

Almon Street Bike Lane Project

Spring 2017 Public Engagement What We Heard Report

Active Transportation

Transportation & Public Works



Almon Street Bike Lane Project – WHAT WE HEARD

Introduction

Planning is underway to add bike lanes and sections of shared-lane pavement markings on Almon Street to enhance safety and to continue the implementation of a network of bicycle routes in the municipality.

Halifax aims to increase the transportation options available to its residents and support the development of healthy communities. To support these broad council priorities, the municipality is proposing to add bike lanes and shared lane facilities on the 1.8 km length of Almon Street.

The width of Almon Street changes and can be divided into four segments. The type of bicycle facility being considered depends on the segment.

Segment of Almon Street	Current	Options Proposed in Spring 2017
Gottingen Street to Agricola Street	Two travel lanes and one side of on-street parking	Two travel lanes that have “single-file share the lane” bicycle markings and one side of on-street parking. No separate bicycle lane.
Agricola Street to Dublin Street	Two travel lanes and two sides of on-street parking	Two travel lanes, two painted bicycle lanes, and one side of on-street parking.
Dublin Street to Connolly Street	Two travel lanes and two sides of on-street parking	Two travel lanes, two painted bicycle lanes, and no on-street parking.
Connolly Street to Connaught Avenue	Two travel lanes and two sides of on-street parking	Two travel lanes that have “share the lane” bicycle markings and no on-street parking.

Two general options were presented to the public in spring 2017:

A) Implement a combination painted bike lanes/shared lane facility in 2017. Conduct planning for conversion to protected bike lanes in two to three years.

B) Reinstate street with no changes in 2017. Conduct planning on conversion to protected bike lanes in two to three years.

A report will be submitted to Regional Council in early 2019 to seek approval for the recommended option.

Public Engagement Overview

Public engagement for the Almon Street Bike Lane project took place in May 2017. Engagement consisted of an on-line survey available at [Shape Your City](#), between May 3-18, and a public engagement session on May 3rd. Public comments were also received through e-mail/mail.

Input was given by over 500 participants, 400 of these were via the survey. The majority of survey respondents, 70%, chose to have some type of bicycle facility; 60% chose the option to add painted lanes and shared facilities now and conduct planning for protected lanes in 2-3 years, and 10% chose to wait 2-3 years for protected facilities. Twenty-three percent oppose implementation of any bike facility.

Thirty-five percent of engagement session attendees gave positive comments about the project, 10% were negative, 31% were not clearly positive or negative, 19% proposed alternate bicycle facility types, and 5% alternate routes.

Concerns regarding the proposed facilities, with painted bike lanes and sharrows, relate to a lack of safety for cyclists. Popular suggestions for alternative bicycle facility design include:

- Implementing fully protected lanes immediately
- Adding bike boxes and conflict markings at intersections
- Using a walk/cycle shared facility
- Having a more consistent treatment along Almon Street

Participants also propose alternate routes; quieter side streets are preferred by some, while others suggest arterial roads.

Other top concerns relate to:

- Lack of pedestrian/cyclist safety due to high traffic speeds and volumes
- Loss of on-street parking
- Loss of load and unload zones
- Reduced access for the elderly and disabled

Half of the 24 public comments received via mail express parking concerns.

Over half of survey respondents, ~240 people, like that the proposed project:

- Develops an east-west cycling corridor
- Improves connection of the bikeway network
- Increases visibility for those on bicycles

Summary of Shape Your City Survey

The online survey consisted of 7 questions and ample opportunity to add comments; over 200 were submitted.

There were 884 visitors to the survey site and 409 participants, giving a response rate of 46%.

Survey Snapshot

Sixty-seven percent of survey participants considered themselves to be 'interested citizens', 62% cycle, 33% are residents, business, or property owners in the vicinity, and 11% are residents or business owners on the street (multiple answers allowed). The majority of respondents, 60% chose the option to add painted lanes and shared facilities now, and 10% chose to wait 2-3 years for protected facilities. Twenty-three percent oppose implementation of any bike facility.

The most popular project elements are:

- The development of an east-west cycling corridor in the north end
- Continued development and connection of the bikeway network
- Improved visibility for people on bikes

Top concerns relate to:

- Inadequate cyclist safety for the proposed painted bike facility
- Safety at the intersections
- Loss of on-street parking near businesses and services

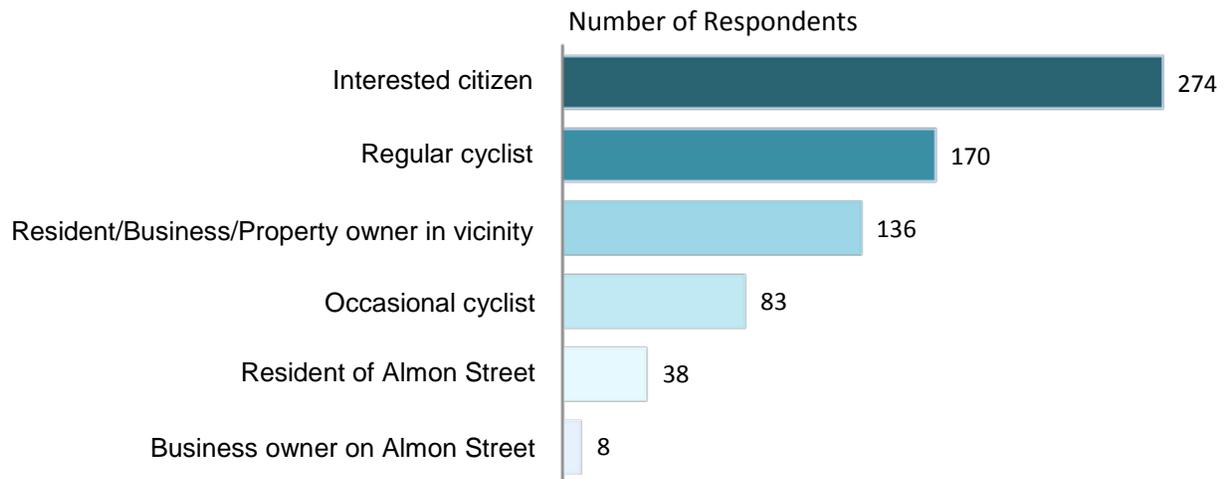
Other concerns relate to parking access for elderly and disabled, and the loss of load zones.

Frequent comments express a desire to implement fully protected lanes right away. Alternate routes were suggested by many respondents; some would prefer to use quieter side streets while others favour arterial roads. Other repeated comments relate to unsafe conditions for pedestrians, particularly at crosswalks, traffic congestion, speeding, and poorly marked intersections, especially at Windsor and Almon.

Questions

1. Please describe yourself.

Sixty-seven percent of survey participants are interested citizens, 62% cycle (regular plus occasional riders), and 33% are residents, business, or property owners in the vicinity of Almon Street, and 11% are residents or business owners on the street (multiple answers allowed). Approximately half of the 200+ comments made in the survey were left by Almon Street residents, business owners, or residents, business and property owners in the vicinity.



2. The project proposes two options. Please indicate which option you support or describe your suggested option.

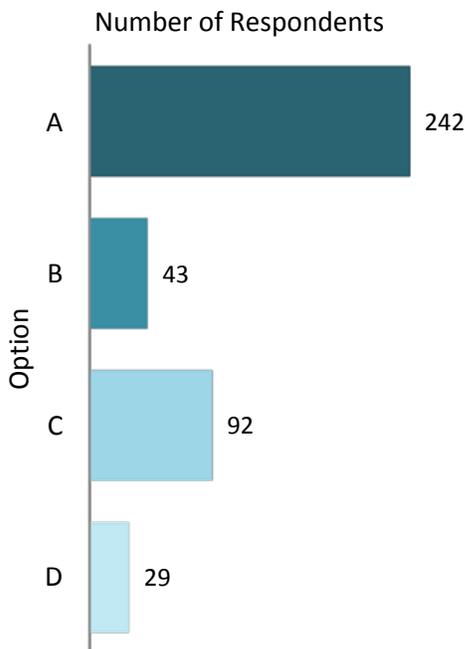
A) Implement a combination painted bike lanes/shared lane facility in 2017. Conduct planning for conversion to protected bike lanes in two to three years.

B) Reinstate street with no changes in 2017. Conduct planning on conversion to protected bike lanes in two to three years.

C) I do not support either of these options.

D) I have another suggestion for an east-west bikeway in the north end of the Halifax Peninsula.

Sixty percent of participants chose Option A, 10% Option B, 23% do not support Options A or B, and 7% had another suggestion.



The other suggestions fall into three types:

- Alternate Bicycle Routes (12)
- Alternate Bicycle Facility Design (10)
- Other (2)

Alternate Bicycle Routes

- Using shared roads on side streets for part of the east-west connection. Roads mentioned included Edinburgh, Berlin/Dublin, Liverpool, or Oak/Allan between Connaught and Windsor.
- Other route suggestions include using Young Street or North/Chebucto instead of Almon Street.

Alternate Bicycle Facility Design

- Having protected bike lanes for the entire street, or as much as possible.
- Having bike lanes but no shared-road sections.
- Keeping parking on the business sides of streets and moving the bike lane accordingly.
- Not putting bike lanes going in both directions on the same street.
- Changing Almon to a one-way street with cyclist lanes on both sides.
- Having raised and separated bike infrastructure for the entire route.

Other

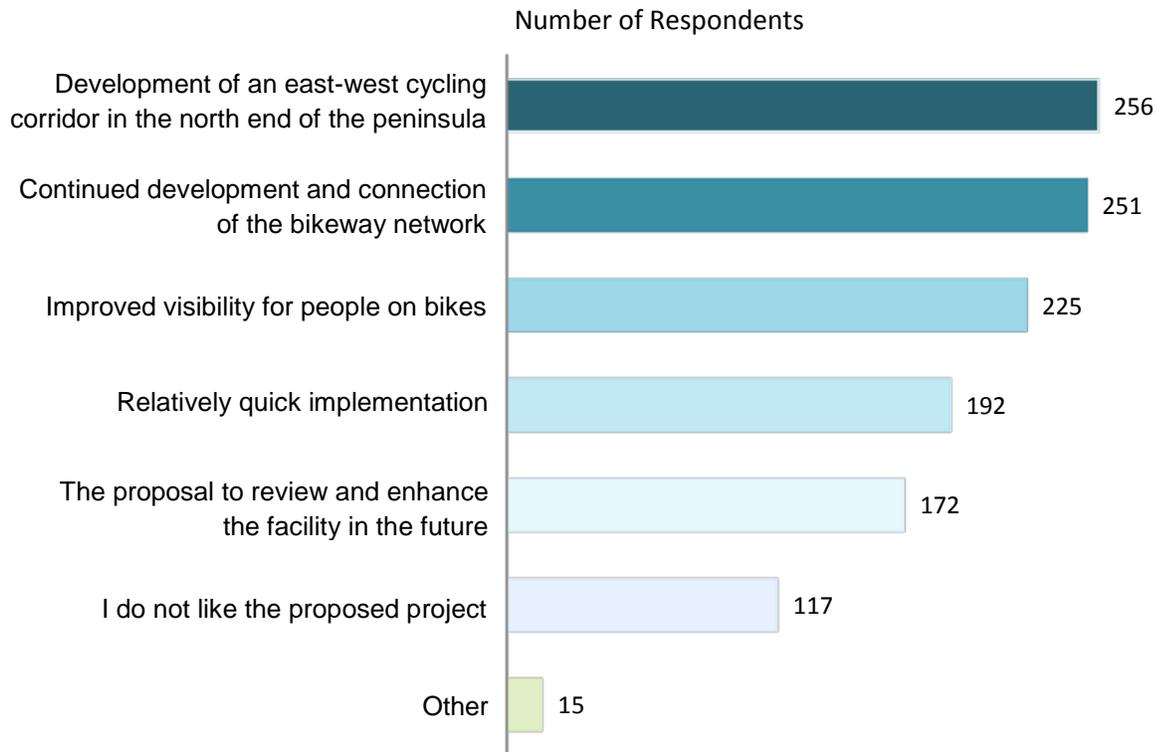
- Only have bike lanes used for cyclists from 7am-7pm, Monday to Friday.
- Do not put in any bike lanes because it only caters to a small minority.

3. What do you like about the proposed project? Check all that apply and share additional things you like.

Project elements selected by over 50% of respondents are:

- Development of an east-west cycling corridor in the north end of the peninsula (63%)
- Continued development and connection of the bikeway network (61%)
- Improved visibility for people on bikes (55%)

Additional comments have been combined with Question 7.



4. What are your concerns about the proposed project? Check all that apply. Please share additional concerns.

Top concerns relate to:

- The proposed painted bike facility not being safe enough for people on bikes (40%)
- Concern about safety at the intersections (40%)
- Loss of on-street parking near a business or service visited (26%)

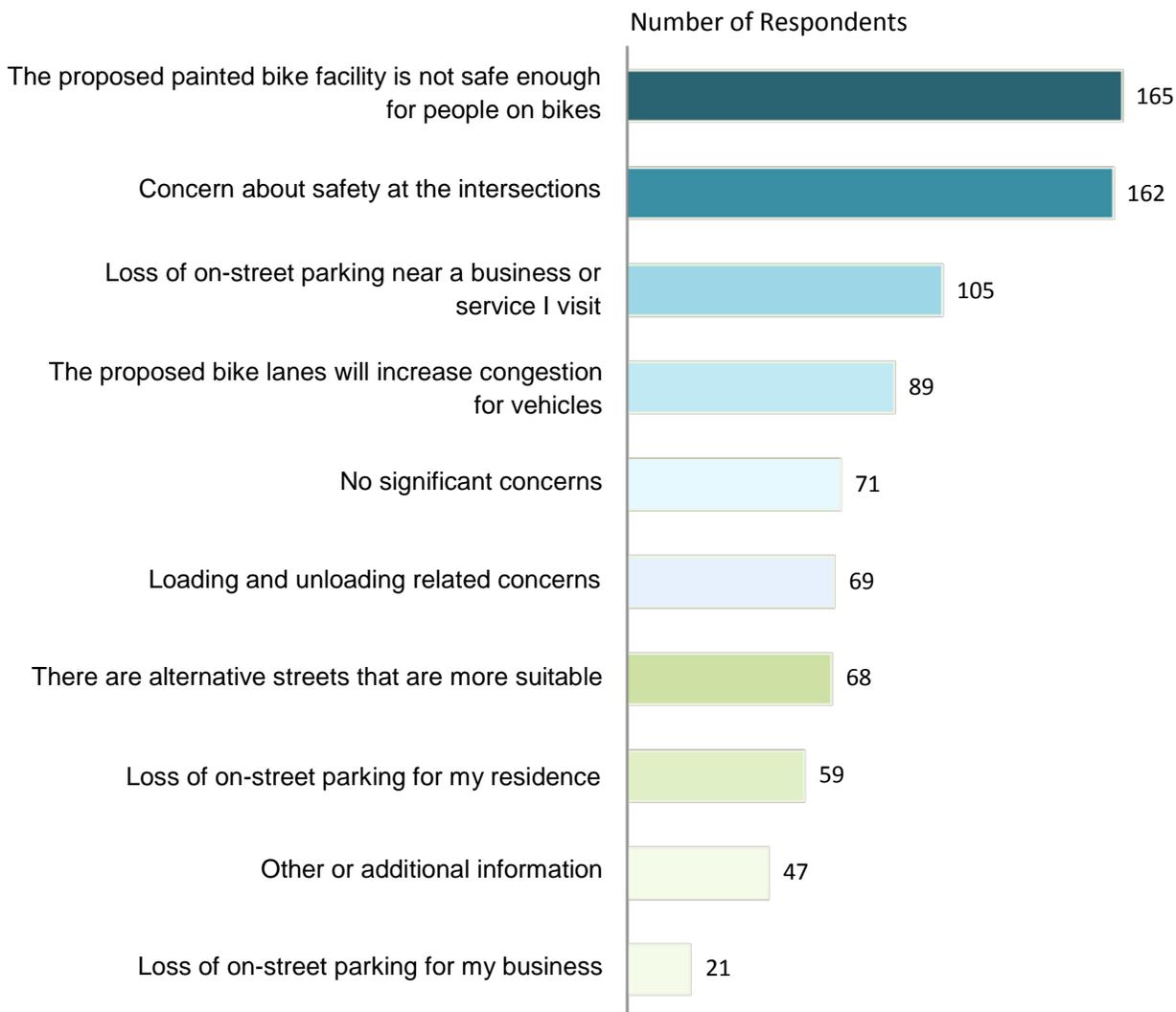
The majority of additional comments relate to safety. Other comments have been combined with Question 7.

Safety-Related Comments

Parking protected lanes should be used to increase safety and retain more of the parking. (3)

Traffic congestion and speeding along Almon St. makes it unsafe. (3)

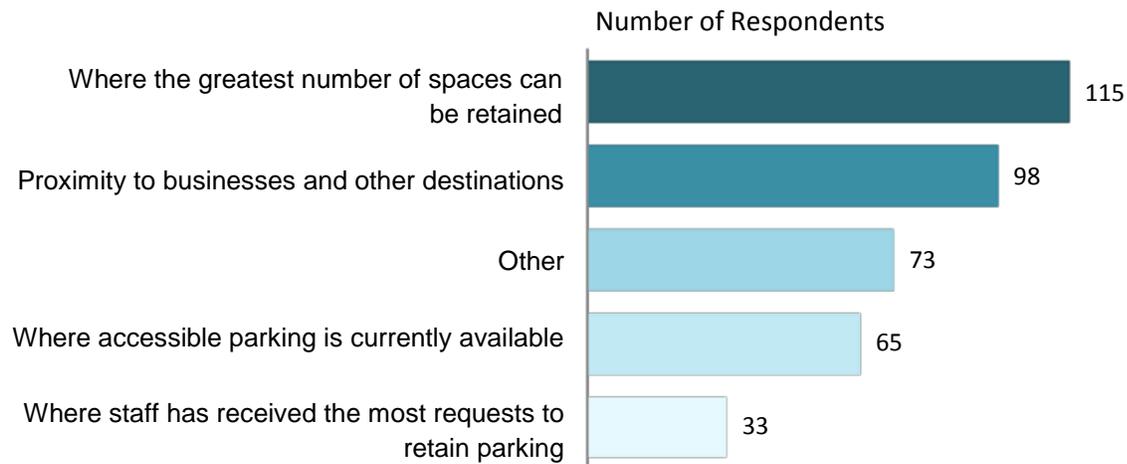
Removal of parking may increase speed of vehicular traffic and reduce cycling safety. (2)



5. There is some flexibility to retain on-street parking on the east or west side of Almon Street between Agricola and Dublin. What criteria should be considered when deciding on which side to retain parking? What other criteria should be considered?

Top criteria that should be considered regarding parking retention are:

- Where the greatest number of spaces can be retained (28%)
- Proximity to businesses and other destinations (24%)



Other comments for suggested criteria fall into five categories:

- Safety for Cyclists and Pedestrians (14)
- Don't Change the Street (6)
- Remove All Parking (5)
- Most Convenient for Disabled (4)
- Best for Traffic Flow (4)

Additional unique comments either propose alternative suggestions, are in favour of removing parking, or against removal.

Alternative Suggestions

Have rush-hour-only bike lanes.

Ban parking during peak hours or for the entire day.

Have street parking that switches sides monthly.

Ensure there is adequate side street parking.

Evaluate how loss of parking will impact each resident. Not everyone has access to public

meetings and online surveys, particularly those who are disabled, illiterate, and aged.

Evaluate how proposed changes will impact snow removal, garbage, recycling, and taxi pickup, etc.

The bike lane should be on the opposite side of the CNIB (on south side), and parking should be retained on the CNIB side.

Put parking where the city can generate the greatest revenue from meters. Install meters that accept credit cards.

Establish a trail system in the city instead.

The primary criterion should be access to high-turnover businesses.

On-street parking is a privilege and should be reserved for small businesses.

Why not have both lanes of the bike path be on one side and have parking on the other?

Provide designated on-street parking space permits for Almon Street residences that do not have their own parking.

In Favour of Parking Removal

Resident on-street car storage should be of absolutely no concern.

Studies show that increased bicycle traffic drives up attendance and sales of local businesses, therefore parking spaces near businesses is not necessary.

We should do everything to increase biking, it is healthy and does not pollute.

As someone who travels around the city by car, bus, on foot, and bicycle, it's great to see projects like this which help to calm traffic and make sure roads are safer for all users.

Businesses and homes should be responsible for their own parking. Streets are for travel, and cyclists should be protected.

I like the way that you are implementing shared lanes in some parts and separate bike lanes in others.

Ensure there are bike racks for cyclist parking at businesses.

Against Parking Removal

Even though I am a regular cyclist I oppose bike lanes in regular traffic areas as an inefficient use of parking and loading/unloading space in this city. As you can see in Europe there are other good options for crowded downtown transportation by bikes and cars.

Businesses will lose customers if there is nowhere to park.

We need more handicapped spaces.

Parking is more important than bike lanes.

Losing that much parking for a few bikers who often don't follow the rules of the road is ridiculous.

By the numbers you're talking about 10,000 cars a day and maybe 20-40 cyclists in peak hours during the summer- that's a lot of money to be spent and safety risk for less than 0.5 % of users of the road.

Losing parking may decrease property values of homes.

6. Are there, non-bike lane related issues that should be considered in the resurfacing of Almon Street? If so, please describe below.

Comments received about non-bike lane related issues fall into four categories:

- Road Conditions and Traffic (28)
- Pedestrian (24)
- Amenities (7)
- Other (7)

Road Conditions and Traffic

There are inconsistent lane markings at intersections along Almon Street which causes uncertainty. Left-hand turns should only be allowed at proper turning lanes. The lanes on Almon (heading west) at Windsor Street are dangerous as cars backed up in the straight/left-turn lane pull into the right turn lane to go straight.(7)

The street is very busy with vehicles and there is considerable speeding, the limit should be decreased to increase the amount of cycling. (ex. 30 km/hr between Gottingen and Agricola). (7)

Road surfacing isn't required right now on Almon Street.(3)

Need proper left turn lanes, with no turning allowed without lanes. (2)

Some of the traffic lights are not timed well.(2)

Need clearer markings at Almon and Robie. (2)

Almon Street should be a collector, not a regional route that allows trucks.

Road surfacing needs to be of higher quality so it lasts longer.

Put in a 4-way stop at Isleville/Almon.

Where will snow removal go with the added bike infrastructure?

It's very busy at Connaught and Almon.

Pedestrian

More crosswalks with better lighting and larger curb cuts which align properly with crosswalks are required. Adding bumpouts at busy intersections will help calm traffic and improve the pedestrian experience.(16)

Crosswalk buttons should be removed, pedestrian signals should be automatic.(2)

Corners are difficult to see around.(2)

Crosswalk signals should be well coordinated with traffic signals, minimizing pedestrian wait times.

The conditions of sidewalks should improve.

Gladstone/Almon intersection needs push buttons and bumpouts.

The Gottingen/Almon intersection is unsafe for pedestrians. Adding traffic signals or re-aligning intersection with Stadacona entrance would help.

Amenities

Enhance green space (ex. Almon/Robie and Almon/Young) and add street trees where none exist, for instance between Gottingen and Agricola.(5)

Add more garbage receptacles, benches, public washrooms, and water fountains to improve the conditions for those spending the most time on the street.(2)

Other

Increase social marketing to increase the amount of cyclists.

As a motorcyclist, I am concerned about the amount and type of paint being used. Education seems to be the more cost effective method to tackle this problem.

Add streetcar service to downtown, we need more efficient and forward-thinking modes of transit.

This is another lost opportunity that likely can't be corrected for decades when another renewal will be needed. I really encourage you to look at

<http://vancouver.ca/streets-transportation/point-grey-cornwall.aspx> as an example of how design (and consultation) can be effective in delivering an effective project.

Resurfacing is a responsibility of the city and should not be conflated with the bike/parking issues.

No street should be recapitalized without also reviewing all signage on that street. For example, update parking rule signs, ensure street name signs of side streets aren't hidden from view by the sign of the current street (happens a lot due to placement on the pole), add block numbers to the street name signs, and ensure that speed limit signs are not placed too close to "driver decision points."

7. Do you have any other comments related to the project?

Other comments are categorized as follows:

- In Favour of Project (52)
- Alternative Bicycle Facility Design (49)
- Parking (27)
- Against Project (15)
- Alternative Routes (14)
- Cyclist Regulation (9)
- Engagement (5)
- Other

In Favour of Project - Positive comments about the project. (52)

Unique Comments

Roads are public property; they are not for the personal or business use of residents or business owners who happen to be situated along the road.

Get 'er done! Provide incentives like free bicycles for multi-dwelling buildings.

The City is starting to take bike lanes seriously.

The phased approach is good as it will ease people onto the idea of bike lanes.

It would be great to have the survey and cycling related engagement sessions focus less on the loss of parking and more of what we are gaining.

The more safe infrastructure we have for people to bike the more people will feel comfortable cycling.

Almon Street is a perfect candidate for the project. It's not busy and it will provide access for cyclists to get downtown.

Alternative Bicycle Facility Design - Alternative, less confusing, treatment would be better such as completely protected lanes, parking protected lanes, bike boxes, or a multi-use trail. (49)

Unique Comments

Infrastructure types need to be consistent.

Would like to see an option to add barriers earlier than 2-3 years.

Sharrows are unsafe. Cyclists should be permitted to ride at low speed (5-10 km/hr) on sidewalks, yielding to pedestrians.

Can we not widen the road to accommodate protected bike lanes by narrowing sidewalks or taking a sidewalk out on one side.

Develop a strategy with one-way streets where cycling lanes are running the opposite direction so travellers have better eye contact.

Ultimately this needs to go back to the drawing board, backed by a real commitment from Council to appropriately fund safe, usable, cycling infrastructure. Please figure out how to protect these lanes and then come back and construct something amazing. If you move

forward with this plan no one will be satisfied with the result.

We know that sharrows are not understood, not respected, and do contribute to safe cycling. Do what it takes to make the Almon Street bike lane a safe, protected lane. Take out all of the parking, if need be.

Separated and truly protected bike lanes are a necessity in the age of climate change. If we want more people on bike and less in cars then implement a proper network of bicycle infrastructure.

We need more than half-measures when it comes to cycling infrastructure. It is time to start taking these facilities seriously. HRM doesn't build partial roads or partial sidewalks and then come back in a few years make them actually useful. Let's get some established standards for cycle infrastructure, and then build it right from the start.

Why not have a dedicated bike lane between Connelly St. and Connaught Ave., with the parking removed there is more room; this would be safer than a sharrow.

Parking - Concern about loss of parking and access for elderly, disabled, and drop off zones, particularly at Christopher Allan's Preschool. (27)

Unique Comments

By losing on-street parking we're losing safe play space for children on driveways.

Justify the removal of parking by adding full protection and increasing the number of cyclists.

Please hold your ground against parking space fury that you're sure to meet. This work is important in making sure we wean ourselves from dependence on parking spaces.

We focus too much on the parking issue. We should also bring up data that shows improved business outcomes for having cycling lanes, but this is a long and ongoing discussion.

Misconceptions about the need for parking to maintain business should be debunked; bike parking is free.

Against Project - Feel project should not proceed because road is too busy, bike lanes are a waste of tax payers money, or that they cater to a minority. (15)

Unique Comments

I believe there is too much emphasis on bikes and not enough on widening streets so traffic can move quicker creating less pollution. Bikes slow traffic down causing more pollution. Stop this nonsense please.

There are already provisions for a 1 m buffer around cyclists, special lanes are not required.

There should be a focus on developing better cyclists rather than separated infrastructure.

There were only 24 cyclist counted on Almon Street at Windsor during a peak period. Adding a bike lane is not going to increase the amount of cyclists. However, there are more than 24 residents and businesses who pay taxes. The bike lane is not needed, if you want a bike lane so badly, do what they do in the Netherlands; cut down curb side trees, and make the bike path between the sidewalk and the street.

Alternative Bicycle Route - Alternate route would be better such as side streets or arterials such as North/Chebucto. (14)

Unique Comments

Windsor has bike lanes. Have it connect to Connaught, which is a much larger street with better visibility. In the south end, have a lane on Jubilee that connects to Oxford going north.

Please continue the east-west corridor through Bayers Road.

Extend project to George Dauphinee with sharrows.

I really think you should be looking at Agricola as the major north-south road from Almon down to Cunard, with Agricola being made a one-way street in this section.

Please leave Connolly to Connaught alone. It will only make it more dangerous to remove on-street parking if you are not actually building a lane.

Cycling infrastructure should focus on arterial roads which could become complete streets (ex. Quinpool Rd., Connaught Ave., Chebucto Rd.).

Let cars use alternate routes. Almon is good for cycling.

Cyclist Regulation - Cyclists need to adhere to rules of the road, they should be licenced, and pay for cycling infrastructure. (9)

Engagement - Project information should have been distributed prior to the public engagement event, the public consultation period was too short (May 3-18), and notice should have been given to a wider area of residents. (5)

Unique Comments

While I appreciate the efforts that went into the meeting it was not run well, facilitators allowed certain members of the community to interrupt the opening presentation and never finished the meeting agenda. Many people remained at the tables did the work and waited for the remainder of the meeting to be completed. But at 8:30 the announcement was made to leave.

I attended the presentation at the Forum and was most impressed by the professionalism and composure of the planning staff throughout a sometimes-stressful public engagement.

Survey is biased toward adding bike lanes.

The presentation material seems skewed towards bicycle users. Demographics and active participation of bicycle community likely leads to

a distortion of public views at meetings and surveys. This should be factored into an analysis of those making comments.

Education - There is a need for better public education for motorists and cyclists. (5)

Other

Ensure there is proper signage for cycling routes, especially during winter.(2)

Add signage to remind motorists of 1 m buffer rule. (2)

Add extra parking enforcement where there are bike lanes. (2)

Coordinate the plan with multi-modal transportation.

Almon is safe for cycling as it is.

Need better road conditions.

Add one-way streets to decrease congestion.

Money should be going toward other things like water and sewer in rural areas.

We need better skilled cyclists.

I would be interested to see the results of a session focused on people and their safety.

Consider banning car movement on Isleville and along Almon between Dublin and Connolly (route for children).

Use traffic calming like raised crosswalks in sharrow sections.

The public response to the proposed changes highlights the requirement for a structured change management process whenever the city plans to change the status quo. Our city is changing and many people, who have lived relatively insular lives in our community, will have to be educated on the requirement for change in order to cope with growth and urban densification

Glendale Drive in Sackville desperately needs bike lanes. It should be given priority over this and other bike lane projects.

I see tons of texting and driving at the Windsor/Almon intersection. Let's get a camera trap set up there and catch these drivers in the act. It would reduce bike and pedestrian collisions with cars and create revenue for the city through fines.

I'd like to see progress on two other east-west projects: MacDonald Bridge access; and a safe and convenient peninsula to mainland north connection.

Please extend it to the Chain of Lakes trail at the earliest possible opportunity! Thank you very much!

The review in 2-3 years may take the lane away, this is a concern, it should remain permanent.

Other roads need resurfacing more so than Almon (ex. George Dauphinee and Peter Lowe).

Questions

Is using the bike lane mandatory or just a suggestion for bikers?

How would one safely get from Mumford Road to Almon Street?

Where will snow removal go with the added bike infrastructure?

Collisions tend to happen at intersections, shouldn't we focus on making those safer first?

I fall into the category of people who would like to commute by bike but are concerned about safety. This new route, as proposed, will change nothing for me. I feel it is still unsafe and will continue to commute by car. I'm sure it will be nice for the people who are already cycling but that is it. I think it is also possible that with the use of "sharrows" instead of actual bike lanes in two of the sections there is a risk that even existing cyclists may not use it as sharrows are likely the least preferred type of cycling infrastructure. Is there data or evidence to suggest that this type of route would result in net-new cyclists on the road?

If the section between Agricola to Dublin can be changed from two lanes and two sides with parking to two travel lanes, two bicycle lanes, and one side of on-street parking. Why can't the section between Connolly Street to Connaught Avenue be treated the same? And why not lose the parking altogether between Gottingen Street and Agricola Street?

A lot of newcomers (including me for my first few years here) don't know about the Westmount sub and how great it is to bike through to connect to Bayers, Mumford, and Chebucto. Will you be doing more to educate cyclists on their various options once they get to the end of Almon?

One can no longer shop on Windsor Street or go to the Rebecca Cohn because the handicapped on-street parking has disappeared. What has happened to the rights of the handicapped person who wants to visit and shop on the peninsula?

Summary of Public Engagement Event

Approximately 200 comments were captured from people attending the May 3rd public engagement event. The nature of the comments fell into 5 broad categories:

- Positive About the Project (35%)
- Negative About the Project (10%)
- Not Clearly Positive or Negative (31%)
- Alternative Bicycle Facility Design Proposed (19%)
- Alternative Bicycle Route Proposed (5%)

Proposed alternative routes focussed on using quieter side streets such as Edinburgh, Liverpool, and Berlin. Alternative bicycle facility designs largely mirror those suggested in the Shape Your City Survey:

- Having completely protected lanes with bollards or parked cars

- Using fewer numbers of bike lane treatments to minimize confusion
- Having only one bicycle lane on Almon (and another lane in the opposite direction on an adjacent street) in order to retain parking
- Making Almon a one-way street
- Widening the road
- Adding bike boxes and conflict markings
- Having a shared facility with pedestrians on sidewalks

Topics that received ten or more comments relate to:

- Concern over Parking and Access (30)
- Retention of Parking is Not a Concern (16)
- Safety Issues between Cyclists and Motorists (14)



Less frequently cited comments pertain to:

- Negative Comments About the Engagement Session (9)
- The Need for Education of Cyclists and Non-Cyclists (5)
- High Traffic Speeds and Volume (5)
- Environmental Benefits of Cycling (3)
- Health Benefits of Cycling (2)
- Concern over Winter Maintenance (2)
- Having Safer, Accessible Conditions for Pedestrians (2)

Unique Comments

Bicycle Facility Design and Routing

Use city-owned pathways in Westmount for AT route.

It's great that it is a straight 2 km connector and links to an existing bike lane.

Use one sidewalk for a bike lane.

Extend separated lane all the way to Gottingen.

Need a dedicated bike lane from Dublin to Agricola. Too much commercial traffic and vehicles coming out of larger businesses like Rona.

Traffic lights need to be bike friendly.

Like the multiple intersection options.

Continue sharrows to George Dauphinee Avenue; the best connection west to Shopping Centre.

Have a dedicated bike lane up to Dublin (businesses / industrial / traffic). Dublin to Oxford is quiet and a bike lane may not necessary.

Great to hear about George Dauphinee and link to trail.

Parking

Make parking spots in the verge (portion of thoroughfare between boundary of roadway and adjacent property line).

Perhaps arrangements with the Forum could alleviate the loss of parking places.

The vast majority of upset people live on Almon between Dublin and Connaught. Please focus on that section as it has the largest impact and the largest change.

Concern that the parking lot at Ardmore Park will be used for "surplus" residential parking.

On-site parking needs to be revisited from Dublin to Connaught to balance the needs of the businesses and homes in the area.

Consider an off-street parking lot to off-set on-street parking loss close to business cluster.

Why can't there be one lane of parking on street from Dublin Street to Connaught Avenue? Is there enough room to accommodate at least some on-site parking in this area?

Parking is not heavily utilized west of Dublin Street; all houses have driveways.

Consider removing parking for protected lanes from Windsor to Agricola Streets.

For the record, I would like to state that the HHC had valet parking for this meeting.

CNIB must maintain its parking.

Safety

With protected bike lanes there will be no space for emergency response vehicles to park.

Appropriate, safe bike network for "all ages and abilities" will require sidewalk real estate so focus on bike/pedestrian safety.

A designated bike lane brings awareness to drivers to almost always expect cyclists on that street, so drive defensively.

Engagement

Good work guys! It would have been really helpful to have printed out maps for each table so that participants can mark them.

Give people more time to express opinions at events such as this.

Good presentation. When discussing statistics on current bicycle ridership, you might try countering criticism of the relatively low numbers by presenting projected/latent demand for cycling infrastructure.

Other

Thank you for considering health care costs and active transportation.

As a senior who walks, I would like to see recycled wood pallet chairs at various points along the street - where locals are encouraged to build DIY. Also, in front of post office I would love to see IKEA's free download planter be built

so locals can share in the bounty of fresh veggies (or flowers).

Wait. This project should wait. Repaving of street must have monitors for blind and accessible.

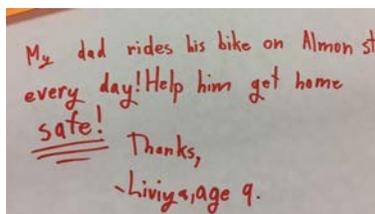
I would view a bike lane as an amenity. Other studies might show that bike lanes improve property values. See complete streets Golden Horseshoe.

Property values decrease, taxes increase.

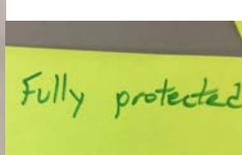
Grandfather apartment building with free bus passes for 20 years for tenants.

We need people to get out of their cars. We need more park and rides to reduce car traffic in HRM. Shuttle business patrons from Sobey's parking lot to Almon and/or Windsor Street businesses.

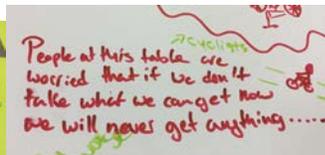
Transit needs to be involved. People don't get out of cars without an option.



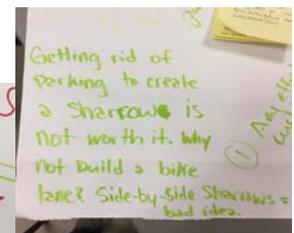
My dad rides his bike on Almon st. every day! Help him get home safe! Thanks, -Livia, age 9.



Fully protected



People at this table are worried that if we don't take what we can get now we will never get anything.....



Getting rid of parking to create a Sherrow is not worth it. Why not build a bike lane? Side-by-side Sherrows = bad idea.

Questions

How are cyclists to get to Almon Street from outside areas?

How long will it take to resurface Almon Street?

Is the 24 bikes per hour averaged over the entire year or just peak months? I feel that not clarifying this in the presentation was irresponsible, should that be a figure from peak months only.

Who owns the street in front of their house, the residents or the people of the city (municipality)?

Could the travel lane be reduced, down to 3 metres?

Do Councillors or staff have any conflict of interest by being part of cycling coalition?

How can you fit a protected bike lane at the bottom of Almon Street if we can't fit a painted lane now?

Why is sidewalk space not part of the right-of-way available for consideration?

Summary of Additional Public Comments

Twenty-four individuals wrote letters or made phone calls regarding the proposed bicycle facility on Almon Street. Half expressed concerns about loss of parking and access to the neighbourhood, eight were generally positive about the addition of bicycle infrastructure, and several had suggestions for alternate bicycle facility design. Similar to feedback from the survey and engagement event, alternative suggestions focussed on having protected bike lanes right away, not using sharrows, and using the space for cycling during the day and parking at night.

Unique Comments

Parking

At very least, this proposal should be put on hold until further study on the effects on this area is better considered.

Multi-unit properties between Connaught and Dublin require on-street parking.

This might turn Deacon Street into a full time parking lot.

If there is a bike lane and parking on the same side of the street how can one see the markings in winter?

Engagement

At the public information session on Wednesday, May 3rd, the audience was only given ten minutes to put forward questions and concerns about the presentation of the proposed changes. Ten minutes and then they were cut off in order to stick to the agenda. That fact screams to me that the committee was not at all interested in getting legitimate feedback.

Why was a discussion not opened in the Fall when there was more than a few weeks to peak paving time?

I found the presenters to be very biased (I guess it is their jobs) and therefore very closed to anything other than "this will happen"; in spite of saying they were merely gathering input.

I appreciate and recognize the real concerns people may express about traffic and parking, the tone and disrespectful conduct of some of the participants at last night's community meeting ought to give the city confidence in pursuing its plan and that the objections to it ought to be taken with a reasonable skepticism.

Other

Yesterday was the 4 year anniversary of the death of Joanna Dean, a grade 1 teacher at St. Catherine's school. She died in a collision with a car biking home after school. She would have travelled down Connolly to Almon to Gottingen, and across the bridge minutes before she died. It would be lovely to see this bike lane made a reality and named in her honour.

I am writing you to express my support for the proposed bike lanes on Almon. I believe that this city is in desperate need of more awareness of sustainable transportation and healthy living.