

P.O. Box 1749 Halifax, Nova Scotia B3J 3A5 Canada

## Item No. 8.2.1 Active Transportation Advisory Committee November 21, 2019

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	Agenda Item (Submitted to Municipal Clerk's Office by Noon at least 5 working days prior to the meeting)		Added Item (Submitted to Municipal Clerk's Office by Noon at least one day prior to meeting)		Request from the Floor
Date	e of Meeting: November 21	, 2019	C,		
Sub	ject: Improvements on Dev	vonsł	nire Avenue		
Not	ion for Active Transportation	on Ad	visory Committee to Consid	der:	
Star for t nte	nding Committee request a the benefit of all users by a grated Mobility Plan, includ	staff pplyir	sory Committee recommend report recommending impr ng a "Complete Streets" ap pgrading the existing bike l	oveme proach	nts to Devonshire Avenu as outlined in the
	ssings, reducing vehicle sp son:	eeds	and beautifying the neighb	ourho	od.
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Rea Cycc Alimot a cycli Pe prob St. 1 he I Pe stree	son: though Devonshire Ave was appropriate for a street with h ing experience on Devonshire cople regularly park in the bik olem has become exacerbate The bike lane has become a p bike lane. cople also drive at such high et. See attached pictures of a	chang iigh ve e Ave. e lane d with parkin rates	ged in 2016 to add a painted b shicle volumes and speeds. S e on the section of the street w the opening of a new apartm g lane for residents. See attac of speed that they veer into th	ike lar ee atta vhere t ent bu ched p ie bike	e, this type of bike lane is ached picture of a typical here is no parking lane. Th ilding at the corner of Your ictures of people parking ir lane on the turns of the

• Vehicles traveling eastbound on Young St and Russell St regularly disregard the stop signs at Devonshire Ave. Additional protections for people walking and cycling near those intersections should be considered.

## Walking & Placemaking

• Crossing Devonshire Ave at any intersection is challenging, given the high speeds of vehicles. Speed data from Autumn 2017 (after the re-design was implemented) show that the 85th percentile speed is 57km/hr.

• The RA5 north of Kenny St is inappropriately placed. Safe crossings need to be placed directly at Needham Centre and at Albert St, where many children cross from Mulgrave Park and beyond to attend programs at Needham Centre. See attached pictures of the crossing at Kenny and where it continues as a heavily-used footpath to Roome St.

• The intersection at Albert St is wide, dangerous, and encourages speeding. See attached picture of the Albert St intersection.

• The Richmond St crossing is also in need of improvement, given the large volumes of people crossing, especially schoolchildren on their way to SJAM and other nearby schools. This particular intersection, the path and stairs on the west side of Richmond, offer opportunities for placemaking. Given the proximity of Mulgrave Park and the historic Richmond area, which has been neglected in recent Halifax Explosion commemoration activities, this area is very deserving of opportunities to showcase the spirit of the community and its history.

• The stairs leading up from the west side of Richmond St are also crumbling and prevent people using wheelchairs and strollers to make a more direct connection to Fort Needham park and other nearby destinations, like the walkable Hydrostone area. Opportunities to improve the accessibility of this area should be strongly considered. See pictures of the path & stairs at Richmond St.

• Along the length of Devonshire, all beg buttons need to be removed and pedestrian crossing needs to be prioritized through design.

• The intersection with the offshoot to Vincent St is bizarre and difficult to cross, with drivers taking the right onto Vincent at speed. See attached picture of the intersection. Also consider allowing bicycles to go in both directions on this one-way section of Vincent St.

• There is no sidewalk on the east side of Devonshire between Hanover and Barrington. People walk in the bike lane in this section. See attached picture.

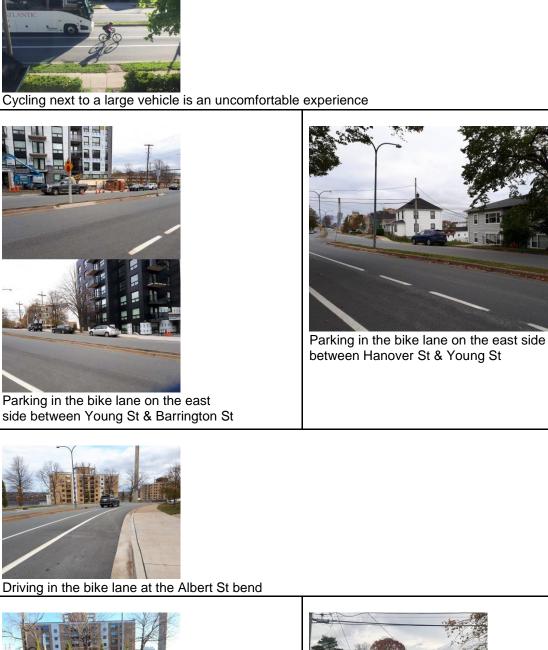
• The lighting on Devonshire is housed in the median, meaning that it is focused on vehicles. Many sections of sidewalk are quite dark; adjusting the streetlight placement would help with re-prioritizing pedestrians.

## **Outcome Sought:**

The Committee approve this request for consideration

Jillian Banfield	Vice Chair – Active Transportation Advisory Committee

## Attachment





Wheelchair user in the bike lane



Cargo bike, with child, in the bike lane



The path leading up from Richmond St

The inaccessible stairs at Richmond St



Vincent St intersection



Walking in the bike lane on the east side because there's no sidewalk