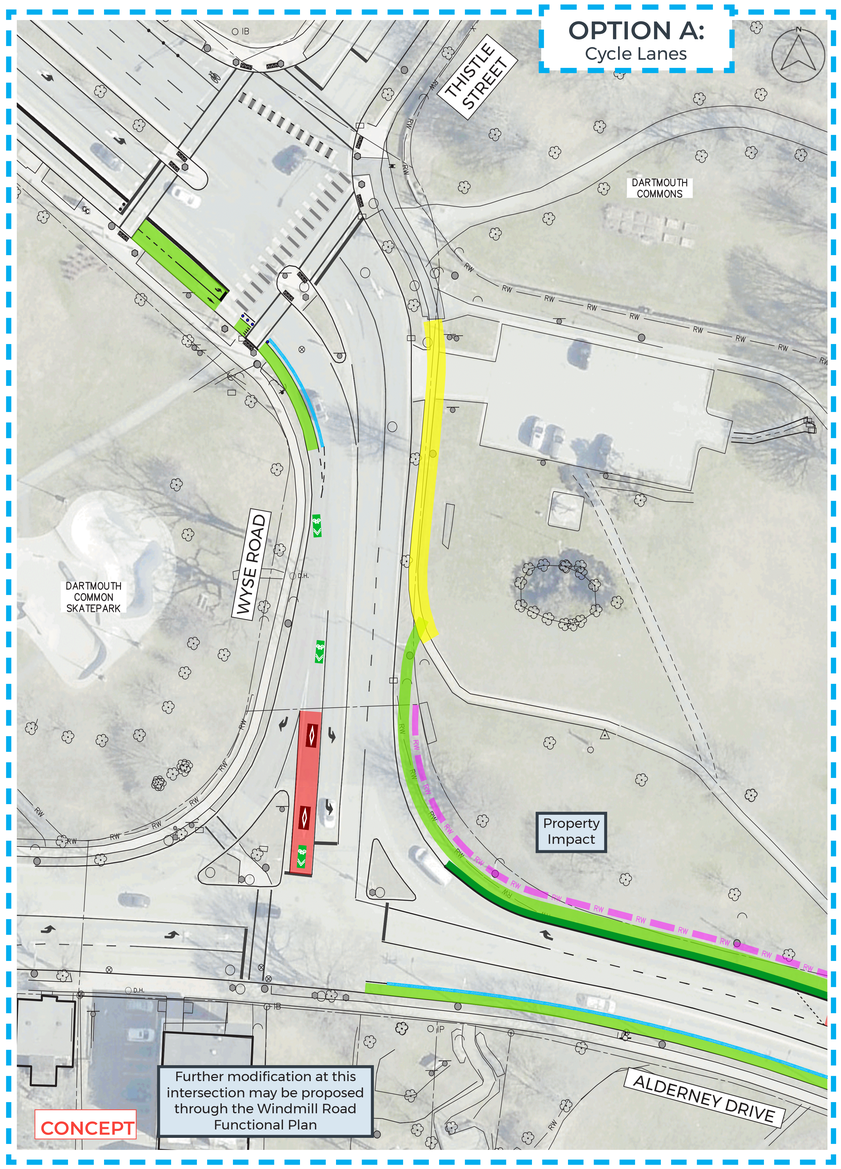
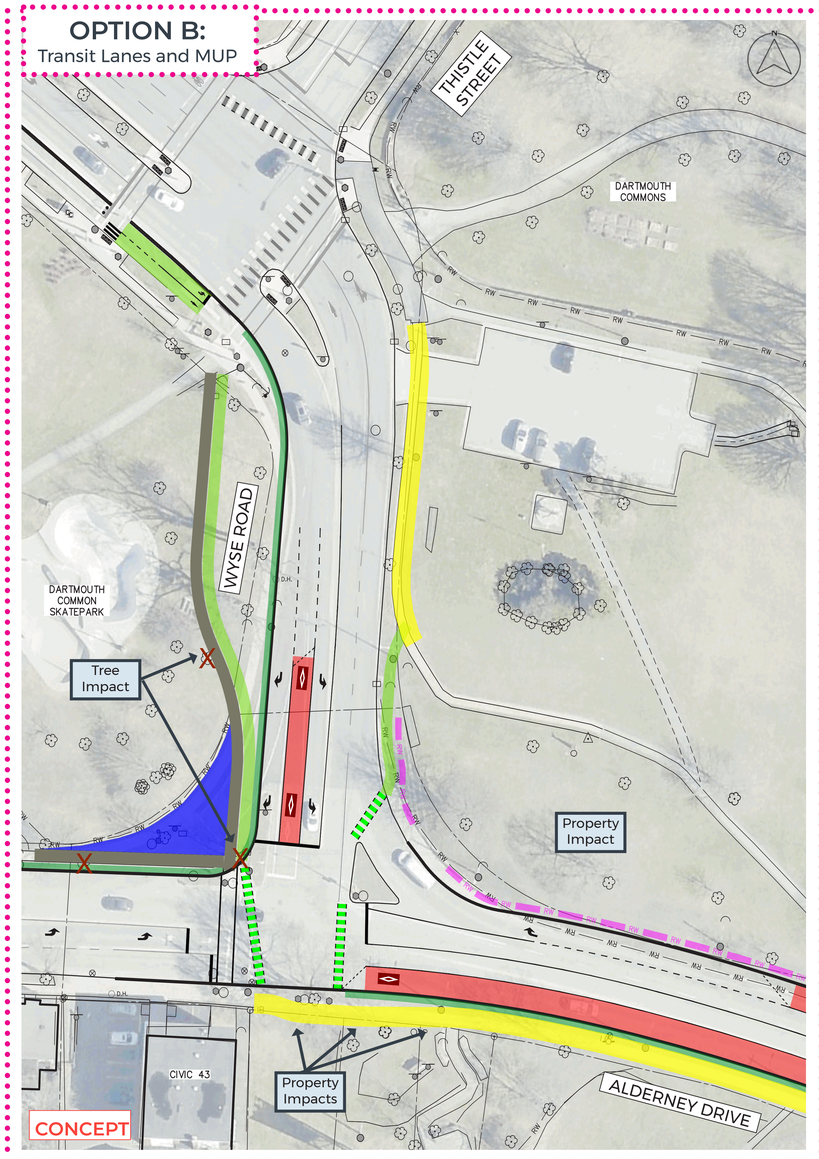
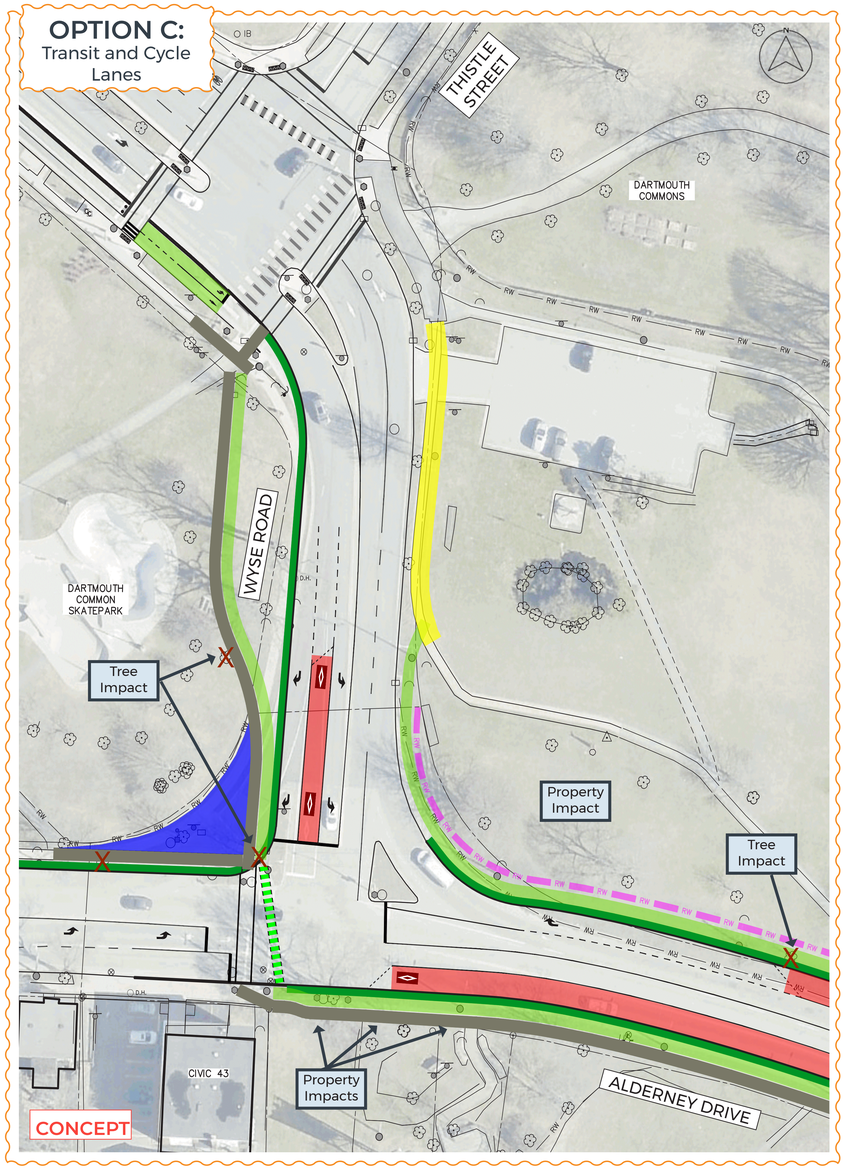
WYSE ROAD: THISTLE STREET TO ALDERNEY DRIVE







LEGEND

- Sidewalk
- Grass Boulevard
- Multi-Use Pathway
- Protected Bikeway (one-way)
- RW Retaining Wall
- Movable Concrete Curb
- Transit Lane
- Closures/Realignments
- X Tree Impact
- Bike Sharrow

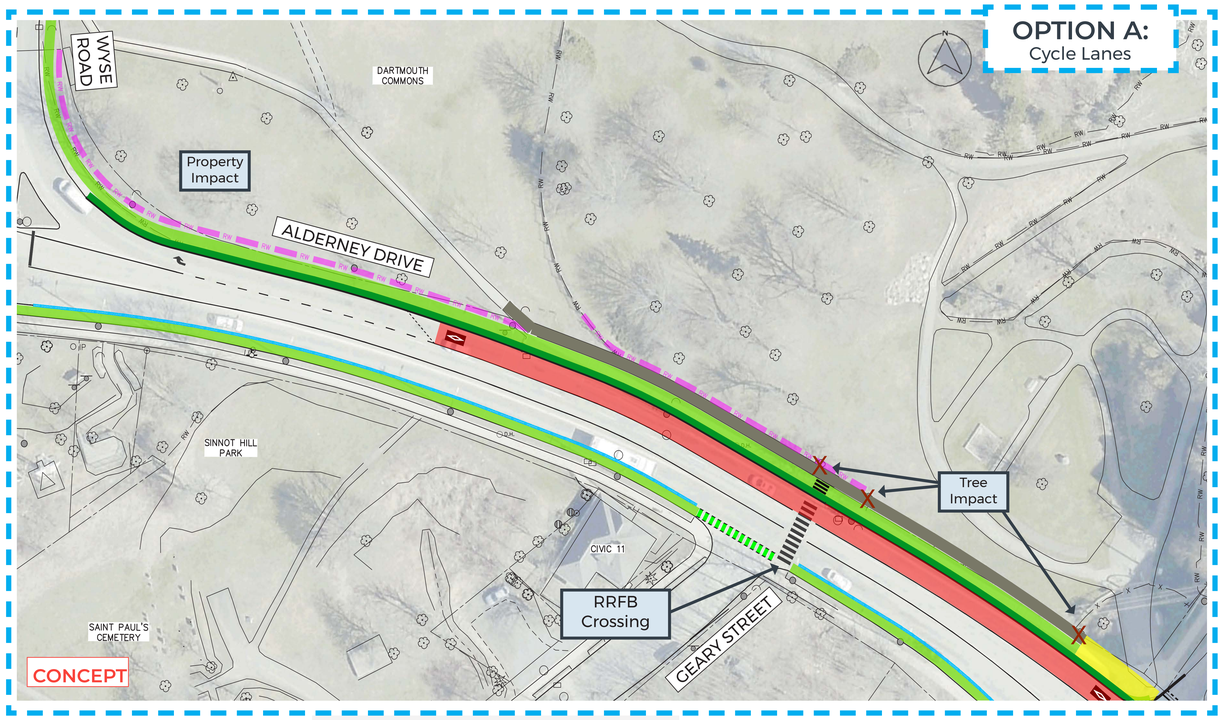


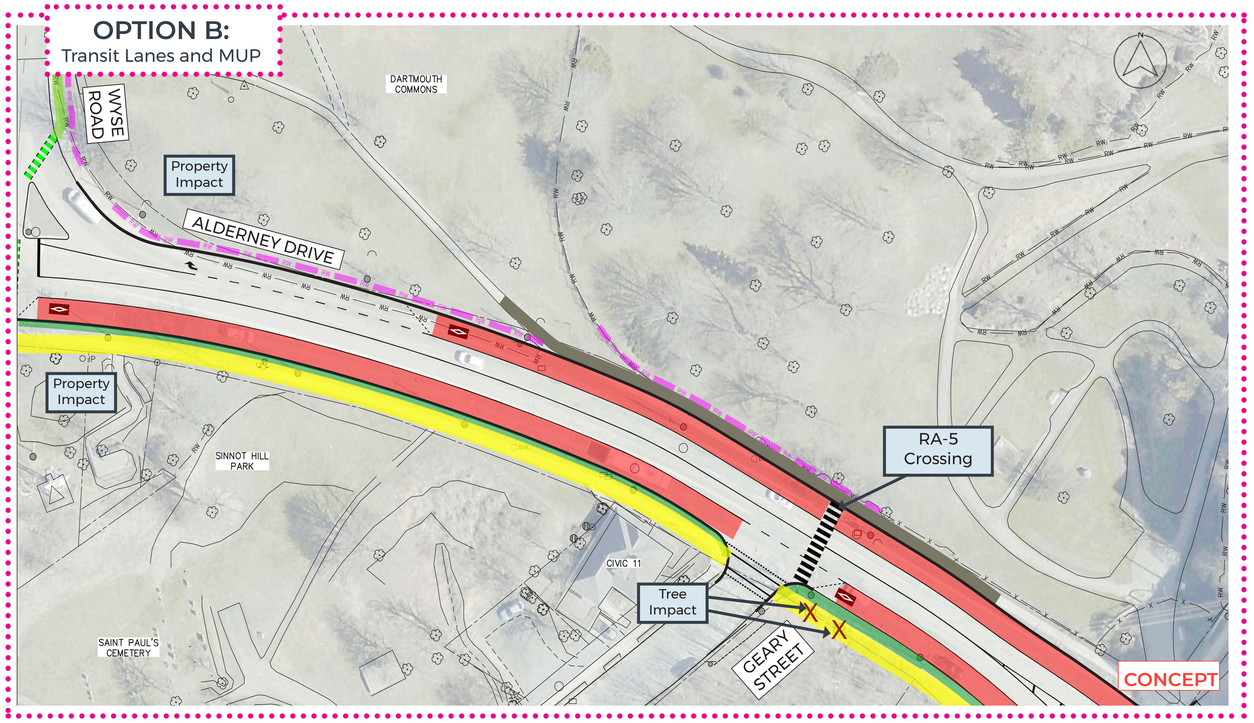
HALIFAX

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OPTION A: Cycle Lanes	» Short multi-use pathway extension on the east side of Wyse Road. » No change to sidewalk or crossing facilities.	» Shared lane with transit at intersection into dedicated uni-directional lanes on both sides Alderney Drive. » Short multi-use pathway extension on the east side of Wyse Road. » Less mixing with pedestrians and vehicles.	» Shared lane with cyclists.	» No change to vehicle operations at this intersection. » Yield to cyclists to enter right-turn yield channel on Windmill Road.	» No impact to water side of Alderney Drive at this intersection. » No impact to skate park at this intersection. » Relocation of the Dartmouth Common retaining wall shown in pink. » Relocating the retaining wall will affect this portion of the Commons and its current landscape. » Impact to 4 utility poles.	$
OPTION B: Transit Lanes and MUP	» Short multi-use pathway extension on the east side of Wyse Road. » Sidewalk snaking through trees in the skate park. » Multi-use pathway on the water side of Alderney Drive.	» Uni-directional lanes on Wyse Road with a multi-use pathway on the water side of Alderney Drive. » Cycle lane snaking through trees in the skate park. » More mixing with pedestrians, no mixing with vehicles. » Cycle crossing signal phase at the intersection.	» Dedicated continuous left-turning lane for transit at this intersection. » Lengthening the transit queue lane on Wyse Road.	» Removing right-turn channel from Wyse Road and installing right-turn lane at the intersection. » Yield to cyclists in the right-turn channel from Alderney Drive to Wyse Road.	» Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. » Relocation of the Dartmouth Common retaining wall shown in pink. » Relocating the retaining wall will affect this portion of the Commons and its current landscape. » Impact to 3 trees. » Impact to 6 utility poles.	$$
OPTION C: Transit and Cycle Lanes	» Short multi-use pathway extension on the east side of Wyse Road. » Sidewalk snaking through trees in the skate park. » Sidewalk on the water side of Alderney Drive. » Removal of existing sidewalk.	» Uni-directional lanes along Wyse Road and Alderney Drive. » Short multi-use pathway extension on the east side of Wyse Road. » Minimal mixing with pedestrians, no mixing with vehicles. » Cycle crossing signal phase at the intersection.	» Dedicated continuous left-turning lane for transit at this intersection. » Lengthening the transit queue lane on Wyse Road.	» Removing right-turn channel from Wyse Road and installing right-turn lane at the intersection. » Yield to cyclists in the right-turn channel from Alderney Drive to Wyse Road.	» Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. » Further relocation of the Dartmouth Common retaining wall shown in pink. » Relocating the retaining wall will affect this portion of the Commons and its current landscape. » Impact to 4 trees. » Impact to 8 utility poles.	$$$

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ALDERNEY DRIVE: WYSE ROAD TO GEARY STREET

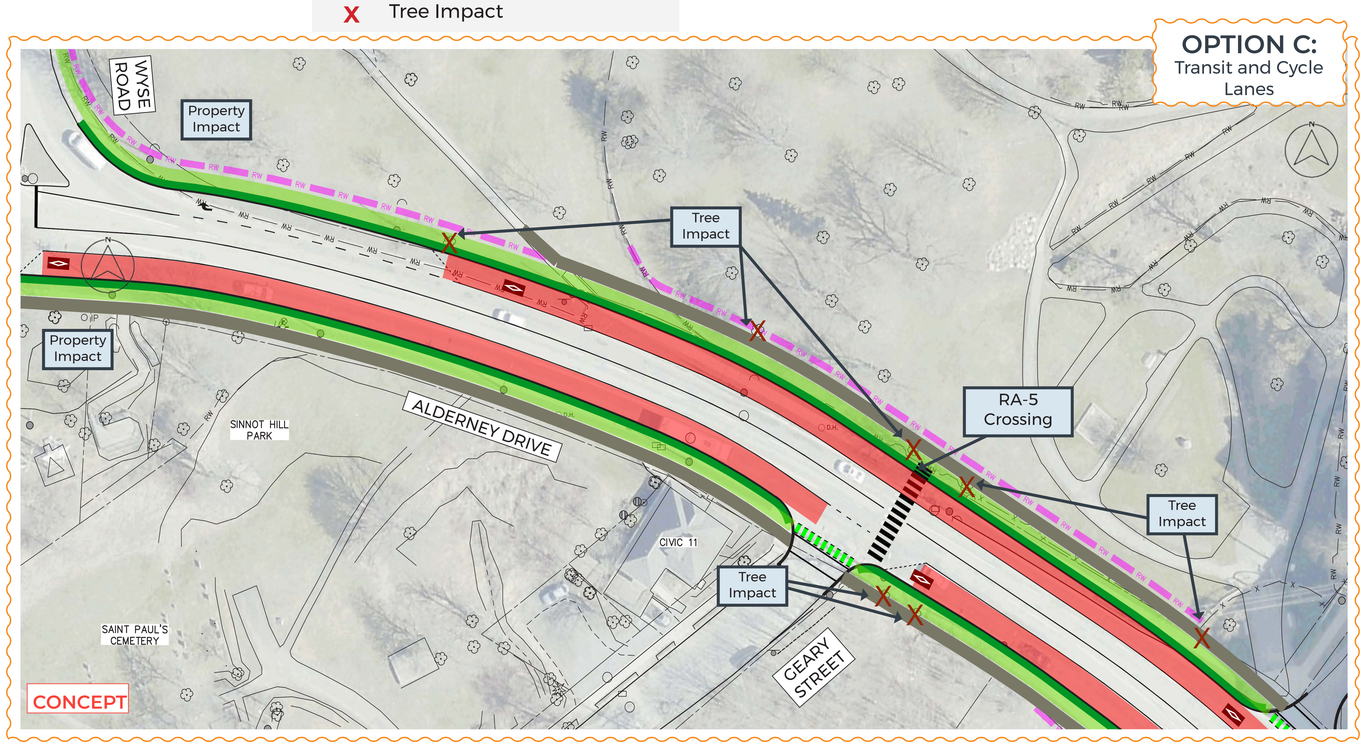




LEGEND

- Sidewalk
- Grass Boulevard
- Multi-Use Pathway
- Protected Bikeway (one-way)
- RW Retaining Wall
- Movable Concrete Curb
- Transit Lane
- X Tree Impact



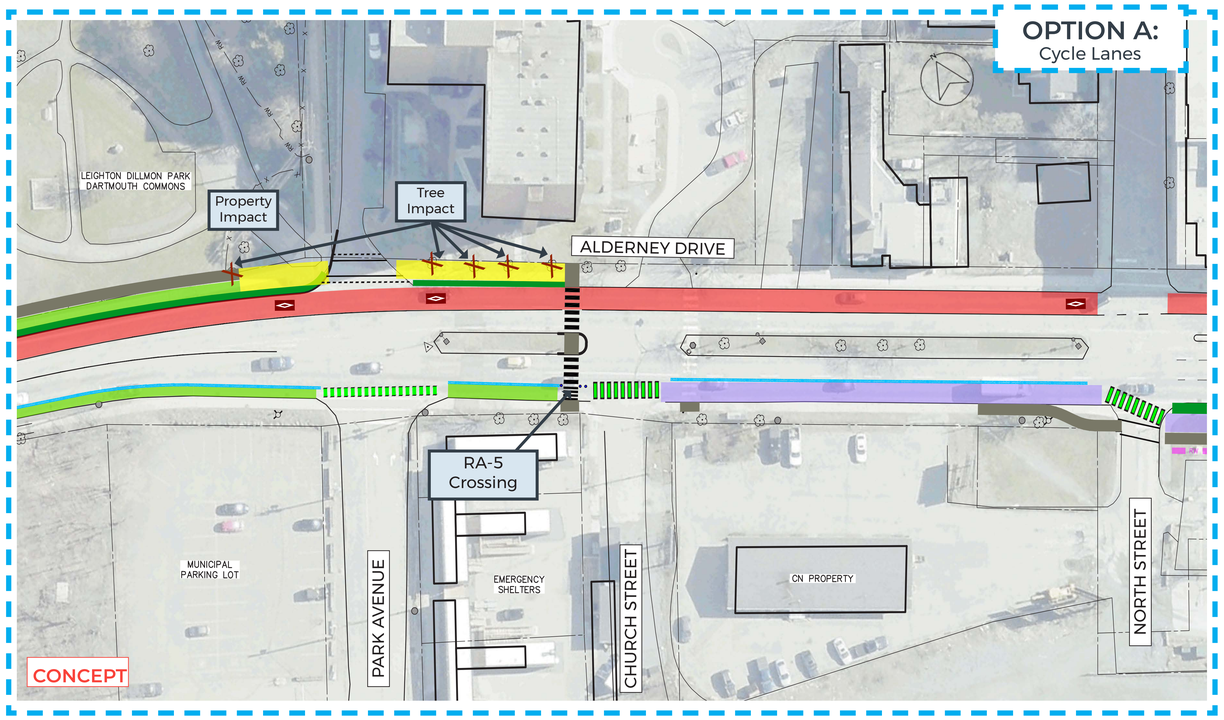


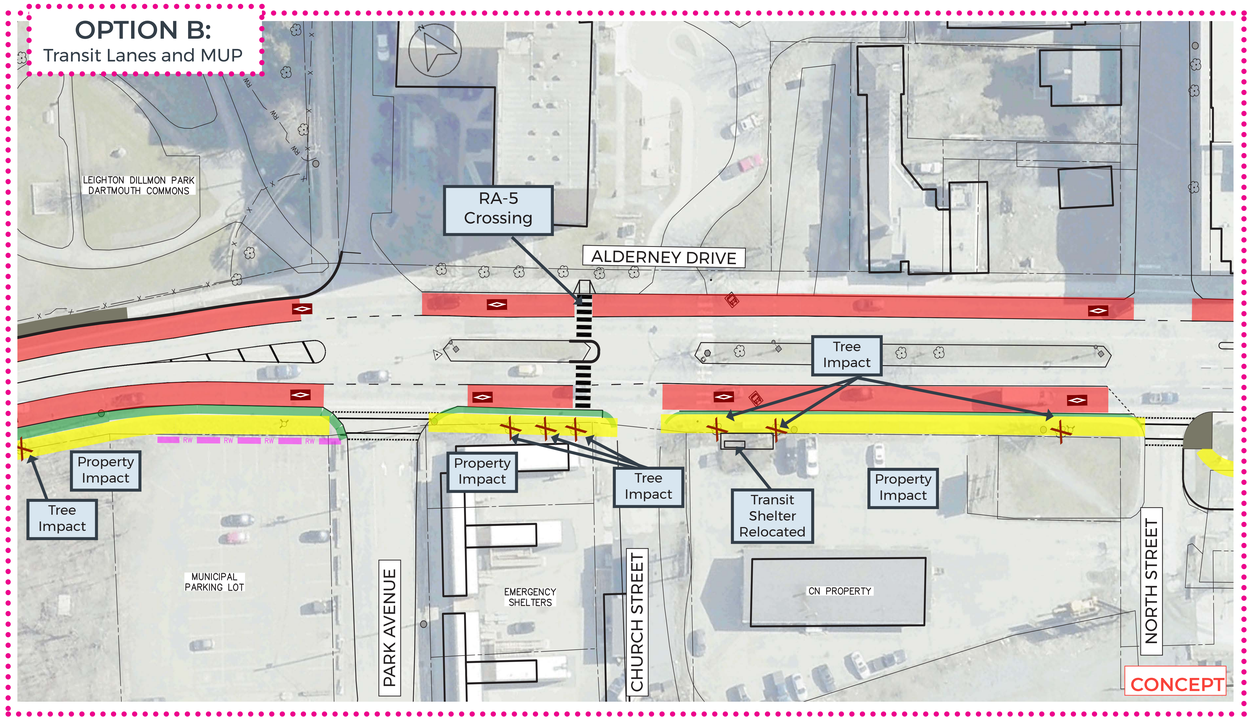
	OPTION A: Cycle Lanes	OPTION B: Transit Lanes and MUP	OPTION C: Transit and Cycle Lanes
	» 3 lane crossing distance. » Existing sidewalk untouched on the water side of Alderney Drive, some relocation on the north side.	» 4 lane crossing distance. » Multi-use pathway on the water side of Alderney Drive, some relocation on the north side.	» 4 lane crossing distances. » Existing sidewalk untouched on the water side, some relocation on the north side.
	» Uni-directional cycle lanes along Alderney Drive. » Minimal mixing with pedestrians.	» Multi-use pathway on the water side of Alderney Drive. » Mixing with pedestrians.	» Uni-directional cycle lanes along Alderney Drive. » No mixing with pedestrians.
	» No change to transit operations in the outbound direction along this section. » Continuous dedicated transit lane in the outbound direction along this section.	» Continuous dedicated transit lanes in both directions along this section.	» Continuous dedicated transit lanes in both directions along this section.
	» No change to vehicle operations in the outbound direction along this section. » Reduced to one vehicle lane in the inbound direction along this section.	» Reduced to one vehicle lane in each direction along this section.	» Reduced to one vehicle lane in each direction along this section.
	» No impact to water side of Alderney Drive along this section. » Relocation of the Dartmouth Common retaining wall shown in pink. » Impact to 5 utility poles. » Impact to 3 trees.	» Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. » Relocation of the Dartmouth Common retaining wall shown in pink. » Impact to 10 utility poles. » Impact to 2 trees.	» Small impact to three HRM-owned properties on the water side of Alderney Drive at this intersection. » Further relocation of the Dartmouth Common retaining wall shown in pink. » Impact to 11 utility poles. » Impact to 7 trees.
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ALDERNEY DRIVE: GEARY STREET TO NORTH STREET

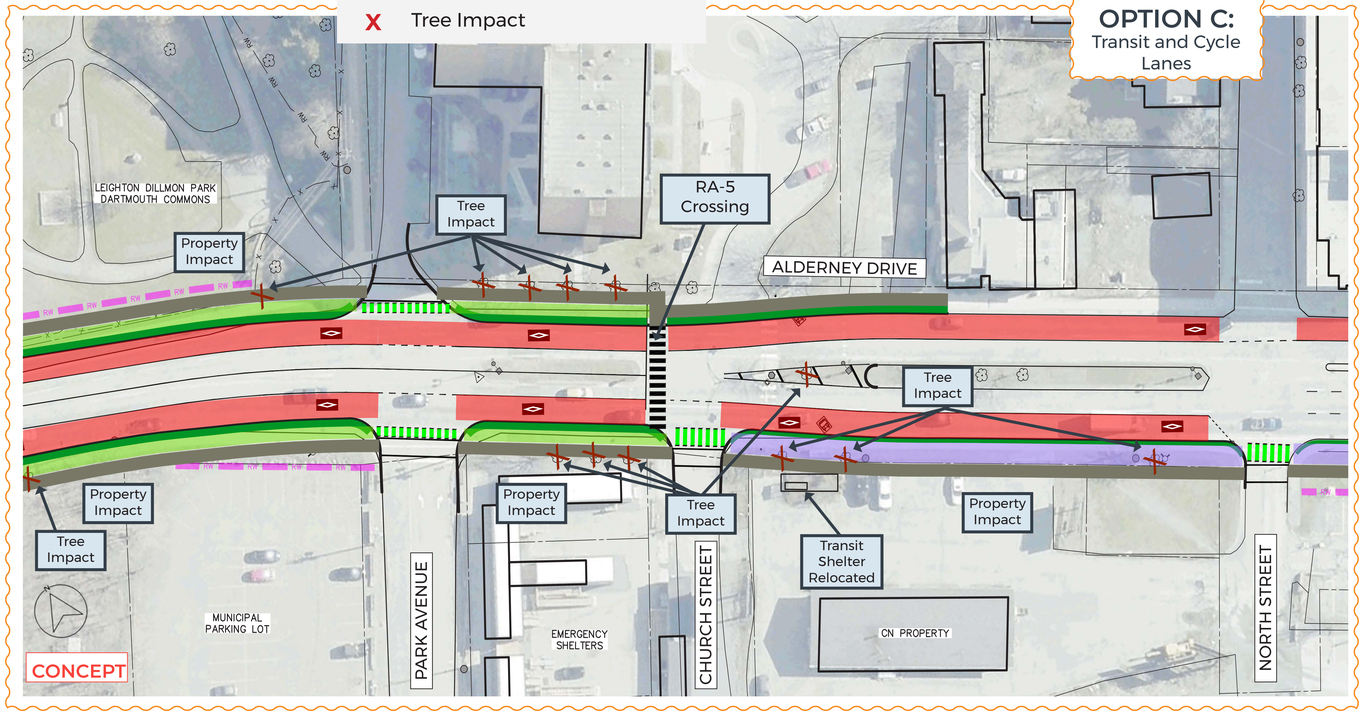




LEGEND

- Sidewalk
- Grass Boulevard
- Multi-Use Pathway
- Protected Bikeway (one-way)
- RW Retaining Wall
- Movable Concrete Curb
- Transit Lane
- Protected Bikeway (two-way)
- X Tree Impact



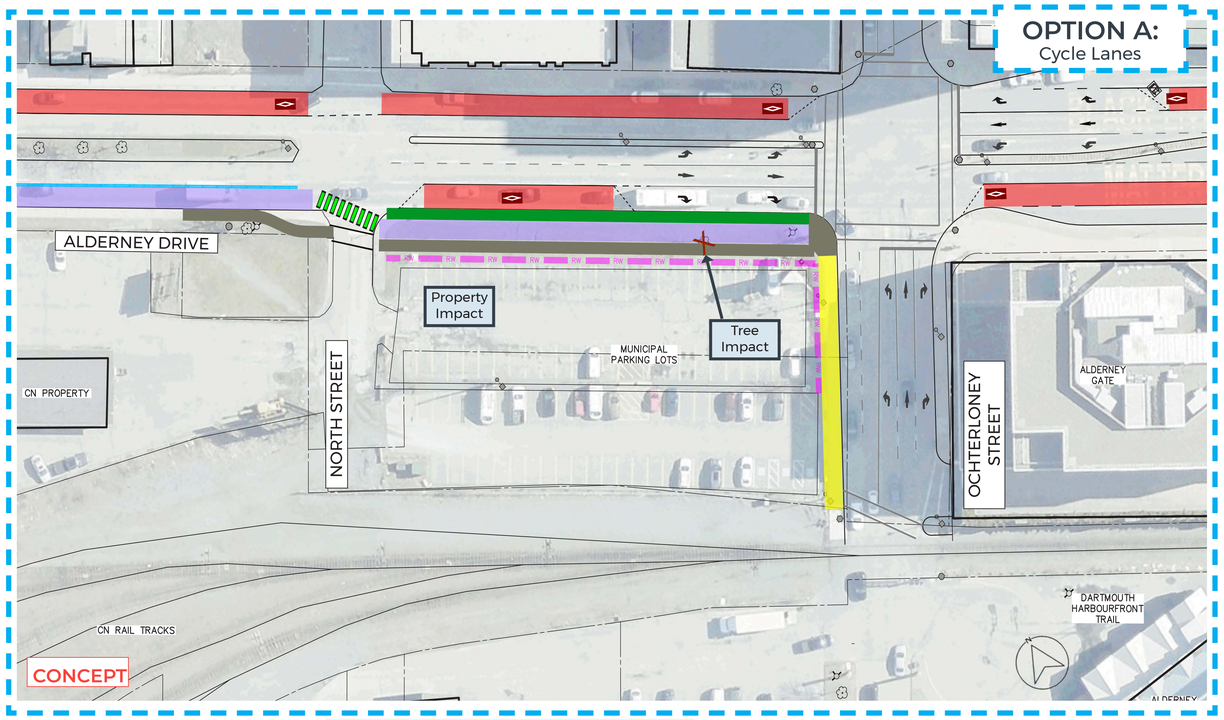


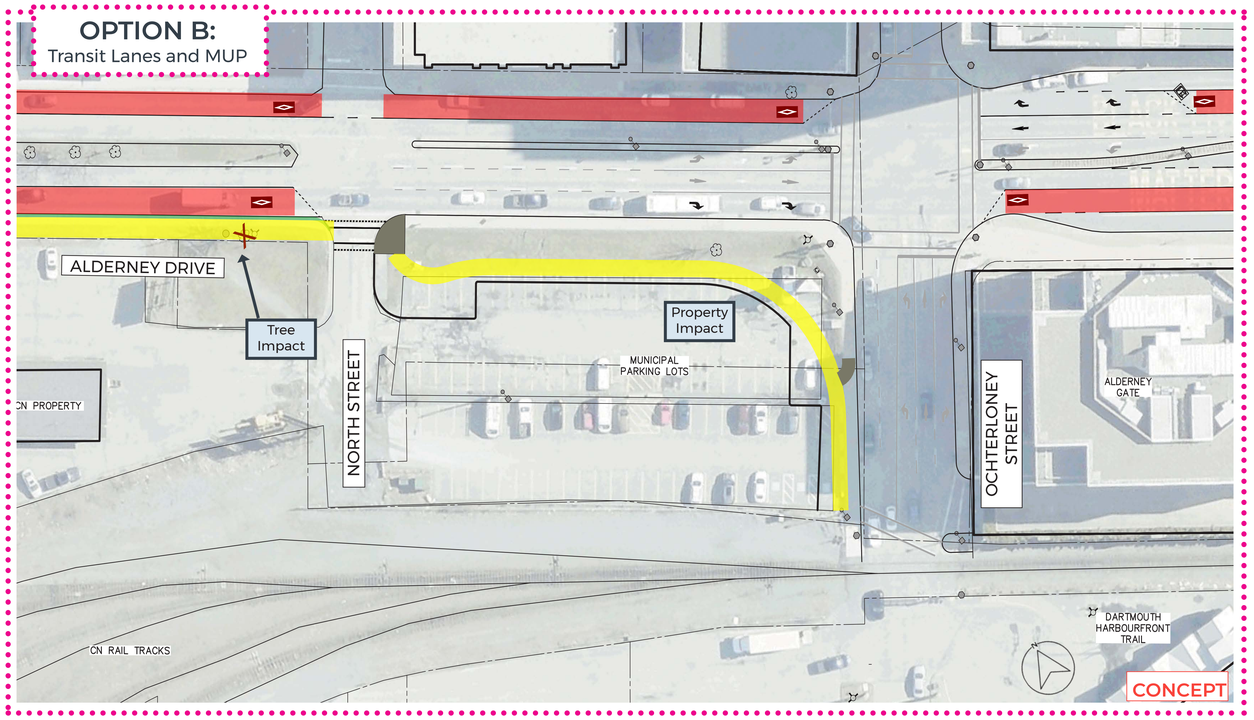
	OPTION A: Cycle Lanes	OPTION B: Transit Lanes and MUP	OPTION C: Transit and Cycle Lanes
	» 4 lane crossing distances. » Crosswalk relocated to the east side of Church Street. » Short section of multi-use pathway from Dartmouth Commons to Church Street. » Sidewalk pushed closer to the parking lot between Church Street and North Street.	» 4 lane crossing distance. » Crosswalk relocated to the east side of Church Street. » Multi-use pathway on the water side of Alderney Drive, some relocation on the north side. » Transit shelter pushed back towards the parking lot.	» 4 lane crossing distances. » Crosswalk relocated to the east side of Church Street. » Sidewalk on both sides of Alderney Drive. » Transit shelter pushed further back towards the parking lot.
	» Short section of multi-use pathway from Dartmouth Commons to Church Street. » Bi-directional facility on the water side between Church Street and North Street. » Some mixing with pedestrians.	» Multi-use pathway on the water side of Alderney Drive. » Mixing with pedestrians.	» Uni-directional cycle lanes along Alderney Drive until crossing at Church Street. » Bi-directional facility on the water side between Church Street and North Street. » No mixing with pedestrians.
	» No impact to transit operations in the outbound direction along this section. » Continuous dedicated transit lane in the inbound direction along this section.	» Continuous dedicated transit lanes in both directions along this section.	» Continuous dedicated transit lanes in both directions along this section.
	» Reduced to one vehicle lane in the outbound direction between Park Avenue and North Street. » Reduced to one vehicle lane in the inbound direction along this section.	» Reduced to one vehicle lane in each direction along this section.	» Reduced to one vehicle lane in each direction along this section.
	» Impact to Leighton Dillman Park property. » Impact to 5 trees.	» Several property impacts on the water side of Alderney Drive at this intersection. » New retaining wall shown in pink. » Impact to 4 utility poles. » Impact to 8 trees.	» Several property impacts on the water side of Alderney Drive at this intersection. » Removing a section of the median on Alderney Drive. » Further relocation of the Dartmouth Common retaining wall, and new retaining wall shown in pink. » Impact to 6 utility poles. » Impact to 14 trees.
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ALDERNEY DRIVE: NORTH STREET TO OCHTERLONEY STREET

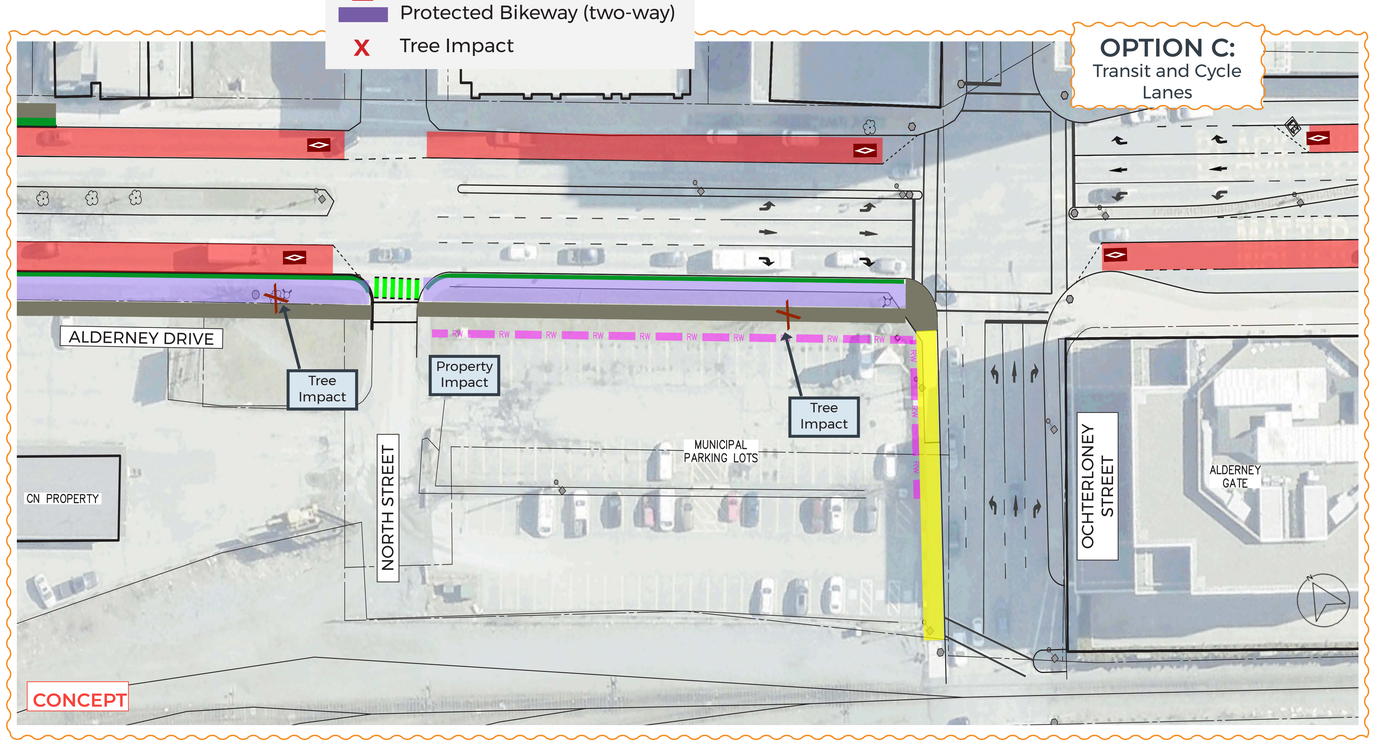




LEGEND

- Sidewalk
- Grass Boulevard
- Multi-Use Pathway
- Protected Bikeway (one-way)
- RW Retaining Wall
- Movable Concrete Curb
- Transit Lane
- Protected Bikeway (two-way)
- X Tree Impact





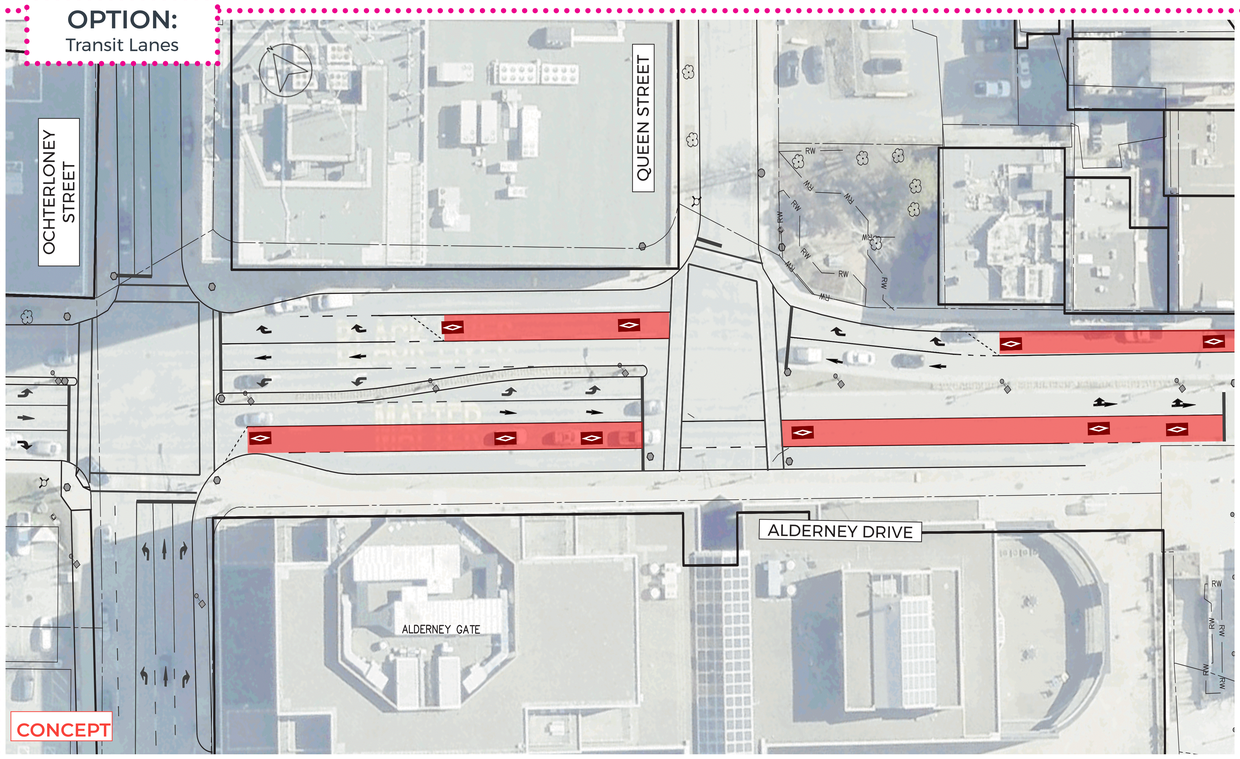
	OPTION A: Cycle Lanes	OPTION B: Transit Lanes and MUP	OPTION C: Transit and Cycle Lanes
	» Separate from cyclists on Alderney Drive. » Multi-use pathway along Ochterloney Street. » Sidewalk pushed closer to the parking lot between North Street and Ochterloney Street.	» Multi-use pathway on the water side of Alderney Drive. » Multi-use pathway along Ochterloney Street.	» Sidewalks on each side of Alderney Drive. » Multi-use pathway along Ochterloney Street.
	» Multi-use pathway along Ochterloney Street. » Bi-directional facility on the water side between North Street and Ochterloney Street. » Minimal mixing with pedestrians.	» Multi-use pathway on the water side of Alderney Drive and Ochterloney Street. » Mixing with pedestrians.	» Two-way cycle lanes on the water side of Alderney Drive. » Multi-use pathway on Ochterloney Street. » Minimal mixing with pedestrians.
	» No impact to transit operations in the outbound direction along this section. » Continuous dedicated transit lane in the inbound direction along this section.	» Continuous dedicated transit lane in each direction along this section.	» Continuous dedicated transit lane in each direction along this section.
	» No change to vehicle operations in the outbound direction along this section. » Reduced to one vehicle lane in the inbound direction along this section.	» Reduced to one vehicle lane in each direction along this section.	» Reduced to one vehicle lane in each direction along this section.
	» Small property impact at Alderney Landing parking lot. » Impact to 2 utility poles. » Impact to 1 tree.	» Moderate property impact at Alderney Landing parking lot. » Impact to 2 utility poles. » Impact to 1 tree.	» Moderate property impact at Alderney Landing parking lot. » Impact to 3 utility poles. » Impact to 2 trees.
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ALDERNEY DRIVE: OCHTERLONEY STREET TO DUNDAS STREET

OPTION:
Transit Lanes





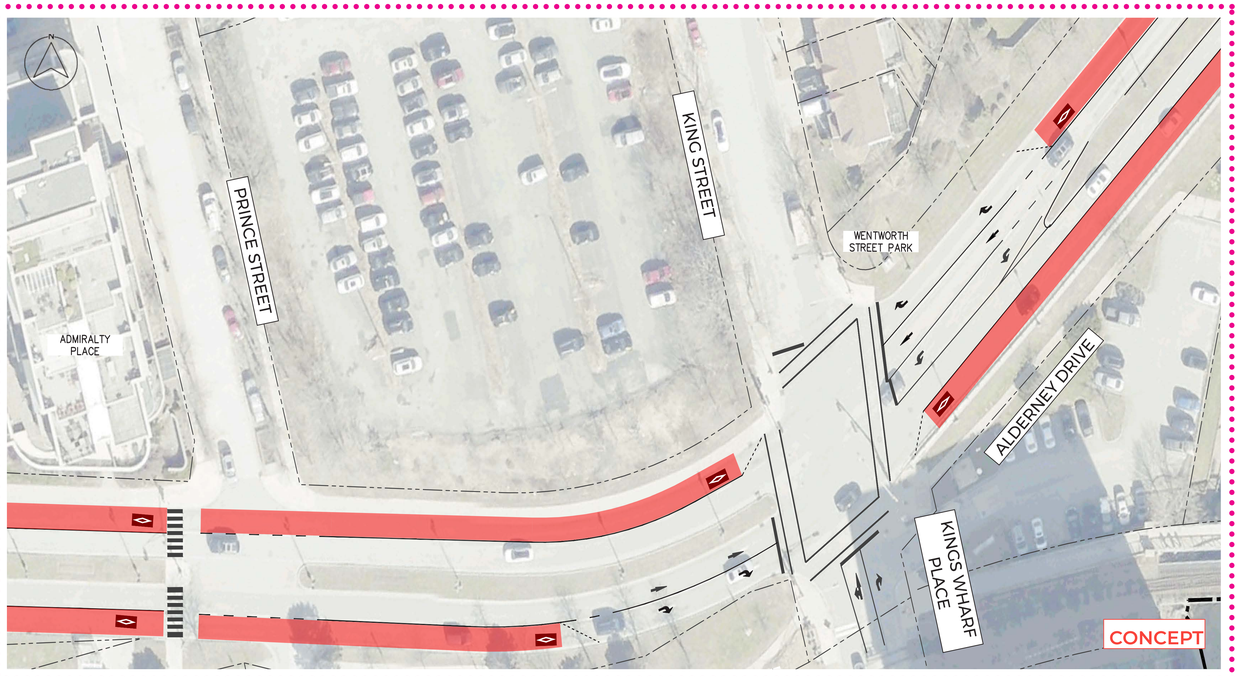
LEGEND

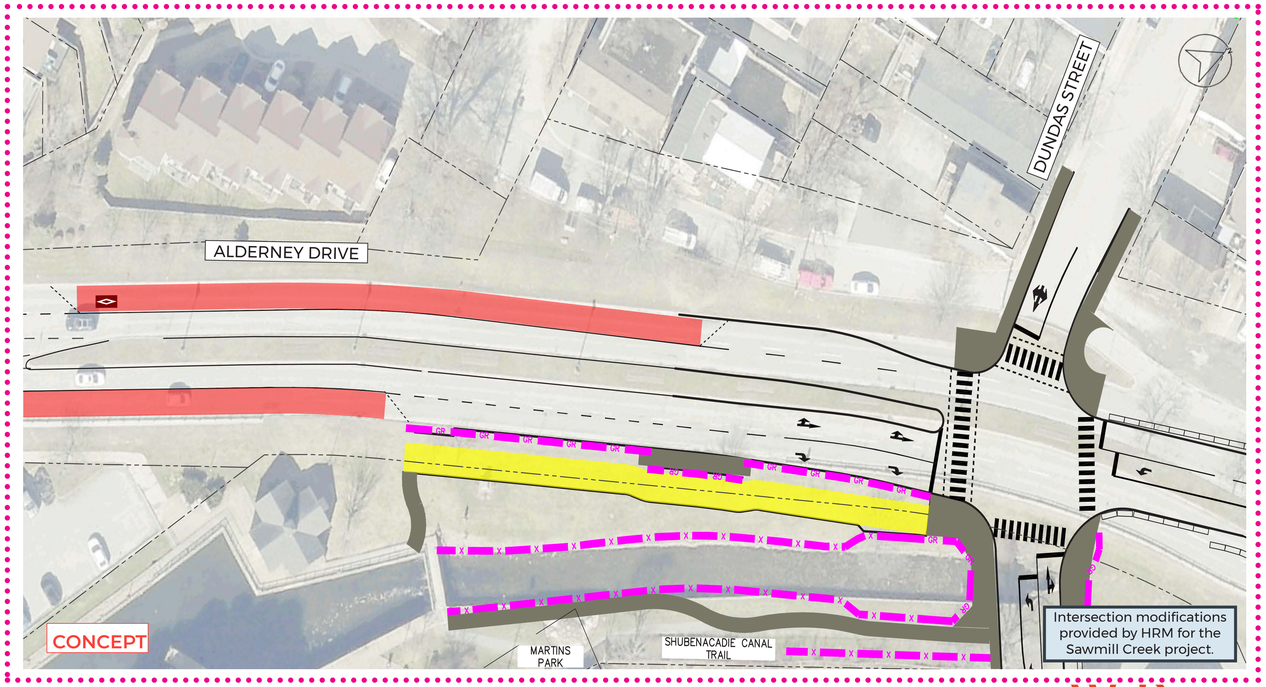
- Sidewalk
- Multi-Use Pathway
- Transit Lane
- RW Retaining Wall

OPTION: Transit Lanes

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» No change to pedestrian operations.	» No change to pedestrian operations.	» Dedicated continuous transit lane in both directions.	» Removal of one mixed traffic lane on each direction.	» No major impacts to trees, utilities, etc.	$







HALIFAX

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FEEDBACK / QUESTIONS / COMMENTS

SAMPLE QUESTIONS:

Do you have any feedback?

How would these changes influence your travel behaviour for commuting or other personal trips?

Which trade-offs are most important to you?

Do you have a preferred scenario considering cost, trade-offs, and future growth in the next 15-20 years?

WHAT DO YOU LIKE / DISLIKE ABOUT THE OPTIONS?

OPTION A:
Cycle Lanes

OPTION B:
Transit Lanes and MUP

OPTION C:
Transit and Cycle Lanes