

HALIFAX

Almon Street Bike Lane Planning

Public Engagement Session
Maritime Room, Halifax Forum

May 3, 2017

Agenda

- | | |
|-------------------|---|
| 6:30 pm – 7:00 pm | Browse display boards, talk to staff. |
| 7:00 pm – 7:30 pm | Presentation |
| 7:30 pm – 7:40 pm | Q&A |
| 7:40 pm – 7:45 pm | Intro to small group discussions |
| 7:45 pm – 8:20 pm | Small group discussions |
| 8:20 pm – 8:30 pm | Highlights from group discussions & wrap up |

Why this Project Now?

- Halifax's Active Transportation Priorities Plan
 - Almon Street is a designated “candidate” bicycle route
 - Focus on developing bike network in the “Regional Centre”
- Halifax Regional Plan Policy
 - Objective to “design complete streets for all ages, abilities, and modes of travel.”
- Integrated Mobility Plan
 - Almon Street part of proposed bicycle network for “all ages & abilities” on the Halifax peninsula by 2020
- Street repaving provides opportunity for integration

Planning Project Objectives

1. Explore opportunities to add bicycle facilities on Almon Street in conjunction with 2017 street repaving.
2. Extend and connect bike route network and increase comfort and safety.
3. Understand the implications for other street functions:
 - i.e., pedestrians, transit, car & truck traffic, on-street parking, loading, trees, accessibility, other.
4. Submit proposed option to Regional Council for consideration (early summer 2017).

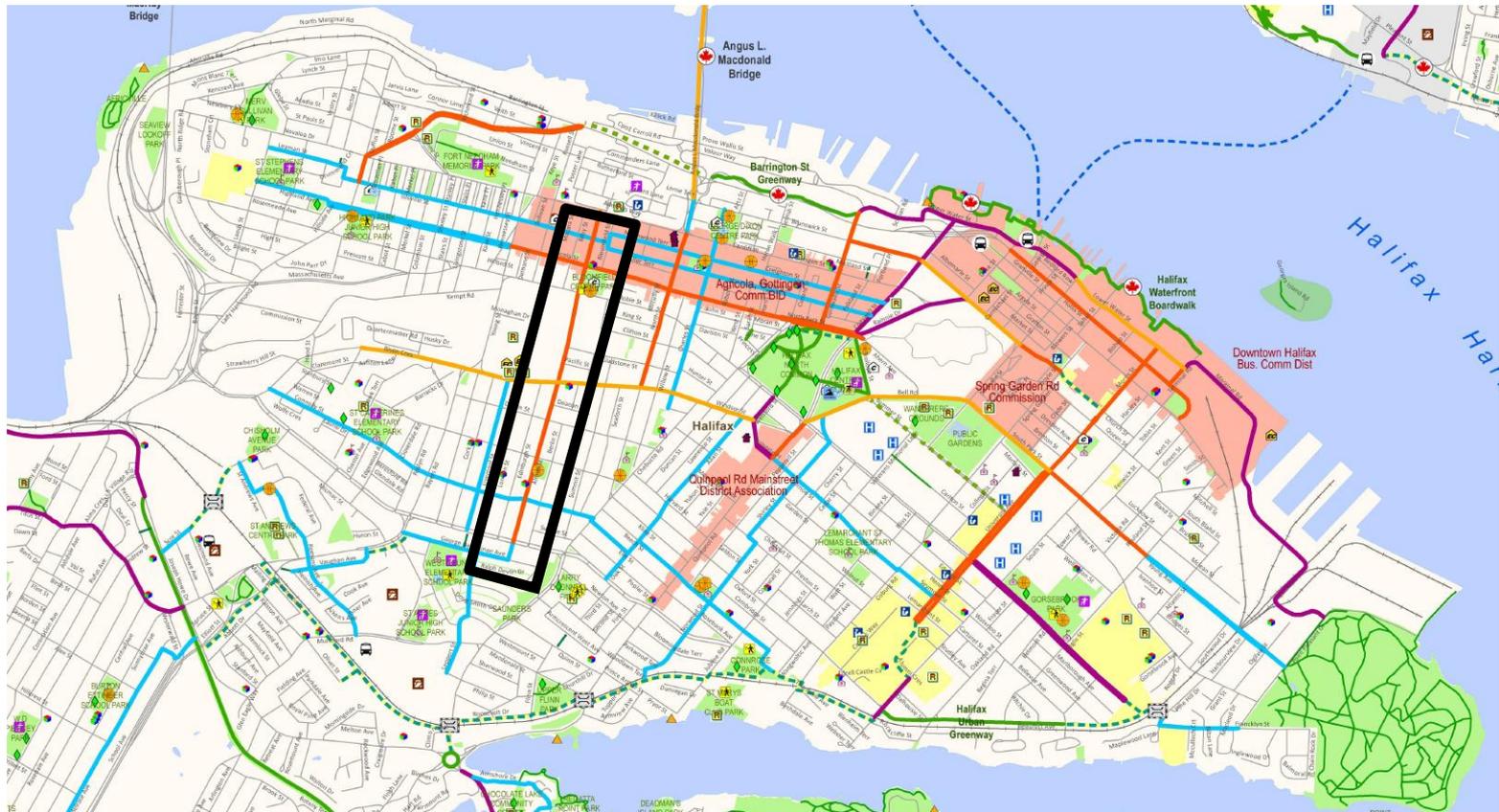
Purpose of Public Engagement

- Share current plans;
- Obtain feedback from public and stakeholders;
 - What do you like?
 - What are your concerns?
 - What have we missed? (Other options?)
- Are there non-bike lane issues that we should be aware of?
- Information to refine plans;
- Information for Regional Council.

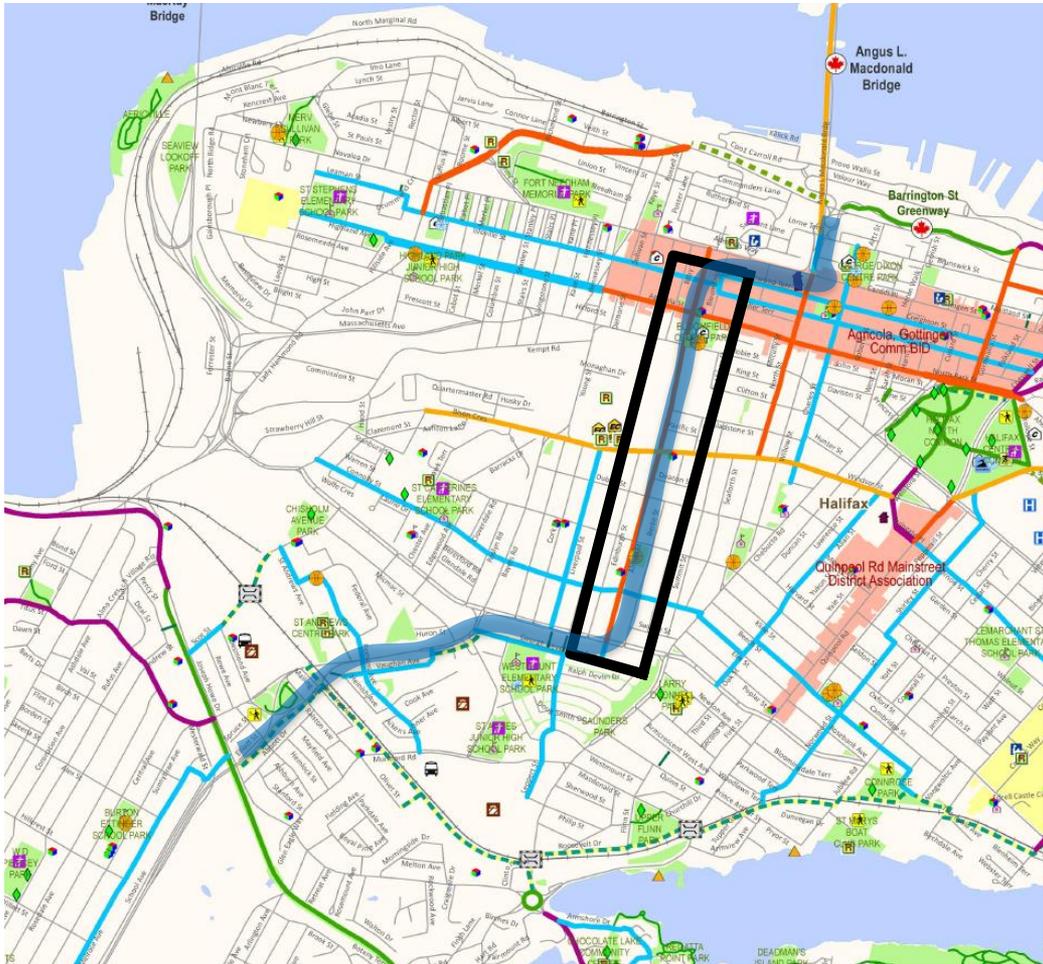


AT Priorities Plan Context

Map 2C: Candidate Bicycle Routes and Greenway Network: Halifax and Area



Part of Building the Network



- 1.8 km
- Connects with Windsor St. bike lane; future local street bikeways.
- Will provide access to George Dauphinee and planned route to Chain of Lakes Trail
- Supports provincial Bicycle Blue Route (link to Chain of Lakes Trail and Lunenburg County.)
- Supports “Big Easy” Fusion Halifax goal of Eastern Shore to South Shore route.

Two Options

1. Implement a combination painted bike lanes / shared-street facility in 2017. Conduct planning on conversion to protected bike lanes in two-three years.
2. Reinstate street with no changes in 2017. Conduct planning on conversion to protected bike lanes in two-three years.

Bicycle Facility Types

More Comfortable

Less Comfortable

Multi-Use Pathways



Off-Street

Cycle Track



Arterial Roads

Local Street Bikeway



Local Roads

Bicycle Lane



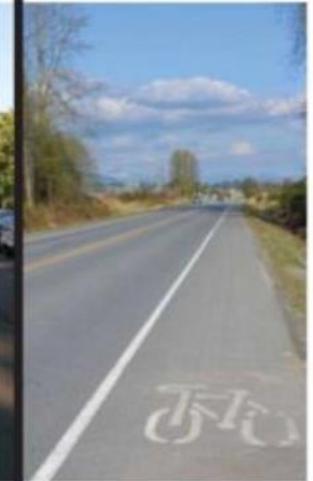
Arterial & Collector Roads

Shared Use Lane



Arterial & Collector Roads

Shoulder Bikeway



Rural Roads

Physical Separation Options



[Source: City of Boulder, CO - <https://bouldercolorado.gov/goboulder/bike>]



[Source: City of Ottawa]



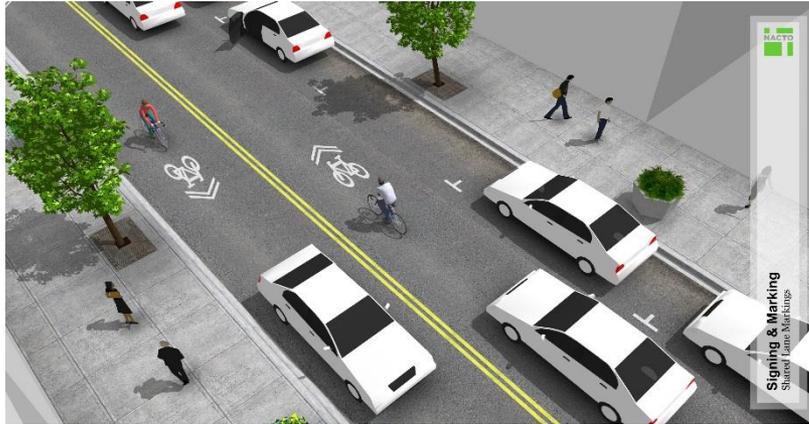
[Source: www.urbantoronto.ca]



[Source: M. Connors]

Painted bike lane and shared use lanes

Shared Lane



Painted Bike Lane



Planning for protected bike lanes - additional work

- 1) Research and planning protected bike lanes for blocks under 11m wide.
- 2) Design of “all ages and abilities” intersections;
- 3) Confirm legality of treatments in Nova Scotia MVA;
- 4) Full parking occupancy and mitigation plan, including accessible parking;
- 5) Loading requirements and how to accommodate with protected;
- 6) Operations plan (e.g. drainage, snow clearing);
- 7) Public education plan for new facility treatments;
- 8) More public/stakeholder engagement

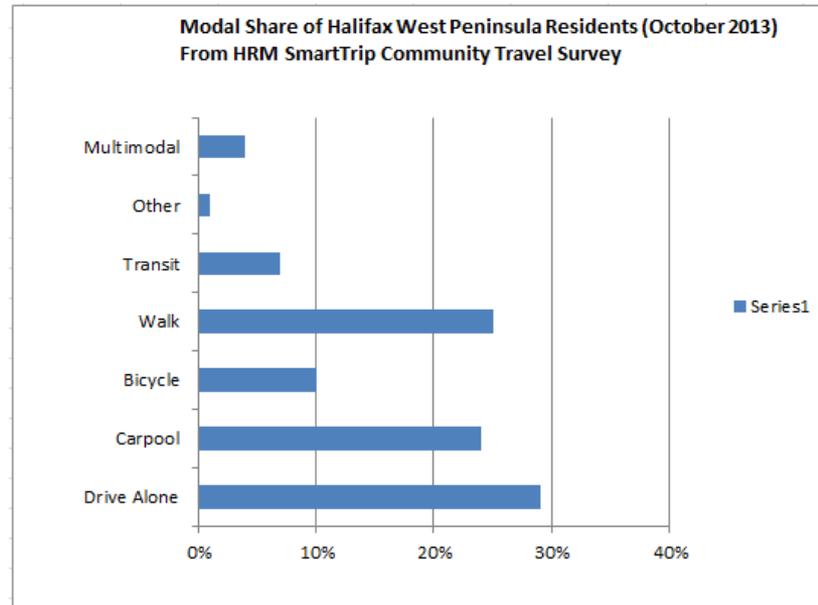
Evaluation Factors

Evaluation Criteria

1. Potential for Use/ Connectivity (existing bicycling, land use)
2. Street Characteristics (traffic, slope, width, intersections)
3. Alternative Route Analysis (are there other options)
4. Feedback: Public, Stakeholders, Internal HRM

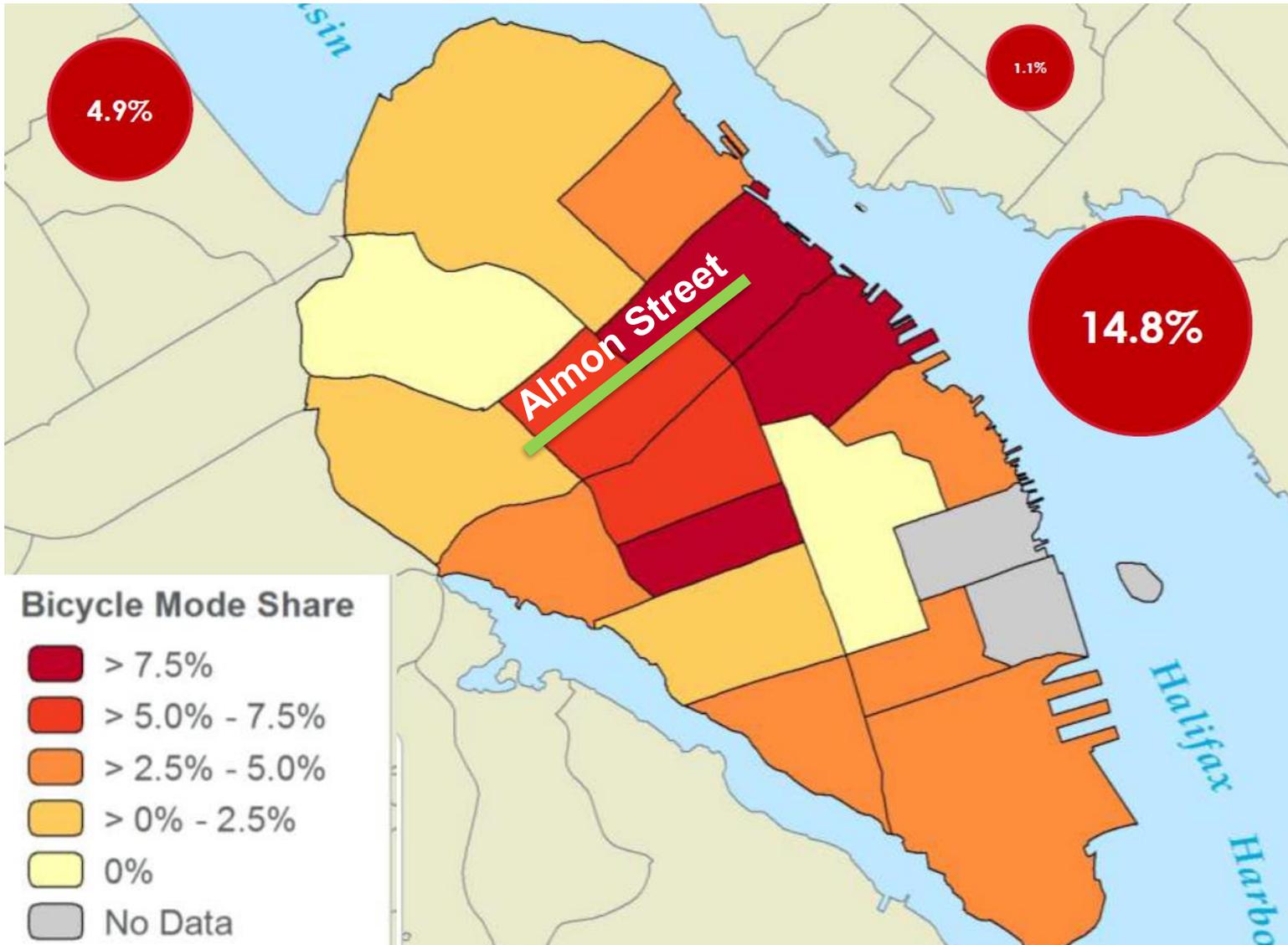
Potential – Bicycling Now

- 4% bicycle modal share for trip to and from work (2011 Census)
- October 2013 travel survey of west end residents:



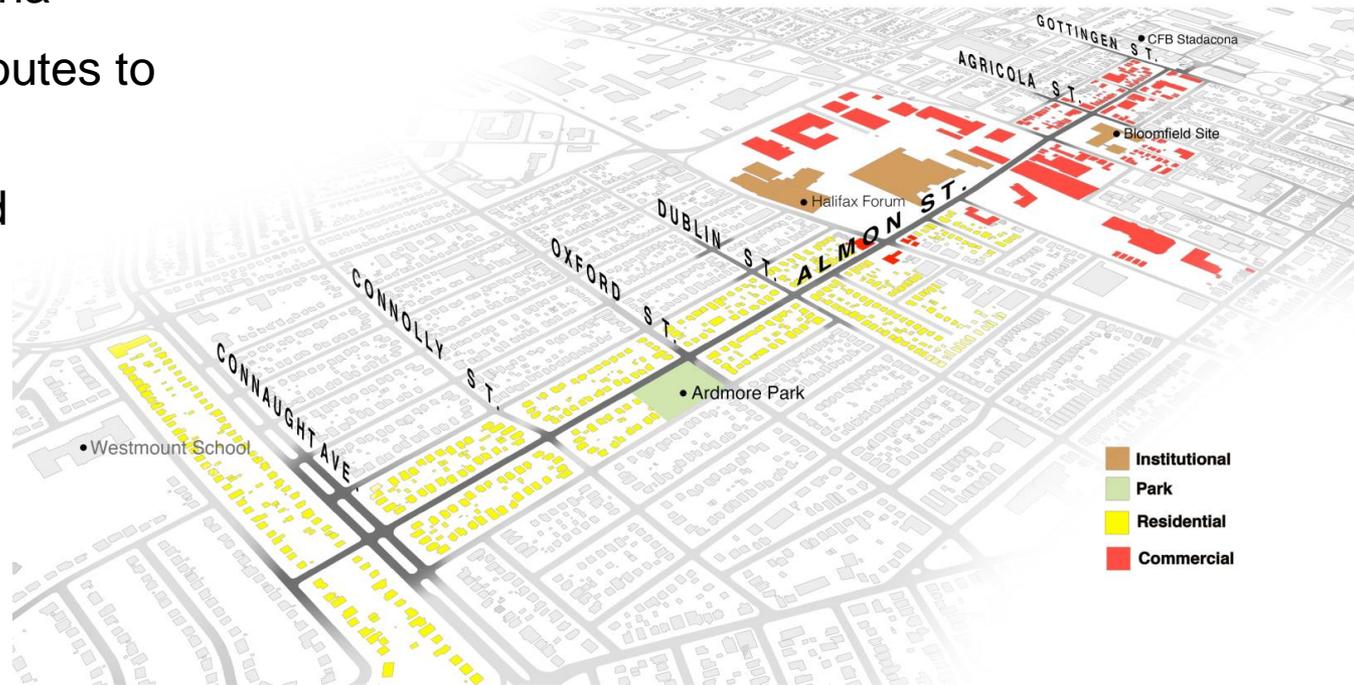
- Peak hour and mid-day bike counts on Almon (at Windsor) in fall 2016 show:
 - High of 24 bicyclists per hour
 - Low of 3 bicyclists per hour.

Potential – Bicycling Now



Potential – Origins and Destinations

- Densely Populated residential
- CFB Stadacona
- Connecting routes to malls
- Shopping and recreation



Street Characteristics – Motor Vehicles

Traffic Volumes and speeds:

Between Agricola Street & Gottingen Street

Average Daily Vehicles (weekdays): 5,086

85th percentile speed: 39KPH

Between Robie Street & Windsor Street

Average Daily Vehicles (weekdays): 11,926

85th percentile speed: 52 KPH

Between Connaught Avenue & Oxford Street

Average Daily Vehicles (weekdays): 5,034

85th percentile speed: 52 KPH

- Truck Route (1-3% of total traffic)
- Not a transit route

Vehicles and Speed – Bicycle Facility Type Tool

Desirable Cycling Facility Pre-selection Nomograph

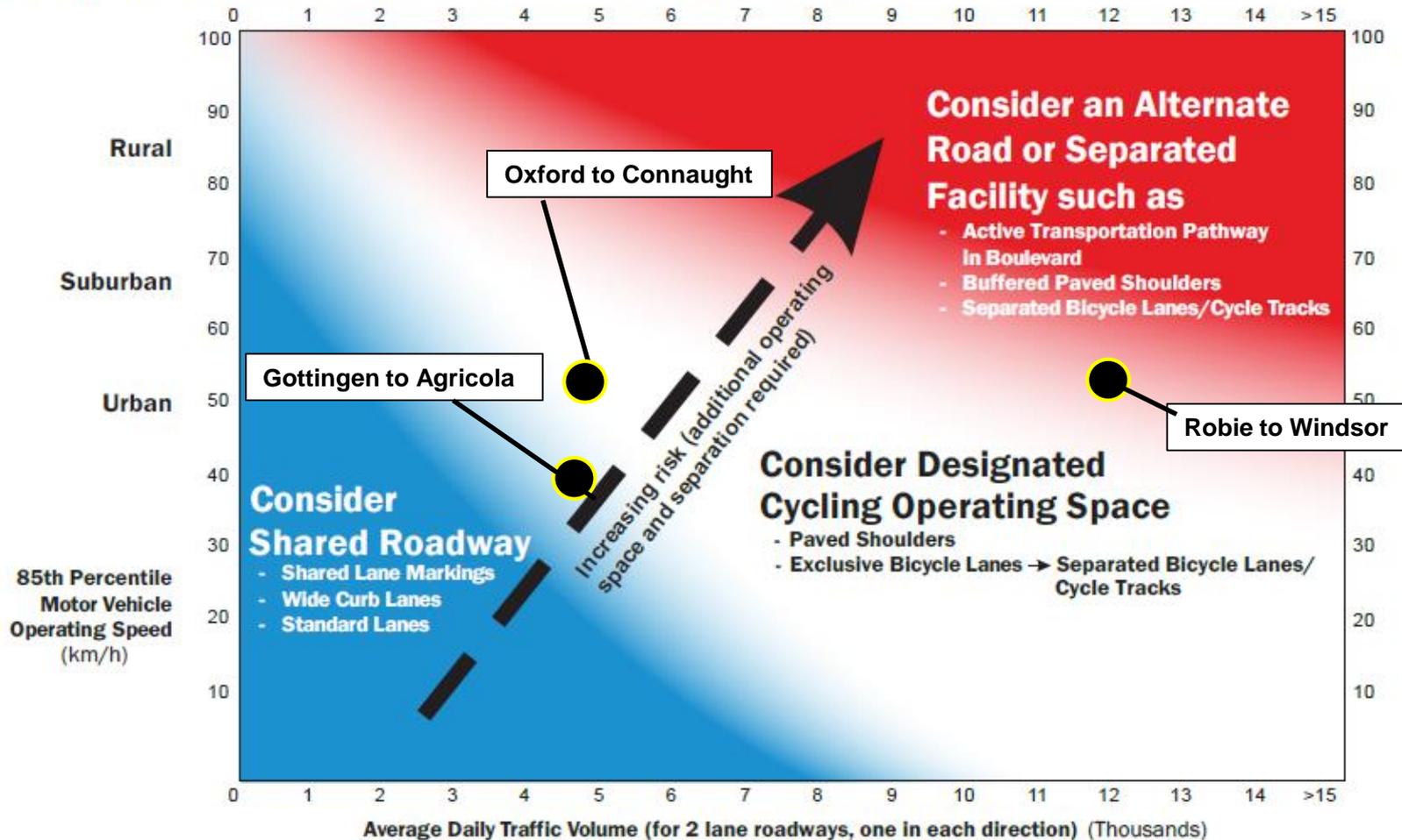
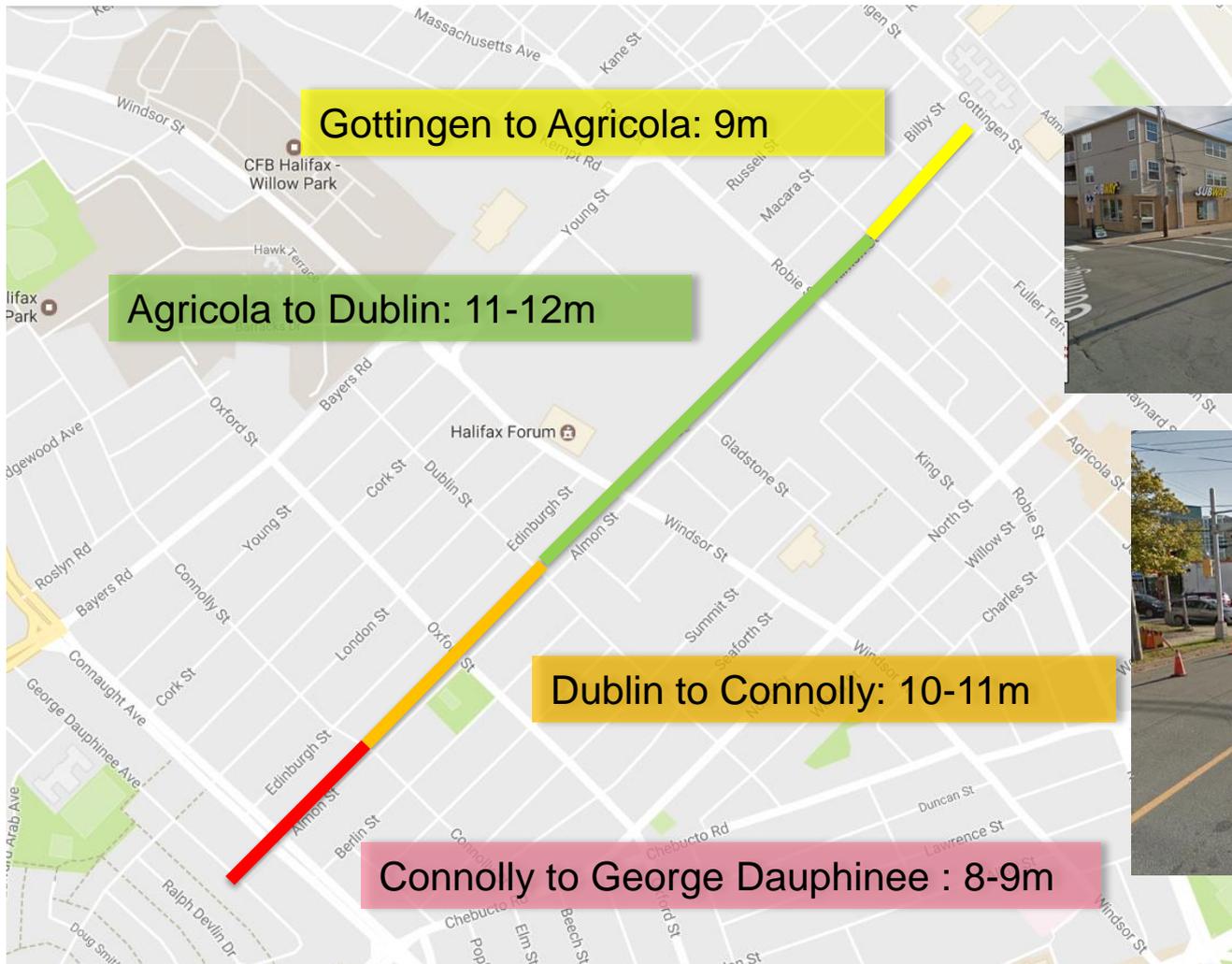


Figure 3.3 – Desirable Bicycle Facility Pre-Selection Nomograph

Street Characteristics - Width



Street Characteristics – Slope and Intersections

Intersections:

- Major intersections all signalized. (Gottingen to be signalized)
- Robie / Almon and Connaught / Almon particularly busy.

Slope:

- Connaught to Windsor: ~4.5%
- Robie to Windsor: ~ 2.5%

Street Characteristics – On-Street Parking Inventory

Segment of Almon Street	Current On-street Parking	On-street parking with proposed bicycle facility
Gottingen Street to Agricola Street	On-street parking on south side (time limited) 19 regular spots 2 accessible spots	No change 19 regular spots 2 accessible spots
Agricola Street to Dublin Street	On-street parking on both sides for most of the area. (mostly time limited) 72 regular spots 5 accessible spots	39 regular spots 5 accessible spots
Dublin Street to Connaught Avenue	On-street parking on both sides for most of the area (no time restriction) 113 spots	No on-street parking

Are there Alternatives to Almon Street?



Bayers and Young?
- High traffic, transit concerns.

Liverpool St.?
- Candidate local street bikeway, but ends at Windsor.

Other local streets?
- No streets extend east-west in the same way as Almon.

Proposed Cross-sections with Bike Facilities

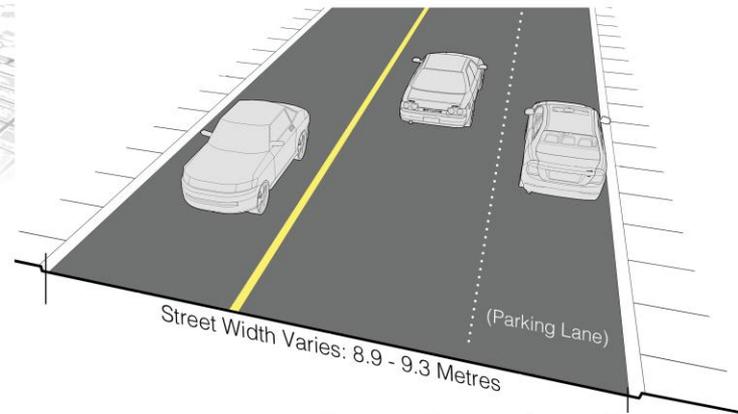
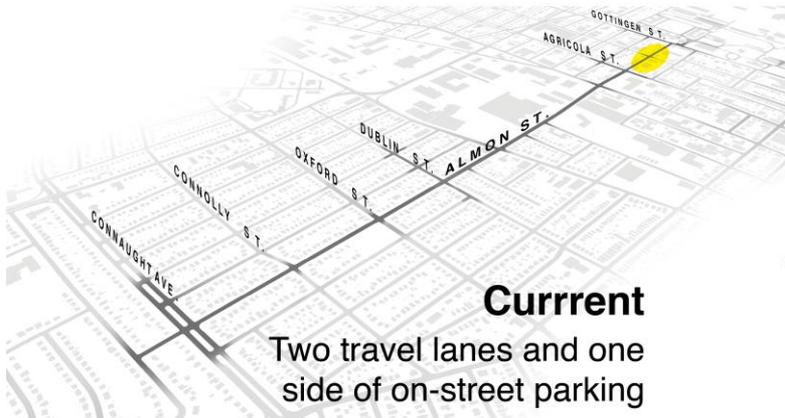
Project Area



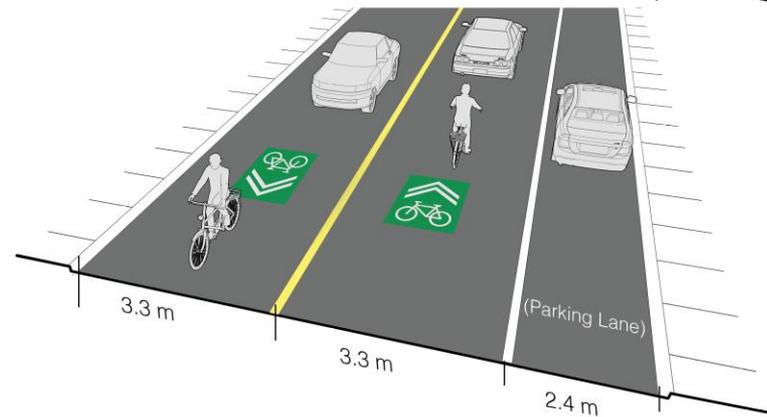
Gottingen Street to Agricola Street



Gottingen Street to Agricola Street



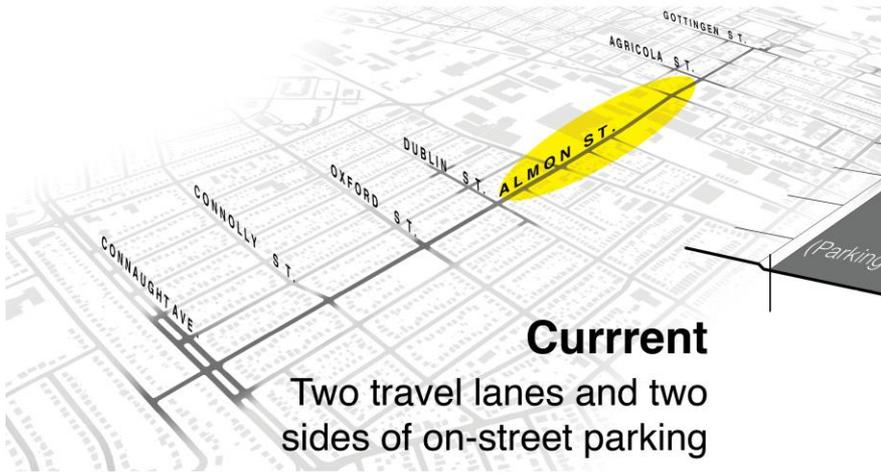
Proposed
Two travel lanes that have “share the lane (single file)” markings and one side of on-street parking. No separate bicycle lane.



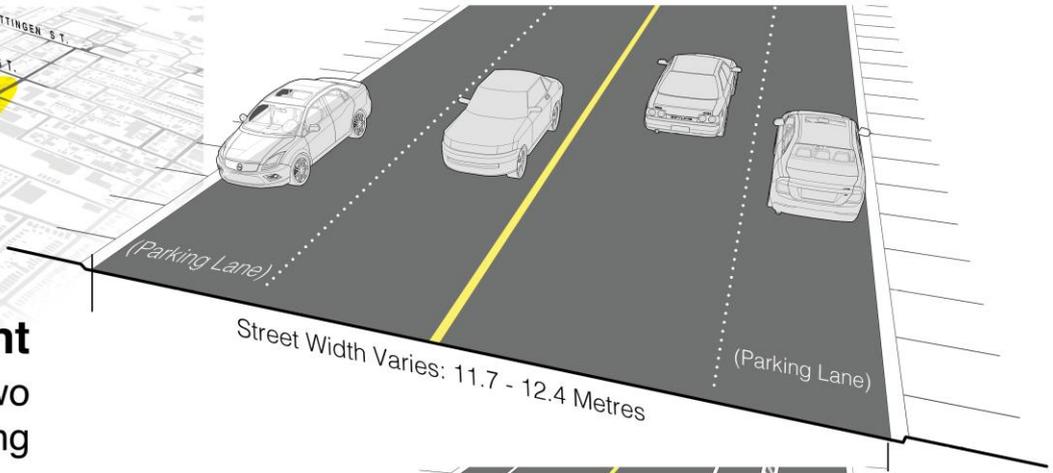
Agricola Street to Dublin Street



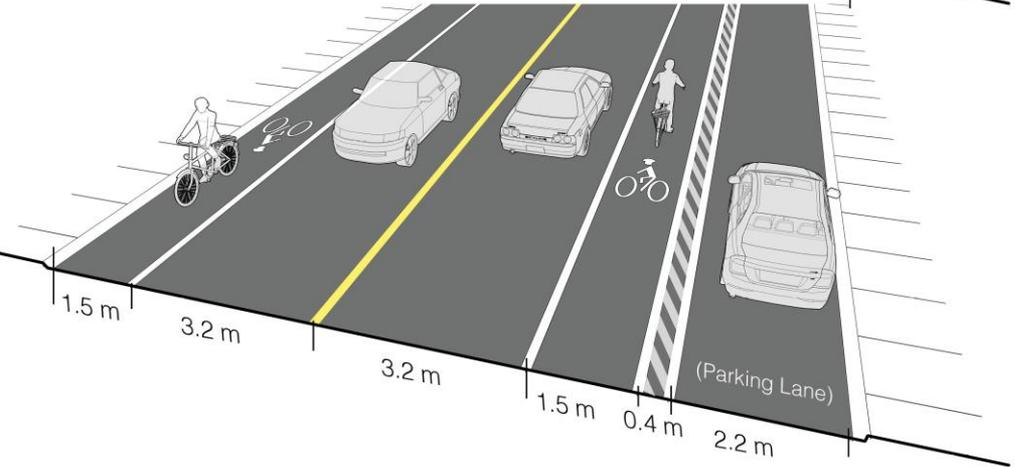
Agricola Street to Dublin Street



Current
Two travel lanes and two sides of on-street parking



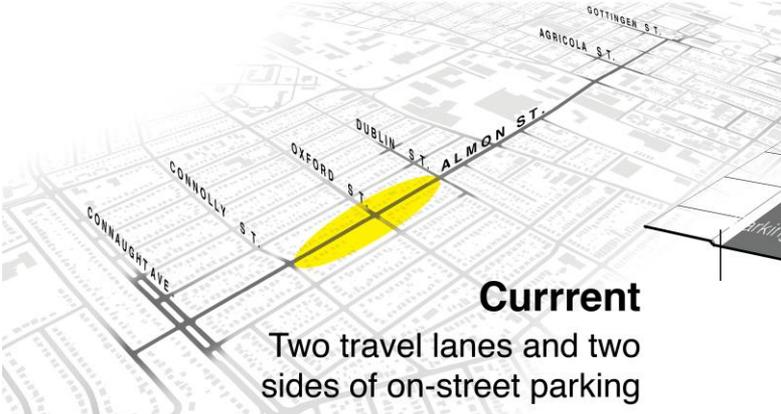
Proposed
Two travel lanes, two bicycle lanes, and one side of on-street parking



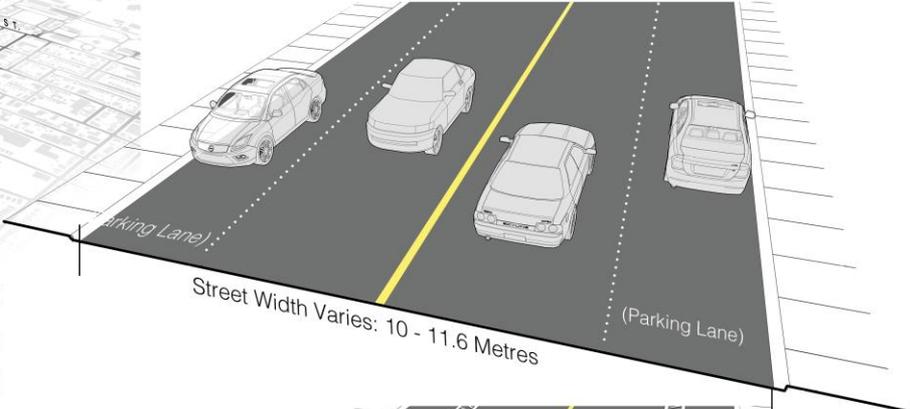
Dublin Street to Connolly Street



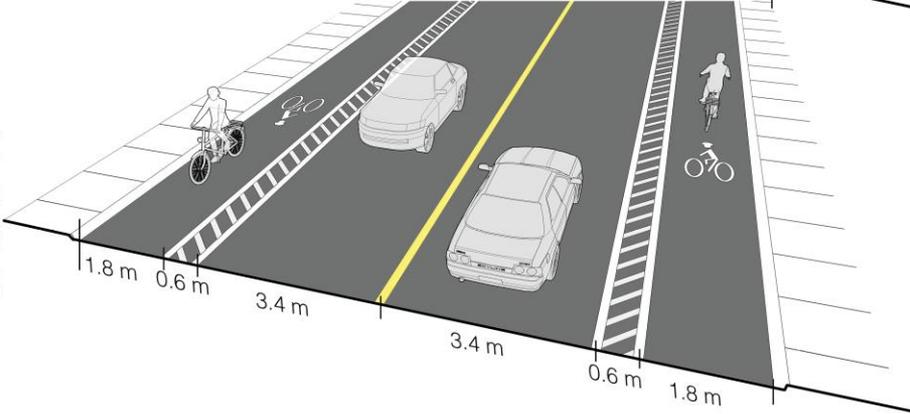
Dublin Street to Connolly Street



Current
Two travel lanes and two sides of on-street parking



Proposed
Two travel lanes, two bicycle lanes, and no on-street parking

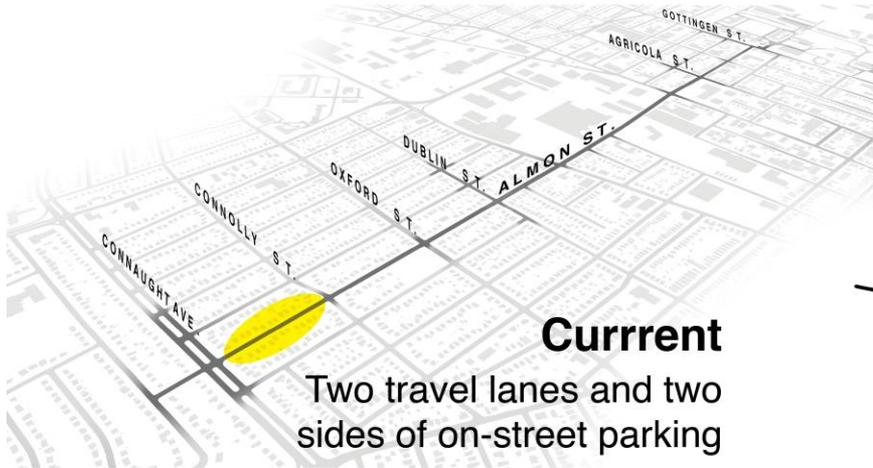


Connolly Street to Connaught Avenue



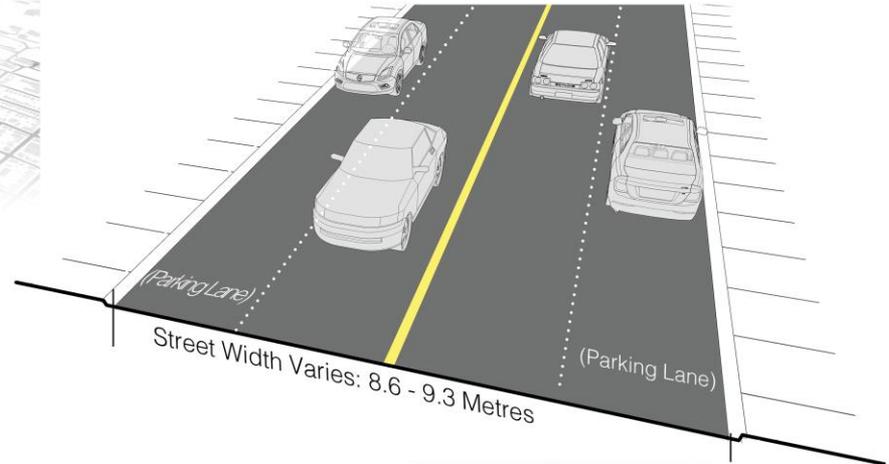
 PARKING

Connolly Street to Connaught Ave.



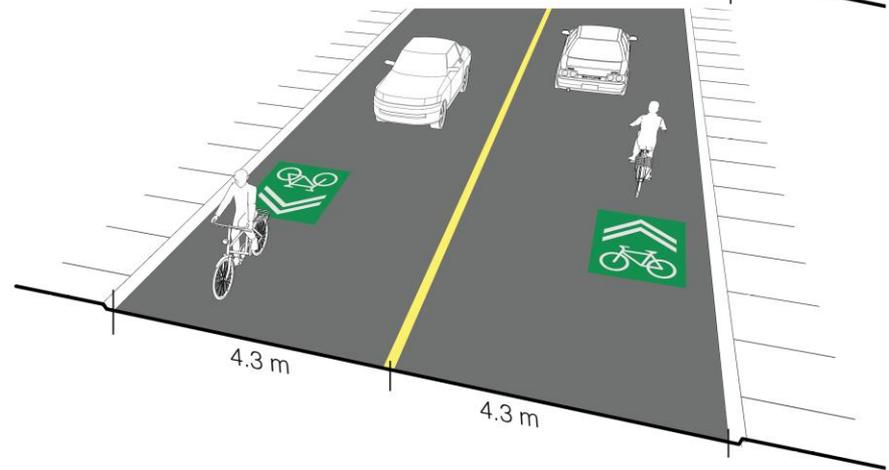
Current

Two travel lanes and two sides of on-street parking

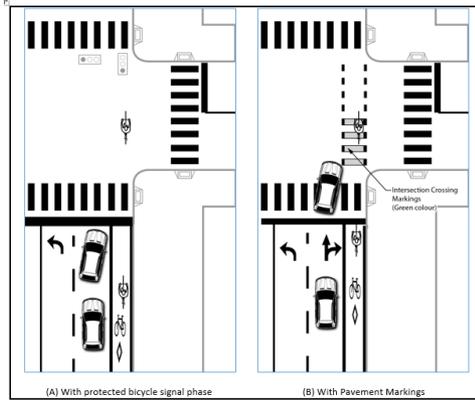


Proposed

Two travel lanes that have "share the lane (side-by-side)" markings and no on-street parking



Intersection Treatments to Consider



Source: TAC Geometric Design Guide (draft new edition) & NACTO Urban Bikeway Design Guide

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Discussion Questions

- 1) What do you like about the proposed bike facility on Almon Street?
- 2) What are your concerns?
- 3) Have we missed anything?
- 4) Which of the two options presented do you prefer?
 - i) this option now and plan for protected in 2-3 years; or,
 - ii) reinstate the street as is in 2017 and plan for protected in 2-3 years.
- 5) Do you have other options to suggest?

Thank you!

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Active Transportation Coordinator
Tanya Davis,
Design Engineer

Survey will be available online May 4 at:
<http://shapeyourcityhalifax.ca/>
www.halifax.ca/cycling/bikelanes