Halifax Urban Greenway Extension

Halifax Regional Municipality (HRM) is working to extend the Halifax Urban Greenway to fill a gap in the active transportation network. Currently, the Greenway ends at Beaufort Avenue and Bellevue Avenue.

This project would:

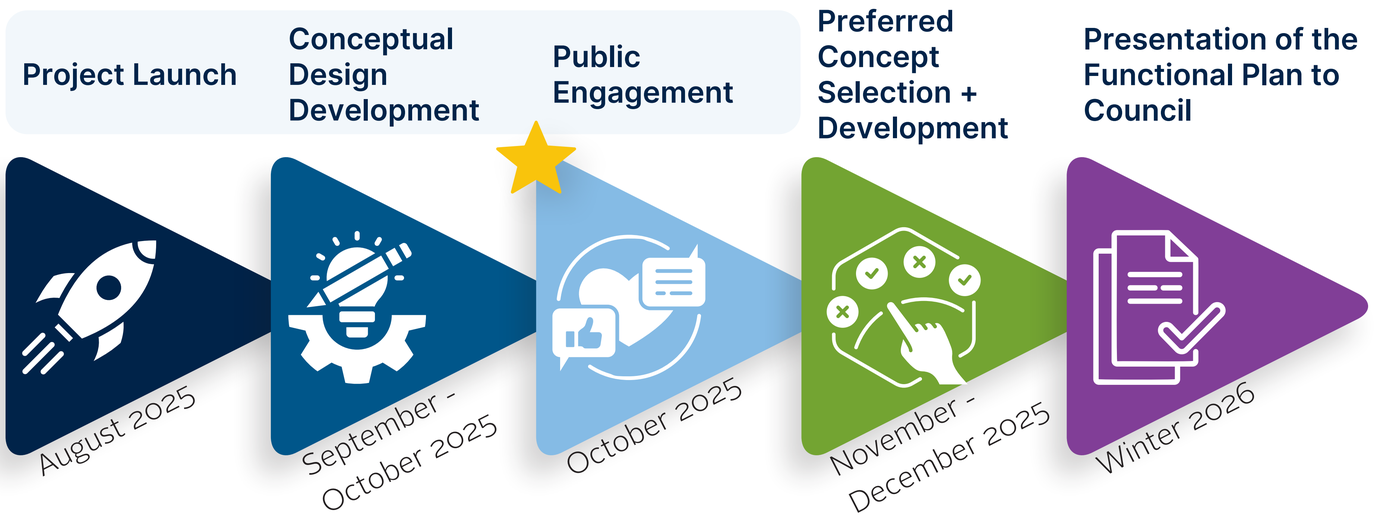
- Complete the Greenway from Bellevue Avenue to Saint Mary's University (SMU) at The Oaks.
- Create an active transportation connection from Saint Mary's University to Point Pleasant Park.

HRM is working with consultants at Englobe and UPLAND to develop conceptual designs options for potential active transportation routes.

Five route options have been developed to the "concept design" stage (10% design).

This project will take the preferred option to the "functional plan" stage (30% design)

Your input is an important part of the design process. We are seeking community feedback on the design options to help select a preferred route that will be recommended to Council.





Gorsebrook Avenue, facing eastward outside Loyola Residence at Saint Mary's University



Trails through SMU (The Oaks)



Tower Road, facing southward

Halifax Urban Greenway Extension



Halifax Urban Greenway

Halifax Urban Greenway through Saint Mary's University

HRM and its consultants are working with SMU on the design of a multi-use pathway that extends through the campus. The alignment will consider future campus development.

Extension Route Alternatives

Option 1: Active Transportation Bridge with sidewalk and Local Street Bikeway on Francklyn Street

Option 2: Active Transportation Bridge with multi-use path on Francklyn Street

Option 3: Multi-use path on Gorsebrook Avenue and Tower Road

Option 4: Local Street Bikeway on Rogers Drive and Tower Road

Option 5: Local Street Bikeway on Southwood Drive and Separated Bike Lanes on Young Avenue

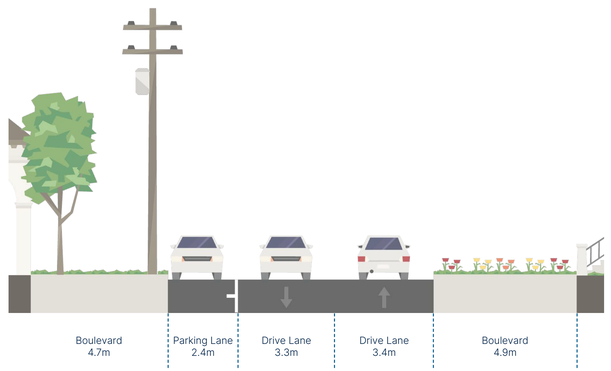
Option 1: Active Transportation Bridge with sidewalk & Local Street Bikeway on Francklyn Street

FRANCKLYN STREET

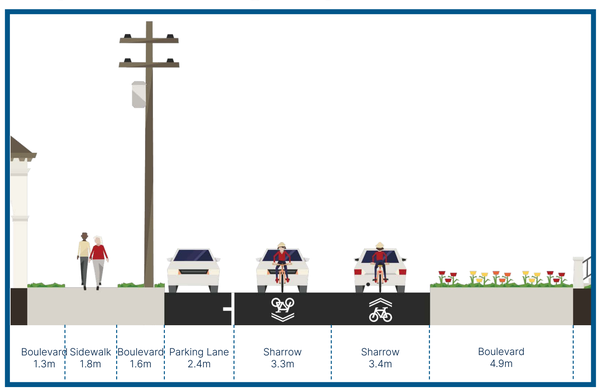
South of Pine Hill Drive



Existing conditions



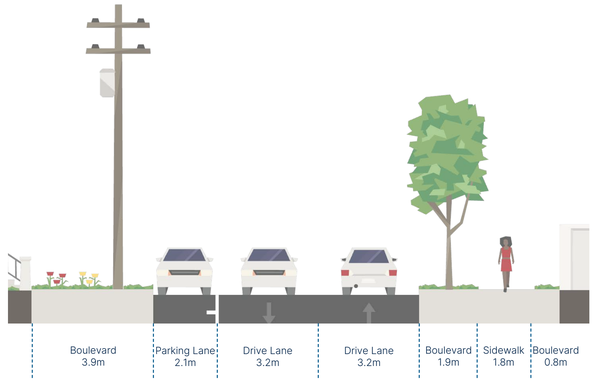
Proposed Design Options

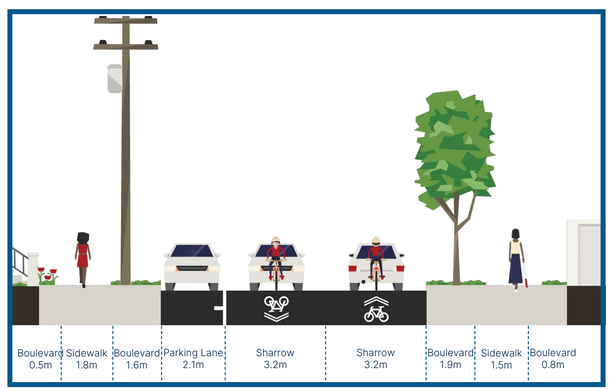


FRANCKLYN STREET

South of Point Pleasant Drive







DESIGN DETAILS

Francklyn Street South of Pine Hill Drive

- proposed 1.8 m sidewalk on the west side of the street
- bicycles and motor vehicles share the road
- on-street parking is maintained on the west side of the street
- traffic calming

Francklyn Street South of Point Pleasant Drive

- proposed 1.8m sidewalk on the west side of the street
- maintain existing 1.5m asphault sidewalk on the east side of the street
- bicycles and motor vehicles share the road
- on-street parking is maintained on the west side of the street
- traffic calming

What is your level of support for Option 1?

Support	
Somewhat Support	
Neutral	
Somewhat Oppose	
Oppose	

Additional Comments?

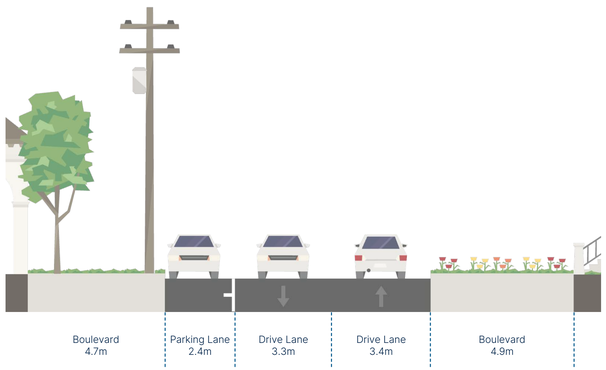
Option 2: Active Transportation Bridge with Multi-use Path on Francklyn Street

FRANCKLYN STREET

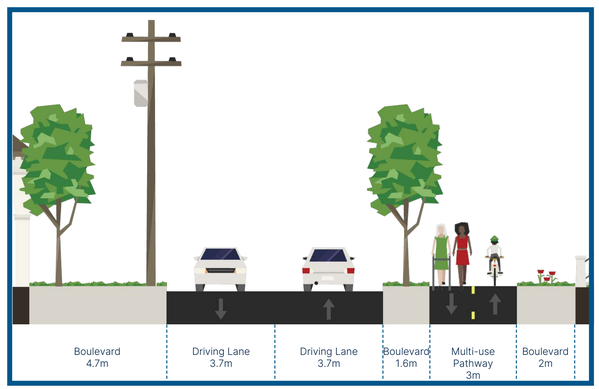
South of Pine Hill Drive



Existing conditions

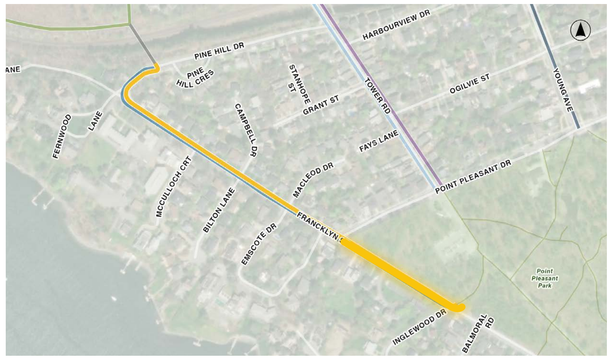


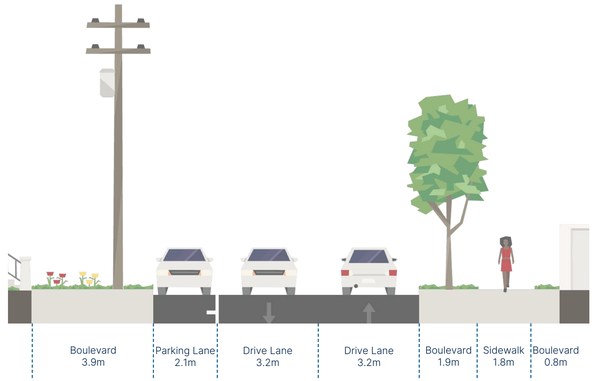
Proposed Design Options

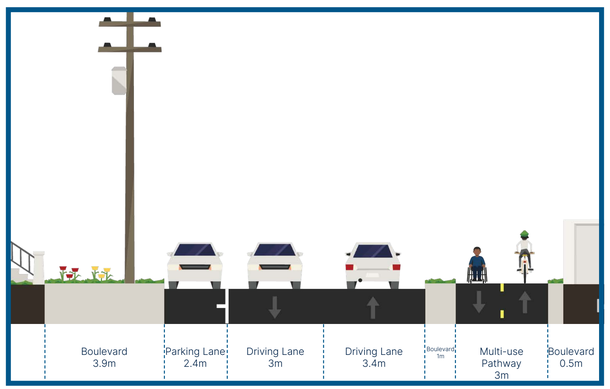


FRANCKLYN STREET

South of Point Pleasant Drive







DESIGN DETAILS

Francklyn Street South of Pine Hill Drive

- proposed multi-use pathway on the east side of the street
- on-street parking removed

Francklyn Street South of Point Pleasant Drive

- proposed multi-use pathway on the east side of the street, replacing existing sidewalk
- on-street parking is maintained on the west side of the street OR a wider boulevard is provided to replant trees

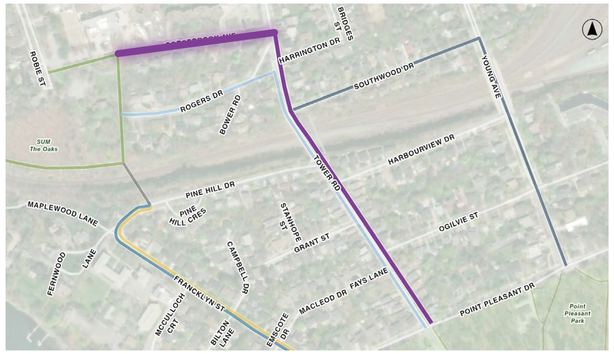
What is your level of support for Option 2?

Support
Somewhat Support
Neutral
Somewhat Oppose
Oppose

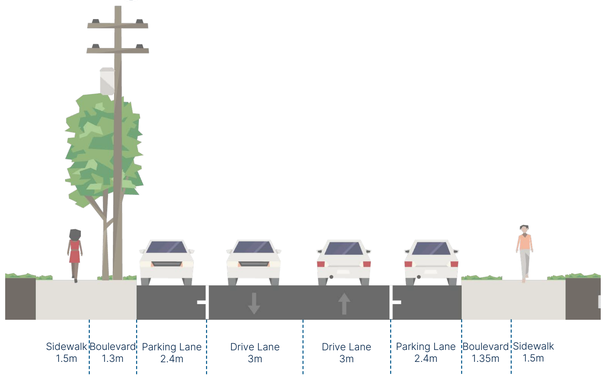
Additional Comments?

Option 3: Multi-use Path on Gorsebrook Avenue and Tower Road

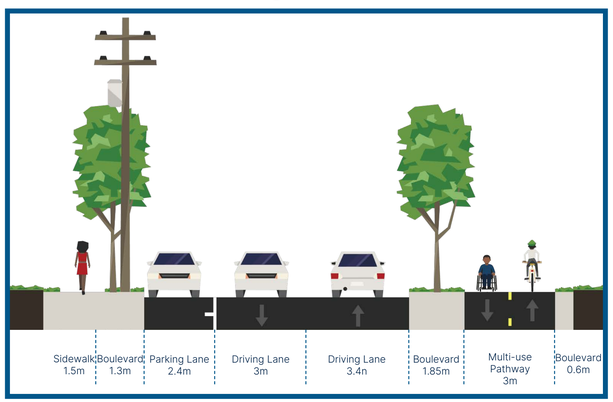
GORSEBROOK AVE



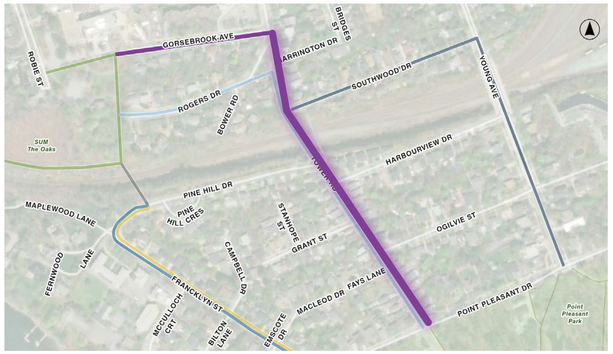
Existing conditions

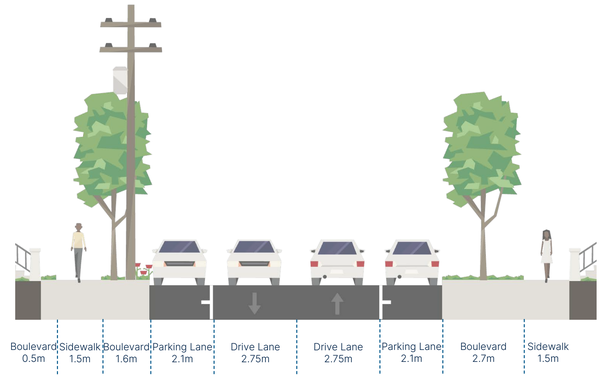


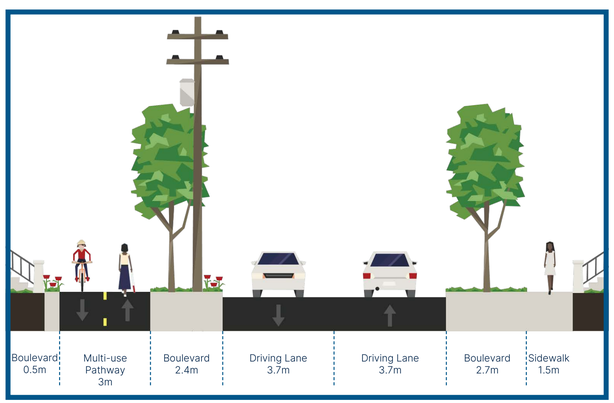
Proposed Design Options



TOWER ROAD







DESIGN DETAILS

Gorsebrook Avenue

- maintain existing 1.5 m sidewalk on south side of the street
- proposed 3 m multi-use pathway on north side of street
- on-street parking is retained on the south side of the street
- two-way motor vehicle lanes

Tower Road

- proposed 3 m multi-use pathway on west side of the street
- maintain existing 1.5 m sidewalk on the east side of the street
- two-way motor vehicle lanes
- on-street parking removed

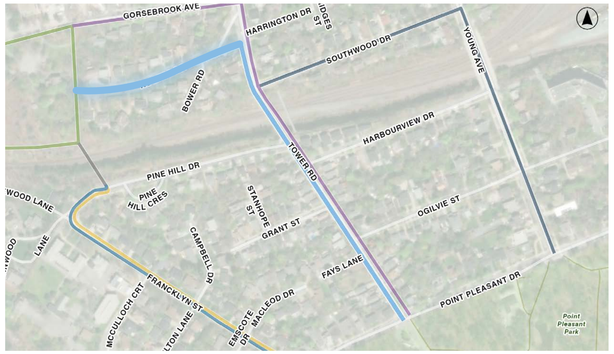
What is your level of support for Option 3?

Support	
Somewhat Support	
Neutral	
Somewhat Oppose	
Oppose	

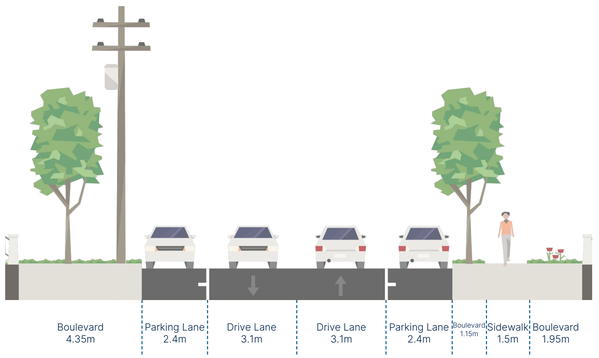
Additional Comments?

Option 4: Local Street Bikeway on Rogers Drive and Tower Road

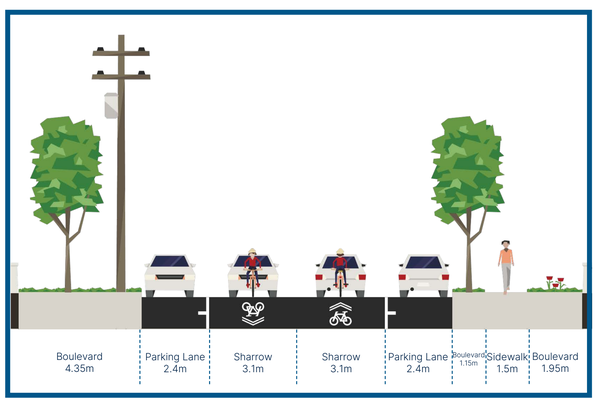
ROGERS DRIVE



Existing conditions

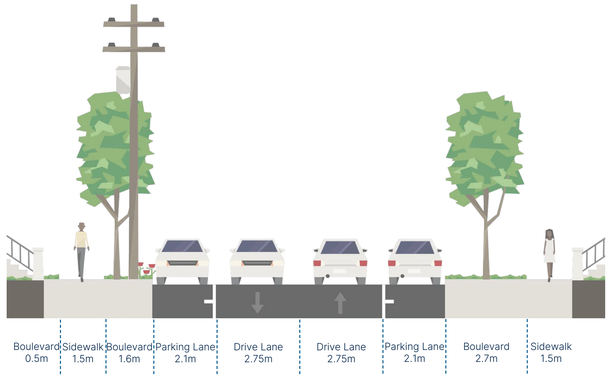


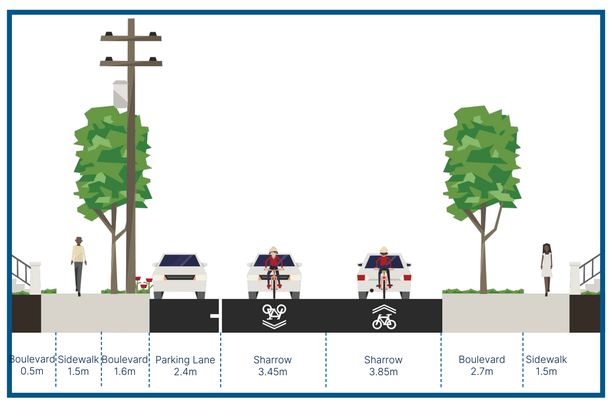
Proposed Design Options



TOWER ROAD







DESIGN DETAILS

Rogers Drive

- bicycles and motor vehicles share the road
- on-street parking on both sides of the street is retained
- maintain existing 1.5 m sidewalk on north side of the street
- proposed short multi-use pathway to connect Rogers Drive to Tower Road

Tower Road

- bicycles and motor vehicles share the road
- on-street parking is retained on the west side of the street
- maintain existing 1.5 m sidewalks on both sides of the street
- traffic calming

What is your level of support for Option 4?

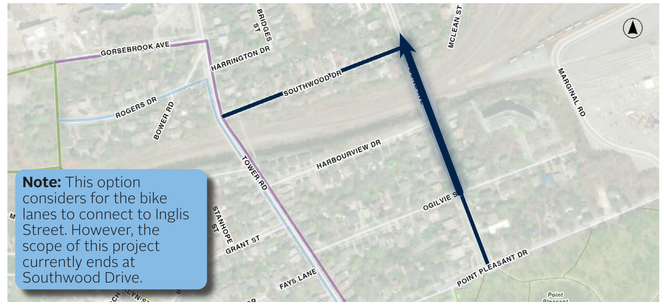
Support	
Somewhat Support	
Neutral	
Somewhat Oppose	
Oppose	

Additional Comments?

Option 5: Local Street Bikeway on Southwood Drive and Separated Bike Lanes on Young Avenue

YOUNG AVE

North of Ogilvie

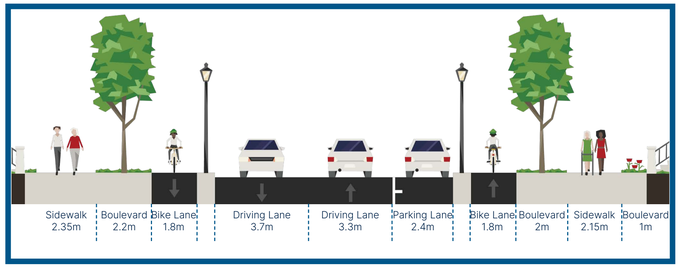


Existing conditions

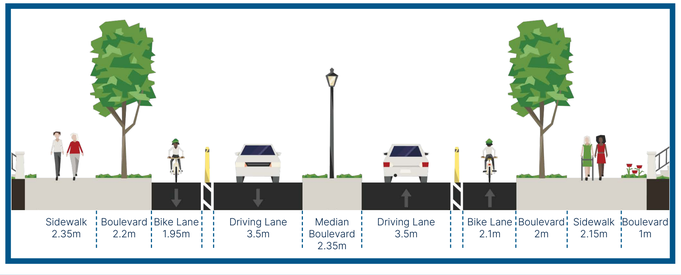


Proposed Design Options

REMOVING MEDIAN



REMOVING PARKING



DESIGN DETAILS

Young Avenue North of Ogilvie

2 design options are being considered for this corridor.

Uni-directional Bike Lanes, Removing Centre Median

- proposed protected uni-directional bike lanes on both sides of the street.
- on-street parking is retained on one side of the street.

Uni-directional Bike Lanes, Removing Street Parking

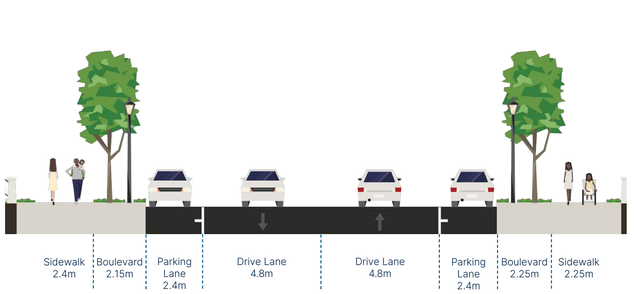
- proposed protected uni-directional bike lanes on both sides of the street.
- centre median is retained

YOUNG AVENUE

South of Ogilvie Street

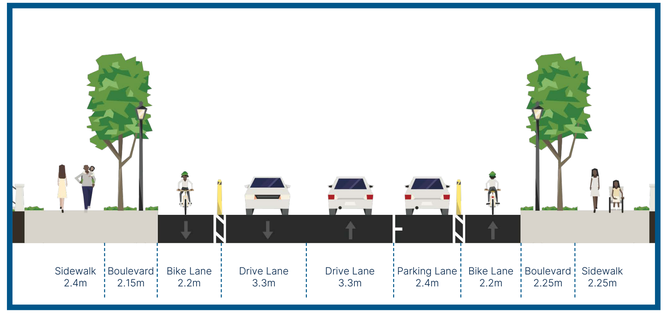


Existing conditions



Proposed Design Options

UNI-DIRECTIONAL



DESIGN DETAILS

Young Avenue South of Ogilvie

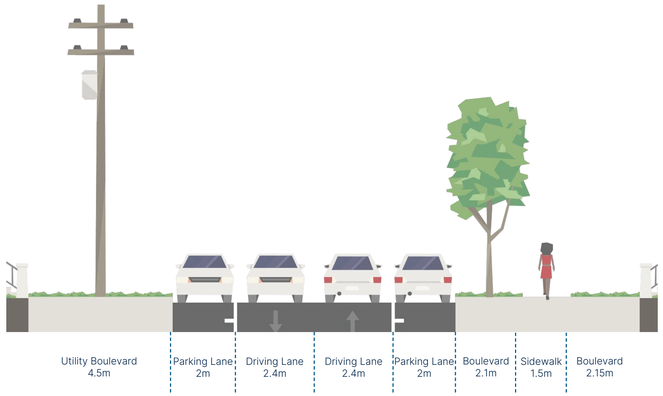
- proposed protected uni-directional bike lanes on both sides of the street.
- on-street parking is retained on the west side of the street

Option 5: Local Street Bikeway on Southwood Drive and Separated Bike Lanes on Young Avenue

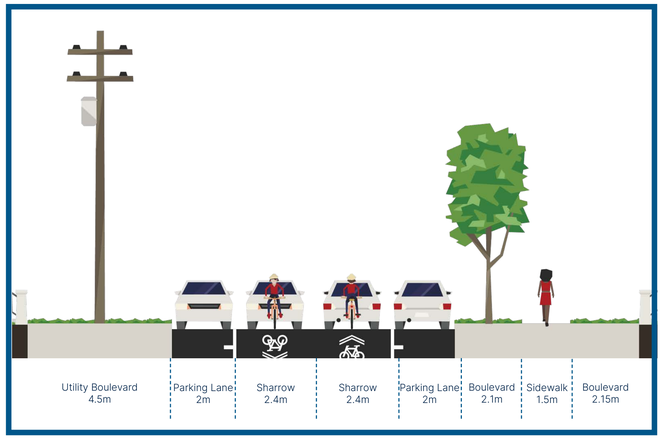
SOUTHWOOD DRIVE



Existing conditions



Proposed Design Options



DESIGN DETAILS

Southwood Drive

- bicycles and motor vehicles share the road
- on-street parking is retained on both sides of the street
- maintain existing 1.5 m sidewalk on the north side of the street
- traffic calming

For the Young Avenue design options north of Ogilvie, do you prefer to maintain the centre median or on-street parking?

Maintain the Median	Maintain On-Street Parking

What is your level of support for Option 5?

Support
Somewhat Support
Neutral
Somewhat Oppose
Oppose

Additional Comments?

Halifax Urban Greenway through Saint Mary's University

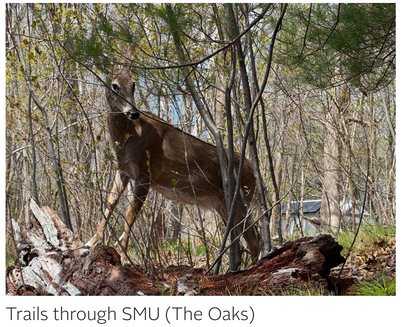
HRM and its consultants are working with SMU on the design of a multi-use pathway that extends through the campus. The alignment will consider future campus development.

WHAT IS A MULTI-USE PATHWAY?

Multi-use pathways are off-street pathways for walking, rolling, and cycling - this means they are designed for all users, including those with mobility devices. Multi-use pathways are sometimes branded as "trails" or "greenways".



Trails through SMU (The Oaks)



Trails through SMU (The Oaks)

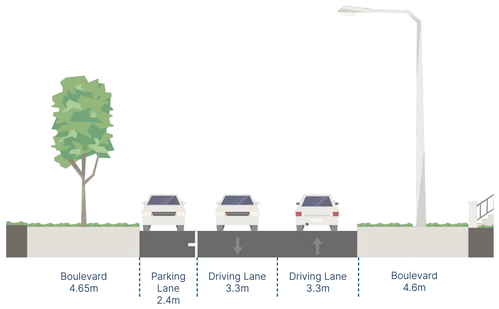


Trails through SMU (The Oaks)

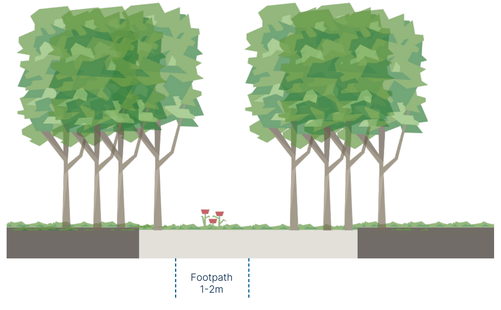


EXISTING CONDITIONS

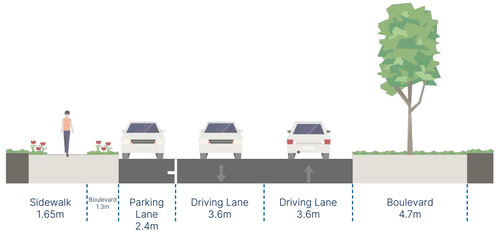
Beaufort Avenue



The Oaks



Gorsebrook Avenue



PROPOSED DESIGN OPTIONS

