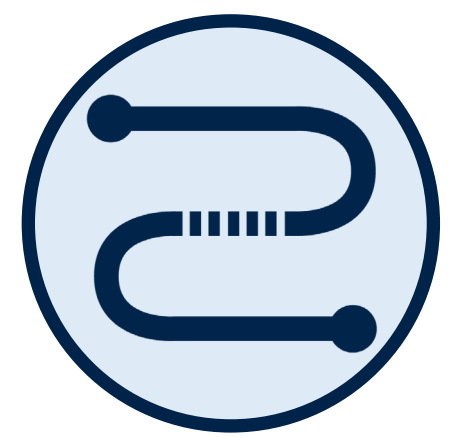


Almon Street Active Transportation Extension

The Halifax Regional Municipality (HRM) is planning an extension of the Almon Street bikeway to create a safe, comfortable, and convenient connection between Agricola Street and Isleville Street for active transportation users.

Project Goals:



Connect Almon Street protected bikeways to the Isleville Street local street bikeway to support active transportation users of all ages and abilities.



Receive community feedback to inform route, design and final recommendations to Regional Council.

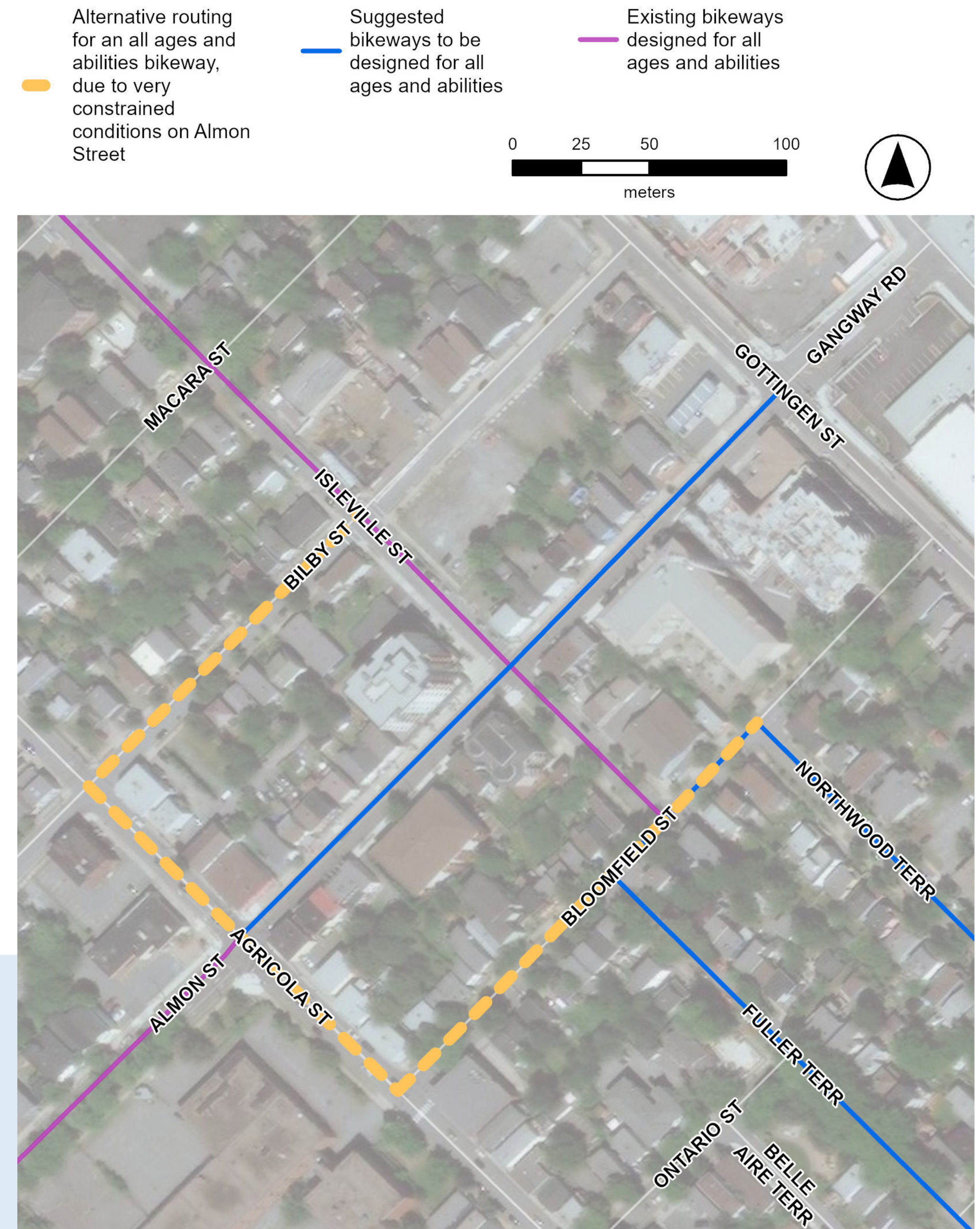
HRM is working with consultants at Englobe and UPLAND to develop two concept design options for community feedback.

These options include potential changes to the following streets in the project area:

- Almon Street
- Agricola Street
- Bloomfield Street

Additional sketches illustrating other alternative routes explored during the design process are also provided. These sketches looked at the streets listed above, plus Bilby Street.

Almon Street Active Transportation Extension Project Area



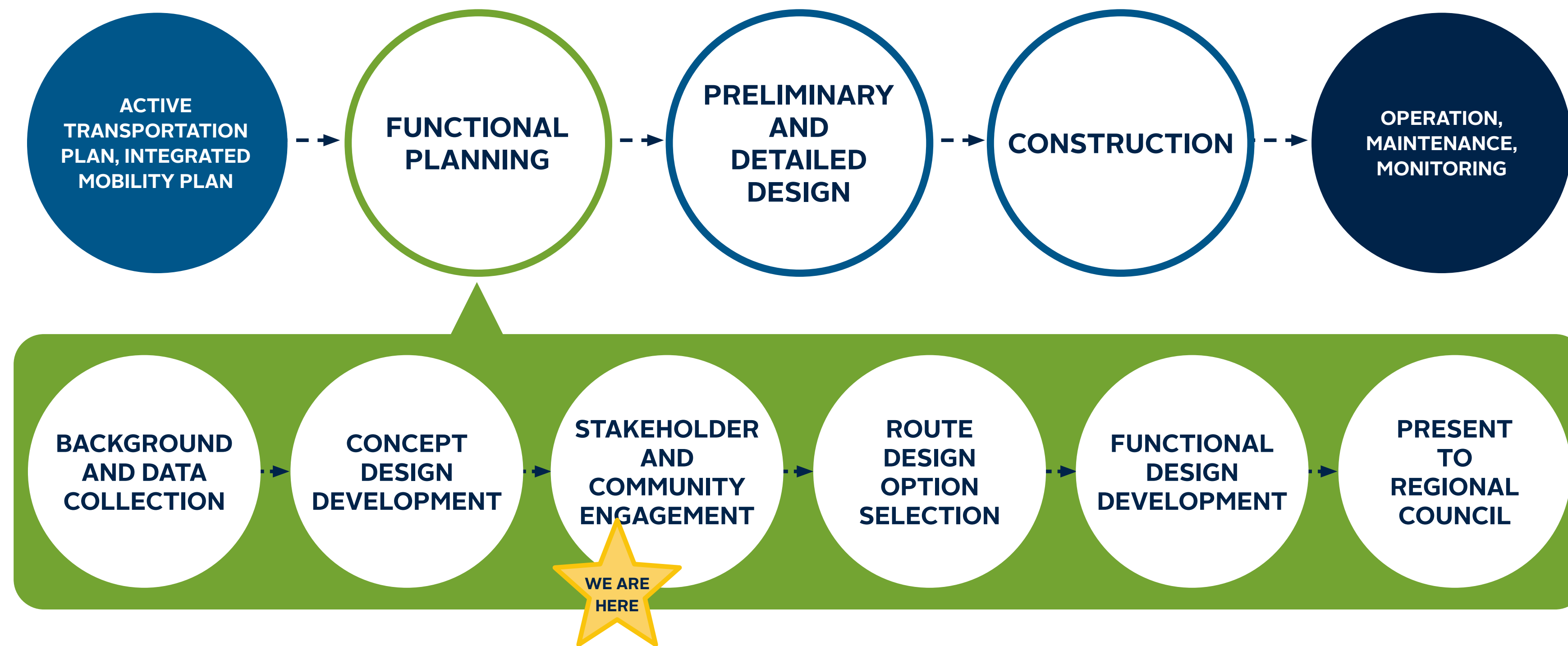
Your input is an important part of the design process!

We are seeking community feedback on the concept options to help select a preferred option that will be presented to Council. Scan the QR code or visit engagehalifax.ca/almon-street-at-extension to complete the online survey.



Almon Street Active Transportation Extension

Active Transportation Planning and Design Process



At the functional planning stage we identify different route options and develop concept designs (at around 10% detail) for what the streets could look like. These concepts are then refined based on:



community feedback



transportation studies and analysis



budget considerations



input from internal departments and key interest groups

Using all the information we have gathered, we will select the preferred route and design option and begin functional design (at around 30% detail) and cost estimating. Staff will then present the recommended option to Regional Council.

Active Transportation Facility Examples

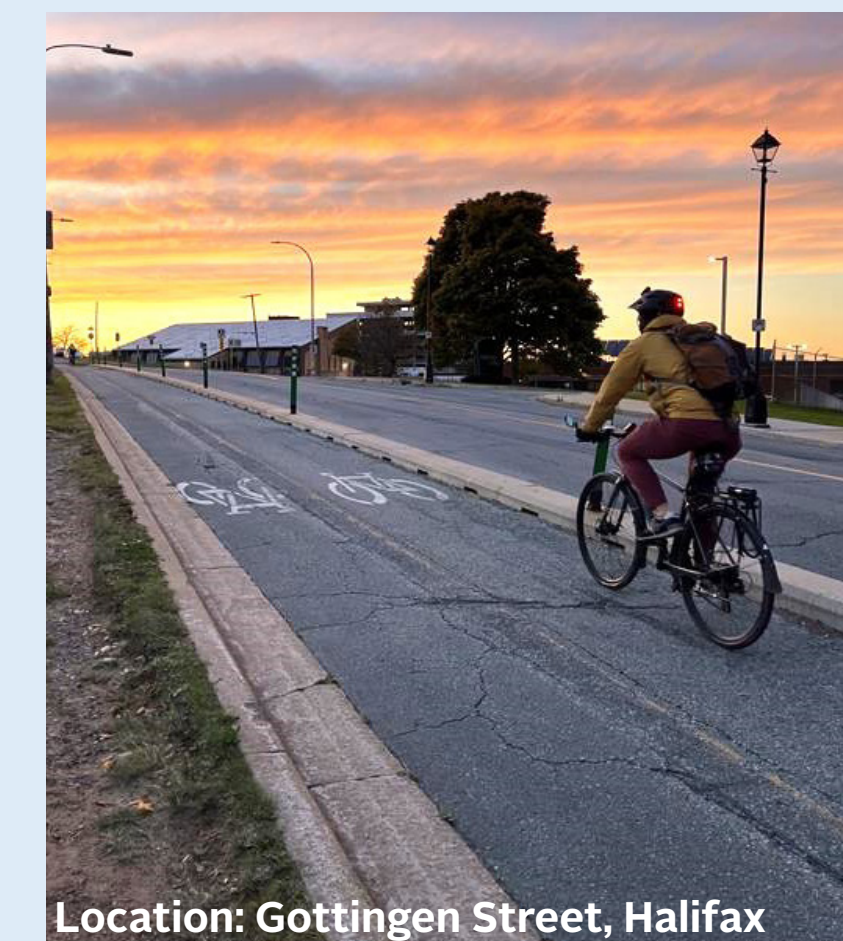
Protected Uni-directional (one way) Bikeway



Location: Devonshire Avenue, Halifax

A protected uni-directional bikeway is a facility where people cycle or scooter in the same direction as adjacent motor vehicles. It is physically separated from motor vehicles by barriers such as curbs, bollards, planters, or on-street parking.

Protected Bi-directional (two way) Bikeway



Location: Gottingen Street, Halifax

A protected bi-directional bikeway is where people ride in both directions on one side of the street. It is physically separated from motor vehicles by barriers such as curbs, bollards, planters, landscaped buffers, or on-street parking.

Local Street Bikeway



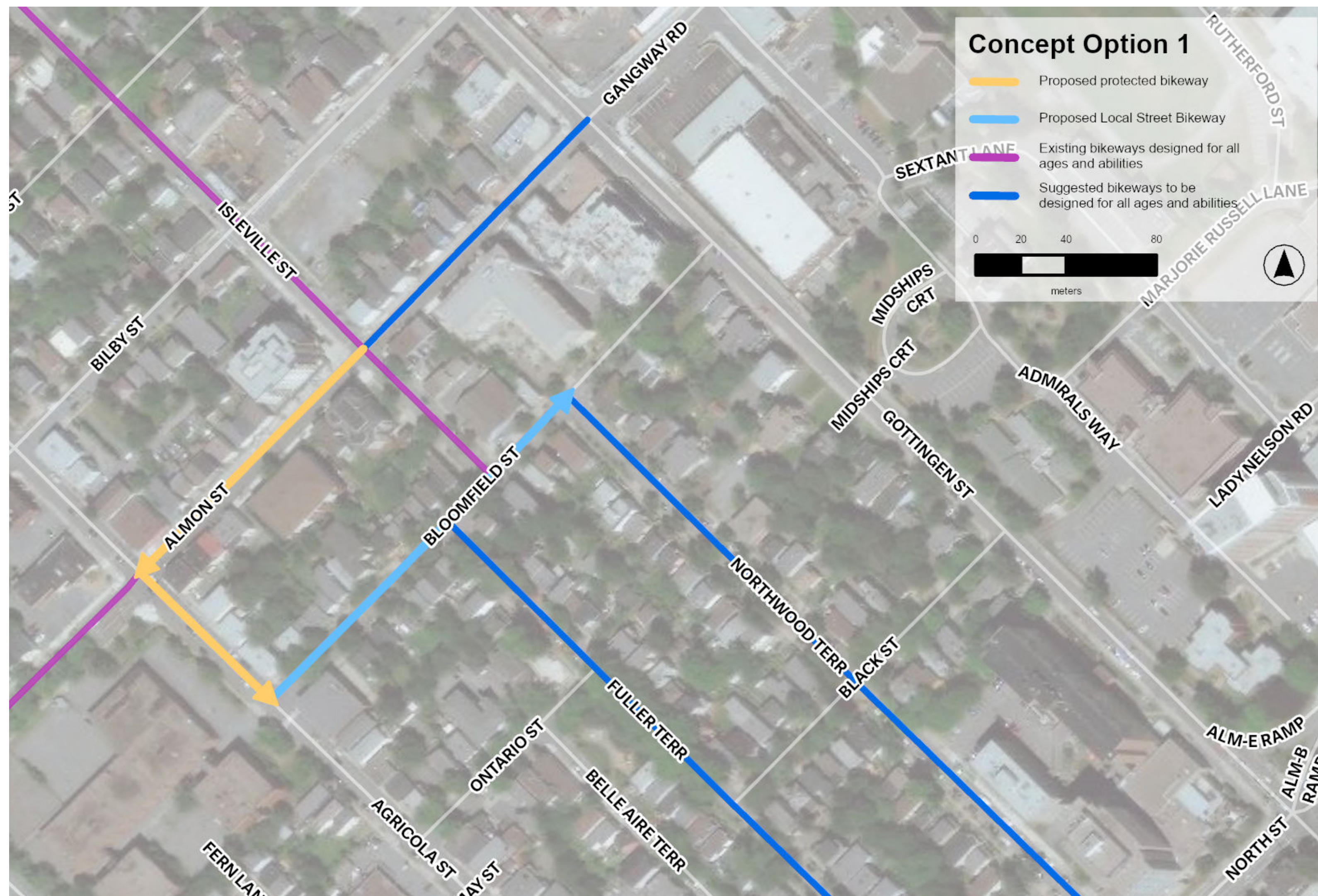
Location: Vernon Street, Halifax

A local street bikeway is a shared roadway on a low-volume, low-speed street where people cycling, scootering, and driving use the same space. These streets are designed or modified to feel more comfortable to ride on through measures such as signage, pavement markings, and features to reduce how many drivers choose to use the street and reduce speeds of those that do.

Concept 1

Design Details

- A protected, uni-directional bikeway westbound on Almon Street.
- A protected, uni-directional bikeway southbound on Agricola Street.
- A local street bikeway, where people cycling, scootering, and driving share the road, eastbound on Bloomfield Street.
- On-street parking and loading removed on Almon Street between Agricola Street and Isleville Street (approximately 12 parking spaces).
- On-street parking and loading removed on Agricola Street between Almon Street and Bloomfield Street (approximately 2 parking spaces).



Existing Conditions

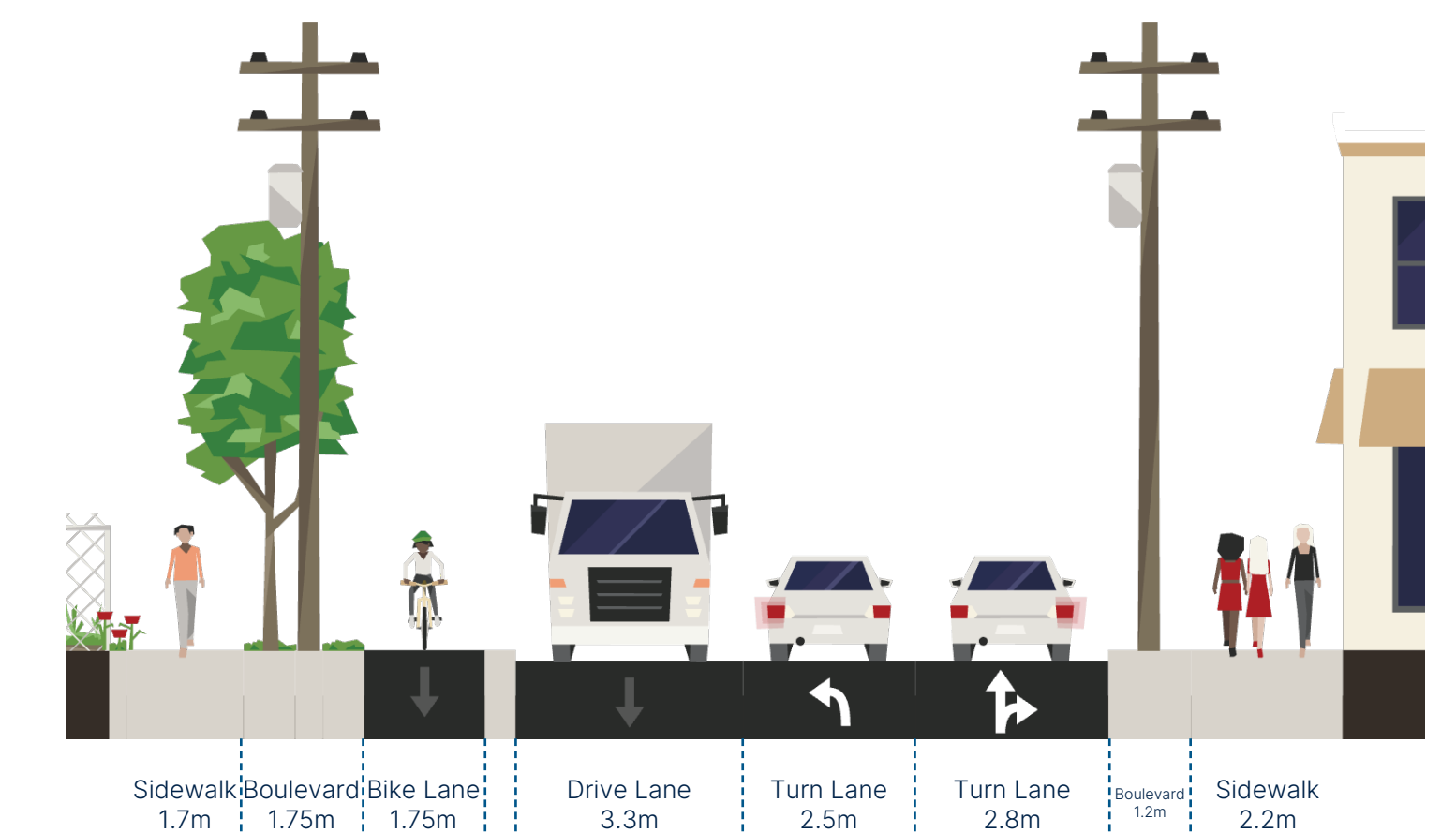
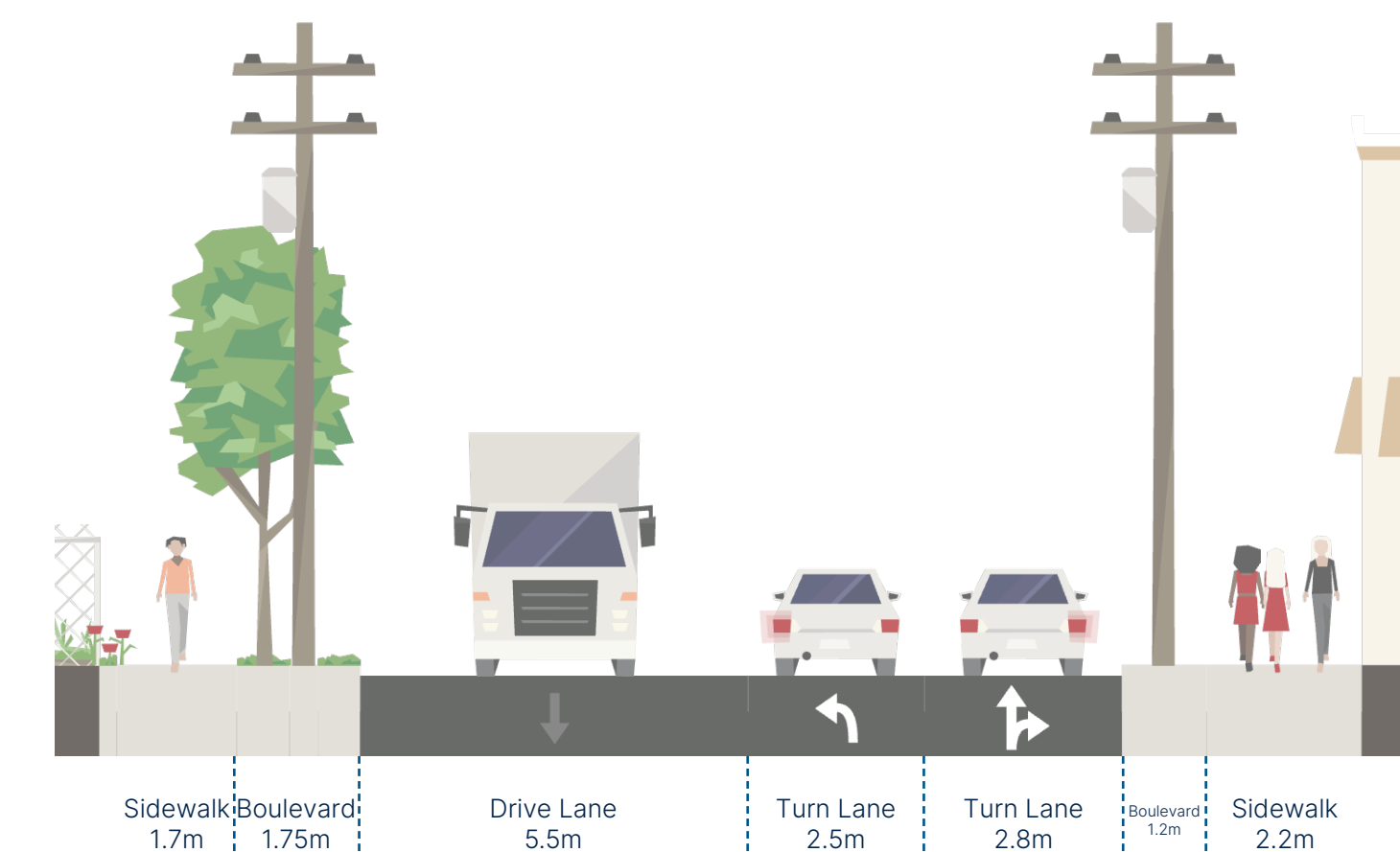
Almon Street



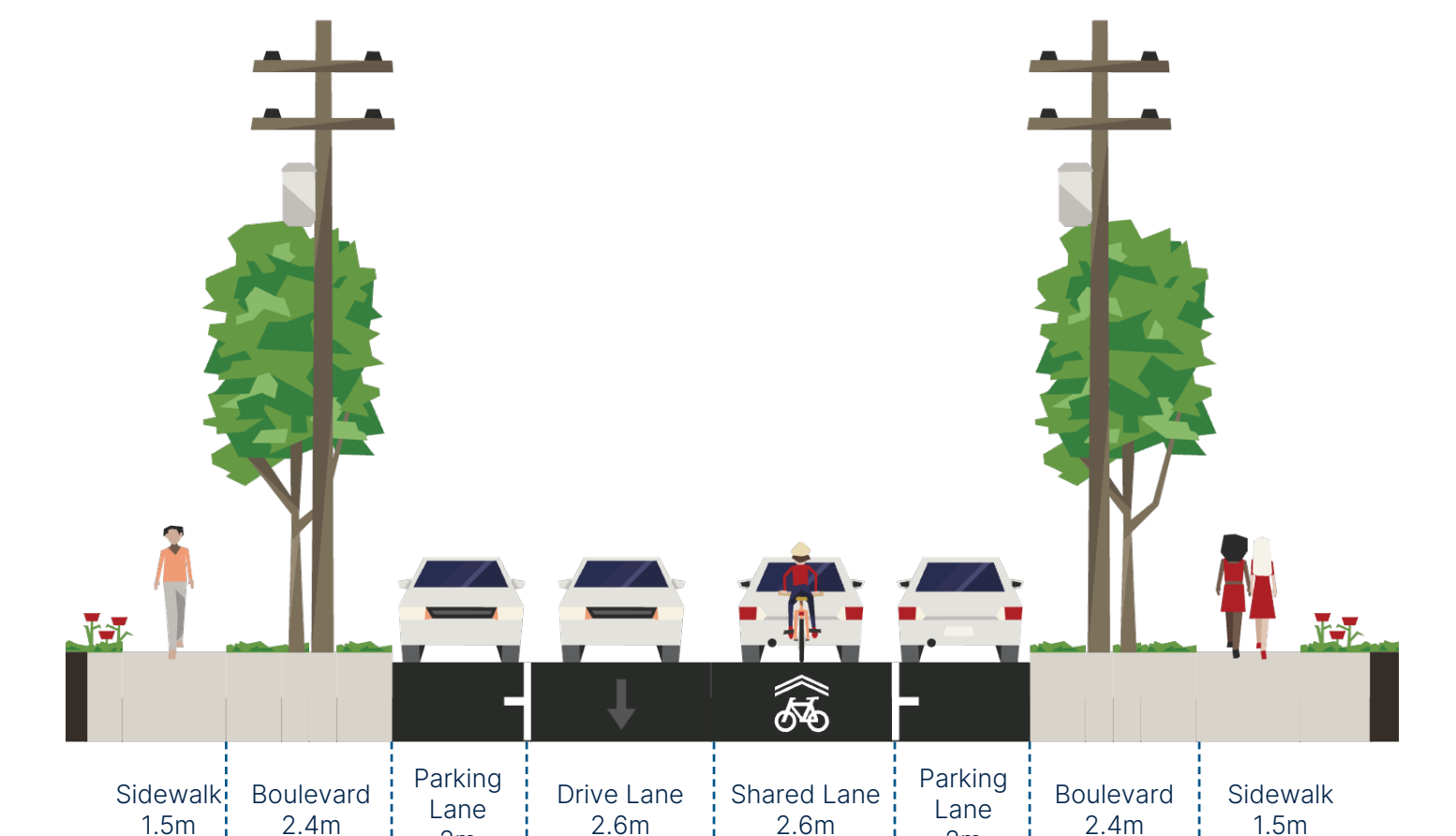
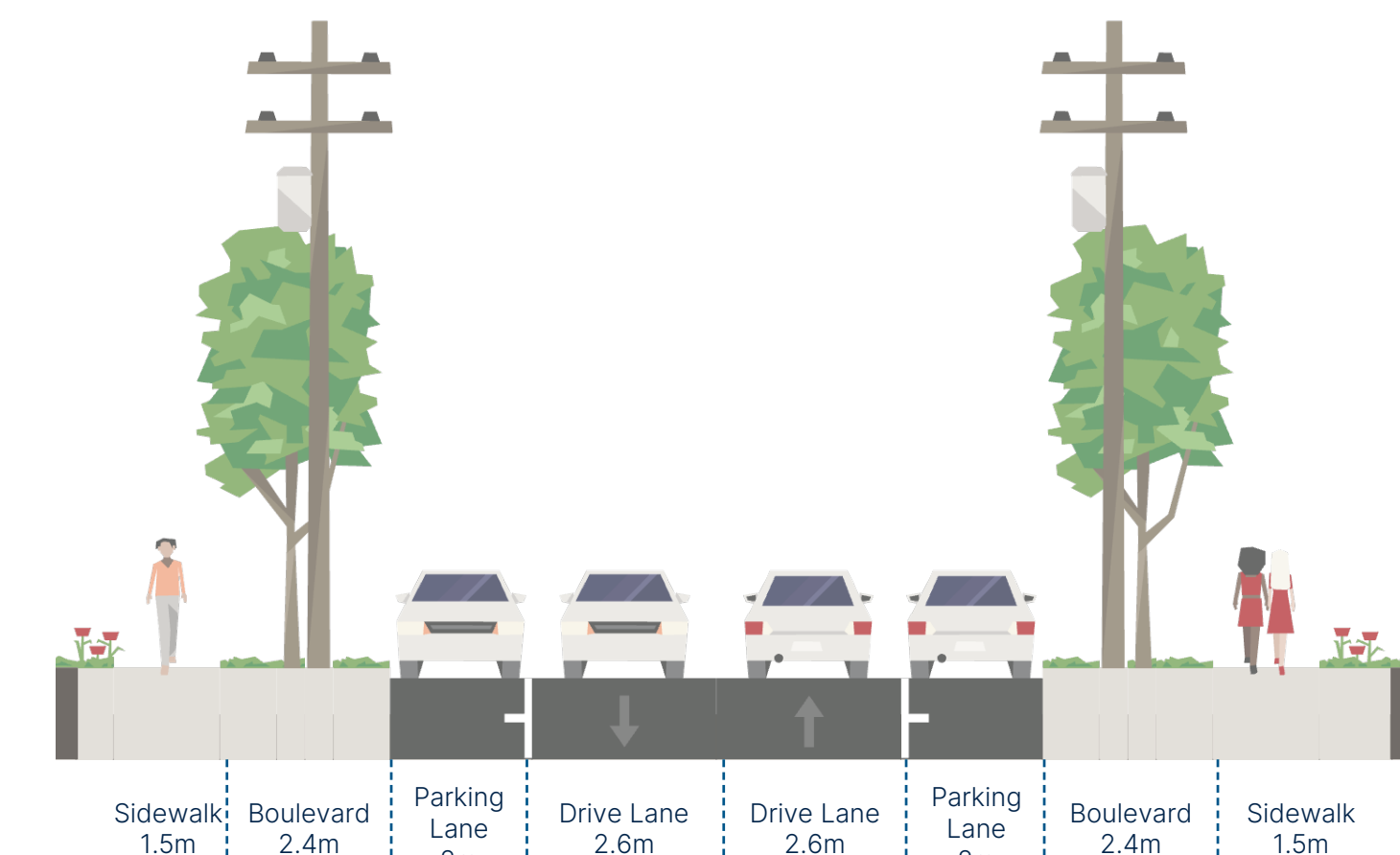
Proposed Design Options



Agricola Street



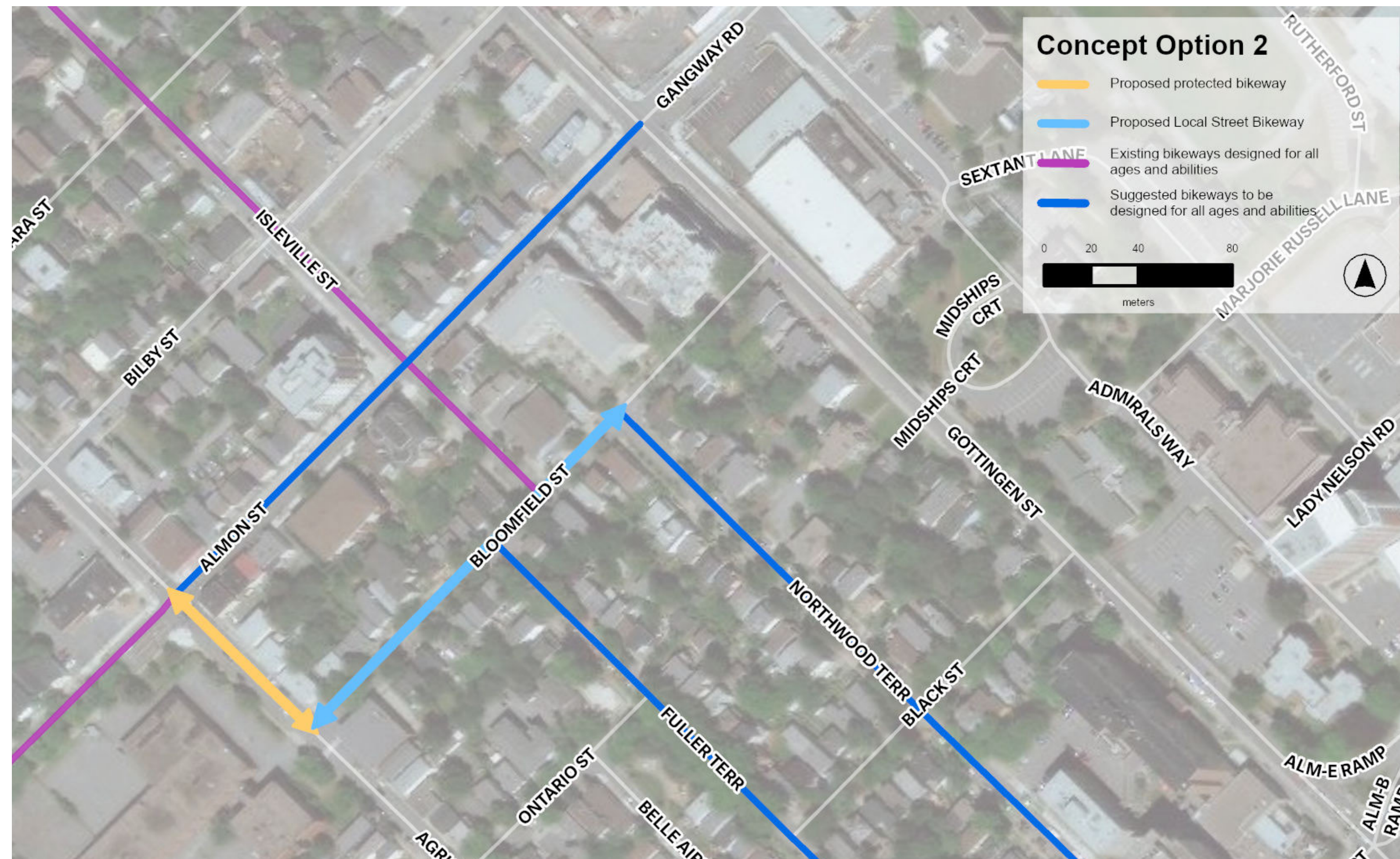
Bloomfield Street



Concept 2

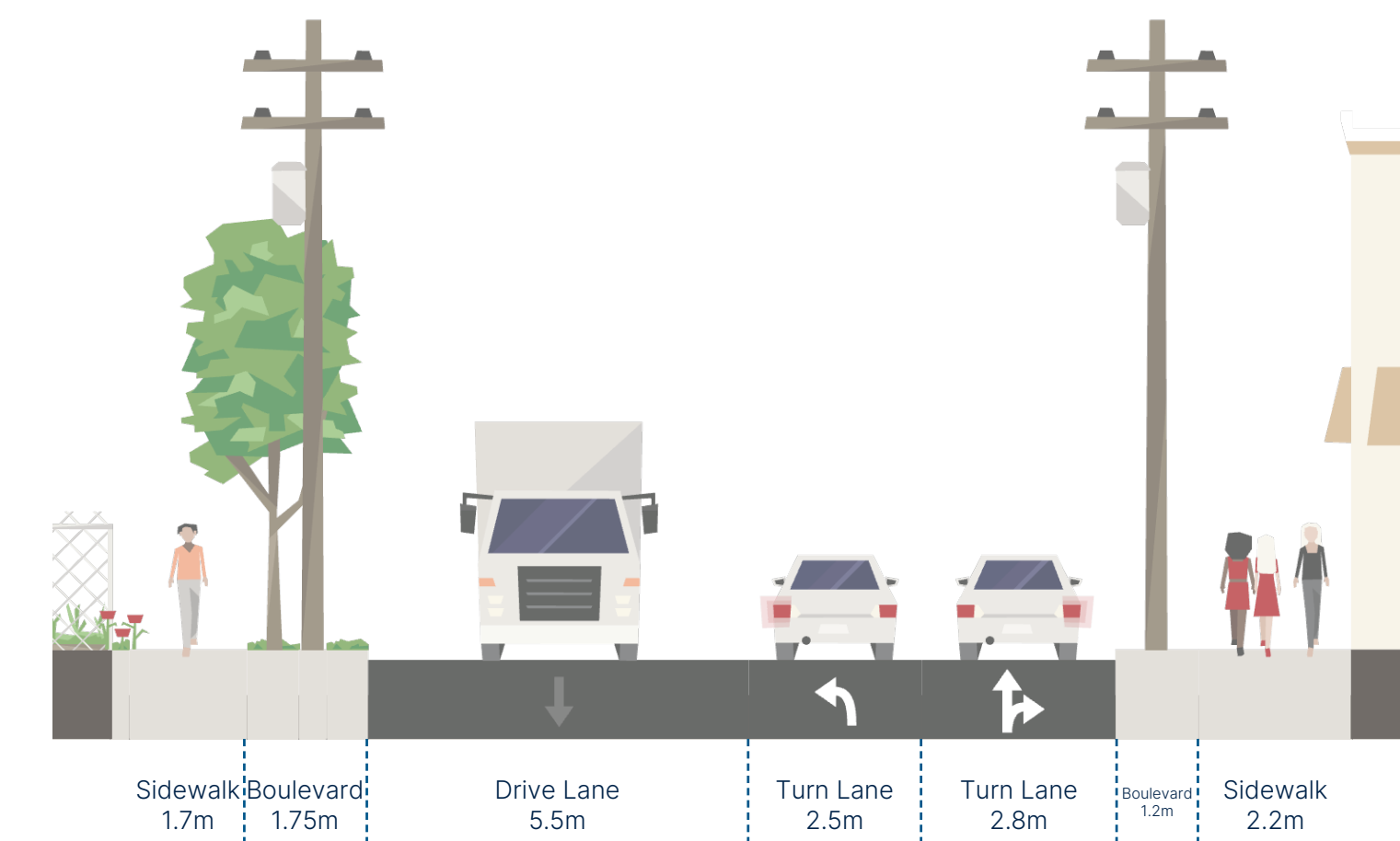
Design Details

- No changes to existing Almon Street (between Agricola and Gottingen Streets).
- A protected, bi-directional bikeway on Agricola Street.
- A local street bikeway (bi-directional), where people cycling, scootering, and driving share the road, on Bloomfield Street.
- On-street parking and loading removed on Agricola Street between Almon Street and Bloomfield Street (approximately 2 parking spaces).
- Northbound left turn lane removed on Agricola Street. Motor vehicles travelling northbound would not be able to turn left from Agricola Street onto Almon Street.



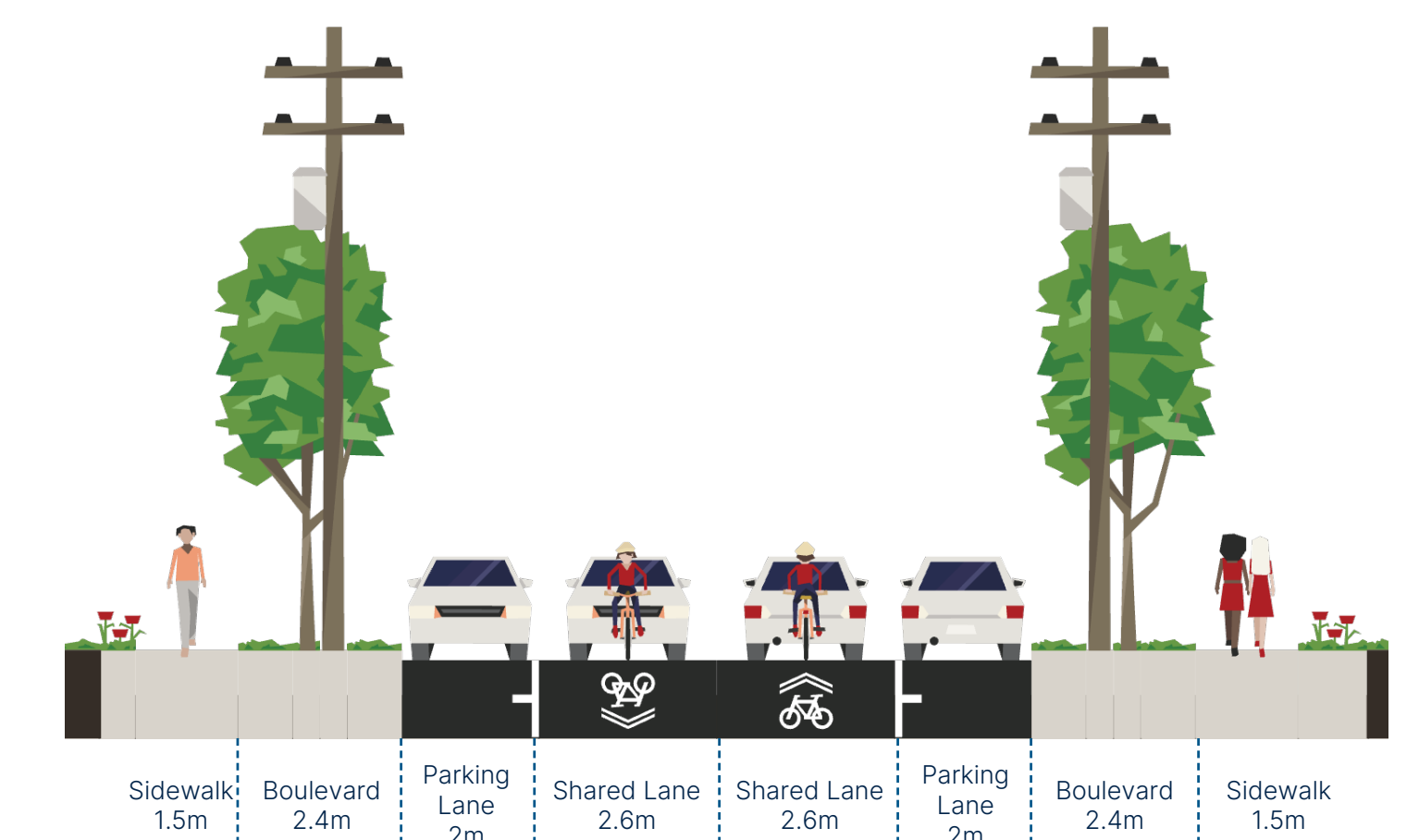
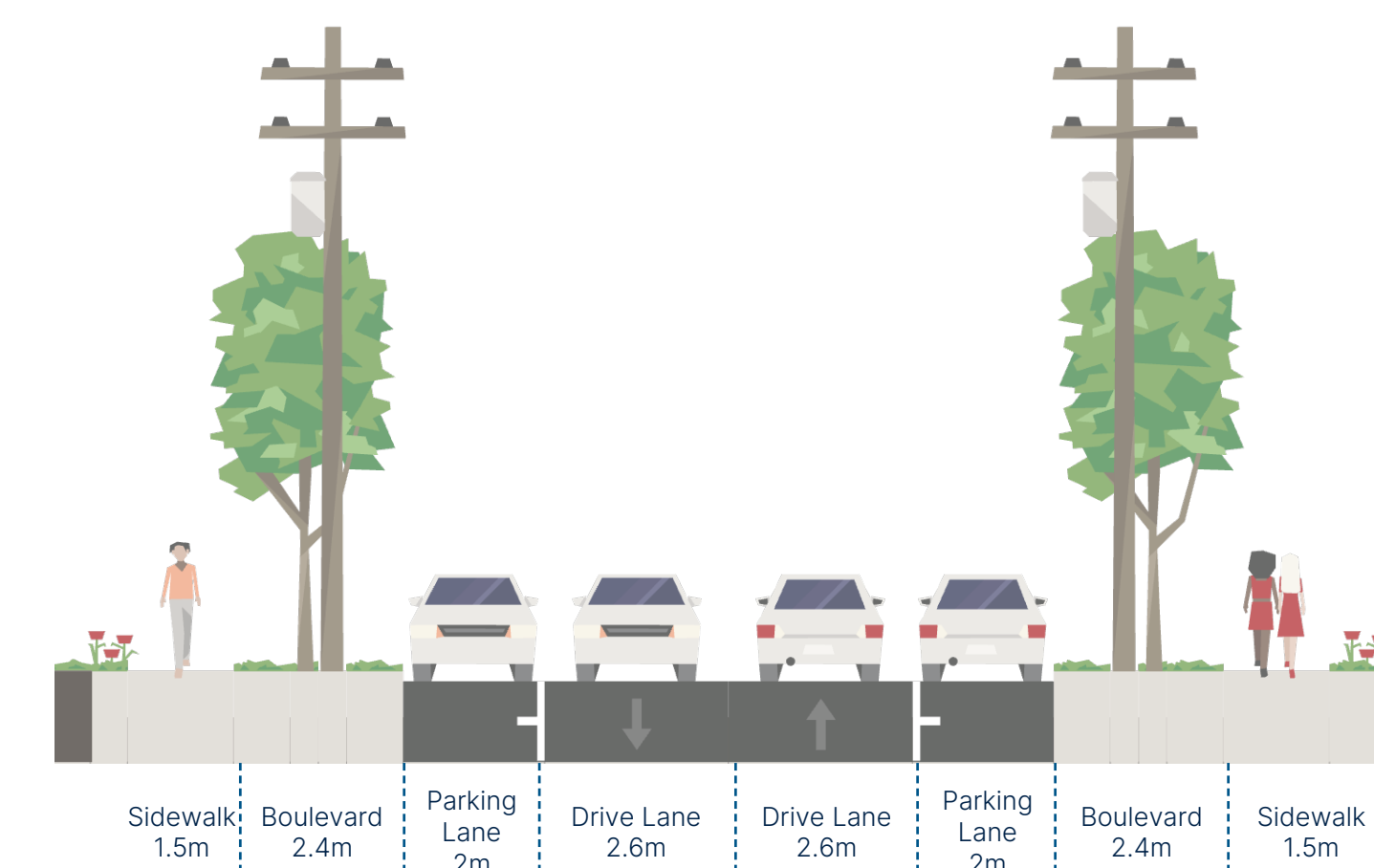
Existing Conditions

Agricola Street



Proposed Design Options

Bloomfield Street



Feedback

Concept 1

- A protected, uni-directional bikeway westbound on Almon Street.
- A protected, uni-directional bikeway southbound on Agricola Street.
- A local street bikeway, where people cycling, scootering, and driving share the road, eastbound on Bloomfield Street.
- On-street parking and loading removed on Almon Street between Agricola Street and Isleville Street (approximately 12 parking spaces).
- On-street parking and loading removed on Agricola Street between Almon Street and Bloomfield Street (approximately 2 parking spaces).

What is your level of support for Concept 1?	
Support	
Somewhat Support	
Neutral	
Somewhat Oppose	
Oppose	
Additional Comments? What do you like? What would you change?	

Concept 2

- No changes to existing Almon Street (between Agricola and Gottingen Streets).
- A protected, bi-directional bikeway on Agricola Street.
- A local street bikeway (bi-directional), where people cycling, scootering, and driving share the road, on Bloomfield Street.
- On-street parking and loading removed on Agricola Street between Almon Street and Bloomfield Street (approximately 2 parking spaces).
- Northbound left turn lane removed on Agricola Street. Motor vehicles travelling northbound would not be able to turn left from Agricola Street onto Almon Street.

What is your level of support for Concept 2?	
Support	
Somewhat Support	
Neutral	
Somewhat Oppose	
Oppose	
Additional Comments? What do you like? What would you change?	

Evaluation

To evaluate the concept options for the Almon Street Active Transportation Extension a set of evaluation criteria in the following categories was developed.

The goal of the evaluation is to complete a thorough and transparent comparison of the concept options based on the Integrated Mobility Plan’s complete streets hierarchy and the project goals.

Pedestrian Movement and Safety (24%)

This criteria focuses on designing a space where pedestrians feel safe and can move easily between destinations as well as achieving accessibility for people with limited mobility.

Public Sentiment (15%)

The opinions of those who have engaged in the public process are reflected directly in this criterion. This will be kept separate from any changes to the scores of other criteria based on the feedback received.

Vehicular Traffic and Parking (14%)

This criteria focuses on impacts to street parking, emergency access, road safety, and vehicle mobility.

Health and Environment (7%)

This criteria assesses the impact to trees and greenspaces, providing access to greenspace, and limiting exposure to poor air quality.

Bicycle Movement and Safety (20%)

Cyclists should feel safe and comfortable as they travel through the study area with easy access to their destinations and other connected routes. Separated cycling facilities and protected intersection treatments are preferred to achieve AAA (all ages and abilities) design.

Implementation Feasibility (15%)

Private property impacts and utilities impacts are avoided by the concept options, so this criterion focuses on constructability and cost. A cost-effective and cost-feasible option within HRM-owned land is ideal.

Safety and Environment Security (5%)

Improvements to public spaces and amenities are intended to encourage the public to feel comfortable and safe in the space provided. This criterion focuses on personal security and street lighting rather than road safety.

What is your level of support for the evaluation criteria?

Support	
Somewhat Support	
Neutral	
Somewhat Oppose	
Oppose	

Additional Comments?

Do you agree with the criteria? Any criteria you think are missing?