

HALIFAX

Regional Centre All Ages and Abilities Bikeway Network

Update to Transportation Standing Committee,
December 15, 2022

Project Background

- Pre-2017. Disconnected painted bike lanes and multi-use pathways.
- Post 2017. New direction for safer facilities due to:
 - New professional engineering design guidelines
 - Public/stakeholder interest
 - Painted infrastructure ineffective (e.g., Hollis)
- Action 72 of IMP: build “All Ages and Abilities” network of bike facilities in Regional Centre.
 - Total of 20 AT actions in the IMP



Types of “All Ages and Abilities” (AAA) facilities



Protected Bike Lane



Multi-use Pathway



Local Street Bikeway ²

Project Target

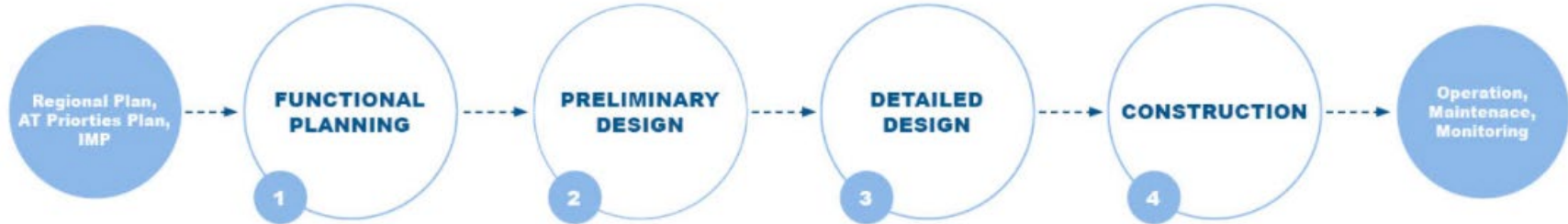


Action 72: Deliver the Regional Centre all ages and abilities bicycle network by 2022 (see Figure 17).

Facility Type	# km targeted	#km built to Dec 2021
Protected Bike Lane	~15	5.4
Local Street Bikeway	~15	2.3
Multi-use pathway	~15	3.6
Total new AAA	~45	11.3
Total target	57km*	

* final total may change depending on functional planning

HALIFAX ACTIVE TRANSPORTATION PLANNING & DESIGN PROCESS



6 – 18 months (can be longer)	6-18 months	6-18 months	1-2 seasons	Ongoing
<ul style="list-style-type: none"> • Develop and evaluate concepts • Identify/manage “trade-offs” • Route selection • Public/Stakeholder engagement • Utility review • 30% design • Class D estimates • Council approval 	<ul style="list-style-type: none"> • Topo Survey • Identify permits • Land acquisition • Utility review/planning • Variances (if required) • 60% design • Class C estimates 	<ul style="list-style-type: none"> • Final drawings, specifications. • Pavement marking/signage plans. • Complete land acquisition • Structural details • Signal timing • Obtain permits • Pre-Tender Review • 90-100% design • Final estimates 	<ul style="list-style-type: none"> • Tender • Mitigation measures • Certifications • Deficiencies List • Payment Certificates • Infrastructure acceptance • Permits • Public and abutter notifications • Project close out 	<ul style="list-style-type: none"> • Communications launching facility • On-going monitoring • Year-round maintenance • Adjustments, as required • Asset management and rehabilitation

AAA Network Implementation Timeline

- First projects in 2018
- \$25M ICIP infrastructure funding on projects between 2020 and 2024 (HRM 17% cost share).
- IMP target was AAA completion by 2022. Will be at about 50% by end of 2022 and about 70% by 2024.
- New timeline extends to 2028.
- Some accelerated progress via tactical/interim installations.



**Interim Bikeway
Improvements**
Building a safer & more
connected bike network



Scan the code to learn more or visit halifax.ca/interimbikeways

HALIFAX 

Factors Influencing Implementation (1)

- Internal capacity:
 - AAA Bikeway Network is one of several new IMP and Road Safety priorities – additional staff required.
 - Planning and design guidelines and practices all new and evolving
 - Many HRM groups involved in planning and design
- Land acquisition
- Development encroachments/integration
- Provincial regulations (bike signals and bike crossings)
- Dependencies on other projects/plans
- COVID (supply chain, engagement, labour, etc.)
- Unpredictable costs / cost increases



Factors Influencing Implementation (2)

Time and resources required to understand and address various priorities, including:

- ✓ Community concerns
- ✓ Curbside access and parking
- ✓ Emergency access
- ✓ Vehicle movements
- ✓ Accessibility
- ✓ Operations/maintenance
- ✓ Urban Forestry
- ✓ Transit Operations and Plans
- ✓ Diversity and Inclusion Goals
- ✓ Truck Routes
- ✓ Utilities
- ✓ Abutting developments
- ✓ Park Plans/Policies



Updated Timeline

Based on:

- Expanded staff capacity
- More professional guidance/knowledge
- All functional plans underway and most will be complete by 2023.
- Good project integration potential with street rehabilitation projects.

Uncertainties remain, for example:

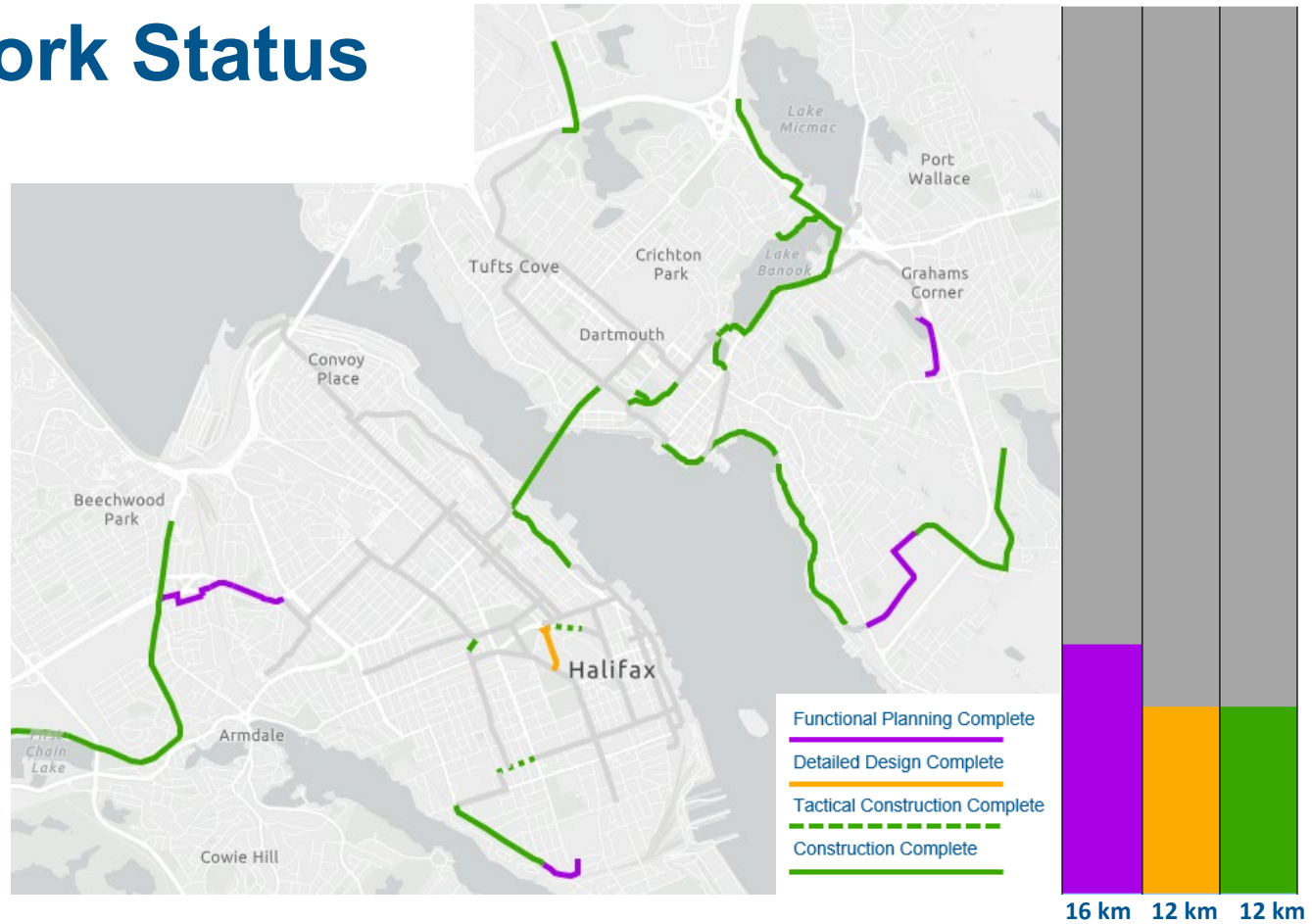
- Project costs and budget
- Land acquisition
- Functional plan completion
- Dependencies with other projects



AAA Network Status 2017

Key Pre-IMP segments included:

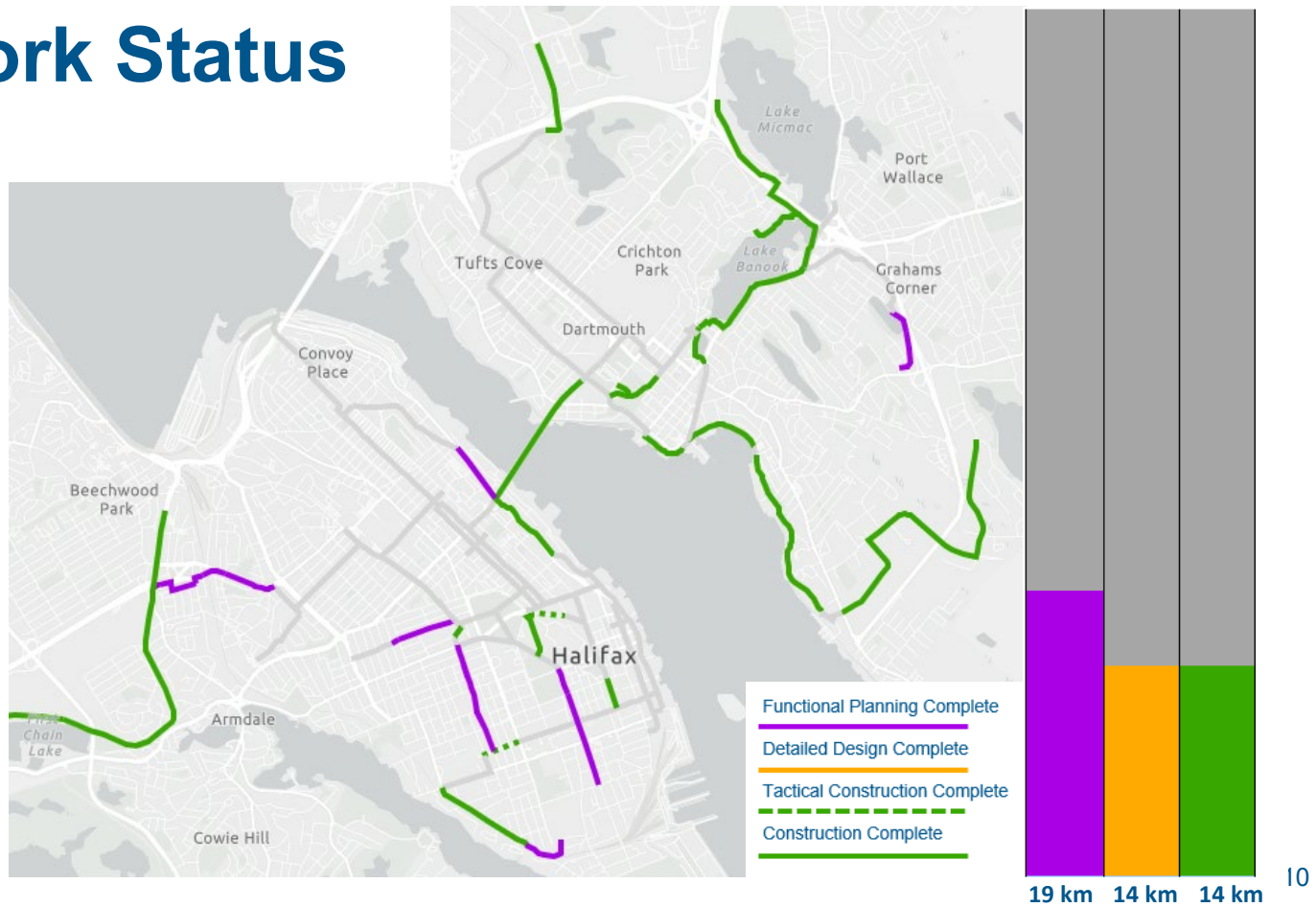
- Macdonald Bridge Bikeway
- Dartmouth Harbourfront Greenway
- Lake Banook – Shubie Greenway
- Interim bikeways on University Ave. and Rainnie Dr.



AAA Network Status 2018

Construction included:

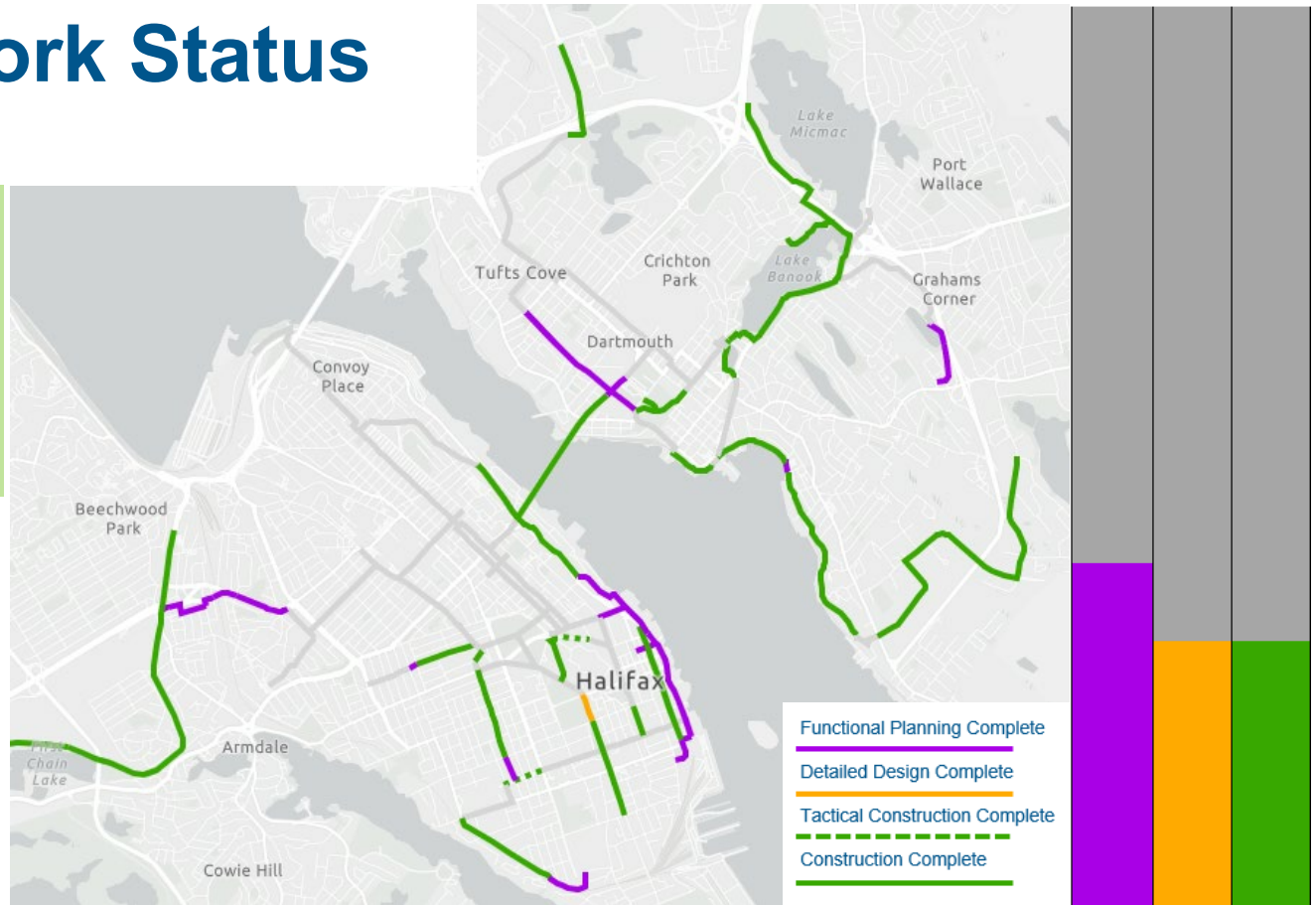
- Woodside MUP
- Ahern MUP
- Sexton Campus AT Corridor (Dalhousie project)



AAA Network Status 2019

Construction included:

- Vernon LSB
- Allan LSB
- South Park Phase I
- Hollis Phase I
- Barrington Greenway Ext.

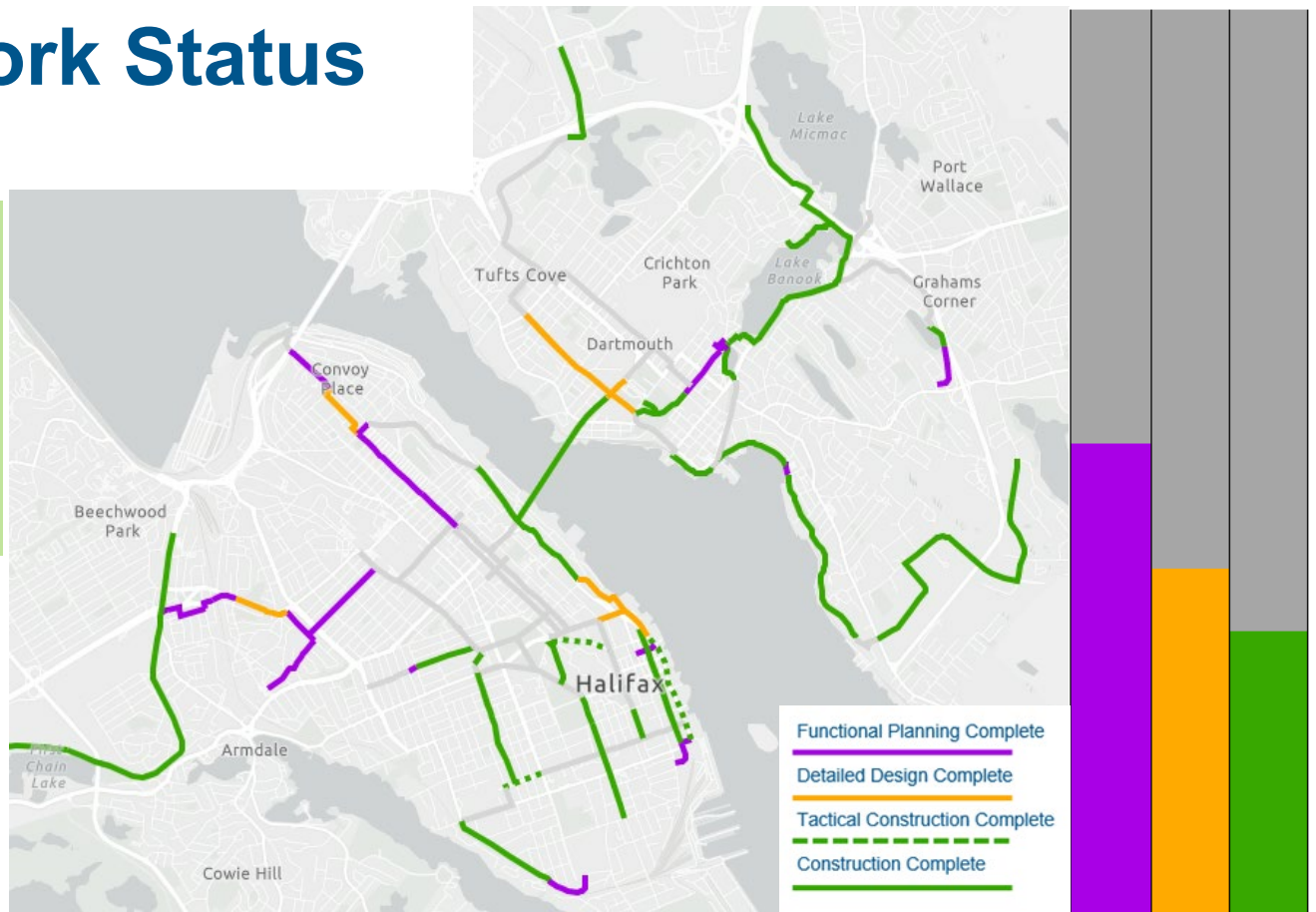


AAA Network Status 2020

Construction included:

- South Park II
- Vernon/Coburg signals
- Lower Water and Gottingen Tactical

35% complete

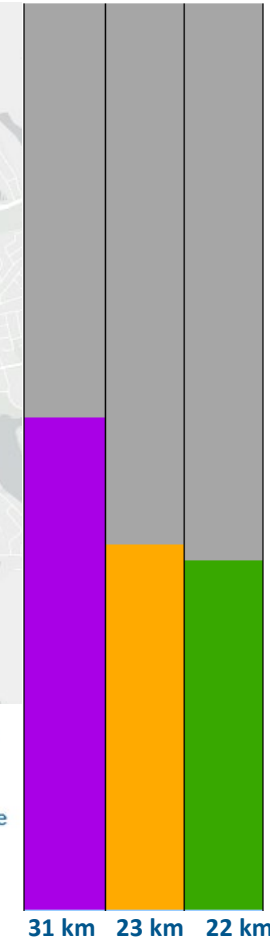
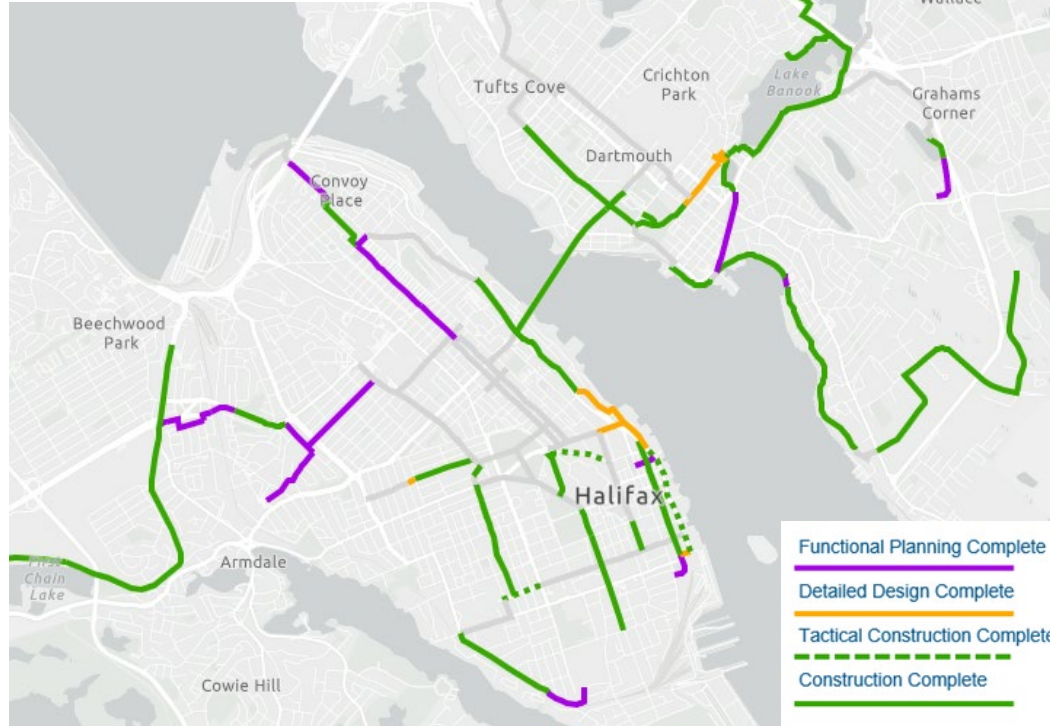


AAA Network Status 2021

Construction included:

- Wyse Road
- Dahlia Phase I
- Leaman-Isleville
- Allan-Oak signals
- Bayers Road MUP

40% complete

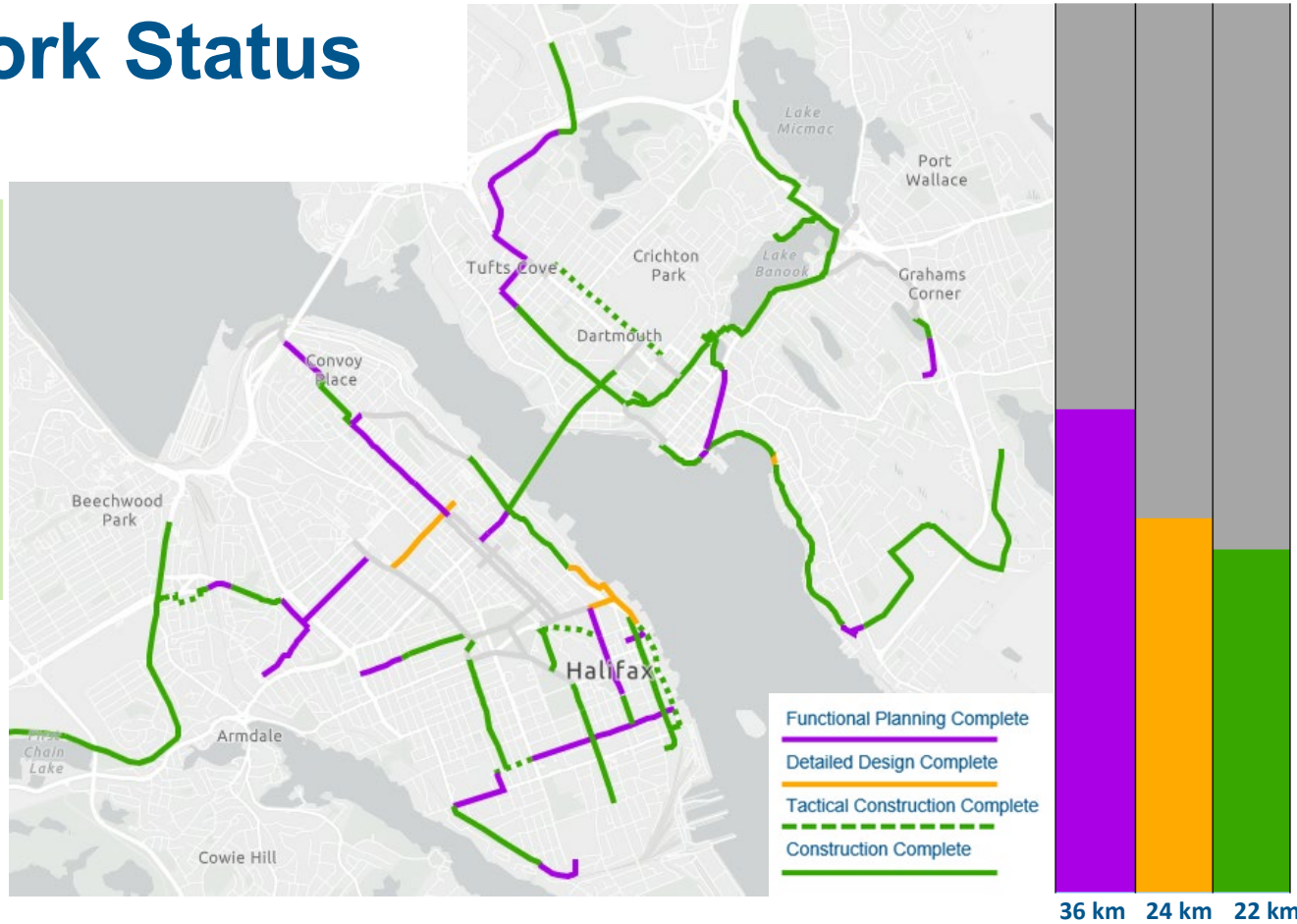


AAA Network Status 2022

Construction included:

- Exit 0/Joe Howe
- Terminal Road and Hollis Phase II
- Dahlia Phase II
- Tactical

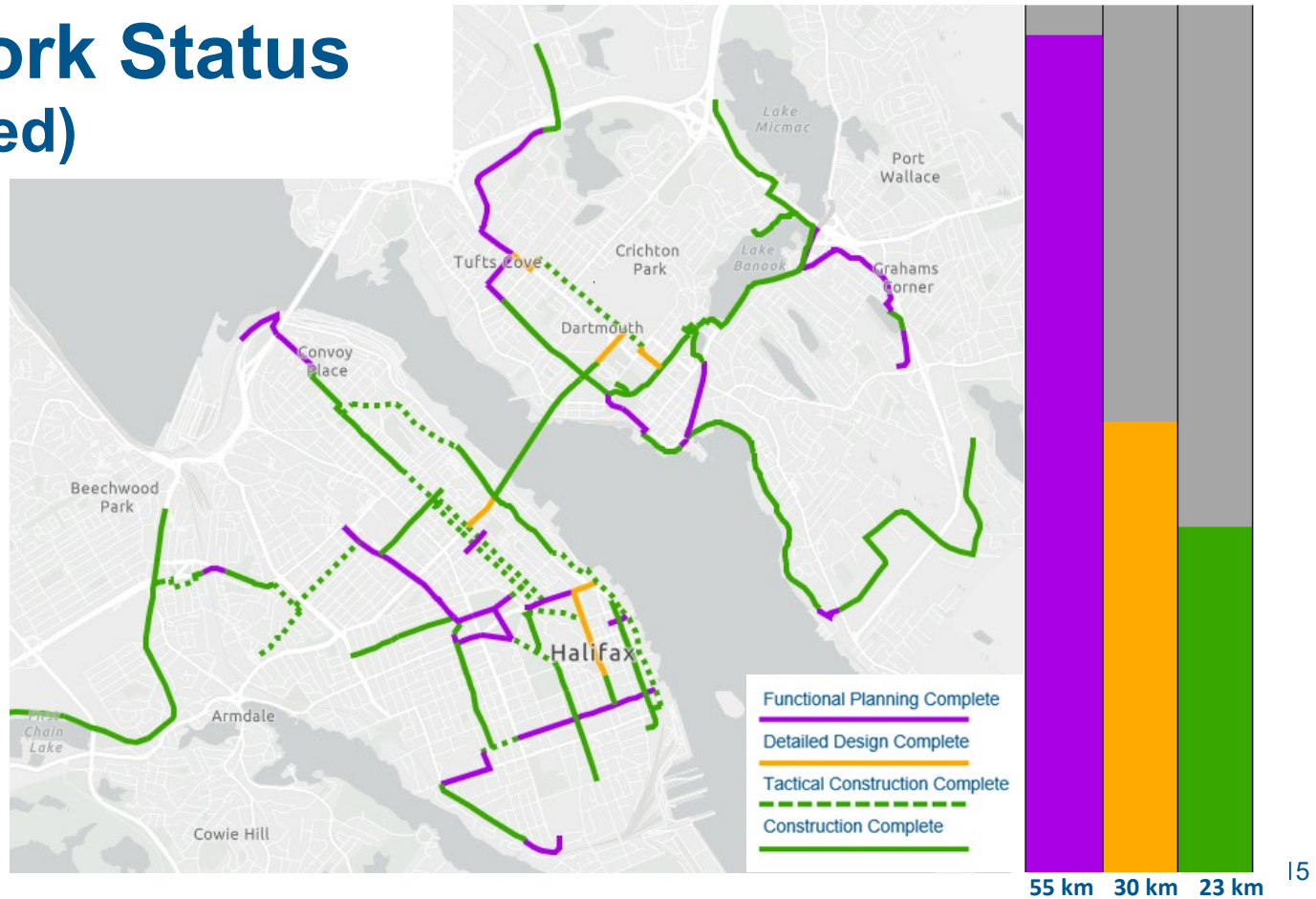
~ 48.9% complete



AAA Network Status 2023 (planned)

Planned Construction:

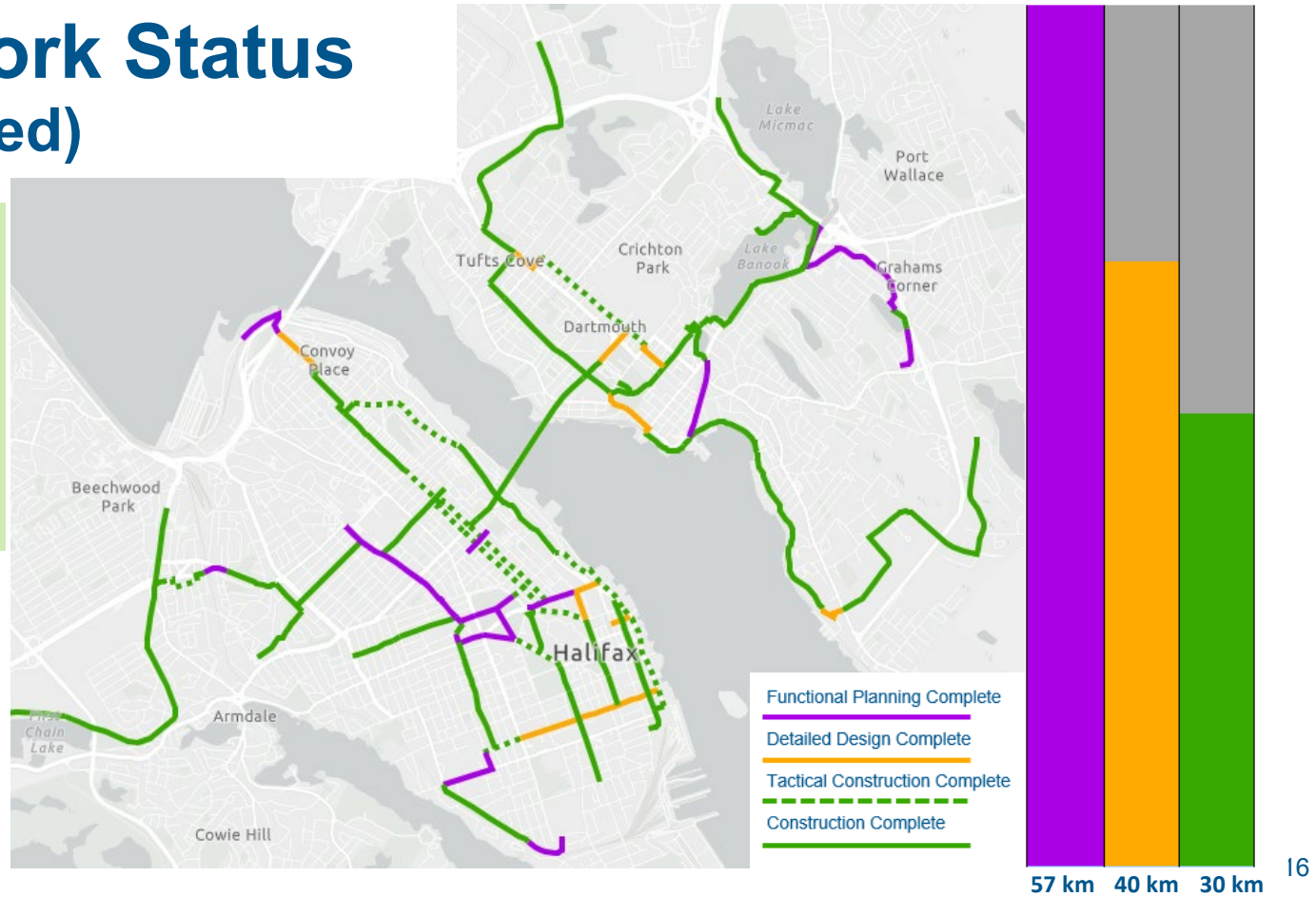
- Almon Street
- Dartmouth Harbourfront (Parker-Old Ferry)
- Isleville (Duffus-Young)
- Cogswell District “bypass”
- Tactical



AAA Network Status 2024 (planned)

Planned Construction includes:

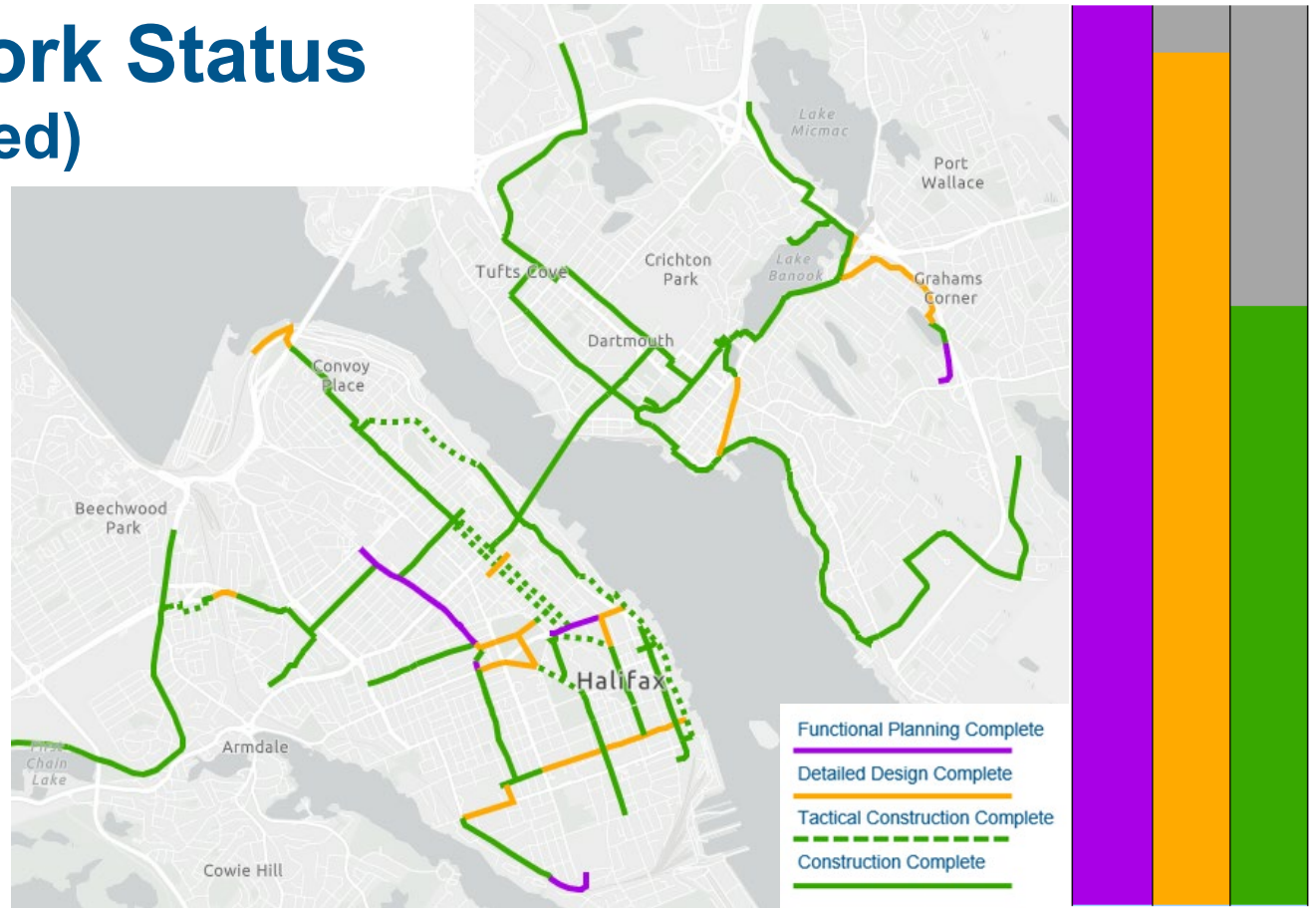
- Dartmouth North
- Macdonald Bridge Halifax Side
- West End Bikeways
- Brunswick Phase I



AAA Network Status 2025 (planned)

Planned construction includes :

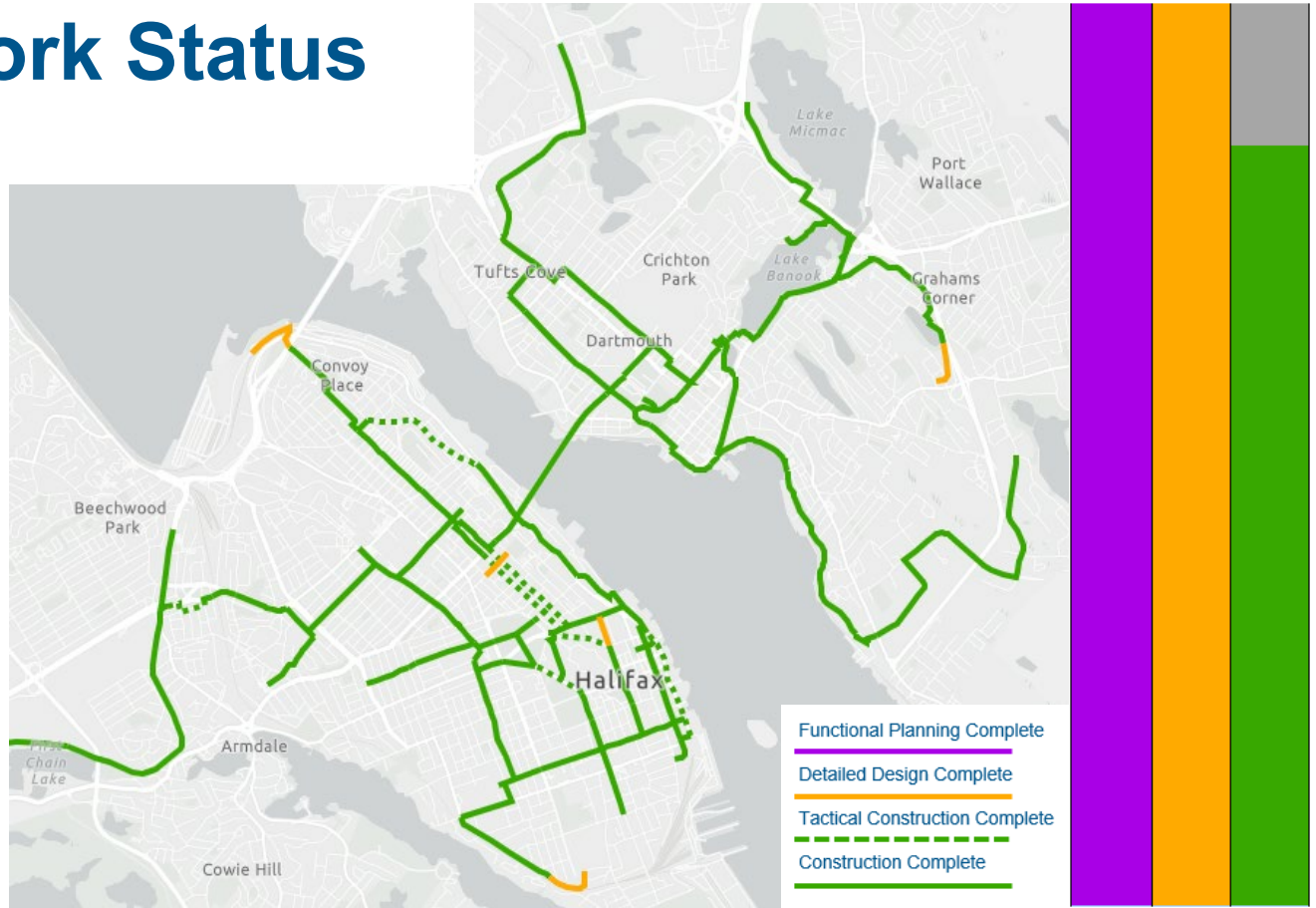
- Peninsula South I
- Slayter LSB
- Thistle-Alderney Landing
- Isleville (Young to Bloomfield)
- George St.



AAA Network Status 2026

Planned Construction:

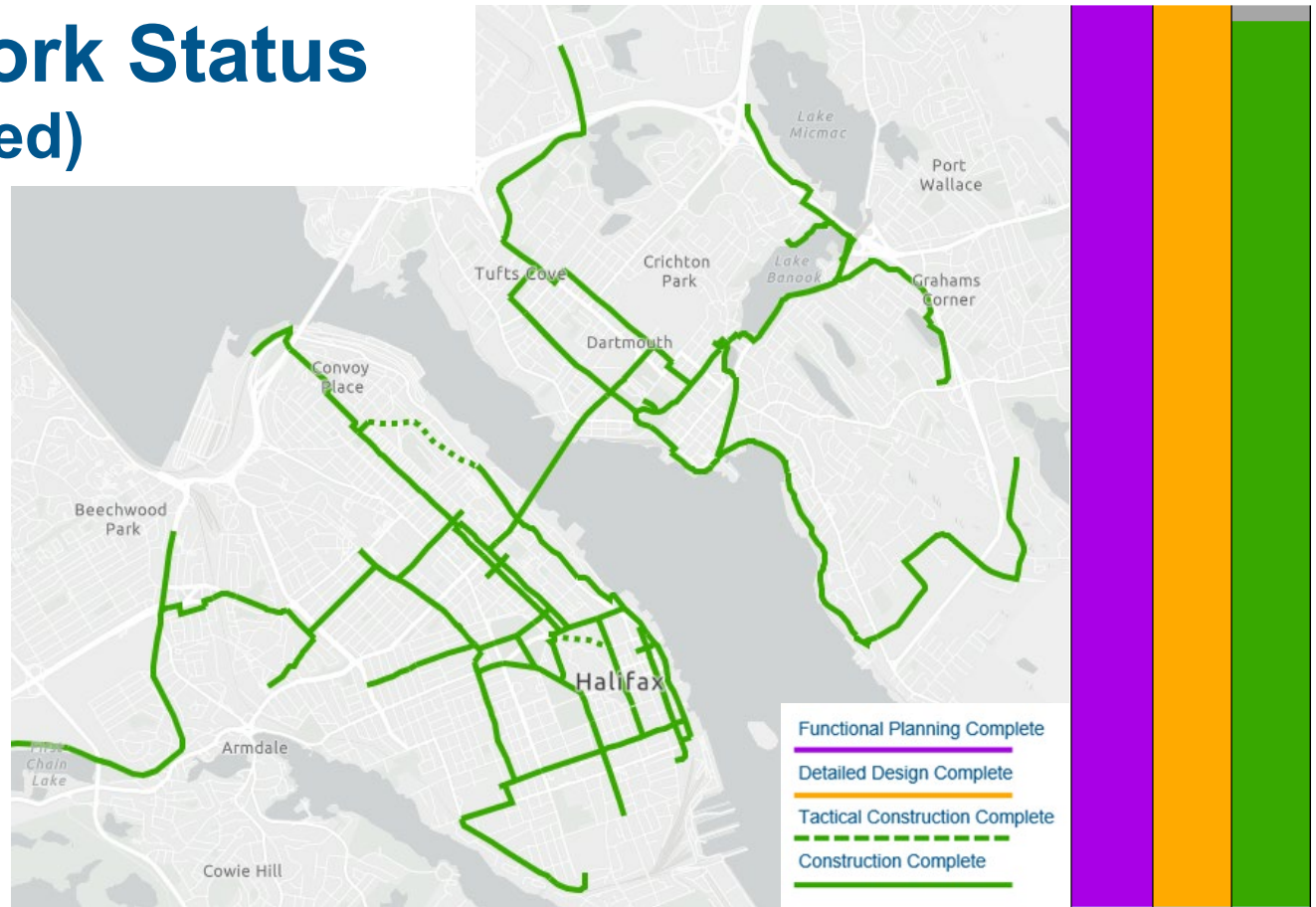
- Peninsula South II
- Slayter LSB
- Mid-town bikeways
- North End Bikeway (Fuller and Northwood)
- Cogswell District
- Downtown Dartmouth (Canal)



AAA Network Status 2027 (planned)

Planned Construction:

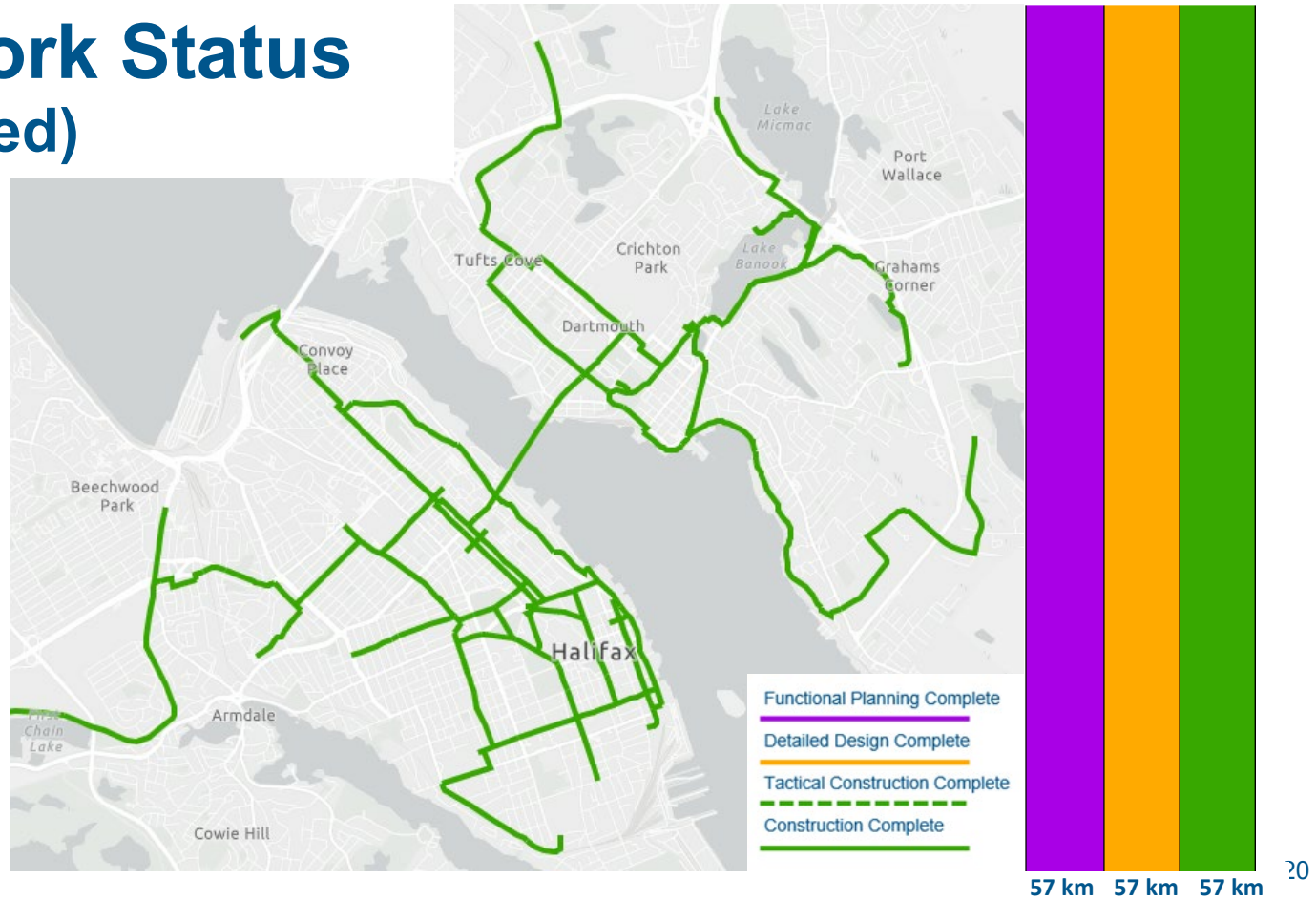
- North End Bikeway (Charles, Creighton and Maynard)
- Africville AT Connections



AAA Network Status 2028 (planned)

Planned Construction:

- Devonshire
- Rainie-Gottingen



Project Budget as of 2022 (actual and estimated)

Time Period	Total Cost	Net Cost
2018 and 2019	\$3,431,000	\$3,007,000
2020 – 2023 (17% HRM cost share)	\$14,000,000	\$2,380,000
2024 (17% HRM cost share on \$11M)	\$18,300,000	\$9,170,000
2025 - 2028	\$36,300,000	\$36,300,000
Total	\$72,031,000	\$50,857,000

Macdonald Bridge Bikeway Connectors

- Halifax side status

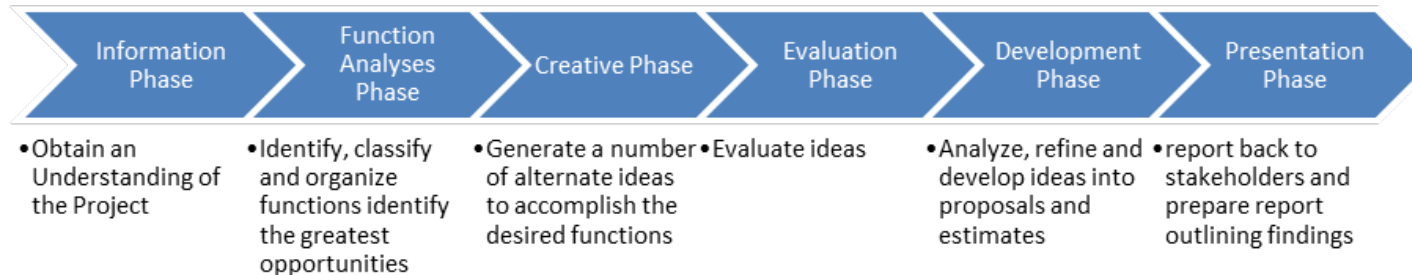
- Essential element in AAA network – only connection over Harbour
- Fed/Prov infrastructure funding (83%) is critical for implementation
- Concern for costs (structure, plus intersection)
 - 2016 estimate: \$5.4M
 - 2021 estimate: \$8.5M
 - 2022 estimate: \$12.6M
- Construction delayed due to:
 - Project complexity (e.g. Transit/BRT needs, utility conflicts, urban forestry, pedestrian network)
 - Project management changes
 - Peer review/value engineering exercise
- New timeline is for 2024 construction



Macdonald Bridge Bikeway Connectors

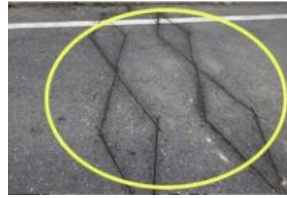
- Value Engineering Process

- Council advised of project status at November 22, 2022, Regional Council meeting
- Project currently in design phase. Rationale for Value Engineering now:
 - Cost estimate increases
 - Explore if current preferred option can be built at lower cost
 - Consider other options (e.g., at-grade, different structure alignment)
 - Factor in lifecycle costs of options
- Halifax Harbour Bridges is key stakeholder
- Value Engineering will be in winter 2023.
- Will return to Council after Value Engineering with recommended option.



“Supporting” Elements

- Operations and Maintenance
- Education & Promotion
- Regulatory co-ordination
- Monitoring
- Amenities



Thank you

