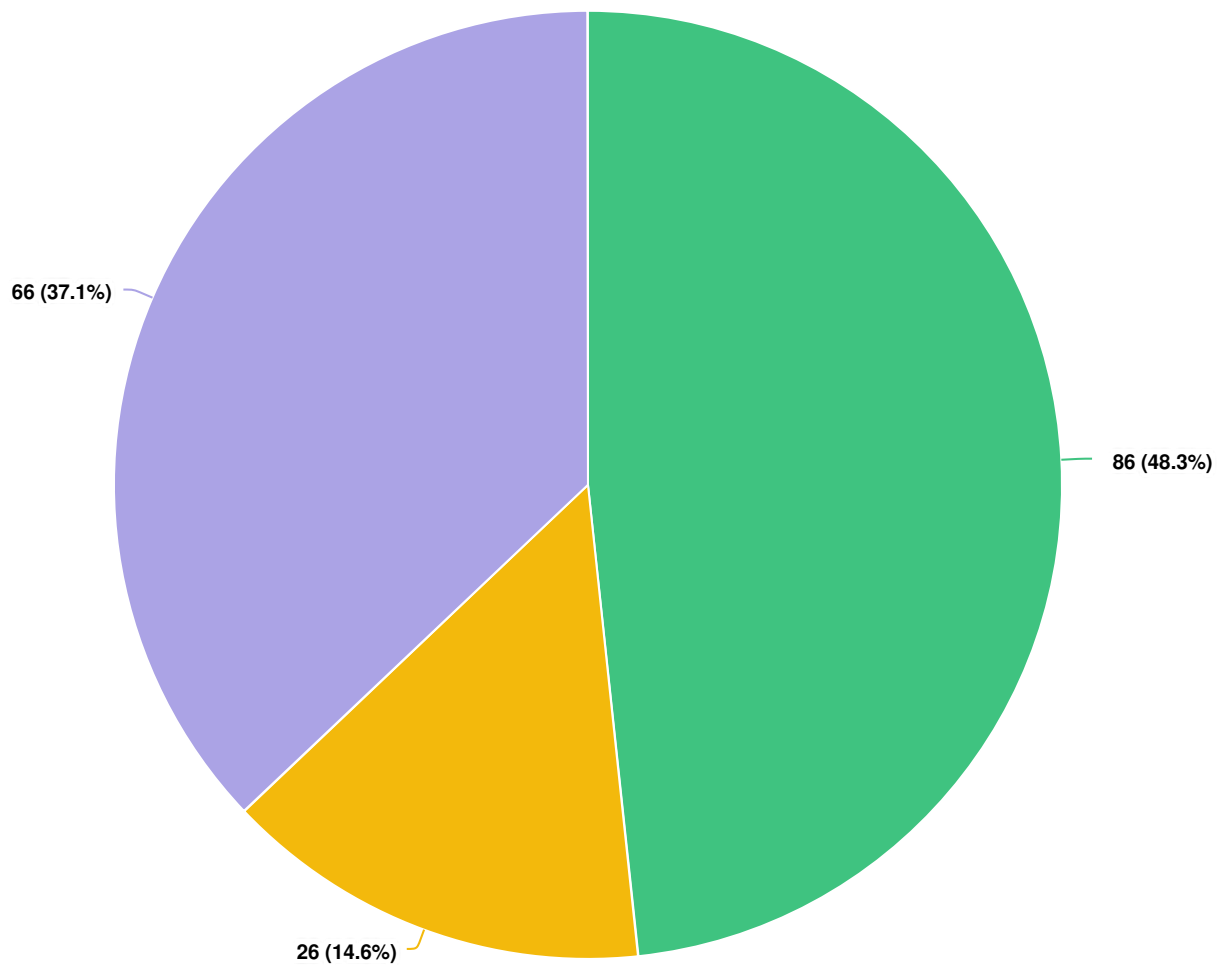


Question options

- Agree
- Neutral
- Disagree

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q10 | Option V-3 (above) involves a short section of protected bikeway on Dahlia to better align the crossing of bicycles so they are proceeding straight rather than diagonal (due to the slight offset of the pathway from the street). This would involve n...

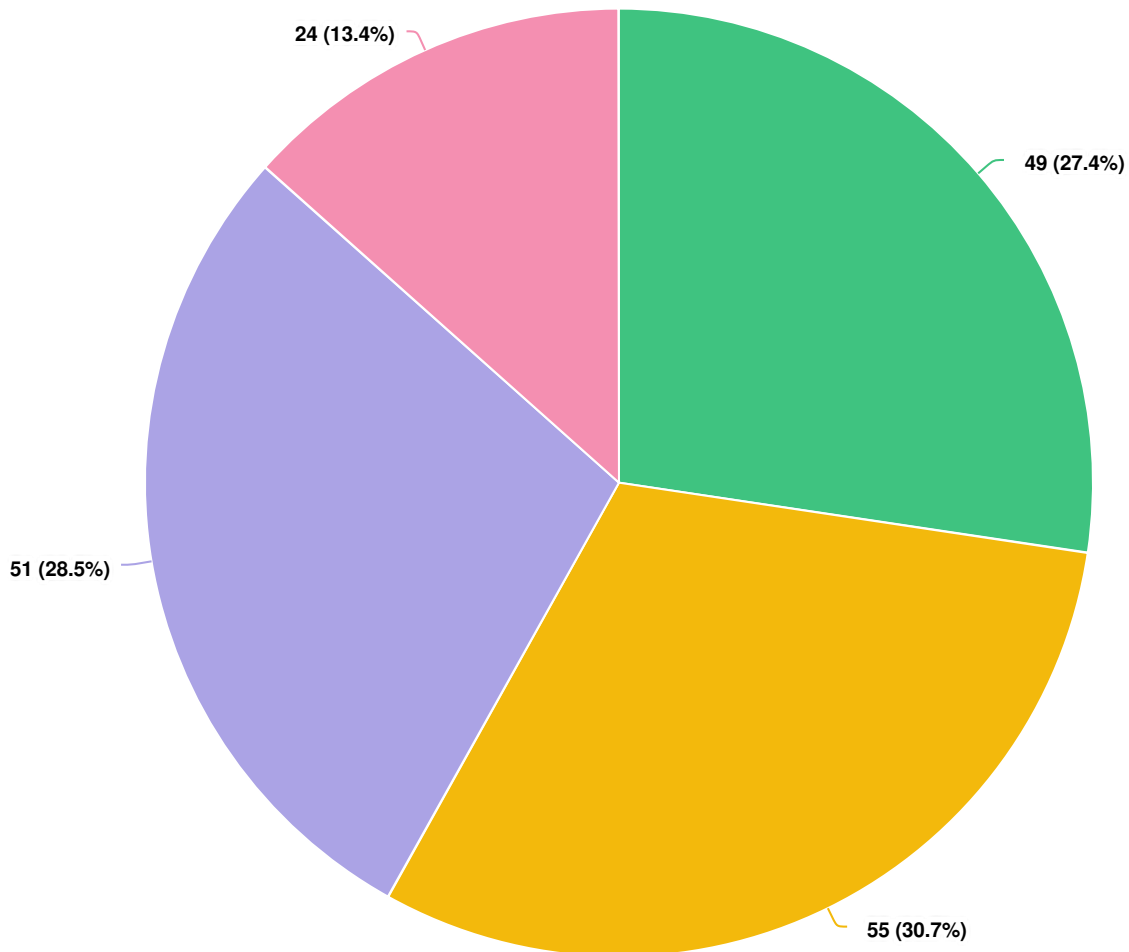


Question options

- Agree
- Neutral
- Disagree

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q11 | Of the three options presented above, which do you prefer for the intersection of Dahlia Street and Victoria Road?

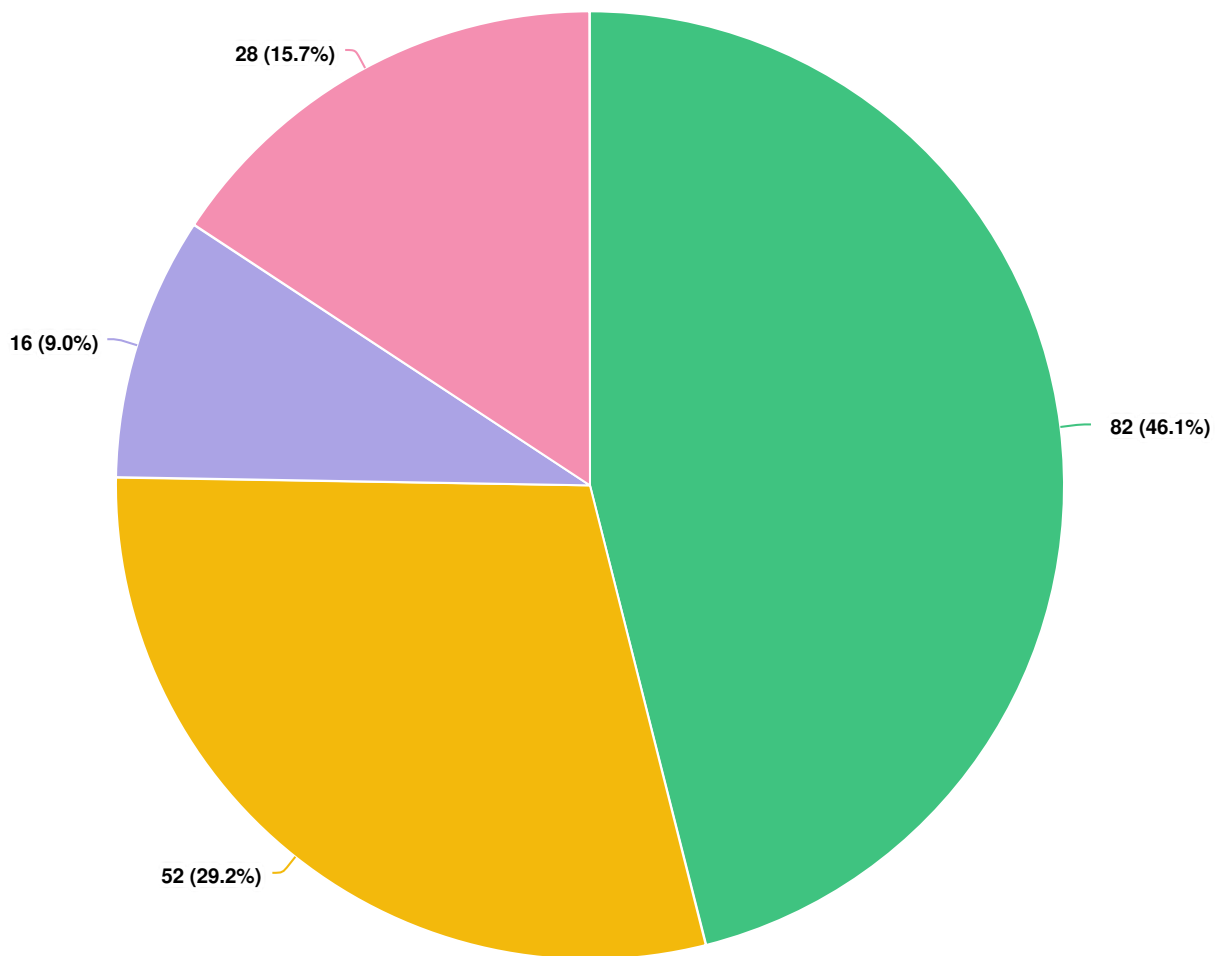


Question options

- Option V-1
- Option V-2
- Option V-3
- None of the above (please tell us why)

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q12 Staff are currently investigating whether or not the stop signs on Dahlia at Pine Street could be flipped to stop traffic on Pine, instead giving Dahlia the right of way and allowing more continuous movement along the corridor. There may be some co...

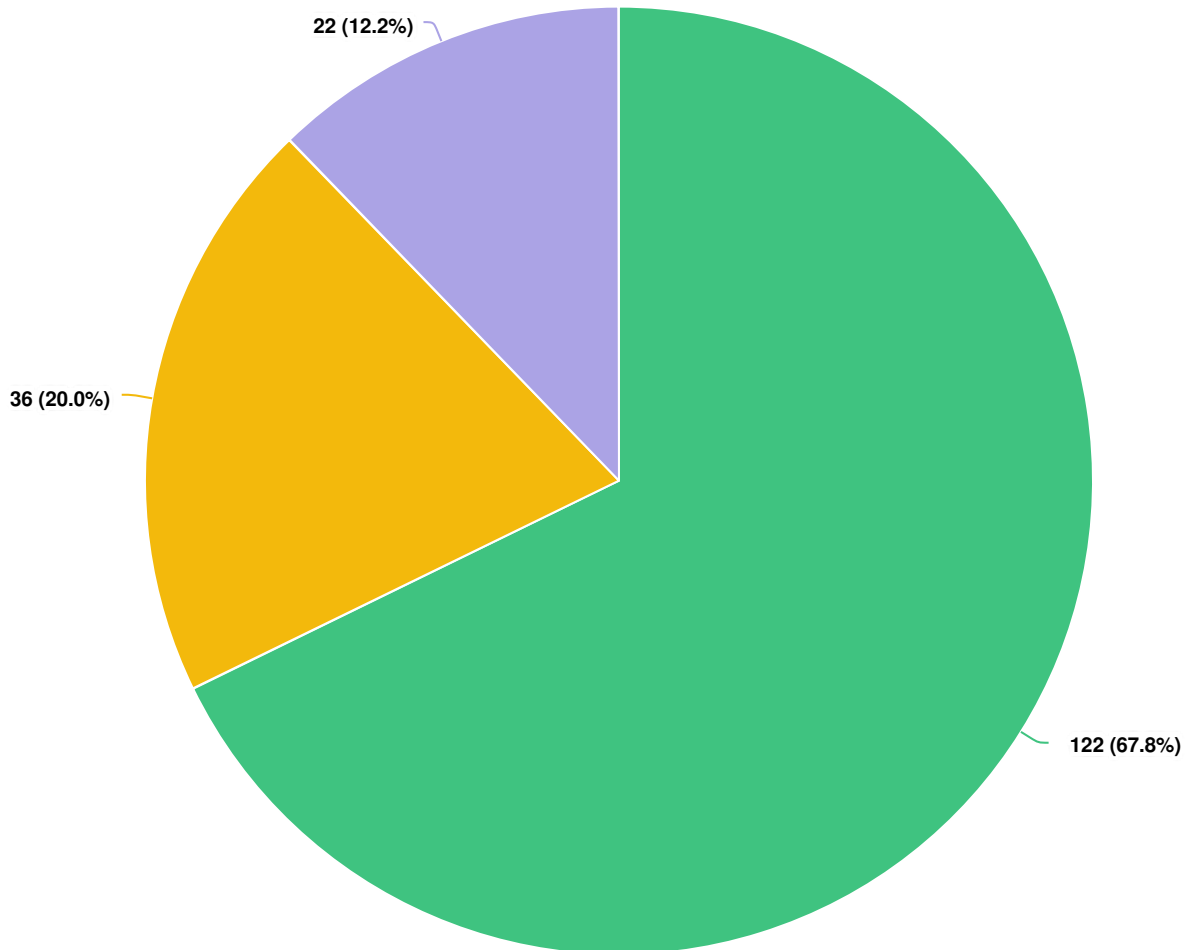


Question options

- I still prefer Option P-2
- I have concerns about stopping vehicles on Pine – stick with Option P-1
- Unsure
- Other (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q13 | I am generally comfortable crossing as a pedestrian using the existing Rectangular Rapid Flashing Beacon (RRFB) crosswalk at Dahlia and Maple.

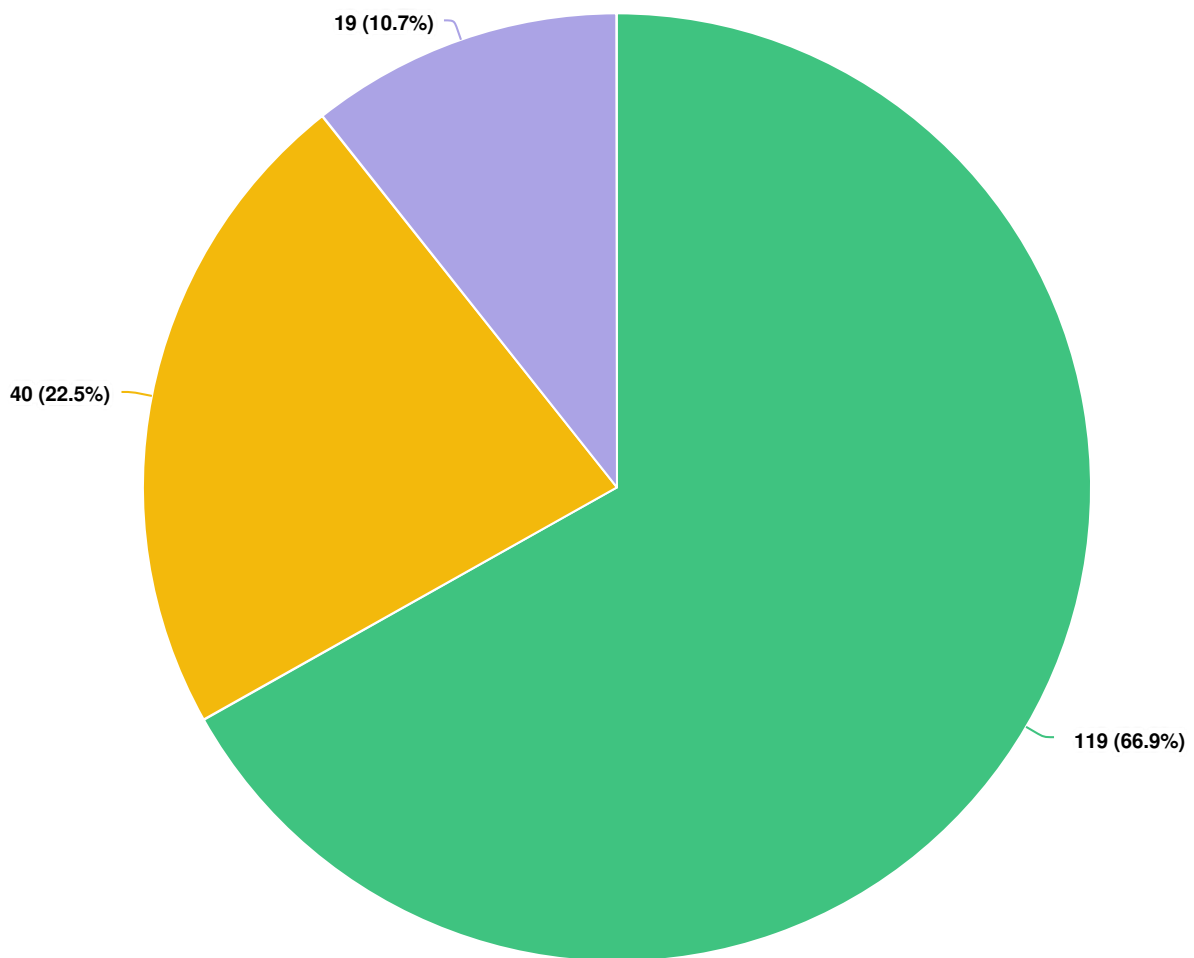


Question options

- Agree
- Neutral
- Disagree

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q14 | In an earlier question (#8) we discussed the challenges associated with use of RRFBs by people cycling. This legislation is currently under review. The alternative is conversion to traffic half signals. A full table of pros and cons can be found HE...

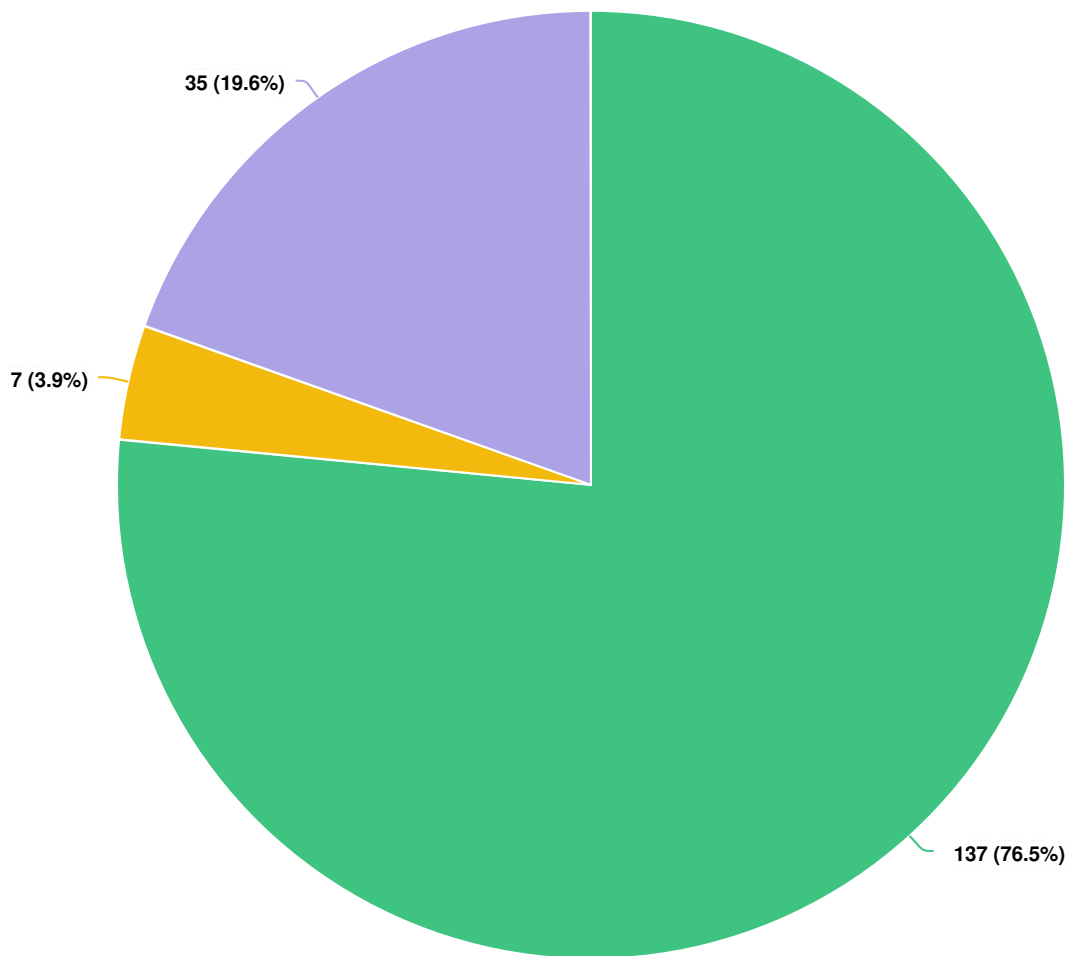


Question options

- Keep Rectangular Rapid Flashing Beacon (RRFB) with added bicycle activation if/when it becomes available
- Upgrade to traffic half signals for added comfort/safety with small delay
- Neither / I have other ideas (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q15 I am generally supportive of the construction of curb extensions at the Dahlia-Maple intersection to:-- reduce the crossing distance for people walking/rolling/cycling along the Dahlia corridor;-- help slow traffic on Maple Street; and,-- improve v...

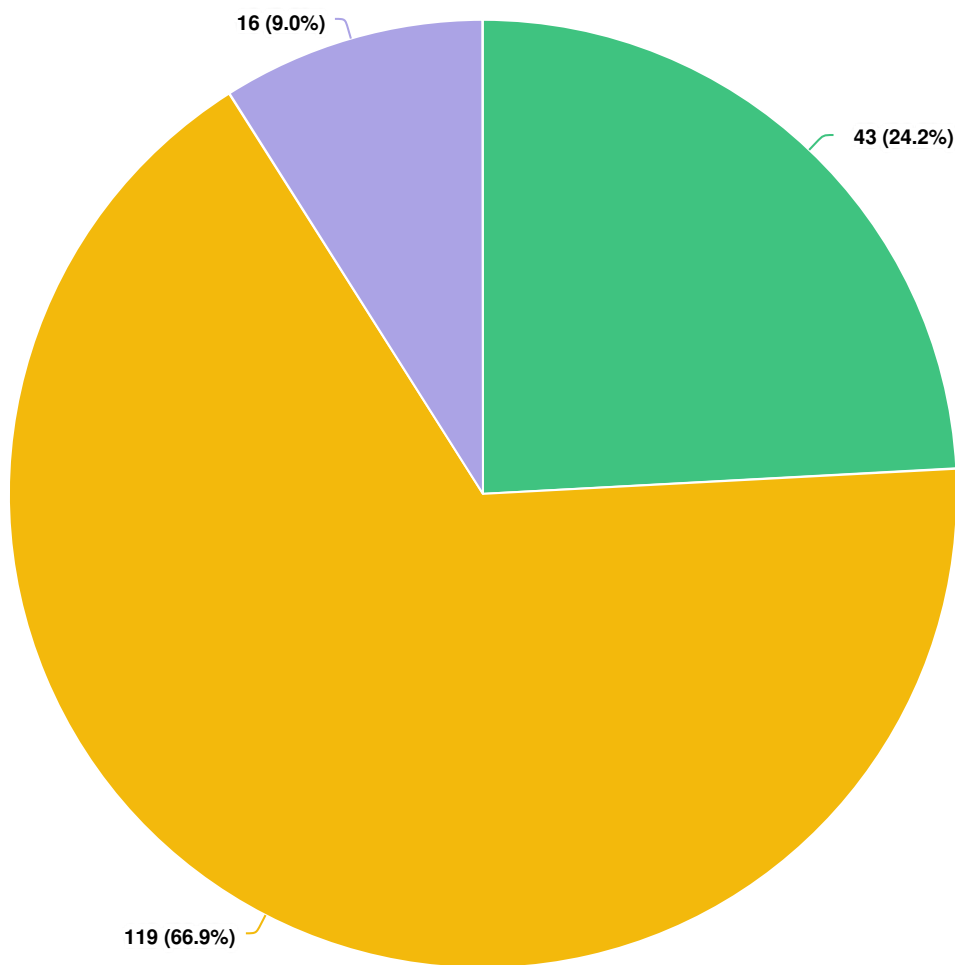


Question options

- Agree
- Neutral
- Disagree

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q16 | Where would you like to see the Crichton Ave crosswalk location? It is unlikely that two crosswalks will be considered in this close proximity due to safety concerns, therefore we need to narrow in on one location only for an enhanced crossing. I w...

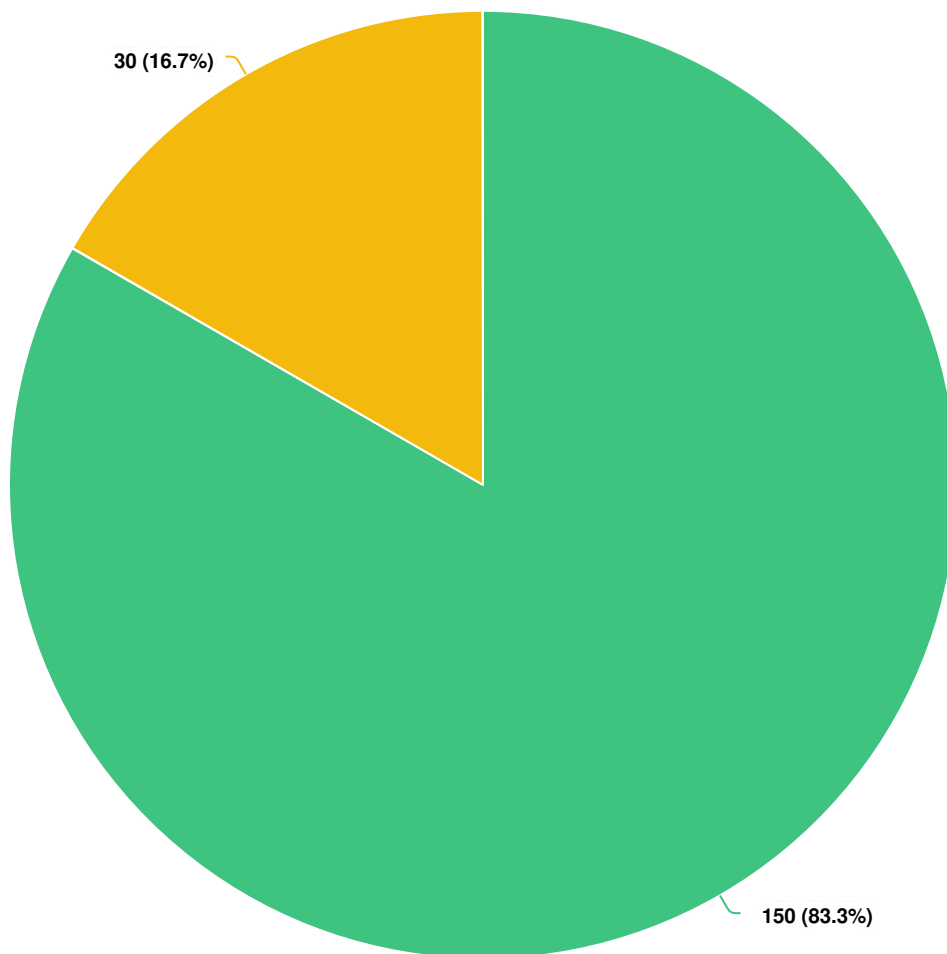


Question options

- Closer to Oak Street
- Closer to Dahlia Street
- Other (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q17 All of the above options show removal of the mature street tree on Crichton Ave between Dahlia and Oak Streets in order to add a new active transportation connection here. The project team has considered multiple options and alignments to try to ke...

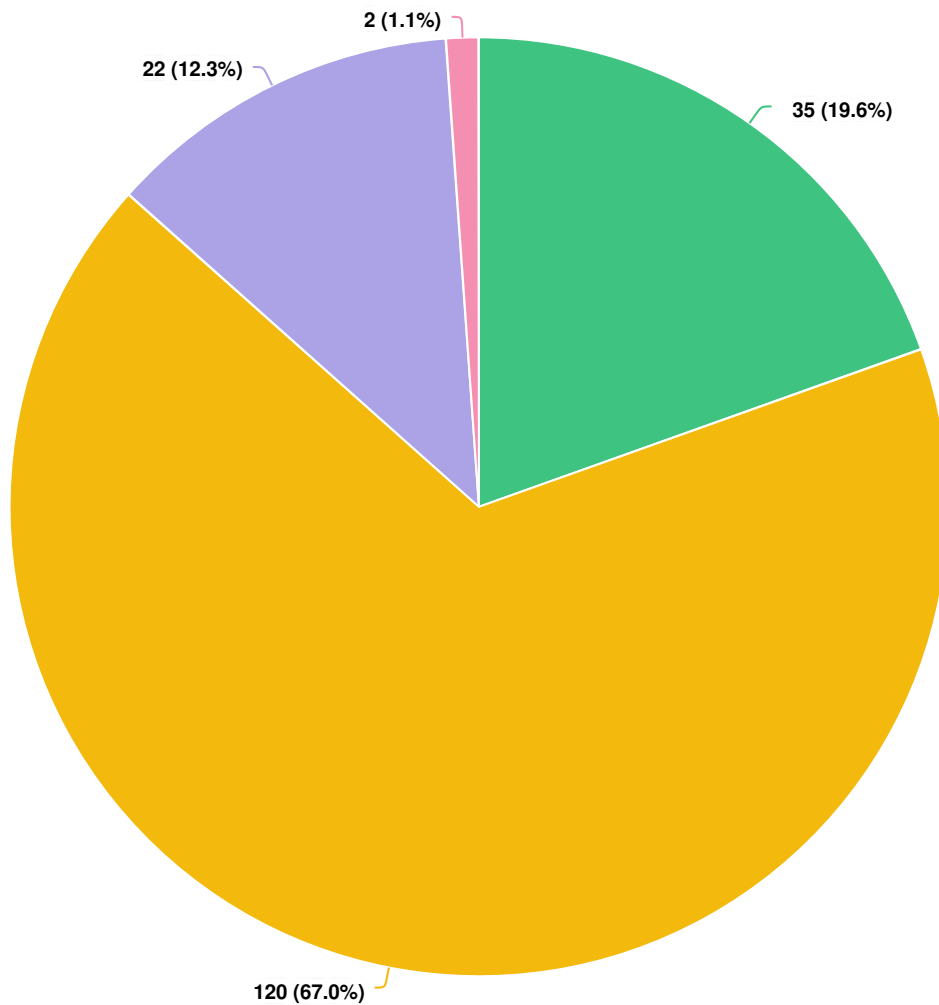


Question options

- I acknowledge this difficult trade-off is necessary
- I'm unhappy and would rather keep the tree than add the sidewalk/crossing

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q18 Based on earlier discussion on the pros and cons of different signal types (click [HERE](#)), what sort of crossing treatment would be required to make you feel comfortable when walking/rolling/cycling to cross Crichton Ave?

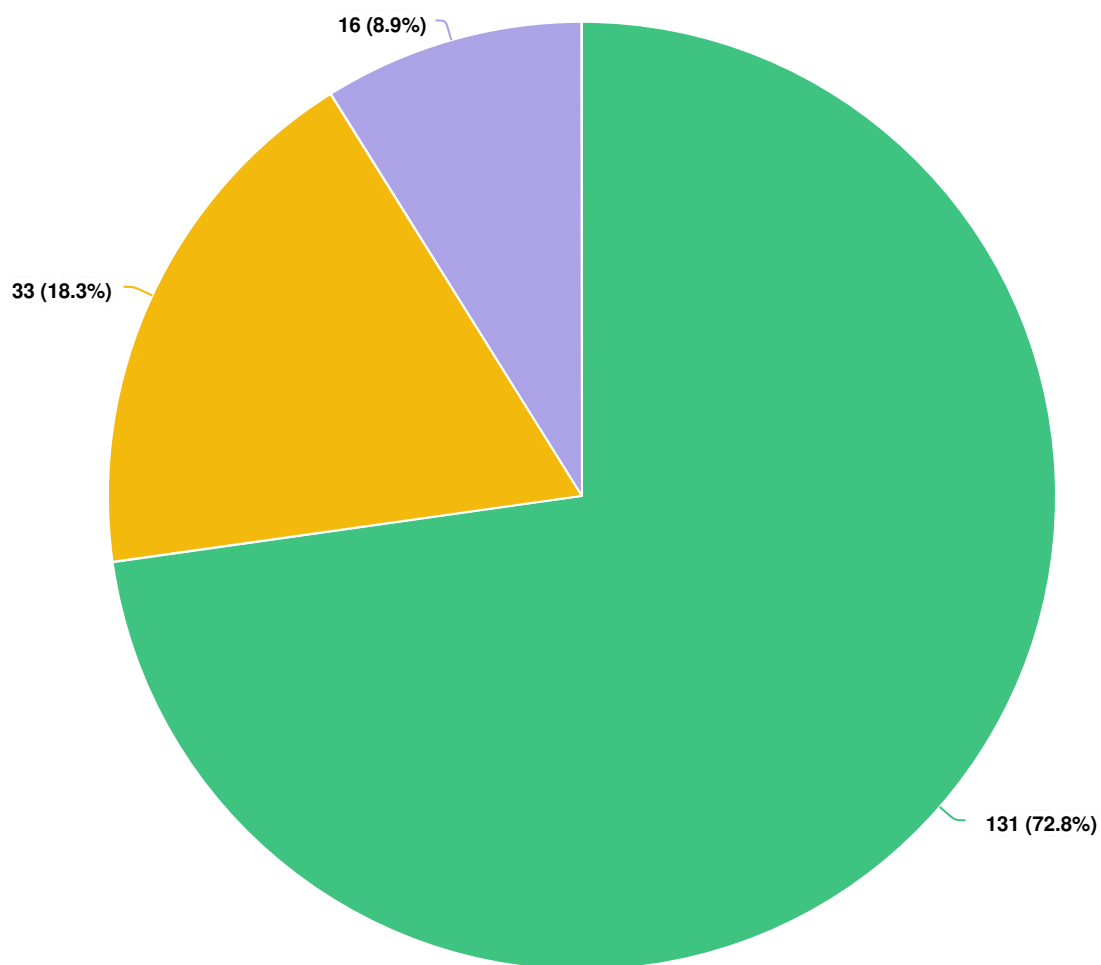


Question options

- No signal. Just pavement markings and warning signs to indicate the crossing for people walking and cycling.
- Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- Traffic signals to stop vehicles on Crichton Ave with a red traffic light (similar to what was installed on Nantucket Ave near the Bridge terminal)
- Other (please specify)

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q19 | Option C-2 involves narrowing Dahlia Street in order to construct a sidewalk to fill the gap between Crichton and Beech Streets. This would potentially involve loss of on-street parking on one side of the street to accommodate this sidewalk. Are yo...

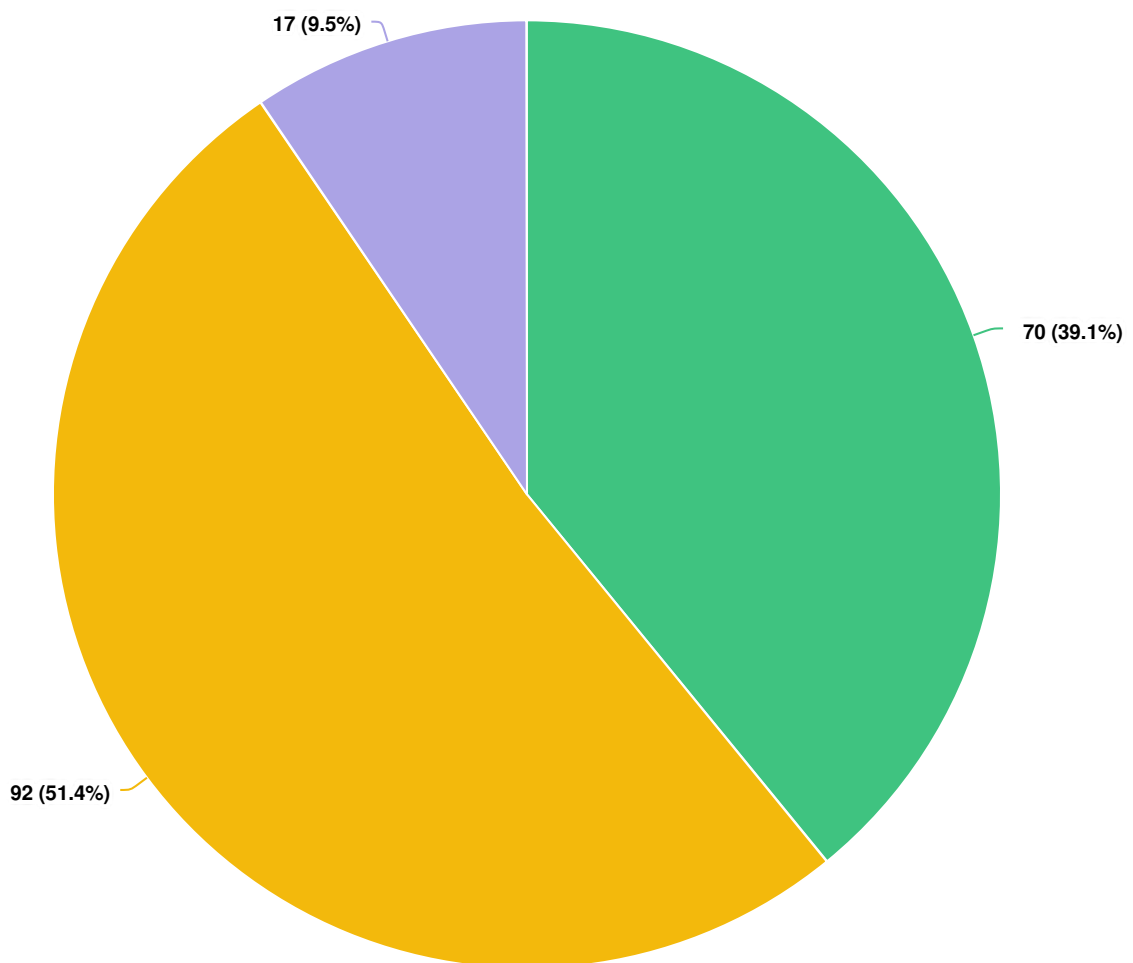


Question options

- Yes
- No
- Unsure

Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question

Q20 | Option C-3 involves building a short section of protected bikeway on Dahlia Street to better align people cycling with a shared crossing facility (aka crossride) to cross Crichton Ave. This is a potential safety improvement from option C-1 and C-2 ...

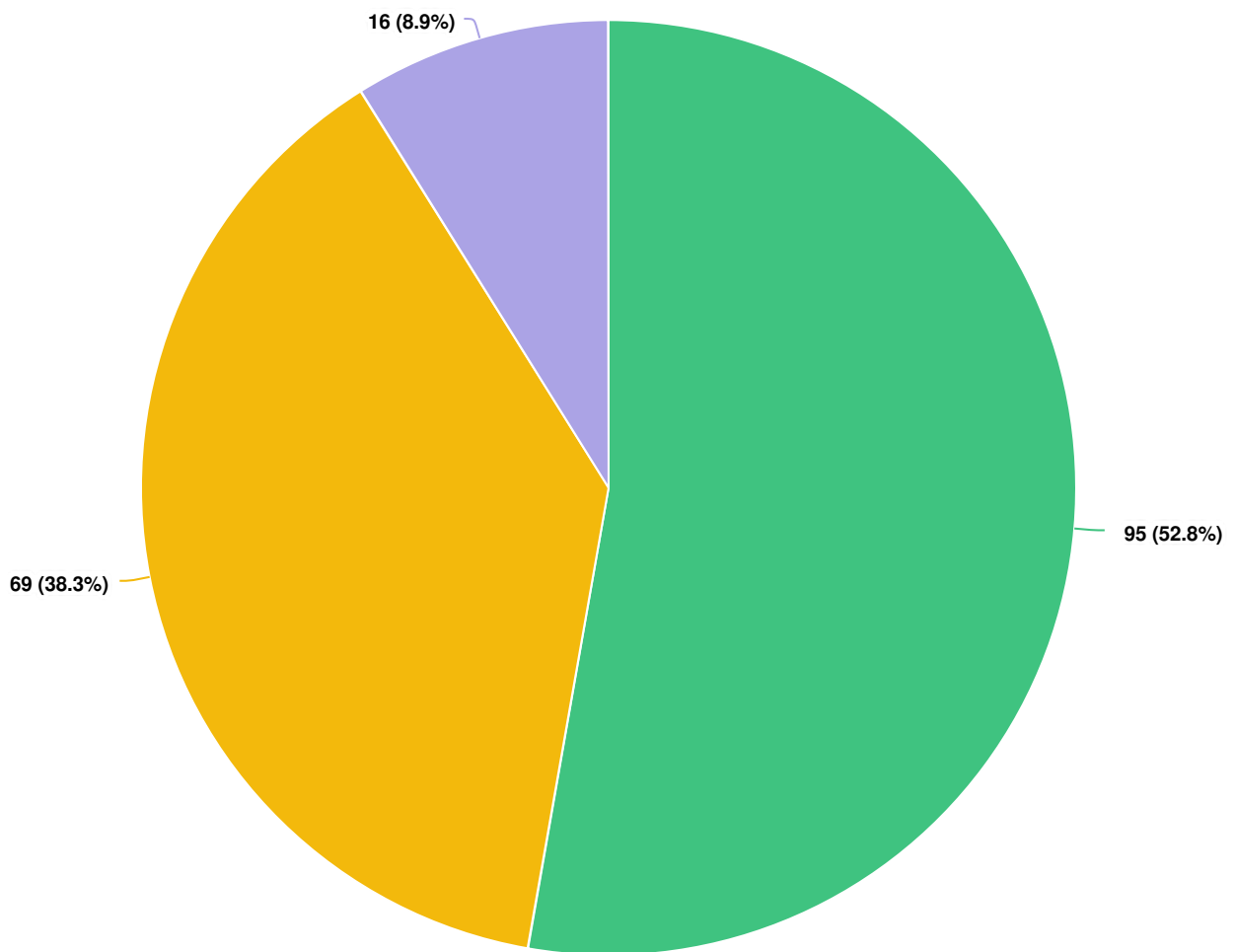


Question options

- Yes – some form of assistance is necessary
- No – this wouldn't make much of a difference to my comfort levels
- Unsure / I don't cycle

Optional question (179 response(s), 1 skipped)
Question type: Radio Button Question

Q21 | As discussed above, this short section of bikeway in option C-3 would involve narrowing Dahlia Street near the intersection with Crichton Ave. It would become 'exit only' for vehicles. This could reduce non-local traffic (shortcutting) on Dahlia an...

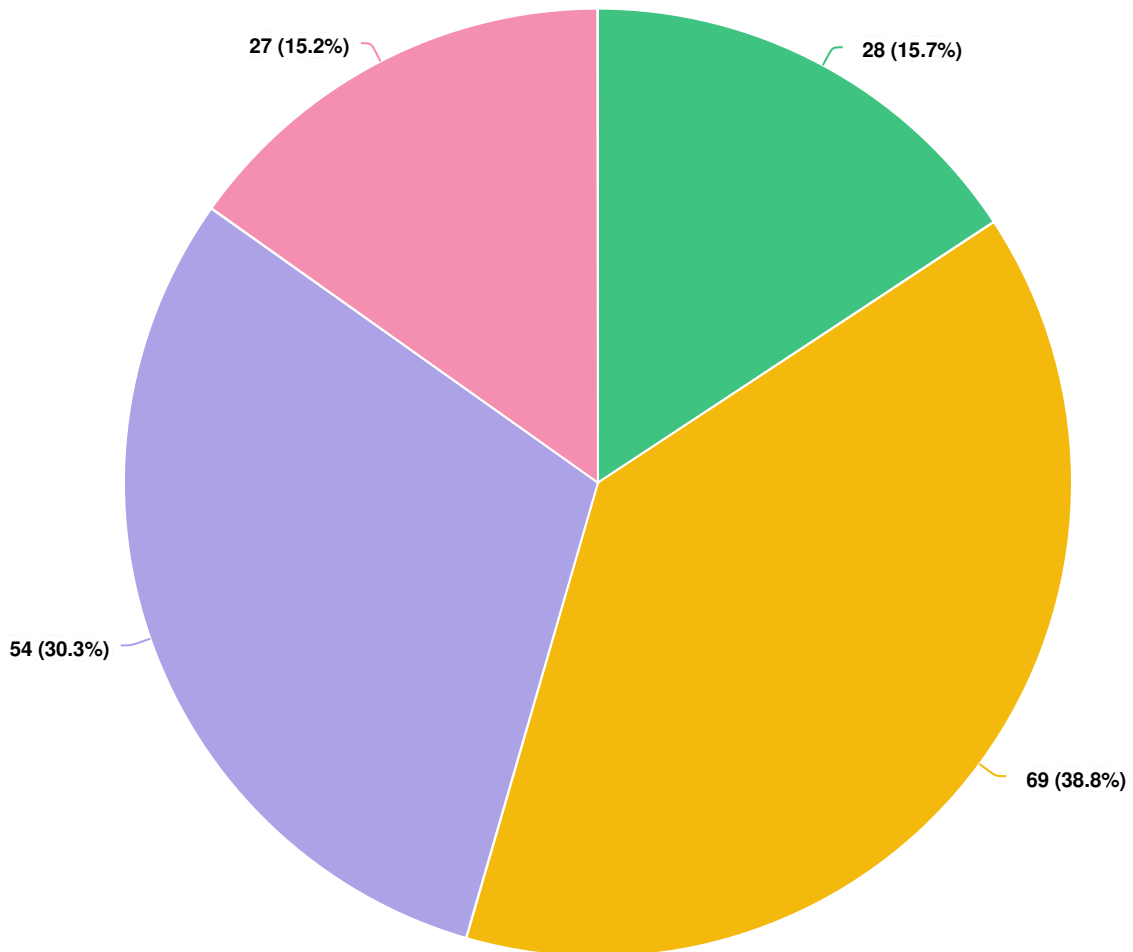


Question options

- I support continued discussion around option C-3 with 'exit only' for vehicles at Dahlia-Crichton
- I don't believe these trade-offs are worth it
- Unsure

*Optional question (180 response(s), 0 skipped)
Question type: Radio Button Question*

Q22 Which is your favourite option for these intersections that best meets your needs for comfortable walking, rolling, and cycling connections?

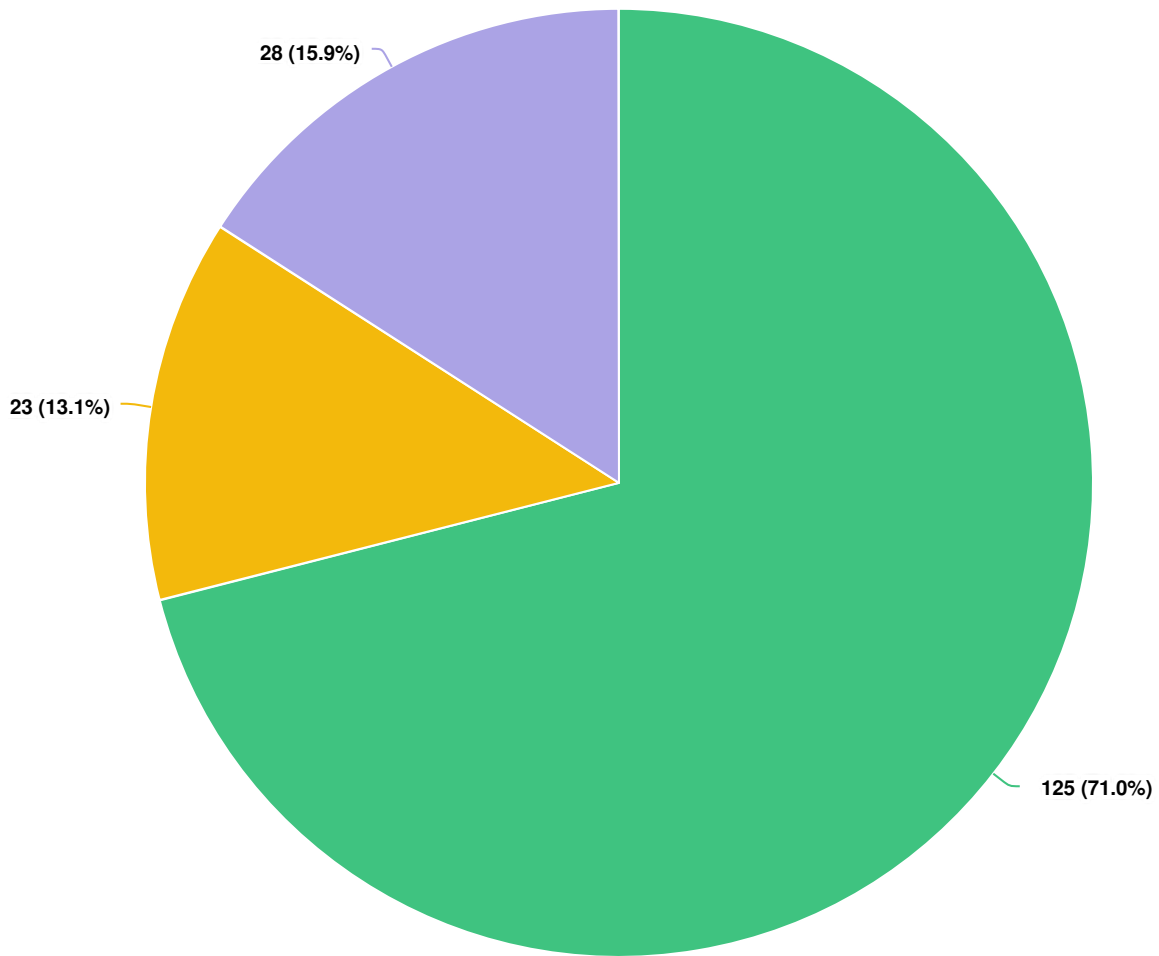


Question options

- Option C-1
- Option C-2
- Option C-3
- Other (please specify)

Optional question (178 response(s), 2 skipped)
Question type: Radio Button Question

Q23 I am generally supportive of building a new multi-use pathway connection in Sullivan's Pond Park as shown above (S-1) to create a safer and more direct connection between the Shubenacadie Canal Greenway at Hawthorne Street and the newly enhanced Da...

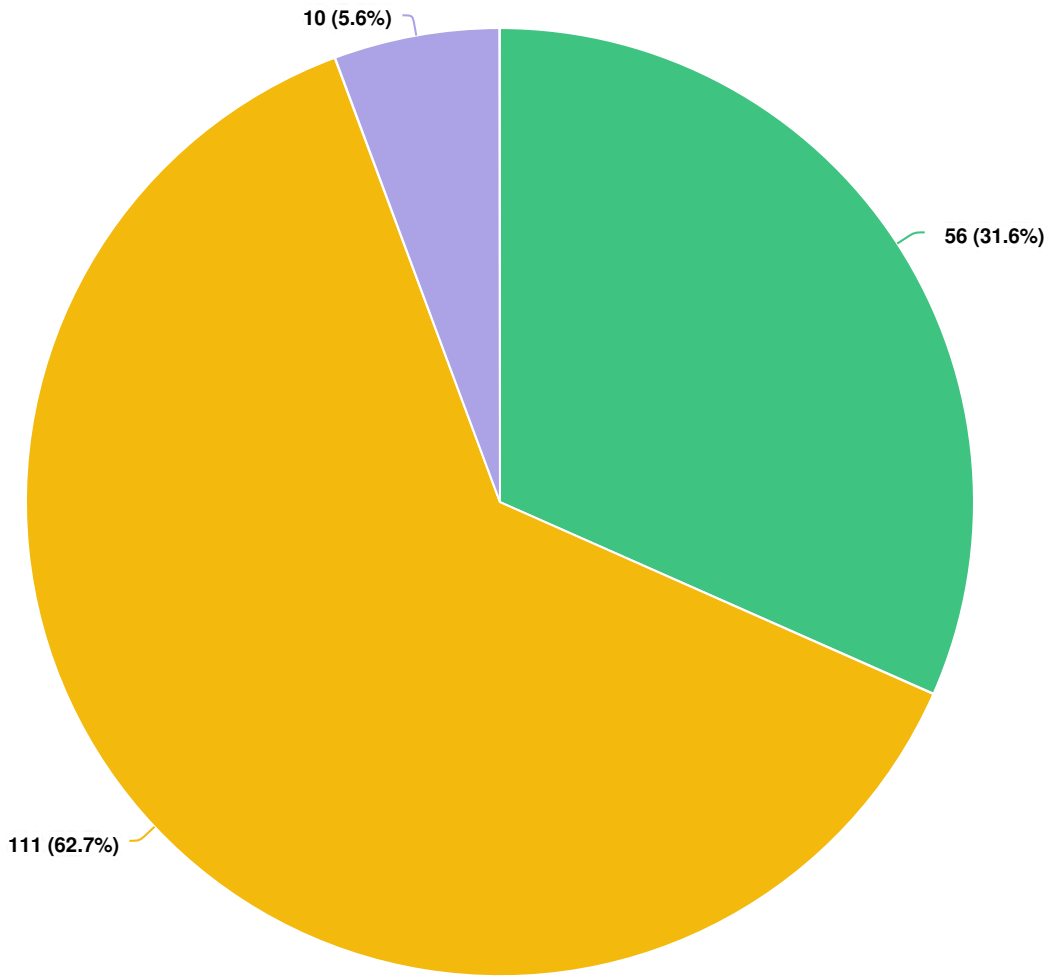


Question options

- Agree
- Neutral
- Disagree

Optional question (176 response(s), 4 skipped)
Question type: Radio Button Question

Q24 Based on earlier discussion on the pros and cons of different signals what sort of crossing treatment would be required to make you feel comfortable when walking/rolling/cycling to cross Hawthorne Street?



Question options

- No signal. I'd be comfortable crossing with the curb extension, pavement markings and warning signs to indicate the crossing for people walking and cycling.
- Rectangular Rapid Flashing Beacons (similar to the existing crosswalk at Dahlia St and Maple St) if possible once the Province adjusts their regulations allowing use by bicycles
- Other (please specify)

Optional question (177 response(s), 3 skipped)
Question type: Radio Button Question

Q25 | **Is there anything we missed? Please place your general comments in the text box below:**

[REDACTED]
10/14/2020 04:55 PM

Anonymous

10/14/2020 05:11 PM

[REDACTED]

The pathway through Sullivan's Pond park to the greenway should follow the existing desire line - minimize the amount of asphalt and keep as much green space and trees as possible

Anonymous

10/14/2020 07:45 PM

It's frustrating that we're still allowing people to choose between on-street parking and providing basic infrastructure (sidewalks) for the most vulnerable road users. The fact that we're even asking these questions shows that we're not really serious about the IMP.

Anonymous

10/14/2020 10:02 PM

There is a general sense that traffic in downtown Dartmouth area is being restricted without thought to how residents travel through the area - Dahlia, Ochterloney, Crichton and Hawthorne are primary travel routes and yet will be narrowed. Thus will create congestion with the associated frustration that may offset improvements intended for pedestrians and cyclists.

Anonymous

10/14/2020 10:08 PM

These changes cost money. Are they absolutely necessary? I honestly don't think they are.

Anonymous

10/14/2020 11:15 PM

For the crossing at hawthorn, extend the cycle path so you cross on the other side of the canal to existing pathway and avoid cycling through busy playground area. Add 3 way stop signs at creighton and hawthorn. This is a busy and dangerous crossing. Cars go too fast down creighton avenue and there are many children crossing here.

Anonymous

10/15/2020 07:58 AM

No great job. Has anyone looked into the crosswalk at the Esso on Ochterloney? Everyday I signal and drivers don't see me.

Anonymous

10/15/2020 08:08 AM

Lighting will be required along the Sullivan's pond path connecting Hawthorne-Crichton Ave, as well as in the Dartmouth Commons. Accessibility is not generated without lighting. Thank you!

Anonymous

10/15/2020 12:20 PM

no more curb extensions. it pushes oncoming traffic closer together, potentially increasing likelihood for collisions

Anonymous

10/15/2020 02:10 PM

Putting lights along the Sullivan's Pond multi-use trail makes it safer for people who bike in the winter. There is a missing link with how people bike around dartmouth. The "desire lines" of many active commuters (families included) is to climb Maple Street. For you to reroute people, this new construction has to be vastly safer and quicker. I hope your taking all

actionable steps to make this happen. Lastly, slowing Maple and Victoria is crucial here. People are accelerating both up and down the hill and you've created a intersection that can be very dangerous for cyclist. I hope you take the necessary steps to slow Maple and Victoria.

Anonymous

10/15/2020 07:13 PM

I'm very concerned about the speed of traffic on Victoria Road, particularly south-bound as the vehicles pass the crest in front of the school and gain speed going downhill. If one vehicle suddenly encounters a Stop signal there could be a pile-up behind. It's natural, driving north-bound uphill on Victoria, to want to get into a higher gear, but in doing so vehicles speed up quickly. To have to stop suddenly while going uphill is safer than downhill, but incredibly frustrating. I think the safest way is to have lights, high up, that can be seen at a distance. Anything less is asking for trouble.

Anonymous

10/15/2020 09:16 PM

I walk my dogs 3x daily in the area; the speed of motor vehicles on Victoria, Maple and Crichton are always concerns. The lights at Maple & Dahlia are awesome - they're bright and closer to eye level for drivers and they get a much better reaction than other overhead lights. As far as cycling in the area goes, I'm normally very confident, but crossing Victoria is presently awkward due to the lack of marked crossing / swinging gate at the Commons (at Dahlia). And as for driving, I wholly understand the reticence to put a stop sign on the steep downhill at Pine - it would be a real issue in winter. Downhill drivers on Victoria are naturally slowed by the veering off into Park Avenue.

Anonymous

10/15/2020 09:43 PM

Many people walk dogs in this neighbourhood. Keeping bikes, cars and leashed dogs apart is a good idea. Option C-2 for Dahlia Street/ Oak Street at Crichton Avenue with a sidewalk to Beech Street will finally provide a safe way to walk a dog around that block.

Anonymous

10/15/2020 09:58 PM

I'm sure that upon reflection more items will come to mind. I will add later on in the process. Overall, I'm excited about this project.

Anonymous

10/16/2020 08:50 AM

While I may be happy to cycle with minimal objectively placed signals and safeguards, I believe their relative lack is an impediment to other potential cyclists. I am impressed with that range of potential changes proposed and a collective vision that increases walking/rolling/cycling/running becomes reality. As a homeowner on Dahlia I am also supportive of any measure that will reduce the number of cars cutting through at 60+kmh.

Anonymous

10/16/2020 09:29 AM

I think Dahlia/Oak/Crichton is the area I feel most unsafe biking and walking out of the intersections in this project (misaligned streets, cars flying down Crichton, no sidewalk on Oak). Really excited to see this area get some attention!

Anonymous

10/16/2020 01:59 PM

If you are going to put curb bump-outs anywhere they need to be marked better. People can't see them in the dark and in the day they are just confusing.

10/16/2020 04:36 PM

██████████ and I see the seniors who live in that building constantly struggling in the winter to get up the slope on Oak to their building on foot, with walkers, wheelchairs, etc. My only request would be to keep them in mind if at all possible when considering the elevation grade of the new sidewalk on that side of the road, or perhaps handrails or something could be installed. Seniors fall there every year. I'm not sure if there is any way around how steep their walk home is from the bus stops on Crichton but just thought I would mention it in the spirit of this really great community discussion. Thank you for the opportunity to participate!

10/16/2020 09:03 PM

██████████
Many Dahlia St homeowners use street parking - please do not narrow or take away our parking.

Anonymous

10/16/2020 09:36 PM

So happy to see all options have the gate open on the Dartmouth Commons entrance. The closed gate makes timing a safe bike crossing very tricky! Need mid-block measures to ensure traffic speeds stay low.

10/16/2020 10:01 PM

██████████
Excited for these changes to make this area more bike friendly. Make it happen!

Anonymous

10/16/2020 10:18 PM

Raised Crosswalks to reduce MV speeds , all pictorial signs (or in Canadian English , Canadian French and Mi'kmaw) Distances ,height and speed signs in Metric only . Restrict motor vehicle traffic to local traffic, emergency and local delivery with a speed limit of 30 km/hr

Anonymous

10/16/2020 10:33 PM

Pleas consider the bike route from the bridge to Dartmouth Commons. Having to cross 3 lanes on Wyse Rd to turn left on Thistle is very dangerous.

Anonymous

10/17/2020 01:53 AM

I would like to insist to the necessity to securise the crosswalk between Dalhia and Victoria. Victoria is frequently crossed by bikes and families and a lot of cars climb Victoria at insane speed especially during the night. This intersection is currently very dangerous and some aménagement should be done to reduce speed of cars on Victoria.

Anonymous

10/17/2020 07:21 AM

Even if RRFB legislation changes, it will take drivers decades to change their perspective on how cyclists use them. There were have to be a significant education effort ALL the way through society from grade school, to drover testing, to current drivers

Anonymous

10/17/2020 10:11 AM

I don't know why you would put such a pathway in Sullivan's pond when there is already a perfectly good sidewalk along the road and several within the area that connects. Is the idea of not walking to enjoy nature the aim of the park? I go to wa;k and relax not rush or be mowed down by cyclists

Anonymous

10/17/2020 11:13 AM

Can you consider a different route using existing pavements for the pathway through Sullivans Pond? This area really doesn't need more concrete and the garden area tht would be removed would be a huge loss.

Anonymous

10/17/2020 01:15 PM

I would be very concerned about the reduction of any on street parking on Dahlia Street. Many of the driveways are quite short and/or shared between

properties. This would make it very difficult for current property owners on this street, especially those with the shared driveways. Also, any addition of traffic lights on the cross streets of Dahlia would not only harm the beauty of the neighborhood but also are potentially dangerous given the steepness of the roads. Overhead pedestrian flashing lights are more visible from both directions and give drivers more time to stop.

Anonymous

10/17/2020 01:36 PM

Very supportive of seeing these improvements to the AT infrastructure in our community. Whatever can be done to eliminate the vehicle short cutting on Dahalia Street is very welcome to protect AT use. Thanks!

Anonymous

10/17/2020 02:34 PM

The existing gate to enter Dartmouth Commons at the end of dahlia street poses frequent difficulties to cyclists. The gate defaulting to close combined with the short, steep hill entering the Commons can be quite difficult to maneuver on a bike. A permanently open gate would improve this corridor greatly for cyclists and accessibility aids such as wheelchairs and walkers.

Thanks.

Anonymous

10/17/2020 09:03 PM

Overall, I think the design is excellent. It's exciting to see these potential changes coming. Very thorough. I think there are 2 sections that require improvement for access in and out of Shubie park. A route I take often into the pedestrian bridge over Lake Banook. 1. When exiting the greenway corridor on to Lakeshore Park Terrace, there is no path or markings to cross at the intersection into the crosswalk at the lights. 2. The yield at the bottom of Mic Mac Blvd exiting to the circ towards Main st. Traffic is often moving fast coming down the hill through the yield. Rapid flashing lights would be a great addition. Shared walking and riding markings in the cross walk would also be helpful. I often feel drivers don't feel they need to stop for a cyclist in a cross walk.

Anonymous

10/17/2020 10:45 PM

To be clear, I am not opposed to increasing bicycle use or non motorized travel. I am opposed to spending money on items that give a false sense of security. We should rebuild existing sidewalks(widen them without sacrificing already narrow streets) and turn them into multi use surfaces similar to beside lake banook, mirror secondary roads for access instead of combating busy, main through fares and be realistic in the approach. There will be more buy in I believe if an approach like this is used instead of the heavy criticism and resistance you read and hear whenever the topic of bike lanes comes up. I am hopeful that a more sensible approach will prevail in this issue than these proposals I've been looking at. Respectfully.

Anonymous

10/17/2020 10:57 PM

PLEASE do something to address the massive amounts of water that come down Oak Street (originating on Thistle possibly?). There's nothing worse than navigating huge amounts of water when attempting to make it to the bus stop (6526 and 6536) - not to mention how treacherous this is in the wintertime - hoping sidewalks will help with this. [REDACTED]

[REDACTED]

[REDACTED] I was not the only person to fall in that area (seniors in my building have also fallen there). If something could be done to fix the pavement in front of bus stop 6526 at the same time, transit commuters would be appreciative. I was soaked again today (waiting for a late bus) by passing vehicles who speed down the Crichton Ave hill and hydroplane as they go by. I know previous patch jobs have been done, but the entire lane seems to turn into a lake. As a resident of 1 Oak Street, please don't remove the tree - I'm sure there could be other options. Thank-you for addressing how dangerous it is to cross intersections in this neighbourhood. I have decreased the amount of evening walking I do as I don't feel safe in the dark even with reflective gear on. Tulip and Maple is another very dangerous intersection due to speeding motorists. It is quicker walking from Oak along Tulip to get to the Bridge Terminal than taking Dahlia (and walking uphill in the winter). Thanks for the community consultation!

Anonymous

10/18/2020 12:38 PM

Please stop wasting taxpayer money on things no one is asking for

Anonymous

10/18/2020 03:17 PM

Very concerned about the potential loss of parking on Dahlia between Victoria and Pine Street. It is a fairly high density residential area with apartments and multi-family dwellings and very limited parking as it is. Even without visitors parking on this street, there are not enough parking spaces. The loss of even a few on street parking spots will be difficult for the residents. Locals have also expressed concern about drainage and run-off on Victoria and Pine as the steepness of the grade often causes excessive water during storms. This needs to be considered in any alterations to existing drainage systems (ie changing curbs)

Anonymous

10/18/2020 03:17 PM

The few parking spaces on Dahlia, between Victoria and Pine, must be protected. That stretch contains a number of apartments, and parking is already tight. Monitor the drainage on Dahlia street, I think the various proposals might be eliminating the current drains. As a cyclist, I avoid driving on Dahlia. I always drop down onto Ochterlony. When approaching the park, I always go down onto Park Avenue and enter the park close to King Street.

Anonymous

10/18/2020 08:33 PM

[REDACTED] and are very much affected by all of these proposed changes. I cross into the commons multiple times a day with my small children and it is very unsafe. I am very excited for the proposed crosswalk safety changes. It will make a huge impact on the safety of walking/ cycling in our neighbourhood. I would like to see traffic slowed on Victoria as it is so unsafe to cross the street due to high traffic and high speeds. I also would like to see a cross walk (no flashing lights necessary but just a crosswalk) and a speed bump on Victoria where it meets Park street south of Dahlia street. I think this would slow traffic approaching the proposed crosswalk at Dahlia into the commons. It is also a very well walked path by the neighbourhood to access downtown and the lower commons entrance on park. Slowing traffic on Dahlia and Victoria will enhance safety for the proposed crosswalk. I am concerned about stop sign safety if placed

on pine but would like to see it further investigated as traffic is very fast down pine and currently would be a huge safety concern for pedestrians and cyclists on Dahlia. I am very excited for the proposed crosswalk safety changes. [REDACTED] see many cars turning left during the designated no turning times and lots of through traffic travelling far too fast. I think having a no left turn onto Dahlia would make it much safer for everyone travelling on Dahlia and also using the crosswalk. Thank you and we look forward to seeing all the new changes.

Anonymous

10/18/2020 08:46 PM

[REDACTED], we cross Victoria multiple times a day and use Dahlia to get to Sullivan's pond. There is certainly a lot of pedestrian and cycling traffic crossing Victoria into the Commons. However, we see way more people crossing Victoria just south of Dahlia at Park St - a marked crosswalk (no lights) should be in place (I know it's close to the proposed crossing at Dahlia, but a couple of white lines couldn't hurt?). While we do turn left into Dahlia, we are in favour of the refuge option; often traffic ignores the no-left turn from 4-6 pm on weekdays and are often travelling too fast. Also, traffic traveling north on Victoria often think the one-way section down the hill toward Park St and up to the schools is a drag strip. A speed table before a crosswalk at Victoria and Park would help mitigate this. The one way in-option at Victoria and Dahlia still allows left turning traffic, which is most problematic, and several houses on this part of Dahlia have very limited off-street parking. One thing that hasn't been mentioned is a sidewalk on the west side of Victoria along the common. The kids travelling to and from school have a trail worn into the grass. Is there not enough space to put a sidewalk? If deemed feasible, I'd like to see the stop signs relocated from Dahlia to Pine. Traffic travels way too fast down the hill. Perhaps a speed table up from the stop sign would remind traffic to slow sufficiently to enable stopping, even when slippery. At Sullivan's pond, there are already a few paved paths in that corner, I'd hate to see a significant section paved through for a new shared use trail. Would some existing paved paths be removed? Maybe cycle lanes on Hawthorne and Crichton to Dahlia St would work instead?

Anonymous

10/19/2020 08:48 AM

I would like further consideration into the impacts the proposed changes will have on neighbouring streets, especially Tulip Street. I am concerned that we will see increased traffic, shortcutting and on-street parking.

Anonymous

10/19/2020 09:36 AM

Yes, this is totally unnecessary work, waste of taxpayers taxes, much better to focus on improving streets. This work is focused on bicycle use, and HRM does not have the population to support this, nor the rider usage.

Anonymous

10/19/2020 10:07 AM

The removal of active transport from the roadway and sidewalks of the city is imperative for everyone's safety and the proper flow of traffic for the people who use those roadways. There needs to be an entirely new infrastructure built for active transport users to use. This is the ONLY solution that ensures everyone's safety.

Anonymous

10/19/2020 12:33 PM

This was a pretty long and complicated survey. I worry a lot of the information is lost on participants and/or that the incomplete response rate is high.

Regardless of what is put in - my biggest concerns are the crossings on Victoria (how to make it safe, visible and how to slow cars traveling up and down the hill), and on Critchon - this crossing is a total mess. I should be able to cross from Dahlia to Sullivans Pond (with a toddler/stroller) without having to go on to the right of way against traffic to get to a crosswalk and curb cut. Needs to be fixed ASAP!!

Anonymous

10/19/2020 04:35 PM

Stop messing with the road infrastructure. If anything the streets should be enhanced for motor vehicle use, not the few who roll it cycle. Care to the majority user not the minority. I'm tired of your non-sensical approach.

Anonymous

10/19/2020 06:21 PM

Changes re curbs at Pine Street Dahlia may interfere with the drainage on the corner. When there is a major rainstorm or snowstorm the water backs up onto Dahlia after flowing down Pine Street. Residents have to clear the area to keep water from building up in the driveway. Not having any input from residents on the street at the local level is a detriment to open discussion, pre Covid there would be public meetings in the local area. This was requested just for the street but we were informed this was not possible, even if we followed Covid guidelines not all people have access to online ways of communication. The interested groups appear to have more influence over the process as they can be from any area or Province and still fill in the survey it should only include HRM. Forgot something Re crossing on Hawthorne this directs cyclists away from the intersection at Prince Albert and Hawthorne it seems to make sense re safety but there is a playground area in the park area abutting this crossing and caregivers bring children from the daycare to this area it is always busy. There is no signage to indicate pedestrian priority or a need for cyclists to slow down we all have to share the space.

Anonymous

10/19/2020 07:41 PM

Please consider the value of ALL-WAY STOP signs: Both in their increased efficiency and safety over other technologies (RADAR, beacons, half-signals), and in their decreased costs compared to those technologies. You have heard in round one of the public engagement session that the issue with Dahlia street is at the INTERSECTIONS, not the remaining thoroughfare. Recognizing that each intersection of Dahlia & Victoria, Dahlia & Pine, and Dahlia & Maple are equally parts of Dahlia as much as they are parts of Victoria, Pine, and Maple is key to designing a safe and friendly Dahlia Street.

Anonymous

10/19/2020 08:51 PM

As a regular cyclist and pedestrian in this area, I find most traffic to be quite co-operative and respectful. While I am excited about the proposed changes and recognize that I am a relatively confident cyclist and pedestrian, sadly I worry that reducing street parking to much may create backlash towards cyclists by the community. In my personal experience, painted & lit crosswalks, curb bump-outs, and "cycling route" signage would be useful, but I think the two-way bicycle facilities (and extra sidewalk from Crichton to Beech) may be excessive. For example, I noticed that the "slow street" signage and cones were surprisingly effective in calming traffic on Dahlia. For me, having marked/lighted crossings at all intersections is really all that are

needed to make me feel completely comfortable! Fixing the visibility on Pine St by tree trimming will be very helpful; no crosswalk/crossride required there in my opinion (and I still wouldn't trust cars to stop while coming down that hill).

Anonymous

10/19/2020 10:49 PM

I am not in favour of spending tax dollars on accommodating A small number of cyclists during a short cycling season (too dangerous in winter), as these expensive accommodations create safety concerns and confusion in areas where cyclists are not specially accommodated, limits on street parking and creates traffic flow issues on adjacent streets as traffic is diverted to adjacent streets and Dahlia & Pine & Oak residents & visitors will now be parking on those adjacent streets. These plans do not reduce traffic and parking requirements, they create further congestion. I do not believe most Or enough residents will choose to bicycle year round, considering the lack of street room during winter. Encouraging cycling at the expense of vehicle I am not in favour of spending tax dollars on accommodating A small number of cyclists during a short cycling season (too dangerous in winter), as these expensive accommodations create challenges, such as sending traffic to congestion on adjacent streets. I don't believe enough people will choose to bicycle on snow covered roads, to make this initiative worthwhile. It is a waste of tax payer's money and invites safety & traffic flow problems.

Anonymous

10/20/2020 10:14 AM

no I think it is well thought out. Thank you for asking for our opinions

Anonymous

10/20/2020 10:30 AM

I am generally in favour of all options that restrict the volume and speed of motorized vehicles on residential streets, provided reasonable access for residents can be maintained. Such measures are known to greatly increase liveability along these streets and residents generally come to appreciate the changes even if they do not participate in active transportation themselves. Measures to ensure safe division of cycling/wheeling routes parked vehicles along the corridor were not well-identified in the options. Enhanced measures to reduce interactions with parked vehicles (e.g., opening doors, driving away from a parking space) will be required to ensure younger and less confident cyclists/wheelers will use the corridor.

Anonymous

10/20/2020 10:45 AM

This survey was very difficult to understand. There were definitions and technical jargon I wasn't familiar with and no definition was provided. A photo of the difference between a RRFB and a half signal would be appreciated. The text on the options was also difficult to read and could not be described by a screen reader.

Anonymous

10/20/2020 04:03 PM

The pavement bump-outs create more of a hazard than exists now.

Anonymous

10/21/2020 03:45 AM

Get cyclists off the roads. I used to ride a bike, then I put on my big boy pants and bought a car. I didn't ride on the roads, because that's stupid and unsafe for everyone. Ride on the sidewalks (they're already wide enough, OR only let them ride on the little bottom piece of the curb that is adjacent to the

roadway. If you cannot perfectly ride within that ~6in wide curb section, you shouldn't be on a bicycle at all).

Anonymous

10/21/2020 07:18 AM

My only concern is traffic being stopped as multiple people come up and press the signal, especially during rush hour. But I don't have any ideas on how to stop drivers from becoming frustrated. This is mostly a concern on Maple, since it is a major connector for folks coming off the bridge and heading out Prince Albert.

Anonymous

10/21/2020 11:39 AM

Yes your missing the fact that all these new considerations simply add to traffic congestion and will most certainly lead to snow removal problems and damage to new curbs etc.

Anonymous

10/21/2020 12:25 PM

Yeah you didn't mention one word about cost \$\$\$\$\$.. make the bikers pay....

Anonymous

10/21/2020 12:49 PM

I'm very concerned about both the volume and speed of traffic on Hawthorne. It has slowed somewhat with the installation of the bump out curbs at Hawthorne/Prince Albert but not enough that I would be comfortable letting my grandchildren cross on their own. I think connecting the parks is a wonderful idea and I hope it encourages more people to visit this beautiful area of the city. But encouraging more access, comes with increased risk if something is not done to slow people down.

Anonymous

10/21/2020 02:57 PM

Save the money it's such a low traffic area leave as is maybe a few choice flashing led pedestrian crossing lights like at morris lake and Caldwell road Atholea

Anonymous

10/22/2020 09:46 AM

Be mindful of only choosing Maple OR Pine to have forced stop points for drivers. (I.e stop signs/lights.) I fear that if lights are put at the Dahlia/Maple crossing (that is currently just flashing crosswalk) but no stop sign on Pine, Pine will just become the new main thoroughfare. People already drive like maniacs down Pine and no need to further make that the 'easy route' for drivers

Anonymous

10/22/2020 09:50 AM

I believe that the safety of cyclists (and pedestrians), however cycling infrastructure often takes more adjustments to install, is always worth the trade off of removing parking, a lane of traffic and so on. The safety of those who wish to use active transportation should always be of the highest priority.

Anonymous

10/22/2020 12:47 PM

I live in Crichton park and would continue up Crichton ave rather than going through Sullivans Pond and crossing Hawthorne. I am concerned that there is no discussion regarding bike lanes and bike safety on Crichton ave heading towards Micmac Blvd. Vehicles fly through this area heading to/from the highway, and it is generally a route used by many cyclists to access the Shubie greenway at the end of Micmac Blvd. I believe the bike lanes should continue the entire length of Crichton Ave.

Anonymous

10/22/2020 01:01 PM

As someone who lives in downtown Dartmouth and cycles daily, year round, I think it's great that we are getting some improvements. That being said, for me living on Thistle Street in close proximity, personally I will rarely use this

route. To get to Alderney landing and downtown I will still go down Ochterloney as it is more direct and that's where the ferry, businesses and points of interest are that I need to access, they aren't on Dahlia street. I still believe it should be the main streets getting bicycle infrastructure. After all people on bikes need to get to the same places as people in cars, transit or walking do. We are all people trying to get to the same places just by a different means of transportation. Creating a grid of safe streets and bike lanes won't get more people cycling if it's a grid of streets that leads to nowhere. But I may very well be the minority here, just wanted to share my opinion!

Anonymous

10/22/2020 04:05 PM

I believe the only thing that needs to happen here is to improve the crossing at busy street intersections. I believe that adding additional curbs, pathways, signs, etc to the street would only cause more traffic on the busier streets and inconvenience the people who live on Dahlia Street. I do not believe the additional measures would help and would only cause more headaches for the people who live there. I strongly oppose this plan. Improve the crosswalks, do not impact the roads. This survey already stated that on Dahlia Street the traffic is usually slower. Why would you try to complicate something that is already working? I believe this would be a waste of the cities money and would not show the benefits you are hoping for.

Anonymous

10/22/2020 05:14 PM

This project seems great and if implemented I would definitely cycle and walk in that area more often. It's really exciting!

Anonymous

10/22/2020 05:21 PM

These changes add little to the community the money should be spent to assist low income family's, food banks affordable housing as a few examples. The amount of cycle traffic in this area is very very small and the safety of side walls are already in place

Anonymous

10/22/2020 08:18 PM

Just slow down the traffic on pine street at dahlia.

Anonymous

10/22/2020 11:59 PM

The speed with which cars move up and down Maple street is ridiculous. Even with the flashing lights, it feels a very unsafe crossing for me and my young family and is my biggest concern.

Anonymous

10/23/2020 06:01 AM

My wife is uncomfortable cycling in the area due to shared roads. We would love an option similar to the Chain of Lakes trail in Halifax, connecting Downtown Dartmouth with Dartmouth Crossing and/or Burnside. Thanks for finding ways to make it safer to bike in Dartmouth!


10/23/2020 11:07 AM

Thank you for doing this project and including the residents of the area in the discussion. Much appreciated! Great ideas and images.

Anonymous

10/23/2020 12:54 PM

I am supportive of the plans relating to Dahlia St. I am concerned, though, that creating these changes will increase the volume of traffic along Tulip St. as drivers will now use Tulip St. to cut across from Oak to Maple. I am also concerned that these changes will create a parking-space problem along

Anonymous

10/23/2020 01:33 PM

Tulip. There is already a noticeable increase in vehicle traffic--often with drivers speeding--along Tulip St. This should be taken into account.

Option C-3 for the Dahlia/Oak/Crichton Ave intersection creates a multitude of challenges for local residents, including the 1 Oak parking garage and the dwelling at 65 Crichton with their driveway opening onto Dahlia at an acute angle. The reduction of Dahlia to one way near the intersection of Crichton will require local traffic to drive further, burning more fuel to reach their homes and the 65 Crichton driveway will be very difficult to maneuver, and potentially very dangerous to exit, especially in winter with snowbanks further reducing the available roadway.

[REDACTED]
10/23/2020 04:32 PM

the new multi use path in sullivan's pond after crossing from Hawthorne street - why is it curved? people have cut through the park and created this diagonal path going up to Crichton ave in the direction of Oak Street, the new path should be built on top of this as people are currently already using it.

Anonymous

10/25/2020 11:32 PM

More street calming measures for Maple would be appreciated. Potentially a speed indicator, police monitoring, speed bumps.

Anonymous

10/26/2020 11:43 AM

I realize the focus here is on the connection between Dahlia-Oak-Crichton and the Canal system parkway which travels on the southeast side of Lake Banook. This is great, but for those of us who live in the area, walking all the way around Lake Banook is also really important - it's a 5-6 km local walk. Please ensure that the new plans don't make this any more difficult than it already is - the walk around the northwest side of Lake Banook has some traffic-related challenges.

Anonymous

10/26/2020 05:06 PM

Please consider the traffic going down Pine and shortcuts on Tulip to avoid the Maple Thistle and the proposed Pine st. Stop sign at Dahlia. Tulip has seen fast cars taking that shortcut in the past. Please consider the extra traffic on Tulip st if Dahlia is exit only. This will greatly increase commuter traffic on that street with no plan to deal with that. Has anyone assessed the traffic traveling through the flower streets instead of using Maple?

Anonymous

10/26/2020 05:44 PM

Disappointed there was not enough public notice given in the form of mail outs as a lot of our area has renters that move within the area and may not have known anything about this issue. Some really good information is available in the transportation study we all participated in. Revisit the transportation study Dartmouth did in the mid 80's

Anonymous

10/26/2020 05:55 PM

To a [REDACTED] resident of Dahlia St, this feels like "Planners Gone Wild". The beacons work fine, slow traffic on Maple with some enforcement. [REDACTED] [REDACTED] I have never seen a radar trap on Maple...and I would notice. That is the main problem...easily solved...costs nothing. Option #4... I live at [REDACTED] [REDACTED] ...

Anonymous

10/26/2020 06:23 PM

I live on Victoria road between Ochterloney and Park Ave. I am both a driver and pedestrian living in this area. Inwalk around Sullivan's pond daily and regularly go to the Commons. Going North on Victoria is dangerous for

pedestrians at Daliah because cars speed up to get up the hill. It is also hard for drivers to see pedestrians and cyclists going to the commons so are stopping abruptly. Going back down Victoria is also so steep that cars have a harder time slowing down for people at Dalia and often ignore them and go right through. Is there consideration for flashing lights further away from the actual intersection to slow down ahead when the button is activated?

Anonymous

10/26/2020 06:31 PM

Not related to Dalhia St but would like to see bike lanes on Shore Rd to access the area pertaining to the survey.

Anonymous

10/26/2020 08:34 PM

for most of its length, when vehicles are parked on both sides of Dahlia, the remaining space is not quite wide enough for two vehicles to cross and one must 'give way'. This could also be an issue with bicycles involved. Perhaps some parking restrictions ('one side only') or a slight widening could provide more room to maneuver and more safety margin for both cyclists and vehicles.

Anonymous

10/26/2020 10:03 PM

Stop with additional Bumpouts. Not needed, unsafe.

Anonymous

10/26/2020 10:12 PM

Survey should prompt respondents to also think of questions in context of their children (of certain age) especially for AAA routes.

Anonymous

10/26/2020 10:19 PM

If the exit only option is selected for the Dalhia-Crichton intersection, something should be considered for Oak and Tulip to ensure these streets don't become the next rapid speed driving cut through during rush hour.

Anonymous

10/26/2020 10:54 PM

Please move to other things, this is not a good use of taxpayer money

Anonymous

10/26/2020 11:28 PM

The curb extensions take getting used to. Not generally a fan.

Anonymous

10/26/2020 11:58 PM

On the previous question I note that the proposed new multi use trail in the Park is just 20 meters from a path sort of doing the same thing. Perhaps eliminate the existing path so that the park space is preserved in usable chunks.

Anonymous

10/27/2020 08:34 AM

Please stop bringing up impact to trees in a way that makes people think we are choosing between walking/cycling and keeping trees.

Anonymous

10/27/2020 09:07 AM

I really loathe the idea of the park around Sullivan's Pond being turned into a bike expressway. We local residents use that green space all of the time for various activities and bisecting it as proposed really depreciates and eliminates the value of the Greenspan for anything other than a bike commuter corridor.


10/27/2020 09:25 AM

I am very supportive of the Dahlia Street bikeway. It is a critical connection in the AAA network and the most appropriate alignment given the topography of

Anonymous

10/27/2020 09:58 AM

the area. Please don't let it be derailed by narrow-minded NIMBYs.

Please build this ;)

Anonymous

10/27/2020 10:05 AM

Thanks for all the thought and hard work going into planning. I look forward to seeing it all when it's done. Nice to see pedestrians and cyclists get priority for a change :)

Anonymous

10/27/2020 11:46 AM

1. The curb extensions at the intersection with Maple are great, but maybe should not extend into Maple as it is a designated future bike corridor and will likely require the road space for infrastructure. 2. My preference for the intersection with Crichton was Option C-2 but, either instead or in addition of a crossride, I think it would be great to have green bike sharrows markings across Crichton similar to that proposed for option V-1 for the intersection with Victoria. 3. The additional MUP connection in Sullivan's Pond Park is great. I would also consider a connection from the new MUP to the corner of the intersection of Crichton and Hawthorne as people will likely shortcut through the grass to it.

Anonymous

10/27/2020 01:00 PM

Very, very concerned with this kind of survey which opens with cyclist options and follows only in that direction. Strongly feel that encouraging bicycles is a good environmental policy direction, but really concerned about the lack of discussion with residents, especially those who belong (most of us) to a different demographic profile than the cyclists. Simply cannot see how making bump-outs, dedicated biking lanes, will be good for exiting anywhere in this neighbourhood where steep hills, narrow streets, and serious parking issues already pose big challenges, especially in winter. Options such as diverting traffic on Dahlia to turn only right and to disallow turning left on Dahlia can only result in displacing traffic onto Tulip, another narrow street with similar issues. Abruptly narrowing first part of Dahlia to create a dedicated cycle lane and then widening again before Maple simply doesn't make sense - from a safety or a convenience perspective. With transparency in mind, I would like a survey respondent profile from the first of these surveys and from this one - [REDACTED]

[REDACTED] I see no evidence of genuine participation of ppl who actually live in this neighbourhood. Furthermore, the excuse that due to Covid, there can be no mtgs with residents is simply nonsense. Sam Austin needs to do his job, get small groups of residents from each of the 4 segments on Dahlia together and get a sense of neighbourhood reaction - that can easily be done without violating any existing Covid protection measures. He also could (and should have, long before now) call an outdoor meeting in a venue like the Pine St. playground, or get Alderney Landing (market or auditorium) with suitable masks and seat distancing measures in place.

Anonymous

10/27/2020 01:41 PM

No tree loss, no vehicle impediments on hills (enough issues in winter), no destruction of Sullivan's pond for a bike trail - they can go the long way like the rest of us!

Anonymous

10/27/2020 01:43 PM

I support a sidewalk on the Oak street side of Dahlia leading up to Beech, otherwise what's the point of having a sidewalk between oak and dahlia. Having to cross the street at Dahlia to get to the crosswalk on the other side adds an element of danger and currently the sidewalk is gated off and would need to be redesigned to work (suspect that is happening one way or another). Stopping at Maple and Victoria to cross necessitates NOT having to also stop to cross at Pine. The onus should be on the traffic to stop. Going up Maple to Thistle is a steep hill and traffic does go fast down and up. Anything to help slow the traffic without forcing a stop I think is ideal. Having to stop traffic flow with Maple st stop signs does not make a lot of sense.

Anonymous

10/27/2020 02:05 PM

I would like to see street drainage in front of 67 Crichton St addressed. There is usually a puddle there. Folks get splashed all the time when walking or waiting for the bus.

Anonymous

10/27/2020 02:48 PM

I'm concerned that not enough consideration is being given to reducing the dangerous speeds of the traffic on Pine street. This seems like a bit of an oversight given how critical this is to the safety of people walking, cycling and wheeling across it to use Dahlia for the purposes of this proposal, and daily for all of the students crossing Pine street to get to DHS and Bicentennial School.

Anonymous

10/27/2020 03:00 PM

This proposal connects existing multiuse pathways, but does nothing to connect cyclists to places where they may want to do business or commute to... where is connection to Portland St., MacDonald bridge etc.?

Anonymous

10/27/2020 03:19 PM

My two biggest concerns are slowing the traffic that veers off Crichton and heads south of Dahlia. Speeding here is common and dangerous. As well, something must be done about the speeding downhill on Pine at Dahlia. Switch the stop signs. End the carnage.

Anonymous

10/27/2020 05:03 PM

In general, I am very happy with these proposed upgrades. We are a cycling family living in the Southdale/Woodside area and we often cycle in this area as a family (Lake Banook, Shubie, Waterfront trail) and these proposed changes would open up lots of potential destinations for us (Dartmouth Commons, Sportsplex). A few concerns, 1) In pre-covid times, I often cycle commute through this area. In general, I am coming from Pleasant St, travel through the Shubie Connector Greenway to the bottom of Maple. I have some concerns that then curb bump outs on Maple will make it difficult for cyclists to make it up Maple during rush hour. In general, car traffic is pretty backed up and It wouldn't be very feasible for bikes to merge into car traffic mid-hill. 2) I'm not a fan of the partial block separated bike lanes. I would be ok navigating them myself, but I think it would be more difficult switching from one side of the road to the other mid-block with my nine year old. I would prefer to travel on one side of the road only (not switch mid-block) even if that mean using an extra crosswalk at the intersection.

Anonymous

10/27/2020 07:27 PM

Thanks for making this happen! I've been cycling (fearlessly, with my white, male, middle class privilege) through this area for decades, and it never occurred to me such a safe space for active mobility could be constructed.

Such bikeways have helped transform Vancouver, Montreal, etc. into less car-dependent/more liveable places, where cycling appeals to women, children and older folks. Public education, a few years in place to persuade skeptics (and plowing) required. I've perused the FB posting on this among the locals; it's disturbing how many Dartmouthians think the sole purpose of the street is to move and park cars, but that is what most of them were born into, and it's hard for them to imagine, much less practice, otherwise (they get their back ups, understandably). They need to be led. So please keep plugging the gaps (and fighting for a 30km/hr default city speed limit!).

Anonymous

10/27/2020 07:31 PM

I like the idea of raised platforms at crosswalks at all the considered crossings.

Anonymous

10/27/2020 07:31 PM

Please ensure Dartmouth Common gates remain open

Anonymous

10/27/2020 08:43 PM

now that I have answered this survey I am not really sure that I have answered what my true preferences are because it is way too much information and very very difficult to follow.

Optional question (104 response(s), 76 skipped)

Question type: Essay Question

Appendix C:

Meeting Minutes from Community Webinars



MEETING NOTES

JOB TITLE	Dahlia-Oak-Crichton AT Connections		
PROJECT NUMBER	201-06829	DATE	October 20 th , 2020
TIME	6:30PM – 7:30PM	VENUE	GoToWebinar
SUBJECT	Public Engagement Round 2: Open House Session #1		
CLIENT	Halifax Regional Municipality		

MATTERS ARISING

1.0 PROJECT BACKGROUND

- Siobhan began the meeting by introducing herself and Phil from HRM.
- Courtney introduced the WSP staff.

2.0 PROJECT BACKGROUND

- Courtney provided an overview of the project background.
- Siobhan discussed how this project falls in line with the Integrated Mobility Plan (IMP) and the All Ages and Abilities (AAA') program.

3.0 PUBLIC ENGAGEMENT ROUND 1 SUMMARY

- Courtney provided a summary of the first round of Public Engagement. Courtney discussed the Online survey that was posted on the Shape Your City platform and all the questions that were asked on the platform.
- Courtney mentioned that consultation sessions were conducted with external Stakeholders as a part of the project.

4.0 SELECTED CORRIDOR

- The preferred route and the selected corridor were discussed. It was mentioned that WSP took all information into an evaluation matrix to choose the corridor. In the end, Dahlia Street was selected for the preferred corridor.
- Courtney discussed Local Street Bikeways (LSBs), she stated that HRM and WSP are trying to create a continuous and comfortable route for cyclists of All Ages and Abilities (AAA'). To provide the level of comfort that is needed for an LSB, traffic calming, and diversion measures can be put in place. It was mentioned that the current speed on Dahlia street is 39 km/hr, which is a bit higher than what HRM and WSP would like.
- Courtney discussed RRFB's (Rectangular Rapid Flashing Beacons) and Half-Signals. The RRFB will stop traffic and allow people to ride across on their bicycle. For the half-signals, someone would have to push the button and wait until it is signalled that it is safe to proceed. Half-signals also provide an opportunity for pedestrians to walk and/or roll at the same time.
- It was mentioned that Traffic Calming Options may be needed on Dahlia Street. Courtney reviewed three options for traffic calming:
 1. Chicanes
 2. Speed Humps/Bumps
 3. Curb extensions
- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:
 1. **Poll Question:** Do you live nearby the study area?
 - o I live on an adjacent street, not along the proposed routes (25%)
 - o I live on Dahlia Street or Oak Street (13%)
 - o No, but I move through the area regularly (25%)
 - o No, but I'm interested in the project for other reasons (37%)

MEETING NOTES

2. Poll Question: What is your current level of comfort when riding a bicycle?

- Siobhan further explained the breakdown of the level of comfort someone may feel while on a bicycle.
- Strong and Fearless (17%)
- Interested but Concerned (17%)
- Enthusiastic and Confident (66%)
- No Way, No How (0%)

5.0 PRIMARY CONCERNS FOR DAHLIA AT VICTORIA

- Courtney discussed some challenges that occur at the Dahlia Crossing at Victoria Road
- 3 design options for the Dahlia Crossing at Victoria Road intersection:
 - V-1: Crosswalk with curb extension and dedicated area for cyclist with either a half-signal or RRFB
 - V-2: Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB
 - V-3: Crosswalk with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “The yield line going downhill seems placed very close to the crossing”
 - Courtney thanked the attendee for noticing and mentioned that the spacing will be designed appropriately once the concept is developed.
- **Attendee Question/Comment:** “Is there a way to give advanced notice to traffic?”
 - Courtney indicated that typically it is recommended, however, it wouldn't be a permanent application it would only be there for a few months as a 'new' tab underneath the signage to alert people of the change.
 - Siobhan added that whatever device is chosen, HRM will ensure that it has good visibility (i.e. tree trimming along Victoria Road).

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing at Pine Intersection.
- 2 design options for the Dahlia at Pine intersection:
 - P-1: Curb extensions on Dahlia Street and Pine Street to narrow the roadway
 - P-2: Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “For the half-signals proposed for Victoria Road can the signals be Accessible, i.e. Audible, Can this work with RRFBs?”
 - Related to the audible signals, Siobhan mentioned that HRM can bring this up in the next internal technical meeting but there would definitely be consideration of TWSIs for people with vision loss.
 - Phil agreed and mentioned that all intersections will require further investigation and internal review with other departments (such as Traffic and Road Safety) before the final decision is made. Public feedback is extremely important but other factors will be taken into consideration as well.
- **Attendee Question/Comment:** “If the Pine Street intersection puts the 'Stop' signs on Pine, can the crosswalks across Pine be a level crossing?”
 - Courtney answered that they will not be able to raise the crossing. Phil added that it is a concern with the steep slopes coming down Pine and the level crossing potentially introducing a hazard on the road.
 - Siobhan added that a raised crossing is also an accessibility issue that would need to be addressed with tactile warning strips or possibly some other treatment to differentiate sidewalk from roadway.
 - It was agreed that HRM and WSP will review the option.

7.0 PRIMARY CONCERNS FOR DAHLIA AT MAPLE

- Courtney discussed some challenges that occur at the Dahlia crossing and Maple Intersection.
- 1 option for the Dahlia and Maple intersection:
 - M-1: Curb extensions on Dahlia Street and Maple Street to narrow the roadway.
 - While waiting for the questions/comments to roll in, Siobhan mentioned that for the RRFB, they're currently waiting on the province to adjust the safety act, so cyclists can use it. HRM is hoping that the provincial legislation will approve the use of an RRFB soon.
- **Attendee Question/Comment:** “Bike radar sounds cool. Half signals take too long to change. Might a push button located before the intersection be good”
 - Courtney agreed with this comment. Siobhan said HRM is installing their first bike radar at Vernon as we speak, which is extremely exciting. This will give HRM some time to review the radar before putting them at Dahlia.
- **Attendee Question/Comment:** “Is traffic calming still a possibility for Maple? Cars do speed up & down the street making crossing difficult”.

MEETING NOTES

- Phil added that they're looking into traffic calming measures that can be implemented at this intersection, and also adjacent traffic calming on Maple Street in conjunction with this project.

8.0 PRIMARY CONCERNS FOR DAHLIA AT CRICHTON

- Courtney discussed some challenges that occur at the Dahlia crossing and Crichton Intersection.
- Siobhan mentioned that this is the most complicated intersection.
- Courtney presented 3 options for the Dahlia and Crichton intersection:
- **O-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan's Pond Park. Realigned driveway at One Oak Street Apartments.
 - Courtney mentioned that the tree will need to be removed.
 - Phil added that parking will be removed, and the street would have to be narrowed. Work will be done at the corner of Dahlia and Crichton to make it accessible.
 - Siobhan added that with this option we'll also be narrowing Crichton Avenue to achieve the multi-use pathway. Siobhan stated that they have been in contact with Urban Forestry regarding the tree removal and HRM would be planting new trees to make up for loss of the tree.
- **O-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
- **O-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.
- **Attendee Question/Comment:** "May have missed this but are cross-rides aspirational or are they legal to install?"
 - Siobhan mentioned that HRM has a request in to allow for cyclists to use and RRFB or RA-5 to legally have traffic yield to them for crossing the roadway. Crossrides only currently legal at signalized intersections.
- **Attendee Question/Comment:** "Is it possible to mark both sides of the intersection, ie, 2 crossrides, in order to avoid bidirectional lane?"
 - Phil responded that if you have two on either side of the crossing it can make things confusing.
- **Attendee Question/Comment:** "It would be nice to have a perpendicular approach to the intersection for the multi-use path"
 - This is something that could be considered by Parks & Rec in the future, but the primary path of this project directs people up towards Hawthorne Street / Lake Banook.
 - Courtney stated that minimal impact to the park itself, enhance it without impacting green space.
- **Attendee Question/Comment:** "Could you explain the improvements to Dahlia and Crichton corner?" where the railing and retaining wall is.
 - Courtney stated that WSP is still investigating this, potentially looking at a curb extension on the bottom but WSP is still reviewing options.
- **Attendee Question/Comment:** "Is the Crichton width at the cross ride similar to the Crichton?"
 - *Note: Attendee was comparing the crossing distance to Dahlia-Maple*
 - Courtney replied that the size is still in the review phase.

9.0 PRIMARY CONCERNS FOR SULLIVAN'S POND PARK

- Courtney discussed some challenges that occur at Sullivan's Pond Park and presented 1 option for SPP:
- **S-1:** Multi-use pathway along Crichton Avenue connecting to Dahlia Street.
- Siobhan added that HRM is continuing to work with Parks to enhance the trail and to potentially create a bikeway gateway.
- **Attendee Question/Comment:** "Will there be ample signage with all of these interventions, and along Dahlia to signal to drivers that bikes have priority? (Like the slow streets during Covid-19)."
 - Siobhan responded that they will have ample signage and pavement markings such as the large sharrows.

10.0 PROJECT SCOPE

- Courtney reviewed the project scope to inform the attendees on what is to come next with the project.
- Online sessions will be held all week (week of October 19th, 2020).
- ATAC Meeting – November 19th
- Online survey will be open until October 27th, 2020.
- After gathering all public feedback, WSP and HRM will proceed to a final review to choose the options.
- HRM will be posting the What We Heard report on SYC.
- Courtney mentioned that 2021 construction will start late Spring.
- WSP and HRM thanked all attendees for their time.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.



MEETING NOTES

JOB TITLE	Dahlia-Oak-Crichton AT Connections		
PROJECT NUMBER	201-06829-00	DATE	October 21 st , 2020
TIME	12:00PM – 1:30PM	VENUE	GoToWebinar
SUBJECT	Open House Session #2		
CLIENT	Halifax Regional Municipality		

MATTERS ARISING

1.0 PROJECT BACKGROUND

- Siobhan began the meeting by introducing herself and Phil from HRM and giving a quick background on the Dahlia Oak Crichton Active Transportation Connections.
- Siobhan stated that attendees can click to raise their hands if they wish to speak.
- Courtney introduced the WSP staff.

2.0 PROJECT BACKGROUND

- Courtney provided an overview of the project background.
- WSP and HRM has completed the first round of engagement and have begun the second round.
- Siobhan discussed how this project falls in line with the Integrated Mobility Plan (IMP) and the All Ages and Abilities (AAA) program.

3.0 PUBLIC ENGAGEMENT ROUND 1 SUMMARY

- Courtney provided a summary of the first round of Public Engagement. Courtney discussed the online survey that was posted on the Shape Your City platform and all the questions that were asked on the platform.
- Courtney mentioned that consultation sessions were conducted with external Stakeholders as a part of the project design.

4.0 SELECTED CORRIDOR

- To select the preferred route and corridor, WSP took all information into an evaluation matrix. It was mentioned that in the end Dahlia Street was selected for the preferred corridor.
- Courtney discussed Local Street Bikeways (LSBs), she indicated that HRM and WSP are trying to create a continuous and comfortable route for cyclists of All Ages and Abilities (AAA'). To provide the level of comfort that is needed for a LSB, traffic calming and diversion measures can be put in place. It was mentioned that the current speed on Dahlia street is 39 km/hr, which is a bit higher than what HRM and WSP would like.
- Courtney discussed RRFB's (Rectangular Rapid Flashing Beacons) and Half-Signals. The RRFB will stop traffic and allow people to ride across on their bicycle. As for the half-signals, someone would have to push the button and wait until it is signalled that it is safe to proceed. Half-signals also provide an opportunity for pedestrians to walk and/or roll at the same time.
- Siobhan mentioned that the province is currently reviewing the regulations around cyclists activating RRFB's. Currently, cyclists cannot activate RRFB's and cycle across the street.
- It was mentioned that Traffic Calming Options may be needed on Dahlia Street. Courtney reviewed three options for traffic calming that will be applicable for Dahlia street:
 1. Chicanes
 2. Speed Humps/Bumps
 3. Curb extensions
- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:

MEETING NOTES

1. **Poll Question:** Do you live nearby the study area?
 - I live on an adjacent street, not along the proposed routes (20%)
 - I live on Dahlia Street or Oak Street (60%)
 - No, but I move through the area regularly (0%)
 - No, but I'm interested in the project for other reasons (20%)

2. **Poll Question:** What is your current level of comfort when riding a bicycle?
 - Siobhan further explained the breakdown of the level of comfort someone may feel while on a bicycle.
 - Strong and Fearless (20%)
 - Enthusiastic and Confident (20%)
 - Interested but Concerned (60%)
 - No Way, No How (0%)

5.0 PRIMARY CONCERNS FOR DAHLIA AT VICTORIA

- Courtney discussed some challenges that occur at the Dahlia Crossing at Victoria Road.
- 3 design options for the Dahlia Crossing at Victoria Road intersection:
 - **V-1:** Crosswalk with curb extension and dedicated area for cyclist with either a half-signal or RRFB.
 - **V-2:** Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB.
 - **V-3:** Crossside with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.
 - Siobhan added that this deals with the alignment issue of the road, this option will help line it up.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “Majority of pedestrian access is going across from Victoria to Park Ave most direct route to downtown we did have a crossing there and lost it”
 - Phil stated that it is not being reviewed as a part of this study, but there are plans to look at that intersection in the future.
- **Attendee Question/Comment:** “Is there a study being done to reflect summer re winter conditions?”
- Siobhan stated that it would be maintained in the winter. HRM is currently discussing this matter with other colleagues to make sure it would be maintained throughout all seasons.
- **Attendee Question/Comment:** “Is the RRFB what you find at Spring Garden/Carlton, or Ochterloney/King?”
 - Phil stated that an RRFB is not located there, that’s an RA-5. RRFB is what’s already in place at Dahlia-Maple. Phil also explained that an RA-5 is more appropriate for 3 or 4 lane roads but RRFBs are more appropriate for 2 lane streets.
- **Attendee Question/Comment:** “Very concerned about loss of parking on Dahlia between Pine and Victoria in option 3. This will be very difficult for residents there who use the street.”
 - Phil replied that the road narrowing may not have much of an impact on parking, as it would delineate where the parking starts. The road narrowing area shown on the concept may be shortened to minimize impact to parking.
 - On the SYC website you can reach out if you have specific concerns.
- **Attendee Question/Comment:** “Has the study looked at demographics re house owners/renters also mobility issues?”
 - Siobhan stated that HRM hasn’t looked into the demographics, but they made sure the house owners and renters received the appropriate information. She added that HRM is factoring in all ages and mobilities.
- **Attendee Question/Comment:** “Are RRFB’s used for cyclists throughout HRM?”
 - Courtney responded that technically they’re not used legally, but there are being reviewed by the province to change this.

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing and Pine Intersection.
- 2 design options for the Dahlia at Pine intersection:
 - **P-1:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway
 - **P-2:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options presented.
- **Attendee Question/Comment:** “Stop signed could only work with increased traffic calming measures further up the hill.”
 - Courtney agreed and stated that WSP is taking this into account and will review what can be done safely.
- **Attendee Question/Comment:** “I like this for bikes, but yes my first thought was impossible to stop if icy. If a little bit icy I avoid Pine all together.”
 - Courtney answered that WSP is taking this into account.

7.0 PRIMARY CONCERNS FOR DAHLIA AT MAPLE

- Courtney discussed some challenges that occur at the Dahlia crossing and Maple Intersection.

MEETING NOTES

- 1 option for the Dahlia and Maple intersection:
 - **M-1:** Curb extensions on Dahlia Street and Maple Street to narrow the roadway.
- **Attendee Question/Comment:** “Just a note some cyclists from away park on Dahlia and cycle out from here.”
 - Courtney thanked the attendee for their comment and stated that WSP will keep this in mind.

8.0 PRIMARY CONCERNS FOR DAHLIA/OAK AT CRICHTON

- Courtney discussed some challenges that occur at the Dahlia crossing and Crichton Intersection.
- Siobhan mentioned that this is the most complicated intersection.
- Courtney presented 3 options for the Dahlia and Crichton intersection:
 - **O-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan’s Pond Park. Realigned driveway at One Oak Street Apartments.
 - Courtney mentioned that the tree will need to be removed.
 - Phil added that parking will be removed and the street would have to be narrowed. Work will be done at the corner of Dahlia and Crichton to make it accessible.
 - Siobhan added that with this option we’ll also be narrowing Crichton Avenue to achieve the multi-use pathway. Siobhan stated that they have been in contact with Urban Forestry regarding the tree removal and HRM would be planting new trees to make up for loss of the tree.
 - **O-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
 - **O-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.
 - Siobhan noted that option 3 allows you to line up better with the multi-use trail.
 - Phil added that they would narrow Crichton Avenue to fit in a sidewalk.
- **Attendee Question/Comment:** “FYI this is also a CSAP bus stop at 7:30AM.”
- **Attendee Question/Comment:** “Option 2 - What is the current lane width on Dahlia vs the proposed lane width with an added sidewalk?”
 - Phil stated that the current lane width is in the 9-metre range and with the sidewalk added it will be in the 7-metre range.
 - Siobhan stated that they may be able to look into keeping parking on one side of the road.
- **Attendee Question/Comment:** “O3: This will push traffic from Crichton right turn onto Oak like what happened when we had slow streets?”
 - Siobhan stated that HRM would monitor and look at the neighbourhood and see if there’s any negative impacts on other streets. Could consider further measures to mitigate traffic issues on neighbouring streets if it is determined to have a significant negative impact.
- **Attendee Question/Comment:** “Will sidewalk on both sides be replaced if it is in poor condition?”
 - Phil replied that the plan is to look at Dahlia and Oak street, and review sidewalk repair / renewal.
- **Attendee Question/Comment:** “How is underground parking on One Oak accessed?”
 - Courtney responded that for option O3, you could turn left or right out of the underground parking access but you could only turn left into the driveway.

9.0 PRIMARY CONCERNS FOR SULLIVAN’S POND PARK

- Courtney discussed some challenges that occur at Sullivan’s Pond Park.
- 1 design options for intersection:
- **S-1:** Multi-use pathway along Crichton Avenue connecting to Dahlia Street.
 - Siobhan added that HRM is continuing to work with Parks to enhance the trail and to potentially create a bikeway gateway.
 - Phil added that intersection options that show RRFB’s need to be appropriately evaluated with the Traffic department to decide on the best crossing treatment.
- **Attendee Question/Comment:** “After crossing Hawthorne there is a children’s play area and daycare children often gather they should be given precedent. Maybe pedestrian priority.”
 - Siobhan responded that it's just outside the study area for improvement but perhaps some etiquette signage could be considered.
- **Attendee Question/Comment:** “I am a hardcore cyclist, and I never us Dahlia. Is this model designed more for cyclists and pedestrians? I am one of the people said no. I drop to Park Ave off Dahlia, it is safer. I also go down Pine to Ochterloney and bypass the Sullivan’s Pond. Even these suggestions appear to continue the congestion.”
 - Siobhan stated that HRM was directed by AAA’ for the Dahlia corridor and it was indicated as a priority to pursue. She added that HRM intends to look at alternate routes in the future such as Ochterloney but currently, HRM is designing for folks who don’t feel comfortable to use the streets as is.
- **Attendee Question/Comment:** “Will the ATAC meeting be recorded?”
 - Siobhan stated that this will be the first post Covid ATAC meeting. She said that HRM will review and ask if they attend to record and requested that the attendee send her an email so she can follow-up.

MEETING NOTES

- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:
 1. **Poll Question:** I would be comfortable cycling along Dahlia St. in a single file shared lane if traffic calmed to meet volume/speed thresholds.
 - 67% agreed
 - 33% neutral / unsure
 2. **Poll Question:** Based on the options today, would you be more likely to use Dahlia Street for walking/cycling in the future?
 - 50% yes
 - 17% no
 - 33% neutral / maybe

10.0 PROJECT SCOPE

- Courtney reviewed the project scope to inform the attendees on the project schedule.
- Online sessions will be held all week (week of October 19th, 2020).
- ATAC Meeting – November 19th
- Online surveys will be open until Oct. 27th, 2020.
- After gathering all feedback, WSP and HRM will proceed to a final review to choose the options.
- Siobhan added that HRM will be posting a What We Heard Report (WWHR) on the SYC website.
- Courtney mentioned that construction will start late Spring in 2021.
- HRM and WSP thanked all attendees for their time and attendance.

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MEETING NOTES

JOB TITLE	Dahlia-Oak-Crichton AT Connections		
PROJECT NUMBER	201-06829-00	DATE	October 24 th , 2020
TIME	10:00AM – 11:30AM	VENUE	GoToWebinar
SUBJECT	Open House Session #3		
CLIENT	Halifax Regional Municipality		

MATTERS ARISING

1.0 PROJECT BACKGROUND

- Siobhan began the meeting by introducing herself and Phil from HRM and giving a quick background on the Dahlia Oak Crichton Active Transportation Connections project.
- Siobhan stated that attendees can click to raise their hands if they wish to speak.
- Courtney introduced the WSP staff.

2.0 PROJECT BACKGROUND

- Courtney provided an overview of the project background.
- WSP and HRM has completed the first round of Public Engagement and has started the second round.
- Siobhan discussed how this project falls in line with the Integrated Mobility Plan (IMP) and the All Ages and Abilities (AAA') program.

3.0 PUBLIC ENGAGEMENT ROUND 1 SUMMARY

- Courtney provided a summary of the first round of Public Engagement. Courtney discussed the online survey that was posted on the Shape Your City platform and listed the questions that were asked on the platform.
- Courtney mentioned that consultation sessions were conducted with external stakeholders as a part of the project.

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- Next, Courtney pulled up a Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:

MEETING NOTES

1. **Poll Question:** Do you live nearby the study area?
 - I live on an adjacent street, not along the proposed routes (33%)
 - I live on Dahlia Street or Oak Street (33%)
 - No, but I move through the area regularly (0%)
 - No, but I'm interested in the project for other reasons (33%)

2. **Poll Question:** What is your current level of comfort when riding a bicycle?
 - Siobhan further explained the breakdown of the level of comfort someone may feel while on a bicycle.
 - Strong and Fearless (50%)
 - Enthusiastic and Confident (0%)
 - Interested but Concerned (0%)
 - No Way, No How (50%)

5.0 PRIMARY CONCERNS FOR DAHLIA AT VICTORIA

- Courtney discussed some challenges that occur at the Dahlia Crossing at Victoria Road.
- 3 design options for the Dahlia Crossing at Victoria Road intersection:
 - **V-1:** Crosswalk with curb extension and dedicated area for cyclist with either a half-signal or RRFB.
 - **V-2:** Crosswalk with median and dedicated crossing area for cyclists with either a half-signal or RRFB.
 - **V-3:** Crossride with curb extensions with either a half-signal or RRFB. Entrance only onto Dahlia Street.
 - Siobhan added that this deals with the alignment issue of the road, this option would help line it up.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “Do you have multi year accident data for Vic+Dahlia”
 - Courtney stated that WSP reviewed the data and there were no red flags.
- **Attendee Question/Comment:** “What about children and dogs?”
 - Courtney stated that children and dogs would cross the exact same way, as the trail is being created for all ages and mobilities.
 - Siobhan added that the crossride has a wider marked crossing area because the space is shared between pedestrians and cyclists.
 - *Note: Attendee Question/comment is referencing Option V-3.*
- **Attendee Question/Comment:** “What requirements does the city have to provide accessible access through the gates into the Dartmouth Common? Any time those gates are closed, they're absolutely impossible to operate for wheelchairs / mobility scooter users.”
 - Courtney replied that WSP and HRM will look into it, as they want everyone to access the facility.
- **Attendee Question/Comment:** “You mentioned that you measured 39 km/h average speeds and 142 vehicles per day on Dahlia. Do these numbers include traffic on Victoria/Pine/Maple Streets passing through the intersections on Dahlia? Anyone travelling the length of Dahlia Street must interact with traffic on these cross-streets as much as the rest of Dahlia Street, and therefore the traffic through these intersections ought to be considered when deciding what level of facilities are required there.”
 - Courtney stated the count that was conducted on Dahlia, did not include the intersections. However, WSP took the intersections into account and it was quite balanced.
 - Siobhan added that the counts were conducted in the summer during Covid-19, which means less vehicles could have been on the road, in normal times the numbers could be higher. She stated that HRM will look into regulations around dogs being off-leash on the Dartmouth Common and any impact the open gate may have on those park uses.
- **Attendee Question/Comment:** “Can people on mobility scooters activate signals similar to a bike?”
 - Siobhan mentioned that the radar detection for bicycles likely would not work for people using mobility scooters on the street. Perhaps a push-button application at the curb may be better suited for that.
- **Attendee Question/Comment:** “Did you count vehicles between Crichton and Beech?”
 - Courtney stated that this road segment was not counted.
- **Attendee Question/Comment:** “Half-signals seem to be anti-pedestrian and anti-cyclist by forcing pedestrians and cyclists to wait for the half-signal to change before proceeding (you'll find no fans among the pedestrians waiting at the half-signal across Nantucket between the Bridge Terminal / Sportsplex and the Dartmouth Shopping Centre). What consideration was given to other options like all-way stop signs that would give priority to all users on a first-come, first-served basis?”
 - Courtney stated that the intersection at Nantucket and the bridge terminal is such a large crossing, this is why HRM uses a half-signal there. She added that all-way stops can be helpful and hurtful, they allow people to take their turn as they go through the intersection but it can be difficult if it is not balanced.

MEETING NOTES

- Phil added that if you have high volumes on the side street (Victoria, Maple, Pine, etc.), traffic will back up traffic will back up unnecessarily on the busier street on the side streets. It was agreed that HRM will look into this more.
- Phil also mentioned that RRFBs has the advantage of only stopping traffic when AT users are crossing whereas all-way stops will stop all traffic passing through the area which is less efficient.

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing and Pine Intersection. She mentioned that this corridor has the highest amount of collisions.
- 2 design options for the Dahlia at Pine intersection:
 - **P-1:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway.
 - **P-2:** Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options presented.
- **Attendee Question/Comment:** “Do you have multi year accident data for Dahlia and Pine?”
 - Courtney replied that the accident information provided to WSP, started in 2017.
 - Courtney mentioned this intersection has a track record of accidents in recent years but there doesn't seem to be a common cause or pattern for all the accidents.
- **Attendee Question/Comment:** “Pine Street is no. 67 on traffic calming list does that mean no other changes at Tulip street intersection can be implemented to slow speed. Cars fly over the top of the hill.”
 - Phil stated that he discussed with road safety at HRM, they're recommended traffic calming on Maple however, HRM will review Tulip Street intersection.
 - Siobhan added that Pine won't happen right now, but agreed that HRM will review. Pine would likely receive traffic calming treatments in the future which would add to the safety of Dahlia-Pine along the bikeway.
- **Attendee Question/Comment:** “During Phase 1 of consultations, it was mentioned that Tulip provided a superior connection to the future Pine/Slayer AT route due to the steep uphill slope on Pine from Dahlia. What future-proofing is provided in these designs to ensure an appropriate AT connection to Pine/Slayer in the future?”
 - Siobhan mentioned that HRM recognizes that some people may be going uphill, however, right now HRM is focusing on Dahlia Street. HRM will review Slayer Street in the future.
- **Attendee Question/Comment:** “It appears that the plan is designed to give priority to cyclists over vehicles. Do you agree?”
 - Courtney stated that for Plan P2 we're giving cyclists the priority, however, the whole design isn't impacting traffic too much.
 - There was a discussion about what the word 'priority' meant in this case. It was mentioned that it's not priority per se, just allowing more free flow along the bikeway / traffic calmed corridor where people driving and cycling proceed single file. Cars have taken over 'priority' of our roads, we're just taking the balance back a bit towards vulnerable road users and enhancing their safety/experience.
- **Attendee Question/Comment:** “If there is a low volume of traffic on Dahlia compared to Pine, do you expect that the P2 configuration would result in motorists on Pine Street ignoring the stop signs there?”
 - Courtney stated that will be our next conversation to have with HRM Traffic.

7.0 PRIMARY CONCERNS FOR DAHLIA AT MAPLE

- Courtney discussed some challenges that occur at the Dahlia crossing and Maple Intersection.
- 1 option for the Dahlia and Maple intersection:
 - **M-1:** Curb extensions on Dahlia Street and Maple Street to narrow the roadway.
- **Attendee Question/Comment:** “Will your decisions be subject to an independent 3rd party review by a traffic safety expert?”
 - Siobhan stated that all discussions have been held internally by a team of qualified transportation and road safety engineers. She mentioned that it was not in our plans to have an external reviewer.
 - Phil added that a wide range of different internal departments will be helping with the final review and will provide feedback.
- **Attendee Question/Comment:** “If a half-signal is installed at Maple or Victoria, are pedestrians or cyclists on Dahlia required to wait for the half-signal to change, or may they proceed across Maple or Victoria if there is no traffic on the cross-street?”
 - Courtney stated that cyclists can go across because they have a stop sign, pedestrians will have to wait.
- **Attendee Question/Comment:** “The AAA map shows 2 entrances to Dartmouth Common and a route through the Common. Will you post a map at the gates of the Common to ensure that cyclists do not use other pathways?”
 - Courtney agreed and mentioned that a map would be a great addition.
 - Siobhan added that cyclists can use any of the asphalt walkways, HRM is currently working on a finding strategy to make sure people are aware of the most efficient route.

MEETING NOTES

- HRM is rolling out a wayfinding signage pilot that could be used to show people where to go, keeping bikes on a central path for the most part.
- **Attendee Question/Comment:** “Are you aware of the rules for Dartmouth Common as set out in legislation?”
 - Siobhan replied that we are aware that there are specific rules written into our HRM charter, however, our Parks and Recreation colleagues are more familiar.
 - 99% of the interventions being discussed are outside the Dartmouth Common bounds and would not have to follow that process, however, if there are changes within the Common they would be subject

8.0 PRIMARY CONCERNS FOR DAHLIA/OAK AT CRICHTON

- Courtney discussed some challenges that occur at the Dahlia crossing and Crichton Intersection.
- Siobhan mentioned that this is the most complicated intersection.
- Courtney presented 3 options for the Dahlia and Crichton intersection:
 - **O-1:** Existing crosswalks combined and relocated as a cross-ride. New sidewalk on Oak and Crichton. Proposed multi-use pathway into Sullivan’s Pond Park. Realigned driveway at One Oak Street Apartments.
 - Courtney mentioned that the tree will need to be removed.
 - Siobhan added that with this option we’ll also be narrowing Crichton Avenue to achieve the multi-use pathway. Siobhan stated that they have been in contact with Urban Forestry regarding the tree removal and HRM would be planting new trees to make up for loss of the tree.
 - **O-2:** Same as Option 1 with new sidewalk on Dahlia Street to Beech Street.
 - Siobhan added to achieve that sidewalk we would need to narrow the road a little bit.
 - **O-3:** Same as Option 1 with a two-way bicycle facility on Dahlia Street. Dahlia Street is an exit only street.
 - Siobhan noted that option 3 allows you to line up better with the multi-use trail.
 - Phil added that they would narrow Crichton Avenue to fit in a sidewalk.
- **Attendee Question/Comment:** “Make the whole intersection at Crichton a wide large box pedestrian crossing.”
 - HRM will need to see how this stands up to the TAC/NACTO/professional guidance to maximize safety.
- **Attendee Question/Comment:** “Is there a plan to accommodate the lost parking on Oak street?”
 - Courtney said there is on street parking available on Tulip and Dahlia.
 - Phil mentioned there is no plan to directly replace these lost spaces with new parking spaces but nearby on-street parking is available that can be better utilized to help offset the loss of parking on Oak Street. The vast majority of feedback we received during Round 1 of public engagement was in favour of removing parking on Oak to make room for sidewalk installation.
- **Attendee Question/Comment:** “Why can't cyclists cycle from Dahlia up Crichton and turn right at Hawthorne?”
 - Courtney stated that if you fall under the strong and fearless cyclists, you can certainly bike that way on the roadway. There is not space within the existing roadway to provide protected bike lanes which would be a requirement of creating a AAA connection. WSP and HRM would have to look at nearby options in the park.
- **Attendee Question/Comment:** “Do you know how many vehicles use the underground parking at 1 Oak? Access to that parking garage will be highly impacted by Option 3.”
 - Courtney agreed and stated that they have been in contact with Killiam (the property owners) and are getting their input on the design.
 - Siobhan added that she believes there are 70 parking spaces.
- **Attendee Question/Comment:** “If O-3 is selected, how will the raised bicycle-only section be delineated as not for pedestrians? With no sidewalks on the north side of Dahlia, it is the perfect place for a confused pedestrian to wander up what they think is a multi-use path, only to find that it ends mid-block.”
 - Courtney replied that WSP is taking this into account. There would be signage that says bikes only as well as pavement markings
- **Attendee Question/Comment:** “[REDACTED] and O-3 will have impact on our access to our home. Will you offer direct consultation with us as well?”
 - Siobhan said yes, and asked the attendee to email her so they could arrange a chat.
- **Attendee Question/Comment:** “Pedestrians have priority in the Common. See section 66 (6)(c) which states: pedestrian priority: safe and comfortable pedestrian circulation;
 - Noted.
- **Attendee Question/Comment:** “What process is followed after this does the concept design go to any other committees other than community council. What opportunity for public participation is there as I understand from Siobhan that ATAC will not be online and there is no possibility to attend those meetings. As pedestrian position I believe is vacant it gives some people a preferred advantage re any recommendations and discussions that take place.”
 - Courtney replied that this is technically our last public engagement event. We’re meeting with ATAC on Nov.19th, 2020.

MEETING NOTES

- Siobhan added the meeting will not be accessible to the public at community council. Next opportunity for public feedback will be early winter 2021, when the project is being discussed at community council in early 2021.
- **Attendee Question/Comment:** “There is no reason that prevents a public meeting with residents and others. Alderney Landing can facilitate such an open dialogue. Kids are going to school and staff should be meeting residents at if we maintain safe distancing.”
- Siobhan stated that HRM really wanted to host an in-person meeting but there’s an order from the Ministerial Order from the Province related to COVID-19 while the NS State of Emergency is in place Municipality. The municipality cannot hold in-person meetings or we could face a \$100,000 fine. She indicated that she was happy to take feedback vis email.

9.0 PRIMARY CONCERNS FOR SULLIVAN’S POND PARK

- Courtney discussed some challenges that occur at Sullivan’s Pond Park.
- 1 design options for intersection:
- **S-1:** Multi-use pathway along Crichton Avenue connecting to Dahlia Street.
 - Siobhan added that HRM is continuing to work with Park and Recreation to enhance the trail and to potentially create a bikeway gateway.
- **Attendee Question/Comment:** “The drawing for S-1 appears to reduce the width of the new path as it splits to connect to the existing path. Will the width of the new path remain consistent as it connects the existing path?”
 - Courtney stated that the drawing is not to scale, WSP would not narrow it as it shown in the presentation.
- **Attendee Question/Comment:** “How many people took part in each webinar?”
 - Courtney said we had smaller groups (7-8 per webinar) but very engaging groups.
- Next, Courtney pulled up the Quickpoll and allowed attendees a few seconds to answer the two polls. The two questions presented:
 1. **Poll Question:** I would be comfortable cycling along Dahlia St. in a single file shared lane if traffic calmed to meet volume/speed thresholds.
 - 67% agreed
 - 33% neutral / unsure
 2. **Poll Question:** Based on the options today, would you be more likely to use Dahlia Street for walking/cycling in the future?
 - 76% yes
 - 33% no

10.0 PROJECT SCOPE

- Courtney reviewed the project scope to inform the attendees on the project schedule.
- Online sessions will be held all week (week of October 19th, 2020).
- ATAC Meeting – November 19th
- Online surveys will be open until Oct. 27th, 2020.
- After gathering all feedback, WSP and HRM will proceed to a final review to choose the options.
- Siobhan added that HRM will be posting a What We Heard Report (WWHR) on the SYC website.
- Courtney mentioned that construction will start 2021 Spring.
- HRM and WSP thanked all attendees for their time and attendance.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

Attachment C

BIKEWAY ROUTE EVALUATION CRITERIA

The Dahlia Street and Tulip/Oak Street bikeway routes were evaluated with respect to numerous criterion such as connectivity to origins/destinations (e.g. residences, workplaces, shop, community facilities), street characteristics (e.g. grade, vehicle/cyclist volume, vehicle speed, impact on green space), public and stakeholder feedback (e.g. public support, stakeholder support) as well as other contributing factors (e.g. accessibility, ease of implementation, pinch points). The evaluation criteria and the most influential factors are elaborated on further in the *What We Heard Report*, Appendix B.

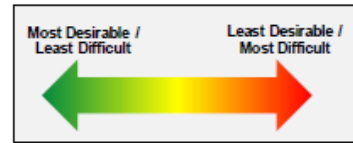


Table 1 – Summary of Bike Route Evaluation

Criteria		Dahlia Street	Tulip/Oak Streets	Description
Connectivity	To Origins/Destinations	Green	Green	Good Score: AT Facilities with the most direct, intuitive connection to destinations (e.g. residential neighbourhoods, schools, workplaces, shops, parks, etc.)
	Connection to Dartmouth Common	Green	Green	Good Score: At Facilities that tie directly into other planned routes or minimize the connection distance to Dartmouth Common
	Connection to Sullivan's Pond Park	Yellow	Green	Good Score: At Facilities that tie directly into other planned routes or minimize the connection distance to Sullivan's Pond Park
	Desire Line for Walking/Rolling/Cycling	Green	Yellow	Good Score: Streets with high volume of pedestrians/cyclists
Road Characteristics	Vehicle Volume	Green	Green	Good Score: Streets with lowest existing volume of vehicles that do not require traffic diversion applications
	Vehicle Speed	Green	Green	Good Score: Streets with lowest existing speed of vehicles that do not require traffic calming applications
	Grade	Yellow	Orange	Good Score: Lower and more consistent grades
	Existing AT Infrastructure	Green	Orange	Good Score: Streets with existing sidewalks and treated crosswalks (e.g. RA-5s, full signals, painted crosswalks, etc.)
	Complexity of Intersections	Yellow	Yellow	Good Score: Streets with fewer major road crossings or complex intersections
	Impact to On-Street Parking	Green	Green	Good Score: Streets with on-street parking on one or both sides of the street
	Impact to Utilities	Yellow	Yellow	Good Score: Route that minimizes impacts to existing utilities including overhead electrical and underground infrastructure (catchbasins, storm/sewer systems)
	Impacts to Community Mailboxes	Green	Yellow	Good Score: Route that minimizes impacts to existing community mailboxes
Intersection Safety	Victoria Road	Orange	Yellow	Good Score: Intersections with good sightlines, minimal cross-slopes, fewer conflict points, infrequent collisions and are straightforward to maneuver through.
	Pine Street	Orange	Orange	Good Score: Intersections with good sightlines, minimal cross-slopes, fewer conflict points, infrequent collisions and are straightforward to maneuver through.
	Maple Street	Yellow	Green	Good Score: Intersections with good sightlines, minimal cross-slopes, fewer conflict points, infrequent collisions and are straightforward to maneuver through.
	Beech Street	Green	Yellow	Good Score: Intersections with good sightlines, minimal cross-slopes, fewer conflict points, infrequent collisions and are straightforward to maneuver through.
	Crichton Avenue	Green	Orange	Good Score: Intersections with good sightlines, minimal cross-slopes, fewer conflict points, infrequent collisions and are straightforward to maneuver through.
Other Considerations	Public Feedback	Green	Green	Good Score: Routes with a high level of approval from the public/community stakeholders
	Internal Feedback	Green	Green	Good Score: Route with a high level of approval from the Technical Committee