

# **Windsor Street Exchange Functional Plan Project**

**Public Engagement: What We Heard Report**

**February 11, 2022**

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# Executive Summary

## The Big Picture

The Windsor Street Exchange (WSE) reconfiguration project began through a proposal that Halifax Regional Municipality (HRM), in partnership with the Port of Halifax and Province of Nova Scotia, submitted through the National Trade Corridors Fund (Transport Canada). HRM proposed reconfiguring the WSE to improve access to the Fairview Cove Container Terminal (FCCT) and increase the capacity of a key intersection in the regional transportation network to support a complementary project submitted by the Port of Halifax. While the WSE Functional Plan project was initiated to provide access improvement to FCCT and to increase capacity, the project also provides an opportunity to ensure that HRM's broader mobility objectives are considered and advanced including improvements to pedestrian and active transportation connectivity through the project area and to consider options to improve transit operations thought the corridor.

## What We Heard

Over the course of two months of stakeholder and public engagement, a total of 1,864 responses were received through the various platforms available. Additionally, information was also posted on the Shape Your City platform.

Overall, most of the feedback received was positive and constructive, and many individuals are feeling optimistic about improvements to the WSE. After reviewing the above information presented on the various engagement activities, some key considerations, frequently asked questions, and public preferences have been determined.

When asked to select preference based on improved experience, more participants preferred Option A than those who preferred Option B. That said, there were still concerns with Option A brought forth both by individuals who prefer it and those who prefer Option B. Firstly, while many individuals believe the roundabout design would improve the flow of traffic, there was concern that users are not familiar with roundabouts and that they would frequently be used incorrectly. Many participants suggested a robust educational campaign to accompany the project to ensure the roundabouts are used correctly, to address this issue. Similarly, many of those in support of Option A felt that the crossing points for active transportation require improvement, and specifically should either be grade separated or should be before the entrance to the roundabout. A concern brought up by most people who did not support Option A was the perception that transport trucks would not fit in the roundabouts or that the roundabouts would be unsafe for other users if transport trucks were present. Some suggested a larger roundabout size to address this issue. A few individuals expressed concern with the size of the roundabouts and felt that they should be larger to accommodate the traffic flow.

Most participants who indicated that they did not support Option B felt that this option would not be an improvement from the current design of the intersection. There were also comments that the number of intersections and lights would make the design vulnerable to power outages and would cause significant stops and starts for both cars and transport trucks. Some individuals commented that they would prefer if this option provided more direct connection to the bridge for other streets in the study area, not just the Bedford Highway.

There were some broad comments which pertained to the design in general that were frequently brought up by participants:

- Many participants indicated that they would prefer to see transit priority measures and/or further consideration to how transit will travel through the WSE to promote sustainable transportation and

encourage more ridership, while several also indicated they felt transit should not factor into decision-making for the project.

- Many participants indicated that they felt that vehicles are given priority in the options presented, and would prefer for active transportation to take priority. On the flip side, several participants felt that active transportation should not be included through the WSE due to concerns about collisions and safety.
- Many participants felt that the Joseph Howe ramp to the Bedford Highway and WSE should have been included in the project study area.
- Some participants felt that wider lanes, additional lanes, or wide shoulders should be included in either option to accommodate larger vehicles and vehicles which may have broken down or been in a collision.
- There were some general concerns about the construction of the WSE, concerning length and timing of construction, mitigation practices, and others.

Based on the scope of the Windsor Street Exchange Functional Plan project, not all of the points noted above will be able to be addressed in this stage of the project. However, this report recognizes the importance of each point and the information collected and suggestions made will be considered as the Functional Plan is developed.

# Introduction

## Project Overview

The current project is the first step in the planning process. The outcome of this planning process will be a *Functional Plan*, which will be carried forward by HRM into preliminary and detailed design. A *Functional Plan* is a visionary conceptual design of an intersection and adjacent road network that determined the general configuration of proposed changes. Following the completion of the *Functional Plan* in the current project, a *Preliminary Design* will confirm constructability and consider the design in greater detail.

This project is comprised of six high-level phases:

- 1) **Inventory:** Conduct a thorough inventory of the WSE including traffic and collision data, topographic and legal survey, geotechnical investigation and environmental soils testing.
- 2) **Existing Conditions Report:** Prepare Existing Conditions Report and engage with key HRM stakeholders, and the general public.
- 3) **Conceptual Designs:** Develop conceptual designs and undertake comparative analysis.
- 4) **GHG Assessment:** Conduct a GHG assessment and develop mitigation recommendations.
- 5) **Climate Resilience Assessment:** Conduct a climate resilience assessment and develop recommendations.
- 6) **Functional Design:** Develop functional designs and prepare cost estimates.
- 7) **Preliminary Design:** Develop preliminary design of the preferred functional design option with cost estimates.

Public engagement is taking place in three different phases during the project. Round one took place during the development of the existing conditions report. The project is currently in Round 2 for public engagement, which centres on the Conceptual Designs. Round three of public engagement for the preliminary design is anticipated to take place in summer 2022.

## Project Details

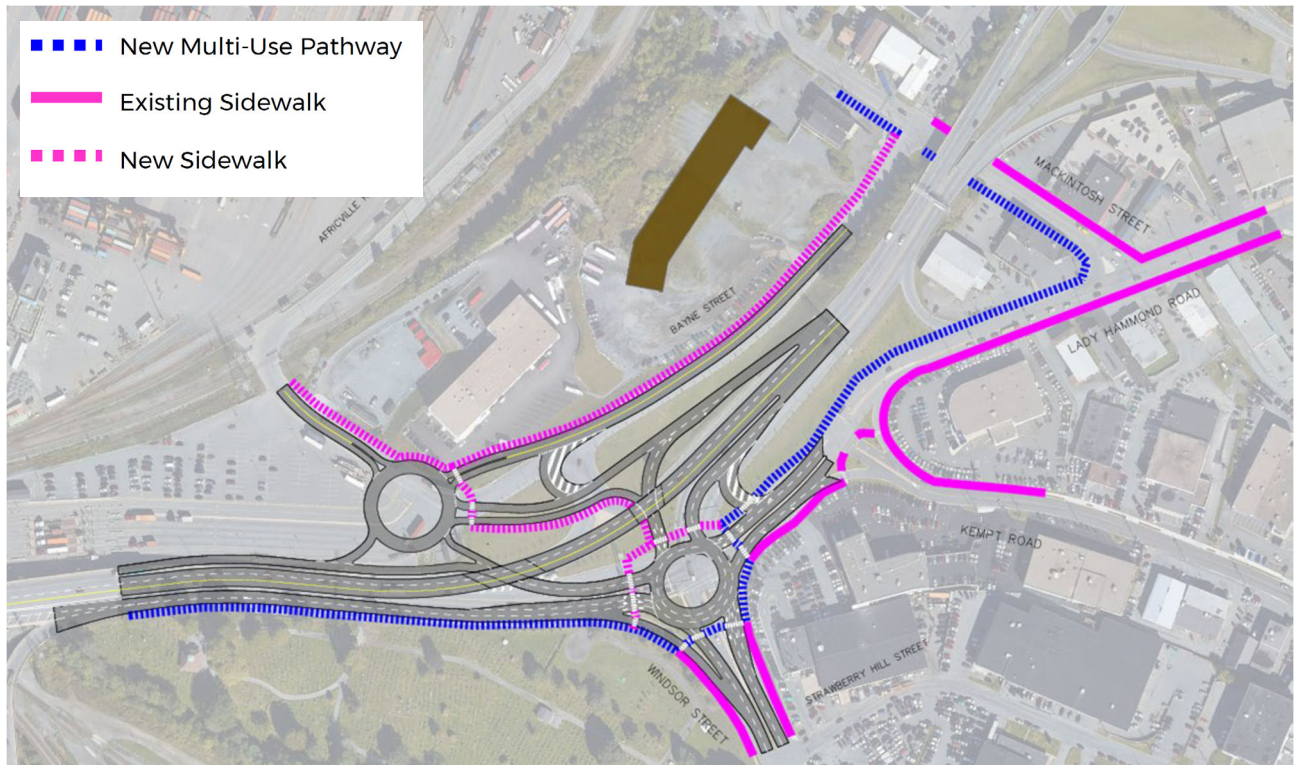
The project is currently at the Conceptual Designs stage. The purpose of public engagement at this stage is to introduce the two conceptual design options to the public and gather feedback, which will help to evaluate the options and determine a preferred option to be brought forward to Functional Design.

## Concept Options

There are two options, currently known as Option A and Option B, that have been brought forward to the public and stakeholders as conceptual designs for evaluation and input. High-level summaries of each option are presented below, while a detailed description of each option can be found in presentation slides in **Appendix A**.

This *What We Heard Report* summarizes feedback collected from external stakeholders and the public, with regards to these two options.

### Option A

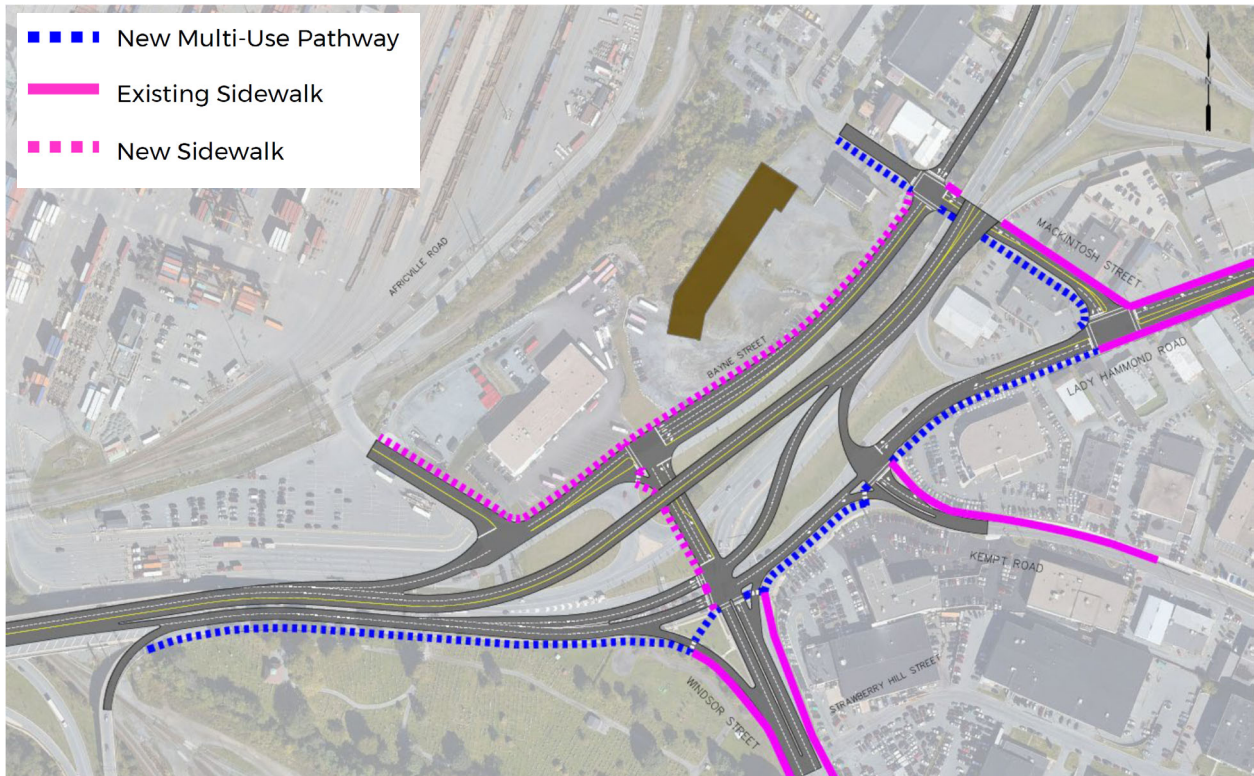


This concept makes use of two roundabout intersections and an overpass over Windsor Street between the Bedford Highway and the MacKay Bridge approach.

The proposed roundabouts in Option A are more similar in size to the roundabouts at Larry Uteck Blvd, making them smaller than the Armdale Roundabout.

### Option B

This concept separates the Bedford Highway and Joseph Howe approaches to reduce weaving conflicts and adds an overpass over Windsor Street between Joseph Howe Drive and the MacKay Bridge.



### Next Steps

Following the completion of the Conceptual Designs stage of the project, the project team will make a recommendation on which option HRM will take to the Preliminary Design stage. Once Preliminary Design is underway, the design will be brought before stakeholders and the public to collect feedback.

# Public Engagement Overview

This “What We Heard” report provides an overview of the engagement activities conducted throughout October and November 2021. It includes several different methods for engagement and outlines the feedback received on the project during Round 2 of engagement from stakeholders and members of the public.

## Feedback Submissions

Overall, approximately 1,864 submissions of input were provided in the following ways:

- **1,727 submissions** to the online survey on Shape Your City
- **125 questions and/or comments** at Public Webinar (43 attendees)
- **12 emails** received
- Virtual external stakeholder workshop including feedback from five (5) groups
- HRM Internal Technical Committee

Additionally, the Shape Your City platform saw the following engagement:

- **7,261 Individuals Aware:** visited the webpage at least once
- **2,498 Individuals Informed:** clicked on at least one thing on the webpage (e.g. a hyperlink, watched a video, etc.)

## Public Engagement Promotion

To promote the project and to inform the public-on-public engagement opportunities, a variety of communication tactics were used for each round of engagement as presented below:

### *Promotion Tactics*

- Project page on Shape Your City (SYC) Halifax
- Social media advertisements on Facebook that reached 53,348 unique users
- Radio station advertisements on two HRM-area radio stations
- Social media posts on Facebook, Twitter and Instagram that reached a total of 110,150 users
- Email reach-outs to key community members and associations
- Email blast through Shape Your City to all people signed up to receive notification of new projects posted (approx. 7,500 individuals)

As a result of the public engagement promotion tactics, 7,261 individuals visited the SYC page at least once and 2,498 individuals clicked on at least one thing on the webpage (hyperlink, watched a video, downloaded a document, etc.).



# Stakeholder & Public Engagement

Stakeholder and public engagement for this project was completed during October and November 2021. Due to the ongoing public health guidelines established in response to the COVID-19 Pandemic, these engagement activities were held virtually.

The purpose of the engagement was to:

- 1 Re-introduce stakeholders and the public to the objectives of the project
- 2 Collect feedback on the Concept Options
- 3 Discuss project next steps

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

## External Stakeholder Workshop

One (1) workshop was held virtually with representatives from community and advocacy groups to re-introduce groups to the project, present Concept Options A and B, and collect feedback. A summary of the workshop is provided below.

*External Stakeholder Group Workshop:*

<b>DATE</b>	October 15, 2021
<b>TIME</b>	10:00 AM - 12:00 PM
<b>FORMAT</b>	Workshop via Microsoft Teams Conference Call
<b>ATTENDEES</b>	Ecology Action Centre Halifax Cycling Coalition Walk n’ Roll Canadian National Institute for the Blind (CNIB) Nova Scotia Health Authority
<b>SUMMARY OF FEEDBACK COLLECTED</b>	<ul style="list-style-type: none"> <li>- Some participants had concerns about the lack of information presented on future transit plans with either option.</li> <li>- Some participants were concerned about spatial constraints and the space allowed for minimum widths for sidewalks and multi-use pathways.</li> <li>- Some participants felt that a drawback for Option B were the right turn ‘slip lanes’ that would have active transportation users crossing with traffic possible approaching from behind.</li> <li>- Most participants felt that the active transportation options presented were an improvement on the current conditions.</li> <li>- Most participants felt that while active transportation and transit were being accommodated, these modes were not being prioritized.</li> <li>- Most participants preferred Option A, due to the perceived more direct pedestrian access with fewer crossings; however, some expressed concern with safety for AT users in a roundabout intersection.</li> </ul>

## Public Engagement Webinar

A public engagement webinar was held on Wednesday, October 27<sup>th</sup>, 2021 from 6:00 – 8:00 p.m. on the Microsoft Teams Live platform. Attendees could access the online webinar through the Shape Your City website, and it was open to all members of the public. The webinar included a presentation (see **Appendix A**) that introduced the project background and scope, reviewed the feedback collected from Round One of public engagement, and introduced the conceptual design options.

Following the presentation, a question and answer (Q&A) period was provided where facilitators replied to questions and comments typed into the online platform’s chat bar from participants. Below is the common themes from the participants comments and questions:

### Option A

- Need for connection to the Windsor Street bike lane
- More safety measures are needed for active transportation users (within the roundabout, separated multi-use pathways)
- Small improvements should be made improve safety in the interim for active transportation users
- Lack of priority of express transit (BRT)
- Need for a more direct pathway to the Fairview Cove Container Terminal
- Navigation concerns
- Benefits of continuous flow of traffic (roundabouts)
- Concern for transport trucks using roundabouts

### Option B

- Improved entrance to the Fairview Cove Container Terminal is needed
- Lack of priority of express transit (BRT)
- Lack of safe, connected active transportation facilities (separated bike lanes & sidewalks, RRFB’s)
  - If there are no options to provide bike lanes and sidewalks, ensure the MUP is at least 4m wide
- Small improvements should be made improve safety in the interim for active transportation users
- A direct connection from Joseph Howe to the bridge is needed
- Navigation concerns

### Additional Comments

- Concern for the lack of either design meeting Regional Plan transportation objectives
- Concern for the lack of express transit (BRT) priority
- General navigation

## Public Written Submissions

Throughout the duration of Round Two of public engagement (October and November 2021), members of the public were invited to submit written or verbal comments on the project or the concept options to the project manager, using email or phone.

During this time, twelve (12) emails were received. This includes emails from members of the public at large, and also from advocacy groups, including:

- It's More Than Buses
- Walk N' Roll
- Halifax Cycling Coalition
- Bicycle Nova Scotia

Common themes from the emailed submissions included:

- Needs to be more consideration for transit, with specific attention given to transit priority options.
- Needs to be more consideration for AT, with consideration of priority for active transportation facilities.
- More ambitious designs need to be considered.
- Concern with the Windsor Street Exchange relationship with Africville's history and the impact the project may have on the remaining Africville houses.

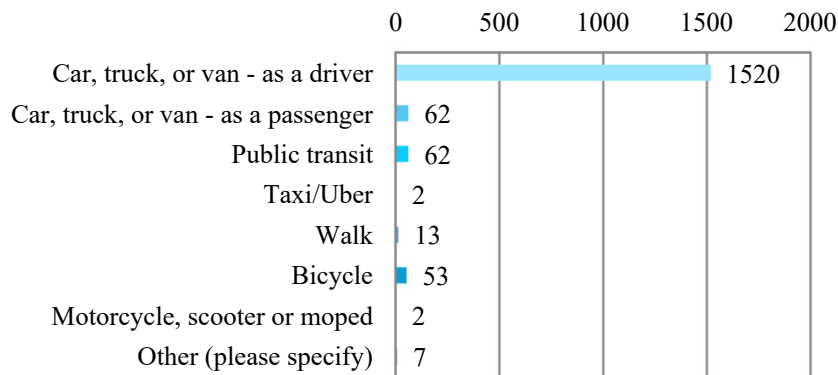
## Public Engagement Survey

An online survey was posted on the Shape Your City platform from October 26<sup>th</sup> to November 19<sup>th</sup>, 2021 which included multiple choice, ranking questions, open-ended questions for both concept options, as well as a general comments section. During this period, 1,727 participants responded to the survey. The responses are presented within this section, while the survey response report can be found in **Appendix B**.

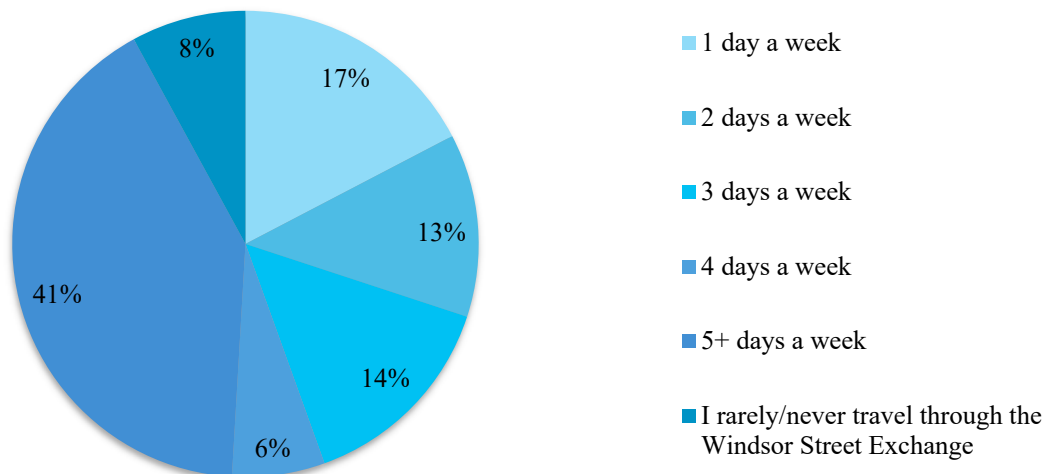
### *Establishing Participant Behaviours and Existing Travel Choices*

Questions on existing travel choices and frequency were asked to establish how participants currently travel to and through the Windsor Street Exchange (WSE) and how often. This information, informed by the context of the built environment and by the answers to other survey questions, was important to determine how improvements to the intersection may help shift participants to use more sustainable modes of transportation.

Of the 1,727 participants, 88% (1,520) of survey respondents indicated they use a vehicle (as a driver) when using the WSE, while 8% (124) use public transit or a vehicle (as a passenger).



When asked to indicate how frequently they use the WSE in a typical week, most participants (41%) indicated they use the WSE 5+ days a week, while 17% use it 1-day a week, 13% twice a week, 14% three days a week, 6% four days a week, and only 8% (137) respondents rarely or never travel through the WSE.



Concept Option A Questions

Survey participants were introduced to Option A and provided with access to the detailed presentation slides outlining movements for this option (which can be found in Appendix A of this Report).

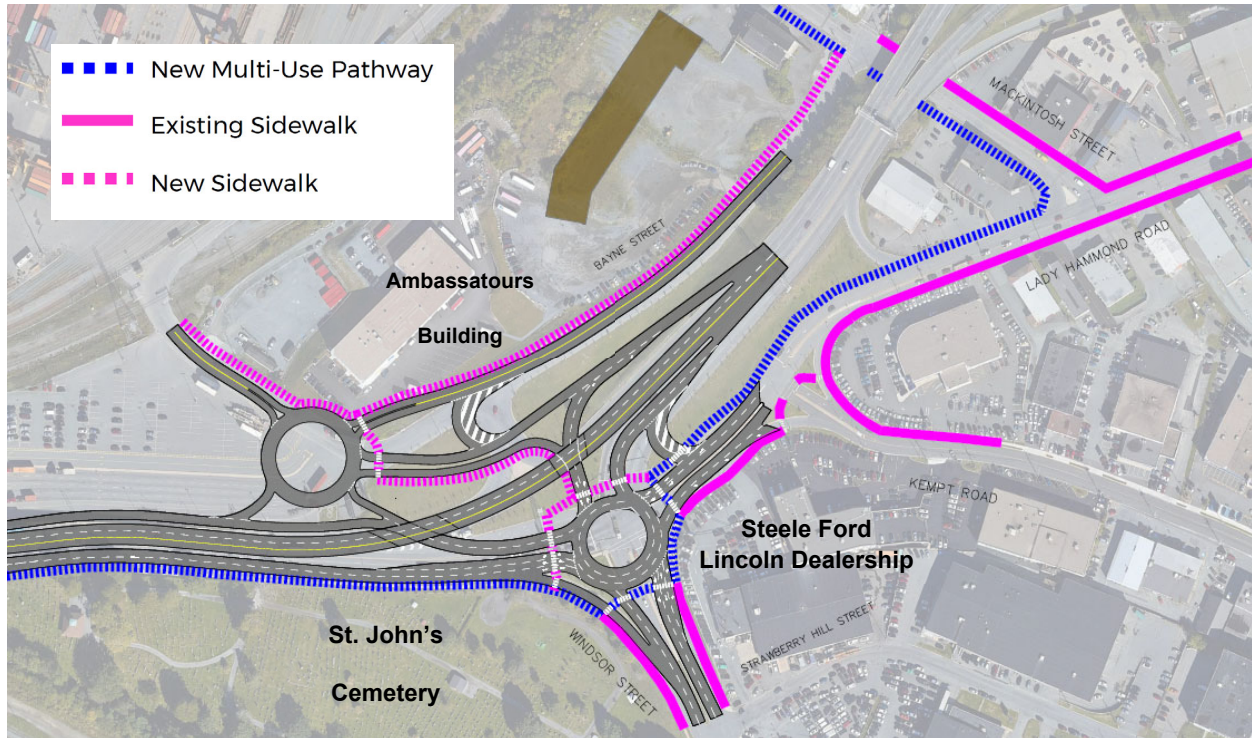


Figure 1: Option A Overview

The benefits and drawbacks for this option were presented to participants:

Benefits	Drawbacks
Active transportation connection to Windsor Street, Lady Hammond Road, and the Bedford Highway	Requires land acquisition from FCCT and possibly one private landowner
Grade separation of high-volume movements reduces at-grade vehicle conflicts	Transit travels in mixed traffic
Provides direct access between Fairview Cove Container Terminal (FCCT) and road network in all directions	Perceived concern that roundabouts can be more difficult to navigate for first-time or one-time users
Separates Bedford Highway and Joseph Howe approaches (to reduce need to lane switch or weave)	Longer bridge length compared to Option B
Removes lanes that 'end abruptly' on Bedford Highway	
Creates direct route for transit buses from all directions with reduced need to merge or switch lanes	
Improves current travel times in all directions during AM and PM peak periods	
Property impacts predominantly on publicly-owned land	

Smaller project area than Option B may result in lower implementation cost

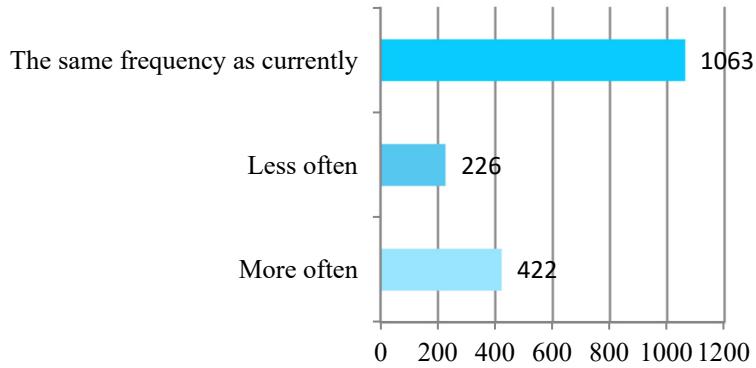
6 multi-use pathway crossings & shorter wait time at crossings with reduced turning vehicle conflicts (compared to Option B)

When asked if there were any benefits or drawbacks, they felt were not captured for Option A, of the 1,727 survey respondents, 40% (684) specified additional benefits or drawbacks. The benefits and drawbacks shown in these responses have been coded into categories. The responses have been summarized into high-level categories and the numbers in brackets beside the comment indicate how many times that response category appeared in the results.

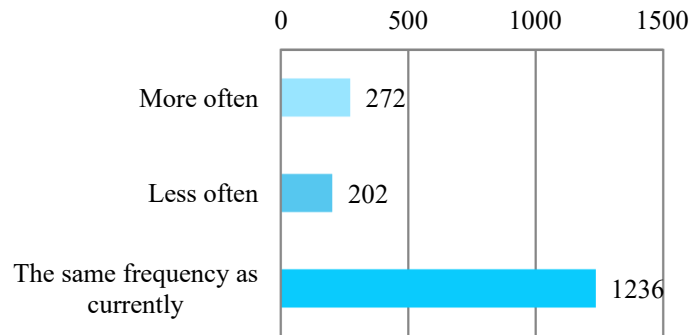
- Concerns with roundabouts (user knowledge, wait times, transport trucks turning radius) (146)
- Concerns with AT (safety, poor access, connections) (66)
- Prefer Option A (54)
- Don't like the design at all / won't solve the issues (49)
- Lack of AT priority (dedicated lanes, MUP, etc.) (33)
- Roundabouts are good (30)
- Concerns that the study area does not include Joseph Howe (30)
- Concerns with navigation (23)
- Traffic density is too high for AT (17)
- Lack of transit priority (13)
- Traffic density is too high for roundabouts (13)
- Concerns with traffic to/from Fairview Cove Terminal (13)
- Grade separate AT crossings are needed (11)
- Reduce to one roundabout (5)
- Lack of greenery (5)
- Maintenance of roundabouts (snow removal) (4)
- More lanes needed than proposed (3)
- Removes the option for panhandlers (3)
- Concerns with construction (3)
- Many environmental benefits (1)
- More community feel in this option (1)

*Leisure and Recreation Travel Mode Choices*

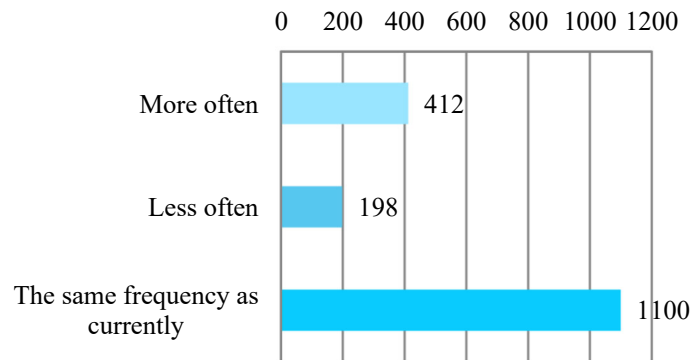
Survey respondents were asked if the proposed active transportation facilities (sidewalks and multi-use pathways) would encourage them to travel through the area when travelling for leisure or recreation. Just under two-thirds (62%) of respondents indicated they would walk, roll, or bicycle with the same frequency as they currently do, while one quarter (25%) would walk, roll, or bicycle more often and 13% indicated less often.



Survey respondents were asked if the proposed transit connections would encourage them to take transit more often when travelling for leisure or recreation. Nearly three quarters (72%) of respondents indicated they would take transit with the same frequency as they currently do, while 16% would choose transit more often and 12% indicated they would choose transit less often.

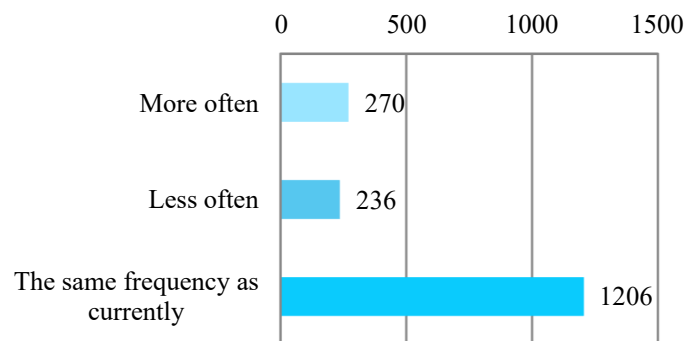


Survey respondents were asked if they felt the proposed traffic improvements would encourage them to drive more often when travelling for leisure or recreation. Just under two-thirds (64%) of respondents indicated they would travel the same frequency as currently, while just under one-quarter (24%) would drive more often when travelling for leisure or recreation and 11% indicated they would drive less often.

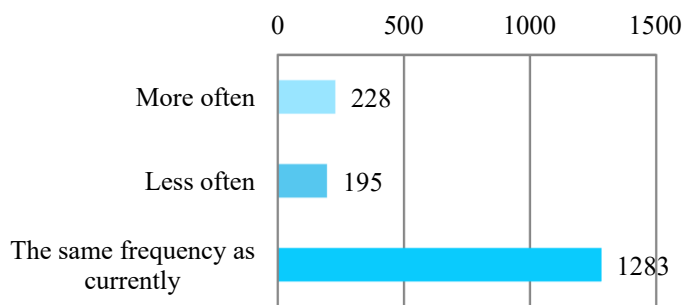


### *Commuting Travel Mode Choices*

Survey respondents were asked if the proposed active transportation facilities (sidewalks and multi-use pathways) would encourage them to travel through the area when commuting. 70% of respondents indicated they would travel the same frequency as currently, while 16% would walk, roll, or bicycle more often and 14% indicated less often.

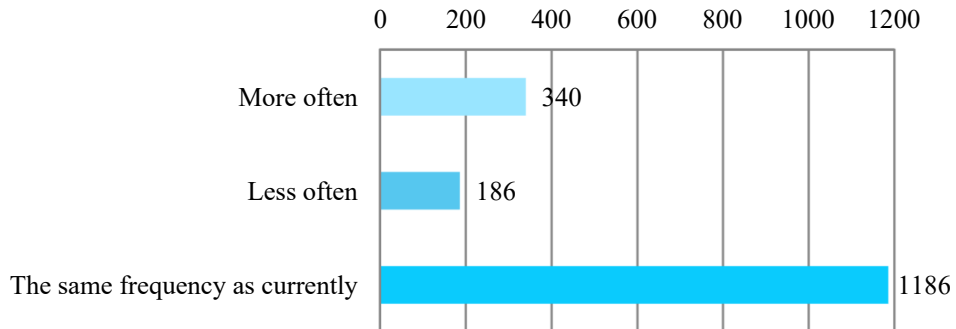


Survey respondents were asked if the proposed transit connections would encourage them to take transit more often when commuting. Three quarters (75%) of respondents indicated they would travel the same frequency as currently, while 13% would choose transit more often when commuting and 11% indicated they would choose transit less often.





Survey respondents were asked if they felt the proposed traffic improvements would encourage them to drive more often when commuting. 70% of respondents indicated they would travel the same frequency as currently, while 20% would drive more often when commuting and 11% indicated they would drive less often.



*Concept Option B Questions*

Survey participants were introduced to Option B and provided with access to the detailed presentation slides outlining movements for this option (which can be found in Appendix A of this Report).

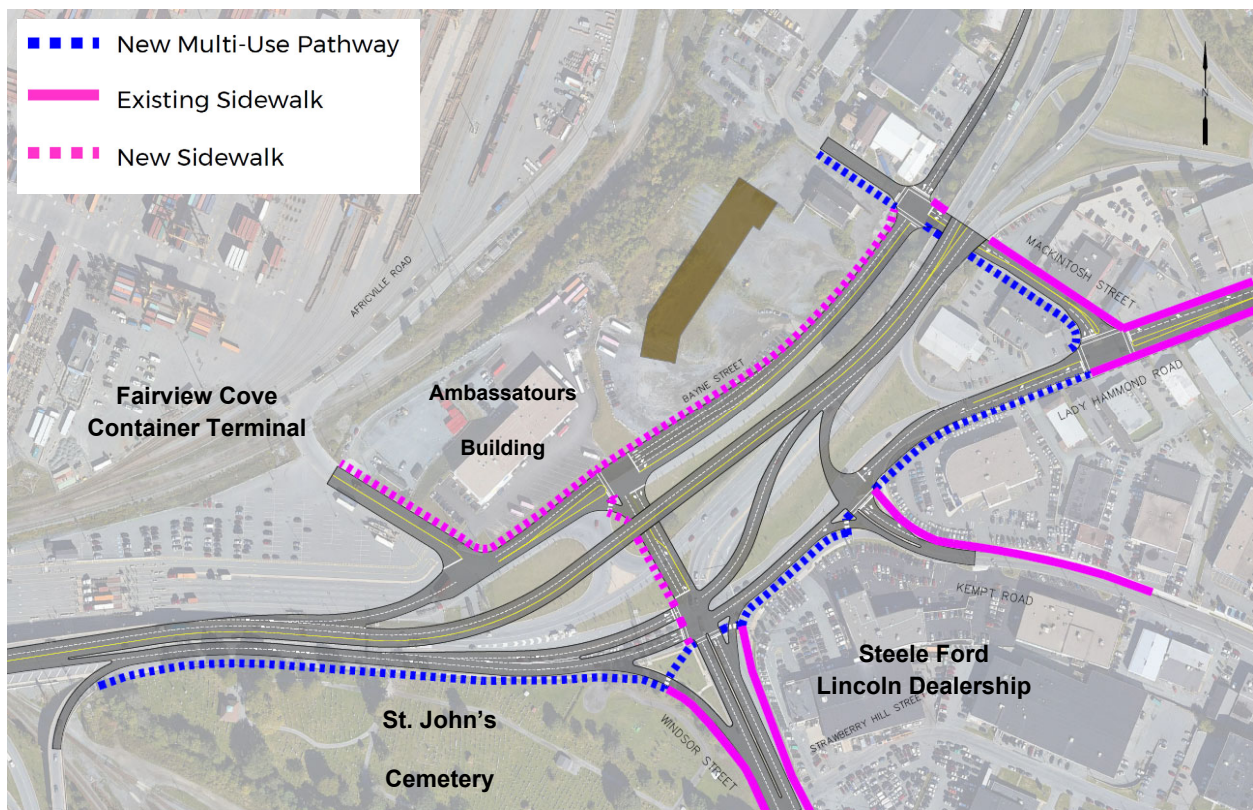


Figure 2: Option B Overview

The benefits and drawbacks for this option were presented to participants:

Benefits	Drawbacks
Active transportation connection to Windsor Street, Lady Hammond Road, and the Bedford Highway	Transit travels in mixed traffic
Grade separation of high-volume movements reduces at-grade vehicle conflict	Does not improve travel times for movements from Lady Hammond Road to Bedford Highway or from MacKay Bridge to Windsor Street
Improved connection to FCCT from all directions except from Robie St/Massachusetts Avenue	Does not provide strong connection for transit to Bedford Highway from Lady Hammond and Kempt Roads
Separates Bedford Highway and Joseph Howe approaches (to reduce need to lane switch or weave)	Does not provide direct connection from Robie Street/Massachusetts Avenue to FCCT or Windsor Street
Removes lanes that 'end abruptly' on Bedford Highway	
Improves current travel times for many key movements during AM and PM peak periods (with exceptions listed in right column)	Larger project area than Option A may result in higher implementation cost
6 multi-use pathway crossings at roadways	Will increase traffic on MacIntosh Street and Bayne Street
	Longer AM and PM peak period queues anticipated on certain streets than with Option A
	Larger project area with more property impacts
	Longer wait time at crossings due to signalized intersections with potential turning vehicle conflicts (compared to Option A)

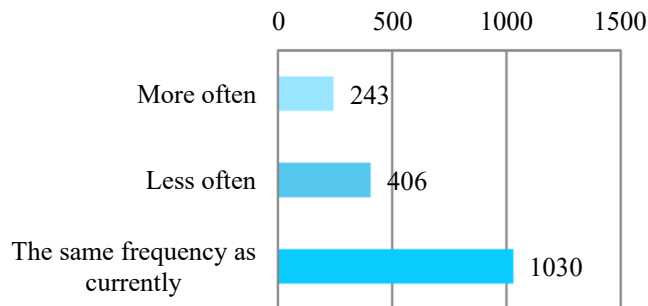
When asked if there were any benefits or drawbacks, they felt were not captured in Option B, of the 1,727 survey respondents, 36% (619) specified additional benefits or drawbacks. The benefits and drawbacks shown in these responses have been coded into categories. The numbers in brackets beside the comment indicate how many times that response category appeared in the results.

- Don't like design / won't improve current issues (111)
- Concerns with the use of traffic lights/number of intersections (103)
- Prefer Option A (roundabouts are the better choice) (55)
- Prefer Option B (46)
- Lack of AT priority (dedicated lanes, MUP, etc.) (28)
- Concerns that the study area does not include Joseph Howe (26)
- Concerns with AT (safety, poor access, connections) (24)
- Concerns with traffic to/from Lady Hammond Road (23)
- Seems like the better (safer) option for AT users (21)
- Concerns with navigation (19)
- Lack of transit priority (19)
- Traffic density is too high for AT (18)
- Easier to navigate than Option A (18)
- No roundabouts (indicated as a good thing) (18)
- Vehicles are still required to cross/merge multiple lanes (safety) (17)

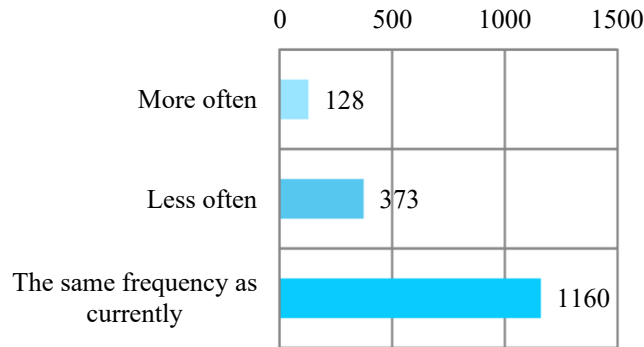
- Concerns with traffic to/from Fairview Cove Terminal (16)
- More costly option (12)
- Direct connection from the Bridge to Bedford Highway (11)
- Environmental impact is far greater than Option A (6)
- Concerns with panhandlers (4)
- Maintenance (4)
- Concerns with length of construction (3)
- Wayfinding required (3)
- Better traffic movement during peak traffic (2)
- Lack of greenery/beautification areas (2)
- Mitigates delays if accident occurs (2)
- Tunnels for more green space (2)
- Concerns about raised taxes due to the proposed changes (1)
- Provides opportunity for future development (1)
- Transport trucks should be limited to what times they can travel through the exchange (1)

*Leisure and Recreation Travel Mode Choices*

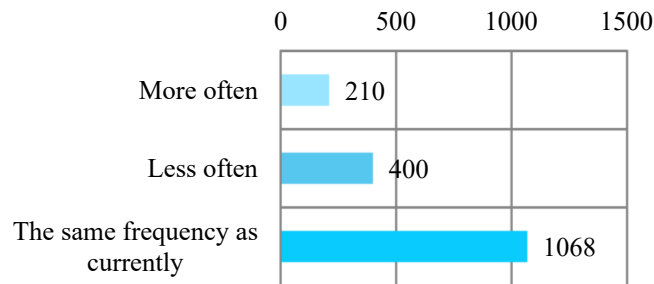
Survey respondents were asked if the proposed AT facilities (sidewalks and multi-use pathways) would encourage them to travel through the area when travelling for leisure or recreation. Just under two-thirds (61%) of respondents indicated they would travel the same frequency as currently, while 15% would walk, roll, or bicycle more often and just under one quarter (24%) indicated they would travel less often.



Survey respondents were asked if the proposed transit connections would encourage them to take transit more often when travelling for leisure or recreation. Nearly 70% of respondents indicated they would travel the same frequency as currently, while 8% would choose transit more often and 22% indicated they would choose transit less often.

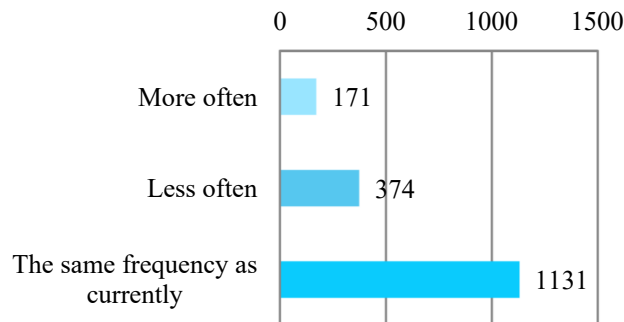


Survey respondents were asked if they felt the proposed traffic improvements would encourage them to drive more often when travelling for leisure or recreation. Just under two-thirds (64%) of respondents indicated they would travel the same frequency as currently, while just under one-quarter (12%) would drive more often when travelling for leisure or recreation and just under one quarter (24%) indicated they would drive less often.

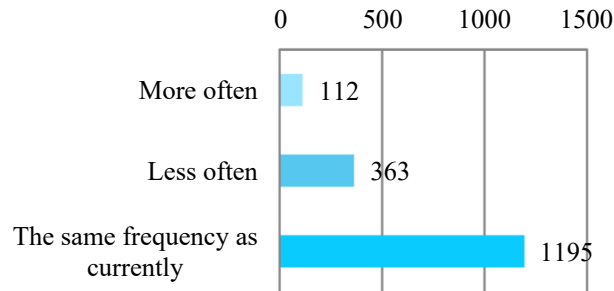


### *Commuting Travel Mode Choices*

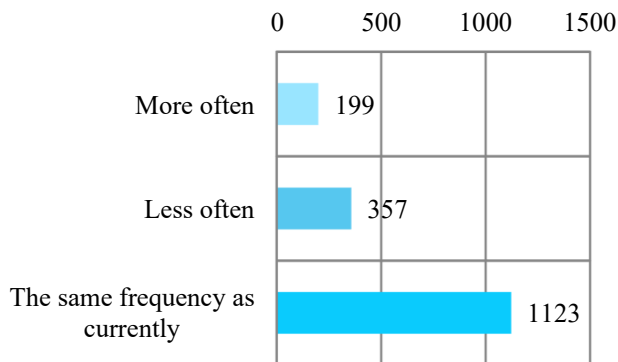
Survey respondents were asked if the proposed AT facilities (sidewalks and multi-use pathways) would encourage them to travel through the area when commuting. Just over two-thirds (68%) of respondents indicated they would travel the same frequency as currently, while 10% would walk, roll, or bicycle more often and 22% indicated less often.



Survey respondents were asked if the proposed transit connections would encourage them to take transit more often when commuting. Nearly three quarters (72%) of respondents indicated they would travel the same frequency as currently, while 7% would choose transit more often when commuting and 22% indicated they would choose transit less often.

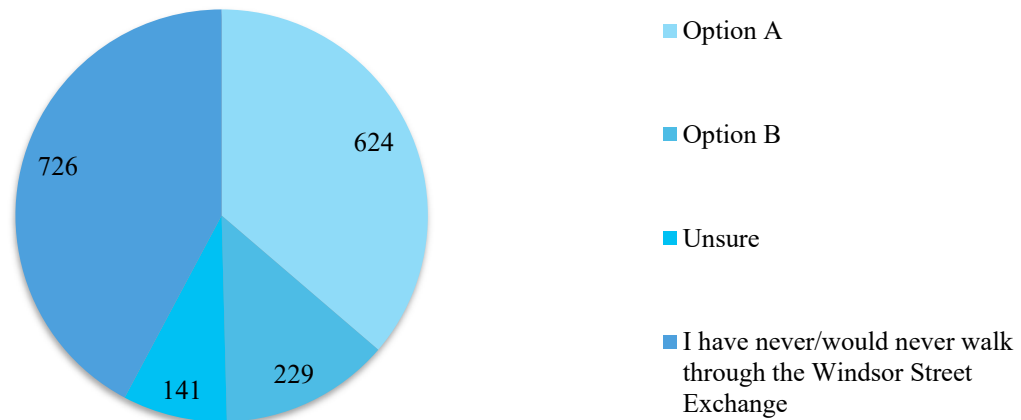


Survey respondents were asked if they felt the proposed traffic improvements would encourage them to drive more often when commuting. 67% of respondents indicated they would travel the same frequency as currently, while 12% would drive more often when commuting and 21% indicated they would drive less often.

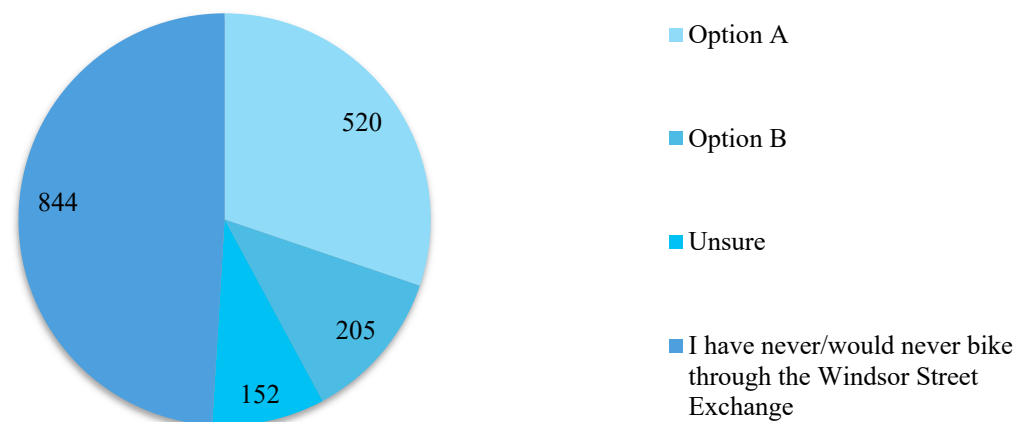


### General Feedback on Both Options

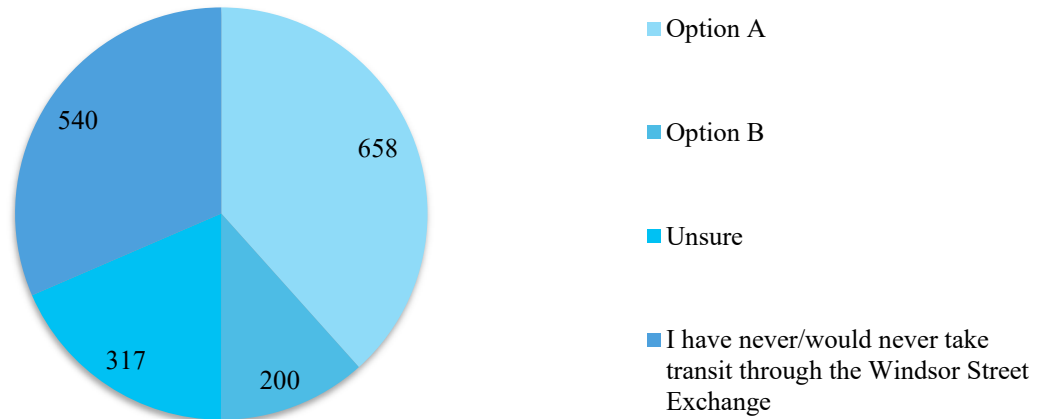
Survey respondents were asked which option they felt would improve their experience or encourage them to use the WSE while walking or rolling. 42% of survey respondents indicated that have never or would never walk through the WSE, while 8% were unsure. Just over one third (36%) felt Option A would improve their experience or encourage them to walk or roll through the WSE and 13% of survey respondents felt Option B would improve their experience or encourage them to walk or roll.



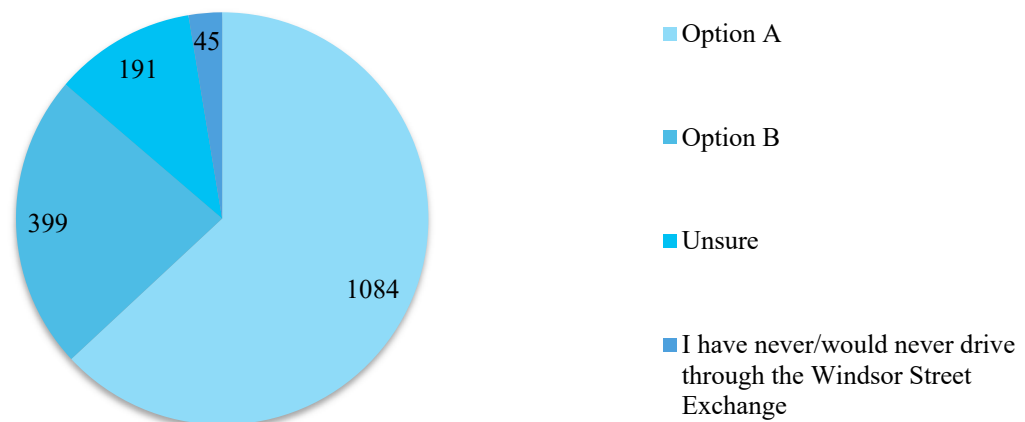
Survey respondents were then asked which option would improve their experience or encourage them to use the WSE while biking. Just under half (49%) have never or would never bike through the WSE, while 9% were unsure. Just under one third (30%) felt that Option A would improve their experience or encourage them to bike through the WSE. Only 12% of survey respondents felt that Option B would improve their experience or encourage them to bike through the WSE.



Survey respondents were asked which option they felt would improve their experience or encourage them to use transit while travelling through the WSE. Just under one quarter (32%) of respondents indicated that they have never or would never take transit through the WSE, while 18% were unsure. 38% of respondents indicated that Option A would improve their experience or encourage them to use transit while travelling through the WSE. Nearly one quarter (31%) indicated that Option B would improve their experience or encourage them to use transit while travelling through the WSE.



Survey respondents were asked which option they felt would improve their experience or encourage them to use the WSE when driving or as a passenger in a private vehicle. Most of the survey respondents (63%) felt that Option A would improve their experience or encourage them to use the WSE in a private vehicle, while less than one quarter (23%) felt that Option B would improve their experience or encourage them to use the WSE.



### *Additional Comments*

Respondents were asked if there any additional comments related to the project. The benefits and drawbacks shown in these responses have been coded into categories. The numbers in brackets beside the comment indicate how many times that response category appeared in the results.

- Concerns about roundabouts (74)
- Prefer Option A (70)
- Lack of AT/transit priority (too car focused, does not encourage AT, transit priority lanes) (69)
- I don't like either option (65)
- Joseph Howe connection needs to be addressed/included in study area (46)
- AT facilities are not required in this area (44)
- Roundabouts are good (42)
- Connect AT to nearby neighbourhoods and other pathways/bike lanes in the city (22)
- Prefer Option B (21)
- I don't like Option B (20)
- Separate the AT facilities to avoid backing up traffic (grade separated, etc.) (19)
- Concerns about construction time (16)
- I don't like Option A (14)
- Either option would be beneficial (12)
- Additional wayfinding required (11)
- Concerns about raised taxed due to the proposed changes (9)
- Concerns with maintenance (snow clearing, debris, potholes, etc.) (7)
- Additional policing of the area is needed (6)
- Include landscaping/beautification (5)
- Replacement bridge needs to be considered when designing options (4)
- Create wide enough shoulders for broken down vehicles to no obstruct traffic flow (3)
- Lack of parking in either options (parking lot to help individuals drive and then walk, roll, bike, use transportation to get onto the peninsula) (2)
- Additional vehicle lanes should be added (2)
- A MUP should be better integrated into bike lanes (1)
- Transport trucks shouldn't be allowed on road during peak hours (1)

Finally, identifier questions to help the project team understand the level of responsiveness by gender were asked. Of the 1,727 survey respondents, majority of the respondents (61%) identified as a male, while 31% identified as a female. Less than 10% preferred not to say or identified as a gender non-binary. The largest age category was 25-34 (27%), followed by 35-44 (24%), 55-64 (13%), and 65+ (8%). Less than 15% accounted for under 18 (0.1%), 18-24 (7%) and 3% would prefer not to say.