

HALIFAX

Re: Item No. 15.4.1

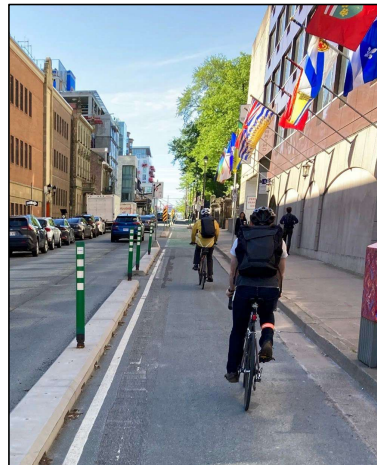
Implementation of
Peninsula South Complete Streets:
University Avenue, West, and East
Connections
Presentation to Regional Council



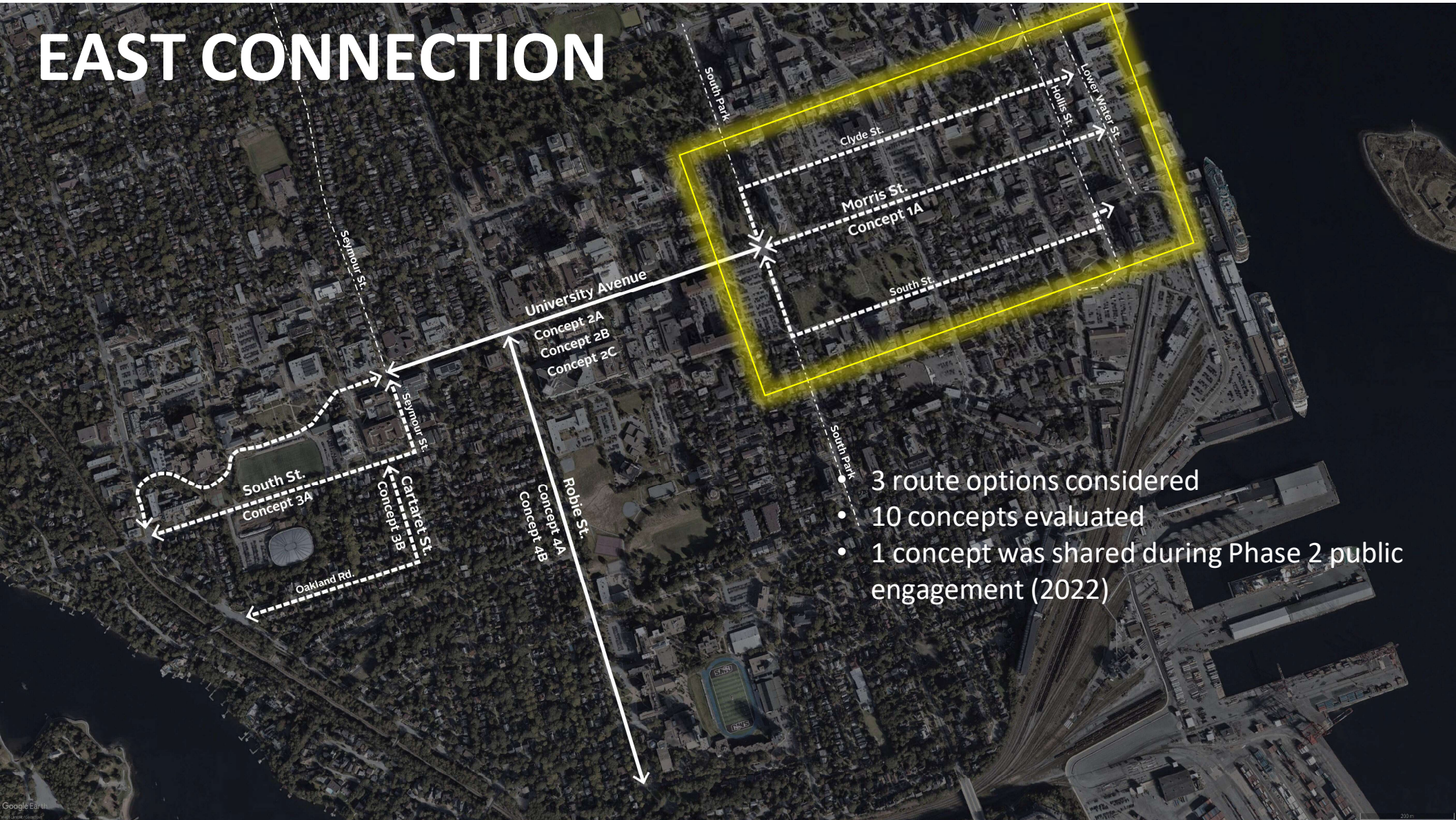
October 1, 2024

Project Objectives

1. Complete functional plan for east-west AAA bikeway + Robie Street to Saint Mary's University
2. Connect to existing & planned north-south AAA bikeways
3. Connect to universities, hospitals, waterfront and downtown
4. Apply *Complete Streets* approach
5. Develop a *District Identity* for University Avenue



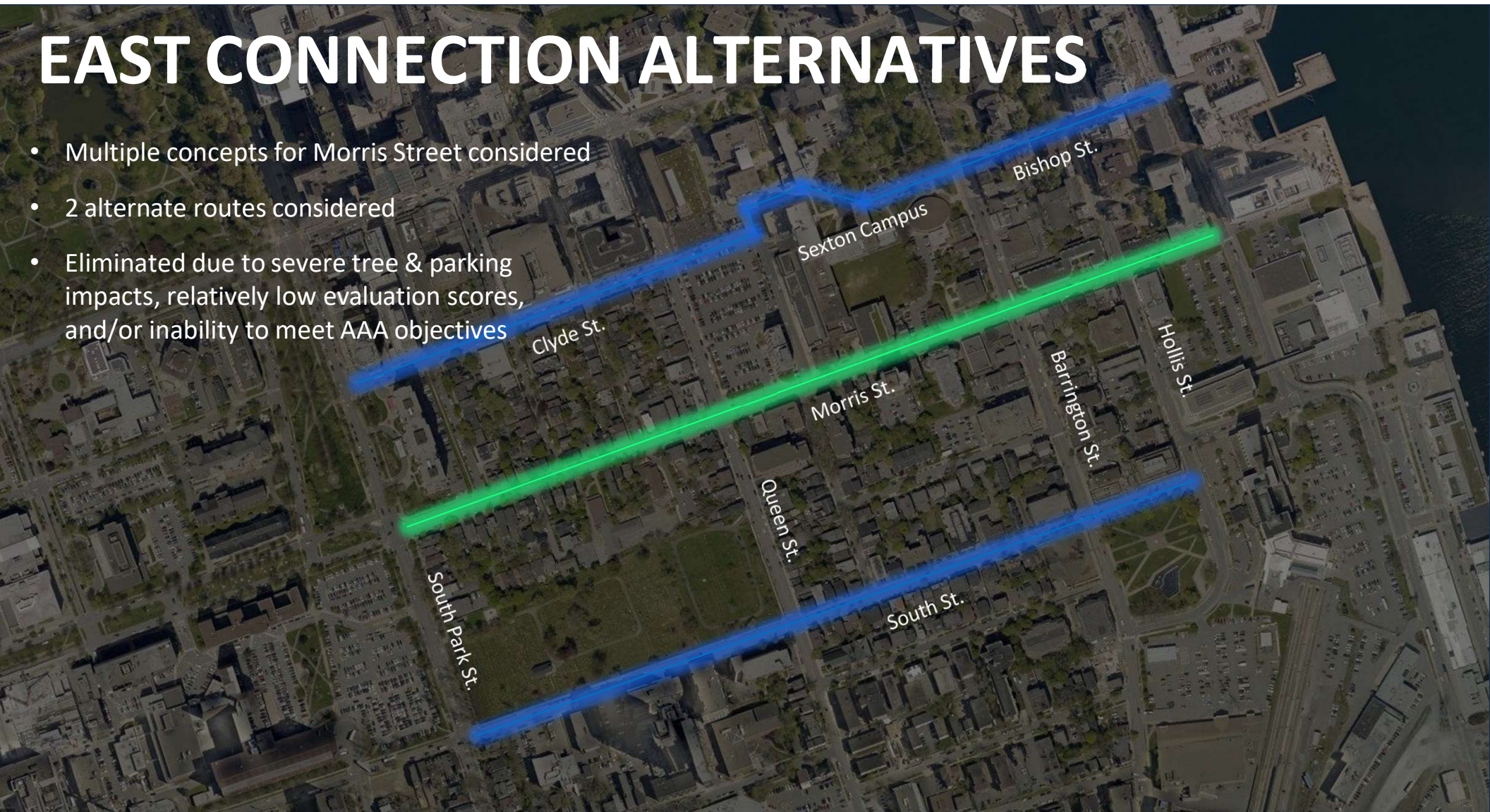
EAST CONNECTION



- 3 route options considered
- 10 concepts evaluated
- 1 concept was shared during Phase 2 public engagement (2022)

EAST CONNECTION ALTERNATIVES

- Multiple concepts for Morris Street considered
- 2 alternate routes considered
- Eliminated due to severe tree & parking impacts, relatively low evaluation scores, and/or inability to meet AAA objectives



East Connection Recommended Concept

Morris Street Concept 1A Overview

- 1.8m sidewalks widened to 2.0m where space permits
- 3.0m two-way raised bikeway on north side
- Conversion to one-way eastbound for motor vehicle traffic
- All existing and planned Transit routes would likely be moved off Morris Street
- Up to 4 of 55 trees would be removed and replaced
- Parking retained on south side with a net loss of 5 spaces
- No stopping on north side except for approx. 6 spaces near South Park Street
- Cost estimate with 35% contingency: \$5.1 million



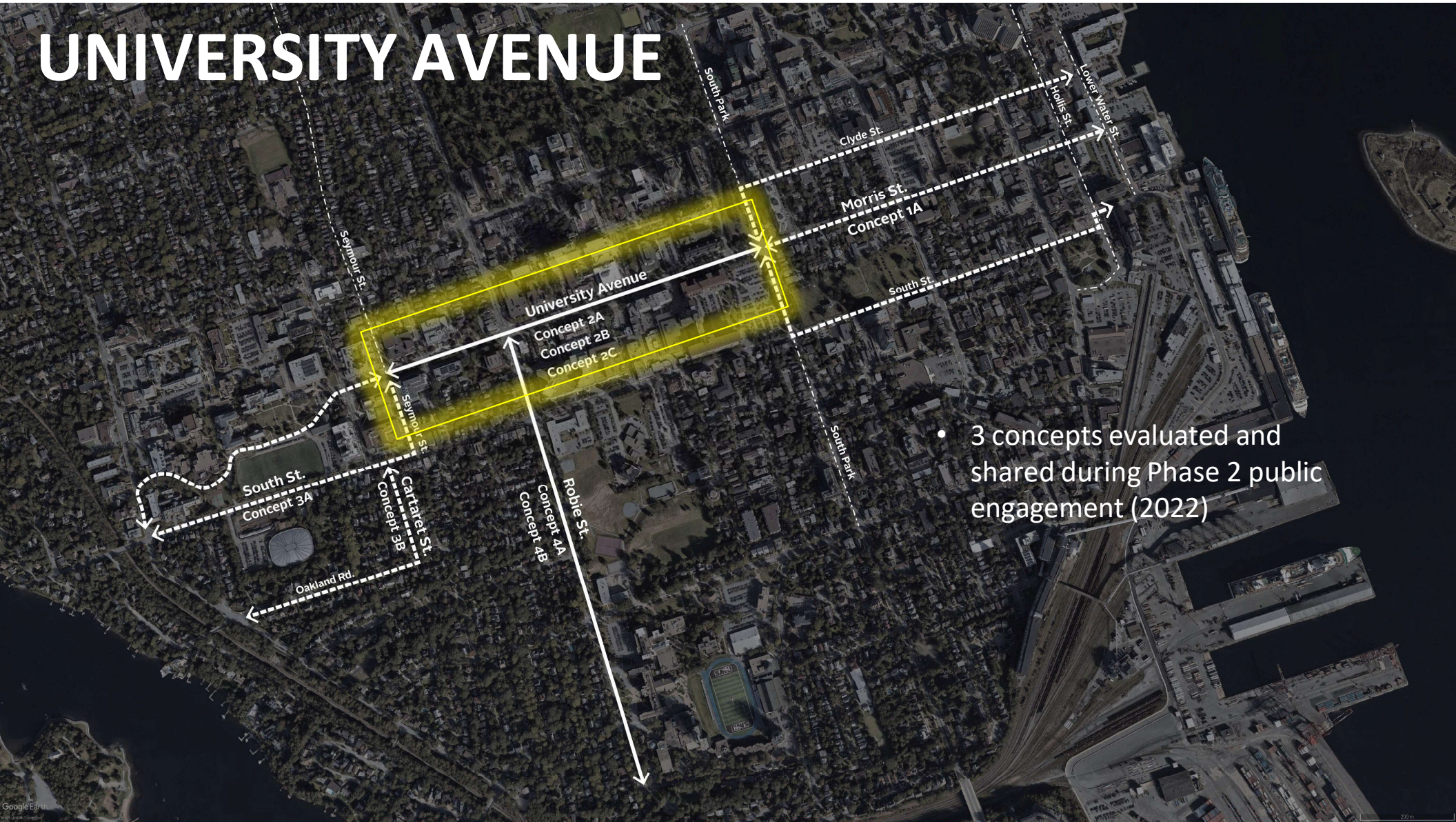
Morris Street Two-way Raised Bikeway and One-way Traffic

Key Implications of Recommended Concept 1A

- *Impacts to Transit Service*
 - Halifax Transit routes in the area would be re-examined with public consultation to determine routing changes
 - All transit service on Morris Street would likely be removed
 - Bus detours for special events, snow events, collisions, etc. would change and be more complicated/costly
 - Annual Transit detours off Spring Garden Road due to 2 open street events, 2 major parades, 4-6 snow events, construction, collisions, fire (total of 30 days in 2023)
- *Impacts to Truck Routes*
 - Inglis Street (currently a daytime truck route) is the recommended alternative outbound truck route to replace westbound Morris Street
- *Impacts to Traffic Capacity and Network*
 - Would result in diversion of traffic to adjacent streets
 - One-way eastbound on Morris Street is acceptable for Halifax Fire and EHS
 - Traffic analyses concluded there is sufficient capacity along alternate routes to allow for Morris Street conversion



UNIVERSITY AVENUE

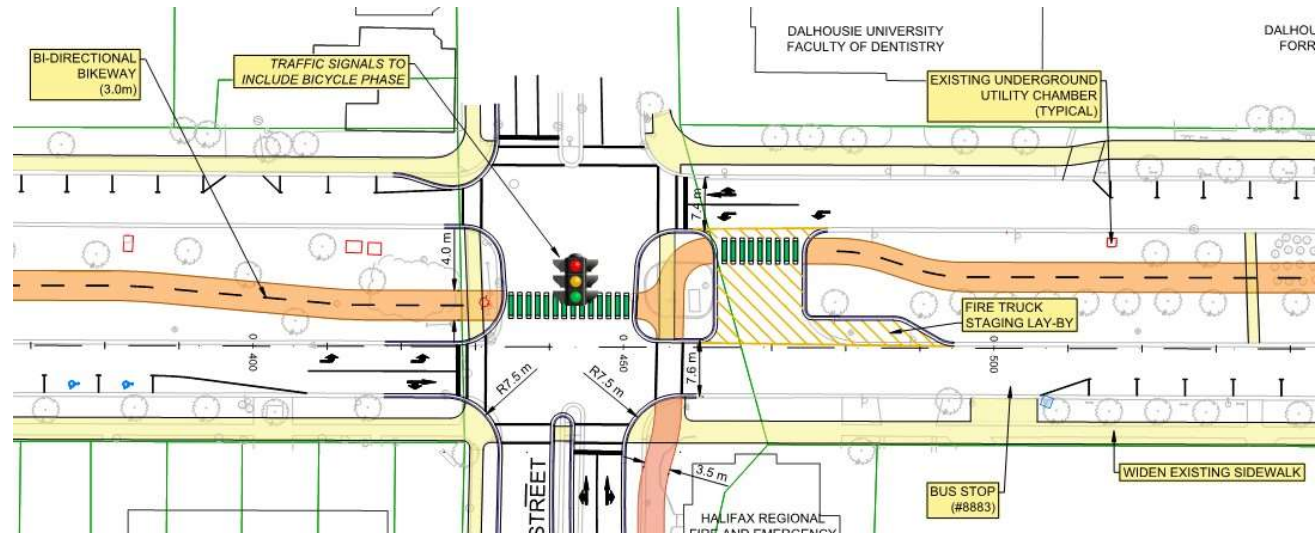


- 3 concepts evaluated and shared during Phase 2 public engagement (2022)

University Ave Recommended Concept

Concept 2B Overview

- 3.0m two-way bikeway in the center median
- Widened sidewalks
- Changes at Seymour Street, Henry Street, and Edward Street to restrict vehicle movements across the median
- Existing on-street parking is maintained
- Removal of approximately 23 of 326 trees
- Bicycle signals added to signalized intersections where appropriate
- New public spaces and placemaking integrated during design phase
- Cost estimate with 35% contingency: \$8.6 million



University Ave Two-Way Bikeway in Median (Concept 2B)

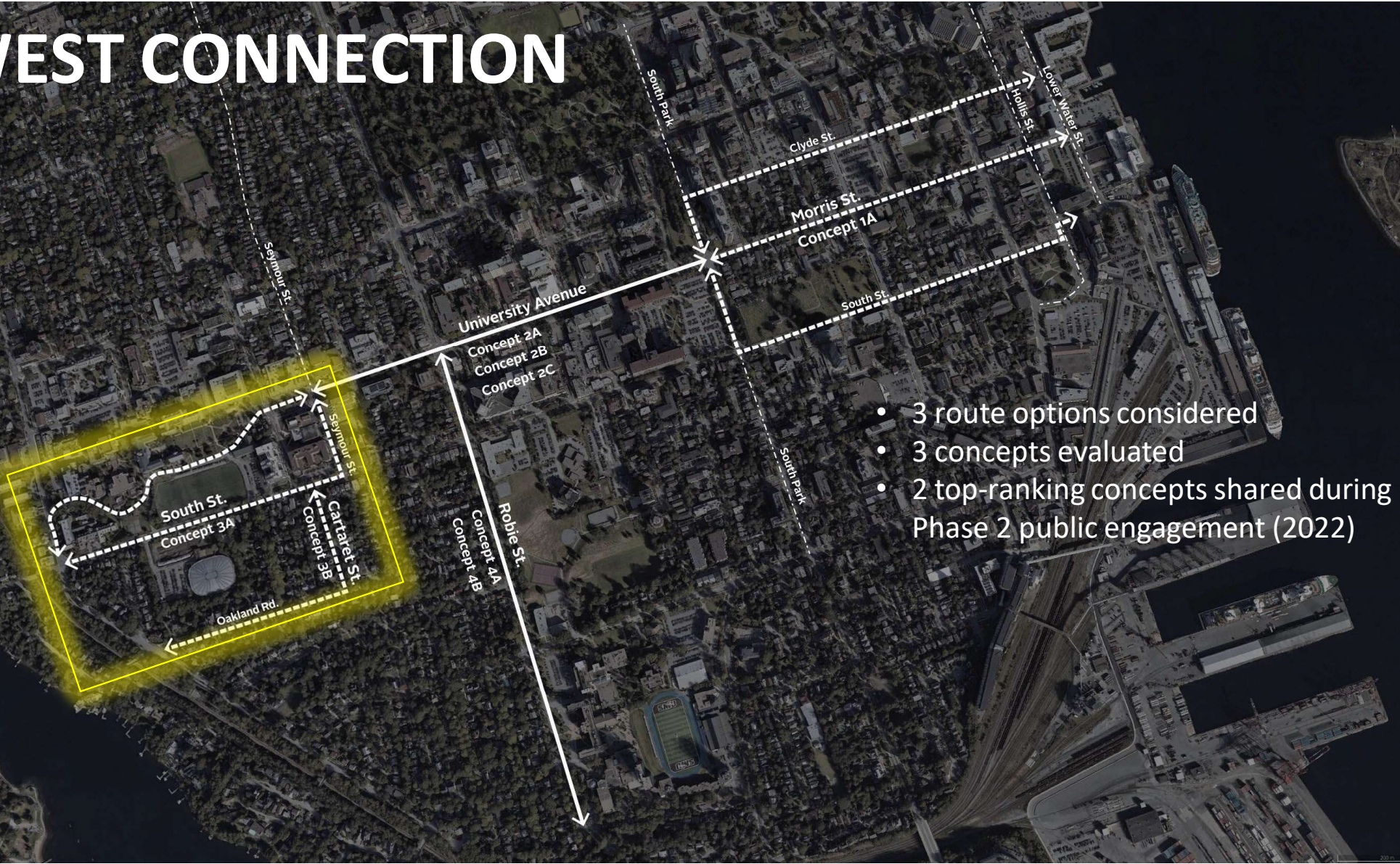
Key Implications of Recommended Concept 2B

- *Impacts to the Urban Forest and Greenspace*
 - Removal and replacement of approximately 23 of 236 street trees
 - Greenspace within the center median would be reduced
 - Potential for conflicts with cyclists and people using the space for leisure recreation

- *Proposed University Avenue Median Restrictions*
 - Travel on some local streets would be more circuitous for people driving
 - Need to consider access for Dalhousie operational vehicles



WEST CONNECTION

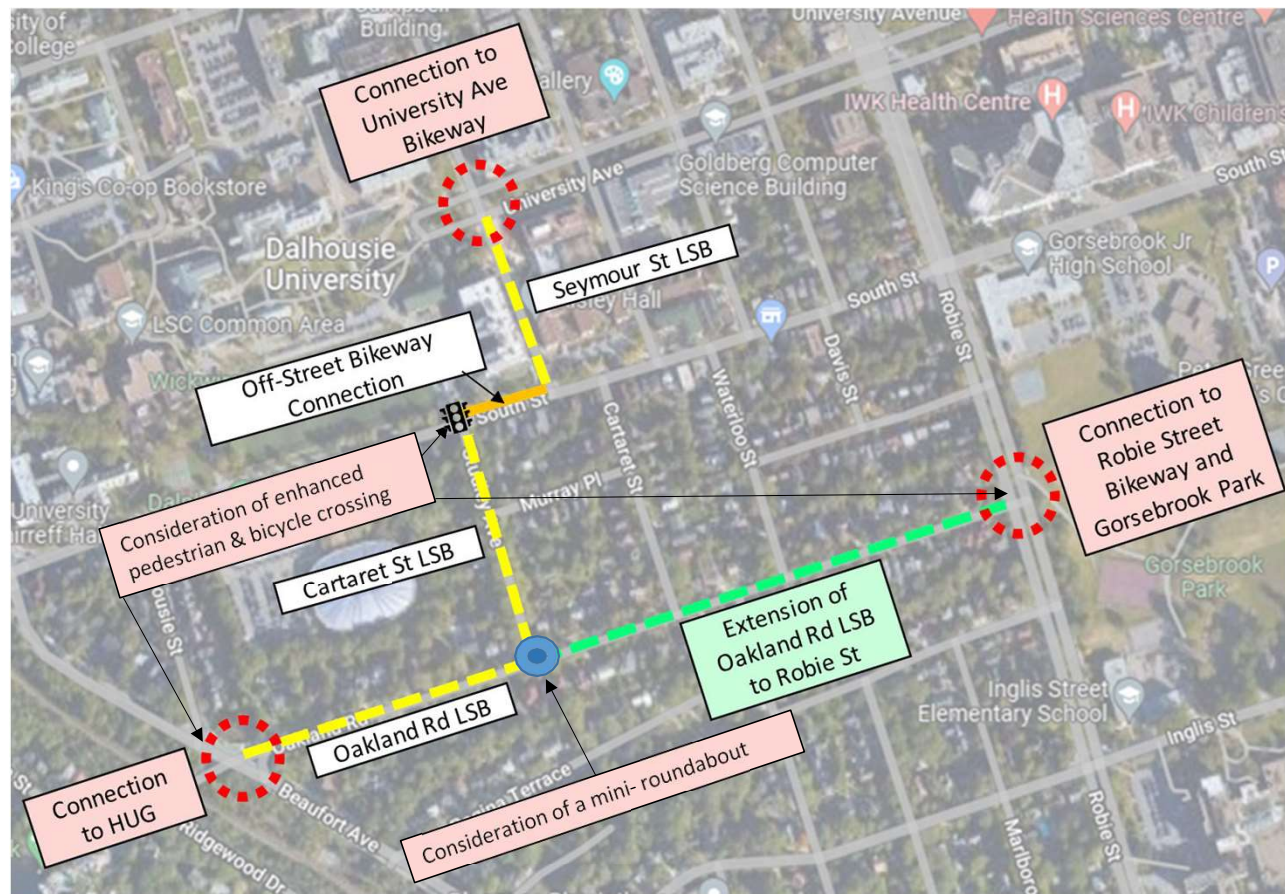


- 3 route options considered
- 3 concepts evaluated
- 2 top-ranking concepts shared during Phase 2 public engagement (2022)

West Connection Recommended Concept

Concept 3A Overview

- Local Street Bikeway (shared lanes) on Seymour Street, Cartaret Street, and Oakland Road
- Short section of protected two-way bikeway on South Street to connect Seymour Street to Cartaret Street
- Wayfinding and pavement markings to identify the route
- Traffic calming measures would be considered during preliminary design
- Additional crossing treatments to prioritize people walking and cycling would be considered
- Cost estimate with 35% contingency: \$1.2 million



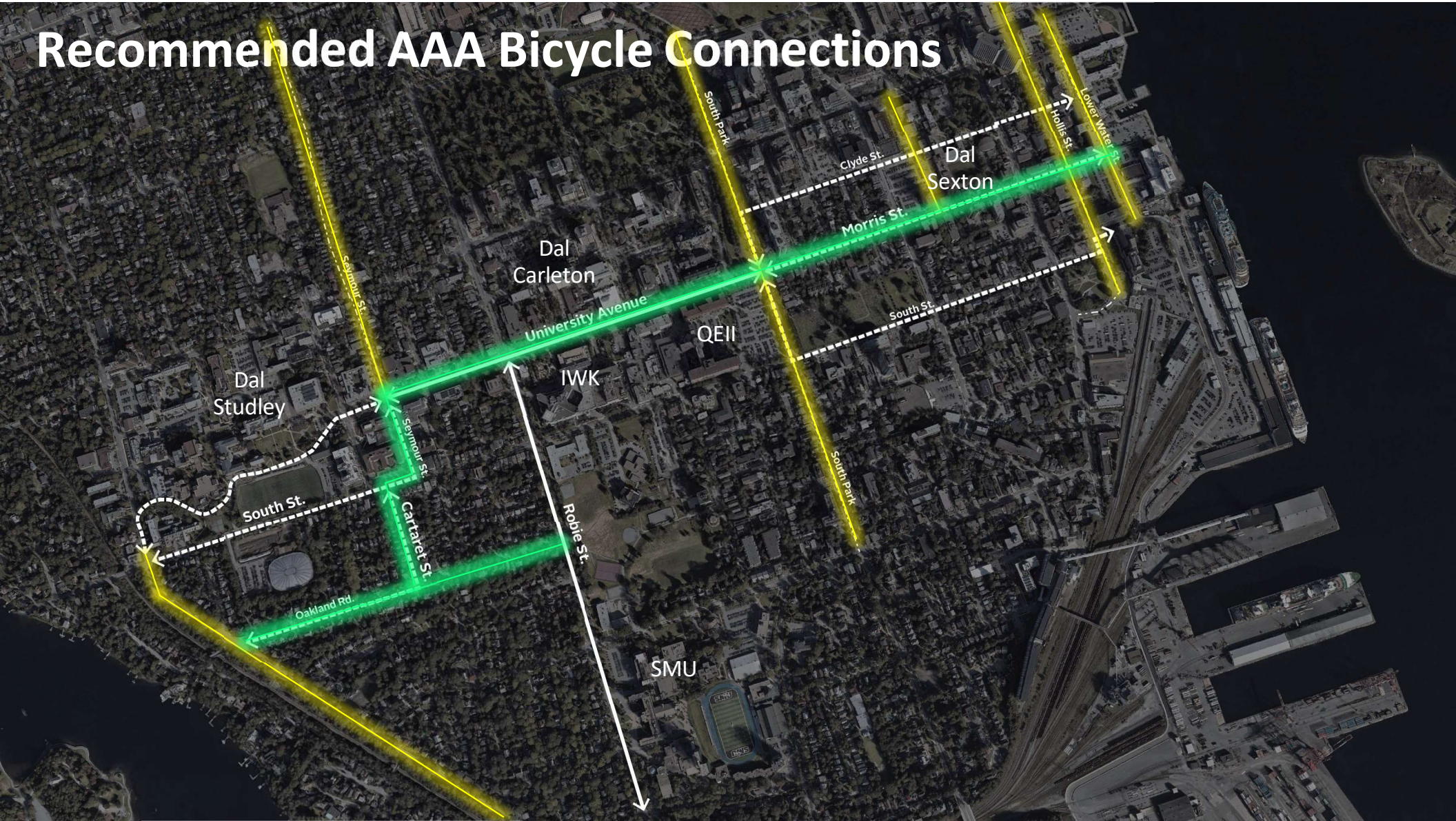
Cartaret Street and Oakland Road Local Street Bikeway

Key Implications of Recommended Concept 3B

- *Bicycle Level of Service*
 - The route does not provide direct access to DalPlex and other Dalhousie campus destinations
 - Would be less direct for cyclists arriving from/travelling to the north (compared to a facility on South Street)
- *Other*
 - No impacts to trees or traffic capacity are expected
 - Existing South Street bus stop at Cartaret Street would be relocated to the south
 - Minimal, if any, impacts to parking expected



Recommended AAA Bicycle Connections



Implementation

- Pending Regional Council approval, recommended options would proceed to preliminary and detailed design
- Addition of proposed bicycle infrastructure would be integrated with planned recapitalization of University Avenue/Morris Street corridor
- Construction on University Avenue/Morris Street would be completed in phases over 2-3 years
- Target to complete construction: 2028



Questions/Discussion

Thank you



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