

# RETROFIT URBAN ARTERIALS

## Case Studies of Main St. Dartmouth & Robie St. Halifax

### WHY LOOK AT ARTERIAL ROADS FOR CYCLING?

In order to develop a meaningful bicycle network that provides connections between communities, connections from home to work, and connections to shopping and recreational destinations, it is critical to examine higher classification roads such as arterials and major collectors.

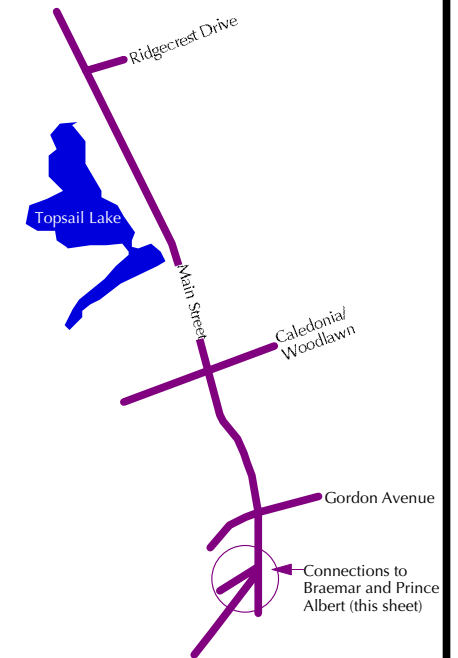
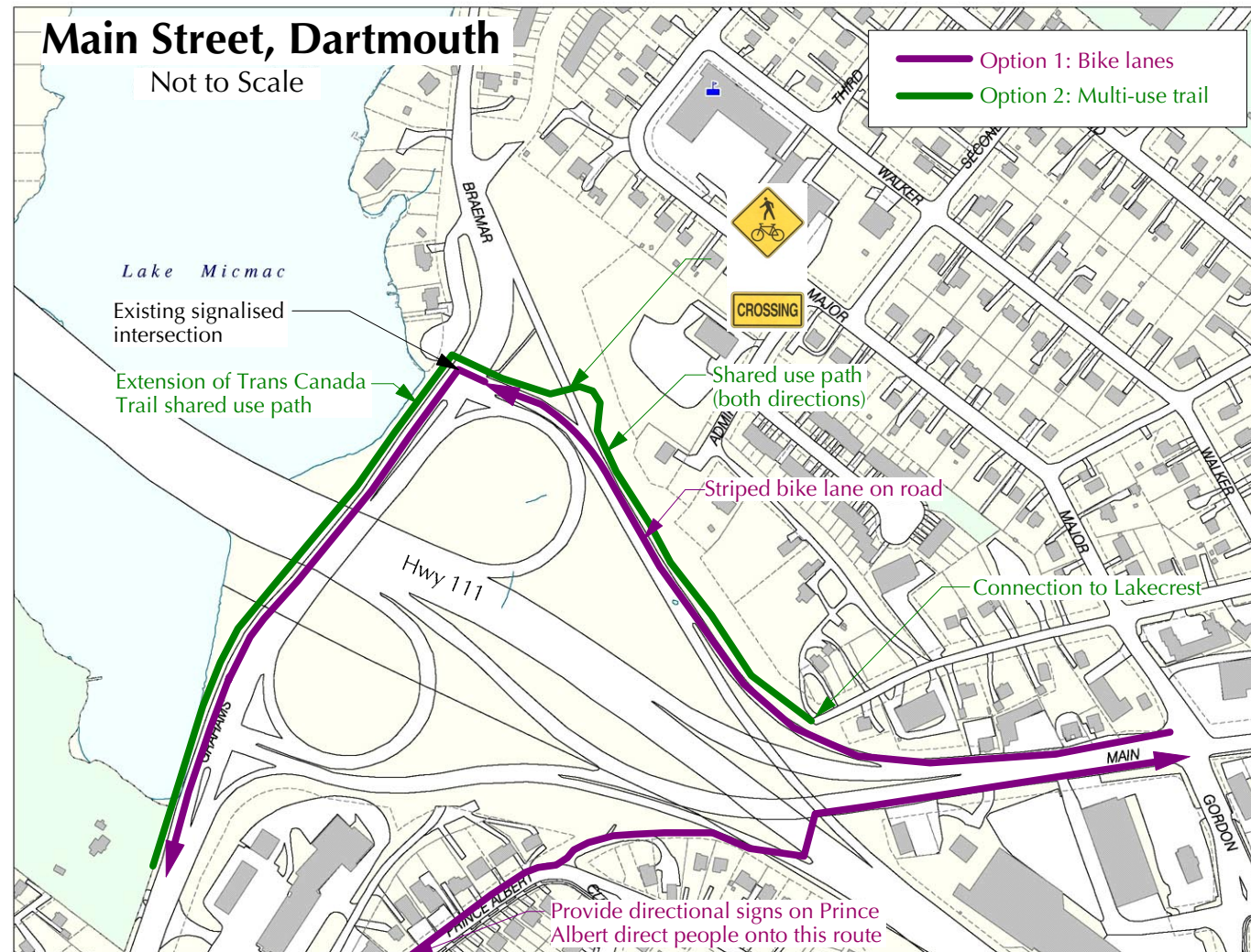
The Transportation Association of Canada (TAC) manual defines an arterial as a road carrying large volumes of all types of traffic moving at medium to high speeds. These roads serve the major traffic flows between the principle areas of traffic generation.

A bicycle transportation plan must include the use of these roads because the way we build our cities today means that local roads, although they may be quiet and comfortable to bicycle on, tend not to go anywhere - that is, they provide good bicycle connections within communities, but in order to travel between communities and neighbourhoods, one must almost always travel along at least a section of a higher classification road like an arterial.

Off-road bike or multi-use trails are also useful for bicycle transportation (especially for less experienced users) and should be developed where possible but in an already built-out city, land is often simply not available. Furthermore, from a transportation perspective, trails can be less than ideal facilities for utilitarian cycling. They are often not as direct as the road network, and can be slower where the cyclist must yield to pedestrians and other trail users.

The provision of bicycle facilities on existing or new arterial roads is therefore of utmost importance in the development of HRM as a bike-friendly city. The purpose of the next four pages is to examine two existing arterials in HRM, one in Halifax and one in Dartmouth, to see if there are any ways these particular roads can be improved for the needs of cycling.

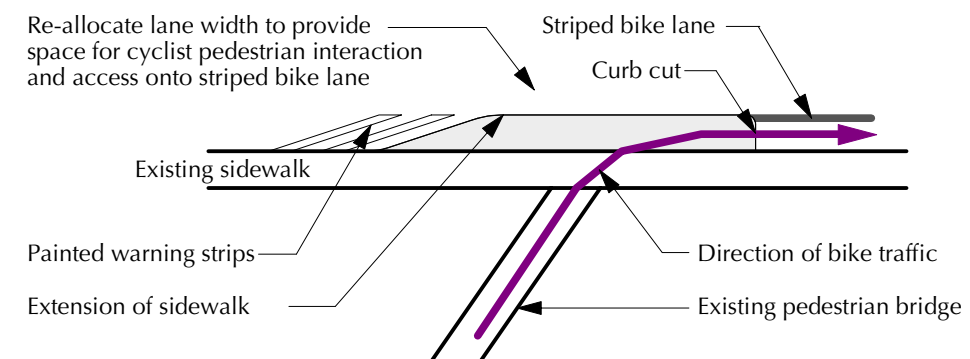
Consultation with the public at the outset of the bicycle plan study, helped researchers identify which streets to examine.



Key Map (not to scale)



While the bridge is ramped, it is very narrow and has a number of extremely tight curves. Therefore, it does not meet spec for a shared use path. However, it is the only existing pedestrian access from Prince Albert to Main St. It is recommended that the bridge be used for one way cycle traffic only and that if it is upgraded that it provide a 4.0m wide path.



Schematic Sketch of Potential Egress from Pedestrian Bridge

### MINI STUDY B: RETROFIT OF URBAN ARTERIALS: MAIN ST., DARTMOUTH

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