

The word "HALIFAX" in a bold, white, sans-serif font, positioned in the upper right corner of the slide. The background features a dark blue geometric shape in the top right and a lighter blue shape in the bottom right, meeting at a diagonal line.

# HALIFAX

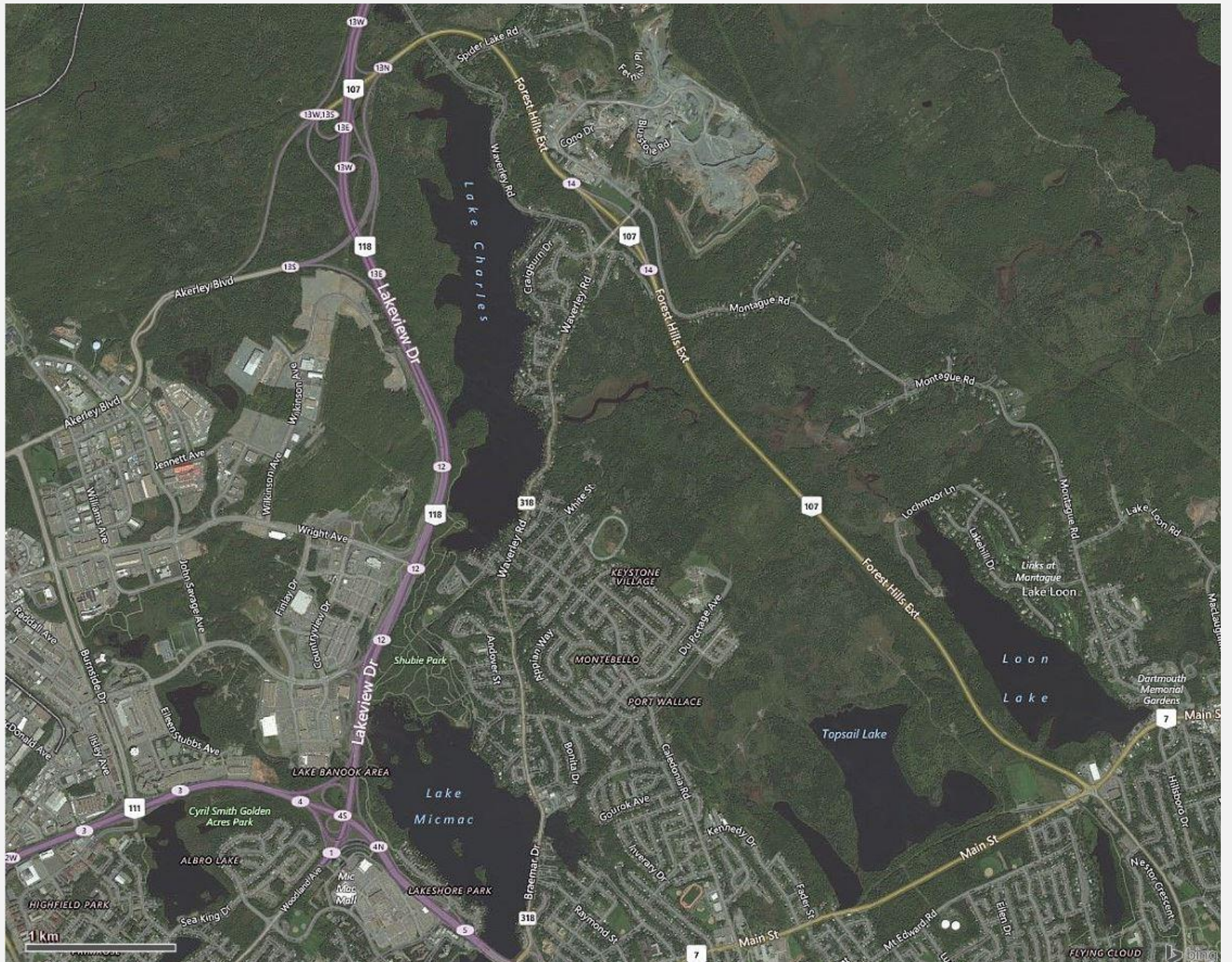
# Port Wallace Master Plan Area

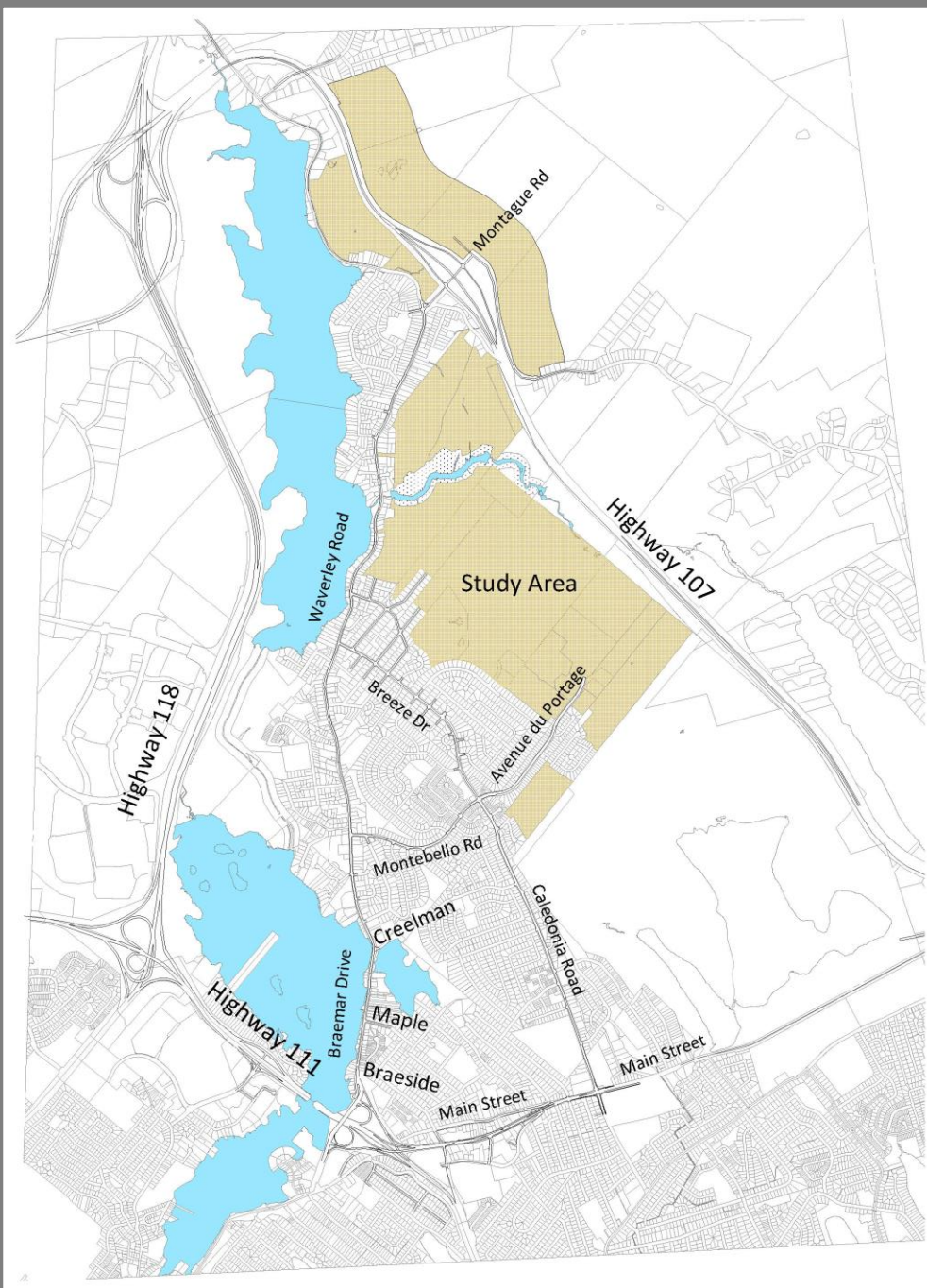
Pre-Design Transportation Baseline Study

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May 26, 2016

# Pre-Design Transportation Baseline Study

- Study Area
- Analysis
- Conclusions





# Road Network



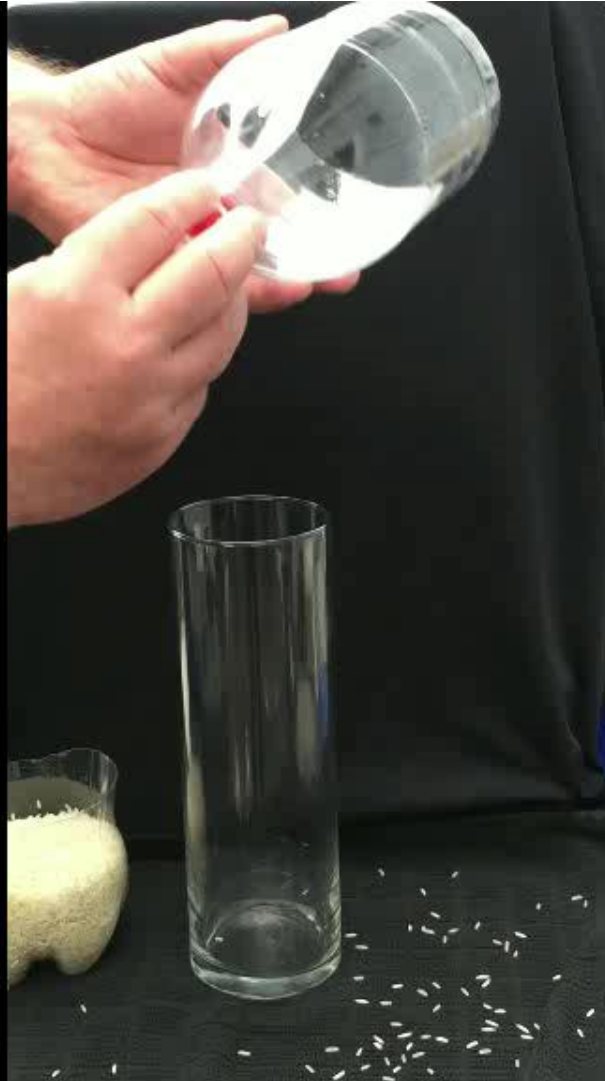
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# What is Capacity ?

- It is the maximum number of vehicles that can pass through an intersection in an hour
- It is a function of demand, roadway conditions, and driver behaviour
- Demand:     Vehicles Arriving
- Volume:     Vehicles Leaving



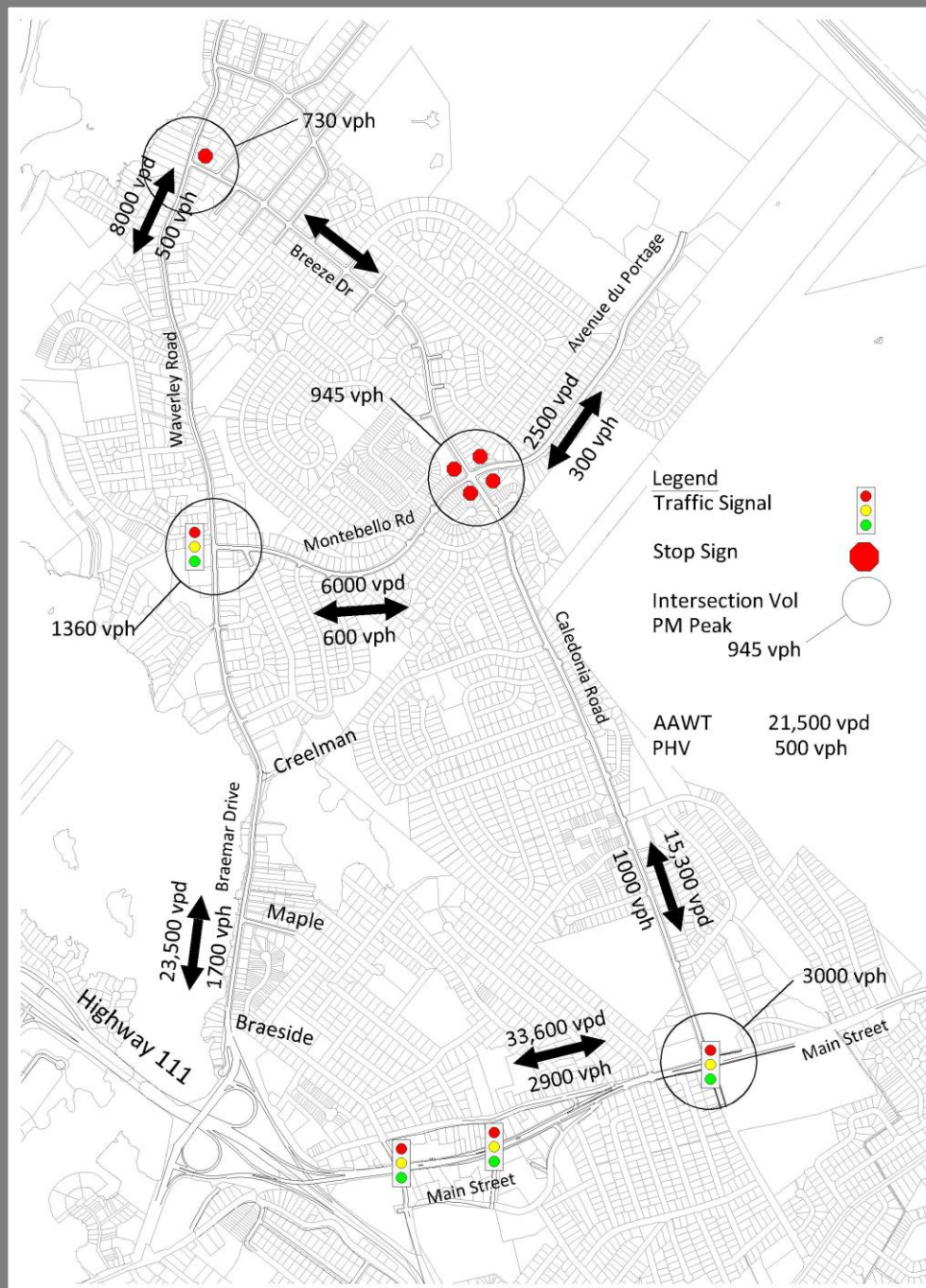
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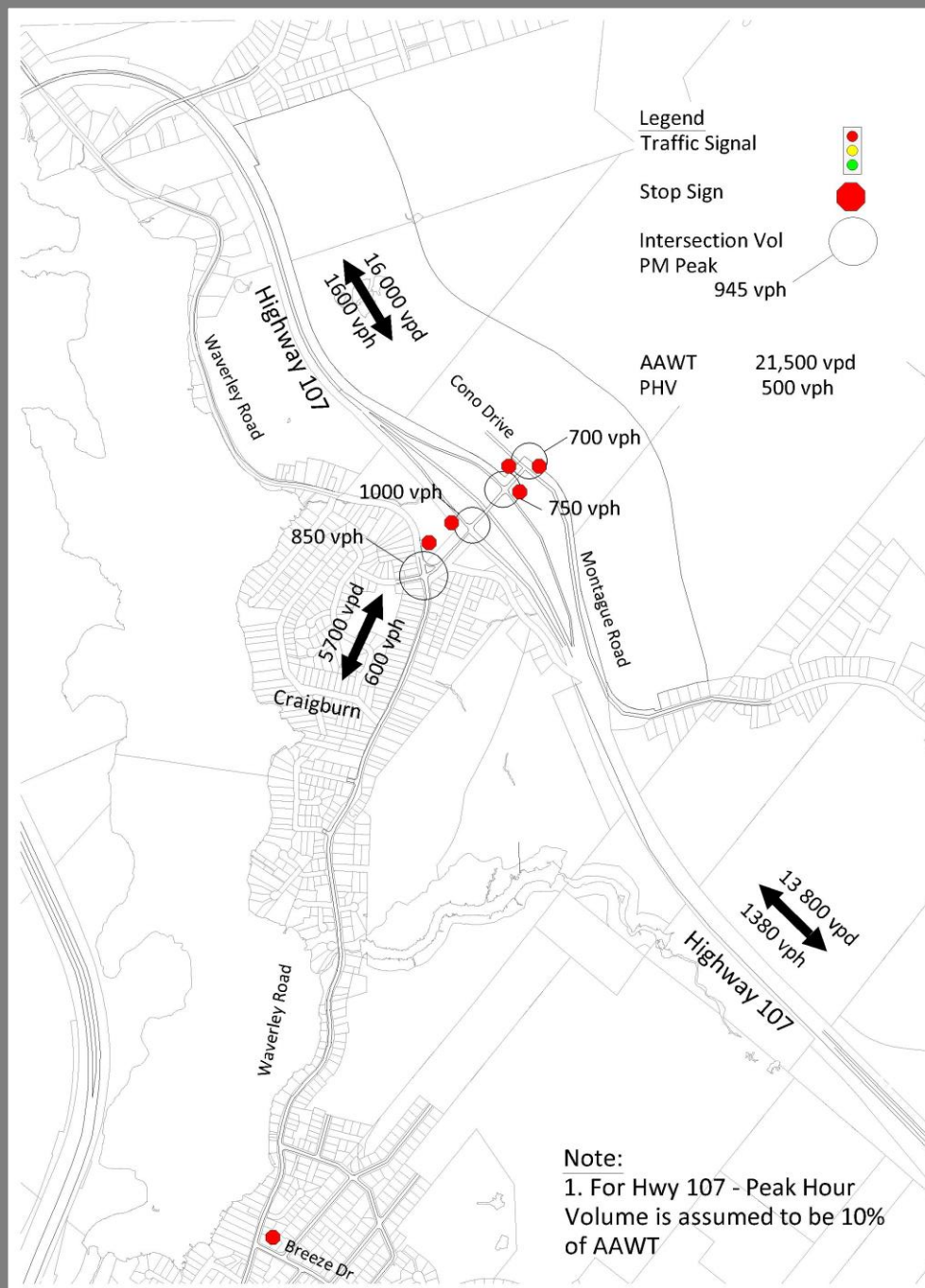


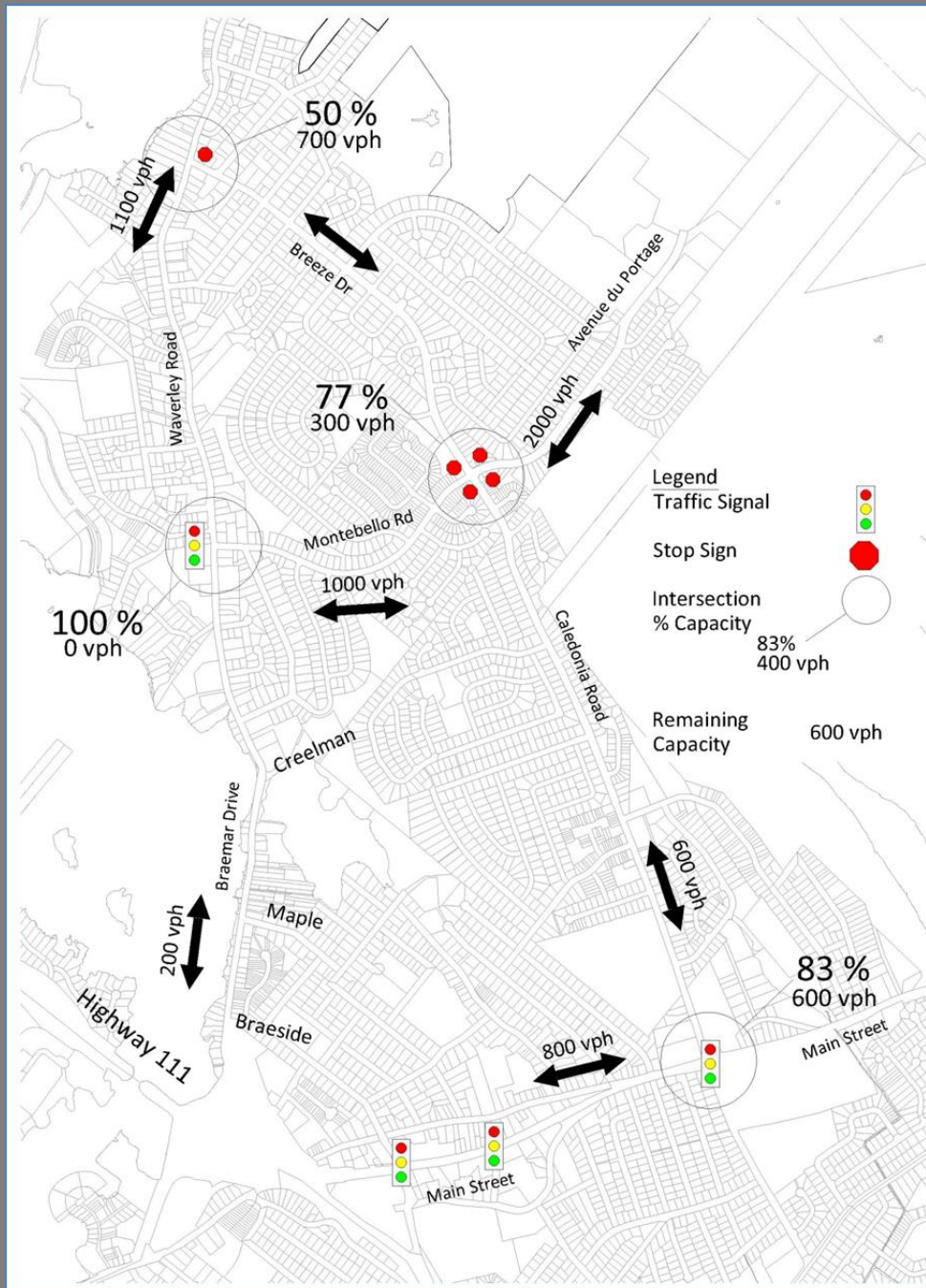
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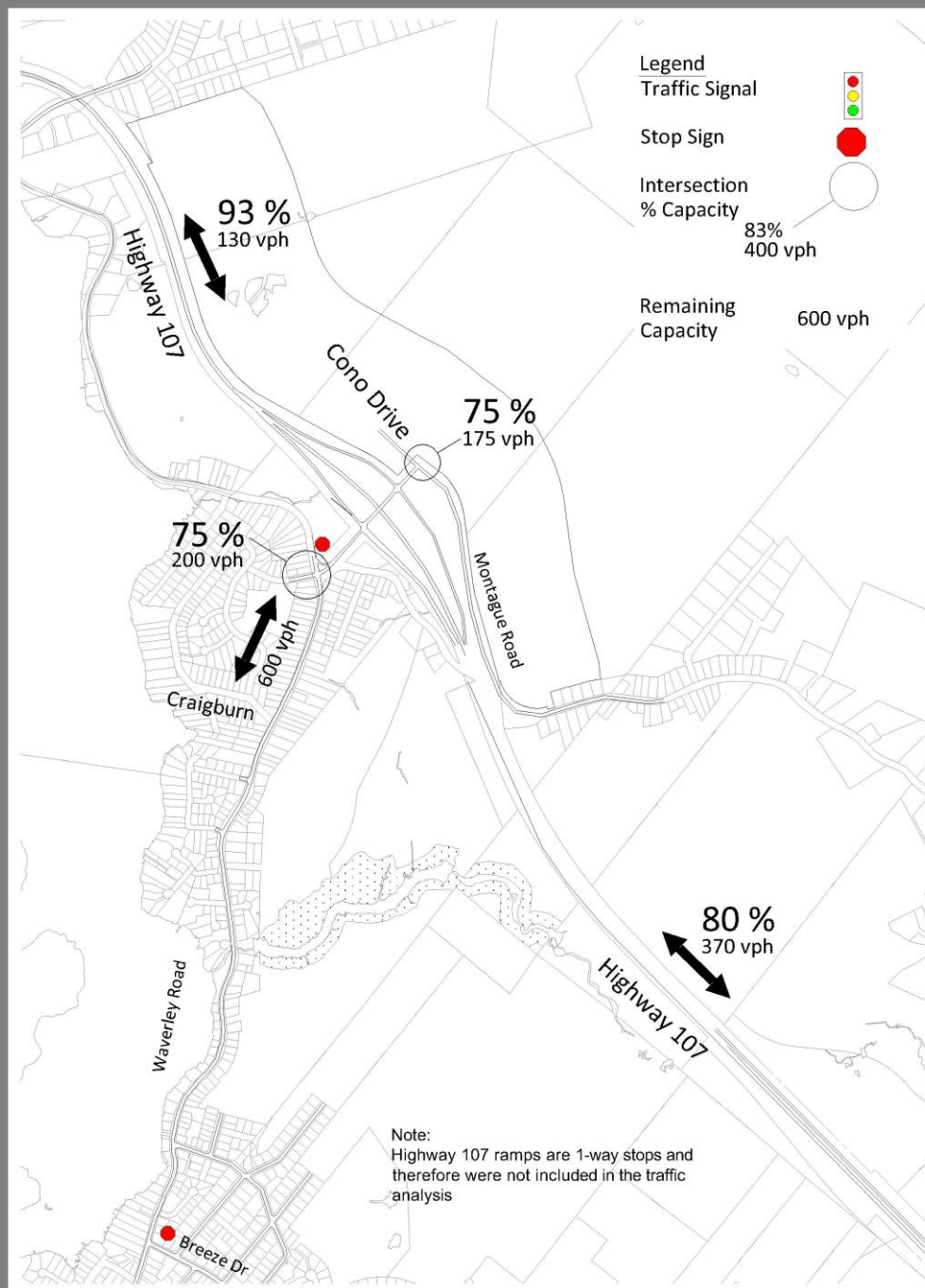


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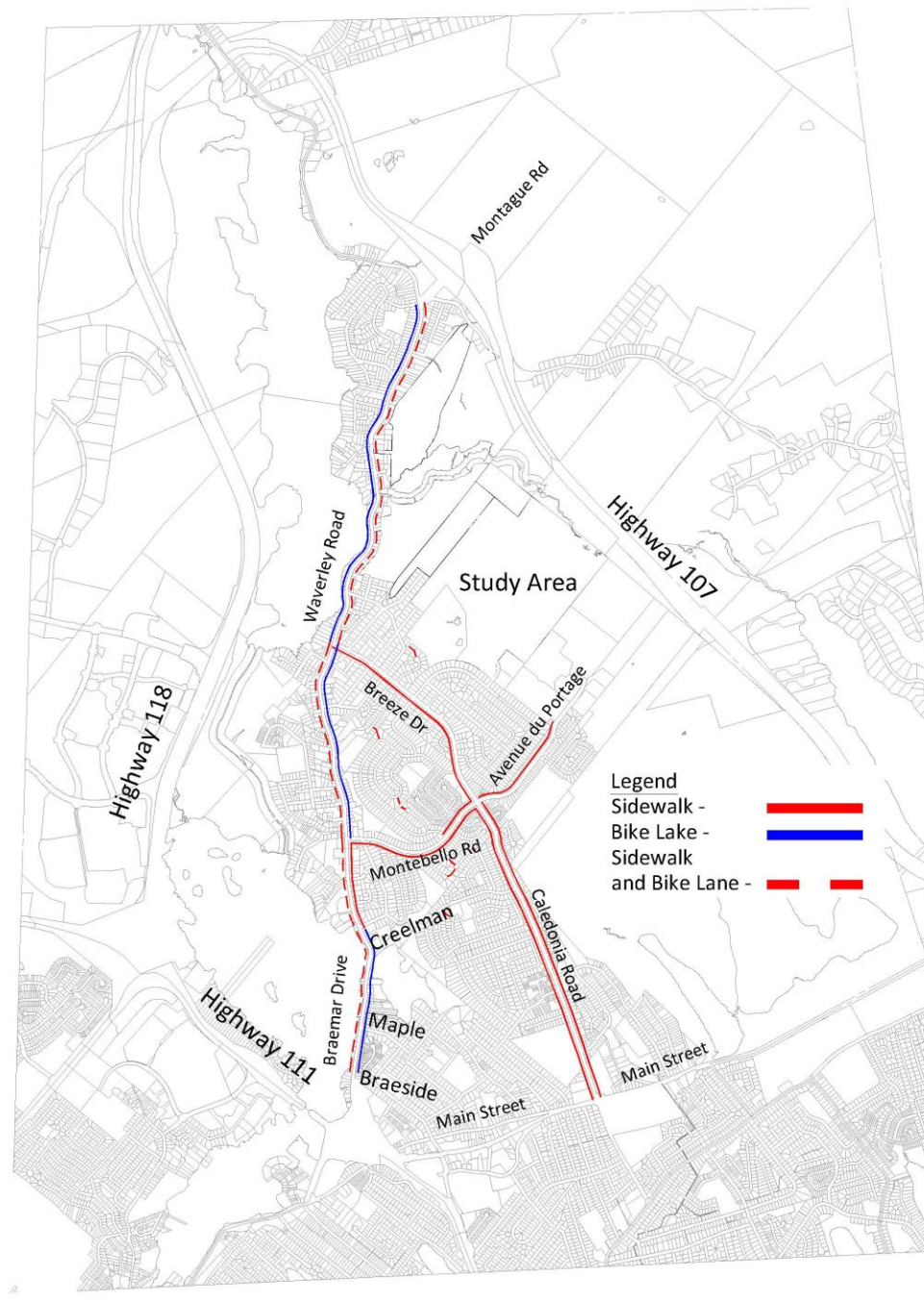




# Active Transportation



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# Active Transportation

- 79 km of streets
- Only 16% have sidewalks
- HRM standard (excluding cul-de-sacs) is 100%
- 2006 Walking and Cycling Share: 3.0% (1)
- 2011 Walking and Cycling Share: 2.6% (1)
- WALKSCORE: 22

(1) Source: Statistics Canada JTW and NHS Data

# What is Walkscore ?

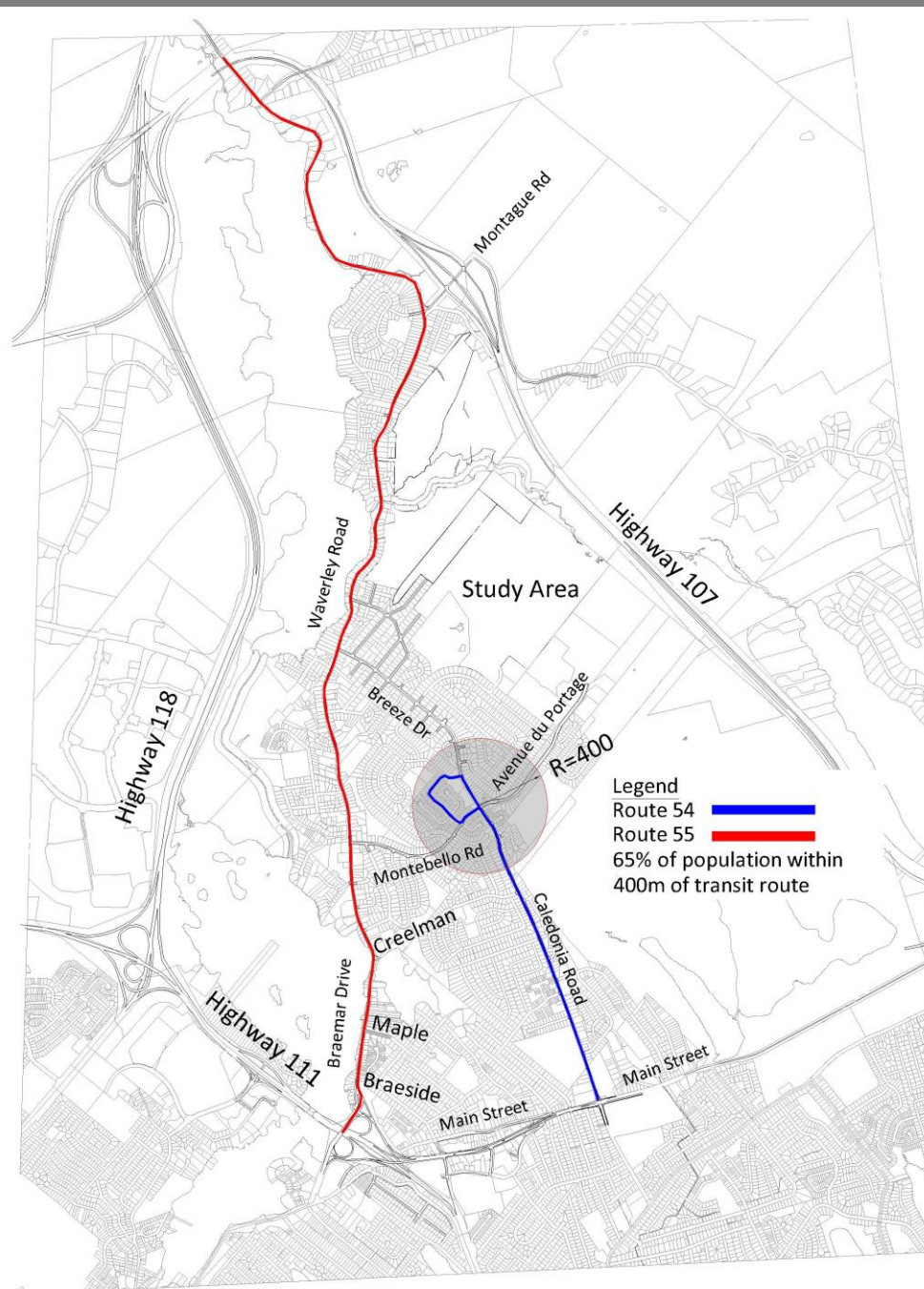
- Walk Score is the world's leading measure of neighborhood walkability
- New York City: 100
- Quinpool Road: 75
- Factors include topography, lack of facilities and destinations, and street layout

## **WALKSCORE RATINGS**

90-100	Walkers Paradise
70-89	Very Walkable
50-69	Somewhat Walkable
25-49	Most errands require a car
<25	Almost all errands require a car

# Transit Network

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# Transit

- Two transit routes
  - Route 54: 865 passengers per day (1)
  - Route 55: 541 passengers per day (1)
- Issues:
  - Service Frequency
  - Accessibility: 65% within 400 metres of a bus stop
  - Transfers
  - Access and Wait Times
  - Population Density

(1) Source: 2013 Halifax Transit Estimates

# Why is population density important?

- 2011 Population Density: 4.7 persons per acre
- 2011 Modal Split: 7.5%
- Clayton Park: 18 persons per acre
- Modal Split: 23%

# Conclusions

1. Southern section of Braemar Drive is near capacity
2. Northern section of Forest Hills extension is near capacity
3. Other streets appear to have spare capacity
4. There limited opportunities to improve the active transportation links
5. The transit system is underutilized



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