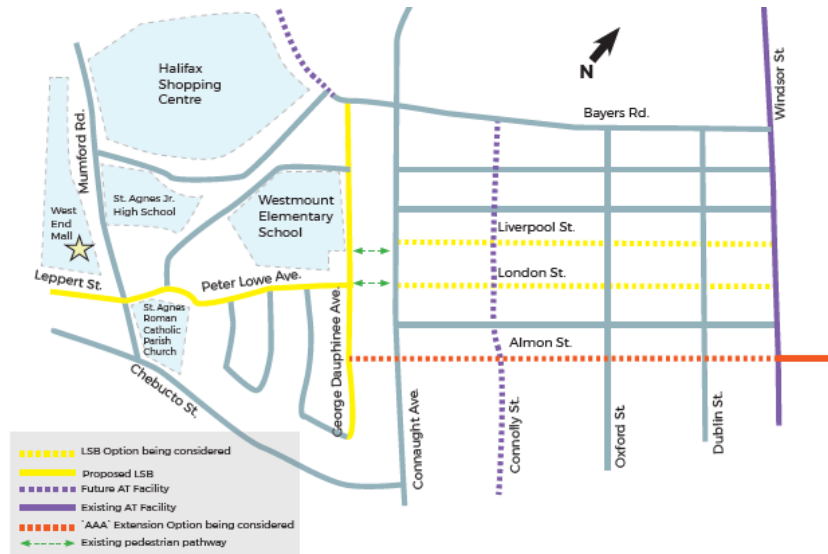


What are the options being considered for the West End 'AAA' Bikeway?

The West End 'AAA' Bikeway would create a cycling facility between the intersection of Windsor and Almon St to the West End Mall and Mumford Transit Terminal.

The route would use a local street bikeway treatment (traffic calming and shared lanes between vehicles and cars) on Leppert St, Stuart Graham Ave, William Hunt Ave, Peter Lowe Ave, and George Dauphinee Ave. Three options are being considered to achieve the connection between George Dauphinee and Windsor Street:



Option 1 – Local Street Bikeway on Liverpool Street

- Involves traffic calming and enhanced intersection crossing treatments to establish a [local street bikeway](#) on Liverpool Street. Vehicles and bicycles would move slowly in a shared roadway without the need for painted lines.
- Utilizes existing signalized crossing of Connaught Ave and walkway to connect to George Dauphinee Ave.
- Utilizes painted bike lanes on Windsor Street (to be made 'AAA' by 2022 as per IMP) to make connection between Liverpool and Almon Street. A 'jughandle' crossing treatment at Liverpool improves crossing by putting bicycles at 90 degree angle to Windsor Street with push-button activated signals. This would also be used as an improved crossing of Windsor Street.
- Requires minimal to no changes to parking.

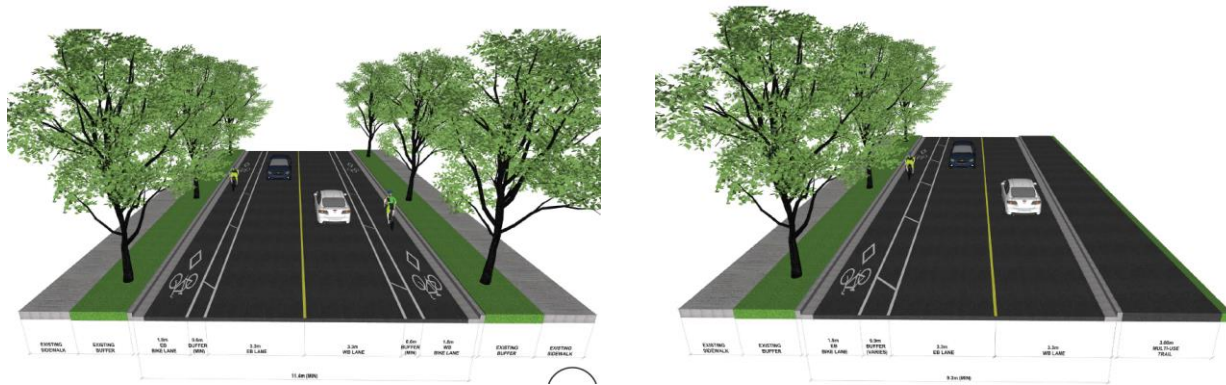


Option 2 – Local Street Bikeway on London Street

- Involves traffic calming and enhanced intersection crossing treatments to establish a [local street bikeway](#) on London Street. Vehicles and bicycles would move slowly in a shared roadway without the need for painted lines.
- Existing signalized intersection at Liverpool-Connaught would be relocated to London St to ease the crossing of this major street and connect into an identical walkway through to George Dauphinee Ave.
- Utilizes painted bike lanes on Windsor Street (to be made 'AAA' by 2022 as per IMP) to make connection between London and Almon Street. There is currently no space for a 'jughandle' approach to ease left turns from Windsor onto London Street. Treatment to be determined.
- Requires minimal-to-no changes to parking.

Option 3A – Protected Bike Lanes on Almon Street with Multi-Use Pathway Connection to George Dauphinee

- Involves the addition of [protected bicycle lanes](#) – one in each direction along each curb. The protection would be some form of physical barrier, for example, a concrete curb and bollards.
- In the block of Almon Street between Connolly and Connaught Ave, the road is too narrow to have two protected lanes. The eastbound protected lane would be maintained through this section, however, the westbound lane would be transitioned into a 3m asphalt [multi-use pathway](#) in the place of sidewalk on the north side of the street. This would require the loss of 12 mature street trees to create this multi-use pathway.
- This option requires removal of parking on both sides of Almon Street between Windsor and George Dauphinee.



Option 3B – Protected Bike Lanes on Almon Street with Local Street Bikeway Jog on Connolly, London/Liverpool to Connect with George Dauphinee

- Involves the addition of [protected bicycle lanes](#) between Windsor and Connolly – one in each direction along each curb. The protection would be some form of physical barrier, for example, concrete curb and bollards.
- As the road is too narrow on Almon to continue the protected lanes past Connolly, this option presents a [local street bikeway](#) 'jog' onto Connolly then up either London or Liverpool Street to connect across to George Dauphinee Ave. This would involve traffic calming, enhanced crossing treatment of Connaught and use of the walkways to connect into George Dauphinee. Vehicles and bicycles would move slowly in a shared roadway without the need for painted lines. No mature street trees would be lost.
- This option requires removal of parking on both sides of Almon Street between Windsor and Connolly. Minimal to no parking changes would be necessary on Connolly or London/Liverpool as part of the local street bikeway.

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. By providing people with safe, comfortable places to cycle, the Municipality hopes to encourage more people to incorporate bicycling into their daily transportation choices. 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 will my experience using the street change?

If you are walking ...

- There would be less vehicles on the street and they would all 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 ...

- Bicycles and vehicles would proceed together in a shared roadway without designated lanes (for most options)
- Lanes would be narrow, encouraging slow travel speeds along the corridor.
- ‘Sharrow’ pavement markings would help with positioning and encourage people cycling to take the full lane.
- You may encounter traffic calming treatments like speed humps or curb extensions to further reduce speed.
- Traffic signals would stop traffic to help cross major intersections in a safe, 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 permit use by people walking, cycling, and wheeling -- please be aware of other users and stay to the right unless to pass (use your bell).

If you are driving ...

- Local traffic only would be encouraged to use traffic calmed cycling corridors. Through traffic would be discouraged.
- Bicycles and vehicles would proceed together in a shared roadway without designated lanes.
- 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 in 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 West 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 bike around your neighbourhood. Snow clearing, garbage collection, road maintenance, and emergency services would continue as usual. Some options would require changes to on-street parking. Where significant changes are required, Staff would balance impact by evaluating the possibility of creating ‘permit parking only’ zones on side streets for neighbourhood residents. For those feeling the pressure, the options with the least required parking changes are Option 1 or 2.

Option 1: minimal or no parking changes

Option 2: minimal or no parking changes

Option 3A: removal of parking on both sides of Almon St between Windsor and George Dauphinee

Option 3B: removal of parking on both sides of Almon St between Windsor and Connolly

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

The West End Bikeway would help create a critical east-west cycling connection on the peninsula. This route would connect into protected bike lanes on Almon Street east of Windsor. Two lower volume, local roads are being considered (Liverpool and London) as an alternative to continuing on Almon Street as there would be less impact to parking. These two streets already have low traffic volume which lends itself well to creation of a [local street bikeway](#). However, improvements that reduce traffic speed and facilitate the crossing of major intersections would help make this connection more safe, comfortable, and convenient for people bicycling. The original discussion of continuing the [protected bike lanes](#) on Almon between Windsor and George Dauphinee (spring 2017) is also being presented as an option as this is the most direct, convenient route that is currently frequented by cyclists.

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 early Spring 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 withers@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. Windsor, Oxford, Connaught, Mumford) from the perspective of someone walking or cycling?