Grahams Grove Active Transportation Functional Plan

DRAFT CONCEPTS PUBLIC ENGAGEMENT

WELCOME

The draft design concepts for new active transportation infrastructure are ready, and we want to hear your feedback to help create a safe, accessible and connected active transportation network in Grahams Grove.

PROJECT OVERVIEW

The Grahams Grove project aims to create safe, connected, healthy, sustainable and enjoyable active transportation options for all ages and abilities, throughout the Grahams Grove, Penhorn, Westphal and Main areas. The project focuses on pedestrian and cycling infrastructure along several key streets identified in the Integrated Mobility Plan and Active Transportation Priorities Plan.



This project will make the following links to create a connected network in the area:

1. Prince Albert Road to Harris Road
2. Grahams Grove to Braemar Drive
3. Braemar Drive to Lakecrest Drive
4. Tacoma Drive to Lakecrest Drive
5. Main Street Overpass above Highway 111
6. Harris Road to Oakwood Avenue
7. Micmac Boulevard to Lake Banook Trail
8. Tacoma Drive to Valleyfield Road

PROJECT TIMELINE



WHAT IS ACTIVE TRANSPORTATION?

Active transportation (AT) is about providing comfortable spaces for people to bike, walk or roll. Promoting active transportation involves both infrastructure and programs. Good active transportation networks make it easier to travel around the city without a car, which can improve access within a community or to regional shops and services, as well as many other benefits.

Active transportation infrastructure usually refers to sidewalks, bike lanes, multi-use pathways, trails and local street bikeways. AT is enhanced when it includes complete street elements such as seating, signage, green space, or public art. The infrastructure on a street shapes how it's used.

HALIFAX

Grahams Grove Active Transportation Functional Plan

DRAFT CONCEPTS PUBLIC ENGAGEMENT

SHARE YOUR THOUGHTS

Help us refine the proposed street-level changes & new active transportation infrastructure for Grahams Grove, Penhorn, Westphal and Main.
Tell us what you like, what you would change and what we've missed.
This feedback will inform the final designs.

SOME QUESTIONS TO CONSIDER:

- what do you like about the concepts?
- what stands out to you about these concepts?
- what would you like to change?
- what is missing?
- what are your priorities?
- how does this make you feel if you picture yourself using this new infrastructure?
- is this helpful for you? Would you enjoy using it?
- would you feel safe and comfortable using this infrastructure to walk, roll or bike?
- if these conceptual designs were built, how would this change or affect your everyday life?

WAYS TO CONTRIBUTE:

Show your level of support for each design with a **vote.**

Tell us what you like or don't like about a design by placing a **sticky note** on the board.

More to say? Other ideas?
Write them down on a **comment card.**

Kids are welcome to participate in all ways. We want to hear from you. We also have fun **activity sheets.**

Have questions?
Staff are here to answer them.

ONLINE FEEDBACK:

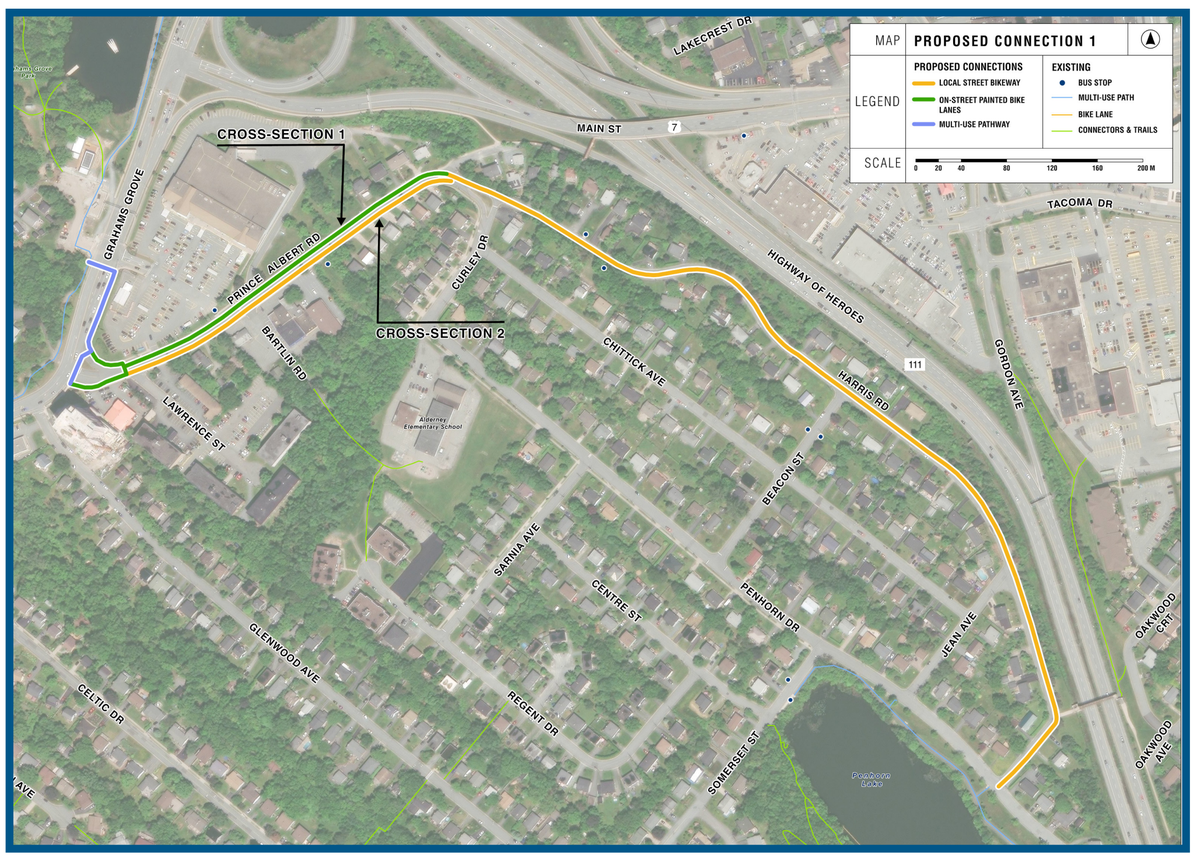
Learn more at our Shape Your City webpage.
Take the online survey or share it with a friend or neighbour.

Scan the code with your phone or find more info at the link below:
www.shapeyourcityhalifax.ca/grahams-grove-at-planning

HALIFAX

1 Prince Albert Road to Harris Road

PROPOSED CONNECTION 1



Proposed Interventions

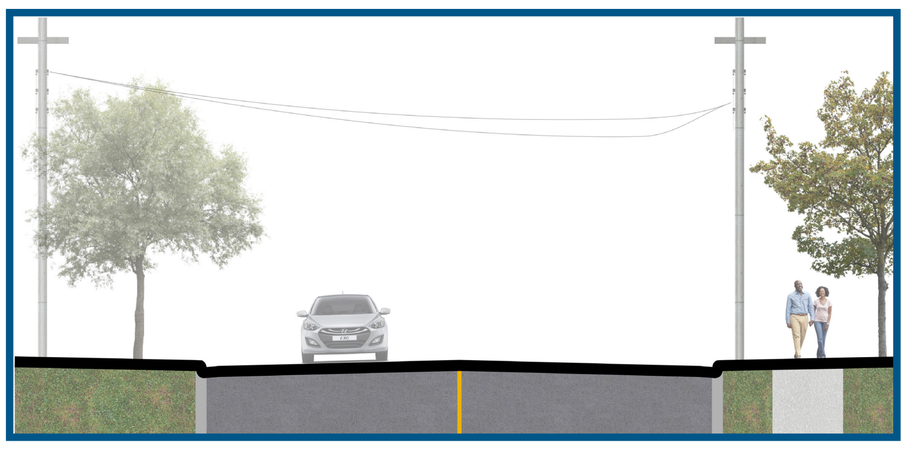
- improved crossing of Grahams Grove via existing signalized intersection at Kiwanis Park and Superstore driveway
- on-street bikelanes on Prince Albert Road
- local street bikeway on Harris Road

The aim of this intervention is to create a safe and efficient active transportation route between 2 existing multi-use paths.

Share your thoughts on a sticky and park it here:

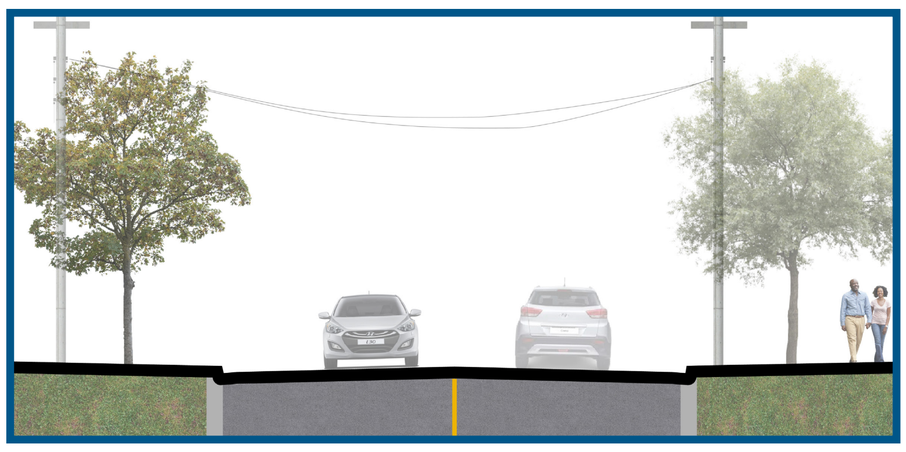
EXISTING CONDITIONS

Prince Albert Road



There are currently no designated cycling facilities, some hazards for cyclists and pedestrians and is frequently congested.

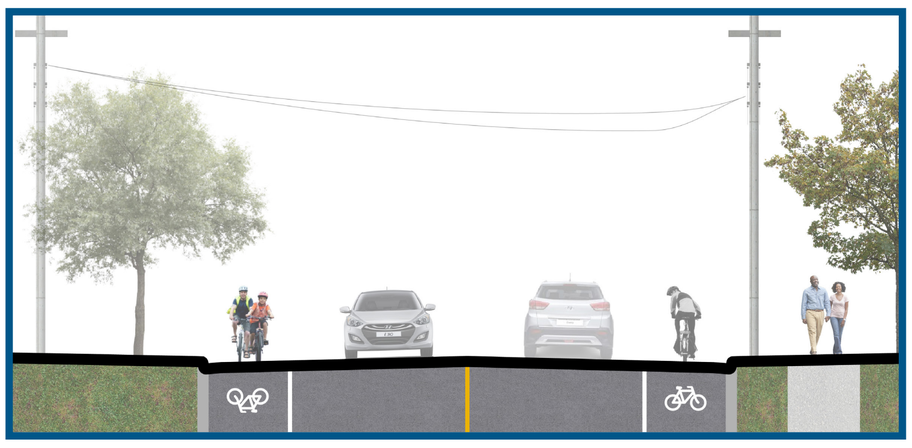
Harris Road



Is a wide, low traffic route with no designated cycling facilities.

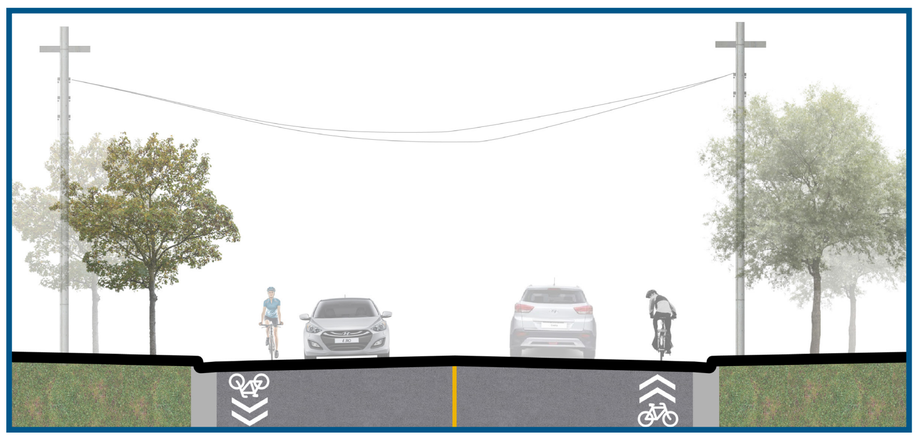
PROPOSED DESIGNS

Prince Albert Road
Cross-Section 1



On-street bikelanes are proposed. The aim is to improve separation between cars and bicycles as traffic is often fast-moving.

Harris Road
Cross-Section 2



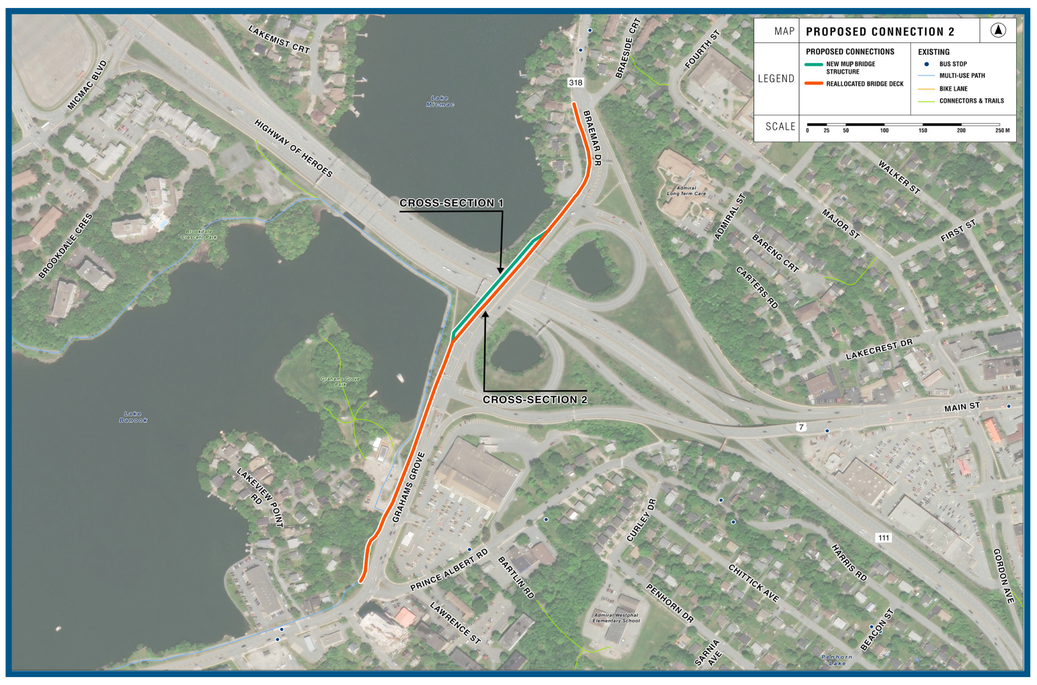
Local street bikeways are proposed. Traffic calming measures and designated paths for cyclists aim to improve safety.

HALIFAX

2

Grahams Grove to Braemar Drive

PROPOSED CONNECTION 2



Proposed Interventions:

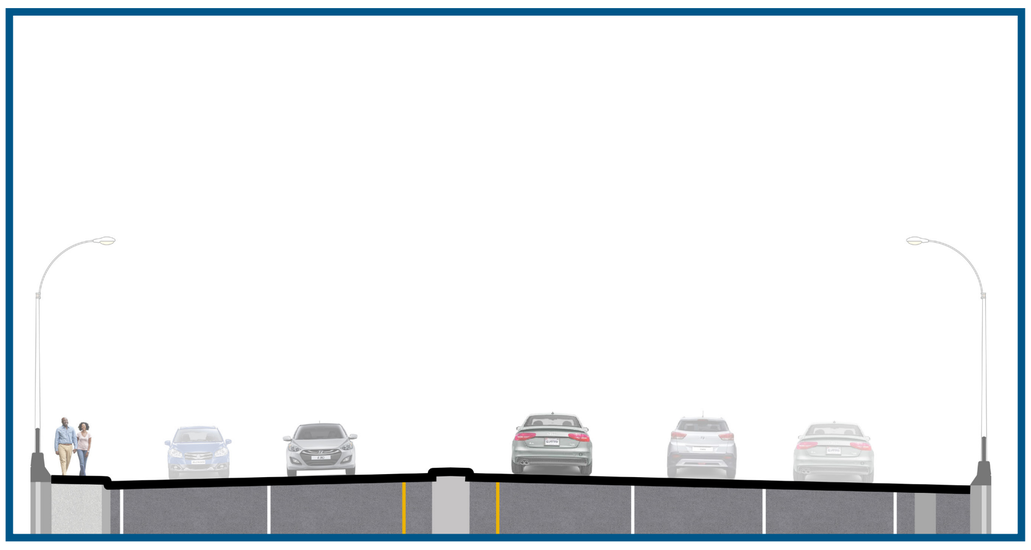
- protected multi-use path connecting Grahams Grove to Braemar Drive

The aim of this intervention is to create a safe connection for cyclists and pedestrians to use over Highway 111.

Share your thoughts on a sticky and park it here:

EXISTING CONDITIONS

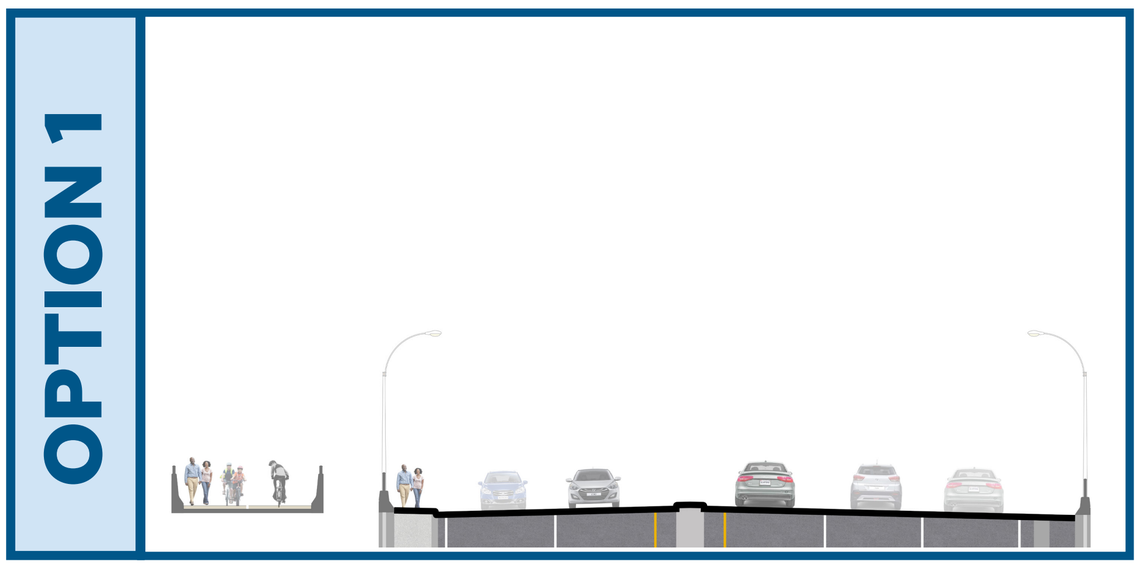
Braemar Overpass



There are no designated cycling facilities on Grahams Grove, cyclists must dismount and use the sidewalk in this high traffic area. The pedestrian sidewalk is narrow and not protected by a barrier.

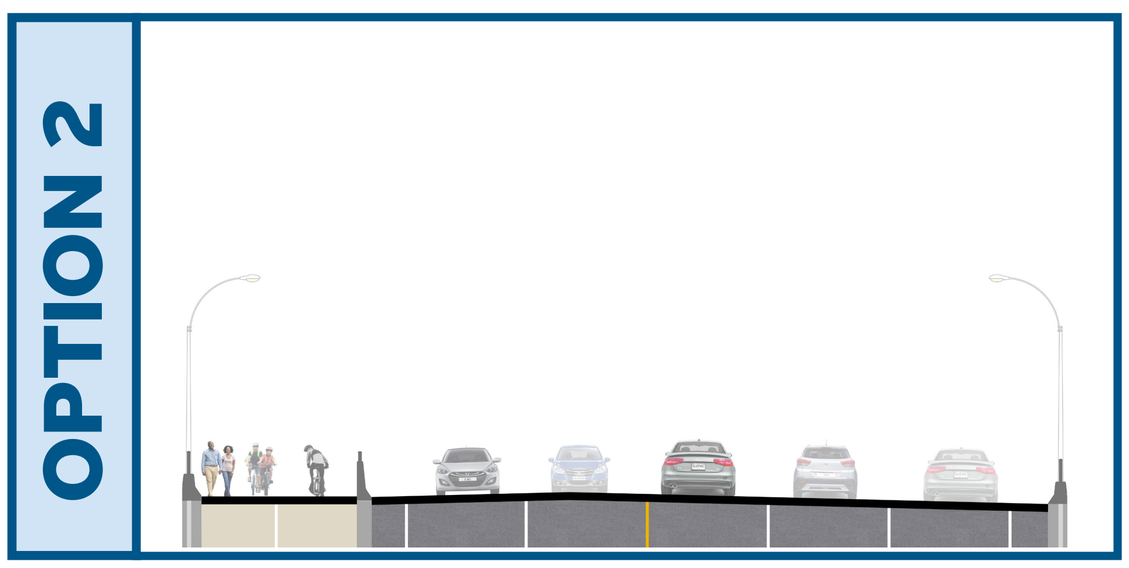
PROPOSED DESIGN OPTIONS

Braemar Overpass Cross-Section 1



The addition of an independent bridge structure for cyclists and pedestrians would ensure safe crossing from Grahams Grove to Braemar Drive. This option retains the existing conditions of the overpass for vehicle traffic and the adjoining sidewalk.

Braemar Overpass Cross-Section 2

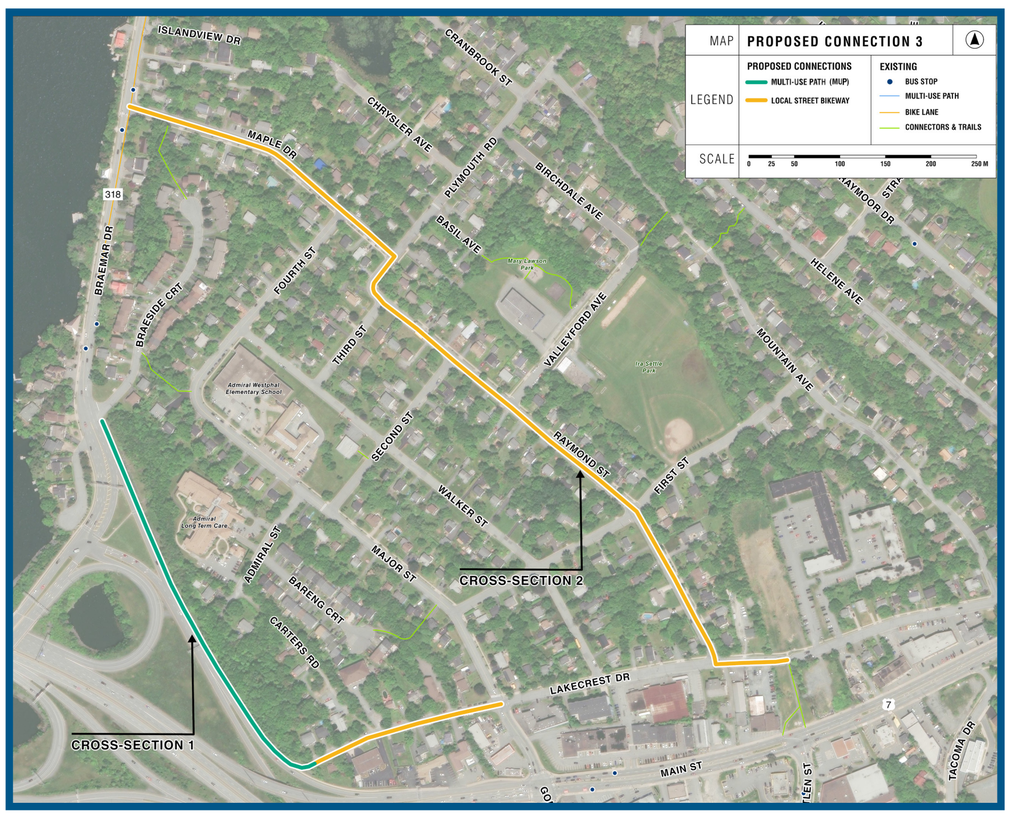


A protected multi-use path would create space for cyclists and pedestrians to move safely across the Braemar overpass separately from cars. Accommodating space for this would result in narrower lanes and lower speed limits for vehicle traffic.

HALIFAX

3 Braemar Drive to Lakecrest Drive

PROPOSED CONNECTION 3



Proposed Interventions

- Braemar Drive to Lakecrest Drive via local street bikeways on Maple Drive, Raymond Street, and Plymouth Road, between Maple Drive and Raymond Street
- Lakecrest Drive to Braemar Drive via protected multi-use path on Route 7 slip road

The aim of these interventions is to create safe options for cyclists to traverse across the residential neighbourhoods of Westphal.

Share your thoughts on a sticky and park it here:

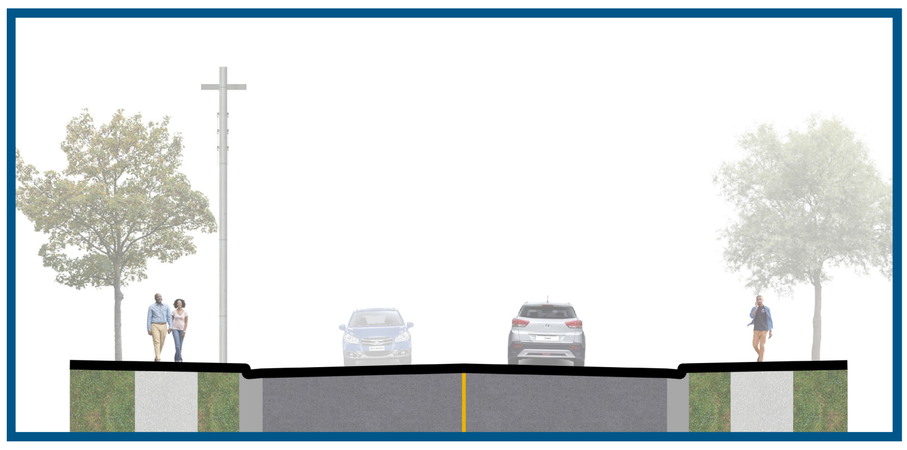
EXISTING CONDITIONS

Route 7 Slip Lane to Braemar Drive



There are no cycling facilities along the fast-moving slip lane. Cyclists must dismount and walk.

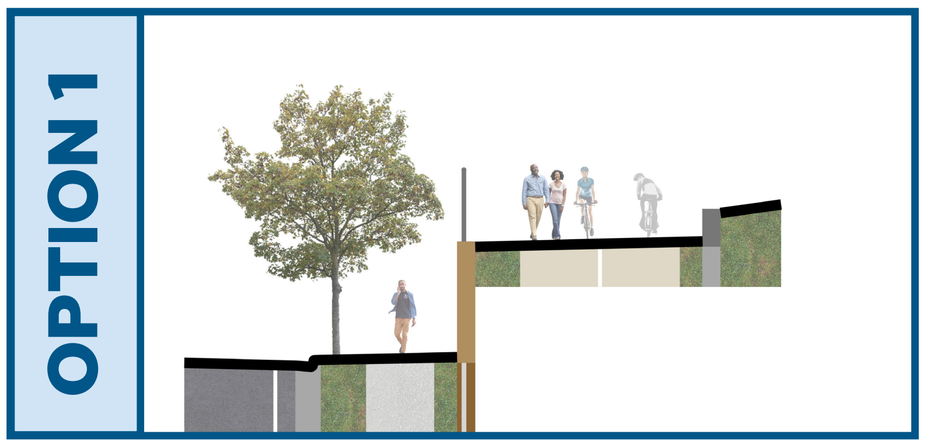
Raymond Street & Maple Drive



There are currently no cycling facilities or traffic calming measures on these residential streets.

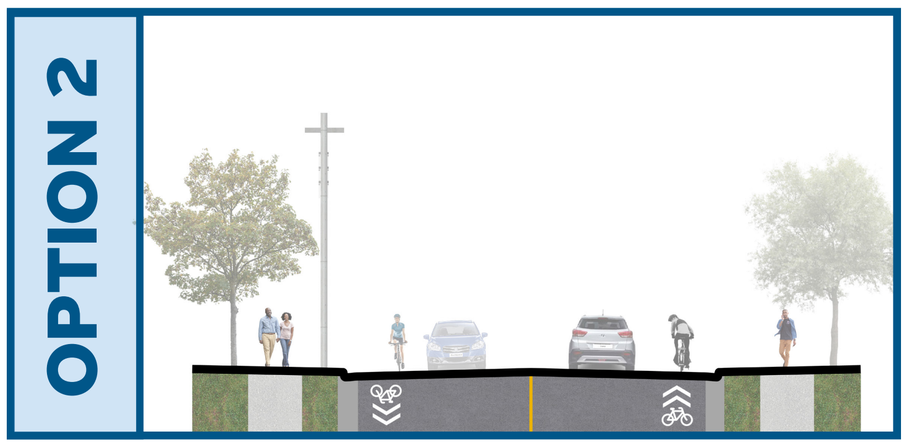
PROPOSED DESIGNS

Route 7 Slip Lane to Braemar Drive Cross-Section 1



A new multi-use path above the existing retaining wall would give cyclists an opportunity to safely travel from Lakecrest to Braemar.

Raymond Street & Maple Drive Cross-Section 2

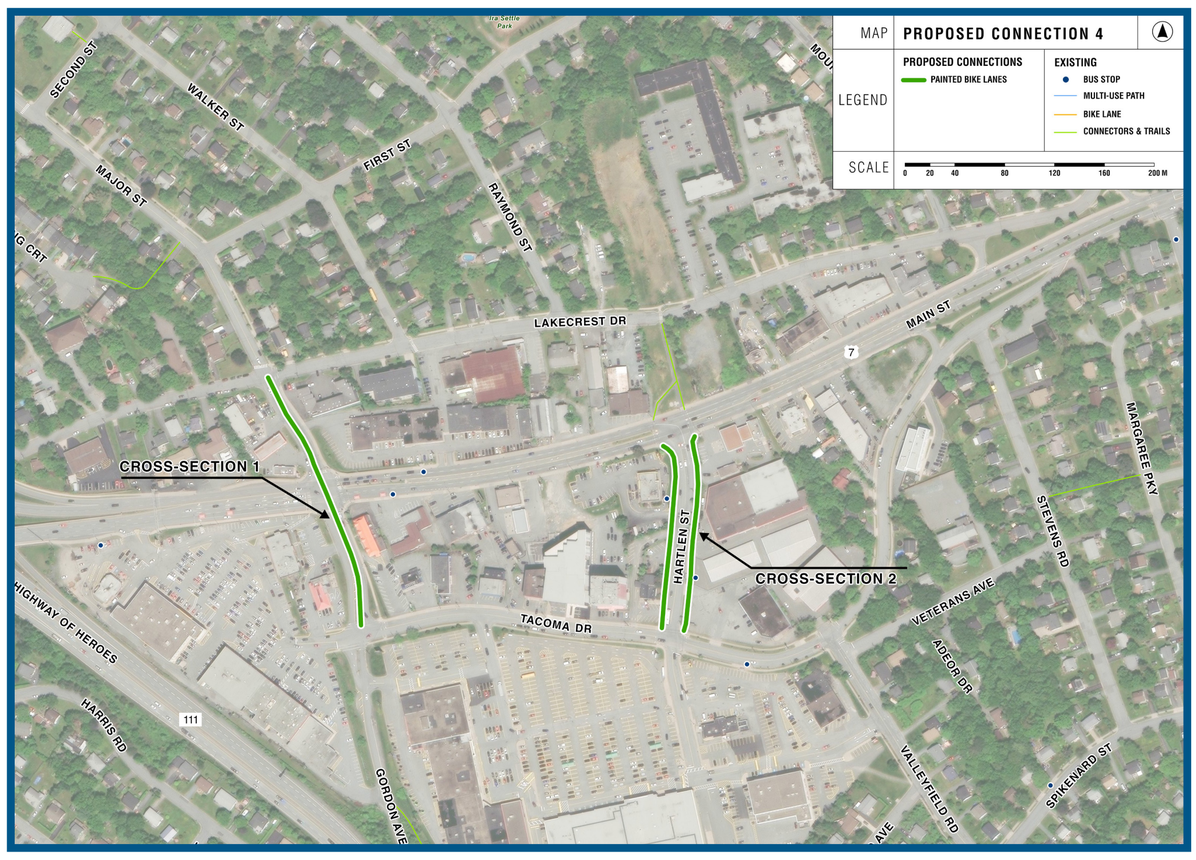


A local street bikeway with traffic calming measures would improve cyclist's safety and may encourage use.

HALIFAX

4 Tacoma Drive to Lakecrest Drive

PROPOSED CONNECTION 4



Proposed Interventions

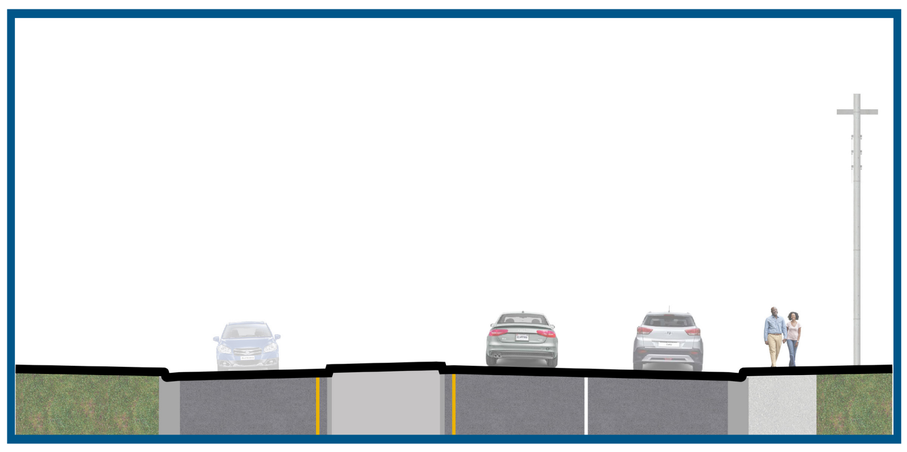
- on-street painted bike lanes on Gordon Avenue
- on-street painted bike lanes on Hartlen Street
- local street bikeways on Major Street (North of Main Street)

The aim of these interventions is to safely connect cyclists from the shopping centres to residential areas across the fast-moving Route 7.

Share your thoughts on a sticky and park it here:

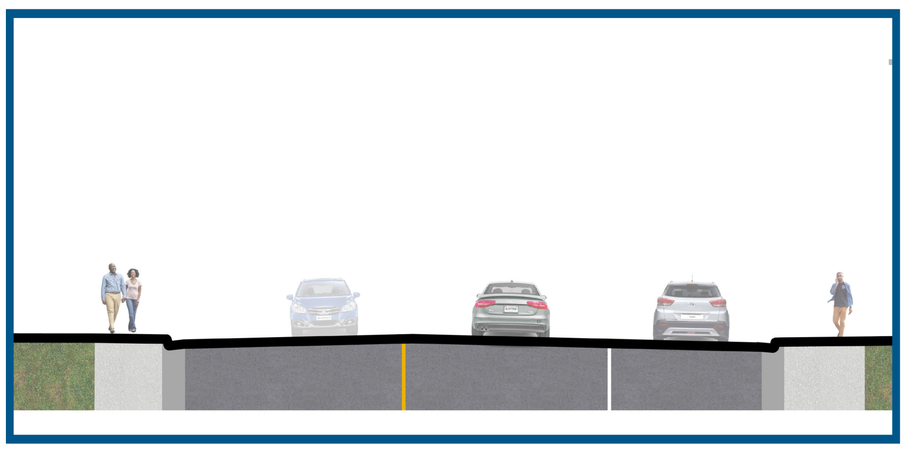
EXISTING CONDITIONS

Gordon Avenue



There are currently no bicycle facilities and the vehicle lanes are narrow. Crossing Route 7 is confusing for cyclists.

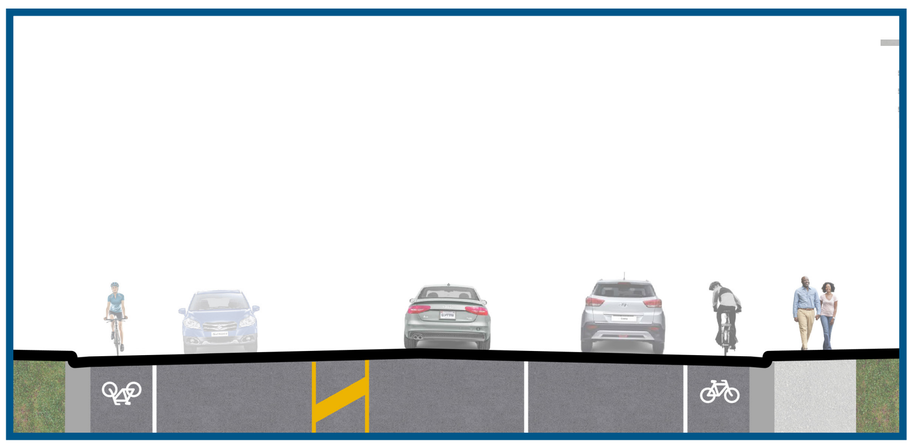
Hartlen Street



There are currently no bicycle facilities on this busy road where cars are pulling into and out of commercial parking lots.

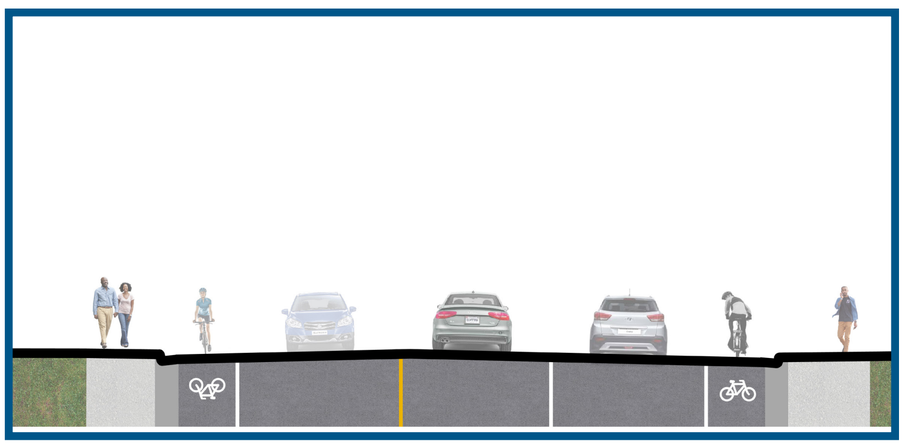
PROPOSED DESIGNS

Gordon Avenue
Cross-Section 1



Painted on-street bike lanes will help give more room to cyclists and provide guidance when crossing Route 7.

Hartlen Street
Cross-Section 2

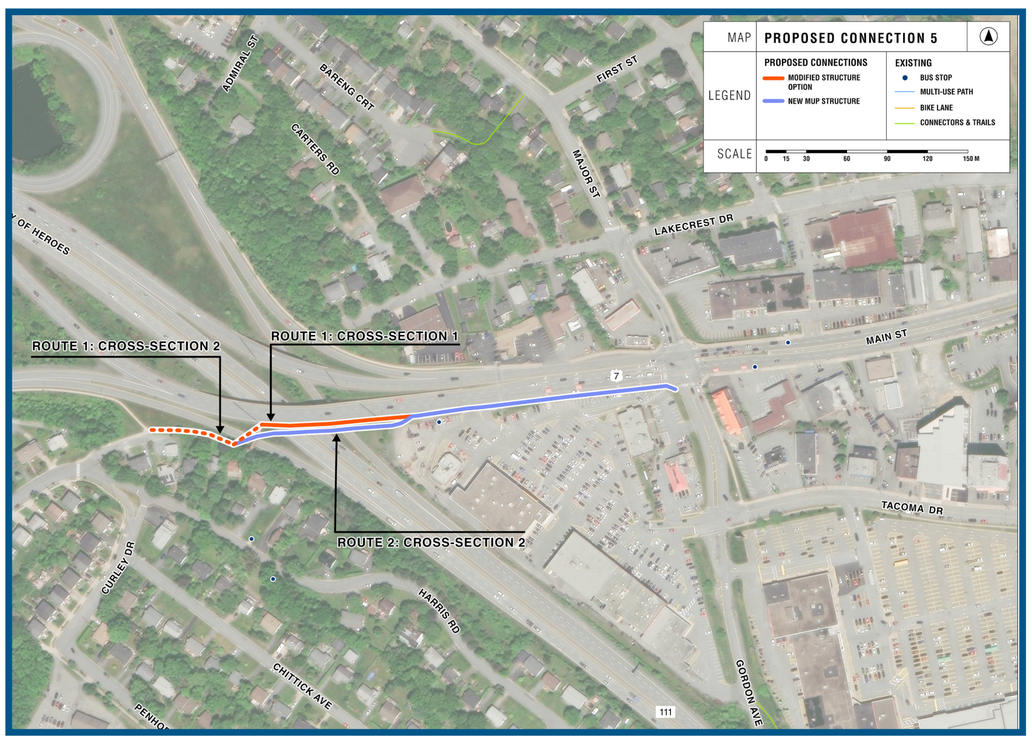


Painted on-street bike lanes are proposed. The aim is to improve separation between cars and bicycles.

HALIFAX

5 Main Street Overpass Above Highway 111

PROPOSED CONNECTION 5



Proposed Intervention

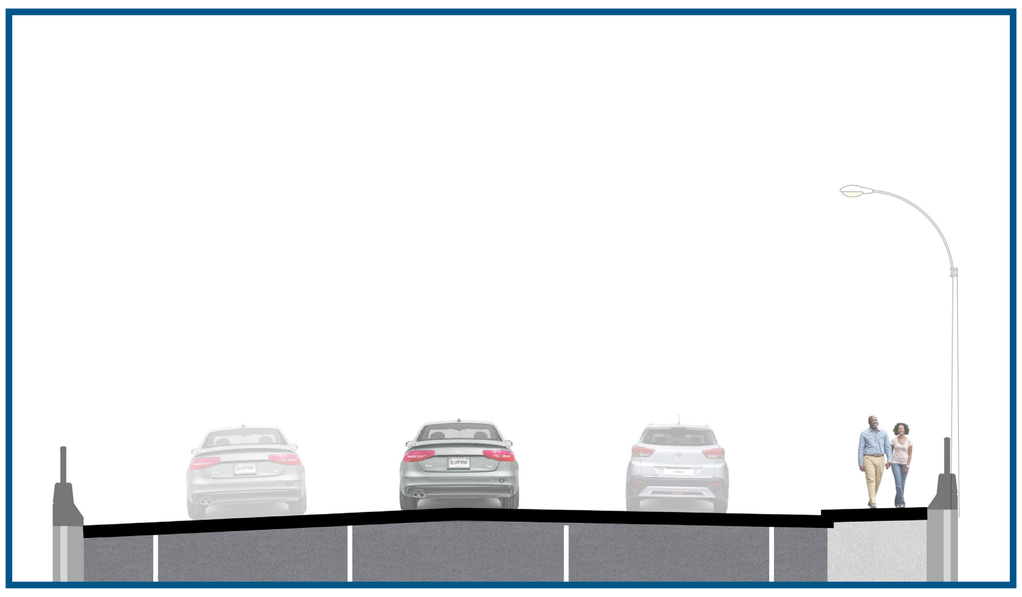
- protected multi-use path on Main Street overpass above Highway 111

The aim of this intervention is to ensure cyclists and pedestrians have a safe way to cross Highway 111 to reach nearby amenities.

Share your thoughts on a sticky and park it here:

EXISTING CONDITIONS

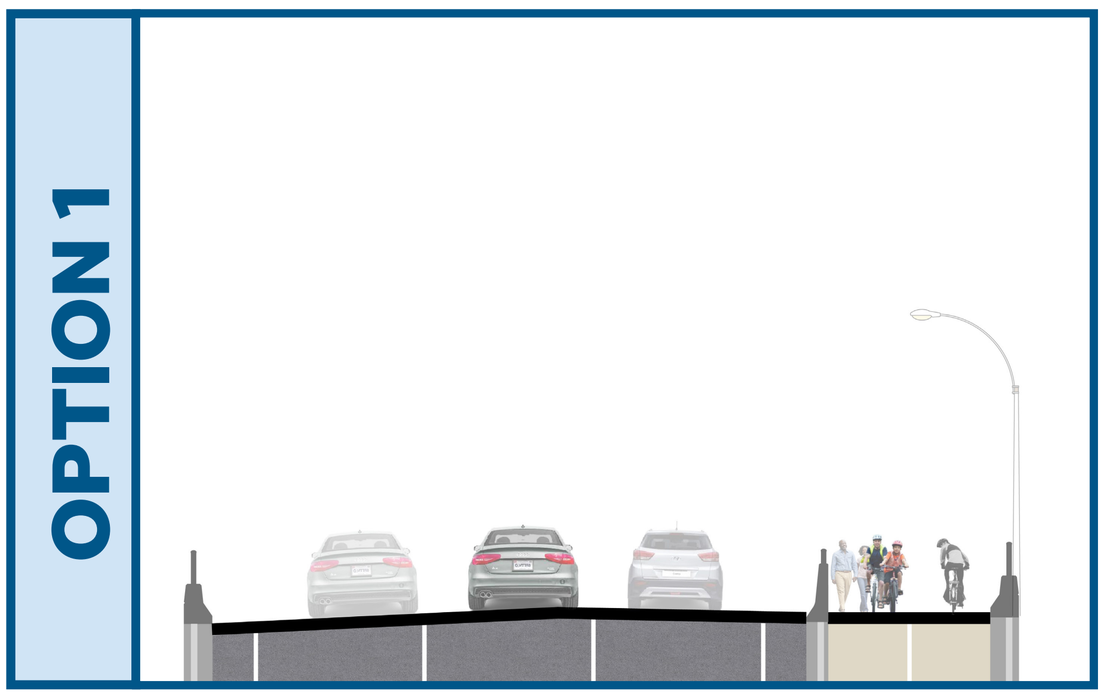
Main Street Overpass



There is currently no way to cycle safely across the overpass. The sidewalk has no barrier between fast-moving cars and is narrow.

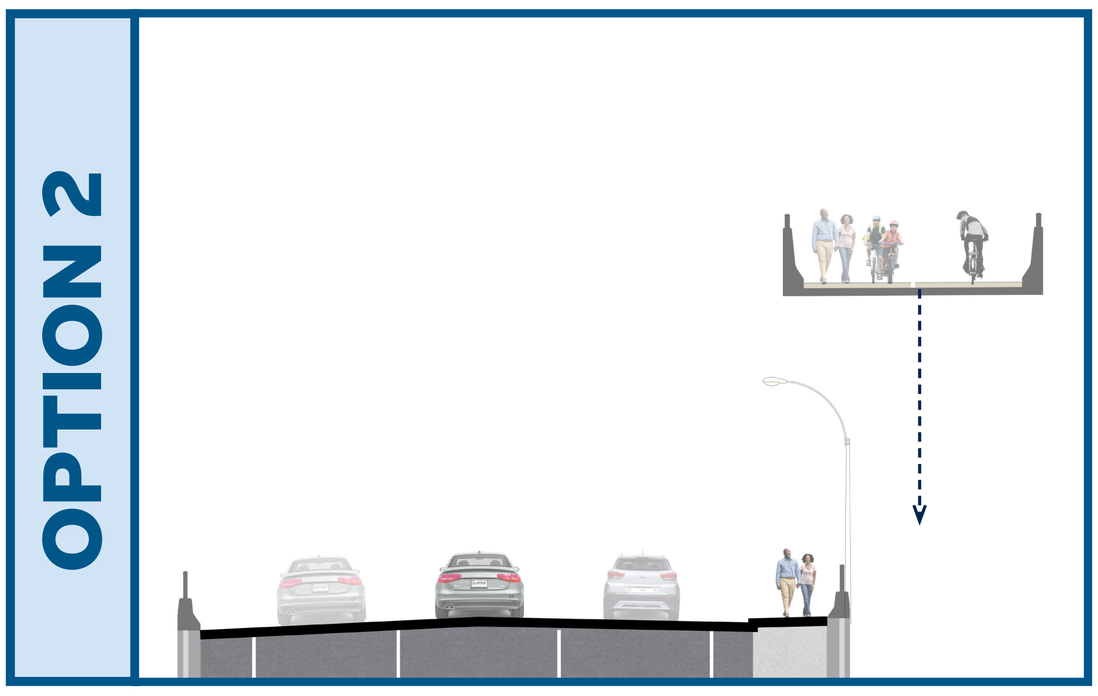
PROPOSED DESIGN OPTIONS

Main Street Overpass Cross-Section 1



Vehicle lanes would narrow and speed limits would be reduced to accommodate for a protected multi-use pathway for cyclists and pedestrians to pass safely over Highway 111.

Main Street Overpass Cross-Section 2

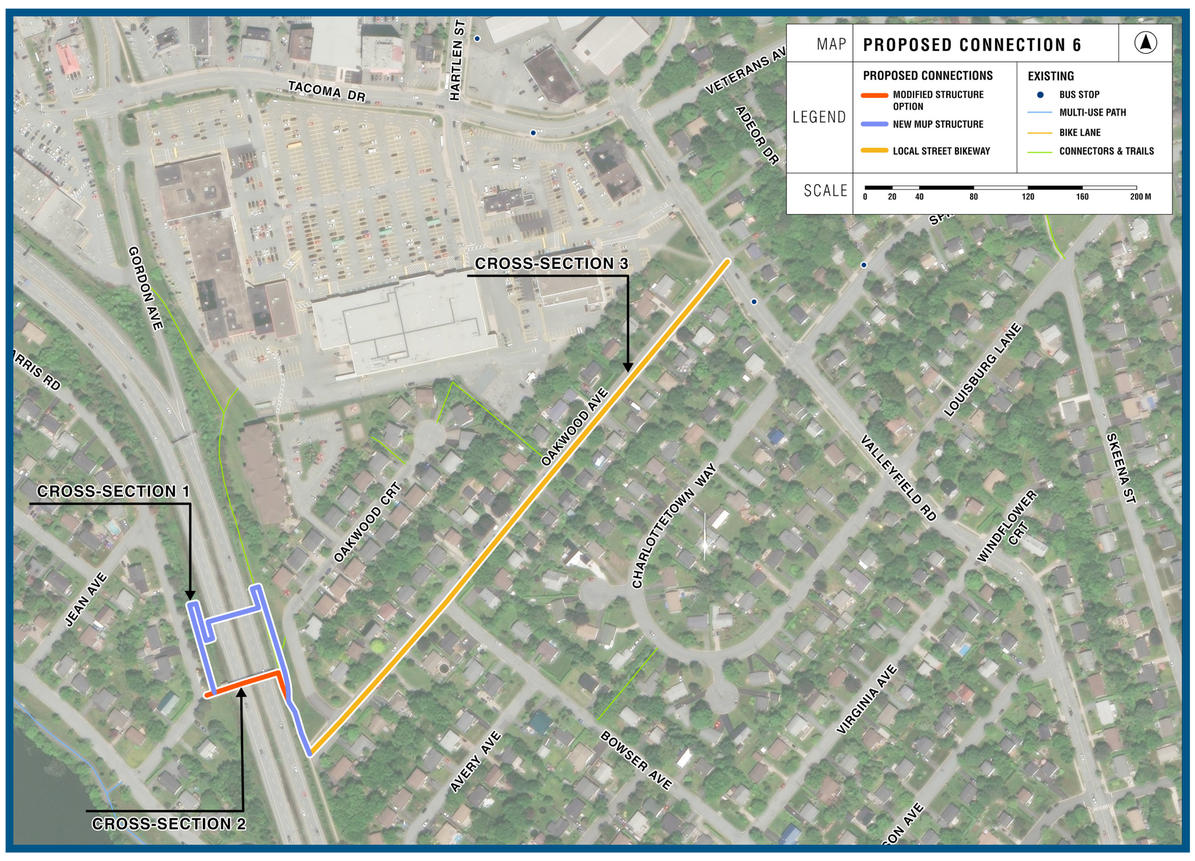


Existing conditions on the bridge remain the same, but an independent multi-use path structure is built next to the overpass.

HALIFAX

6 Harris Road to Oakwood Avenue

PROPOSED CONNECTION 6



Proposed Interventions

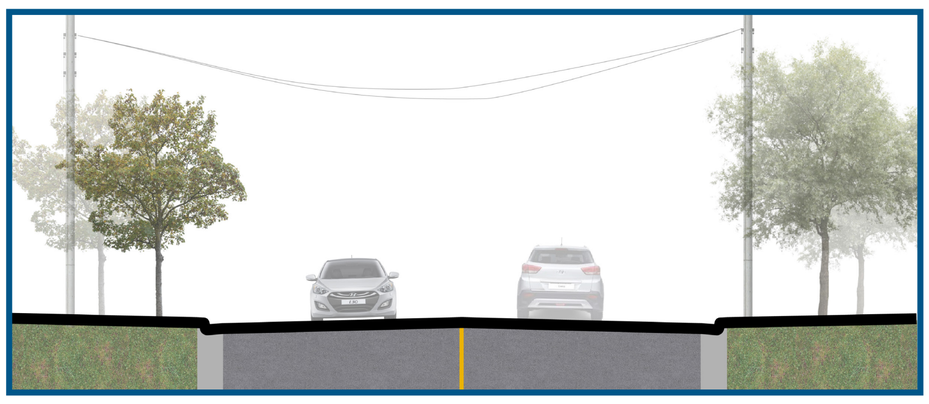
- new multi-use pathway over Highway 111 to accommodate cyclists and pedestrians
- local street bikeway on Oakwood Avenue

The aim of these interventions is to create a safe crossing for cyclists across Highway 111 and safer cycling on Oakwood Avenue.

Share your thoughts on a sticky and park it here:

EXISTING CONDITIONS

Oakwood Avenue



There are currently no cycling facilities on Oakwood Avenue. It is a quiet residential street.

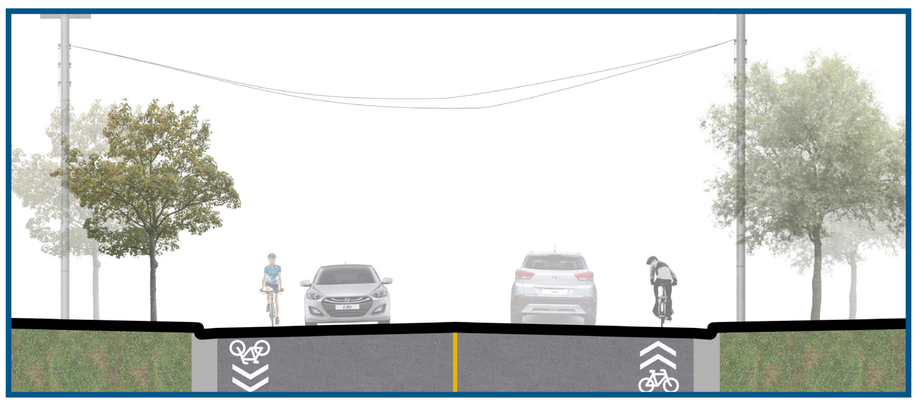
Highway 111 Pedway: Cross-Section 2



There is an existing structure over the highway, however it is narrow and does not accommodate room for both cyclists and pedestrians.

PROPOSED DESIGNS

Oakwood Avenue: Cross-Section 3



Local street bikeways would introduce traffic calming measures and designated space for cyclists, ultimately making it a safer route.

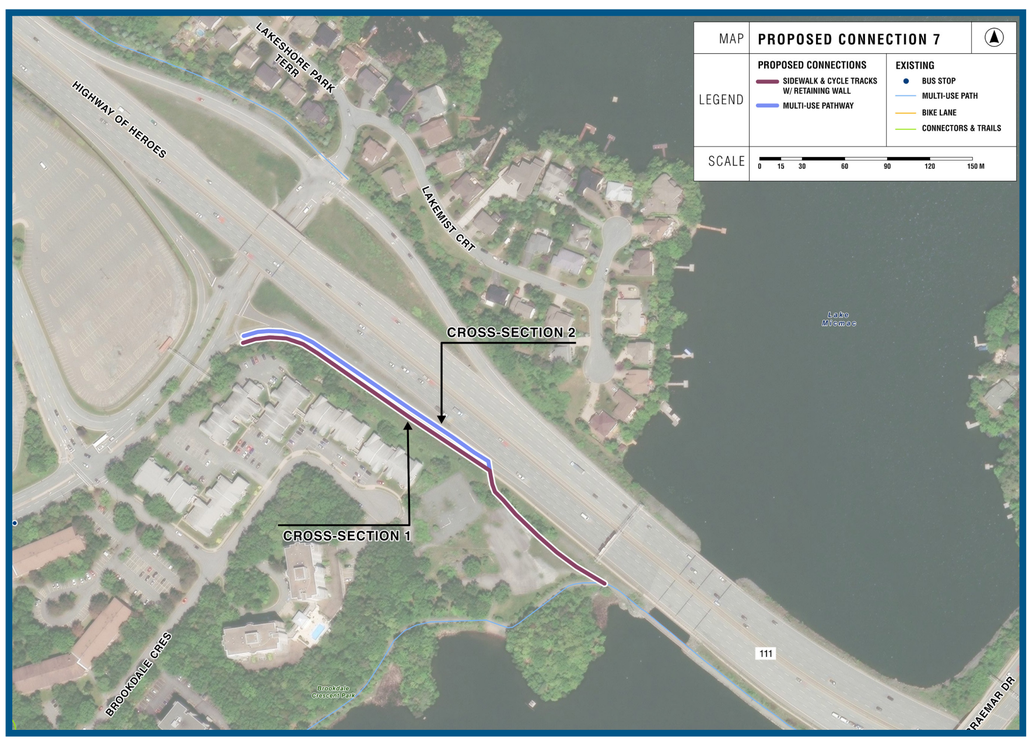
New Highway 111 Multi-Use Path: Cross-Section 1



A new multi-use structure over Highway 111 would accommodate a higher volume of users and could promote cycling over driving by offering a safer and more efficient option.

7 Micmac Boulevard to Lake Banook Trail

PROPOSED CONNECTION 7



Proposed Intervention

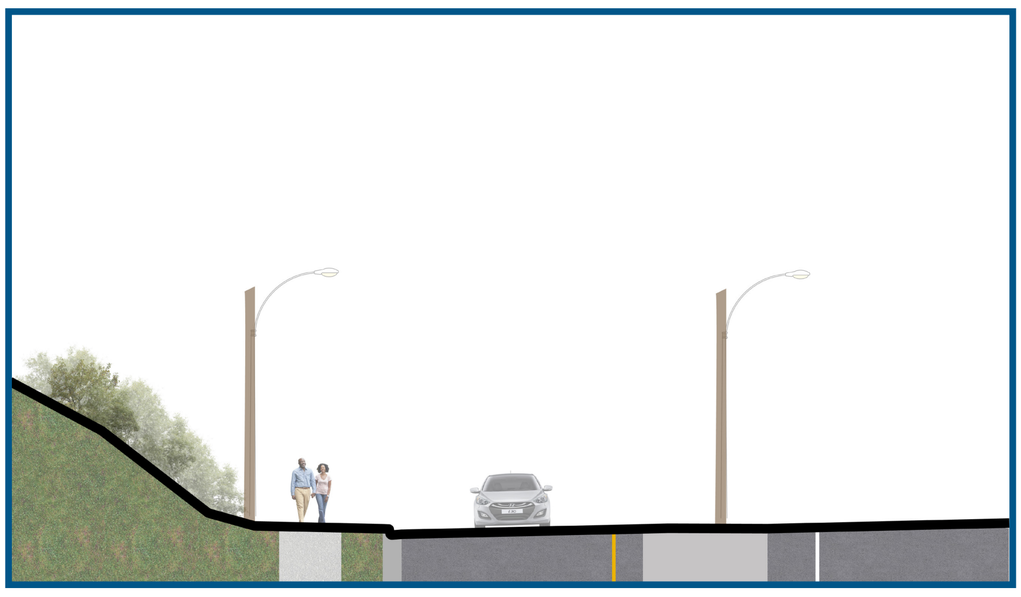
- multi-use pathway along the Highway 111 on-ramp

The aim of this intervention is to safely and efficiently connect the Lake Banook multi-use path with the Shubie Canal Greenway and Micmac Boulevard.

Share your thoughts on a sticky and park it here:

EXISTING CONDITIONS

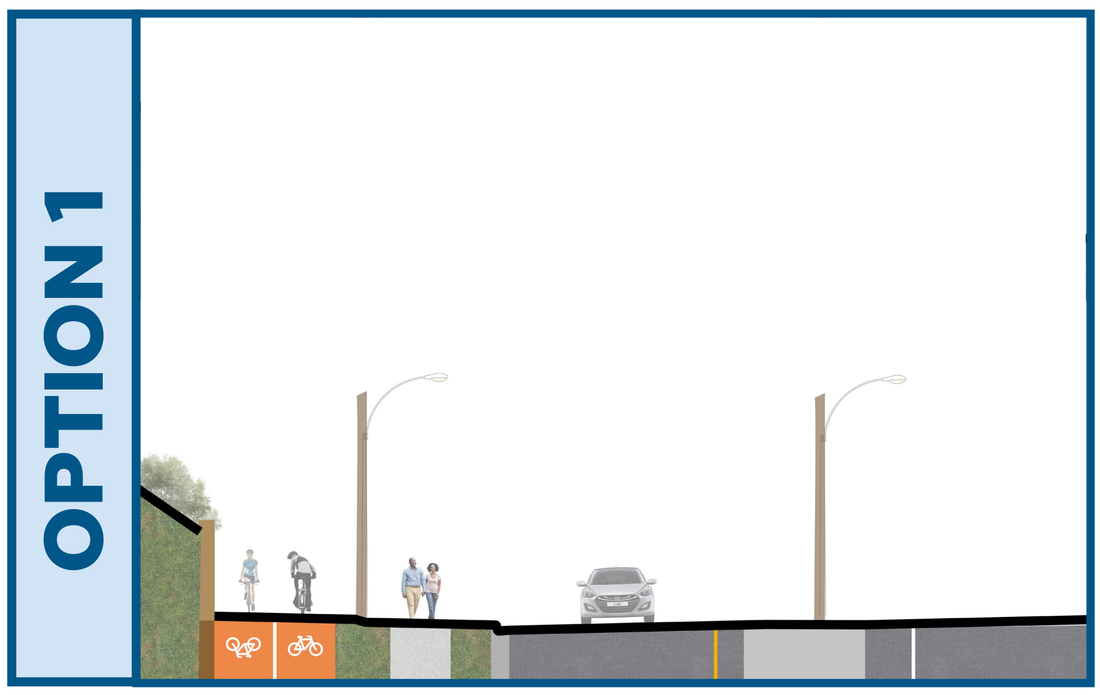
Highway 111 On-Ramp



Currently there are no cycling facilities, cyclists must dismount and walk. The sidewalk is narrow and does not allow for high volume use.

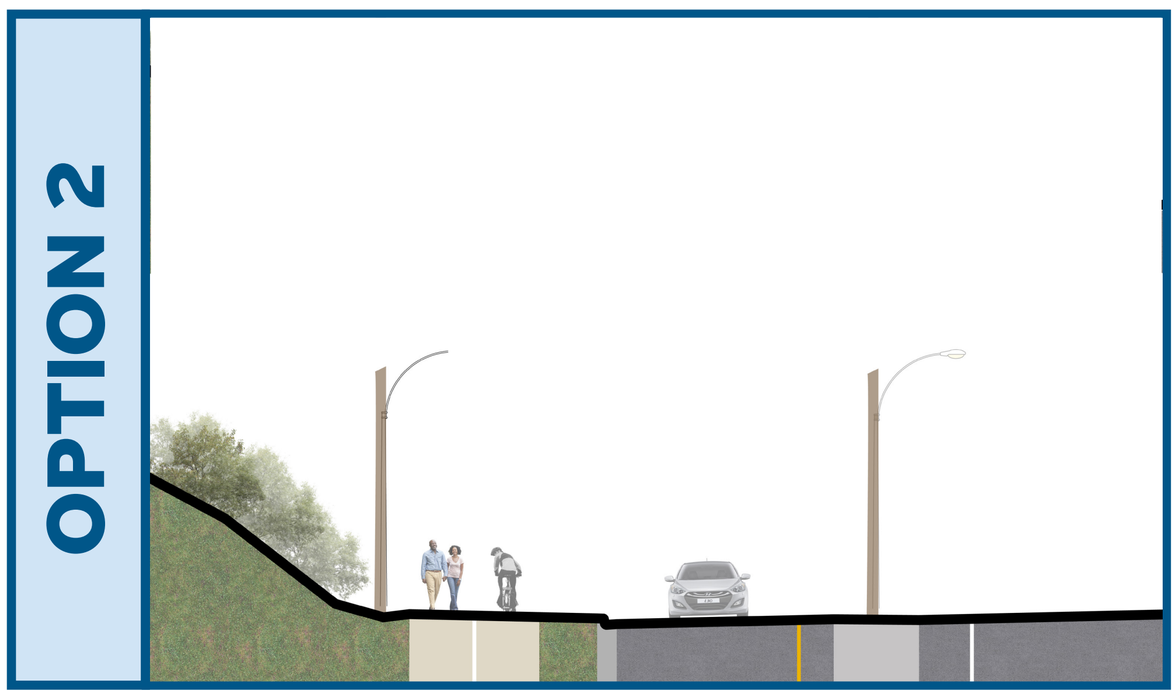
PROPOSED DESIGN OPTIONS

Highway 111 On-Ramp Cross-Section 1



Raised cycle tracks with a retaining wall would allow for efficient and safe movement of cyclists. This option retains the existing sidewalk.

Highway 111 On-Ramp Cross-Section 2

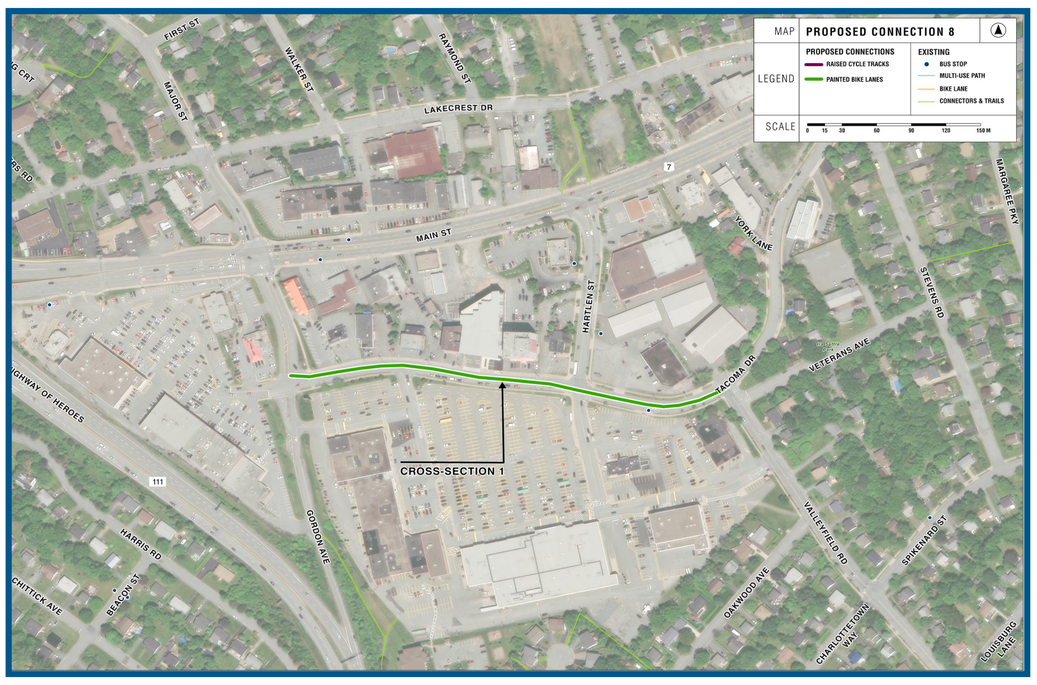


A multi-use path would allow for the safe movement of both cyclists and pedestrians along this route.

HALIFAX

8 Tacoma Drive from Gordon Avenue to Valleyfield Road

PROPOSED CONNECTION 8



Proposed Intervention

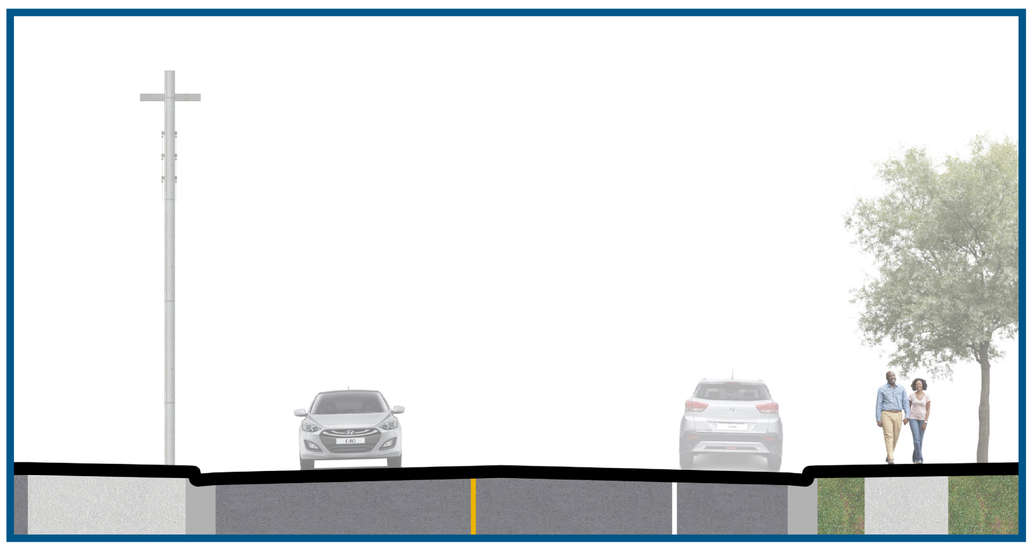
- uni-directional bike lanes along Tacoma Drive from Gordon Avenue to Valleyfield Road

The aim of this intervention is to connect with proposed cycling facilities on Valleyfield Road and provide a safe cycling option on Tacoma Drive.

Share your thoughts on a sticky and park it here:

EXISTING CONDITIONS

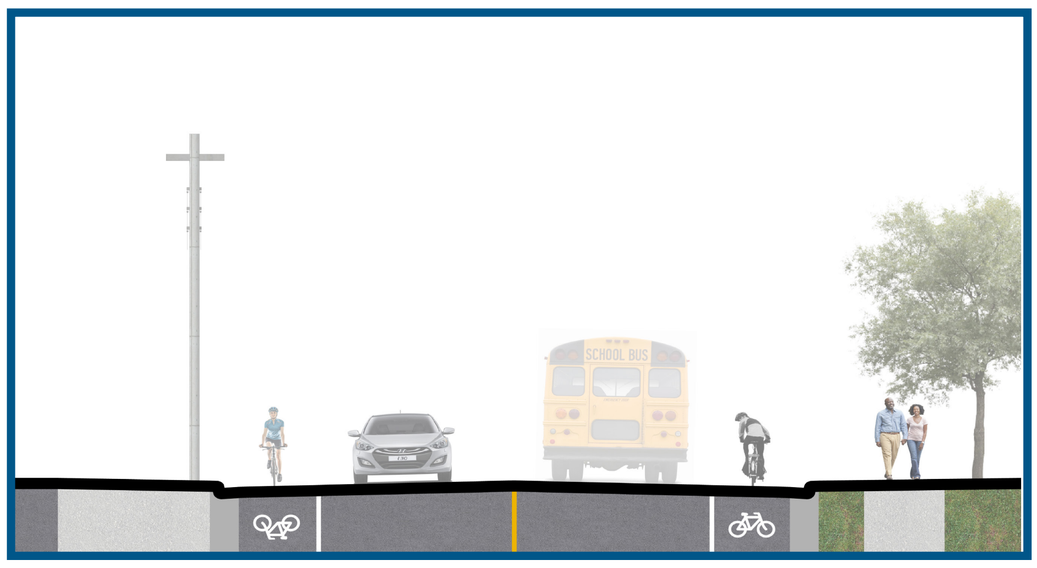
Tacoma Drive



There are no designated cycling facilities on Tacoma Drive. There is street parking along one side of the street, making on-street cycling a challenge.

PROPOSED DESIGN

Tacoma Drive Cross-Section 1



The addition of uni-directional cycling lanes on each side of Tacoma Drive would allow for greater cycling connectivity, stretching to Valleyfield Road, where uni-directional cycling lanes have been chosen as the preferred option through the Dartmouth East Active Transportation project. This design would allow for consistent cycling facilities within this area. This design option would require the removal of on street parking along Tacoma Drive.

HALIFAX