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**Item No. 12.4.1**  
**Transportation Standing Committee**  
**July 21, 2016**

**TO:** Chair and Members of the Transportation Standing Committee

**Original Signed**

**SUBMITTED BY:**

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Mr. Ben Buckwold, Chair, Active Transportation Advisory Committee

**DATE:** June 29, 2016

**SUBJECT:** Protected Bicycle Lane- Hollis Street

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**ORIGIN**

Motion passed by the Active Transportation Advisory Committee at a meeting held on June 16, 2016.

**LEGISLATIVE AUTHORITY**

Section 2.1 of the Committee's Terms of Reference, 'The Committee will provide timely advice to the Transportation Standing Committee on matters relating to budget, infrastructure, education, policy and public awareness.

**RECOMMENDATION**

The Active Transportation Advisory Committee recommends the Transportation Standing Committee request a staff report to help facilitate a Hollis Street Bicycle Lane protected pilot project in spring of 2017 and include staff comment in regard to a long term strategy for an all ages and abilities biking facility in and out of the downtown.

## **BACKGROUND**

At the June 16, 2016 Active Transportation Advisory Committee meeting, the Committee considered a submission from the Halifax Cycling Coalition outlining their concern with the Hollis Street Bicycle Lane and recommendations.

## **DISCUSSION**

The main concern expressed was vehicles parking and loading in the bike lane. During the Committee discussion, suggestions of installing protective barriers, removing some parking spots and creating a loading zone, a 24-hour stopping ban in the bike lane were put forward. The Committee agreed that the installation of protective barriers would be beneficial but would be challenging to have them installed by September 1, which is the request by the Halifax Cycling Coalition. With regard to the suggestion of a 24-hour stopping ban in the Hollis Street Bicycle Lane, the Committee felt it required more information about the circumstances and process associated with implementing a stopping ban to make a recommendation. The Committee agreed with the concerns expressed about the bike lane, and believe there is merit in asking staff to consider the matter and provide a report. The Committee passed the motion as noted above.

## **FINANCIAL IMPLICATIONS**

Financial implications have not been identified. Any financial implications associated with this request would have to be identified in a future staff report.

## **RISK CONSIDERATION**

Risk considerations have not been identified. Any risk considerations associated with this request would have to be identified in a future staff report.

## **COMMUNITY ENGAGEMENT**

The Active Transportation Committee is comprised of four members at large, one representative from the following organizations: Halifax Regional Trails Association, Halifax Cycling Coalition, Province of Nova Scotia, Bicycle Nova Scotia, Ecology Action Centre, Advisory Committee on Accessibility in HRM; and three Councillors. Active Transportation Advisory Committee meetings are open to the public and agendas and minutes can be viewed online at [www.Halifax.ca](http://www.Halifax.ca).

## **ENVIRONMENTAL IMPLICATIONS**

None.

## **ALTERNATIVES**

The Committee did not provide alternatives.

## **ATTACHMENTS**

Attachment 1: Submission by the Halifax Cycling Coalition to the June 16, 2016 Active Transportation Advisory Committee

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

Report Prepared by: Sheilagh Edmonds, Legislative Assistant

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RE: Recommendations for Hollis Street Bicycle Lanes

The Halifax Cycling Coalition recommends to the Active Transportation Advisory Committee that protected plastic post barriers be installed on the Hollis Street and Lower Water street bicycle lanes. The recommendation that the painted bikeway be piloted for a 12 month period does not need to be followed through to the end of the term based on the current problems identified by the Halifax Cycling Coalition and other members of the community, chiefly the constant use of the lane for parking and loading.

The importance of a protected bicycle lane on Hollis and Lower Water is underscored by two documents relied on by the municipality to guide bicycle lane decision making:

- The 2014 Active Transportation Plan recommends that protected bike lanes as the preference (Recommendation #17: "The municipality should consider protected bicycle lanes where ever there are candidate bicycle routes on Maps 2A, B, & C, and aim to implement at least one protected bicycle lane pilot project in the next five years")
- According to the Cycling Facility Selection Decision Support Tool (2011) used to determine the appropriateness of a bicycle lane on an urban street, Hollis Street is a candidate for a protected bicycle lane. The motor vehicle operating speed and the average daily traffic volume average Hollis Street would require a protected bicycle lane.



In addition to these documents, the following evidence has been collected by the Halifax Cycling Coalition: In the time since installation there have been a total of 174 tweets expressing discontent on Hollis Street, 27 of those tweets a re reported with images of traffic parked in the bike lane

- The latest report on parking tickets issued for illegal parking in the Hollis Street Bike lane totalled 362 tickets to the end of May 2016. Issuing parking tickets is costly to the municipality and utilize the limited judicial resources of the municipality. This costs and use of municipal time, staff and resources can be nearly eliminated with the installation of plastic barriers. Not to mention tickets are punitive - physical barriers prevent people from getting in a position where tickets are needed.
- Since the installation of protected barriers and additional signage on Rannie Drive we have not heard of vehicles parking across the bicycle lane. This appears to be a successful pilot, despite the hiccups in the first few weeks before signage was in place. An additional benefit to having the same brand of post on

the Hollis Street bike lane is that an inventory of replacement or new posts can be used for both lanes.

There is clear discontent with the current Hollis Street bicycle lane design from Halifax residents who use Hollis Street with a bicycle or motor vehicle. The Halifax Cycling Coalition recommends that plastic barrier posts be installed between the bicycle lane and the line of traffic. The current buffer zone on Hollis exceeds the NACTO bikeway design guidelines which recommend a minimum buffer zone for protected barriers at 0.6m; the current buffer width on Hollis Street is 0.9m. This buffer zone means posts can be immediately installed.

The cost of installing protected barriers positively influence the overall experience of road users. The amount need to install protected posts for the 1.2 kilometre length of the Hollis Street bike lane is estimated at \$15,000- \$20,000 not including cost of labour or installation.