

HALIFAX

Item 5.1

Implementation of
Slayter Street Local Street Bikeway and
Local Connections

*Presentation to Harbour East/Marine Drive
Community Council*



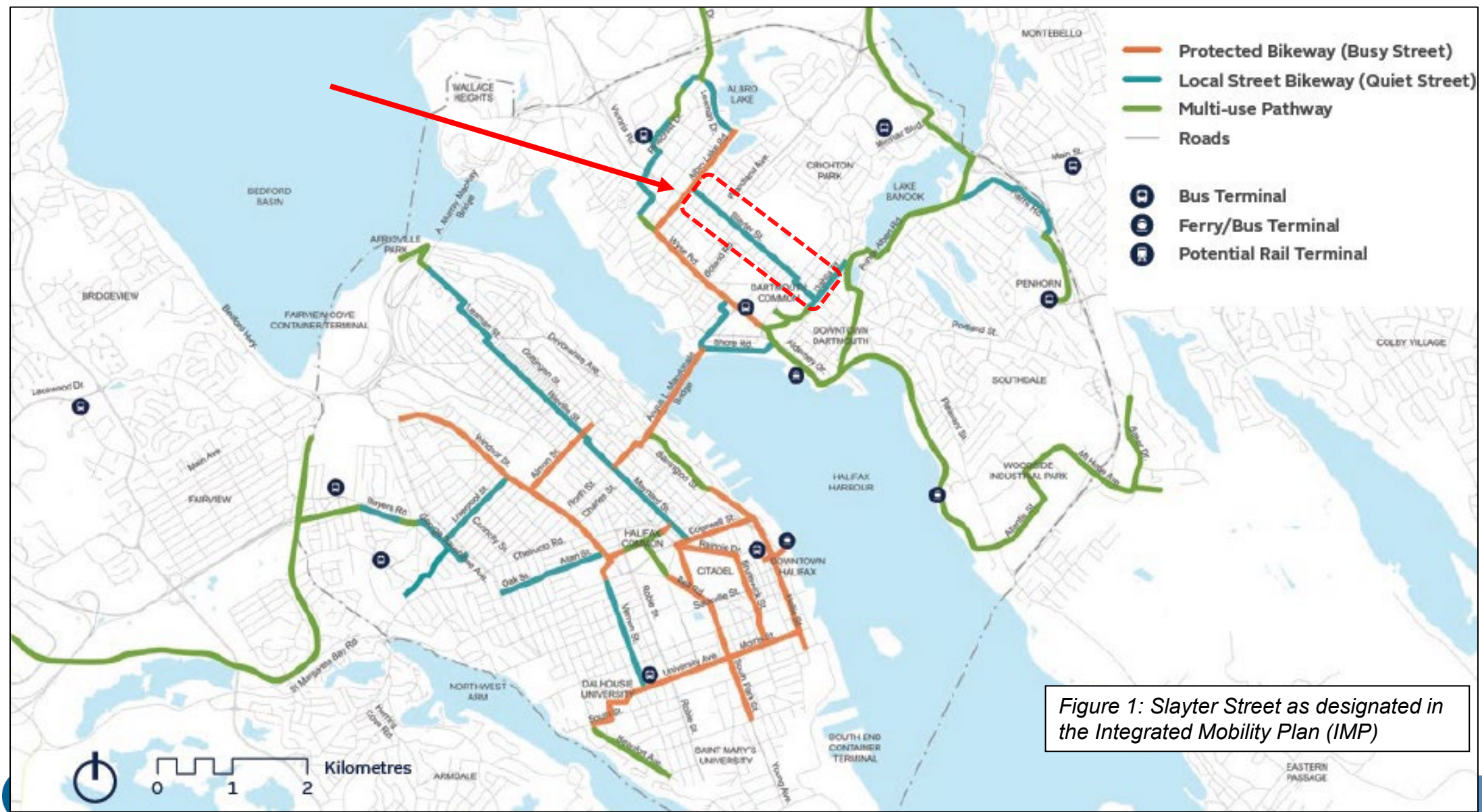
July 3, 2025

Project Objectives

1. Complete functional plan for a designated Local Street Bikeway in Dartmouth
2. Reduce the number of vehicles short cutting onto Slayter from Woodland, School and Thistle Streets.
3. Connect to existing & planned AAA bikeways
4. Connect to North Dartmouth, MacDonald Bridge, Dartmouth Common, Ochterloney/Sullivan's Pond
5. Apply *Complete Streets* approach



Location of Slayter St. within AAA Network



Slayter Street and Local Connections

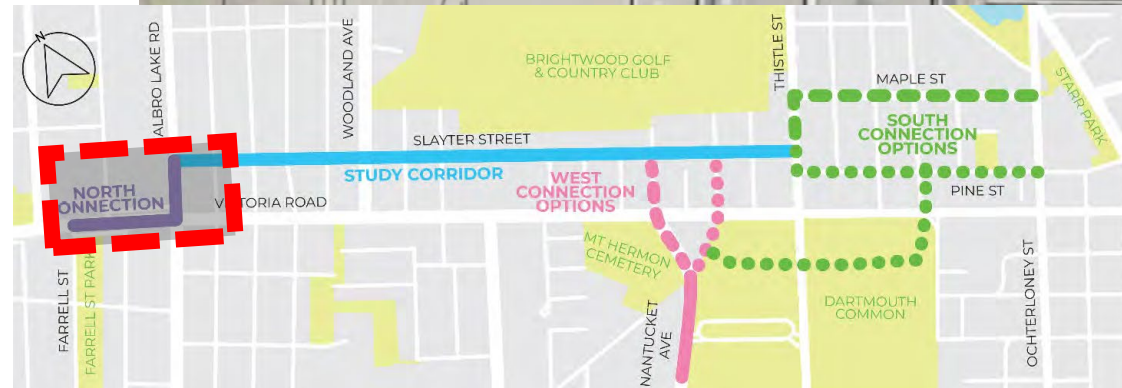
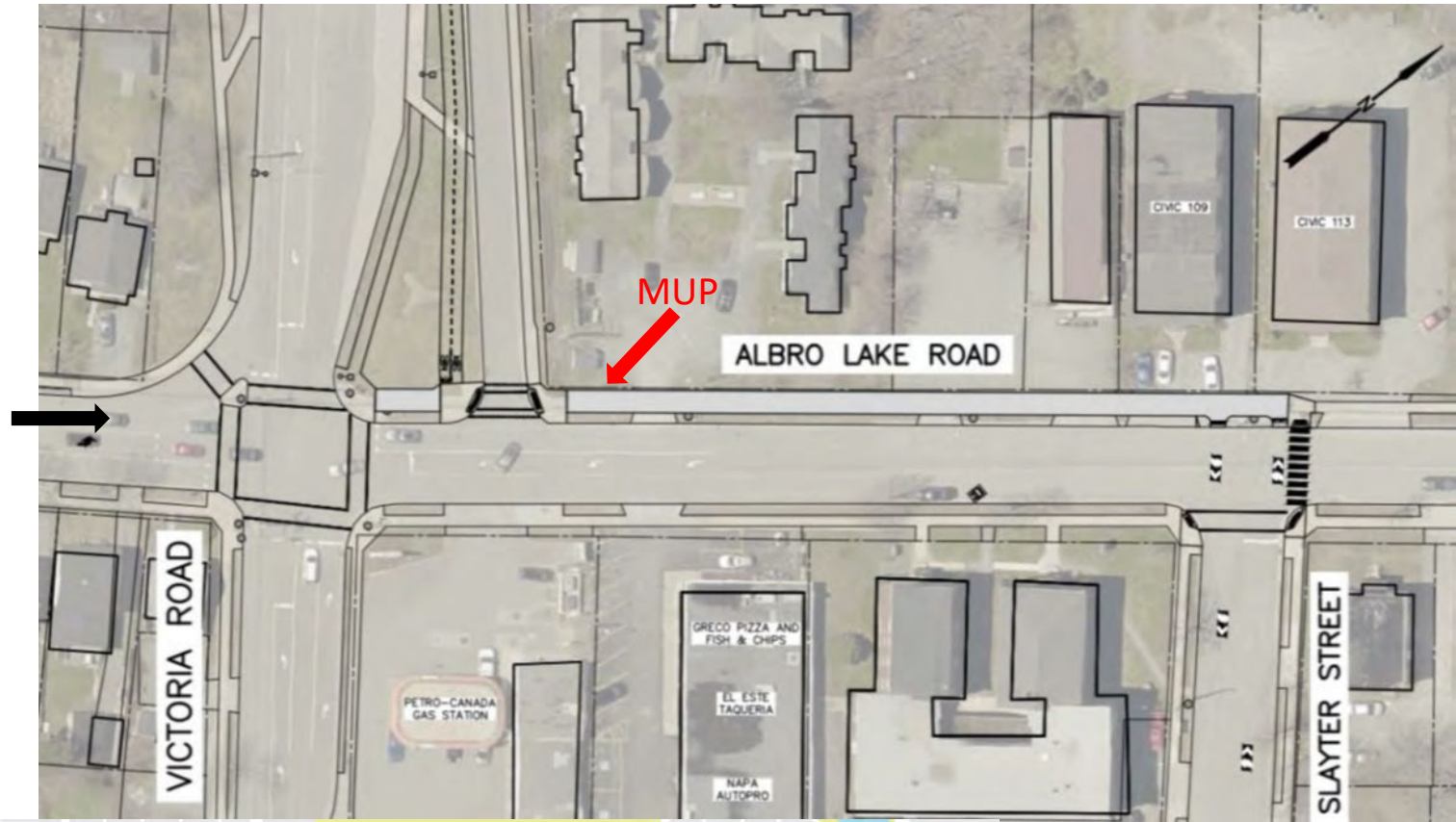


Figure 1: Slayter Street as designated in the Integrated Mobility Plan (IMP)



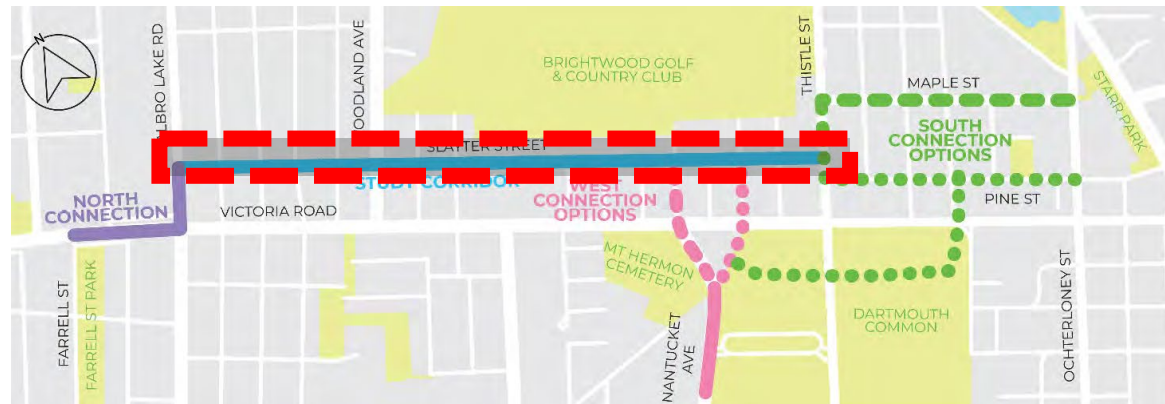
Recommended North Connection Concept

- 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
- Separate bicycle and pedestrian crossings at the Slayter Street intersection
- A pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) crossing of Albro Lake Road
- Class C Cost Estimate = \$332,000



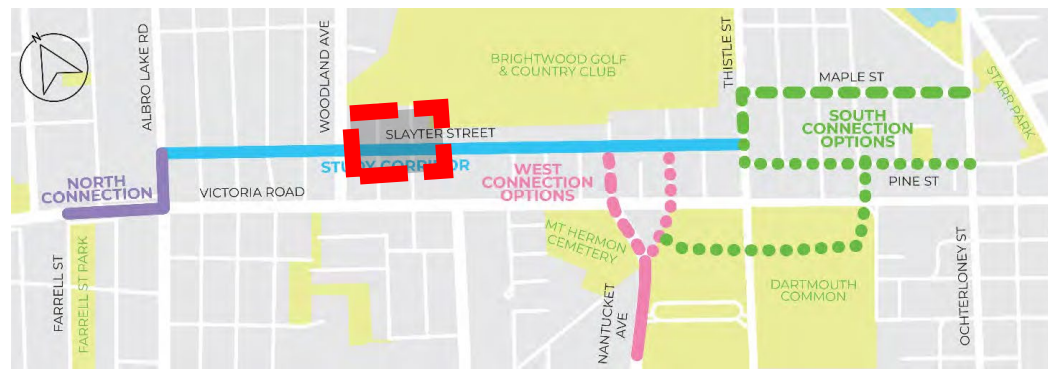
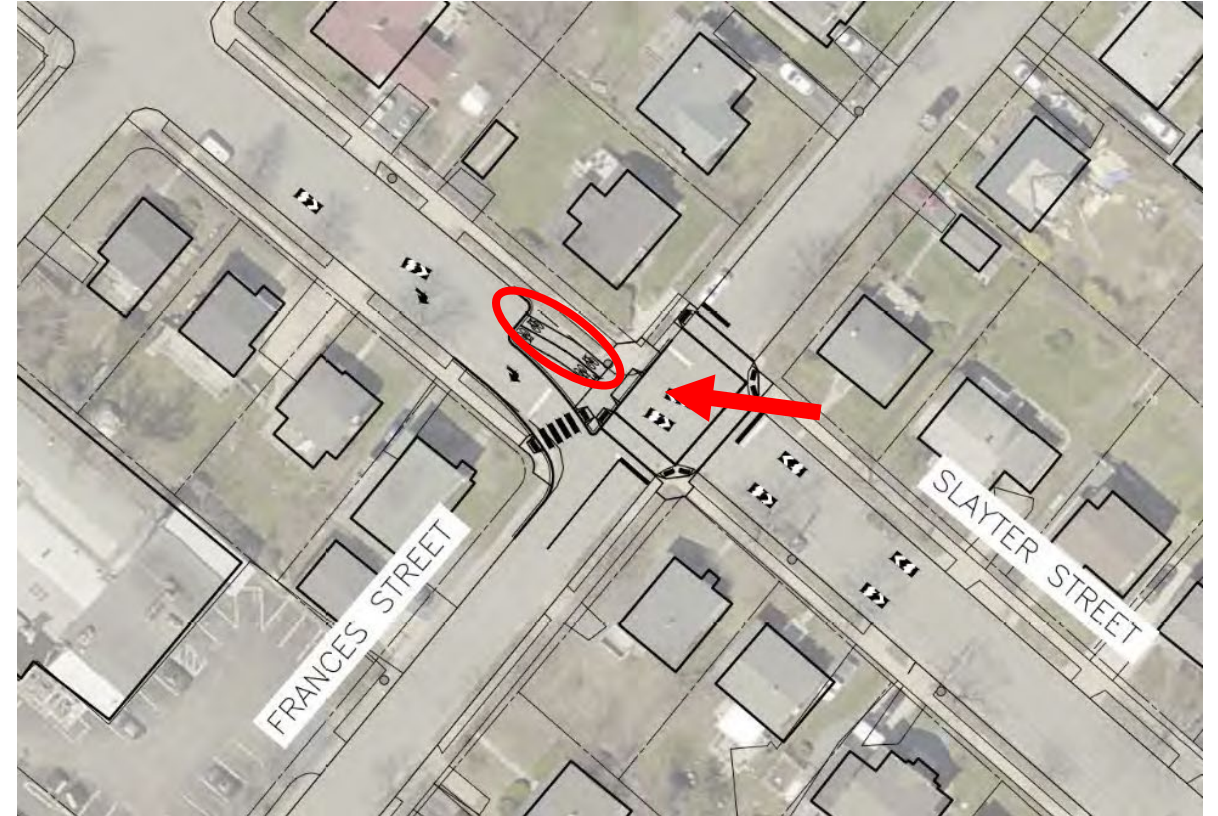
Recommended Slayter Street Concept

- Maintain existing speed humps, curb extensions and bicycle sharrows
- RA-5 crossing on Woodland upgraded to a ped/cyclist activated half-signal
- Diverters at:
 - 1) Slayter/Frances intersection
 - 2) Slayter/Woodland intersection and the Slayter/Thistle intersection
- North, west and south local connections
- Class C cost estimate: \$580,000



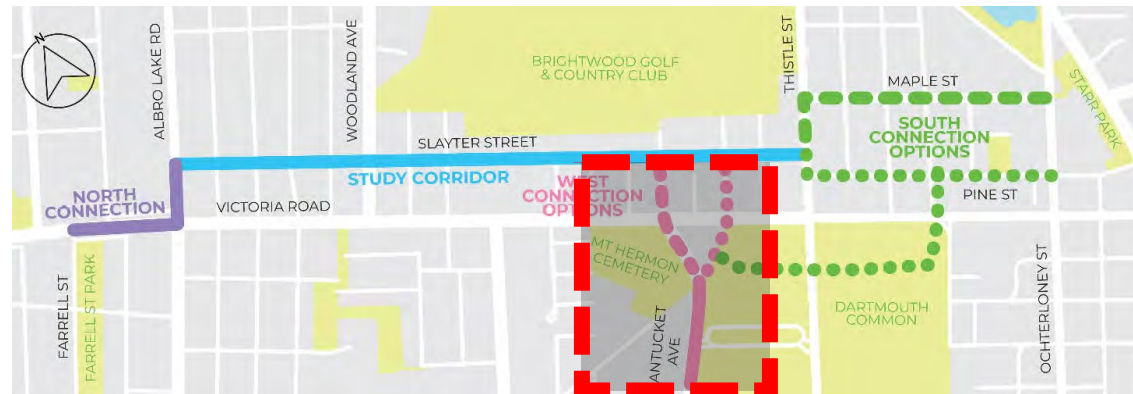
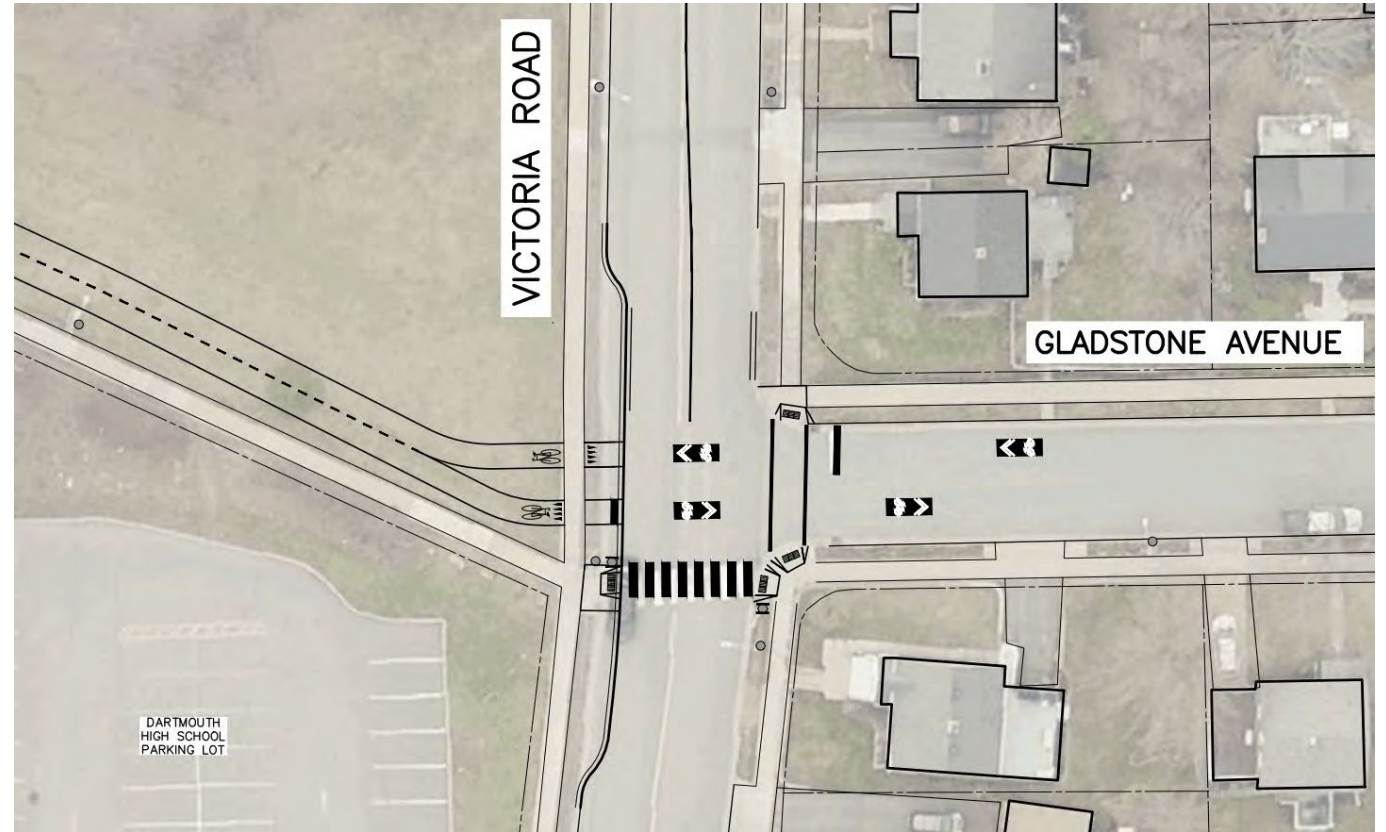
Recommended Frances Street Diverter

- A directional closure on northwest side of intersection that permits only eastbound vehicle right turns onto Frances St.
- Diverter with bidirectional bikeway to allow two-way travel for cyclists
- Frances Street diverter installed first and followed by monitoring to evaluate reduction in vehicle volume.



Recommended West Connection Concept

- Sharrows on Gladstone Ave.
- Pedestrian and bicycle crossing of Victoria Road
- From Victoria to Nantucket:
 - Bidirectional bikeway next to existing sidewalk on HRM land
 - Use existing sidewalk
- No slip lane (School option) and less traffic volume
- Class C cost estimate \$623,000



Recommended South Connection – Dartmouth Common

- 3 options were considered (further study required)
- Speed tables on South section of Pine (Ochterloney to Dahia)
- Dartmouth Common - 3m wide Multi-Use Path from existing MUP to Thistle St. (behind Bicentennial School)
- MUP behind Dartmouth High to proposed bidirectional along Nantucket Ave.
- Class C cost estimate \$448,000 (not including lighting or gate on Thistle St.)

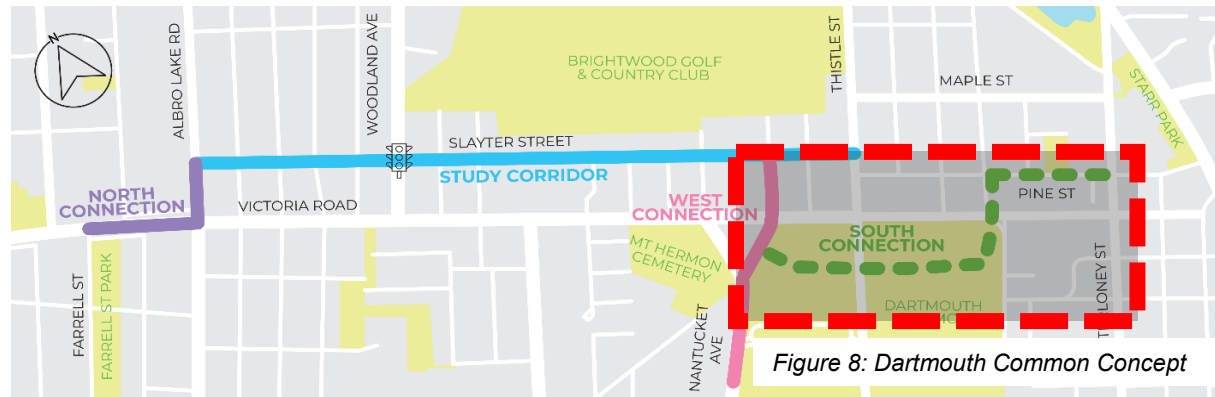
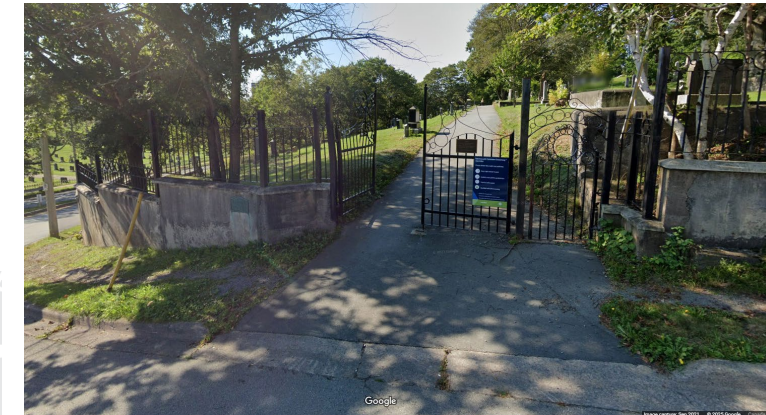


Figure 8: Dartmouth Common Concept

Implementation

- Pending Regional Council approval, recommended options would proceed to preliminary and detailed design
- Addition of proposed bicycle infrastructure would be integrated with planned recapitalization of Victoria Road and Slayter Street
- Detailed Design would begin in summer 2025
- Construction on Slayter Street would be completed in phases over 2 years
- Target to complete construction: 2027



Thank you!

Maria Jacobs – jacobsm@halifax.ca



Questions/Discussion

Additional Slides



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.
1. 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.





Moving Forward-Recommendation

- Final Functional Plan for
 - northern connection along Albro Lake Road,
 - Slayter Street,
 - western connection to Nantucket Road
 - South connection with further review for another connection

- Report to Regional Council
- Detail design – Summer /Fall 2025

- A** Local Street Bikeway
- B** Half-signal at Woodland Avenue
- C** Frances Street Diversion
- D** Woodland Avenue and Thistle Street Diversion
- E** Multi-use Pathway
- F** Bi-directional Bikeway



Figure 23: Recommendations



Western Connection – 1. School St.

- **Key goal:** enabling a safe and convenient connection to Wyse Road bikelane, Macdonald Bridge, and Dartmouth High School
- 2 options were considered from Zatzman Sportsplex parking lot driveway on Nantucket Avenue to Slayter
 - 1. School (Victoria Road /School Street intersection) with bidirectional bikeway on School Street, cross Victoria and across slip lane
 - 2. Gladstone (Victoria Road/ Gladstone Avenue intersection)

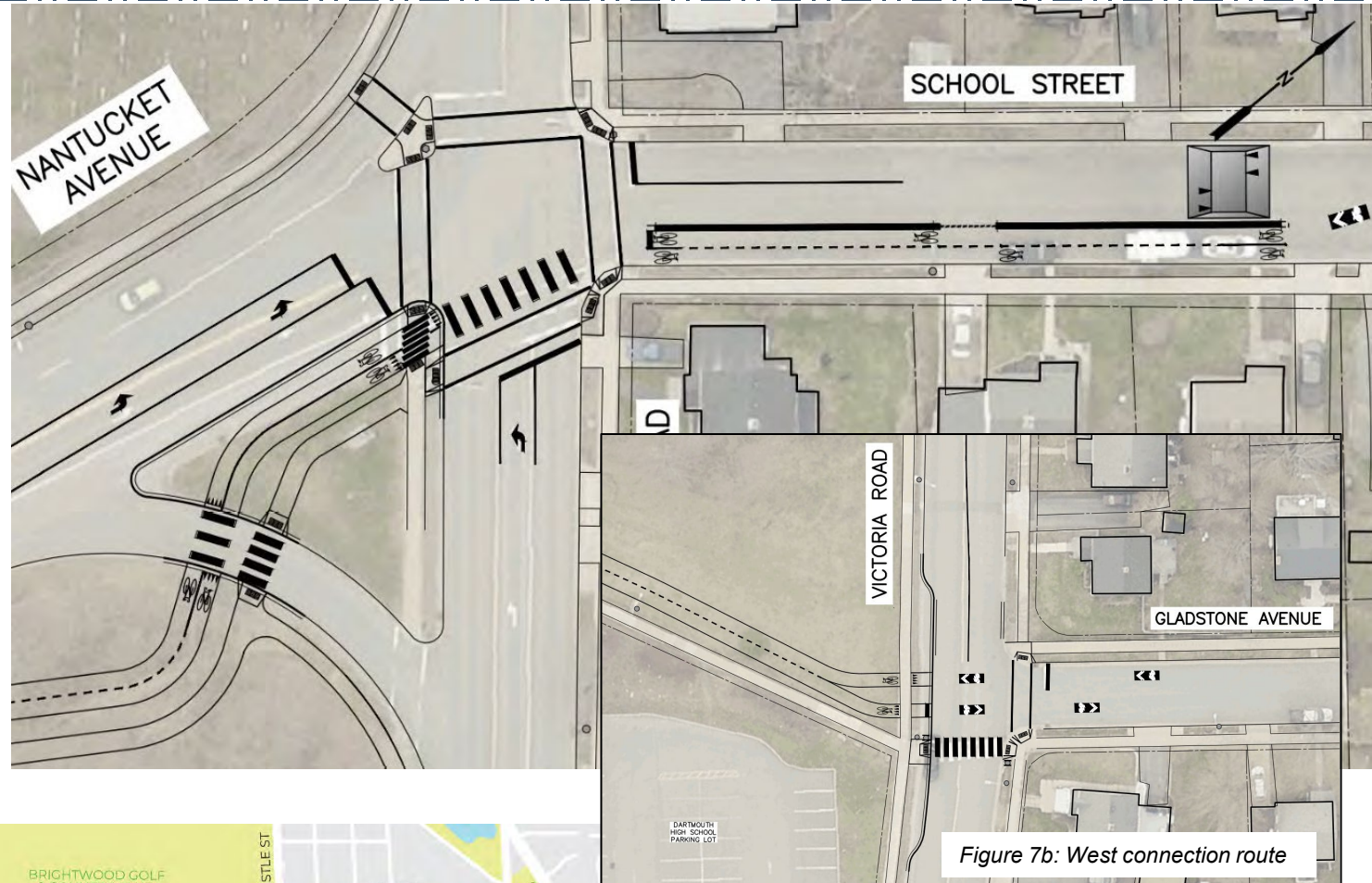
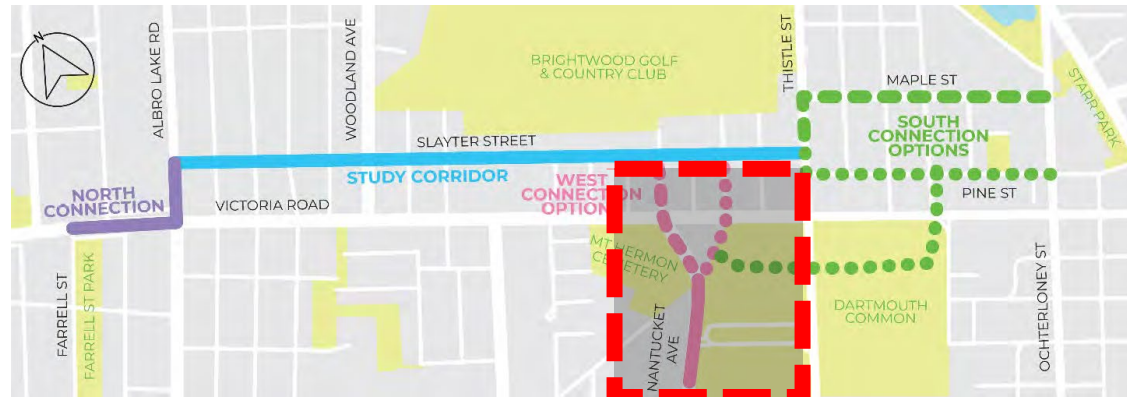
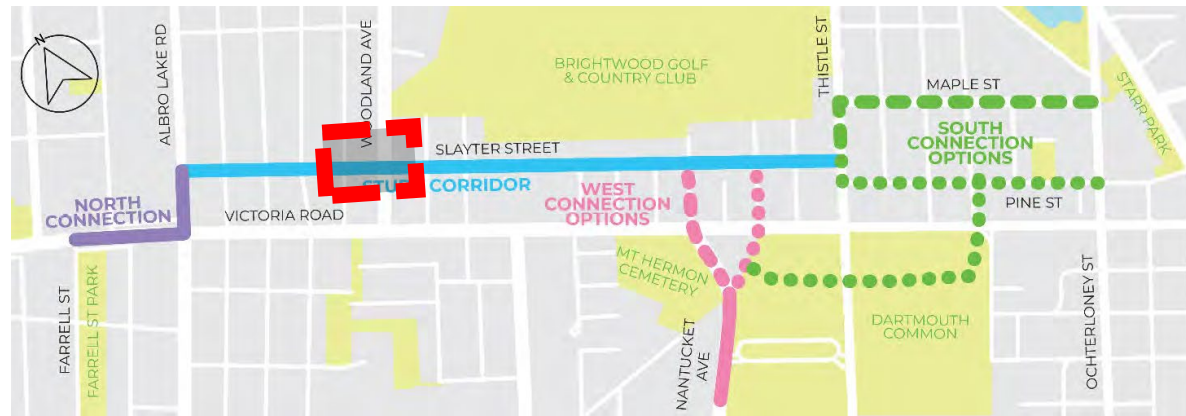
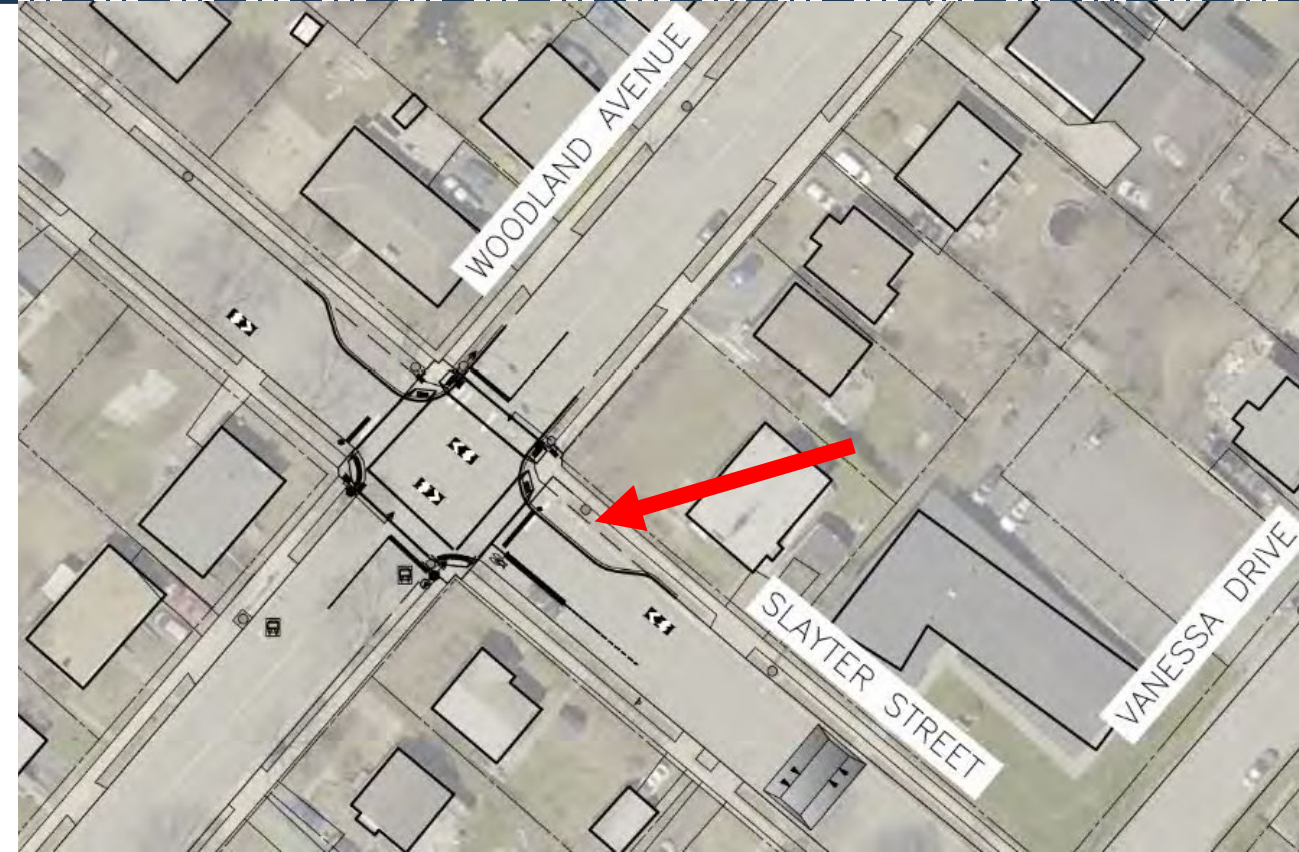


Figure 7b: West connection route



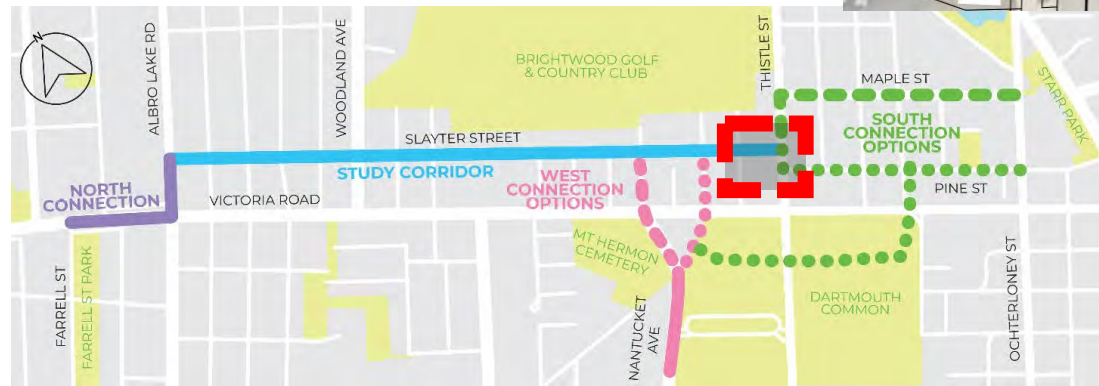
Woodland Diverter (Phase 2 if needed)

- **Key goal:** reduce the number of vehicles short cutting onto Slayer from Woodland via circ.
- RA-5 crossing on Woodland upgraded to a ped/cyclist activated half-signal
- Curb Extensions for shorter crossing for pedestrians
- Option 2 for directional closure if Frances diverter is not sufficient



Thistle Diverter (phase 2 if needed)

- **Key goal:** reduce the number of vehicles short cutting onto Slayter from Thistle
- Bikeway transitions to a 3.0m raised bi-directional bikeway on the right side of Slayter Street.
- Existing zebra crosswalk on the west side of Thistle Street is relocated to the east side
- Directional closure is proposed which will only permit vehicles traveling eastbound.
- A few on-street parking spots will be impacted
- Cyclists cross the intersection onto a multi-use pathway on the south side of Thistle (not in this Functional plan)



Southern Connection – Dartmouth Common

