

HALIFAX

Dutch Village Road Complete Streets



June 9, 2020



Project Rationale

- The *Integrated Mobility Plan* was unanimously approved by Regional Council in December 2017.
- Action A69 of the IMP identifies Dutch Village Road as a **Priority Sidewalk Connection**.
- Active Transportation Priorities Plan identifies Dutch Village Road as a **Candidate Bicycle Route**.
- Increased residential intensification enabled by recent **MPS and LUB amendments**.





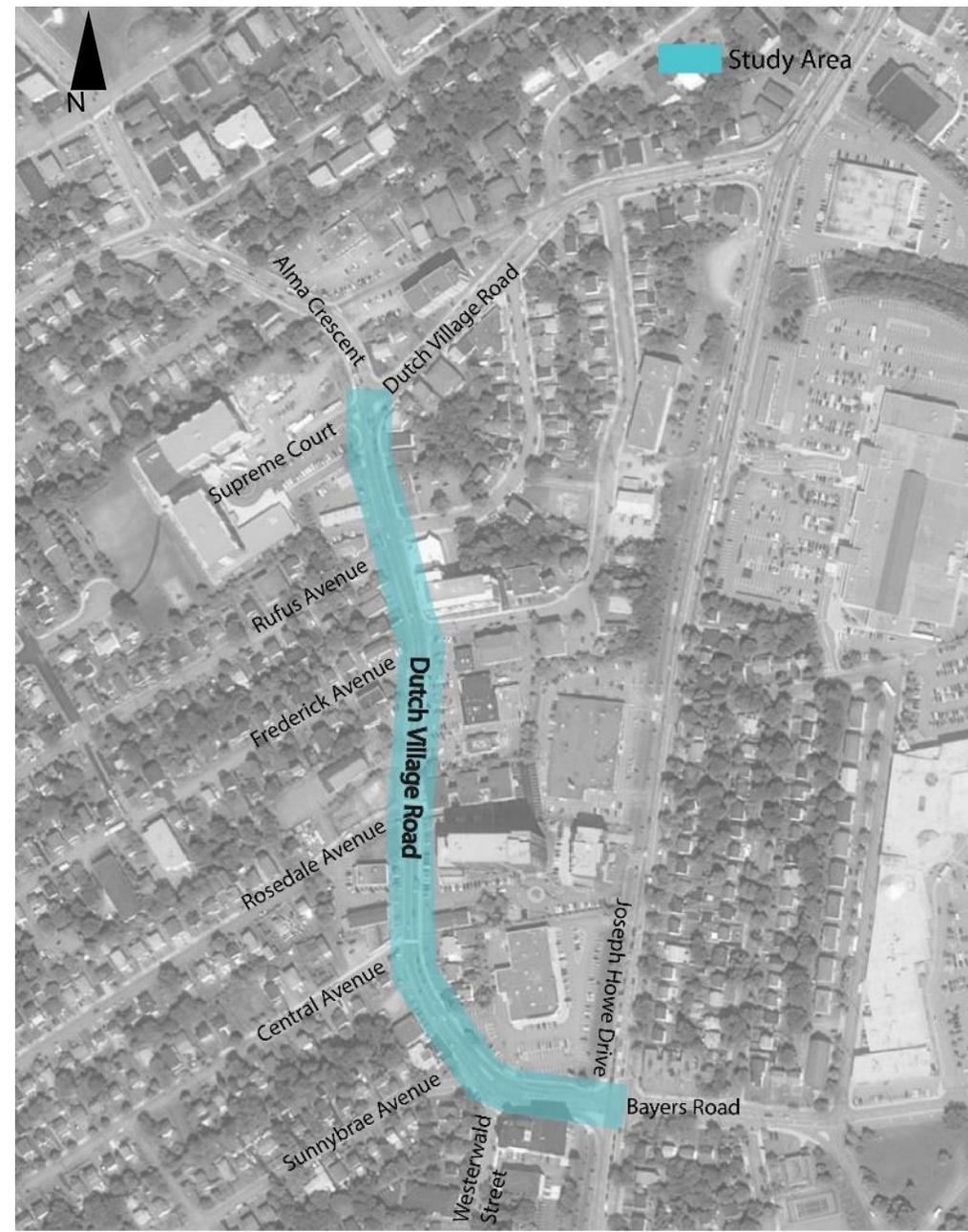
Project Objectives

- Confirm vision of the corridor's function as a street and a place
- Understand how the corridor currently functions
- Identify potential configuration options for the corridor that:
 - Fill in the active transportation and transit gaps along the corridor
 - Improve quality of transportation infrastructure for all users
- Understand and justify potential trade-offs



Dutch Village Road

- ~700m section connecting Joseph Howe Drive & Alma Crescent
- Functional Plan initially excluded the Bayers Road / Joseph Howe Drive & Alma Crescent / Supreme Court intersections





Existing Conditions: Corridor Cross-Section



Over 16,000 vehicles per day



No sidewalk on the west side



No cycling infrastructure



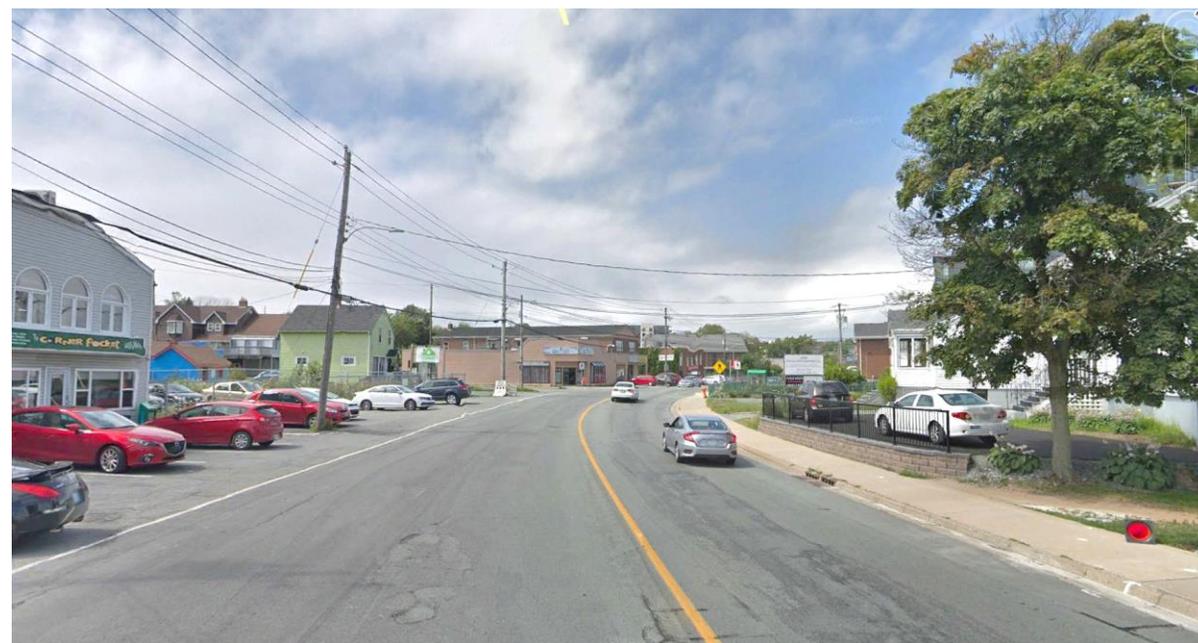
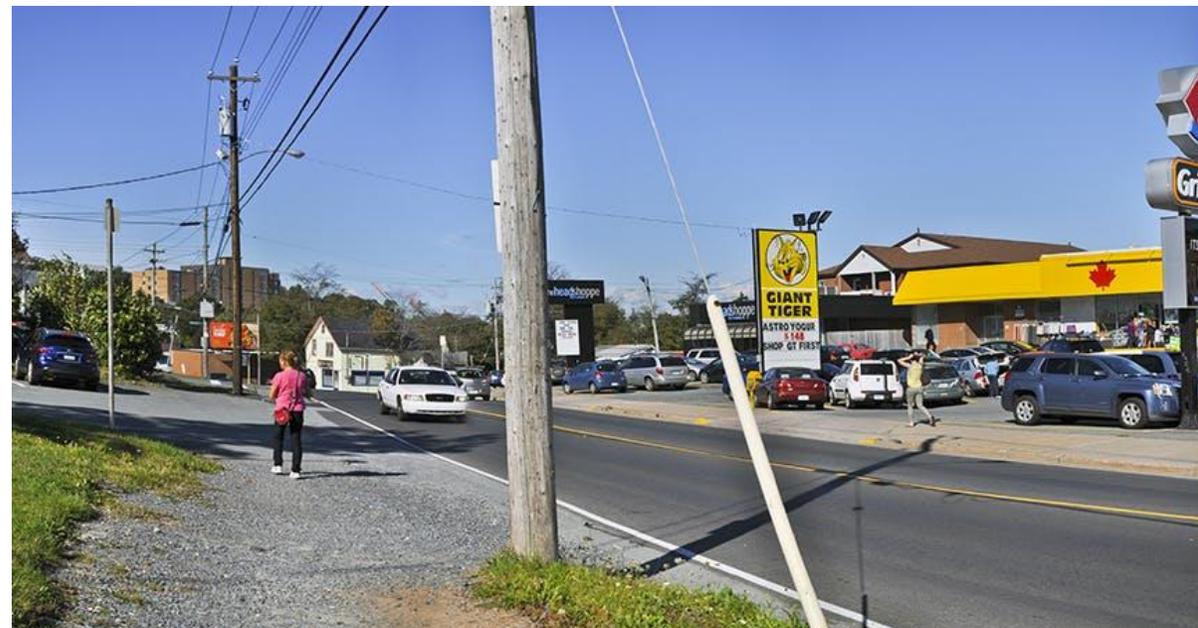
2 routes run along the corridor



Parking encroaches on right of way
Access is Uncontrolled



56 collisions over 3 years





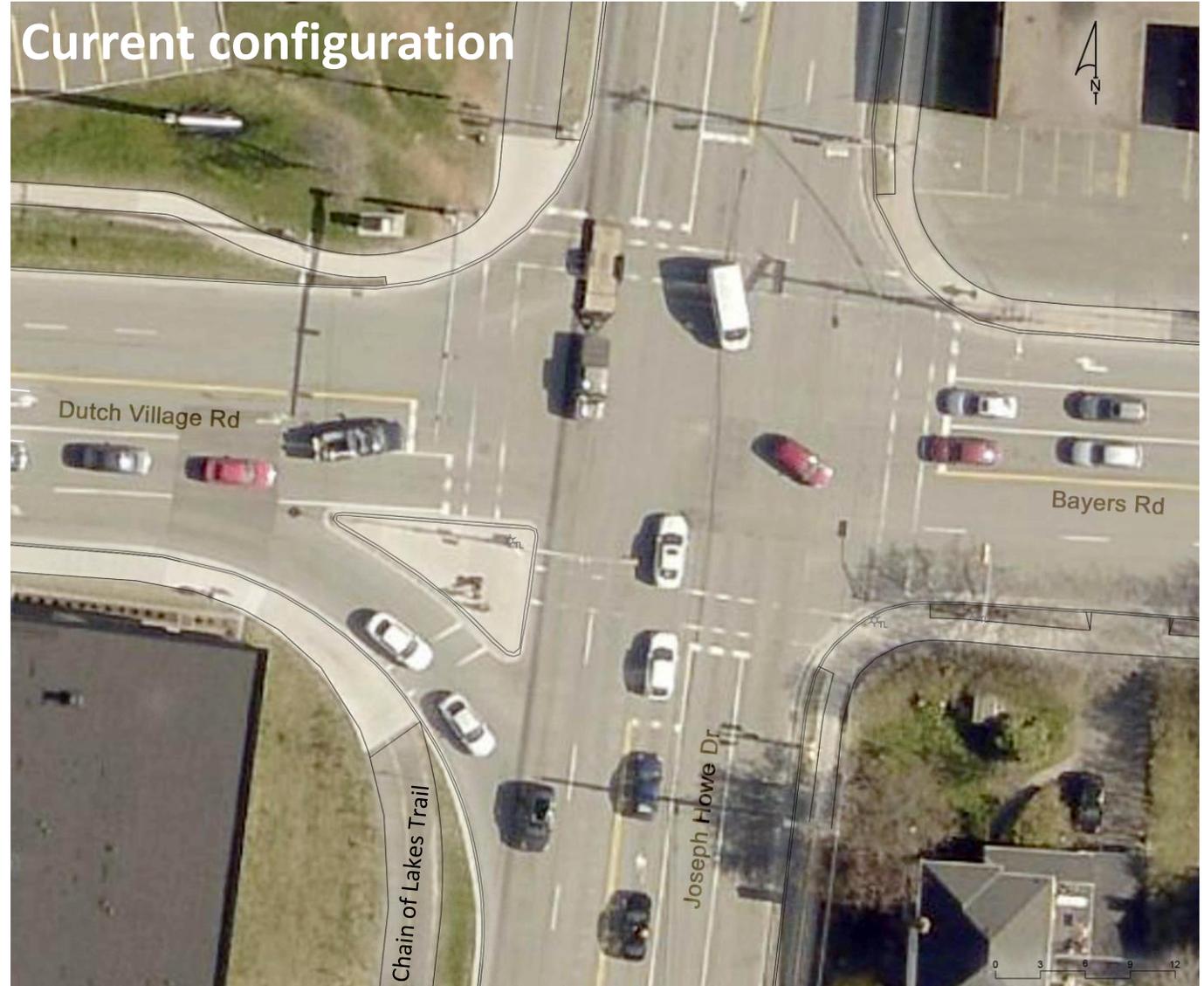
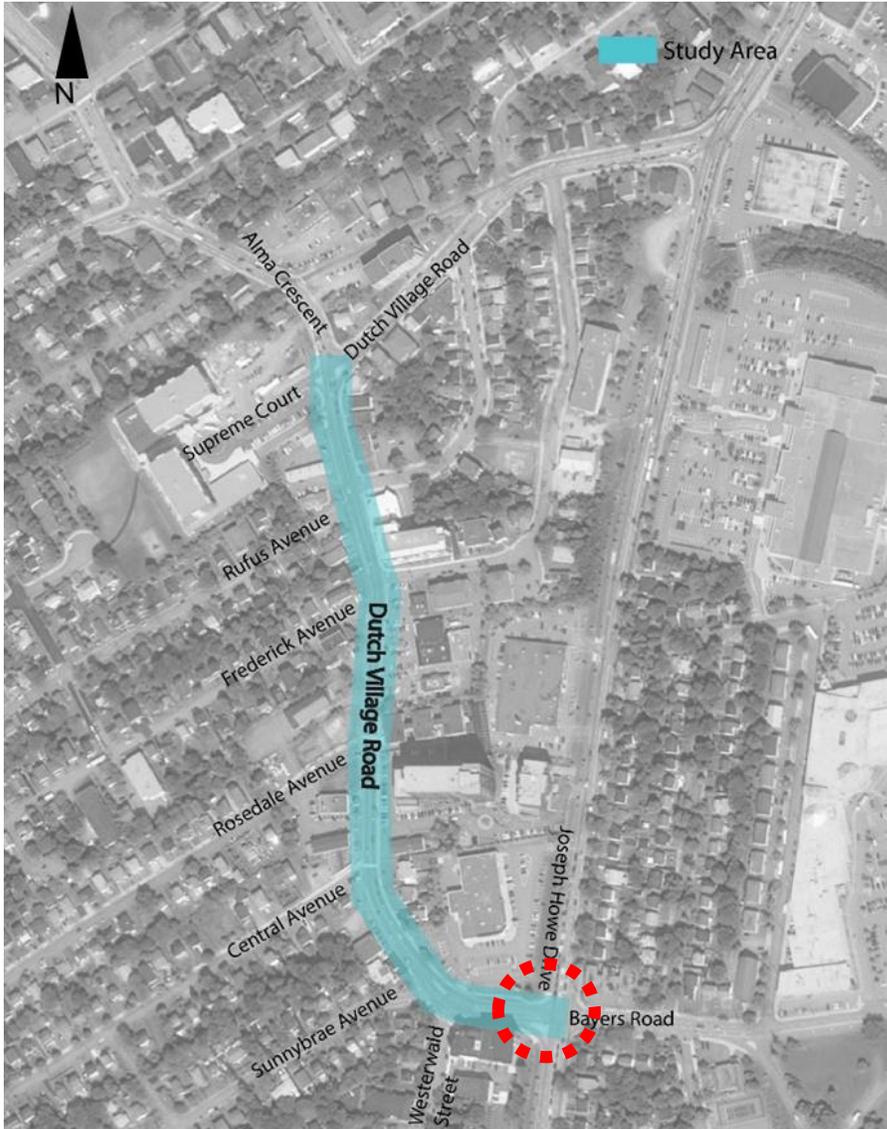
Recommended: Corridor Cross-Section

-  Sidewalk and curb on both sides
-  Raised protected bicycle lanes on both sides of the street
-  Accessible bus stops
-  Improved access management by eliminating nose-in parking
-  Four small parcels required for acquisition
-  Streetscaping allowance





Existing Conditions: Joseph Howe Drive / Bayers Road



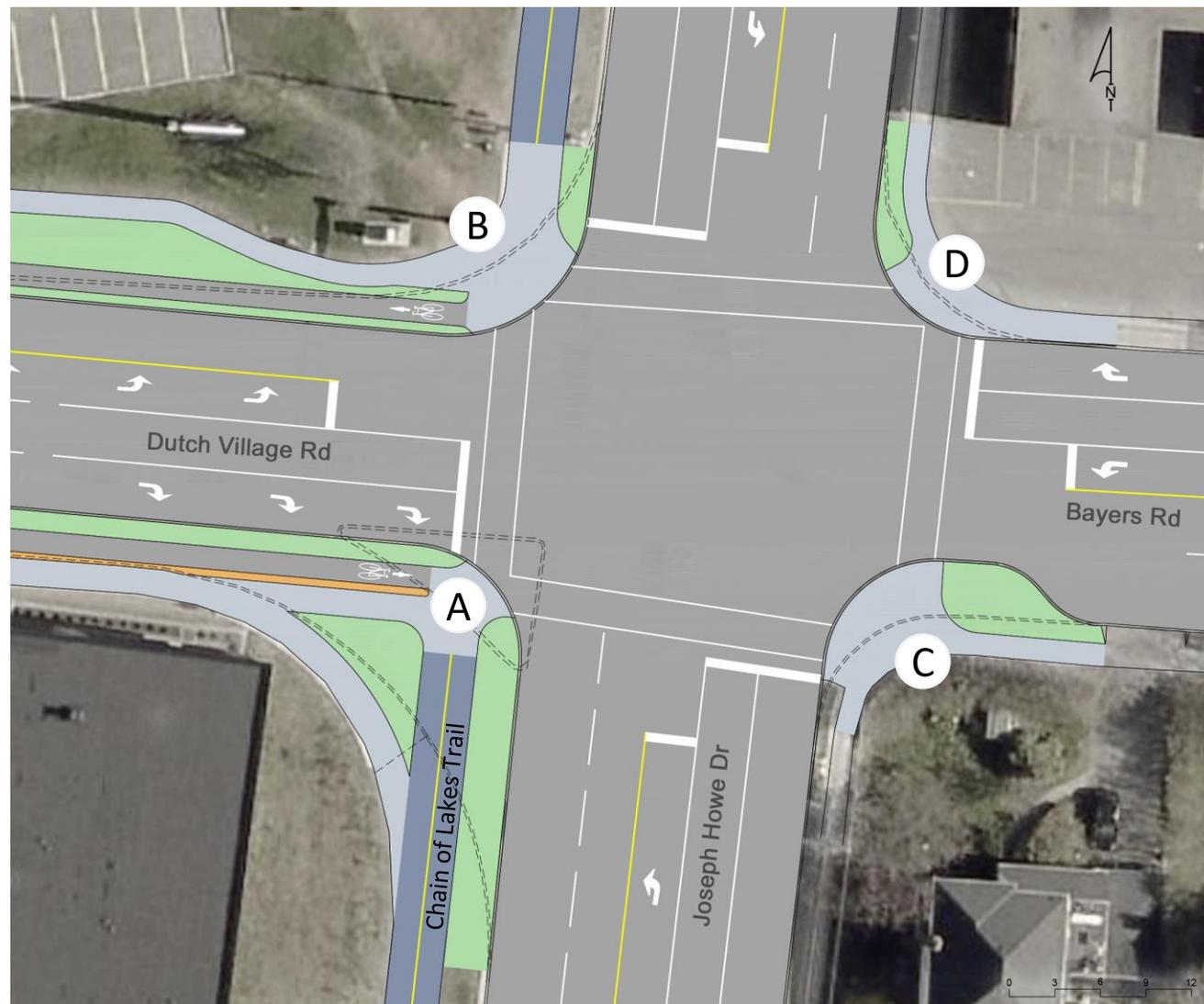


Recommended: Joseph Howe Drive / Bayers Road

- Extend bicycle lanes to Chain of Lakes Trail (COLT)

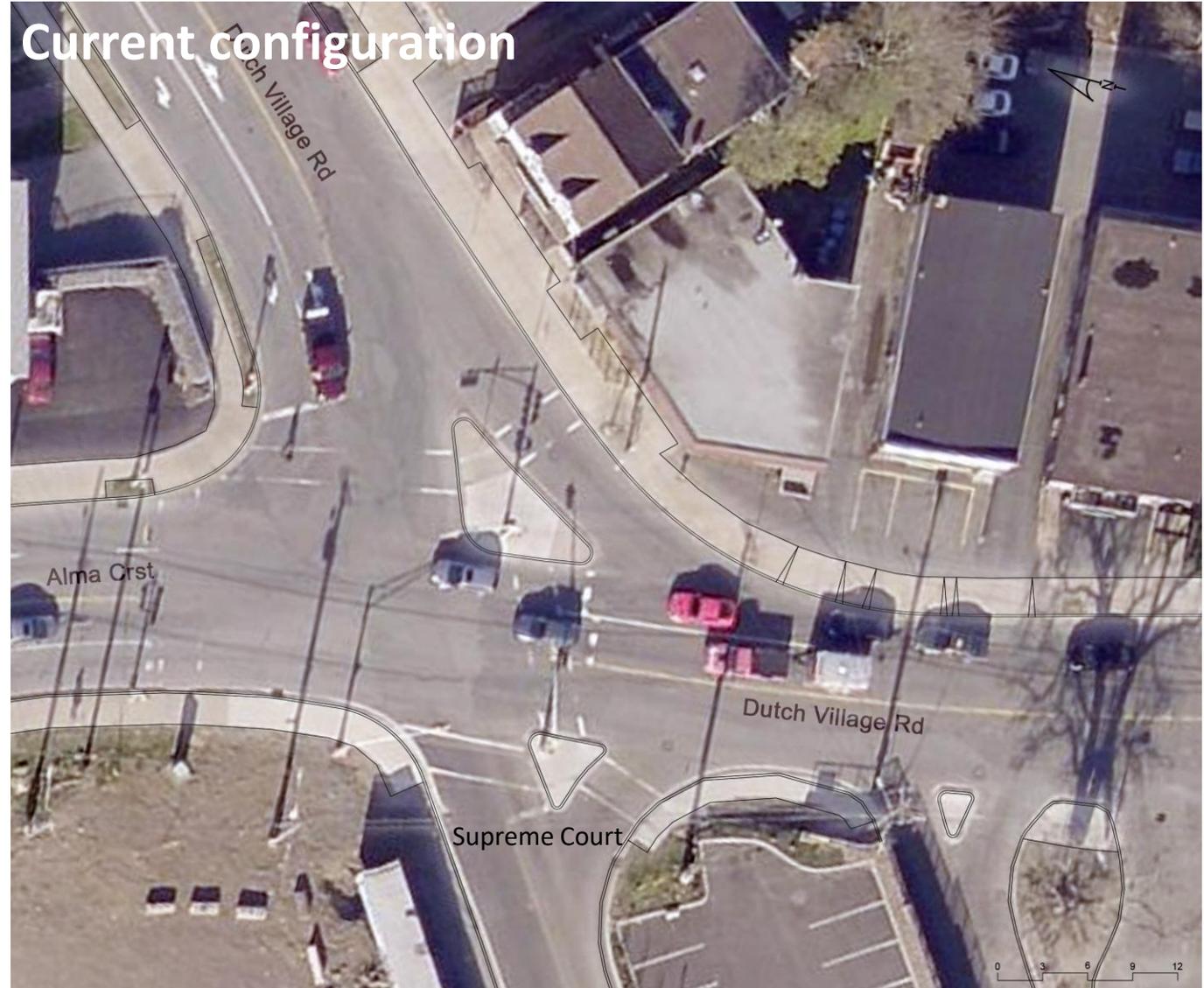
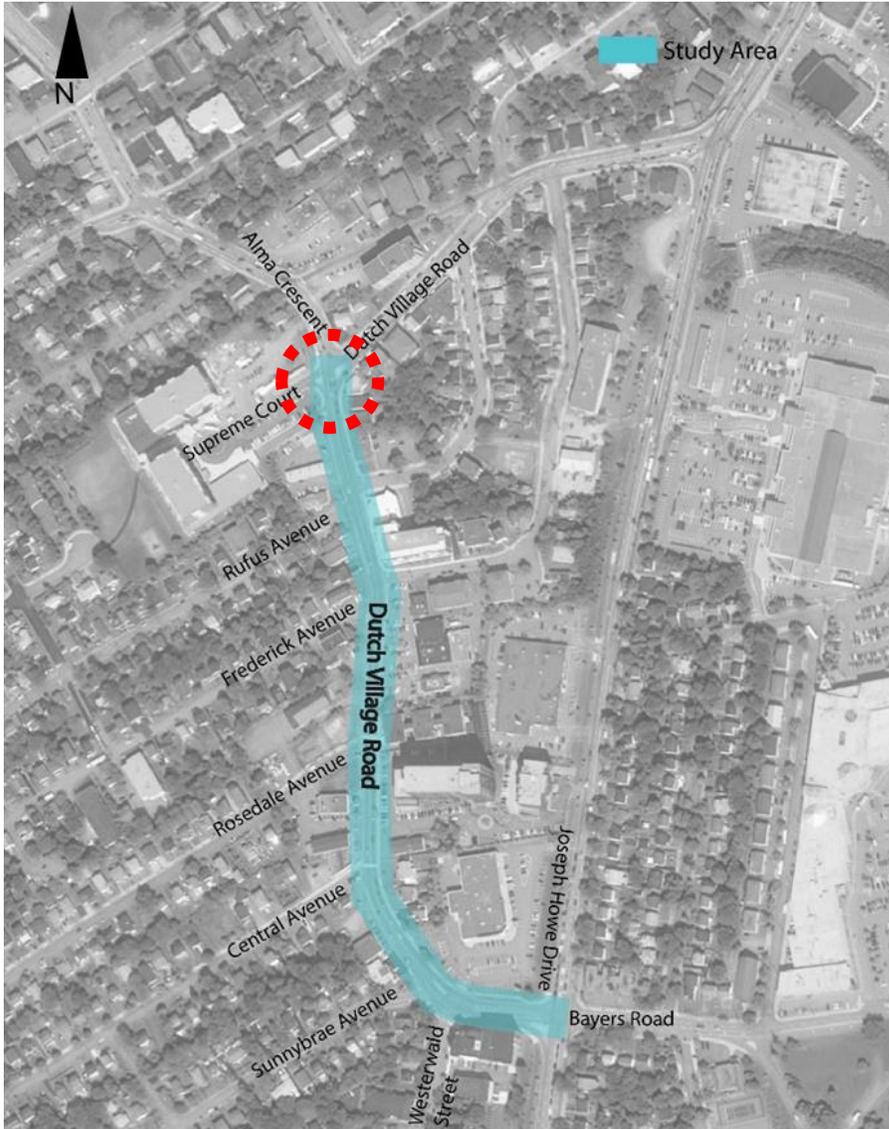
Corners:

- A) Removal of right turn channel
- B) Removal of receiving lane
- C) Potential for future bump-out
- D) Potential for decrease in radius





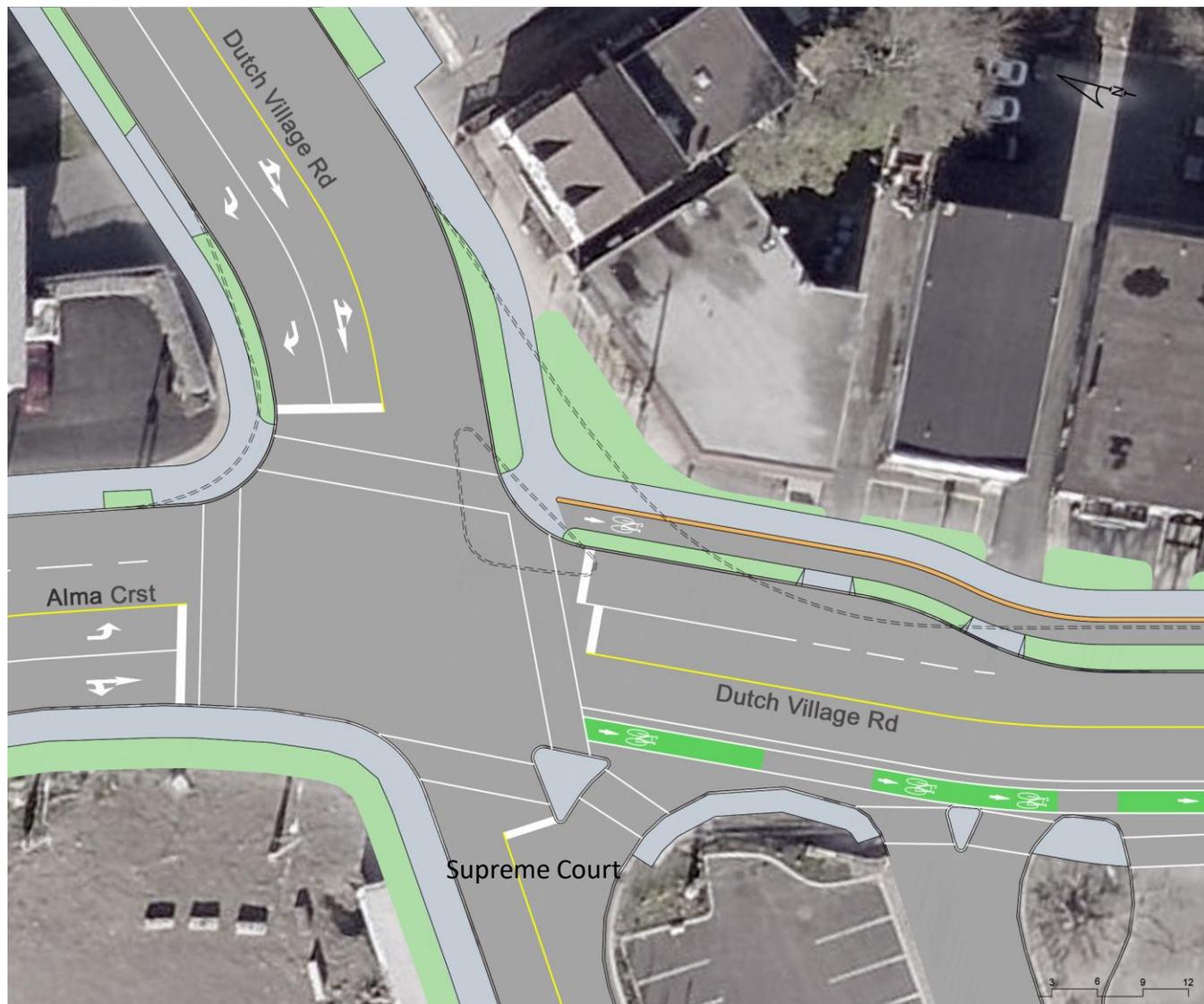
Existing Conditions: DVR / Supreme Court / Alma Crescent





Recommended: DVR / Supreme Court / Alma Crescent

- Extend bicycle lanes to intersection
- Removal of right turn channel
- Painted bike lane that transitions to raised bike lane after driveways





Next Steps / Implementation

- Detailed design will be advanced (2020/2021)
- Property acquisition process is underway
- \$2.25 million identified for construction (2021/2022)



Acknowledgments

Consulting Team



Funding Partner



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