

HALIFAX

MOBILITY RESPONSE PLAN

Engagement Results Report



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Like many aspects of municipal service delivery, public engagement was greatly impacted by COVID-19 and the resulting restrictions. While many of our engagement tactics in the past were focused on in-person workshops and pop-ups to discuss projects with the community and receive feedback, this was not possible, especially during the early days of the Public Health restrictions.

When the Mobility Response Plan was initiated in late April, the assembled task force was directed to explore opportunities to take immediate action to support the four focus areas (Space to Move, Space to Load, Space to Queue, and Space to Support Business). Because of this, the first pieces of temporary infrastructure were implemented with limited engagement. Staff had already received feedback about areas where measures like shortened waiting times at crosswalks and temporary expanded sidewalks were needed, and this informed the initial measures under the Mobility Response Plan.

As the Mobility Response Plan evolved, engagement became increasingly important to capture feedback about how COVID-19 was impacting mobility across the region, respond to issues as they arose, gather feedback about temporary measures and adjust our approach as needed. Looking forward, this feedback was also highly valuable for forming our recommendations for what the 2021 Mobility Response Plan can and should look like and for informing other, more permanent planning and design processes for projects across the region. The following is an overview of our engagement activities and a summary of what we heard during each of these processes.

1. Online Feedback Map

At the beginning of our Mobility Response planning, staff wanted to get a sense of how people's mobility needs and behaviours may have changed due to the impacts of COVID-19. Staff launched a Places map on Shape Your City where residents were encouraged to place pins and provide ideas about where possible interventions may be needed. Throughout the period where the Places map was active, staff also received feedback on the Mobility Response Plan through the planhrm@halifax.ca email and 311. These emails and 311 requests were added to the map by staff to ensure that all feedback was captured in the same place.

A total of 361 pins with 636 requests were received between May 25th and August 10th. From these 636 requests, 57.5% (366) were related to the Halifax Mobility Response Plan, while the remaining 42.5% (270) were requests for permanent measures. The number of pins and requests relevant to the response plan were categorized as shown below:

- Space to Move – 302 pins (83.7%); 556 requests (87.4%)
- Space to Load – 11 pins (3.0%); 13 requests (2.0%)
- Space to Queue – 14 pins (3.9%); 15 requests (2.4%)
- Space to Support Businesses – 34 pins (9.4%); 52 requests (8.2%)

Each category and their respective feedback are outlined in the sections below.

Space to Move

- From the 302 pins, there was a total of 556 requests that were categorized as 'Space to Move'.

- Of the 556 requests, 54.5% (303) were related to the Halifax Mobility Response Plan, while the remaining 45.5% (253) were requests for more permanent measures.
- From the 303 requests, 65.3% came from Halifax, 22.4% came from Dartmouth and 12.2% came from areas outside of the Regional Centre.
- From these 303 requests, 7 themes emerged. They include:
 1. **Designate as Slow Street:** 59.1% (179 requests)
 2. **Dedicate Driving Lane to AT Users:** 10.9% (33 requests)
 3. **Cyclist Protection Measure/Temporary Bike Lane:** 8.9% (27 request)
 4. **Widen Sidewalk/AT Connection with Barriers:** 8.6% (26 requests)
 5. **Remove Parking Lane for AT Users:** 6.9% (21 requests)
 6. **Designate as One-Way Street/Street Closure:** 3.0% (9 requests)
 7. **Extension of Slow Street:** 2.3% (7 requests)
 8. **More Slow Street Signage:** 1.0% (3 requests)
- The table below outlines the number of requests for each neighbourhood, along with their top 3 requests, as well as the top 3 streets with proposed requests:

Region	Neighbourhood	# of Request	(%) of Region	Top 3 Requests per Neighbourhood	Streets with the Most Requests
Halifax (198 Requests)	West End	89	44.9	1. Designate Slow Street (75) 2. Extend Slow Street; Dedicate Driving Lane for AT; Cyclist Protection Measure (3) 3. Remove Parking Lane for AT; Designate as One-Way Street/Street Closure (1)	1. Deacon St (12) 2. Windcrest St (11) 3. Willow St (10) 4. Rosebank Ave (9) 5. Chestnut St (6)
	North End	49	24.7	1. Designate Slow Street (18) 2. Cyclist Protection Measure (12) 3. Dedicate Driving Lane for AT (7)	1. Agricola St (9) 2. Charles St (5) 3. Maynard St; Isleville St; Compton Ave (4) 4. Devonshire Ave; Almon St; West St (3)
	South End	47	23.7	1. Designate Slow Street (22) 2. Dedicate Driving Lane for AT (12) 3. Widen Sidewalk/AT Connection (5)	1. Walnut Street (11) 2. Tower Rd; Young Ave (7) 3. Dalhousie St, Beaufort Ave; Wellington St; Robie St (3)
	Downtown Halifax	13	6.6	1. Removing Parking for AT (4) 2. Designate as Slow Street (3) 3. Dedicate Driving Lane for AT; Widen Sidewalk/AT Connection (2)	1. Summer St (5) 2. Spring Garden Rd; Upper Water St (2) 3. Cogswell St; Dresden Rv; Clyde St; Doyle St (1)

Region	Neighbourhood	Req	(%)	Top 3 Requests per Neighbourhood	Streets with the Most Requests
Dartmouth (68 requests)	Downtown Dartmouth	18	26.5	<ol style="list-style-type: none"> 1. Designate as Slow Street (7) 2. Removing Parking for AT; Cyclist Protection Measure (3) 3. Dedicate Driving Lane for AT; Designate as One-Way Street/Street Closure (2) 	<ol style="list-style-type: none"> 1. Portland St (4) 2. Erskine St; Prince Albert Rd (2)
	Harbourview	17	25	<ol style="list-style-type: none"> 1. Designate as Slow Street (12) 2. Widen Sidewalk/AT Connection (2) 3. Removing Parking for AT; Dedicate Driving Lane for AT; Cyclist Protection Measure (1) 	<ol style="list-style-type: none"> 1. Symonds St (4) 2. Shore Rd (3) 3. Moira St; Russell St; Nantucket Ave (2)
	Southdale	9	13.2	<ol style="list-style-type: none"> 1. Designate as Slow Street (8) 2. Dedicate Driving Lane for AT (1) 	<ol style="list-style-type: none"> 1. St. George's Ln; Murray Hill Dr (3) 2. Summit St (2) 3. Old Ferry Rd (1)
	Westphal	7	10.3	<ol style="list-style-type: none"> 1. Widen Sidewalk/AT Connection; Dedicate Driving Lane for AT; Cyclist Protection Measure (2) 2. Designate as Slow Street (1) 	<ol style="list-style-type: none"> 1. Braemar Dr; Main St (3) 2. Auburn Drive (1)
	Woodlawn	3	4.4	<ol style="list-style-type: none"> 1. Designate as Slow Street (2) 2. Dedicate Driving Lane for AT (1) 	<ol style="list-style-type: none"> 1. Guysborough Ave; Elwin Cres; Mount Edward Rd (1)
	Crichton Park	3	4.4	<ol style="list-style-type: none"> 1. Designate as Slow Street (2) 2. Widen Sidewalk/AT Connection (1) 	<ol style="list-style-type: none"> 1. Crichton Ave (2) 2. Oakdale Cres (1)
	Ellenvale	3	2	<ol style="list-style-type: none"> 1. Designate as Slow Street (2) 2. Widen Sidewalk/AT Connection (1) 	<ol style="list-style-type: none"> 1. Settle St (3)
	Lake Banook Area	2	2.9	<ol style="list-style-type: none"> 1. Widen Sidewalk/AT Connection; Designate as One-Way Street/Street Closure (1) 	<ol style="list-style-type: none"> 1. Oakdale Cres; Crichton Ave (1)
	O'Shanter Ridge	2	2.9	<ol style="list-style-type: none"> 1. Widen Sidewalk/AT Connection (2) 	<ol style="list-style-type: none"> 1. Caledonia Rd; Fader St (1)
	Tufts Cove	2	2.9	<ol style="list-style-type: none"> 1. Designate as Slow Street; Removing Parking for AT (1) 	<ol style="list-style-type: none"> 1. Nadia Dr (2)
	Nantucket	1	1.5	<ol style="list-style-type: none"> 1. Designate as Slow Street (1) 	<ol style="list-style-type: none"> 1. Collins Grove (1)
Port Wallace	1	1.5	<ol style="list-style-type: none"> 1. Designate as Slow Street (1) 	<ol style="list-style-type: none"> 1. Craighburn Cres (1) 	

Region	Neighbourhood	Req	(%)	Top 3 Requests per Neighbourhood	Streets with the Most Requests
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Outside of Regional Centre (37 requests)	Chocolate Lake Area	5	13.5	1. Designate as Slow Street (3) 2. Widen Sidewalk/AT Connection; Removing Parking for AT (1)	1. Melwood Ave (3) 2. St. Margarets Bay Rd; Crown Dr (1)
	Cole Harbour	5	13.5	1. Designate as Slow Street (5)	1. Delta Drive (3) 2. John Stewart Drive (2)
	Bedford	4	10.8	1. Designate as Slow Street (4)	1. Fort Sackville Rd; Camden St; Basinview Dr; Perth St (1)
	Fairview	4	10.8	1. Designate as Slow Street (3) 2. Removing Parking for AT (1)	1. Deal St; Frederick Ave; General Fairview Area; Percy St (1)
	Spryfield	3	8.1	1. Designate as Slow Street; Widen Sidewalk/AT Connection; Dedicate Driving Lane for AT (1)	1. Sylvia Ave; Leiblin Dr Herring Cove Rd (1)
	Glenbourne	2	5.4	1. Widen Sidewalk/AT Connection; Removing Parking for AT (1)	1. Parkland Dr; Belchers Marsh Park Trail (1)
	Williams Lake	2	5.4	1. Designate as Slow Street; Designate as One-Way Street/Street Closure (1)	1. Parkhill Road (2)
	Waverley	1	2.7	1. Designate as Slow Street (1)	1. Rolling Hills Dr (1)
	Bayers Lake	1	2.7	1. Cyclist Protection Measure (1)	1. Horsehoe Lake Dr (1)
	Eastern Passage	1	2.7	1. Cyclist Protection Measure (1)	1. Harbour Ln (1)
	Cowie Hill	1	2.7	1. Designate as Slow Street (1)	1. Limerick St (1)
	Bridgeview	1	2.7	1. Designate as Slow Street (1)	1. Canary Crescent (1)
	Fairmount	1	2.7	1. Designate as Slow Street (1)	1. Springvale Ave (1)
	Lewis Lake	1	2.7	1. Designate as Slow Street (1)	1. St. Margarets Bay Rd (1)
	Herring Cove	1	2.7	1. Designate as Slow Street (1)	1. Village Road (1)
	Lower Sackville	1	2.7	1. Cyclist Protection Measure (1)	1. Sackville St (1)
	Middle Sackville	1	2.7	1. Designate as Slow Street (1)	1. Rafting Dr (1)
	Timberlea	1	2.7	1. Dedicate Driving Lane for AT (1)	1. Brentwood Ave (1)
	Clayton Park	1	2.7	1. Removing Parking for AT (1)	1. Lacewood Drive

Space to Load

- From the 11 pins, there was a total of 13 requests that were categorized as 'Space to Load'.
- Of the 13 requests, 76.9% (10) were related to the Halifax Mobility Response Plan, while the remaining 23.1% (3) were requests for more permanent measures.
- From the 10 requests, 90% came from Halifax with the remaining 10% came from Dartmouth.

- The most common request was to create loading zones for vehicles making deliveries, so that they do not encroach on space in the roadway and/or sidewalk that is designated for people walking and rolling.
- Vehicles performing loading created issues for people cycling, primarily on Lower Water St., Vernon St. and Gottingen St. These complaints were focused on vehicles blocking space in the right-of-way that was designated for people cycling.
- Requested solutions to alleviate issues caused by loading involved designating loading on side streets that cross through the street with loading issues. Such was the case for Vernon St. (citizen requested loading to be moved to Pepperell St.) and Gottingen (citizen requested for loading to be moved to any side street).
- Considering the low volume of requests and that the feedback for each street varied, outlined below are the specific issues and requests for each street:

Region	Neighbourhood	Street	Issue	Requests
Halifax (9 Requests)	Downtown Halifax	Lower Water St	<ol style="list-style-type: none"> 1. Private vehicles park in bike lane as drivers wait to pick up people. 2. Trucks conduct loading in the bike lane which impedes the path for cyclists. 	<ol style="list-style-type: none"> 1. Place barriers that both protect the bike lane and prevent drivers from parking. 2. Have delivery trucks perform loading/unloading on the nearby Emera property.
		Bedford Row	<ol style="list-style-type: none"> 1. Vehicular traffic causes loading to be difficult. 	<ol style="list-style-type: none"> 1. During select periods, close the street to private vehicles and have designated times for deliveries only.
		Vernon St	<ol style="list-style-type: none"> 1. Delivery trucks for The Keep and both coffee shops cause traffic to back up and force cyclists into oncoming traffic. 	<ol style="list-style-type: none"> 1. Encourage loading/unloading to be done on Pepperell St.
		Spring Garden Rd	<ol style="list-style-type: none"> 1. Delivery trucks during the day cause traffic to back up. 	<ol style="list-style-type: none"> 1. Schedule deliveries in the early morning or late at night. 2. Provide less transit routes on the street.
	North End	Gottingen St	<ol style="list-style-type: none"> 1. Delivery trucks go onto the sidewalks and create difficulties for pedestrian movement. 2. Delivery trucks also park within the bus lane and cause issues for both 	<ol style="list-style-type: none"> 1. Provide more loading zones on streets that intersect Gottingen. 2. Station parking enforcement officers to reprimand both drivers of delivery and private vehicles that park illegally.

			vehicular traffic and cyclists 3. Private vehicles park illegally within the bus lane	3. Provide less transit routes on the street.
		Agricola St	1. Delivery trucks often park in the cross walk on Agricola at West St.	1. Encourage delivery trucks to load/unload on West Street rather than Agricola.

Region	Neighbourhood	Street	Issue	Requests
Dartmouth (1 request)	Downtown Dartmouth	Kings Wharf Place	1. Private vehicles parking poorly on the street create competition for delivery drivers on a busy street.	1. Provide loading zones specifically for deliveries and pick-ups.

Space to Queue

- From the 14 pins, there was a total of 15 requests that were categorized as ‘Space to Queue’.
- Of the 15 requests, 80% (12) were related to the Halifax Mobility Response Plan, while the remaining 20% (3) were requests for more permanent measures.
- From the 12 requests, 83.3% came from Halifax while the remaining 16.7% came from Dartmouth.
- The most common request was to create queuing spaces so that pedestrians could adequately social distance while on sidewalks.
- Most complaints regarding queuing space related to lineups of customers crowding sidewalks as they waited to be served by businesses. This issue was most prevalent on Barrington St., which also faced concerns with transit users impeding pedestrian traffic and/or waiting at building entrances in an attempt to social distance.
- In all cases, the issue was either that the narrow sidewalks made it difficult to physically distance, or that the sidewalk was wide enough but waiting customers, mobile pedestrians or transit users were positioned in a manner that made it difficult to social distance.
- Considering the low volume of requests and that the feedback for each street varied, outlined below are the specific issues and requests for each street:

Region	Neighbourhood	Street	Issue	Requests
Halifax (10 Requests)	Downtown Halifax	Hollis Street	1. Customers at the Flynn Dairy Bar, crowd the sidewalk, when hanging out and waiting for their order.	1. Designate some additional space to accommodate the queue

				and give room to pedestrians.
		Barrington St	<ol style="list-style-type: none"> 1. At the corner of Morris and Barrington, people often eat their pizza outside causing pedestrians to walk into the street to socially distance. Persons waiting at the bus stop near the entrance also adds to the number of pedestrians on the sidewalk. 2. Some restaurants closer to the South End of Barrington (such as Boneheads BBQ) are open for delivery or pickup. However, the narrow sidewalk does not allow for enough queuing space or pedestrian traffic. 3. The busy bus shelters between Spring Garden and Scotia Square has many people blocking sidewalks and/or waiting at building entrances to physically distance. 	<ol style="list-style-type: none"> 1. Designate some additional space to accommodate the queue and give room to pedestrians. 2. Widen sidewalk for people picking up food deliveries, and for food delivery workers. 3. Create markers that are lined up close to the edge of the side wall to remind people to not block the sidewalk and these entrances.
		Clyde St	<ol style="list-style-type: none"> 1. Lineups at the NSLC and construction on the other side of the street make it difficult to get around while social distancing. 	<ol style="list-style-type: none"> 1. Limit pedestrian traffic along the street.
		Dresden Row	<ol style="list-style-type: none"> 1. The line for Pete's makes it hard to physically distance on the street. 	<ol style="list-style-type: none"> 1. Create better queuing space for shoppers and/or remove parking on the street.
		Albemarle St	<ol style="list-style-type: none"> 1. It is difficult to physically distance when passing the bus stops during busy periods. 	<ol style="list-style-type: none"> 1. Create more queuing space near the bus stops on this street.
West End		Quinpool Rd	<ol style="list-style-type: none"> 1. Due to lineups for numerous businesses on the street, physical distancing has become problematic. 	<ol style="list-style-type: none"> 1. Widen the sidewalk to accommodate queuing pedestrians and AT users.
North End		Gottingen St	<ol style="list-style-type: none"> 1. Customers of Ratinuad and Direction 180 need additional space for 	<ol style="list-style-type: none"> 1. Queuing space needs to be created to protect

			queuing, because while the sidewalk is wide, if persons go too close to curb, bus mirrors that encroach on sidewalk could hit pedestrians.	pedestrians from a possible accident.
	South End	Marginal Rd	1. The walking tunnel on Marginal Rd has narrow sidewalks which makes it difficult to physically distance.	1. Create signs that encourage pedestrians to yield to the oncoming individuals.
Region	Neighbourhood	Street	Issue	Requests
Dartmouth (2 requests)	Downtown Dartmouth	Ochterlooney St	1. The Two If By Sea lineup, makes it difficult for pedestrians to physically distance on the street.	1. Remove a driving lane to accommodate both queuing customers and AT users.
		Portland St	1. The Bike Peddler lineup, makes it difficult for pedestrians to physically distance on the street.	2. Create additional queuing space to allow for physical distancing.

Space to Support Businesses

- From the 34 pins, there was a total of 52 requests that were categorized as ‘Space to Support Businesses’.
- From the 52 requests, 78.8% (41) were related to the Halifax Mobility Response Plan, while the remaining 21.2% (11) were requests for more permanent measures.
- From the 41 requests, 56.1% came from Halifax, 39.0% came from Dartmouth and 4.9% came from areas off the Peninsula.
- From these 41 requests, 6 themes emerged. They include:
 1. **Restrict Vehicles on the Street/Pedestrian Mall** (24 requests)
 2. **Dedicate Space for Patios** (8 requests)
 3. **Encourage Parking on Side Street** (4 requests)
 4. **Temporarily Widen Sidewalk for AT Users** (3 request)
 5. **Designate Deliveries on Side Streets** (1 request)
 6. **Slow Street leading to Business Area** (1 request)
- Within Halifax, 73.9% of requests pertained to the North End. Most requests related to Agricola St. and Young St., with both having numerous requests to restrict vehicular traffic/create a pedestrian mall and dedicate space for patios.
- Although requests from Agricola St. related to different segments of the street, the requests for Young St. were primarily directed towards the Hydrostone Market.
- In relation to Downtown Halifax, there were requests to restrict vehicles on Argyle St. and Granville St., as well as create an outdoor market on Cathedral Lane. There was also a request to designate deliveries on side streets for Argyle.

- All 16 requests from Dartmouth pertained to Portland St., with most respondents asking for the street to either restrict vehicular traffic and/or be converted to a pedestrian mall, as many persons noted that the increased pedestrian traffic on the street made it hard to social distance.
- For areas outside of the Regional Centre, there was one request to provide an AT connection that will make it easier to access D&Jo's Country Market near the Timberlea Village Parkway. The other request was to invite a business to create a patio-like space within the Lacewood Transit Terminal.
- The table below outlines the number of requests for each neighbourhood, along with their top 3 requests, as well as the top 3 streets with proposed requests:

Region	Neighbourhood	# of Request	(%) of Region	Top Requests per Neighbourhood	Streets with the Most Requests
Halifax (23 Requests)	North End	17	73.9	<ol style="list-style-type: none"> 1. Restrict Vehicles on Street/Pedestrian Mall (8) 2. Dedicate Space for Patios (5) 3. Encourage Parking on Side Streets (2) 4. Slow Street Leading to Business Area (1); Temporarily Widen Sidewalk for AT Users (1) 	<ol style="list-style-type: none"> 1. Young St (8) 2. Agricola St (7) 3. Gottingen St (1); Kaye St (1)
	Downtown Halifax	4	17.4	<ol style="list-style-type: none"> 1. Restrict Vehicles on Street/Pedestrian Mall (3) 2. Designate Deliveries on Side Streets (1) 	<ol style="list-style-type: none"> 1. Argyle St (2) 2. Granville St (1); Young Ave (1)
	South End	2	8.7	<ol style="list-style-type: none"> 1. Restrict Vehicles on Street/Pedestrian Mall (2) 	<ol style="list-style-type: none"> 1. Henry St (1); Marginal Rd (1)

Region	Neighbourhood	Request	(%)	Top Requests per Neighbourhood	Streets with the Most Requests
Dartmouth (16 requests)	Downtown Dartmouth	16	100	<ol style="list-style-type: none"> 1. Restrict Vehicles on Street/Pedestrian Mall (11) 2. Dedicate Space for Patios (2); Encourage Parking on Side Streets (2) 3. Temporarily Widen Sidewalk for AT Users (1) 	<ol style="list-style-type: none"> 1. Portland St (16)

Region	Neighbourhood	Request	(%)	Top Requests per Neighbourhood	Streets with the Most Requests
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Off the Peninsula (2 requests)	Timberlea Village	1	50	1. Temporarily Widen Sidewalk for AT Users (1)	1. St. Margarets Bay Rd (1)
	Clayton Park West	1	50	1. Dedicate Space for Patios (1)	1. Lacewood Dr (1)

2. Stakeholder Engagement

Between April and September, the Mobility Response Plan team met with several stakeholders from two key groups to gather feedback to shape our approach.

The first group was comprised of representatives from the Business Improvement District (BID) organizations, who acted as liaisons between individual businesses and the Municipality. These organizations included:

- Downtown Halifax Business Improvement District (DHBC);
- Downtown Dartmouth Business Commission (DDBC);
- Spring Garden Area Business Association (SGABA);
- North End Business Association (NEBA);
- Quinpool Road Mainstreet District Association;
- Sackville Business Improvement District;
- Village on Main – Main Street Dartmouth Community Improvement District; and,
- Spryfield & District Business Commission.

Engagement with the BIDs consisted of meetings with their respective staff and board members to discuss ideas they put forward for supporting businesses as well as doing physically-distanced site visits and walkthroughs to better understand the context of these ideas in the right-of-way.

The second group that was engaged were the transportation advocacy community organizations who are active in Halifax. This included:

- Halifax Cycling Coalition;
- Ecology Action Centre;
- Walk and Roll; and
- It's More Than Buses.

Staff hosted two meetings with these groups, after the first round of temporary infrastructure was deployed to get feedback for the second round and then again toward the end of the summer to further collect feedback on the revised installations. Further to this, staff presented to the Active Transportation Advisory Committee (ATAC) in December 2020, of which several of these groups are members. This provided an opportunity for these groups to ask further questions about next steps for the program and provide feedback on 2020's program.

What we heard from these groups was centred on (1) the temporary and lightweight nature of the materials that were used this year and how it did not adequately support active transportation, (2) the importance of monitoring and evaluation for these temporary

infrastructure projects and (3) appreciation for the Municipality’s approach to piloting new ideas and adapting this approach as needed.

3. Social Media and Media Engagement

With municipal facilities closed, and many print publications not publishing due to COVID-19, we did a large amount of promotion on social media, on-street signage, and via the media.

From May 25 (the first expanded sidewalk rollout) to October 31 (announcement of the extension of the Argyle Street, Grafton Street, and Bedford Row street modifications), we tracked engagement with Mobility Response Plan content on our social media channels:

Platform	Dates	# of posts	Reach (# of unique users that saw post)	Website Clicks	Engagement (# of actions as a result of the post)
Twitter					
@hfxgov	May 25-Oct 31, 2020	41	289,862	5,437	17,863
@hfxplanning	May 25-Oct 31, 2020	5	25,829	130	637
Facebook					
@hfxgov	May 25-Oct 31, 2020	14	99,852	415	9,711
@hfxplanning	May 25-Oct 31, 2020	15	6,528	54	858
Instagram					
@hfxmoments (Posts)	May 25-Oct 31, 2020	12	36,110	n/a	1,014
@hfxmoments (Stories)	May 25-Oct 31, 2020	47	n/a (data is only stored for 24 hours)	n/a (data is only stored for 24 hours)	n/a (data is only stored for 24 hours)
Total		134	458,181	6,036	30,083

From May 25-October 31 we also tracked the website traffic to the Mobility Response webpage, the Shape Your City project page, the Shape Your City map, and the Shape Your City survey:

Website	Dates	Unique page views	Time spent on page	Traffic Source (how users got to the webpage)
Mobility Response Website	May 25-Oct 31, 2020	3,441	3:57	1. Google 2. Twitter 3. Direct 4. Facebook 5. Halifax Today
Shape Your City project page	May 25-Oct 31, 2020	2,674	1:18	1. Direct 2. Halifax.ca 3. Halifax Today 4. Google 5. Twitter
Shape Your City map	May 25-Oct 31, 2020	2,351	4:20	1. Direct 2. Twitter 3. Halifax.ca 4. Halifax Today 5. Google
Shape Your City survey	May 25-Oct 31, 2020	271	5:29	1. Twitter 2. Facebook 3. Google 4. Direct 5. Halifax.ca

Other forms of information sharing included:

- On June 1, 2020, staff participated in an on-camera interview with Colleen Jones at CBC to promote and educate residents about the then newly-implemented Slow Streets.
- On September 3, 2020, staff participated in the Downtown Lowdown (Episode 32) that is hosted by the Downtown Halifax Business Improvement District. The conversation included an overview of the program, the engagement process, key focus areas, and next steps.
- On June 19th, 2020, staff participated in the Canadian Urban Institute 100 days of COVID: COVID Sign Post panel discussion. This discussion explored actions taken by Canadian cities in the first 100 days since the beginning of COVID-19 impacts and what was on the horizon for future action.

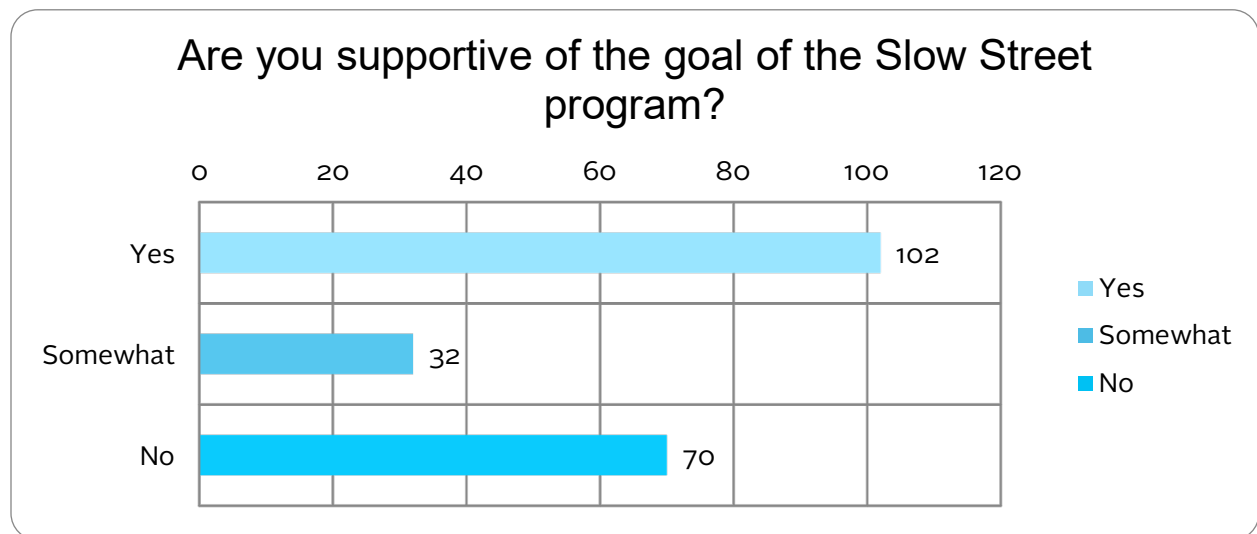
4. Final Wrap-Up Survey

In September, staff issued a survey to capture public feedback focused on both the Slow Streets initiative and extended patios and outdoor dining areas as well as capture overall comments on implementation of the Mobility Response Plan to date. To get the word out about the survey, the link was shared with Shape Your City members via email and the survey was promoted on social media. In total, the survey received 207 responses.

Slow Streets

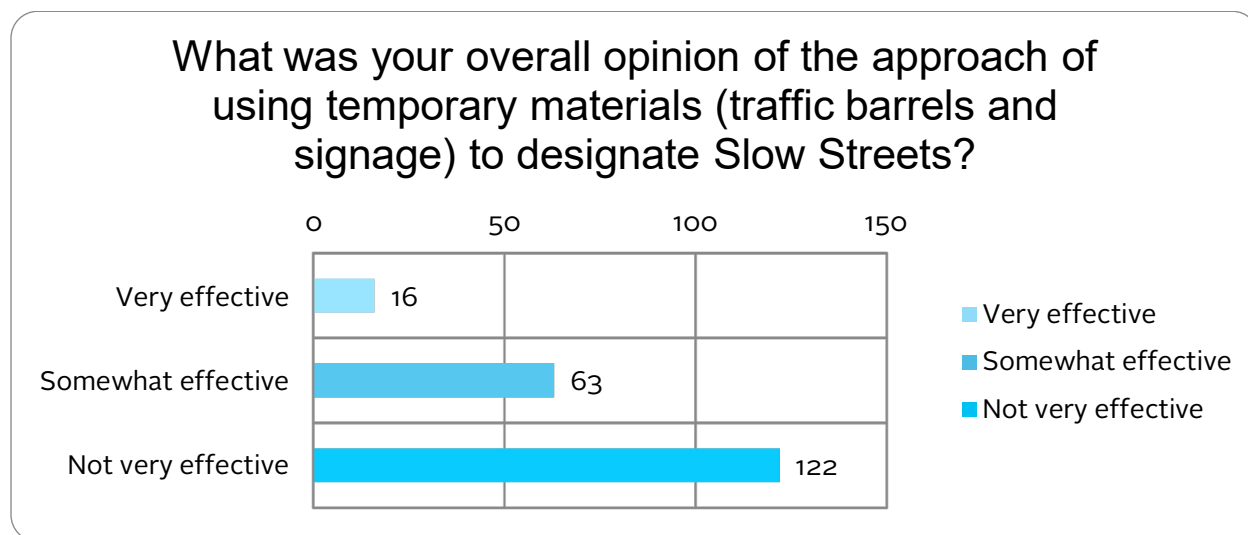
The goal of the Slow Street program was to provide space for people to walk, roll, and cycle while also allowing for physical distancing on local streets. Using routes from the IMP's AAA Cycling Network and the 2014-19 AT Priorities Plan, 16km of Slow Streets were rolled out in two phases across peninsular Halifax and downtown Dartmouth. Traffic barrels and signage were used to delineate the streets as Slow Streets at regular intervals along the corridors.

Before the Slow Streets were removed ahead of a predicted weather event, staff received 180 requests for Slow Streets on various streets in the municipality. Many of these requests were based on the desire for traffic calming on neighbourhood streets, especially ones that were lower down or not on the Traffic Calming Program list.

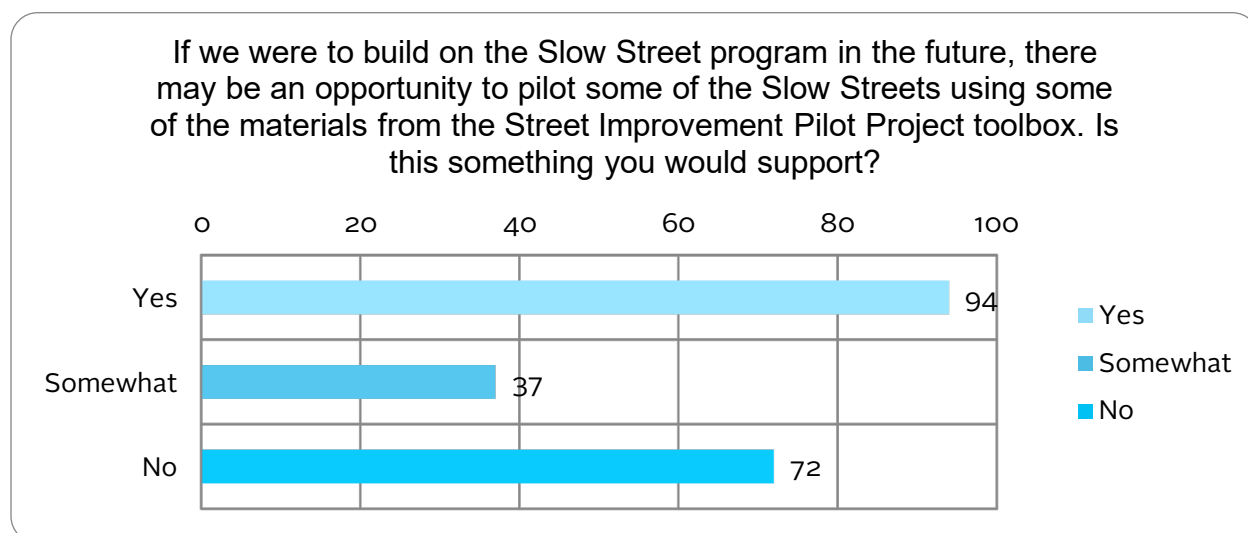


In the survey, we asked residents if they were supportive of the Slow Street initiative. Over 65% of survey respondents were at least somewhat supportive of the initiative. Based on the comments we received, some residents were unsupportive because of the perceived cost of the program, the inconvenience posed by the Slow Street barrels, and the perception that the Local Traffic Only signs meant that these public spaces were now for private use. Those who were somewhat supportive of the program generally liked the idea of Slow Streets in concept but felt that the use of traffic barrels and signage were not robust enough to uphold the goals of the program and create the experience on the street to make it feel more comfortable for people walking, rolling, and cycling. For the people who were supportive of the initiative, they also commented that more effective measures

needed to be put in place and that the program needed to be expanded to make safer, more comfortable streets for active transportation.

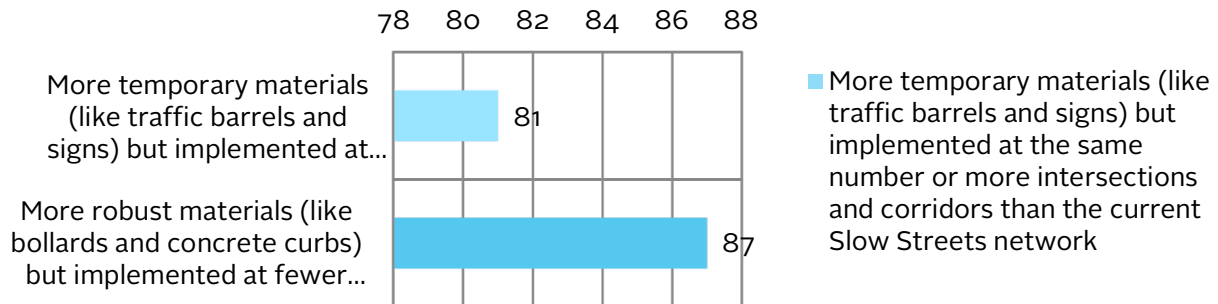


This same feedback was reflected when we asked residents if they thought that the materials (traffic barrels and signs) that we used to designate Slow Street were effective in reducing vehicle traffic and speeds. Almost 61% of respondents felt that the materials were not very effective in achieving the goals of the Slow Streets program.



Looking forward, we asked residents if they would support the use of more robust materials from the Street Improvement Pilot Project program toolbox like concrete curbs and bollards in potential future Slow Street installations. Of the residents who answered the question, 64% were at least somewhat in favour of this approach. However, of the people who were not supportive of using more robust materials, 90% of them indicated that they were not supportive of the overall goals of the Slow Street program to create more space for people using active transportation.

Using materials like bollards and concrete curbs instead of traffic barrels increases the cost of potential future Slow Street installations. If we were to use these materials, it would impact our ability maintain the same network of Slow Streets or poten



We also asked residents about the trade-offs of having the same size or larger network of Slow Streets with more temporary materials or the use of more robust materials but at fewer intersections. This was due to the higher cost of materials like curbs and bollards compared to traffic barrels and the cost of having them installed on street. Residents were largely split on this trade-off: of the people who responded, 55% preferred more robust materials and 45% preferred more temporary materials. Many respondents commented that they felt this question posed a false dichotomy and expressed that they'd like to see us build on and expand the program budget so that we could add robust materials at more intersections along more corridors, not less.

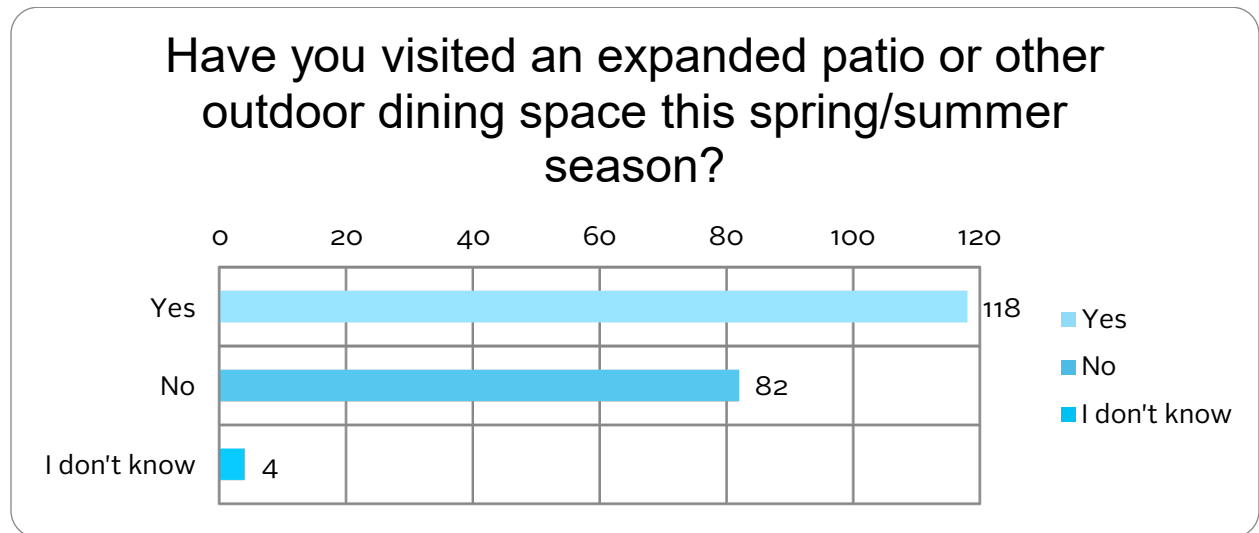
Summary of comments received about Slow Streets:

- I don't support Slow Streets.
- Slow Streets are a waste of money.
- Slow Streets need to use more robust materials to make them more effective.
- I support the Slow Street initiative.
- Roads are not private and the use of Local Traffic Only sends that message.
- We need a more permanent solution for making our roads safer for people walking, rolling, and cycling.
- Traffic barrels were moved too often or damaged.
- The Slow Streets were ineffective at deterring people from driving down them or driving at higher speeds.
- We need more Slow Street corridors.
- I'm worried that Slow Streets pushed more traffic onto adjacent residential streets.

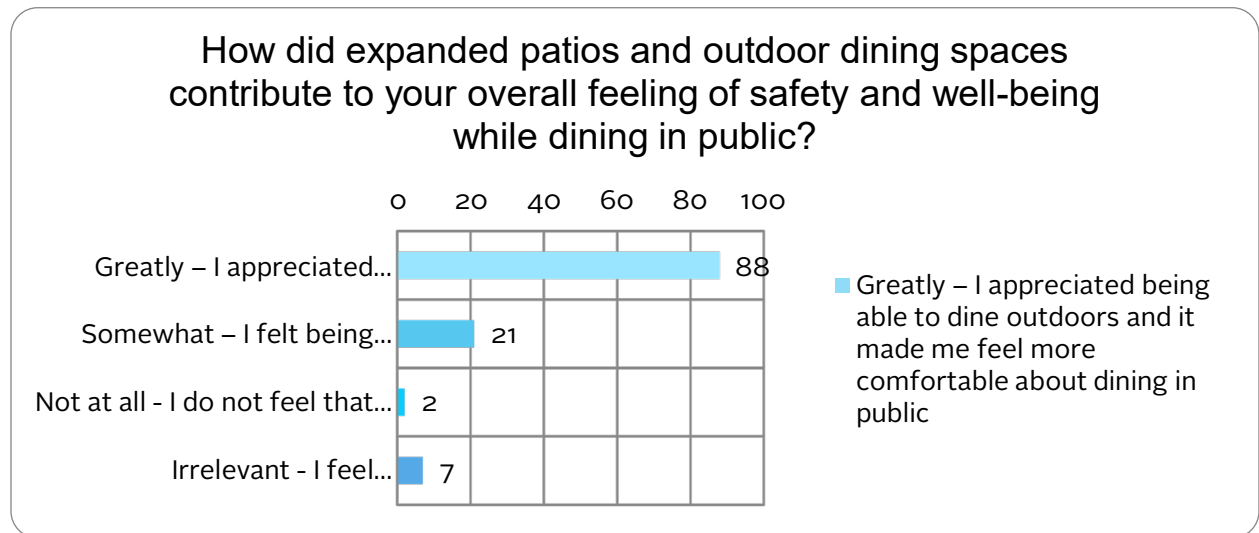
Extended Patios and Outdoor Dining Areas

In order to provide space to support businesses, especially restaurants and bars, HRM staff worked with several Business Improvement Districts in Halifax and Dartmouth to create expanded outdoor dining areas and patios. This initiative built upon our yearly sidewalk café program and looked for opportunities to create more space to dine outside due to the

restrictions on indoor capacity for restaurants. To make space for these dining areas, some streets were converted to one way or closed altogether, and others had parking spaces removed to accommodate for a patio.

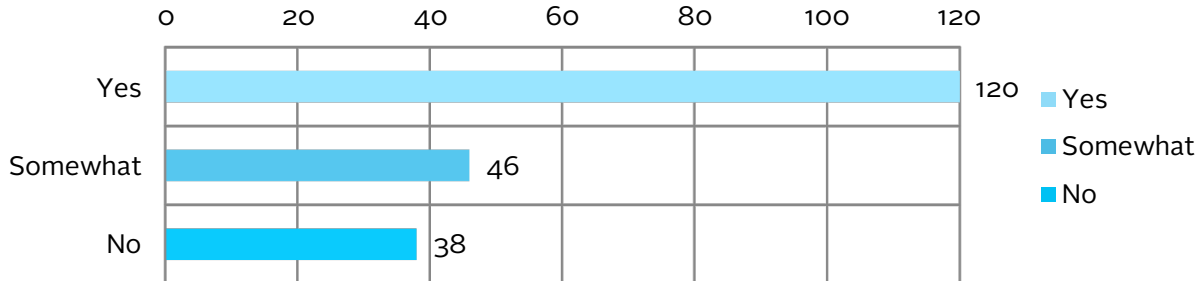


Of the people who responded to the survey, 58% of them visited one of the extended patios or outdoor dining areas.



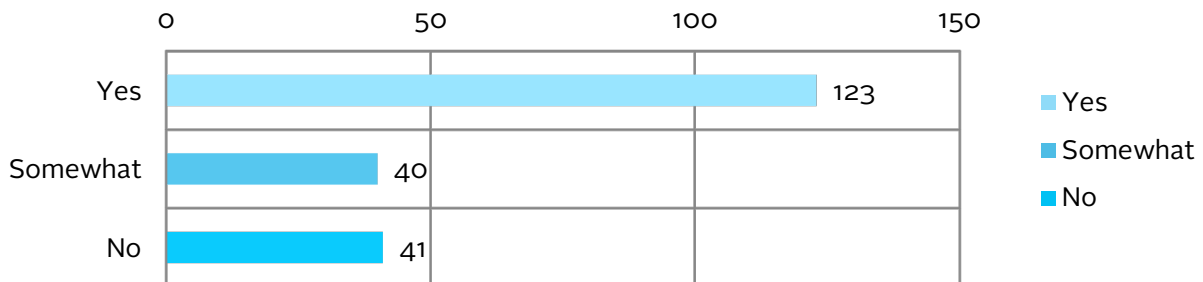
Of those people, 73% said that having the outdoor dining space greatly contributed to their overall feeling of safety and well-being while dining out.

Do you support the use of parking and loading spaces for the use of expanded patios and outdoor dining spaces?



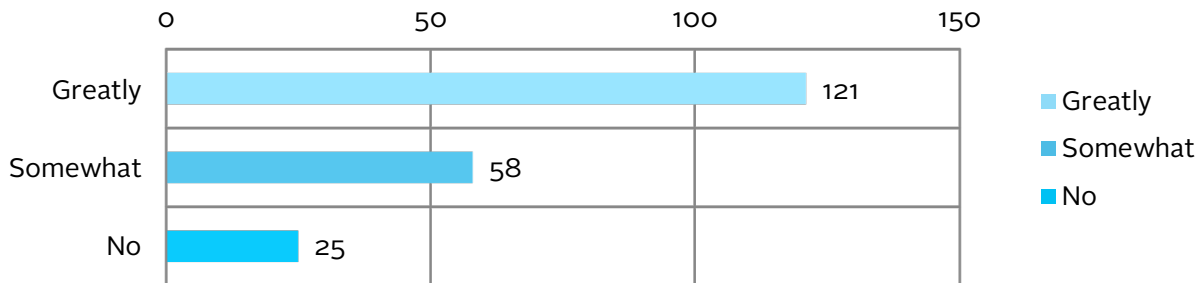
Residents who took the survey were also asked about the trade-offs and impacts of implementing the extended patios and outdoor dining areas. When asked about whether or not they supported the use of parking and loading spaces for these dining spaces, 59% of respondents were supportive and another 23% were somewhat supportive.

Do you support the use of street space for the use of expanded patios and outdoor dining spaces?



When asked whether or not residents supported the use of street space for the same purposes, there were similar results (60% answered yes, 19% answered somewhat). In the comments, many residents voiced support for this initiative and requested that we make these changes permanent year-round. Residents who were not supportive of the street or parking spaces for outdoor dining commented that they felt that this initiative put more pressure on parking in an area where it is perceived that there is already a limited amount. People also felt like it made it harder for them to drive downtown with all of the changes and considered the initiative a waste of money.

To what extent do you feel expanded patio spaces and outdoor dining spaces encourage more street life?



Finally, residents were asked about how these outdoor dining areas and the impact on street life. Of the respondents, 59% felt that these spaces greatly encouraged more street life and 28% felt that they did somewhat.

Summary of comments received about extended patios and outdoor dining areas:

- Extended patios took over parking in places with already limited parking.
- I want to see extended patios and outdoor dining areas all year round.
- I enjoyed the extended patios and outdoor dining areas.
- Patios need to be more accessible to patrons with disabilities.
- Continue prioritizing pedestrians over vehicles
- I feel like this initiative was a waste of money.

Overall Feedback on the Mobility Response Plan

Despite the level of support for expanded patios and outdoor dining areas, several respondents commented that more street space is also critically needed for walking and cycling and to promote accessibility. Some residents felt that many of the actions under the Mobility Response Plan to date were too focused on supporting businesses and not meaningfully supporting mobility for people who rely on active transportation and transit.

The focus on supporting mobility was also reflected in the distribution of pins on the Places map in the first phase of engagement for the Mobility Response Plan. While some residents made comments about the other three focus areas, the vast majority of comments and suggestions were about the Space To Move focus area including almost 200 requests pertaining to Slow Streets.

In the second phase of engagement with the follow-up survey, some respondents commented that the Mobility Response Plan was not bold or innovative enough in its roll out and that what was done took too long to implement. These residents called for more permanent or widespread changes to meaningfully support the safety and comfort of people using active transportation and commented that they did not feel that this year's

response was enough to do so. Additionally, while much of this year's response focused on supporting active transportation, some residents commented that we needed to include improving transit in our approach moving forward.

For some residents, there were concerns about the amount of money that was being spent on the program. Many respondents pointed to the fact that this year's budget was impacted by COVID-19 and that they felt that this was not the best use of the limited budget available.

Other residents who were opposed to the measures taken through the Mobility Response Plan commented that they felt initiatives like the Slow Streets and expanded patios impacted their ability to drive and park downtown.

Examples of comments received include:

- I don't support what has been done with the Mobility Response Plan. I think it's a waste of taxpayer money.
- The Mobility Response Plan has not been bold or innovate enough in its implementation so far.
- The response to the impacts of COVID-19 through the Mobility Response Plan were implemented too slow.
- I support the Mobility Response Plan initiatives. Thank you for this work.
- There was not enough focus on accessibility or serving all people in Halifax through the Mobility Response Plan.
- We need more permanent changes to support mobility after the impacts of COVID-19, like more bicycle lanes and slow streets.