

AT Connection Study: COLT to Halifax Peninsula

*Active Transportation Advisory
Committee*

September 15, 2016

WSP Canada Inc.



HALIFAX



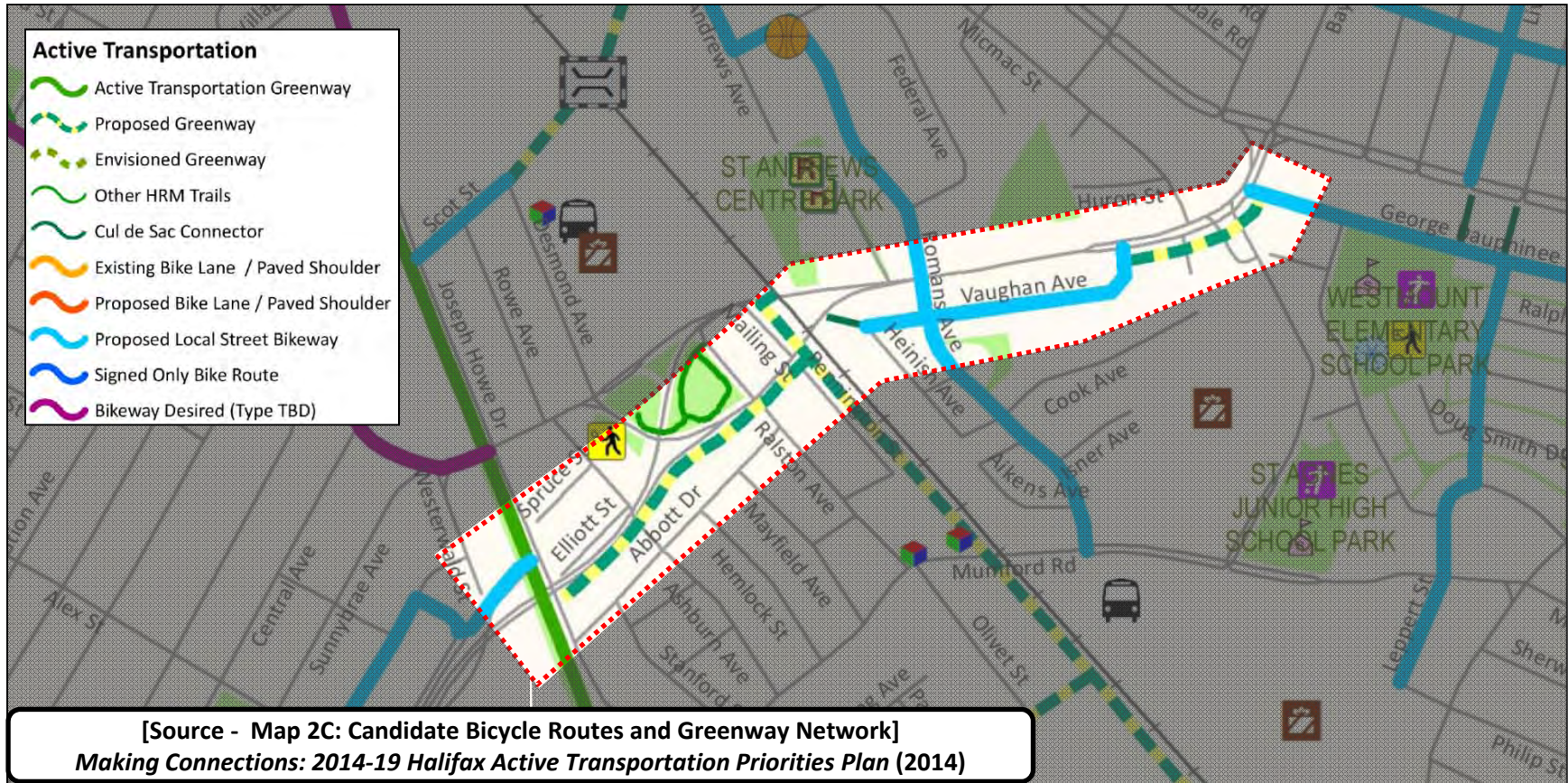
Background

- **Connectivity between the Chain of Lakes Trail (COLT) connection and the Halifax Peninsula is currently limited**
- **HRM Active Transportation Priorities Plan includes future AT connection between COLT (at Joseph Howe Drive) and George Dauphinee Avenue**





HRM AT Priorities Plan



Study Area



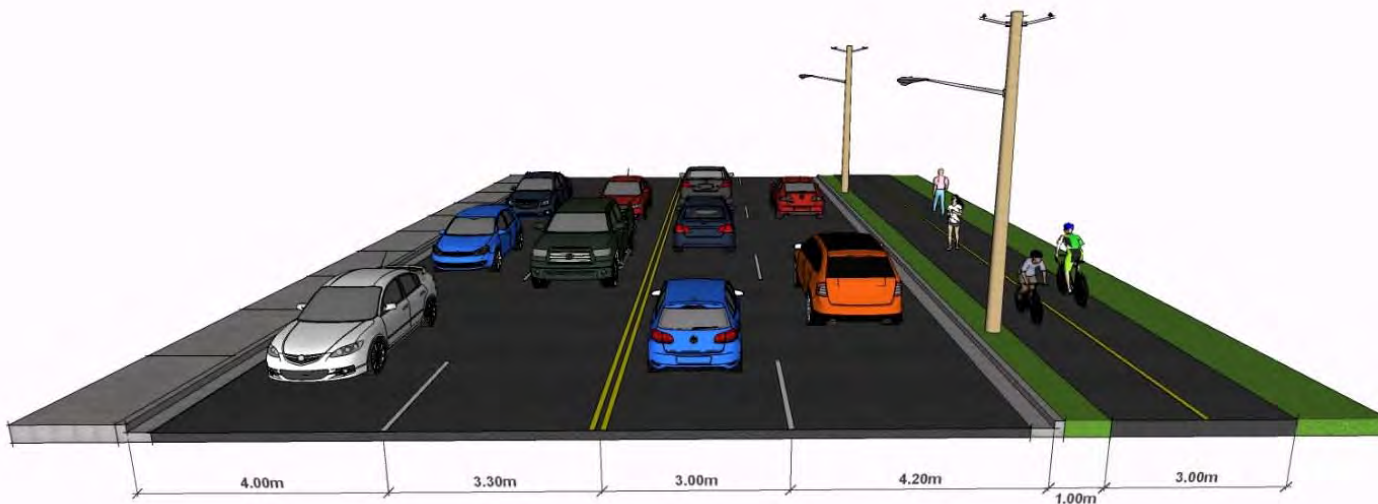
Bicycle NS

Halifax Regional Municipality

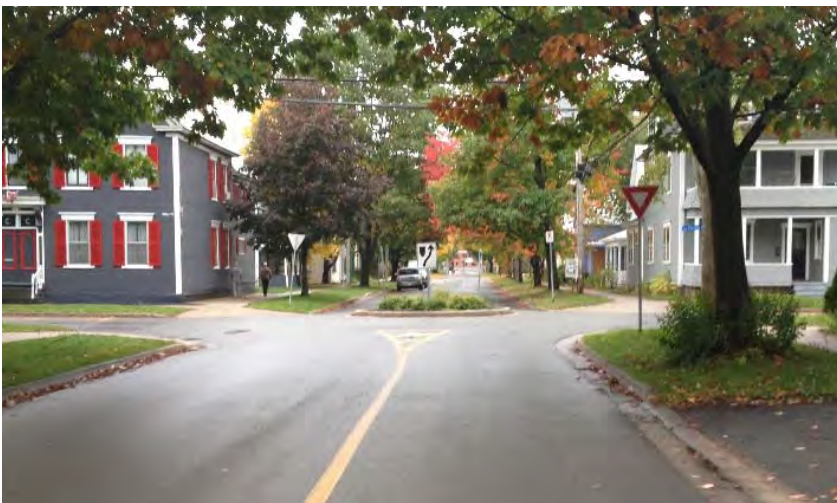
Project Objectives

- **Develop and review AT connection options between COLT and George Dauphinee Avenue:**
 - Options analysis / comparative evaluation
 - Functional design and cost estimates

Facility Type: AT Greenway



Facility Type: Local Street Bikeway



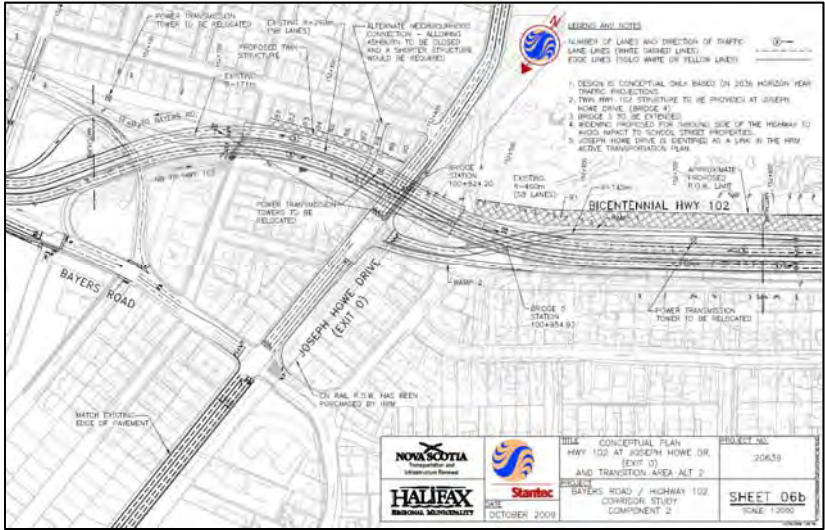
Challenges: Bayers Road



Limited ROW



Traffic Volume / Speed



Challenge: CN Rail Cut Crossing



Challenge: Intersections

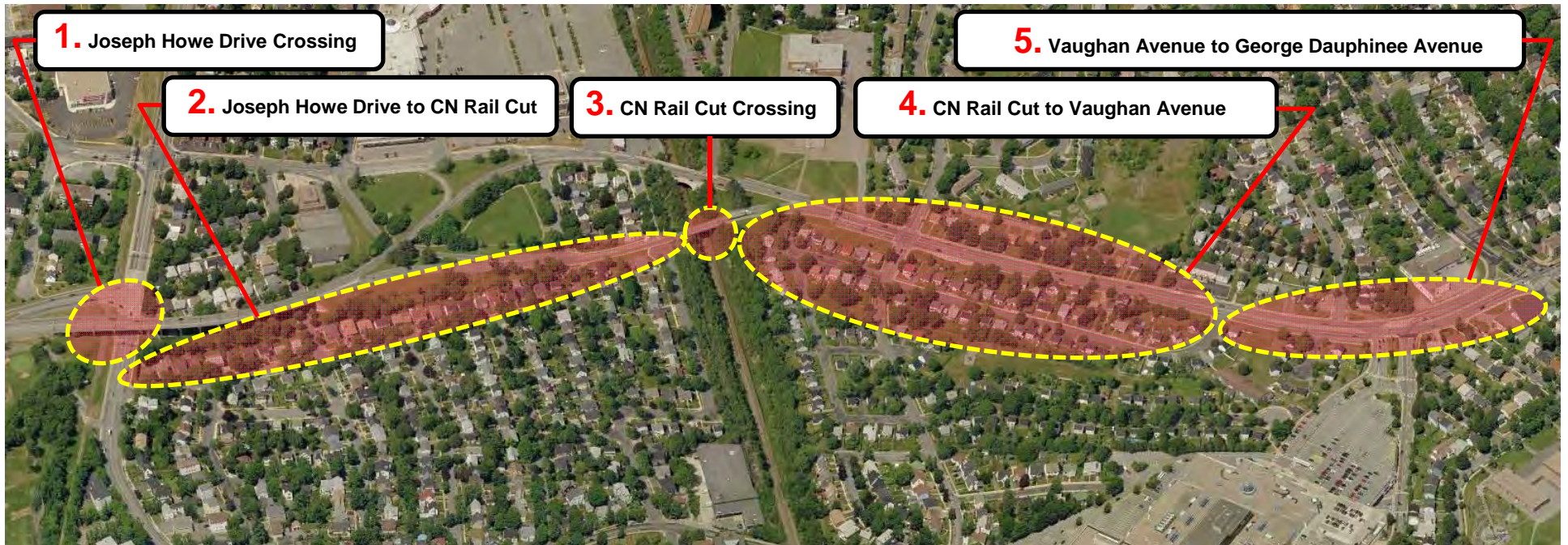


Joseph Howe Drive

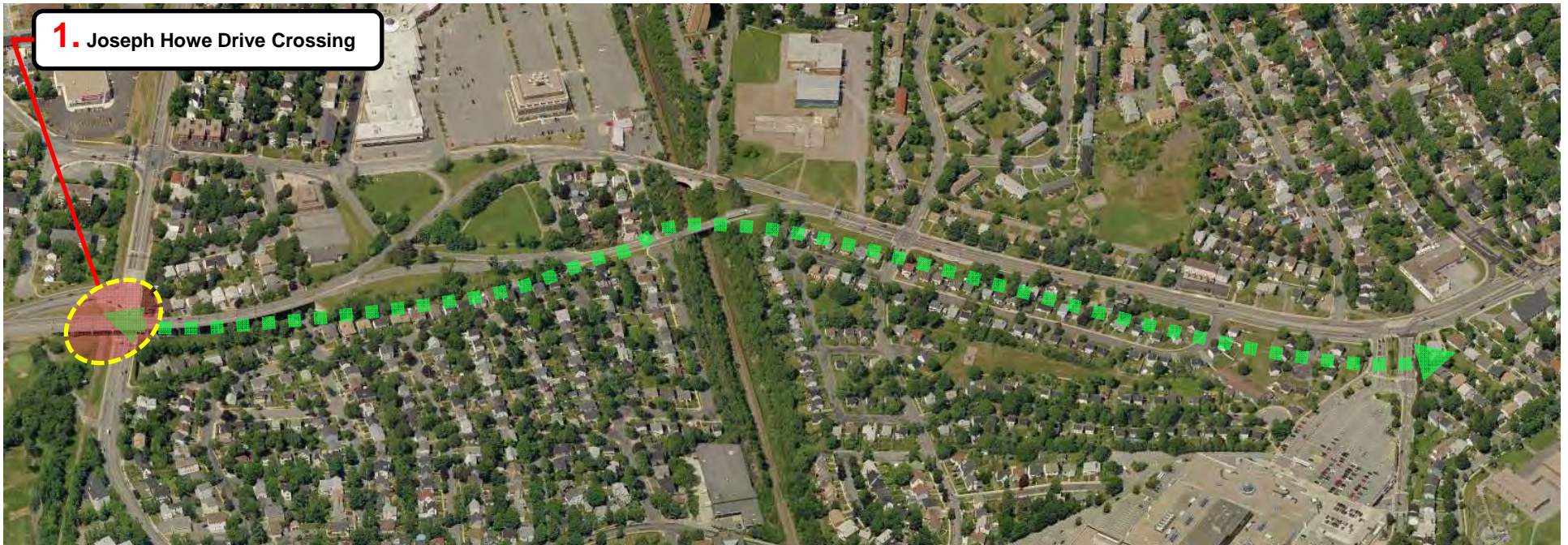
Halifax Shopping Centre



Alignment Sections



1. Crossing Joseph Howe Drive





1. Crossing Joseph Howe Drive



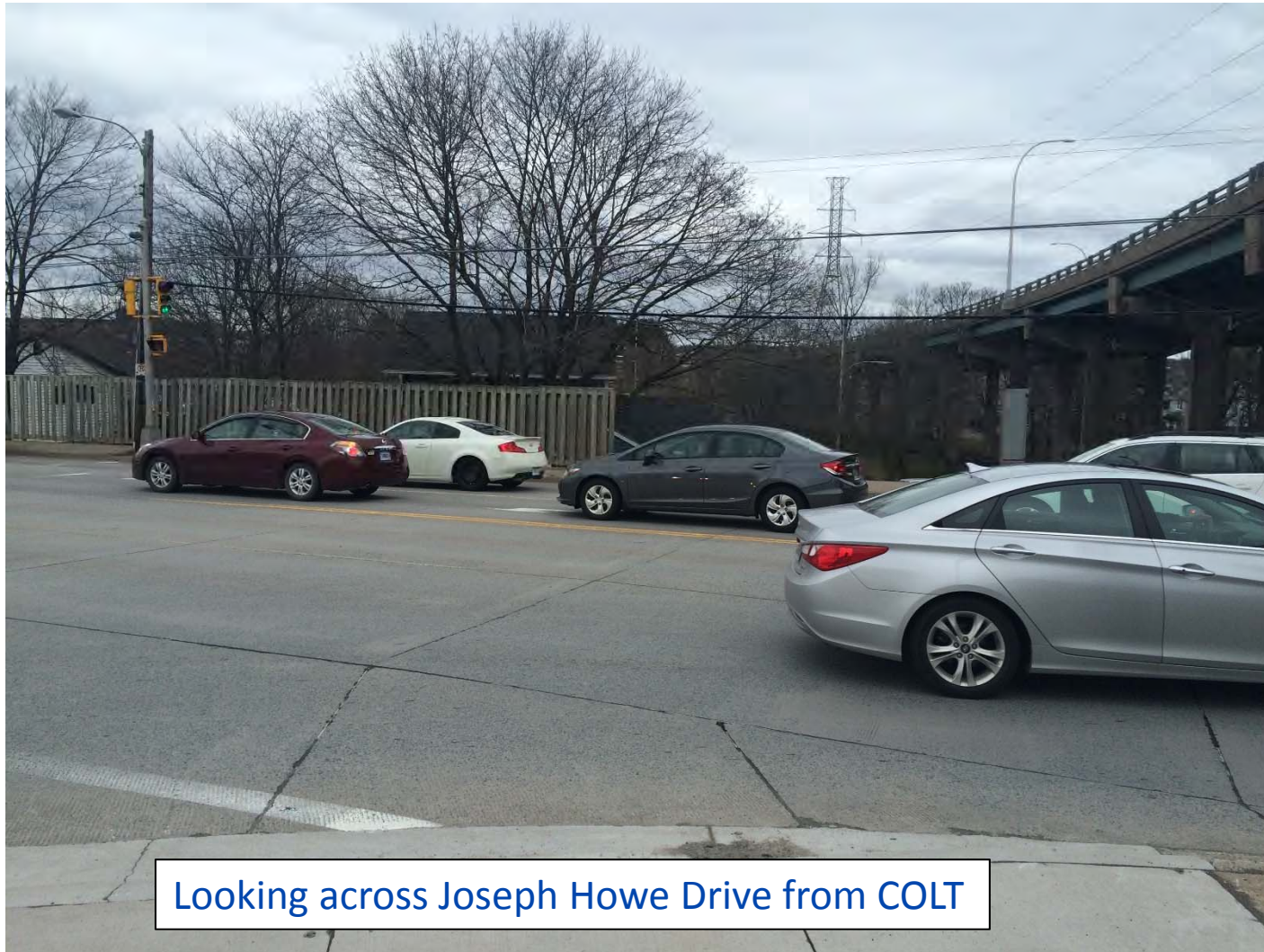
Chain of Lakes Trail Approach to HWY102 Ramps

1. Crossing Joseph Howe Drive



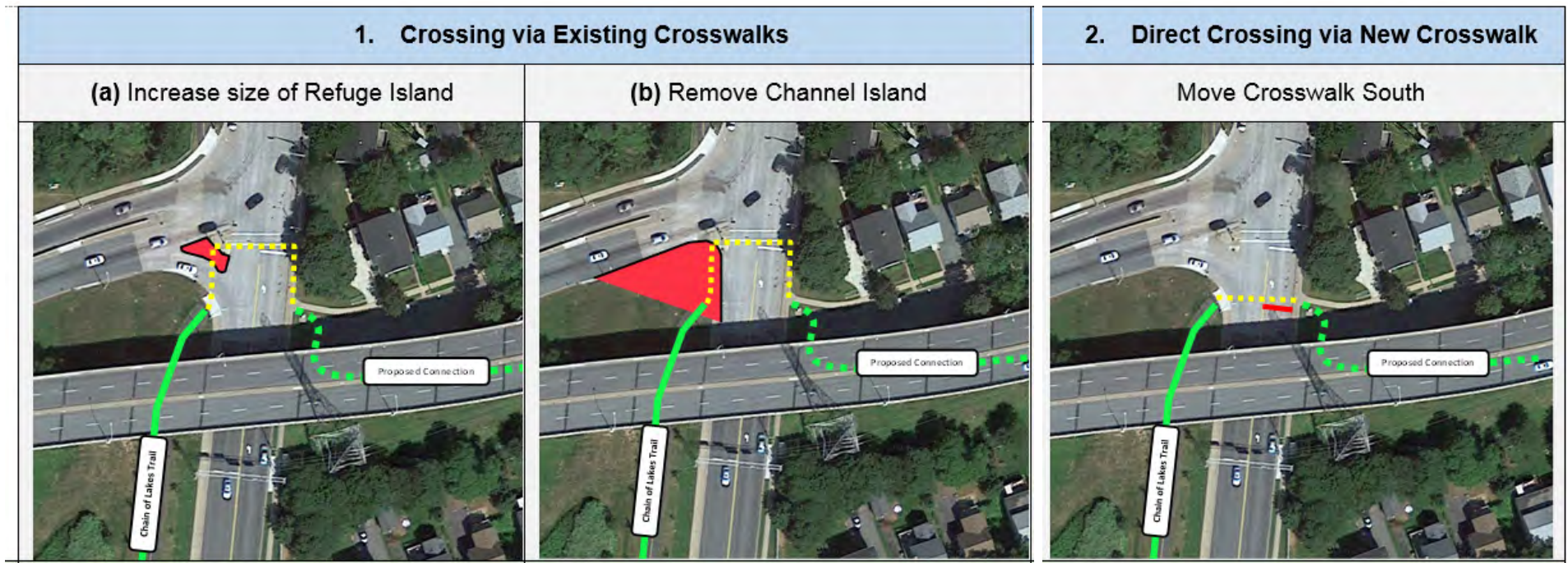
Looking across HWY102 Ramp Intersection from COLT

1. Crossing Joseph Howe Drive



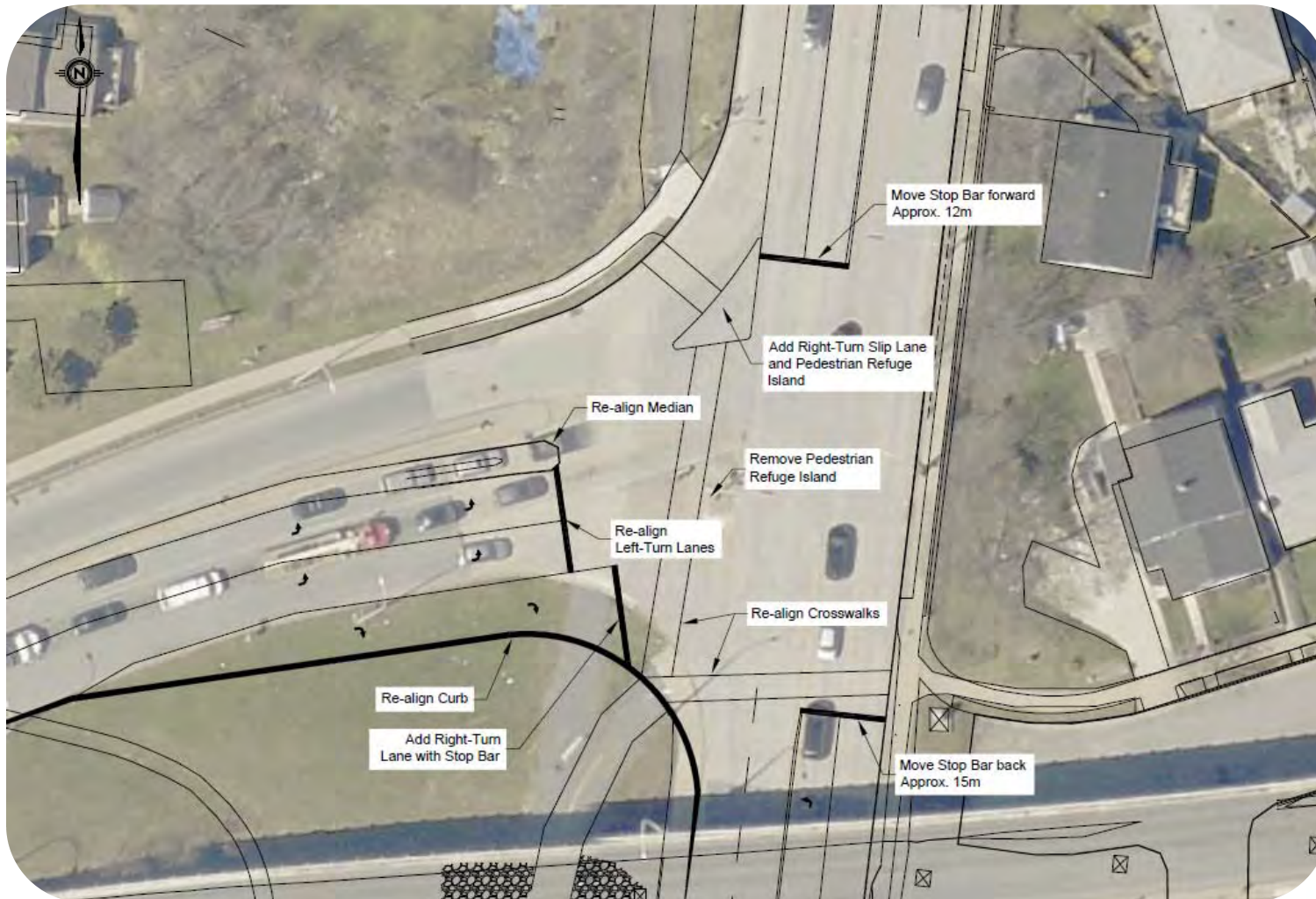
Looking across Joseph Howe Drive from COLT

1. Crossing Joseph Howe Drive

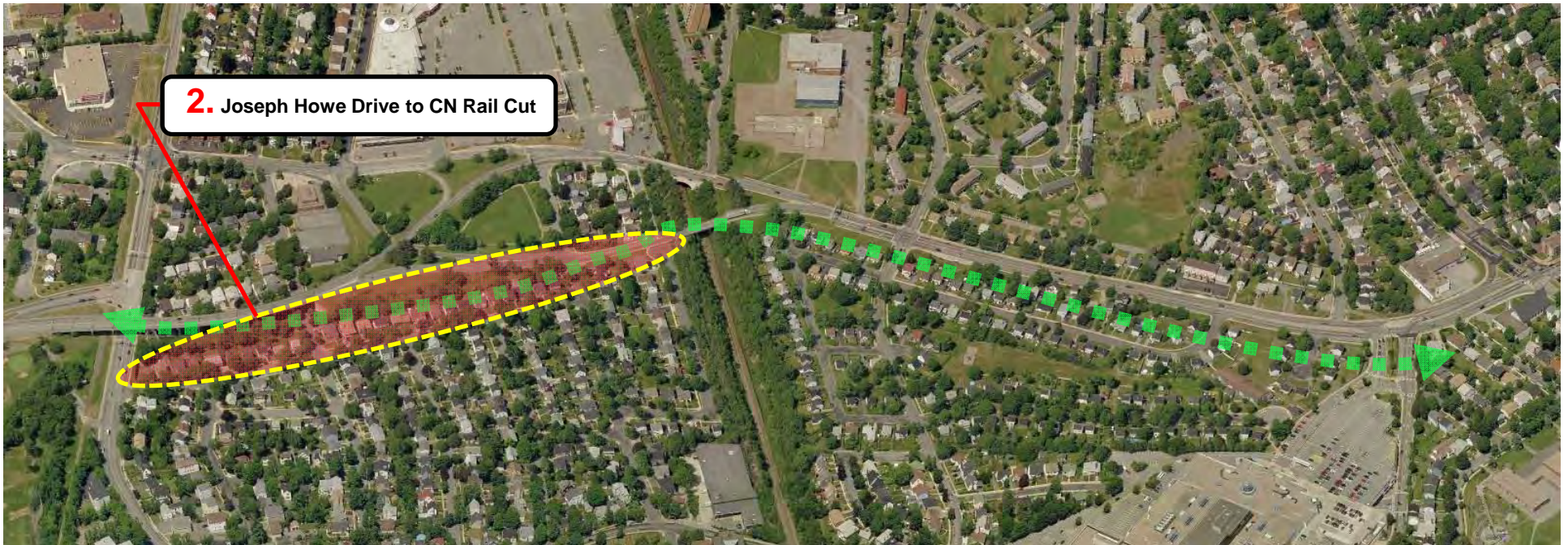


1. Crossing Joseph Howe Drive

Proposed Intersection Configuration



2. Joseph Howe Drive to CN Rail Cut



2. Joseph Howe Drive to CN Rail Cut



2. Joseph Howe Drive to CN Rail Cut



Looking east from Joseph Howe Drive

2. Joseph Howe Drive to CN Rail Cut



Beneath Highway 102 Structure

2. Joseph Howe Drive to CN Rail Cut



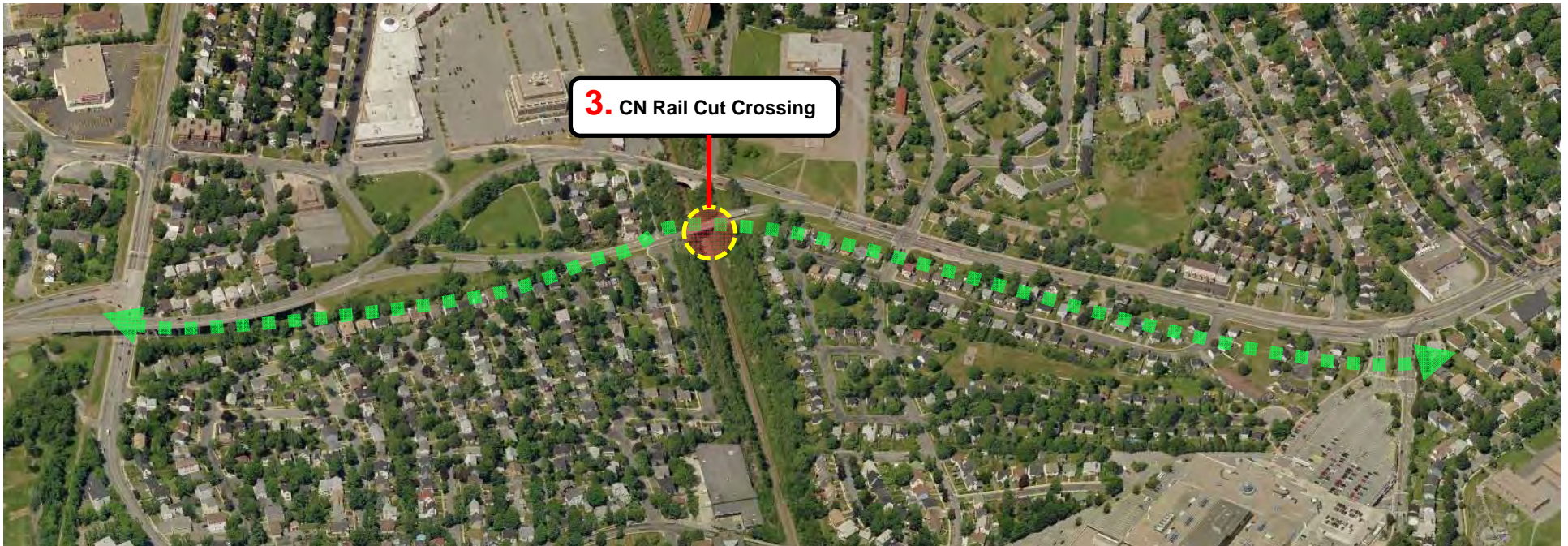
Ashburn Drive Crossing

2. Joseph Howe Drive to CN Rail Cut

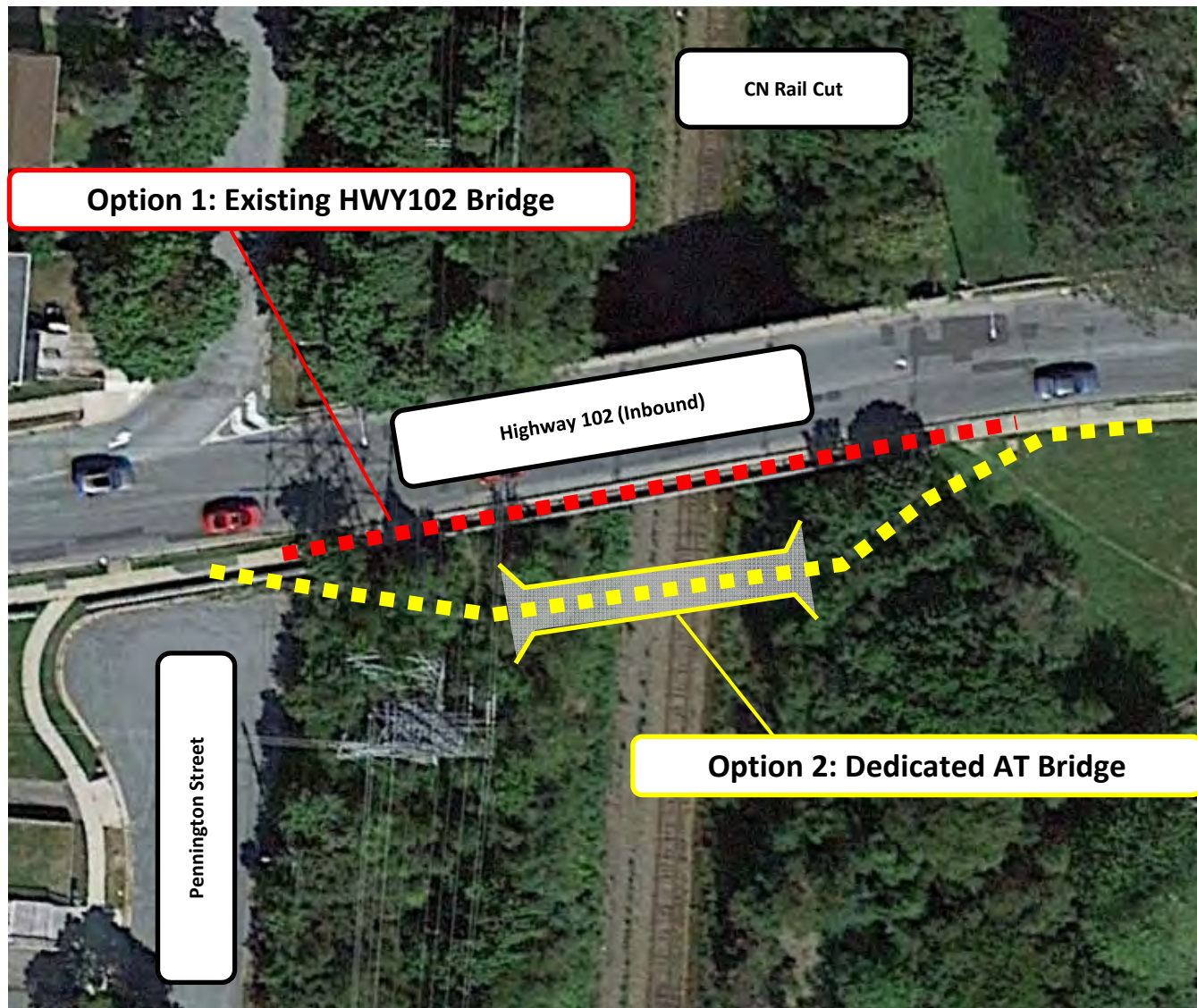


Looking east (north of Ashburn Drive)

3. CN Rail Cut Crossing



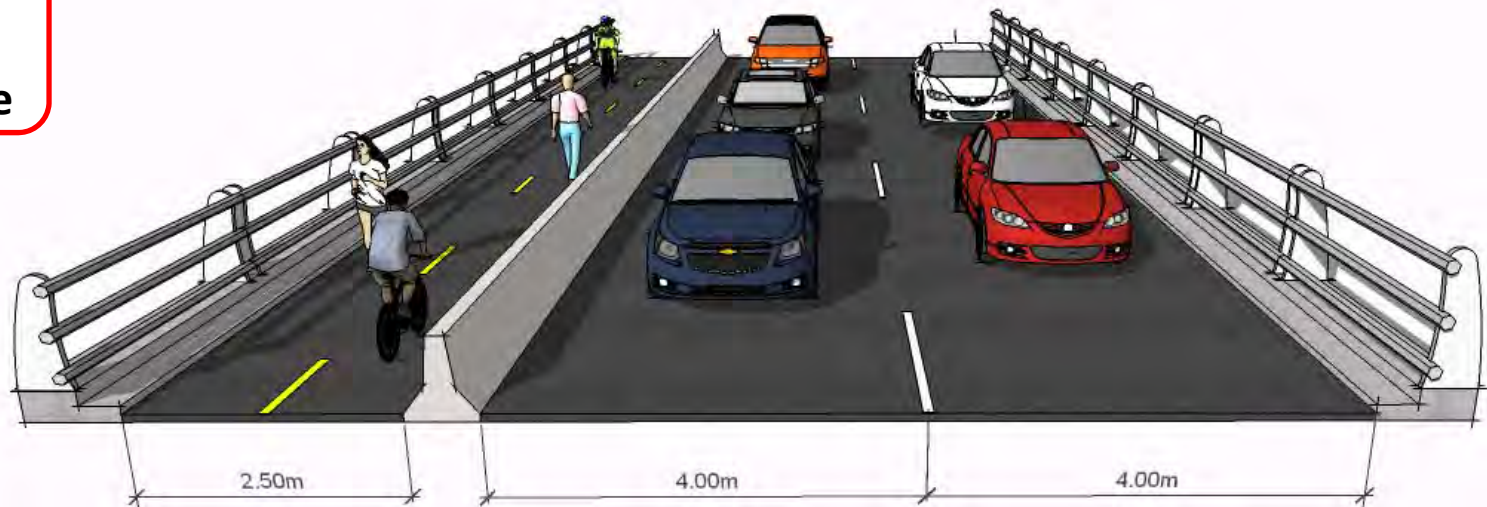
3. CN Rail Cut Crossing



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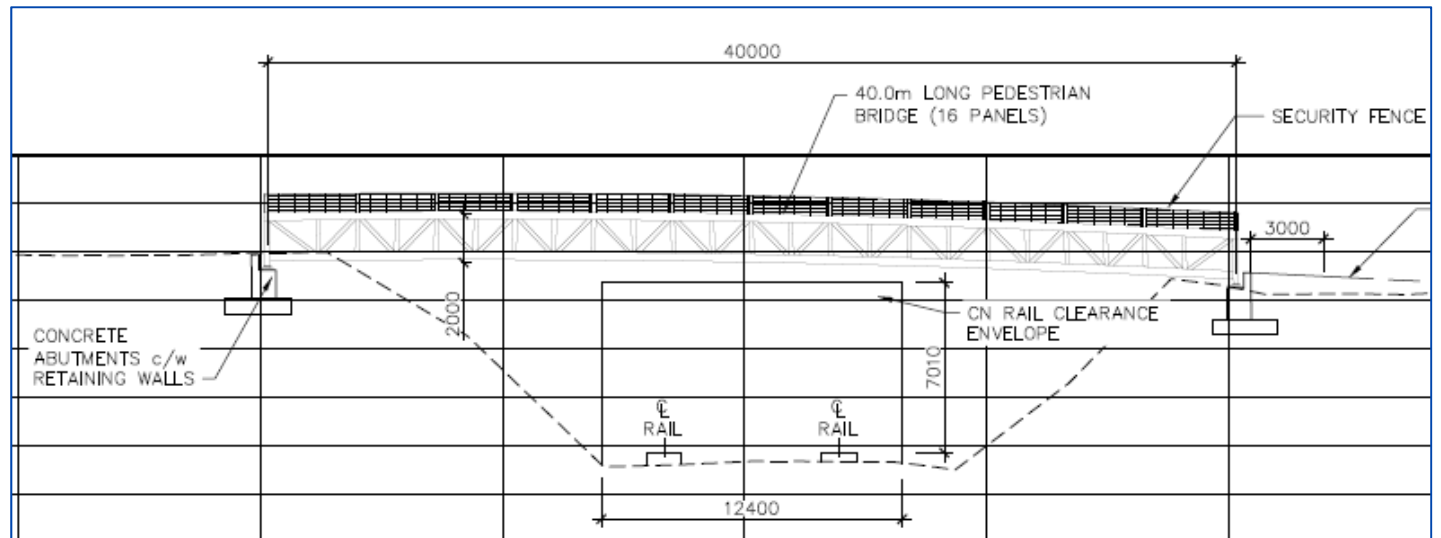
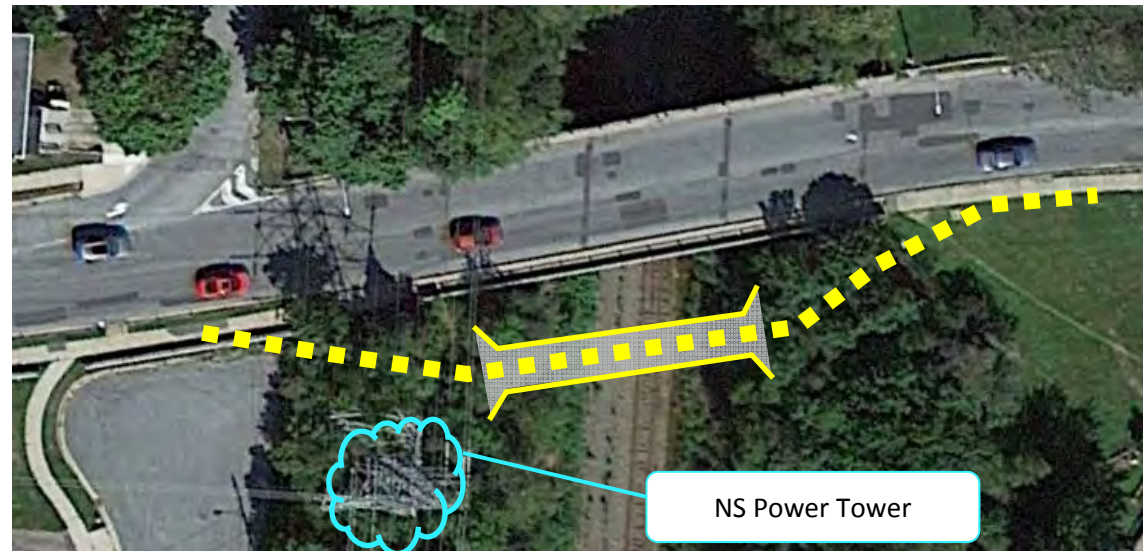


**Option 1:
Retrofit
Existing Bridge**

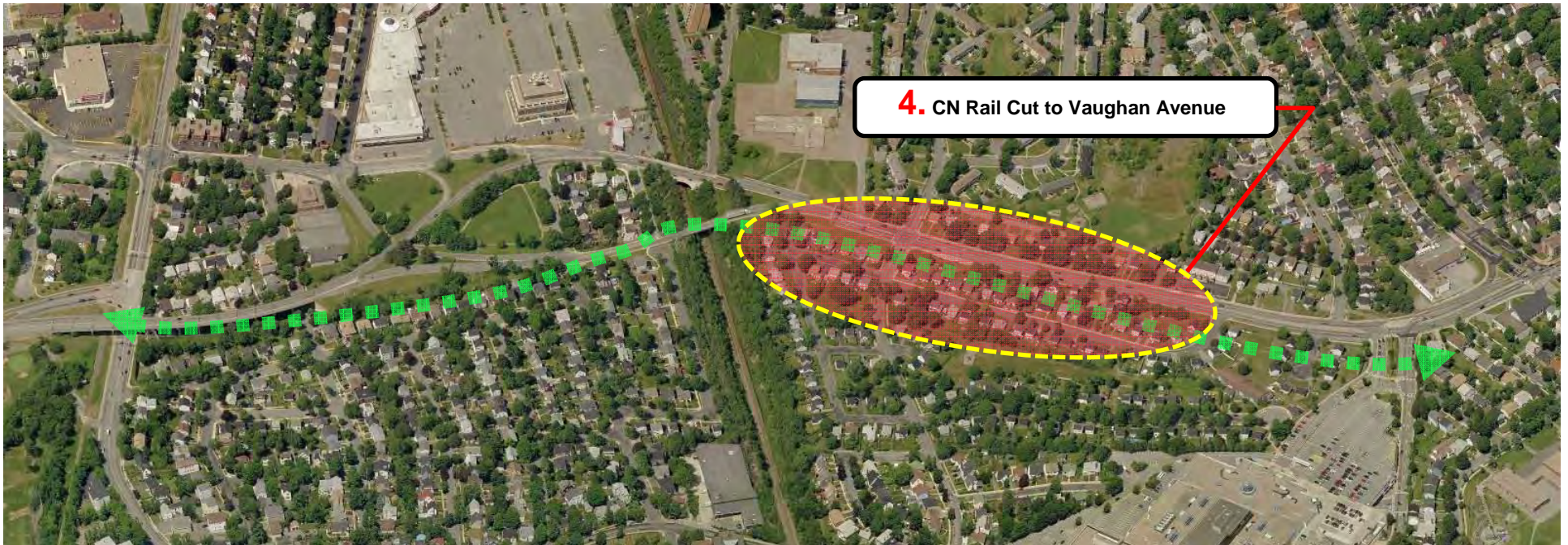


3. CN Rail Cut Crossing

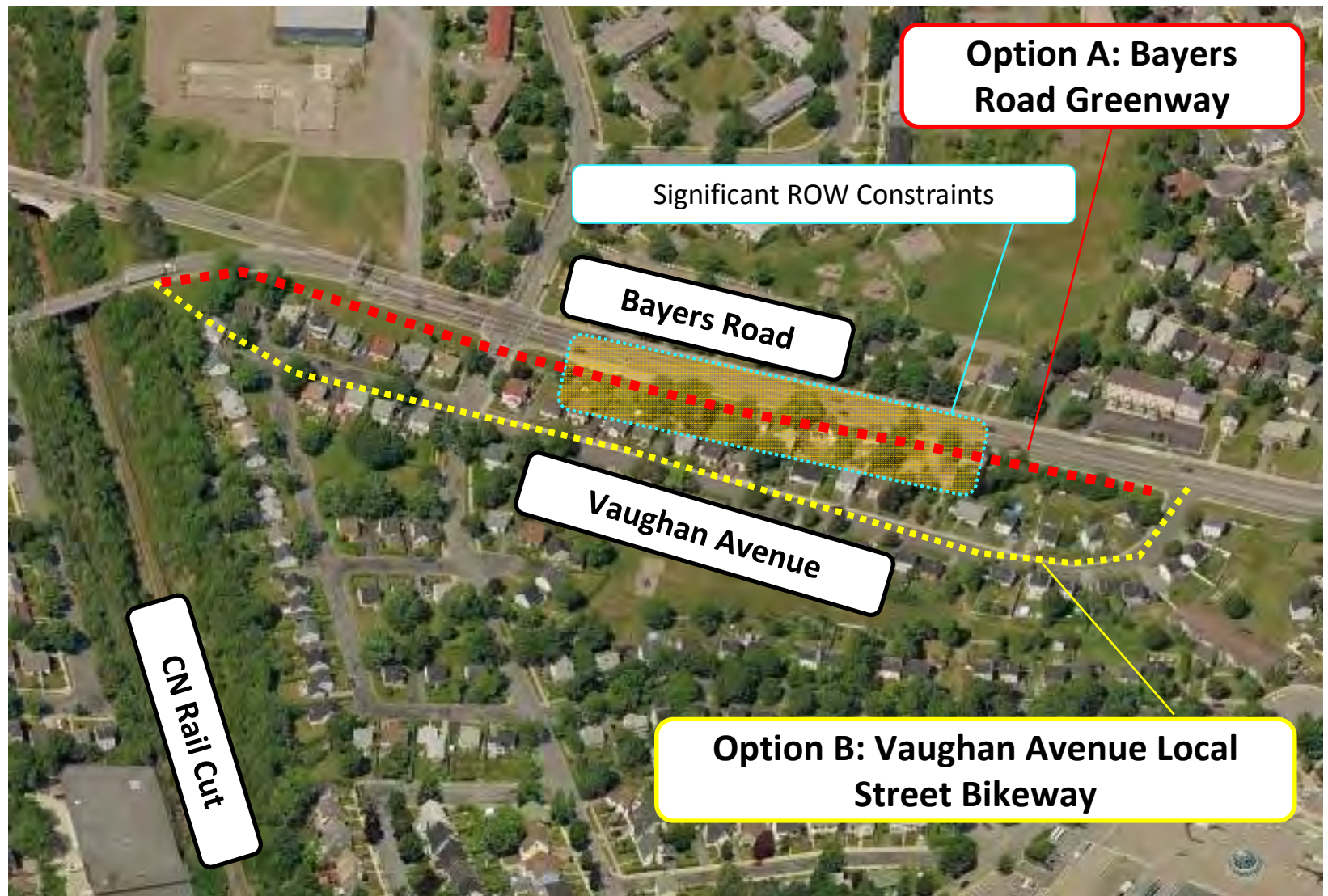
**Option 2:
New Dedicated
AT Bridge**



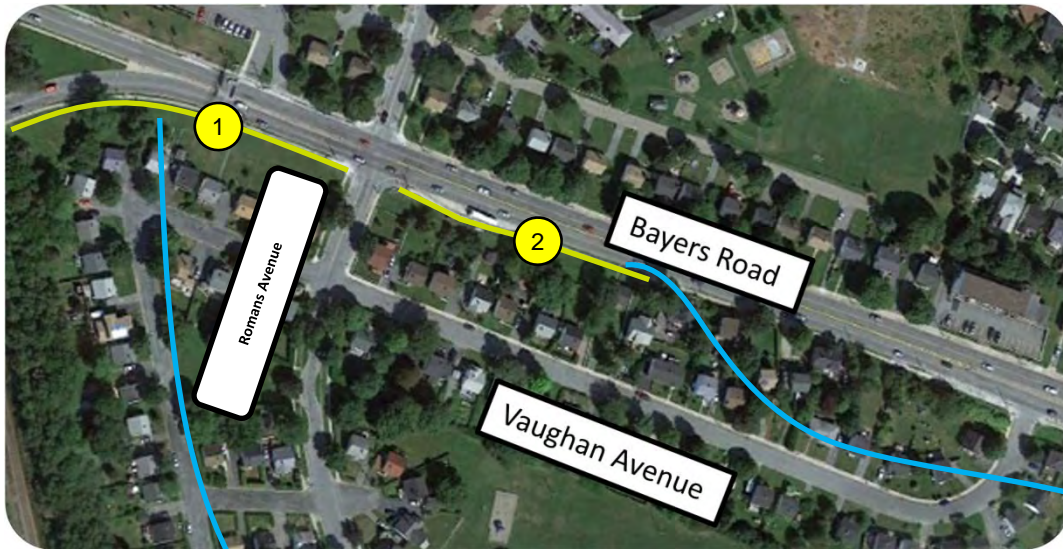
4. CN Rail Cut to Vaughan Avenue



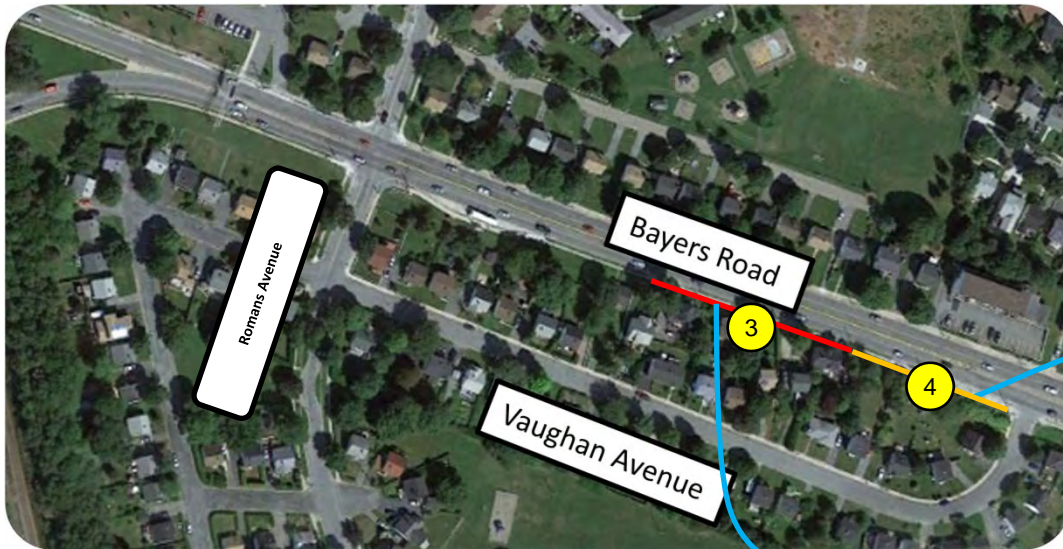
4. CN Rail Cut to Vaughan Avenue



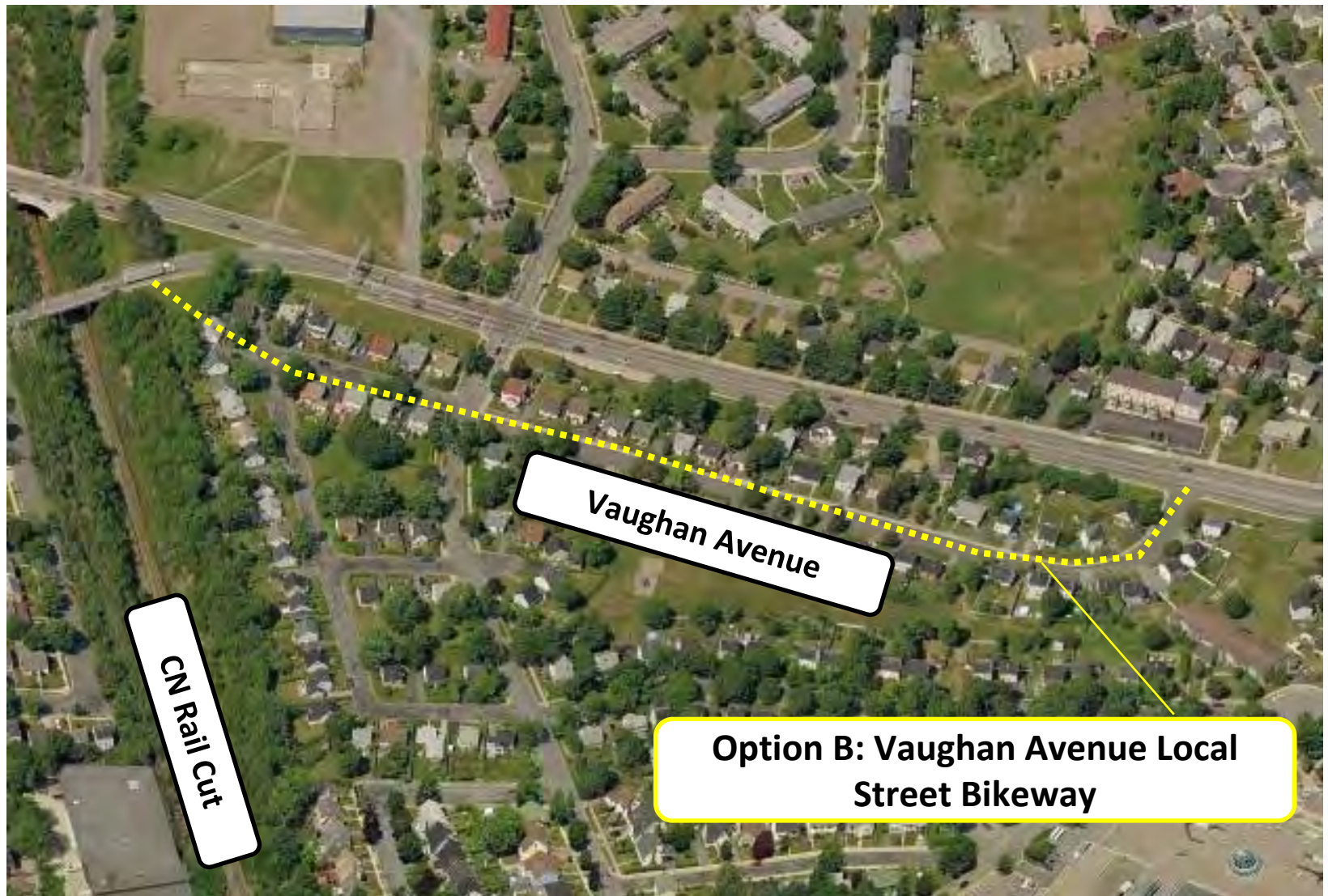
4A. Bayers Road



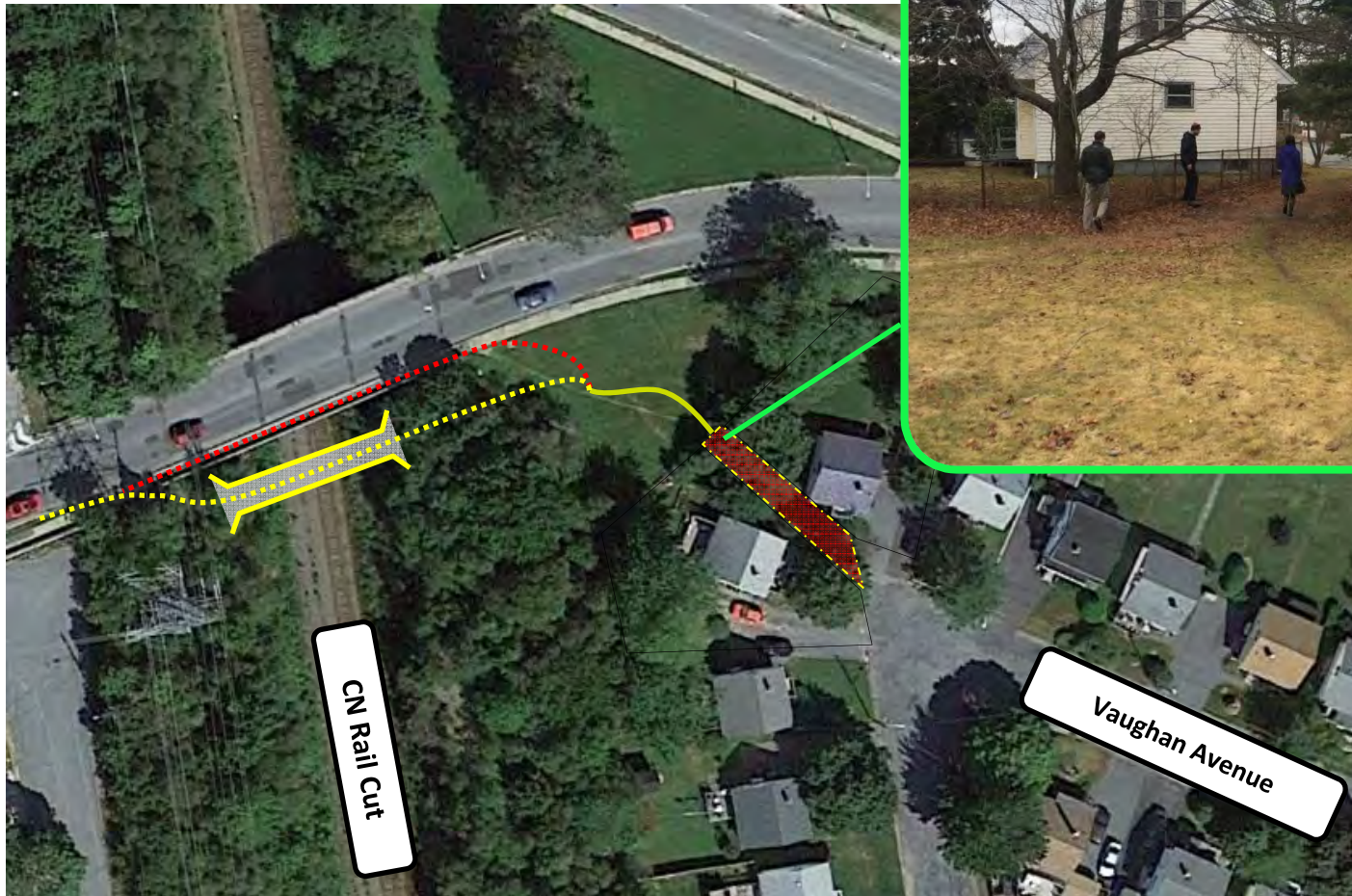
4A. Bayers Road



4B. Vaughan Avenue



4B. Vaughan Avenue



4B. Vaughan Avenue



Looking east on Vaughan Avenue

4B. Vaughan Avenue



Looking east on Vaughan Avenue at Romans Avenue

4B. Vaughan Avenue



Narrow sidewalk on Vaughan Avenue

4B. Vaughan Avenue

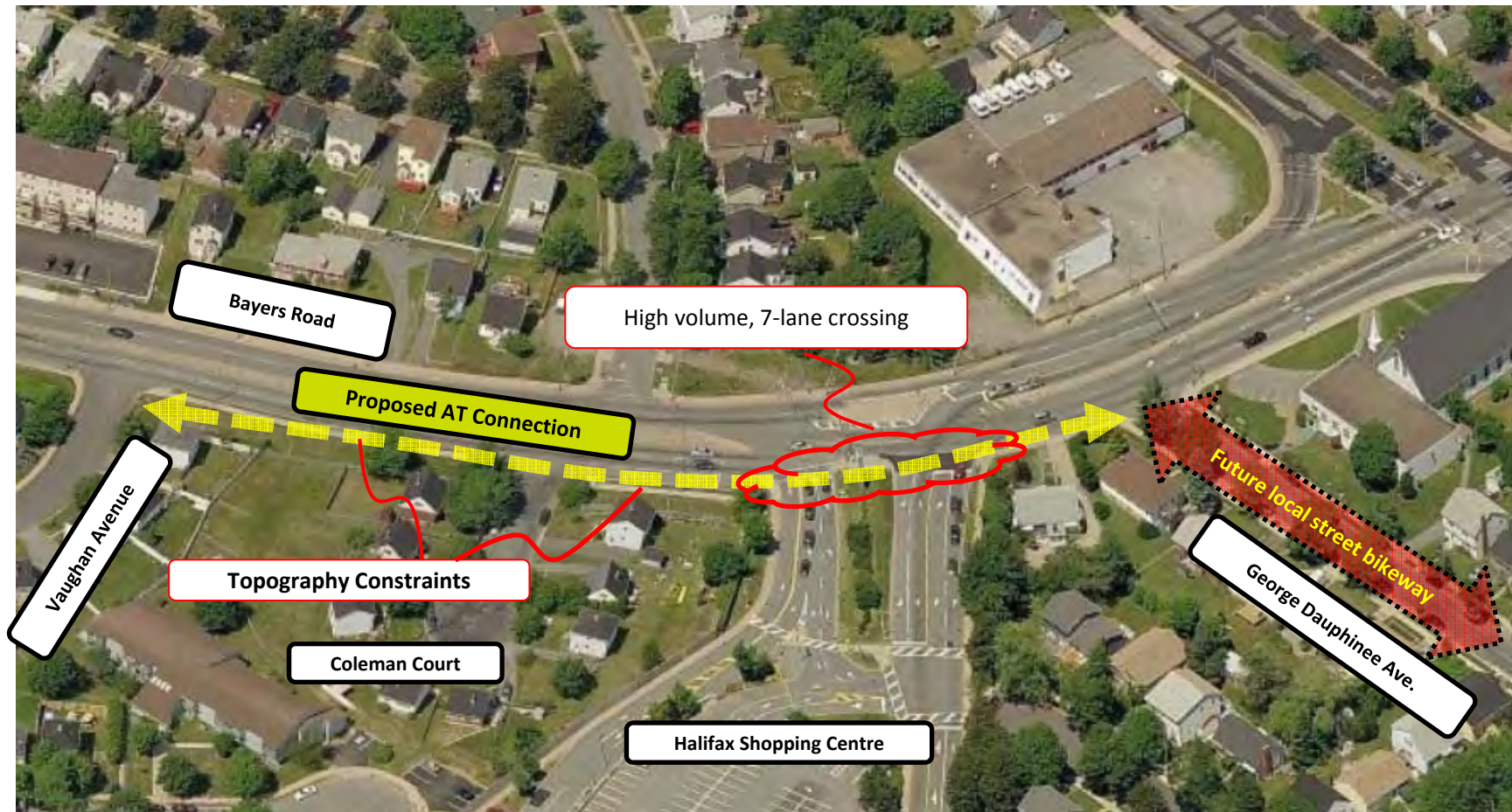
Local Street Bikeway Concept



5. Vaughan Avenue to George Dauphinee Avenue



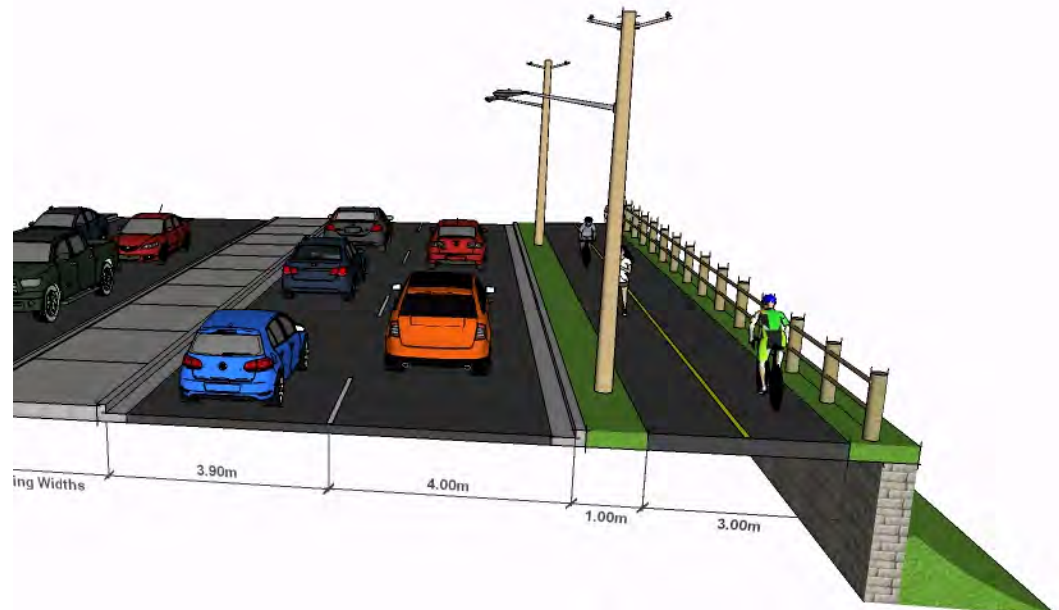
5. Vaughan Avenue to George Dauphinee Avenue



5. Vaughan Avenue to George Dauphinee Avenue



Greenway Concept



5. Vaughan Avenue to George Dauphinee Avenue

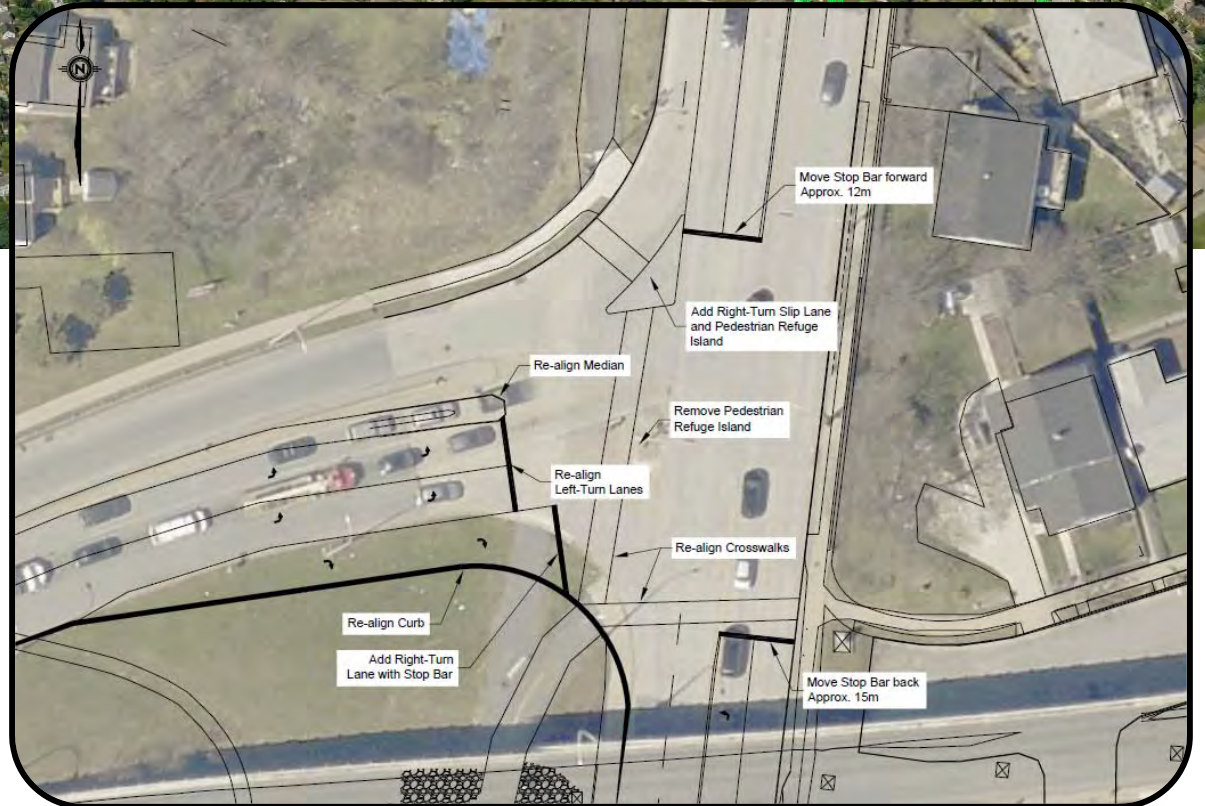


Recommendations

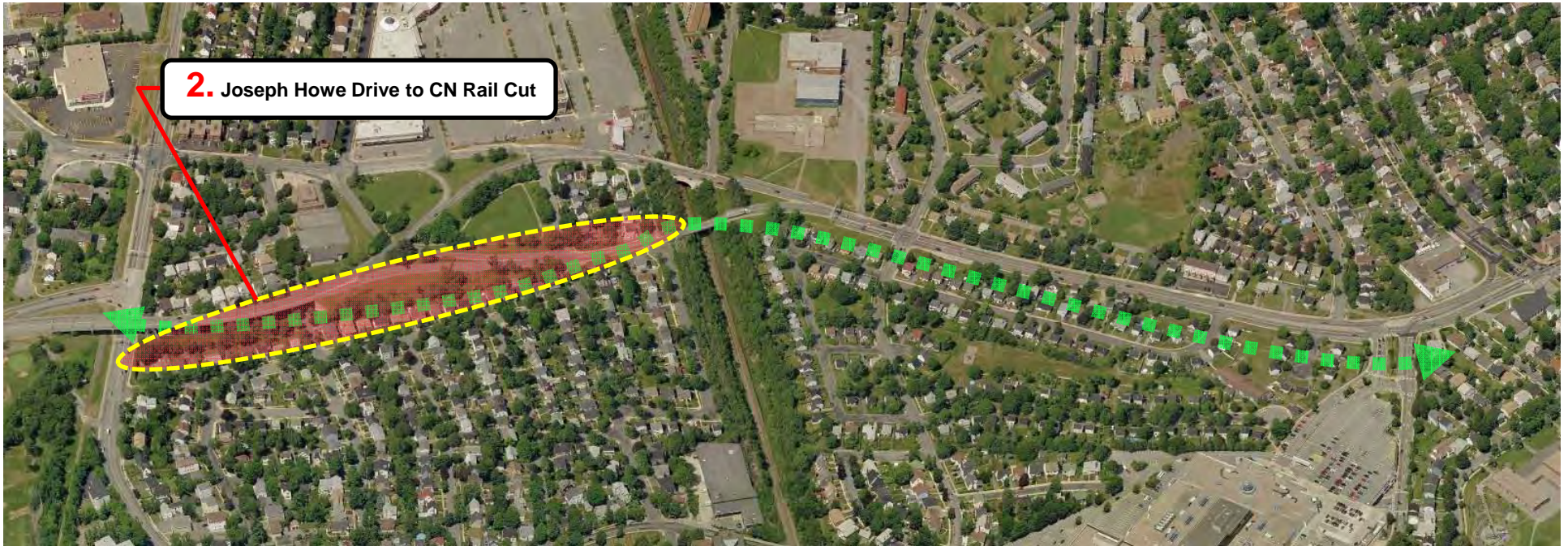


- Intersection modifications to improve crossing

➤ Estimated Cost = \$140,000

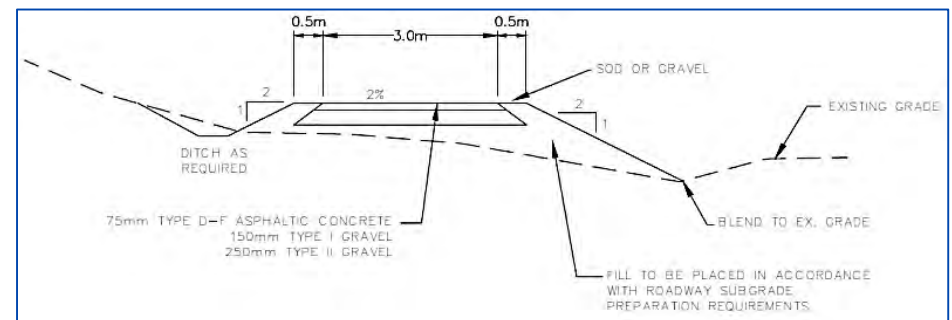


Recommendations

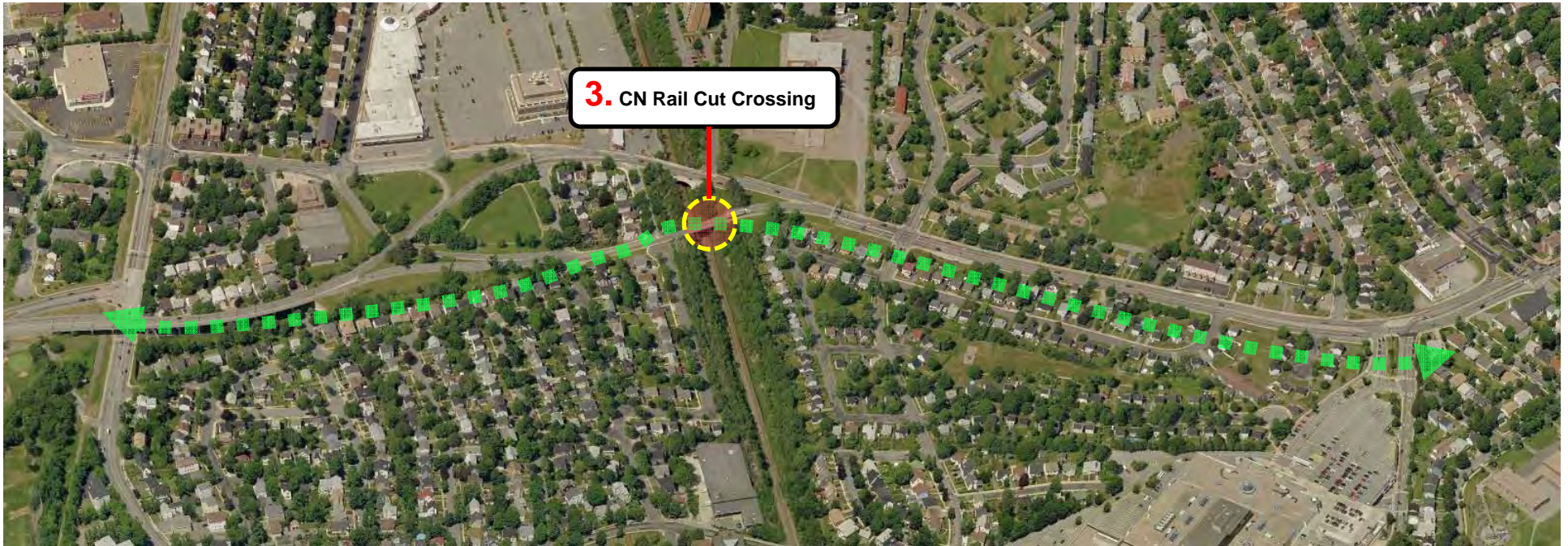


- Construct 3-4m multi-use greenway

➤ Estimated Cost = \$240,000

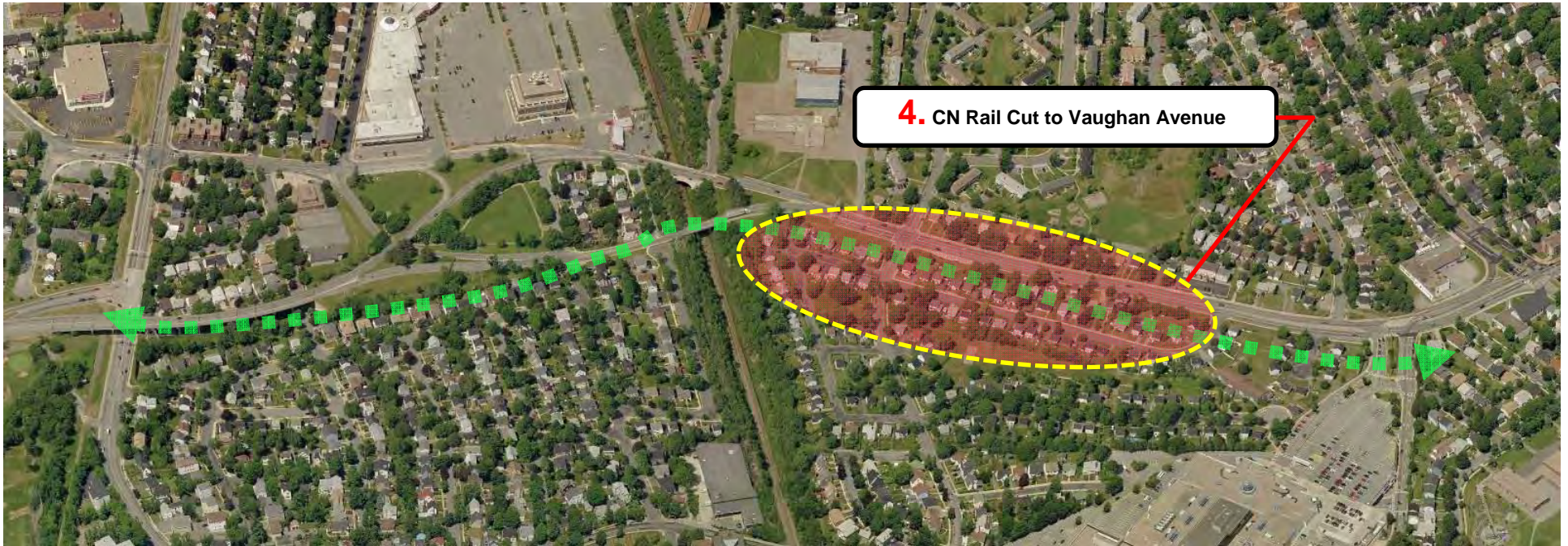


Recommendations



- Consult with NSTIR to determine if an agreement can be reached for use of existing bridge
 - Estimated Cost (bridge modifications) = \$110,000
- Plan for construction of a dedicated AT bridge (depending on Bayers Road plans)
 - Estimated Construction Cost = \$500,000

Recommendations



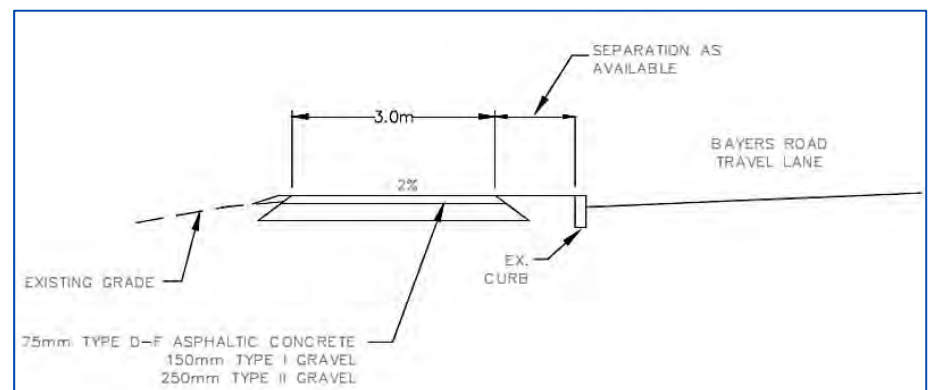
- Interim: Vaughan Avenue Local Street Bikeway
 - Estimated Cost = \$90,000
- Long-term: Construct 3m multi-use greenway

Recommendations



- Construct 3m multi-use greenway

➤ Estimated Cost = \$250,000



- Consider options to improve crossing for AT modes