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Item No. 15.1.6
Halifax Regional Council
July 8, 2025

TO: Mayor Fillmore and Members of Regional Council

FROM: Cathie O'Toole, Chief Administrative Officer

DATE: June 13, 2025

SUBJECT: **Peninsula South Complete Streets Project: Potential Alternatives for Morris Street East Connection**

ORIGIN

June 10, 2025 Halifax Regional Council Motion (item 15.3.2):

MOVED by Mayor Fillmore, seconded by Councillor Purdy

THAT Halifax Regional Council direct the Chief Administrative Officer (CAO) to prepare a report and recommendation for Council's consideration at its July 8 meeting, prior to the award of the tenders for the Morris Street Multi-Modal Phase One projects, that:

Provides updated alternatives to the protected bike lane option that maintains two-way traffic on Morris Street and that does not remove vehicular lanes or otherwise worsen congestion on either Morris Street or Lower Water Street.

MOTION PUT AND PASSED.

EXECUTIVE SUMMARY

On October 1, 2024, Regional Council approved new bicycle facilities and related changes for several streets in the south end of the Halifax peninsula as part of the Peninsula Complete Streets project. This includes a two-way bikeway on Morris Street, which would connect the proposed two-way bikeway on University Avenue to Lower Water Street, the "East Connection". Combined with the approved West Connection (Halifax Urban Greenway to University Avenue), this east-west route would complete the All Ages and Abilities (AAA) cycling network in the south end of the Halifax Peninsula. The East Connection and the West Connection work together to create the first east-west safe cycling corridor that crosses the entire Peninsula.

On June 10th, 2025, Regional Council directed staff to provide updated alternatives to the approved Morris Street bikeway that "maintains two-way traffic on Morris Street and that does not remove vehicular lanes or otherwise worsen congestion on either Morris Street or Lower Water Street." This direction has followed

concerns from the community and stakeholders related to the implications for general purpose traffic, transit, and truck traffic of converting Morris Street from two-way to one-way flow.

The Council-approved Morris Street bikeway would add a two-way AAA bikeway, while maintaining curbside access on one side for parking and loading and minimizing the need for tree removals. Space from one traffic lane would be reallocated to the bikeway by converting the street to one way (eastbound) for motor vehicles. The conversion of Morris Street to one-way would divert westbound vehicle traffic and trucks to adjacent streets, eliminate Morris Street as a secondary route for truck traffic departing the Port of Halifax, and require changes to multiple Halifax Transit routes.

A wide range of options for the East Connection were explored during functional planning. Alternatives to the approved Morris Street concept were eliminated from further consideration due to severe impacts to trees, curbside access, and/or an inability to achieve the AAA objectives.

This report describes four alternatives to the approved Morris Street bikeway that were provided to Regional Council as alternatives to the staff recommendation in the August 2024 staff report. These include: (i) a bikeway following an alternative route, (ii) a two-street bikeway couplet using Morris Street as a westbound-only bicycle route, (iii) an alternative cross section for Morris Street that would maintain two-way traffic with severe impacts to trees and curbside access, and (iv) an option to not proceed with building a AAA cycling connection for the East Connection segment of the network.

Should Regional Council choose to prioritize maintaining two-way motor vehicle traffic on Morris Street, the two-street couplet concept may represent the most viable opportunity to achieve the East Connection with AAA infrastructure when evaluated alongside all other alternatives explored. Two variations of this concept and a high-level estimate of related impacts are described in the Discussion section of this report.

This report recommends pausing the implementation of the approved bikeway project to allow for additional functional planning and public engagement. It also describes the next steps (pending Council approval) and outlines schedule impacts and risks that could impact delivery of the AAA network by 2028 as currently planned.

RECOMMENDATION

It is recommended that Regional Council direct the CAO to:

1. Initiate additional functional planning and engagement for alternative cycling connections for the East Connection on Morris St between University Avenue and Lower Water Street as described in the Discussion section of this report; and

2. Return to Regional Council with a recommendation on the preferred alternative cycling connection.

BACKGROUND

To provide residents and visitors with more mobility options and to support the Municipality's goal to increase the number of trips taken by walking/rolling, cycling, and transit, HRM's Integrated Mobility Plan proposed a Regional Centre network of bikeways designed to accommodate people interested in travelling by bicycle but fearful of riding in mixed traffic. This network of "all ages and abilities" (AAA) bikeways is being implemented with three main types of infrastructure: protected bikeways, multi-use pathways, and local street bikeways. When implemented according to the latest professional design guidance, these types of infrastructure in the appropriate context have been demonstrated to improve safety for people cycling

and provide the level of comfort necessary to attract new riders. The network also supports HRM's Road Safety and HalifACT objectives.

The University Avenue/Morris Street corridor is identified as a key connection in the Regional Centre AAA network. Pending implementation of protected bikeways, the east-west route would connect Dalhousie University's Studley, Carleton, and Sexton Campuses, the QEII and IWK hospital sites, downtown Halifax and the waterfront. The route would also connect existing protected bikeways on South Park Street, Hollis Street, and Lower Water Street, the Vernon-Seymour Local Street Bikeway**,** the Halifax Urban Greenway**,** a planned bikeway or multi-use pathway on Robie Street (Robie St to Saint Mary's campus), and the existing Sexton Campus multi-use pathway (Morris Street to Spring Garden Road on Dalhousie property).

Project Context

The Peninsula South Complete Streets functional planning process was initiated as per the following HRM policy:

- Action #72 of Halifax's Integrated Mobility Plan (IMP): Deliver the Regional Centre all ages and abilities bicycle network by 2022.
- Recommendation #20 of the Halifax Active Transportation Priorities Plan 2014-2019: To achieve the goal of doubling of AT mode share, the Municipality needs to focus AT Plan implementation for cycling on the types of infrastructure preferred by people who are not yet comfortable cycling.
- Recommendation #23 of the Halifax Active Transportation Priorities Plan 2014-2019 states that when making decisions about potential trade-offs needed to establish bicycle lanes in the Regional Centre, there should be:

    1. More detailed review of each corridor under the criteria listed in Appendix E of the plan;
    2. Public engagement; and
    3. Regional Council approval.

The Peninsula South Study Area includes the segments of the proposed Regional Centre AAA Cycling network south of (and including) University Avenue and Morris Street (Figure 1).

Refer to the August 2024 staff report for more information about the project objectives, scope, planning process, concept evaluation framework, the Robie Street segment, and recommended concepts for University Avenue and the West Connection.

Figure 1: Proposed Regional Centre AAA Bicycle Network (Integrated Mobility Plan)

On October 1, 2024, Regional Council approved the recommended new bicycle facilities and related changes for several streets in the south end of the Halifax peninsula as described in the staff report dated August 29, 2024. This includes the recommended two-way bikeway for Morris Street (Concept 1A, Figure 2) as the "East Connection" between the approved University Avenue two-way bikeway and Lower Water Street (Figure 3). Space to add the two-way bikeway to the north side of Morris Street would be reallocated from one traffic lane by converting the street to one way (eastbound) for motor vehicles.

Figure 2: Approved Morris Street Two-way Bikeway with One-way Eastbound Traffic (looking east)

Benefits of the approved Morris Street bikeway include:

- Achieves a direct and continuous (with University Avenue) safer bicycle route across the Halifax Peninsula with grades of 5% or less, which is favourable for AAA cycling (4% is considered ideal for cycling; beyond 8% many people cycling will need to dismount and walk)
- Conflicts between people cycling and people driving with the two-way bikeway are reduced with conversion to one-way vehicle traffic
- A wide treed and grass buffer separates the bikeway from the sidewalk
- Maintaining the existing location of south side curb minimizes impacts to mature trees

- Most on-street parking and three loading zones are maintained

Impacts on Traffic Capacity and Network
Converting Morris Street to one-way eastbound would divert westbound vehicles to adjacent streets such as South Street, Clyde Street, Terminal Road, and the residential areas of Dresden Row, Birmingham Street, and Brenton Street.

Estimates of vehicle diversion due to the conversion to one-way flow were completed, and intersection performance was analyzed to better understand expected operational conditions. The analysis also considered the additional restrictions to vehicle movements in the area that would result if the planned daytime transit-only pilot project on Spring Garden Road were to be implemented. Sensitivity analysis was also completed by increasing vehicle volumes by 10% to test potentially higher driving demand, as the analysis was completed based on data collected in fall 2021, a period when travel patterns were still affected by the COVID-19 pandemic.

The following is a summary of the findings of the traffic analysis:

- The analysis concluded that traffic volume from Morris Street would divert to adjacent roads, which will increase traffic volumes on those roads. Many of these are local residential streets, which may not be appropriate for increased traffic volumes.
- The analysis indicated that these changes will increase congestion and delay at two unsignalized intersections (Barrington Street/South Street and Spring Garden Road/Brunswick Street)

Impacts to Transit
There would be impacts to Halifax Transit operations in the area resulting from the conversion of Morris Street to one-way for vehicles. One regular transit route (Route 90) and nine peak period express routes run on the University Avenue-Morris Street corridor, providing passengers with direct access to the university and health care facilities. With the conversion to one-way traffic, one or both directions of the existing transit service on Morris Street are expected to be removed. Options for re-routing include Spring Garden Road and South Street. Transit routes function as a network to provide travellers with options, and broad consideration needs to be given to how routes interact and function, which could result in network changes that impact large numbers of passengers.

With the conversion to one-way, Morris Street would also not be available as a westbound detour route for buses. Currently, bus routes on both Spring Garden Road and South Street routinely detour onto Morris Street for a variety of reasons, and specifically do utilize Morris Street during snow events due to the more favourable grade. Limited options for detours in the area are expected to result in transit detours that are more complicated, more impactful to passengers, and possibly more expensive.

As part of the upcoming public engagement for the Core Service Plan 2025-27, Halifax Transit will seek feedback on potential routing changes for key focus areas within the transit network, including the Halifax Peninsula. One goal of the engagement is to learn how the potential re-routing of Morris Street routes will impact riders and residents.

Impacts on Emergency Services
Halifax Fire and Emergency Services and EHS were consulted during functional planning and confirmed that one-way eastbound traffic on Morris Street would be acceptable.

Impacts to Truck Routes
Morris Street currently functions as a secondary route for outbound truck traffic exiting the South End Container Terminal when Lower Water Street is not available. As a result, conversion of Morris Street to one-way eastbound would remove it as a secondary truck route. To mitigate the impact of this change, an alternate secondary truck route, identified in consultation with the Halifax Port Authority and Atlantic Trucking Association, was recommended in the August 2024 staff report. The alternative route would follow Terminal Road, Hollis Street, Barrington Street, Inglis Street, and Robie Street. While Inglis Street is already a daytime truck route, the others are already full-time truck routes. Geometric changes to the median at the Robie Street – Inglis Street intersection would be required to accommodate truck turns. This work is currently planned as part of the construction phase of the approved University Avenue bikeway.

The planned rail shuttle solution will add an additional outbound option for containers originating from the Port. Planned to be operational by the end of 2027, the rail shuttle is expected to shift at least 75% of port-related container traffic from the road network to rail. This will significantly reduce the number of port-related trucks using Lower Water Street, Morris Street, and other truck routes in the area.

Impacts to Trees and Parking/Loading

Of all the concepts for Morris Street considered during functional planning, the approved Morris Street concept would have the lowest impact on street trees and on-street parking. Up to 4 of the 55 street trees would be removed and replaced on Morris Street or within the study area, and on-street parking would be maintained on the south side of Morris Street, resulting in a net loss of approximately five parking spaces.

Figure 3: Approved Concepts for University Ave, West and East Connections

The August 2024 staff report presented the following alternatives to the recommended Morris Street concept for Council consideration:

1. For the East Connection, not approve Morris Street Concept 1A and direct the CAO to undertake further design and engagement on one, two, or all of the following:
    a. The Clyde Street-Sexton Campus-Bishop Street corridor, accepting that it would not achieve the desired All Ages and Abilities connection;
    b. A two-street bikeway couplet, featuring a westbound bikeway on Morris Street and an eastbound bikeway on a parallel street, such as South Street. This option would enable retaining two-way vehicle traffic and transit services on these streets, but would separate the bike route;
    c. A two-way bikeway while maintaining two-way traffic on Morris Street and a minimum 8m curb-to-curb dimension, accepting the removal of most mature trees with limited space for replanting and the removal of most on-street parking.
2. For the East Connection, given the multiple challenges and trade-offs, not proceed with building an east-west connection for this part of the AAA bicycle network.

East Connection Concepts

The functional planning process considered several concepts for the East Connection (between South Park Street and Lower Water Street), including two alternative routes to Morris Street: (i) South Street and (ii) a connection on Clyde Street, through Dalhousie's Sexton Campus, and then on Bishop Street. Concepts for Morris Street included two-way and one-way raised bikeways with two-way and one-way traffic. These concepts are further described in the August 2024 report.

DISCUSSION

On June 10th, 2025, Regional Council directed staff to provide updated alternatives to the approved Morris Street bikeway that "maintains two-way traffic on Morris Street and that does not remove vehicular lanes or otherwise worsen congestion on either Morris Street or Lower Water Street." This direction has followed concerns from the community and stakeholders regarding the conversion of Morris Street to one-way traffic and the potential impacts on the street network. Since Regional Council approval of the Peninsula South Complete Streets functional plan in October 2024, the following feedback has been received:

- **Goods Movement**: Both the Port of Halifax and PSA Halifax have expressed concerns about how the one-way conversion of Morris Street would impact port operations. Representatives have indicated that the removal of westbound Morris Street as a secondary option for trucks leaving the South End Container Terminal would be impactful to operations and that the alternative secondary route (via Terminal Road, Hollis Street, Barrington Street, Inglis Street, and Robie Street) is less ideal.
- **Tour Operators**: There are concerns from tour operators about the impacts the conversion of Morris Street to one-way traffic could have on the ability to move tour buses in a timely manner.
- **Lower Water Street**: Occupants of the southernmost block of Lower Water Street (south of Morris Street) have expressed concern about the impact of the one-way conversion given it would remove Morris Street as an option for westbound vehicle movements, requiring re-routing along the frequently congested Lower Water Street corridor to the next available westbound option at Bishop Street. This could impact Nova Scotia Power employees and residents, and employees at the recently completed Cunard Block development who travel west by motor vehicle. There has been a request to consider conversion of the segment of Lower Water Street south of Morris Street from one-way to two-way traffic to provide an alternative to Lower Water Street (via Terminal Road) for travelling west or north.

Alternative East Connection Concepts

The following were provided as alternatives to the approved Morris Street bikeway in the August 2024 staff report. These alternatives would be given further consideration pending Regional Council direction to initiate additional functional planning.

1. Clyde Street-Sexton Campus-Bishop Street Corridor

An alternative route following Clyde Street, through Dalhousie's Sexton campus, and Bishop Street to Lower Water Street (Figure 4) was considered during functional planning. The existing South Park Street protected bicycle lanes would connect University Avenue to Clyde Street. Various configurations to accommodate two-way cycling were considered for Clyde Street, including a local street bikeway (shared lanes), and two-way and one-way protected bicycle lanes. Shared eastbound lanes and a westbound contraflow bicycle lane were considered for the Sexton campus. An eastbound shared lane and a westbound, protected contraflow bicycle lane with one-way eastbound traffic were considered for Bishop Street.

This option scored low during concept evaluation and was not advanced to phase 2 public engagement. Factors that resulted in a low score include:

- Clyde Street is not continuous with University Avenue, and thus a less direct route, and would not result in an easily legible route for users

- A 12% grade on Bishop Street is not suitable for an AAA facility
- Adding 300m of cycling infrastructure to Dalhousie's campus would raise challenges related to ownership, security, liability, and maintenance
- Achieving a two-way AAA facility on Clyde Street would require converting the street to one-way and/or significant impacts to parking and curbside access for loading, and some impacts to mature trees

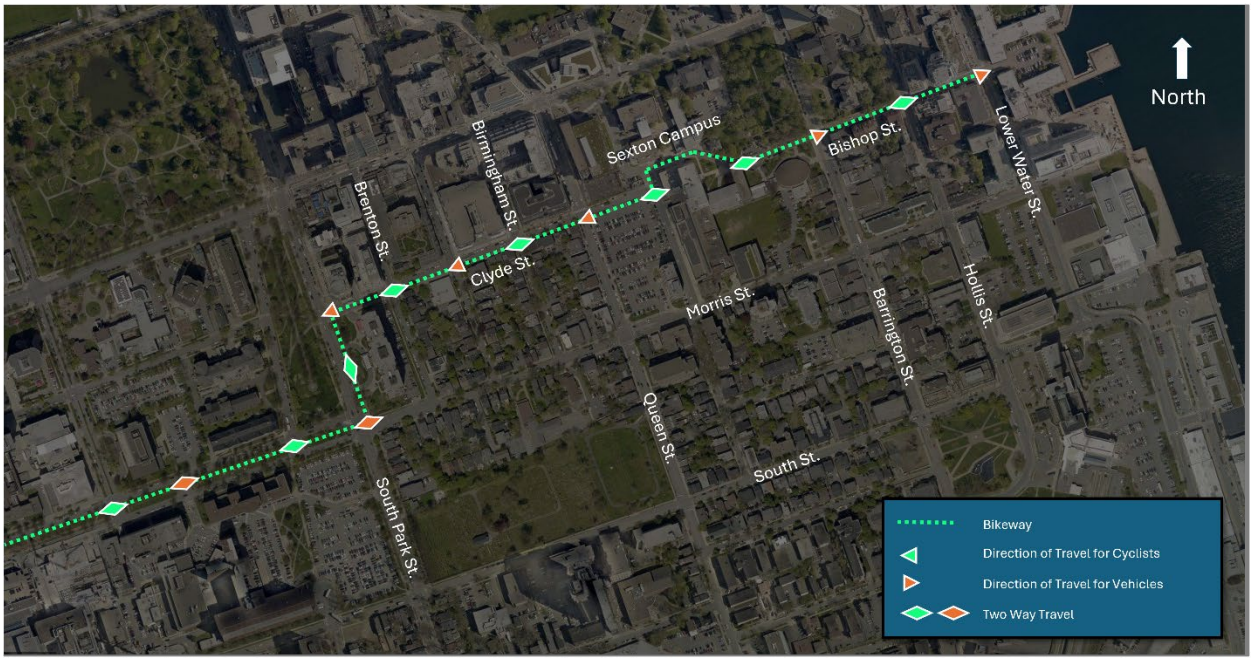

Figure 4: Two-way Bikeway on Clyde Street-Sexton Campus-Bishop Corridor

2. Two-Street Bikeway Couplet on Morris Street and Parallel Street

Late in the planning process, a two-street couplet concept was explored as an alternative. The concept considered a one-way bikeway on Morris Street and either following the Clyde Street-Sexton Campus-Bishop Street alignment (Figure 6) or South Street (Figure 7). This concept is designed to accommodate AAA bikeways with recommended minimum dimensions while minimizing impacts on street width, parking/loading, and mature trees. Features of the bikeway couplet option included:

- One-way westbound bicycle lane on the north side of Morris Street to take advantage of the favourable uphill grade
- One-way eastbound bicycle lane on either Clyde Street-Bishop Street or South Street
- Two suggested cycling routes in the north-south direction (e.g., Dresden Row, Queen Street, Church Street) for additional connections (local street bikeway or protected facility) between the couplet east-west bikeways to improve network connectivity in the area

Following internal staff review, the couplet concept was not developed further due to several factors, including:

- The couplet would require changes to physical infrastructure on multiple streets, which may increase the cost and effort to build and maintain the facilities
- The Morris Street cycling desire line could result in two-way riding on a one-way bikeway (this conclusion is, in part, informed by HRM's experience with, and directional ridership data from, the one-way northbound Water Street bikeway)
- Splitting eastbound and westbound travel between multiple streets would negatively impact directness and continuity of the AAA network

- Most on-street parking would likely be eliminated, and there would be reduced options for curbside access for vehicles on multiple streets

While not advanced for further consideration during functional planning for the reasons described above, when evaluated alongside all other alternatives explored, this concept may represent the most viable opportunity to achieve the East Connection with AAA infrastructure should Regional Council prioritize maintaining two-way motor vehicle traffic on Morris Street.

Figure 5 illustrates a possible cross-section for Morris Street that adds a one-way westbound raised bikeway to the north side without encroaching into the existing treed boulevards to minimize impacts to mature trees. This concept would remove most parking and loading from the street, though it may be possible to accommodate loading zones in short laybys where demand for curbside access is highest (with potential for localized impacts to boulevards, trees, and utility poles). Widening the curb-to-curb space to maintain a parking/loading lane on one side for the full length of Morris Street would have severe impacts on trees in the boulevards on both sides of the street.

Tables 1 and 2 provide a high-level summary of possible configurations and estimated impacts for the two-street couplet options (Alternative A with eastbound cycling on Clyde Street-Sexton campus-Bishop Street; Alternative B with eastbound cycling on South Street), including the multiple possible configurations for Clyde Street.

From a connectivity and convenience perspective, Alternative A, with the eastbound cycling route following Clyde Street-Sexton campus-Bishop Street, has benefits relative to Alternative B in that it would provide a direct connection to the Sexton campus and would require fewer left turns for people cycling when connecting from University Avenue to Lower Water Street. Accommodating AAA left turns for people on bicycles transitioning between two intersecting bikeways is often accomplished with two-stage left turns, which adds delay for them.

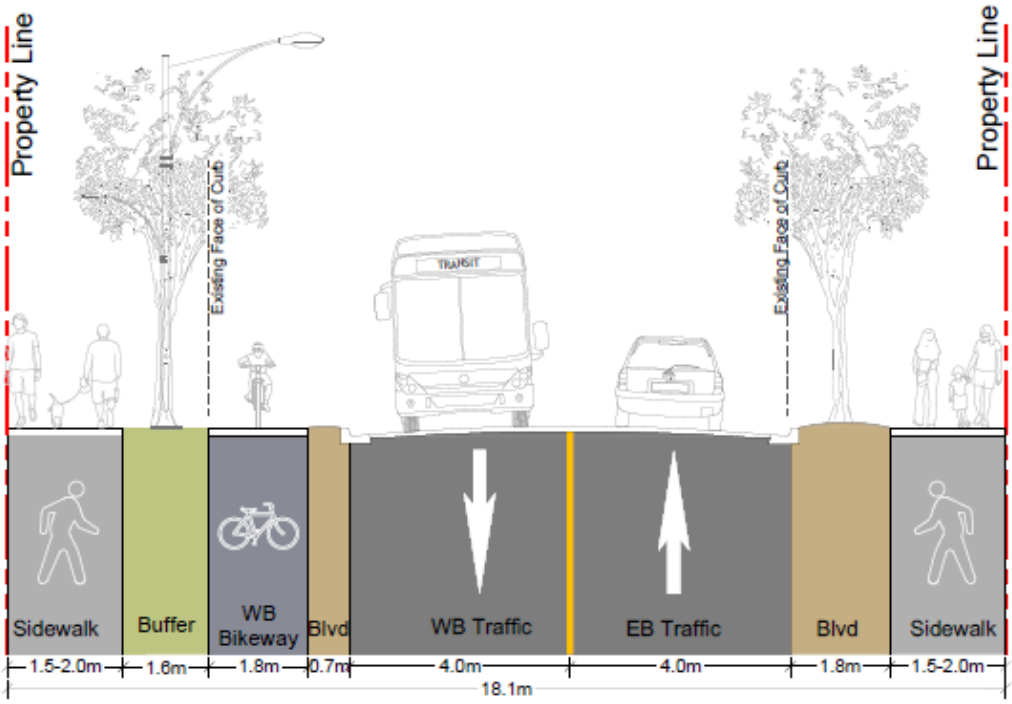

Figure 5: Morris Street One-way Westbound Raised Bicycle Lane (one direction of two-street couplet)

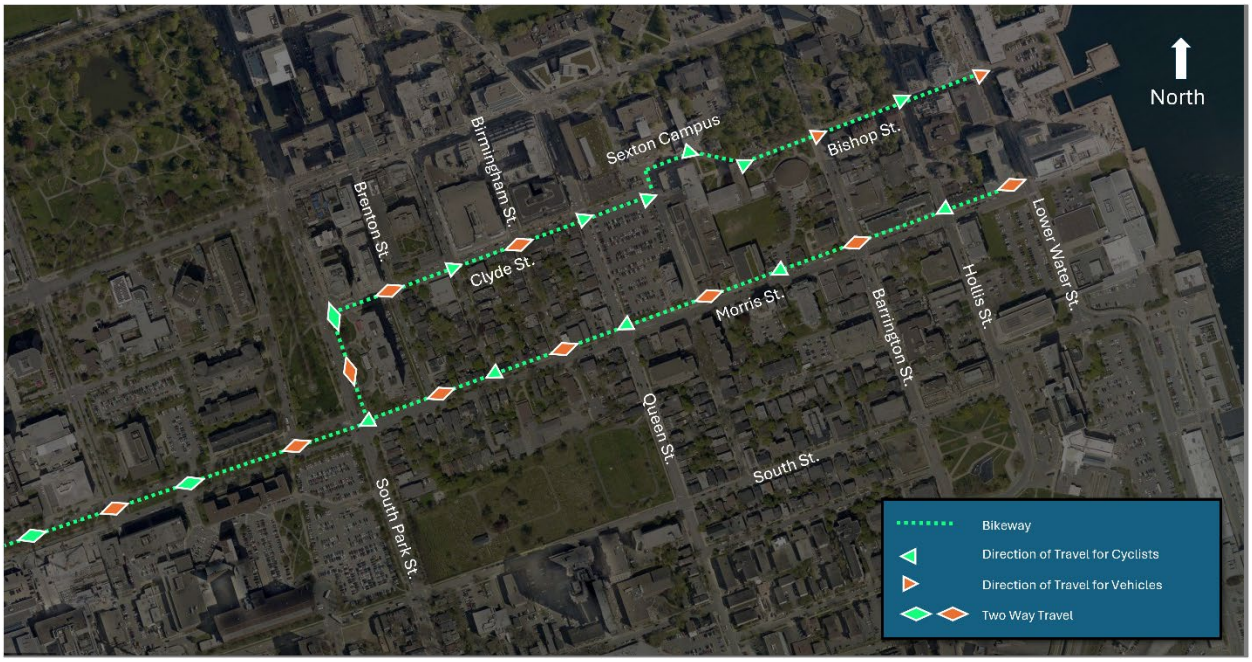

Figure 6: Map Illustrating the Two-street Couplet Alternative A

Table 1: Two-Street Couplet Alternative A (Morris Street and Clyde-Sexton Campus-Bishop Street)

Segment		Configuration		Summary of Impacts
		Bikeway	**Traffic Flow**	
Morris Street	**South Park Street to Queen Street**	One-way Protected Bikeway (westbound)	Two-Way	Removal of most parking/loading OR most trees
	Queen Street to Barrington Street			
	Barrington Street to Lower Water Street			
Clyde Street	**South Park Street to Brenton Street**	One-way Protected Bikeway (eastbound)	One-way (EB or WB)	Conversion to one-way traffic with one side parking/loading
	Brenton Street to Birmingham Street		One-way or two-way	Removal of parking/loading OR conversion to one-way traffic with one side parking/loading
	Birmingham Street to Queen Street		One-way (EB or WB)	Conversion to one-way traffic with one side parking/loading
Dalhousie Sexton Campus	**Queen Street to Barrington Street**	Local Street Bikeway	No through access for vehicles	Potential parking removal
Bishop Street	**Barrington Street to Lower Water Street**	One-way Protected Bikeway (eastbound)	One-way (EB)	Removal of parking/loading

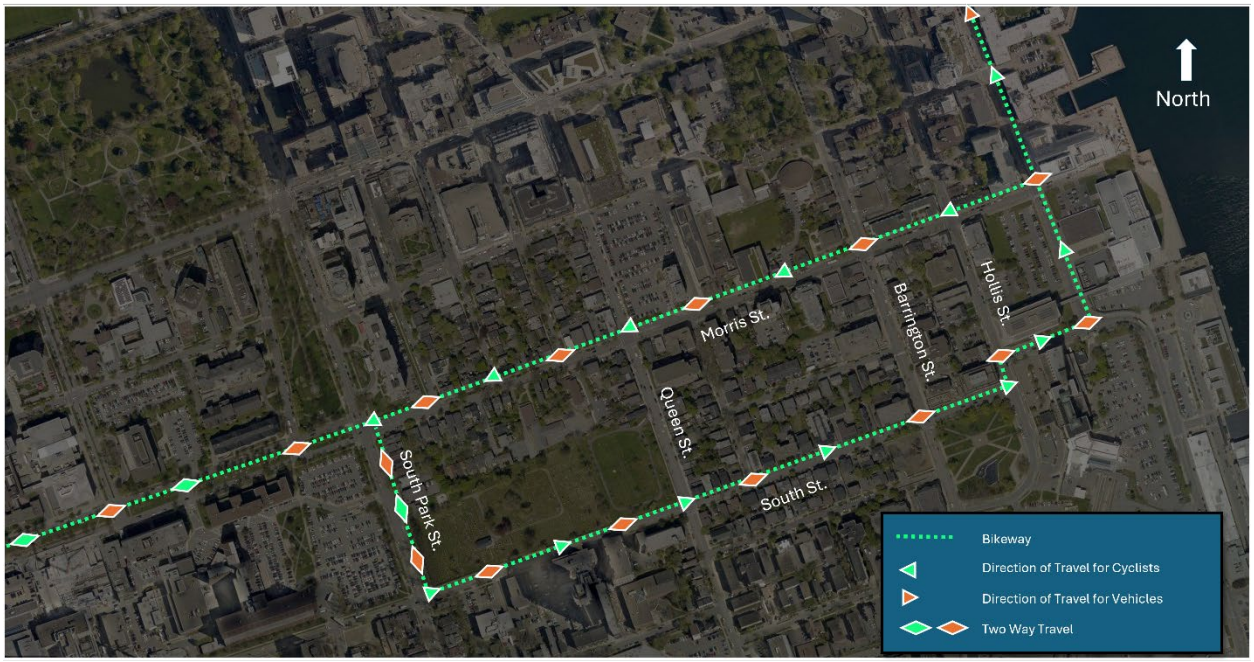

Figure 7: Map Illustrating the Two-street Couplet Alternative B

Table 2: Two-Street Couplet Alternative B (Morris Street and South Street)

Segment		Configuration		Summary of Impacts
		Bikeway	Traffic Flow	
Morris Street	South Park Street to Queen Street	One-way Protected Bikeway (westbound)	Two-way	Removal of most parking/loading OR most trees
	Queen Street to Barrington Street			
	Barrington Street to Lower Water Street			
South Street	South Park Street to Queen Street	One-way Protected Bikeway (westbound)	Two-way	Removal of most parking/loading OR most trees
	Queen Street to Barrington Street			
	Barrington Street to Lower Water Street			

3. Two-way Bikeway with Two-way Traffic on Morris Street and Minimum 8m Curb-to-curb Dimension

Eight meters is the minimum curb-to-curb dimension for Morris Street, as approved by HRM's Variance Committee. This decision was largely driven by concerns related to access for emergency vehicles and winter maintenance challenges. A concept with a two-way bikeway and two-way traffic and a minimum 8.0m curb-to-curb dimension was developed and evaluated during functional planning. The concept scored low and was eliminated from further consideration due to several factors, including:

- Minimum or sub-standard dimensions for the bikeway and buffers would be achieved (2.6-2.8m for the two-way bikeway; 3.0m minimum is recommended)
- The north-side boulevard would be eliminated in some areas due to constraints
- Would leave narrow (0.6m) boulevards for placement of utility poles and other utilities (signage, hydrants, etc.) and replacement of trees (would likely require soil cells)

- Would require relocating 25 utility poles
- Would require the removal of approximately 58 of 67 parking spaces
- Would require the removal of approximately 30 of the 48 street trees

4. Remove the East Connection from the AAA Network

Given the multiple challenges and trade-offs associated with achieving the East Connection, Regional Council could decide to not proceed with building an east-west connection for this part of the AAA bicycle network. This would require de-designating the connection as a segment in the Integrated Mobility Plan's AAA network. This would remove (from the AAA network) the only continuous east-west safer cycling route in the south end of the peninsula.

Adoption of non-AAA facilities is one possible approach to mitigating impacts to other street functions. This could include considering shared lanes in contexts not normally considered suitable for a local street bikeway, and unprotected, painted bicycle lanes. These types of facilities may provide some benefit to people who are confident cycling, but would not necessarily meet the needs of the AAA target audience – people who do not feel comfortable or safe cycling adjacent to moving vehicles. Non-AAA facilities are less effective at attracting new riders and less effective at improving the comfort and safety of vulnerable road users.

Next Steps

If Regional Council provides direction to further investigate alternatives to the approved Morris Street bikeway, then staff would initiate a new functional planning process, including additional public engagement. HRM's standard functional planning-design-construction cycle for capital projects in the right of way typically allows one year for functional planning, though complex projects can take longer.

As an option to potentially accelerate delivery of an East Connection alternative, Regional Council could consider implementing an alternative concept tactically, mainly using temporary materials, as a pilot project while additional functional planning progresses concurrently. Tactical implementation of the two-street bikeway couplet would provide an opportunity to test how such a facility would operate. Data collected and lessons learned from the pilot could inform the design of a future East Connection solution built with more permanent materials and integrated with road recapitalization projects.

FINANCIAL IMPLICATIONS

Implementation of the approved West Connection, University Avenue, and Morris Street AAA bikeways is part of the budget plan for Capital Project CR200007 Regional Centre AAA Bikeways.

Financial implications associated with the staff recommendation in this report include:

- Preliminary design costs, estimated at approximately $80,000, for the Morris Street component of the project would not be incurred in 2025/26 as previously planned
- Functional planning and design costs for the East Connection would be incurred in 2025/26, with an estimated cost between $100,000 - $300,000. This would be in addition to the cost ($201,500) of functional planning completed to date for the Peninsula South Complete Streets project
- There would be a cost to install an alternative concept as a pilot project, but a design and cost estimate has not yet been developed
- The proposed approach aims to maintain Public Transportation Infrastructure Fund (PTIF) Agreement objectives for a complete AAA bikeway network in the Regional Centre. In a scenario where no AAA connection is achieved for the East Connection an amendment to the agreement would likely be required
- Additional costs would be incorporated into future capital budget requests

RISK CONSIDERATION

HRM Procurement has advised that a new RFP for the design of University Avenue and the West Connection, excluding Morris Street from the scope, would need to be issued. A new RFP for University Avenue Phases 1 and 2 and the West Connection would push the schedule for University Avenue Phase 1 and the West Connection into a multi-year construction window between 2026 and 2027, or a single construction season in 2027, instead of the originally planned delivery in 2026. Phase 2 of University Avenue would be at high risk of being converted to multi-year construction in 2027–2028 or delivered in a single 2028 season rather than the originally planned delivery in 2027. There is a risk that delaying construction could lead to increased cost due to inflation and multi-year construction, which could increase the cost compared to single-season construction.

COMMUNITY ENGAGEMENT

Other than receiving the community and stakeholder feedback described in the Discussion section, no additional community engagement was conducted to inform this report. The alternatives to the approved Morris Street bikeway described above, including the two-street bikeway couplet, were not shared with the public for feedback during the functional planning process.

As part of the functional planning process, stakeholders and the public were invited to learn more about the project and provide their feedback on the complete street concepts. Information about the project is available on the Halifax.ca website at:

www.halifax.ca/transportation/cycling-walking/expanding-network/regional-centre-bikeway-update#PeninsulaSouthCompleteStreets

Additional information, including the Phase 1 and 2 What We Heard summary reports and links to four short videos explaining the project, are available on the Shape Your City project page: www.shapeyourcityhalifax.ca/peninsula-south-complete-streets

ENVIRONMENTAL IMPLICATIONS

This project is supportive of the sustainability objectives of the municipality as it aims to make it safer and more comfortable for residents to choose sustainable transportation options for everyday transportation purposes.

ALTERNATIVES

Regional Council could choose to:

1. Direct the CAO to proceed with implementing the Morris Street bikeway as approved by Regional Council in October 2024 and initiate additional planning to consider converting Lower Water Street between Terminal Road and Morris Street to two-way traffic to mitigate impacts to traffic capacity on Lower Water Street. This is not recommended as it would not fully address Regional Council's June 10, 2025 motion.
2. Direct the CAO to proceed with implementing the approved Morris Street bikeway option using temporary, tactical materials as a two-year pilot and return to Council with a post-pilot evaluation and initiate additional planning to consider converting Lower Water Street between Terminal Road and Morris Street to two-way traffic to mitigate impacts to traffic capacity on Lower Water Street. This is not recommended as it would not fully address Regional Council's June 10, 2025 motio

LEGISLATIVE AUTHORITY

***Halifax Regional Municipality Charter*, S.N.S. 2008, c. 39 as amended**

79A (1) Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if

- **(a)** the expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality.
- **(b)** the expenditure is in respect of an emergency under the Emergency Management Act; or
- **(c)** the expenditure is legally required to be paid.

(2) The Municipality may expend money provided for in an operating budget or capital budget for a purpose other than that set out in the operating budget or capital budget for that fiscal year if the expenditure does not affect the total of the amounts estimated for the operating budget and the capital budget.

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

Motor Vehicle Act, R.S., c. 293, as amended:
90 (3) The traffic authority may also mark lanes for traffic on street pavements at such places as they may deem advisable, consistent with this Act and may erect traffic signals consistent with this Act to control the use of lanes for traffic.

ATTACHMENTS

N/A:

Report Prepared by: Mike Connors, P.Eng. – Manager, Transportation Planning, Strategic Infrastructure and Transportation Planning, 902.817.0795
