

MIDTOWN 'ALL AGES AND ABILITIES' (AAA) BIKEWAYS

OPEN HOUSE #1

PROJECT OVERVIEW

Halifax Regional Municipality is working to build comfortable and convenient cycling connections for people of all ages and abilities. The Midtown All Ages and Abilities (AAA) Bikeways Project will bridge the gap between existing and future AAA bikeways, enabling more people to travel by bicycle while also improving the walking and rolling experience.

Active transportation improvements are being considered for several streets and greenways in Halifax, including portions of Vernon Street, Quingate Place, Quinpool Road, the St. Pat's Greenway, Windsor Street, Welsford Street, the Halifax Common and Bell Road.

This project will aim to improve safety, access and connectivity for active transportation users through improved pedestrian infrastructure and new AAA cycling connections while also considering transit, accessibility, public spaces, urban forestry, vehicle traffic, loading, parking and other factors.



WAYS TO CONTRIBUTE:

-  Provide your feedback with a **vote** for your preferred concept.
-  Tell us what you like or don't like about a design by placing a **sticky note** on the board:
 - Blue** for things you like
 - Yellow** for neutral comments
 - Pink** for things you don't like
-  More to say? Other ideas? Fill out a **survey**.
-  Have **questions**? Staff are here to answer them.

- 1** Vernon Street from Pepperell Street to Quinpool Road
- 2** Quingate Place
- 3** St. Pat's Greenway
- 4** Quinpool Road from Vernon Street to Robie Street
- 5** Windsor Street from St. Pat's Greenway to Allan Street
- 6** Welsford Street
- 7** Halifax Common Connections
- 8** Bell Road

PROVIDE YOUR INPUT!

Scan here to view online interactive maps, indicate your preferences, ask questions, and leave comments. To have your voice heard, please fill out the survey before the closing date on March 10, 2025.

Or follow the link:
<https://midtown-aaa-bikeway.mysocialpinpoint.com/>



OPEN HOUSE #2:

WHEN: February 18 from 6:30-8:30pm

WHERE: John W. Lindsay YMCA (5640 Sackville Street, Halifax) in the Family and Child Development Room on the third floor.

COMMENTS? QUESTIONS? CONTACT US:

Anders Turim, Active Transportation Planner
Email: anders.turim@halifax.ca



MIDTOWN 'ALL AGES AND ABILITIES' (AAA) BIKEWAYS

OPEN HOUSE #2

PROJECT OVERVIEW

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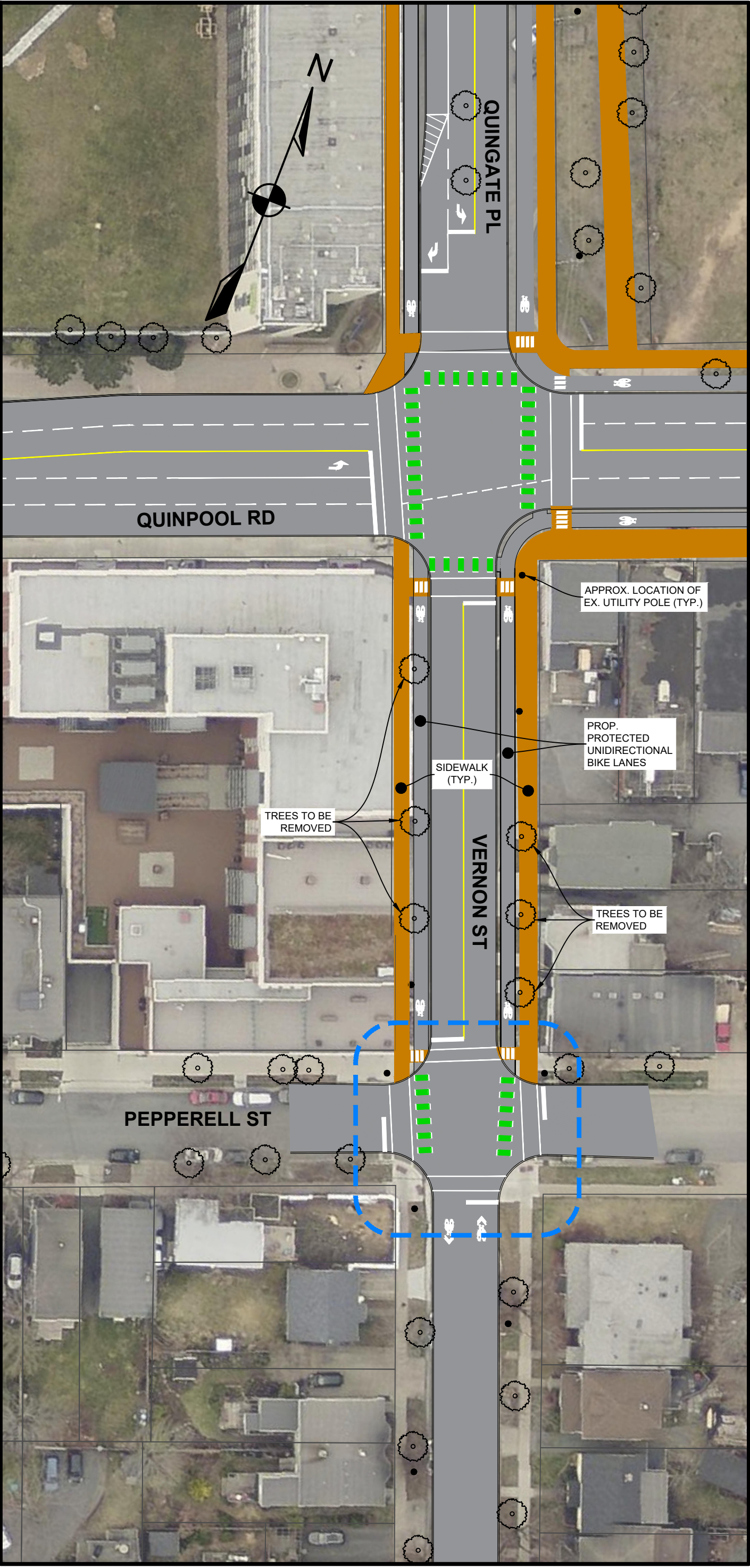
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1 Concept 1
Protected Unidirectional Bike
Lanes from Quinpool to Pepperell

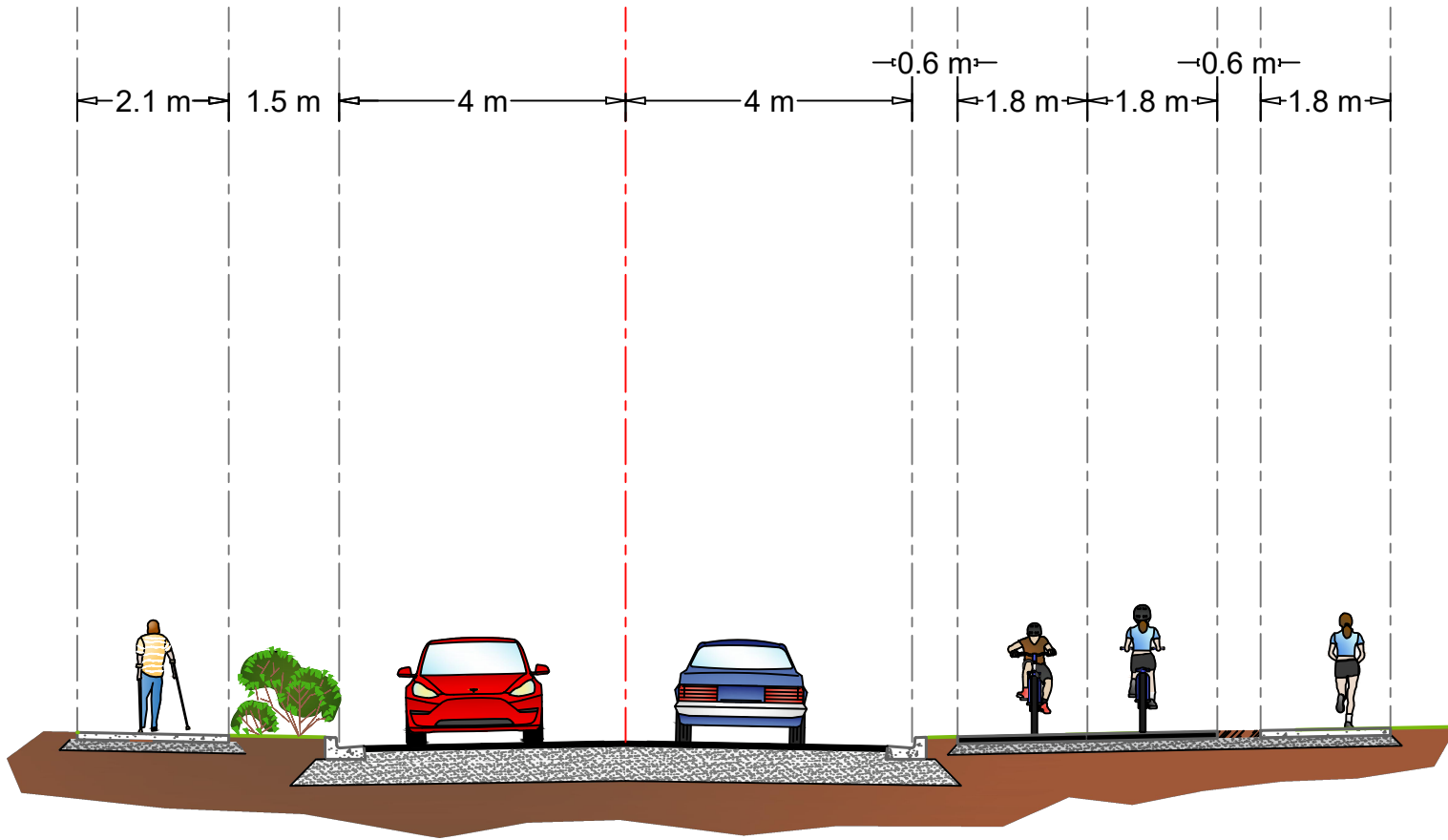
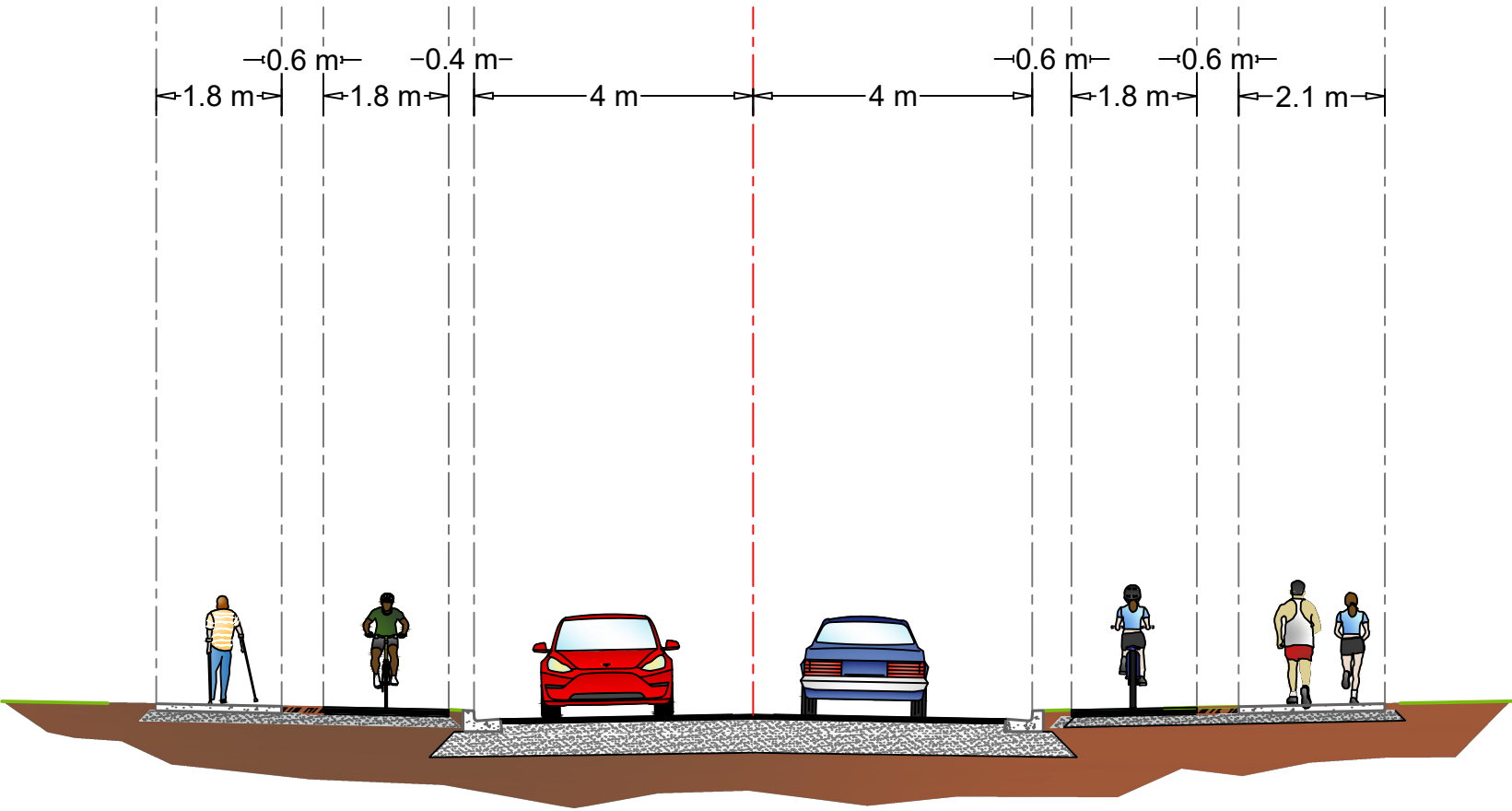
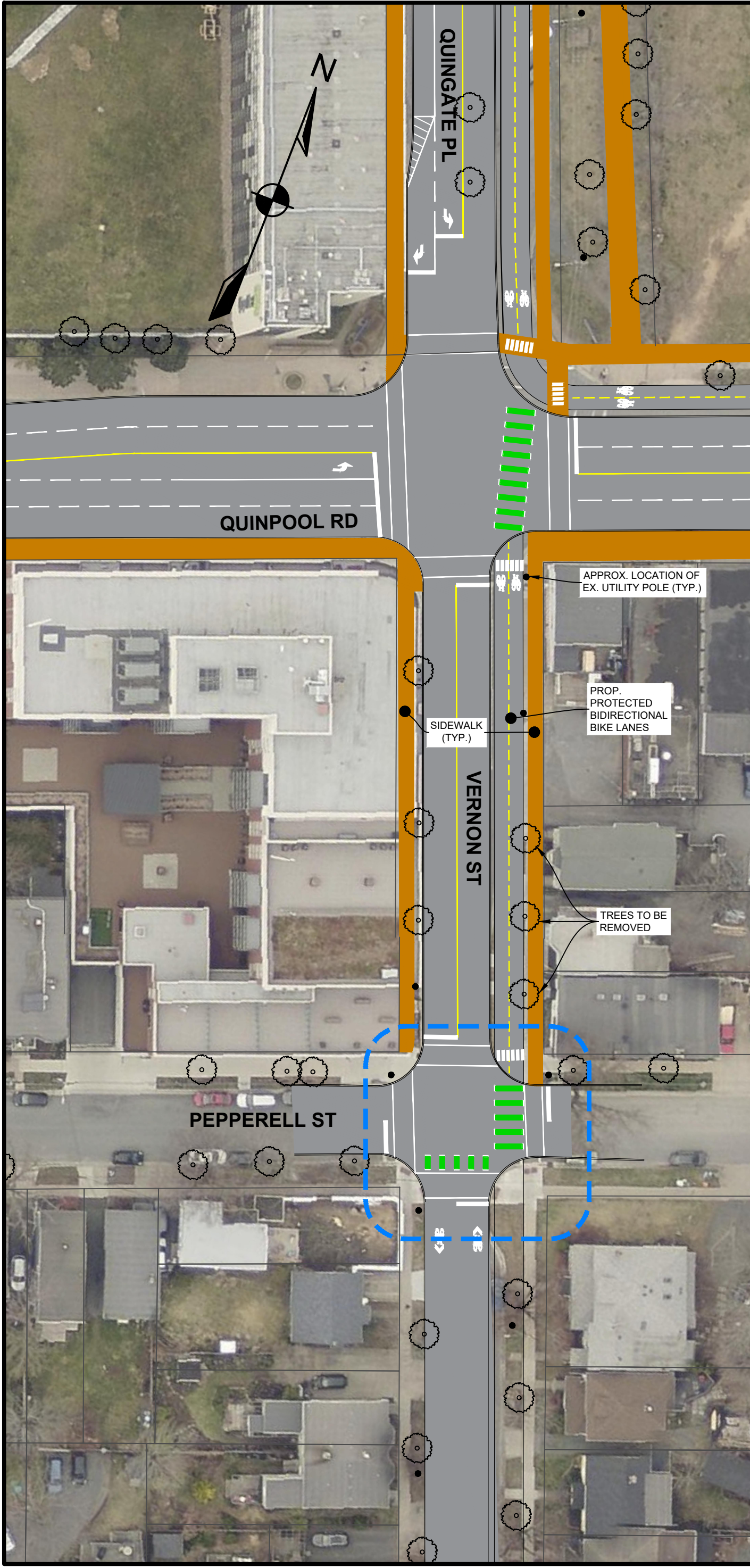
- Unidirectional (one-way) bike lanes
- Sidewalk on both sides of the street
- Separate crossings for bicyclist and pedestrians
- Existing local street bikeway south of Pepperell Street would remain
- Street trees on both sides of street removed



Opportunity
- for Raised
Intersection

2 Concept 2
Protected Bidirectional Bike
Lane from Quinpool to Pepperell

- Bidirectional (two-way) bike lane
- Sidewalk on both sides of the street
- Separate crossings for bicyclists and pedestrians
- Existing local street bikeway south of Pepperell Street would remain
- Street trees along the east side of street removed

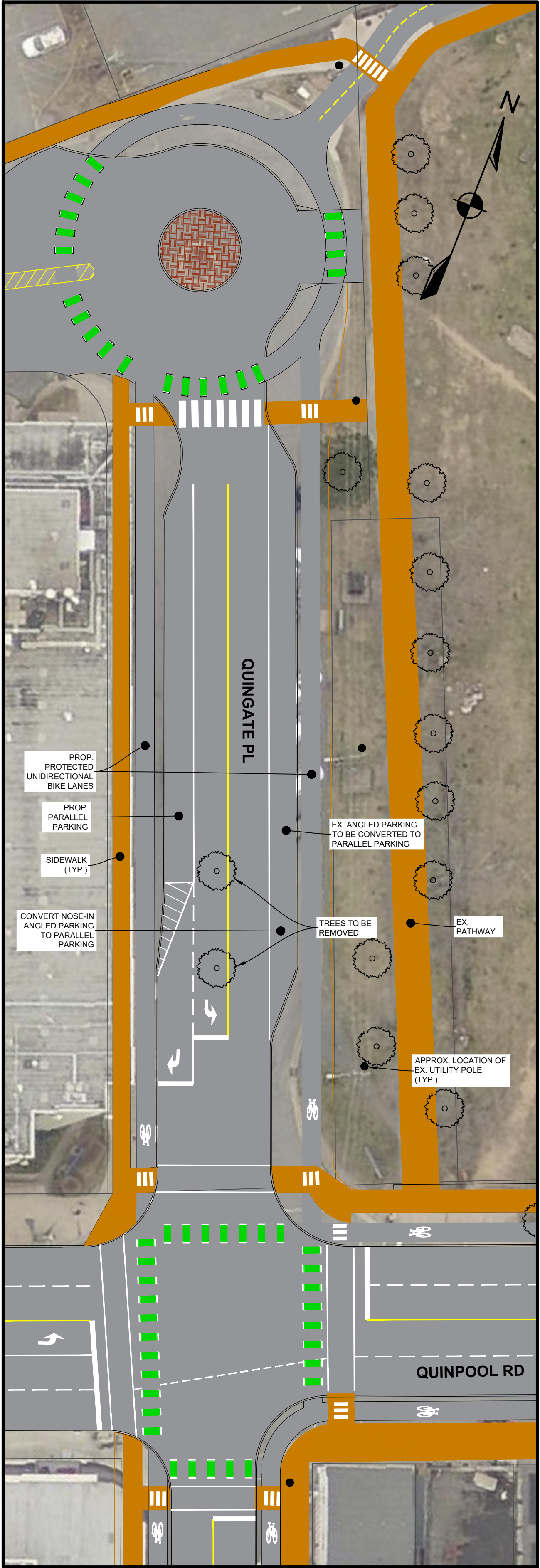


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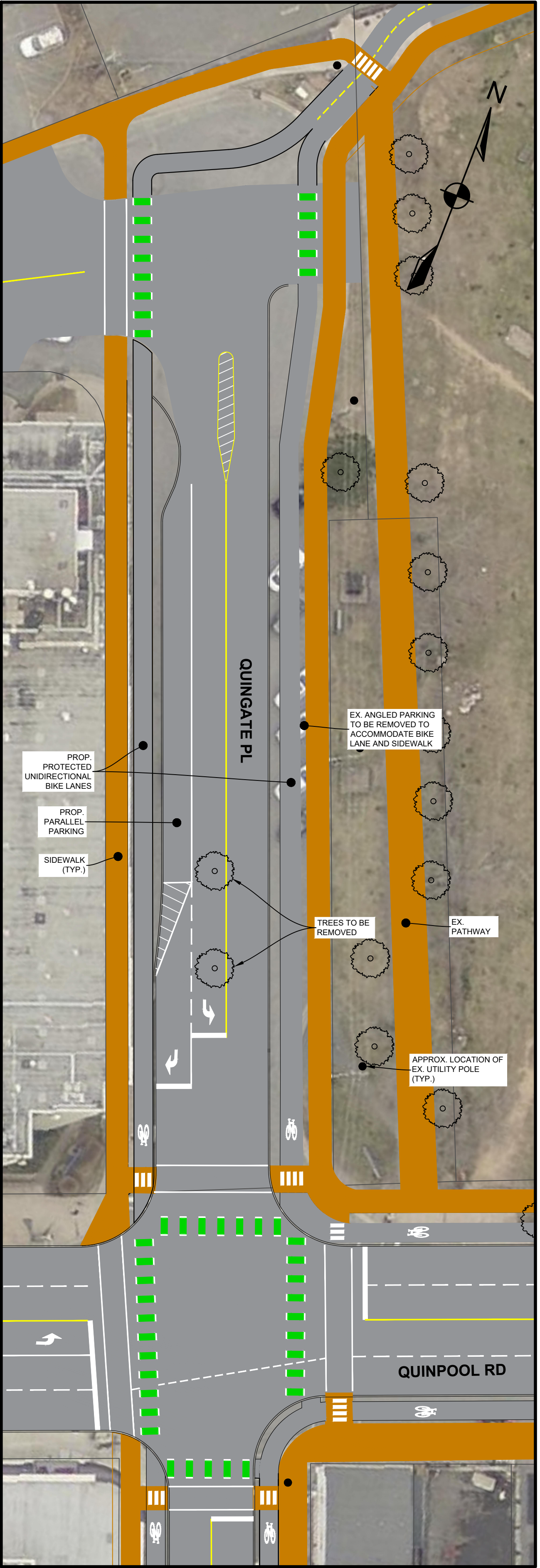
1A Concept 1A
Protected Unidirectional Bike
Lanes without Sidewalk

- Unidirectional (one-way) bike lanes
- Sidewalk only on the west side
- Parallel parking available on both sides of street (5 spots on the west side and 7 spots on the east side)
- Multi-use path on east side
- Centre median removed
- Due to right of way constraints, the traffic signal is relocated and the intersection is offset from Quinpool Rd. by approximately 11m
- Separate crossings for bicyclist and pedestrians



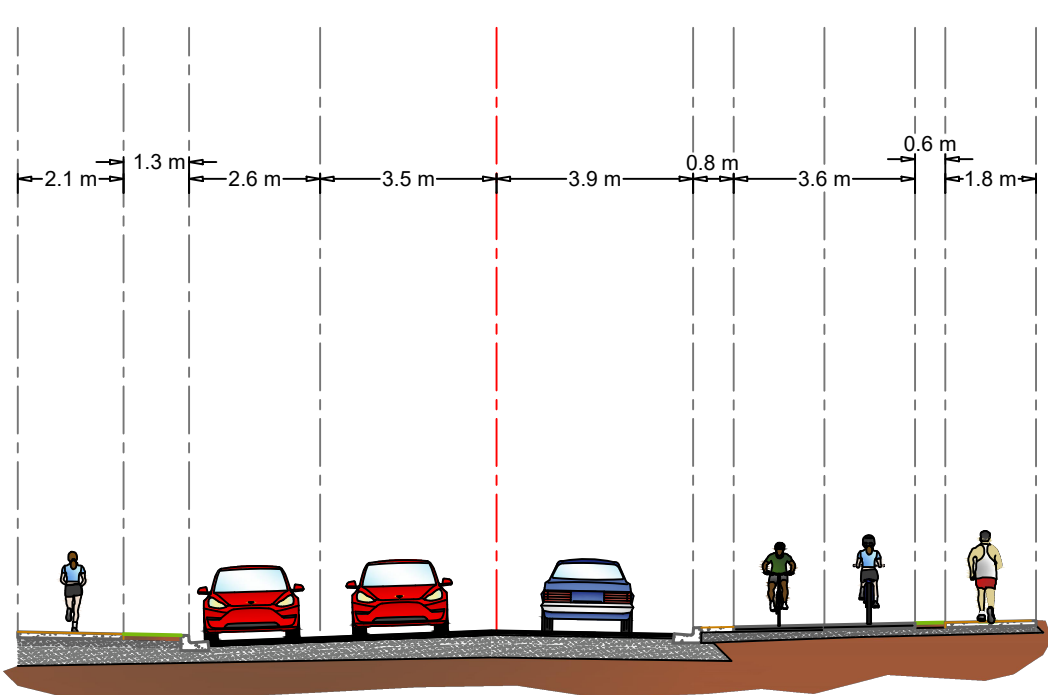
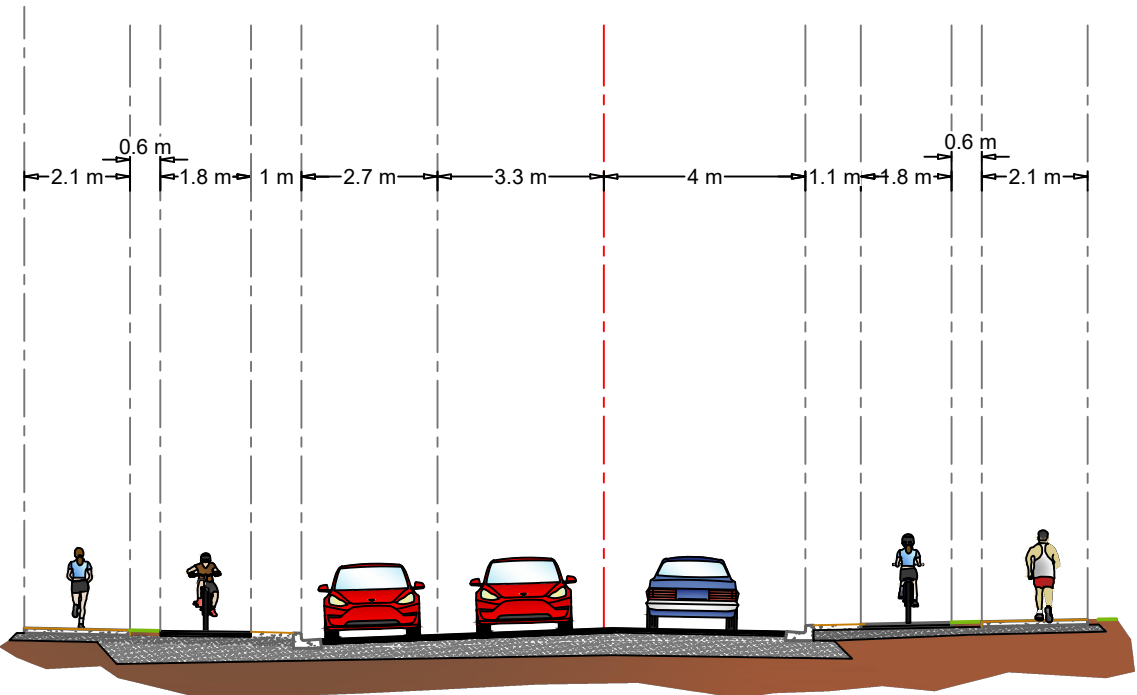
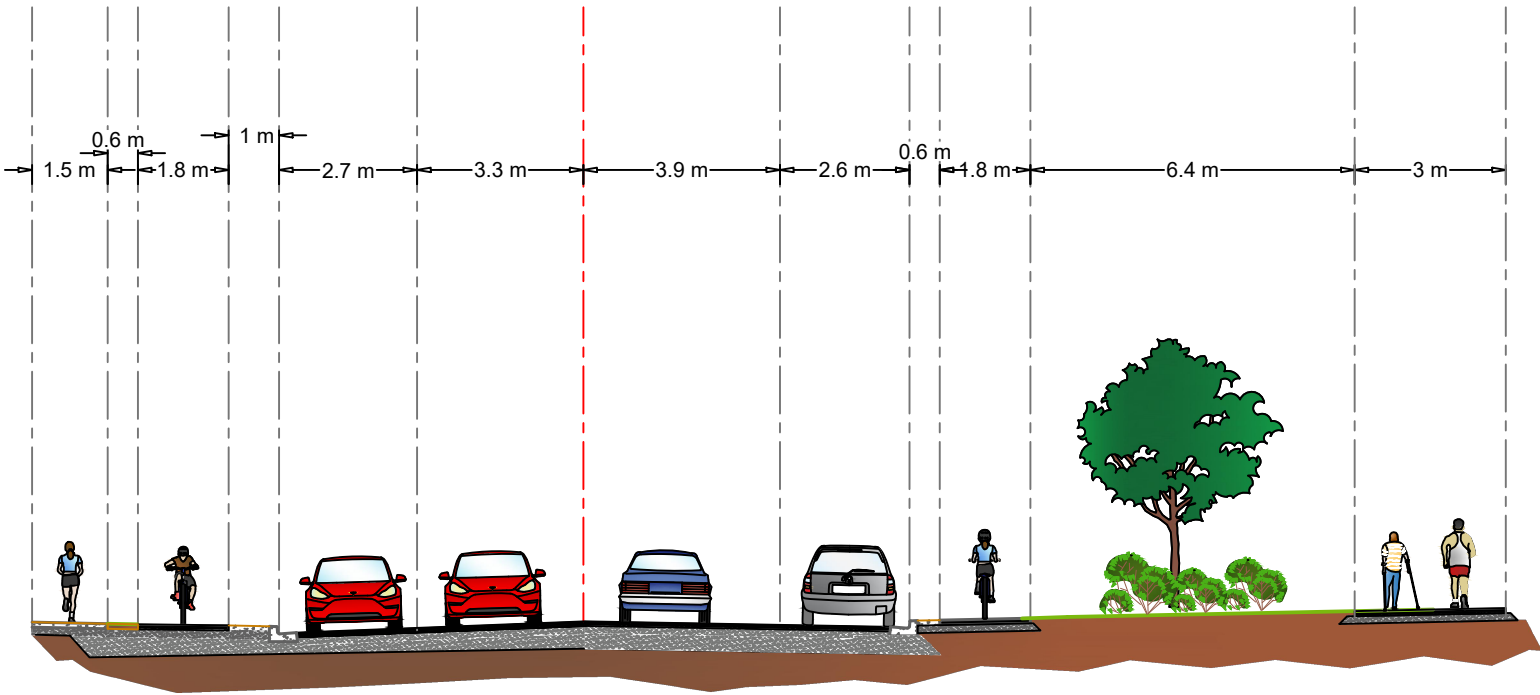
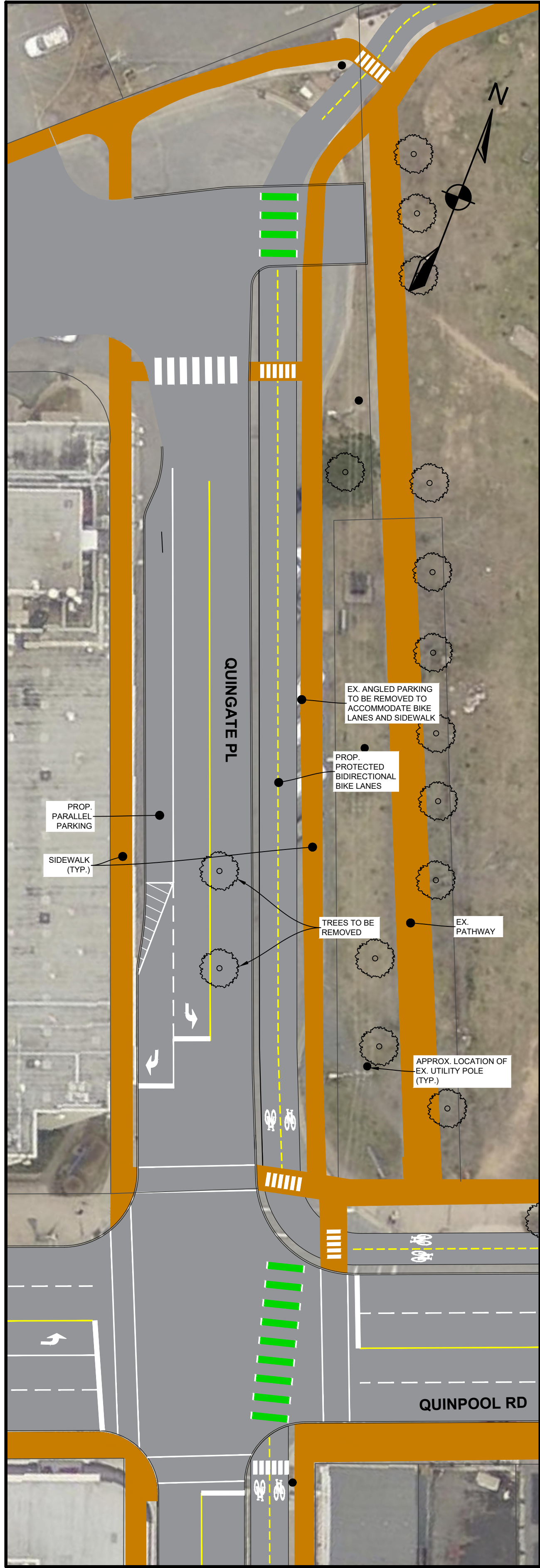
1B Concept 1B
Protected Unidirectional Bike
Lanes with Sidewalk

- Unidirectional (one-way) bike lanes
- Sidewalk on both sides of the street
- 5 parking spots remain on west side of street, angled parking on east side of street is removed
- Multi-use path on east side
- Centre median removed
- Due to right of way constraints, the traffic signal is relocated and the intersection is offset from Quinpool Rd. by approximately 11m
- Separate crossings for bicyclist and pedestrians



2 Concept 2
Protected Bidirectional Bike
Lane with Sidewalk

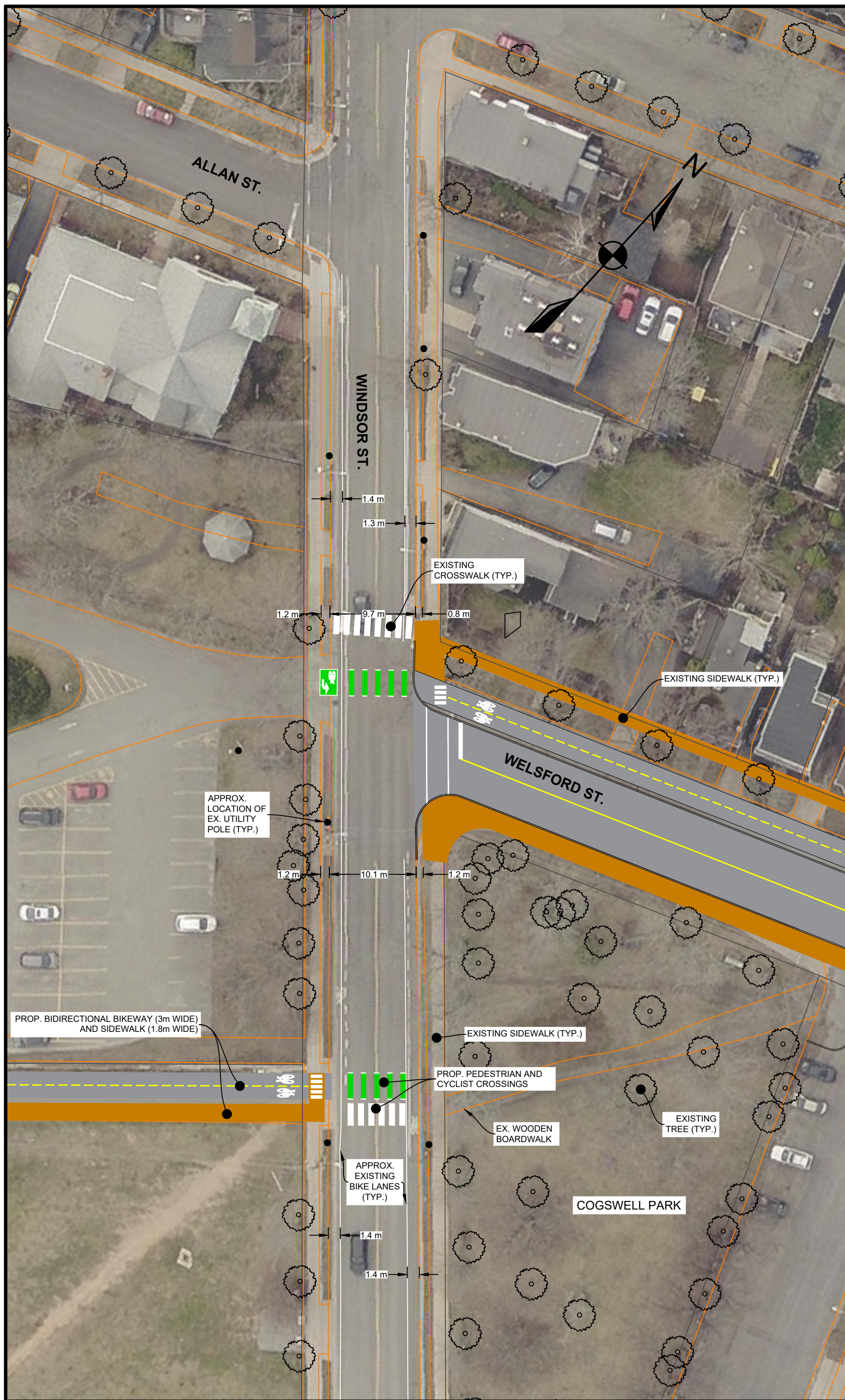
- Bidirectional (two-way) bike lane
- Sidewalk on both sides of the street
- 5 parking spots remain on west side of street, angled parking on east side of street is removed
- Multi-use path on east side
- Centre median removed
- Due to right of way constraints, the traffic signal is relocated and the intersection is offset from Quinpool Rd. by approximately 11m
- Separate crossings for bicyclists and pedestrians



Share your thoughts on a sticky and park it here:

1 Concept 1 Existing Conditions

- Existing unidirectional (one-way) painted bike lanes to remain
- Existing sidewalk on both sides of the street to remain
- New pedestrian and cyclist crossing of Windsor St. at the St. Pats Greenway
- New cyclist crossing at Welsford St. as part of the Welsford St. segment
- Existing pedestrian crossing at Welsford St. will remain
- Increased protection at pedestrian crossings at Welsford St.



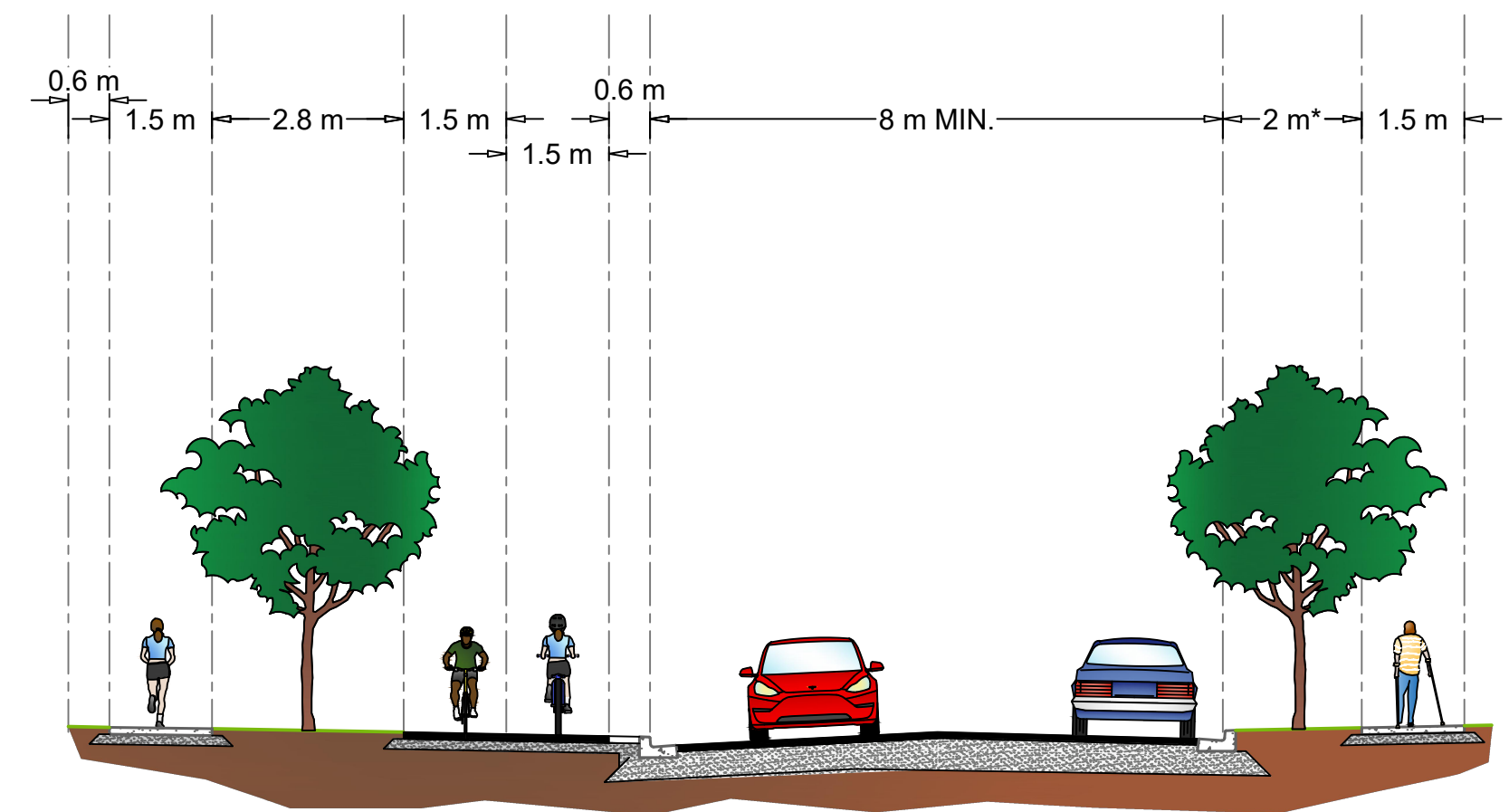
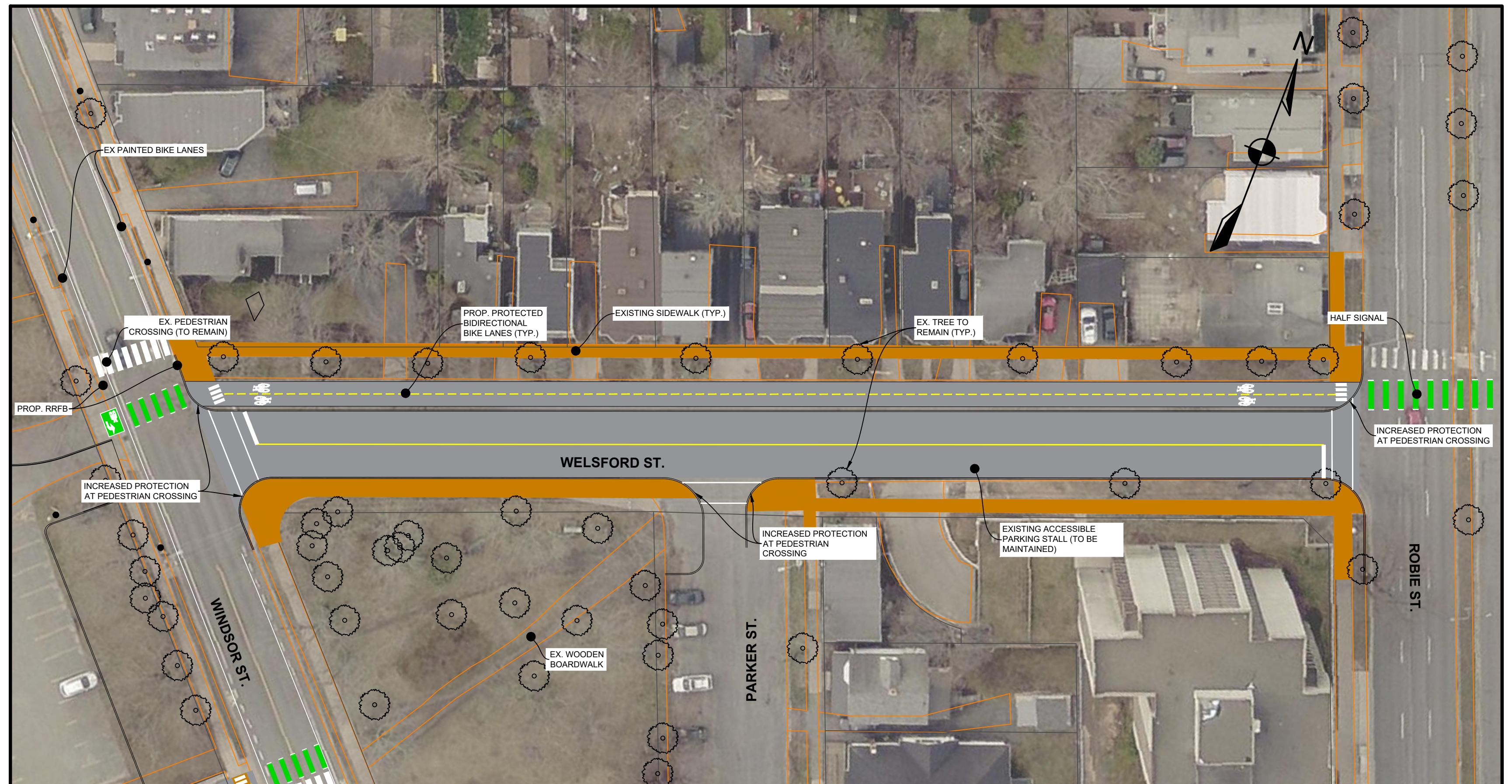
For the Windsor Street segment, maintaining the existing painted bike lanes and sidewalk and adding bicycle crossings at Welsford Street and the St. Pat's MUP is proposed. Planning for the addition of separated bicycle lanes for the full length of Windsor Street will require considering changes to the street that are beyond the scope of the Midtown AAA project such as changes to traffic flow or road narrowing beyond what is typically considered. The project team has extensively explored options to accommodate AAA facilities, but the potential to add separated bicycle infrastructure is limited due to several factors, including:

- The right-of-way along Windsor Street is narrower than is typical for a major collector street that is also designated as a daytime truck route.
- There is no suitable location to relocate six (6) Nova Scotia Power utility poles. Removing the poles and relocating the infrastructure underground would be extremely challenging and costly, and may not be a feasible option due to the limited space.

Share your thoughts on a sticky and park it here:

1 Concept 1 Protected Bidirectional Bike Lane from Windsor St. to Robie St.

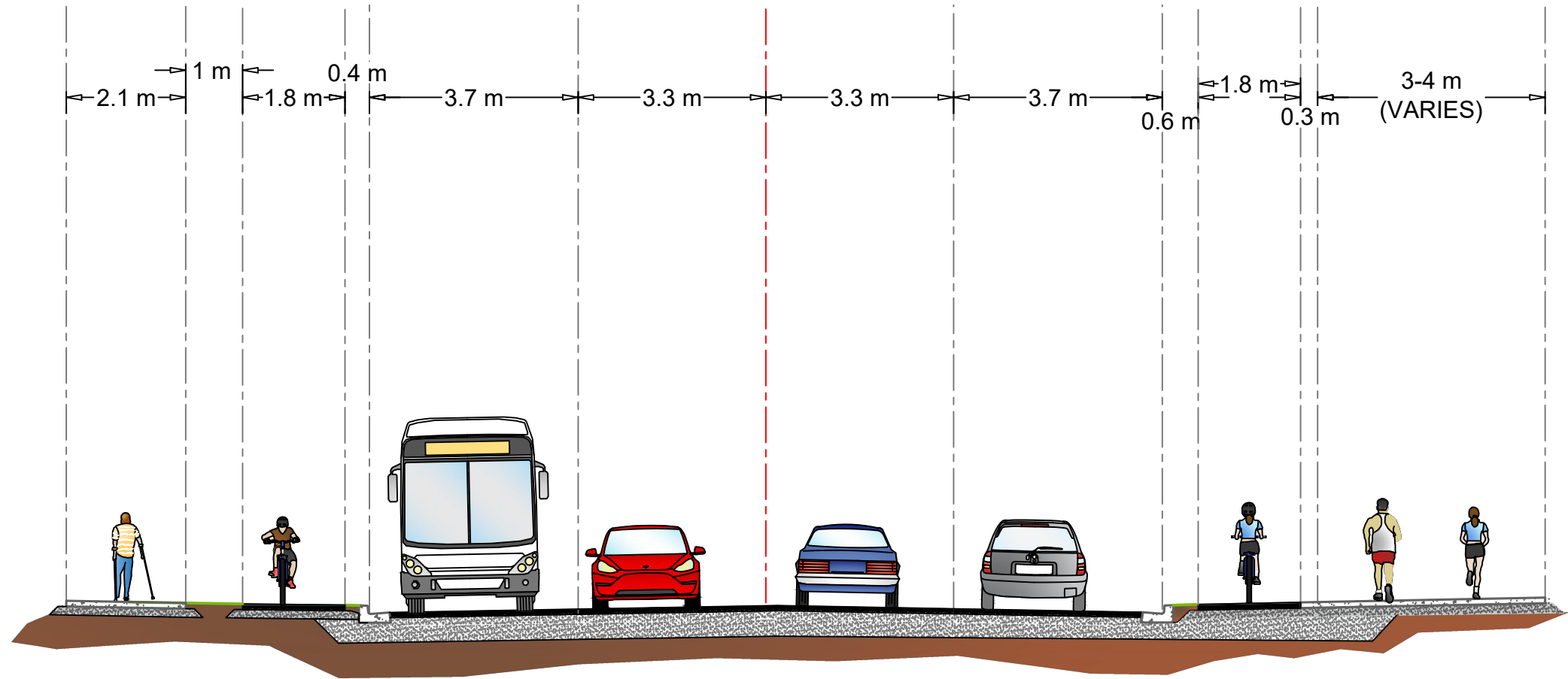
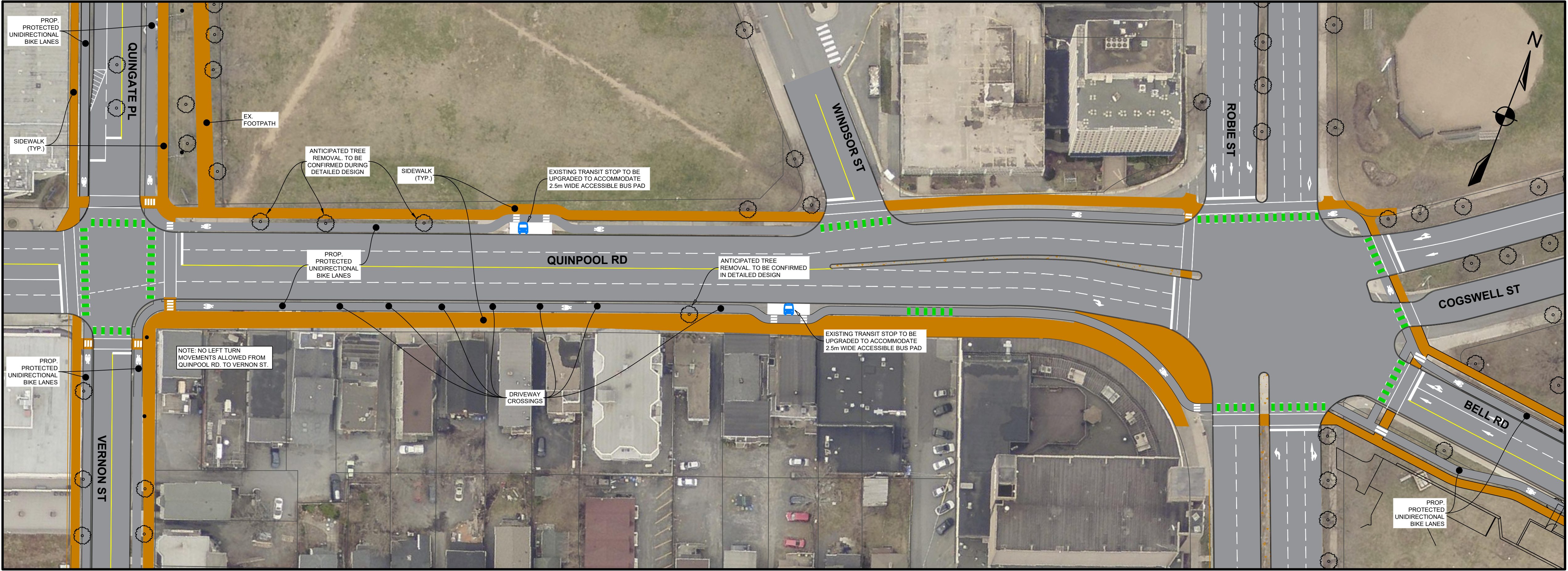
- Bidirectional (two-way) bike lane
- Existing sidewalk on both sides of the street remain
- Local yield street
- Accessible parking stall on the south side of the road maintained
- Increased protection at pedestrian crossings at Windsor St., Robie St., and Parker St.
- Separate crossings for bicyclists and pedestrians across Windsor St. and Robie St.
- Multiple residential driveway crossings along the north side of Wellsford St.
- Street trees to remain



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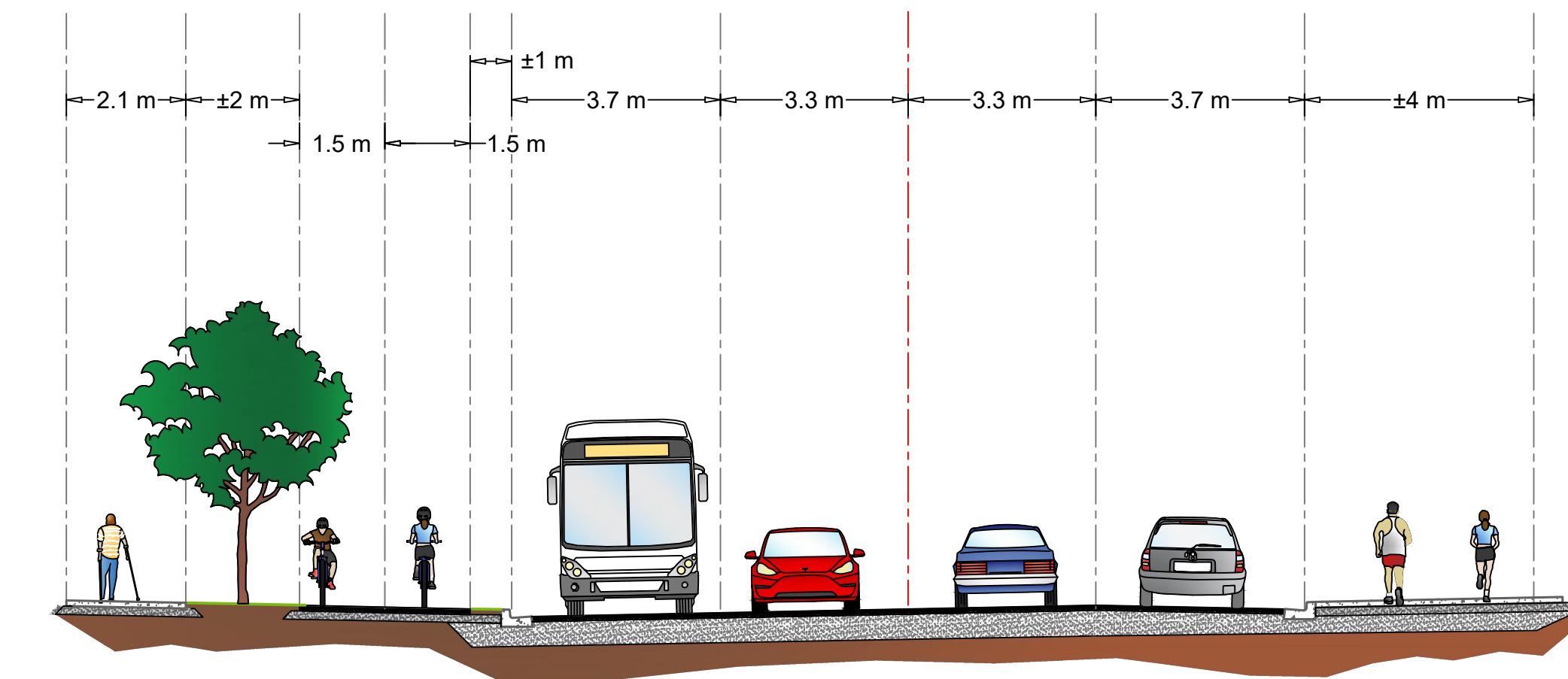
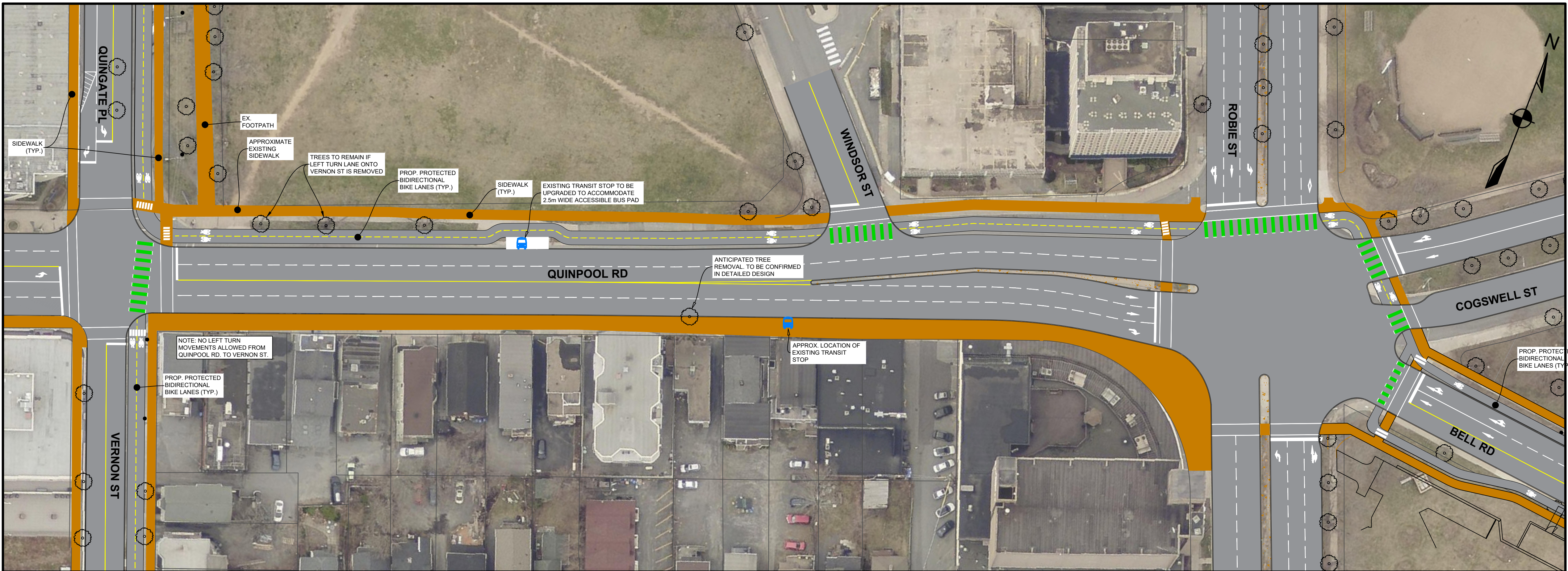
1 Concept 1
Protected Unidirectional Bike Lanes from Vernon St. to Robie St.

- Unidirectional (one-way) bike lanes
- Sidewalk on both sides of the street
- Removed left turn lane movements from Quinpool Rd. to Vernon St.
- Eastbound traffic lane alignments are offset
- Separate crossings for bicyclists and pedestrians
- Multiple driveway crossings along the south side of Quinpool Rd.
- Street trees likely to be removed
- Bus stops upgraded to accommodate accessible bus pads
- Slip lane from Robie St. to Quinpool Rd. removed
- Expanded pedestrian area at both the north and south corner of Quinpool Rd. and Robie St.

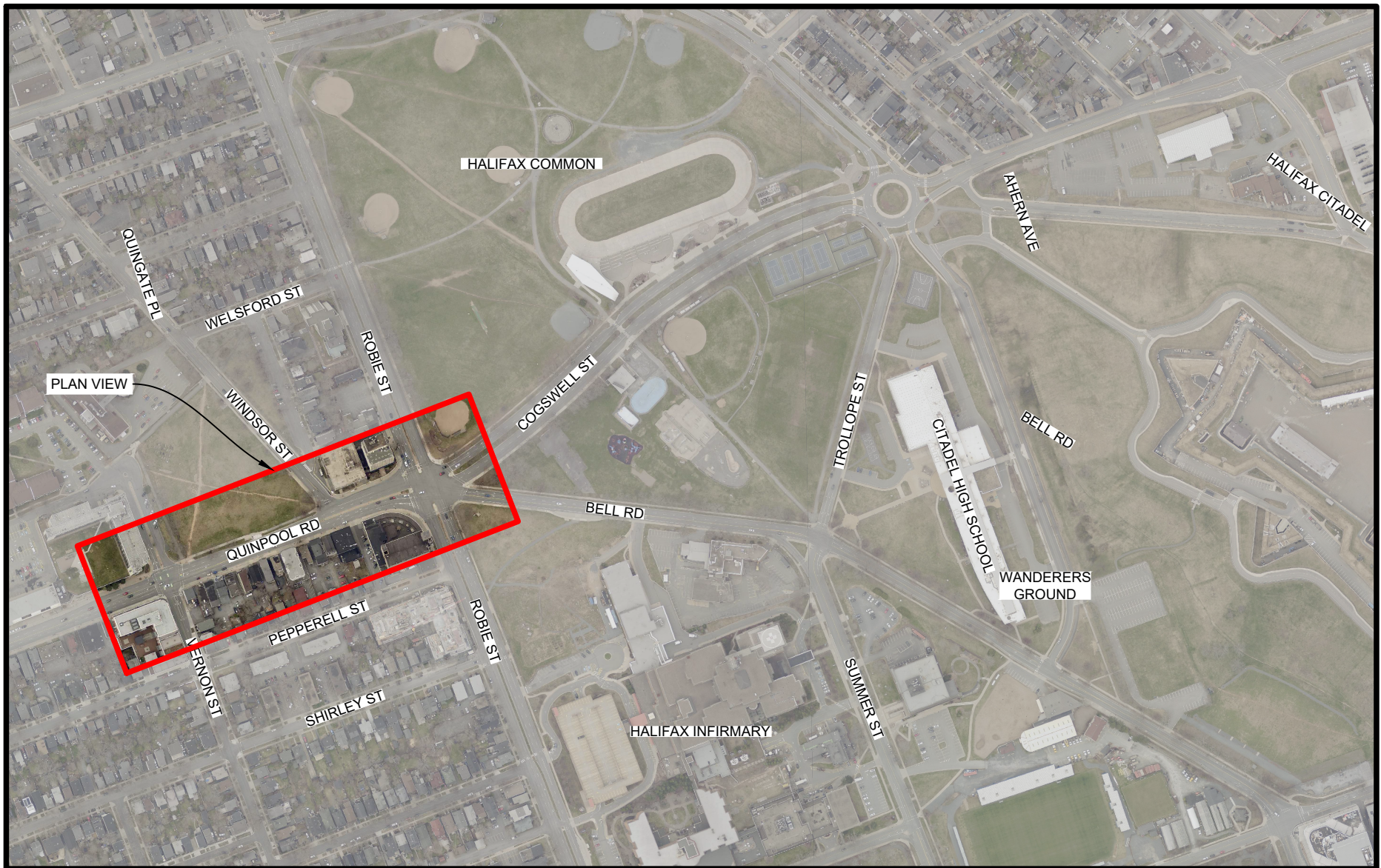


2 Concept 2
Protected Bidirectional Bike Lane from Vernon St. to Robie St.

- Bidirectional (two-way) bike lane
- Sidewalk on both sides of the street
- Removed left turn lane movements from Quinpool Rd. to Vernon St.
- Westbound traffic lane alignments are offset
- Separate crossings for bicyclists and pedestrians
- Street trees maintained on north side of road, likely to be removed on south side
- Bus stops upgraded to accommodate accessible bus pads
- Slip lane from Robie St. to Quinpool Rd. removed
- Expanded pedestrian area at both the north and south corner of Quinpool Rd. and Robie St.



Share your thoughts on a sticky and park it here:



1 Concept 1
Multi- Use Pathway

- 4m wide multi-use path
- Plaza/mixing zones for pedestrians and cyclists located at Robie St., Cogswell St., and Bell Rd./ Trollope St.
- Existing trees and art installation at the centre of the Common remain



HALIFAX COMMON PATH - EXISTING CONDITIONS
(BY FATHOM)



HALIFAX COMMON PATH - 4m WIDE MULTI-USE PATH OPTION
(BY FATHOM)



2 Concept 2
Bidirectional Bike Lane and Pedestrian Pathway
Separated by Landscaped Buffer

- Separated facilities from Robie St. to North Park St., and from Cogswell St. to Bell Rd./ Trollope St.
- Multi-use path from the centre of the North Common to Cogswell St. due to limited space
- Plazas/mixing zones for pedestrians and cyclists located at Robie St., Cogswell St., and Bell Rd./Trollope St.
- Existing trees and art installation at the centre of the Common remain



HALIFAX COMMON PATH - 4m WIDE MULTI-USE PATH OPTION
(BY FATHOM)



HALIFAX COMMON PATH - SEPARATED FACILITIES W/ LANDSCAPED BUFFER
3m WIDE PEDESTRIAN PATHWAY
2m WIDE LANDSCAPED BUFFER
3m WIDE BIDIRECTIONAL BIKEWAY

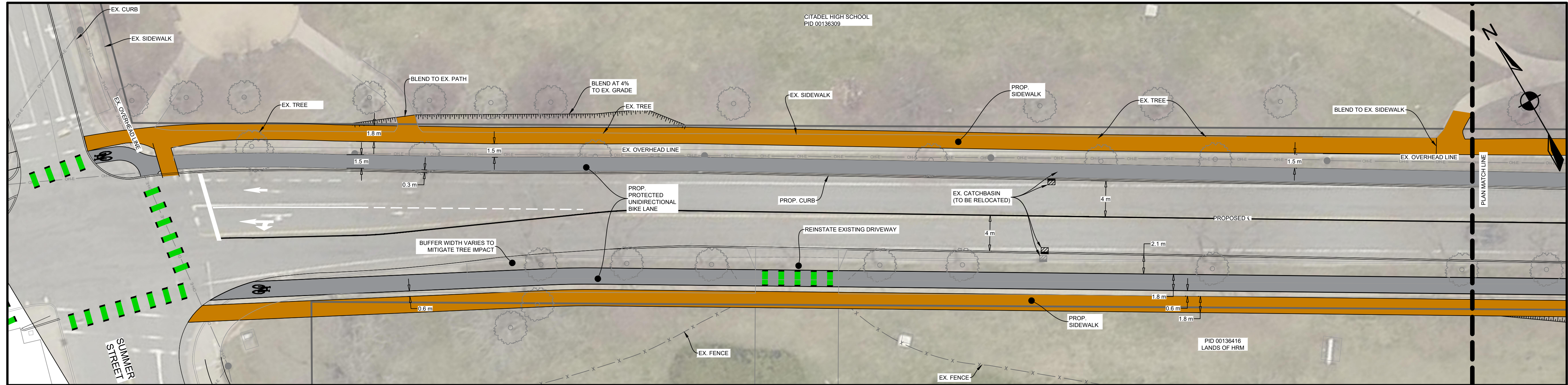


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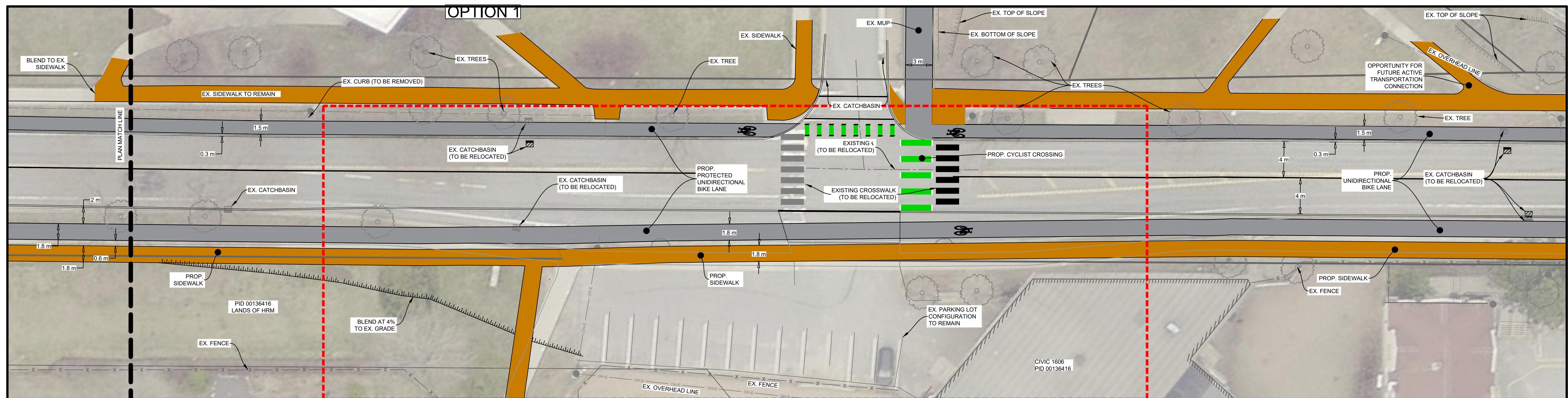
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1 Concept 1A/1B Protected Unidirectional Bike Lanes with Sidewalk

- Unidirectional (one-way) bike lanes
- Sidewalk on both sides of the street
- Removed left turn lane and movements from Bell Rd. to Ahern Ave.
- Relocate existing crosswalk at Ahern Ave. from the west side to the east side of Ahern Ave.
- New cyclist crossing Bell Rd. at Ahern Ave.
- Lancers parking remains as is (13 parking spaces)

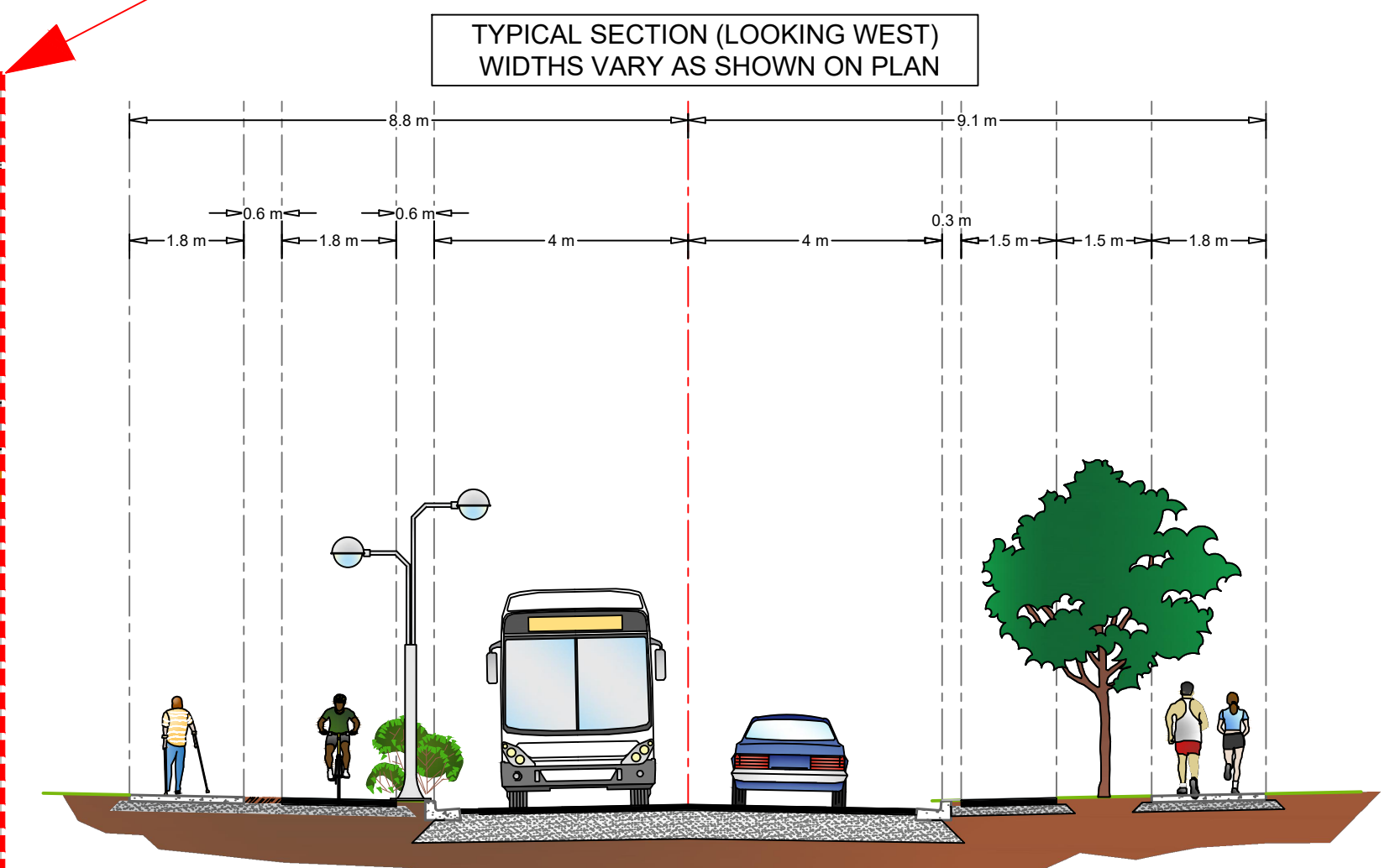
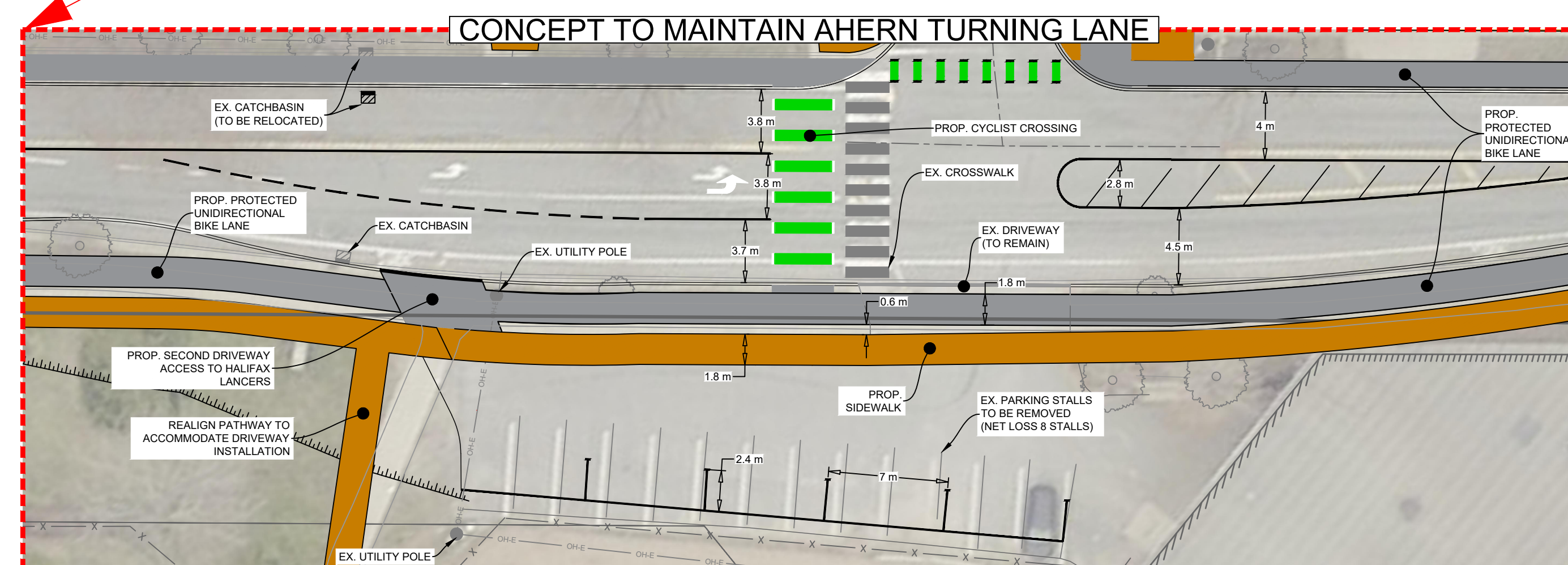


Share your thoughts on a sticky and park it here:



2 Concept to Maintain Ahern Turning Lane

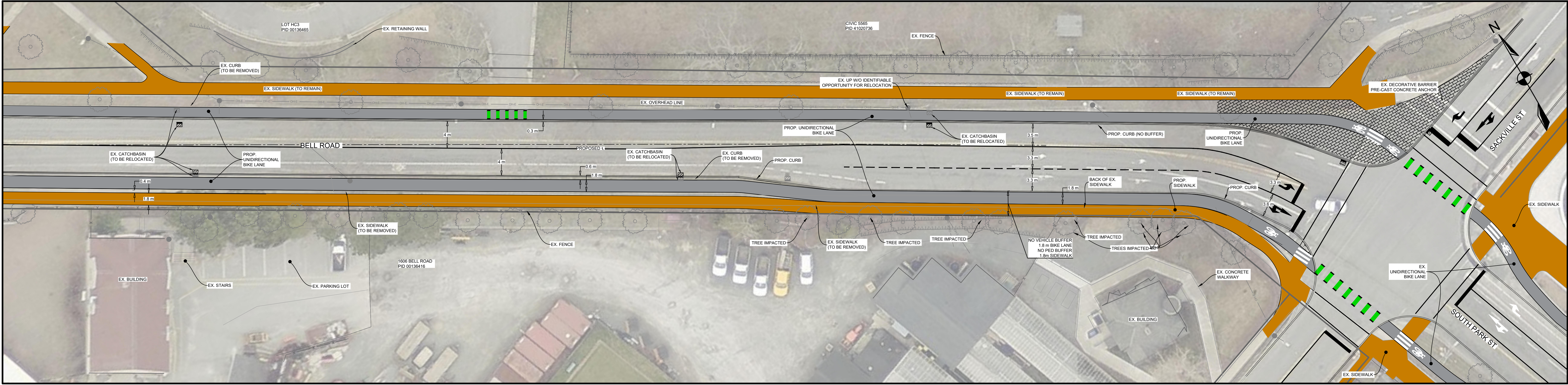
- Left turn lane remains from Bell Rd. to Ahern Ave.
- Lancers parking lot is reconfigured to accommodate protected facilities and left turn lane and parking is reduced to 5 parking spaces
- Separate crossings for pedestrians and cyclists across Bell Rd.



BELL ROAD
AHERN AVENUE TO SACKVILLE STREET
MIDTOWN AAA BIKEWAYS

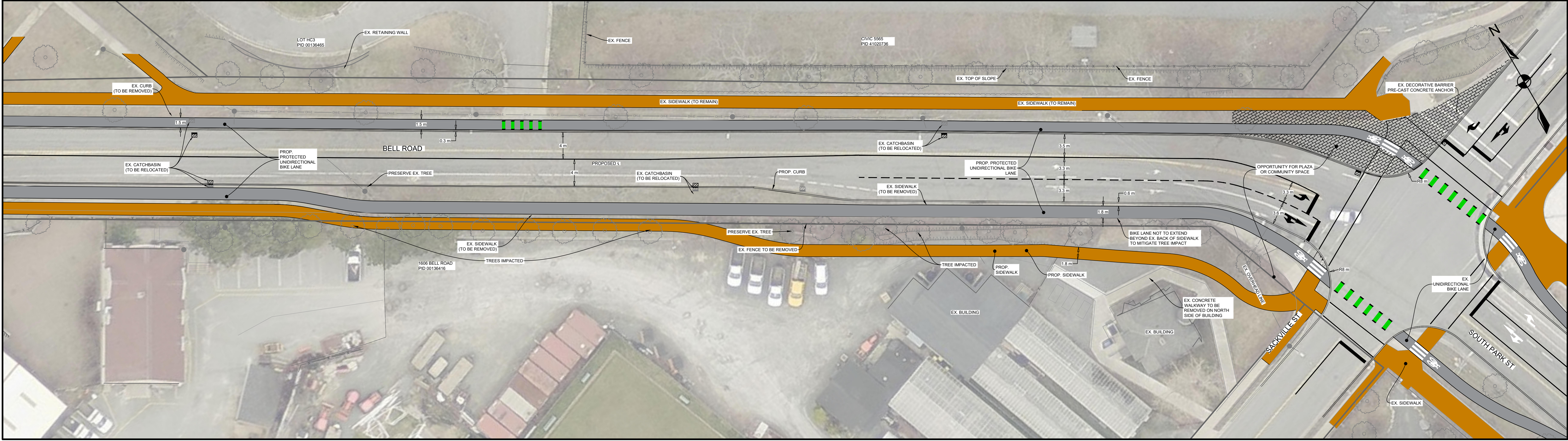
1A Concept 1A
Protected Unidirectional Bike Lanes
from Summer St. to Sackville St.

- Unidirectional (one-way) bike lanes
- No buffer between sidewalk and bike lane on the south side of Bell Rd. starting at the introduction of the right turn lane to Sackville St.
- Existing trees on southwest corner removed
- Plaza/mixing zone introduced at the north corner of Bell Rd. and Sackville St.



1B Concept 1B
Protected Unidirectional Bike Lanes
from Summer St. to Sackville St.

- Unidirectional (one-way) bike lanes
- Sidewalk on both sides of the street
- On the south side of Bell Rd., the sidewalk veers onto HRM property to accommodate the protected bike lane and existing trees
- Opportunity for plaza/community space at the west corner of Bell Rd. and Sackville St intersection (near Power House Youth Centre)
- Plaza/mixing zone introduced at the north corner of Bell Rd. and Sackville St. intersection (near Garrisons Ground)



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