

Grahams Grove Active Transportation Functional Plan Draft Concepts Engagement

Accessibility Advisory Committee Presentation
Monday, January 20th, 2025

What is Active Transportation?

Active transportation (often referred to as AT) is a broad term that refers to all modes of human-powered transportation, including but not limited to:

- Walking and wheeling (referring to the use of assistive devices)
- Cycling, rollerblading and skateboarding
- Seasonal activities such as kayaking, canoeing, skiing and snowshoeing
- Some motorized forms of transportation, like e-bikes and electric wheelchairs



Why Active Transportation?

With the right setting and infrastructure, encouraging participation in active transportation (AT) can...



Improve the mental and physical health of users.



Attract visitors and boost local businesses through increased foot traffic.



Reduce carbon footprints and overall environmental impact.



Improve the equity of travel options and contribute to an accessible public realm.



Create safer and more livable communities for everyone.



About the Project

- Creating safe, connected, healthy, sustainable, and enjoyable active transportation options for all ages and abilities in Grahams Grove, Penhorn, Westphal, and Main areas
- Focusing on improving pedestrian and cycling infrastructure along key streets
- Aligning with the Integrated Mobility Plan and Active Transportation Priorities Plan

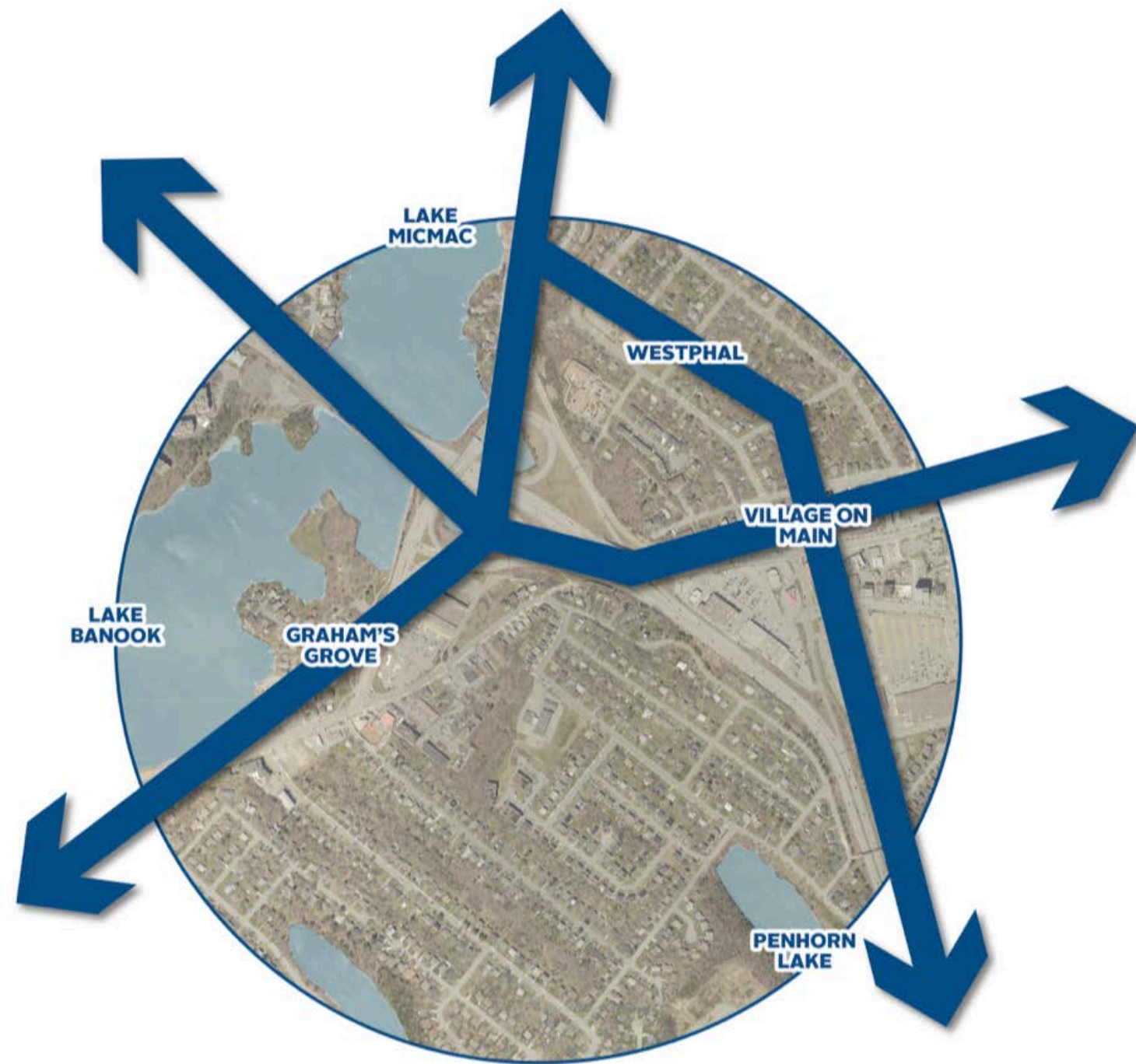


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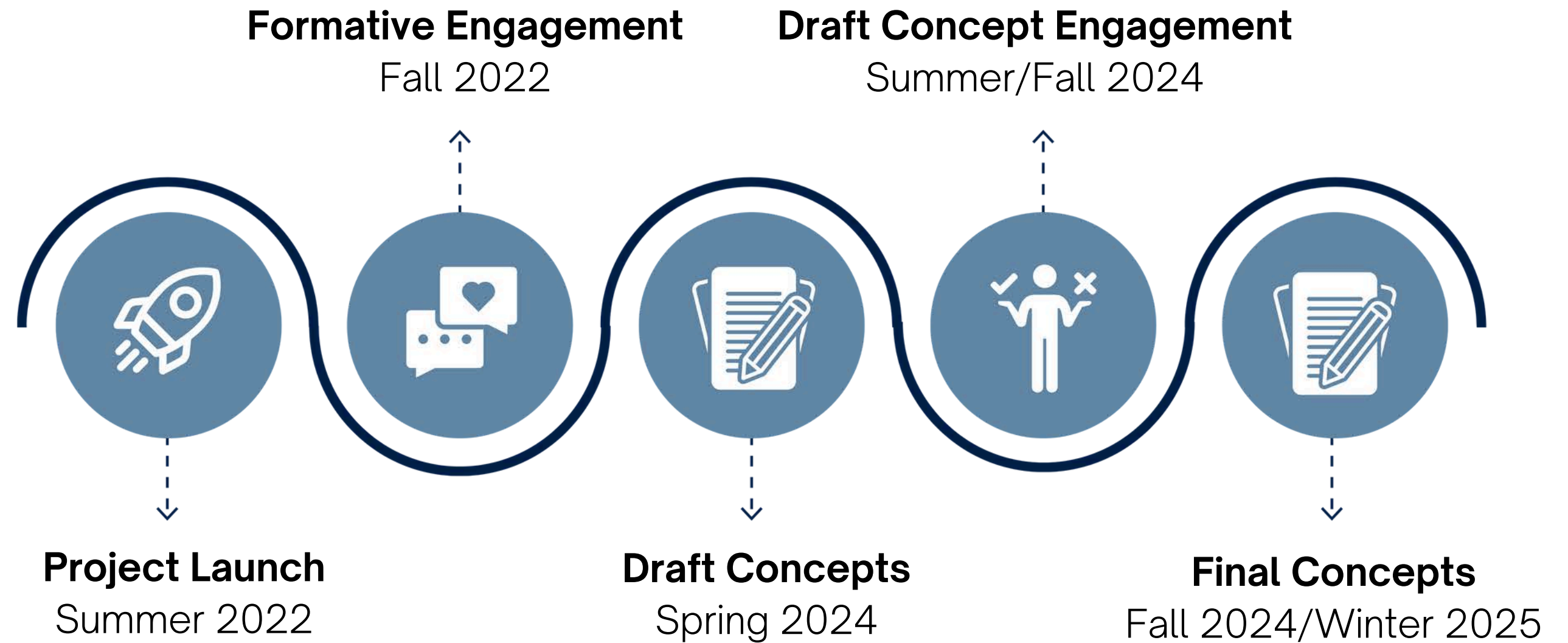
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The project focuses on pedestrian and cycling infrastructure along several key streets identified in the Integrated Mobility Plan and Active Transportation Priorities Plan.



Project Timeline



Connections

- Prince Albert Road to Harris Road
- Grahams Grove to Braemar Drive
- Braemar Drive to Lakecrest Drive
- Tacoma Drive to Lakecrest Drive
- Main Street Overpass above Highway 111
- Harris Road to Oakwood Avenue
- Micmac Boulevard to Lake Banook Trail
- Tacoma Drive to Valleyfield Road

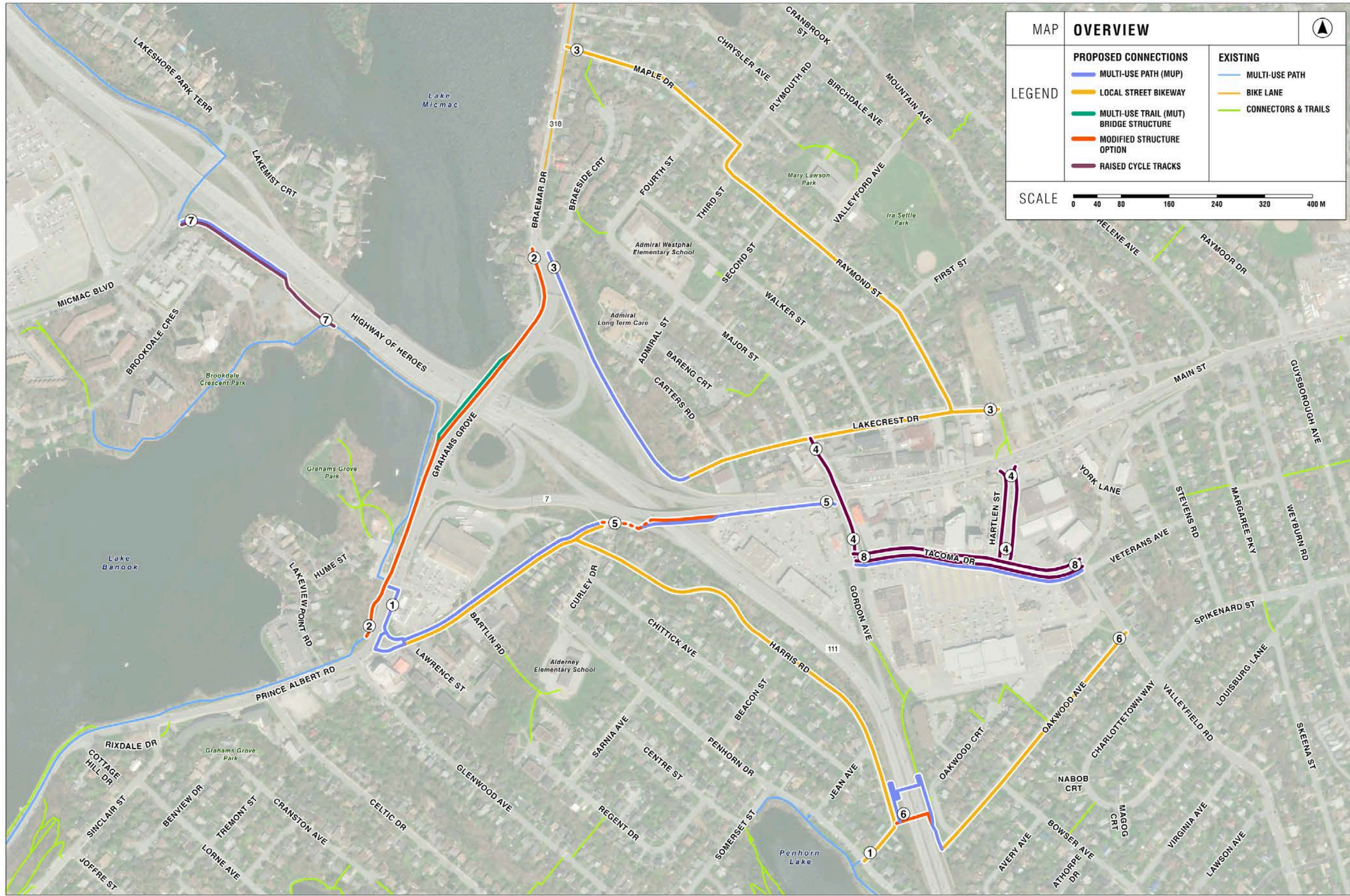


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1 Prince Albert Road to Harris Road

Proposed Interventions

- Improved crossing of Grahams Grove via existing signalized intersection at Kiwanis Park and Superstore driveway.
- Multi-use path on Prince Albert Road.
- Local street bikeway on Harris Road.

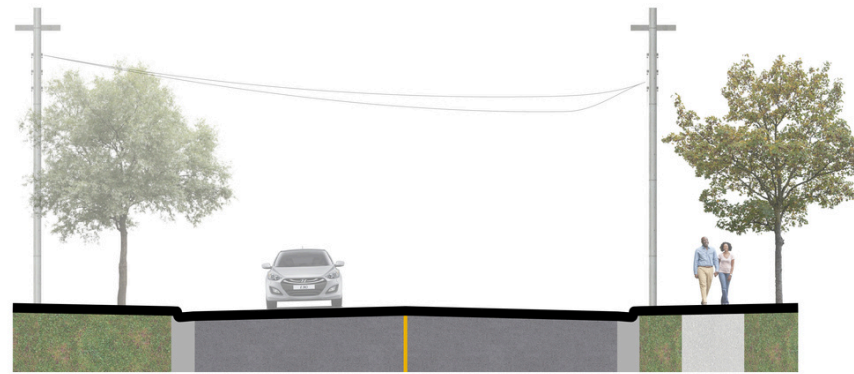
The aim of this intervention is to create a safe and efficient active transportation route between 2 existing multi-use paths.



1 Prince Albert Road to Harris Road

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



Multi-use path is 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.

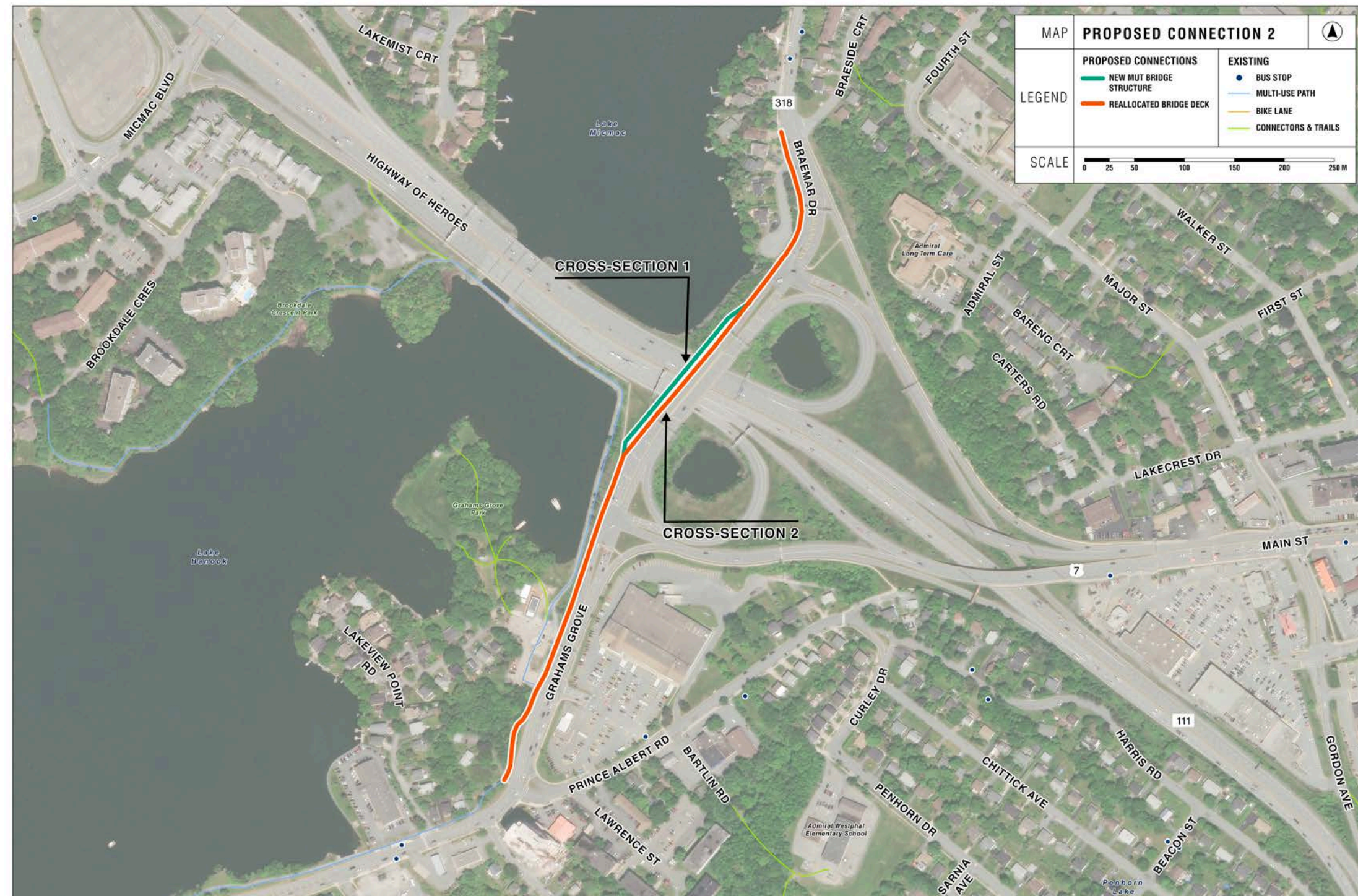


2 Grahams Grove to Braemar Drive

Proposed Intervention

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

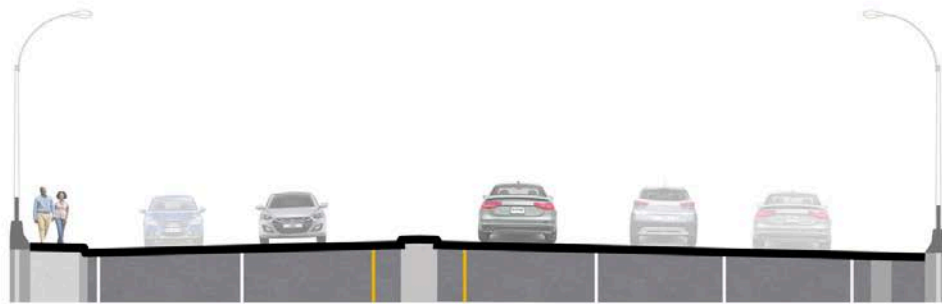
The aim of this intervention is to create a safe connection for cyclists and pedestrians to use over Highway 111.



2 Grahams Grove to Braemar Drive

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 Designs

Braemar Overpass Cross-Section 1 *Option 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 *Option 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.



3 Braemar Drive to Lakecrest Drive

Proposed Interventions

- Braemar Drive to Lakecrest Drive via local street bikeways on Maple Drive, Raymond Street, and Plymouth Road from Maple Drive to 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.



3 Braemar Drive to Lakecrest Drive

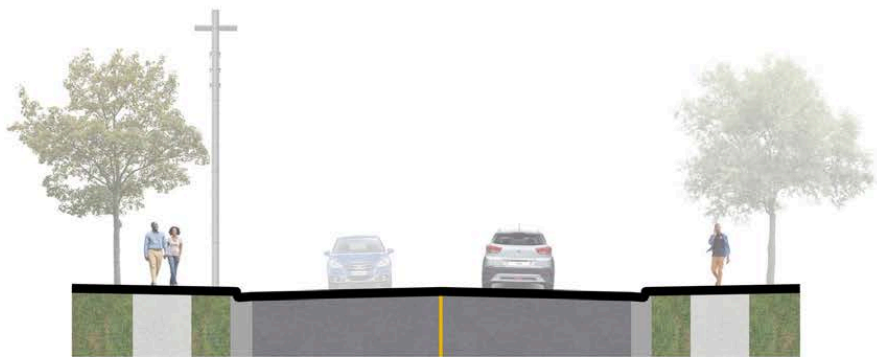
Existing Conditions

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 and Maple Drive



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

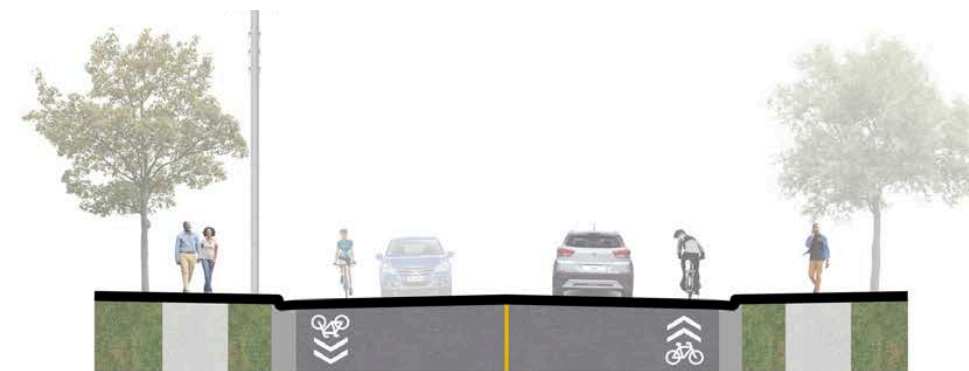
Proposed Designs

Route 7 Slip Lane to Braemar Drive Cross-Section 1 *Option 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 and Maple Drive Cross-Section 2 *Option 2*



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

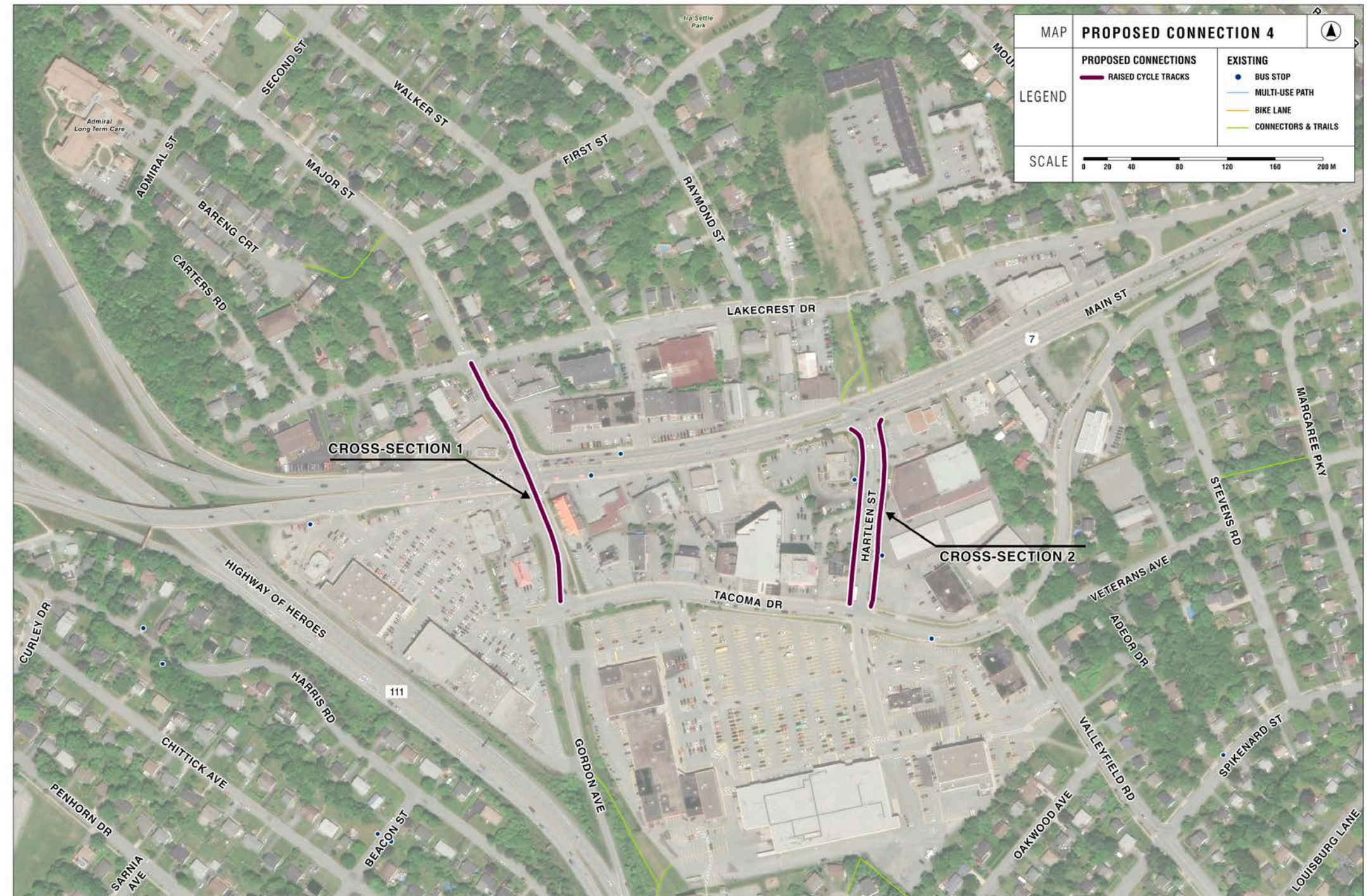


4 Tacoma Drive to Lakecrest Drive

Proposed Interventions

- Unidirectional raised cycle tracks on Gordon Avenue
- Unidirectional raised cycle tracks on Hartlen Street

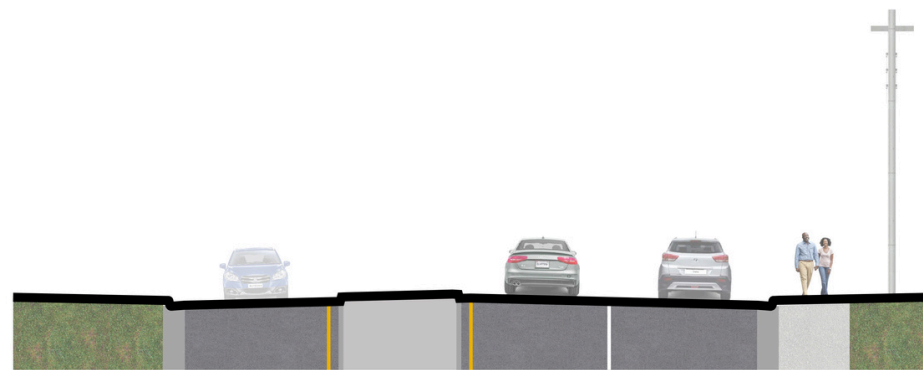
The aim of these interventions is to safely connect cyclists from the shopping centres to residential areas across the fast-moving Route 7.



4 Tacoma Drive to Lakecrest Drive

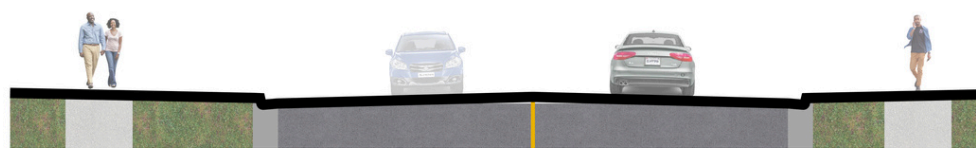
Existing Conditions

Gordon Avenue



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

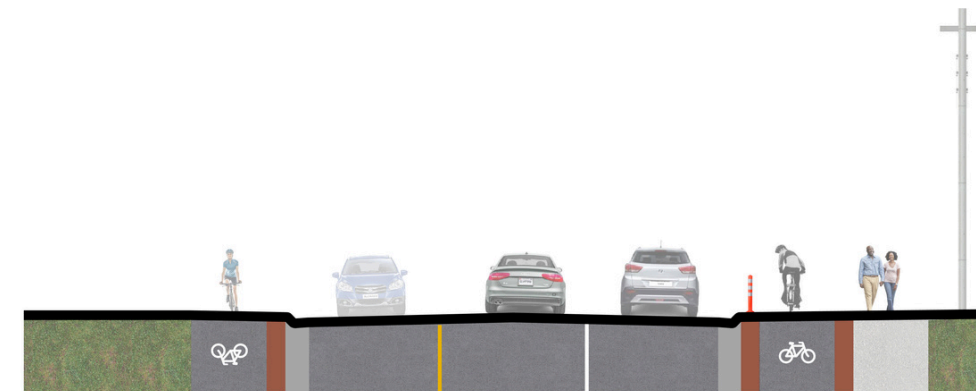
Hartlen Street



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



Unidirectional raised cycle tracks will help give more room to cyclists and provide guidance when crossing Route 7.

Hartlen Street Cross-Section 2



Unidirectional raised cycle tracks are proposed. The aim is to improve separation between cars and bicycles.

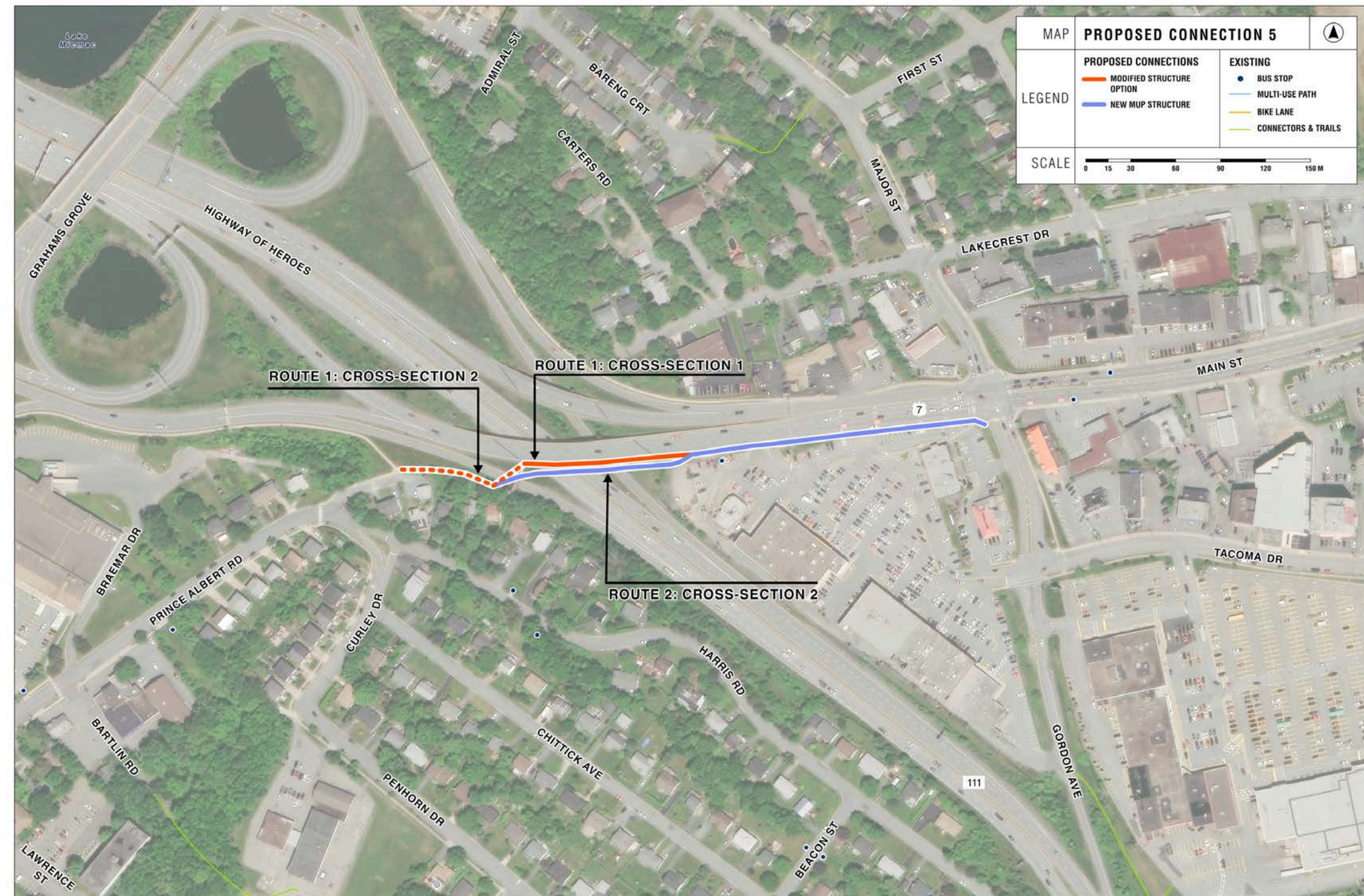


5 Main Street Overpass Above Highway 111

Proposed Intervention

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

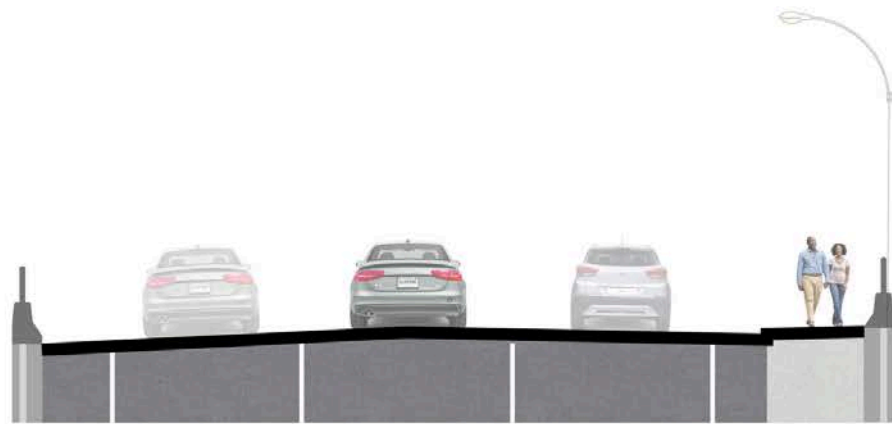
The aim of this intervention is to ensure cyclists and pedestrians have a safe way to cross Highway 111 to reach nearby amenities.



5 Main Street Overpass Above Highway 111

Existing Conditions

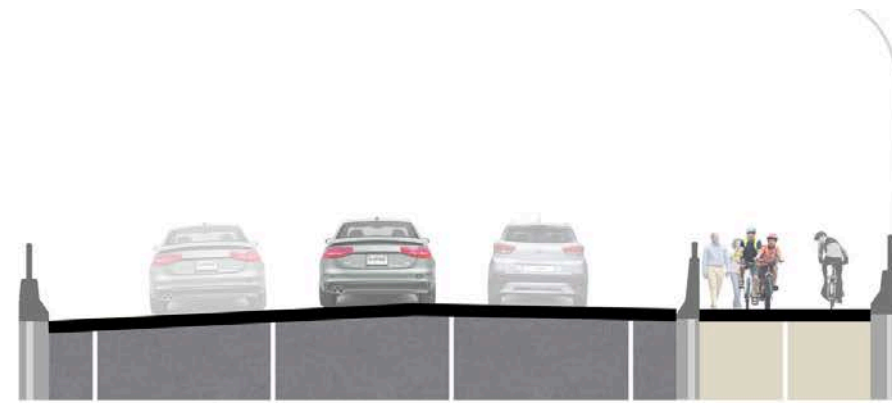
Main Street Overpass



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

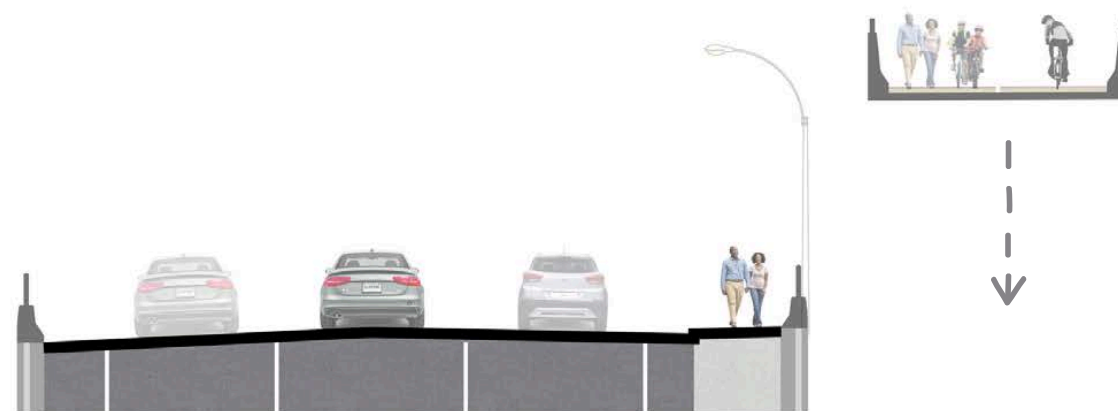
Proposed Designs

Main Street Overpass Cross-Section 1 *Option 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 *Option 2*



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



6 Harris Road to Oakwood Avenue

Proposed Interventions

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

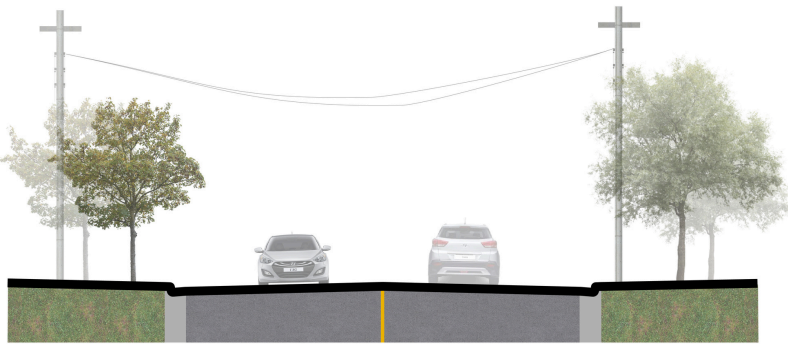
The aim of these interventions is to create a safe crossing for cyclists across Highway 111 and safer cycling on Oakwood Avenue.



6 Harris Road to Oakwood Avenue

Existing Conditions

Oakwood Avenue



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

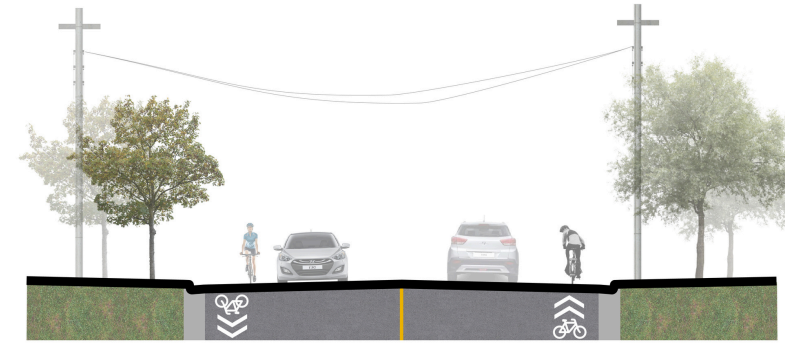
Highway 111 Pedway Cross-Section 2



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.

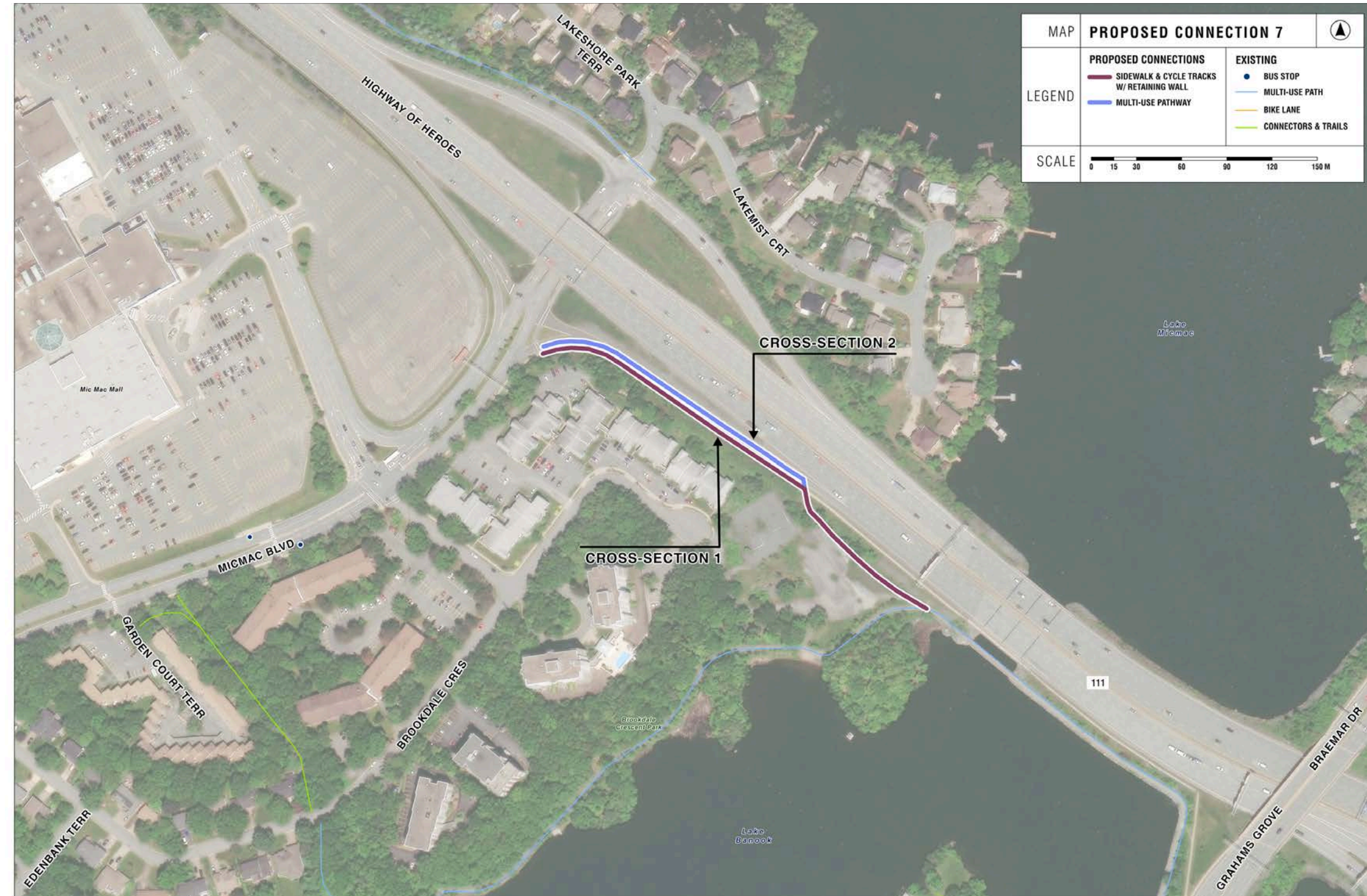


7 Micmac Boulevard to Lake Banook Trail

Proposed Intervention

- Multi-use pathway along the Highway 111 on-ramp.

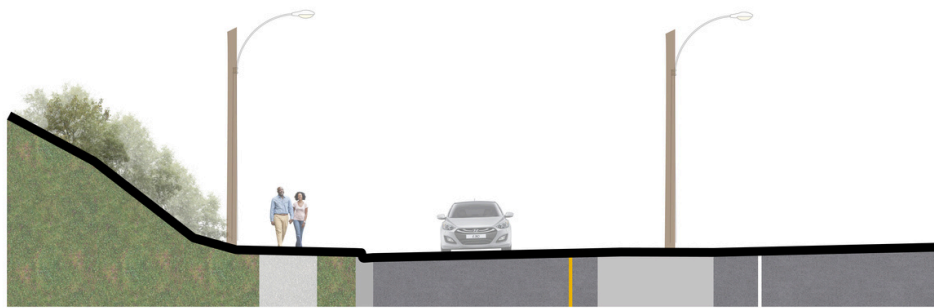
The aim of this intervention is to safely and efficiently connect the Lake Banook multi-use path with the Shubie Canal Greenway and Micmac Boulevard.



7 Micmac Boulevard to Lake Banook Trail

Existing Conditions

Highway 111 On-Ramp

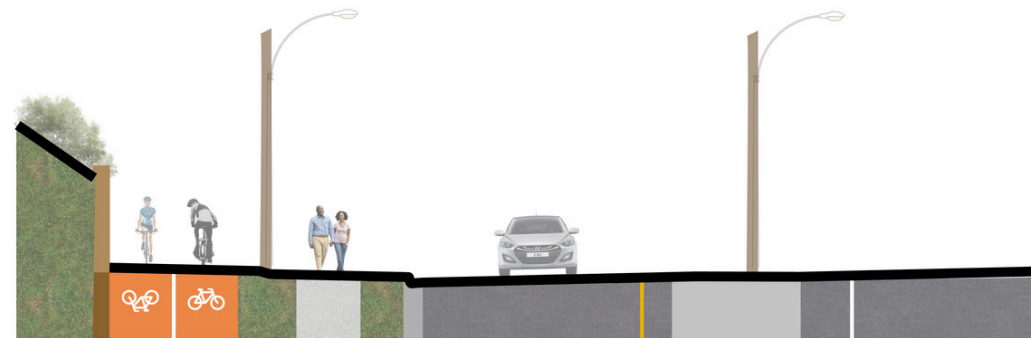


Currently there are no cycling facilities, cyclists must dismount and walk.

The sidewalk is narrow and does not allow for high volume use.

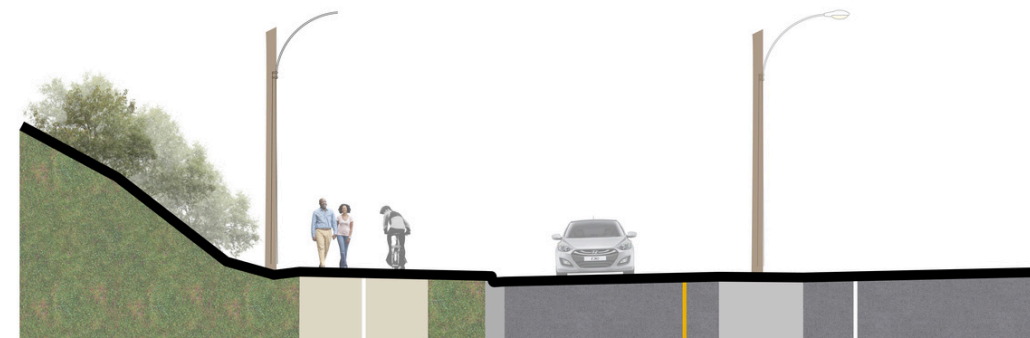
Proposed Designs

Highway 111 On-Ramp Cross-Section 1 *Option 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 *Option 2*



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

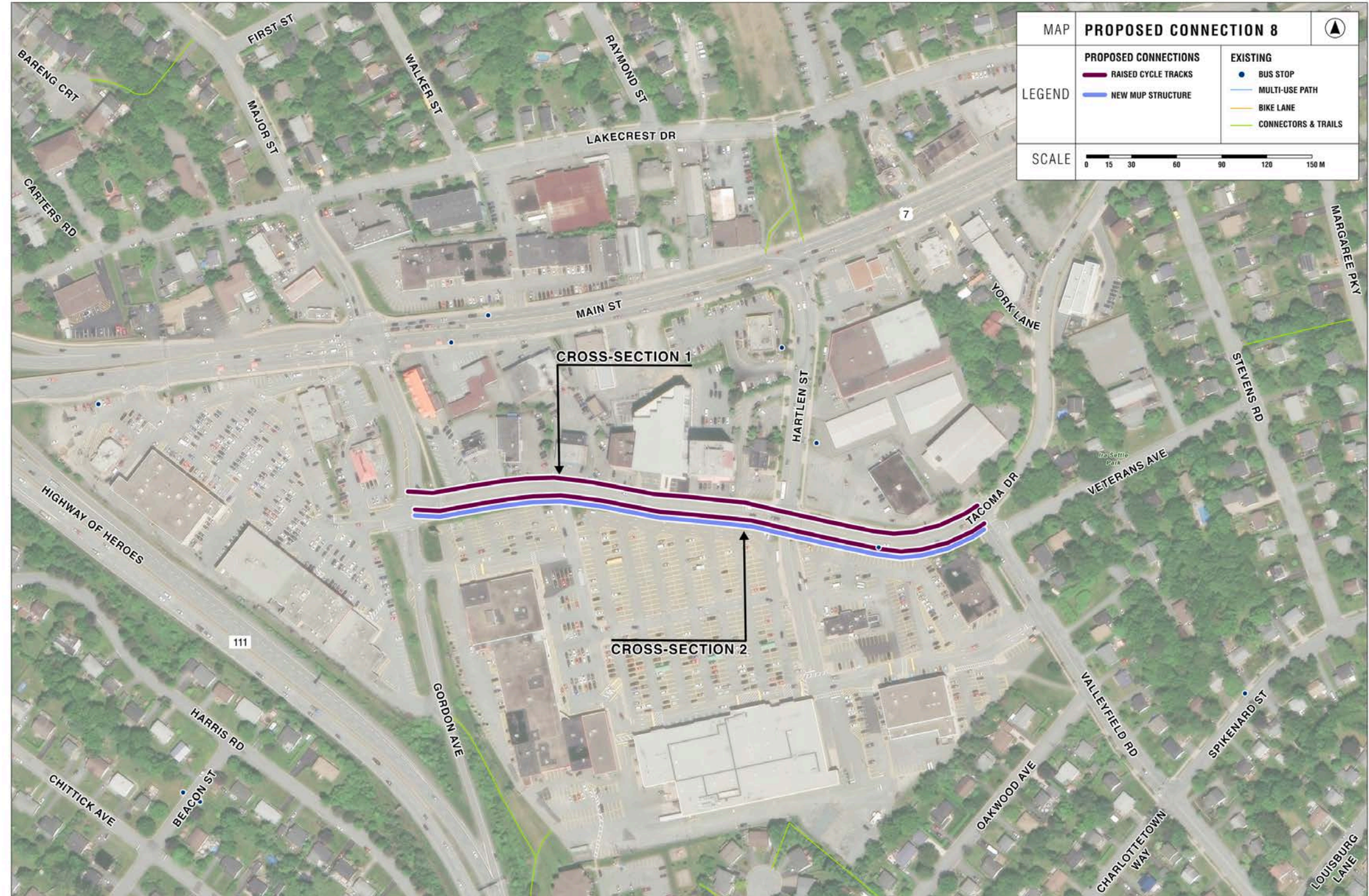


8 Tacoma Dr from Gordon Ave to Valleyfield Rd

Proposed Intervention

- Protected uni-directional bike lanes or multi-use path 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 and pedestrian option on Tacoma Dr.



8 Tacoma Dr from Gordon Ave to Valleyfield Rd

Existing Conditions

Tacoma Drive

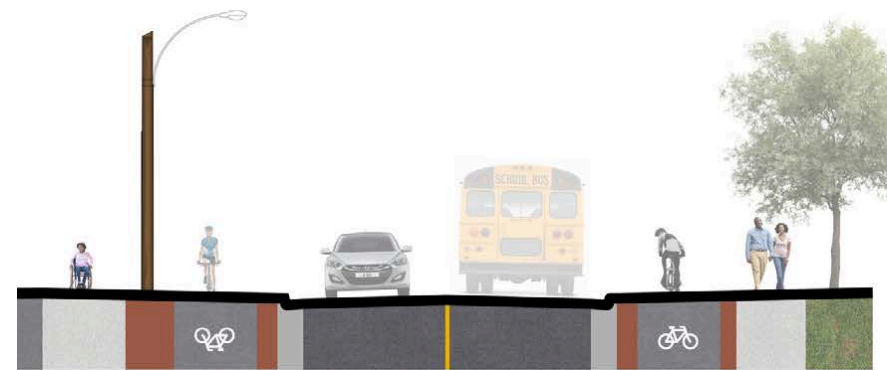


There are no designated cycling facilities on Tacoma Drive. There is street parking along one side of the street, making on-street cycling a challenge.

Proposed Designs

Tacoma Drive

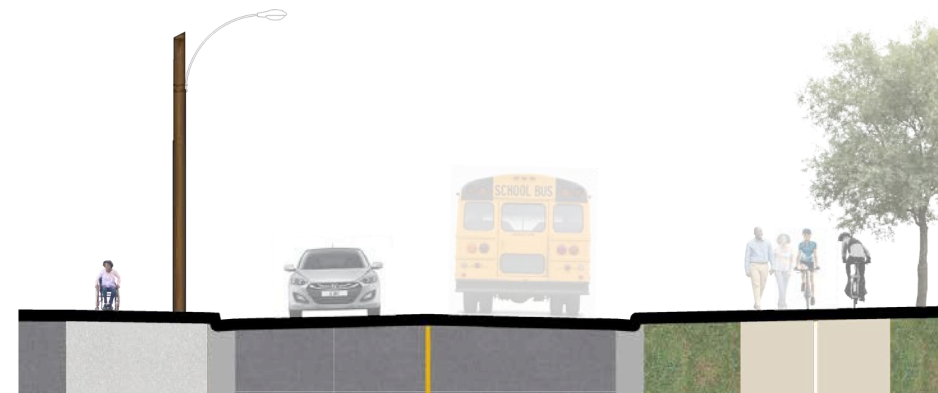
Option 1: Protected uni-directional bike lanes



The addition of uni-directional cycling lanes on each side of Tacoma Drive, or the addition of a multi-use path along 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.

Tacoma Drive

Option 2: Multi-use Path



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.



Thank you!

Questions? Comments?



To speak directly to a member of the project team, please contact Martin Brien at brienm@halifax.ca



To learn more about the project please visit www.shapeyourcityhalifax.ca/grahams-grove-at-planning

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