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**North End
West End 'AAA'
Bikeways Update**

ATAC May, 2019

All Ages and Abilities Cycling



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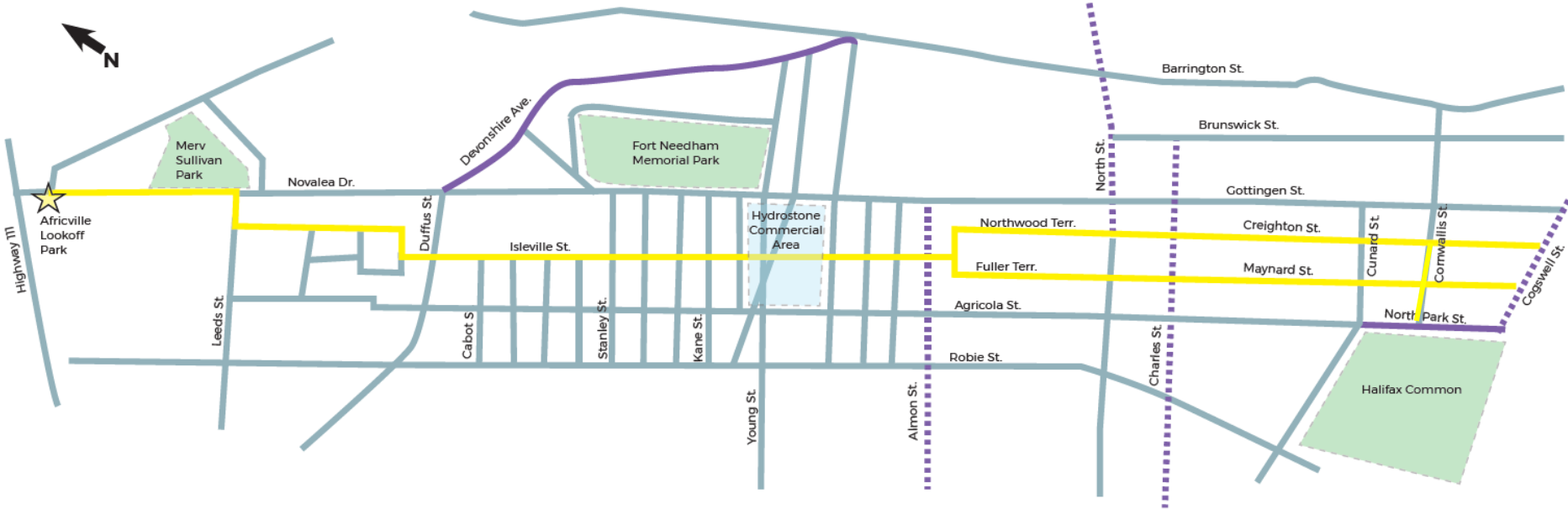


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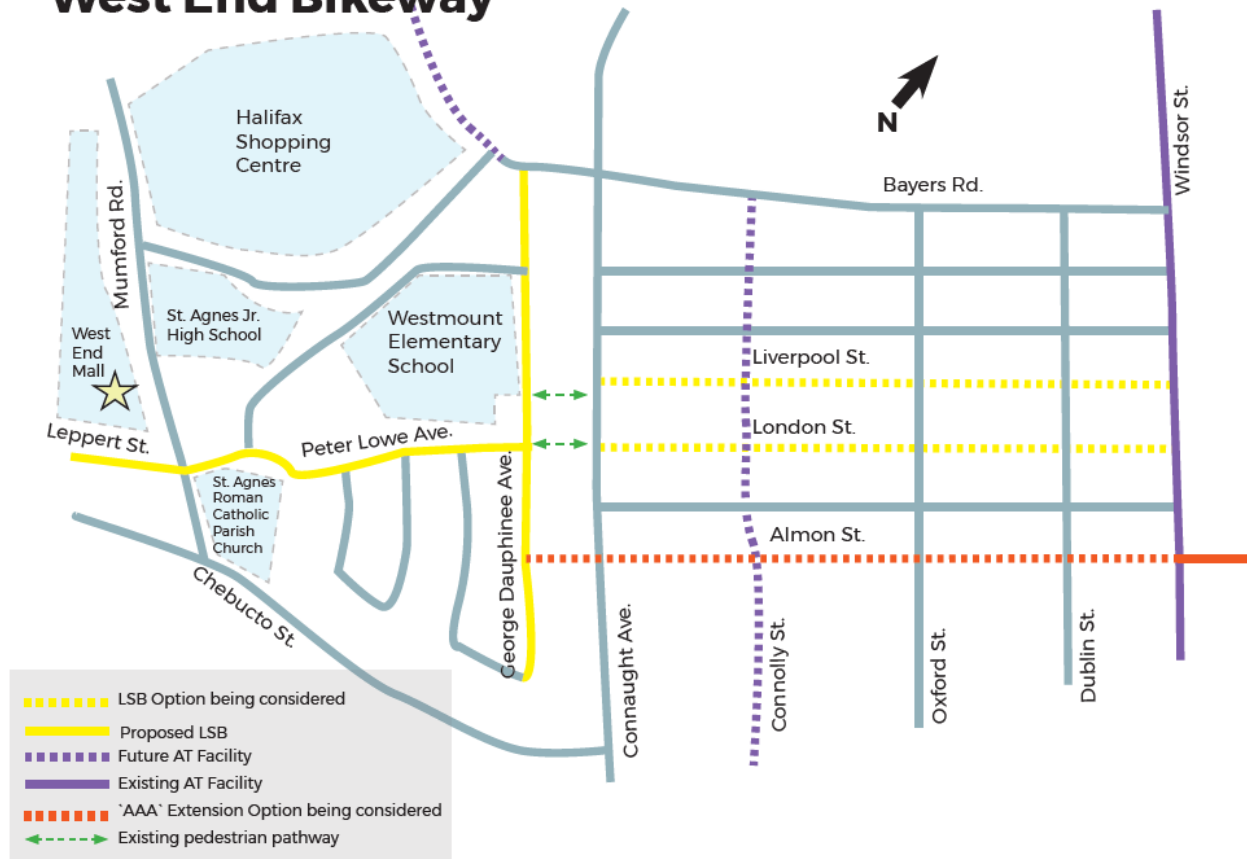


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North End Bikeway



West End Bikeway



4 Public Open Houses on two separate days

- Noon and 6pm
- Focus on safe spaces, convenient for community

2,713 Neighbourhood mail-outs (addressed letters)

1,400+ visitors to Shape Your City webpage

3 Facebook ads (reached 14,500+) and 2 newspaper ads

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Ben H... 16h

I am surprised and impressed that @hfxgov has installed signs soliciting feedback on bikelanes along the actual street they want to install it on. This is a big improvement to their process.



NEW SANDWICH BOARDS

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Input from approximately 600 people:

- 301 online survey responses
- 187 recorded sign-ins at the Public Open Houses
- 60 emails and phone calls
- 20 community stakeholders and/or organizational representatives
- 20 neighbours at BNRA meeting
- 12 person HRM Internal Technical Committee

MIXED RESPONSE

- Large segment of participants in favour of extensive intervention and roadway changes in order to establish a 'AAA' cycling corridor.
- Equally large segment of participants were either (a) opposed to the project/opposed to investment in cycling infrastructure, or (b) have significant concerns about parking loss associated with creation of the bikeway.
- Smaller cohort represented a middle ground solution, preferring a low intervention bikeway with a small amount of parking loss.

Positive comments related to the project included:

Streets are public space for public use, therefore loss of parking is an acceptable trade-off for more users to have access.

Keep bike infrastructure protected and on main roads. More visibility for vulnerable users (i.e. cyclists) means that everyone is safer.

Need to start linking more cycling with reducing our carbon footprint as a city. More protected facilities = more people feel safe cycling.

City has been talking about this for years, please make it happen. Follow the IMP. Prioritize active transportation.

Concerns related to the project included:

Objection to money being spent on the few who ride bikes.

Traffic calming and loss of parking not needed, streets “narrow enough”.

Not okay to impact parking until transit is improved.

Concern about traffic calming and cycling infrastructure being an issue for emergency vehicles.

Local Street Bikeways are only a half measure. Cycling infrastructure needs to make cycling safe for young children. Should be entirely protected bike lanes. Safety should take precedence over parking.

PARKING



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Reframing discussion:

- Safer streets
- Streets for people
- Placemaking
- Neighbourhood-driven design



NEXT PHASE



KITCHEN-TABLE DISCUSSIONS

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- What do you want the street to look and feel like?
- Problem areas for improvement and what is working well
- Rankings 'Complete Street' values
- Building a shared understanding at a neighbourhood-level based on conversation amongst neighbours
- Place based, not network based



Facilitation by North End community member(s)

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Thoughts and Suggestions?

THANK YOU

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