

UPDATE DECEMBER 2018

Thank you to everyone who participated in the October 23 and October 25 public engagement sessions and online survey hosted from October 26 to November 16. The survey is now closed.

The 'What We Heard' Report summarizing public feedback from the open house sessions and online survey is **now available** at link below. In addition, a 'Frequently Asked Questions' handout for the North End and West End Bikeways can be found below:

[LINK TO WHAT WE HEARD REPORT](#)

[LINK TO NORTH END FAQ](#)

[LINK TO WEST END FAQ](#)

Staff are currently using this feedback to refine route options and determine a preferred design for each bikeway route. A targeted round of engagement with abutting residents will take place in the coming months with an additional opportunity to provide feedback and shape the neighbourhood-level design.

UPDATE OCTOBER 2019

A series of neighbourhood feedback sessions are being held in late October and early November. Mail-out invitations were sent to abutting residents and property owners with the pop-up sessions happening in parks along the route that are also accessible to all passersby.

NORTH END BIKEWAY -- North Ridge Road to Almon Street (larger engagement on southern section forthcoming)

WEST END BIKEWAY -- Windsor Street to West End Mall

HRM will be gathering feedback on the refined designs, including which traffic calming and intersection treatments are suggested to help achieve the objectives of a comfortable walking and cycling corridor. One or two options for traffic diversion (limiting access for non-local vehicles) will be presented for comment. There will be some trade-offs to consider in terms of neighbourhood traffic circulation.

Separate stakeholder meetings for the area businesses are also taking place to inform designs.

Recommendations will be submitted to Community Council and then to Regional Council for approval in 2020. If approved, the projects will go to designed design. Construction would be completed alongside road resurfacing in phases between 2020 and 2023.

UPDATE DECEMBER 2019

Thank you to everyone who participated in the neighbourhood feedback sessions this fall. The 'What We Heard Phase Two' Report summarizing public feedback is **now available** at the following link: [LINK TO WHAT WE HEARD REPORT PHASE TWO](#) .

UPDATE JULY 2020

To address the pressing transportation needs that stem from COVID-19, both proposed bikeway corridors were designated as 'Slow Streets' as part of the COVID-19 Transportation Recovery program ([more information here](#)).

There is also an opportunity to pilot a new intersection treatment at the corner of Young, Kaye, and Isleville Streets.

This pilot project will include:

- A raised intersection median (refuge island)
- Conversion of parallel parking on Kaye Street (Isleville to Gottingen) into back in angle parking
- Curb extensions

This is temporary and aligns with the proposed intersection design outlined in the Council report. It will allow people walking, wheeling, and cycling to move more safely and comfortably along the corridor as an immediate need. An additional nine parking spaces will be gained through conversion to back in angle parking. Staff will be monitoring the resulting traffic patterns as well as user feedback on the design.

Installation will take place in late July 2020 and the treatment will be in place for 1-3 years.

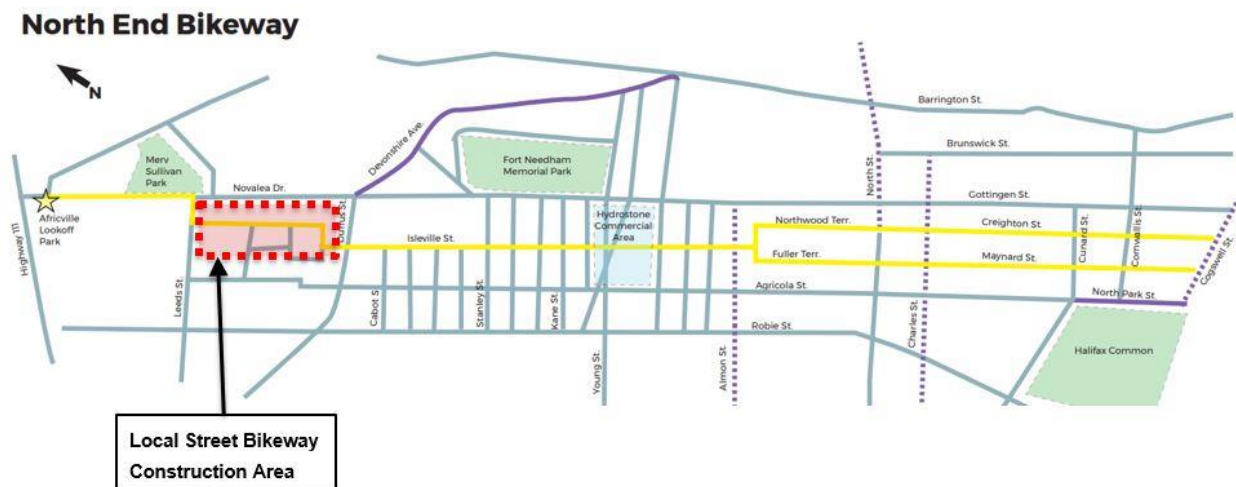
An ongoing public comment box (see below) is available below to collect feedback on how this tactical installation is working through all seasons of the year. What we hear may impact the recommended permanent design for the Young-Kaye-Isleville installation when it's up for renewal in a few years.

UPDATE SEPTEMBER 2020

On September 29, 2020 Regional Council officially approved the installation of the North End AAA Bikeway Phase One (Africville Lookoff Park to Almon Street) and the West End AAA Bikeway (full extent -- West End Mall to Windsor Street). These sections will now enter the detailed design stages. Construction will be phased between 2021 and 2024. [LINK TO APPROVED REGIONAL COUNCIL REPORT SUMMARIZING BOTH BIKEWAYS.](#)

UPDATE DECEMBER 2021

Implementation of the North End AAA bikeway has begun with the paving work and construction of the local street bikeway recently completed on Drummond Court and Leaman Street. See the map below for a view of the constructed area.



Traffic calming measures have been installed to reduce vehicular speed and improve road safety for all users, particularly for those walking and cycling. These treatments include speed humps and the installation of a mini-traffic circle at the intersection of Leaman Street and Normandy Drive. Bicycles will proceed single file in a slow, shared lane with motor vehicles. There will be minimal impact to on-street parking.

Mini traffic circles have the following benefits:

- They reduce vehicular speed along the selected corridor (Leaman St) as well as the cross street (Normandy Dr) which improves safety and reduces traffic noise
- They encourage driver and cyclist scanning of all directions to check for pedestrians before proceeding with caution

- They allow crosswalks to be painted across all four legs of the intersection
- HRM Staff heard this was a problematic intersection that required improvements to draw emphasis on kids walking safely to St Stephen's School
- They have been used successfully across Canada (e.g. Vancouver + Victoria BC) and in nearby winter cities like Fredericton NB
- A view of the completed traffic circle is provided in the image below:



Alongside the installation of these bikeway traffic calming features, significant road recapitalization and Halifax Water work has been completed including: asphalt removal and repaving, partial curb and sidewalk repair, water main and lateral replacement, and related reinstatement.