

The word "HALIFAX" in a bold, white, sans-serif font, positioned in the upper right corner of the slide. The background features a dark blue geometric shape in the top right and a light blue shape in the bottom right, meeting at a diagonal line.

HALIFAX

Forest Hills Parkway: Planning Walking and Cycling Enhancements

Public Engagement Session
Cole Harbour Place

March 1, 2017

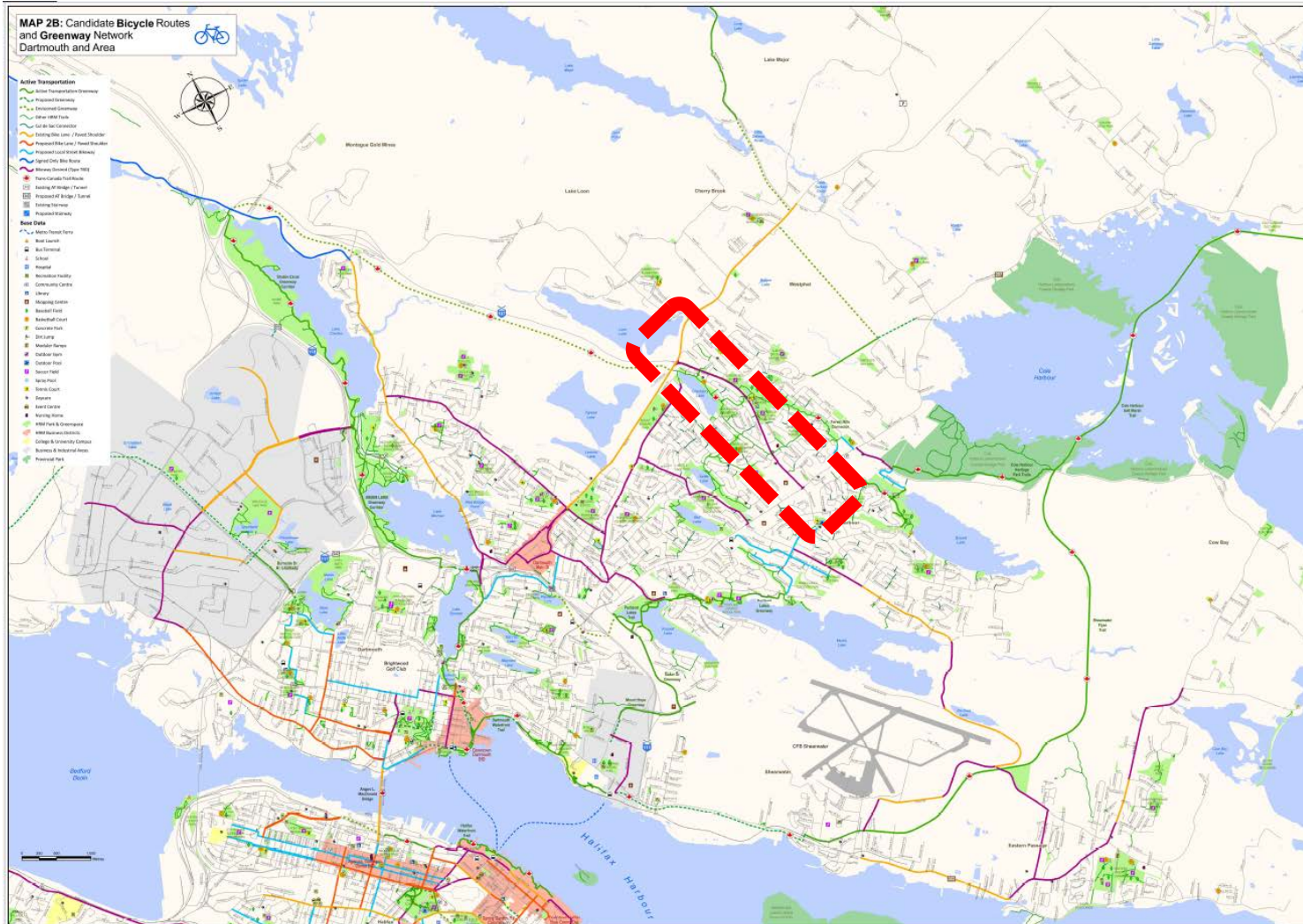
Agenda

6:30 pm – 7:00 pm	Browse display boards
7:00 pm – 7:30 pm	Presentation
7:30 pm – 7:40 pm	Q&A
7:40 pm – 7:45 pm	Intro to small group discussions
7:45 pm – 8:20 pm	Small group discussions
8:20 pm – 8:30 pm	Highlights from group discussions & wrap up

Why this Project Now?

- Halifax's Active Transportation Priorities Plan
 - Forest Hills Parkway is designated candidate bicycle route
 - Goal for a complete sidewalk network
 - Walking and bicycling routes for “All Ages and Abilities”
- Halifax Regional Plan Policy:
 - Objective to “design complete streets for all ages, abilities, and modes of travel.”
- Street repaving provides opportunity for project integration

AT Priorities Plan Context

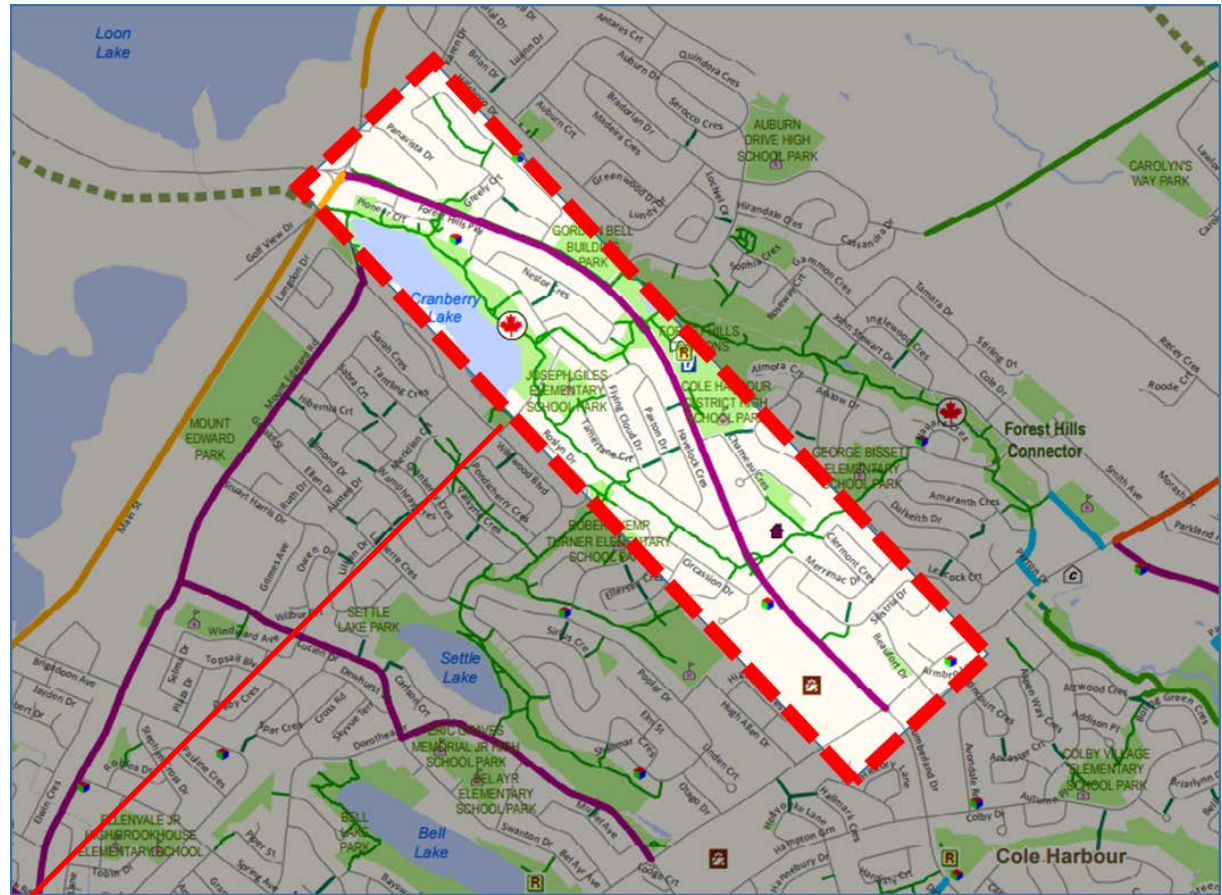


Map 2B: HRM Active Transportation Priorities Plan (2014)

AT Priorities Plan Context

Active Transportation

- Active Transportation Greenway
- Proposed Greenway
- Envisioned Greenway
- Other HRM Trails
- Cul de Sac Connector
- Existing Bike Lane / Paved Shoulder
- Proposed Bike Lane / Paved Shoulder
- Proposed Local Street Bikeway
- Signed Only Bike Route
- Bikeway Desired (Type TBD)
- Trans-Canada Trail Route

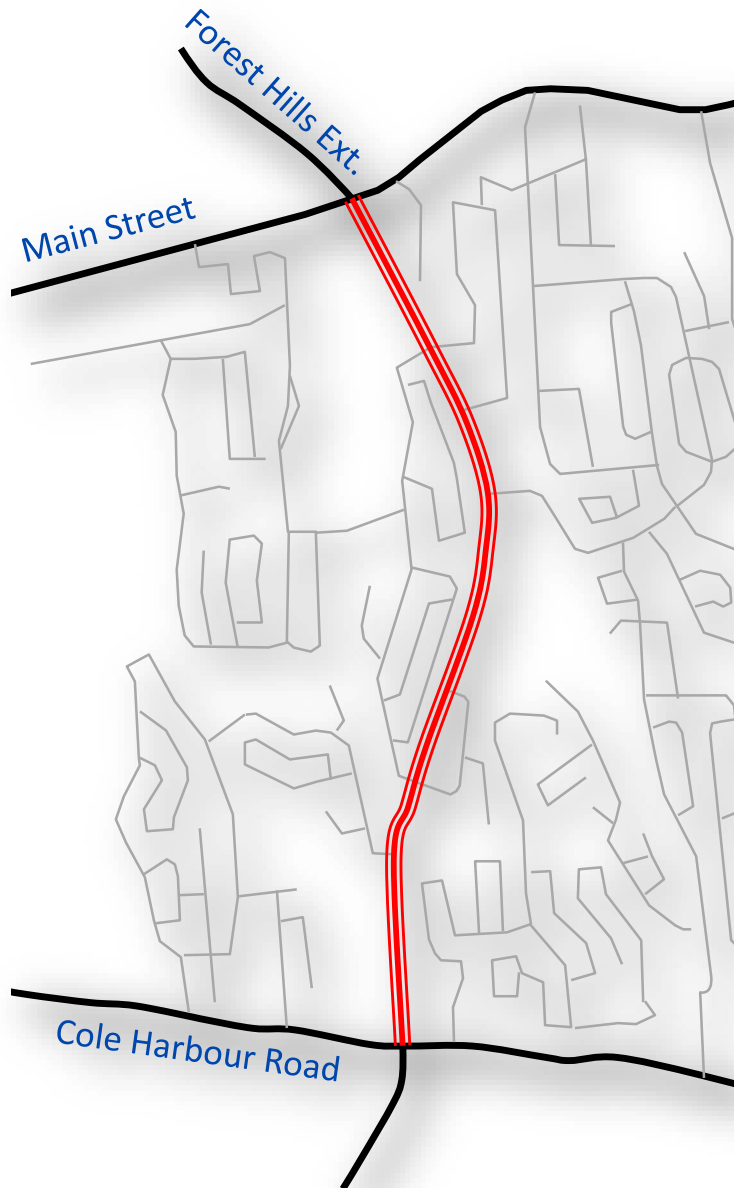


Map 2B: HRM Active Transportation Priorities Plan (2014)

Planning Project Objectives

- Establish existing conditions and understanding of opportunities / constraints in the Study Area
- Prepare conceptual design / cost estimates for three AT facility options
- Options evaluation and identification of preferred alternative
- Prepare 50% detailed design drawings and cost estimates

Study Area



- **Forest Hills Parkway**

- Main Street to Cole Harbour Road: 2.8km
- Arterial Road
- Posted speed limit = 70km/h
- AADT ~ 15,000 vehicles per day
- Surrounding population = approx. 15,200

Background

- **Historical Context**

- Forest Hills Parkway was originally a service road for fire trucks
- Became a key traffic route as Cole Harbour developed
- Non-traffic uses were not an initial priority



Background



UB

Key Local Destinations

- Sobeys
- All Weather Sports Facility
- Cole Harbour Commons
- Cole Harbour Place
- Cole Harbour High School
- Churches
- Cole Harbour Shopping Centre



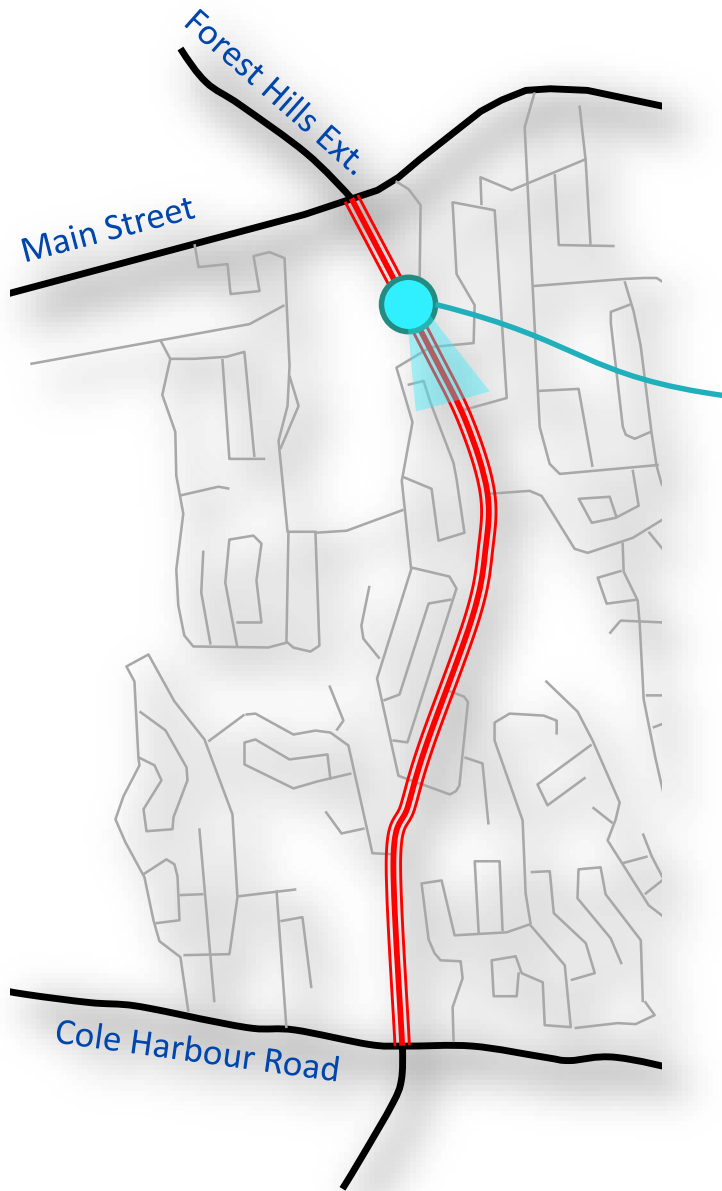
Key Project Opportunities

- **Key north-south AT connection**
 - Trans Canada Trail
- **Improve connectivity between residential areas and schools, recreational facilities and commercial developments**
- **Street resurfacing in 2018-19 provides construction integration opportunities**



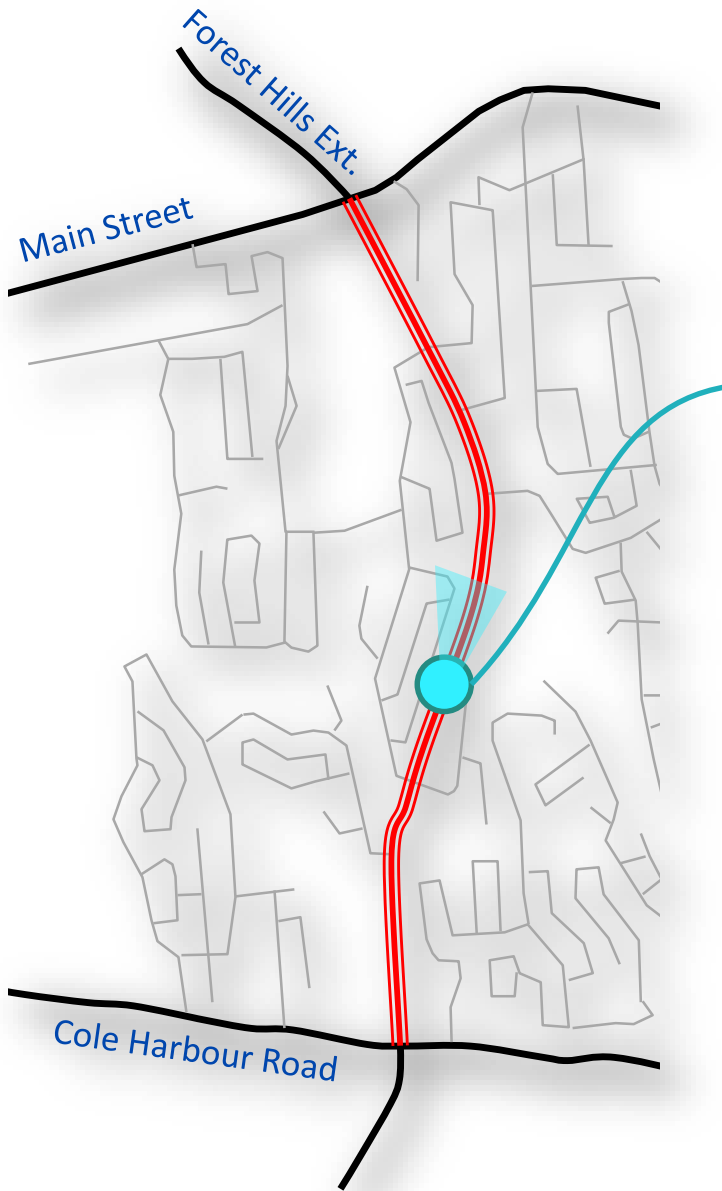
Existing Conditions

Existing Conditions



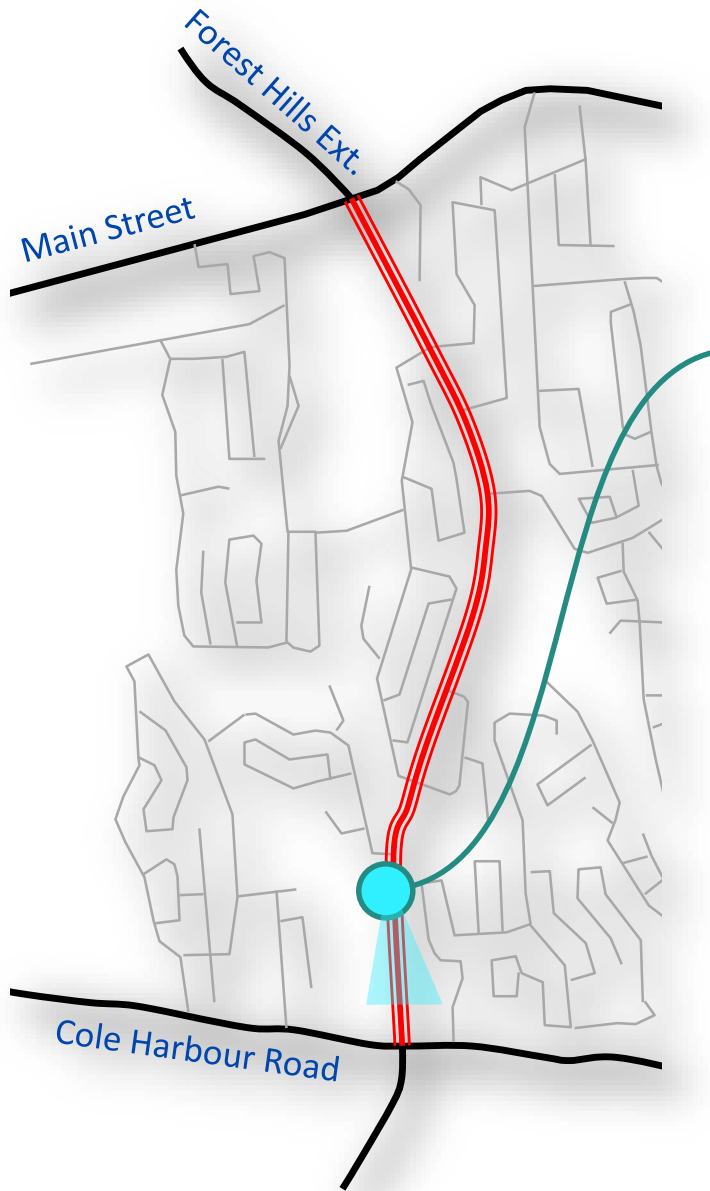
Looking south toward Taranaki Drive / Flying Cloud Drive (N)

Existing Conditions

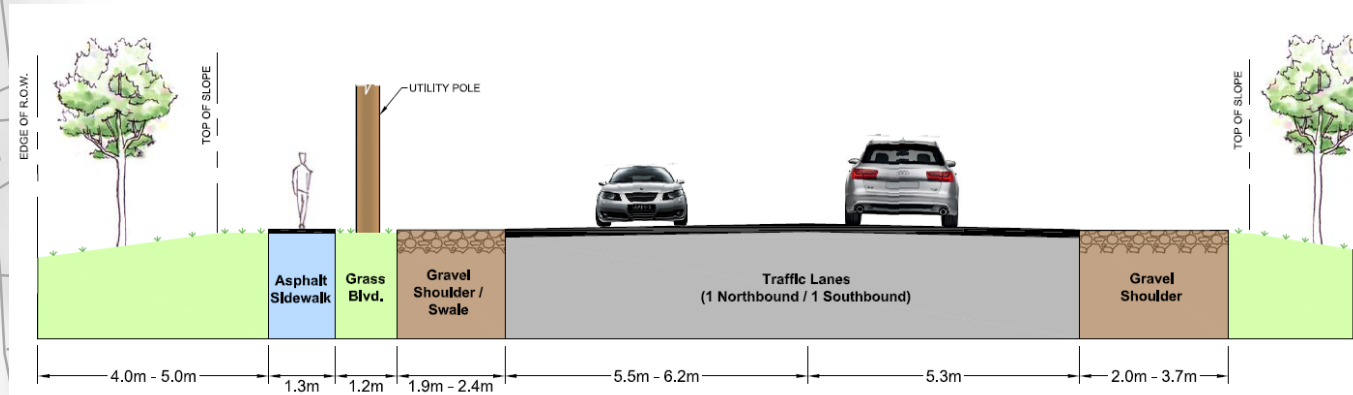
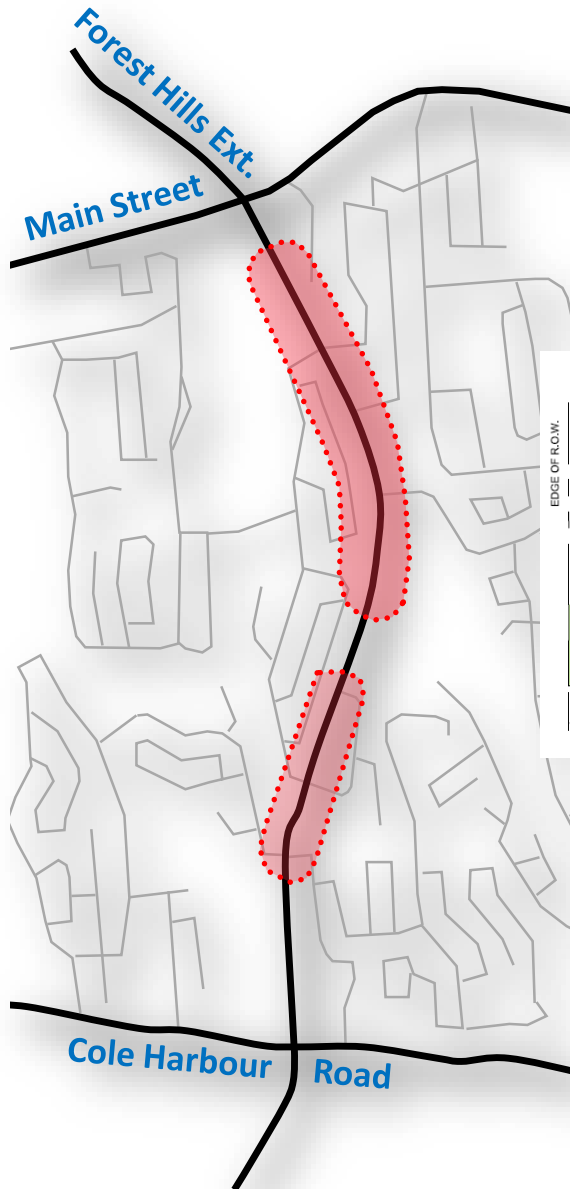


Looking north from Cole Harbour Place

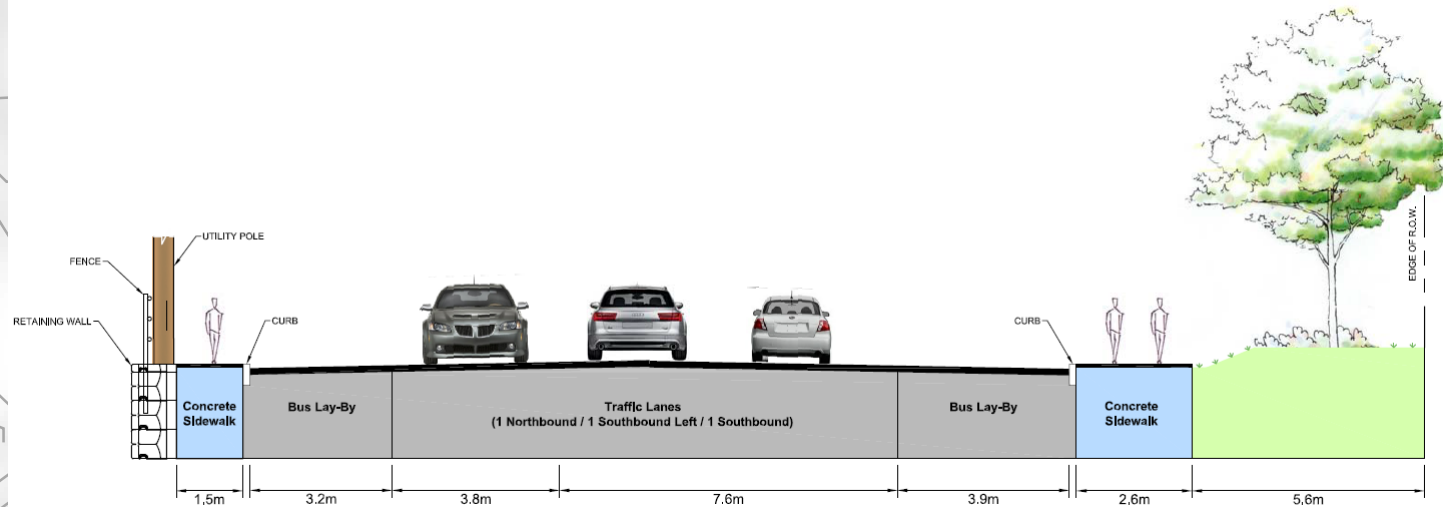
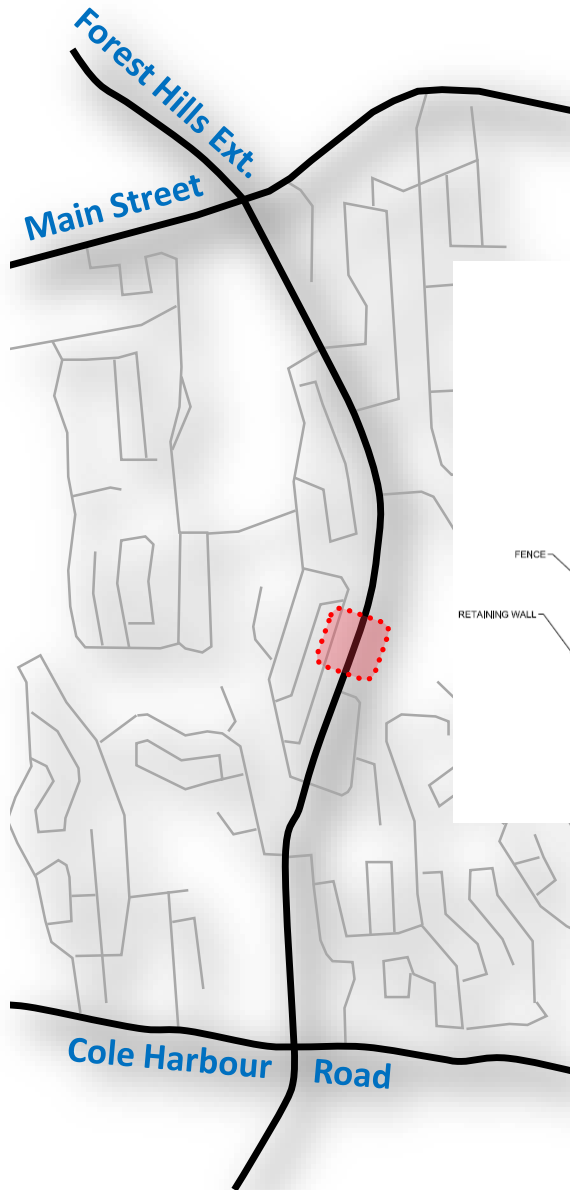
Existing Conditions



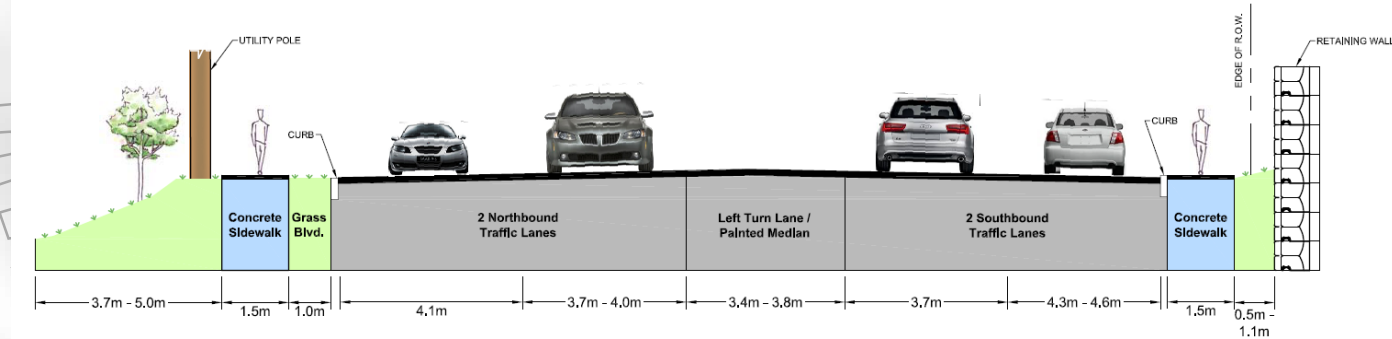
Existing Conditions



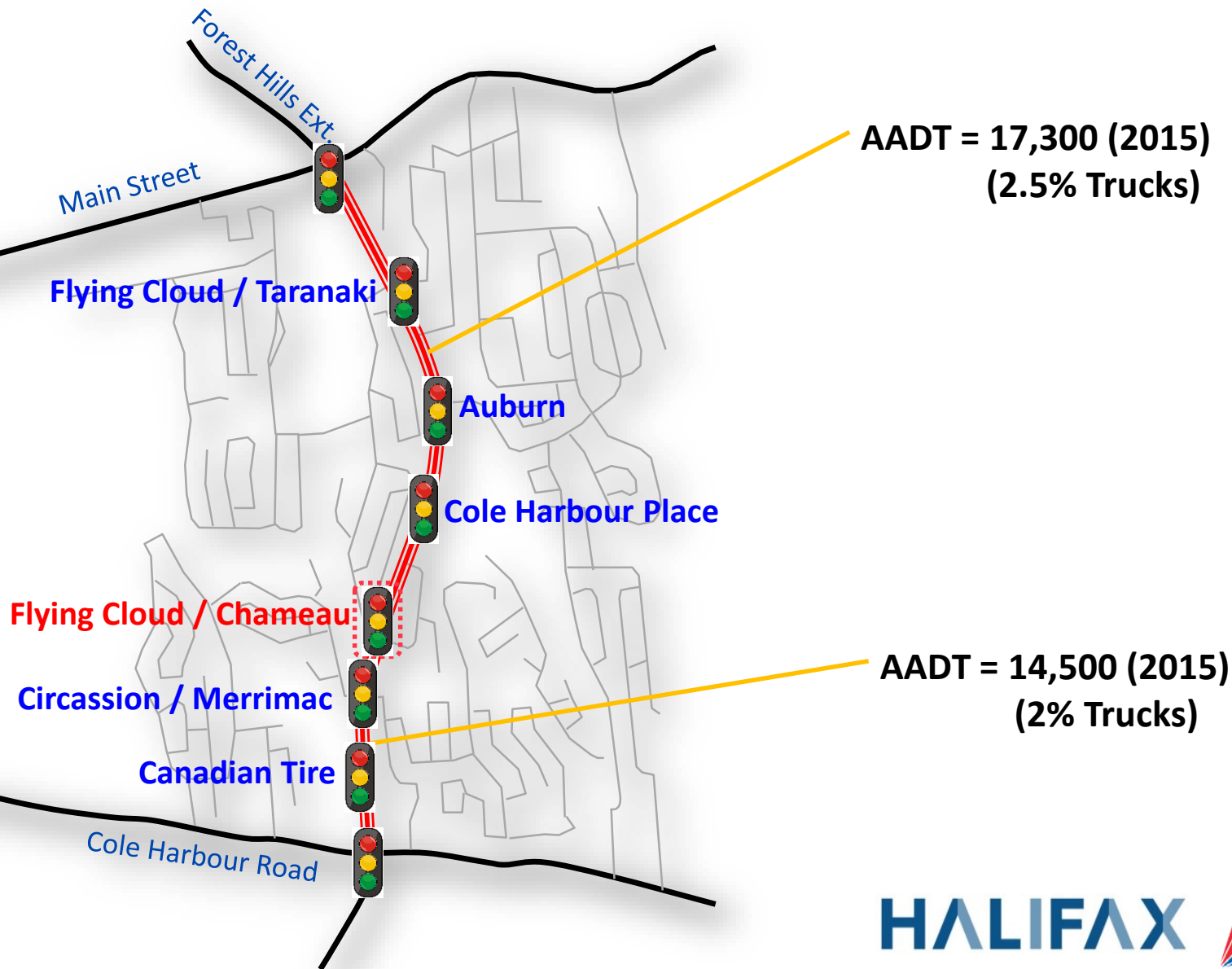
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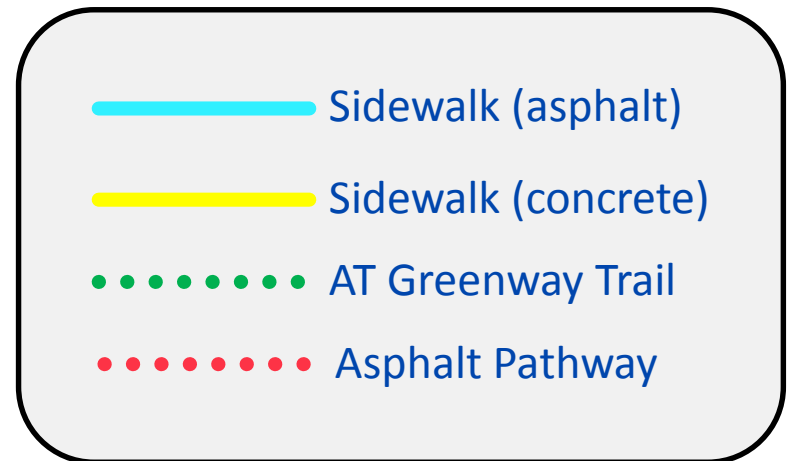
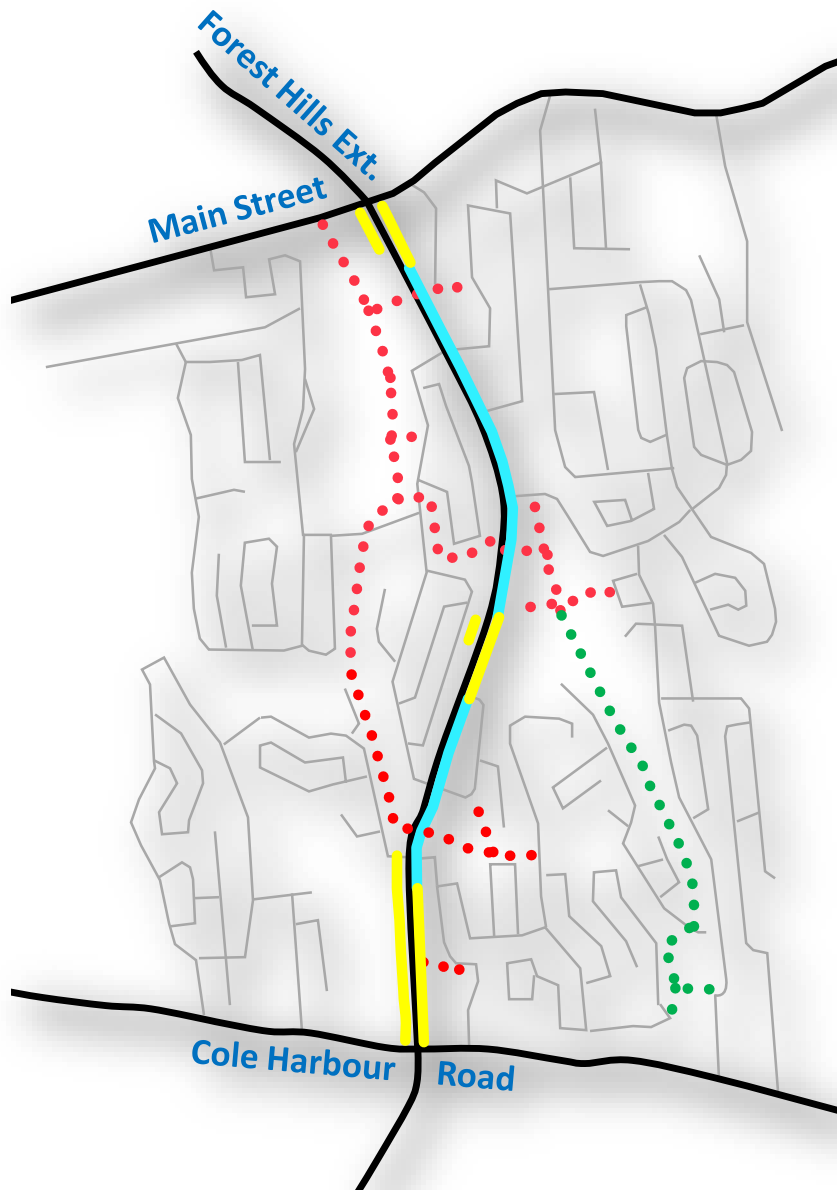
Existing Conditions



Existing Conditions



Existing AT Infrastructure



Existing AT Infrastructure



Halifax Transit



Active Transportation Facility Options

AT Facility Types



Sidewalk

- Minimum 1.8m
- 1.5m boulevard strip preferable
- Concrete or asphalt

AT Facility Types



1-way Protected Bike Lane

- 1.5 – 1.8m wide
- 1.0m separation from traffic
- Physical separation elements preferred

AT Facility Types



2-way Protected Bike Lane

- 3m wide
- 2-way bicycle traffic
- 1.0m separation from traffic
- Physical separation elements required



AT Facility Types



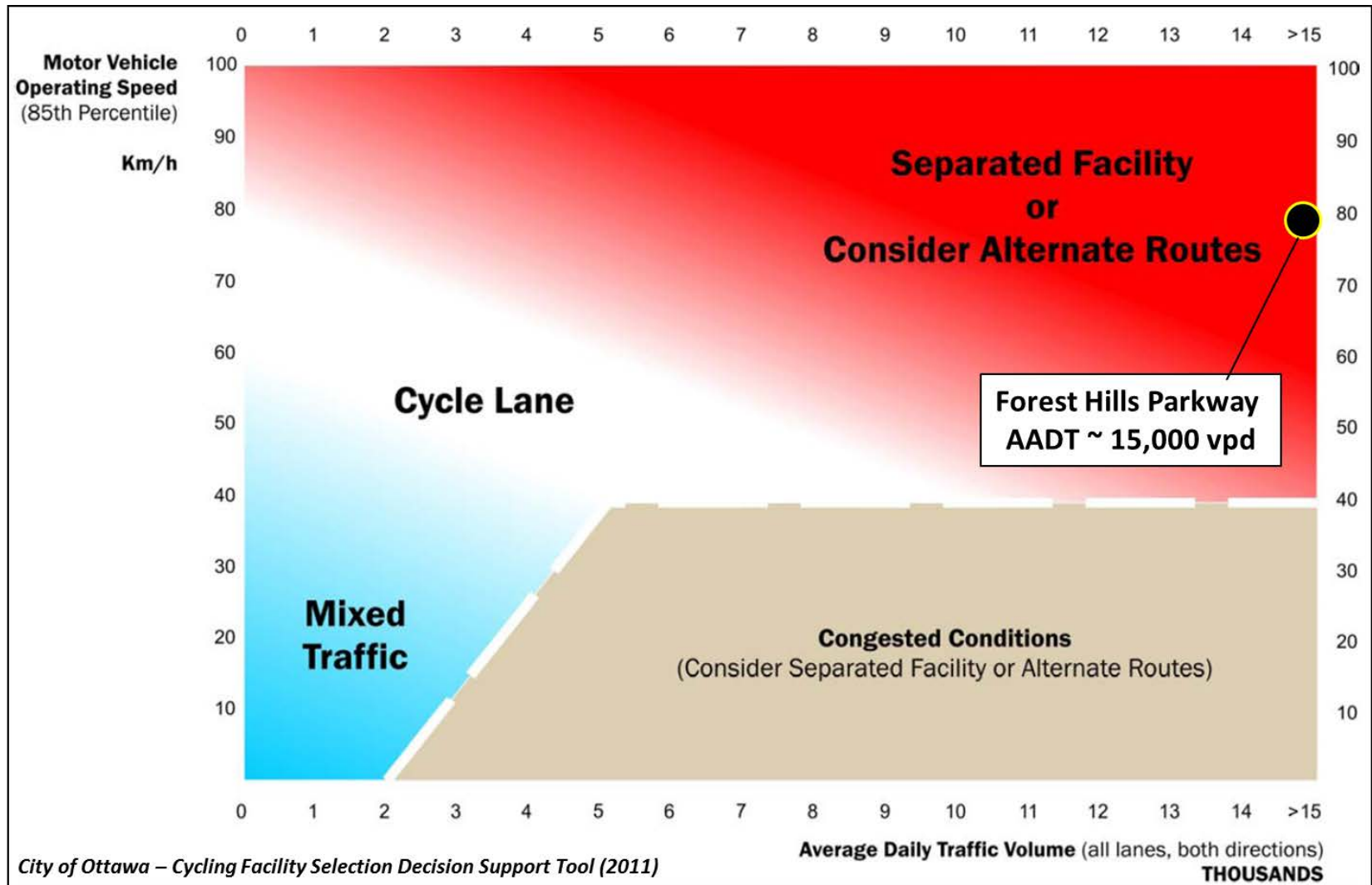
AT Greenway / Trail

- 3-4m wide
- Asphalt surface preferred



HALIFAX

Bicycle Facility: What is Appropriate?



Preliminary Design Options

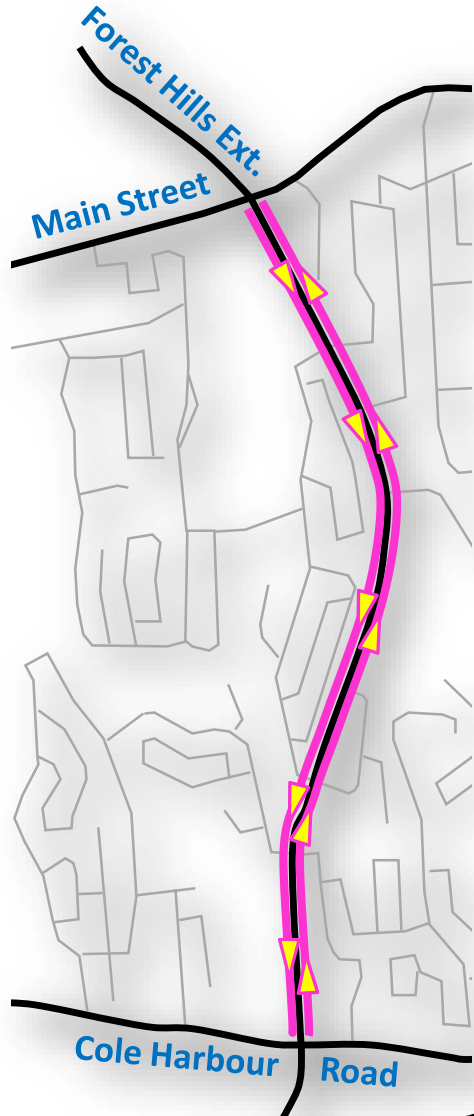
Design Objectives

- **Establish a designated active transportation connection**
- **Improve safety, comfort, and convenience**
 - Separation from vehicular traffic preferred
 - Accommodate a wide range of users
- **Identify opportunities to improve general aspects of the street**

Preliminary Options

1

Bike Lanes / Sidewalk



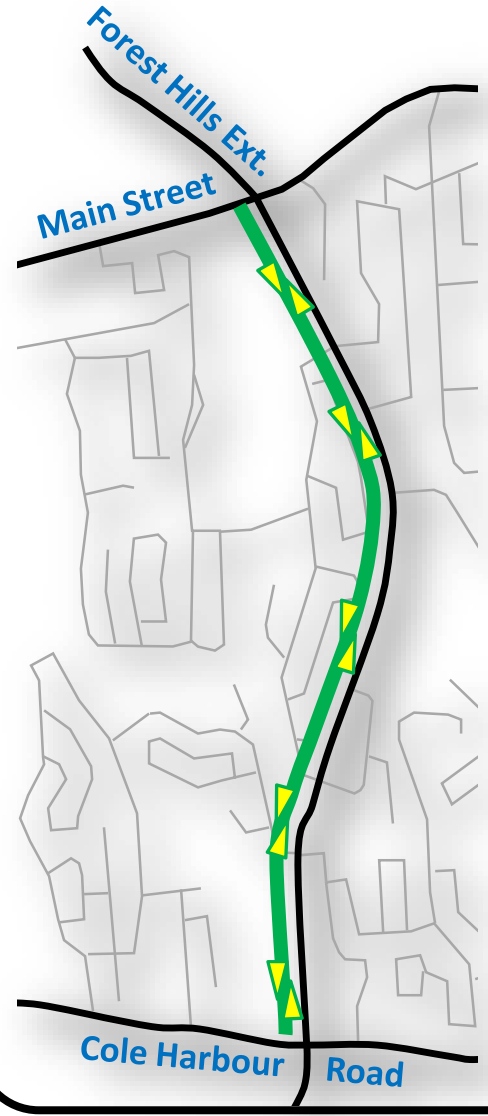
2

AT Greenway: East side



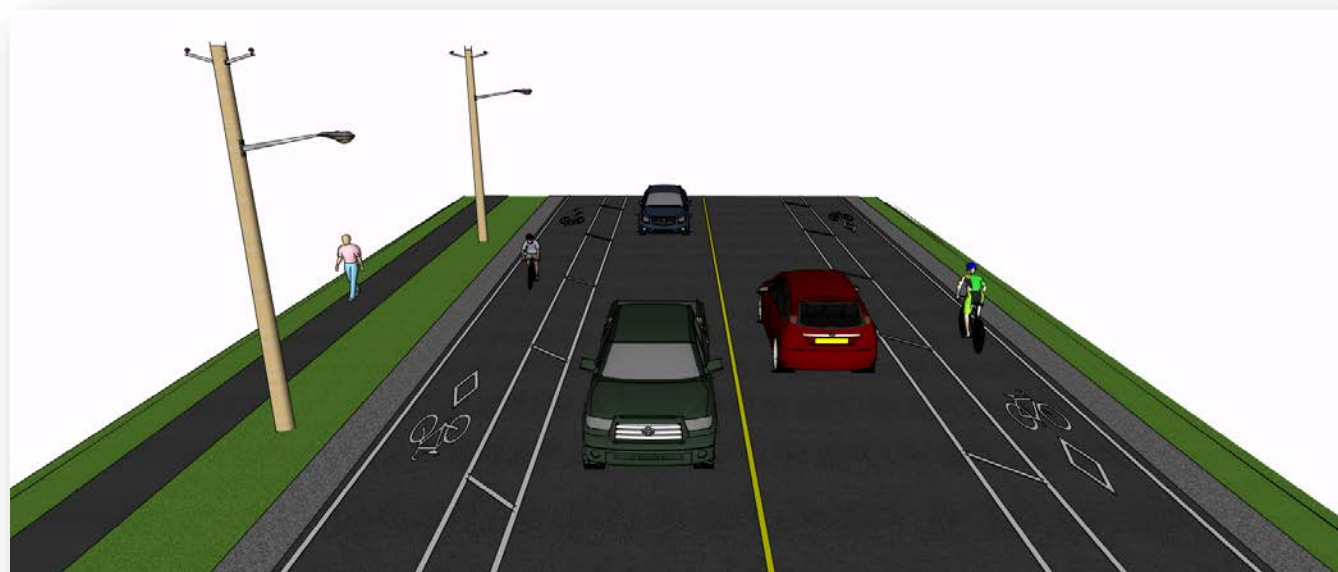
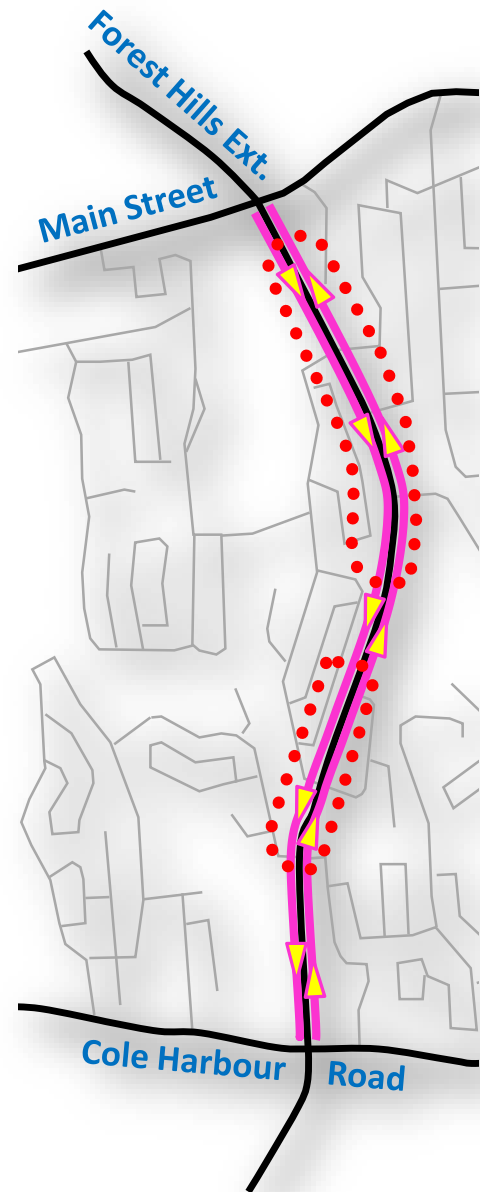
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AT Greenway: West side



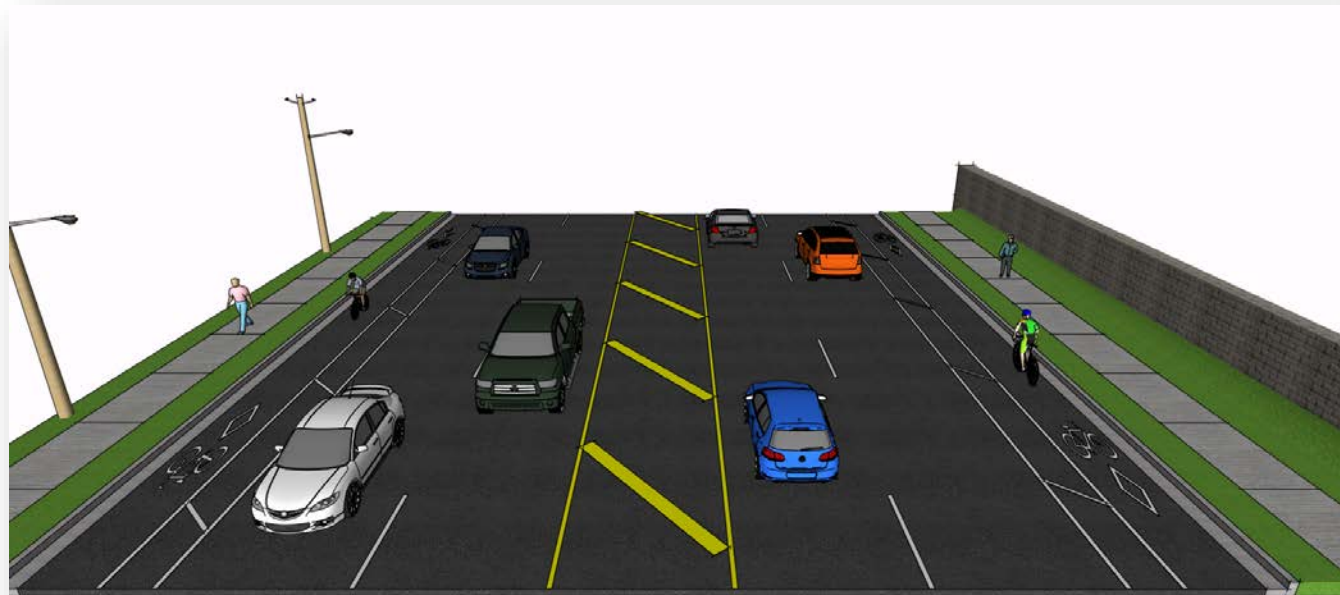
Option 1: Bike Lanes / Upgraded Sidewalk(s)

Typical Cross Section: Uncurbed Areas



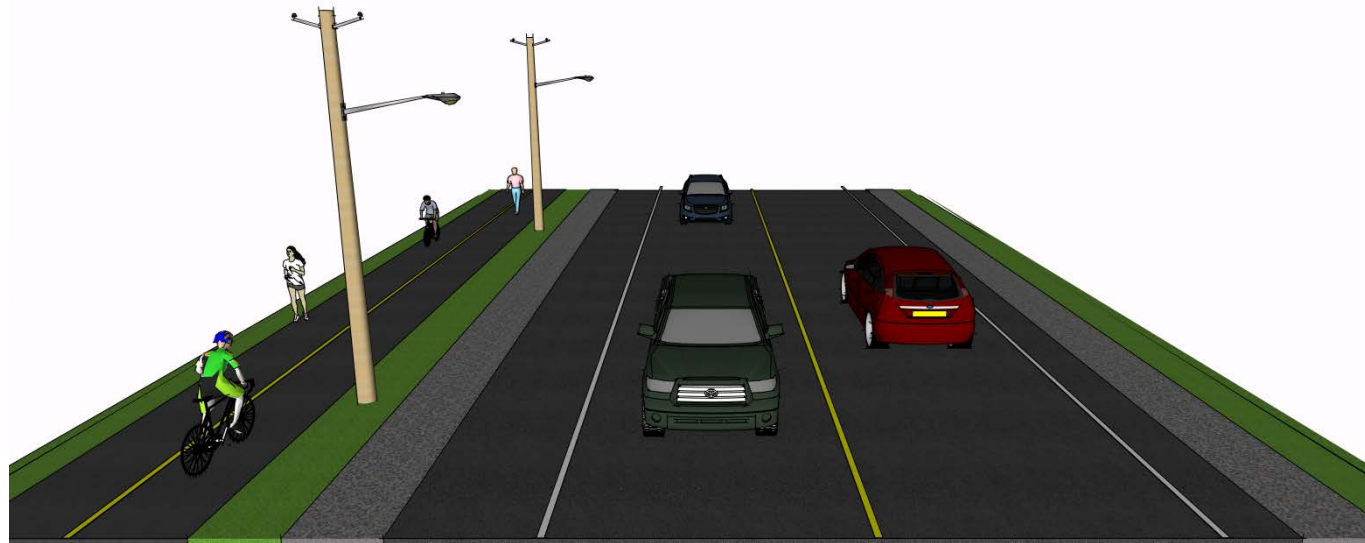
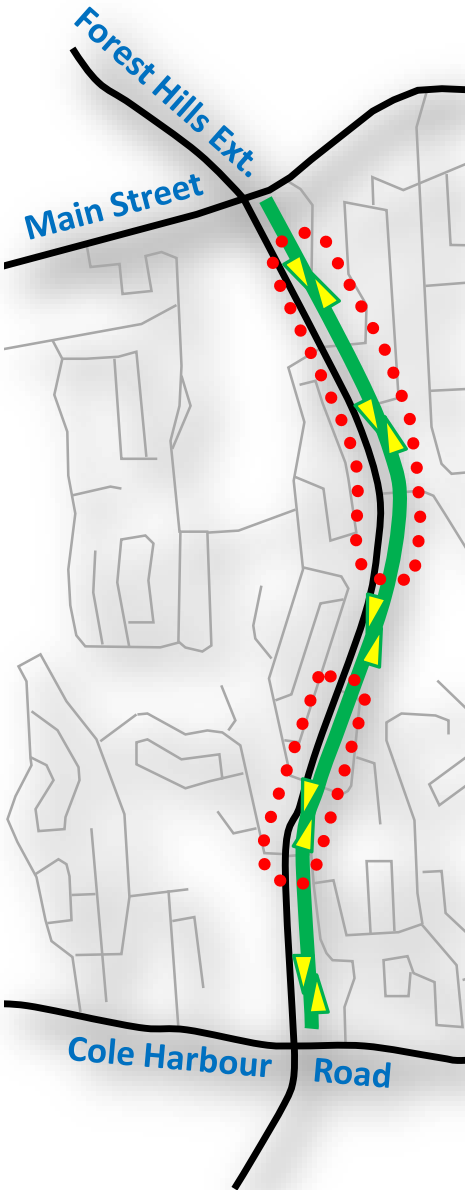
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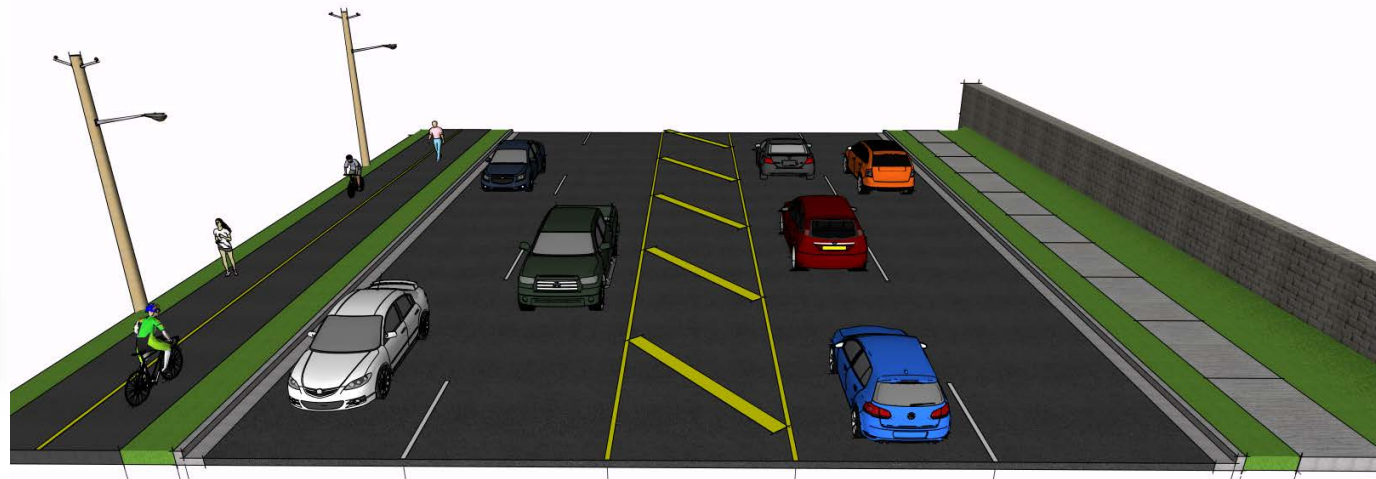
Option 2: AT Greenway (East Side)

Typical Cross Section: Uncurbed Areas

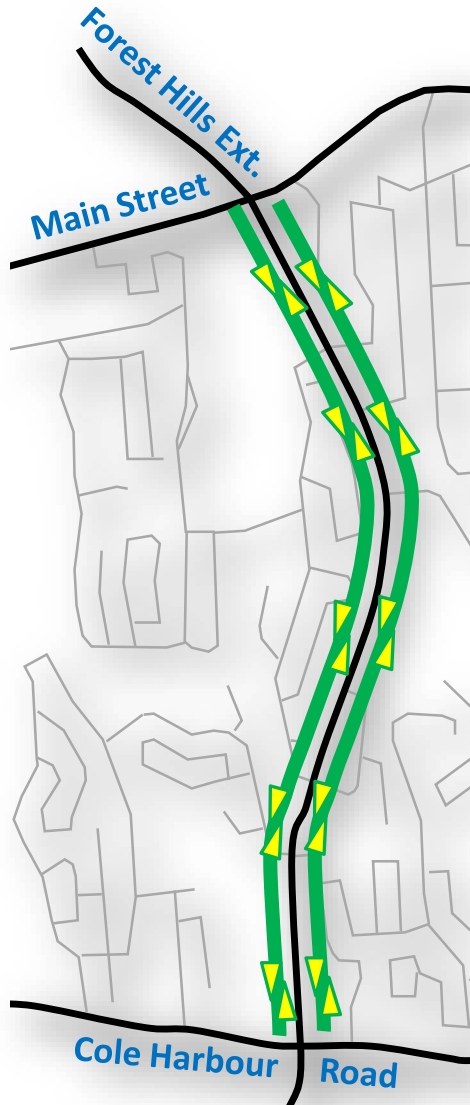


Option 2: AT Greenway (East Side)

Typical Cross Section: Curbed Areas



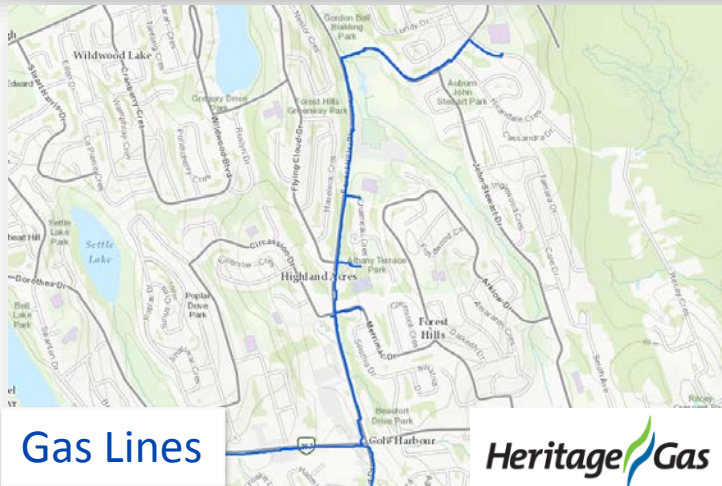
AT Greenway: East Side vs. West Side?



	East Side	West Side
Advantages	- More destinations - More available space - Improved visibility / sightlines	- Fewer intersection crossings - Fewer conflicts with utilities (power poles, gas lines)

Key Consideration: Physical Constraints

Infrastructure Conflicts



ROW Limitations



Bus layby: Cole Harbour Place



Trail underpass bridges

Key Consideration: Intersections

Challenge: Intersections



Taranaki Drive



Cole Harbour Place

Key Consideration: Aesthetics

Streetscaping



Toronto, ON

Source: <http://www1.toronto.ca/wps/portal/>



Washington

Source: depts.washington.edu/hhwb/Thm_SafeStreets.html

Next Steps

- **Review and integrate public comments**
- **Complete conceptual design options / Options Report**
- **Options evaluation and identification of preferred alternative**
- **Prepare 50% detailed design drawings and cost estimates**

Discussion Questions

- Do you have a preferred option that you think achieves the project objectives?
 - Why?
 - What are the strengths and/or challenges of your preferred option?
 - Is there anything missing?

Thank you!

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Survey will be available online March 2 at:
<http://shapeyourcityhalifax.ca/forest-hills-parkway>

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