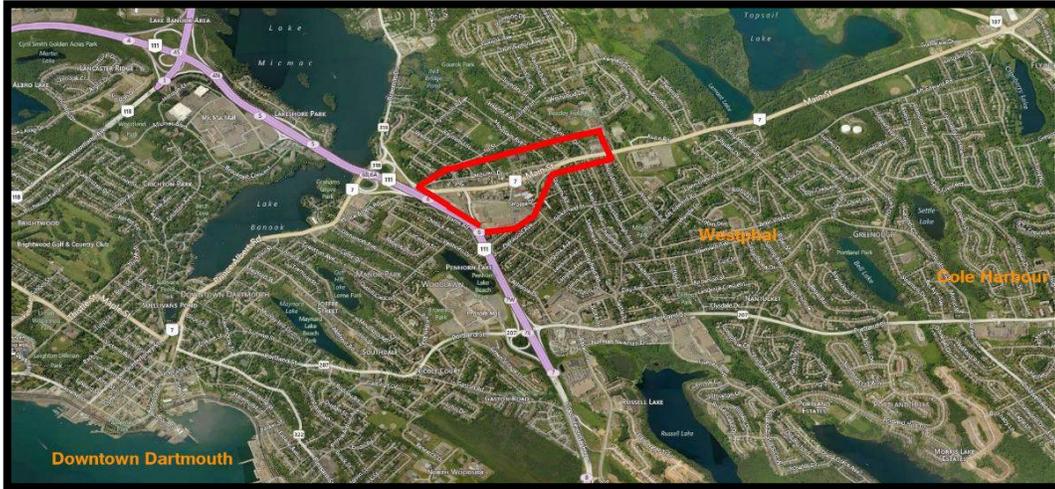


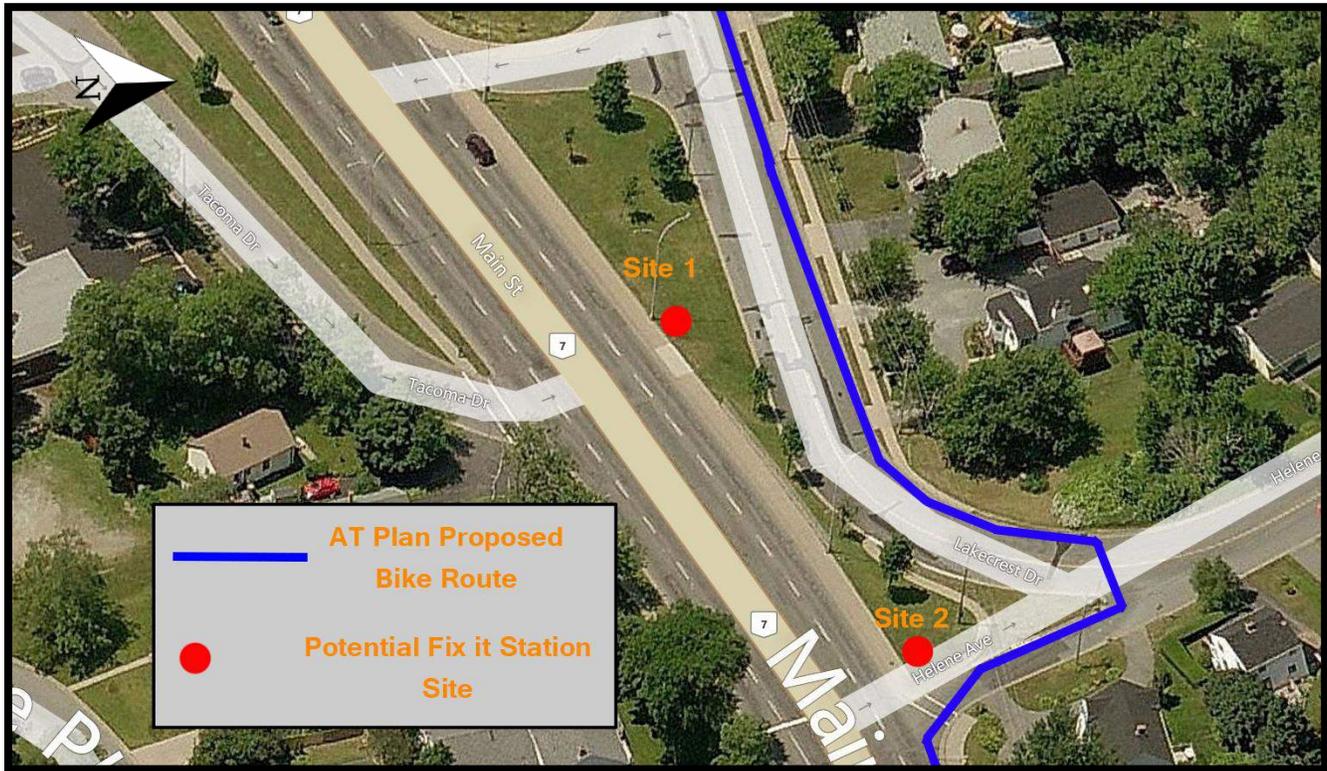
Ideal site for first bicycle “fix it” station- Quick Fact Sheet
Main Street Business Improvement District (BID)

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July 7, 2015



Location of the Main Street BID within Dartmouth, Nova Scotia



Proposed locations of bicycle fix it stations and proposed HRM AT Route (blue)

Location within area: The bicycle fix it station should be placed on the municipally owned park which is bordered by Main Street to the south, Helene Avenue to the east and Lakecrest Drive to the north. This will place the fix it station beside the Active Transportation Route proposed in the HRM 2014 *Making Connections* Active Transportation Plan (pictured above).

Alternatives: Placing the fix it station in another location is not acceptable at this time. The fix it station should be placed as close to the proposed HRM AT route as possible. Placing the station elsewhere will force cyclists to cross Main Street which poses a safety risk and will lengthen the time of their trip. There is severely limited municipally owned land elsewhere in the area.

Proposed sites:

Site 1:



Site 1



Site 1 is located beside a street and pedestrian light

Site 1 is on the south side of the park beside Main Street. It is well lit and on a flat surface. The angle of the hill is negligible at this point and there is enough space to accommodate the concrete pad for the fix-it station. This location would be suitable, but not ideal.

Site 1 is beside a residential neighbourhood and several businesses with many opportunities for natural surveillance.

Residential units line the streets beside the park and the proposed bike lane will go west down Lakecrest Drive



Site 2: Site 2 is on the south-eastern tip of the park. It is closest to the proposed bike route and is the most well lit at night. There are three street lights within a short distance from the site.



Site 2



Standing at Site 2 looking east

Site 2 is the ideal location for the station. It is well lit, beside the proposed AT route, an appropriate grade and highly visible both from the AT route and from Main Street.

Conclusion: Both sites meet CPTED safety standards and are located on municipal land which is an ideal location to provide such a service. Publicly owned land elsewhere in the area is severely limited. Site 2 is the ideal location for the bicycle fix it station because it meets the appropriate criteria for a bicycling fix it station location.

In the future additional fix it stations can be placed elsewhere in the Main Street area but not until this key site has been taken advantage of.