



HUG Extension & Bikeway Facilities from SMU to Point Pleasant Park

Active Transportation Advisory Committee
Concept Review
Englobe Ref: 2501731

September 18, 2025



Title slide with a picture of Gorsebrook Ave.

Meeting Agenda

1. Overview
2. Next Steps
3. Evaluation Framework
4. Concept Options
5. Discussion

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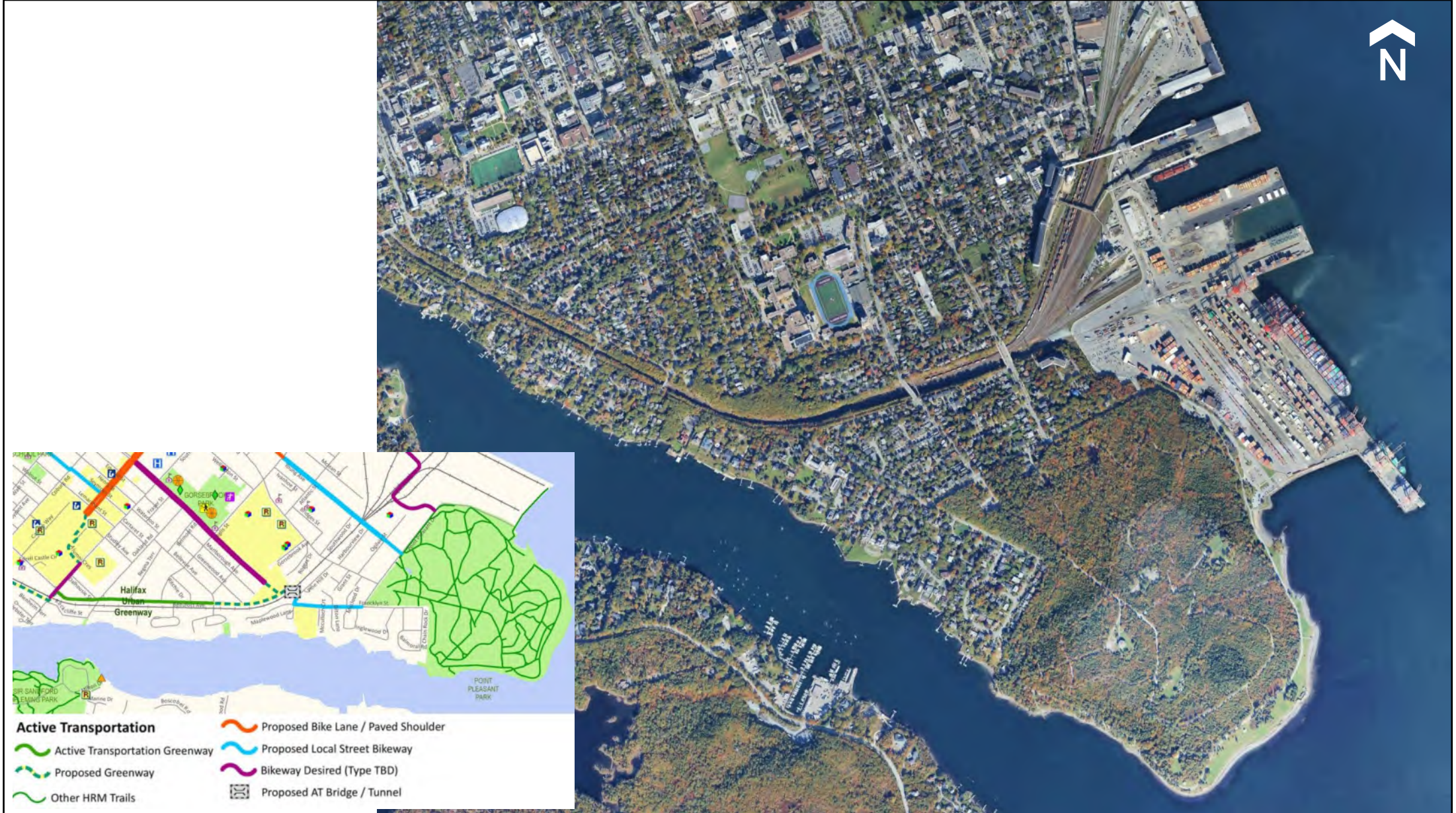


Overview

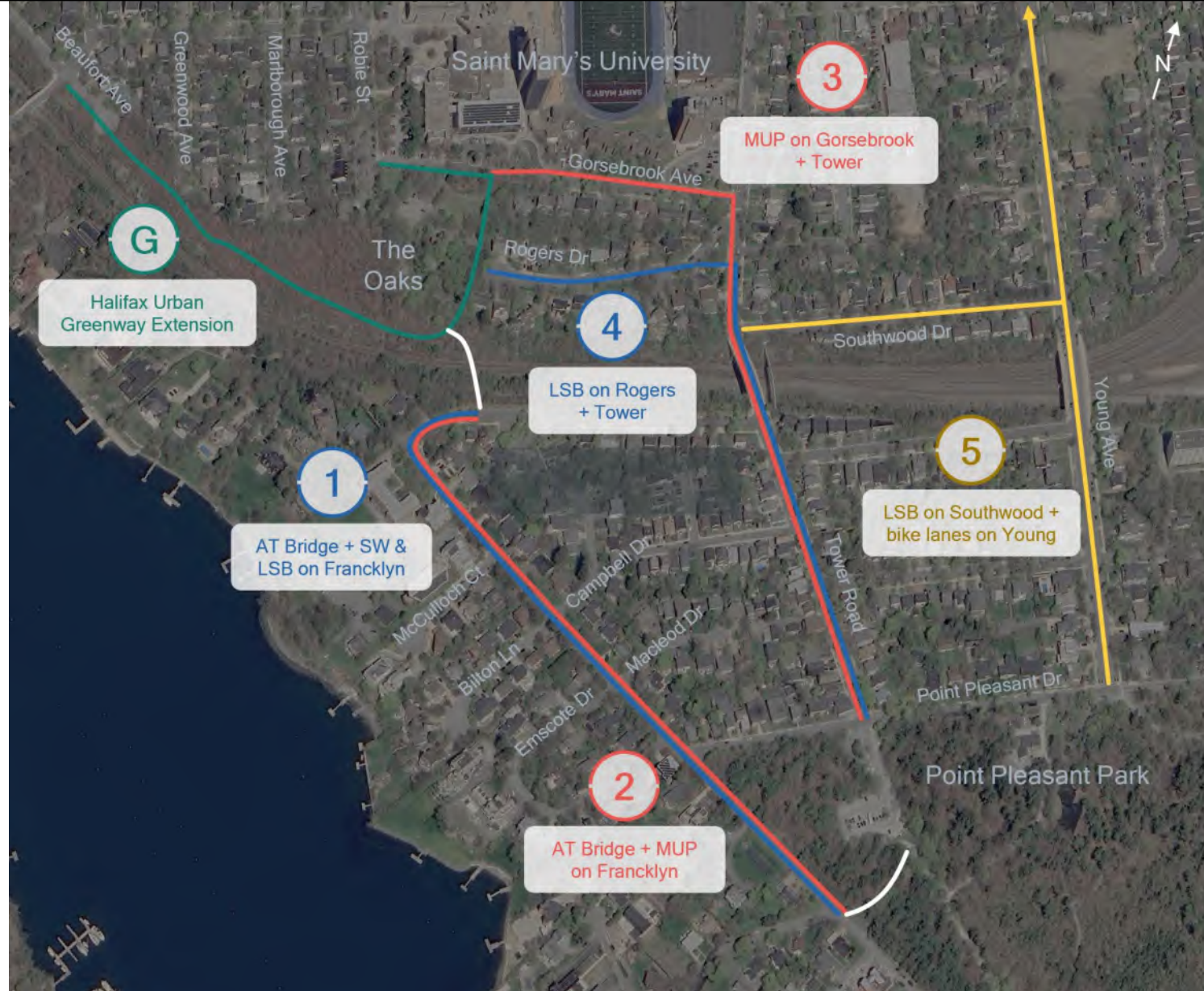
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Overview title slide.



An aerial image of the southern end of the Halifax peninsula where the study is taking place. Also includes a screenshot of the Active Transportation Priorities Plan (ATPP) which shows the Halifax Urban Greenway route.



Study are aerial map showing the extension of the Greenway from Beaufort into The Oaks and 5 concept options to get from there to Point Pleasant Park.

Next Steps

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Next steps title slide.

Next Steps



1

Existing



2

Concept
Design



3

Route
Selection



4

Design

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Graphic depicting this stage of the project as the “Concept Design” stage. “The “Existing” stage is complete and two stages are in the future: “Route Selection” and “Design”.

Evaluation Framework

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Evaluation framework title slide.

Criteria	Weight
Pedestrian Movement and Safety	(20% total)
<ul style="list-style-type: none"> • Pedestrian safety • Dedicated facilities and user conflict • Improved and frequent crossing locations • Comfortable pedestrian environment (traffic calming, low traffic volumes and speeds) 	10%
<ul style="list-style-type: none"> • Continuity with other pedestrian facilities • Direct connectivity to key locations (residences, community facilities, schools) 	5%
<ul style="list-style-type: none"> • Favourable Grades (6% or less) • Accessibility (consideration for all abilities) 	5%
Bicycle Movement and Safety	(20% total)
<ul style="list-style-type: none"> • Safety issues including separation from traffic • Dedicated facilities and user conflict • Comfortable Cycling Environment (Low traffic volumes and speeds) 	10%
• Connectivity to key locations and infrastructure	6%
• Favourable Grades (6% or less)	4%
Safety and Environment Security	
(aka Personal Security)	
<ul style="list-style-type: none"> • Safety issues including lighting, visibility • Comfortable AT Environment from a personal security perspective (e.g. CPTED) 	10%

Criteria	Weight
Transit Service Accommodation	(10% total)
• Minimize impacts to existing transit service	7%
• Provision and improvement of safe, comfortable access and egress to buses and bus stops	3%
Vehicular Traffic and Parking	(10% total)
<ul style="list-style-type: none"> • Low impact to traffic operations • Fire and Emergency Services accommodated and/or not altered 	2%
<ul style="list-style-type: none"> • Traffic Calming Measures • Driveway Access Management 	4%
<ul style="list-style-type: none"> • Ability to mitigate losses to on-street parking and loading for community use • Opportunity to add/replace parking 	4%
Health and Environment	(10% total)
• Low impact or ability to replace trees and greenspace	5%
• Health impacts from exposure to poor air quality and noise, social and psychological benefits	5%
Public Sentiment	
<ul style="list-style-type: none"> • Feedback from local residents and the general public • Consideration of most and least preferred options 	5%
Implementation Feasibility	
<ul style="list-style-type: none"> • Property Requirements • Constructability • Impacts on existing utilities land • Cost 	15%

A listing of 8 draft evaluation criteria and weights for each. Weights total 100%. Each criterion has several explanatory points listed.

Concept Options

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Concept options title slide.

Greenway Extension

West

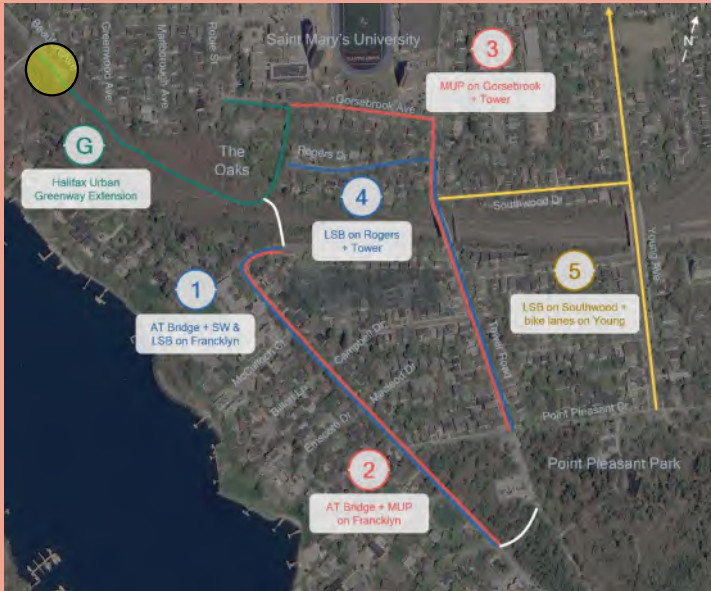


East

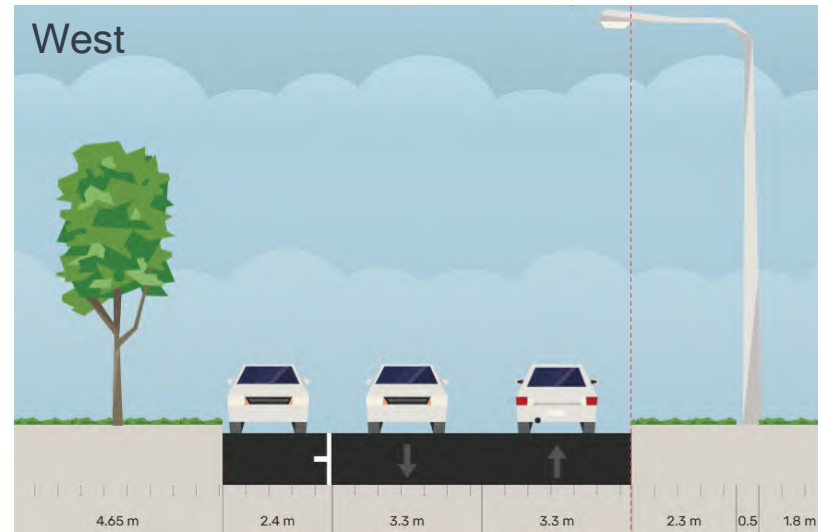


A picture of Beaufort Ave looking north toward the existing Halifax Urban Greenway

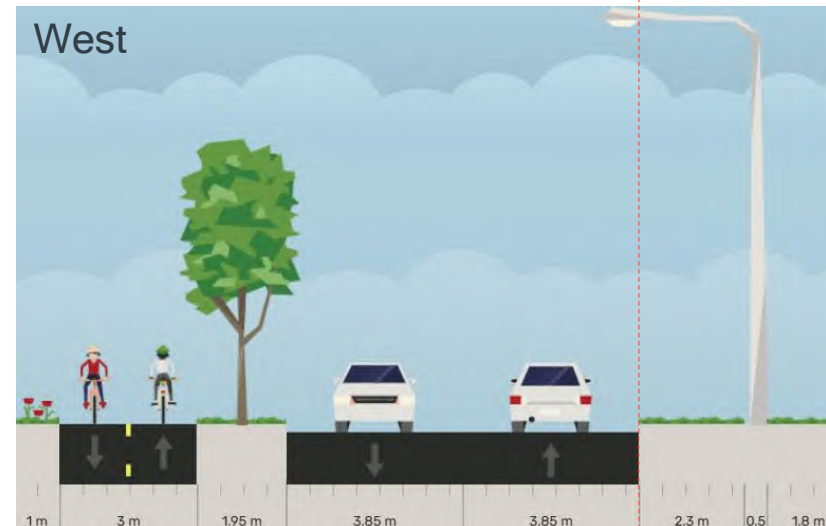
Beaufort Ave Cross Sections



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Existing



Proposed

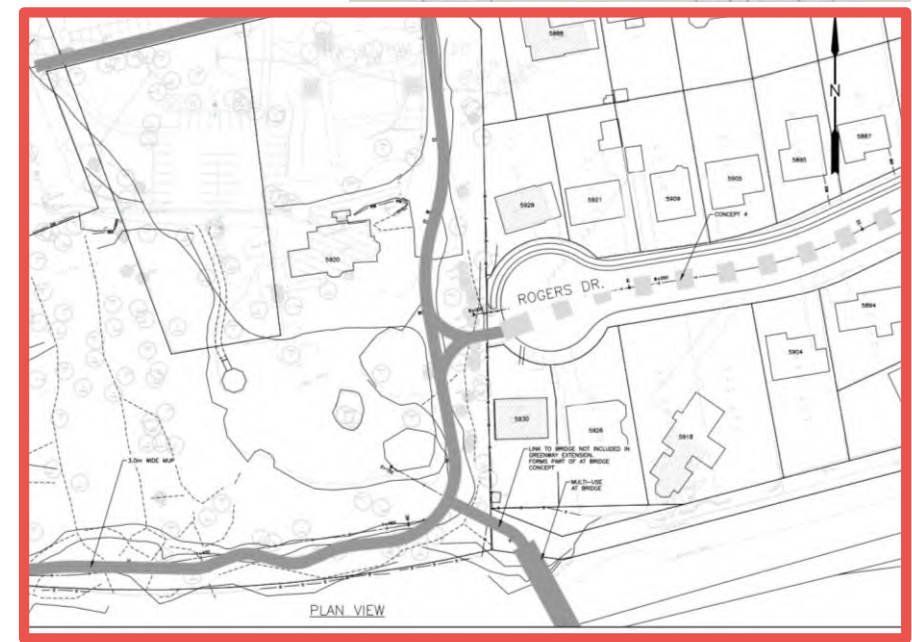
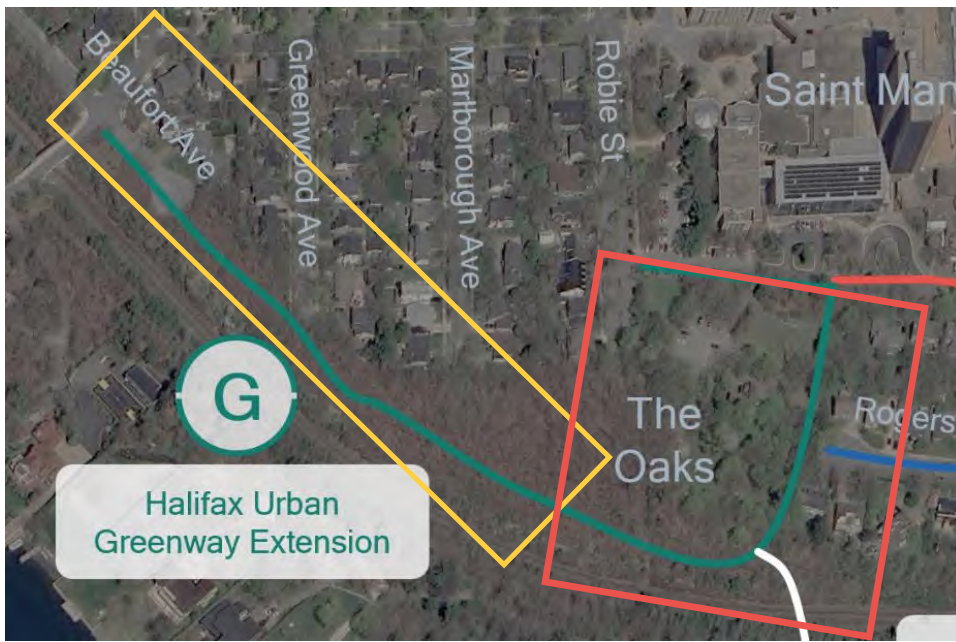
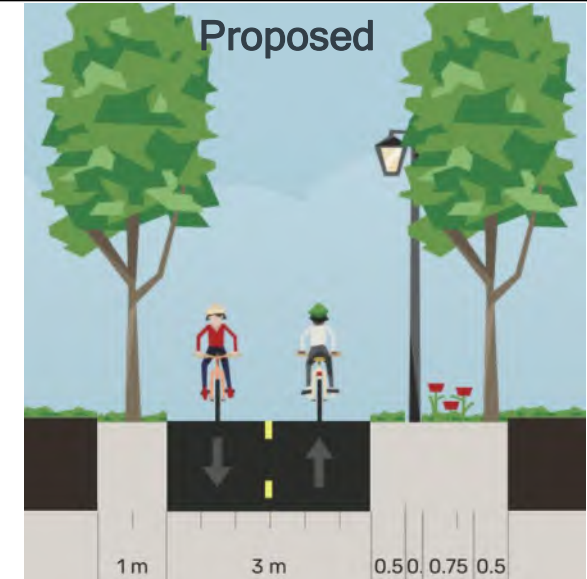
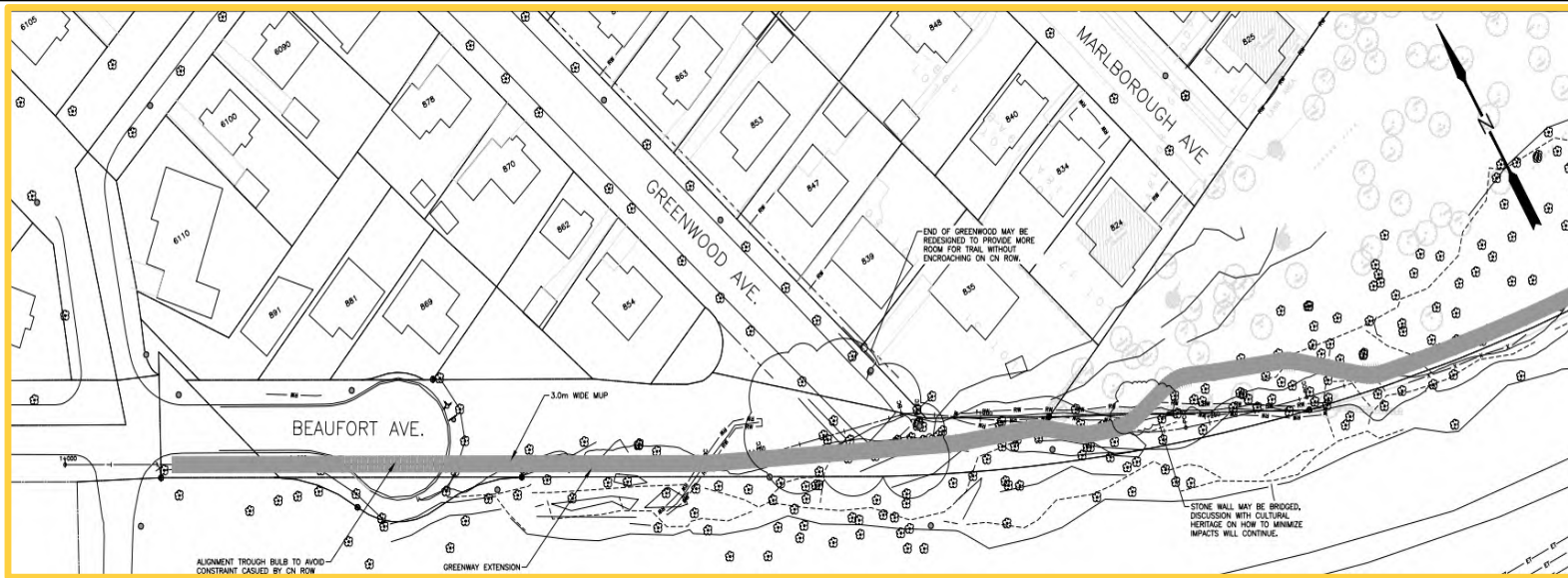


Sample road cross section images showing existing on Beaufort and proposed with a multi-use path along the south side.

Greenway Extension



Pictures of informal trails within the Oaks



Images showing the CAD drawings of the greenway concept through The Oaks along with a key map and sample cross section image showing the proposed multi-use path with trail lighting.

Greenway Extension

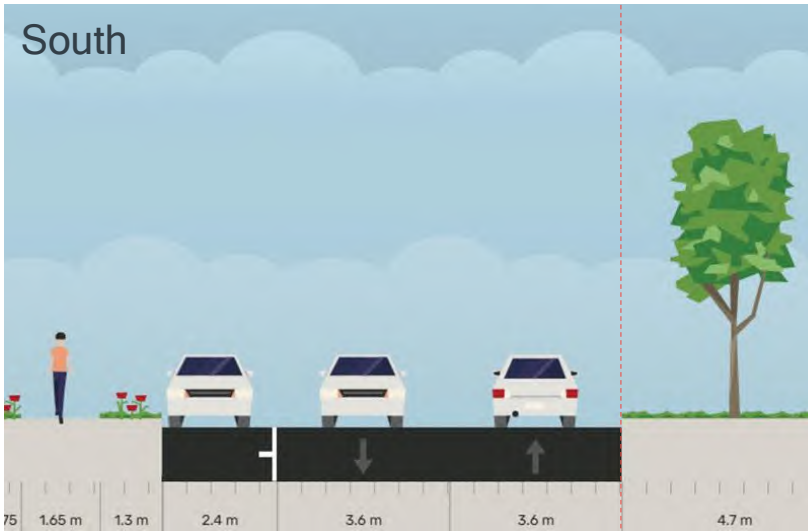


A picture of Gorsebrook adjacent Robie St

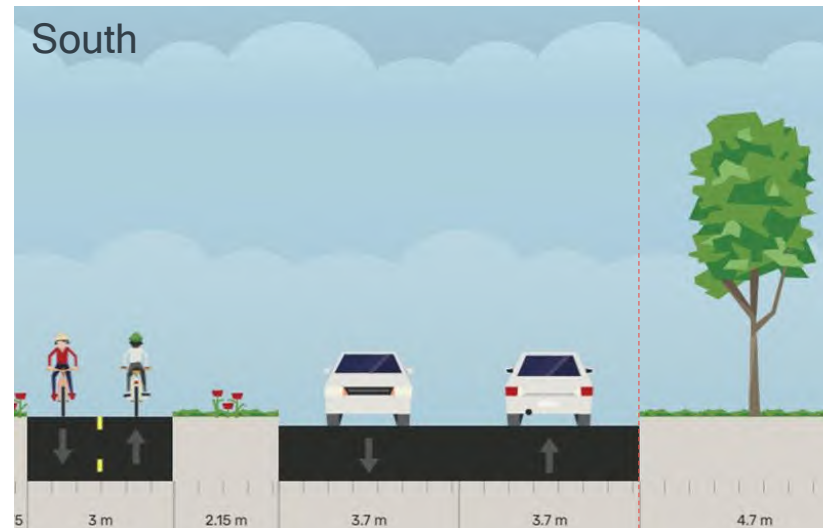
Gorsebrook Ave Cross Sections



ENGLOBE



Existing

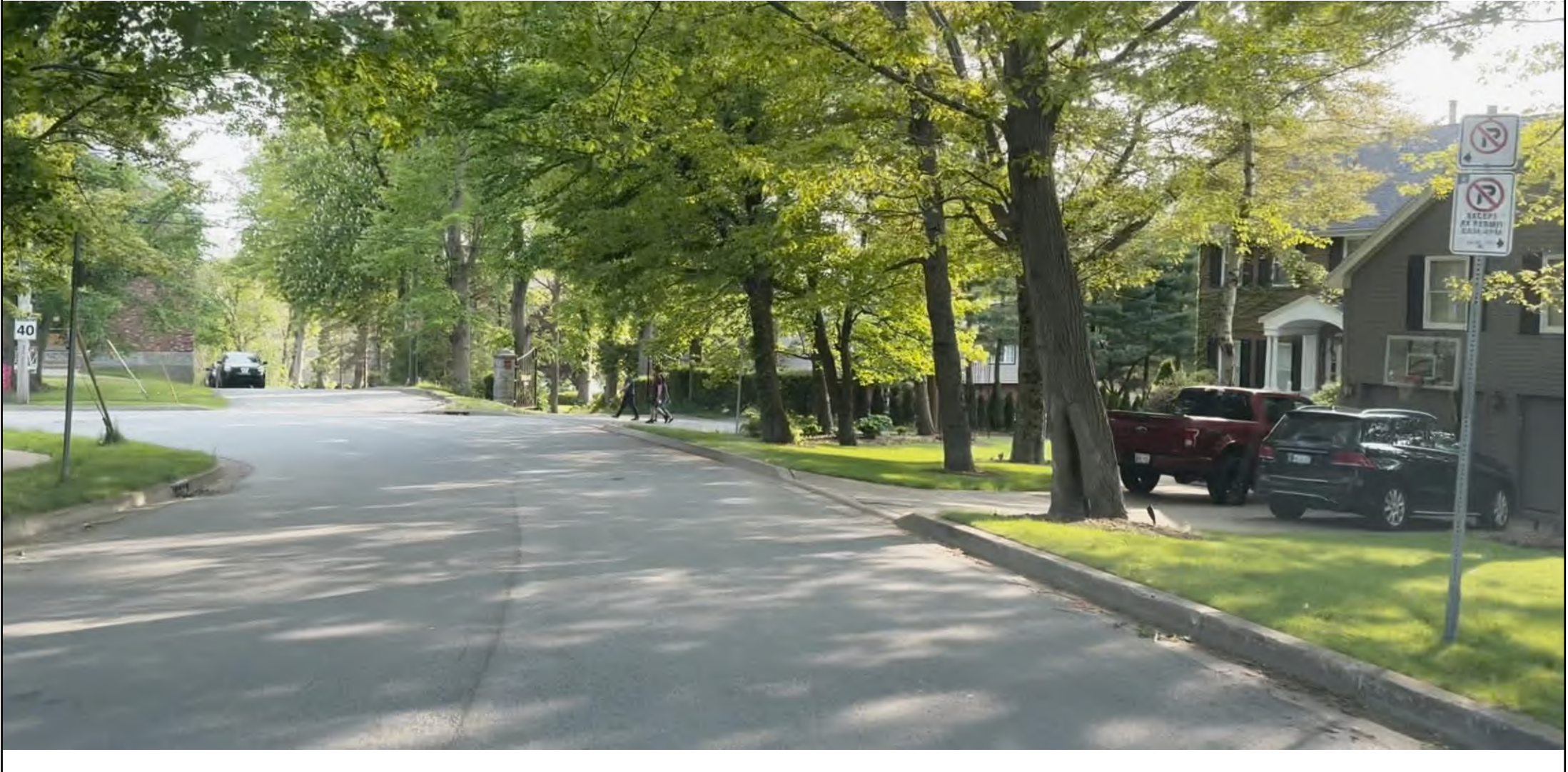


Proposed



Sample road cross section images showing existing on Gorsebrook near Robie and proposed with a multi-use path along the south side.

Concept 1 & 2 Francklyn



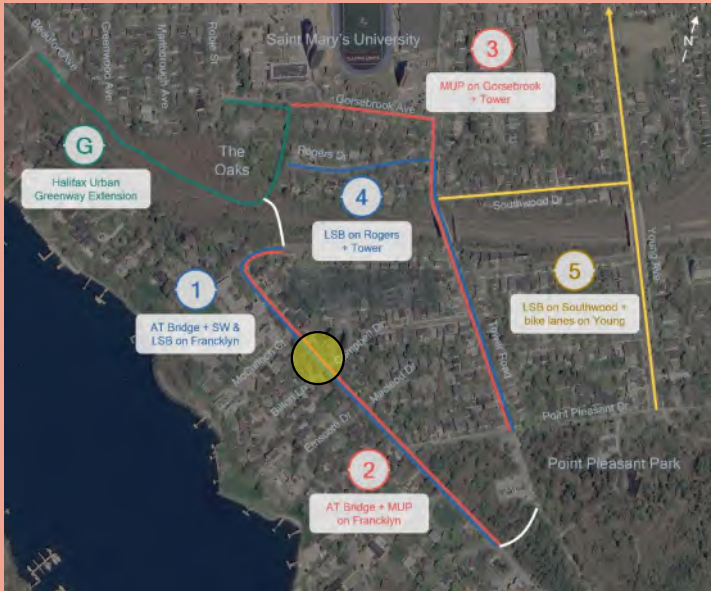
A picture, looking west, of the corner where Pine Hill and Franklyn meet.

Concept 1 & 2 Francklyn

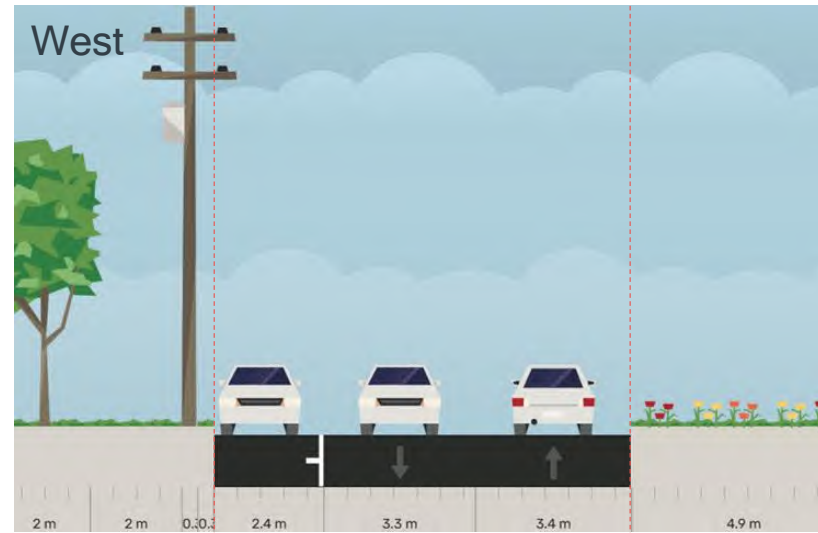


A picture looking south on Franklyn south of Pine Hill.

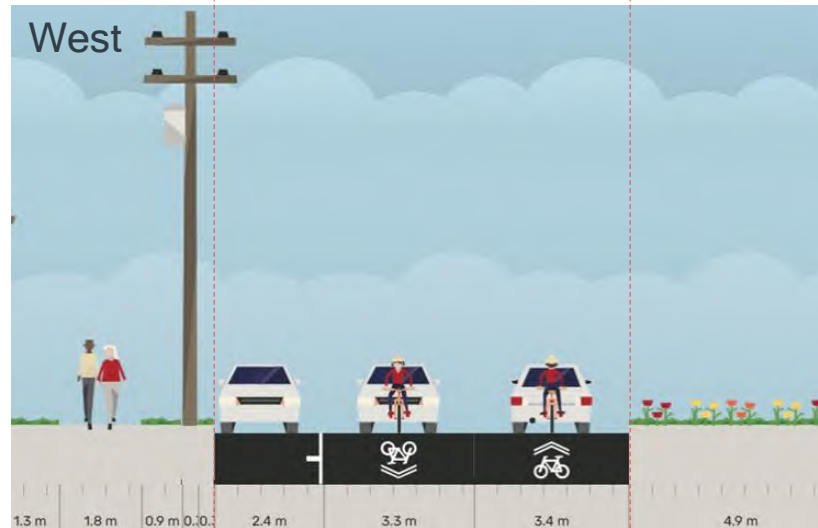
Concept 1 Francklyn St LSB



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Existing

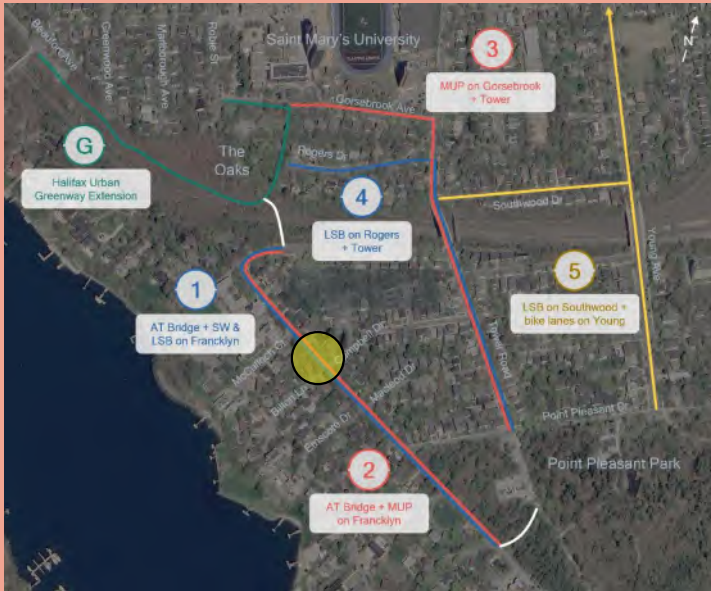


Proposed



Sample road cross section images showing existing on Franklyn south of Pine Hill and proposed with a local street bikeway and sidewalk on the west side.

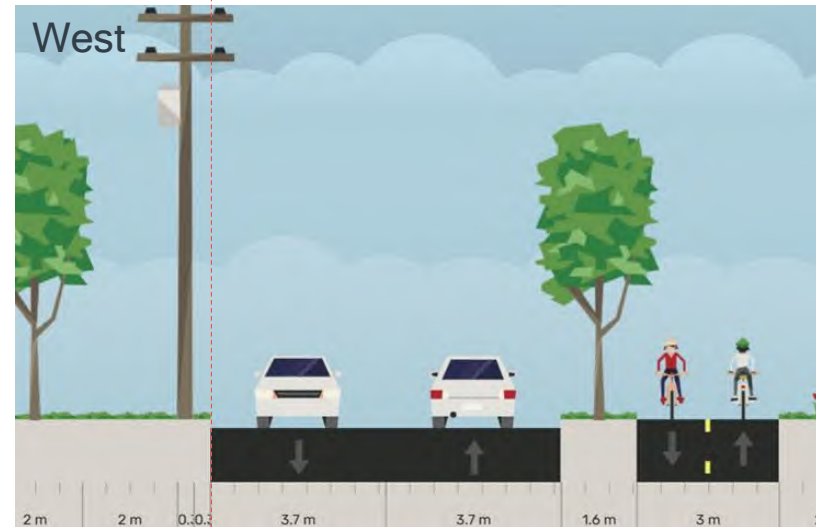
Concept 2 Francklyn St MUP



ENGLOBE



Existing



Proposed



Sample road cross section images showing existing on Franklyn south of Pine Hill and proposed with a multi-use path along the east side.

Concept 1 & 2 Francklyn

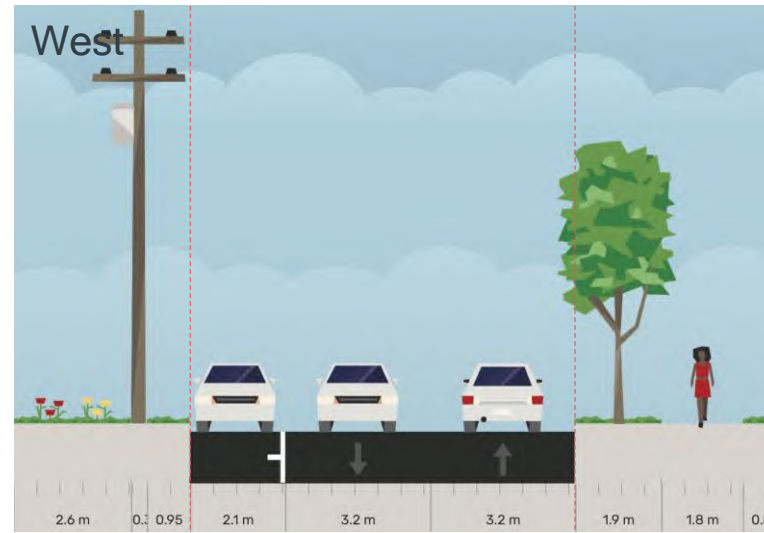


A picture looking north of Franklyn adjacent Point Pleasant Park.
A second picture shows the entrance to the park that is opposite Inglewood Drive.

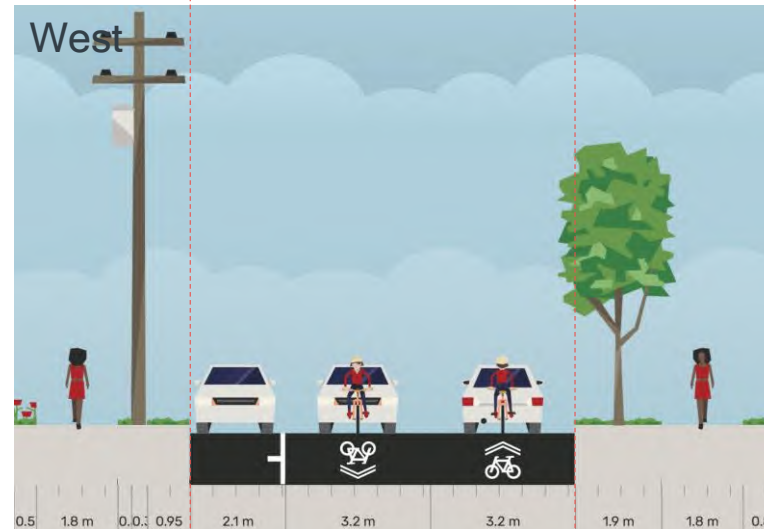
Concept 1 Francklyn St LSB



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Existing



Proposed

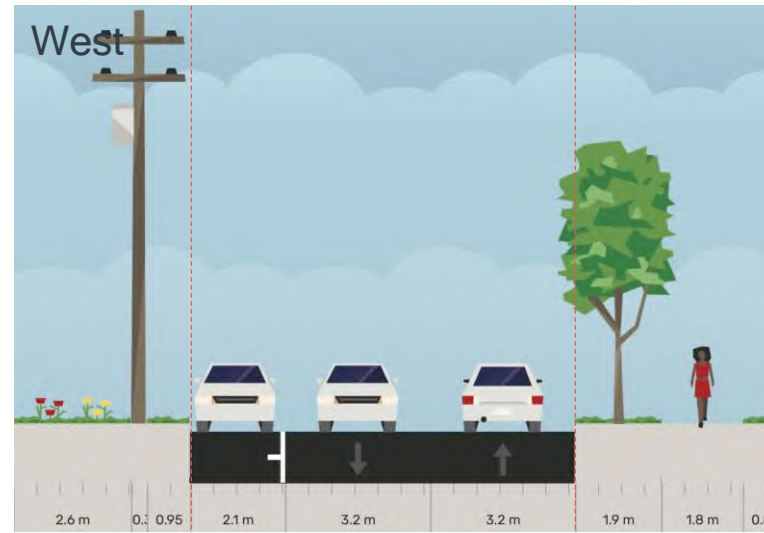


Sample road cross section images showing existing on Franklyn south of Point Pleasant Drive and proposed with a local street bikeway and sidewalk on the west side.

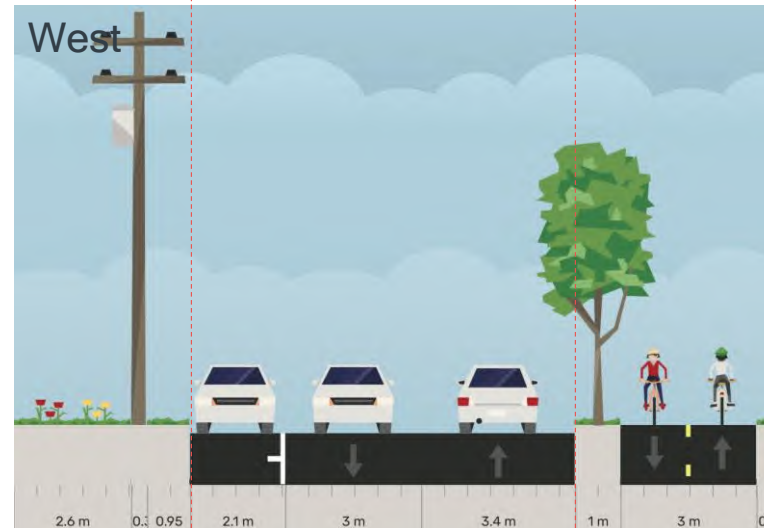
Concept 2 Francklyn St MUP



ENGLOBE



Existing

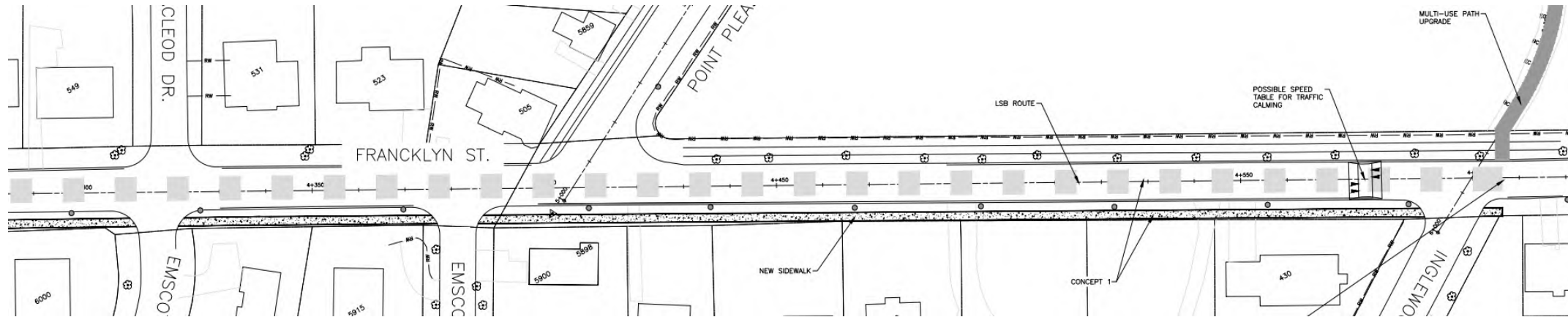


Proposed

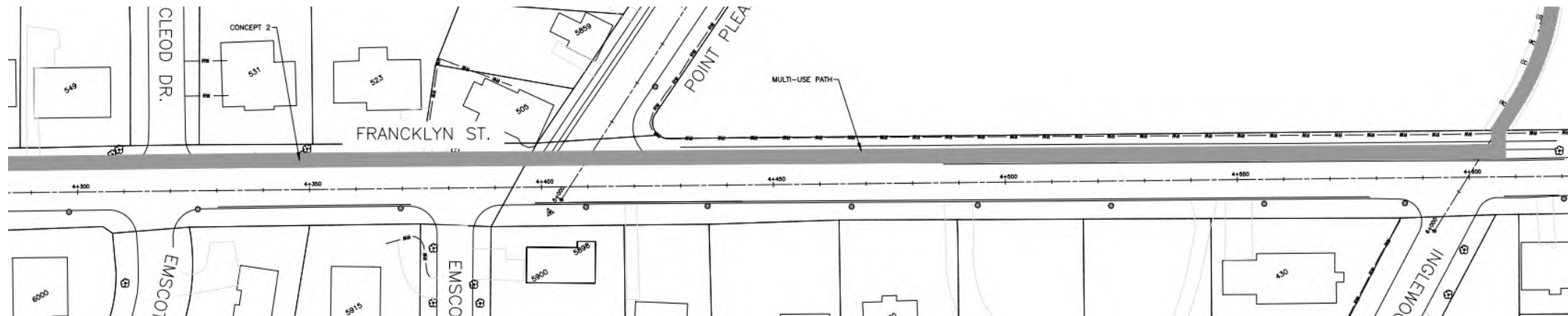


Sample road cross section images showing existing on Franklyn south of Point Pleasant Drive and proposed with a multi-use path along the east side. The boulevard tree next to the multi-use path does not fit as shown without a soil cell. A wider boulevard would need the parking lane removed.

Concept 1 Francklyn St LSB



Concept 2 Francklyn St MUP



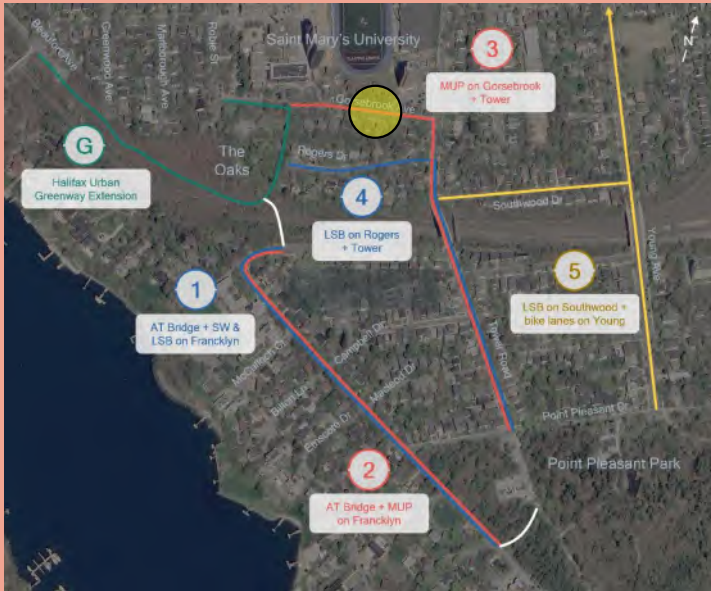
Images showing the CAD drawings of the local street bikeway and multi-use path on Franklyn near Point Pleasant Drive.

Concept 3 Gorsebrook Ave to Tower Rd

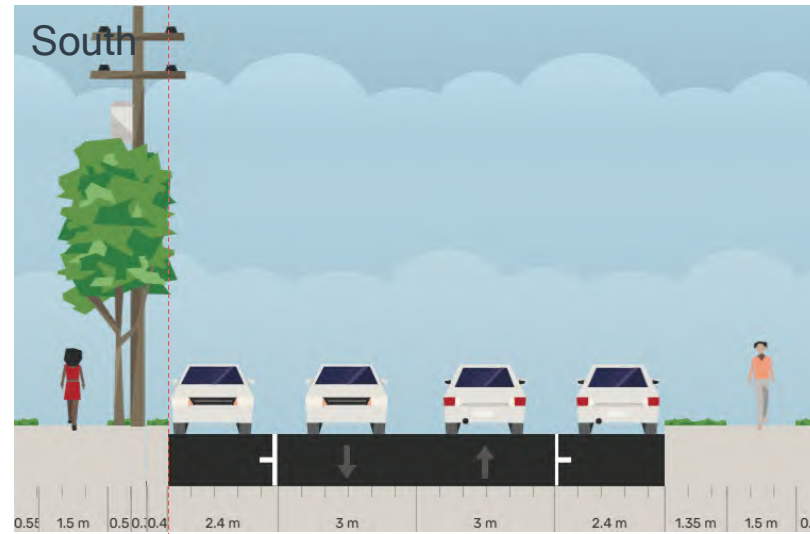


A picture looking east on Gorsebrook west of Tower.

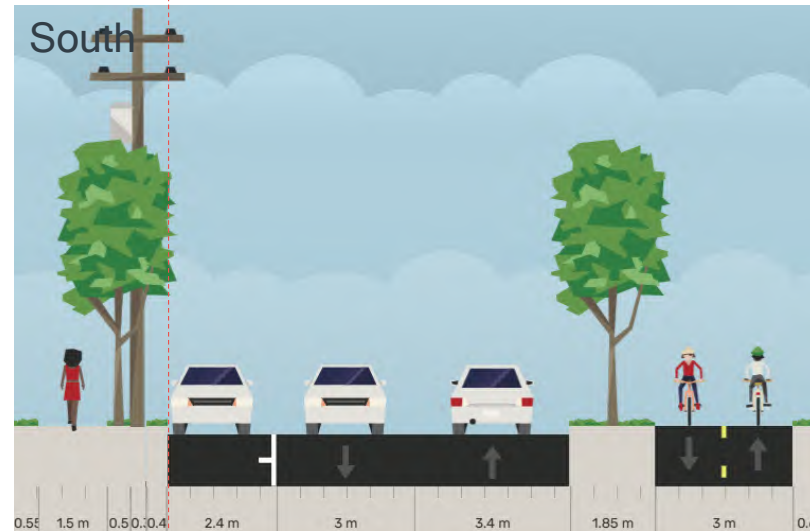
Concept 3 Gorsebrook Ave MUP



ENGLOBE



Existing



Proposed



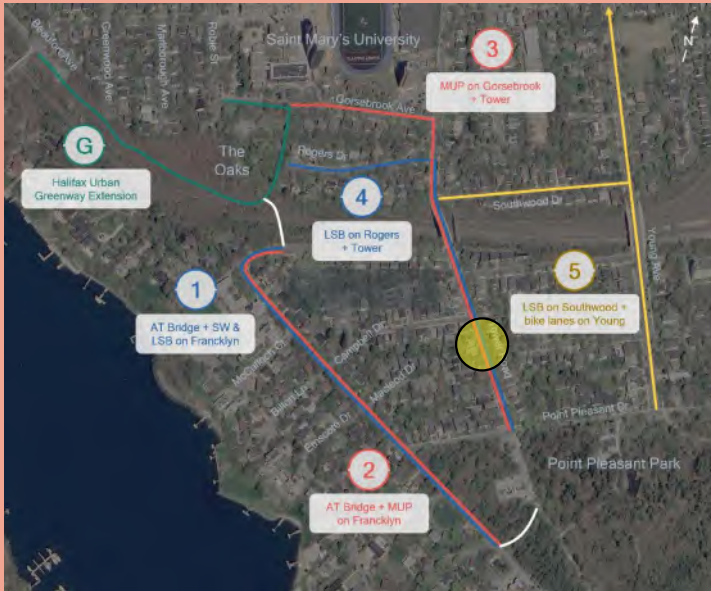
Sample road cross section images showing existing on Gorsebrook near Tower and proposed with a multi-use path along the north side.

Route 3 Gorsebrook Ave to Tower Rd

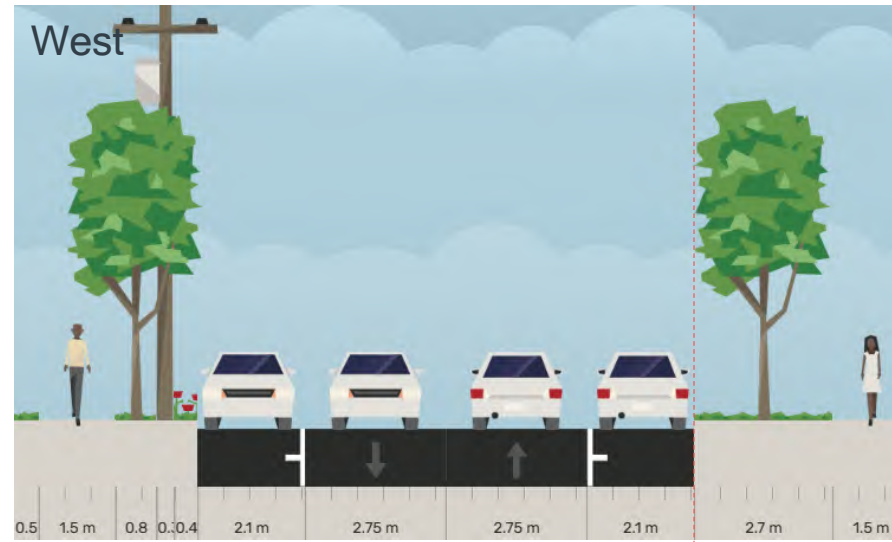


A picture looking south on Tower south of the CN rail cut.
It shows a car in the middle of the road between parked cars on both sides because the street narrow.

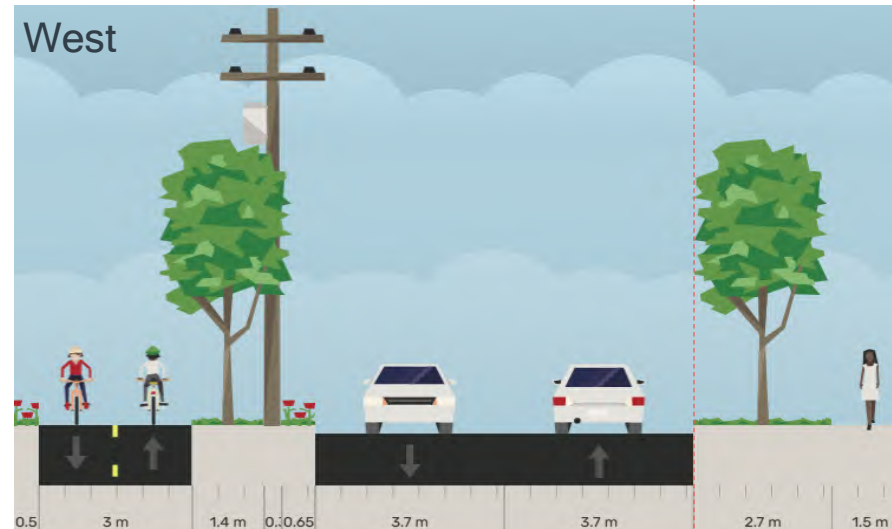
Concept 3 Tower Road MUP



ENGLOBE



Existing

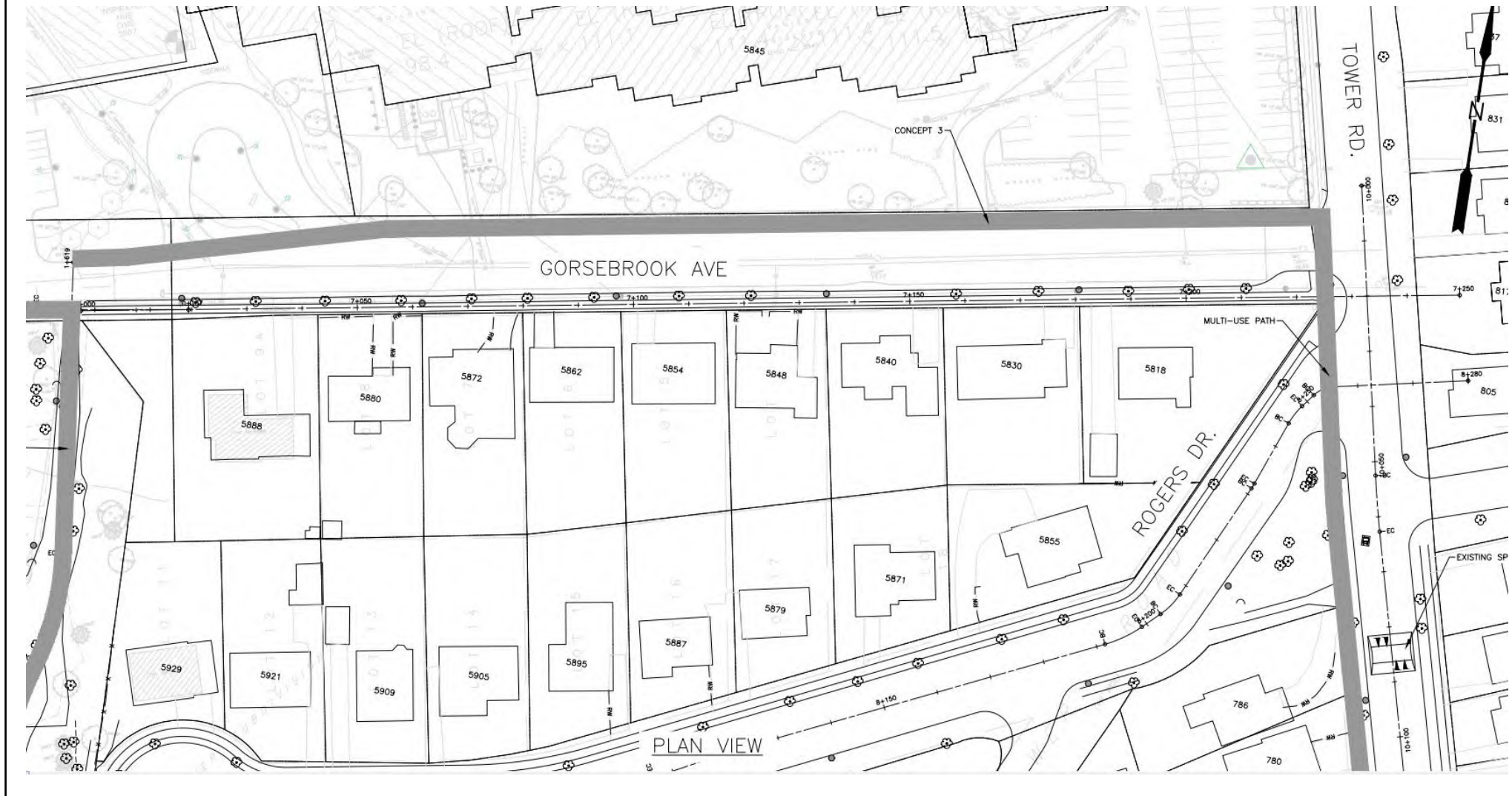


Proposed



Sample road cross section images showing existing on Tower south of the CN rail cut and proposed with a multi-use path along the west side.

Gorsebrook Ave to Tower Rd MUP



Images showing the CAD drawings of the multi-use path on Gorsebrook and Tower.

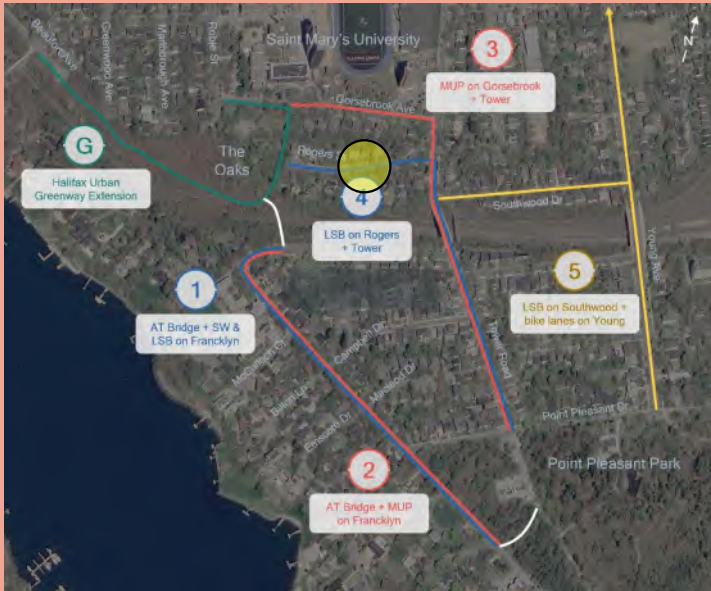
Concept 4 Rogers Dr to Tower Rd



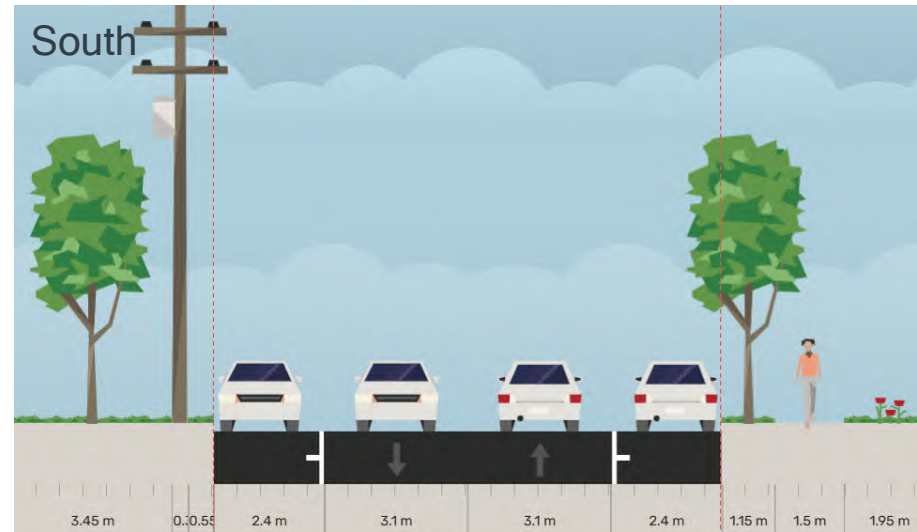
A picture looking west on Rogers near the cul-de-sac end.

A second picture shows the existing sidewalk that cuts off the skewed intersection of Rogers and Tower allowing pedestrians to walk straight through.

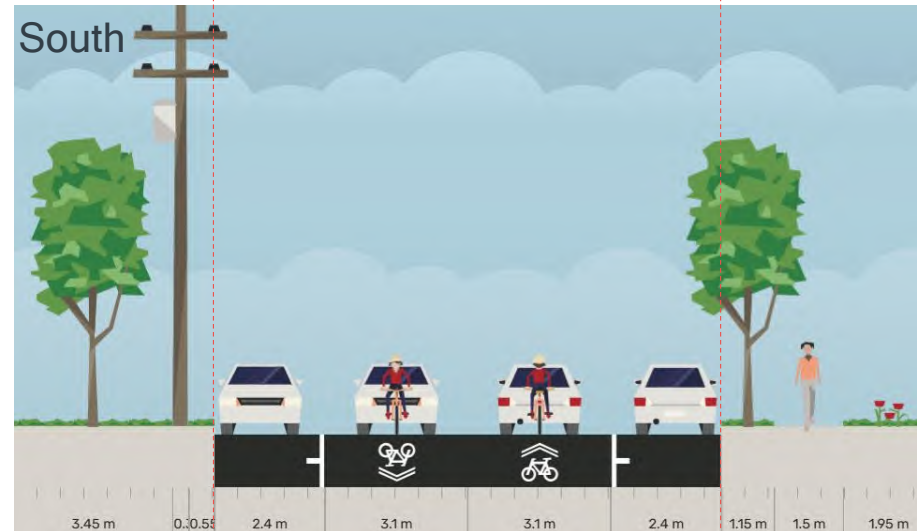
Concept 4 Rogers Drive LSB



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Existing

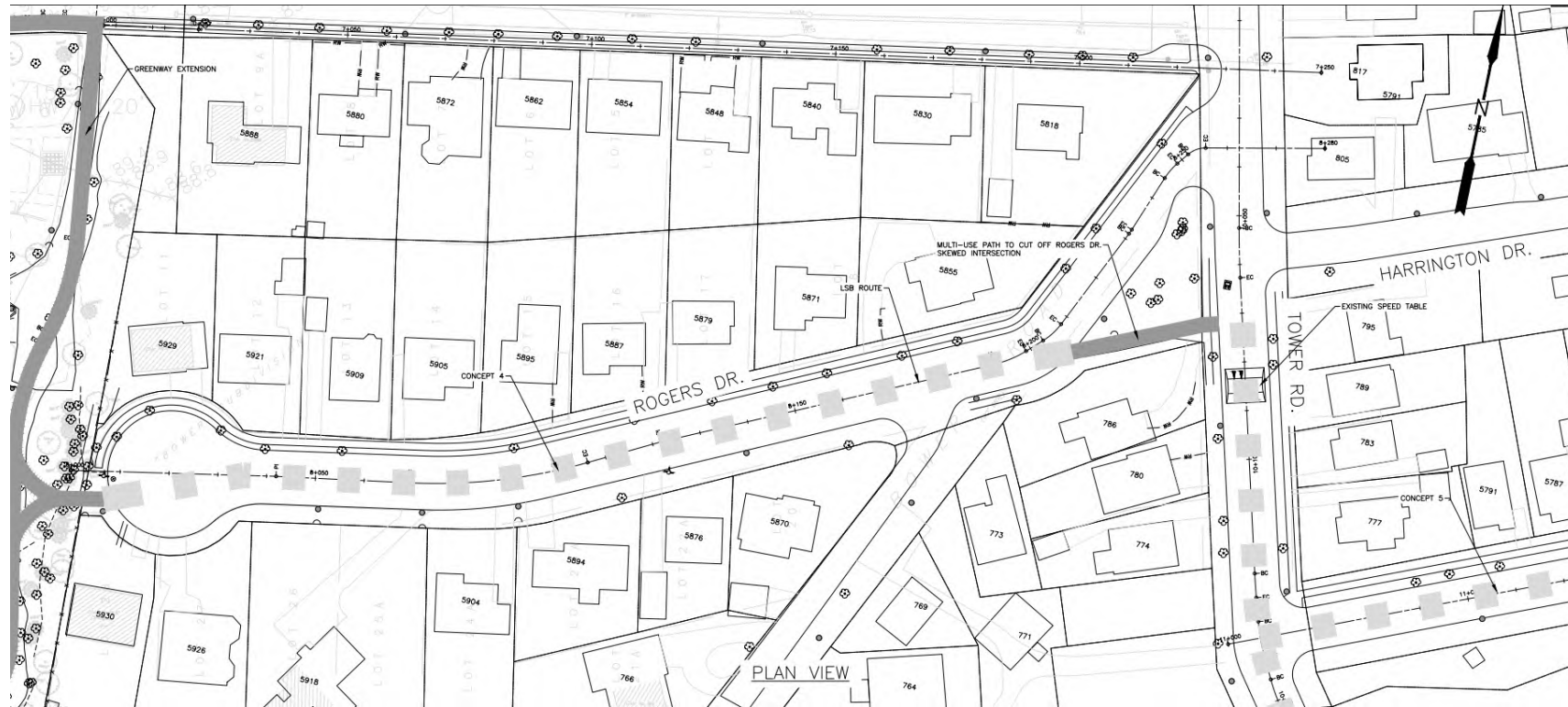


Proposed



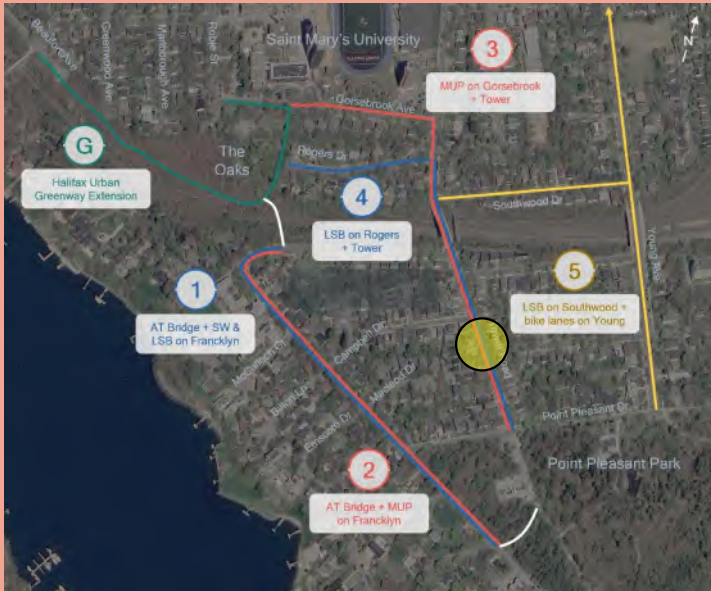
Sample road cross section images showing existing on Rogers and proposed with a local street bikeway.

Rogers Rd to Tower Rd LSB

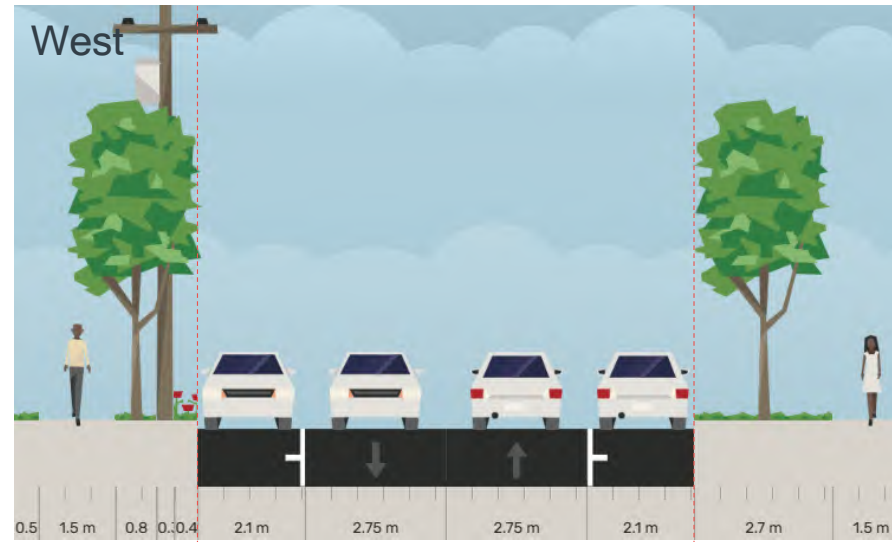


Images showing the CAD drawings of the local street bikeway on Rogers and the multi-use path upgrade to the sidewalk at the skewed intersection.

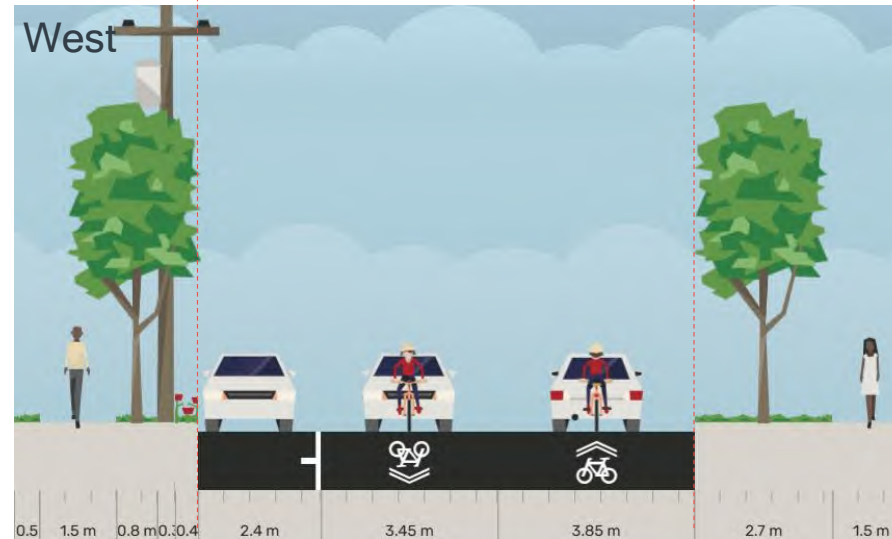
Concept 4 Tower Road LSB



ENGLOBE



Existing



Proposed



Sample road cross section images showing existing on Tower south of the CN rail cut and proposed with a local street bikeway along the west side.

Concept 5 Southwood to Young



A picture looking west on Southwood.

A second picture looking north on Young near Southwood.

Concept 5 would continue north to South Park street to connect to the bike lanes there as part of a separate project.

Map of the Saint Mary's University area showing five proposed bicycle lanes. The map includes Saint Mary's University, The Oaks, and Point Pleasant Park. Five numbered callouts indicate specific locations:

1. AT Bridge + SW & LSB on Francklyn
2. AT Bridge + MUP on Francklyn
3. MUP on Gorsebrook + Tower
4. LSB on Rogers + Tower
5. LSB on Southwood + bike lanes on Young

A green line indicates the Halifax Urban Greenway Extension. A yellow line indicates a proposed route along Young Street. A north arrow is in the top right corner.



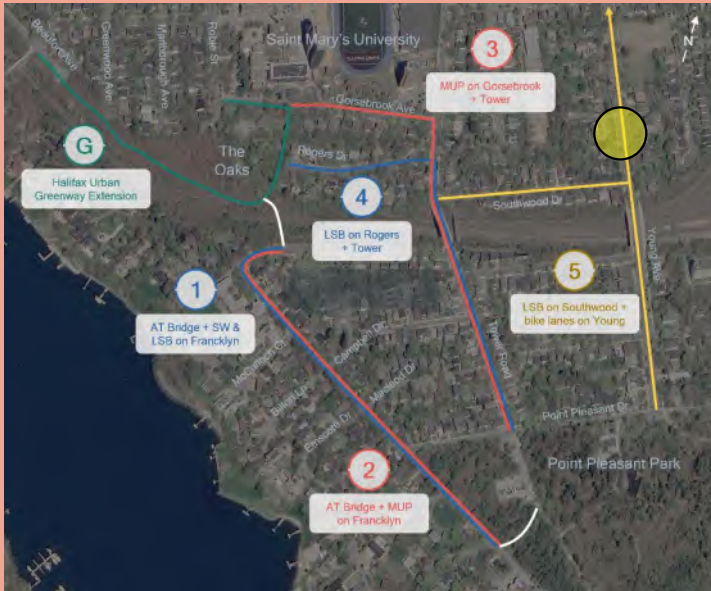
35

Concept 5 Southwood to Young

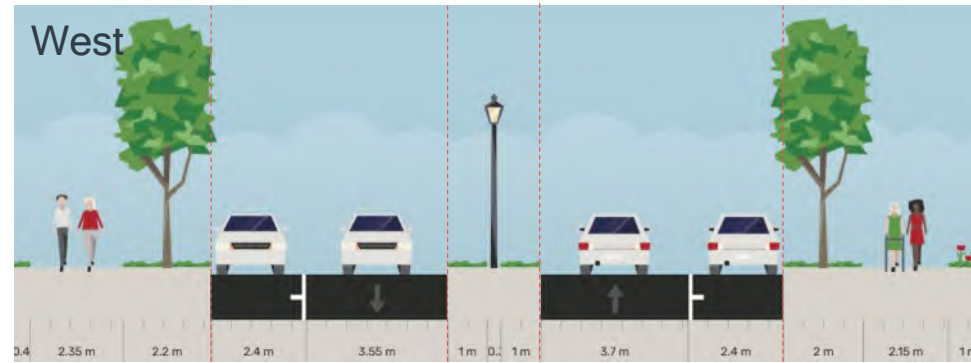


A picture looking south on Young just south of Southwood.

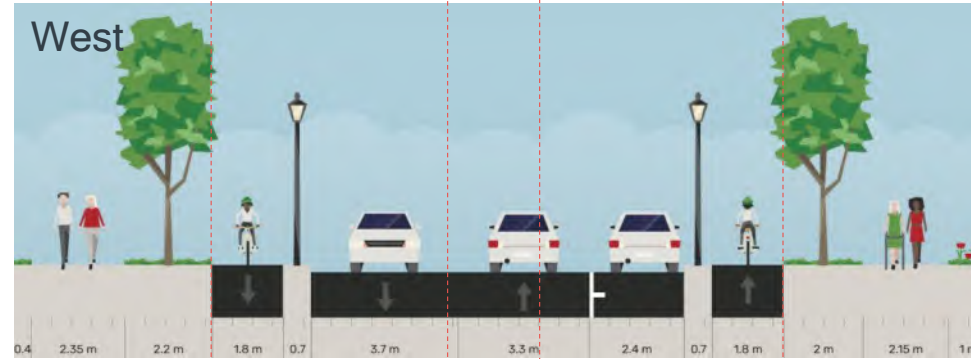
Concept 5 Young Ave - Uni



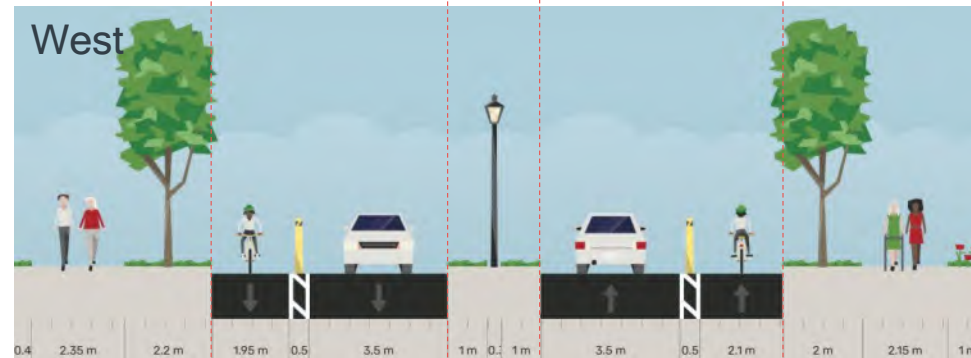
ENGLOBE



Existing



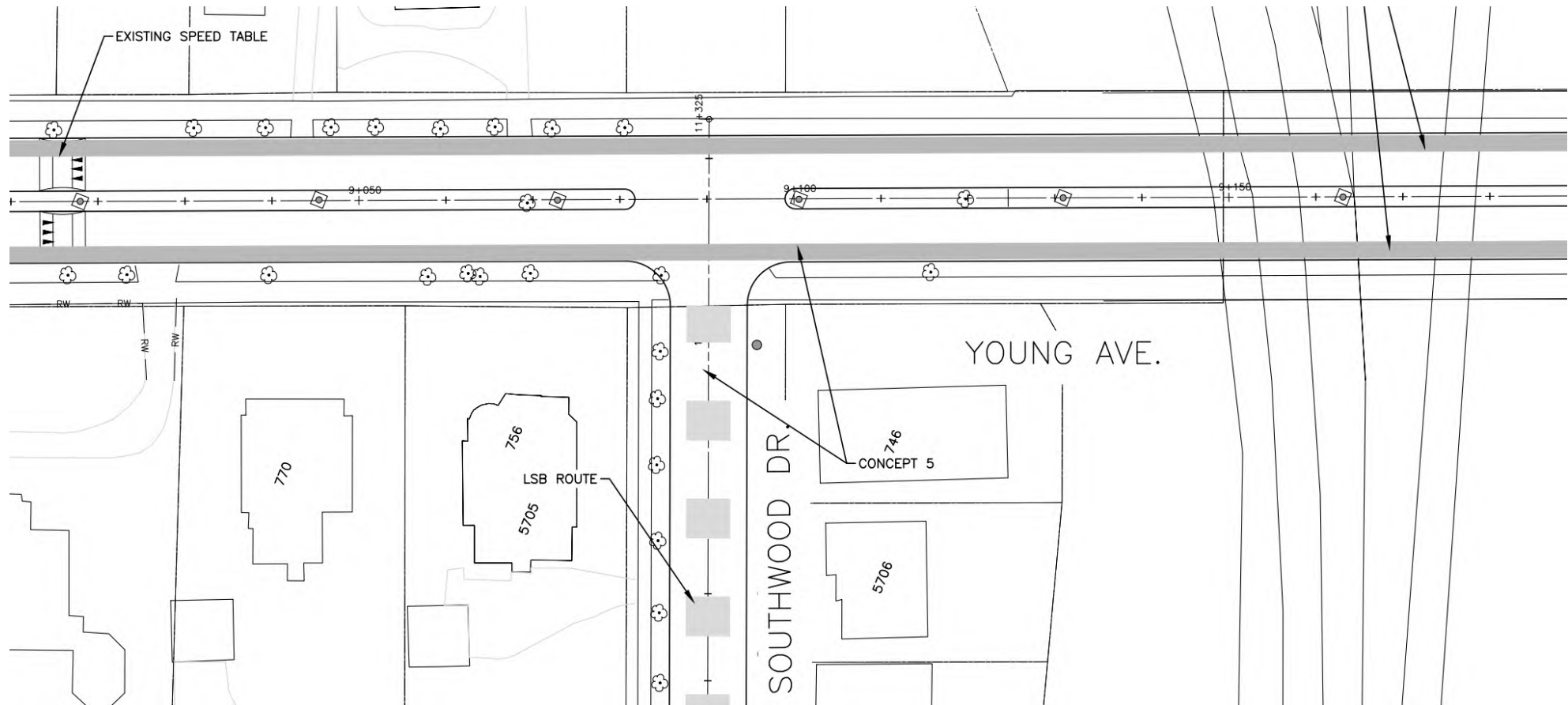
Parking



Median

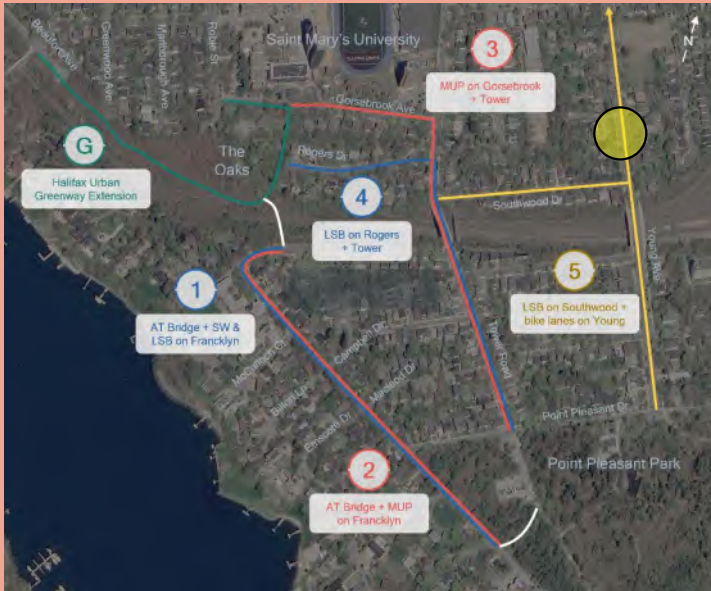


Sample road cross section images showing existing on Young near Southwood and two proposed alternatives with unidirectional bike lanes. The first alternative preserves some parking but removes the median. The second alternative preserves the median but removes all parking from Young.

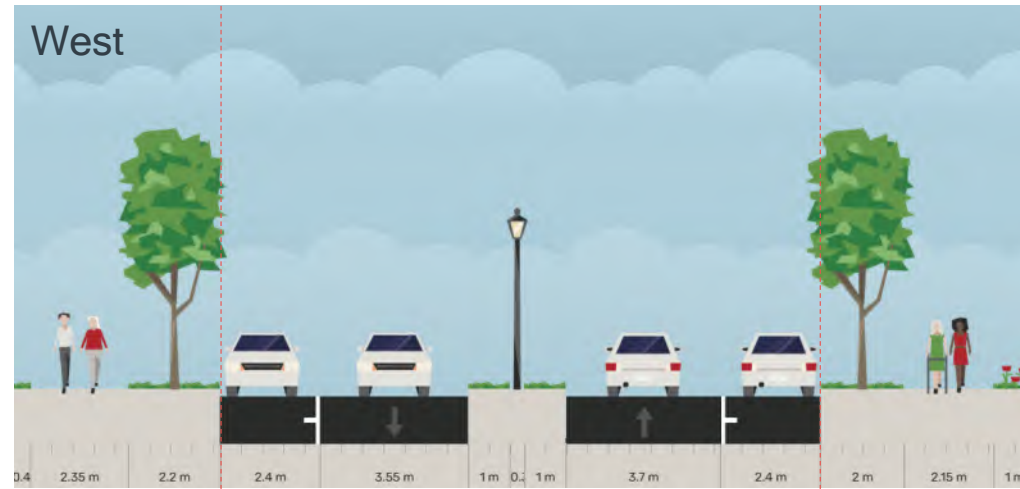


Images showing the CAD drawings of the local street bikeway on Southwood and unidirectional bike lanes on Young.

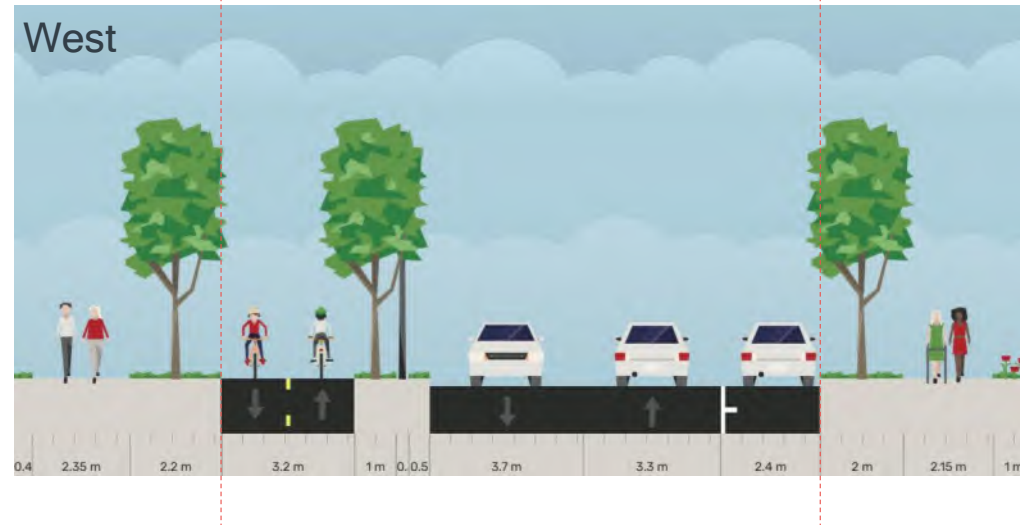
Concept 5 Young Ave - Bi



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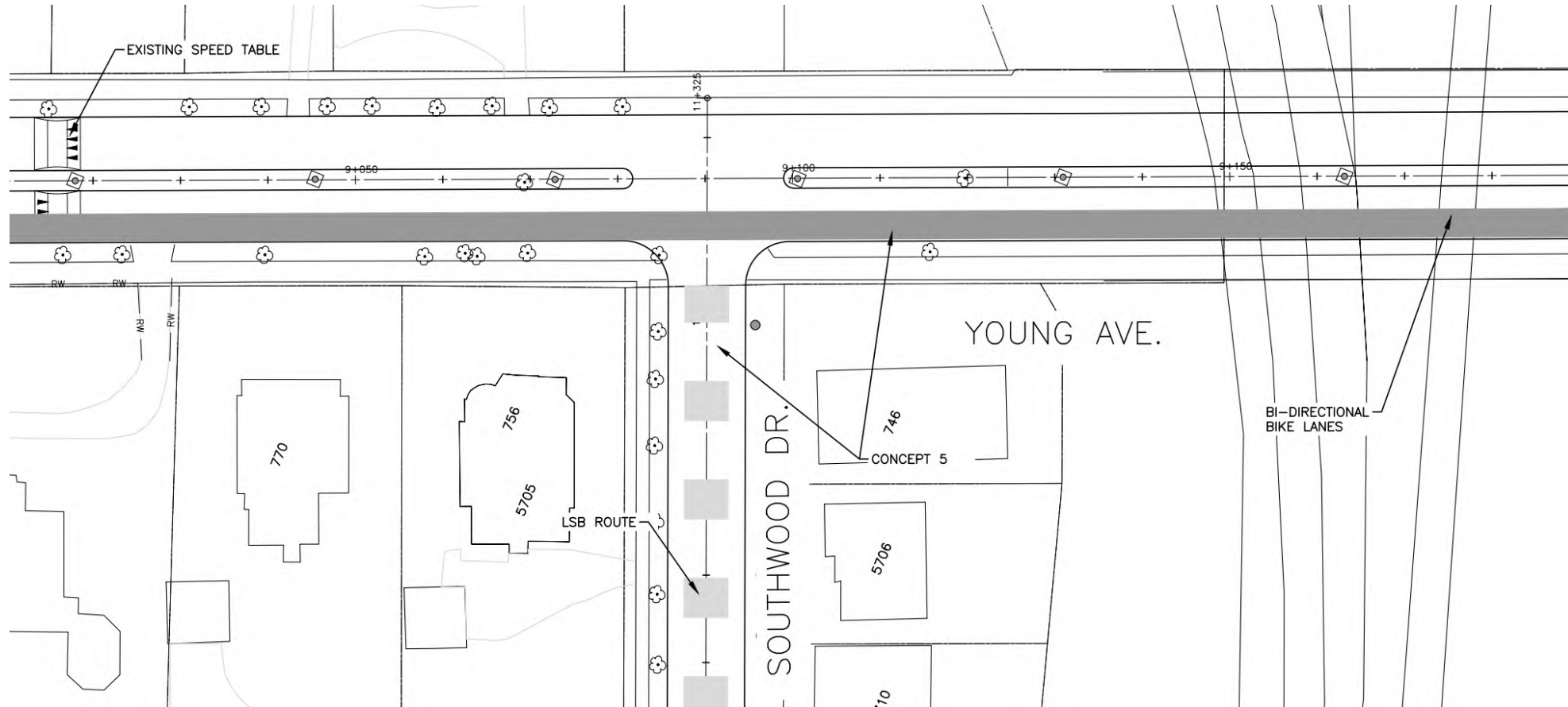
Existing



Proposed



Sample road cross section images showing existing on Young near Southwood and proposed with a bidirectional bike lane the west side. The median on Young is replaced with a boulevard between the bike lanes and the motor vehicle lanes.



Images showing the CAD drawings of the local street bikeway on Southwood and bidirectional bike lanes on Young.

Discussion

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Discussion invitation title slide.

Thank You



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Thank you slide.