

HALIFAX

REGIONAL MUNICIPALITY

Active Transportation Project
Streets For Cycling
Report on the Vernon Seymour Cycling
Intersection Design Study Open House held
October 18,2001



URBAN PLANNING & DESIGN SERVICES 2001

Table of Contents



Introduction.....	1
Context.....	2
Community Feedback.....	2
Conclusion and Recommendations.....	4
Appendix I: Event Awareness Plan	6
Appendix II: Event Comment Form.....	7
Appendix III: Context Map.....	8
Appendix IV: Vernon/Jubilee Intersection Options.....	9
Appendix V: Vernon/Coburg/? Seymour design option.....	10
Appendix VI: Contact Lists.....	11
Appendix VII: Individual Comments.....	14

Introduction

Halifax Regional Municipality (HRM) wishes to ensure as much as possible that the street environments which are used for cycling are made as safe as possible. It is therefore important to identify the safety concerns that community members may have with respect to the streets that they use for cycling.

The Streets For Cycling (SFC) pilot project is an initiative of Halifax Regional Municipality's Traffic and Transportation Services, which began the study in 1999. The general scope of the study includes contributing to a body of knowledge useful in developing cycling planning, policy and facility designs for our commuting cyclists and potential cyclists.

In the HRM community containing the Vernon/Seymour cycling corridor, there is a growing number of grade school, high school and university students commuting by bicycle at all hours of the day from their homes to attend classes or other functions on school premises or university campuses. In addition, residents in the area use bicycles to commute to work or for recreation.

An open house¹ was held on October 18, 2001 from 6:00 PM to 8:00 PM at the Dalhousie University Student Union Building presenting 'bicycle friendly' intersection design proposals for two key intersections in the Vernon/Seymour cycling corridor. The purpose of the event was to permit the community an opportunity to contribute their opinions and suggestions to the project. It also allowed project members an opportunity to assess the designs in terms of how well they are received by the community. Consequently the event provided a 'snapshot' of how the larger community may 'buy in' to the road safety concepts of cycling facility design.

Most automobile / cycle accidents occur at intersections as a result of conflicting auto/cycle turning and crossing behaviours within or near an intersection area². Cyclists being struck by motor vehicles cause approximately 90 per cent of cycling fatalities.³ Both intersection designs presented at the open house include strong cyclist and pedestrian safety themes. The designs are intended to reduce automobile turning and crossing movements and the potential conflicts caused by these behaviours.

The event was well attended by area residents, the cycling community, and the community at large. Approximately 80 community members attended over the course of the evening. Community members were asked to comment on detailed 'bike friendly' intersection design recommendations prepared by CBCL Ltd. for the Vernon/ Jubilee and Vernon/Coburg/Seymour intersections.

¹ See Appendix I (Event Awareness) for the event awareness plan using various print and electronic media.

² Cross' 1977 study and later studies showed that nearly all car-bike collisions are caused by **turning and crossing movements**.

³ Canada Safety Council electronic reference: <http://www.safety-council.org/>

Context

The Vernon/Seymour cycling corridor connects the Quinpool Road business and residential areas with the university and hospital areas, and downtown retail and entertainment areas. The residential area between Quinpool Road and Coburg Road is a popular area for university student housing. Many of the university students in the area use the cycling route to commute to school and to travel to downtown locations during the day. Appendix II provides a context map containing the cycling route

Community Feedback

A comment form was provided requesting opinions regarding different areas of the study. In addition, community comments were collected through e-mail and by telephone. The following summarizes the returned comments⁴ as well as additional comments received during and after the event. A more detailed comment summary is included as Appendix VII.

Vernon / Jubilee Intersection

Two bike friendly intersection options for this intersection were presented to the open house participants for comment. Appendix IV contains a graphic representation of both options.

Option 1 proposes that automobiles have right turn only access to Jubilee Road from Vernon Street with no access to Vernon Street from Jubilee Road. Cyclists can turn on to Jubilee Road or proceed through the intersection and the bicycle only zone to the left of the right turn zone to continue travel on Vernon Street. Proposed traffic signals on Jubilee road can be cyclist actuated in order to stop Jubilee Road traffic allowing the cyclist to proceed through the intersection. Normal two-way traffic resumes after the intersection zone on Vernon Street.

Option 2 proposes a single traffic island in the middle of the intersection permitting cyclists to proceed through the intersection and continue travel on Vernon Street. Automobiles have right turn only access to Jubilee Road and cyclist-actuated traffic signals are proposed as in Option I. In addition, all traffic is permitted right turn access to Vernon Street. Normal two-way traffic resumes after the intersection zone on Vernon Street.

Community Comments

Participants in the open house were asked to comment on the proposed changes to the Vernon Jubilee intersection. The following summarizes responses to two questions that were asked on the comment form:

⁴ See Appendix II for comment form

The proposed 'right turn only' from Vernon Street on to Jubilee Road for automobiles at the intersection will improve pedestrian and cyclist safety. What is your opinion?

Seventeen of the returned comment sheets agreed that the design options for this intersection would improve cyclist and pedestrian safety. In addition five of the telephone comments and two of the e-mails were favourable to improving cycling facilities along the Vernon/Seymour cycling route. The most frequently stated reasons were that the designs would make it easier for cyclists to cross Jubilee road, help to reduce traffic on Vernon Street, minimize accidents at the intersection and prevent motorists from 'rolling stops' at the existing stop sign on Vernon Street.

The proposed intersection design will help to reduce automobile shortcutting on Vernon Street. What is your opinion?

The majority of respondents were concerned that shortcutting traffic on Vernon Street would be displaced to other streets in the neighbourhood. Other comments suggested that the designs would do nothing to prevent shortcutting between Quinpool and Jubilee. Comments also suggested that tour buses from the Holiday Inn short cut on Vernon Street to avoid the Willow Tree intersection.

Vernon/Seymour/Coburg Intersection

The automobile, cycle and pedestrian traffic patterns in the area closely resemble those in the Spring Garden Road area. Vernon and Seymour streets both form 'T' intersections with Coburg Road in close proximity with each other. The alignment requires both cyclists and automobiles wishing to cross Coburg Road to turn left and then right to continue traveling in the northbound or southbound direction.

The proposed design permits automobile traffic at the 'T' intersections a turn right only on to Coburg Road while allowing cyclists two way access to both Vernon and Seymour Streets. The bicycle zone is located to the left of the right turn zone permitting cyclists to continue through the intersection without having to perform the left turn/right turn maneuver.

The pedestrian crossing on Coburg Road is relocated to a more central location in the intersection. Cyclists have the option of dismounting and walking across or yielding to pedestrian traffic before cycling across the intersection. The proposal calls for cyclist-actuated traffic signals on Coburg Road. Normal two-way traffic is permitted on both streets beyond the intersection zone.

Community Comments

Participants at the open house were asked to comment on the proposed changes to the Vernon/Coburg/Seymour intersections. The following summarizes responses to two questions that were asked on the comment form:

The proposed 'right turn only' from Vernon and Seymour streets on to Coburg Road for automobiles at the intersection will improve pedestrian and cyclist safety. What is your opinion?

Positive comments on the design at this intersection tended to mirror comments offered on the Vernon/Jubilee intersection. Seventeen of the returned comment sheets agreed that the design options for this intersection would improve cyclist and pedestrian safety. In addition five of the telephone comments and two of the e-mails were favourable to improving cycling facilities along the Vernon/Seymour cycling route. The most frequently stated reasons were that automobile through traffic should be discouraged because of the Vernon/Seymour 'offset' at the Coburg intersection and that the cyclist/pedestrian crossing would be safer for school children.

The negative comments again mirrored the Vernon/Jubilee comments. Four of the returned comment sheets disagreed that pedestrian and cyclist safety would be improved. In addition, four of the telephone comments and three of the e-mails did not support the design proposals. The most frequently stated reasons were that it would transfer higher speed traffic to other streets in the area, possibly near the schools in the area, and would inconvenience some residents as they would have to alter their travel patterns.

The proposed intersection design will help to reduce automobile shortcutting on Vernon Street. What is your opinion?

The majority of respondents were concerned that shortcutting traffic on Vernon Street would be displaced to other streets in the neighbourhood.

Further Participation

Event participants were asked if they would like to actively participate in the development of a Halifax regional bicycle route network and to supply contact information. Twelve event participants indicated that they would be interested in taking an active role and supplied contact information. The information has been recorded in Appendix VI. In addition, contact information for community members who responded by e-mail and telephone has been listed.

Conclusions and Recommendations

The majority of community members who made comments generally supported cycling and cyclist using Vernon and Seymour streets, regardless of whether they supported the intersection design options. Nevertheless, it appears that support for the design options at the two intersections is mixed with concerns that the cycle friendly intersection improvements will displace shortcutting motorists to other streets in the area.

It appears that sufficient community interest exists to form a neighbourhood committee to further explore the benefits, constraints and alternatives to the proposed designs. The list of interested community members could be used as a starting point in forming a committee.

The safety elements of the proposed designs have implications for traffic patterns in the larger area bounded by Oxford, Quinpool, Robie and South streets. The design options, and alternatives derived from them, may be used as reasonable traffic calming strategies if incorporated into a more comprehensive area study.

Appendix I: Event Awareness Plan

Students

High Schools and Universities in the area including their student associations were sent event notices. Student read newspapers were notified.

Local Area Residents

Residents in the area of the Vernon Seymour cycling corridor were notified by mail.

General Community

HRM Council was notified through HRM communication services that also issued a media advisory. A notice was placed in HRM Community Notices in the Halifax Herald.

Appendix II: Open House Comment Form



Streets For Cycling: An Active Transportation Project of HRM: Vernon Seymour Bike Friendly Intersection Design Study Open House Comment Form Oct.18, 2001

Welcome to our open house! We would value your comments and suggestions. Please make note of any thoughts you may have as you walk around and view the exhibits. Consultants from CBCL, who prepared the designs. HRM Traffic and Transportation staff and staff from the Project Managers, Urban Planning and Design Services will be available to answer your questions.

We would appreciate it if you would provide comments on this form and pass this form in as you leave. You can also e-mail your comments to: peter.ewert@ns.sympatico.ca

Drop off: HRM Traffic and Transportation Services, 2701 Dutch Village Road

Mail: Urban Planning and Design Services
3421 St. Andrews Ave.
Halifax, N.S. B3L 3Y2

Thank you!

Proposed intersection changes and realignments: Please comment on the changes we are proposing for two intersections on which the Vernon Seymour bike route intersects:

I. Vernon Jubilee intersection

The proposed 'right turn only' from Vernon Street on to Jubilee Road for automobiles at the intersection will improve pedestrian and cyclist safety. What is your opinion?

The proposed intersection design will help to reduce automobile shortcutting on Vernon Street. What is your opinion?

II. Vernon/Seymour/Coburg Intersection


The proposed 'right turn only' from Vernon and Seymour streets on to Coburg Road for automobiles at the intersection will improve pedestrian and cyclist safety. What is your opinion?

The proposed intersection design will help to reduce automobile shortcutting on Vernon Street. What is your opinion?

III. Would you like to actively participate in the development of a Halifax Regional Municipality Bicycle Route Network? If yes, please provide your contact information:

Thank you for your comments.

Appendix III: Context Map




Study Context Map SCALE - 1:600


INTRODUCTION

The Vernon - Seymour corridor has a number of attributes which make it a good candidate for designation as a bike route:

- 1) It connects major destinations (Gaspool Centre with Dalhousie University)
- 2) It has low vehicle volumes combined with low speeds
- 3) Buses do not use the route
- 4) The road surface has been recently upgraded
- 5) This summer, the municipality replaced all parallel sewer grates with bicycle-friendly diagonal grates on Vernon St. (see below)




Bicycle Unfriendly Sewer Grates from Vernon St. to be recycled




New Diagonal Sewer Grate on Vernon St.

DRAWBACKS

One of the limitations of the Vernon - Seymour corridor as a designated bike route is the long wait many cyclists have to endure in order to cross at Jubilee Street and Coburg Road, especially during the AM and PM traffic peaks.



Vernon Street




HALIFAX
REGIONAL MUNICIPALITY

CUCL CIVIL LIMITED
Consulting Engineers
40 401 GARDNER

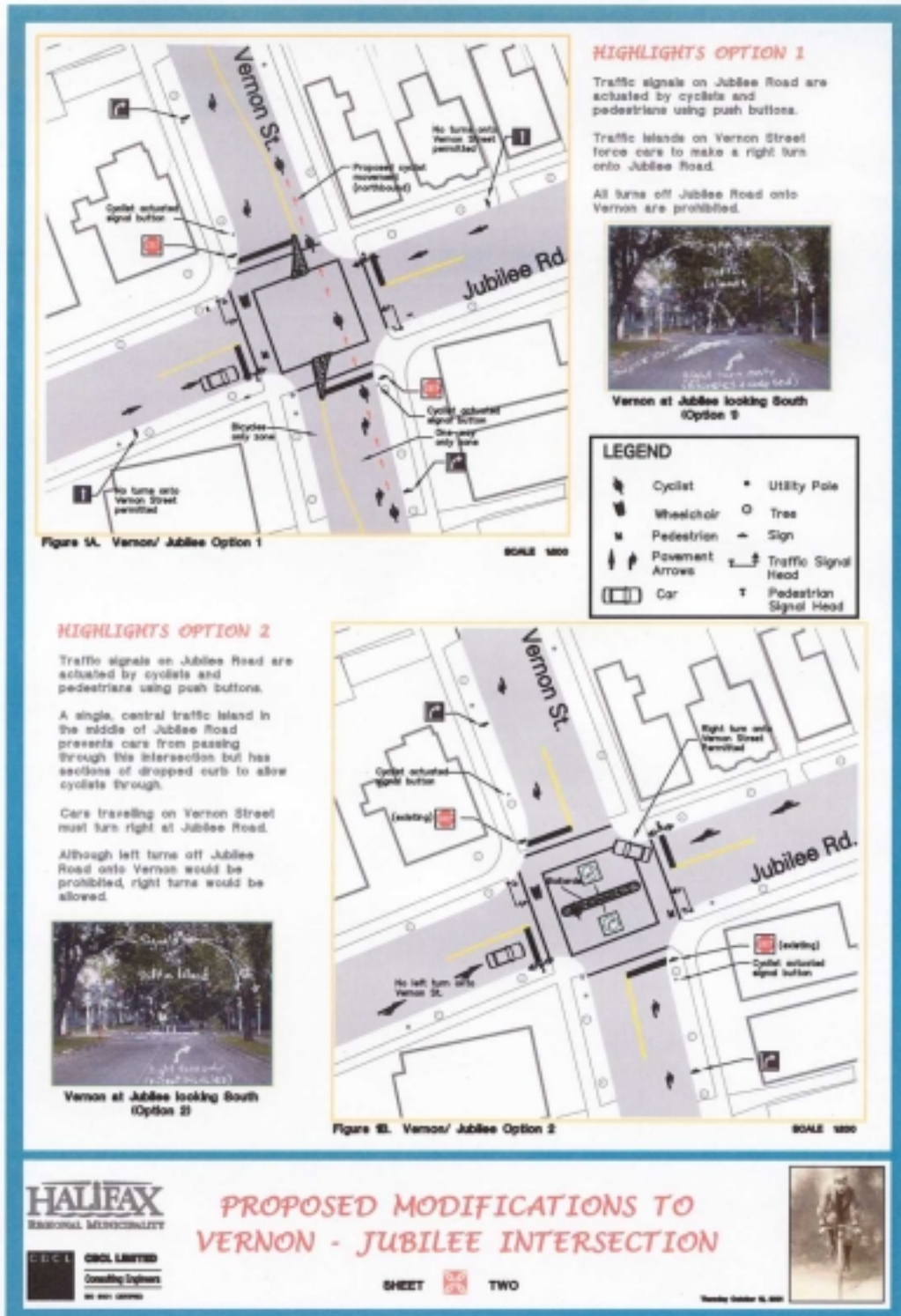
VERNON - SEYMOUR BIKE FRIENDLY INTERSECTION DESIGN STUDY

SHEET 3 ONE

Revised October 16, 2012



Appendix IV: Vernon/Jubilee Intersection Options



Appendix V: Vernon/Coburg/Seymour Intersection Option

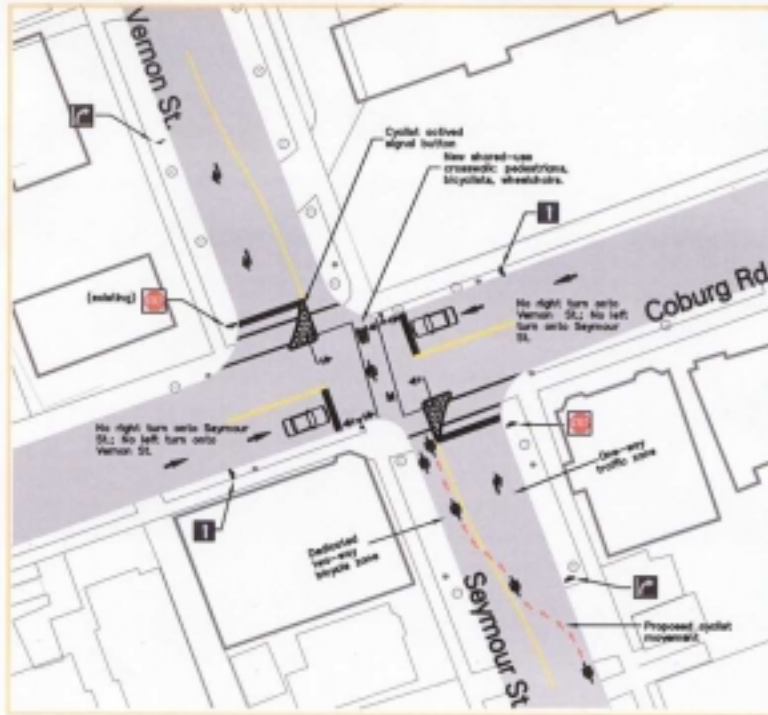


Figure 2

SCALE 1:500

HIGHLIGHTS

Traffic signals on Coburg Road can be actuated by cyclists and pedestrians using a push button.

Traffic islands on Vernon and Seymour Streets channel cyclists into a dedicated two-way bicycle zone while forcing cars to make a right turn onto Coburg Road.

All turns off Coburg onto Vernon and Seymour are prohibited.

A central, shared-use crosswalk is a key feature of this design.

Reduced turning movements at this intersection have the potential to improve safety for all.



Seymour at Coburg Looking North

LEGEND

	Cyclist		Utility Pole
	Wheelchair		Tree
	Pedestrian		Sign
	Pavement Arrows		Traffic Signal Head
	Car		Pedestrian Signal Head



PROPOSED MODIFICATIONS TO VERNON/SEYMOUR - COBURG INTERSECTION

SHEET 38 THREE

Monday October 9, 2017



Appendix VI: Contact List

From Comments Sheets:

Maura Sullivan
1879 Vernon St. B3H 3N6
422-7662

Douglas Matthews
1728 Garden St.
422-2250

Friedman Brauer
6176 Pepperell St.
423-7031
fbrauer@is.dal.ca

Ian Guppy
2081 Kline St.
425-5121
guppy@ns.sympatico.ca

Colin Green
#2,1178 Queen St.
429-2703

Stephanie Sodero Trax Co-ordinator Ecology Action Centre
1568 Argyle St.
429-0924
trax@istar.ca

Alex Krontal
2685 Fuller Terrace
453-0924
akronstral@hotmail.com

Andrew Ross
28 Whimsical Lake Cres.
477-7906
aross@is2.dal.ca

Thomas Duffett
36 Laurentide Dr.
494-3777
macduff@is2.dal.ca

Krista Koval
431-5004
kkoval@hfx.eastlink.ca

Angelie McCarron
23 Vrege Ct.
835-4689
amccarro@is2.dal.ca

E-mail contacts:

"Robert Donovan" donovan@donovansoftware.com

"Margo Pullen Sly" mpullensly@Admin.UKings.NS.Ca

"Michael Bodnar" micko19@hotmail.com

Ray Whitley rwhitley@rs6000.nshpl.library.ns.ca

"Jay, Brian" brian.jay@ca.unisys.com

Andrew Munn andrew.munn@corenetworks.com

Telephone Contacts:

Peter Leverman
Coburg Rd.
423-5100

Mrs. James Hall
Chestnut St.
422-5811

Joan and Steve Irvin
Linden and Garden
422-7522

Hugh Pullen
Peninsula South Community Association
Fax: 425-7096
hugh.pullen@ns.sympatico.ca

Dianne Zwicker
Vernon St.
Wk 424-7949

Miichael
Quinpool Rd
423-3555

Murray Coulican
Henry St.
423-5408

Appendix VII: Event Comments and Feedback

I. Individual comments forms received at the event

D. Moors (Vernon Street)

Vernon Jubilee intersection design - I am opposed to this plan as is my neighbour. Is there a problem? There is a crosswalk on the west side of the street. Pedestrians and cyclists can walk through the intersection. It certainly will reduce traveling to my home near the south end of Vernon Street. I won't be able to get on to Vernon from either end if coming from downtown.

Vernon/Seymour/Coburg intersection design-There is a crosswalk at Venon and Seymour so what is the pedestrian problem. It works if you extend your hand. Has any traffic count been done on Vernon Street? There seems to be a wave of objecting rolling over the area south of Quinpool with the goal of removing cars from these streets- The 'Armview Pryor Syndrome'. I came to represent the president of the South End Peninsular Society- he is opposed to it.

Rebecca Haliburton (Beech Street)

I bicycle to school everyday and I can't go on the street now. But (with the design) there won't be as much traffic. Thanks!

Maura Sullivan (Vernon Street)

Vernon Jubilee intersection design - Excellent! But won't stop shortcutting between Quinpool and Jubilee. Heavy traffic turning right from Quinpool.

Vernon/Seymour/Coburg intersection design - Five and six year olds are too young to cross. Will there be a guard?

Douglas Matthews (Garden Street)

Vernon Jubilee intersection design- Strongly agrees- Very Dangerous intersection- cars run stop sign- running into Jubilee traffic - end up on sidewalk- likes option 2. Would discourage short-cutters but they may jump to Henry or Walnut.

Vernon/Seymour/Coburg intersection design- Awkward intersection because of the off set- simple and natural solution.

Friedemann Brauer (Pepperell Street)

Vernon Jubilee intersection design- uses Windsor/Vernon to cycle regularly- Likes Option 2- more like what motorists would expect. Would have positive effect on shortcutting.

Vernon/Seymour/Coburg intersection design- Good solution although unexpected-would require clear signs and road markings. Positive effect on shortcutting.

Ian Guppy (Kline Street)-

No opinion on designs but thinks cycle route is a great idea.

Colin Green (Queen Street)

Vernon Jubilee intersection design-Awareness on the part of drivers is very low. Signage advocating cycling is necessary.

Vernon/Seymour/Coburg intersection design- Thinks road signs and section in driver's handbook would help. Cars don't feel bikes are vehicles. Side streets will need to be watched for heavier traffic.

Stephanie Sodero (Trax -Ecology Action Centre)

Yes. Will reduce traffic on Vernon, but will likely increase traffic shortcutting on other streets. The benefit of reduced stress to cyclists will outweigh negative shortcutting impacts. Important that cyclist have direct, visible benefits over car users.

Alana Kronstal (Fuller Terrace)

Proper signage will be necessary to ensure bikers know where to cross and so that motorists clearly see what their options are. Good idea for both residents of Vernon and cyclists. May encourage motorists to leave their cars at home.

Andrew Ross (Whimsical Lake Crescent)

Vernon/Seymour/Coburg intersection design-Will improve pedestrian and cyclist safety if a proper electronic cross walk system is placed on Coburg.

Thomas Duffett (Laurentide Drive)

Pedestrians may benefit but not sure about cyclists. It will transfer traffic and increase speed on side streets. Will reduce automobile shortcutting on Vernon and increase speeds as motorists will be annoyed by the delays.

Krista Koval (kkoval@ hfx.eastlink.ca)

Vernon Jubilee intersection design-Works because cyclists would have the right to go to the left side of the road at the intersection before the corner. Option 1 will help to eliminate accidents due to automobiles turning right on Vernon and hitting a cyclist. Lights will alert drivers to cyclists as well. No right turn will cut down shortcutting.

Vernon/Seymour/Coburg intersection design-Will improve safety if used properly. Building awareness is key.

Helen Sharpe

Avoid any changes which would increase traffic around elementary schools and privately owned day care centres on Walnut and Chestnut. The area already has traffic safety problems. The police, parents and school safety committees have been working on these problems for some time.

Individual Comments from event participants - no name given

Vernon Jubilee intersection design

Agree. But is the intent to force cars to use Robie or Oxford? Have residents been complaining about shortcutting/

The bike lanes will increase safety for cyclists, Decreasing traffic on this street will increase traffic somewhere else. Residents probably don't want this to happen but biker safety is more important.

Definitely yes! Option 1 will improve pedestrian and cyclist safety. Traffic has become too heavy in late PM with traffic turning from Jubilee Rd. to catch the lights at Quinpool.

I agree with this proposal. But how long will it take once changes are implemented to see where the traffic is going?

If it makes it easier for cyclists to cross Jubilee Road then it will be beneficial. Not inherently a cycling issue, so I worry that the inevitable backlash associated with traffic calming may be unfairly linked to cycling initiatives

Completely support. Vernon and Jubilee has always been an accident-prone intersection. Anything to help with traffic volumes on Vernon most welcome to residents, cyclists and pedestrians.

Maybe it is still a Jungle out there for cyclists but the 'right turn only' will reduce traffic. Good!

The proposed intersection design will not help to reduce automobile shortcutting between Quinpool and Jubilee.

Cars turning west will turn south on Walnut/Chestnut and cause chaos. I suspect this is complicated. It will probably push the short-cutters away from Oxford, Vernon, and Robie to Walnut/Chestnut. Is it possible to have pure bicycle roads and pure local traffic roads? No reason people need a car for work if they live in this area.

Vernon/Seymour/Coburg intersection design

Like the idea of the islands. People can cross, wait, look and cross again. Is the volume capacity on the parallel streets capable of taking the extra load?

Great! I currently have to resort to dangerous maneuvers now and the to cross the intersection.

Agree with proposal. Since I am only a cyclist and I don't live on these streets I can't really determine much else except that I will have better road access.

Through traffic of cars on Vernon and Seymour streets should be discouraged because the streets are offset at Coburg Road. Bicycles need to be able to travel straight through, cars don't need this privilege.

II. E-mails Comments Received

From: Andrew Munn <andrew.munn@corenetworks.com>
To: "'traffcom@region.halifax.ns.ca'" <traffcom@region.halifax.ns.ca>
Subject: Vernon - Seymour Street proposed Cyclist changes
Date: Wed, 17 Oct 2001 18:03:41 -0300

Good day

I received a flyer in the mail outlining proposed changes to the Vernon St intersection and the Coburg St. intersection. I am not able to make the information session so I thought I would put my thoughts in writing.

Up front let me state that I think Halifax needs more and better cyclist routes, I regularly cycle from my house around the city and enjoy both the exercise and mobility. And having previously used the Vernon street corridor to travel on bike to and from Dal, I can tell you from experience that these changes will not help.

I live in this neighborhood now and if these changes are made my knowledge of the area and traffic patterns tell me that these changes will serve nothing but to shift traffic from this corridor street to the neighboring streets.

If you block traffic from going along Seymour to Vernon at Coburg they will turn right and drive down to one of the neighborhood streets and travel

over

to Jubilee. Where they will turn left on to Jubilee and then up to Vernon or cut across Jubilee and through more residential streets. So you shift traffic off Vernon on to Henry. Not a good solution.

If you force south traffic to turn right off Vernon onto Jubilee they will then hang a left on Walnut or Chestnut. Walnut is a school street and Chestnut is totally residential and already receives traffic destined for Coburg trying to avoid the Oxford road traffic. I cannot imagine this is what your intention is by proposing this ???Solution???. As traffic became accustomed to your proposed solution they would start to avoid Vernon and travel to and from Quinpool and Coburg using Preston, Chestnut and Henry streets. What will happen to the cyclists who use these streets now??

Think about this one a little longer. What are you trying to achieve?

If you stop cars from going straight at both of these intersections you do not help the cyclists. In fact you may be putting them at a greater risk. Cars turning right often do not see the bikes coming along the inside and cut them off, and forcing the cyclist to move to the center of the street before the intersection put them at risk of being hit as cars come up behind them. At the intersection the cyclist in the center of the street becomes a target for the car making a wider turn around the corner. Cars coming up and down Jubilee and Coburg who realize that traffic will not be coming across in front of them will travel faster, again placing the cyclist in danger.

Why not attempt to direct the cyclists down the residential streets that provide an almost direct corridor between Coburg and Quinpool? This would be safer for every one. Residents of the streets surrounding these intersections would not be subjected to the increase in traffic and cyclists would have quieter and safer streets to travel down.

Again I ask you to really think about what you are proposing. On paper it may look like it will push car traffic down to Oxford and Robie, in reality it will not, the cars that cut across Vernon will choose to cut through the neighborhoods to avoid the lights and the crowds.

Thanks

Andrew B. Munn
Product Training Specialist
Core Networks Inc.
www.CoreNetworks.com
T: +1 902 481-5750, ext. 2166
F: +1 902 481-5799
Andrew.Munn@CoreNetworks.com

Streets for Cycling Project

Vernon Seymour Corridor

Some Observations and Background Data to Consider:

Vernon Street has become a very heavily traveled route for vehicles, cyclists and pedestrians. The employment/study areas to the south and east of Coburg Road and University, namely the Hospital Complex and the

Universities, generate a considerable amount of peak-hour traffic both inbound and outbound through this area. In addition, a traffic realignment pattern to the west of this Corridor, which is the Connaught Avenue and westward streets, has forced additional traffic onto Vernon. The construction of apartments and condos in the Quinpool Complex some years ago has further added to the traffic in the area despite the left and right turn only signs at Quinpool on Vernon.

Attempts by residents within this Corridor area to have speed bumps and/or 4-way stop signs installed at certain key intersections has met with opposition from the city. Vernon Street from Quinpool to Coburg presents an unhindered, recently paved route that is an inducement to speeding.

In connection with the above the following points are worthy of note:

- Residents of this (Corridor) area have difficulty entering and exiting their properties now at peak times.
- Traffic from/to Quinpool Rd. use Vernon Street as a shortcut to/from the work areas to the east/south to avoid Robie Street.
- Emergency vehicles are likewise increasing their use of this Corridor for the same reason.
- Cyclists to/from the Quinpool complex, utilizing Vernon Street, do not obey the right/left turn only traffic lights at Quinpool and Vernon. It would appear that any proposal for traffic/cyclist route alignment should commence and consider the Vernon Street extension beyond Quinpool Rd. to the north.
- Tour and Airport Transfer Buses (not considered as a truck under the Motor Vehicle Act, and thereby exempt from truck routes) utilize Vernon Street to avoid the Willow Tree Intersection while loading and unloading passengers at the Holliday Inn.
- Residents of this area appear to be “punished enough” at this point and to further make it difficult for them to move about their own residential area would seem to add insult to injury.

Comments on the Design Recommendations/Proposals for the Vernon Seymour Corridor:

- **The proposal’s main concern addresses the “shortcutters” and their effect on the Corridor and the relationship to cyclists, it says little about local residents and their concerns.**
- **The proposal appears to address what to do with traffic once it’s inside the (Corridor) area rather than restrict the traffic from entering the area in the first place.**
- **The proposal will still allow traffic flow on Vernon Street as at present, except that vehicular traffic will now (under the proposal) “bail out” to other side streets before the right turns at Jubilee and at Coburg Rds.**
- **The proposal addresses the route alignment as a permanent, year round facility when the major cyclist traffic is probably in the September to December time frame and possibly April. Thus concessions are made for 12 months of the year while utilization is only 5 months of the year.**
- As per above, cyclists to/from the Quinpool complex, utilizing Vernon Street, do not obey the right/left turn only traffic lights at Quinpool and Vernon. It would appear that any proposal for traffic/cyclist route alignment should commence and consider the Vernon Street extension beyond Quinpool Rd. to the north.
- **If traffic and in particular “shortcutters”, was reduced or deterred from using Vernon Street, without the realignment of the intersections, (e.g. speed bumps or 4-way stop signs) then local residential traffic and cyclists would live in harmony. There are surely other alternatives that could be explored rather than the one(s) proposed.**

Next Steps:

It is hoped that some additional, less intrusive to area residents, alternatives are explored. It is also hoped that before any proposals are implemented that area residents be allowed to choose from a number of alternatives since these are the people who must live with the outcome on a permanent basis.

While most of us realize that traffic in our city is a reality and to prevent the citizens of the city from driving on their streets is somewhat of an oxymoron. We can nevertheless deter motorists from abusing the residential street privileges by rerouting them to arterial streets designed for larger traffic volumes.

It is hoped that by reducing the traffic in the Corridor without seriously affecting the residents, that cyclist, pedestrian and vehicular traffic can live in harmony.

Brian Jay
1863 Vernon Street
October 19,2001

From: "Margo Pullen Sly" <mpullensly@Admin.UKings.NS.Ca>
Organization: University of King's College
To: peter.ewert@ns.sympatico.ca
Date: Thu, 18 Oct 2001 15:42:24 -0400

Dear Peter Ewert: As a resident of Henry Street, I received the notice of meeting to be held tonight at the SUB and had hoped to be there. To my regret, I am unable to attend. I did want to endorse the proposal of a Vernon-Seymour bike route and expect you will have some opposition from the residents of these two streets as they see a possible interruption in parking and access to the loading bay in the case of the Freshmart at the corner of Seymour and Coburg. I know the pressure on Henry Street parking will increase. My particular concern is the intersection of Watt and Vernon Streets which I cross at least four times a day. This needs to be turned into a 4-way stop for the safety of bike riders and pedestrians. There is a stop sign on Watt Steet but vehicle traffic on Vernon (as well as Henry) can reach alarming speeds at times. There is a crossing guard during school hours which does have a moderating effect. I will watch with interest the results of this meeting and survey.

Yours sincerely,
Margo Pullen Sly
1604 Henry Street
Halifax, NS B3H 3J9

From: "Michael Bodnar" <micko19@hotmail.com>
To: peter.ewert@ns.sympatico.ca
BCC:
Subject: streets for cycling
Date: Fri, 19 Oct 2001 00:48:31

Mr. Ewert,
I visited the display at the DSU this evening but I was disappointed that I

did not get to talk to anyone (I had an exam and only 5 minutes to check things out). I have a few questions as a response to what I saw. Before I begin, however, I would like to express my delight in seeing such an initiative for improving cycling in Halifax. This leads me to my questions.

I just viewed the HRM Streets website and I found a number of articles and proposals dated 1998 and 1999. Is the proposal for the Vernon Street simply a proposal? The projects featured on the website have some bold plans (ex Brunswick Street lanes) but have these plans turned into actual construction? If not, is this an indication of the kind of time it will take? to implement the plans for Vernon Street?

I suppose I am asking for a summary of the process that such a project must undergo. I am very interested in the field of urban development and I would like to know more about how people go about improving their city with projects such as those I looked at tonight. I would also love to see more bikes on the road and to make it safer and more pleasant for those already on the road so this Streets for Cycling campaign is of great interest for me.

I hope you can answer at least a few of my questions; if not, please pass them on to someone in the HRM Traffic Services who can.

As an aside, but on a similar topic: what is the benefit of automobile traffic on the east/west section of University Ave between Le Marchant and Seymour streets. I am implying that I see no benefit in retaining this road for cars; furthermore I foresee a safety issue in regard to the large volume of pedestrian traffic especially now with the new FASS building in operation. Who is in charge of this section of University Ave? Is it in the power of the University to pedestrianize this area or must that be left to the city? What do you think of such a proposal?

Thank you for your time and I appreciate what you are doing for Halifax. If you need any input or help from a dedicated cyclist please contact me:

Michael Bodnar
1172 Waterloo St.
Halifax, NS
B3H 3L4
micko19@hotmail.com
429-6578

From: "Robert Donovan" <donovan@donovansoftware.com>
To: <peter.ewert@ns.sympatico.ca>
Subject: Changes to Vernon & Jubilee Rd
Date: Tue, 16 Oct 2001 13:01:13 -0300

I love it. I walk past that intersection 4 times a day and I have seen a huge number of accidents there. In three of these accidents I have seen cars on the sidewalk. This is very unusual as it seems to me most accidents in the city result in a couple of mashed cars in the middle or side of the road. One of these accidents was just a few weeks ago. I have even seen a police car(damaged) on the sidewalk there. The intersection is well designed to cause these accidents.

The problems as I see them are:

- a.. The cars are moving quickly along Jubilee.
- b.. The visibility from Vernon is poor on both sides.

c.. The traffic on Jubilee is fed from many sources providing few breaks.

d.. When Jubilee is really going the people on Vernon are forced to wait to the point of anger and stupidity.

e.. Vernon is an unbroken run with no stop signs until Jubilee so many people plan on a rolling stop if they plan to stop at all.

f.. It is a bit darker in that area with heavy vegetation which on a very bright noon summer day results in flashes and such on your windshield preventing a good picture. (as you drive past here there are many moments where you only see bright patterns of leaves on your windshield.) This is especially true for people driving on Jubilee preventing them from seeing the Vernon St car pulling out and thus avoiding an avoidable accident. Many of the accidents result in a Vernon car tagging the rear of a fast moving Jubilee car steering it on to the sidewalk. The nature of the intersection causes the Jubilee car to be completely unaware of the pending accident until they have been hit and are heading in a new direction. In the accidents I have witnessed there was no pre-accident breaking which is also odd. The Vernon car usually is OK and ends up pulling over on Vernon street. Also until someone is killed or badly hit the total damage to the cars is usually low. Although I have seen a few good broadsides resulting in real damage. But this is usually coming from the stupid factor and the Vernon car is darting in front of a fast moving Jubilee car. But once again the Jubilee car may have been able to slow down or swerve if they did not have a visibility problem.

So I congratulate you on taking the appropriate steps that will prevent the eventual running down of a pedestrian. I hope that you are able to withstand the onslaught from the selfish narcissistic people who will now have to take the more arterial streets like Robie.

Thanks again.

Now can you turn the lights back on at the bottom of Jubilee? I loved those lights. I suspect that you got burned by selfish "Squeaky wheel" narcissistic types.

III. Telephone Comments Received

Peter Leverman (Coburg Road): Extremely bad idea. Bikes and drives car. Won't be able to get to Quinpool on Vernon by car.

Mrs. James Hall (Chestnut Street): Four in family. Favours cycle route and intersection designs- less cars.

Joan Irvine (Linden and Garden): Supports the design initiatives.

Hugh Pullen (President Peninsular South Community Association): The proposals will be of considerable interest to the community as a whole.

Dianne Zwicker (Jubilee and Watt): Proposals will inconvenience her travel patterns.

Murray Coulican (Henry Street): Supports route not intersection designs as will route traffic to Henry.

'Anne' (area resident): Good idea.

Resident of Henry Street: Cyclists make it hard to get out of driveway. Will increase traffic on Henry.