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**Item No. 9.1.4**  
**Transportation Standing Committee**  
**September 10, 2014**

**TO:** Chair and Members of Transportation Standing Committee

*Original signed*

**SUBMITTED BY:**

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Peter Stickings, Acting Director, Planning & Infrastructure

*Original signed*

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Kathleen Llewellyn-Thomas, P.Eng. A/Director, Transportation & Public Works

**DATE:** August 25, 2014

**SUBJECT:** Bike Lane Partnership with Dalhousie University

**ORIGIN**

A request has been submitted to the Municipality by Dalhousie University to partner with them on the creation of a protected bike lane.

**LEGISLATIVE AUTHORITY**

Section 75(1) of the HRM Charter states that “the Municipality may agree with any person for the provision of a service or a capital facility that the Municipality is authorized to provide.” Section 322(1) states that “Council may design, lay out, open, expand, construct maintain, improve, alter, repair, light, water, clean and clear streets in the Municipality.” The Motor Vehicle Act (section 90) allows the Traffic Authority to mark lanes on a street and control their use.

On October 4, 2005, Mayor Peter Kelly, on behalf of Halifax Regional Council, and Paul Greenhalgh, President of NSCAD University and Chair of the Metro University Presidents’ Consortium, signed a memorandum of understanding to pursue collaborative opportunities, specifically mentioning improvements to the transportation network.

**RECOMMENDATION**

It is recommended that the Transportation Standing Committee recommend to Halifax Regional Council to authorize the Chief Administrative Officer to enter into an agreement with Dalhousie University for the construction and pilot operation of a protected bike lane on University Avenue as described in this report.

## **BACKGROUND**

The Active Transportation Priorities Plan has been approved by the Active Transportation Advisory Committee (June 19, 2014) and the Transportation Standing Committee (July 23, 2014) and will be before Regional Council for approval on September 23, 2014. Within the Regional Centre, the Plan identifies University Avenue as a candidate bike route with marked bike lanes. The Plan also sets the goal of implementing 30% of these candidate routes within the next five years and that at least one candidate project should be a protected bike lane.

## **DISCUSSION**

Understanding Halifax's desire to implement more marked bike lanes within the Regional Centre and to examine the potential of separated bike lanes, Dalhousie University has made a proposal to showcase a separated bike lane on University Avenue between Lemarchant and Robie Streets. While the Municipality would retain full ownership of the street, a partnership with Dalhousie will help to expedite implementation of this key project and to provide an additional level of monitoring and support than the Municipality could achieve on its own. To solidify this partnership, an agreement is now required.

Views of the proposed separated bike lane project are provided in Attachment A and the highlights of the plan are listed below:

- A 1.8 metre bike lane will be installed on both sides of the street and separated from the remaining traffic lane by a 1.0 metre wide painted buffer area and flexible plastic delineators;
- All parking on these four blocks of University Avenue (43 meters, 9 accessible spaces and 3 taxi stand spaces) will be removed, although some loading spots will remain; and
- Some accessible parking spaces and parking meters will be relocated to adjacent streets

Staff has met with Dalhousie and together have developed these criteria for the pilot:

- The pilot will be operated for two years unless terminated sooner by HRM in its sole discretion, or unless a shorter term is agreed to by both parties;
- All proposed traffic control signs and devices have been approved by the Traffic Authority
- Dalhousie will accept the cost of clearing snow, ice, dirt and litter from the bike lane and be obligated to meet the service standards other responsibilities normally associated with contracts for these services
- Dalhousie will accept the cost of constructing and maintaining all devices specific to this pilot (with the exceptions noted in the bullet below);
- The Municipality will retain responsibility for maintenance of traffic lanes, installation of traffic control signs and removal/relocation of parking meters;
- All necessary permits and approvals will be the responsibility of Dalhousie; and

These aspects of the project will be captured in an Agreement to be signed on behalf of the Municipality by the Chief Administrative Officer at the direction of Regional Council.

Should a partnership agreement be reached, Dalhousie plan to install the protected bike lane this Fall.

## **FINANCIAL IMPLICATIONS**

The installation of signs and removal/relocation of parking meters as required by this project are tasks that the Municipality normally undertakes in support of construction projects and these costs are covered under existing approved budgets. The estimated loss of revenue from the removal of 43 existing parking meters on University Avenue is estimated to be \$70,000 per year. This figure will be reduced if suitable locations to relocate parking meters are found on adjacent side streets. This is approximately two percent of all anticipated revenue from parking meters and is anticipated to be insufficient to have an

impact on proposed budgets. The enforcement of these existing meters is estimated to generate \$28,000 in revenue per year. Although enforcement of new parking controls will also generate enforcement revenue, it is expected to be less than what is currently collected.

### **COMMUNITY ENGAGEMENT**

In July, 2014, Dalhousie undertook a community engagement session that resulted in some modifications to the plan. The Agreement with Dalhousie will require a public engagement session following the first six months of the pilot.

### **ENVIRONMENTAL IMPLICATIONS**

This project is intended to encourage more people taking trips to the Dalhousie campus to choose bicycle as their mode of transport. Increased use of sustainable commuting choices like cycling has positive implications to the environment.

### **ALTERNATIVES**

The only alternative is to not enter into the partnership with Dalhousie.

### **ATTACHMENTS**

Attachment A: University Avenue Protected Bike Lane Pilot Proposal

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902-490-4210, or Fax 902-490-4208.

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*Original signed*

Report Approved by: 

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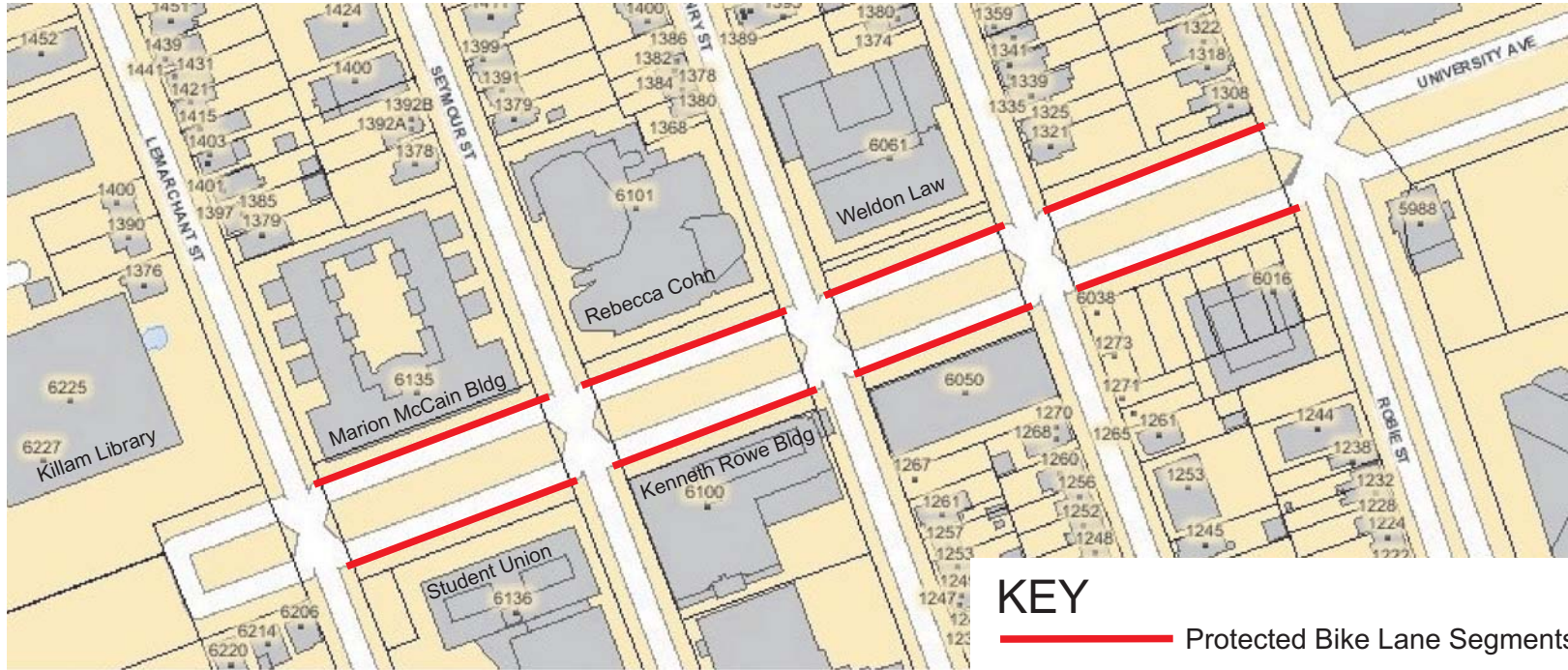
Financial Approval by: 

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Greg Keefe, Director of Finance & ICT/CFO, 902-490-6308

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# ATTACHMENT A: DALHOUSIE PROTECTED BIKE LANE PROPOSAL



[Source: *Urban Bikeway Design Guide* (NACTO, 2012)]