

# Dahlia-Oak-Crichton AT Connections Active Transportation Advisory Committee Presentation



November 19, 2020





Project Background

Objectives of ATAC

Summary of External Stakeholder Meeting

Summary of Engagement

Recommended Design Options

Appropriate Crossing Treatments

Evaluation Criteria

Project Scope

# Project Background



**Integrated Mobility Plan (IMP):** Creates a vision for moving around the Halifax region and helps direct future investment in transportation demand management, transit, active transportation, and the roadway network it seeks to improve the links between residents and their communities.



**All Ages and Abilities ('AAA'):** Planning, design and programming that enables use by people of all ages and with a variety of physical abilities.



**Complete Streets:** Focus on moving people and goods instead of vehicles.



**Active Transportation (AT):** Any form of "humanpowered" mobility, such as walking, bicycling, skateboarding, using a wheelchair and rollerblading.

- Protected Bikeway (Busy Street)
- Local Street Bikeway (Quiet Street)
- Active Transportation Greenway
- Roads



Proposed 'AAA' Bicycle Network (2022), HRM

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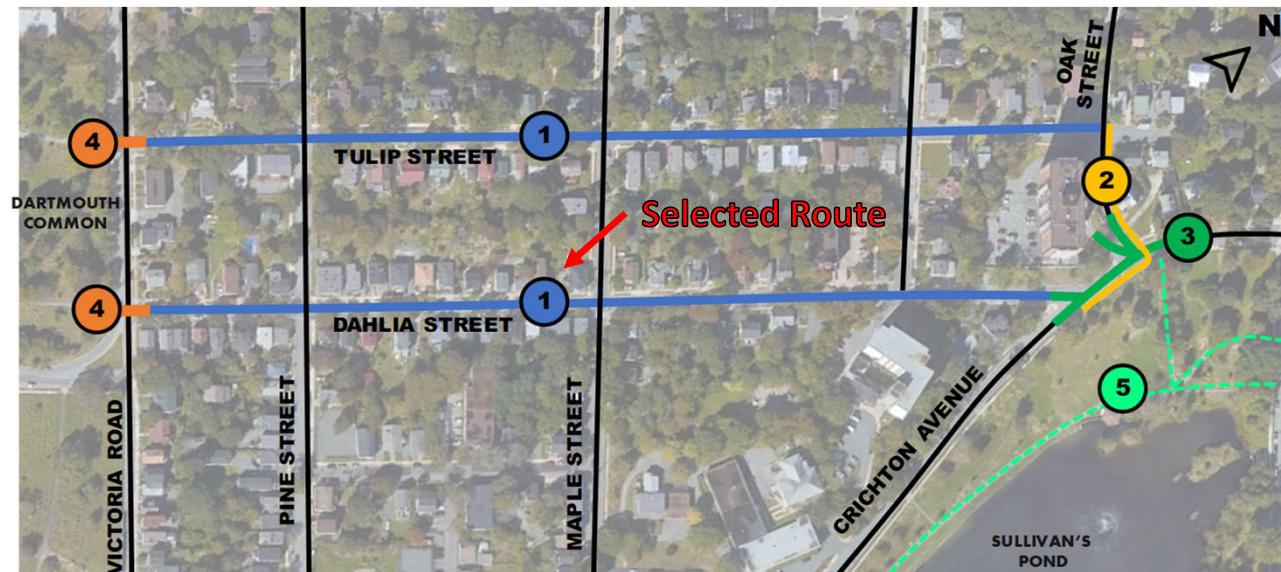
Evaluation Criteria

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# Project Background

## Description of each project element:

- 1) Installing a 'AAA' cycling route on Dahlia Street or Tulip Street
- 2) Evaluating the feasibility of installing a sidewalk on Oak Street and/or Crichton Avenue
- 3) Intersection improvements for Crichton Avenue at Oak Street/Dahlia Streets to establish a safe crossing to Sullivan's Pond Park
- 4) Evaluating the need for a formal crossing of Victoria Road into Dartmouth Common
- 5) Connection from proposed 'AAA' facility to Shubenacadie Canal Greenway



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## Objectives of Active Transportation Advisory Committee

Meeting with the Active Transportation Advisory Committee (ATAC) to:

- Review the recommended options
- Gather feedback prior to preparing 30% designs

### Lifecycle



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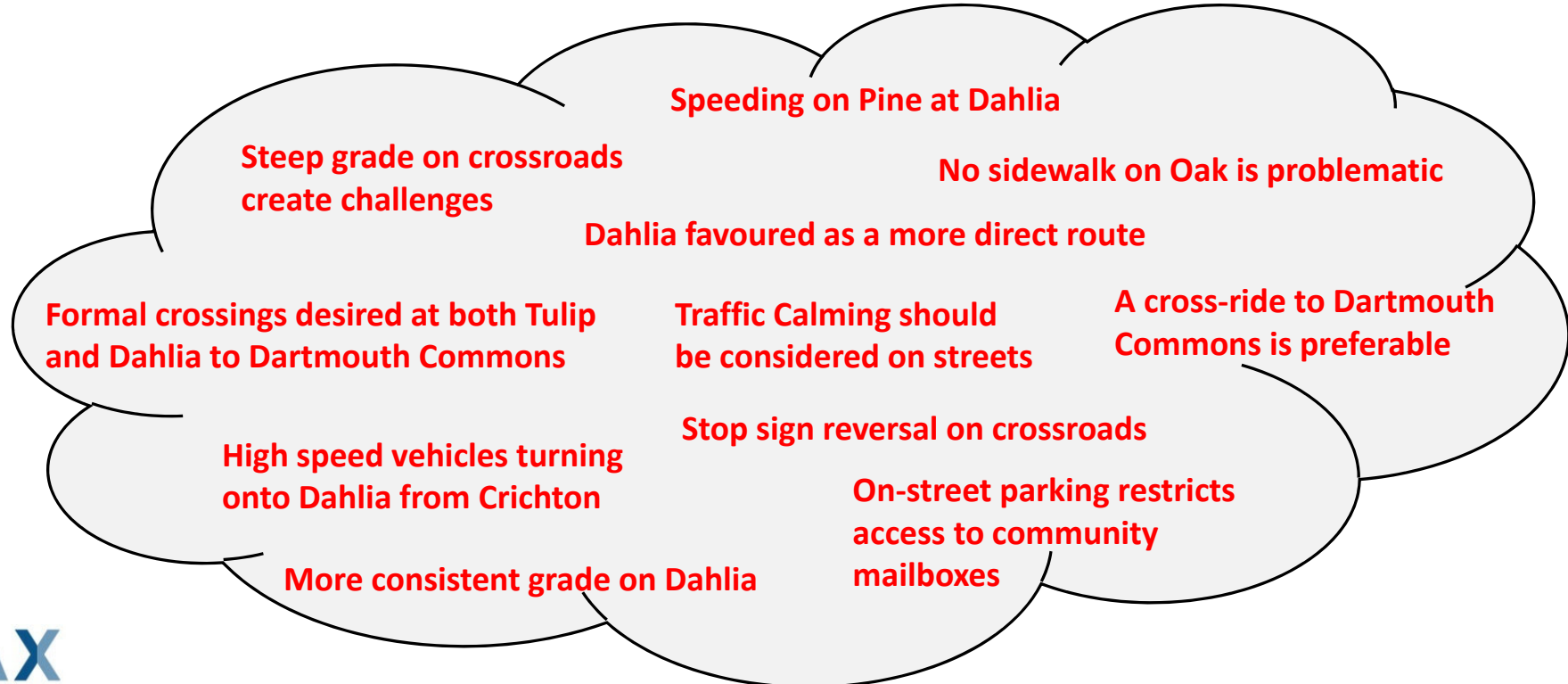
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## Summary of External Stakeholder Meetings

- External Stakeholder Workshop (Community Groups)
- Canada Post (One on One Call)
- Meeting with Killam Properties (One Oak Street Apartments)



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## Summary of Engagement

### Completed Two rounds of Public Engagement

- Round 1: To gauge feedback on preferred routing option (August 2020)
  - Online Survey – 442 survey response
  - Online Live Sessions: 2 sessions held with 15 attendees
- Round 2: To present concept options for crossings at each intersection/ receive feedback (October 2020)
  - Online Survey – 180 survey response
  - Online Live Sessions: 3 sessions held with 19 attendees
- What We Heard Report can be found on HRM Shape Your City Website

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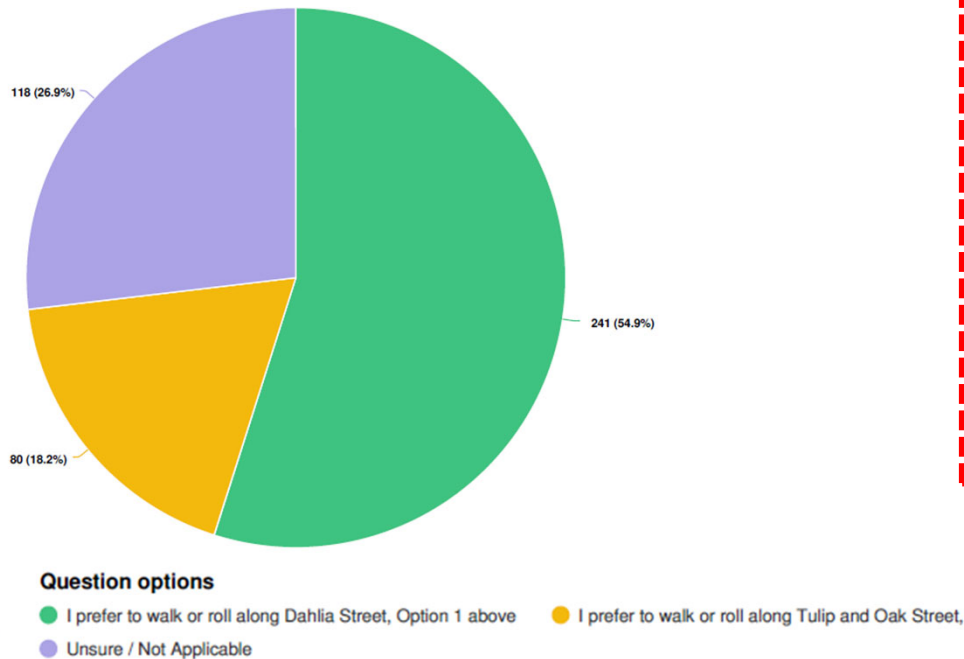
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# Summary of Engagement

## Route Selection: Dahlia vs Tulip

When asked which corridor feels more comfortable walking/rolling/cycling, respondents indicated:



### Results:

- A lot of similar challenges with steep grades and difficult intersection crossings on both Dahlia and Tulip Streets
- Similar traffic volumes/speeds on both streets
- **Dahlia** selected as the preferred route mainly due to:
  - More direct route
  - Less steep grades
  - Public feedback

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# Summary of Engagement

## Public Engagement: Key Takeaways

- Major Intersection crossings along Dahlia Street to have 'AAA' crossing treatment
- RRFB with bicycle actuation desirable from public feedback
- Public in favor of:
  - Removal of mature tree at Oak/Crichton Intersection
  - Addition of sidewalk between Oak and Dahlia on Crichton
  - Sullivan's Pond Park connection



# Dahlia Street at Victoria Road

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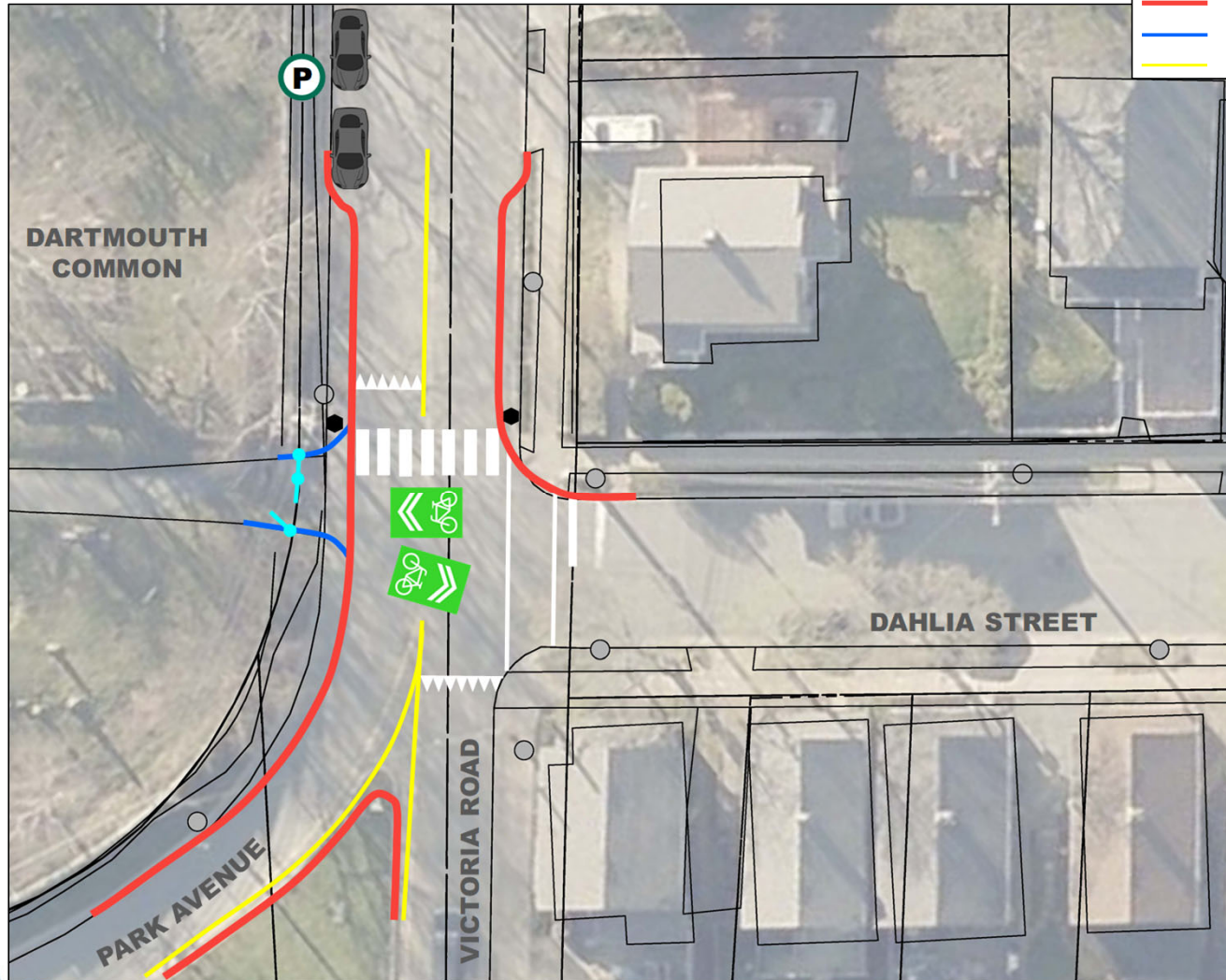
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## Option V-1:

- Pedestrians and cyclists cross in separated facilities
- Shortens crossing distance and improves sightlines
- Bike lane does not align with Dartmouth Common access
- 31% of survey respondents prefer V-1
- Option to leave gate open
- Signage information to AT users existing DC
- Recommendation of RRFB crossing with bicycle actuation
- \$\$

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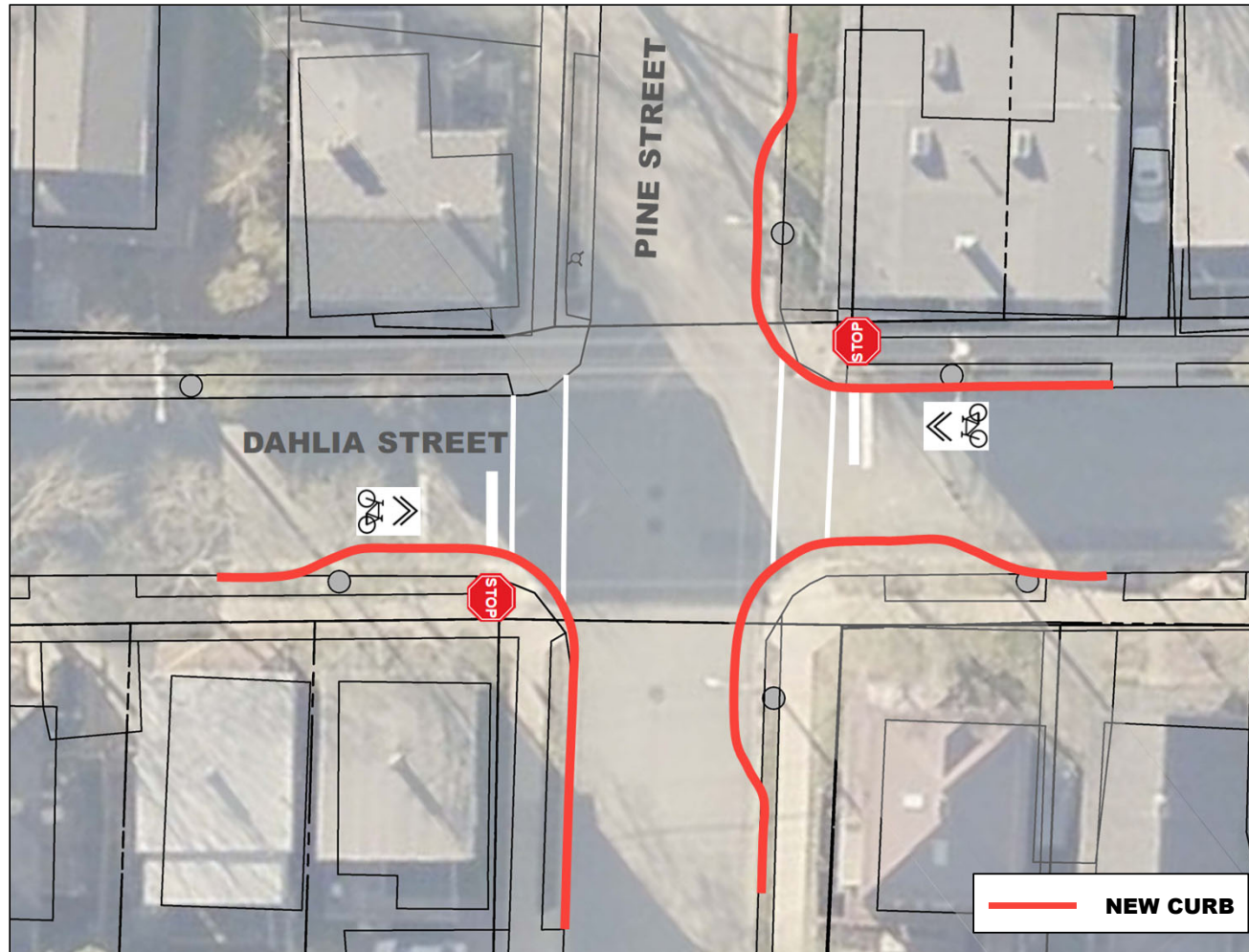
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## Dahlia Street at Pine Street



### Option P-1:

- Cyclists are required to stop on Dahlia Street (interrupted flow for cyclists)
- Shortens crossing distance and improves sightlines
- Minimal impact to parking expected
- Preferred option as there are low volumes on Pine (~7 second delay)
- Potential safety concerns with stop sign reversal (Option P-2)
- 29% of survey respondents prefer P-1



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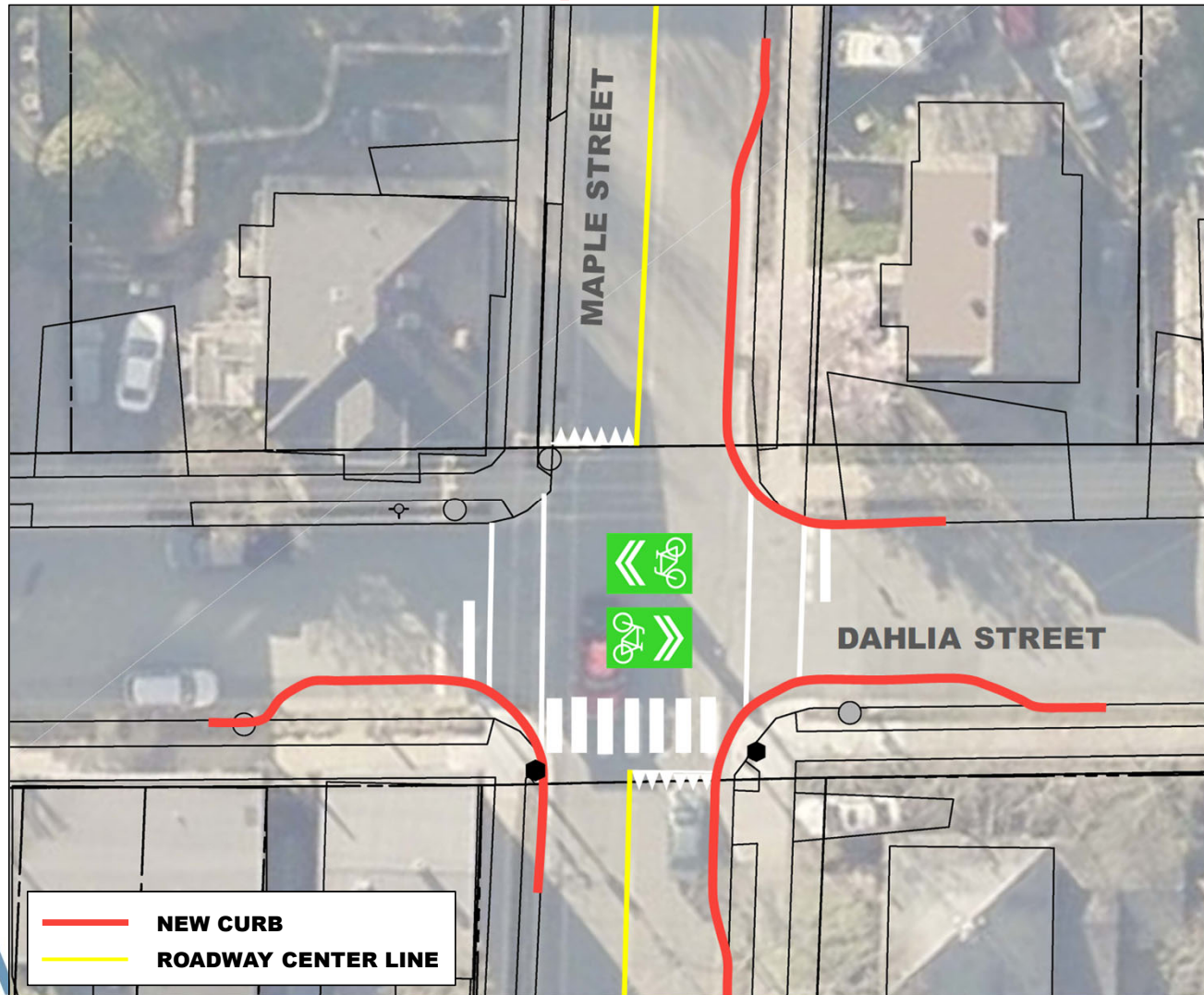
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## Dahlia Street at Maple Street



### Option M-1:

- Pedestrians and cyclists cross in separated facilities
- Shortens crossing distance and improves sightlines
- Minimal impact to parking expected
- Tree trimming required on Maple Street
- 77% of survey respondents were supportive of this concept
- 68% of survey respondents indicated they are comfortable crossing Maple Street with the existing RRFB as a pedestrian
- If RRFBs are not approved for activation by cyclists, a Half-Signal is required to provide gaps along Maple

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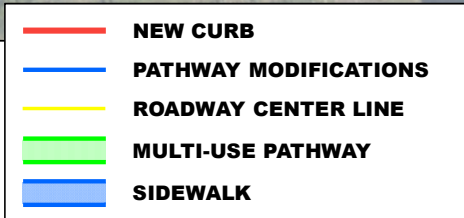
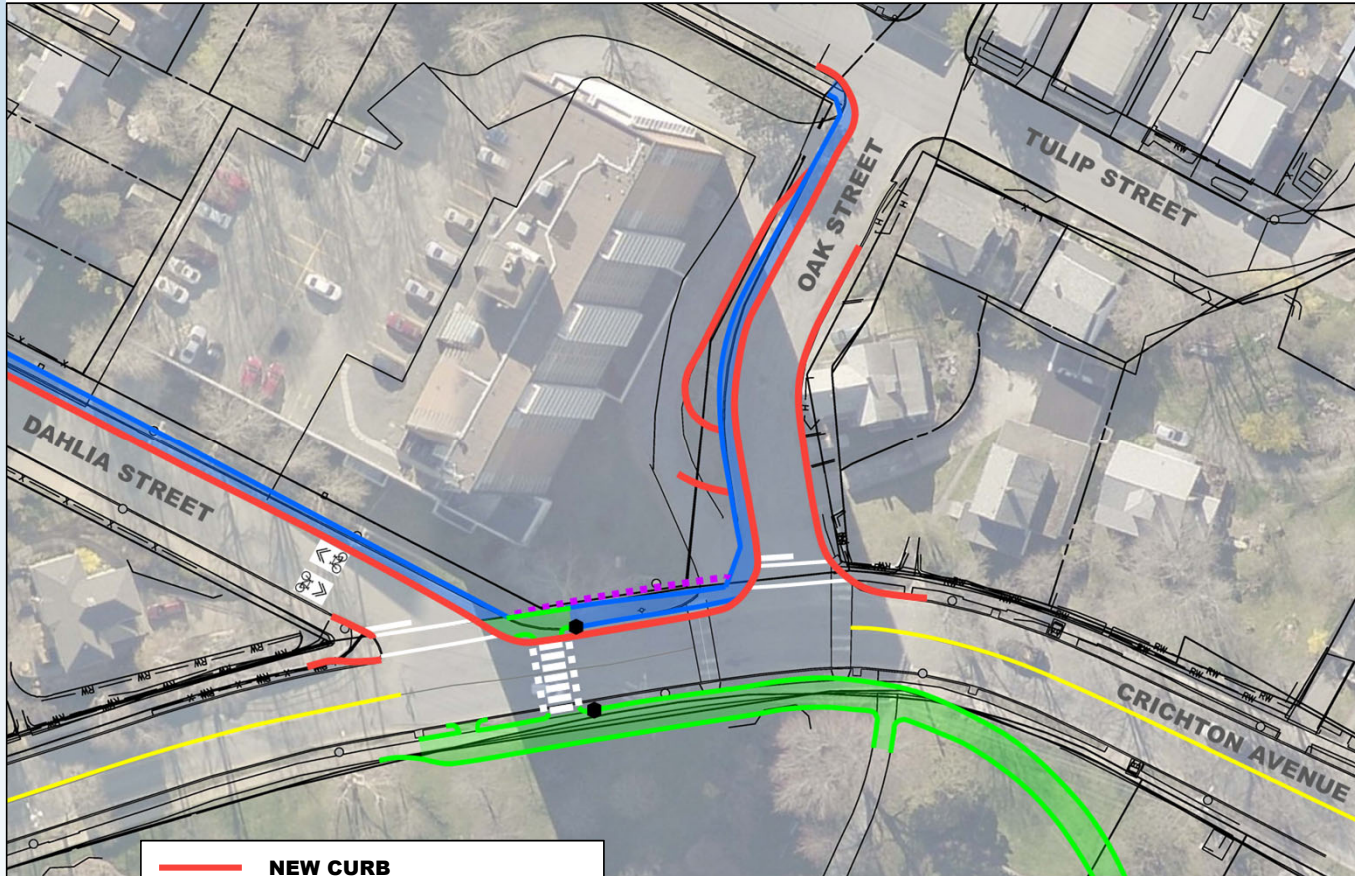
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# Dahlia Street at Crichton Avenue/Oak Street



## Option C-2:

- **New sidewalks on Dahlia St & Oak St**
- **New sidewalk on Dahlia aligns with crossing on Crichton**
- **Loss of on-street parking on Dahlia Street to Beech St**
- **73% of survey respondents indicated they were comfortable with the sidewalk/parking trade off**
- **39% of survey respondents prefer C-2**
- **Provides additional space for MUP on corner of D/C**
- **Loss of mature tree on corner of O/C**
- **Option for shared or separated crossing of Crichton Avenue**



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## Sullivan's Pond Park Connection



### Option S-1:

- **New multi-use pathway through Sullivan's Pond Park with added width to maximize accessibility**
- **MUP alignment utilizes grade/stays high on the hill to maintain momentum**
- **More direct connection between Crichton Avenue and Hawthorne Street**
- **Shortens crossing distance and improves sightlines on Hawthorne Street**
- **Some vegetation may be removed/relocated**
- **No impact to on-street parking**
- **69% of survey respondents indicated that they Very Comfortable/Comfortable sharing the pathway with people walking/rolling/cycling**
- **71% of survey respondents indicated that they are supportive of a new pathway through Sullivan's Pond Park**
- **Option for future gateway plaza at MUP Intersection**

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## Appropriate Crossing Treatments



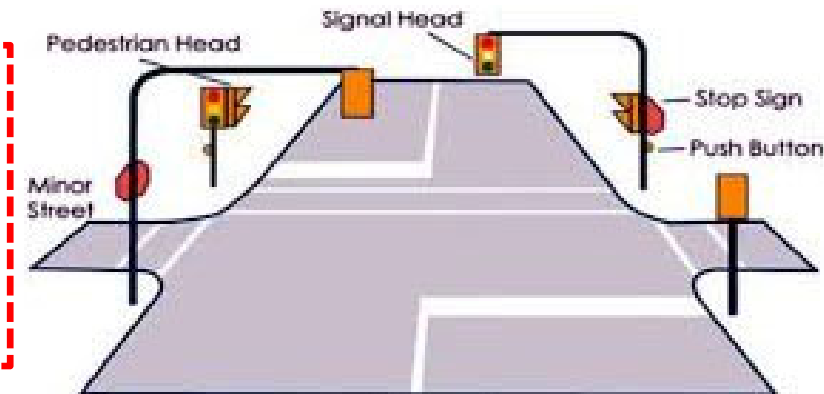
**Curb Extension with single file on Allan Street**



**RRFB at Dahlia/Maple Intersection**

### Recommendation:

- Dahlia-Maple Intersection: **RRFB or Half-Signals**
- Dahlia-Victoria Intersection: **RRFB**
- Dahlia-Crichton Intersection: **RRFB or Monitor**
- Mid-block MUP crossing on Hawthorne Street: **Monitor**



**Half Signal**

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## Evaluation Criteria

WSP to prepare the AT 30% Design Report will include further discussion on the concept options and evaluation. The evaluation will include:

- Connectivity & Directness
- Comfort
  - Comfort for people walking
  - Comfort for people cycling
- Safety & Accessibility
- Impact to:
  - Traffic, Transit & Parking
  - Environment (Trees & Green Spaces)
  - Utilities
- Public Feedback Response
- Internal HRM Review
- Cost and Ease of Implementation

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## Project Scope

- ✓ Project Initiation and Management
  - ✓ Stakeholder Meetings
  - ✓ Existing Conditions & Route Selection Memo
  - ✓ Conceptual AT Route & Facility Design
  - Public and Stakeholder Engagement
    - ✓ Online Live Sessions – Completed (3 sessions held)
    - • ATAC Meeting – November 19<sup>th</sup>, 2020
  - AT Facility 30% Design
  - Final Report (Winter 2020)
- \*\* Target Construction in 2021 \*\*