

# HALIFAX

## **Implementation of Regional Centre AAA Bicycle Network: Almon Street Segment**

Transportation Standing Committee  
January 27, 2022

# Presentation Overview

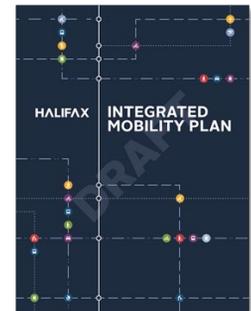
- Background
  - Origin
  - Existing & future bicycle network connections
  - Almon Street context
  - Planning process
  - Public & stakeholder engagement
- Recommended bicycle facilities
- Proposed changes to street functions
- Timeline for detailed design & tendering
- Cost estimate

# All Ages and Abilities Bicycle Network



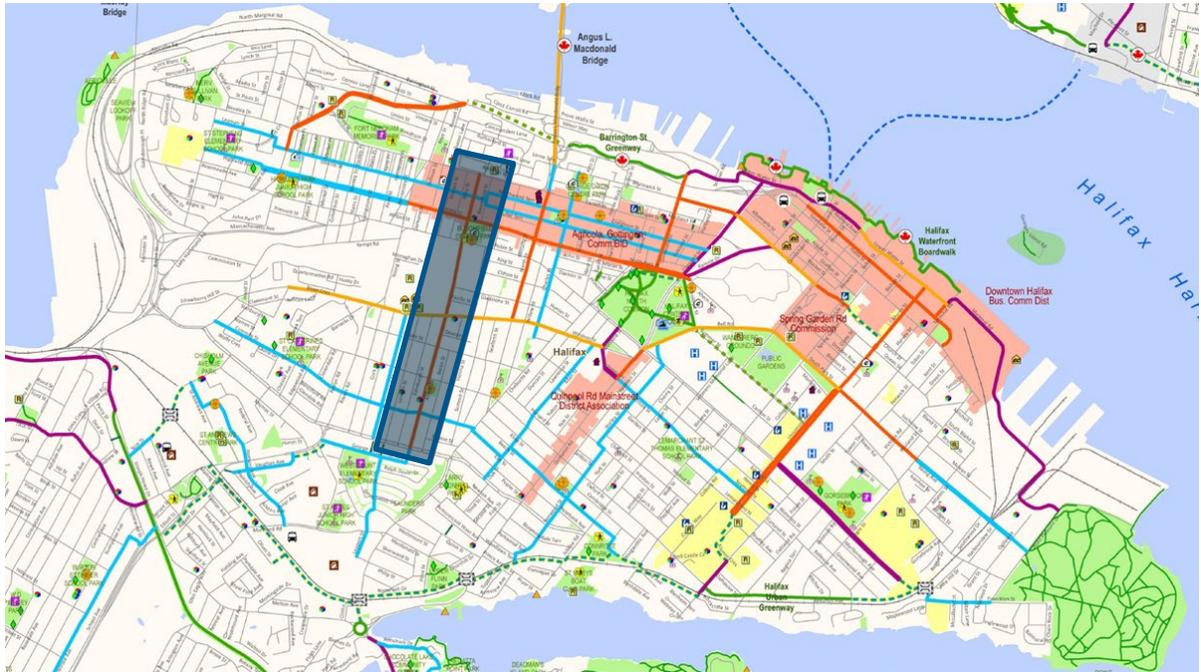
b) Halifax will help to enable year-round bicycling in the “all ages and abilities” bicycle network. This would require additional resources and would be subject to the budgeting process and Council approval.

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



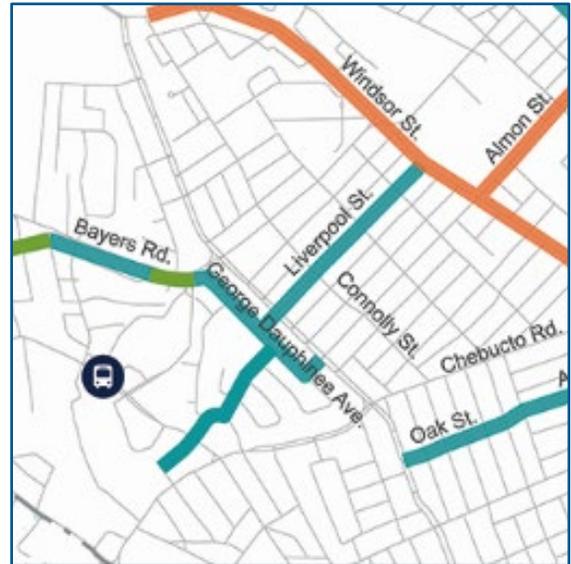
# AT Priorities Plan

Map 2C: Candidate Bicycle Routes and Greenway Network: Halifax and Area

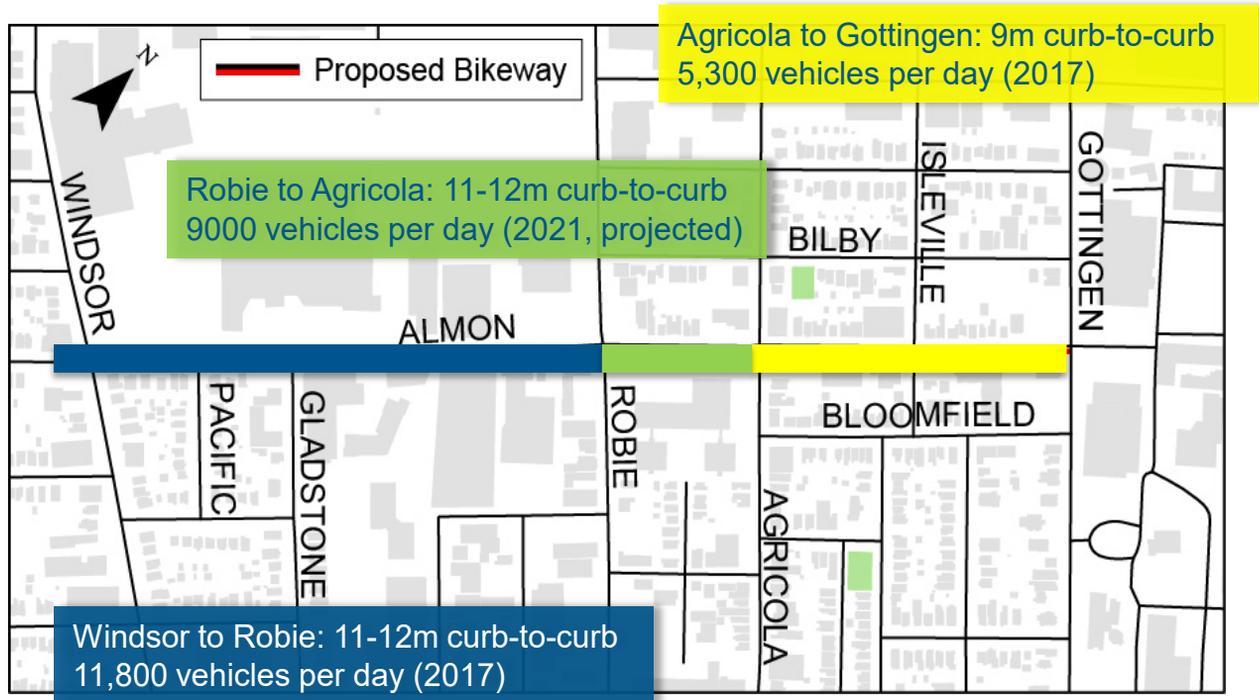


# Existing and Future Bicycle Network Connections

- Existing Windsor Street painted bicycle lanes
- Approved local street bikeway on Isleville Street (preliminary/detailed design underway).
- Approved local street bikeway on Liverpool Street from Windsor Street to George Dauphinee Avenue



# Almon Street Context



# Planning Process

- Functional planning process initiated in 2017
- Public and stakeholder engagement activities in 2017 & 2018
- Online survey results (400 responses):
  - 70% supported adding some type of bicycle facility
  - 23% opposed implementing any bicycle facility
  - Top concerns:
    - Safety of people walking & cycling due to high traffic speeds and volumes (without infrastructure improvements)
    - Loss of on-street parking and loading zones
    - Reduced access for people with reduced mobility
- Following adoption of IMP, staff contracted Alta Planning & Design to develop AAA cycling connection from Windsor Street to Gottingen Street
- Planning for connection west of Windsor continued as a separate process

# Recommendation to TSC

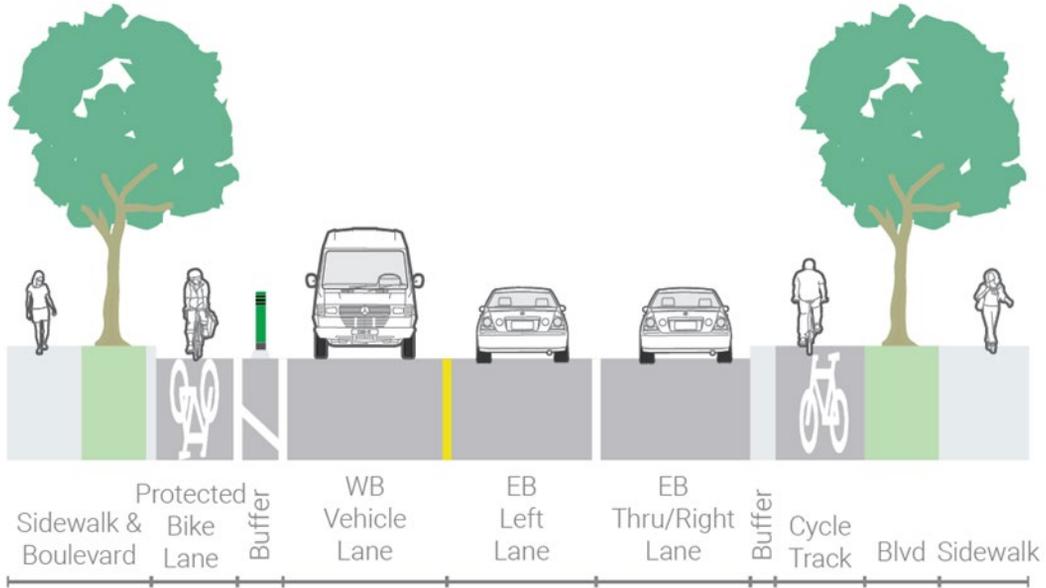
- Approve the installation of 0.9 km of bicycle facilities and related changes to the right-of-way on Almon Street from Windsor Street to Gottingen Street as described in the Discussion section of the report.

# Recommended Bicycle Facility Types



# Recommended Bicycle Facilities

Windsor Street to Agricola Street



ALMON STREET, WEST OF ROBIE STREET, LOOKING EAST

# Recommended Bicycle Facilities

Windsor Street to Agricola Street:  
on-street & off-street segments



# Recommended Treatment

## Agricola Street to Gottingen Street

### **Current**

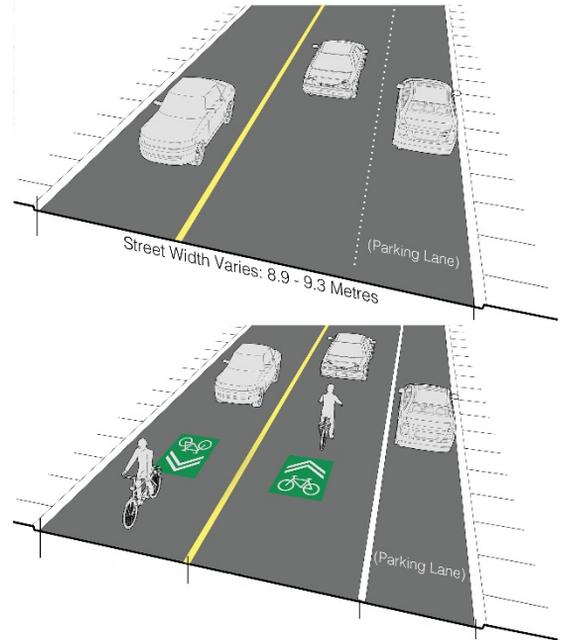
- Two travel lanes and one side of on-street parking
- Narrow street with no space for AAA facility even with removal of all parking

### **Proposed**

- Two single-file shared lanes and one side of on-street parking. No separated bicycle lanes

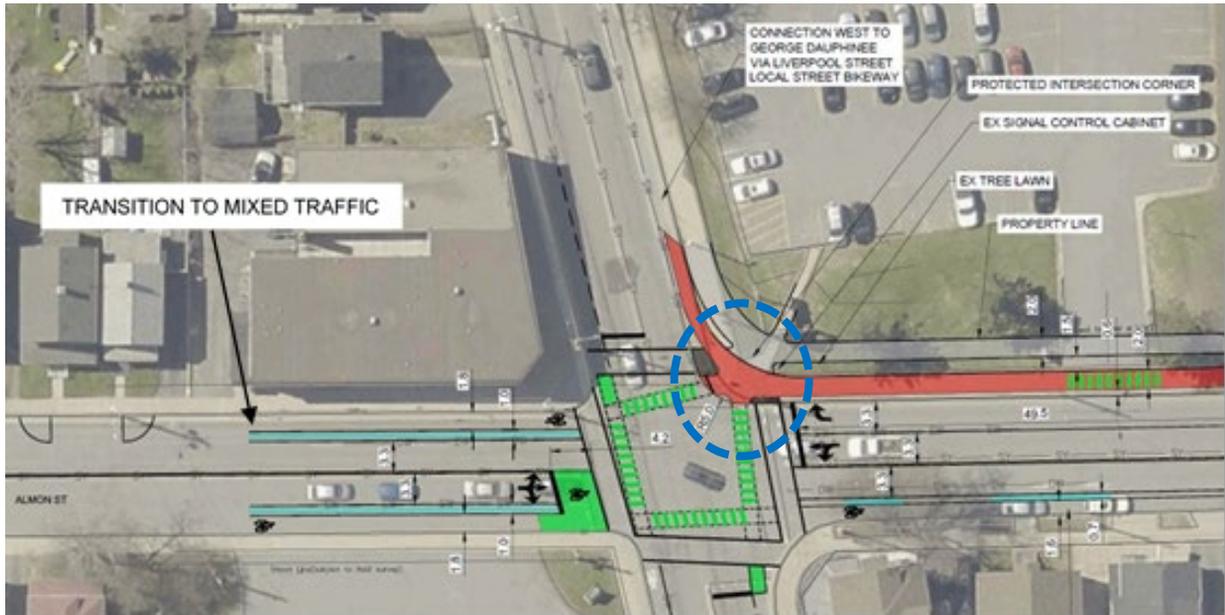
### **Future**

- Monitor user experience
- Explore and evaluate other options to achieve AAA connection to Isleville Street and Gottingen Street



# Recommended Bicycle Facilities

## Protected Intersection Features at Windsor St. & Robie St.



# Summary of Proposed Changes

## ***Pedestrian Infrastructure***

- Proposed curb extensions at Gladstone Street and Isleville Street

## ***Bicycle Infrastructure***

- Physical separation for people cycling, including off-street segments, from Windsor Street to Agricola Street
- Shared lanes for Agricola Street to Gottingen Street segment would not achieve AAA objective

## ***Transit***

- No impact to existing or planned service on Windsor Street or Robie Street
- No service is planned for Almon Street

# Summary of Proposed Changes

## ***Traffic***

- Almon Street eastbound approach @ Windsor Street
  - remove left turn lane
- Almon Street westbound approach @ Robie Street
  - remove WB right turn lane, leaving one through/left turn/right turn lane
- Almon Street eastbound approach @ Agricola Street
  - remove EB right turn lane
- Modelling indicates increased vehicle delays and queue lengths during AM and PM peak periods
- Most significant impact would be for westbound traffic at Robie Street during PM peak

# Summary of Proposed Changes

## ***Almon Street On-Street Parking***

- Removal of approximately 32 on-street parking spaces from Windsor Street to Agricola Street
- Removal of 1 to 2 spaces east of Agricola Street
- Consideration for adding up to 33 on-street spaces on adjacent streets

# Summary of Proposed Changes

## *Accessible Parking*

- Eight existing accessible spaces on Almon Street would be retained, with some changes
- CNIB offices @ Gladstone Street
  - Shifting westbound bicycle lane off-street allows space to retain 6 parking/loading spaces on Almon Street in front of CNIB
  - Reconfigure the spaces, including two existing accessible spaces
  - A raised bicycle lane allows access to the curb for people using the parking/loading spaces, including Access-A-Bus service
  - Tactile strip will separate bicycle lane and sidewalk



# Summary of Proposed Changes

## *Accessible Parking*

- Section of receiving protected bicycle lane west of Windsor Street would require relocating three existing accessible parking spaces 40m to the west



# Summary of Proposed Changes

## *Maintenance and Operations*

- Risk to effectiveness of winter operations due to limited or inadequate snow storage in some areas and transitions between varying segments
- Anticipated need for snow removal will add to winter maintenance costs
- Risk that with heavy or back-to-back snowfalls, there will be a delay in clearing beyond the P-1 (12 hour) service standard

# Summary of Proposed Changes

## ***Urban Forest***

- Westbound segment near Windsor Street would require removal of two to three mature trees
- Construction within root zones of nine mature trees will require design features and construction techniques to mitigate risk of tree mortality
- As per IMP Action 52, staff will explore opportunities to compensate for tree removal through the planting of new trees
- An agreement exists for Westwood (Richmond Yards development) to plant 19 trees, some of which will be planted in the boulevard along their Almon Street frontage

# Implementation

- Pending Council approval, proceed with land acquisition and detailed design with target to tender for construction in 2022
- Richmond Yards construction encroachment likely to be in place into 2023. Staff will explore options to bridge this gap in the eastbound bicycle lane with a temporary treatment
- Monitor user experience along Agricola to Gottingen segment. Continue planning for this segment to achieve AAA objective
- Class B cost estimate: \$1,310,000 (excluding HST)
- HRM would pay 17% of total construction costs under AAA Network infrastructure funding agreement

# Thank you