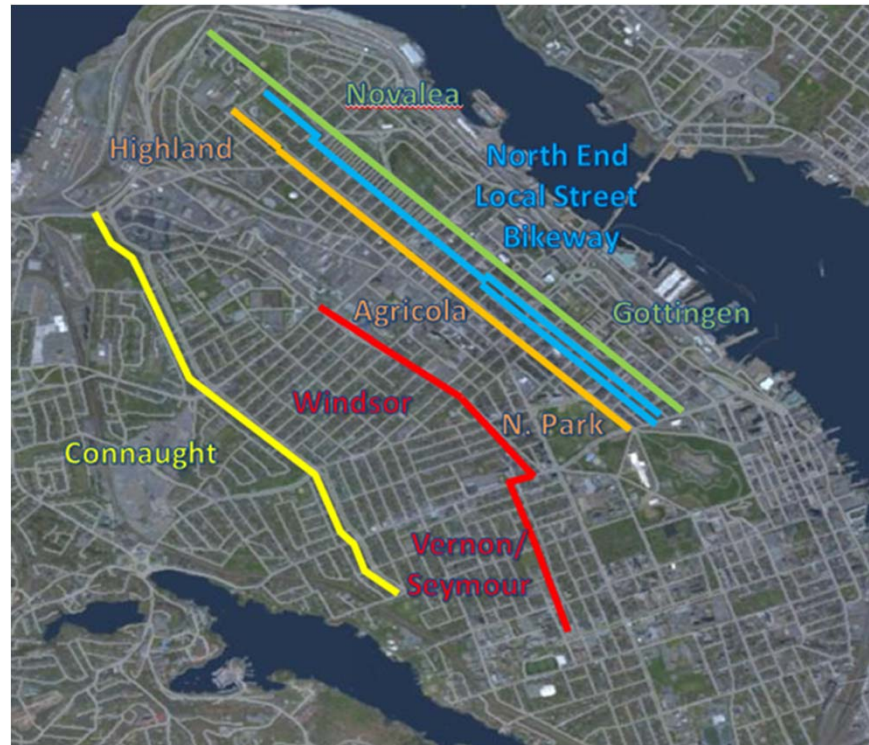


Final Report

Evaluation of Options for a North – South Peninsula Cycling Corridor

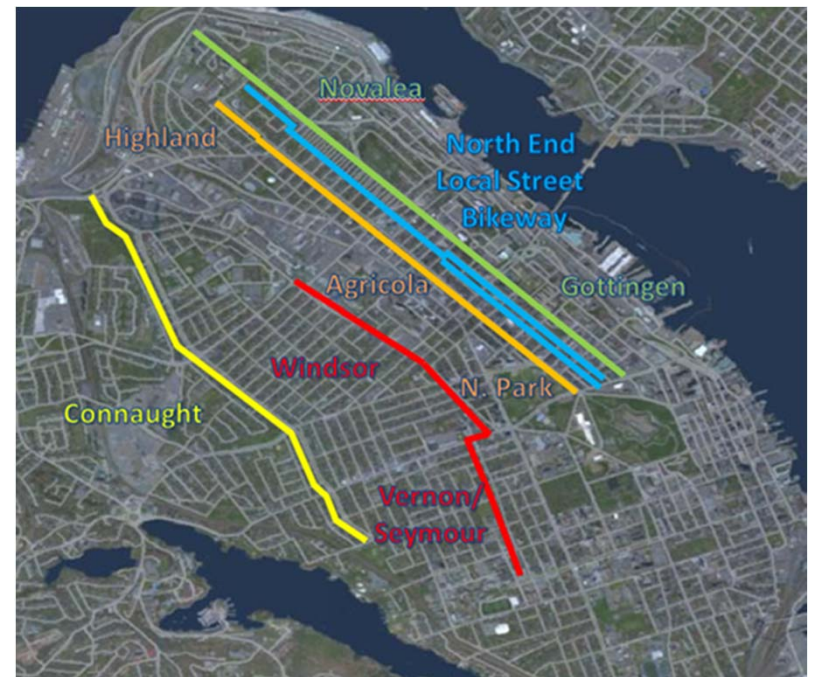


Presentation to the HRM Regional Council
June 25, 2013

Council Direction

November 2, 2010, Regional Council item 11.1.3 “Halifax Cycling Coalition Petition – Cross Town Connector Proposal”. Council directed staff to:

“pursue the implementation of a Cross Town Connector bike lane on the peninsula and to return to Council with a recommendation following route evaluations, public consultation and recommendation by the Active Transportation Advisory Committee and Peninsula Community Council.”



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 - 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 - Current Bicycle traffic - Buses - Trucks
Stakeholder / Public Feedback	

Windsor - Vernon – Seymour Route



2.8 km connected spine through centre of the peninsula.

Three facility types:

- 1) Windsor Street from Young Street to former St. Patrick's High:
 - Painted Bicycle Lane
- 2) Connection from Windsor to Quingate Place/Vernon:
 - Cycle Track or Greenway
- 3) Vernon and Seymour Streets:
 - Signed Bike Route for now and future candidate for Local Street Bikeway

Intersections of North and Almon at Windsor St.

Option A

*Bike Lanes
maintained at
intersections*

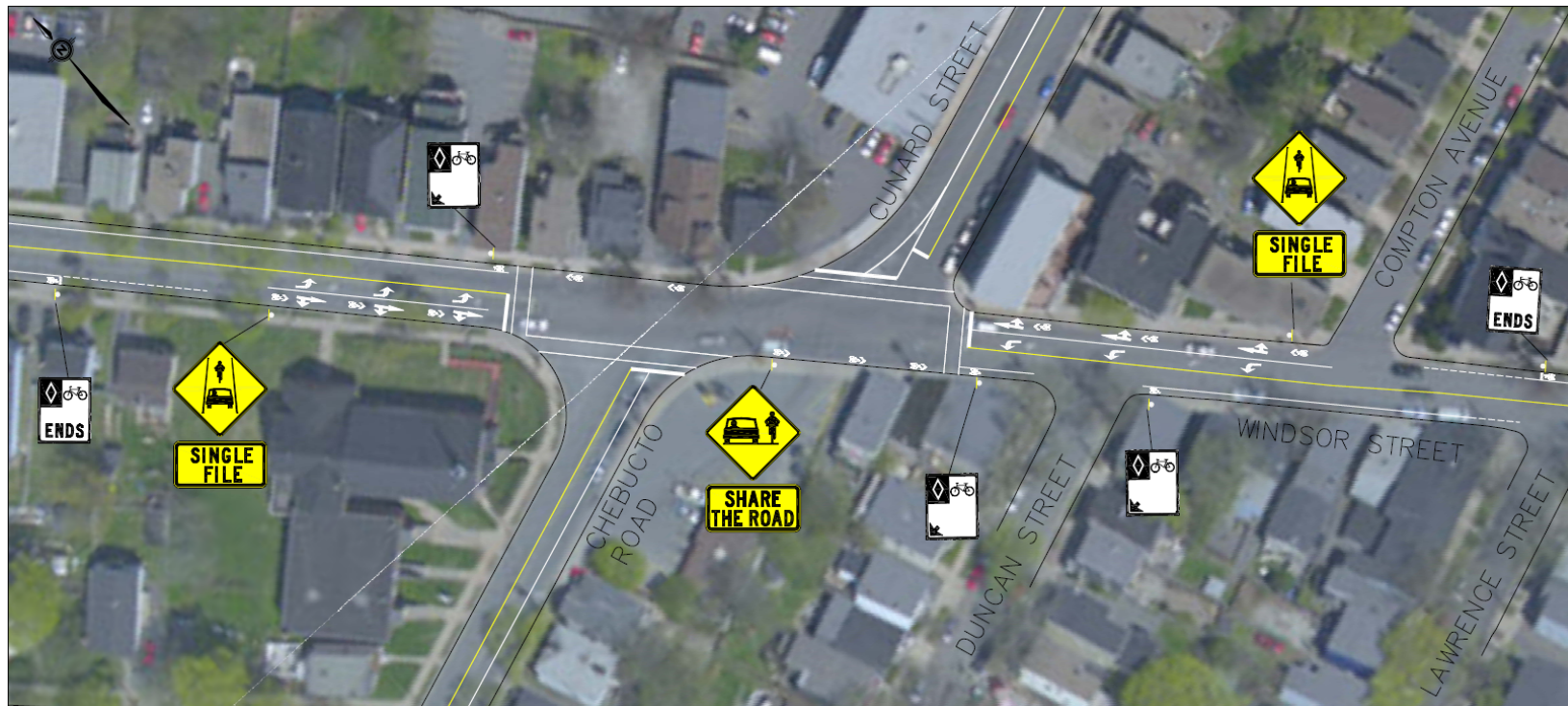


Option B

*Bike Lanes
discontinued
prior to
intersection with
shared lane*



Intersection of Windsor with Cunard & Chebucto

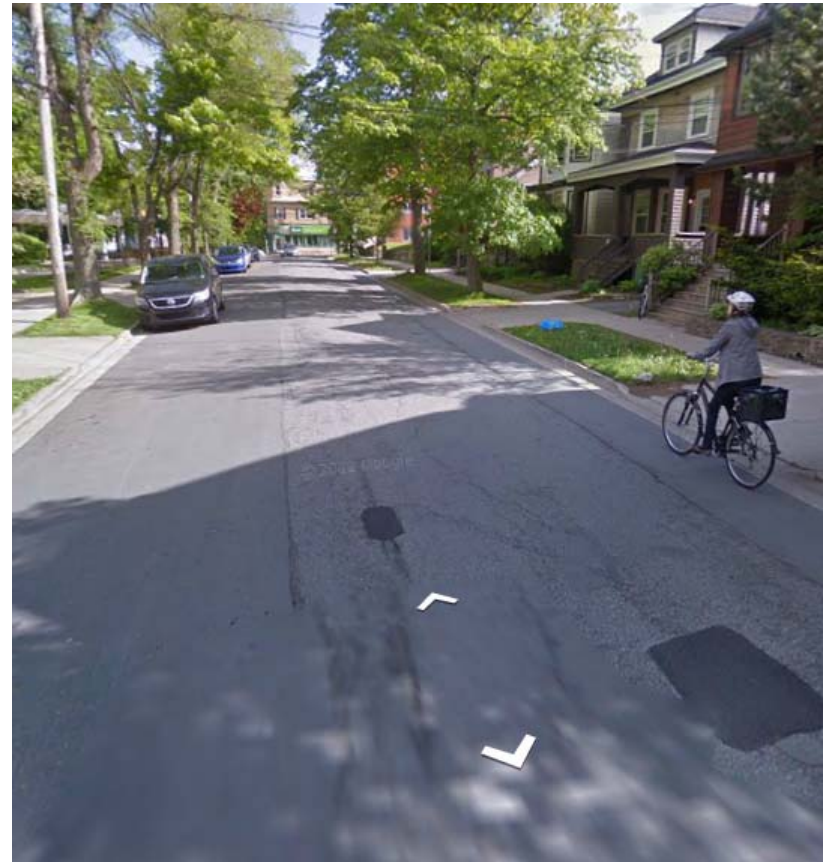


Connection between Windsor and Quingate/Vernon



Vernon and Seymour

- Local streets
- Well used by cyclists now
- Candidates for enhancement to Local Street Bikeway in future (2014)
- Potential to improve crossing at Coburg



Evaluation Summary

Connectivity

- central, lots of origins and destinations, connects existing bike lane to popular local street route. Connection to six potential E/W routes.

On-street parking impact

- 76 spaces removed. Occupancy generally low. Other parking options available (private lots, driveways, and side streets).

Intersection complexity - biggest challenge for route

- Young, Almon, and North okay
- Chebucto/ Cunard – not ideal. Shared lane treatments will provide enhanced visibility and guidance in short term.

Street characteristics – some limitations , but manageable.

- Slope, moderate traffic, existing popularity – positive.
- Bus traffic and moderate traffic, negative (but typical)

Public and stakeholder feedback – almost all positive.

- Three businesses and two residents with concerns; parking alternatives on side streets would be 10m to 50m away from their front doors.
- Ranked second at public engagement sessions.

Rendering of Windsor St. Section

