

HALIFAX

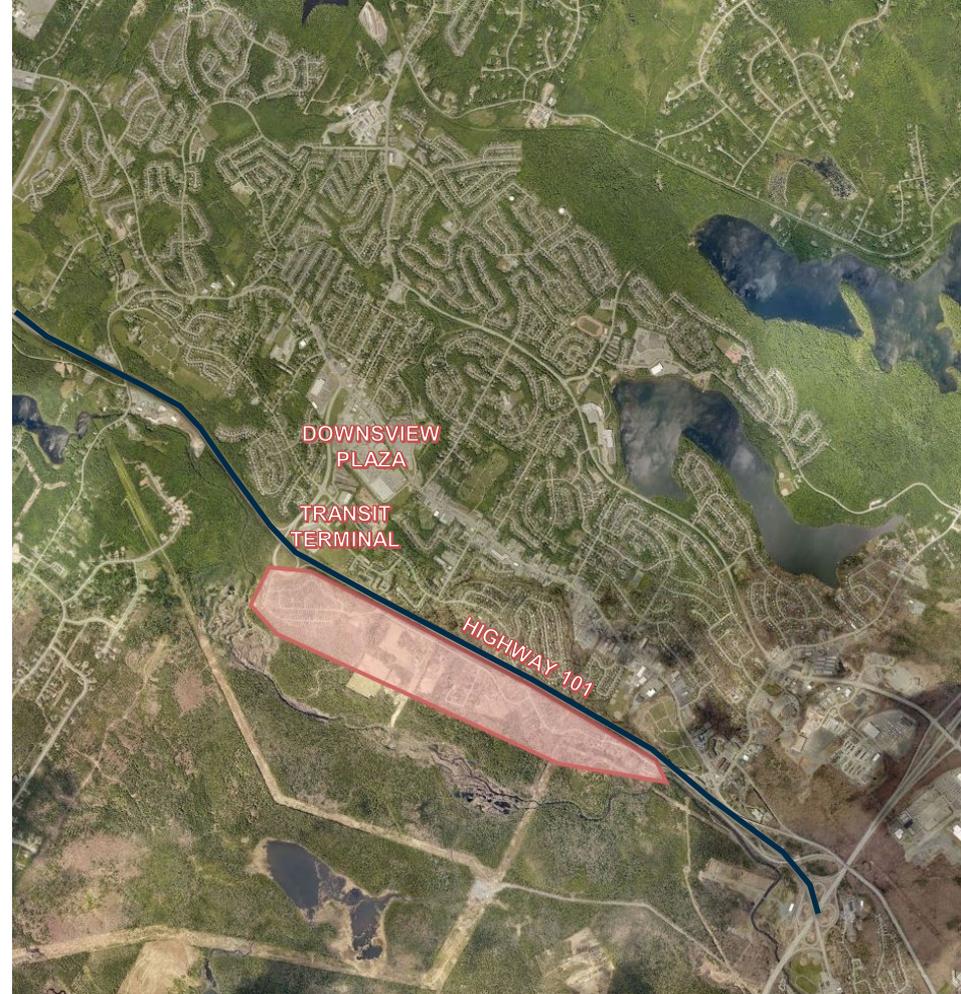
Pedestrian Infrastructure Considerations for Highway 101 at Exit 2

Recommendation Report to Transportation Standing Committee

April 15, 2021

Background

- Isolated catchment area of approximately 775 people
- Sackville Manor Mobile Home Park and residences along Walker Service Road
- Highway 101 is major barrier between community and rest of Lower Sackville



Background

- People walk across highway access ramps as shortcut which reduces walk time (e.g. 15 minute trip vs. 45 minute trip)
- History of pedestrian collisions and two fatalities in 10 years



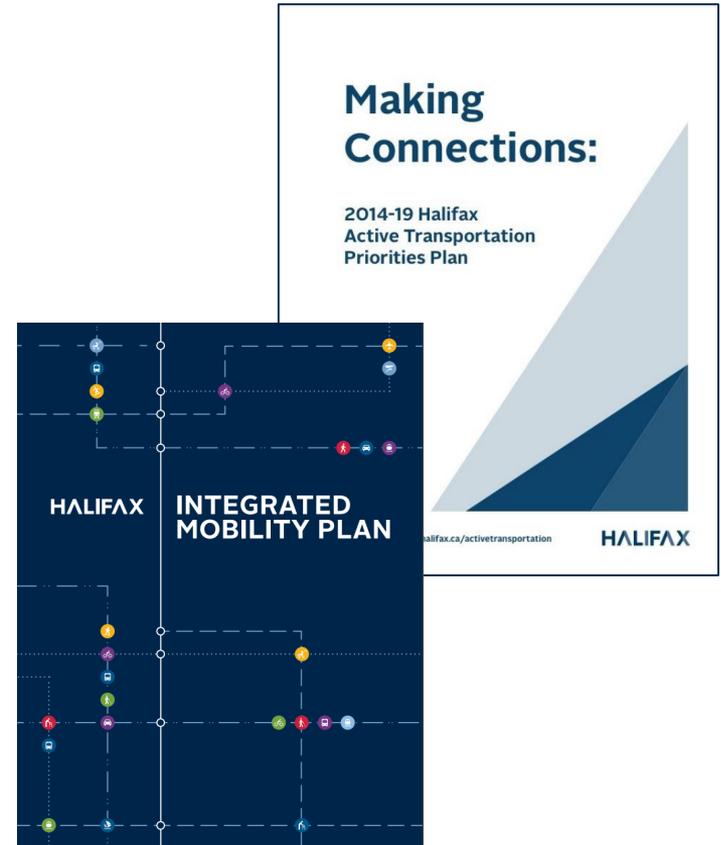
Major Considerations

- Provincial Highway Jurisdiction
- Property and Easement Considerations
 - Nearest HRM right-of-way at Walker Service Road
 - Path may need to circumvent mobile home park at additional cost
- Access for all HRM residents



Major Considerations

- Not currently included in HRM plans
 - Active Transportation Priorities Plan
 - Integrated Mobility Plan
- Rates 'Average' for pedestrian potential and prioritization using assessment tool
- Added safety and socioeconomic lens



Facility Type

- Multi-Use Pathway
 - Transportation purposes
 - Future recreational connections
- Requires structure
- Accessibility



Provincial Design Considerations

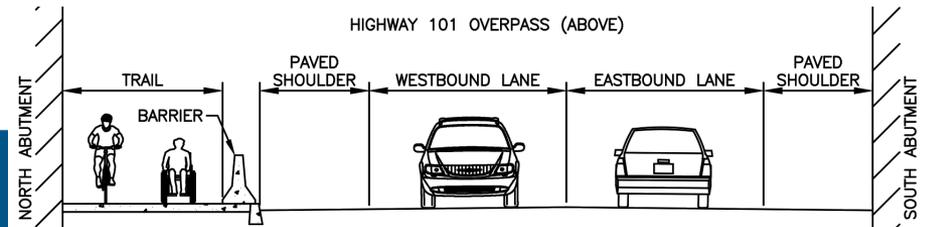
- Initial discussions with NSTIR:
 - Grade-separated pedestrian crossings required



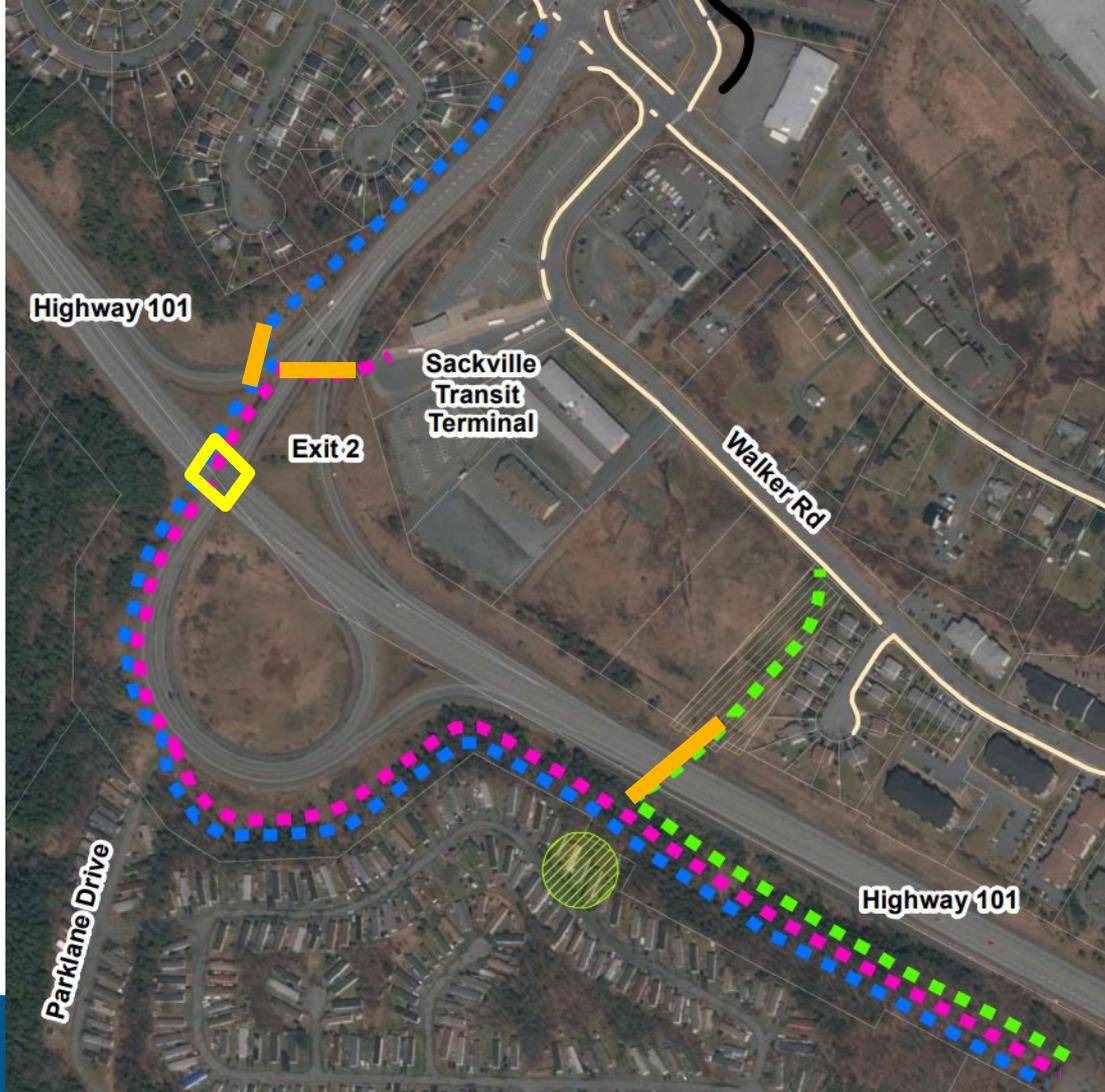
- Physical barrier separating traffic & pedestrians



- Highway 101, Exit 2 Overpass: No plans to upgrade, space available to add MUP, further study required



Routing Options



- ■ ■ Option 1:
- ■ ■ Option 2:
- ■ ■ Option 3:
- Existing Overpass
- New Structure
- Existing Sidewalk
- ▨ HRM Parkland
- ▨ Possible Property Acquisition (Option 3)

Option 1

- Longest and most expensive route
 - RW & storm system required along Beaverbank Connector
- Passes below Exit 2 overpass
- Convenient connection from Parklane Dr. but requires 790m route extension to connect to Walker Service Rd.
- Shortest pedestrian bridge
- No direct connection to Transit Terminal



Option 2

- Passes below Exit 2 overpass
- Direct connection from Parklane Dr. to Transit Terminal
- Longer pedestrian bridge than Option 1
- Long (790m) route extension to connect to Walker Service Rd.



Option 3

- HRM Parkland – Grayson Court Park
- Large ramp / grade change
- Property acquisition may be required
- Shortest route
- May not follow desire line – risk of continued shortcutting below overpass



Route Comparison

- Options Review

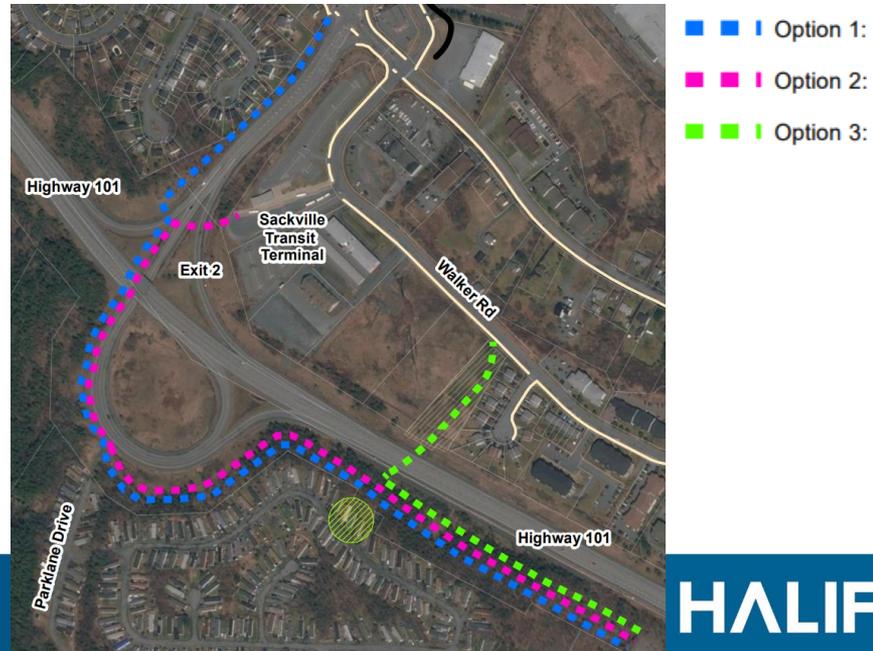
- Opt. 1: Not recommended
- Opt. 2: HRM's current preference - Desire line from Parkland Dr. to Transit Terminal
- Opt. 3: NSTIR current preference - Complete separation of AT and hwy. traffic

- Design Considerations

- Grades / ramps
- Property ownership / easements

- Financial Implications

- Functional Planning: \$50K-\$100K
- Construction Costs: \$3.0M-\$4.5M
(high-level costs, subject to refinement with further study)



Recommendation

It is recommended that TSC recommend to Regional Council:

1. Proceed with functional planning in 2022/23 (pending budget approval) to gain a better idea of the project costs, challenges, benefits, and community and stakeholder feedback. Provides additional insight to make a more informed decision on whether to pursue this connection further and which route option is preferred.
2. Initiate conversation with NSTIR to request that they install measures (e.g. jersey barriers, fencing) to serve as a deterrent to pedestrian crossing between Sackville Manor and Old Sackville Road as an interim measure.

Alternatives

TSC could recommend to Regional Council:

- Do not pursue functional planning and instead focus efforts on building out other Council-approved routes in the IMP and AT Plan as higher priority projects. Involves risk of future pedestrian collisions in the absence of a formalized crossing.

HALIFAX

Thank You

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**Walking on Gravel Shoulder
Alongside Hwy 101 On-Ramp
(Snowy, Not Maintained)**



**Passes Underneath Bridge –
Loud, Narrow Passage
Alongside Cars 70 km/h**

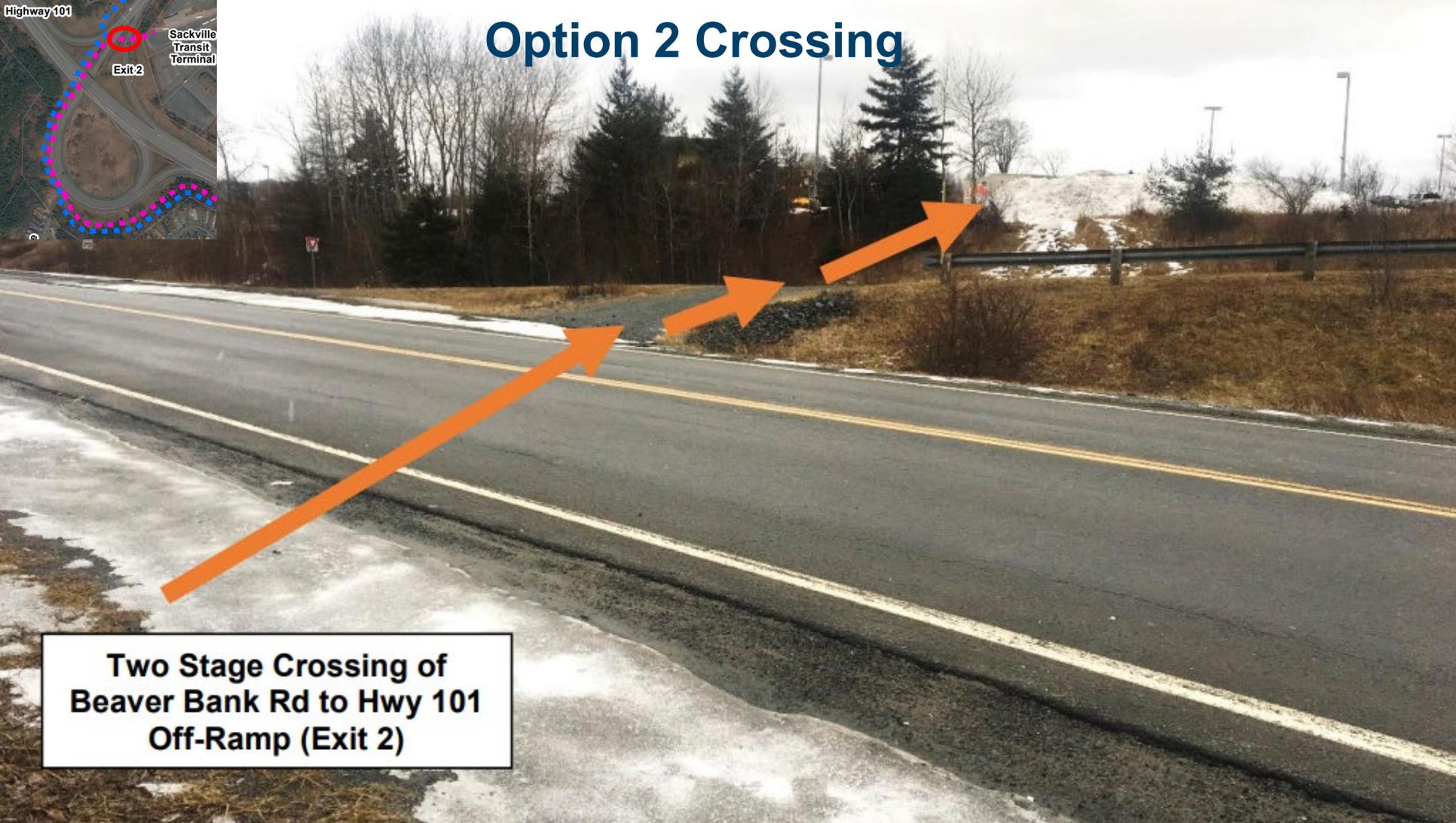




**Walking Under Bridge
Despite Posted 'No
Pedestrians' Signage**



Option 2 Crossing



**Two Stage Crossing of
Beaver Bank Rd to Hwy 101
Off-Ramp (Exit 2)**



Option 1 Crossing



**Possible Crossing Location
(Bridge in Option 2)**