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Item No. 5.1
Harbour East - Marine Drive Community Council
July 3, 2025

TO: Chair and Members of Harbour East - Marine Drive Community Council

FROM: Brad Anguish, Commissioner of Operations

DATE: April 2, 2025

SUBJECT: Recommendation Report Local Street Bikeway Dartmouth

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ORIGIN

Action #72 of Halifax's Integrated Mobility Plan (IMP): Deliver the Regional Centre All Ages and Abilities bicycle network by 2022.

Recommendation #20 of the Halifax Active Transportation (AT) Priorities Plan 2014-2019: To achieve the goal of doubling AT mode share, the Municipality needs to focus AT plan implementation for cycling on the types of infrastructure preferred by new bicyclists.

Recommendation #23 of the Halifax Active Transportation Priorities Plan 2014-2019 states that when making decisions about potential trade-offs needed to establish bicycle lanes in the Regional Centre, there should be:

1. More detailed review of each corridor under criteria listed in Appendix E of the plan.
2. Public engagement; and
3. Regional Council approval.

EXECUTIVE SUMMARY

This report outlines recommended "All Ages and Abilities" bicycling routes in Dartmouth connecting several key locations, including the Bridge Terminal, Dartmouth High School, and the Dartmouth Common. They would also connect with Dartmouth North End bikeways, the Wyse Road protected bikeway, and the Dahlia local street bikeway. These routes are part of the Regional Centre All Ages and Abilities (AAA) Bicycle Network proposed in the Integrated Mobility Plan. If implemented, the routes would provide a safer and more comfortable bikeway network in Dartmouth.

The project goal is to arrive at 30% designs for bicycling facilities by developing and assessing various concepts. The recommended approaches are based on public feedback and internal HRM reviews. The proposed implementation approach will be iterative. Initially, many elements would be added using temporary materials, which would be made permanent in a future, more comprehensive street rehabilitation. It is recommended that one traffic diversion measure at Slayter Street and Frances Street

RECOMMENDATION ON PAGE 2

be implemented initially, and if monitoring determines additional traffic diversion is required, diversion measures at two other locations would be added. Shorter AAA bikeway connections on Nantucket Avenue and Albro Lake Road would be built permanently. Upgrades to Dartmouth Common facilities would also be permanent. Other enhancements would include curb extensions, pedestrian/bicycle signals, pavement markings, and crosswalks.

The project also considered bikeway connections from Thistle Street to Ochterloney Street and the Sawmill Creek Greenway, but the options considered did not meet AAA bikeway criteria (particularly about grades favourable to cycling). Therefore, an indirect connection via Dartmouth Common is proposed until a future planning project considers broader changes to the transportation network, as recommended in this report

RECOMMENDATION

It is recommended that Harbour East- Marine Drive Community Council recommend that Regional Council:

1. Approve the installation of approximately 2.5 km of bicycle facilities in Dartmouth along Slayter Street, from Albro Lake Road to Thistle Street, with a north connection along Albro Lake Road to Victoria Road, a west connection on Gladstone to Nantucket Avenue, and a south connection from Nantucket Avenue, through the Dartmouth Common to Dahlia Street as described in the Discussion section of this report.

2. Direct staff to initiate a planning project to further explore a south connection between Thistle and Ochterloney Streets and Sawmill Creek Greenway as described in the Discussion section of this report.

BACKGROUND

Local Street Bikeways are designated streets with low motorized traffic volumes and speeds, optimized for bicycle travel. They aim to create a comfortable environment for cyclists of all ages and abilities to share the road with motor vehicles in a shared lane, without the need for painted lanes or separation. Special treatments at intersections, such as separation, painted lanes, or signal priority measures, may be required to assist cyclists in crossing major streets. These bikeways help establish critical connections in the bicycle network and create convenient cycling routes in the Regional Centre.

This project focuses on Slayter Street and connections to adjacent bicycling facilities. Slayter Street is a local, residential street that spans 1.3 km between Albro Lake Road and Thistle Street as highlighted in Figure 1. The proposed facilities would also connect to a planned route on Victoria Road and the existing Dahlia Street local street bikeway and Wyse Road protected bicycle lanes. Slayter Street and the proposed connections to it would link important destinations, including the Halifax Transit Bridge Terminal, Dartmouth Common, Dartmouth High School and Halifax via the Macdonald Bridge bikeway.

Policy Rationale

The project supports the following HRM policies:

- Integrated Mobility Plan (IMP)
- Regional Municipal Planning Strategy
- Making Connections: 2014-19 Halifax Active Transportation Priorities Plan
- HRM's Strategic Road Safety Framework
- HalifACT
- Administrative Order 2016-002-OP, Respecting the Implementation of Local Street Bikeways

Context and Baseline Conditions

The proposed Slayter Street local street bikeway and the North, West and South Connections, as shown in Figure 1, would form an east-west bicycle route in Dartmouth that would connect to several existing and planned AAA bicycle facilities as set out in the IMP:

- Existing Dahlia-Oak-Crichton
- North Dartmouth Active Transportation Project (in design stage)
- Existing Wyse Road protected bike lanes
- Sawmill Creek multi-use pathway (in design stage)

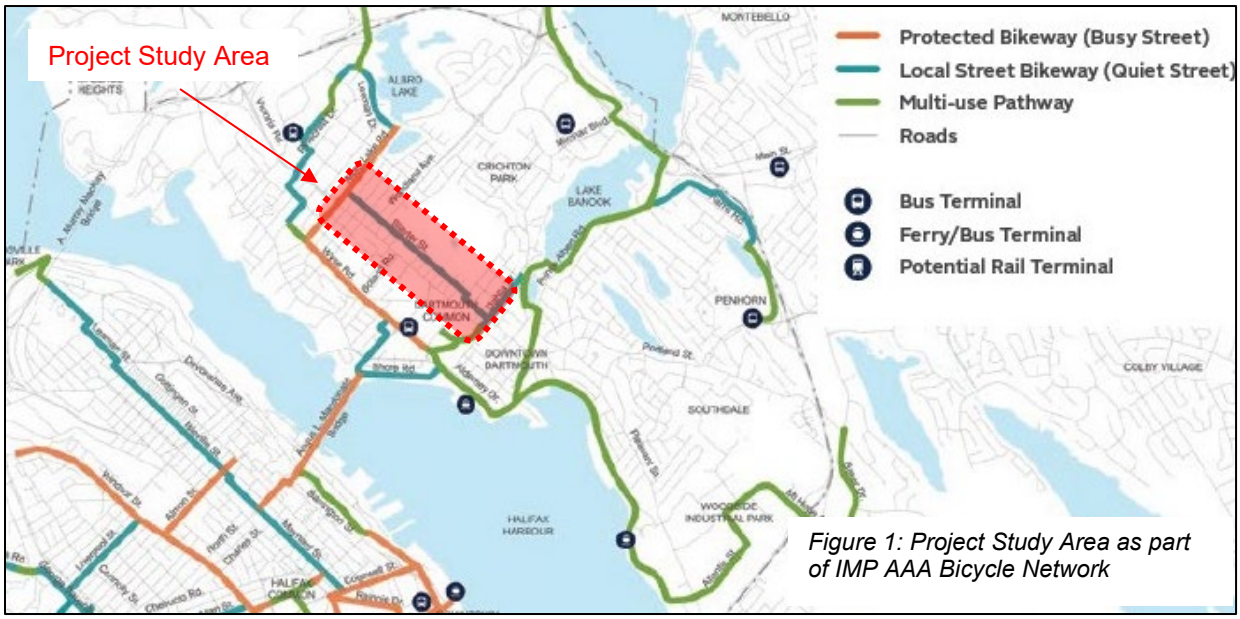

Figure 1: Project Study Area as part of IMP AAA Bicycle Network

Slayter is a local street running parallel to Victoria Road. The street is approximately 9m wide, relatively flat and has sidewalk on both sides. It is a traffic-calmed street (speed tables and tactical curb extensions) with on-street parking. Left turns are restricted from Woodland Avenue to Slayter Street during the weekday morning peak period and from School Street to Slayter during the weekday afternoon peak period. Vehicle volume is provided in Table 1.

The speed and volume of motor vehicle traffic along segments of Slayter Street indicate the street is well used. For example, the average daily traffic travelling north and south bound on the segment between School and Thistle Streets is 1,607. The speed is approximately 45 kph. Both numbers indicate the consideration of traffic calming as indicated in Table 1 and Attachment 1.

Table 1: Traffic Speed and Volume for Candidate Local Street Bikeways

Location	85th percentile		Vehicles per day	
Slayter Street Albro Lake Road to Woodland Ave.	38 kph/38 kph SB	May require the consideration of traffic calming	342 ADT 182 NB / 160 SB	Does not require traffic diversion
Slayter Street Woodland Ave. to School St.	44 kph NB/42kph SB	May require the consideration of traffic calming	614 ADT 384 NB / 230 SB	Does not require traffic diversion
Slayter Street School St. to Thistle St.	46 kph NB / 45kph SB	Shall require the consideration of traffic calming	1,607 ADT 960 NB / 647 SB	May require traffic diversion

DISCUSSION

Project Goal and Objectives

The project aims to support Regional Council-approved policies by developing a functional plan and enhancing all ages and abilities (AAA) bikeway network. The goal of the project was to identify how to provide all ages and abilities bicycling facilities in Dartmouth that connect key routes and destinations.

The key objectives for the 30% functional designs include:

1. Engaging with HRM staff and the public to gather feedback on design options
2. Using a 'Complete Streets' approach to consider all users and travel modes
3. Preparing a final report with 30% design drawings, cost estimates, and phasing recommendations

Planning process, Concept Evaluation, and Recommended Concepts

WSP Consulting was engaged to assist with the planning process (including two public engagement sessions), development and evaluation of concepts, internal and external stakeholder discussions, and the development of 30% drawings and cost estimates.

The study area, as shown in Figure 2, was divided into four segments:

1. Slayter Street - Albro Lake Road to Thistle Street (blue)
2. North Connection - Albro Lake Road to Victoria Road (purple)
3. West Connection – Gladstone Avenue or School Street options to Nantucket Avenue (pink)
4. South Connection -Thistle Street to Ochterloney Street options (dotted green)

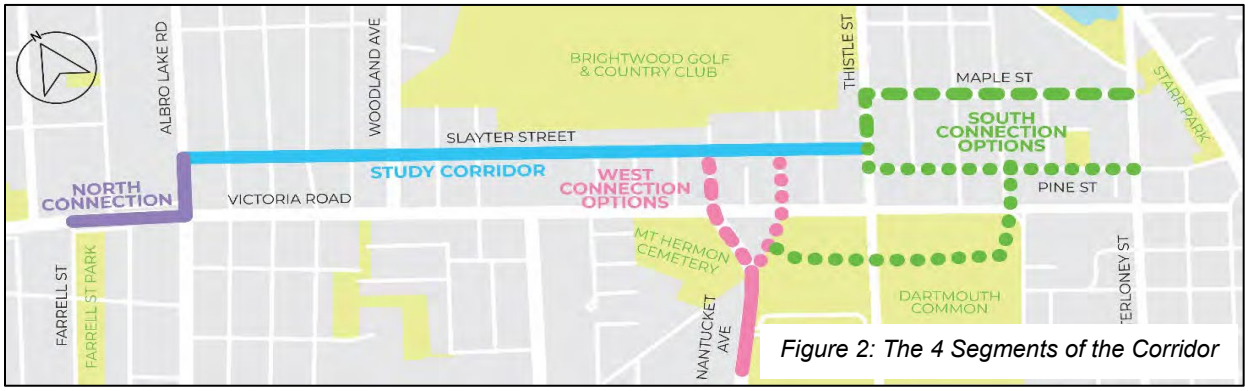

Figure 2: The 4 Segments of the Corridor

An evaluation matrix was created to evaluate the concepts for each segment and included the following criteria:

- Transit and network operation
- Pedestrian realm and accessibility
- Cyclist safety and comfort
- Traffic and truck operations
- Safety considerations
- Property implications
- Environmental implications

A detailed investigation of existing conditions showed that vehicle volume and speed on some segments of the Slayter Street corridor meet the HRM Traffic Calming and Diversion Criteria thresholds of speeds over 45 km/hr and traffic volumes over 1,000 vehicles per day, as outlined in the Local Street Bikeway Administration Order in Attachment 1. In addition, Slayter Street crosses four major streets: Albro Lake

Road, Woodland Avenue, Thistle Street, and Victoria Road. Given these conditions, the local street bikeway design options considered volume reduction (traffic diversion), speed reduction (traffic calming), and treatments to ensure safer crossings for cyclists and pedestrians, including:

- Curb extensions
- Traffic diverters
- Multi-use pathway, unidirectional and bidirectional bikeway
- Separated street crossings for pedestrians and cyclists with push-button activated signals
- Pavement markings, e.g., bicycle sharrows

Recommended 30% Designs

Slayter Street Local Street Bikeway Design Elements
A variety of changes are proposed for Slayter Street to support its function as a local street bikeway. These include:

1) Addition of a pedestrian half signal to enable safer crossings of Woodland Avenue
2) Addition of signage and pavement marking on the route
3) Addition of traffic calming measures
4) Addition of traffic diversion measures

Traffic diverters would redirect vehicle traffic from Slayter Street, benefiting people walking, rolling, and cycling in the area. Several combinations of vehicle diversions and partial closures were explored. Investigations of potential traffic impacts at affected intersections showed similar impacts among the various treatments and combinations. In some instances, assessments identified potential signal timing adjustments that could result in overall operational improvements. Since the south connection via Maple Street is delayed for further review, a phased approach to implementing traffic diversion is recommended, beginning with the Frances Street intersection. (Figure 3)

School Bus Route Considerations
Currently, there are school bus stops along Slayter Street. However, these routes change each year based on where students live. Current routes were analyzed and determined not to be impacted. Future school bus routing would need to consider these diversions.

Fire & Emergency Considerations
The nearest fire station on King Street would respond to this area using either Victoria Road or via Alderney/Thistle Street. Apparatus turning radius information is provided to planning staff to ensure that curb bump outs and diverters allow apparatus to turn without riding over curbs. Concerns regarding additional travel time, due to one-way lane diverters, require apparatus to travel extra distance to access some areas. When traffic calming measures are recommended, the use of speed cushions or speed tables are preferred over speed humps to reduce the negative impacts to response time. Access to fire hydrants is required and should not be impeded. Minimum lane widths of 3 M, with the ability for apparatus to overtake yielding or parked vehicles, are required to allow for the movement of larger fire apparatus.

Figure 3: Diverter impact on motor vehicle flow

Recommended Frances Street Elements

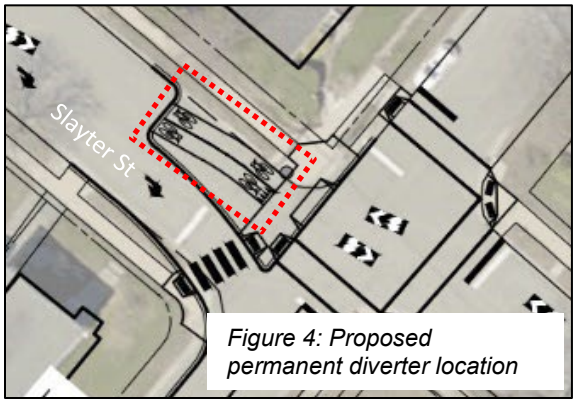

Figure 4: Proposed permanent diverter location

- A partial traffic diverter would be added on Slayter Street at Frances Street. Only southbound right turns onto Frances Street from the north end of Slayter Street would be permitted for motor vehicles
- A short section of bidirectional bikeway would be added on Slayter Street, north of Frances Street, to enable two-way bicycle movements
- Bicycle sharrow and vehicle right-only pavement markings would be added
- Signs communicating restricted and permitted turns for all users would be added
- The changes would align the crossing for cyclists and shorten the pedestrian crossing of Slayter Street on the north side of Frances Street (Figure 4)
- A fire hydrant would be added between Frances Street and Woodland Avenue to meet Halifax Regional Fire and Emergency requirements
- An example of a similar partial diverter in Halifax is shown in Figure 5

Additional diverters at Woodland Avenue and/or Thistle Street would only be considered for implementation if the Frances Street diversion fails to lower traffic volumes to target levels.

Recommended Woodland Avenue Elements

Figure 5: Example of a permanent diverter

- A pedestrian/cyclist activated half-signal would replace the existing RA-5 crossing
- Curb extensions would be added on the northwest corner of Slayter Street to shorten the pedestrian crossing
- If required, a partial traffic diverter would be considered for Slayter Street on the south side of Woodland Avenue to restrict vehicle movements at this intersection (see Figure 4)

Recommended Thistle Street Elements

- If required, a partial traffic diverter would be considered for Slayter Street at Thistle Street to restrict vehicles from turning north onto Slayter Street. The diverter would be similar to the one proposed at Frances St (see Figures 4 and 5 and Attachment 2, page 11).

Recommended North Connection *(Figure 6 and page 3 of Attachment 2)*

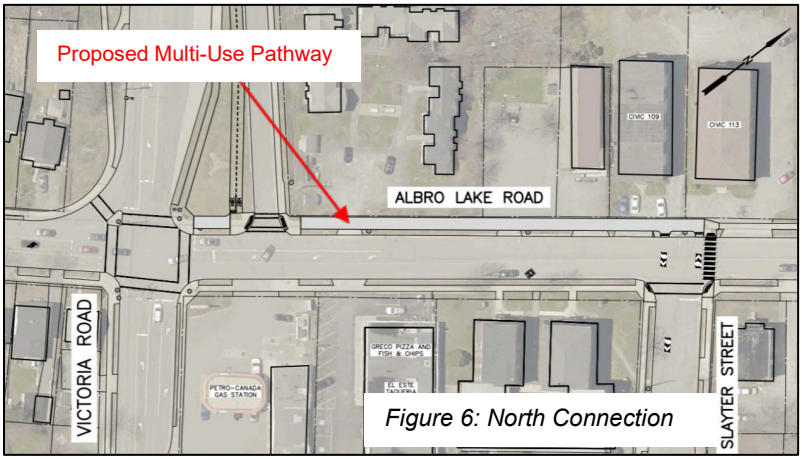

Figure 6: North Connection

- This would connect to the Dartmouth North Active Transportation project at Victoria Road and Albro Lake Road
- A multi-use pathway (MUP) on the north side of Albro Lake Road would replace the sidewalk
- A separate sidewalk and bidirectional bikeway would be built along Victoria Road to the transit stop
- The MUP would terminate with separate bicycle and pedestrian crossings at the Slayter Street intersection
- A pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) crossing of Albro Lake Road would be added
- Cyclists would wait for a gap in traffic on Albro Lake Road before crossing or dismount and use the RRFB pedestrian crossing
- Bicycle sharrows pavement markings would be added to communicate the bicycle crossing

Recommended West Connection

Two concepts were developed and presented to public and stakeholders. Both concepts extend from the Zatzman Sportsplex driveway to Victoria Road (see Attachment 2 for more information).

Recommended Concept 1 Gladstone Avenue *(Figures 7a and 7b and Attachment 2)*

- A raised bidirectional bikeway and sidewalk would be added on the south side of Nantucket Avenue beginning at the Zatzman Sportsplex driveway and continuing east across the Bridge Terminal driveway. (Attachment 2)
- Specific attention to the design of the Bridge Terminal driveway crossing on Nantucket Avenue is required to maintain bus turning movements. (Figure 7a)

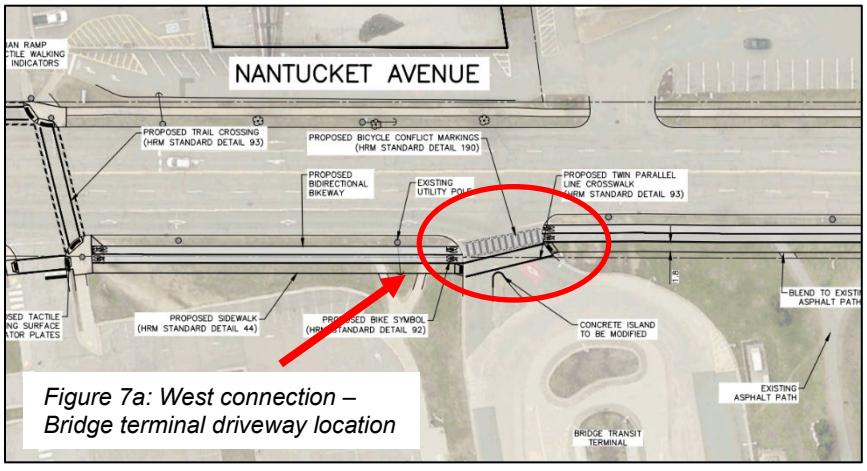

Figure 7a: West connection – Bridge terminal driveway location

- The bikeway would follow the existing sidewalk next to Dartmouth High School to connect to Victoria Road

- A Rectangular Rapid Flashing Beacon (RRFB) would be added to the existing pedestrian crossing at Victoria Road
- A curb extension would be added to the west side of Victoria Road through the intersection with Gladstone Avenue to shorten the pedestrian crossing (Figure 7b)
- Sharrows pavement markings would be added to communicate the bicycle crossing to proposed Gladstone Avenue local street bikeway. Cyclists would wait for a gap in traffic on Victoria Road before crossing or dismount and use the RRFB pedestrian crossing
- Several shrubs and approximately five trees may need to be removed for the proposed bi-directional bikeway where it approaches Nantucket Avenue

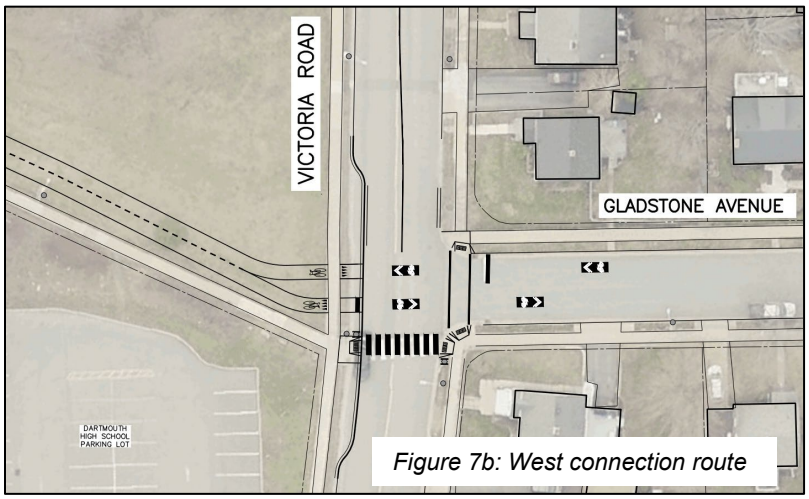

Figure 7b: West connection route

Recommended South Connection

Three routes were investigated for connecting Slayter Street to Ochterloney Street, including:

- Maple Street
- Pine Street
- Pine Street, Dahlia Street, Dartmouth Common to the proposed west connection

Some concepts using Maple and Pine Streets were explored but not advanced to 30% design due to anticipated impacts to trees and curbside loading on Maple Street and the steep grade (20%) on Pine Street between Tulip and Dahlia Streets.

While a connection through the Dartmouth Common (Figure 8, dotted green line) is recommended as an alternative to the Maple Street and Pine Street alignments, the proposed route between the intersection of Dahlia Street at Victoria Road and Thistle Street has challenges, including:

- Sections of existing multi-use pathway between the extension from Dahlia Street to the ball fields have a grade of approximately 11%, exceeding HRM's Municipal Design Guidelines, which establishes an ideal maximum grade for multi-use pathways of 4% or up to 8% along steep streets
- The proposed multi-use pathway section between the ball fields and the playground at Bicentennial School, with grades starting at pre-primary, is within an open area where children were observed playing. Implementing the recommended route may lead to an increase in interactions between children playing and people riding bicycles along this segment, which would warrant consideration of design features to improve safety
- A section of fencing and some vegetation at the proposed new pathway intersection with Thistle Street would be removed. The fencing is recognized as being important to the character of the Dartmouth Common and would be replaced with an ornate gate that matches other existing gates

While the connection of parks to active transportation routes is important, care needs to be taken when increasing the number of people bicycling *within* parks, particularly with the advent of often faster e-bikes. More cycling trips can change the character of some parks and present safety issues that can be addressed through design features such as clear sightlines, signs, and pavement markings. The recommended connection through the Dartmouth Common would be designed to consider park safety and character and would be monitored and assessed post-installation. In addition, as per Recommendation 2 of this report, further planning would consider additional concepts to achieve a more direct connection between Slayter Street and Ochterloney Street.

The following is a description of the recommended south connection: Pine Street, between Ochterloney Street and Dahlia Street, would be converted to a local street bikeway with consideration for additional traffic calming, pavement markings, and a curb extension at the Ochterloney Street intersection. The existing Dahlia local street bikeway would provide the connection to the Dartmouth Common multi-use pathways. The route through the Dartmouth Common would use primarily existing infrastructure with a new gate installed behind Bicentennial School to complete the connection to Thistle Street.

Lighting along the existing and proposed multi-use pathways within the Dartmouth Common, as per the Halifax Park Lighting Strategy, as well as wayfinding, will be given further consideration at the preliminary design phase.

The connection from Thistle Street to the west connection on Nantucket would be further explored, including additional discussions with property owners. Possible routes include an AT connection behind Dartmouth High School or the existing multi-use pathway behind the Bridge Terminal.

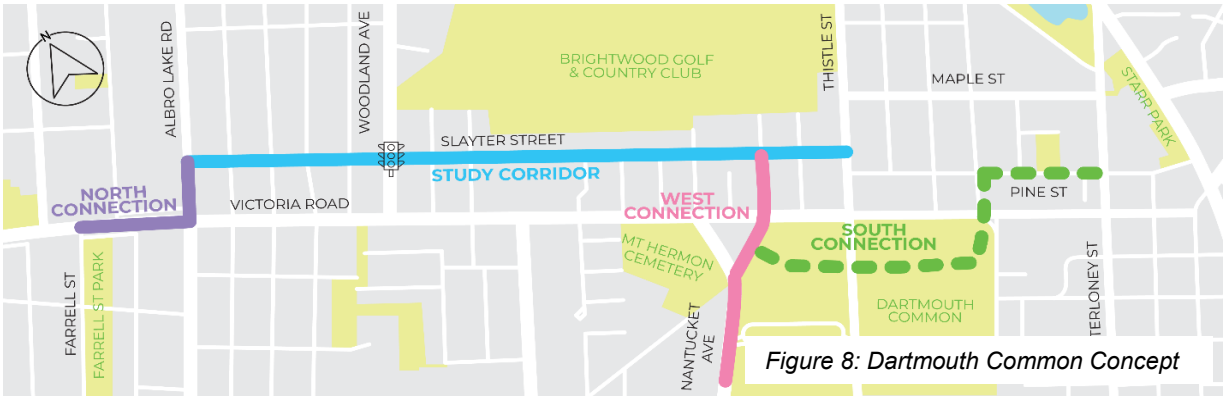

Figure 8: Dartmouth Common Concept

Implementation

Some of the proposed changes described above would be implemented using temporary materials until integration with a more comprehensive road rehabilitation project and/or the need for more than one traffic diversion measure is determined.

A more focused implementation plan will be developed following a decision by the Regional Council. Implementation phasing depends on several factors, including integration with other projects in the area. The recommended options (except the south connection) in this report represent 30% design, which could be modified during preliminary and detailed design. Any changes to the right-of-way that do not meet HRM's Municipal Design Guidelines would require approval from the Municipal Engineer.

FINANCIAL IMPLICATIONS

Cost estimates are summarized in Table 4. The cost could change based on modifications throughout the detailed design.

Table 4: Estimated Local Street Bikeway and Connections Construction Costs (excluding HST)

Area	Segments	Extents	Cost C Estimate
1	North Connection	Victoria Road Farrell Street to Albro Lake Road (~0.34km)	$332,000
2	Main Corridor	Slayter Street Albro Lake Road to Thistle Street (~1.3km)	$646,000 *Interim $580,000
3	West connection	Nantucket Avenue/Dartmouth High Park Nantucket Avenue to Gladstone Avenue (~0.53km)	$623,000
4	South connection (1 option)	Dartmouth Common/ Pine Street Nantucket Avenue to Ochterloney Street (~1.0km)	$448,000** (Class D)
		Total	$2,049,000

*Cost of 1 diverter installation
**Does not include cost for lighting along route or heritage gate at Thistle Street in the Dartmouth Common

Funding

The total estimated cost of the project is $2,049,000 plus net HST of $79,030 for a total of $2,128,030. HRM has budgeted for the full amount of the project in capital account CR200007 in fiscal 2026/27. While a currently existing ICIP agreement may partially fund the project, staff will continue to explore funding opportunities for this and all other projects within the Regional Centre AAA bikeways.

Budget Summary:	Project Account No. CR200007 Regional Centre AAA Bikeways	
	Cumulative Uncommitted Budget	$ 4,290,663
	Plus 2026/27 – 2028/29	$ 34,850,000
	Less: Estimate Local St. bikeways Dartmouth	**$ 2,128,030**
	Balance	$ 37,012,633

Maintenance Costs

- The incremental cost of year-round maintenance of the proposed 1km of multi-use pathways and separated bikeway, and the Slayter Street tactical diverter, is estimated at $12,000 annually. There are likely additional maintenance costs related to the divertor due to the tight geometry and non-typical layout, which are estimated at approximately $3,000 per year.
- There would likely be additional maintenance costs for any added signals, signs and non-durable pavement markings, which would be added to the annual maintenance budgets following construction. These are not expected to be material and will be included as operating costs of capital in future years' proposed capital budgets.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this Report. The proposed bikeways and associated street infrastructure modifications will follow professional guidelines and be designed to manage risk between road users.

COMMUNITY ENGAGEMENT

Stakeholders and the public were invited to learn more about the project and provide their feedback on the traffic calming and local Street Bikeways. Information about the project is available, including the What We

Heard Report on the Shape your City website at: https://www.shapeyourcityhalifax.ca/slayter-local-street-bikeway.

As per Administrative Order 2016-002-OP Respecting the Implementation of Local Stret Bikeways, property owners and residents of candidate local street bikeway streets were notified by addressed mail in May 2024 of the changes being considered for their streets and how they could provide feedback through the various engagement activities, which included:

- Opportunity to give feedback on the implementation in 2022 of tactical traffic calming features along Slayter Street. These measures include six speed humps, several bike directional arrows, and four intersections with curb extensions
- May 29, 2024, Open House Sessions (15 participants in the afternoon and 16 at the evening session)
- May 29 to August 21, 2024: public online survey (230 participants)

Survey respondents were asked to rank their preference for the concepts for each segment. A summary of the results can be found in the What We Heard Report from the project webpage. Several themes emerged throughout the engagement activities and helped inform the next stage of the design process. Some key takeaways included:

- Pedestrian half-signals were well accepted as a safety-enhancing feature
- Participants were generally supportive of a combination of traffic diversion measures, but would prefer temporary installations first to ensure they work to reduce traffic volume and speed
- Separate pedestrian and cyclist facilities wherever possible are preferred
- The Pine Street south connection option is too steep for cyclists, and additional routing options should be considered, such as Maple Street or Dartmouth Common via Dahlia

Approximately 393 people were engaged at two open house sessions and 230 through an online survey. Additionally, the concepts were discussed and comments provided by members of HRM's Active Transportation Advisory Committee (ATAC) and Accessibility Advisory Committee (AAC), and Halifax Walk 'N Roll, CNIB Foundation, and the Halifax Cycling Coalition.

ENVIRONMENTAL IMPLICATIONS

This project is supportive of the sustainability objectives of the municipality as it aims to make it safer and more comfortable for residents to choose sustainable transportation options. The construction of the All Ages and Abilities Bicycle Network is intended to increase bicycle ridership, reduce GHG emissions, and help HRM meet the mode share targets outlined in the Regional Plan and the Integrated Mobility Plan.

ALTERNATIVES

Harbour East–Marine Drive Community Council could choose to recommend that Regional Council:

1. Not proceed with the proposed bikeways or some of the proposed design features. This alternative is not recommended as the proposed facilities are critical to achieving the objectives of the Integrated Mobility Plan and the Active Transportation Priorities Plan. This alternative may lead to lost opportunity for cost-sharing with the Federal and Provincial governments as part of the $25 million Regional AAA Bikeway account/agreement where HRM pays $0.17 on the dollar for each facility.

2. Install all the proposed diverters at the same time. This alternative is not recommended as the installation of temporary measures in a phased approach will enable monitoring as outlined in the Local Street Bikeway Administration Order prior to permanent installation. The installation of permanent measures would compromise this.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter:
322(1) Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean and clear streets in the Municipality.

Motor Vehicle Act, R.S., c. 293, as amended:
90 (3) The traffic authority may also mark lanes for traffic on street pavements at such places as they may deem advisable, consistent with this Act and may erect traffic signals consistent with this Act to control the use of lanes for traffic.

***Administrative Order 2016-002OP Respecting the Implementation of Local Street Bikeways*:**
Section 6: "Council shall consider whether to designate a Local Street Bikeway on its own motion or on the recommendation by a Community Council." Section 7(1): "Council may designate a Local Street Bikeway if: (a) The route is designated as a candidate route in the Active Transportation Priorities Plan or Council otherwise designates the route by resolution; and (b) Schedules 1, 2, and 3 have been followed".

ATTACHMENTS

Attachment 1 - Administration Order for Implementation of Local Street Bikeways and Facility Selection Criteria
Attachment 2 - Functional Designs (30%) for Slayter Street and Connections

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A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Maria Jacobs, Active Transportation Planner, Public Works, 902.225.9443

Attachment 1: Administration Order for Implementation of Local Street Bikeways and Facility Selection Criteria

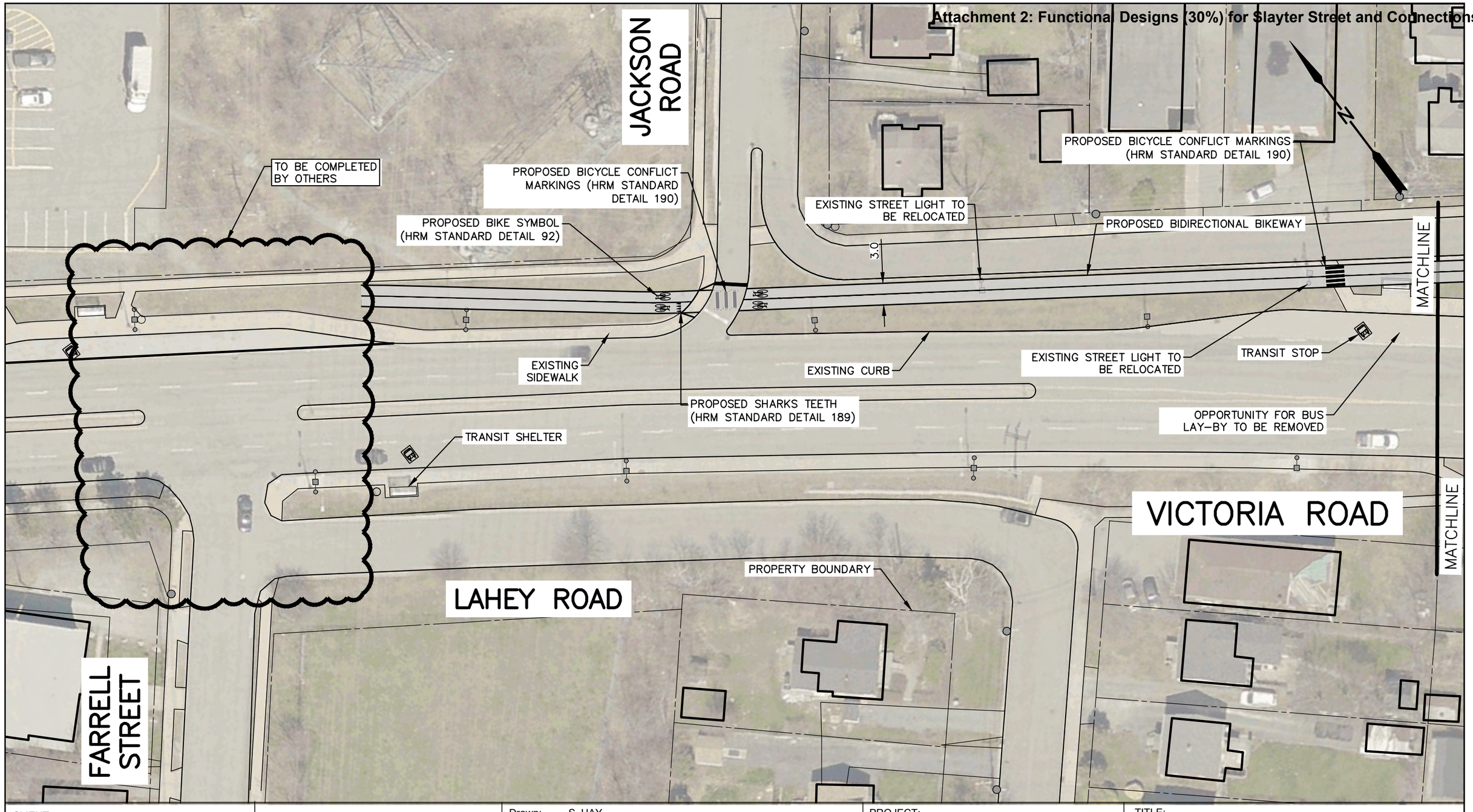
1.1 Local Street Bikeway Administrative Order in Halifax

Administrative Order 2016-002OP regarding the *Implementation of Local Street Bikeways* (2016) in the Halifax Regional Municipality outlines the process for establishing these facilities as well as some thresholds for where traffic calming and diversion may be considered. See table below for a summary of these thresholds:

Administrative Order Requirement	**Traffic Volume (vpd)**
Shall not require consideration of traffic diversion	Under 1,000 vehicles per day
May require consideration of traffic diversion	1,000 to 2,999 vehicles per day
Shall require consideration of traffic diversion	3,000 vehicles per day and over
Administrative Order Requirement	**Vehicular Speed (85th Percentile)**
Shall not require consideration of traffic calming	Under 30 km/h
May require consideration of traffic calming	30 km/h to 44 km/h
Shall require consideration of traffic calming	45 km/h and over

1.2 AO Criteria Applied to Slayter Street and Pine Street

Location	85th percentile		Vehicles per day	
Slayter Street Albro Lake Road to Woodland Ave.	38 kph/38 kph SB	May require the consideration of traffic calming	342 ADT 182 NB / 160 SB	Does not require traffic diversion
Slayter Street Woodland Ave. to School St.	44 kph NB/42kph SB	May require the consideration of traffic calming	614 ADT 384 NB / 230 SB	Does not require traffic diversion
Slayter Street School St. to Thistle St.	46 kph NB / 45kph SB	Shall require the consideration of traffic calming	1,607 ADT 960 NB / 647 SB	May require traffic diversion
Pine Street	49 kph / 53 SB	Shall require the consideration of traffic calming	1,184 ADT 234NB / 950 SB	May require traffic diversion



CLIENT:

HALIFAX

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Drawn: S. HAY
Reviewed: C. PYNE
Project #: 221-08954-00
Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

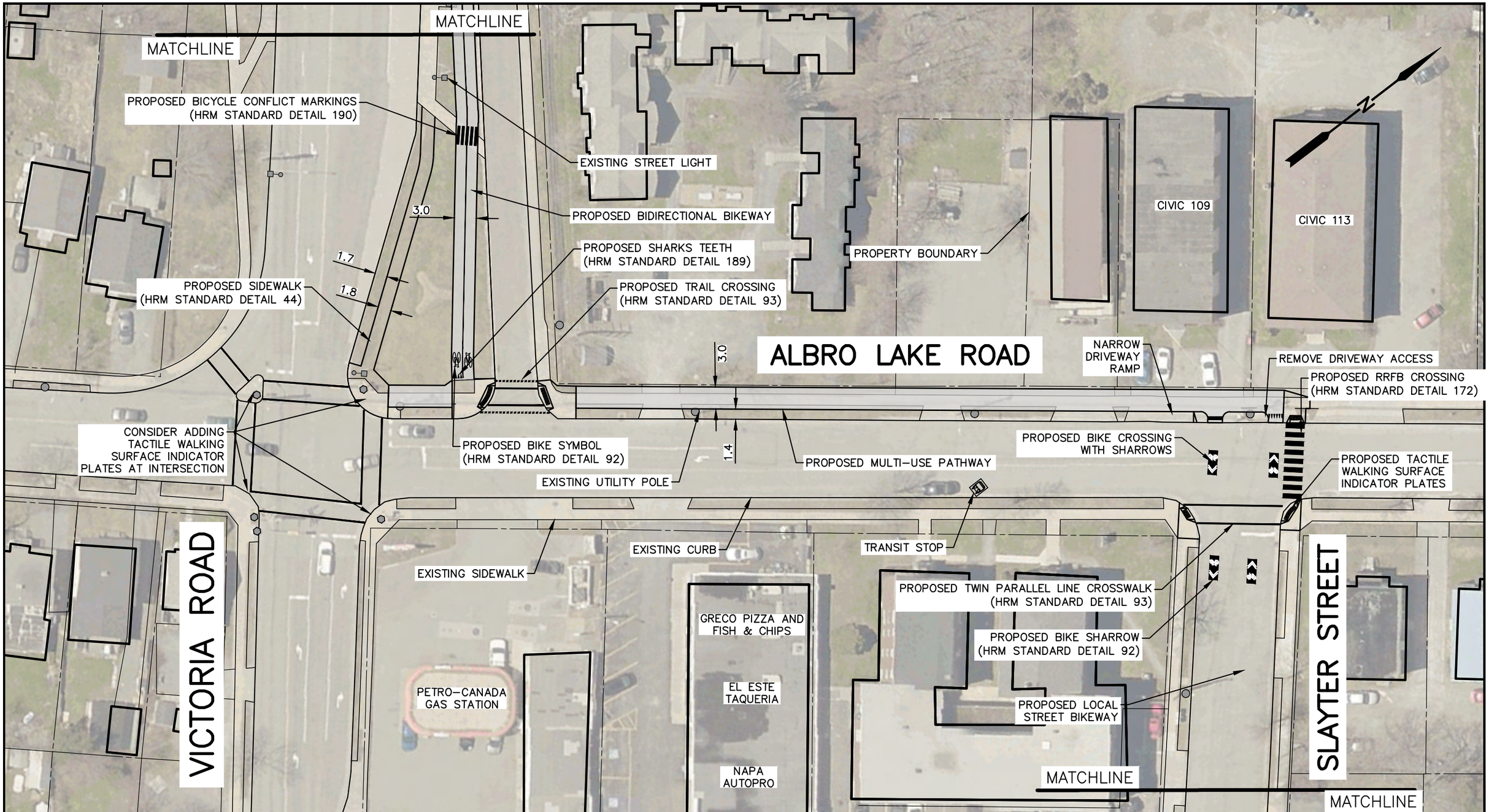
30% DESIGN

TITLE:

NORTH CONNECTION STUDY AREA:
VICTORIA ROAD- FARRELL STREET TO ALBRO LAKE ROAD

SHEET:

1 OF 19



CLIENT:

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Drawn: S. HAY
Reviewed: C. PYNE
Project #: 221-08954-00
Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

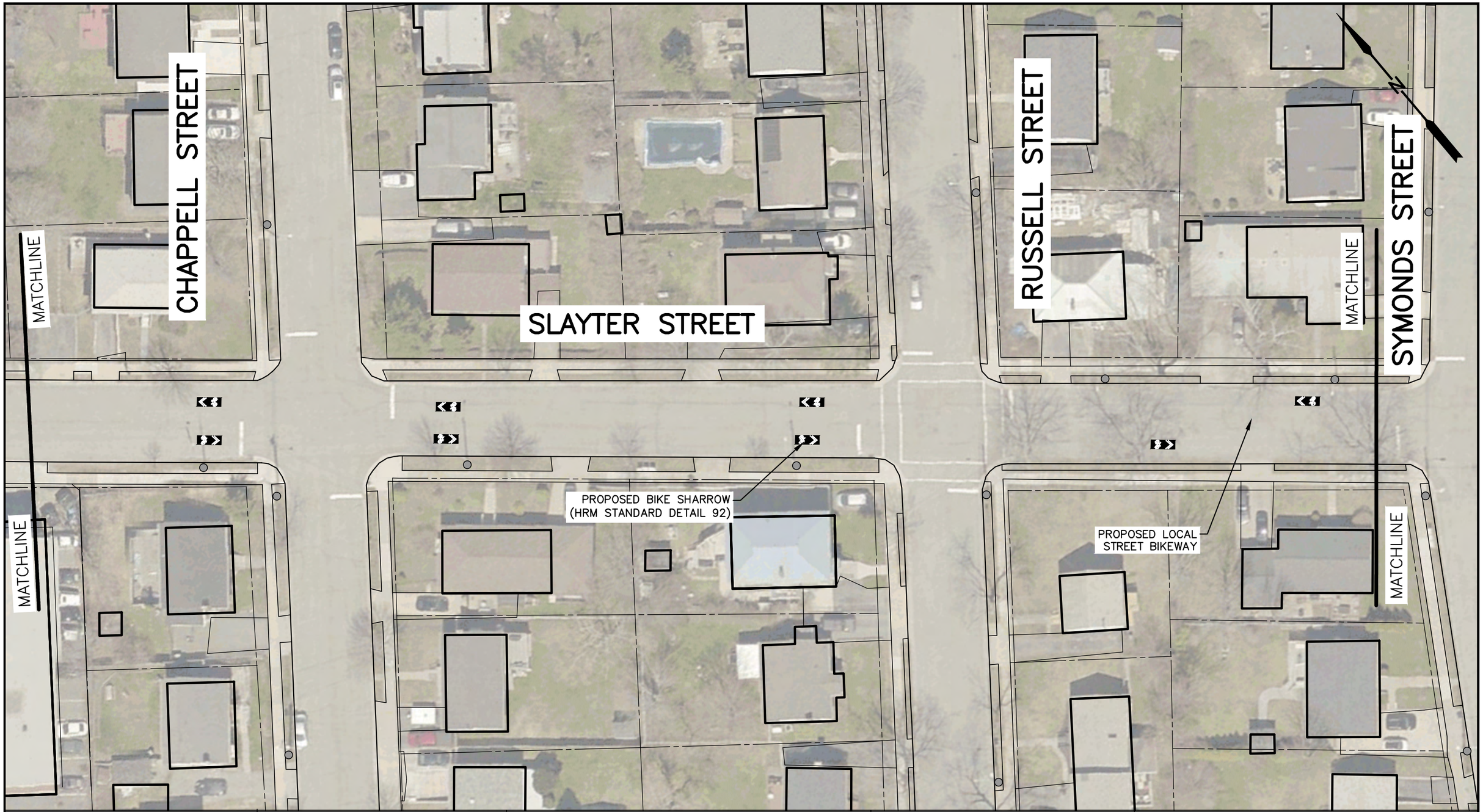
30% DESIGN

TITLE:

NORTH CONNECTION CONCEPT: ALBRO LAKE ROAD BETWEEN VICTORIA ROAD & SLAYTER STREET

SHEET:

2 OF 19



CLIENT:

HALIFAX

WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia, Canada B3B 1X7
T 902-835-9955 F 902-835-1645 www.wsp.com

Drawn: S. HAY
Reviewed: C. PYNE
Project #: 221-08954-00
Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC

0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

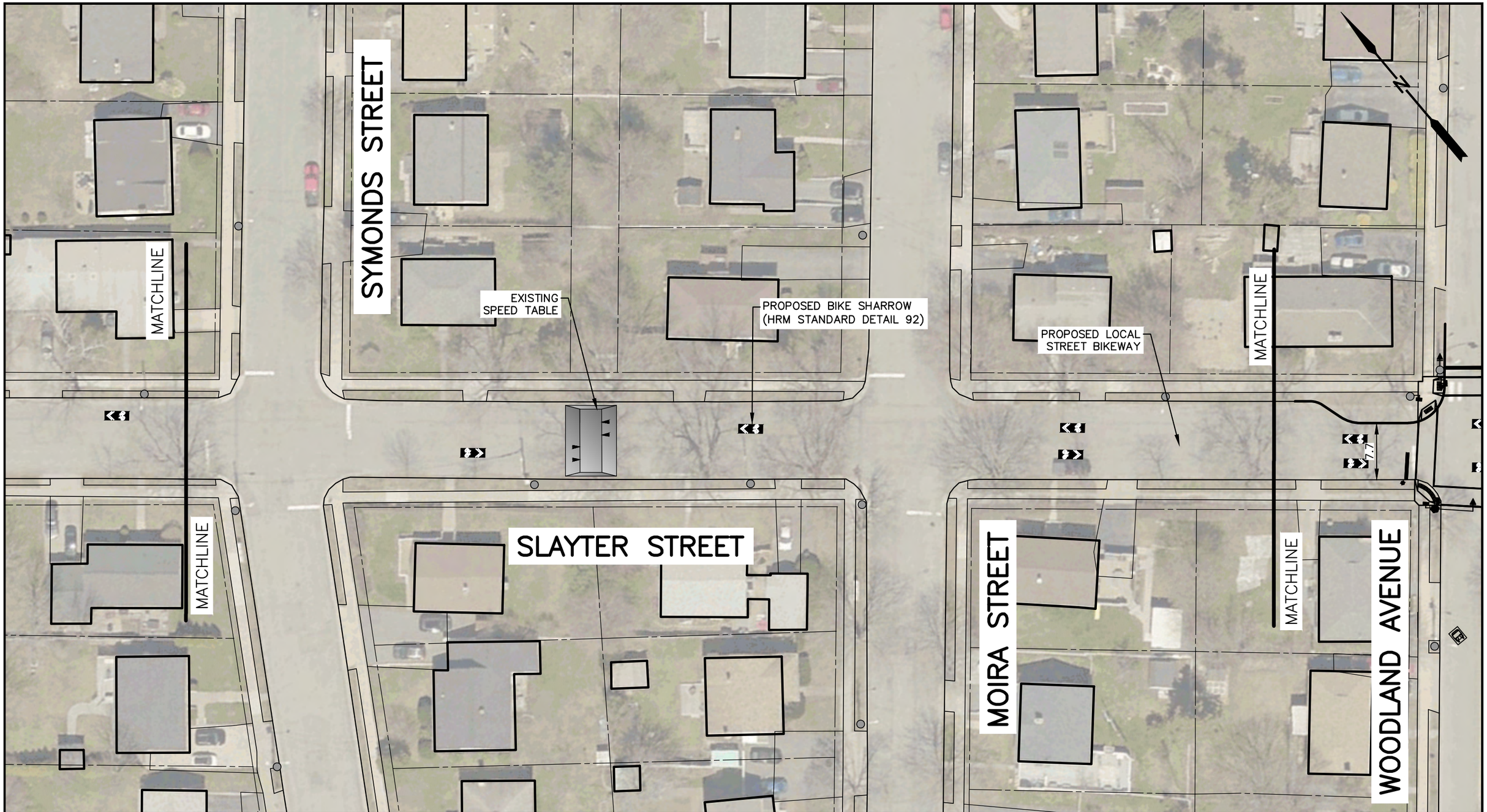
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA: SLAYTER STREET - ALBRO LAKE ROAD TO SYMONDS STREET

SHEET:

3 OF 19



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SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

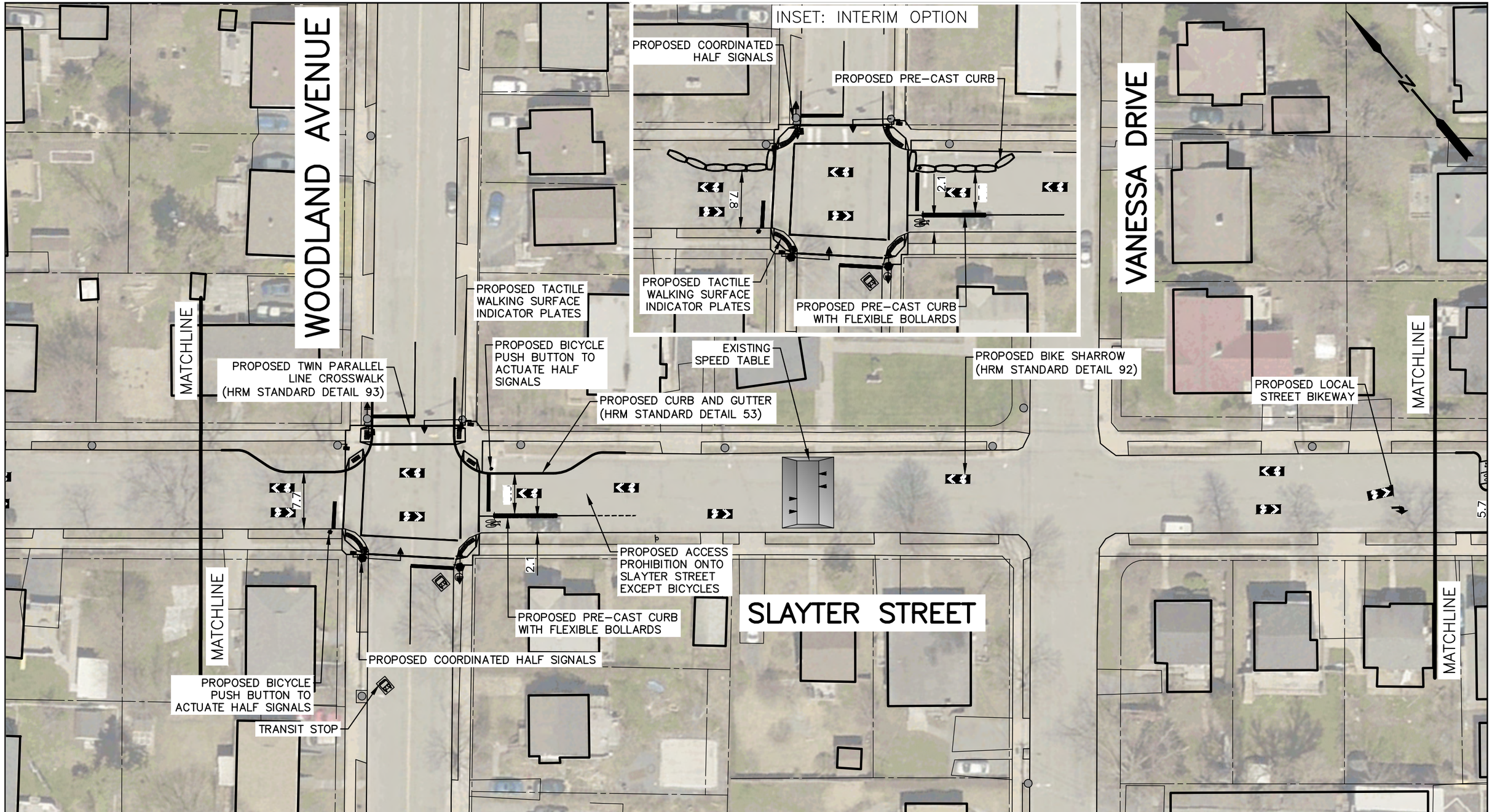
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA: SLAYTER STREET - SYMONDS STREET TO WOODLAND AVENUE

SHEET:

4 OF 19



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SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

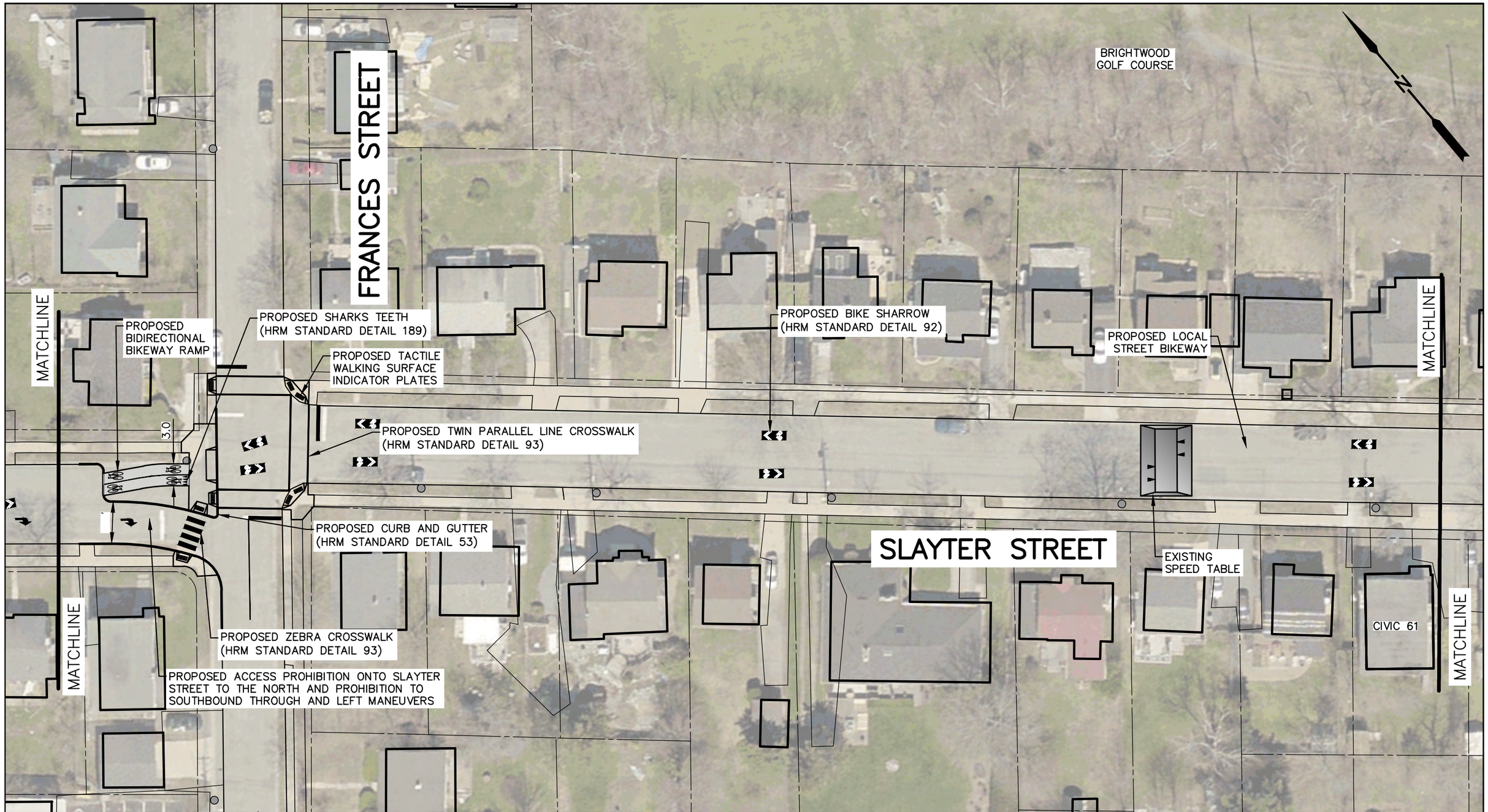
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA: SLAYTER STREET - WOODLAND AVENUE TO VANESSA DRIVE

SHEET:

5 OF 19



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Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC

0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA: SLAYTER STREET - VANESSA DRIVE TO CHERRY DRIVE

SHEET:

6 OF 19

CLIENT:

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Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

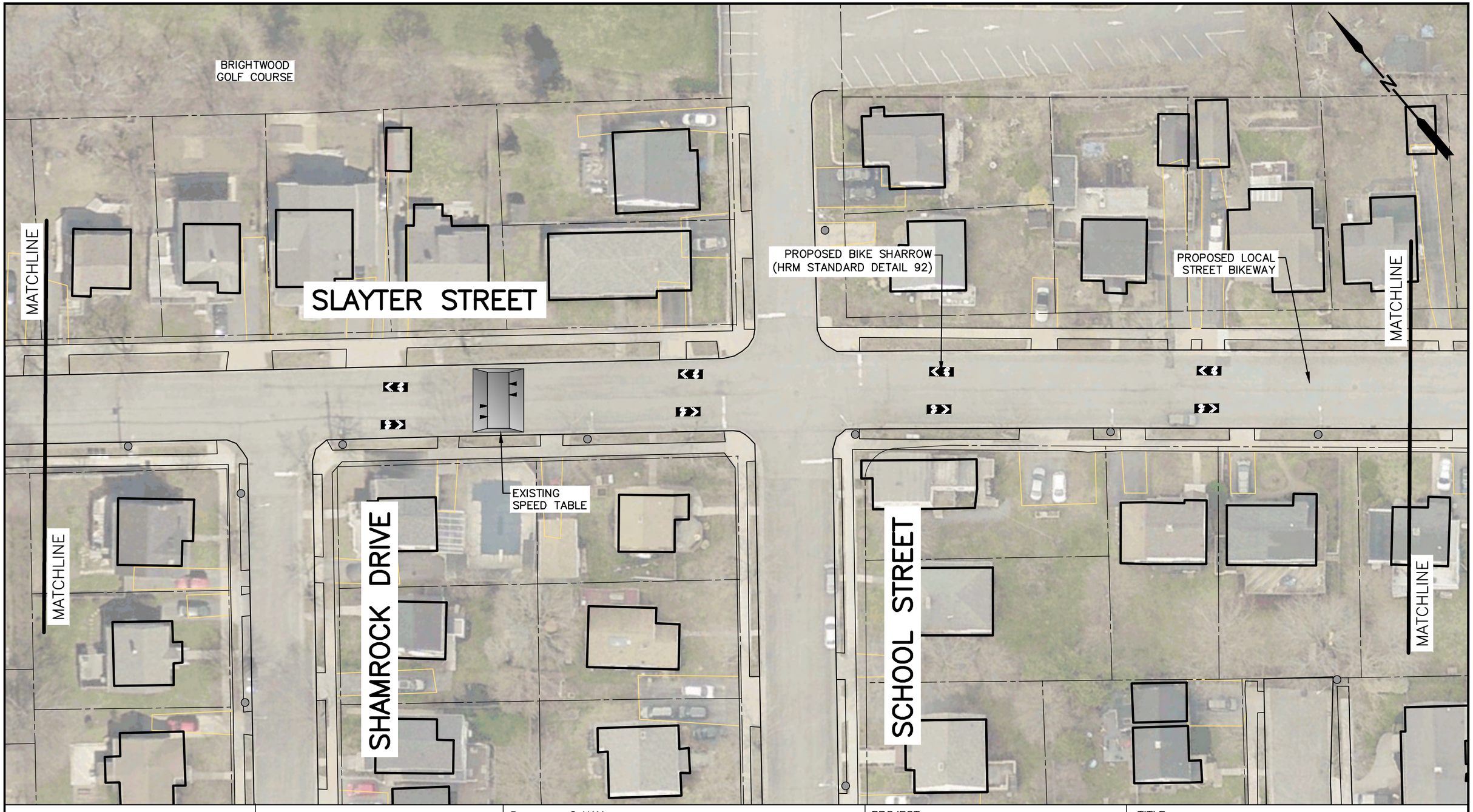
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA:
SLAYTER STREET - CHERRY DRIVE TO GARDEN DRIVE

SHEET:

7 OF 22



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SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

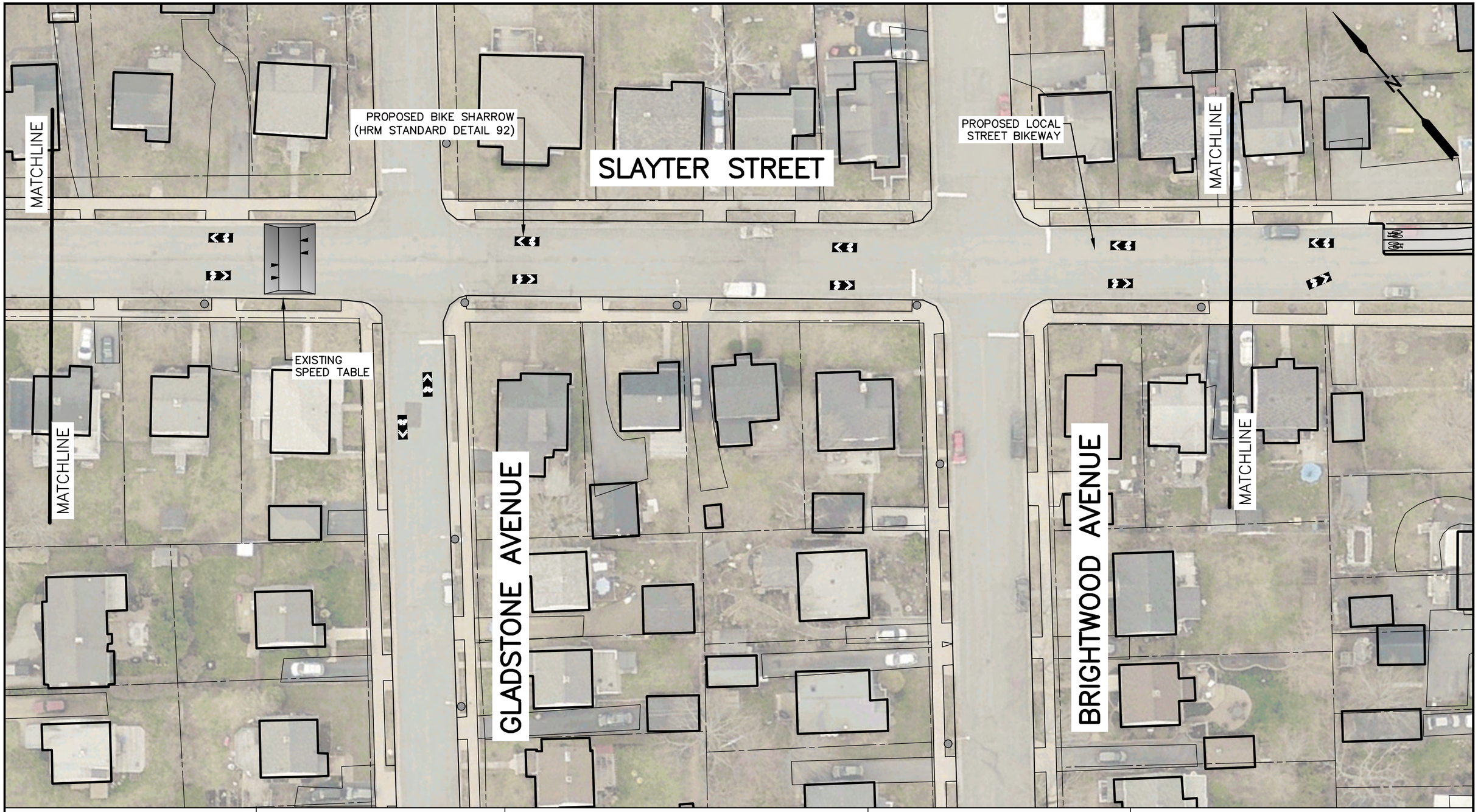
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA:
SLAYTER STREET - GARDEN DRIVE TO SCHOOL STREET

SHEET:

8 OF 19



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SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

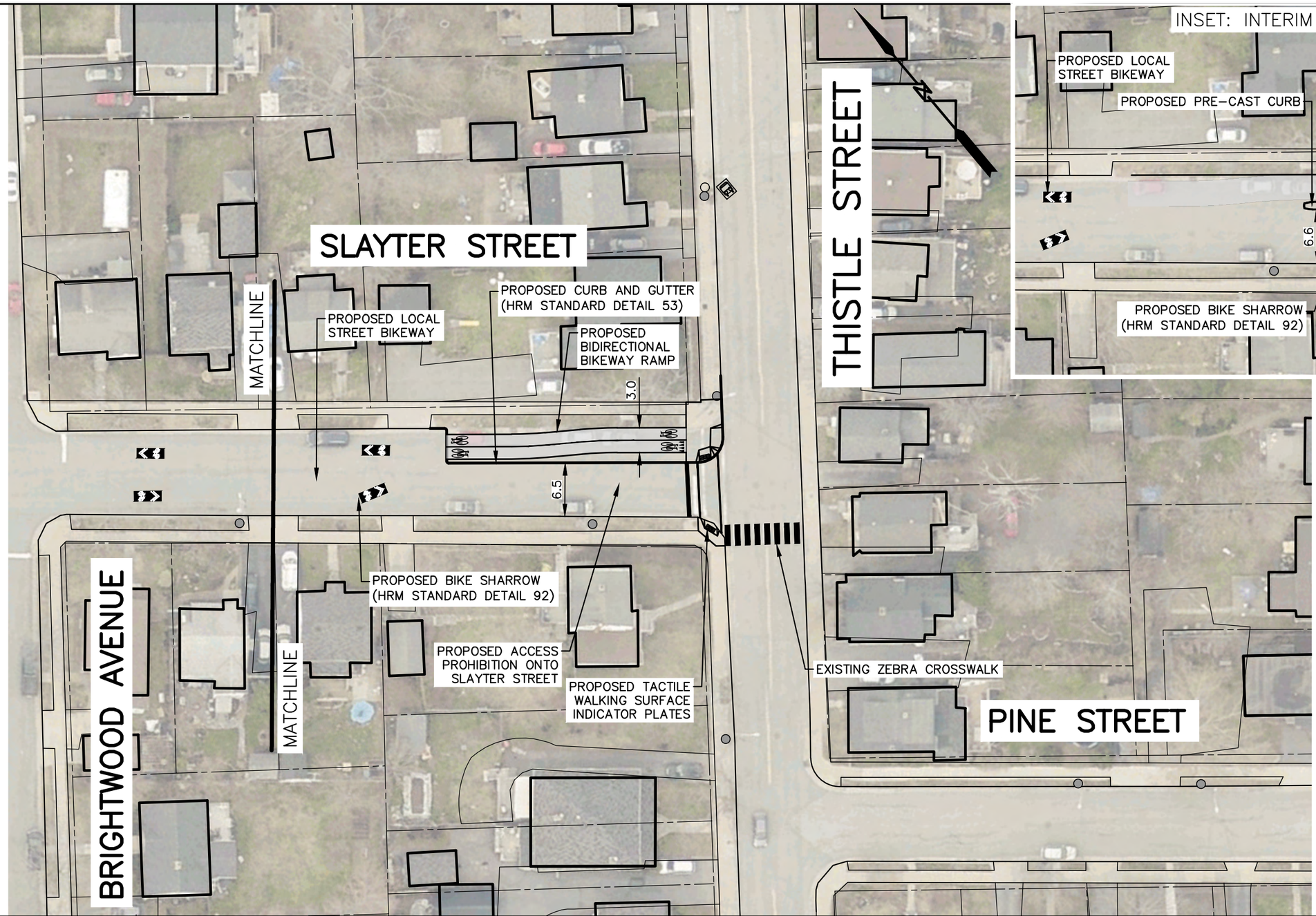
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA: SLAYTER STREET - SCHOOL STREET TO BRIGHTWOOD AVENUE

SHEET:

9 OF 19



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SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

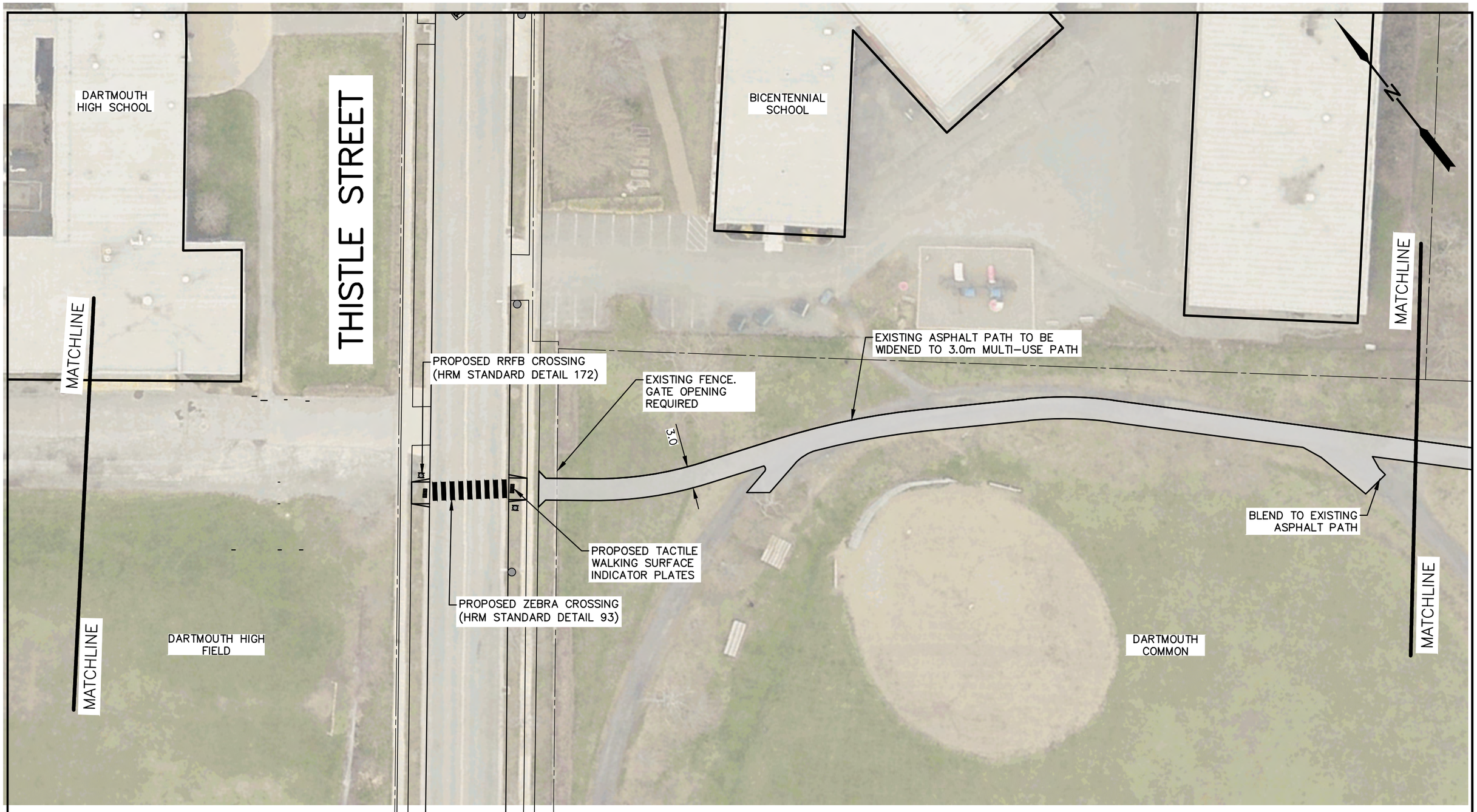
30% DESIGN

TITLE:

MAIN CORRIDOR STUDY AREA: SLAYTER STREET - BRIGHTWOOD AVENUE TO THISTLE STREET

SHEET:

10 OF 19



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Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

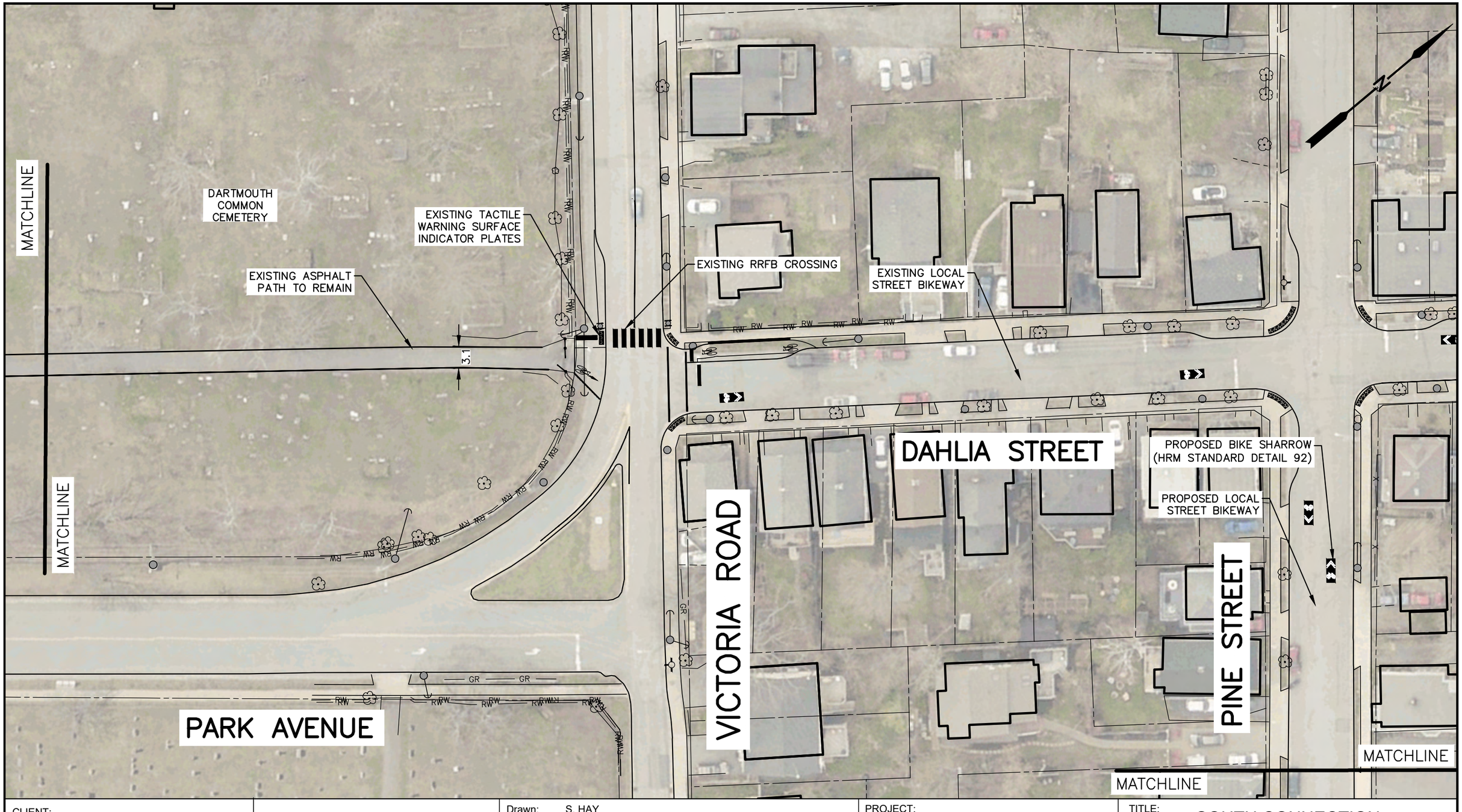
30% DESIGN

TITLE:

SOUTH CONNECTION STUDY AREA: THISTLE STREET

SHEET:

12 OF 19



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Date: OCTOBER 15, 2024

SCALE: 1:500 METRIC
0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

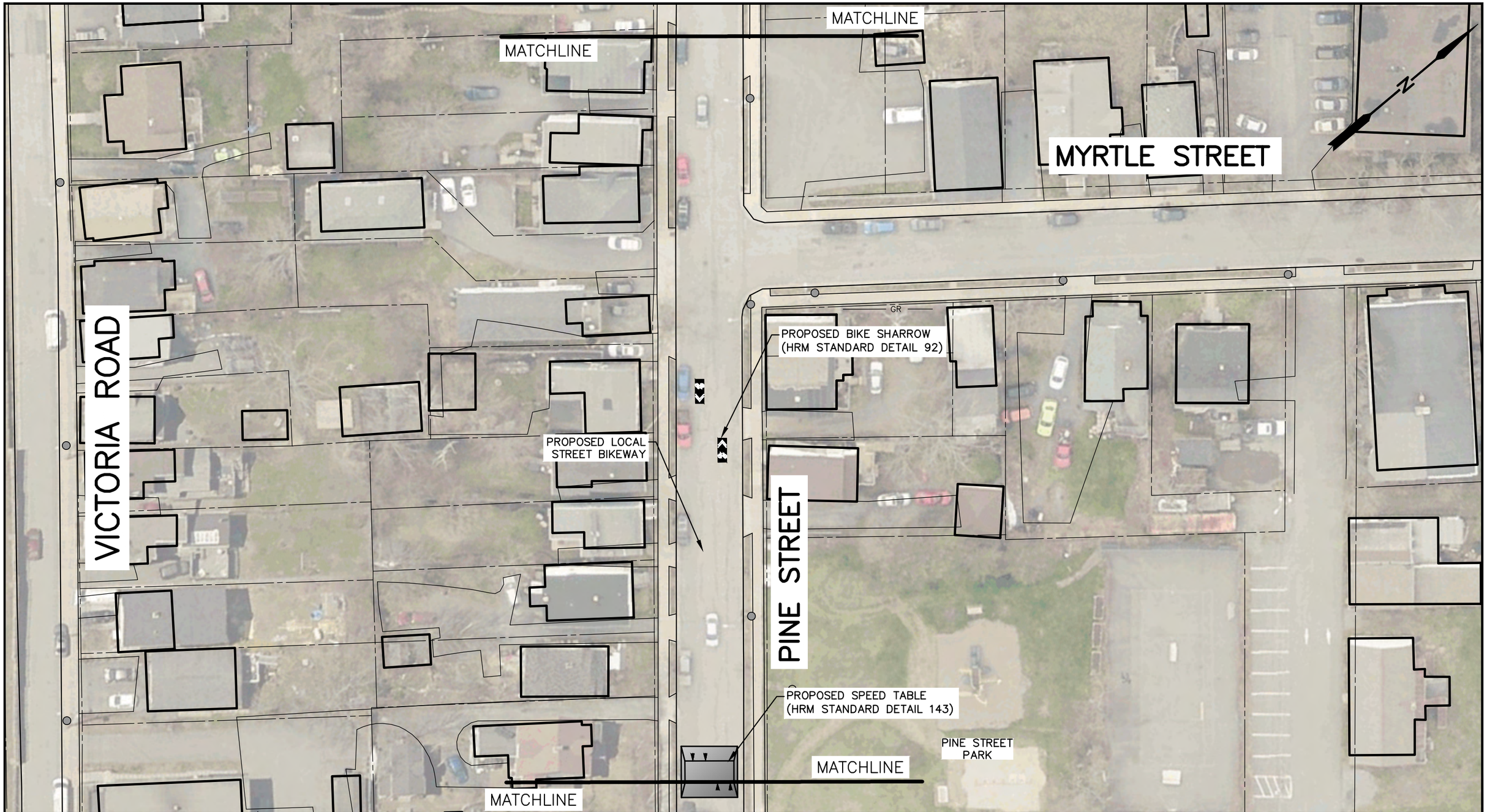
30% DESIGN

TITLE:

SOUTH CONNECTION STUDY AREA:
PINE STREET/DAHLIA STREET AT VICTORIA ROAD

SHEET:

14 OF 19



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0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

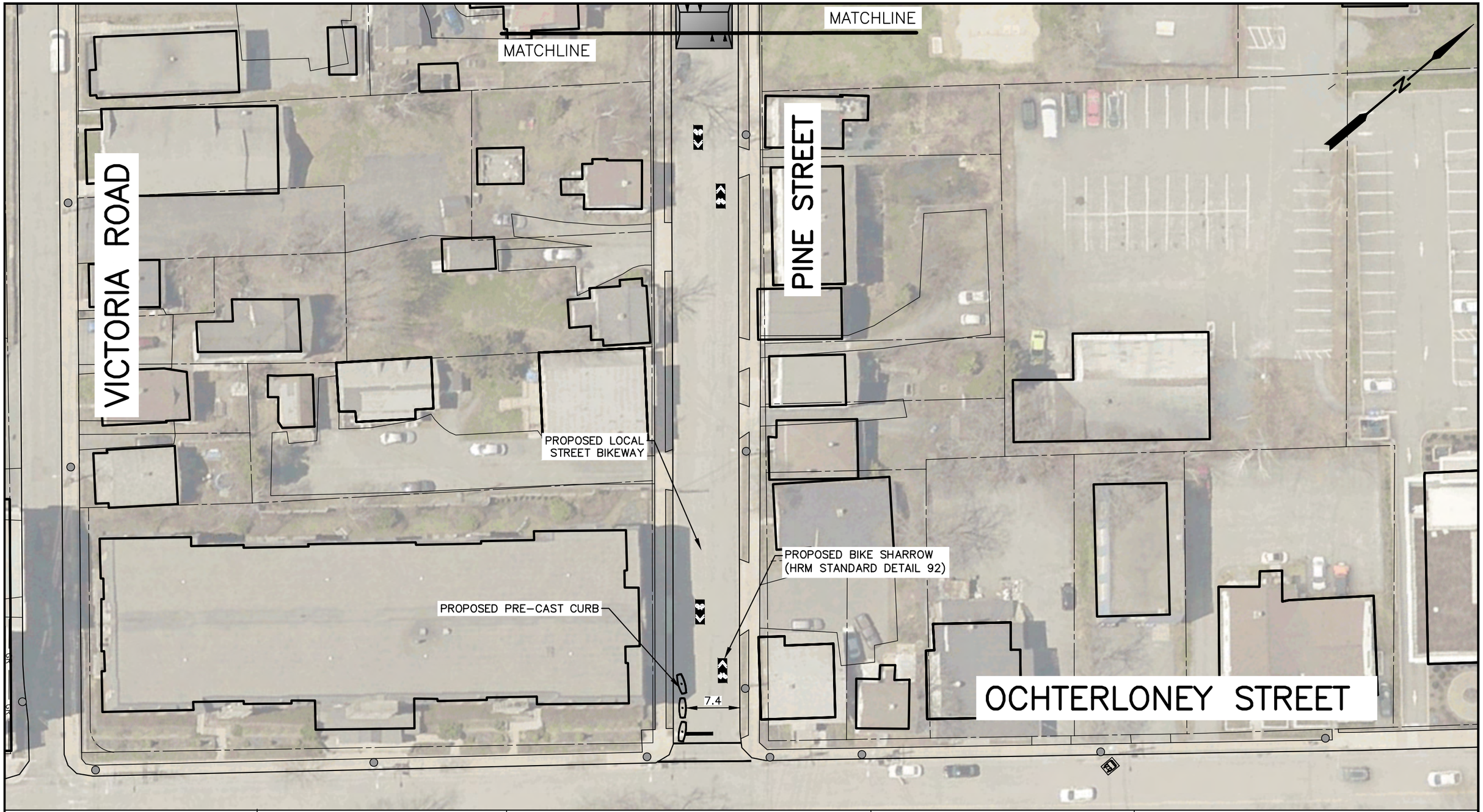
30% DESIGN

TITLE:

SOUTH CONNECTION STUDY AREA:
PINE STREET- DAHLIA STREET TO MYRTLE STREET

SHEET:

15 OF 19



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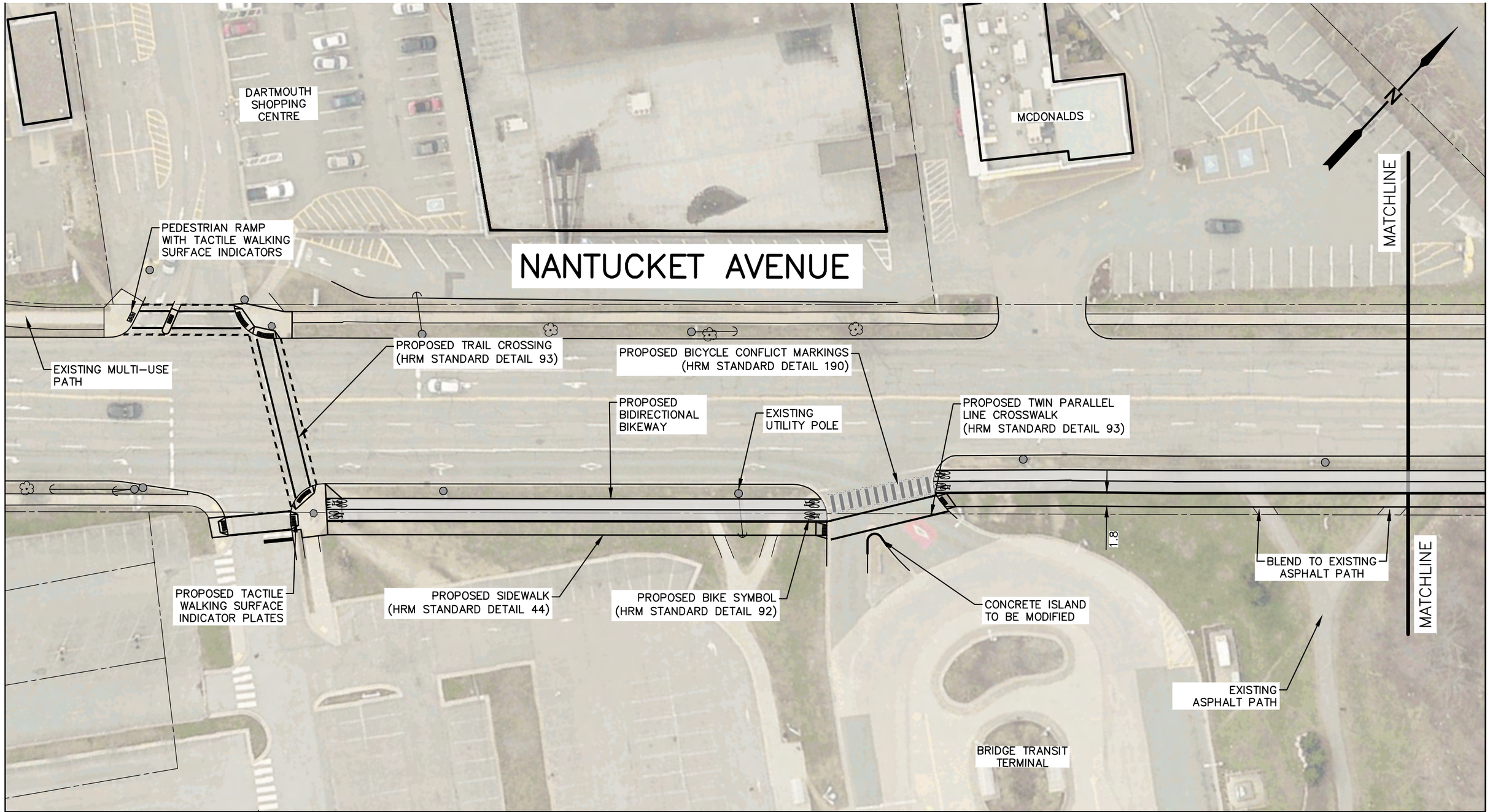
0 10 20 30 40

PROJECT:
SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

30% DESIGN

TITLE:
SOUTH CONNECTION STUDY AREA:
PINE STREET- MYRTLE STREET TO OCHTERLONEY STREET

SHEET:
16 OF 19



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0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

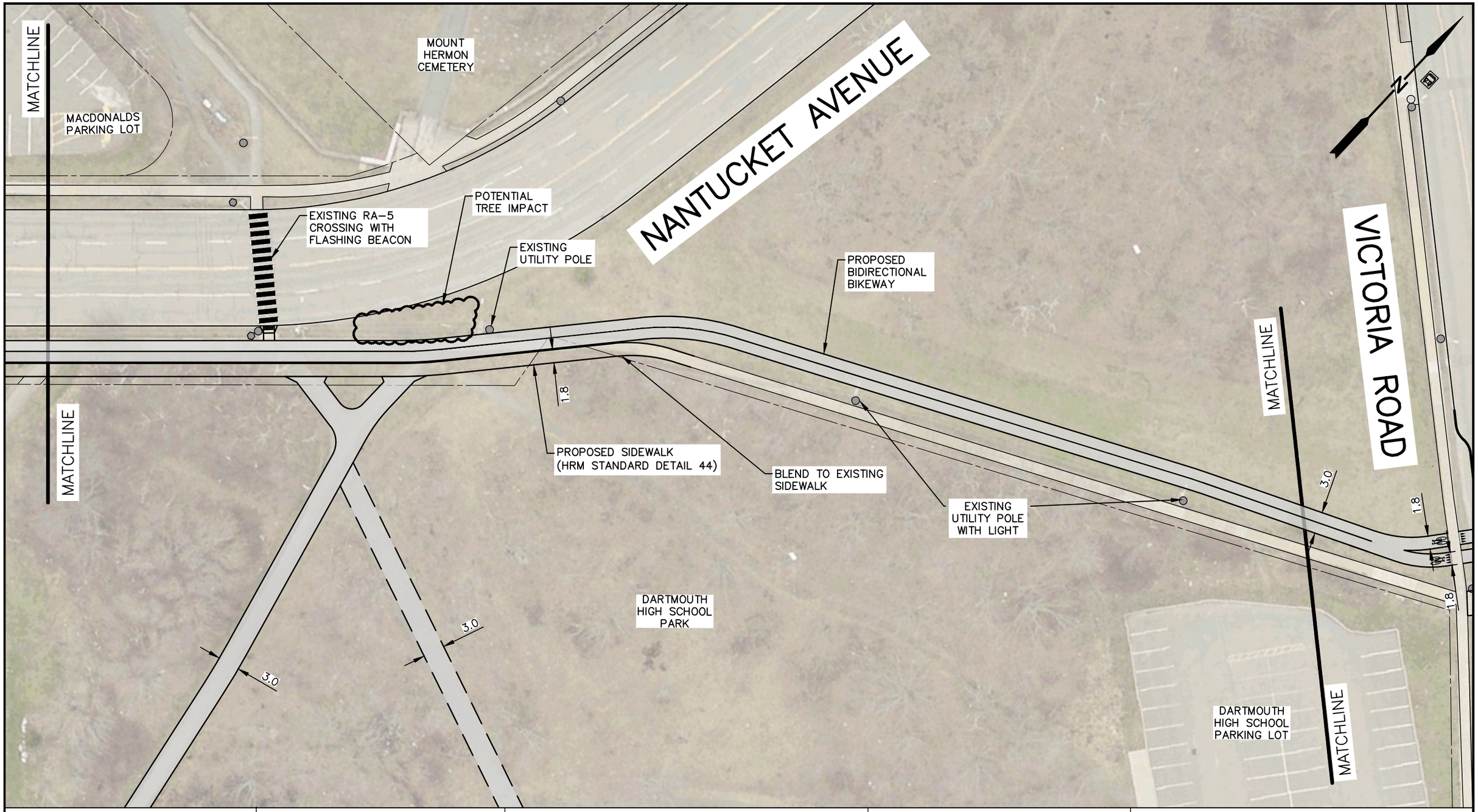
30% DESIGN

TITLE:

WEST CONNECTION STUDY AREA: NANTUCKET AVENUE

SHEET:

17 OF 19



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PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

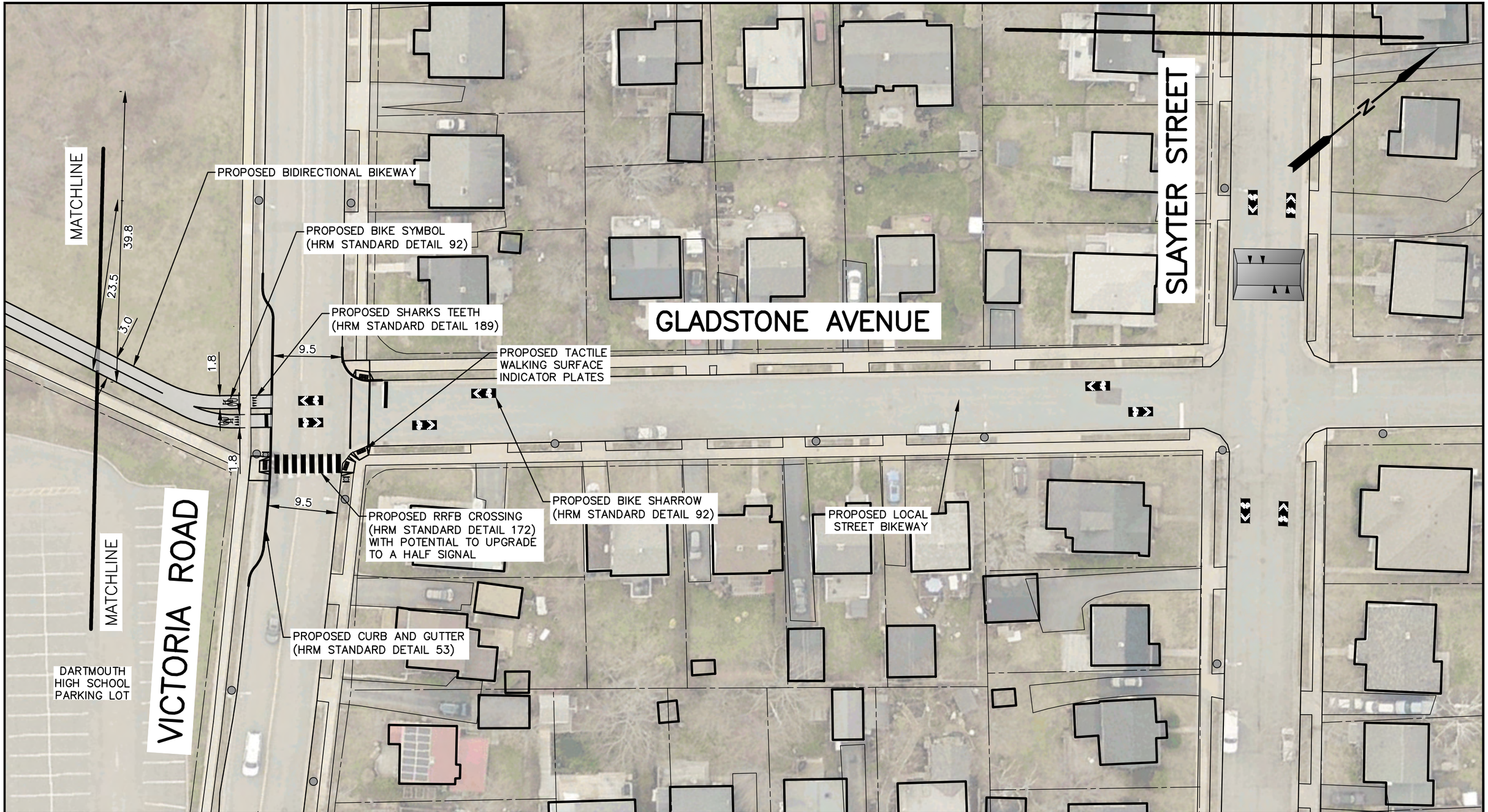
30% DESIGN

TITLE:

WEST CONNECTION STUDY AREA: NANTUCKET AVENUE TO VICTORIA ROAD

SHEET:

18 OF 19



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0 10 20 30 40

PROJECT:

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

30% DESIGN

TITLE:

WEST CONNECTION OPTION 2 STUDY AREA: GLADSTONE AVENUE AT VICTORIA ROAD

SHEET:

19 OF 19