A new active transportation connection for Sackville Manor

What's happening?

The Halifax Regional Municipality is seeking public input on three design options for a new active transportation connection crossing Highway 101 near Sackville Manor.

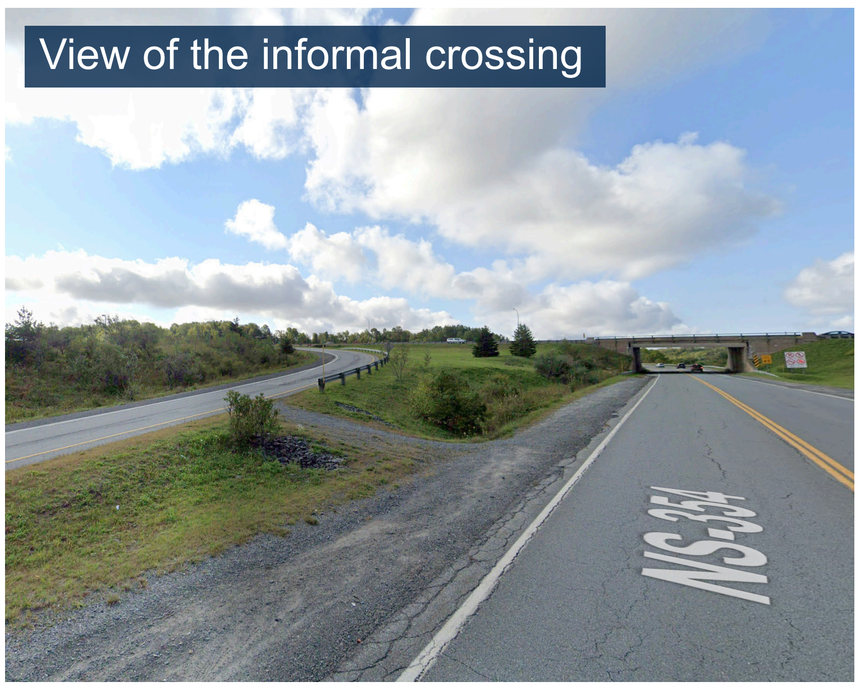
The purpose is to create a **functional design** (30% level of detail) **for a convenient and safe connection for walking, biking, and rolling between Sackville Manor and Sackville Terminal**. Feedback from the public will help shape the preferred design.

Project context

To avoid a four-kilometre trek to cross Highway 101, many residents and visitors of Sackville Manor are forced to cross Highway 101 by the Exit 2 interchange.

The dangerous shortcut exposes pedestrians to vehicles travelling at high speeds, and poses extreme safety risks. Unfortunately, there have been two pedestrian fatalities along this route since 2011.

As a result, HRM is exploring design options for implementing a new, safe active transportation crossing.



Project goals

- Create a safe, convenient, accessible active transportation crossing between Sackville Manor and Sackville Terminal
- Gather public input to inform the preferred design of the crossing

Learn more:

Typical steps

Three design options presented to Council

Public & stakeholder engagement on the three design concepts

Decision on a functional design for the crossing

Final detailed design

Construction / implementation

shapeyourcityhalifax.ca/highway-101-at-connector

HALIFAX

Help us choose the best design option:

Design options

The municipality is considering three options, and seeking public feedback to inform a choice.

Option 1: A multi-use pathway would lead from Parklane Drive (alongside the outside shoulder of the access path and under the Exit 2 overpass) to a pedestrian bridge over the Beaver Bank Connector and the Highway 101 Exit 2 off-ramp, connecting directly to Sackville Terminal.

Option 2: A pedestrian bridge would cross four lanes of Highway 101 and connect via a multi-use path to Walker Ave. This bridge option would require switchbacks and acquiring property at one lot.

Option 3: Two tunnel crossing options are being considered, which would pass under Highway 101 and the Exit 2 off-ramp (following either the blue or purple paths) and connect to Sackville Terminal.

To vote, place a sticky note beside your preferred design option.

Vote for Option 1:

Vote for Option 2:

Vote for Option 3:

shapeyourcityhalifax.ca/highway-101-at-connector

HALIFAX

Share your experiences on accessing services in Sackville:

How often do you cross Highway 101 to reach destinations?

Daily	Weekly	Rarely
	Monthly	Never

What is typically the purpose of your trip, when you cross?

To go to work	To visit friends or do social activities	Other: _____
To access shops/services	To access the transit terminal	_____
		_____

Which path do you usually take to cross Highway 101?

Path A

Path B

Neither, I drive or get a car ride from someone

Neither, I take a taxi

Other: _____

shapeyourcityhalifax.ca/highway-101-at-connector

HALIFAX

DOWNTOWN BIKEWAYS

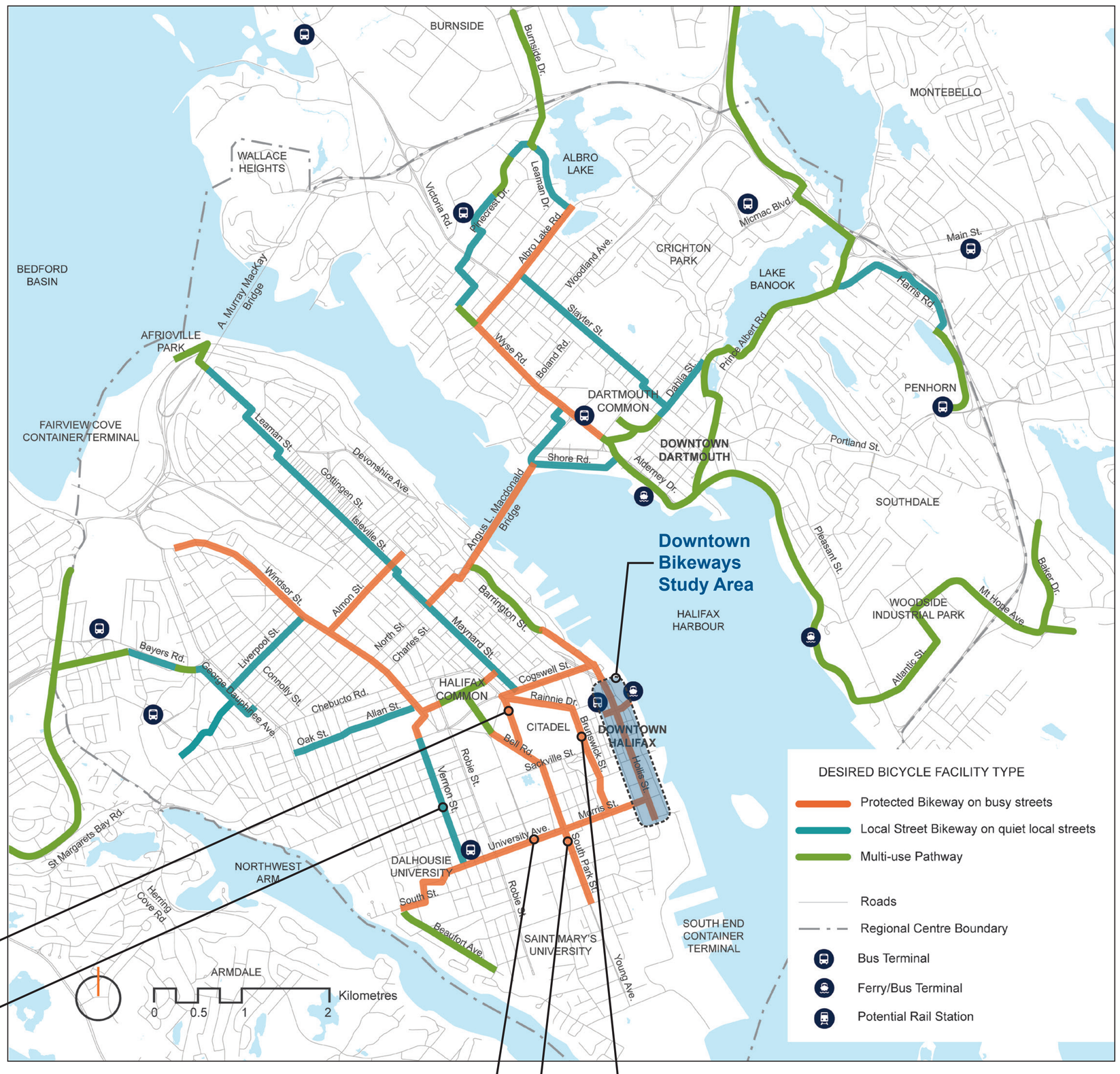
IMPLEMENTING THE AAA BICYCLE NETWORK

Integrated Mobility Plan (IMP): All Ages & Abilities Bicycle Network

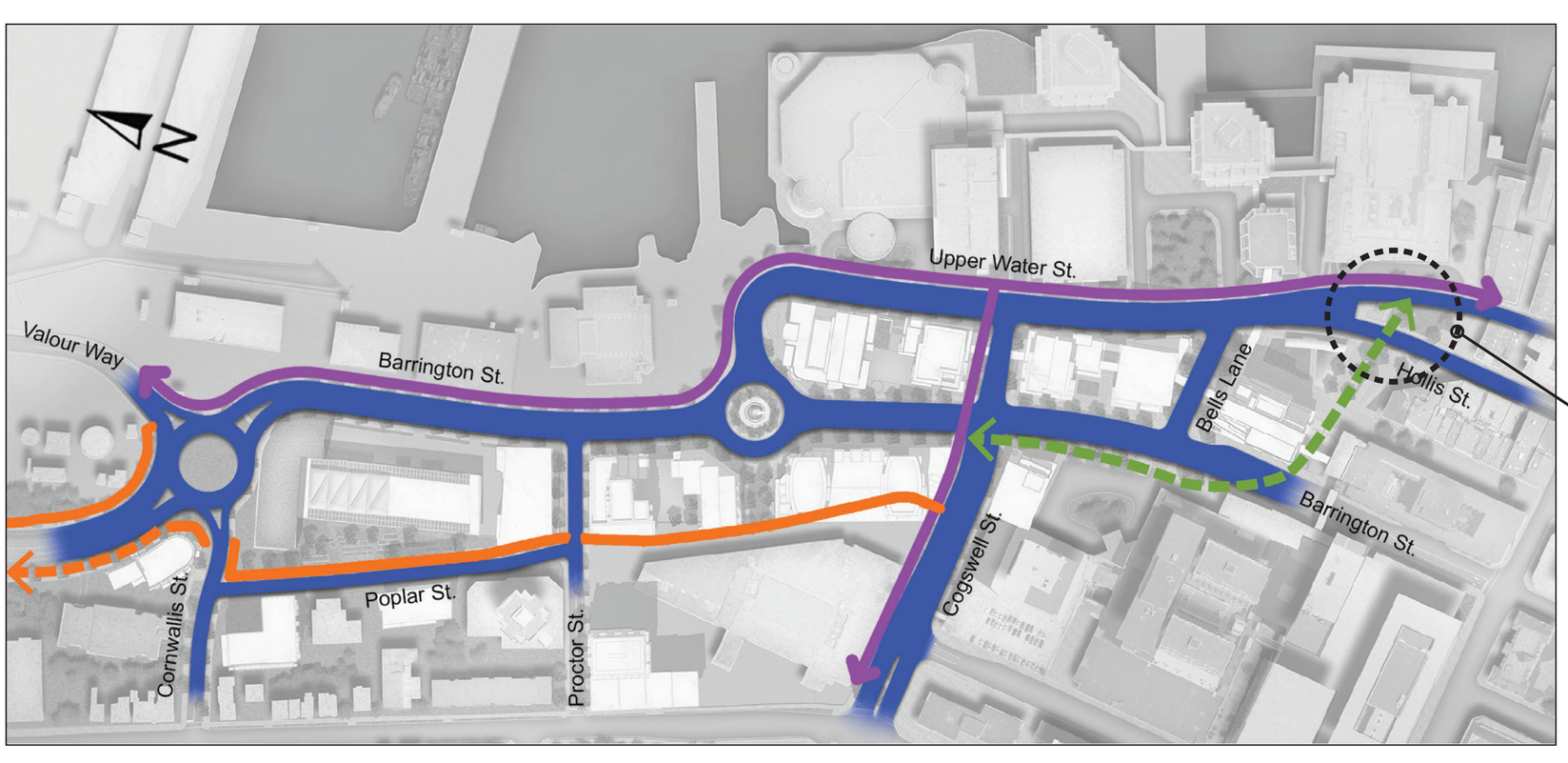
Action #72 of Halifax's recently adopted Integrated Mobility Plan (IMP) provides direction to "deliver the Regional Centre all ages and abilities bicycle network by 2022." By providing low-stress bicycle infrastructure appropriate for all ages and abilities, this project aims to connect residents and visitors to the dense and diverse mix of destinations in the downtown.

Project Objectives

- Develop a bicycling route through downtown Halifax designed for all ages and abilities (AAA)
- Connect future bikeways planned for the Cogswell interchange lands with the ferry terminal, Grand Parade and destinations to the south, including the Seaport Market, train station and Barrington Street Superstore
- Plan for connections to existing and future bikeways in the downtown (i.e., IMP's AAA Bicycle Network & candidate bicycling routes in HRM's Active Transportation Priorities Plan)
- Understand and accommodate other street uses (e.g., loading, accessible parking, transit stops)
- Evaluate the design options as per Appendix E of the AT Priorities Plan: "Evaluation Criteria for New Bicycle Facilities"



Cogswell Interchange Redevelopment Concept: Active Transportation Connections to Downtown



LEGEND

- Off-street bi-directional protected bikeway
- Multi-use pathway
- Desired bicycling connection (facility type TBD)
- Future multi-use pathway

Opportunity to integrate bicycle crossings with new pedestrian crossings at Hollis St and Upper Water St.

*Concept map is subject to change as the project progresses

HALIFAX

DOWNTOWN BIKEWAYS

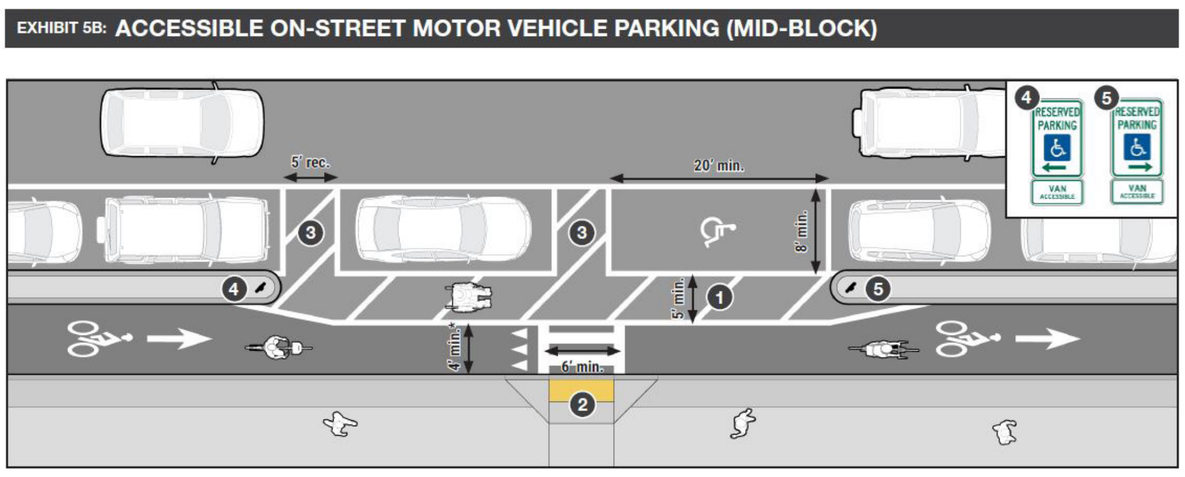
MANAGING CURBSIDE ACTIVITY

Protected bike lanes are often located adjacent to curbside activities such as loading zones, transit stops, accessible parking and metered parking.

The project team is looking to current bikeway design guidance and examples from other cities for direction on how to safely accomodate curbside activities while still maintaining an appropriate level of comfort and safety for people on bicycles.

These treatments will be considered for the preferred design option during the next phase of the project.

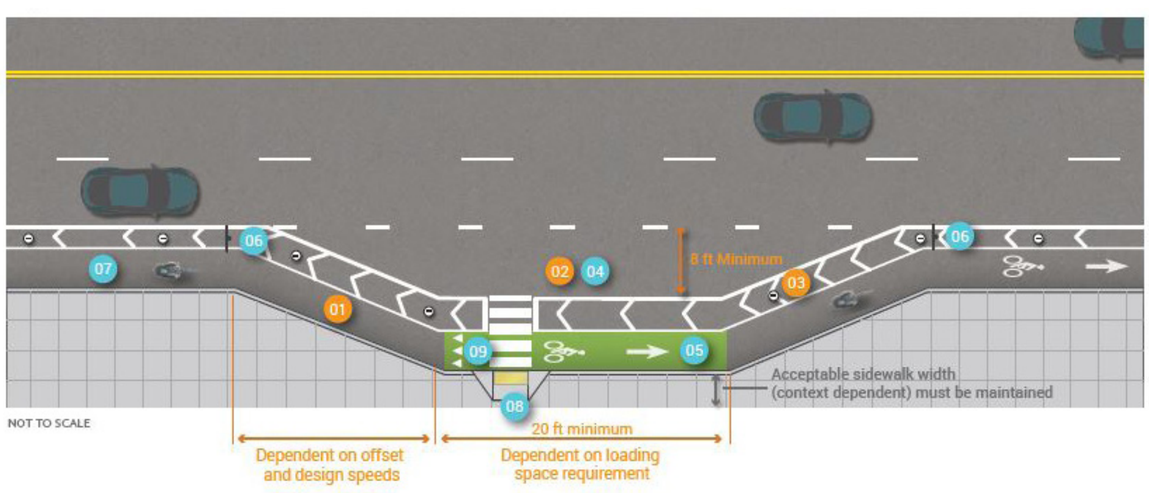
Accessible Parking & Loading



Source: Separated Bike Lane Planning and Design Guide, Massachusetts DOT (2015)

Cornwall Avenue, Vancouver, BC

Hornby Street Bi-directional bikeway @ the Vancouver Art Gallery, Vancouver, BC



Source: Separated Bikeway Planning & Design Guide, Federal Highway Administration (2015)

Shared Cycle Track-Bus Stop

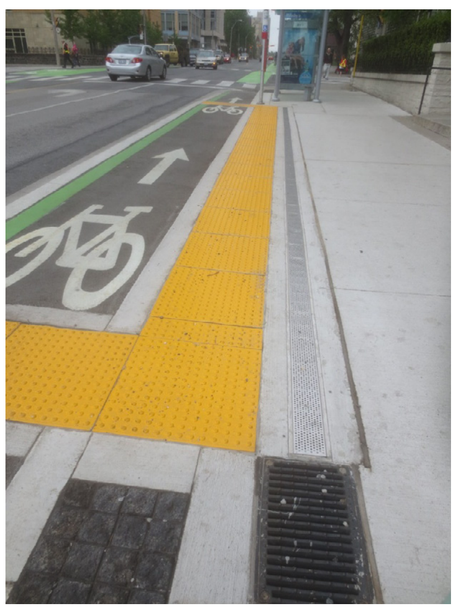
This treatment consists of a shared space for bicyclists and transit passengers at a bus stop, with the bike lane ramping up to sidewalk level on the approach to the bus stop, and back down to street level after the bus stop. Transit passengers wait on the sidewalk outside of the bike lane, but must enter the raised cycle track for boarding and alighting. Bicyclists can ride through the boarding area when no buses are present, but must yield to boarding and alighting passengers when a bus is at the stop.

This treatment was recently approved by Council for implementation with the South Park Street protected bike lanes.

Shared cycle track-bus stop on Sherbourne Street, Toronto, ON

Cyclists yield to pedestrians sign

Source: Bikeway Traffic Control Guidelines for Canada, Transportation Association of Canada



Shared cycle track-bus stop on Sherbourne Street, Toronto

Source: www.westsideaction.com

Shared cycle track-bus stop on Roncesvalles Avenue, Toronto

Source: MTO Book 18

HALIFAX