

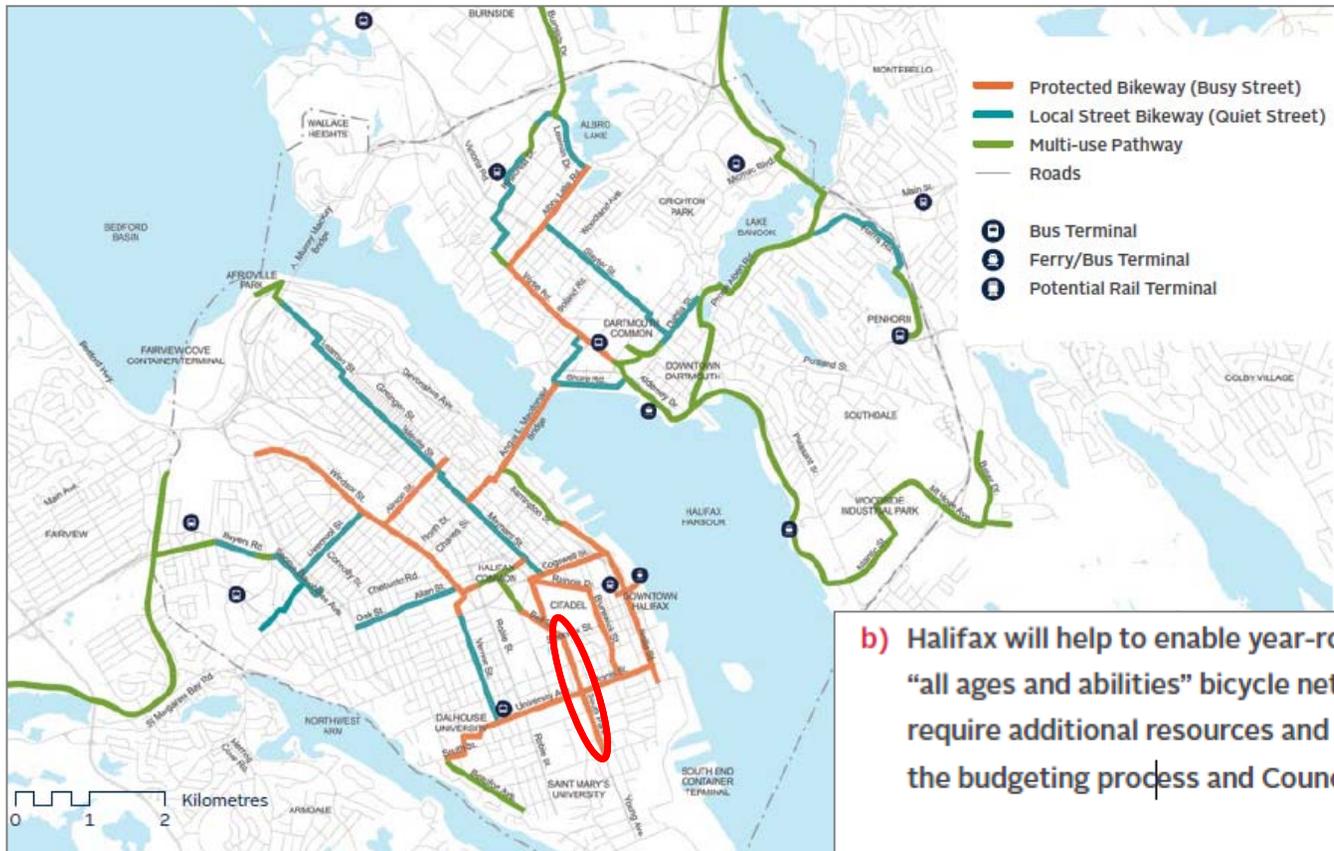
**HALIFAX**

**South Park Bike Lane  
Extension and  
Improvements**

**Regional Council Presentation**

March 2018

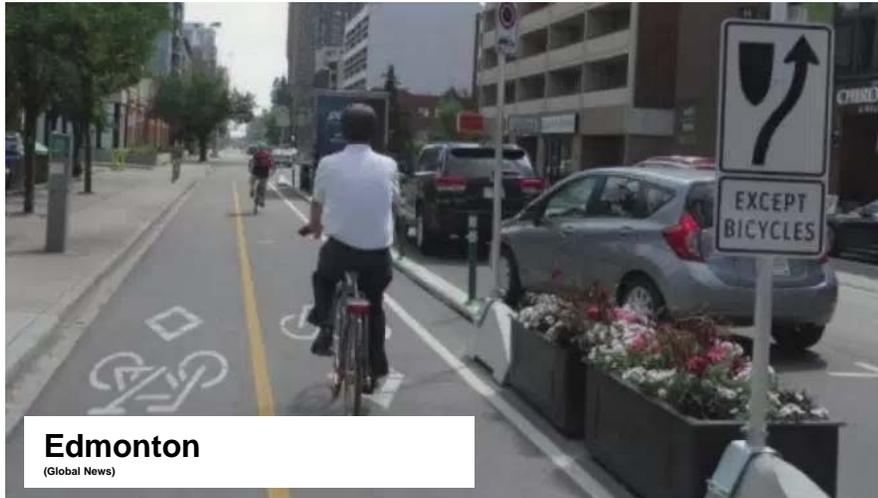
# Implementing the Integrated Mobility Plan



b) Halifax will help to enable year-round bicycling in the “all ages and abilities” bicycle network. This would require additional resources and would be subject to the budgeting process and Council approval.

**Action 72:** Deliver the Regional Centre all ages and abilities bicycle network by 2022 (see Figure 17).

# Modern bike facilities – new guidelines for safety, comfort and ridership growth



**Edmonton**  
(Global News)



Sherbrooke @ Westminister (Winnipeg)

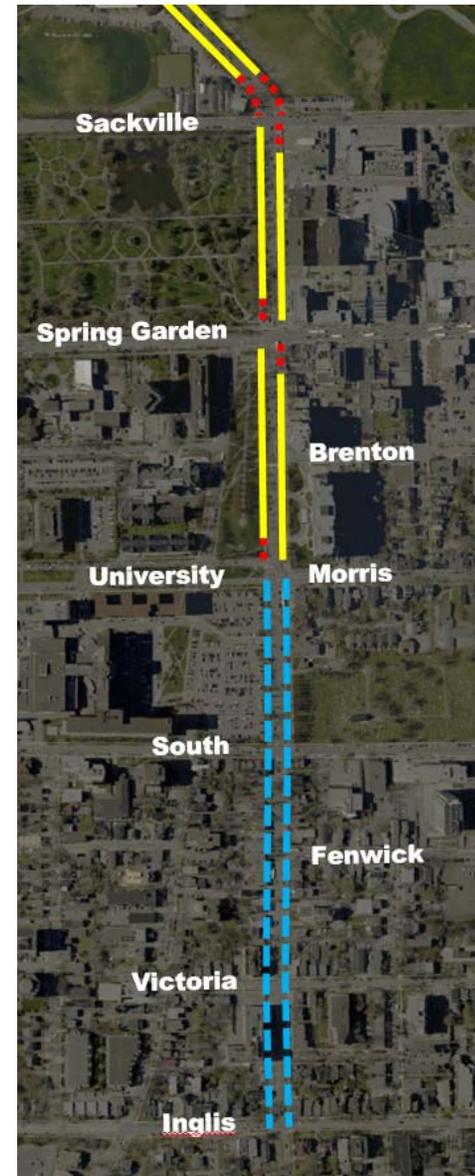


**Minneapolis**  
(Star Tribune)

**HALIFAX**

# Project Objectives

1. Explore opportunities to make bike lanes safer based on “best practice” design guidance
  - Improve continuity at intersections
  - Increase separation from vehicles
2. Extend bike lanes south to Inglis Street
3. Understand the implications to, and continue to accommodate, other street functions
  - i.e., pedestrians, transit, car & truck traffic, on-street parking, loading, trees
4. Submit updated plans to Regional Council for approval



# South Park Existing Conditions

- Varying curb to curb widths (14m to 17m)
- 6,500 – 9,500 vehicles per day
- High number of pedestrians
- Mix of residential, institutional, commercial abutters
- Three blocks of painted bike lane that does not extend to intersections
- ~300 cyclists per day
- Transit street
- 450 on-street parking spots on or near South Park



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# Public and Stakeholder Engagement

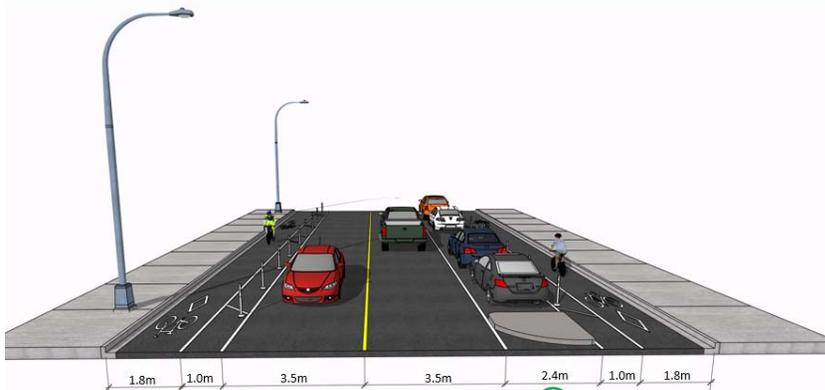
- Public engagement sessions in April 2016 & Jan 2017 (120 attendees total)
- Shape Your City survey (300+ responses)
- Public input summarized in What We Heard report (Nov 2017)
- Abutter notification x2
- Stakeholder meetings

## Results:

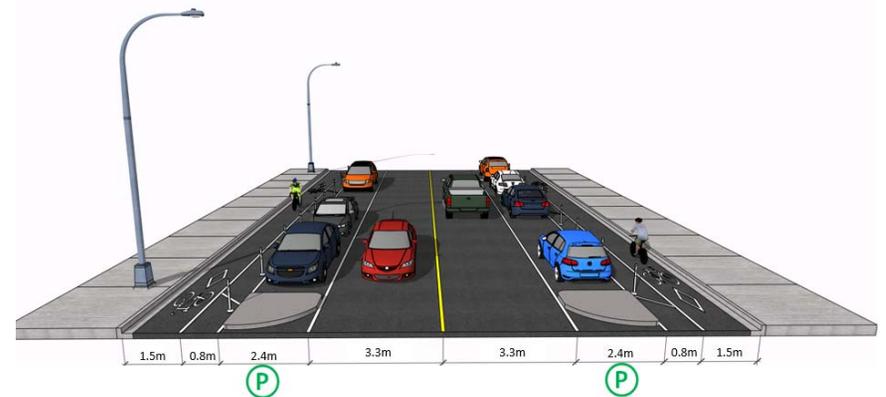
- Strong support for protected bike lane
- Concern about loss of on-street parking

# Option 2 (recommended)

## Sackville to Spring Garden Road

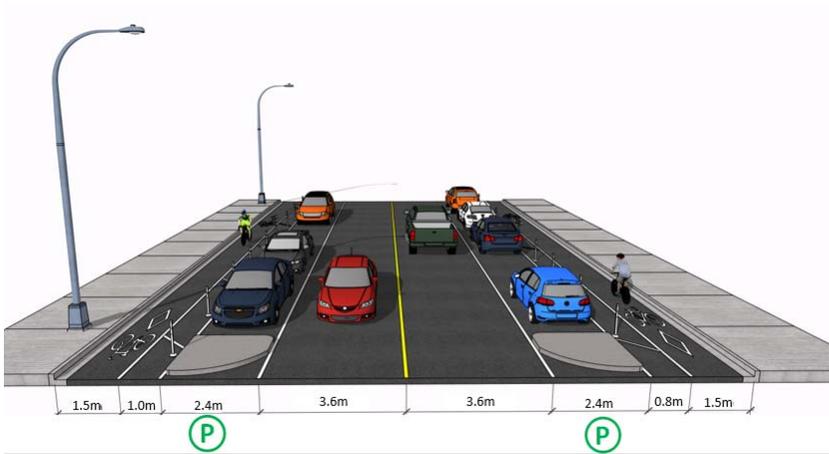


## Spring Garden Road to University

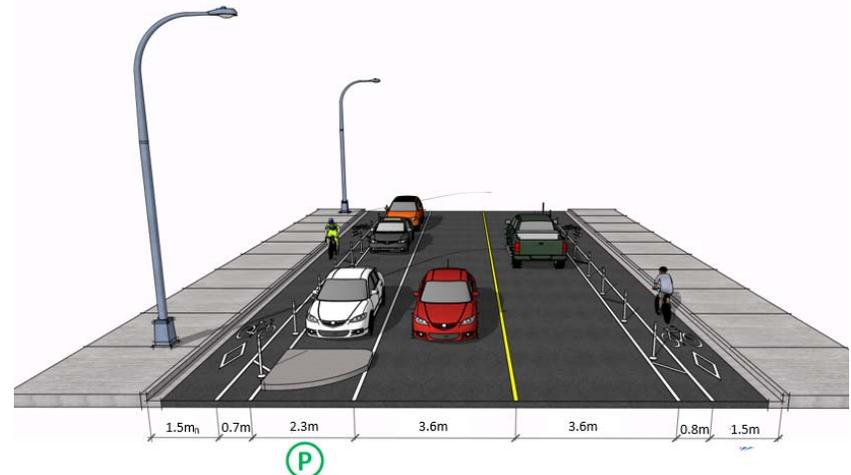


# Option 2 (recommended)

## University Avenue to South Street



## South Street to Inglis Street



# Option 2a (Sackville to Spring Garden Road only)

Addition of a bike lane in the space between the curb and the public gardens.



## Bike lane by sidewalk.

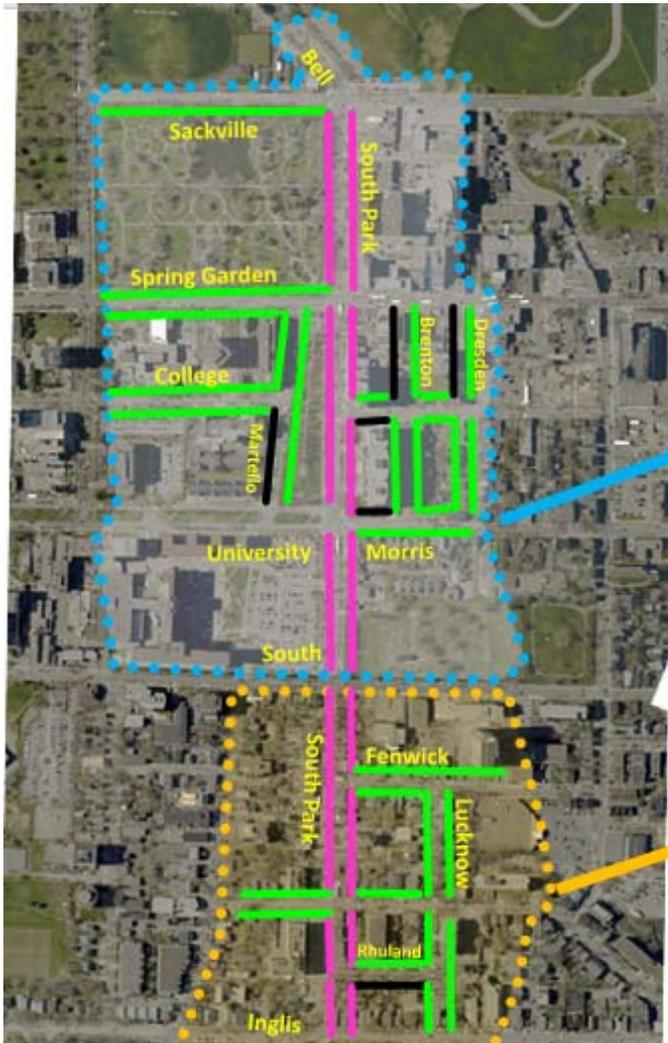
- Remove younger trees **or** narrow sidewalk **or** move entire sidewalk closer to fence.



## Bike lane to the right of curb.

- Remove older trees, relocate utility poles and fire hydrants, traffic signals, signs.

# Existing On-Street Parking



## On-Street Parking Supply

### North of South Street

# Spaces on South Park Street = 105

# Spaces on Adjacent Streets = 167

TOTAL = 272

### South of South Street

# Spaces on South Park Street = 56

# Spaces on Adjacent Streets = 122

TOTAL = 178

Overall Total = 450 Spaces

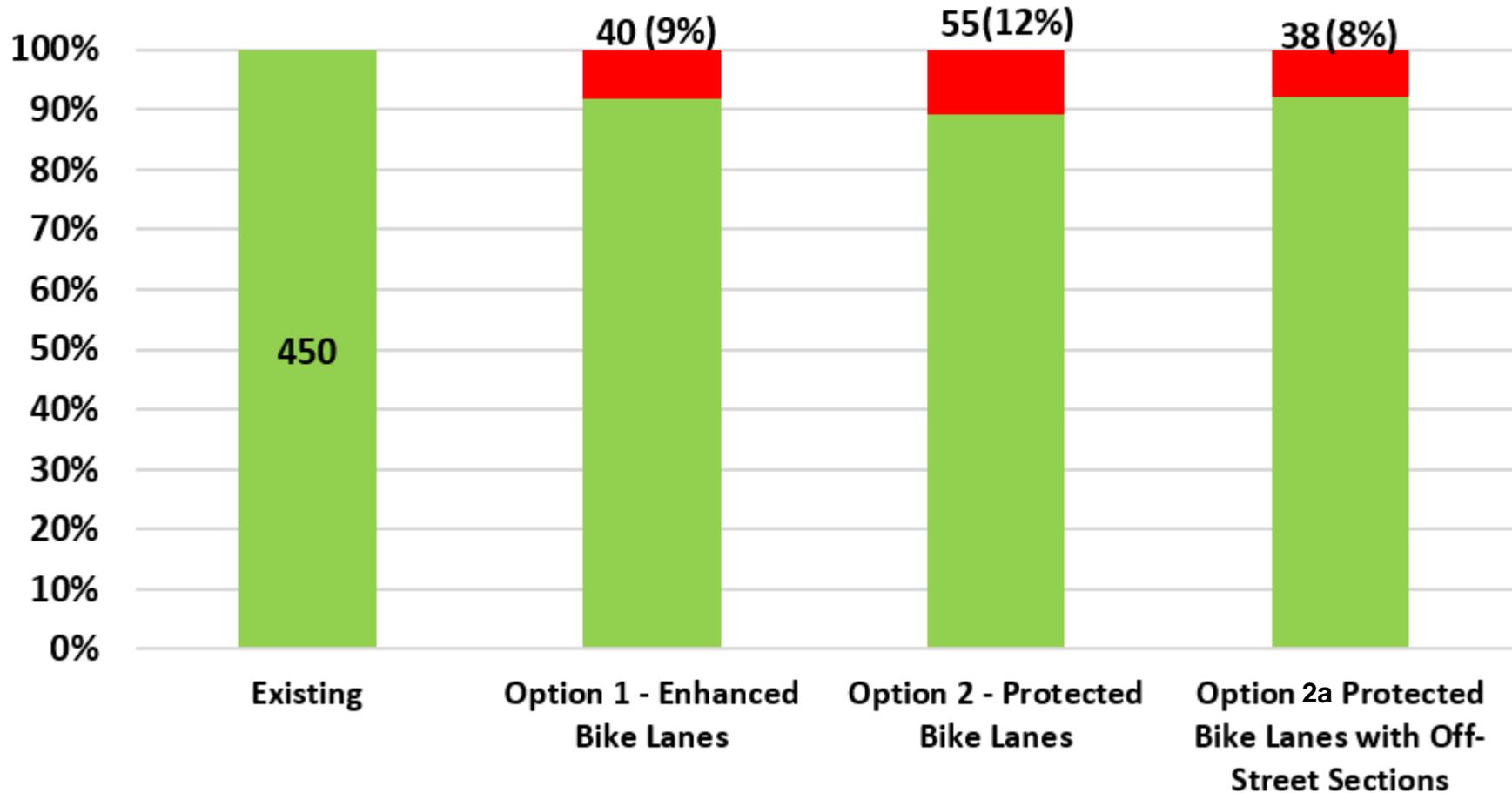
# Existing Off-street Parking





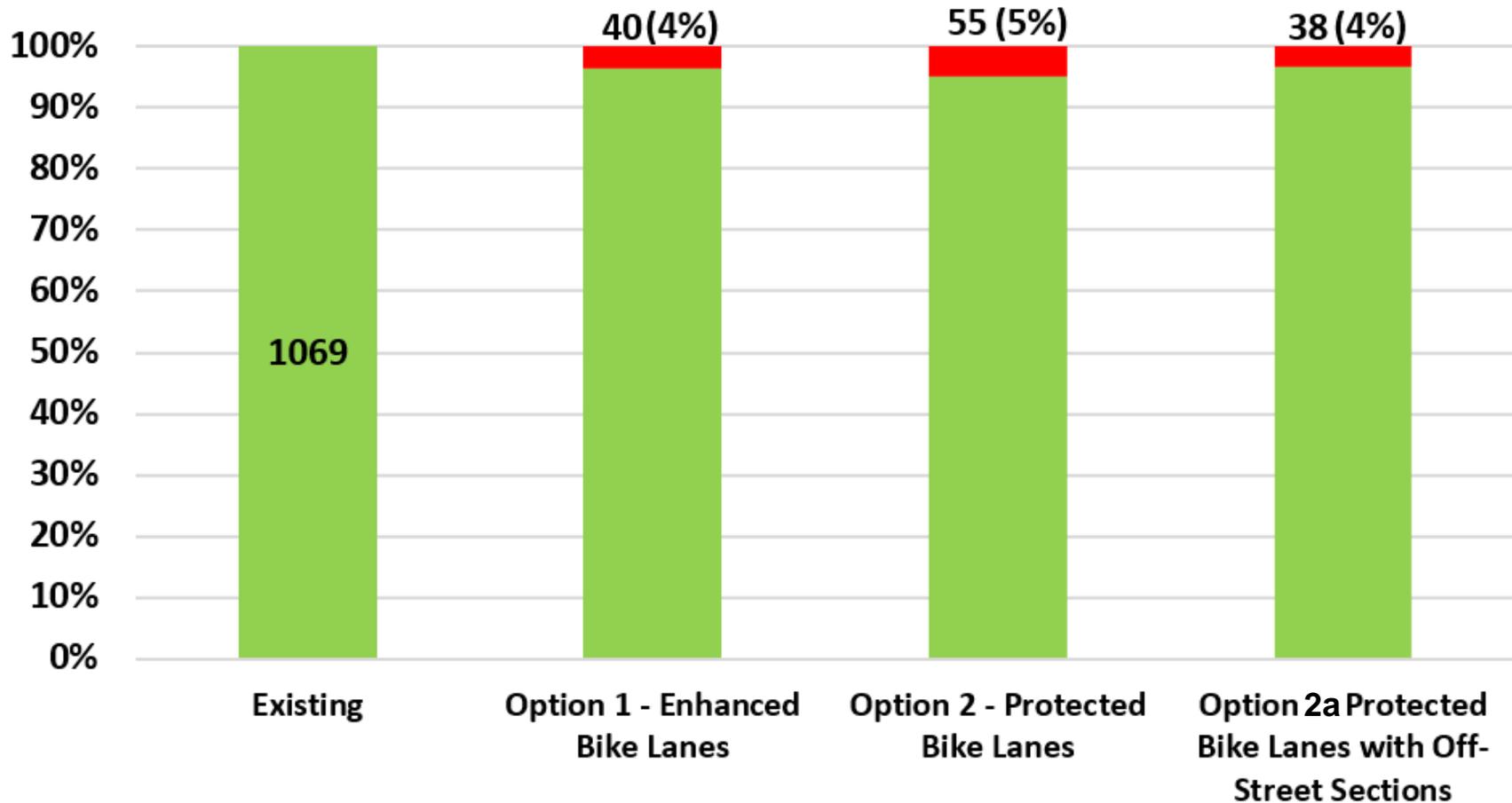
# Potential Changes to On-Street Parking Supply

## Public Parking Loss in the Study Area (On-Street Parking)



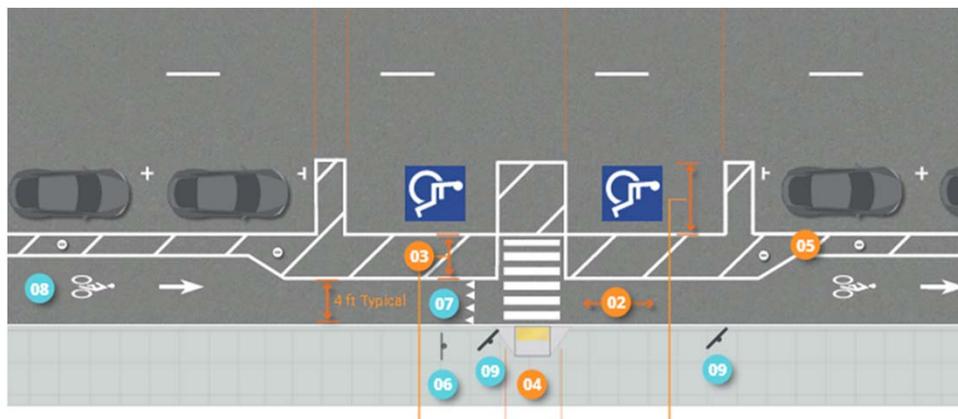
# Potential Changes Total Parking Supply

Parking Loss in the Study Area (Total of On-Street + Off-Street Parking) Public



# Accessible Parking and Taxi Stands

- Accessible parking maintained. Two moved.
- Four taxi stands on South Park
  - Three remain in current location;
  - Four spaces across from Lord Nelson can stay, but would move north and reduce # of parking spaces. (Part of other taxi stand considerations in the area being discussed with Taxi and Limousine Liaison Committee.)

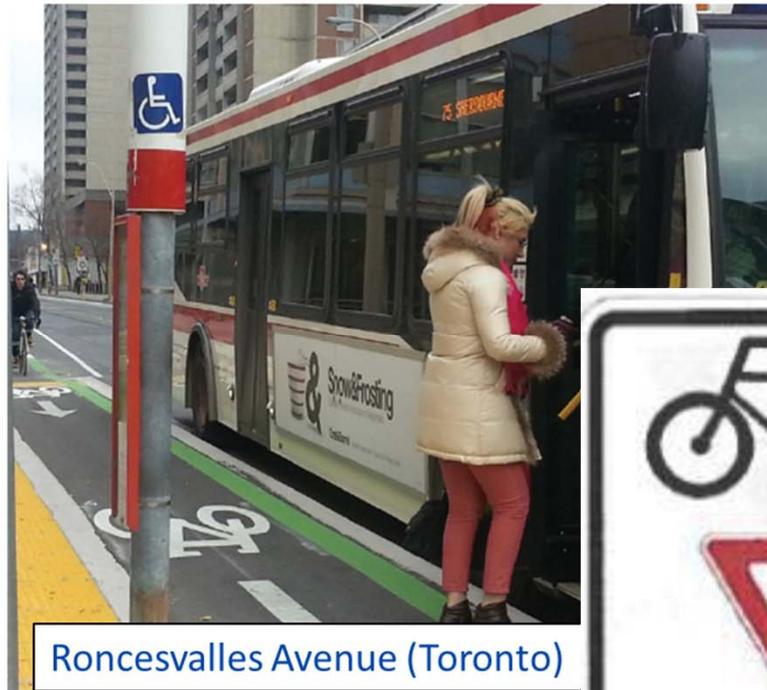


# Transit Stops



Sherbourne St. (Toronto)

Source: <http://www.westsideaction.com>



Roncesvalles Avenue (Toronto)

Source: MTO Book 18

