

Woodside-Shearwater Active Transportation



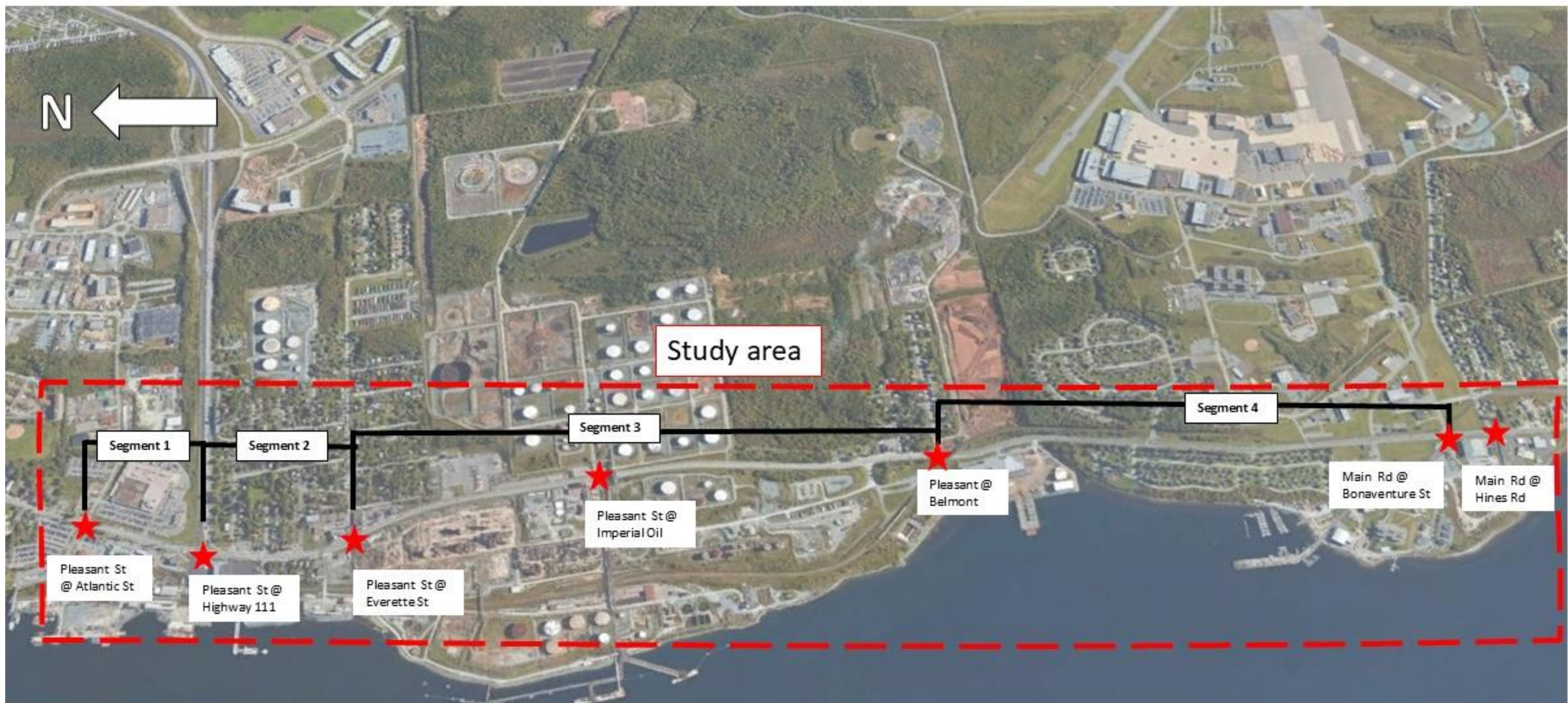
Introduction

Halifax Regional Municipality is aiming to make walking, rolling and cycling safer and more convenient in Woodside and Shearwater by:

- 1) Connecting the regional active transportation network by building a 3 km walking and cycling facility between the Dartmouth Waterfront Trail and the Shearwater Flyer Trail.
- 2) Making active transportation and road safety changes in North Woodside (on Pleasant Street) and Shearwater (on Main Road).
- 3) Adding other elements such as easier access and egress from South Woodside streets and space for trees.

This is the second round of engagement on this project. Options were shared with the public in 2023, and a preferred option was developed. This option is described on Panel 2.

A second option was developed in 2024-25. The purpose of this engagement is to share information on a new option and receive feedback.



Woodside-Shearwater Active Transportation



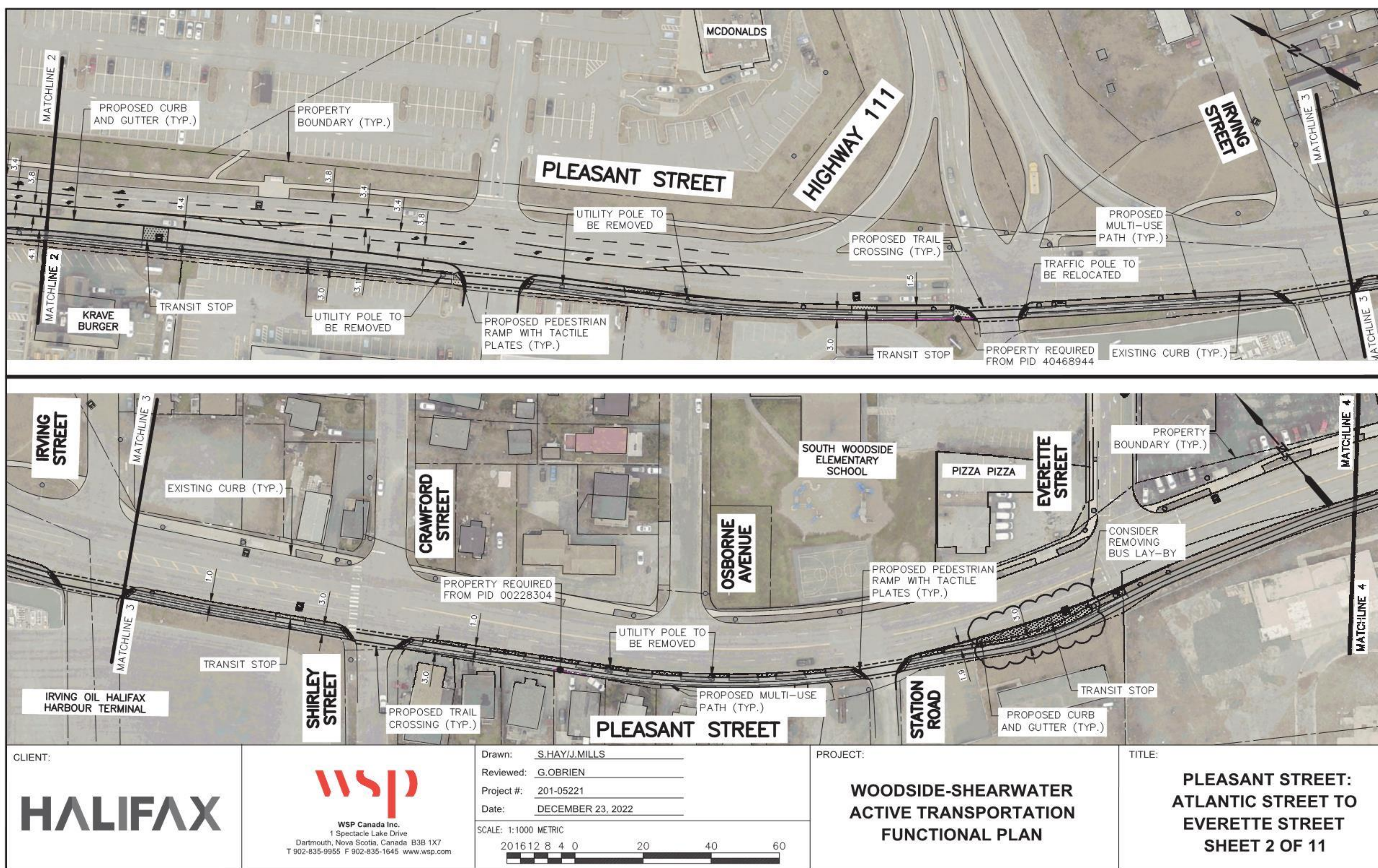
2023 Option

Between 2021 and 2023 HRM studied concepts and conducted engagement on several options. The recommended option included:

- a 3 m wide, multi-use pathway on the west side of Pleasant Street and Main Road between Highway 111 and Bonaventure Road.
- a bi-directional bikeway and sidewalk on the west side of Pleasant Street between Acadia Street and Highway 111.
- A multi-use pathway connecting to the Woodside Ferry Terminal and Dartmouth Waterfront Trail.

This option requires property acquisition and, in some locations, would be constrained with limited boulevard space.

The original study also recommended exploring another option that would convert Pleasant Street to a 3-lane cross-section with two traffic lanes and one left-hand turn lane.





2025 Option: Wider AT Facility and 3-Lane Cross-Section

A new option has been designed to understand the benefits and changes required for a wider active transportation facility with a three-lane cross-section. This option does not include Pleasant Street north of Atlantic.

There were two main reasons HRM explored this option:

1. Traffic analysis concluded that the corridor could continue to operate with similar travel times with the 3-lane cross-section.
2. Pleasant Street is ready for a major recapitalization project that involves replacing curb and resurfacing. This is the ideal time to make changes to the street.

This option includes:

- A 3.5 m multi-use pathway between the Dartmouth Waterfront Trail / Woodside Ferry Terminal and Pleasant Street.
- A bi-directional bikeway and sidewalk on the west side of Pleasant Street between Atlantic Street and Everett Street.
- A 3.5 m wide multi-use pathway between Everett Street and Bonaventure Street.
- Proposed changes to the intersections of Everett and Crawford Streets to improve left-hand turns to and from those streets.
- Reduction from a 4-lane to a 3-lane cross-section (with left hand turn lanes) between Everett Street and Bonaventure Street.
- More green space for trees.
- Minimal need for property acquisition.

Woodside-Shearwater Active Transportation



Key Features of 2025 Option

AT Facility Types

AT facilities considered for the corridor in this option included:

1. **A raised bi-directional bikeway with sidewalk**
2. **A multi-use pathway (MUP)**

The final concept includes a combination of both facilities. A bi-directional bikeway with sidewalk was generally used in areas where sidewalk currently exists. This provides separation between pedestrians and cyclists.

In areas where there is no existing sidewalk a MUP was selected as the preferred treatment because pedestrian demand in these areas is lower. A MUP will require less space than a bi-directional bikeway and sidewalk and results in fewer ROW impacts and more space for landscaping.

Construction Costs

Construction costs for this option are estimated at **\$10 Million**. Final costs would depend on more detailed design and integration of street reconstruction work.

Evaluation Criteria

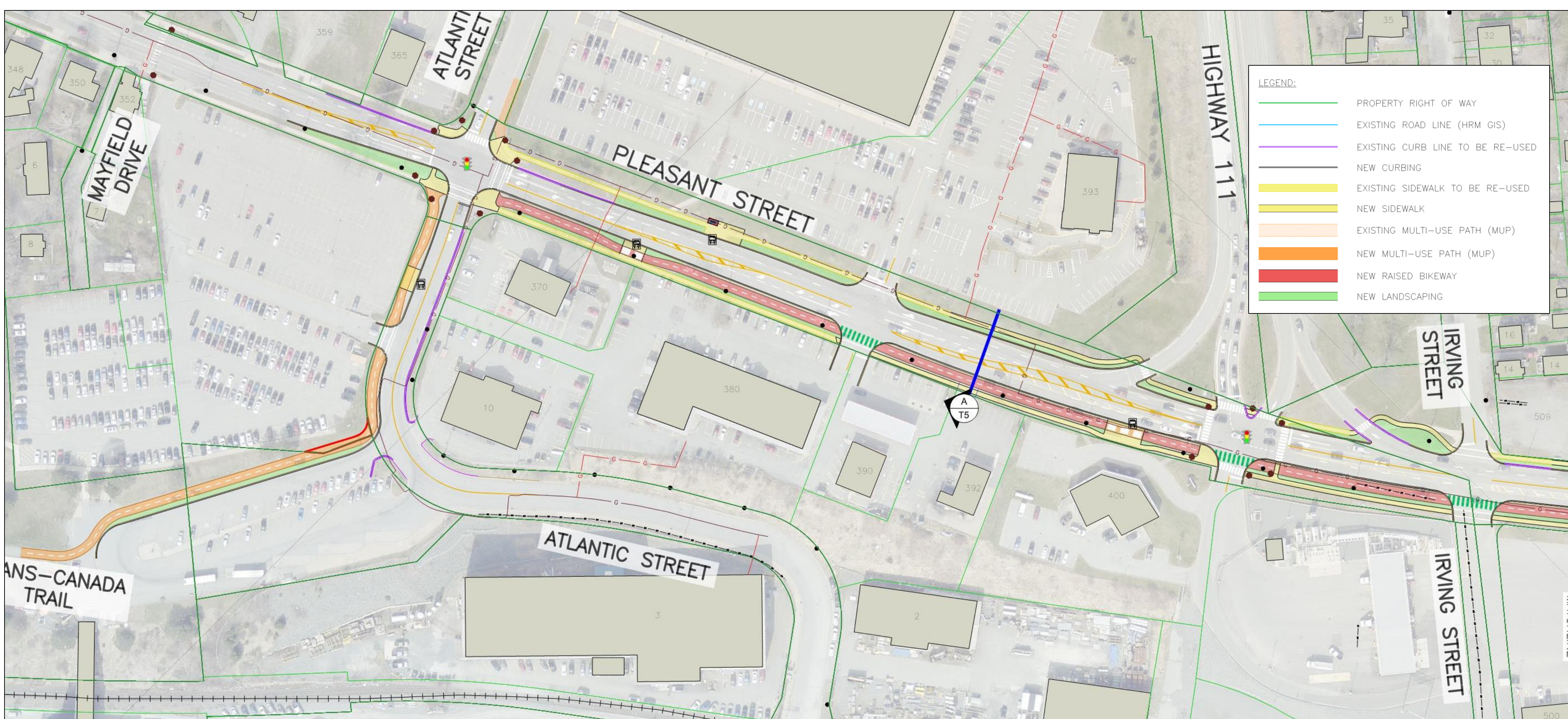
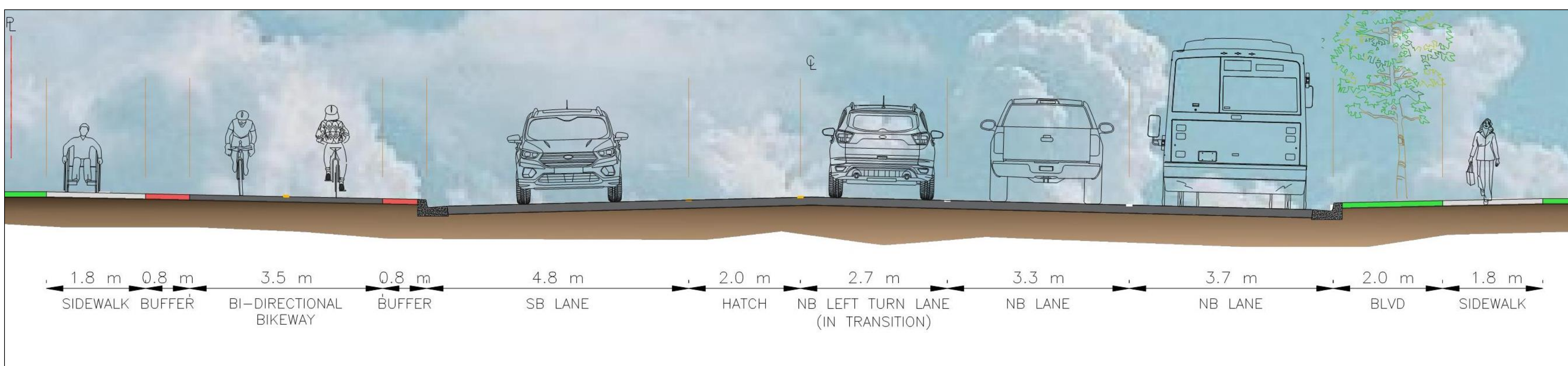
The main evaluation criteria used to evaluate the options included the following:

- Pedestrian movement
- Bicycle movement
- Transit service
- Vehicular traffic
- Truck traffic
- Trees and greenspace
- Safety and environment security
- Implementation feasibility
- Construction cost
- Public feedback



2025 Option, Segment 1: Ferry Terminal to Highway 111

- MUP from Woodside ferry terminal to Atlantic
- Bi-directional bikeway and sidewalk from Atlantic to Highway 111
- One southbound travel lane is removed from Atlantic to highway 111
- North of the Study Area Pleasant Street between Acadia and Atlantic would match the layout in the 2023 Option (bi-directional bikeway with sidewalk)

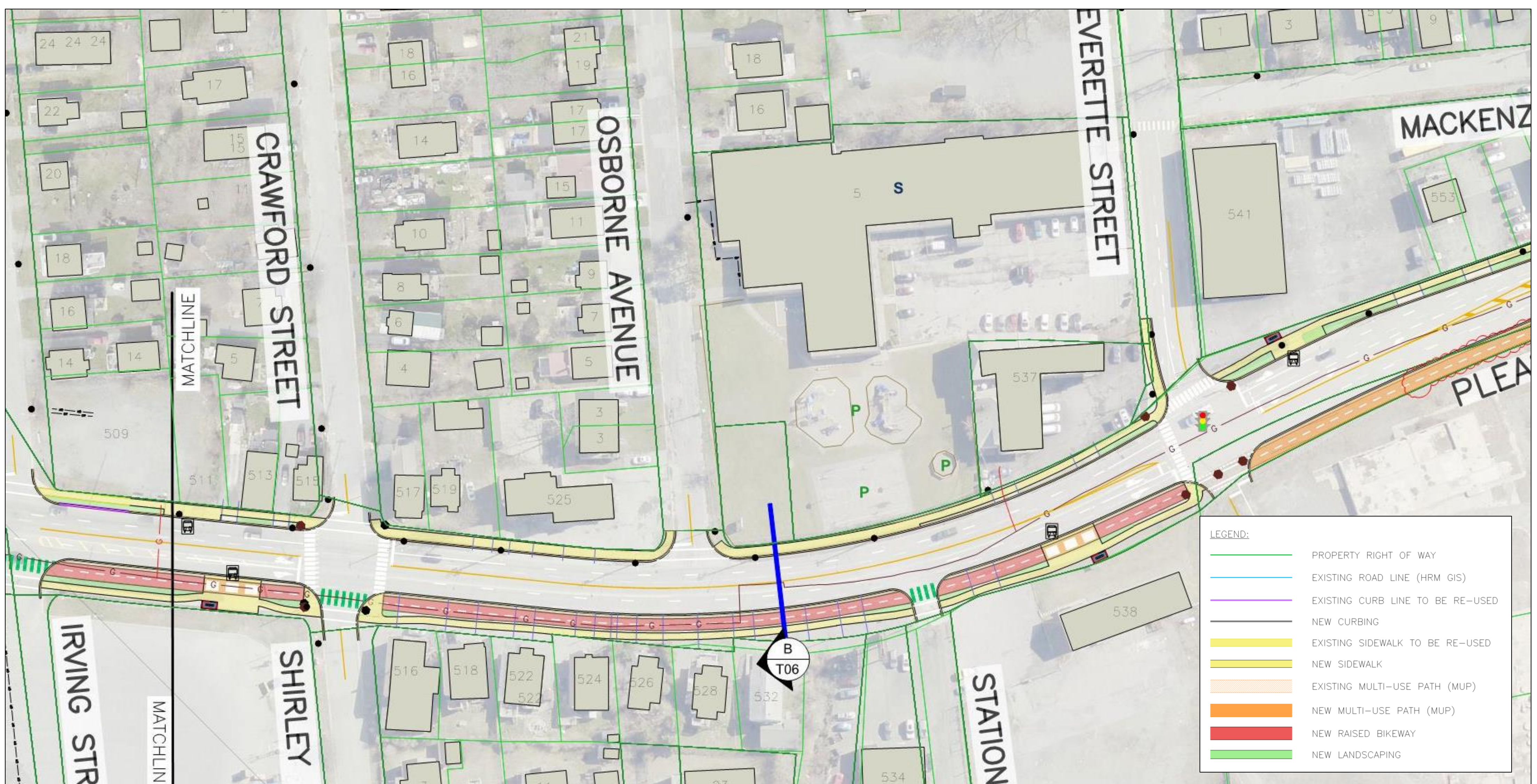
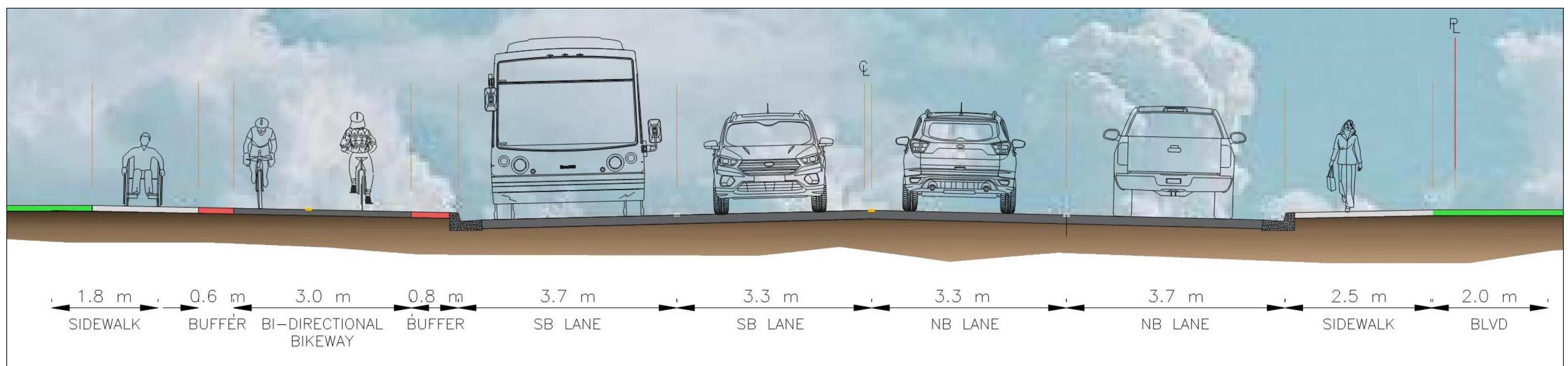


Woodside-Shearwater Active Transportation



2025 Option, Segment 2: Highway 111 to Everett

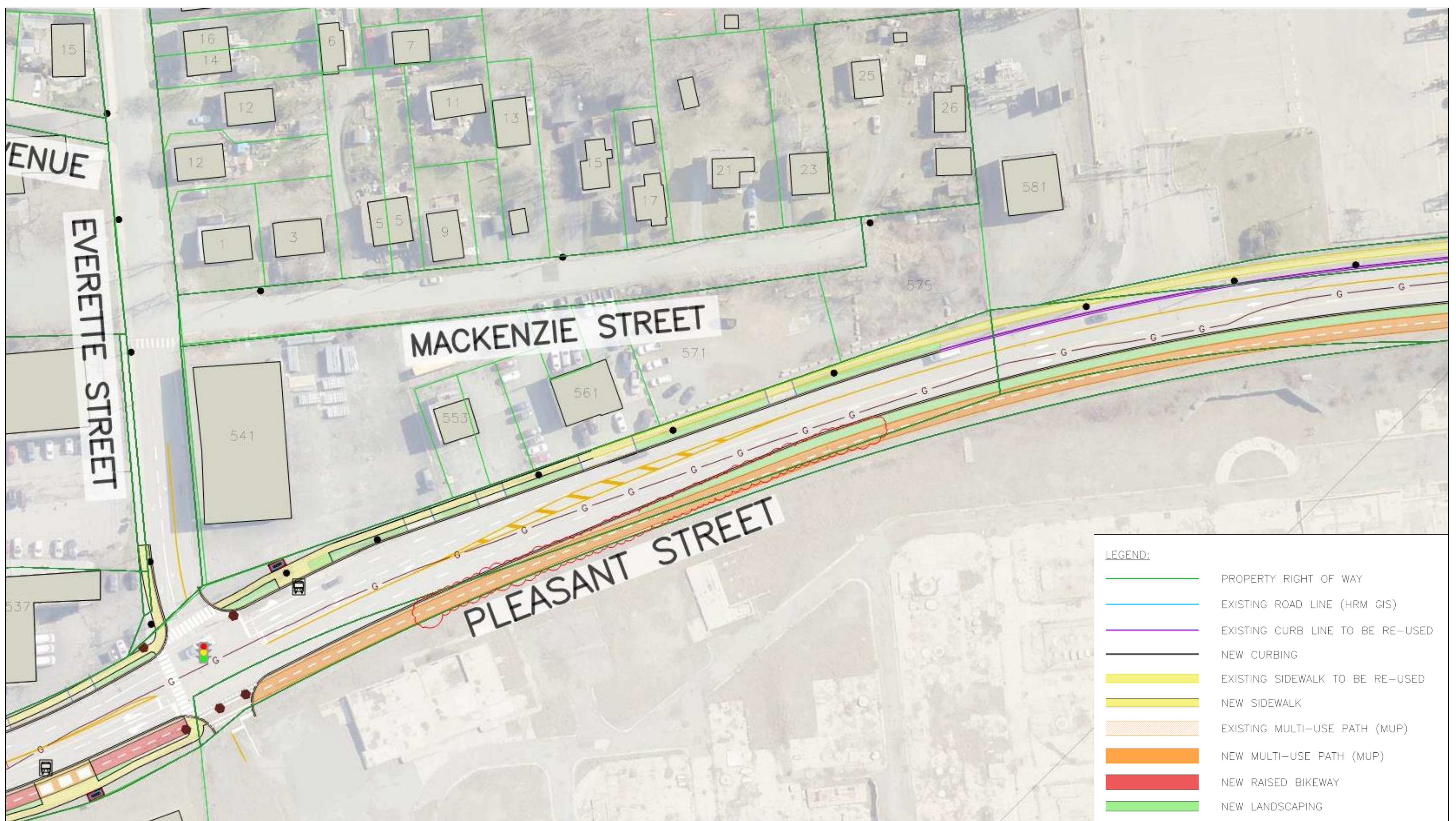
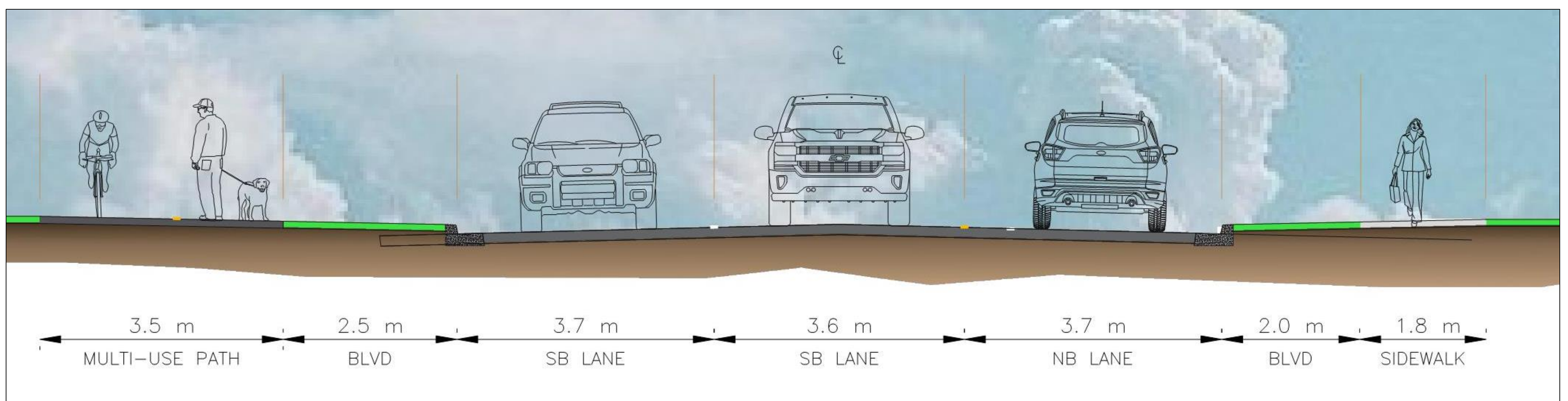
- Bi-directional bikeway and sidewalk from Highway 111 To Everett
- No travel lanes are removed between Highway 111 and Everett
 - Two lanes are required in each direction to accommodate Highway 111 traffic
- RA-5 at Crawford/Shirley would be replaced with pedestrian half signals to improve pedestrian connectivity across Pleasant Street
- Advanced left turn phase would be added at southbound approach at Everett Street to improve access into Everett.





2025 Option – Segment 3: Everette to Belmont

- MUP added along west side of Pleasant from Everette to Belmont
 - There is currently no sidewalk along west side from Belmont to Carleton
- One travel lane is removed from Pleasant Street
- Corridor is configured as two southbound travel lanes and one northbound travel lane

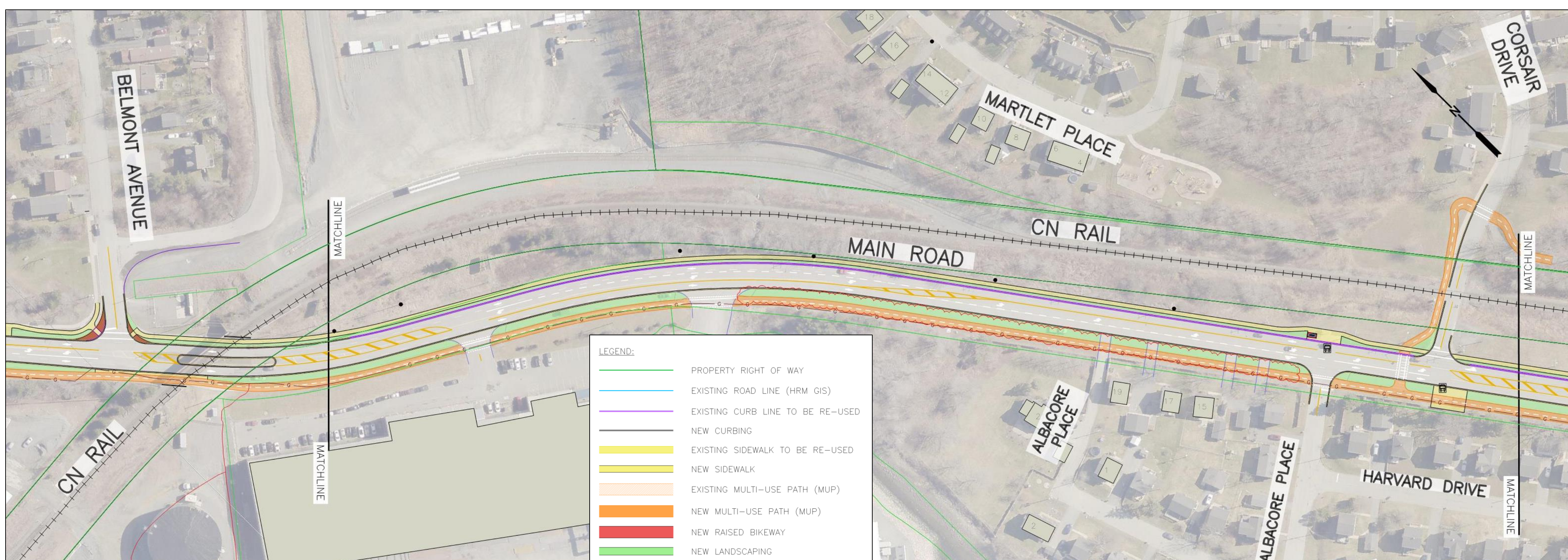
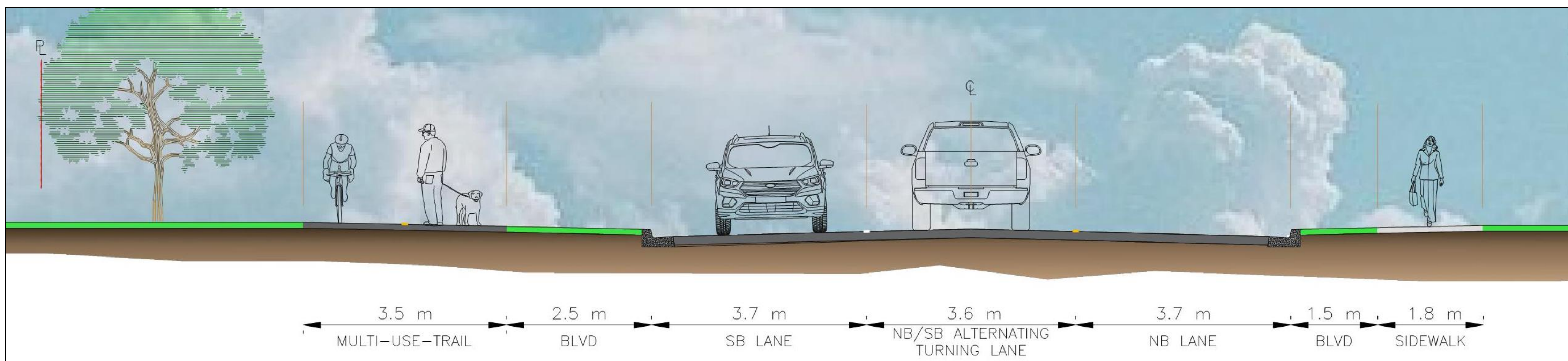


Woodside-Shearwater Active Transportation



2025 Option – Segment 4: Belmont to Bonaventure

- The 2nd southbound travel lane ends at the CN rail structure
- Main Road is configured with one travel lane in each direction with an alternating left turn lane at intersections
- MUP added along west side of Pleasant from Belmont to Bonaventure
- MUP is connected to the Shearwater Flyer Trail by:
 - Reconstructing the existing sidewalk on Corsair Drive between Main Road and the Shearwater Flyer Trail as a MUP
 - Pedestrian crossing at Corsair Drive is converted to crossside pavement markings
- Median island north of CN Rail structure is cut back to improve truck movements exiting Belmont
- Protected-permissive left turn phases will be needed on Main Road at Bonaventure



Woodside-Shearwater Active Transportation



Impacts of Option 2

Impacts to Traffic

Synchro and Vissim results indicate the reduced corridor cross-section can still perform efficiently with existing traffic volumes. The following items were noted:

- Increased delay at the unsignalized Esso driveway between Atlantic and Highway 111.
- Delays at Highway 111 can be mitigated with updates to traffic signal timings.
- Increased delays during peak periods at Bonaventure and Hines.
 - Most notable increase of 16 – 45 sec/veh in the NB direction at Bonaventure during the AM.

With 20% future growth select movements at Highway 111, Everette, Bonaventure, and Hines will be nearing capacity. If this were to happen, these issues could be mitigated by the proposed **Shearwater-Mount Hope Connector Road**.

Impacts to Trucks

Many developments in this area such as CFB Shearwater, Cherubini, Autoport, Imperial Oil, and Irving Oil, require frequent access by large trucks. Larger commercial and institutional operations along the corridor were consulted to determine if the proposed cross-section would impact their operations. Impacts can be mitigated through communications with these abutters, maintaining existing access widths, reviewing specific truck turning-movements, and modifying accesses on a case-by-case basis as required.

Impacts to South Woodside Streets

A pedestrian half-signal would be added at Crawford and a protected left-turn phase would be added at Everette to improve access to these streets for vehicles, pedestrians and AT users.

Impacts to Transit

Accessibility will be improved at all transit stops in the study area by adding transit platforms and improved connections to sidewalk/MUP/bikeway facilities.

Impacts to AT

Provides AAA facilities along Pleasant and Main from Atlantic to Bonaventure, with connections to the Woodside Ferry Terminal and the Shearwater Flyer Trail.

Impacts to Trees

The combination of a reduced cross-section and a MUP helps minimize impacts to trees. Approximately four mature trees near Atlantic could be impacted.

Construction Costs

Approximately \$10 Million. Construction would be timed to coincide with required street rehab.



Summary and Next Steps

Summary:

- Commercial and institutional stakeholders along the corridor were engaged
- Conceptual drawings were created for a combination of bi-directional bikeway with sidewalk and a MUP
- Traffic impacts of eliminating a travel lane were assessed
- The proposed option would provide “all ages and abilities” facilities for pedestrians and cyclists while reducing impacts on ROW, trees, and utilities
- The reduced cross-section would operate efficiently under existing traffic volumes
- The corridor would start to reach capacity with 20% future growth
- Capacity constraints above 20% traffic growth would be reduced with the proposed Shearwater-Mount Hope Connector Road.

Next Steps:

- Receive public feedback
- Create a ‘What We Heard’ report
- Provide a recommendation to council
- Council approval
- Detailed Design
- Multi-year integrated construction project

Please consult the Shape Your City website for copies of these panels and an on-line survey. [Woodside-Shearwater Active Transportation Planning | Shape Your City Halifax](#)

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Corsair Drive

Crossride, MUP and Transit Stop



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Crawford Street

Pedestrian Half Signals, Bi-directional bikeway and sidewalk

