



June 16, 2025

Parkland Dr AT Improvements 30% Design

AAC Meeting



Meeting Goals

1

Present the refined concept design options

2

Acquire feedback





Project
Introduction

Concept
Discussion

Next
Steps

HALIFAX

PROJECT INTRODUCTION



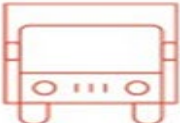
Project Objective

, 137

The objective of the project is to prepare an active transportation improvement functional design along Parkland Drive and Regency Park Drive between Kearney Lake Road and Thomas Raddall Drive.



Speed Limit:
50 km/hr



Truck Route:
No



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



Transit Priority Corridor:
No

In the range of
10,000 daily
vehicles (24hr
TMC at the
Lacewood Drive
intersection)

LEGEND

- Concrete Sidewalk
- Multi-Use Pathway
- Trail
- Existing Bus Stop

Project Scope

A

Initiate project

- Host Kick-Off Meeting
- Conduct Site Visit

B

Establish existing conditions of the project study corridors

- Topographical survey
- Develop a base map

C

Refine Concept Design

- Prepare concept drawing
- HRM Technical Committee #1

D

Public Engagement

- Prepare public engagement materials (deliverable)

E

Prepare Functional Design

- Complete functional design draft (deliverable)
- HRM Technical Committee #2
- Present at ATAC and AAC
- Finalize Functional Design
- Prepare Final Functional Design Submission (deliverable)

*Deliverable*

PREVIOUS CONCEPT OPTIONS

Parkland Drive Concept 1

Project
Introduction

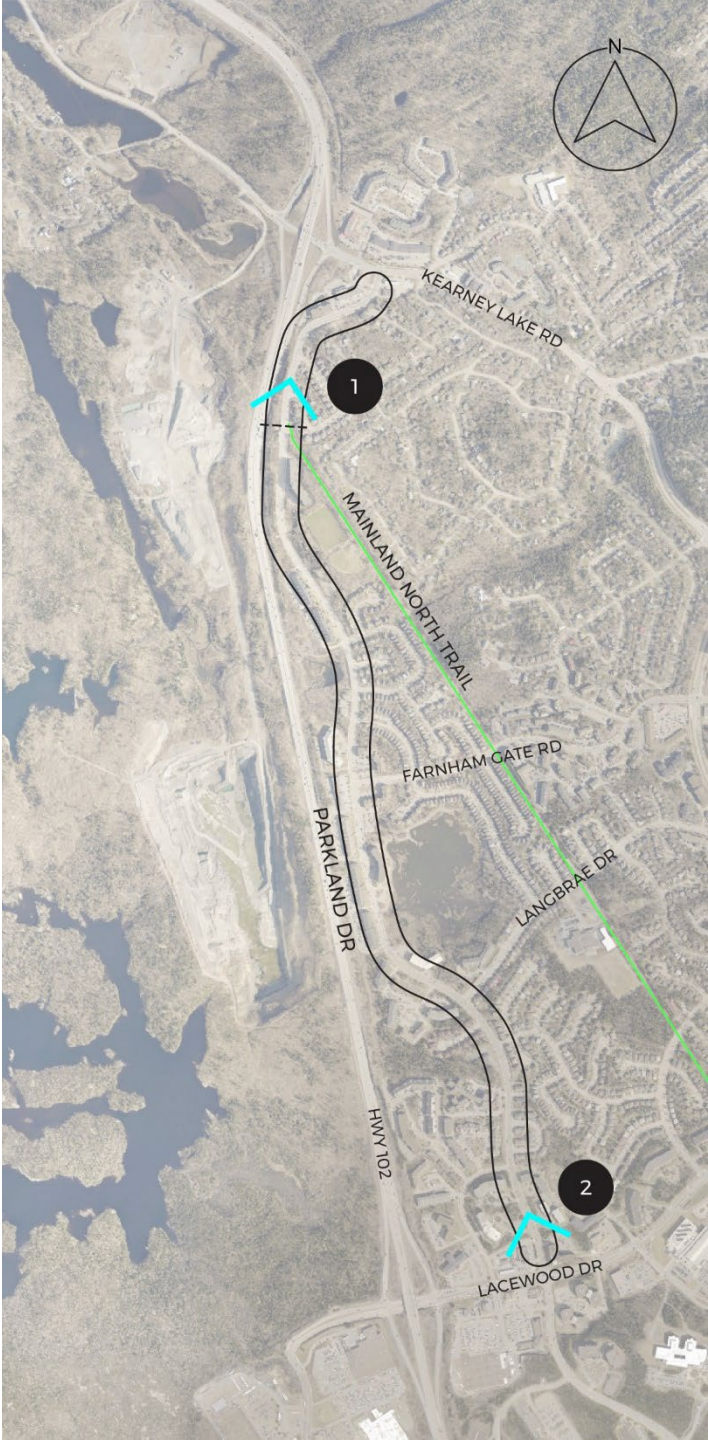
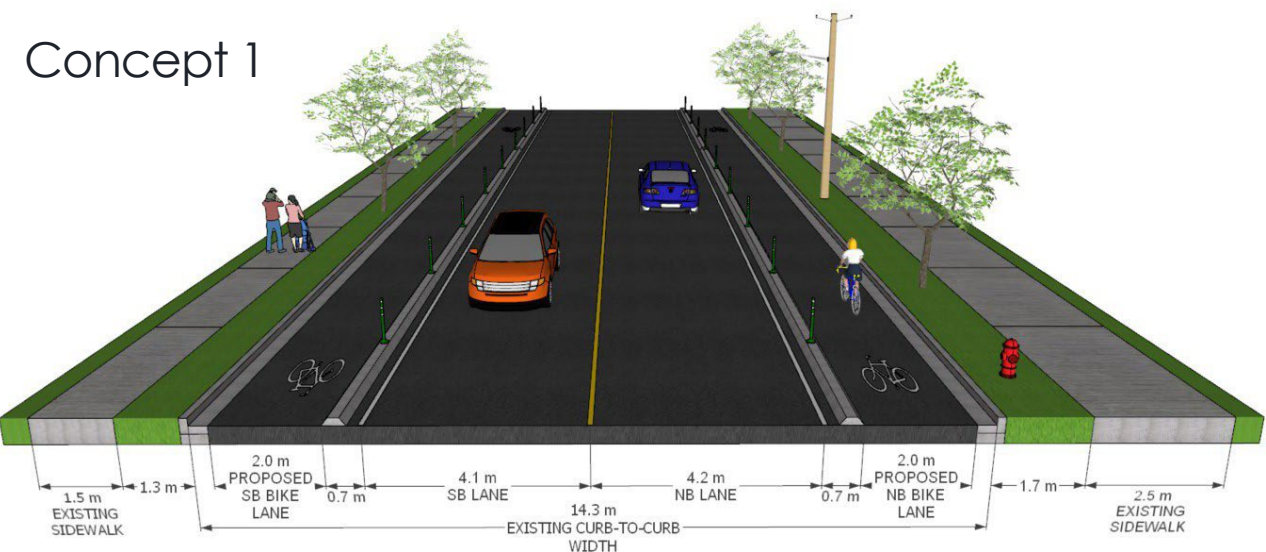
Concept
Discussion

Next Steps

1 Existing



1 Concept 1

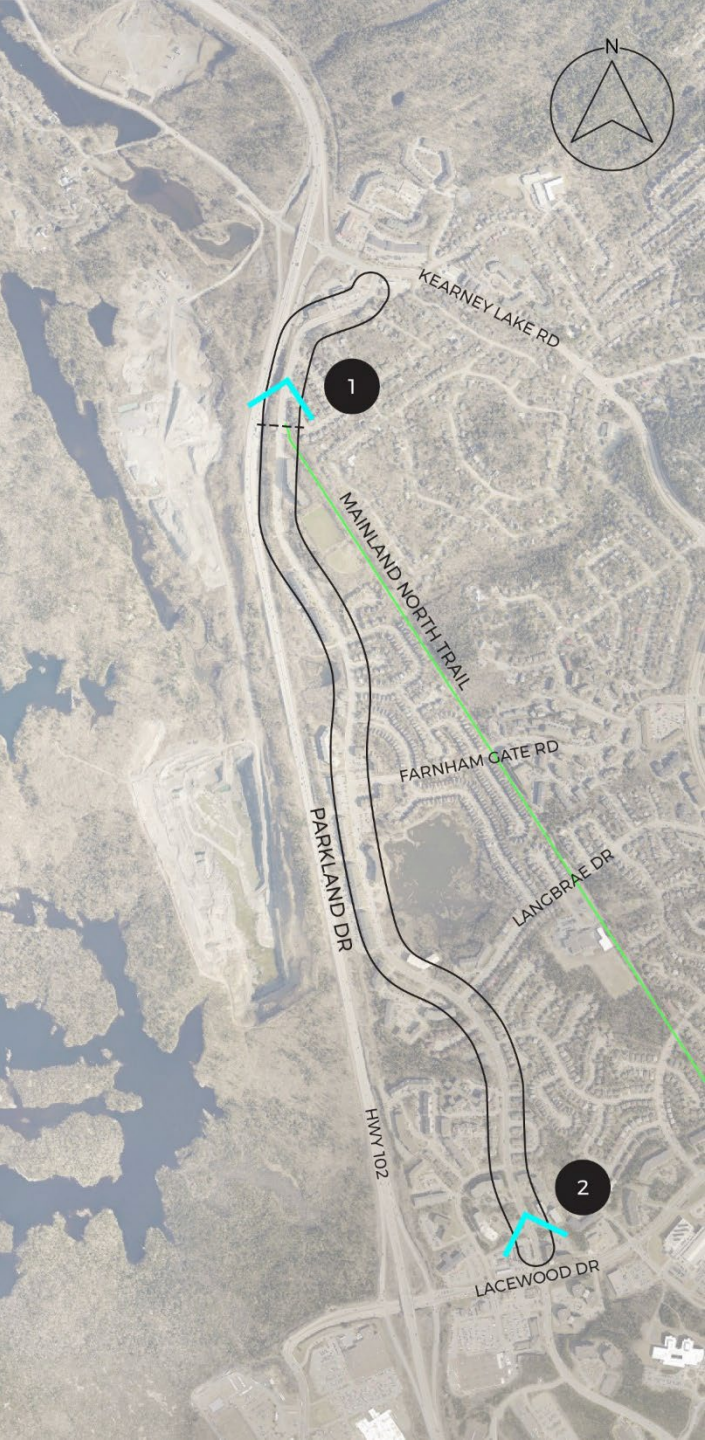
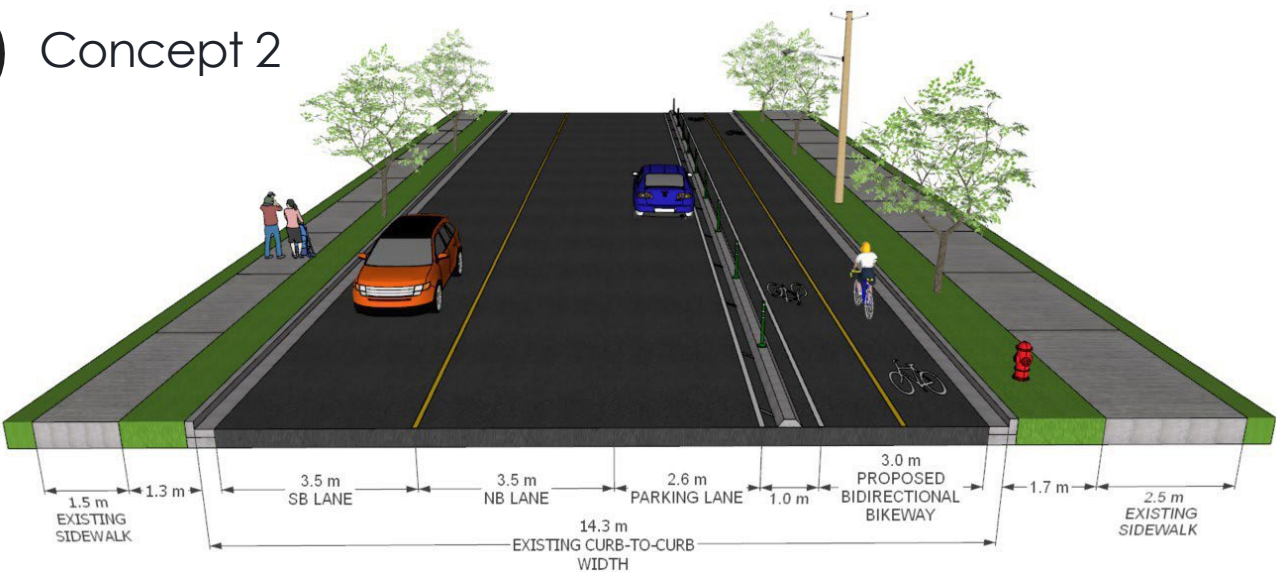


Parkland Drive Concept 2

1 Existing



1 Concept 2



Parkland Drive Concept 3

Project
Introduction

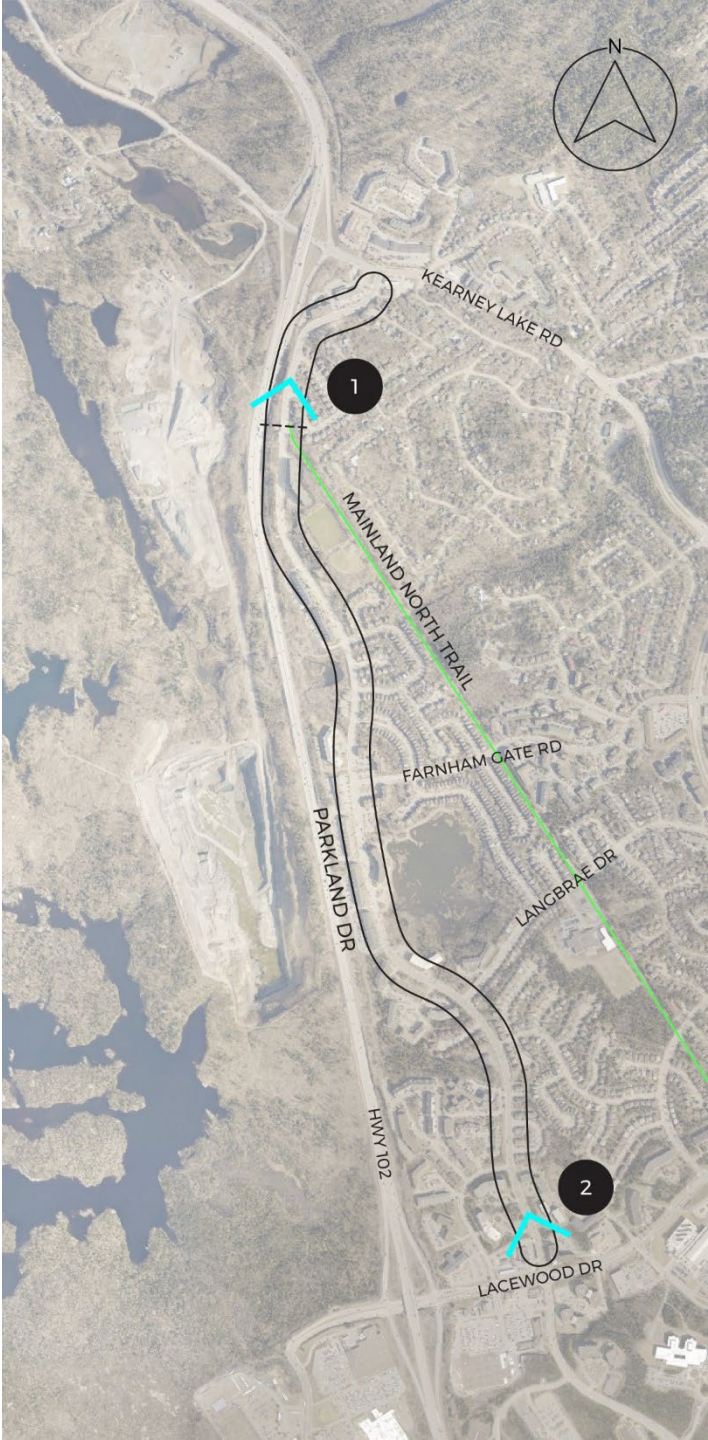
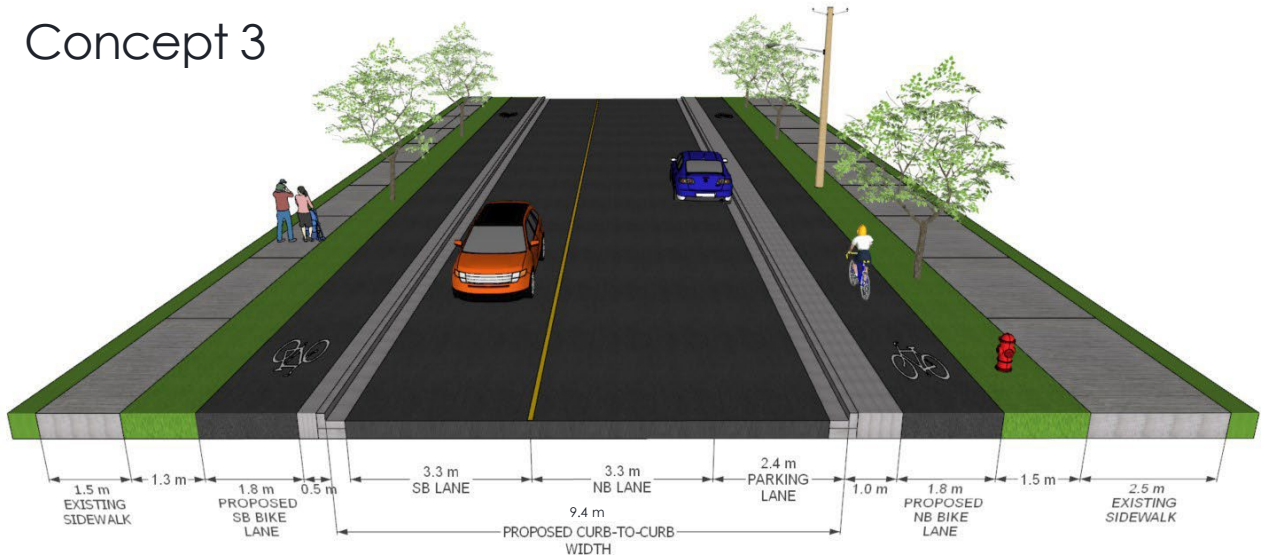
Concept
Discussion

Next Steps

1 Existing



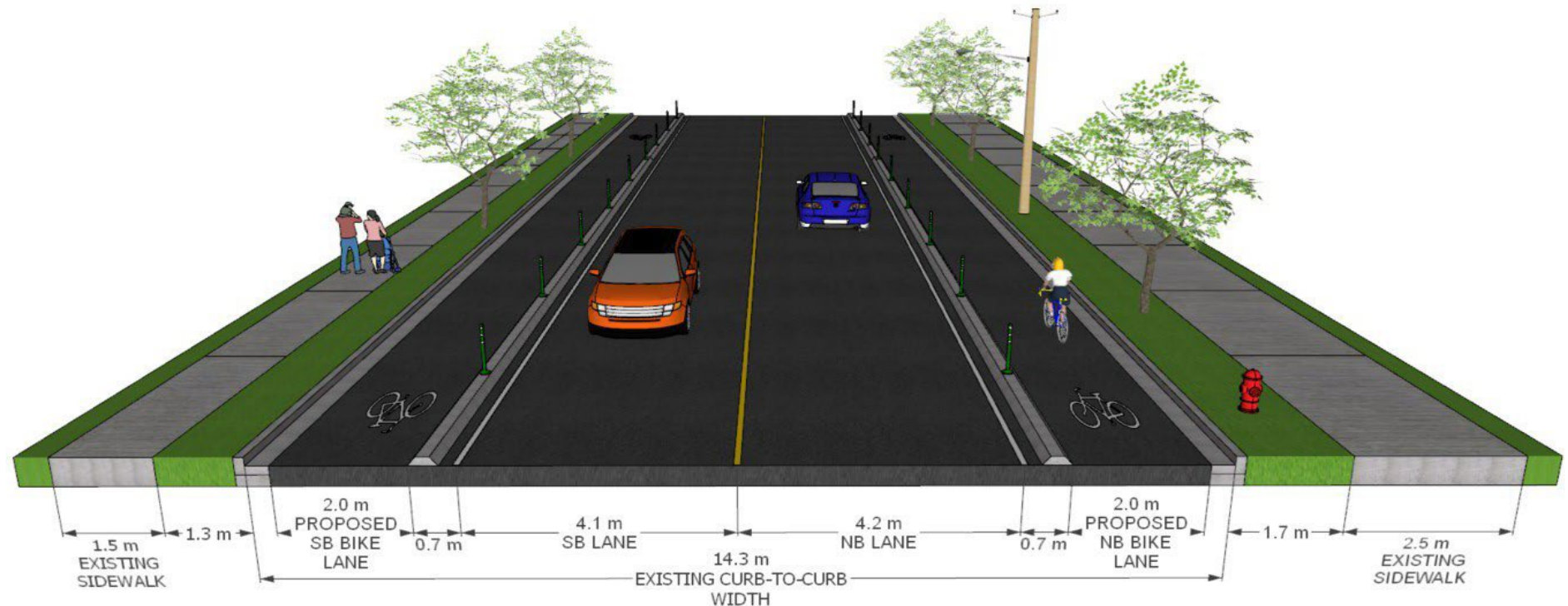
1 Concept 3



Parkland Drive - Selected Concept

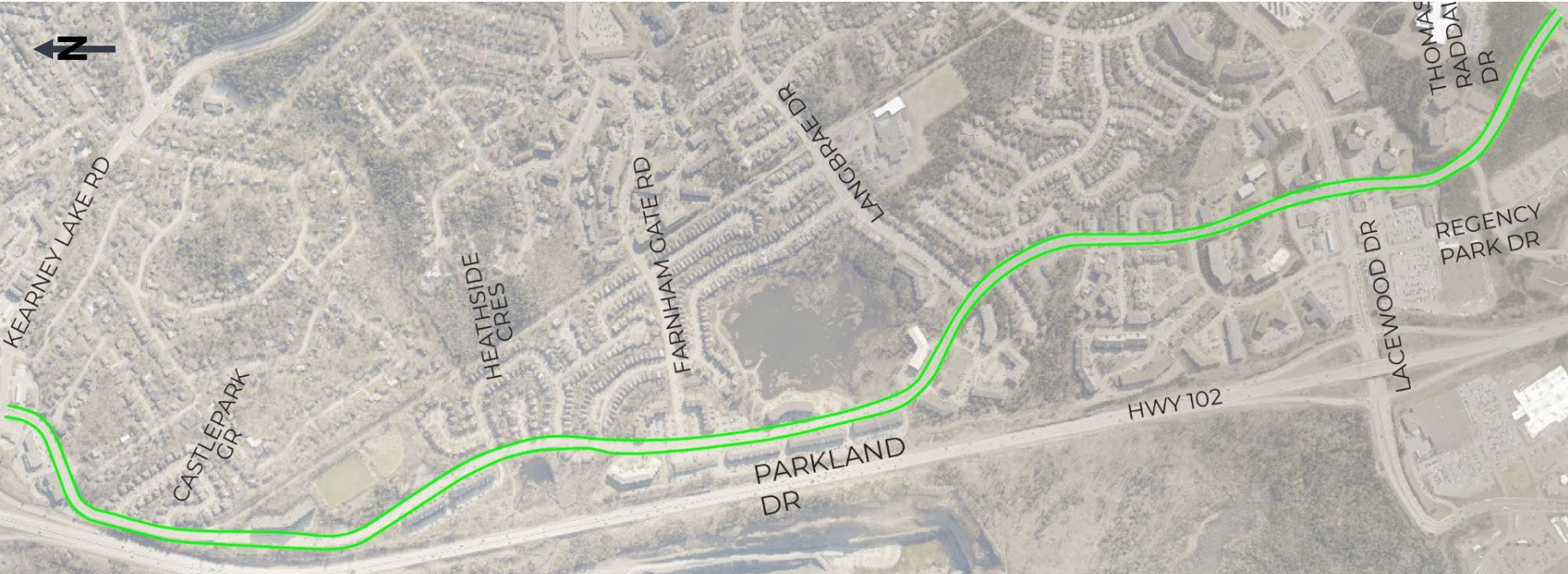
Based on the results of high-level analysis, unidirectional protected bike lanes are recommended for implementation along Parkland Drive, with a key contributing factor being the benefits associated with providing access to origins, destinations and existing/future bikeway routes located on both sides of the road.

Due to the anticipated roadwork planned not being full recapitalization, it is recommended that HRM consider implementation of an interim tactical installation (Option 1).



REFINED CONCEPT OPTION

Refined Concept



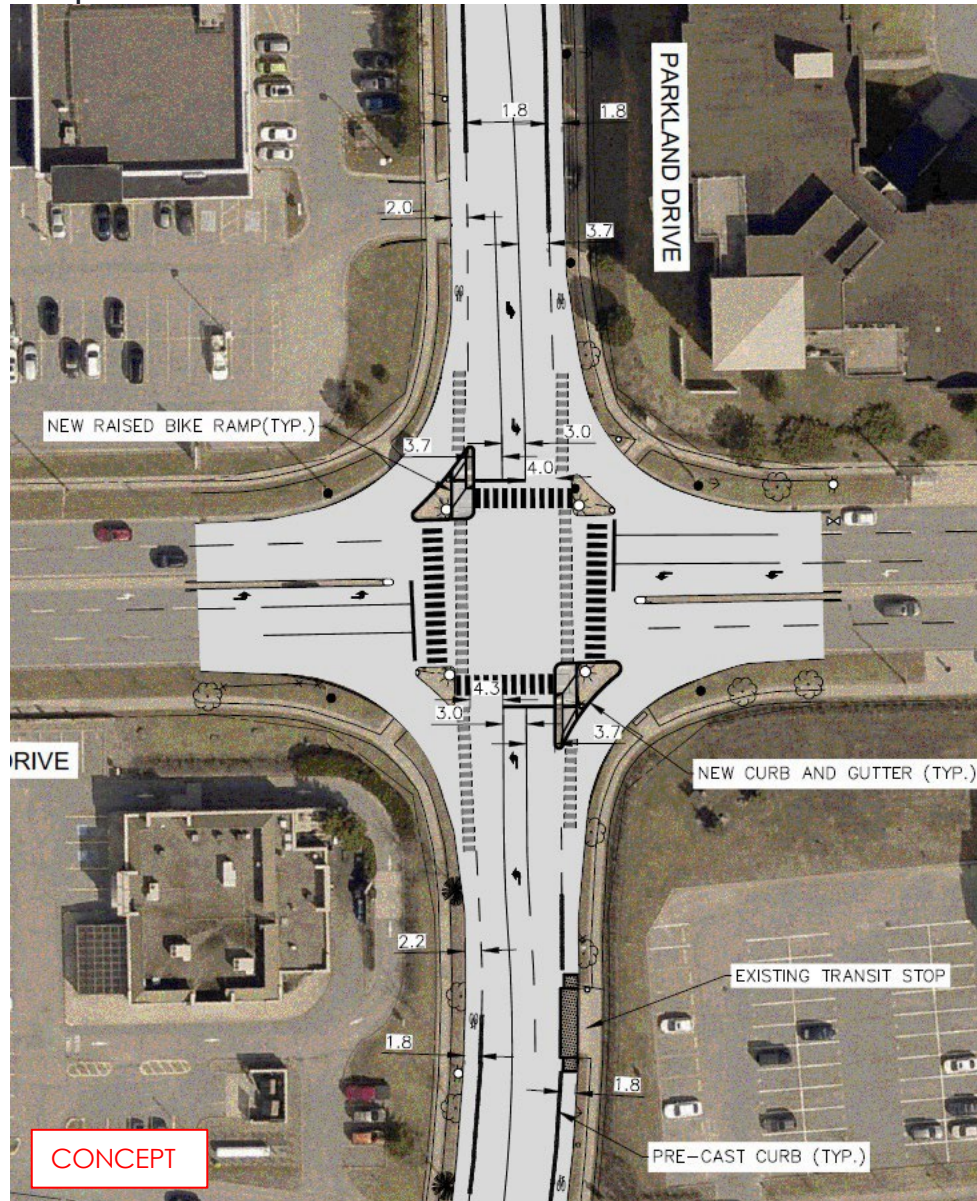
Refined Concept: Parkland at Lacewood Intersection Options

Project
Introduction

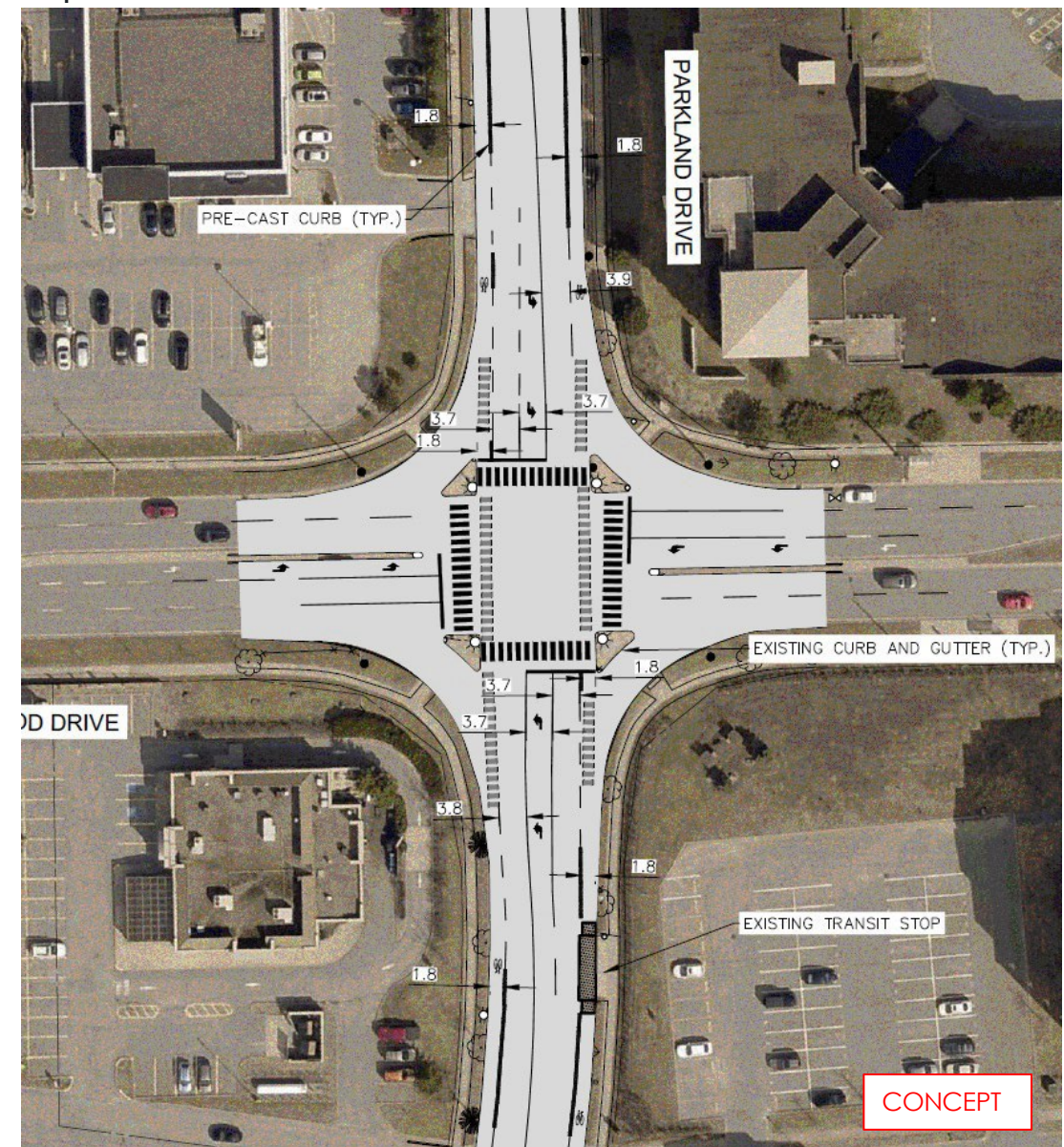
Concept
Discussion

Next Steps

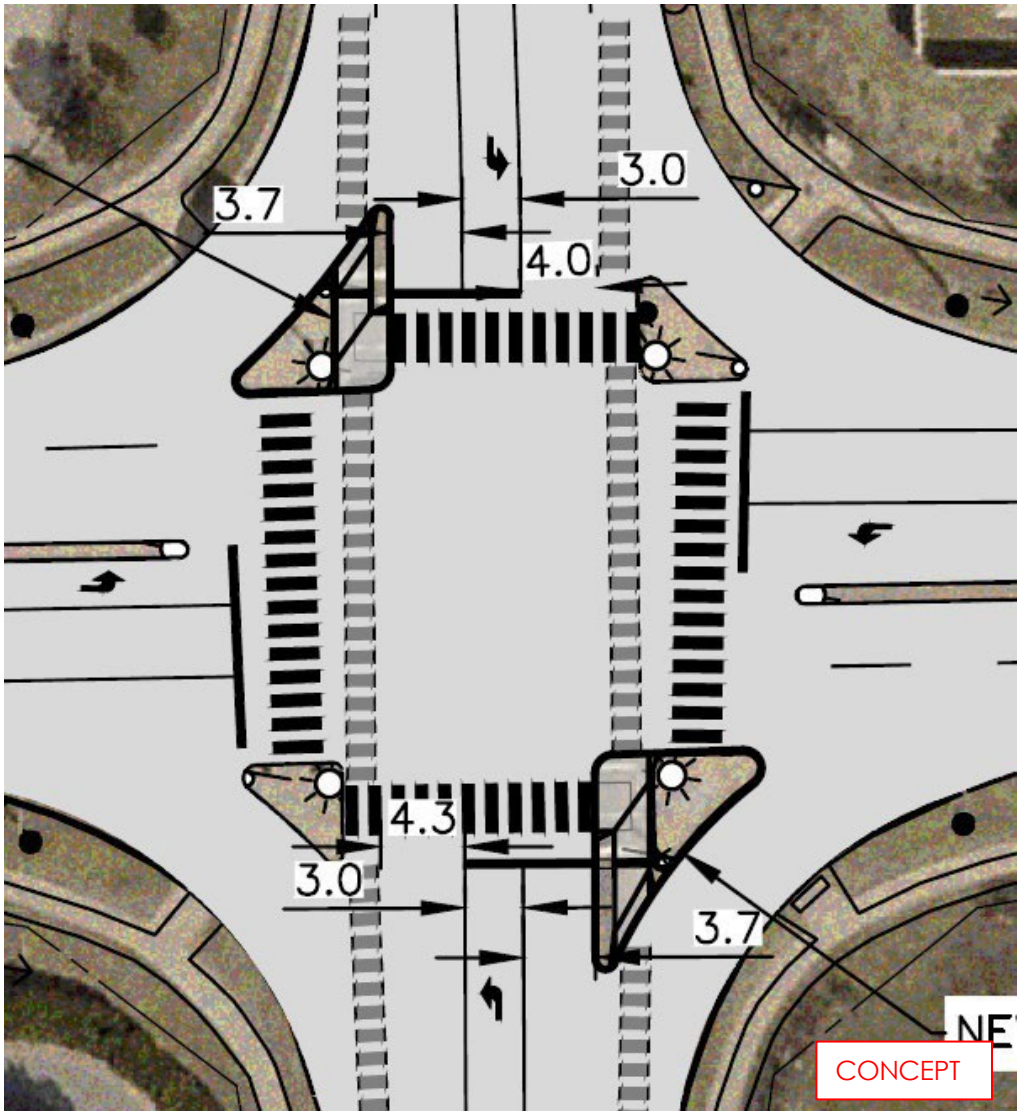
Option 1



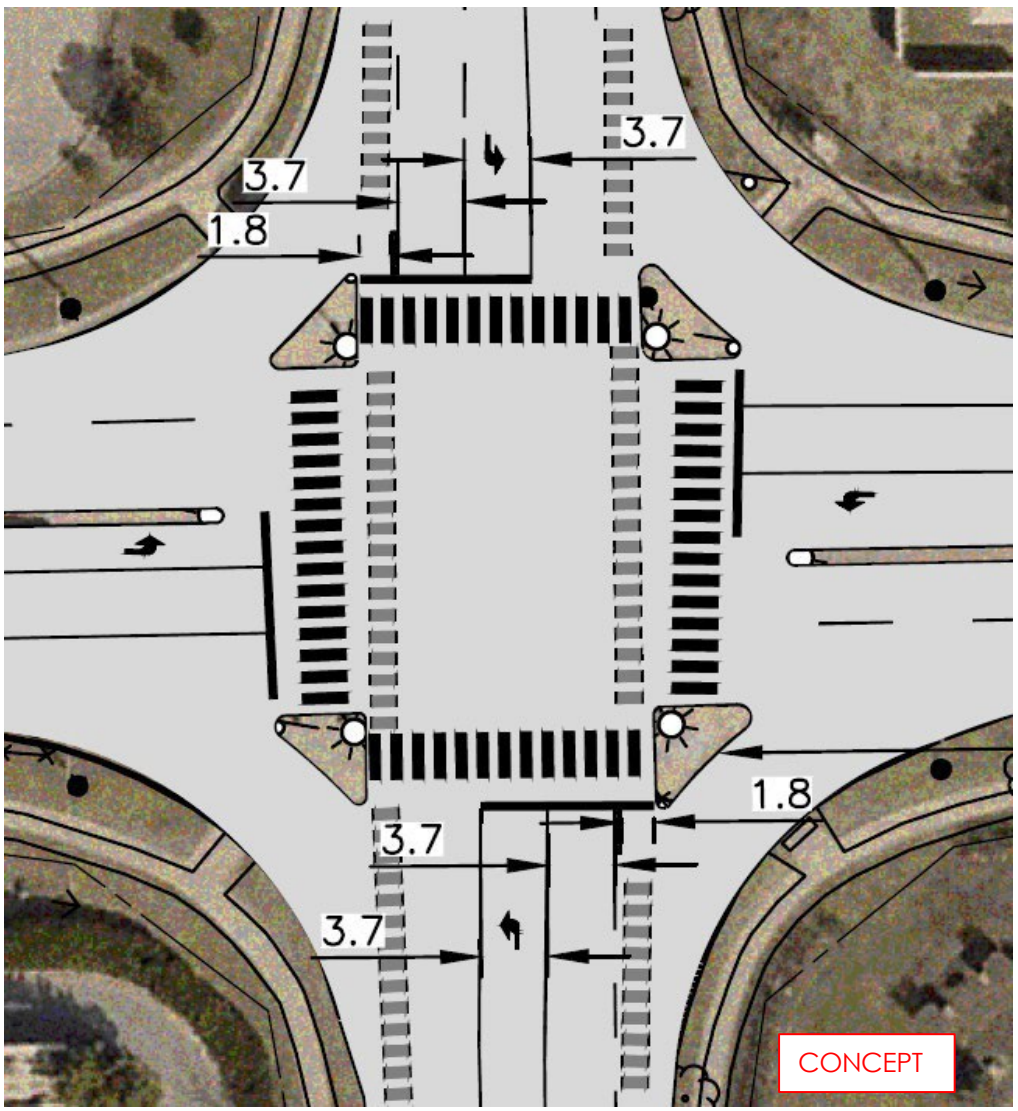
Option 2



Option 1



Option 2



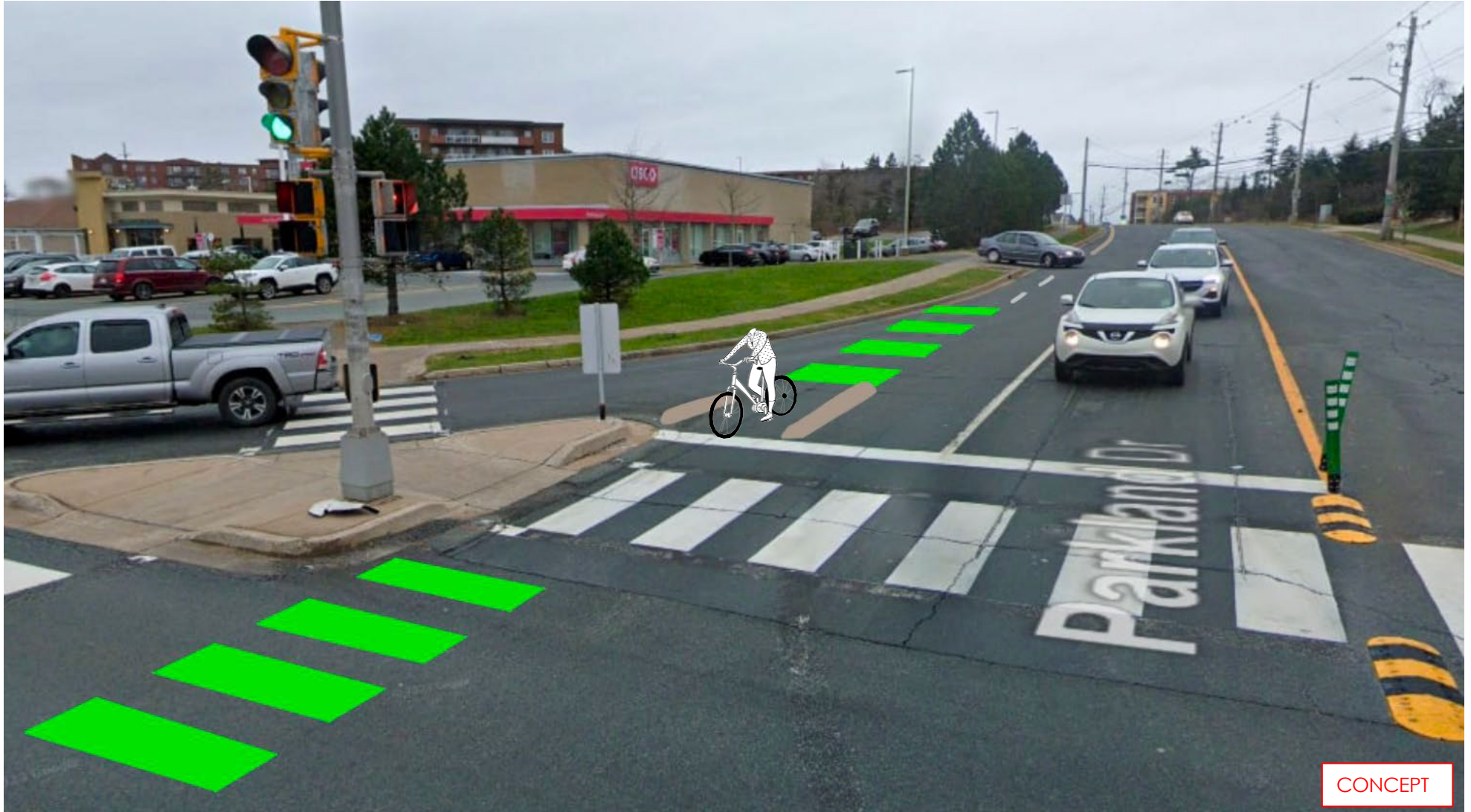
Refined Concept: Parkland at Lacewood Intersection

Option 1: What it could look like: Macdonald Bridge Example



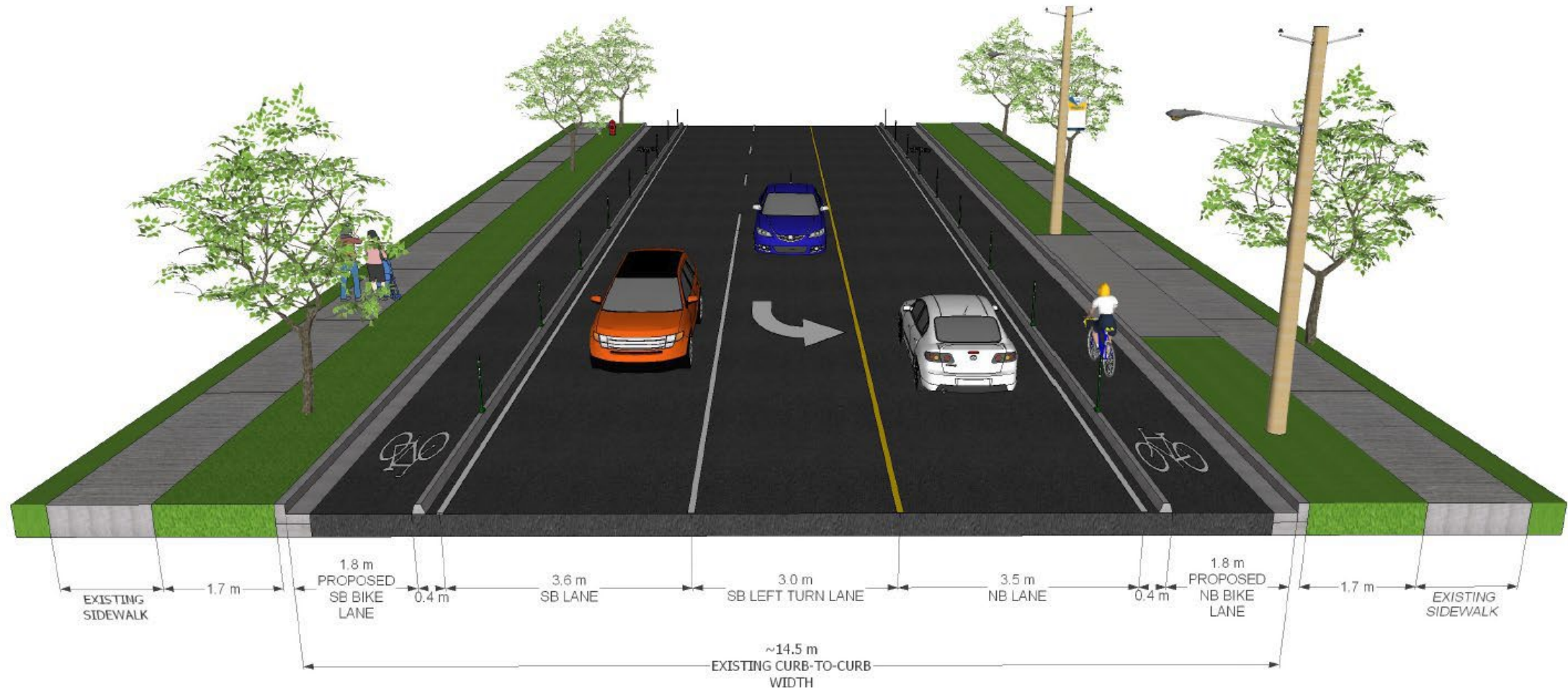
Refined Concept: Parkland at Lacewood Intersection

Option 2: What it could look like



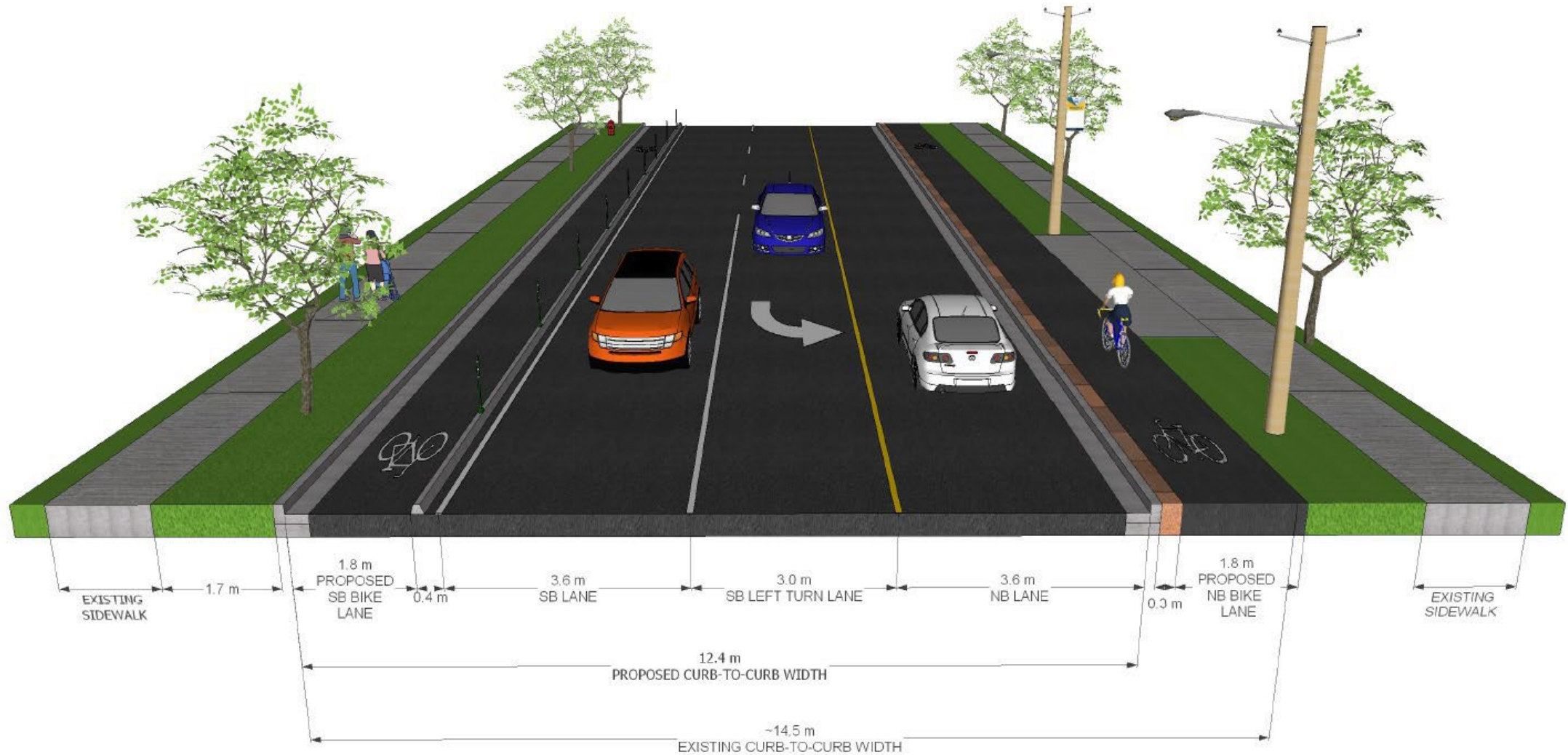
Refined Concept: Left Turns at Intersections

Cross-section: Option 1



Refined Concept: Left Turns at Intersections

Cross-section: Option 2



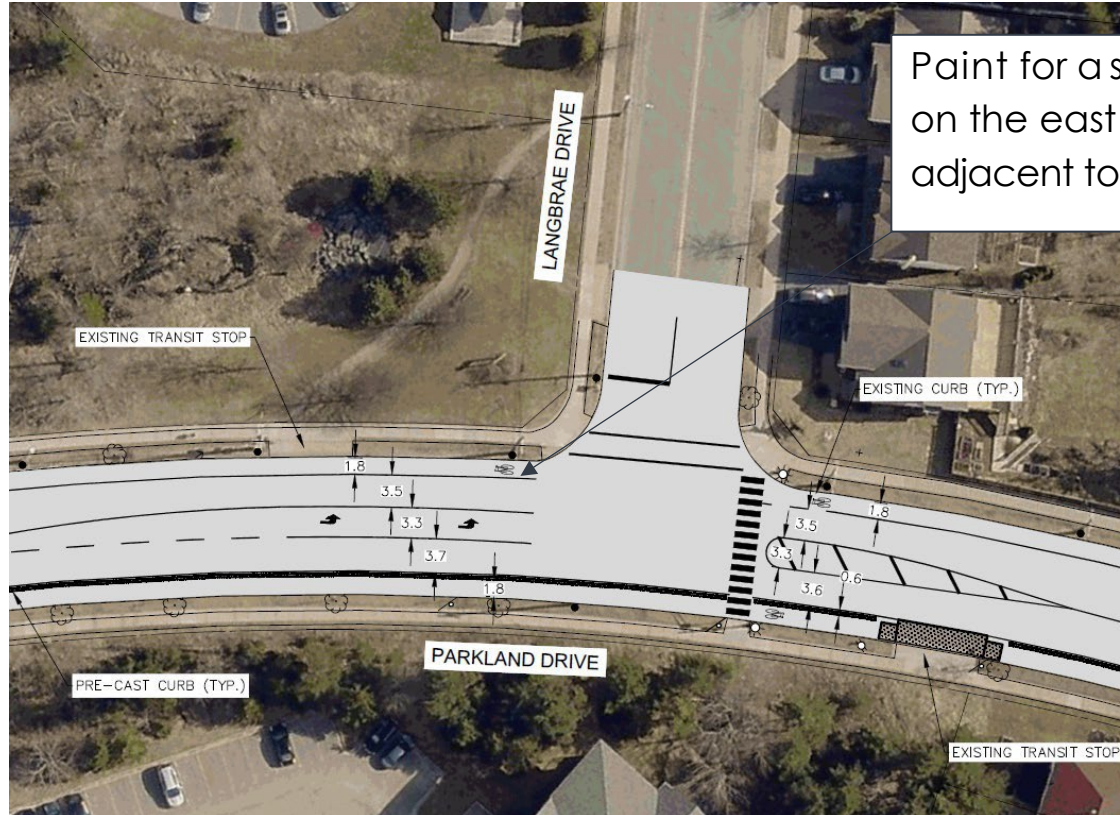
Refined Concept: Left Turns at Intersections

Project
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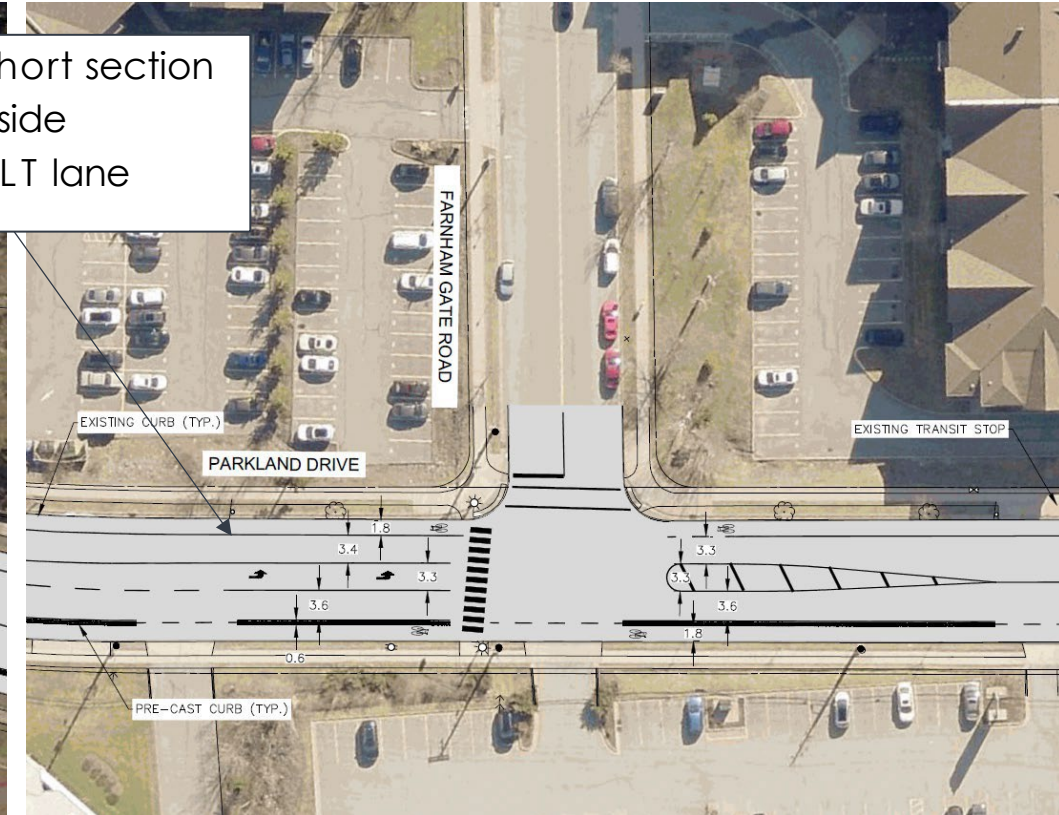
Concept
Discussion

Next Steps

Langbrae



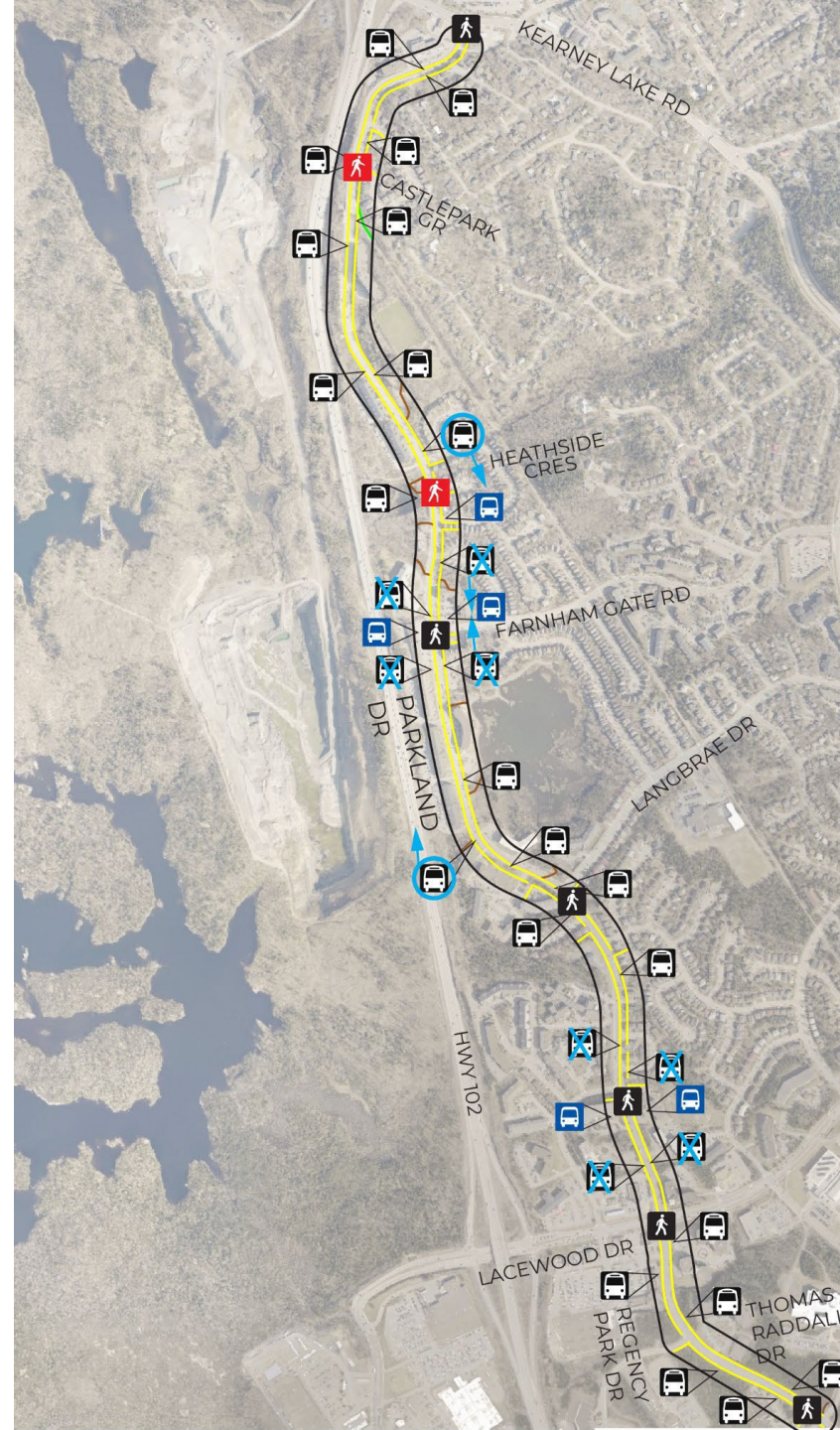
Farnham Gate



Refined Concept – Transit and Pedestrians

The refined concept proposes:

- keeping existing sidewalks on both sides of the road,
- two new pedestrian crossings:
 - at the northern-most access to Heathside Crescent,
 - second at the southern-most access to Castlepark Grove,
- consolidation of transit stops (to be confirmed by HRM Transit team).



LEGEND

- Concrete Sidewalk
- Multi-Use Pathway
- Trail
- Existing Bus Stop
- Proposed Bus Stop
- Existing Crosswalk
- Proposed Crosswalk

Refined Concept: Transit Stops

Project
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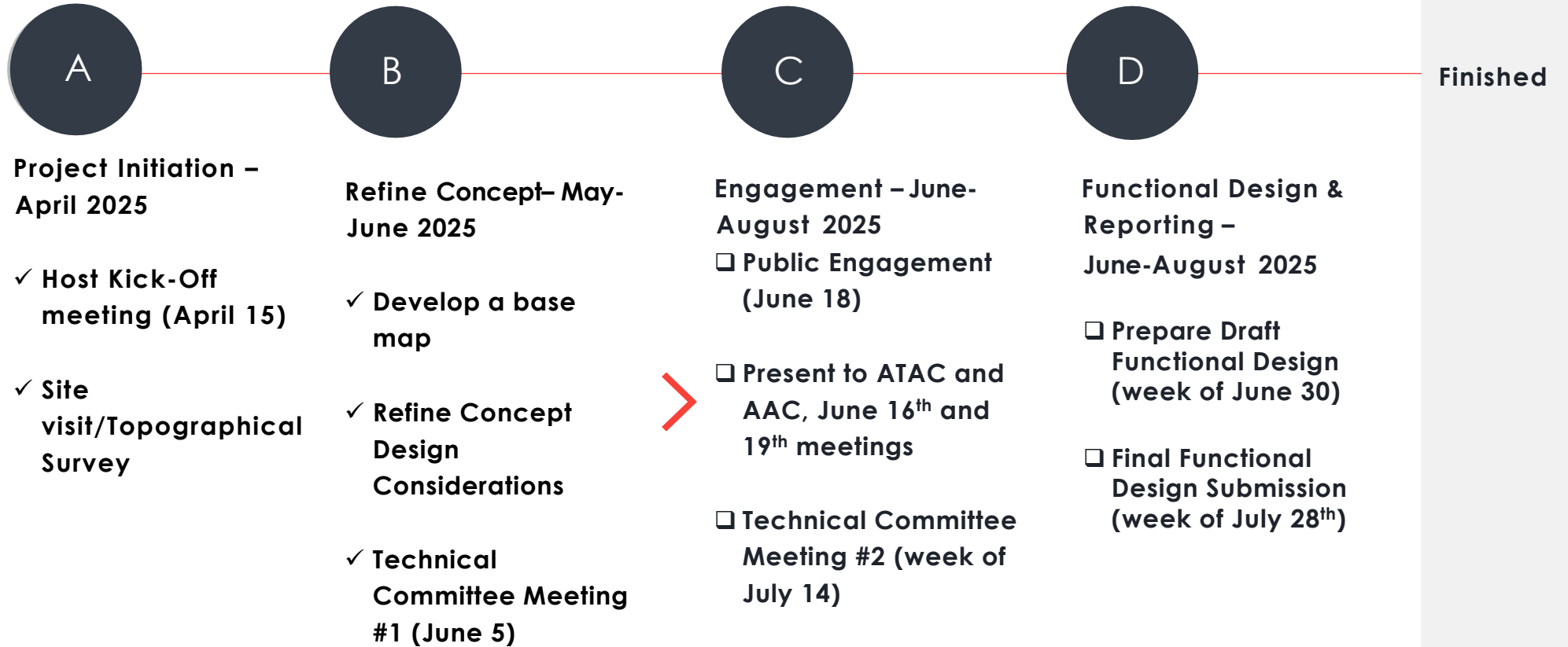
NEXT STEPS

Next Steps

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Next Steps



Thank You

