



**Figure 3-9: Superstore Rail Cut Crossing Options**

### 3.5 SELECTED OPTIONS

As recommended by HRM, the options that included the Armdale Roundabout were eliminated due to the extremely high traffic volumes present and many of the perceived challenges that the Roundabout presents to cyclists and pedestrians. Given the presence of other alternatives, the Roundabout options were not pursued further. Similarly, options that used Crown Drive were eliminated due to the traffic and narrow cross section that were present.

During a site visit conducted on August 4, 2011, HRM approved SNC-Lavalin Inc. to proceed with the functional design and preliminary costing portion of the project based on the connections at Keating Drive and through the Mount Olivet Cemetery.

In addition, two other connections were identified based on the extension of the HUGA trail towards the Fairview overpass. These options were identified through site investigations and through suggestion by HRM on other opportunities to connect the COLTA and HUGA corridors. The two additional connections include a corridor adjacent to Highway 102 and Bayers Road, and a connection along Scot Street. All four options are shown in Figure 3-10 and described in the subsequent sections.



Figure 3-10: COLTA / HUGA Connections

### *3.5.1 Keating Road*

The original option for this connection included a connection between the COLTA trail and Keating Road, extension along Keating Drive, connection to Crown Drive and Bay Road, and ultimately extending to the Chebucto Road trail connection via the Armdale Roundabout.

As the route is clearly used today for AT purposes, and given that there is reluctance to formalize Crown Drive, Bay Road or the Armdale Roundabout as active transportation routes, HRM has suggested that this option should simply include reconstructing an appropriate connection between the COLTA trail and Keating Road cul-de-sac (as shown in Appendix B), and further accommodation of AT uses would continue on the existing road and sidewalk infrastructure. In this situation, consideration may also be given to signing the route as an Active Transportation route.

### *3.5.2 Springvale Road / Mount Olivet Cemetery*

This option includes a connection from the COLTA trail at Springvale Road, along Springvale Road, across the Joseph Howe Drive intersection to Murdoch Avenue, through the Mount Olivet Cemetery, across the residential properties and joining to the HUGA trail adjacent to the CN Rail Alignment near the West End Mall. This option is addressed in greater detail under the functional design section of this report.

### *3.5.3 Highway 102 / Bayers Road Corridor*

This option was identified by HRM during an August site visit as a potential additional connection between the COLTA and HUGA trails. While it is considered outside the scope of this study to address in detail a brief description is provided below.

This connection option begins at the HUGA trail in the CN rail cut to the south of Bicentennial Drive / Bayers Road and just east of Pennington Street. The route extends through the existing green space between Bicentennial Drive and Abbott Drive, underneath the exiting overpass structure and connection to Joseph Howe Drive just north of the Bicentennial Highway. Connection to the COLTA trail would require users to cross Joseph Howe Drive at the existing signalized intersection at Joseph Howe Drive and the Highway 102 on / off ramps.

### *3.5.4 Scot Street / Superstore Mall*

This option was previously considered as part of the connection to the Seaview Park area, though with the extension of the HUGA trail along the CN rail cut, it is now identified as the fourth connection between the COLTA and HUGA trails. These four connections as described above create a number of excellent opportunities for recreational AT “loops” between the two primary trails.

The Scot Street connection extends from the existing COLTA trail on Joseph Howe Drive, along Scot Street to the rear parking lot of the Bayers Road Shopping Centre, and through the parking lot to the rail cut and HUGA trail extension on the east side of the Mall. This route requires the crossing of the CN rail cut to extend the route towards Seaview Park, and is discussed in greater detail in subsequent sections of the report.