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Item No. 12.1.3
Transportation Standing Committee
June 7, 2017

TO: Chair and Members of Transportation Standing Committee

Original Signed

SUBMITTED BY:

Bruce Zvaniga, P.Eng., Director of Transportation and Public Works

DATE: April 26, 2017

SUBJECT: Addition of Lucasville Road, Brunswick Street and other corridors as candidate routes to the Active Transportation Priorities Plan

ORIGIN

2016-05-31 resolution of Halifax Regional Council to request a staff report with respect to adding the Lucasville Road Corridor to the list of proposed active transportation routes contained in the Active Transportation Priorities Plan.

2016-12-08 resolution of the Transportation Standing Committee to request a staff report on consideration of including Brunswick Street, from North Street to Cogswell Street as a candidate bike route in the 2014 Active Transportation Plan.

LEGISLATIVE AUTHORITY

Section 229(1) of the Halifax Regional Municipality Charter provides that:

A municipal planning strategy may include statements of policy with respect to any or all of the following:

...

(b) the physical, economic and social environment of the Municipality;

...

(i) the provision of municipal services and facilities;

...

(q) any other matter relating to the physical, social or economic environment of the Municipality.

Recommendation on page 2.

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend that Regional Council amend the Active Transportation Priorities Plan by designating the following segments as “candidate routes” as described in this report: Lucasville Road; Brunswick Street; Ahern Street; Sackville Street; George Street; and Africville Historic Site access points.

BACKGROUND

Making Connections: The 2014-19 Halifax Active Transportation Priorities Plan was approved by Regional Council in September 2014. The Plan describes the approach that the Municipality is using to build and connect walking and bicycling facilities. Maps 2A, B, and C of the Plan identify specific streets as candidate corridors for bike facilities (e.g. bike lane, local street bikeway, or bikeway desired-type to be determined) or AT greenways. These candidate corridors are then planned and implemented (subject to various factors) over the life of the Plan.

Since the Plan was approved in 2014 a number of new potential candidate routes have been identified through subsequent project planning and community planning processes. As a result, the corridors identified below in the “Discussion” section are recommended for addition to the AT Plan as candidate routes. This will enable them to be considered for AT infrastructure enhancements.

The addition of these corridors does not necessarily constitute approval to implement such facilities. The AT Priorities Plan provides guidance on any subsequent approval processes that may be required for implementation.

This would not be the first time that new candidate routes have been added. In 2015 Cole Harbour Road (a segment of route 207), Ross Road and Windsor Junction Road were added by Regional Council.

DISCUSSION

The corridors described below are the recommended additions to the Active Transportation Priorities Plan as “candidate routes”. This will enable them to be considered for further walking and/or bicycling enhancements such as bike lanes, AT Greenways, or paved shoulder.

The corridors below are proposed to be added as either (or both) of the following:

- a) “Bikeway desired, facility-type to be determined”. This category of AT candidate route means that further planning is required to determine whether the facility would be a painted bike lane, paved shoulder, protected bike lane or AT greenway trail.; or,
- b) “Regional AT Greenway Network Vision”. This category represents the envisioned municipal network of primarily off-road, multi-use pathway facilities for shared walking and bicycling. Candidate routes may refer to specific streets or publically-owned corridors (e.g. former rail corridors), or, they may refer to a desired general alignment with further planning required to identify the specific corridor.

The following are recommended for addition to the AT Priorities Plan as “candidate routes”:

- 1) Africville Road, Barrington Street (Devonshire to Africville Road) and former rail corridor between Kempt Road and Africville Road to be added as a “bikeway desired, facility-type to be determined” and as part of the “Regional AT Greenway Network Vision”.

There is significant interest in making the Africville Historic Site more accessible to the community, particularly for pedestrians and bicyclists. Currently there is no formal walking connection and there are no bicycling facilities. The 2017-18 Halifax Capital Budget includes funding to plan these connections and addition of the above corridors is in support of that planning project.

- 2) Lucasville Road from Hammonds Plains Road to Sackville Dr. (Truck No.1) to be added as a “bikeway desired, facility-type to be determined” and as part of the “Regional AT Greenway Network Vision”.

This 7 km corridor is a two lane road, with gravel shoulders and ditches. There are currently no dedicated walking or bicycling facilities on the road, with the exception of a short private off-street pathway that parallels the road between 1st and 10th streets. The desired facility type of this corridor is not known at this time, but could be a separate off-road AT Greenway Trail, paved shoulders, bike lane, or sidewalk. This could apply to the entire corridor or just for segments. Adding the Lucasville Road is in support of connecting residents with services primarily in Lower Sackville as well as building regional AT connections.

The addition of Lucasville Road to the AT Priorities Plan supports the goals of the Lucasville Green Space Project which has a goal to develop better walking and bicycling routes within the community and to adjacent areas. This group has initiated a community consultation process to start determining the envisioned walking and bicycling facilities.

- 3) Brunswick Street (between North Street and Cogswell St.) to be added as a “bikeway desired, facility-type to be determined”.

In the planning for the Macdonald Bikeway Connector project it was determined that Brunswick Street served as a useful connection into the upper part of downtown Halifax and over to Spring Garden Road from the bridgehead. Adding this segment will facilitate further consideration of how to enhance on-road bike facilities on this corridor.

Brunswick Street between Cogswell Street and Spring Garden Road already has a painted bike lane.

- 4) Ahern Street between Cogswell Roundabout and Bell Road to be added as a “bikeway desired, facility-type to be determined”.

A bikeway on this street/corridor could provide a faster, more direct connection to the North Park Street bike lane and Commons AT Greenways and Bell Road bike lane. This street was identified in planning for the Integrated Mobility Plan. The street has excess width and will be proposed for a recapitalization in future years. This would be an opportunity to consider some type of dedicated bikeway.

- 5) Sackville Street between Summer Street and Lower Water Street to be added as a “bikeway desired, facility-type to be determined”.

A bikeway in this corridor may help achieve east-west connections into the downtown from Bell Road and South Park Street bike lanes, connecting to the Brunswick Street bike lanes. A bikeway may only be desired or feasible on some segments.

- 6) George Street between the Ferry Terminal and Barrington Street (Grand Parade) to be added as a “bikeway desired, facility-type to be determined”.

A bikeway on this corridor could provide direct access between the heart of downtown and the Ferry Terminal. It would support an Integrated Mobility Plan direction to have connections between bikeways and Halifax Transit bus and ferry terminals.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with adding these corridors as candidate routes to the Active Transportation Priorities Plan.

RISK CONSIDERATION

There are no risks associated with the recommendation in this report.

COMMUNITY ENGAGEMENT

Many of these corridors are being proposed as a result of community engagement associated with volunteer community groups, the Integrated Mobility Plan or a petition. Further community engagement would normally be part of the planning and implementation of these facilities.

ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications. The potential future development of these corridors will make it safer and more convenient for residents to travel via sustainable modes.

ALTERNATIVES

The Transportation Standing Committee may choose not to add some or any of these routes as candidate active transportation routes.

ATTACHMENTS

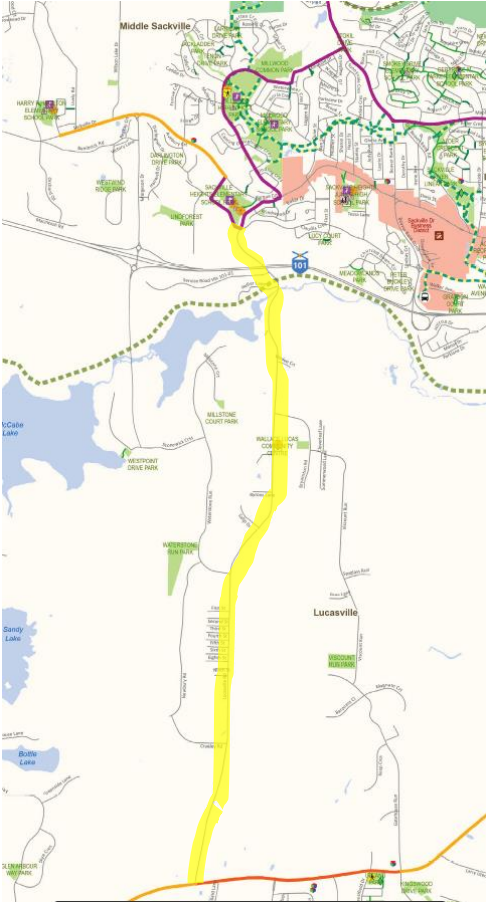
Attachment "A" – Maps Illustrating Proposed New Candidate Active Transportation Corridors

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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Attachment “A” – Maps Illustrating Proposed New Candidate Active Transportation Corridors (highlighted in yellow)

1) Lucasville Road from Hammonds Plains Road to Sackville Dr.



2) Brunswick Street (between North Street and Cogswell St.



3) Ahern Street between Cogswell Roundabout and Bell Road



4) Sackville Street between Summer Street and Lower Water Street



5) George Street between the Ferry Terminal and Barrington Street (Grand Parade)



- 6) Africville Road, Barrington Street (Devonshire to Africville Road) and former rail corridor between Kempt Road and Africville Road

