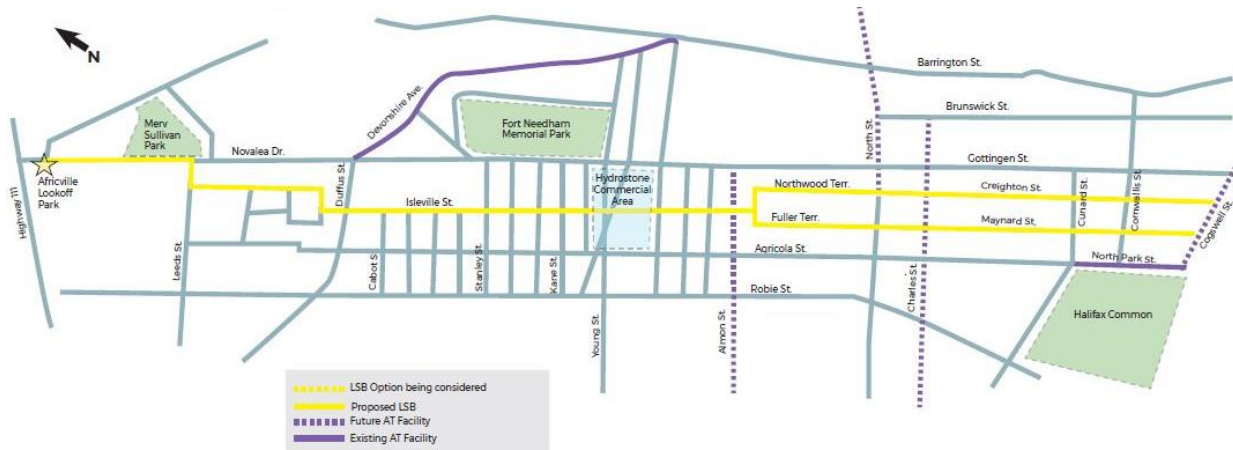


What are the options being considered for the North End 'AAA' Bikeway?

The North End 'AAA' Bikeway would connect Africville Lookoff Park to Cogswell St using a series of local (residential) streets with low traffic volume.



For the Novalea Drive connection (Leeds to North Ridge Rd), the following treatments are being considered: a [local street bikeway](#) treatment or a [multi-use pathway](#) in place of the sidewalk on the west side of the road.

The route would then use a [local street bikeway](#) treatment from Leeds St, to Leaman St, to Drummond Crt, to Isleville St as far as Bloomfield Street.

To make the connection from Bloomfield St to Cogswell St, three options are currently being explored:

[Option 1 - Two-Way Vehicle and Bicycle Flow \(Local Street Bikeway\) on Creighton and Northwood](#)

- Involves converting both Creighton and Northwood Street into two-way streets for vehicles and bicycles.
- Creates a shared roadway without painted lines – vehicles and bicycles share the same space.
- Travel lanes would be narrow, meaning cars and bikes would move slowly, single file. Measures to reduce shortcutting traffic would be considered.
- Parking would remain on both sides of the street, creating some pinch points for traffic calming. A vehicle would have to slow down and/or pull over to the side slightly to allow an oncoming car to pass. A few parking stalls per block would need to be removed to create these passing opportunities (in the absence of driveways) particularly where the street is under 9m across.



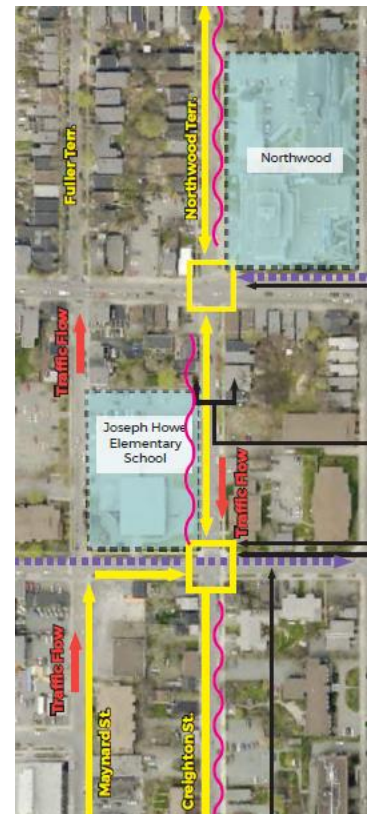
Option 2 - Contraflow Painted Bike Lane (Northbound) with Southbound Local Street Bikeway on Creighton and Northwood

- Involves leaving Creighton and Northwood as southbound one-way streets for vehicles in bicycles in a shared lane (local street bikeway).
- Northbound bicycles would be permitted to travel in the opposite direction of traffic in a designated (painted) bike lane along the eastern curb of the street. Physical protection for this northbound bike lane is to be determined.
- Parking would remain on the west side of these streets. However, to install the northbound bike lane, all parking along the east side of Creighton and Northwood Streets would be removed. Staff would assess how to accommodate accessible parking and drop-offs around Northwood Manor.



Option 3 - One-Way Local Street Bikeway “Couplet” on Maynard-Fuller and Creighton-Northwood

- Involves the two adjacent one-way corridors of Maynard-Fuller and Creighton-Northwood functioning as one-way local street bikeways (slow, shared lanes) in tandem with each other. People cycling and driving would use Maynard-Fuller in the northbound direction, and Creighton-Northwood in the southbound direction.
- There are challenges associated with providing two all-ages-and-abilities crossings of North Street within a block of each other. Primarily, two pedestrian/bike crossings in such close proximity could add to congestion on North Street.
- One potential solution we are still exploring is to concentrate bicycle crossings at the intersection of Creighton-Northwood. To do this, northbound bicycles on Maynard Street would use Charles St as a detour to get to Creighton. A northbound (contraflow) painted bicycle lane along the east curb of Creighton Street between Charles and North would be required. An improved crossing of North Street would be added for people walking and cycling. To receive northbound bicycles, Northwood Terrace would be either (1) converted for two-way traffic, or (2) receive a northbound contraflow painted bike lane to make the connection to Bloomfield. Staff would assess how to accommodate accessible parking and drop-offs around Northwood Manor.
- This option requires minimal changes to on-street parking south of Charles Street. One side of parking may be lost on Creighton Street north of Charles, and possibly along Northwood Terrace if the northbound painted lane is selected.



As an addition to this project, a connection from the North End ‘AAA’ Bikeway to the Halifax Common is being considered. This could involve either Cunard St or Cornwallis St. An off-street bikeway design is needed as there are much higher traffic volumes along these two collector streets. Options for these streets include a [bi-directional bikeway](#), or a [multi-use pathway](#) in the place of sidewalk on the south side of the street.



Protected Bidirectional Bikeway

vs.



Multi Use Pathway

What is an all-ages-and-abilities (AAA) cycling facility? Why do we need them?

All-ages-and-abilities cycling facilities aim to provide routes that are safe, comfortable, and convenient for all types of bicycle users. We are planning for new cyclists and seasoned cyclists alike – from 8 to 80 years old. Many people in our community are interested in cycling more often as part of their daily lives, but need safe, comfortable, and convenient routes to do so. By building infrastructure like protected bicycle lanes, local street bikeways, and multi-use pathways, more people will have access to cycling as a transportation option. This will help us shift away from reliance on single occupancy vehicles and meet our mode share targets set out in the [Integrated Mobility Plan](#). Investment in all-ages-and-abilities cycling infrastructure will also help contribute to a more sustainable, healthy, equitable, and vibrant community.

Three types of AAA facilities are being considered for this project. Click the links below to find out more!

What is a [Local Street Bikeway](#)?

What are [Protected Bike Lanes](#)?

What is a [Multi Use Pathway](#)?

I use these streets as part of my daily trips. How would my experience using the street change?

If you are [walking](#) ...

- There would be fewer vehicles on the street and they would be moving at slower speeds.
- Intersection crossing treatments (e.g. flashing lights, refuge islands etc) would make you more visible and help you cross major streets in a safe and comfortable way.
- In some cases, the sidewalk may transition to a wider, asphalt pathway that permits use by people walking, cycling, and wheeling – please be aware of these additional users and stay to the right unless to pass.

If you are [cycling](#) ...

- You would be sharing the roadway with vehicles in a space that is specially designed to encourage vehicles to drive slowly and to share the road.
- ‘Sharrow’ pavement markings would encourage people cycling to take the full lane by showing them where to position their bicycle and alert people driving to share the road.
- You may encounter traffic calming treatments like speed humps or curb extensions to further reduce speed.
- At busy intersections, you would be able to use traffic signals to help you cross in a safe and comfortable way

- In some cases, designated bicycle infrastructure (e.g. protected bike lanes) would be used to help make a connection on a major street.
- In some cases, a multi use pathway would be used to help make a connection on a major street. These wider, asphalt pathways would permit use by people walking, cycling, and wheeling -- please be aware of other users and stay to the right unless to pass. When passing, make sure to use your bell.

If you are driving ...

- Local traffic only is encouraged to use traffic calmed cycling corridors. Through traffic would be discouraged.
- You would be sharing the road with people cycling without a designated lane.
- Lanes would be narrow, encouraging slow travel speeds along the corridor.
- You may encounter traffic calming treatments like speed humps or curb extensions to further reduce speed.
- People on bicycles would be permitted to take the full lane. If this is the case, please follow at a safe distance and do not pass unless it is safe to do so.
- Otherwise proceed as usual, obeying all traffic signals and signage. Be extra vigilant in watching for people walking and bicycling along the corridor.

I live on these streets. How would this change my neighbourhood?

People living along the North End bikeway would experience a traffic calmed neighbourhood where there would be (1) less through vehicle traffic, and (2) slower vehicle speeds. This would make it easier and safer to walk and cycle around your neighbourhood. Snow clearing, garbage collection, road maintenance, and emergency services would continue as usual. Some options require changes to on-street parking. Where significant changes are required, Staff would attempt to balance impact to abutting residents by re-evaluating the number of parking passes granted to non-residents. For those feeling the pressure, the option with the least required parking changes is Option 3.

Option 1: a few parking stalls per block may be removed

Option 2: parking on one side of the street would be removed

Option 3: minimal parking changes except for curb bulb-outs at intersections

Why are these streets good candidates for an all-ages-and-abilities cycling facility?

The Isleville Maynard-Fuller Northwood-Creighton Street corridor is an existing low-volume corridor that is a parallel alternative to travelling along Agricola or Gottingen Streets. It would provide a north-south cycling spine on the peninsula which connects to various parks, schools, NSCC, Stadacona, and the enhanced on-road cycling network downtown. Where Gottingen is a transit priority corridor, there is not currently space for an all-ages-and-abilities cycling facility. Agricola St has its challenges with commercial parking and has been tabled for now. The proposed corridor already works well for cycling, with the exception of vehicle speeds and crossing of major intersections. With the installation of measures to slow traffic speed and facilitate safe, comfortable crossing of major intersections (e.g. North St) we can make this corridor more appealing for new and seasoned cyclists alike. Studies have shown that new and nervous cyclists prefer riding on quiet, [local street bikeway](#) type corridors than on major streets with protected infrastructure.

What are the next steps?

The first round of public engagement was held in October and November 2018. Staff are currently processing public feedback to revise the presented options and to determine a preferred design for each bikeway. A second, more focussed round of engagement with abutting residents is planned for 2019 to obtain feedback on the refined designs. This will be used to inform a recommendation report to Regional Council via Transportation Standing Committee in 2019. Regional Council has the ultimate decision-making power in the creation of these two bikeways. If approved, construction will be phased between 2020 and 2022 pending budget approval and availability.

How can I provide feedback?

For comments or questions on the North End or West End Bikeways, please do not hesitate to reach out by phone or email to Siobhan Witherbee, Active Transportation Planner at (902) 490-6822 or witthers@halifax.ca.

In particular, we are interested to hear:

- Which of the design options appeal most to you? How can we make this work for your neighbourhood?
- What type of traffic calming treatments to you prefer? See [intro boards](#) for descriptions
- Do you have suggestions of how best to cross the major intersections (e.g. North, Almon, Young, Duffus) from the perspective of someone walking or cycling?
- Which is your preference for an enhanced connection to the Halifax Common: Cunard or Cornwallis St?