

Dartmouth North Active Transportation Planning Project



Active Transportation Advisory Committee

Thursday, February 17, 2022



HALIFAX

Englobe UPLAND

Background - Policy Direction

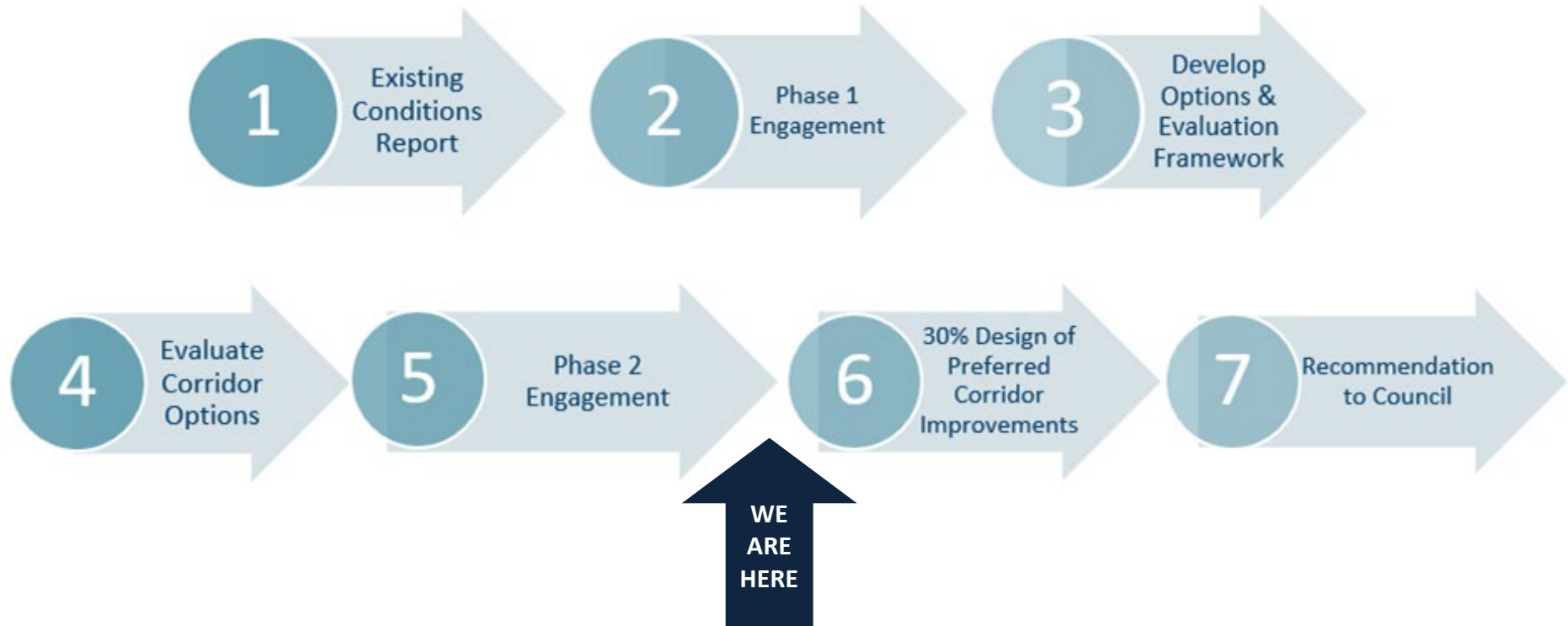


b) Halifax will help to enable year-round bicycling in the “all ages and abilities” bicycle network. This would require additional resources and would be subject to the budgeting process and Council approval.

Action 72: *Deliver the Regional Centre all ages and abilities bicycle network by 2022 (see Figure 17).*



Background - Project Process



Background - Project Objectives

- Improve conditions for people walking, cycling and taking transit
- Determine the cycling route and roadway changes to complete this segment of the Regional Centre AAA Network to connect the Burnside Greenway to the Wyse Rd bike lanes



Background - Project Objectives

Connection to Burnside
via Existing Pathway



Connection to Wyse
Road Bike Lanes

Centre Plan – Dartmouth North

3.3.3 HIGHFIELD PARK DRIVE CENTRE

This Centre is generally bounded by Highway 111, Highfield Park Drive, and Victoria Road. The area is near the Burnside Industrial Park, Highfield Park Transit Terminal, several schools, and a combined library and community centre. This Centre and the surrounding neighbourhood contains multi-unit dwelling uses, including market and non-market housing, which serves a diverse socio-economic community. The current road network and block pattern, however, isolates this Centre from the surrounding community. Current land use includes large car-oriented commercial uses and multi-unit dwellings. The area provides some services to the neighbouring Dartmouth North community, but additional services would contribute to a complete community.

Future developments should consider the needs of current and future residents and the impact on overall affordability and accessibility of the area. The future vibrancy of this centre will require easy access for pedestrians, cyclists, and transit users. Additional services, amenities and housing choices will support the liveability of the surrounding neighbourhood. Mixed-use high-rise buildings, tall mid-rise buildings, mid-rise buildings and a range of low-rise buildings shall be supported in this Centre.

Improvements in pedestrian access, street grid and open space connectivity will contribute to the development of this area as a complete community. New built form requirements that allow buildings to be located closer to the streetline can improve the safety and comfort of pedestrians. New developments should consider connectivity to the surrounding context, and appropriate setbacks from Highway 111.



**REGIONAL CENTRE
SECONDARY MUNICIPAL
PLANNING STRATEGY
(PACKAGE A)**

Centre Plan – Dartmouth North

3.4 CORRIDOR DESIGNATION

The Corridor Designation is established over portions of lands, typically one lot deep, adjacent to the following key emerging commercial streets, and which are not already part of a Centre Designation:

Victoria Road-
Primrose Street,
Dartmouth

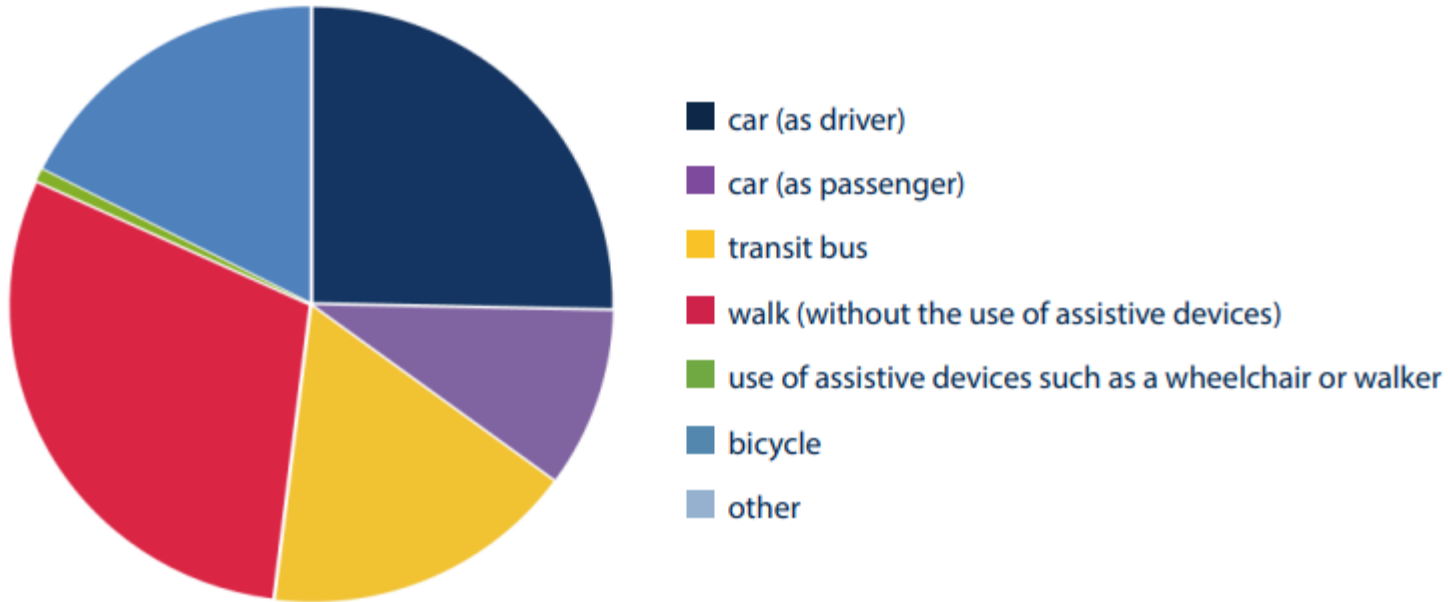
This Corridor extends from the Wyse Road Centre, and Higher Order Neighbourhoods between Frances Street and Primrose Road in Dartmouth North. Victoria Road is a major transit and mobility connector, with some parts characterized by small and shallow residential lots, while others taking on increasingly commercial form on larger lots. Lands on the west side of the street, and north of Moira are predominantly residential and are therefore not included in the Corridor designation.

North of Albro Lake Road, the Corridor becomes an extension of Highway 111 and does not include adequate and safe pedestrian infrastructure or safe crossings.

Due to the irregular lot parcels size and patterns more than one lot is included in parts of the Corridor. The Primrose Street and Brule Street intersection includes a fledging commercial and community node which can benefit from additional built form and land use permissions.



Modal Share – Dartmouth North



Community Stakeholders



Islamic Association of Nova Scotia

Between the Bridges

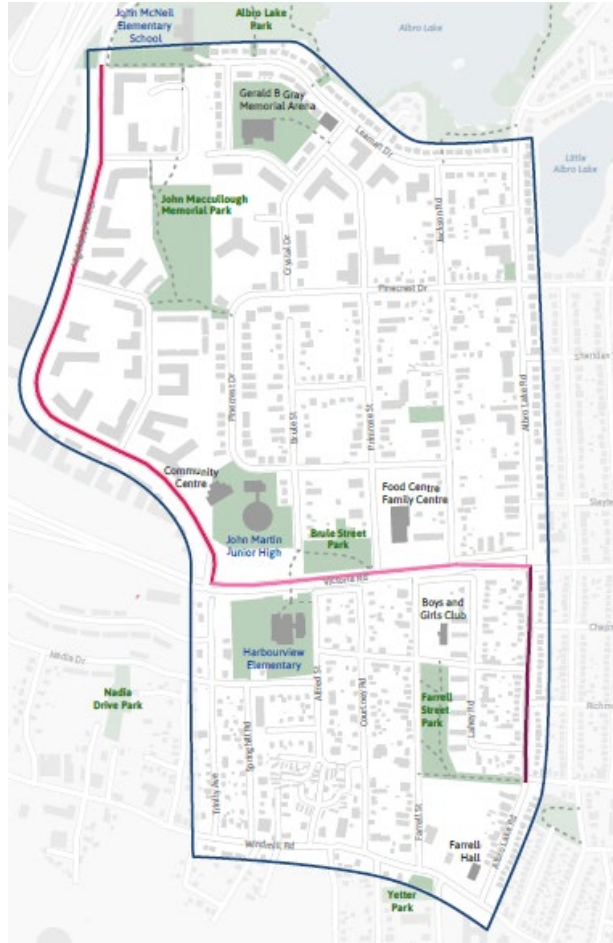
Dartmouth North, Nova Scotia

Phase 1 Engagement – Major Themes

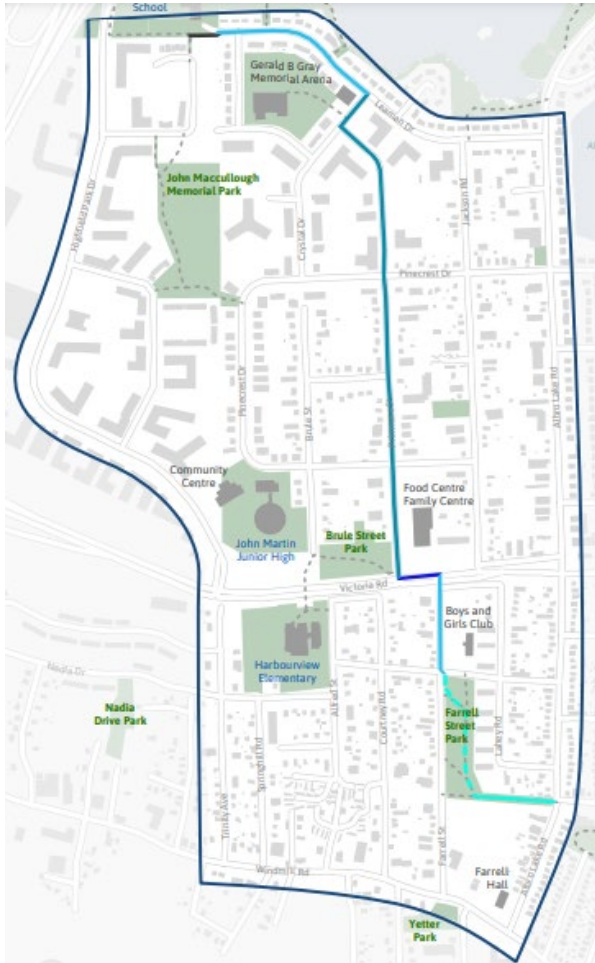
- » Lack of accessibility features on local streets, fast traffic on local streets
- » Poor connectivity between destinations, especially on either side of Victoria Road
- » Unsafe ped/bike crossings on major streets, more cross walks needed
- » Constant speeding on Victoria Road & Highfield Dr



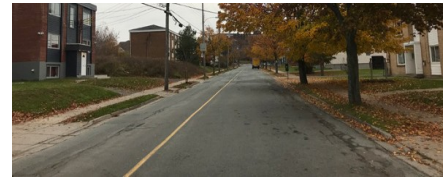
Priority Route 1 – Highfield Dr to Albro Lake Rd



Priority Route 2 – Leaman Dr to Farrell Park



Priority Route 3 – True North Cres to Farrell Park

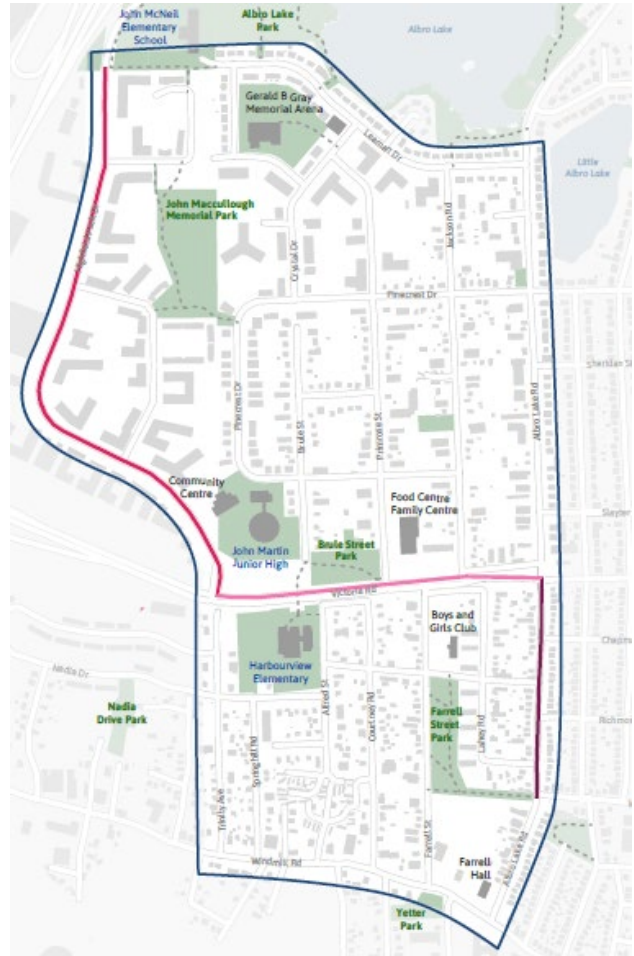


Phase 2 – What We Did

- Neighbourhood stakeholder meeting
- AT advocates stakeholder meeting
- Lived experience focus group
- Online Survey & paper survey
- Pop-up Events at the library
- Presentations to John Martin Jr High & the Islamic Association
- Online, mail out promotion & Art Bikes



Priority Route 1 Feedback



- Preferred route in terms of connectivity and directness for cyclists, and “eyes on the street” for pedestrian & cyclist security
- Bi-directional bikeway suggested for Highfield Park Dr, Victoria Rd where possible
- Concern with tree and parking impacts along Albro Lake Road

Priority Route 2 Feedback



- Concerns with losing parking on Leaman St, access to the Mosque impacted. Primrose St not preferred, due to steep grade
- Farrell St pathway changes (more lighting, wider) were seen as positive AT improvements
- The crossing at Farrell St & Victoria Rd would greatly improve pedestrian & cycling access to North Grove, Pharmacy, Boys & Girls Club, recreation courts, park and two transit stops

Priority Route 3 Feedback

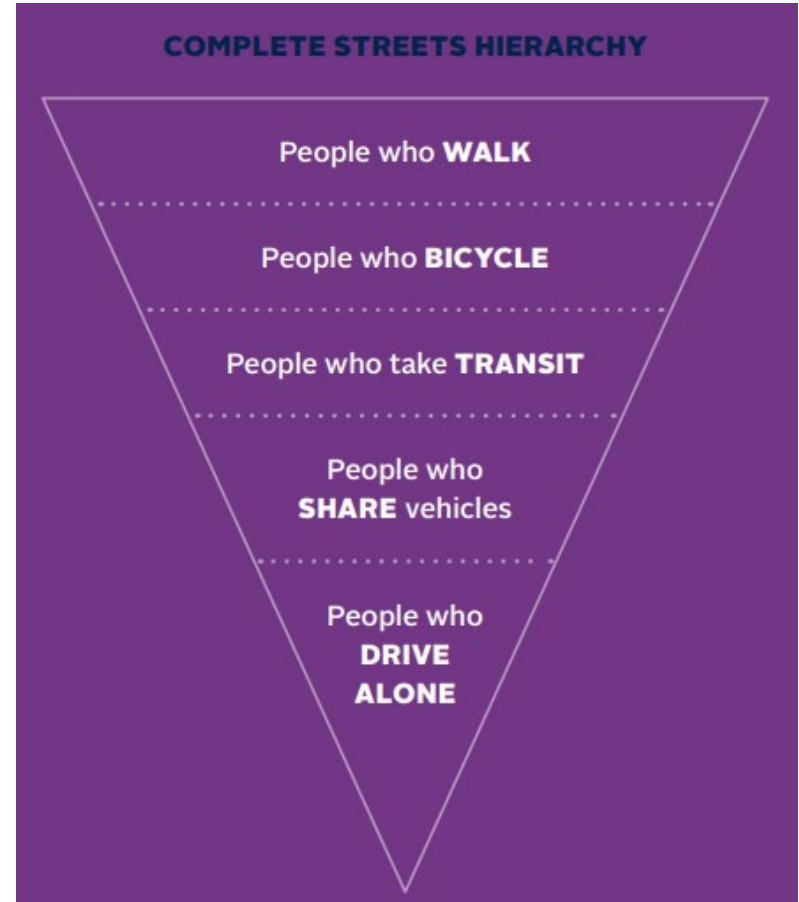


- Best improvements to local streets, positive impacts for residents abutting
- Greatest benefit for pedestrians. But not ideal cycling route, no dedicated facilities and too indirect/difficult to navigate: “ball of yarn”
- Received many suggestions for street improvements, including:
 - More lighting on local streets
 - Traffic calming
 - Safety & education programs for schools needed

Route Evaluation Process

Evaluation Criteria:

- Pedestrian Movement & Safety
- Bicycle Movement and Collision Risk Management
- Safety and Environment Security
- Transit Service Accommodation
- Vehicular and Truck Traffic Infrastructure Provisions
- Parking & Loading Supply
- Trees and Greenspace
- Implementation Feasibility



Preferred Route: Hybrid Route 1 + Route 2



Farrell Park Pathway

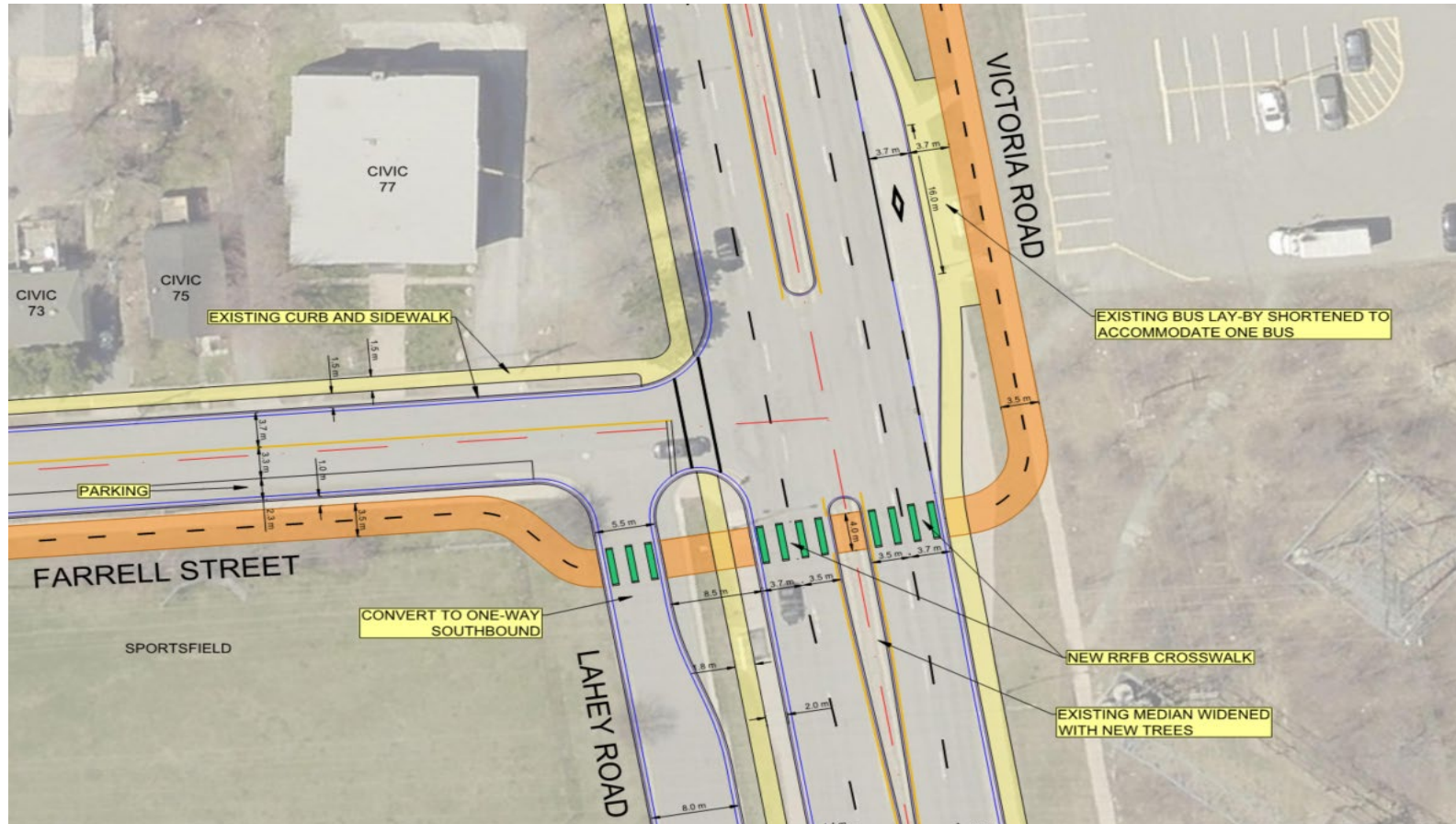
- Connection from Wyse Rd at Albro Lake to Farrell St & Farrell Park
- Improved lighting
- Fence upgrade
- Addition of bi-directional bikelane beside existing walkway



Farrell St Crossing at Victoria Rd



Farrell St Crossing at Victoria Rd



Victoria Road Between Farrell & Highfield Park

- Arterial street, 4 Travel Lanes
- No on-street parking
- Addition of AT facility beside existing sidewalk



Victoria Road at Highfield Park

- Many school children & families cross from Trinity Ave to John Martin Jr High
- More signal time for pedestrian crossings desired

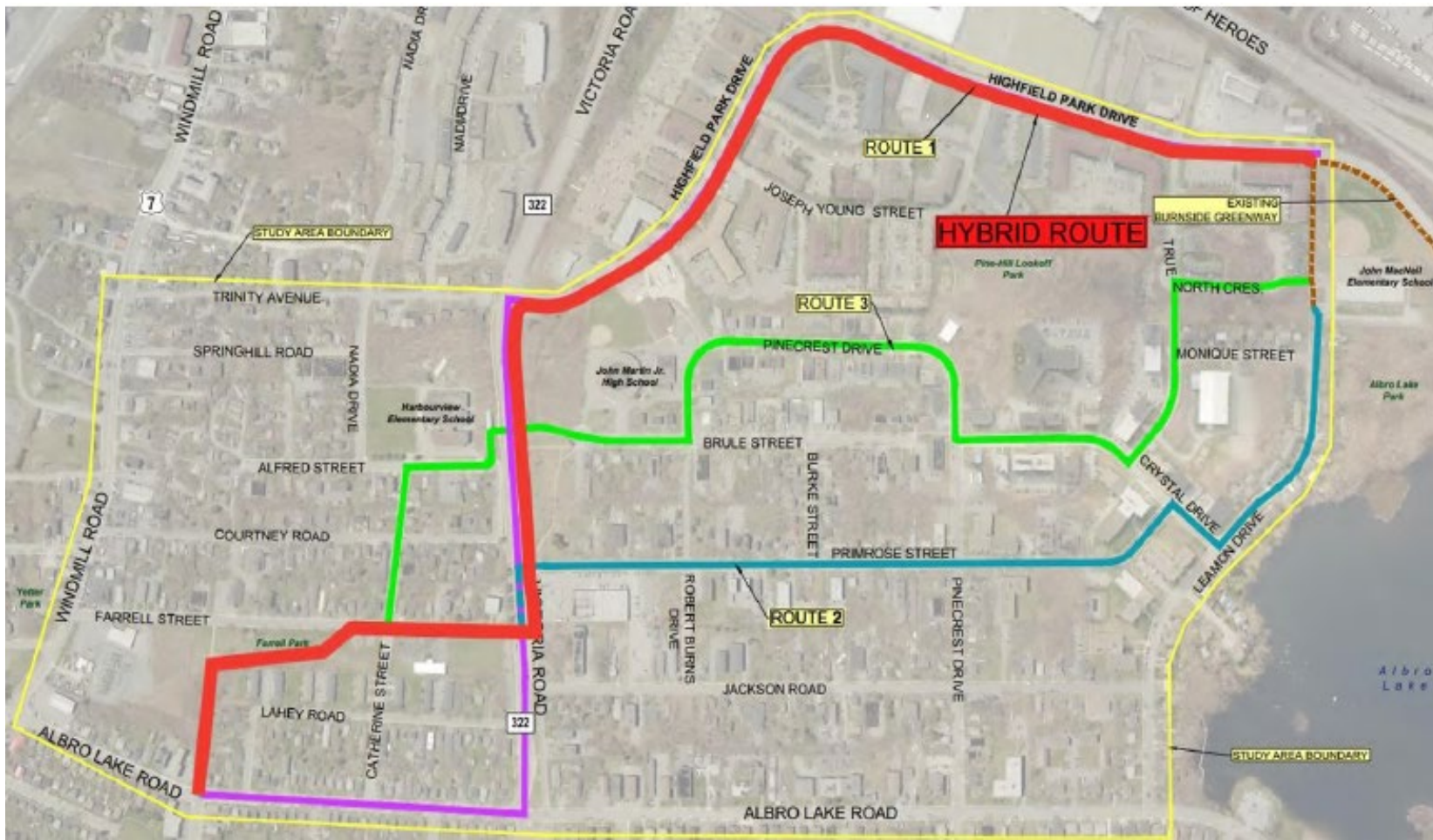


Highfield Park Dr between Victoria Rd & John MacNeil Elem

- Minor Collector
- Current on-street parking
- Bi-directional bike lanes along south side of the street
- Removal of some on-street parking



Preferred Route



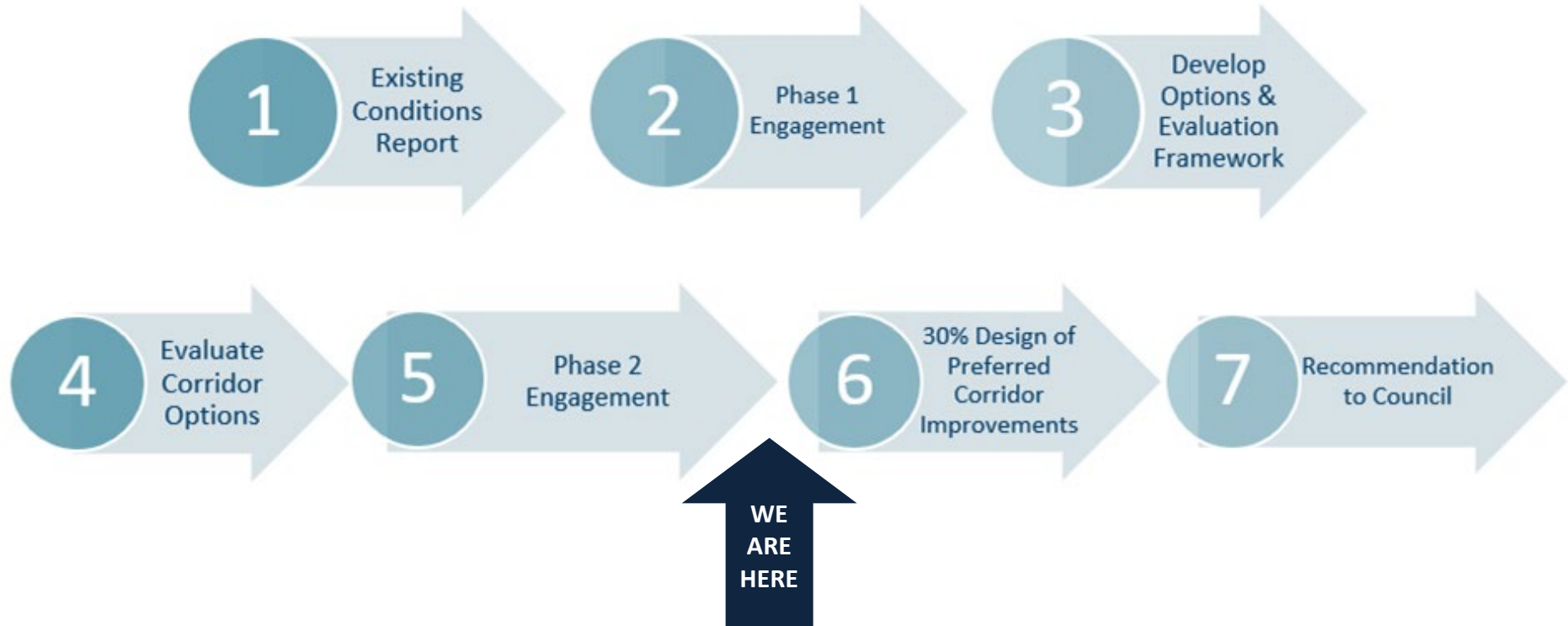
Local Street Improvements

True North Crescent, Farthington Place, Crystal Drive, Pinecrest Drive, Brule Street

- Sidewalks widened on Pinecrest Drive
- Added sidewalk to reach bus stop at Robbie Burns Dr & Primrose
- Traffic calming: curb bumpouts, more narrow crossings, speed humps
- Better lighting and street trees in more locations.
- Tactile accessibility features added to intersections



Background - Project Process



Questions and Comments

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shapeyourcityhalifax.ca/dartmouth-north-active-transportation