

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

What is the Slayter Local Street Bikeway & Connections Project?

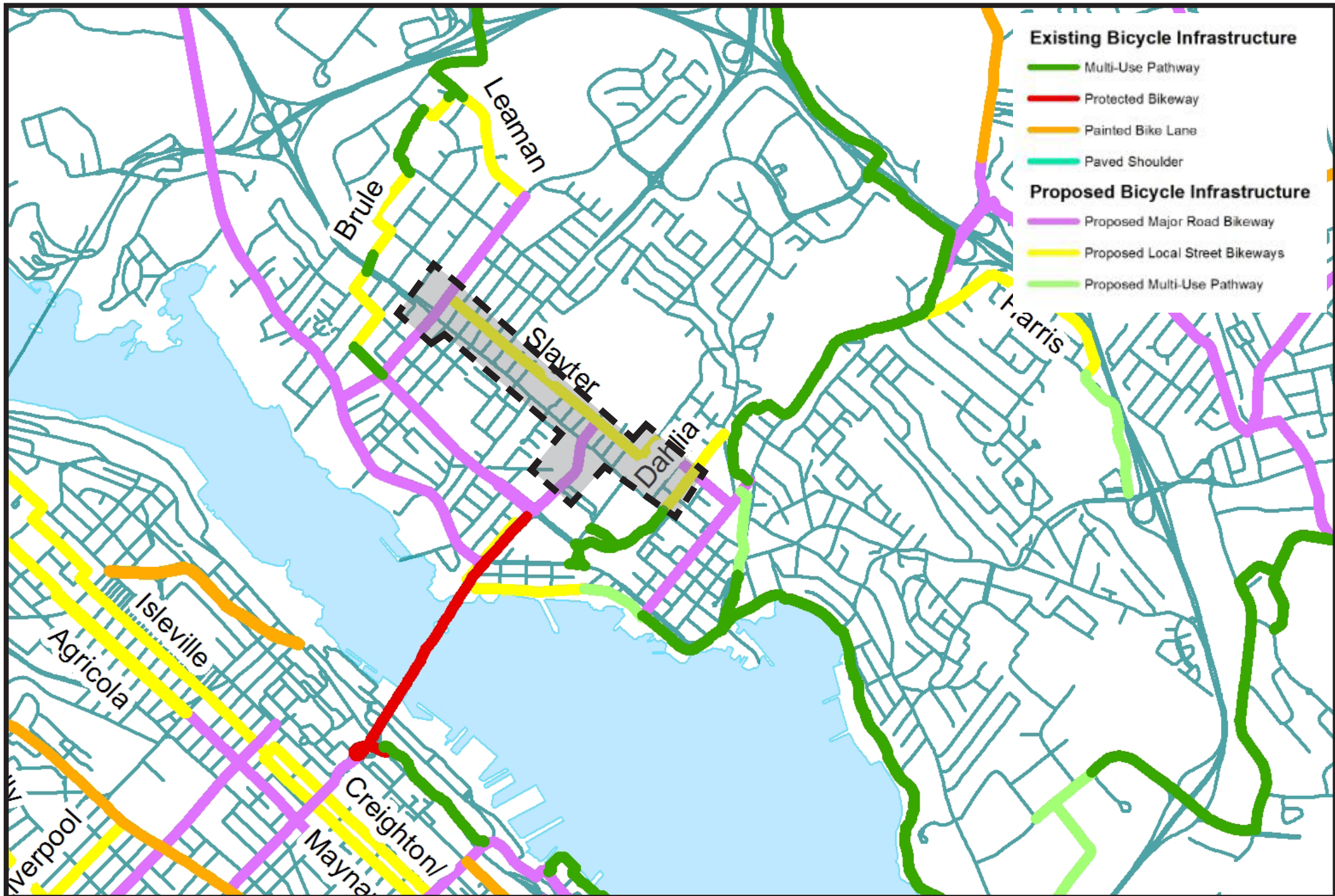
Halifax Regional Municipality is investigating available options for providing several key connections to the core cycling network in the Downtown Dartmouth core. The Slayter Local Street Bikeway will connect existing pathways and proposed bicycle facility projects from Albro Lake Road to Ochterloney Street. Local street bikeway projects are meant to:

- **create safe, comfortable, and convenient** cycling corridors for users of **all ages and abilities** (**‘AAA’**), and
- **connect the existing and planned future bicycle facility projects** in the Halifax Regional Municipality.

The Bigger Picture

Halifax Regional Municipality has been working to implement the various Active Transportation facility projects identified in the **2014-19 Active Transportation Priorities Plan** which identifies candidate routes and facility types across the entire Halifax Regional Municipality. Together, these projects will create a safe, convenient, and connected network for cyclists to travel to and from common origins and destinations in the Halifax Regional Municipality.

The Integrated Mobility Plan (IMP) sets a goal to deliver an AAA bicycling network in the Regional Centre. The IMP identifies the need for Active Transportation facility connections on a number of residential streets including those highlighted on the map to the right.



Halifax Integrated Mobility Plan (2017)

Proposed Slayter Local Street Bikeway and Connections:



What's next for the Slayter Local Street Bikeway project?

The public input will be discussed and the preferred design options be selected. A **functional design report** will be prepared which will identify the opportunities and constraints for the preferred Design Option.

- The **functional design report** will include
- conceptual options for the corridor as well
- as a summary of what we heard from public
- engagement events. Feedback will be used
- to inform a preferred design option that will
- be advanced to the functional design phase
- as part of the final report.

How can you participate?

Your input is an important part of the design process. We invite you to review the options being considered and provide your feedback. Tell us about your experiences in each of the areas, and how the design concepts might impact you. Let us know if you have any ideas or concerns. Your feedback will be very important during the next stage of the project.

www.shapeyourcityhalifax.ca/slayter-local-street-bikeway

SLAYTER LOCAL STREET BIKEWAY & CONNECTIONS

The Municipality’s Administrative Order for Local Street Bikeways

A key objective of a Local Street Bikeways is to prioritize bicycle traffic and to create a street that is continuous and comfortable for cyclists of all ages and abilities. Intersections can be challenging and uncomfortable for cyclists as they are often forced to be integrated with moving traffic. To provide the level of comfort that is needed for a Local Street Bikeway, traffic calming and/or diverting measures are often put in place.



Regional Council has adopted an **Administrative Order (2016-002OP)** which provides guidance on when and where traffic calming and/or diverting measures are needed:

Vehicle Volume Thresholds:

- < 1,000 vpd – shall not require consideration of diversion of traffic
- 1,000 to 3,000 vpd – may require consideration of diversion of traffic
- > 3,000 vpd – shall require consideration of diversion of traffic

Vehicle Speed Thresholds:

- < 30 km/hr – shall not require consideration of traffic calming
- 30 to 45 km/hr – may require consideration of traffic calming
- > 45 km/hr – shall require consideration of traffic calming

To successfully calm/divert traffic on a Local Street Bikeway, alterations to high-volume intersections are often implemented. Examples of intersection traffic calming/diverting that are proposed for these bikeway corridors include:

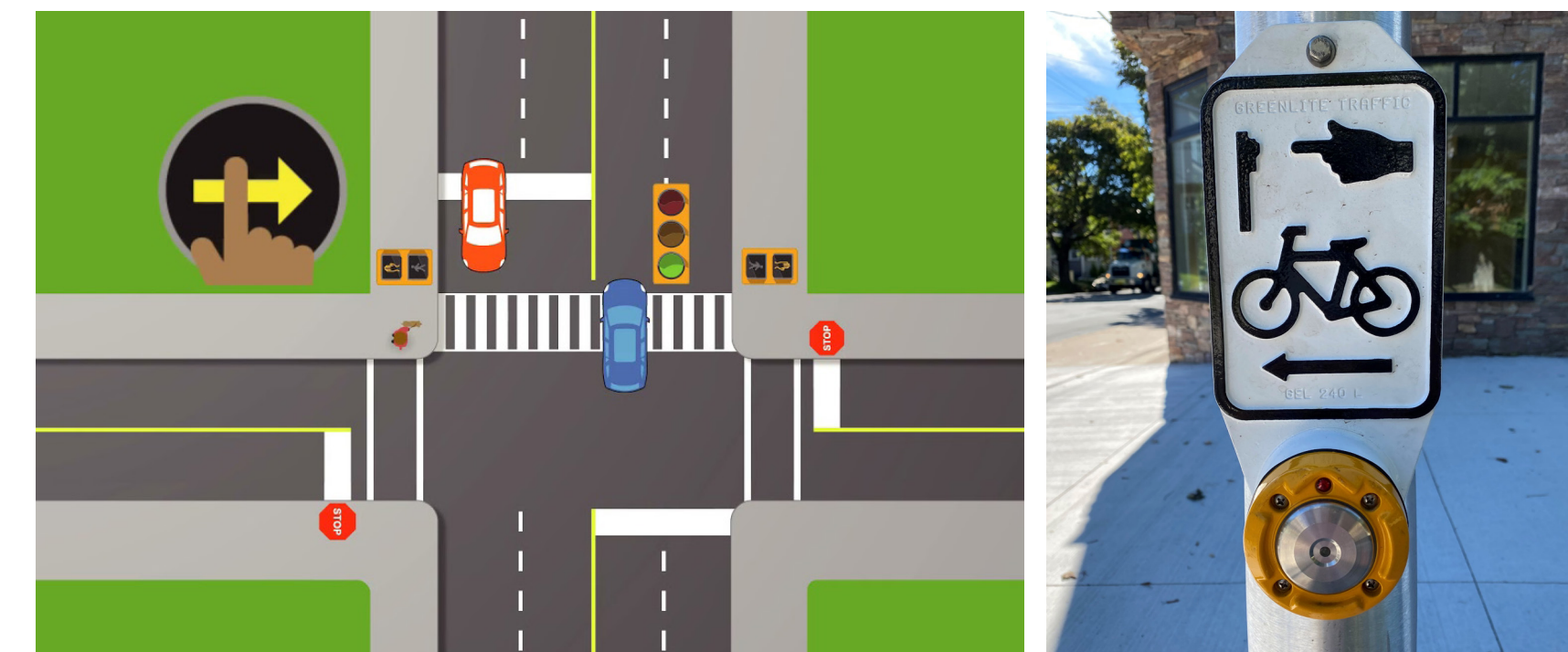


Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossings control the flow of traffic with the use of a pedestrian push-button or cyclist sensor that activate flashing lights on the side of the road.

Why are they useful?

By placing the beacons on the side of the road they are closer to driver eye height and have been found to improve driver yielding.



Pedestrian Half-Signal

Pedestrian half-signals control the flow of traffic with the use of a pedestrian push-button or cyclist sensor that activate the red light and trigger a gap in traffic.

Why are they useful?

The purpose is to improve the safety and help people walking, rolling, and cycling create reliable gaps to cross with minimal delay.



Speed Humps

Speed Humps are rounded traffic calming devices that use vertical deflection to slow motor-vehicle traffic in order to improve safety conditions. Speed humps are often installed in a series of several humps to prevent cars from speeding before and after the speed hump.

Why are they useful?

Speed humps typically limit vehicle speeds to approximately 30-35 km/h at the speed hump and 40-50 km/h at the midpoint between speed humps.

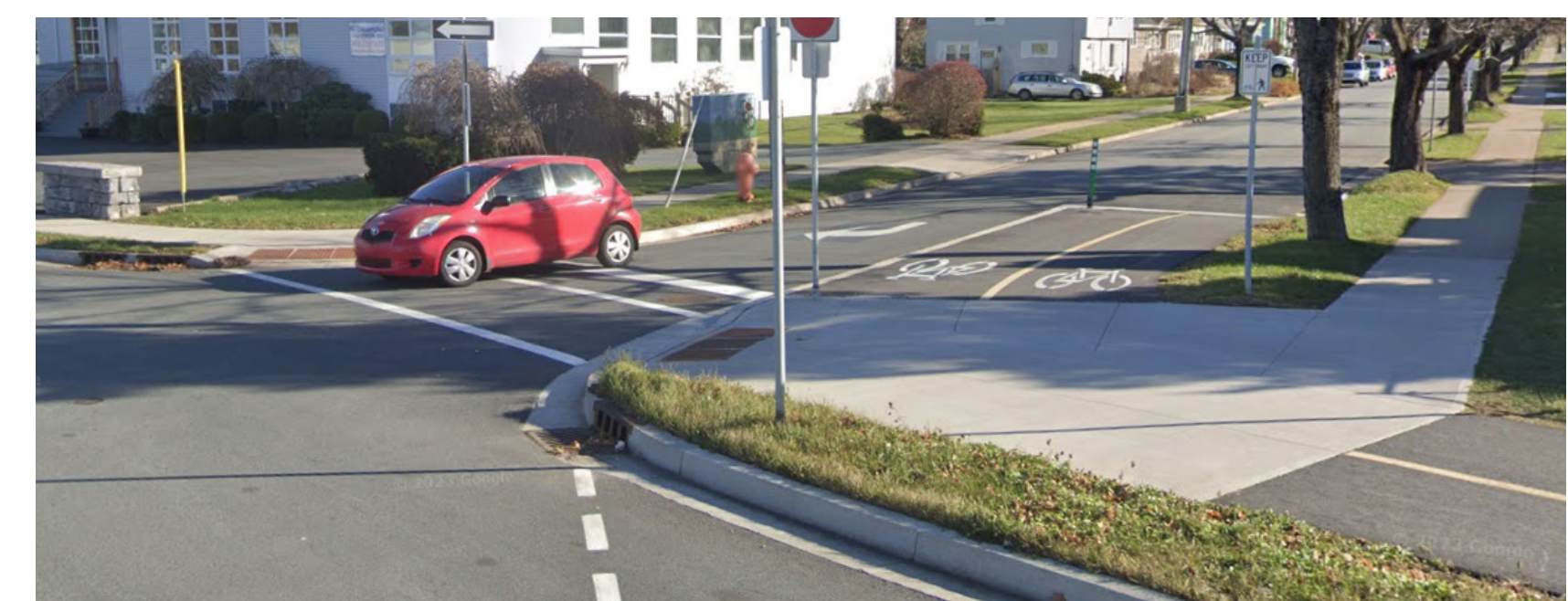


Curb Extensions

Curb extensions are a traffic calming measure primarily used to extend the sidewalk, reducing the crossing distance and providing better visibility of the pedestrian.

Why are they useful?

They decrease the crossing distance and increase the visibility of pedestrians.



Traffic Diversions

Since local streets are not designed to accommodate through traffic, a traffic diverter can be used prevent non-local traffic from “short cutting” through side streets.

Why are they useful?

Traffic diverters are useful in reducing traffic volumes by restricting through movements at local street intersections.