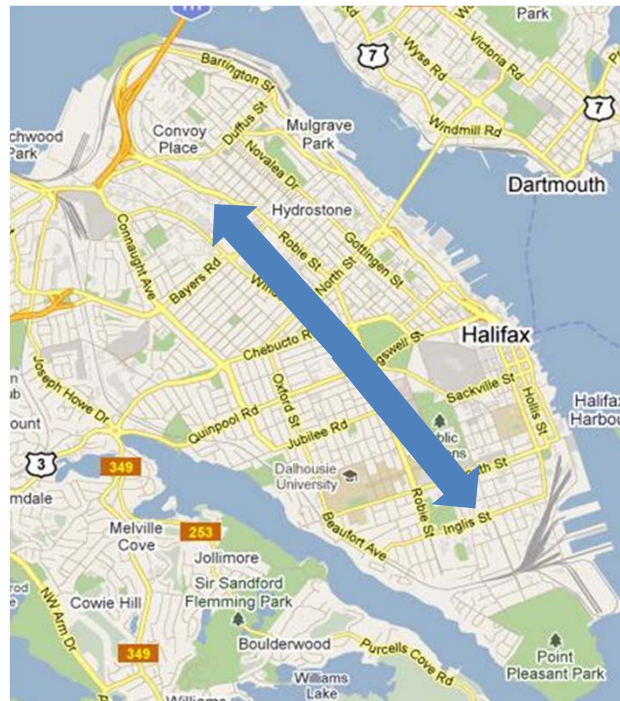


Update to Peninsula Community Council:

Stakeholder Engagement for the North-South Peninsula Bicycle Corridor

Monday, January 9, 2012



Overview

- 1) Background and Engagement Process
- 2) Overview of Options:
 - a) Novalea/Gottingen Sts.
 - b) Agricola St.
 - c) Windsor St.
 - d) Connaught Ave.
- 3) Initial Stakeholder Feedback
- 4) Next Steps

Cycling on the Peninsula Currently

- Limited facilities
- Positive conditions for cycling (e.g. land use mix, distances, street network, off street potential)
- About 1,500 cyclists cross Quinpool-Cogswell screenline in peak hours
- About 500 cyclists cross Macdonald Bridge daily.

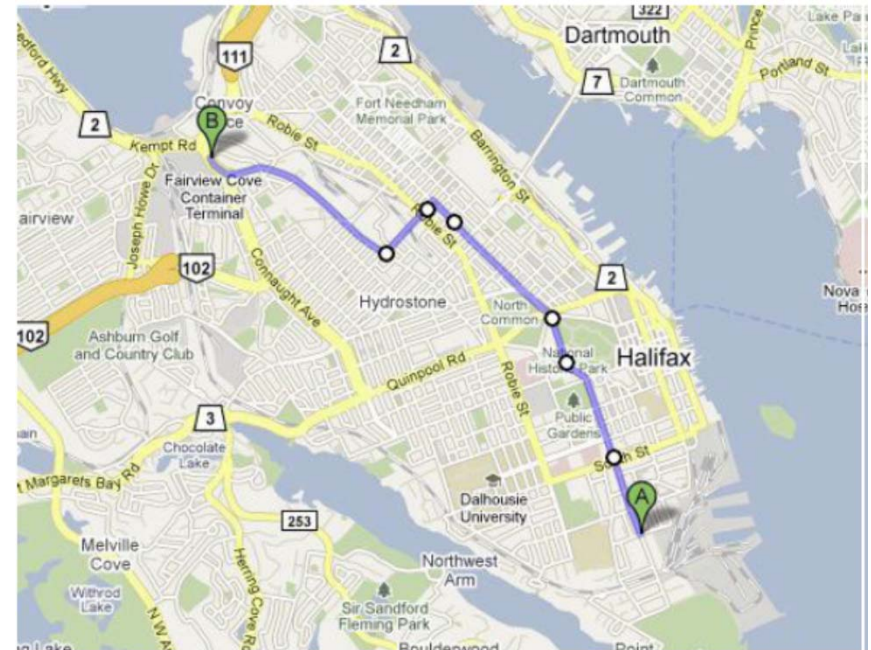
Current Peninsula on-road bike lanes and off-road trails



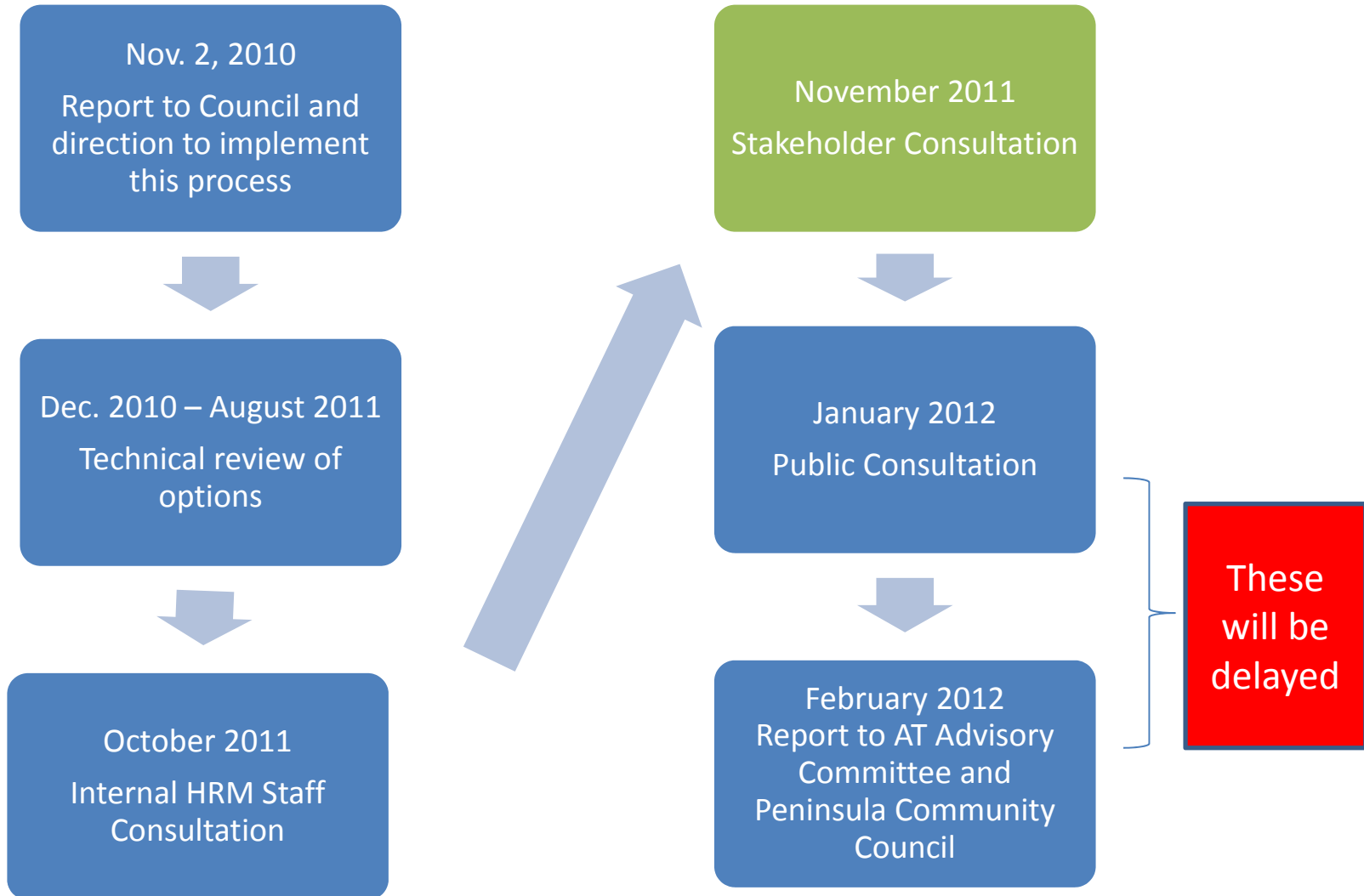
Project Impetus

July 6, 2010 Regional Council meeting, petition on behalf of the Halifax Cycling Coalition (HCC) with 1,418 signatures in support of :

“the installation of an active transportation corridor in the form of a bike lane that connects South End Halifax to the North End and (eventually) Bedford” and supports the planning and implementation of the corridor by the end of year 2011 (Item 9.2.3).“



Process to Develop Council Recommendation





Novalea

Bridge

Gottingen

Agricola

Windsor

N. Park

Chain
Of
Lakes

Connaught

Bell

Vernon

S. Park

Young





































HUGA

2km

1mi

Evaluation Criteria

Criteria	Considerations
Connectivity	<ul style="list-style-type: none"> - Origins and Destinations - Proximity to existing / future AT connections - Consistency with AT Plan
On-street Parking	<ul style="list-style-type: none"> - Adjacent land use - Availability of off-street parking - Availability of side-street parking - Existing utilization - Existing regulations - Special use (weekend demand)
Intersections	<ul style="list-style-type: none"> - Bike lane extension through intersections <ul style="list-style-type: none"> - Opportunities / Constraints - Intersection complexity
Street Characteristics	<ul style="list-style-type: none"> - Street classification - Lane widths / configurations - Grades - Access (driveways)
Existing Traffic	<ul style="list-style-type: none"> - Daily / hourly traffic volumes - Speeds - Bicycle traffic - Buses - Trucks
Stakeholder / Public Feedback	

Criteria	Connaught	Windsor to Vernon	Agricola to Bell Rd.	Novalea/ Gottingen
Connectivity				
Origins / Destinations				
Proximity to existing AT				
Proximity to future AT				
On-street Parking				
Loss of parking				
Demand for commercial parking	Low	Low - Moderate	High	Moderate
Demand for residential parking	Moderate	Low	Moderate	Low - Moderate
Availability of parking alternatives	Moderate - High	Moderate	Moderate	Moderate
Intersections				
Complex / busy intersections				
Street Characteristics				
Flat grades				
Traffic volumes				
Trucks / Buses				
Bicycle Volumes				

Stakeholder Sessions

- In November meetings with:
 - North end Business Assn.,
 - Halifax Cycling Coalition,
 - Ecology Action Centre,
 - Sustainable Transportation Task Force (various groups represented).
- Three sessions with 30 attendees.

Stakeholder Feedback

- Unanimous support for a north-south route;
- Strong concern for viability of Agricola businesses if on-street parking reduced. Suggestion for new parking lot between Robert and Charles and no bike lane.
- Need more research and information on parking situation on Agricola;
- Consider Bicycle Blvd. option on Isleville-Fuller Terrace/Maynard-Northwood/Creighton;
- Agricola and Windsor Street corridors were favoured options;
- Need further research on options for intersections (e.g. Windsor/Cunard/Chebucto);
- Facility should be designed for children and seniors; and,
- Facility should connect with other facilities (not leave cyclists stranded).

Next Steps

- Updates to Peninsula Community Council and Active Transportation Advisory Committee;
- Secure technical support for further work;
- Research Bicycle Blvd. option and parking on Agricola St.;
- Public Consultations; and,
- Recommendation to PCC and ATAC.