



Active Transportation Needs In the Village on Main

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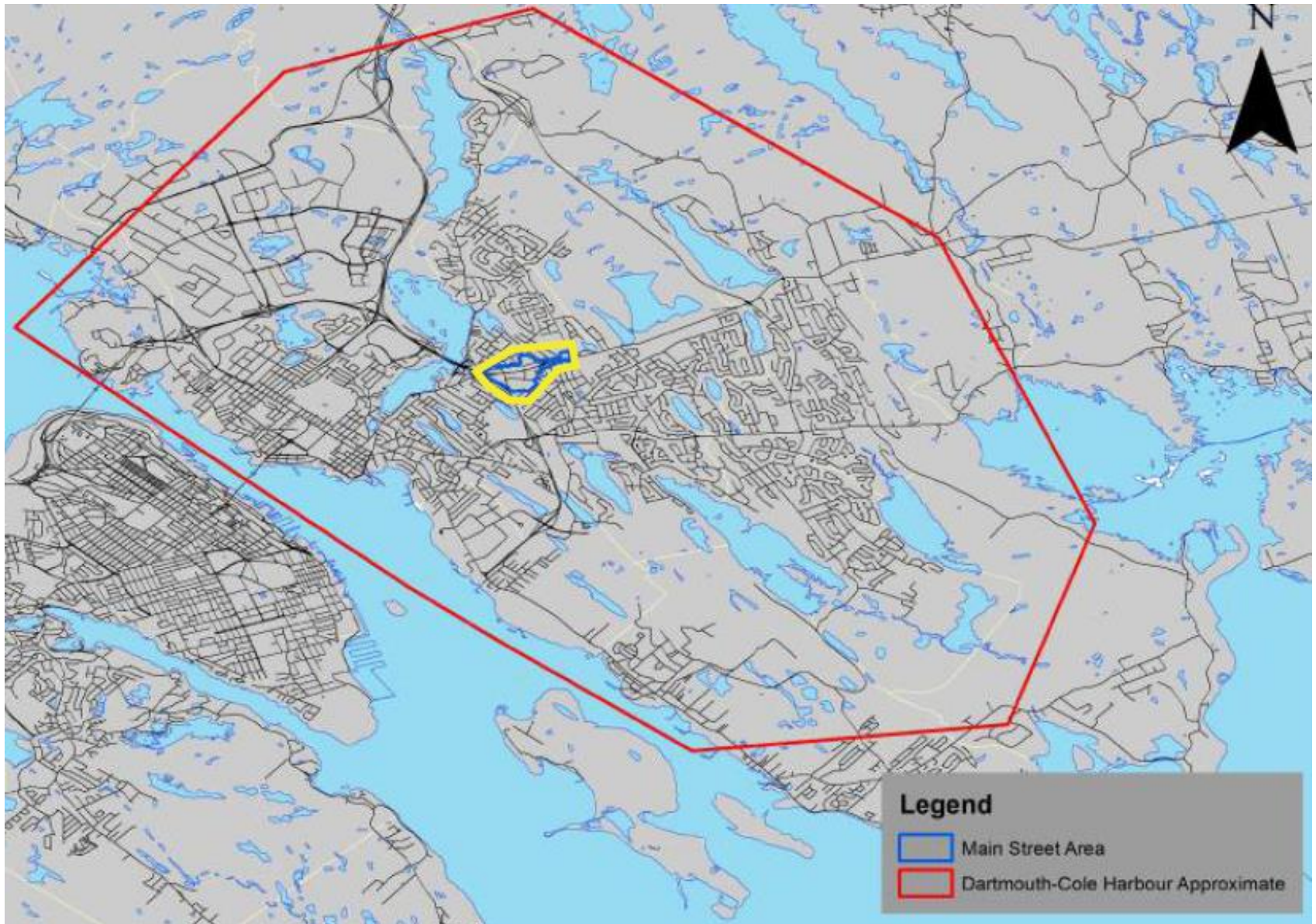
2. Walking

3. Biking

The Area and its development



Introduction to the Area



Make up of BID:

- 1 kilometer radius
- 167 businesses (restaurants, retail, beauty financial, real estate, home and specialty services)
- 45 health and wellness facilities
- 6 churches
- Schools: elementary, junior high, high school, college

Main Street Dartmouth BID



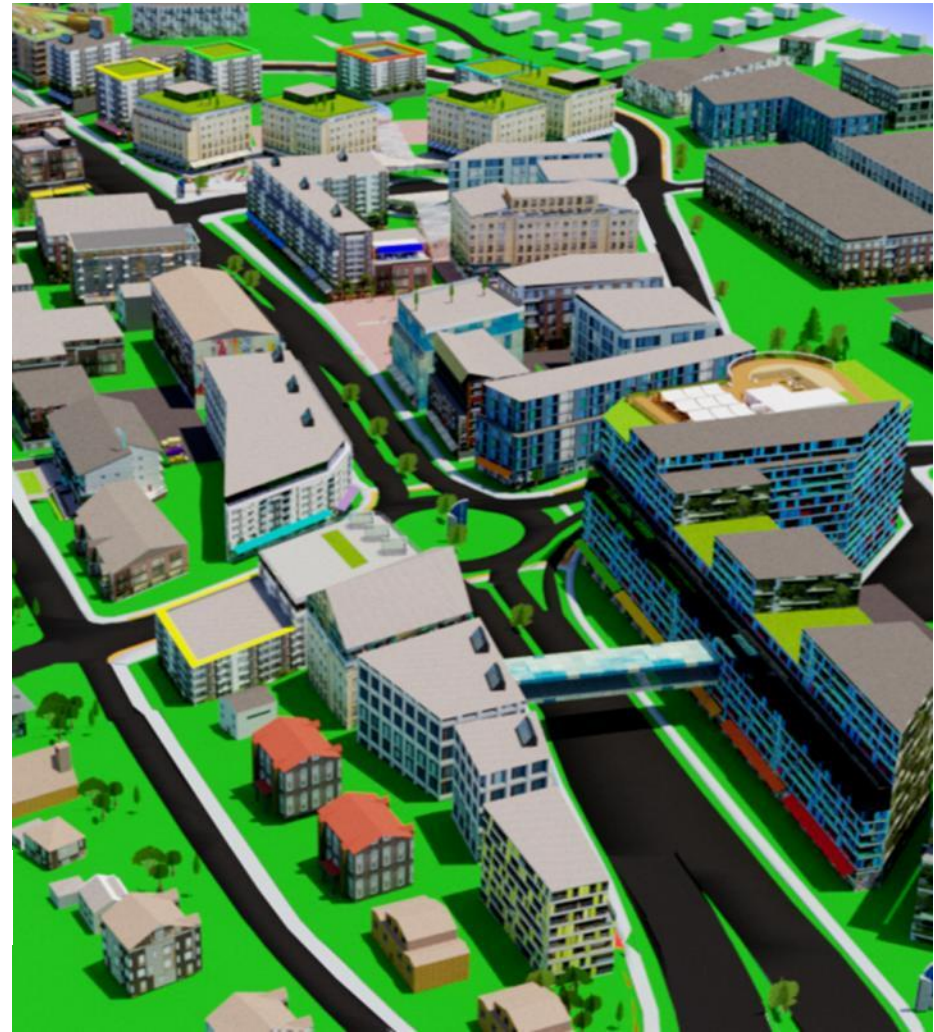
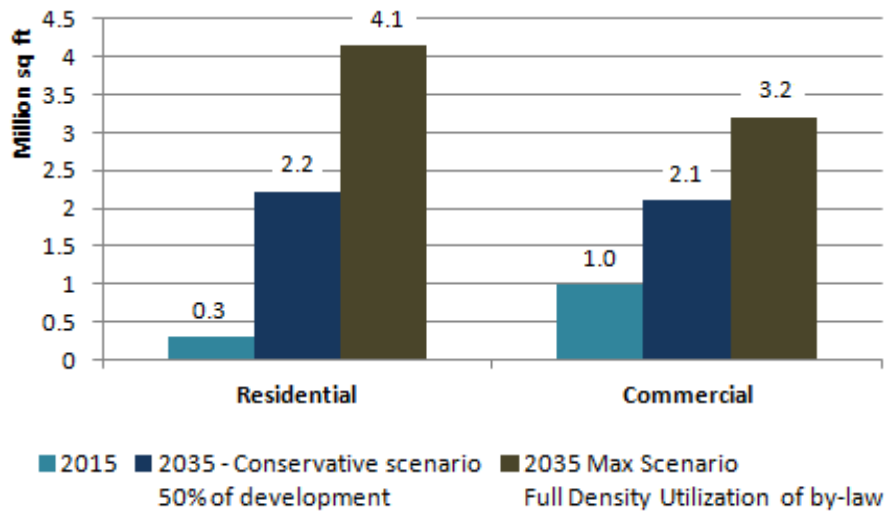
Parking Lot into Paradise



Development approved by city

+ 6 million sq ft
(3x Cogswell)

+ 7500 residents



The Dartmouth Municipal Planning Strategy states that the Main Street Area should be designed to "...invite residents to walk or bicycle to obtain their daily needs..." (*Dartmouth MPS, p. 92*).

Required Improvements for pedestrians



Hartlen St Extension

MAIN STREET AREA
1 CM = 80 FEET (LEGO SCALE)



Gap Between Crosswalks

Ruler

Line Path Pro

Measure the distance between multiple points on the ground

Length: 421.76 Meters

Mouse Navigation

Save Clear



Source: GENIVAR, 2009










Required Improvements for Bicyclists



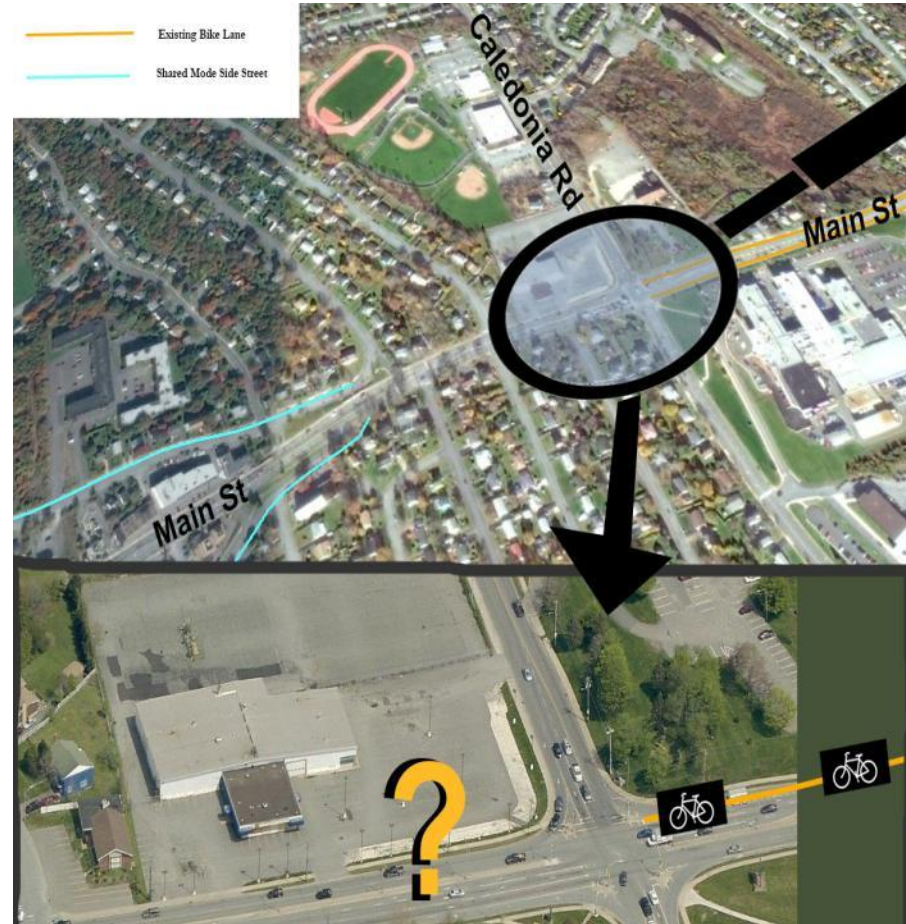
AT Plan for the Area



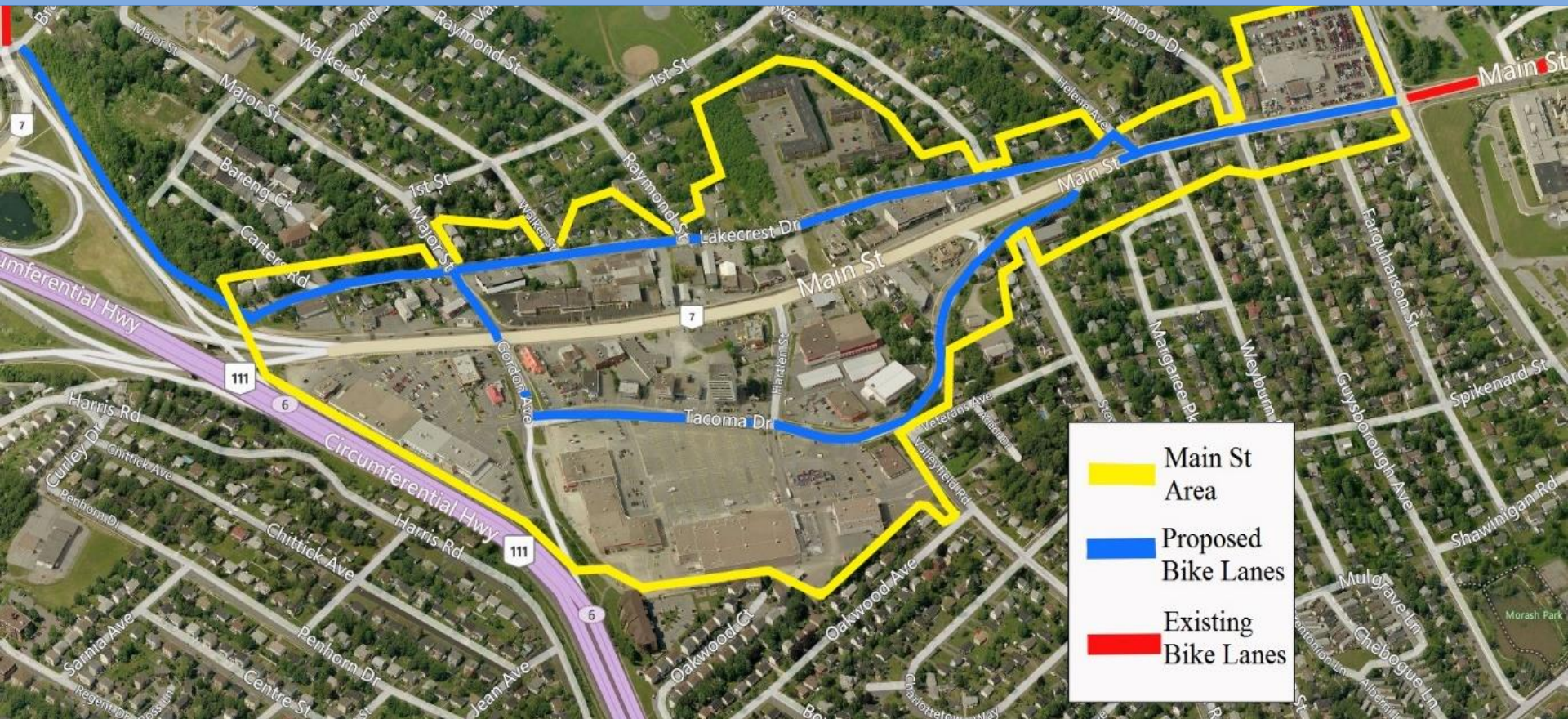
-  Active Transportation Greenway
-  Proposed Greenway
-  Envisioned Greenway
-  Other HRM Trails
-  Cul de Sac Connector
-  Existing Bike Lane / Paved Shoulder
-  Proposed Bike Lane / Paved Shoulder
-  Proposed Local Street Bikeway
-  Signed Only Bike Route
-  Bikeway Desired (Type TBD)
-  Trans-Canada Trail Route
-  Existing AT Bridge / Tunnel

HRM Active Transportation Priorities Plan, 2014

Bike Lane Gap Closure



Bike Lane Gap Closure



Bike Lane Gap Closure



10.2.1 Summary of Proposed Projects to Support Bicycling

Description	Details and Targets	Estimated Total Five Year Budget ²⁹
Lakecrest Connection, Dartmouth	greenway along Lake Banook Lakecrest Drive (Dartmouth) is evaluated for bike lanes or a local street bikeway and a design is completed to make the connection between it and the Waverley Road bike lanes.	\$20,000 (design only)
Continue to coordinate implementation on other road	Cost savings can be attained when paved shoulders or restriping are carried out in conjunction with other	From existing Streets and Roads

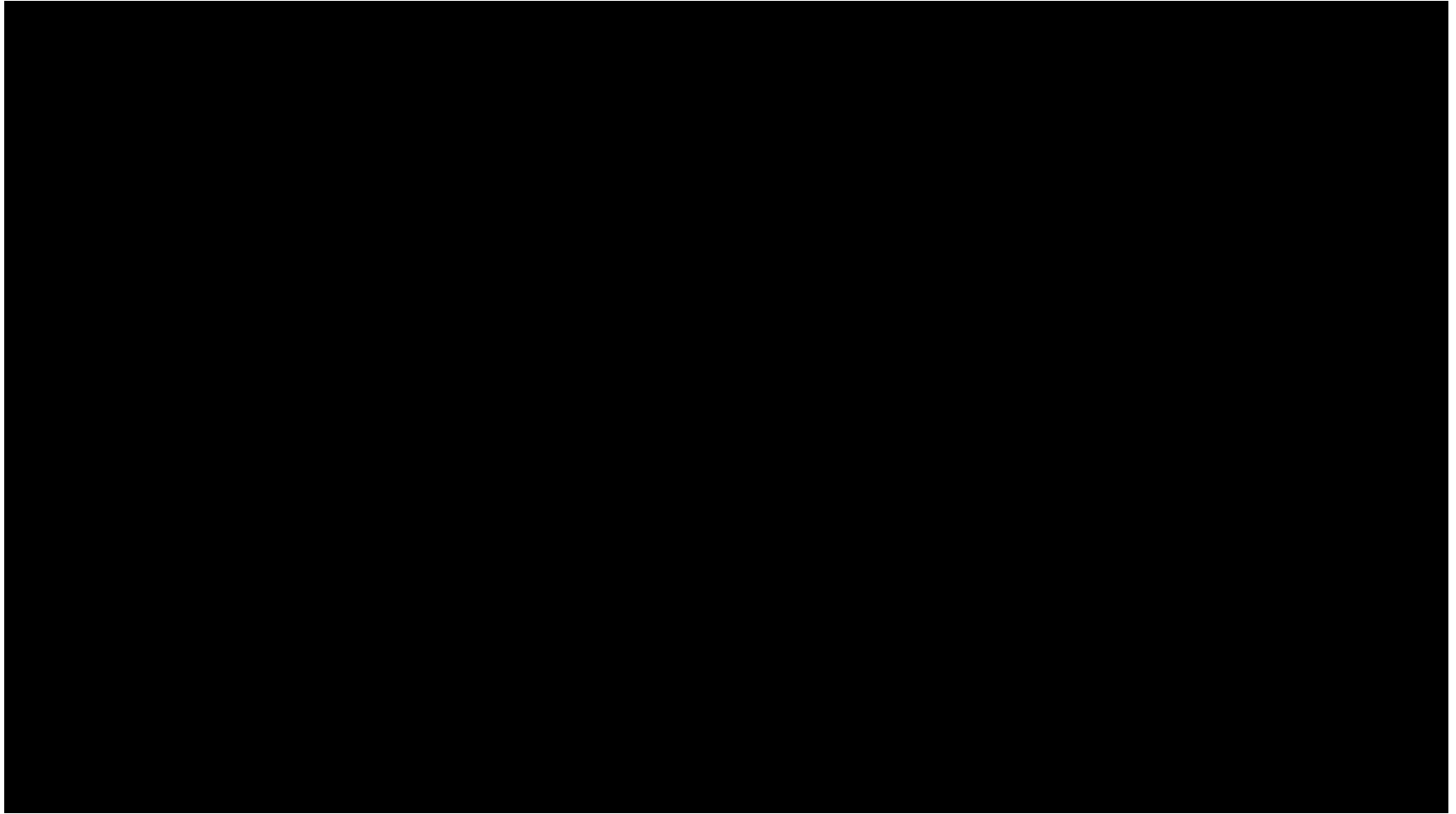
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Lakecrest Bike Ramp



Lakecrest Bike Ramp



Thank You!

