

Windsor Street Exchange Redevelopment: Functional Plan and Preliminary Design

Public Engagement Phase 1: What We Heard Report July 19, 2021



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Introduction

Through the *Windsor Street Exchange Redevelopment: Functional Plan and Preliminary Design* project, HRM is working to redesign the intersection of the Bedford Highway, Windsor Street and Lady Hammond Road known as the Windsor Street Exchange (WSE). Stakeholder and public engagement for this project is being completed in **three phases**. The following What We Heard Report provides an introduction to the project and summarizes the feedback and information collected from stakeholders and the community during **Phase 1**, which took place between February – May 2021.

Presentation slides from public engagement and complete survey results can be found in Appendix A and Appendix B, respectively.



Figure 0-1: Project Scope area for the WSE Redevelopment

Policy Context and Project Integration

HRM has other ongoing projects, initiatives, and adopted strategies which will also help to inform the redesign of the WSE:

The *Rapid Transit Strategy* was approved by Council in 2020 to provide bus riders with fast, frequent, comfortable, and high-capacity bus service. The Green Line of the BRT network, which utilizes nearby corridors such as Joseph Howe Drive and Dunbrack Street, will be a consideration in the WSE redesign.

The *Integrated Mobility Plan (IMP)* identifies the need to design streets with the Complete Streets approach in the Regional Centre of Halifax. In the context of the WSE, considerations include implementing designated truck routes and identifying strategic improvements to “bottlenecks” where priority measures for transit and connections for active transportation are needed or planned.

The *Africville Active Transportation Connections Project* is a planning study which is working to determine connections for walking and cycling between the Africville National Historic Site and the rest of the Halifax Peninsula. This project is ongoing and will be brought forward to stakeholders and the broader community for further engagement during Phase 2 engagement for the WSE project.

The *Windsor Street Exchange Community Benefits* initiative is ongoing throughout the project. The intent of this initiative is to explore community benefits (ways to increase the positive social impact of a municipal capital project) with the Africville Community and the Mi'kmaq and Urban Indigenous communities in HRM. Consultations have been ongoing and will help to determine benefits, which could include community improvements such as active transportation connections, infrastructure upgrades, social procurement, environmental improvements, and others.

The *Bedford Highway Functional Plan* was endorsed by Council in 2020. This project brought forth three options for a redesign of the Bedford Highway to increase multi-modal capacity and improve the flow of people and goods. Council directed staff to proceed with the "Balanced Modes" option, which includes widened sidewalks, multi-use pathways, bus lanes, and vehicles lanes at different stretches of the Highway. The WSE Redevelopment project will connect with the Bedford Highway design to meet the objectives of both Functional Plans.

Overall Project Timeline

The current project is scoped to complete the Preliminary and Functional Design for the WSE. HRM has an anticipated timeline for completion of the project which was shared with stakeholders and the public during the engagement phase. The current anticipated timeline is:

1. **Project Initiation:** funding awarded in June 2019 through the National Trade Corridors Fund (NTCF)
2. **Functional Plan:** Phase 1 Public Engagement in Spring 2021; Phase 2 Public Engagement anticipated in Fall 2021 (Current Project Scope)
3. **Preliminary Design:** Phase 3 Public Engagement anticipated in early 2022 (Current Project Scope)
4. **Detailed Design:** Scheduled to be completed in 2023
5. **Construction:** Scheduled to begin in 2025

Project Overview

The WSE has long been considered a bottleneck that negatively impacts the movement of people, vehicles, and goods at one of only five roadway access points to the Halifax Peninsula. With approximately 48,000 vehicles per day traveling through the WSE, the intersection is currently operating above its available capacity during peak travel periods. Additionally, the WSE is considered a poor environment for the safety of people walking, rolling, and cycling and is the primary access point to the Port of Halifax's Fairview Cove Container Terminal (FCCT). These key elements will be important considerations throughout the current project, which intends to **redesign the intersection to increase its capacity and functionality for all users and goods movement.**

Funding was awarded from the NTCF in June 2019 for the redesign of the WSE. This funding was received through a partnership between HRM, the Province of Nova Scotia, and the Port of Halifax. In Winter 2020, HRM Staff engaged WSP Canada Inc. to prepare a functional plan that recommends the preliminary design for the Windsor Street Exchange. This project will determine the concept for the redesign which will inform detailed design in a future project.

The project has been separated into three phases. Each of these phases will include external stakeholder meetings and calls, public engagement, an online survey and 'What We Heard Report'.

Stakeholder & Public Engagement Overview (Phase 1)

Due to the public health restrictions associated with the COVID-19 Pandemic, public engagement for Phase 1 of the WSE Redevelopment project was completed utilizing a variety of online and print-media tools.

The public were given two primary formats to provide feedback at this stage of the project: a virtual public open house and different tools on HRM's Shape Your City online engagement platform. The virtual public open house was held through Microsoft Teams "Live" on Thursday, April 29th from 6:30 – 8:00 p.m. The Shape Your City platform page for the WSE Redevelopment project was live from April 12th to May 7th, and included an online survey, a Community Mapping tool and Digital Forums, which allowed members of the public to provide input and review information about the project.

In total throughout this period, there were 4,221 visits to the Shape Your City website. Comments were also received by HRM staff through email and via telephone.

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:

- Paid Facebook ad for the survey and virtual public open house from April 12-19, 2021 (reached 10,438 users, resulting in 798 link clicks)
- Unpaid Facebook posts to promote the survey and virtual public open house from April 12 to May 6, 2021
- Instagram posts and stories from April 12 to May 6, 2021
- A series of Tweets throughout the period from April 12 to May 6, 2021
- Shape Your City E-mail Blast to all registered users on April 21, 2021.

Overall, input was submitted by approximately **1,542** participants and representatives of organizations, including:

- **1459** individuals who responded to the online survey on Shape Your City
- **30** recorded sign-ins at the Public Open Houses
- **33** community stakeholders and/or organizational representatives
- **20** person HRM Internal Technical Committee

A detailed account of the stakeholder and public engagement completed to date can be found in the below sections.

Stakeholder Engagement

Introduction

Three (3) meetings were held with external stakeholders, who were divided into three categories: advocacy groups, the Halifax Utilities Coordination Committee (HUCC), and adjacent landowners. Each meeting provided an introduction to the project for participants, had a Q&A opportunity with HRM staff and WSP consultants, and asked participants to provide information about opportunities, constraints, and other considerations from their perspective.

A summary of each meeting is provided below.

Stakeholder Meeting #1 – Advocacy Stakeholder Meeting

External Stakeholder Engagement – Meeting:

- Meeting held via Microsoft Teams Conference Call
- April 7th, 2021 (3:00 PM – 4:00 PM)
- Attendees:
 - WSP
 - HRM Staff
 - Halifax Cycling Coalition
 - Walk n' Roll
 - Ecology Action Centre
 - It's More than Buses
 - CNIB
 - Bicycle NS
 - Child Safety Link
- General discussion topics:
 - Project background and overview of the study area and the project objectives provided by WSP.
 - Outline of anticipated project timeline from HRM.
 - Comments from attendees regarding the study area, including:
 - Participants expressed interest in an emphasized connection between the Bedford Highway Redesign project, the Fairview neighbourhood, the Africville National Historic Site, and the current WSE project.
 - Participants noted that currently, the WSE is rarely used for active transportation because of the poor conditions for AT users at this intersection.
 - Participants noted that for those driving, allocated travel space is sometimes unclear creating a feeling of unsafe driving conditions.
 - Participants expressed a desire for protected active transportation infrastructure including things like raised and protected bike lanes, bike traffic signals, better pedestrian infrastructure, and more comfortable transit infrastructure.

Stakeholder Meeting #2 – HUCC Meeting

External Stakeholder Engagement – Meeting:

- Meeting held via Microsoft Teams Conference Call
- April 8th, 2021 (10:00 AM – 12:00 PM)
- Attendees:
 - Halifax Water
 - Nova Scotia Power
 - Halifax Regional Municipality
 - Bell-Aliant
 - Heritage Gas
 - Other overhead and underground utility operators in HRM
- General discussion topics:
 - WSP presented to the Committee on project background, existing conditions, and project objectives
 - Members of the committee shared high-level information about planned changes and/or upgrades to utilities in the study area
 - Members have been following-up with feedback and infrastructure information, helping to inform WSP's design process

Stakeholder Meeting #3 – Adjacent Property Owners Meeting

External Stakeholder Engagement – Meeting:

- Meeting held via Microsoft Teams Conference Call
- April 28th, 2021 (10:30 AM – 12:00 PM)
- Attendees:
 - WSP
 - HRM Staff
 - East Port Properties
 - Steele Ford Lincoln
 - Killam Apartments
 - Giant Promotions
 - Family Dentistry
 - Mighty Auto
 - Steele Auto Group
- General discussion topics:
 - Project background and overview of the study area provided by WSP.
 - Outline of anticipated project timeline from HRM.
 - Outline of potential impacts of the construction phase on surrounding businesses from HRM.
 - Comments from attendees regarding the study area, including:
 - Participants are fond of their location which provides good customer exposure.
 - Participants expressed concerns about the impact of construction on their businesses.

- Participants asked questions about the study area, timelines, and HRM's collaboration on the project with the Port of Halifax.
- Participants will keep HRM informed about future plans they have for their property throughout the project.

Community Engagement

Online Public Open House

Public Engagement – Meeting #1

One (1) online live session was held with the public on April 29th, 2021 from 6:30-8:00 p.m. This meeting included a presentation showcasing details on the project, including the timeline, the key considerations, and the project objectives. Participants were given a chance during the presentation to provide feedback on questions surrounding their priorities for the WSE Redevelopment project and their experience using the WSE.

- Microsoft Teams Conference Call
- April 29th, 2021 (6:30 PM – 8:00 PM)
- Attendees:
 - WSP
 - HRM Staff
 - 30 members of the public
- General discussion topics:
 - Project background and overview of the study area and the project objectives provided by WSP.
 - Outline of anticipated project timeline from HRM.
 - Comments from attendees regarding the study area, including:
 - The importance of this redevelopment project for the community.
 - The importance of considering integration between projects and also the impacts on the adjacent communities.
 - The current lack of safety for all users of WSE (especially AT users).
 - The current poor visibility (lack of signage to the proper lanes) and concern around safety driving through the WSE.

Online Survey

An online survey was posted on the Shape Your City platform from **April 12th – May 7th, 2021**. During this period, **1459 individuals responded to the survey**. The survey included a series of multiple-choice questions and also gave participants the option to answer questions from 3 categories:

- Walking, rolling and biking,
- Taking transit,
- Driving or being a passenger in a vehicle, **OR**,
- Any combination of two or all three categories.

The survey was comprised of two Parts: (1) How Do You Currently Use the WSE? and (2) How Could WSE Be Improved? The survey was comprised of multiple-choice questions and an open comment section. The primary intent of this survey was to understand how individuals currently use the WSE and the level of comfort different users experience in the WSE. The questions from different categories asked individuals to speak to their experience using the different modes (e.g. walking, rolling, and biking, taking transit, or in a vehicle).

Of the survey respondents to the WSE survey, **50.5% were men, 40.7% were women, 1% identified as gender non-binary and 7.9% prefer not to disclose**. Over half of the responses received were from those between ages 25-44, with 26.7% between 35-44 and 26.5% between 25-34. The next most populous age category was 45-54 (18.9%), then 55-64 (12.9%), and finally 65+ (9.5%) Less than 1% of respondents were under 18.

A summary of the information collected can be found below, while the detailed results of the online survey for round one can be found in Appendix B.

Part 1 – How Do You Currently Use the WSE?

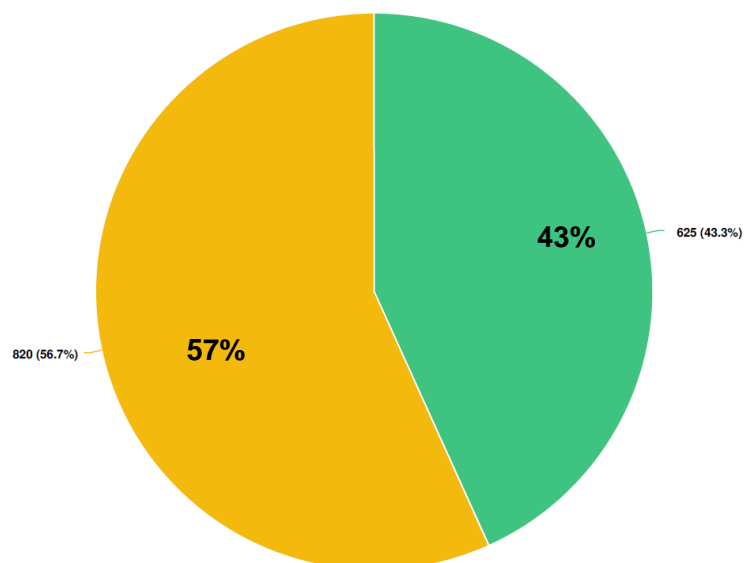
Category 1: Questions about Walking, Rolling, and Biking

In the following summary, the three above modes (walking, rolling, and biking) are referred to as “Active Transportation”.

1. I would like to answer questions about walking, rolling, or biking at the Windsor Street Exchange (WSE)

Of the 1459 participants, nearly 43% (625) of survey respondents chose to answer questions about walking, rolling or biking (using active transportation) at the WSE while 57% (820) chose to skip the following questions.

The following questions in this category are those answered only by the 625 individuals who chose to answer questions about this mode of travel. **Percentages shown below are derived from these 625 individuals, not the total number of survey respondents.**



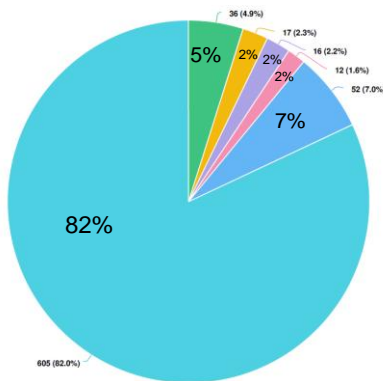
2. How frequently do you use the Windsor Street Exchange walking, rolling, or using a mobility device?

The second question was asked to gauge how survey respondents are walking, rolling, or cycling through the Windsor Street Exchange. The following pie charts are summarized below to denote travel mode choices.

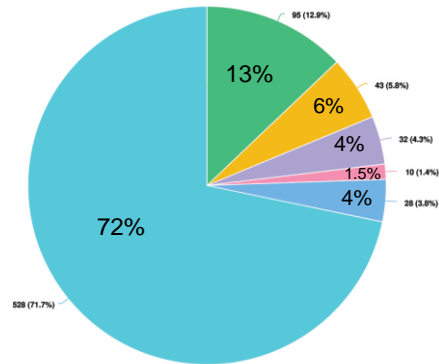
Question options

- 1 day a week
- 2 days a week
- 3 days a week
- 4 days a week
- 5+ days a week
- Rarely/Never

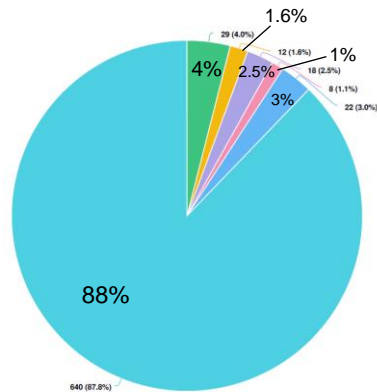
(a) to get to school or work



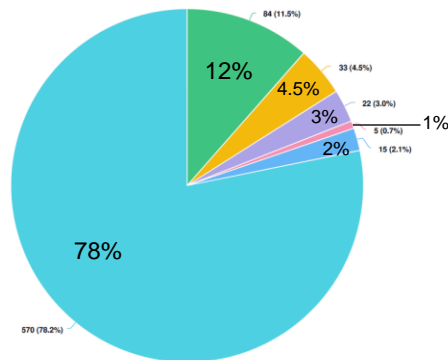
(b) to get elsewhere (e.g. restaurants, shopping, other recreational activity)



(c) bike to school or work



(d) biking to get elsewhere (e.g. restaurants, shopping, other recreational activity)



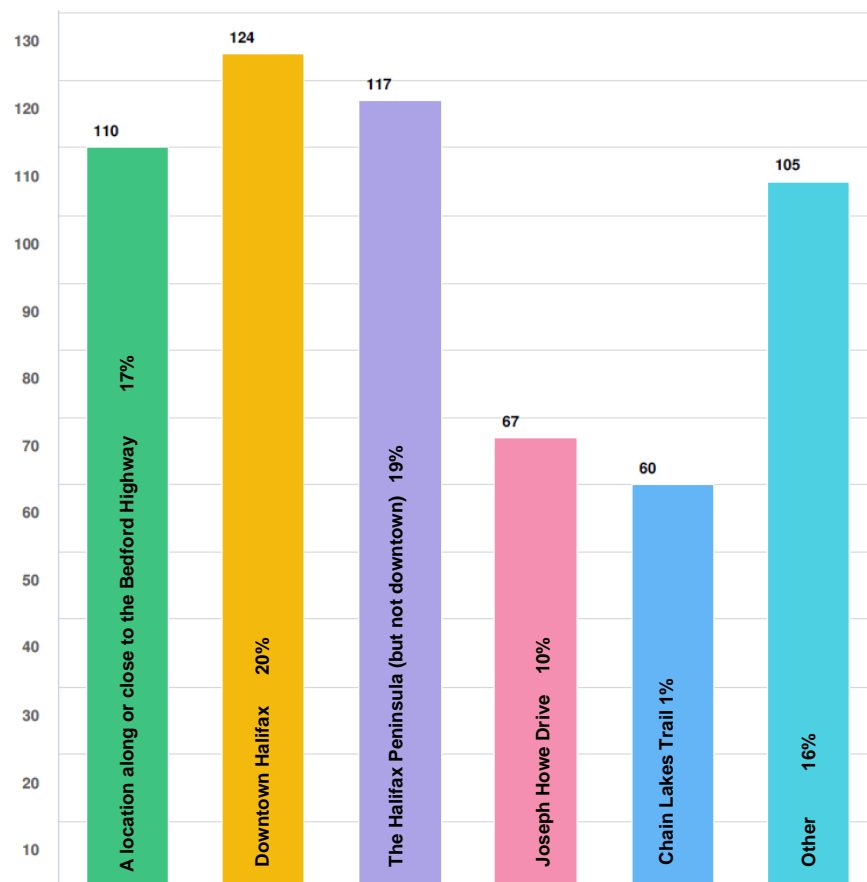
Walking, Rolling or Using a Mobility Device

About 18% of respondents walk, roll, or use a mobility device to travel **“to school or work”** through the WSE, and 7% of respondents (52 individuals) indicated this was their travel mode 5+days/week. On the flipside, 82% of respondents “rarely or never” use these moves to travel **“to school or work”**. When asked if they use this form of travel **“to get elsewhere (e.g. restaurants, shopping, other recreational activity)”** 19% indicated they use one of these modes 1-2 days/week however, nearly 72% of respondents indicated they “rarely or never” utilize this form of travel.

Cycling

Twenty-two survey respondents (3%) indicated they travelled on a bicycle through the WSE 5+days/week **“to get to work or school”**, however, 88% of respondents indicated they “rarely or never” use a bicycle through the WSE **“to get to work or school”**. Eighty-four survey respondents (11.5%) cycle using the WSE 1 day/week to **“to get elsewhere (e.g. restaurants, shopping, other recreational activity)”**, while nearly 2.1% of respondents indicated they utilize this form of travel 5+days/week.

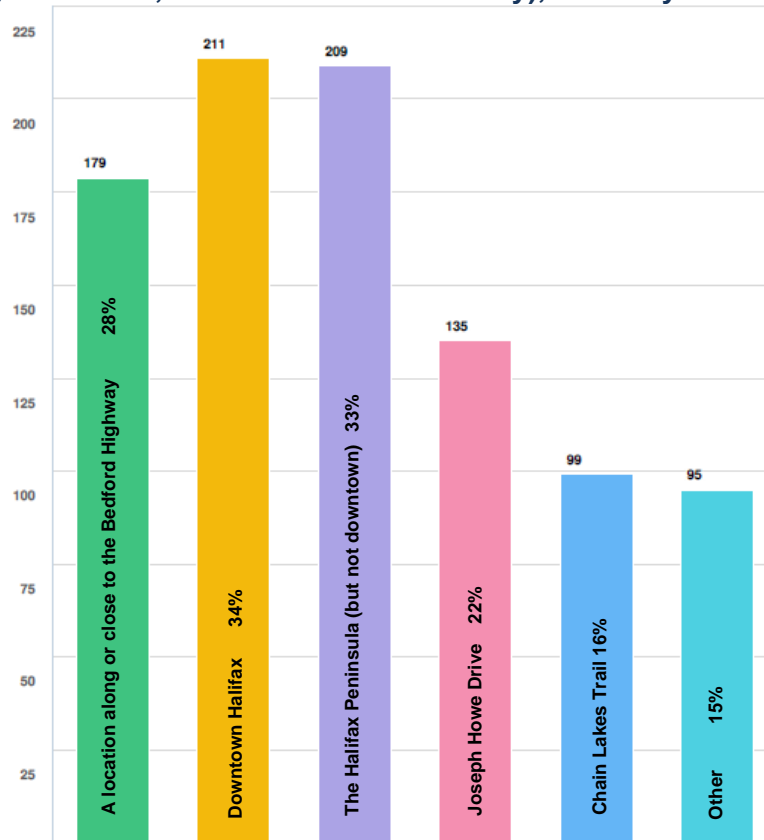
3. When you commute walking, biking, rolling, or using a mobility device through the WSE, what is your destination?



When asked about their intended destination when travelling through the WSE to get to work or school, one-fifth of respondents (20%) indicated they utilize the exchange in their regular commute to get to Downtown Halifax. One-hundred-and-seventeen (19%) travel through the WSE to get to a location on the Halifax Peninsula (but not Downtown), and just under one-fifth (17%) use it as part of their commute to get to a location along or close to the Bedford Highway. Of those that selected “Other”, common responses included:

- Bayers Lake
- Dartmouth
- Kempt Road
- Burnside (using MacKay Bridge)

4. When you use the WSE for another reason using walking, rolling, or biking (e.g. shopping, restaurant, other recreational activity), what is your destination?



When asked about their intended destination when travelling through the WSE for any other reason than commuting (either walking, rolling, or biking), over one-third of respondents (34%) indicated they utilize the WSE to get to Downtown Halifax and another one-third are traveling to the Halifax Peninsula (but not Downtown). Nearly another third of respondents (28%) utilized the WSE to get to a location along or close to the Bedford Highway. Of those that selected “Other”, common responses included:

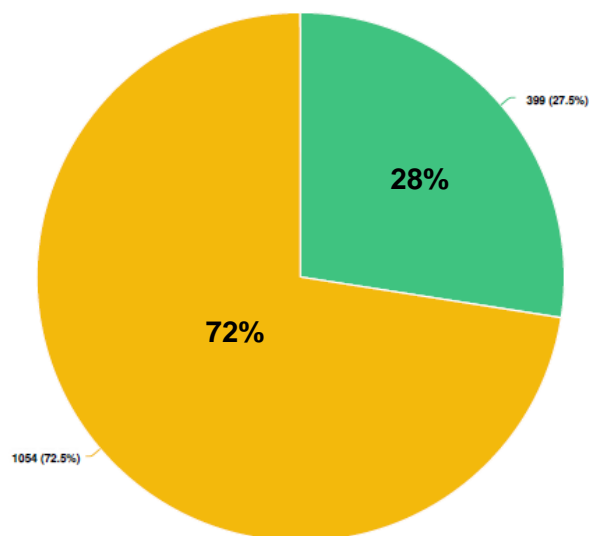
- Dartmouth
- Hemlock Ravine Park
- Kempt Road
- Cycle around the Bedford Basin

Category 2: Questions about Transit

1. I would like to answer questions about riding transit at the Windsor Street Exchange (WSE)

Of the 1459 participants, about 28% of survey respondents (399 individuals) chose to answer questions about riding transit at the WSE while 72% (1054 individuals) chose to skip the following questions.

The following questions in this category are those answered only by the 399 individuals who chose to answer questions about this mode of travel. Percentages shown below are derived from these 399 individuals, not the total number of survey respondents.

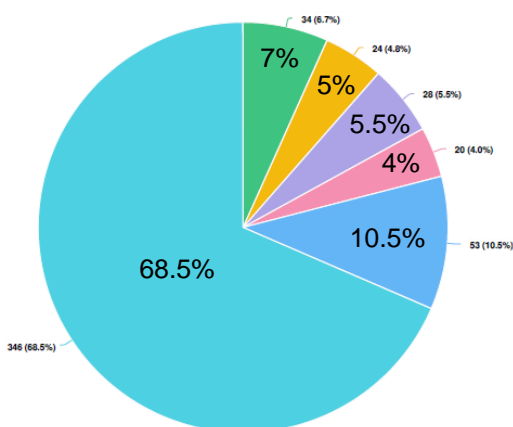


2. How frequently do you use the Windsor Street Exchange taking transit to get to work or school?

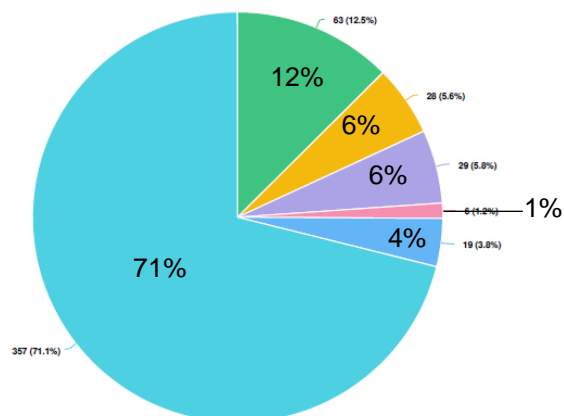
Question options

- 1 day a week
- 2 days a week
- 3 days a week
- 4 days a week
- 5+ days a week
- I rarely/never take transit through the WSE

(a) to get to school or work



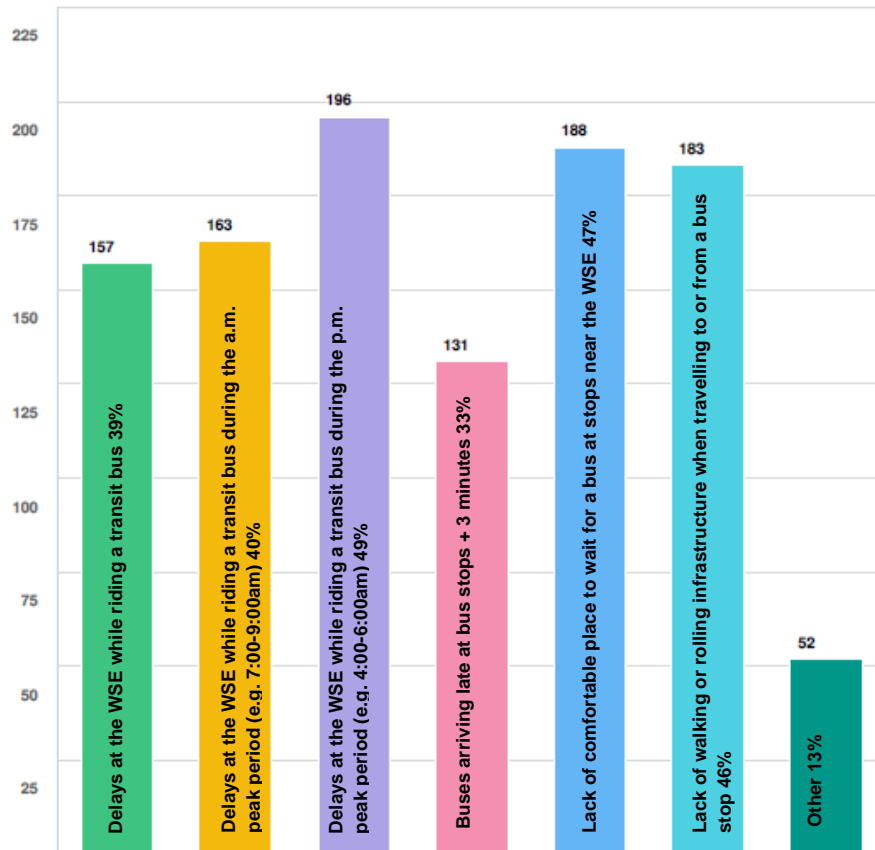
(b) to get to elsewhere (e.g. shopping, restaurants, other recreational activity?)



The second question of Category 2 was used to gauge the frequency with which survey respondents are using transit along the Windsor Street Exchange to commute or to get “elsewhere”. The following is a summary of observations based on travel mode choices.

Transit is most frequently utilized to get **“to school or work”**, where 11% of respondents indicated this was their travel mode 5+ days/week and an additional 10% indicated transit is their mode of travel 3-4 days/week. Sixty-three (13%) of respondents indicated they take transit on the WSE at least 1 day/week **“to get elsewhere (e.g. restaurants, shopping, other recreational activity)”** but the majority (71%) of respondents indicated they rarely or never” utilize this form of travel through the WSE.

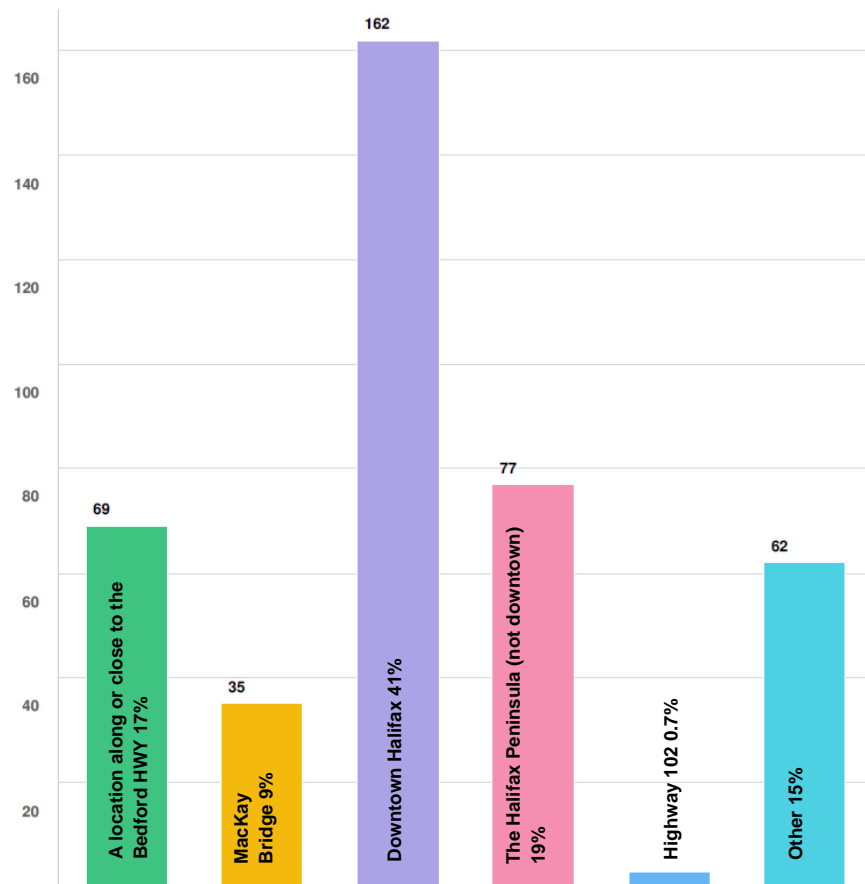
3. When you take a transit route that uses the WSE or get on/off a bus near the WSE, do you experience any of the following issues on a regular basis (e.g. at least weekly)? Please check all that apply.



When asked what issues arise while taking transit that uses the WSE, nearly half of survey respondents (49%) indicated they experience transit delays during the p.m. peak period travel time. The same number of respondents (49%) indicated there are a lack of places at bus stops to wait comfortably. Slightly fewer than half (40%) indicated they experience delays during the a.m. peak period travel time while another 39% indicated that they generally experience delays while taking transit through the WSE outside of the a.m. and p.m. peak hours. Of those that selected “Other”, responses included:

- Specifically try to choose different transit routes that do not go through the WSE
- Lack of transit connections near/through the WSE
- Only choose to use transit in this area before/after peak travel times

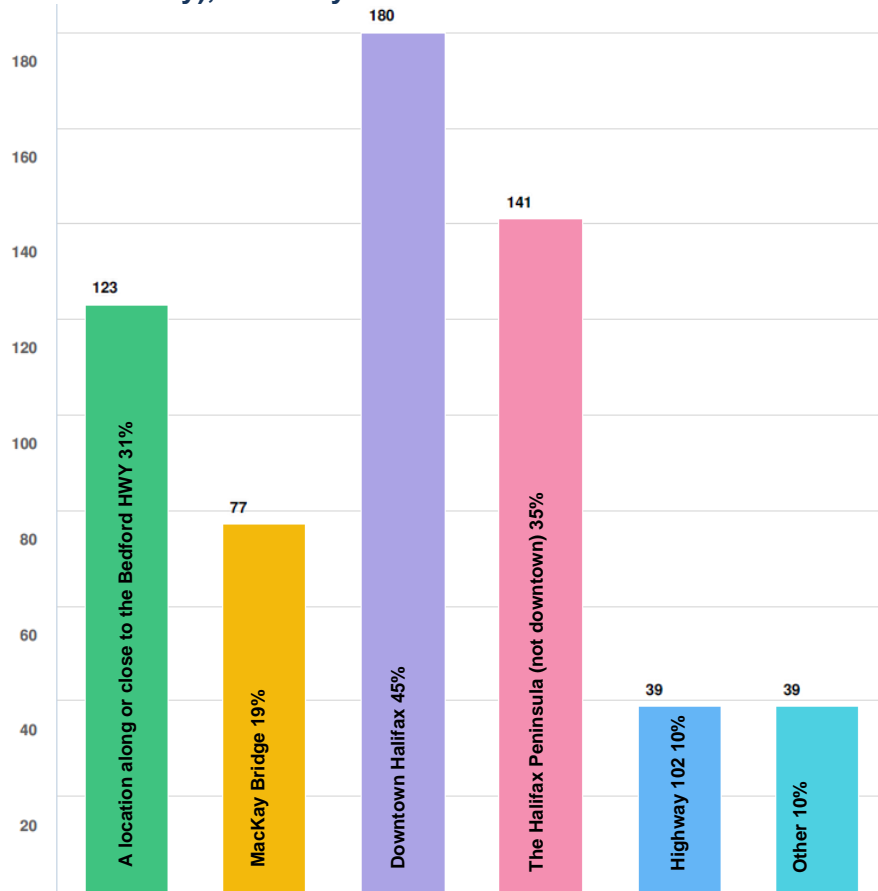
4. When you commute on transit through the WSE, what is your destination?



Asked their destination when taking transit through the WSE, just under half of respondents (41%) indicated they utilize the WSE to get to Downtown Halifax. Nearly one-fifth (19%) utilize transit through the WSE to get to a location on the Halifax Peninsula (but not Downtown), and another 17% use the WSE as part of their transit commute to get to a location along or close to the Bedford Highway. Of those that selected “Other”, common responses include:

- Dartmouth
- Clayton Park
- Bridge Terminal
- Halifax Shopping Centre

5. When you use the WSE for another reason (e.g. shopping, restaurant, other recreational activity), what is your destination?



When asked their destination when taking transit through the WSE for any other reason than commuting, just under half of respondents (45%) indicated they utilize the WSE to get to Downtown Halifax. Over one-third (35%) utilize the WSE to get to a location on the Halifax Peninsula (but not downtown), and another 31% use the WSE to get to a location along or close to the Bedford Highway. Of those that selected “Other”, common responses included:

- Lady Hammond Road
- Sackville
- Halifax North End
- Halifax Shopping Centre

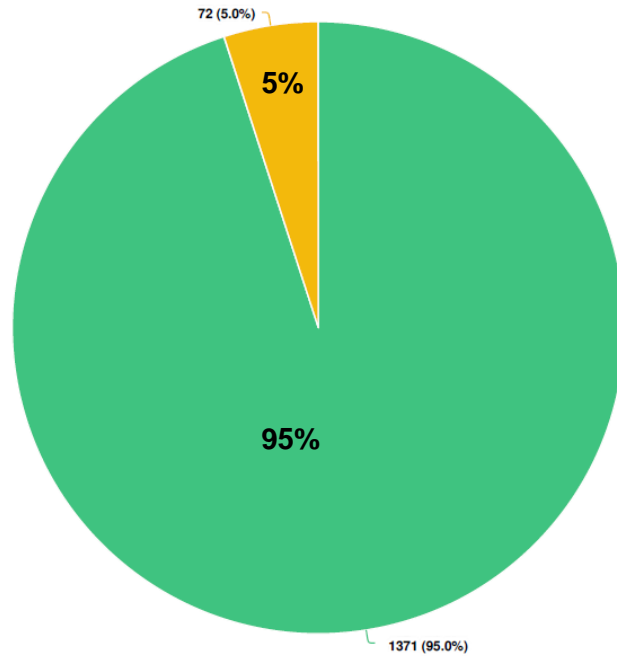
Category 3: Questions about Driving or Being a Passenger in a Vehicle

1. I would like to answer questions about driving or being a passenger in a vehicle at the Windsor Street Exchange (WSE).

Of the 1459 participants, 95% of survey respondents (1371 individuals) chose to answer questions about driving or being a passenger in a vehicle at the WSE while 5% (75 individuals) chose to skip the following questions.

The following questions in this category are those answered only by the 1371 individuals who chose to answer questions about this mode of travel.

Percentages shown below are derived from these 1371 individuals, not the total number of survey respondents.

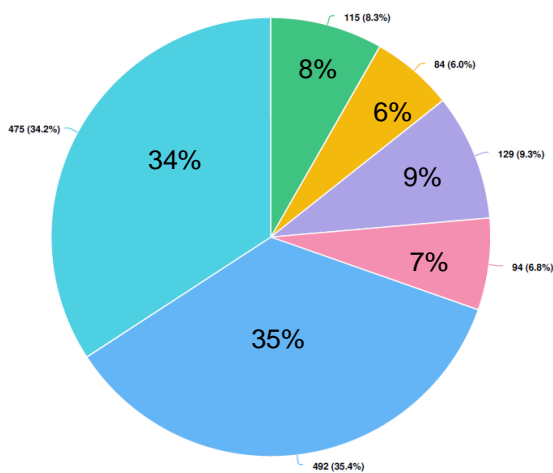


2. How frequently do you use the Windsor Street Exchange driving or as a passenger in a vehicle to get to work or school?

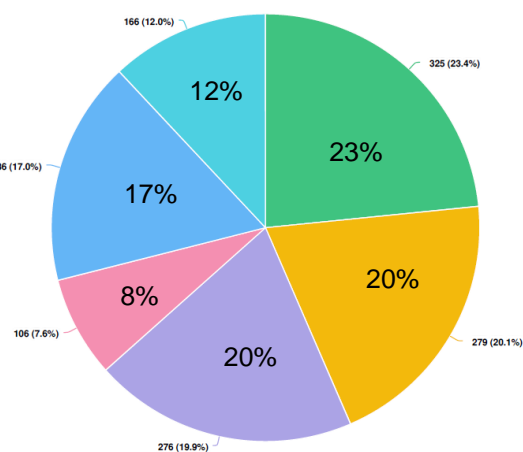
Question options

- 1 day a week
- 2 days a week
- 3 days a week
- 4 days a week
- 5+ days a week
- Rarely/Never

(a) to get to school or work



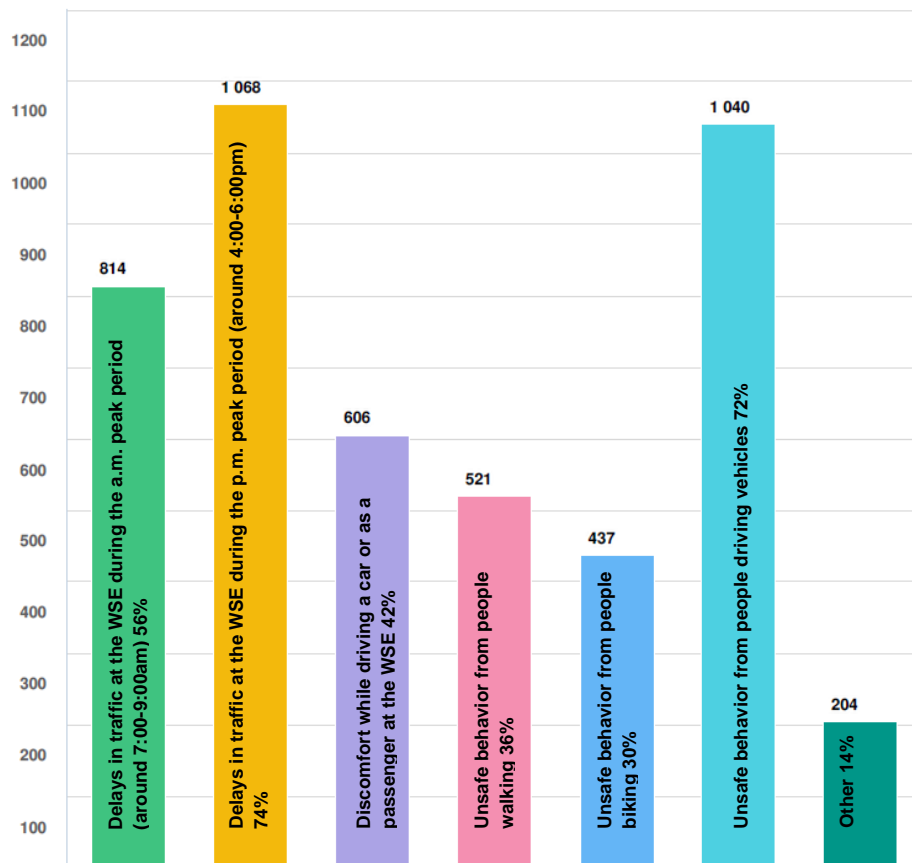
(b) to get elsewhere (e.g. shopping, restaurant, other recreational activity)?



The second question in Category 3 was used to gauge the frequency with which respondents commute or otherwise travel through the WSE in a private vehicle. The following is a summary of the findings.

Commuting by private vehicle is most frequently utilized to get **“to school or work”**, where 34% of respondents indicated this was their travel mode 5+ days/week and an additional 16% indicated this was their travel mode 3-4 days/week. Twenty-three percent of respondents (325 individuals) indicated they traveled by private vehicle through the WSE at least 1 day/week **“to get elsewhere (e.g. restaurants, shopping, other recreational activity)”**, while an additional 12% of respondents indicated they “rarely or never” travel through the WSE in a private vehicle.

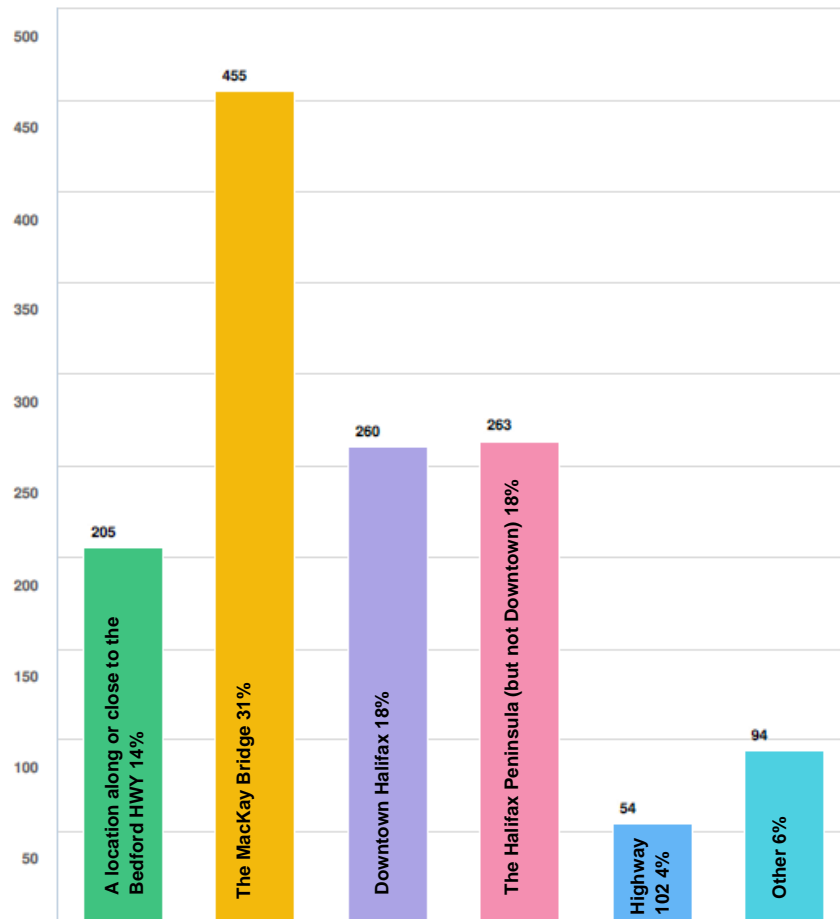
3. When you drive or are a passenger in a vehicle, do you experience any of the following issues on a regular basis (e.g. at least weekly)? Please choose all that apply.



When asked what issues arise while driving or as a passenger in a private vehicle through the WSE, nearly three-quarters of the survey respondents (74%) indicated they experience transit delays during the p.m. peak period travel time, and 56% of respondents indicated they experience delays during the a.m. peak period travel time. Additionally, 72% of respondents indicated unsafe behaviour from people driving vehicles, 36% indicated unsafe behaviour from people walking, and 30% of respondents indicated unsafe behaviour from people biking. Of those that selected “Other, common responses:

- Infrastructure issues (potholes, signage, etc.)
- Merging traffic (lane changes) from Joseph Howe
- Street-involved individuals walking through traffic
- Issues entering the correct lane

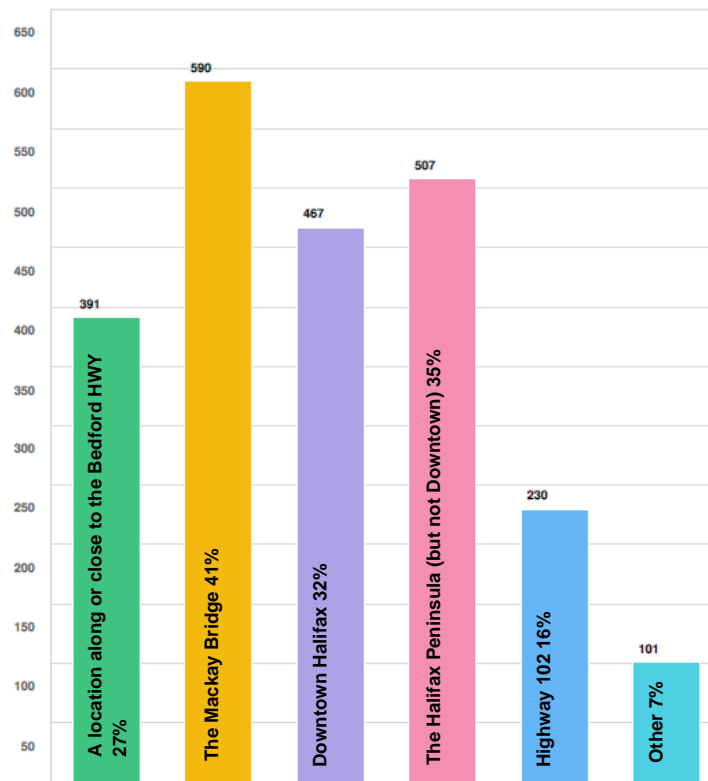
4. When you commute driving or as a passenger in a vehicle using the WSE, what is your destination?



When asked their destination when commuting through the WSE using a private vehicle, about one-third of respondents (31%) indicated they utilize the exchange in their regular commute to get to the MacKay Bridge. Eighteen percent (263 individuals) utilized the exchange to get to a location on the Halifax Peninsula (but not Downtown), and another 17% of respondents use it as part of their commute to get to Downtown Halifax. Of those that selected “Other”, common responses included:

- Dartmouth
- Joseph Howe Drive
- Bayer Road
- Bayers Lake

5. When you commute driving or as a passenger in a vehicle through the WSE for another reason (e.g. shopping, restaurant, other recreational activity), what is your destination?



When asked their destination when travelling through the WSE for any other reason than commuting, just under half of respondents (41%) indicated they utilize the WSE to get to the Mackay Bridge. Over one-third (35%) utilized the WSE to get to a location on the Halifax Peninsula (but not Downtown), and another 27% use the WSE to get to a location along or close to the Bedford Highway. Fewer than one-fifth of respondents (16%) indicated they used the WSE to get to the Highways 102. Of those that selected “Other”, common responses included:

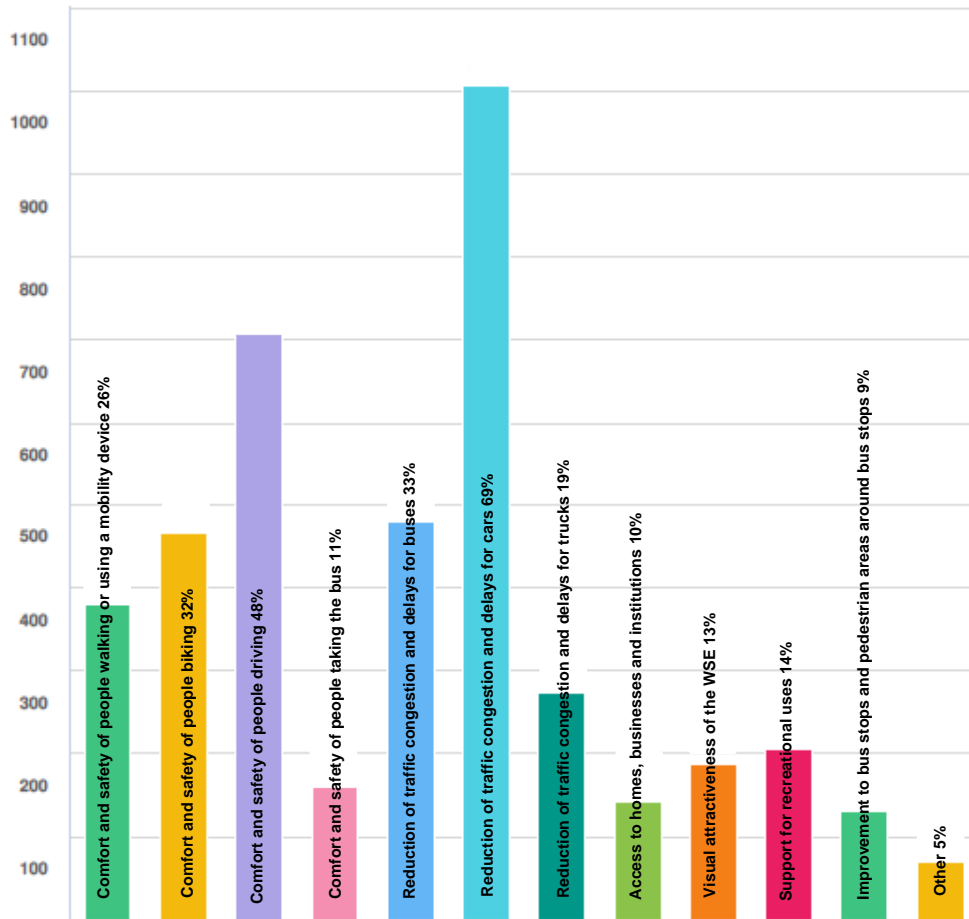
- Bayers Lake
- Dartmouth
- Joseph Howe area
- Dartmouth Crossing
- Halifax Shopping Centre

Part 2 - How Could the Windsor Street Exchange Be Improved?

General Questions

The questions in Part Two were answered by **all 1459 individuals** regardless of whether they chose to respond to one or more categories from Part One.

1. Please select your top 3 priorities for the Windsor Street Exchange:



The first general question asked participants to identify their top 3 priorities for improvements to the WSE. The following is a summary of the selected priority choices.

Comfort and Safety

Comfort and safety were one of the higher priorities indicated by survey respondents. Seven-hundred and six (48%) respondents indicated **“comfort and safety for people driving”** as one of their priorities for improvements to the WSE, while 32% indicated **“comfort and safety for people biking”** as a priority and 28% indicated **“comfort and safety of people walking or using a mobility device”** as a priority.

Traffic Reduction

Traffic reduction was the highest priority indicated by the survey respondents. Over two-thirds (69%) of respondents indicated that a **“reduction of traffic congestion and delays for cars”** was a priority while 33% indicated **“reduction of traffic congestion and delays for buses”** as a priority for improvements to

the WSE. Nineteen percent (275 respondents) indicated “**reduction of traffic congestion and delays for trucks**” as a priority for improvements to the WSE

Support for Recreation and Attractiveness

Support for recreational uses and attractiveness of the WSE were among the least frequently listed priorities indicated by the survey respondents. Fourteen percent (205 respondents) indicated that “**support for recreational uses**” as a priority while 13% indicated “**visual attractiveness of the WSE**” as a priority. Additionally, 9% of respondents indicated “**improvement to bus stops and pedestrian areas around bus stops**” as a priority.

Overall, survey respondents indicated their highest priorities for the WSE redevelopment was the movement of personal vehicles.

2. Improving the quality of transportation for all users may require trade-offs. Please indicate your level of acceptance with the following trade offs:



When asked to make trade-offs, the results were split roughly down the middle for the first three questions which asked participants whether increase or maintenance of private vehicle travel time was acceptable to improve travel times for people taking the bus, walking or rolling, or biking. Between 40-48% of participants felt it was completely acceptable or acceptable to increase or maintain travel times for private vehicles in favour of better conditions for other modes. On the flipside, between 34-38% felt that these trade-offs were completely unacceptable or unacceptable. The remaining (under 20%) were neutral.

The least acceptable trade off was “**decrease of travel time for private motor vehicles but maintenance or decrease of comfort, safety, and convenience for people walking, using a mobility device, or biking?**”, which 48% of participants indicated was unacceptable or completely unacceptable. Additionally, 36% of respondents were *neutral* on the trade off “**increase of travel time or maintenance of pre-pandemic travel time for private motor vehicles to improve the transport of goods**”.

3. Please share anything else you feel the project team should be aware of.

Survey respondents were asked if they had any additional comments regarding the WSE or the project that they wished to share with the project team. The most common responses included:

- Feeling there is need to increase the safety for all users;
- Feeling there is need to accommodate vulnerable users (e.g. people walking, using mobility devices, and biking) without making their route inconvenient;
- Feeling that better signage and infrastructure is needed to direct people driving;
- Feeling that individuals walking, rolling, or biking rarely use the WSE currently due to the lack of safe infrastructure;
- Feeling that private vehicle movement should be prioritized;
- Feeling that better connectivity is needed to Africville National Historic Site and the Fairview neighbourhood;
- Feeling that additional lanes are needed for car movement.

Online Community Mapping

The online Community Mapping exercise allowed participants to click on a specific spot on the map of the study area and submit information or an image that explains the current conditions or their experience using the area. A total of **69 responses** were received on the community mapping activity at the Shape Your City page. The results have been divided into three sections below and comments have been summarized.

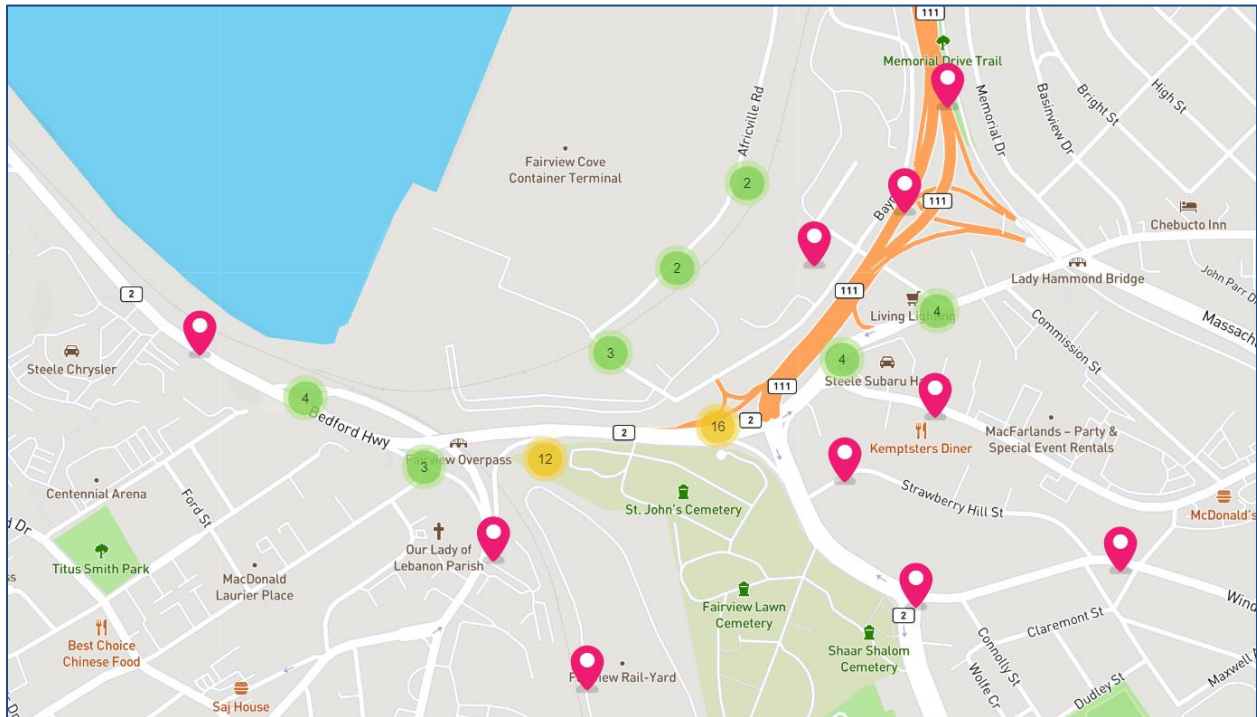
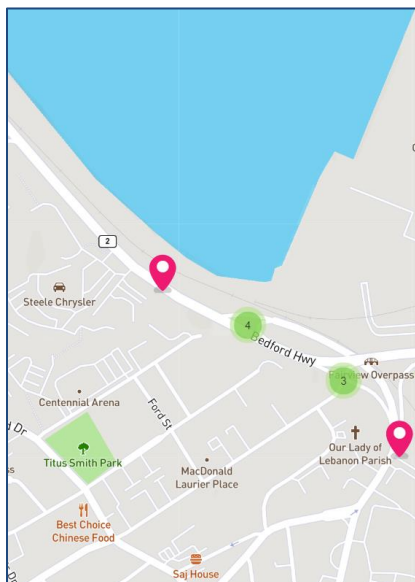


Figure 0-1: Image of the Online Community Map with "dropped pins" from participants

Section 1: Bedford Highway to the Fairview Overpass



Comments included:

- Need for better/redesigned approach from Joseph Howe Drive onto the Bedford Highway (moving in both directions)
- Need for clarity in this area around stopping or yielding when merging
- Need to remove the 180 degree switch when exiting the Bedford Highway and traveling to Joseph Howe Drive
- Need for improvements to pedestrian infrastructure and safety around the merging lanes
- Need for an active transportation connection between the Fairview Overpass and Lady Hammond Road
- Need to improve the safety of the “slip lane” which merges eastbound onto the Bedford Highway
- Need to improve the flow of traffic from the “slip lane” which merges eastbound onto the Bedford Highway

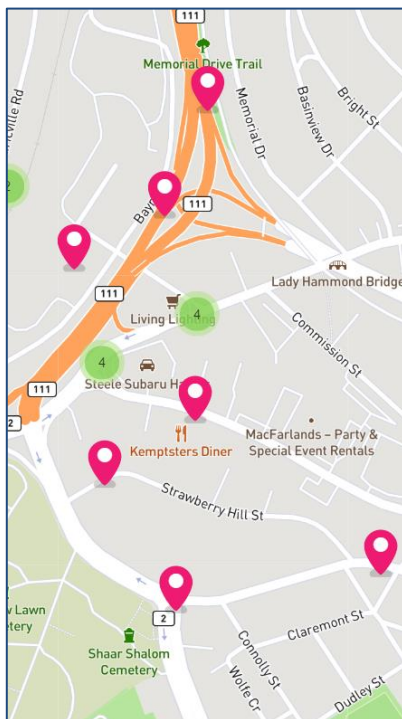
Section 2: Bedford Highway approach to the WSE and Africville Road



Comments included:

- Need for widened/improved sidewalk along the Bedford Highway abutting the St. John's cemetery
- Need for improved merging lanes and availability moving from Joseph Howe Drive to the WSE intersection (confusion about right-of-way, confusion about direction of other people driving, etc.)
- Need for protected biking facilities through the intersection
- Need for improvement to the yield lane when approaching the Bedford Highway from the MacKay Bridge ramps
- Need for expansion of the WSE area in this section to accommodate transit and active transportation
- Need for better connectivity between Highway 102 and the Bedford Highway
- Need for safer options traveling in a vehicle from Windsor Street turning left onto the Bedford Highway
- Currently, people driving may be using lanes designated to move to Lady Hammond Road to instead travel onto the MacKay Bridge, causing safety challenges
- Need for new sidewalks and other active transportation facilities along Africville Road
- Suggestion for possible connection between Mackintosh Street and Africville Road

Section 3: Windsor Street to Highway 111, Lady Hammond Rd/Memorial Drive, and Strawberry Hill



Comments included:

- Need for better left-turning options from Lady Hammond Road to Windsor Street
- Need for safe infrastructure for people biking traveling in all directions through the intersection
- Suggestion for grade-separated lanes
- Need for better-timed lights and pedestrian signals at the Lady Hammond Road and Kempt Road intersection
- Need for safe pedestrian crossings on Kempt Road
- Need for safe facilities for walking on Strawberry Hill Street
- Need for improved pedestrian safety at Connaught Avenue and Windsor Street intersection
- Need for Windsor Street bike lane to extend toward the WSE
- Need for the crosswalk on Lady Hammond (near Mackintosh) to be located closer to the bus stop
- Need for improvement to the on-ramp from Lady Hammond Road to the MacKay Bridge
- Need for active transportation safety improvements on Lady Hammond Road and Mackintosh Street