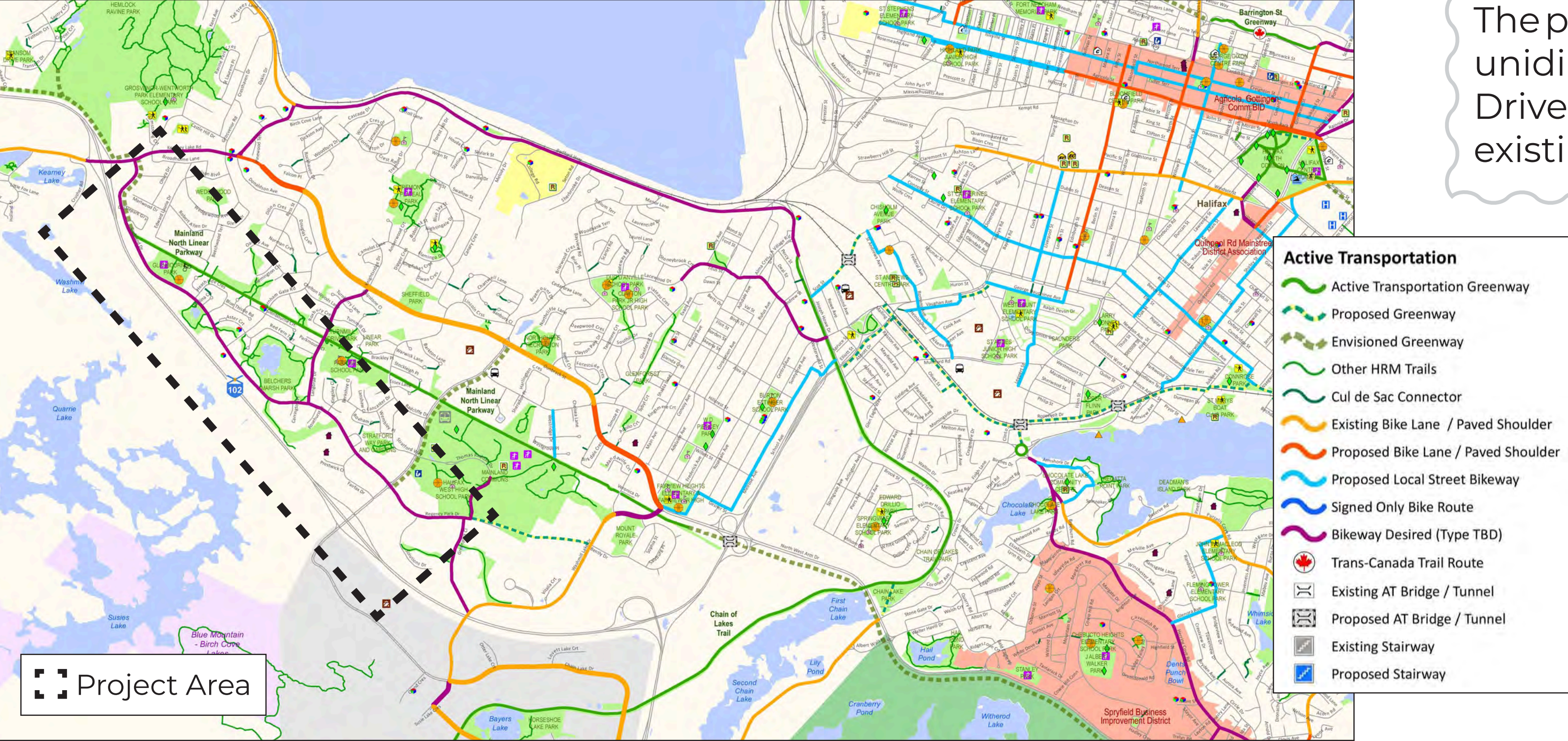


PROJECT PURPOSE

This project involves the development of an active transportation improvement functional design along Parkland Drive and Regency Park Drive between Kearney Lake Road and Thomas Raddall Drive. This corridor was identified in Halifax’s Active Transportation Priorities Plan (ATPP), who’s vision is to develop a region-wide, visible, and connected active transportation network.

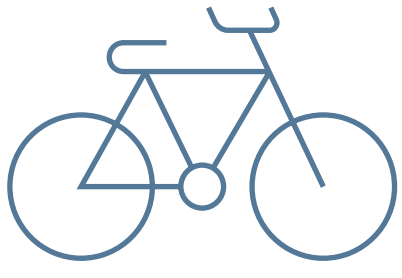


2014-2019 Halifax Active Transportation Priorities Plan

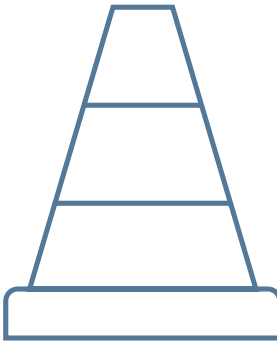
PROJECT GOAL

This project is studying how to increase opportunities for other modes of travel by creating safer active transportation connections along the corridor.

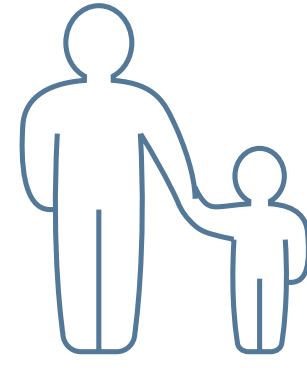
The project is studying how to add on-street unidirectional cycle lanes along Parkland Drive and Regency Park Drive within the existing street cross-section.



Connected
Cycling
Facilities

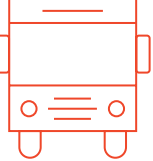


Safety for all
Road Users

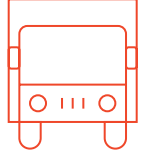


Accessibility

EXISTING CONDITIONS



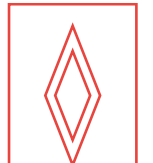
Existing Transit Routes
30A, 30B, 39, 136, 137, 138



Truck Route
No



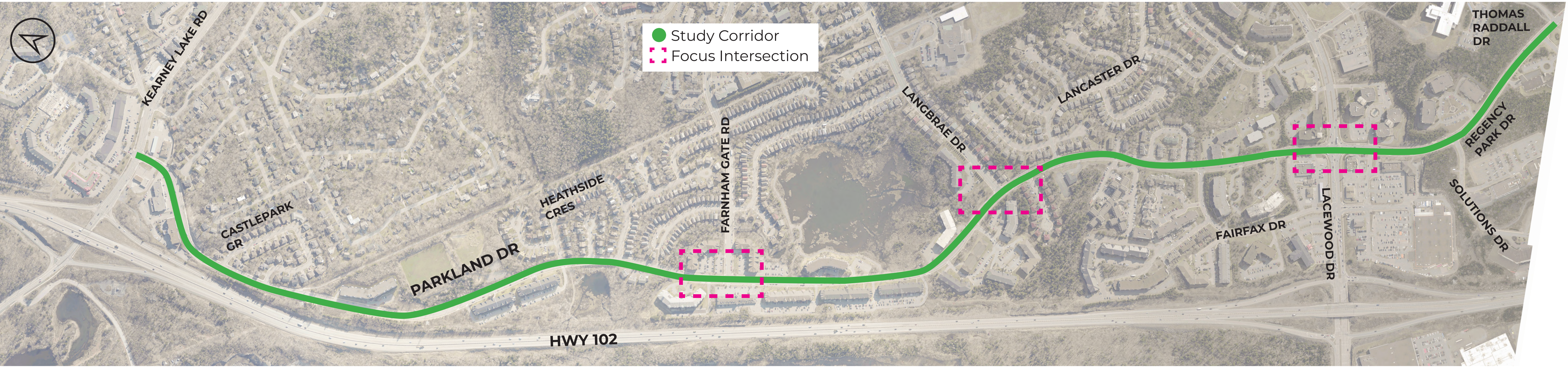
Speed Limit
50 km/hr



Transit Priority Corridor
No



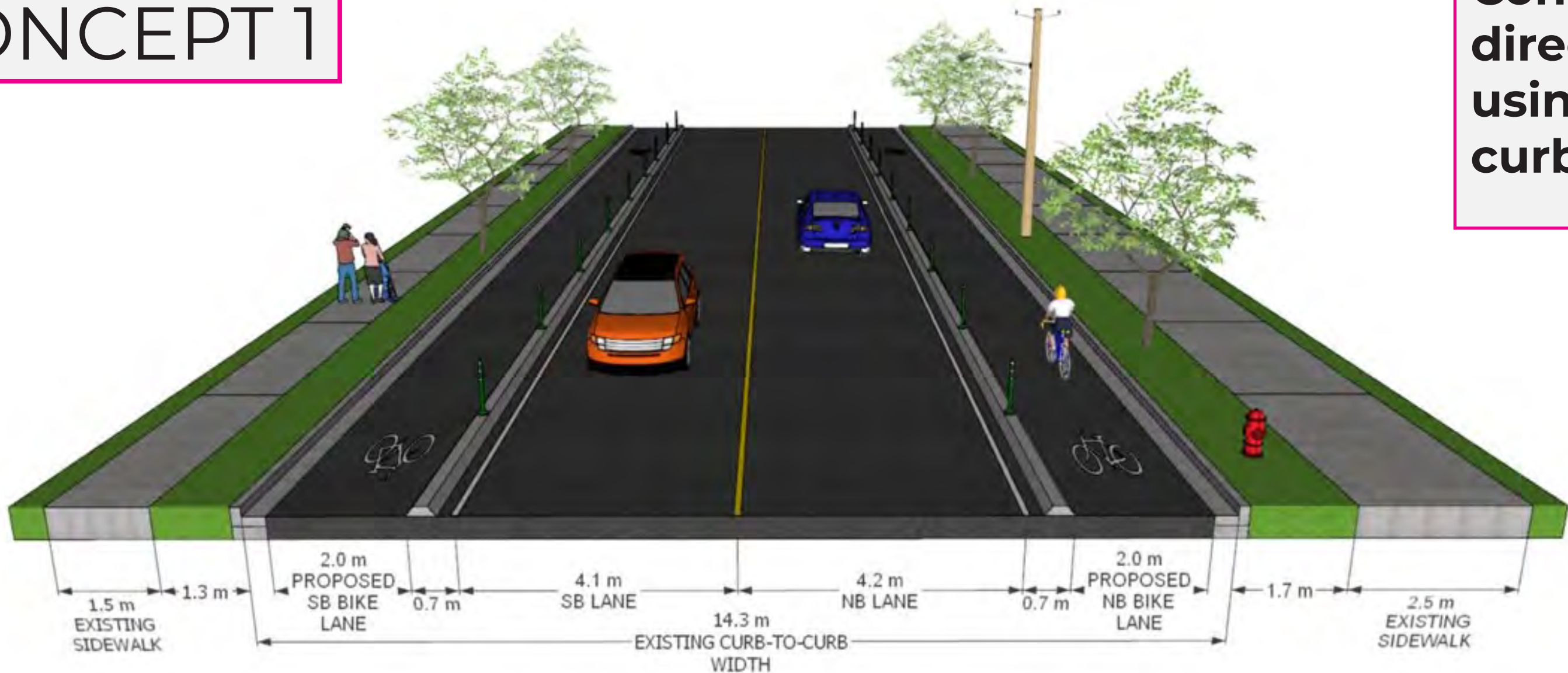
Vehicle traffic
is in the range
of 10,000 daily
vehicles.



PARKLAND DRIVE - PROJECT BACKGROUND

WSP developed concept designs for how cycle lanes could be integrated into the corridor. The following options and recommendations were made during this stage:

CONCEPT 1



Concept 1 included uni-directional cycle lanes using existing curb-to-curb width.

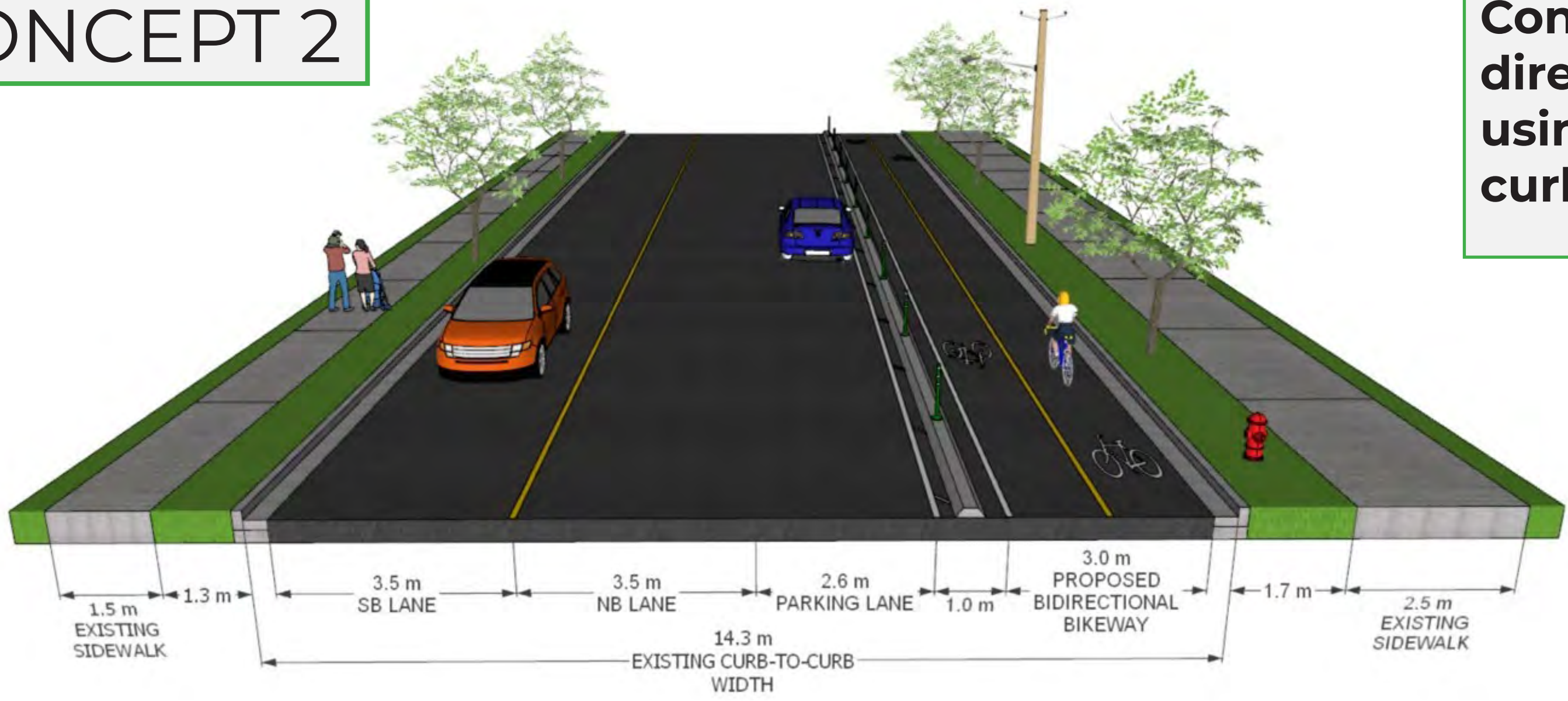
Key Characteristics:

- Serves both sides of the road
- Keeps existing curb-to-curb width
- Does not require the relocation of existing infrastructure

Changes:

- On-street parking removed

CONCEPT 2



Concept 2 included bi-directional cycle lanes using existing curb-to-curb width.

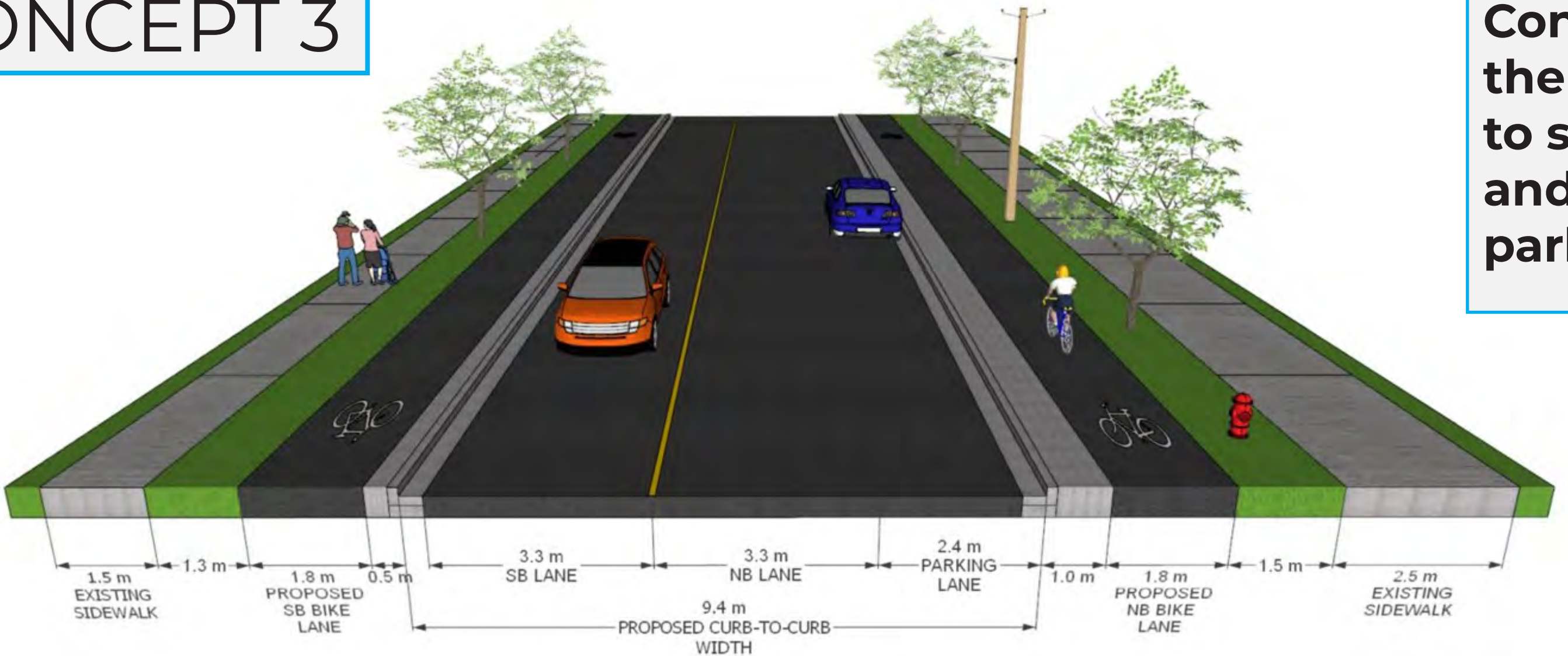
Key Characteristics:

- Space for on-street parking on one side of the road
- Keeps existing curb-to-curb width
- Space for passing within the bike lane

Changes:

- Challenging at some locations to access the bikeway
- Increased risk for conflict between cyclists and vehicles

CONCEPT 3



Concept 3 modified the curb-to-curb width to separate cyclists and accommodate parking.

Key Characteristics:

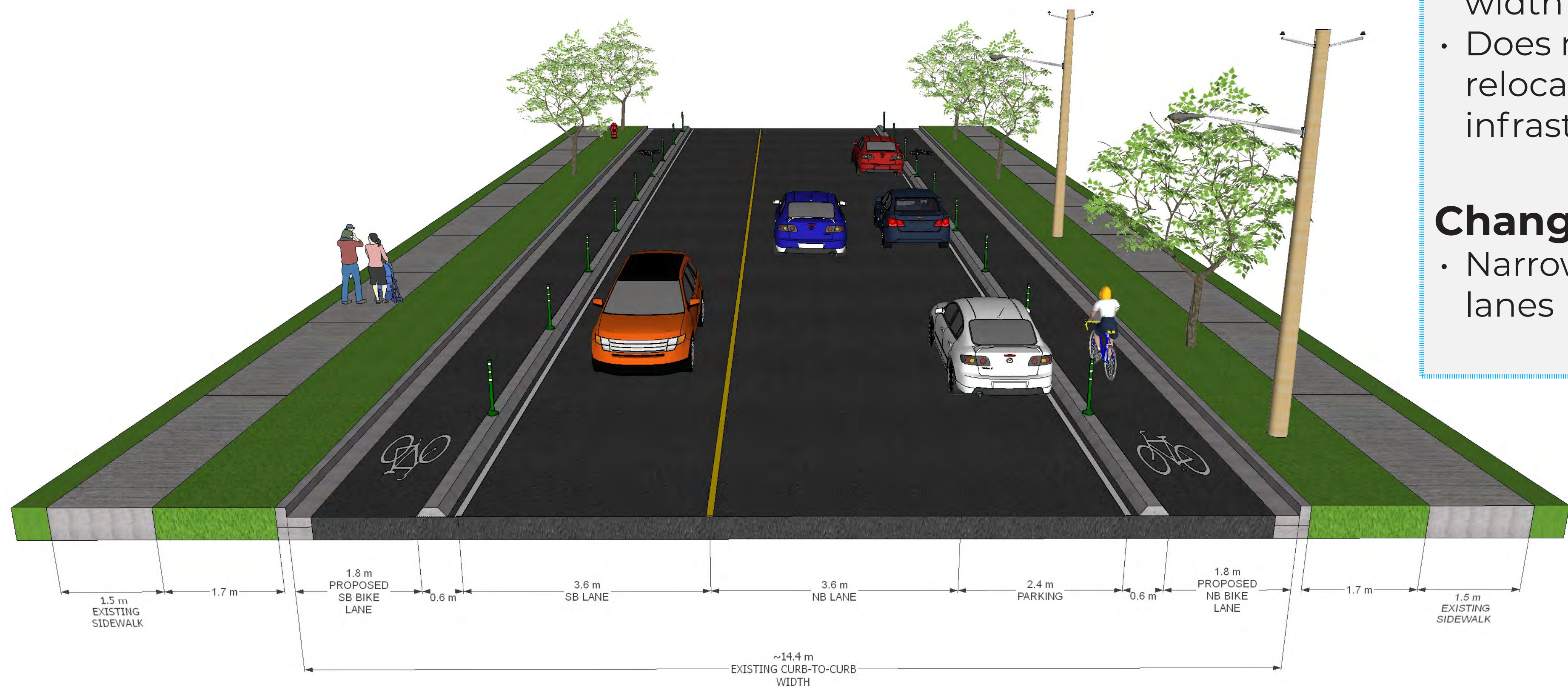
- Serves both sides of the road
- Space for on-street parking on one side of the road
- Provides more separated active transportation facilities

Changes:

- Relocation of existing curb and associated storm infrastructure
- Potential impact to trees and utility poles

PREFERRED CONCEPT

A refined version of Concept 1 is recommended as the preferred cross-section for the corridor. This updated concept retains on-street parking on one side of the road, where needed. It also provides access to origins, destinations, and existing/future bikeway routes.



TYPICAL CROSS-SECTION

Key Characteristics:

- Serves both sides of the road
- Space for parking
- Keeps existing curb-to-curb width
- Does not require the relocation of existing infrastructure

Changes:

- Narrower vehicle and cycle lanes

Existing On-Street Parking:

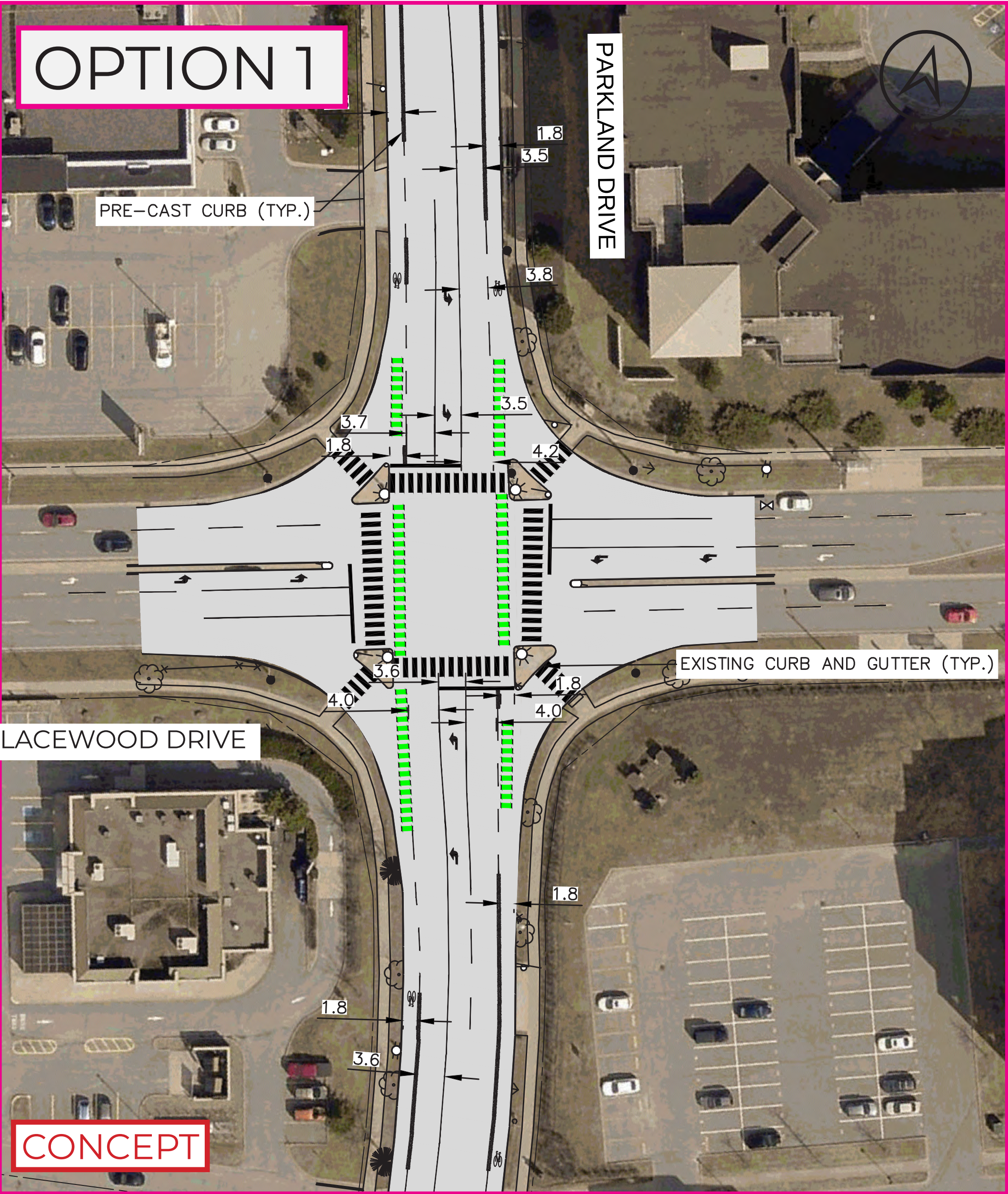


Where is street parking most needed?

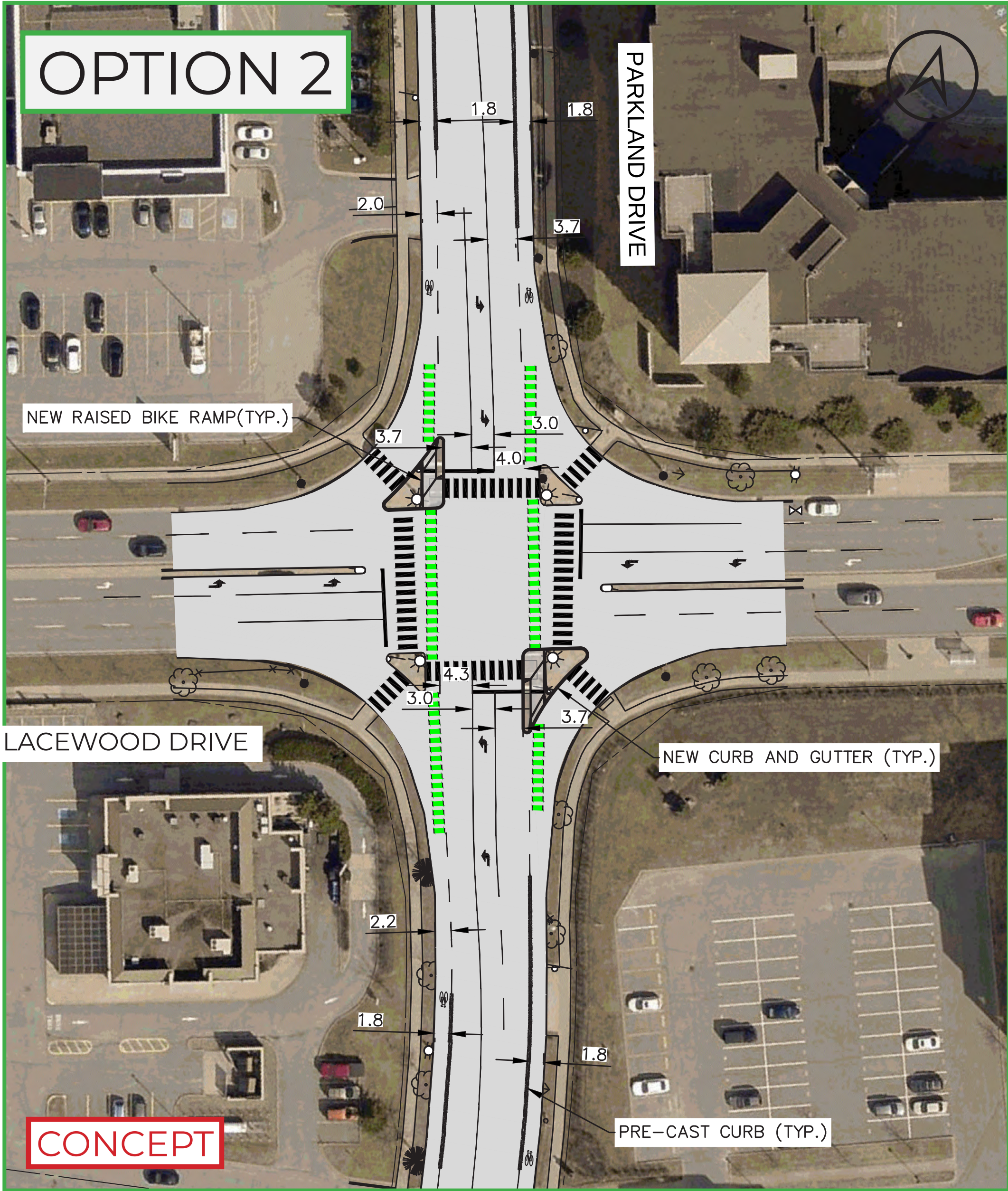
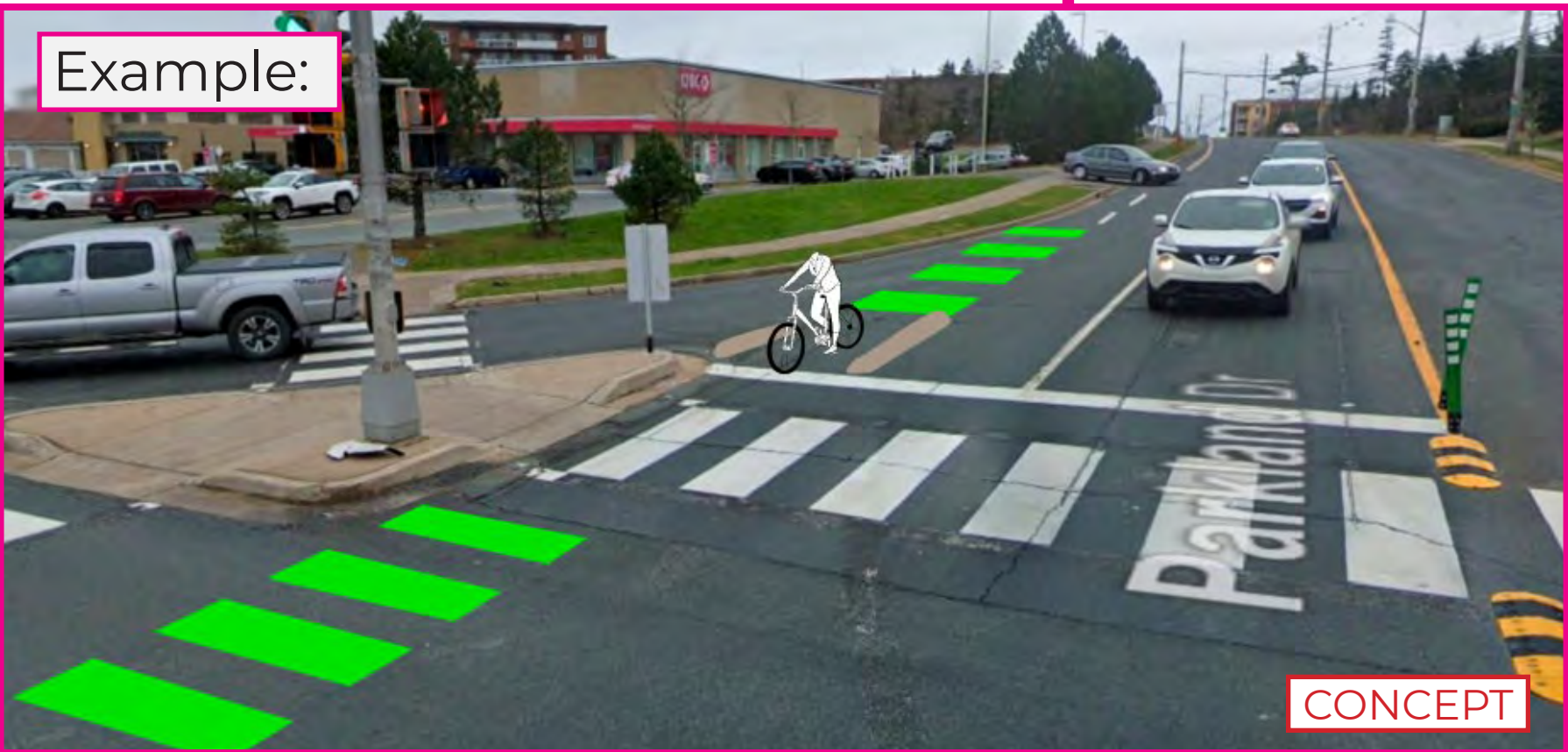
Place a sticker on the map where you feel parking is desired or should be retained.



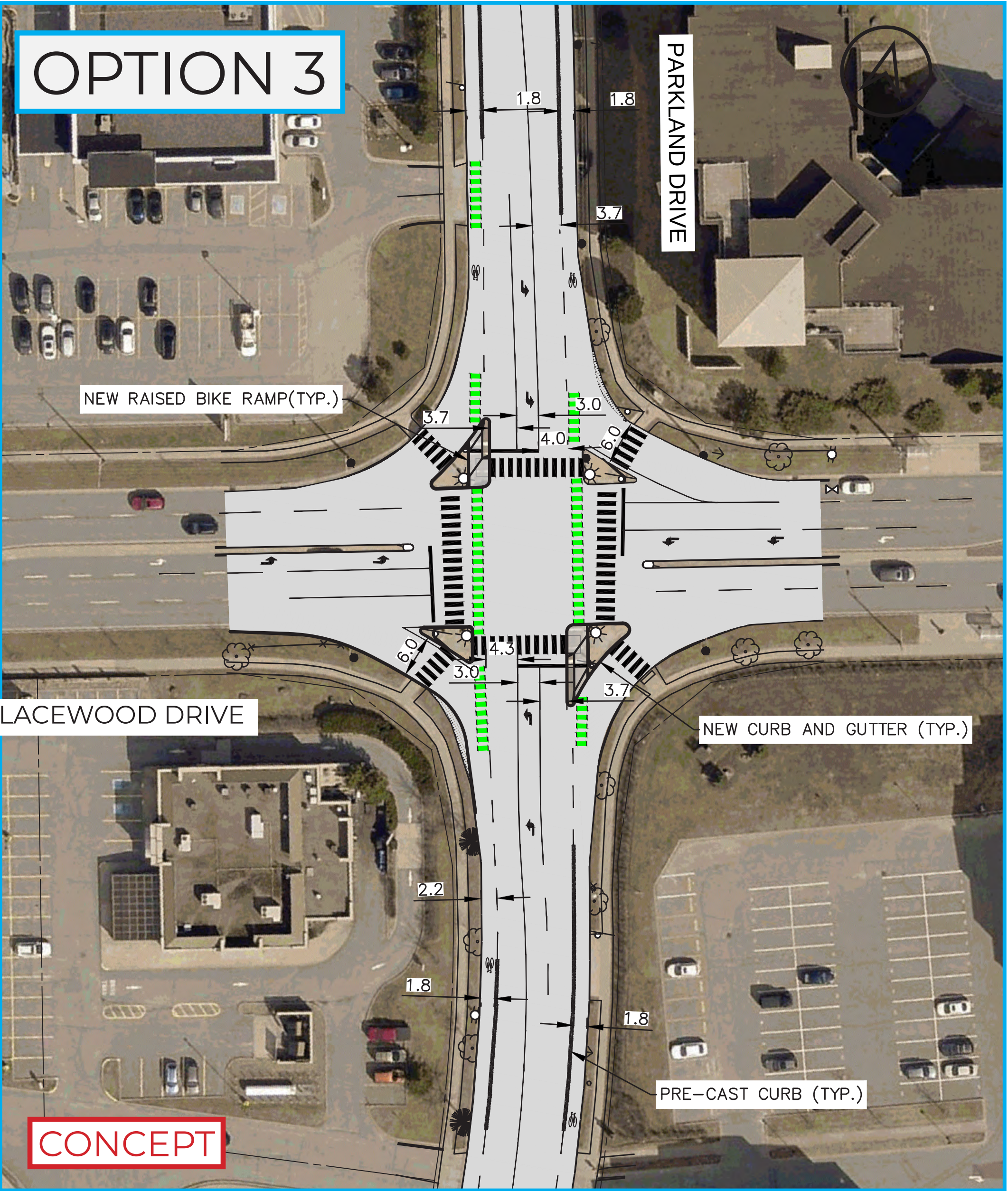
PARKLAND DRIVE AT LACEWOOD DRIVE



This option proposes tactical intersection changes, with cyclists queueing on the road surface within an area delineated by tactile concrete bollards. Cyclists would cross the right turn channel at each approach.



This option proposes the some permanent infrastructure changes, with cyclists queueing separate from the roadway within a raised median area. Cyclists would still cross the right turn channel at each approach, as with Option 1.



This option proposes the most infrastructure changes, including cycling approach treatment similar to Option 2. Smart right-turn channels and modified pavement markings are also included in Option 3 to reduce the vehicle and cyclist conflict area.

Left turn lanes from Parkland Drive and Regency Park Drive onto Lacewood Drive are lengthened in each of the three concept options.

TRANSIT AND PEDESTRIANS

Bus Stops:

- Consolidate bus stops* closer
- to existing crossing locations
- and for consistent/standard
- spacing.

*Consolidation of bus stops is currently under review by the HRM Transit Team.



- **Pedestrian Crossings:**

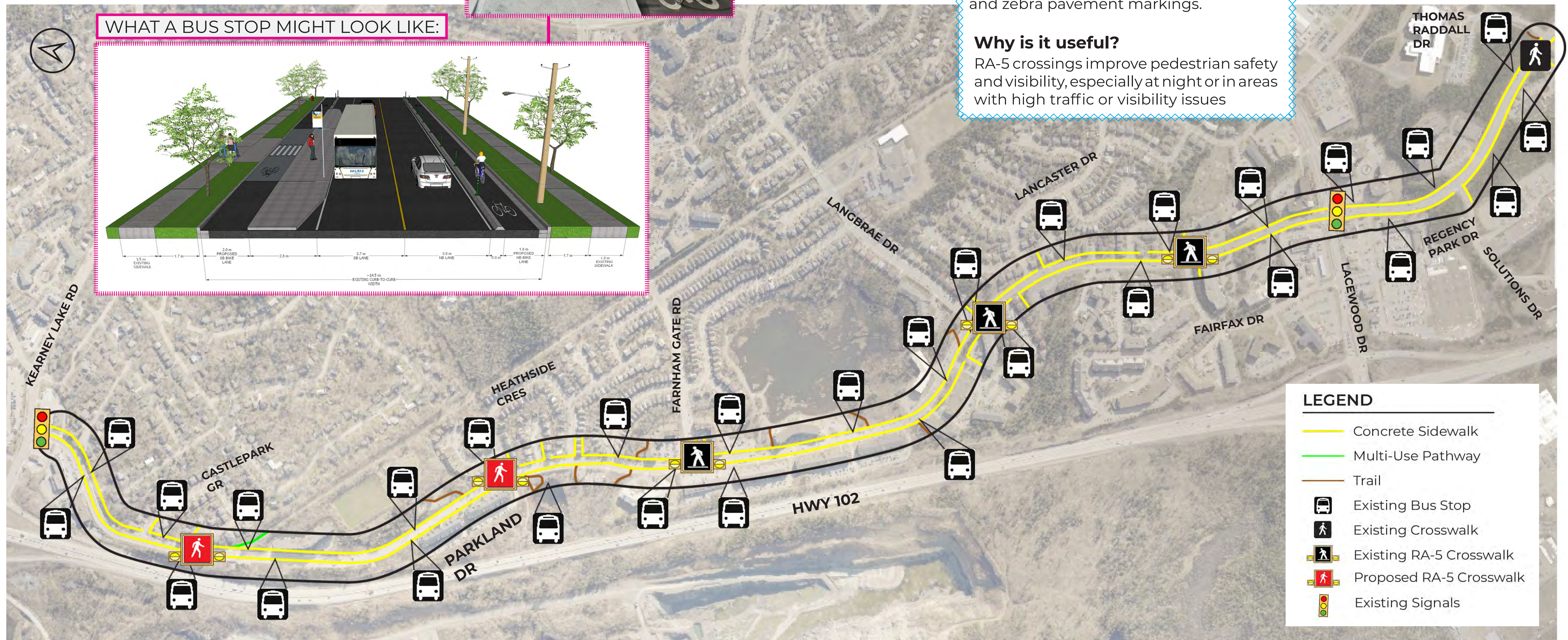
- Two additional RA-5 pedestrian crossings are being considered at Heathside Crescent and Castle Grove Park to access trails.

RA-5 Crosswalks

RA-5 crosswalks are pedestrian activated crosswalk treatment systems that consist of overhead and side mounted amber flashing beacons, additional downlighting, side mounted pedestrian crosswalk signs, and zebra pavement markings.

Why is it useful?

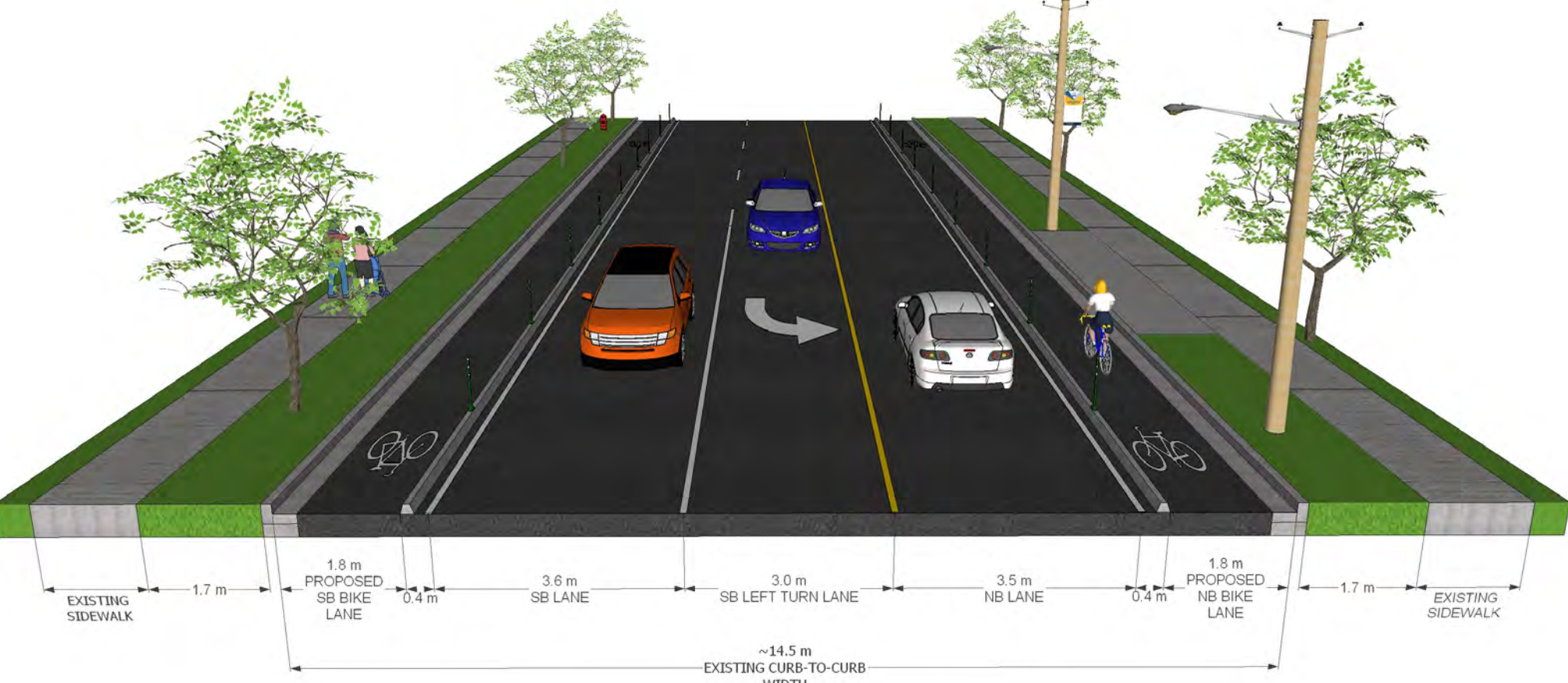
RA-5 crossings improve pedestrian safety and visibility, especially at night or in areas with high traffic or visibility issues



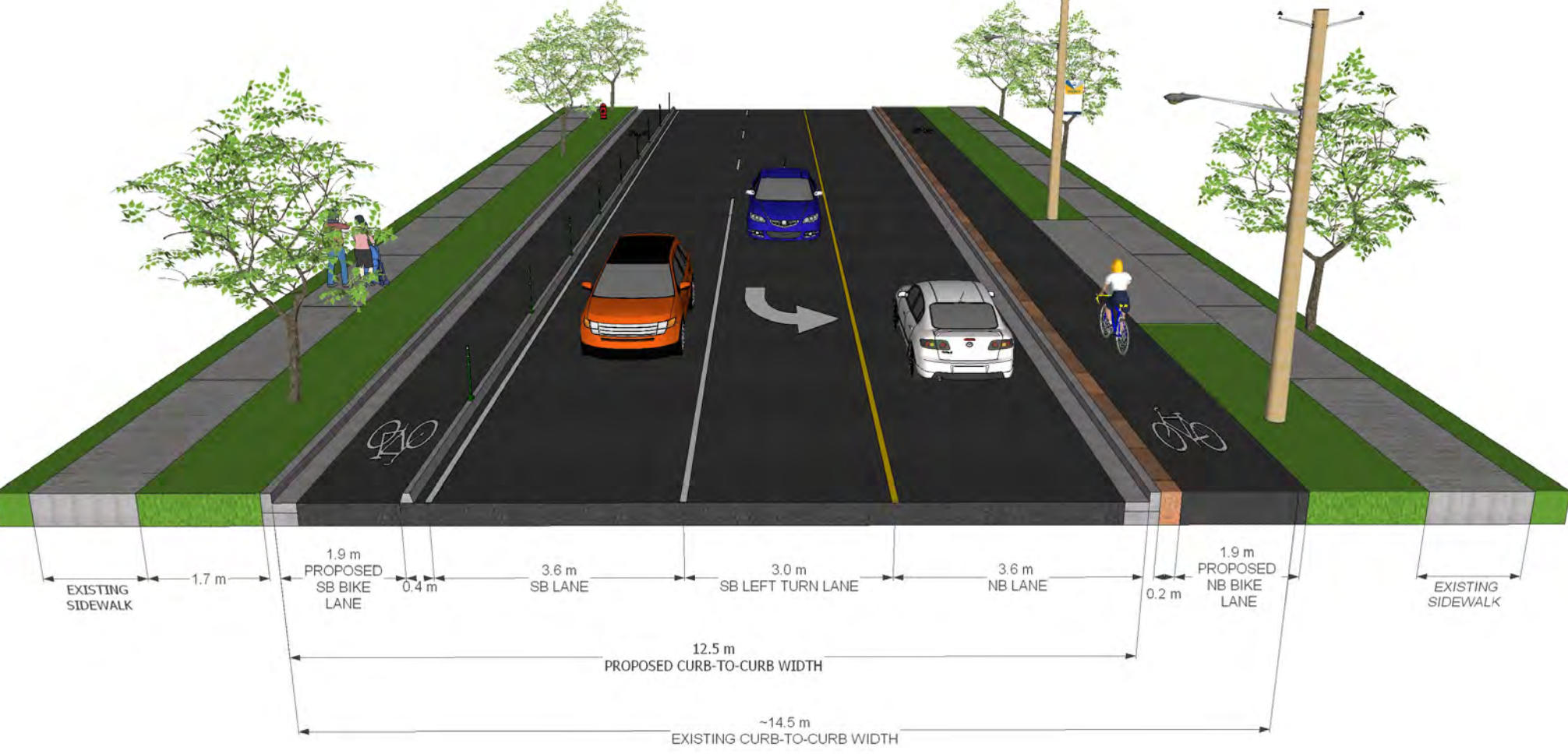
OPTIONS FOR LEFT TURN LANES

Left turn lanes are being considered from Parkland Drive onto Langbrae Drive and Farnham Gate Road. Here is what they could look like with the inclusion of cycle lanes:

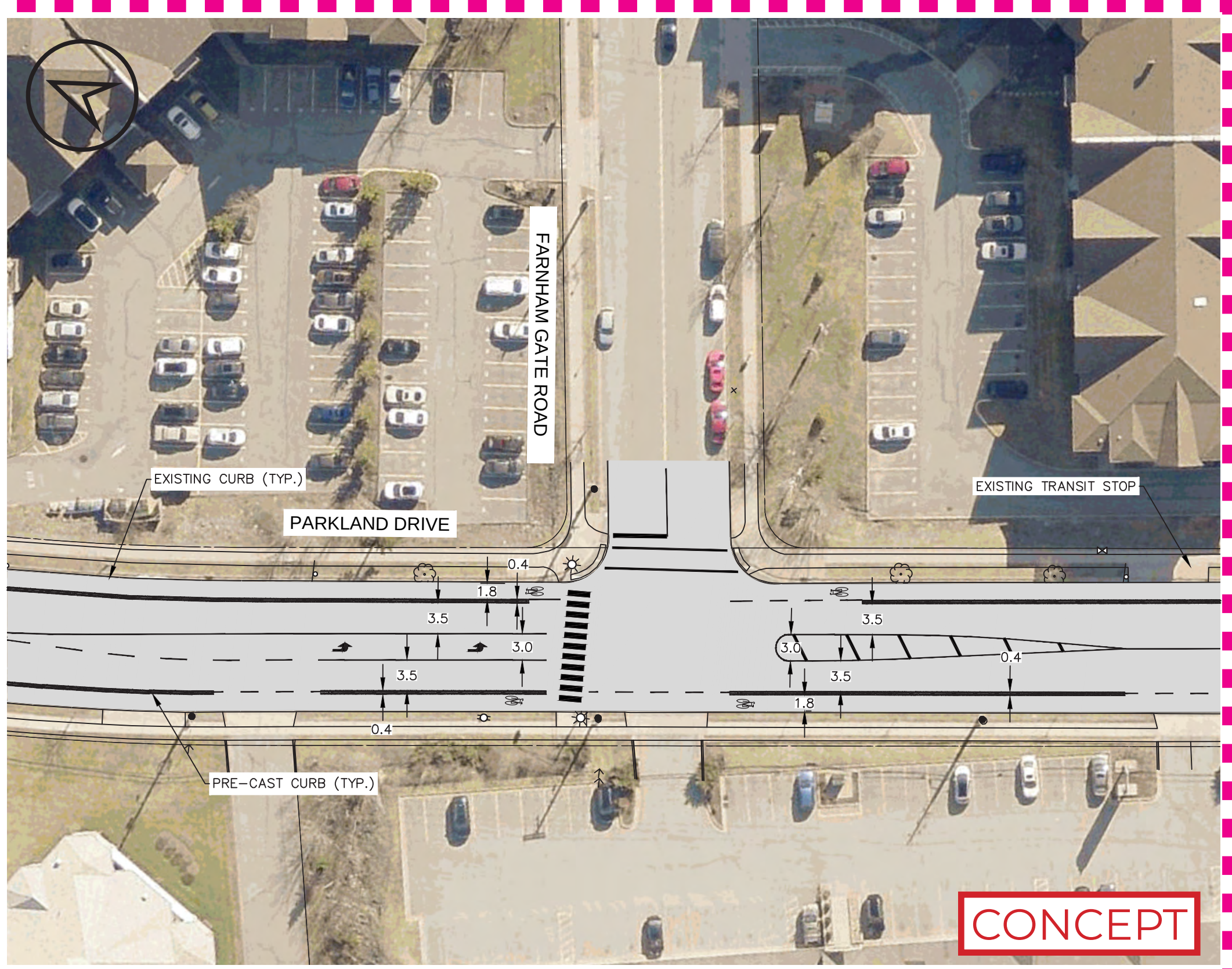
Option 1: Existing Curb-to-Curb



Option 2: Expanded Curb-to-Curb



FARNHAM GATE ROAD



LANGBRAE DRIVE

