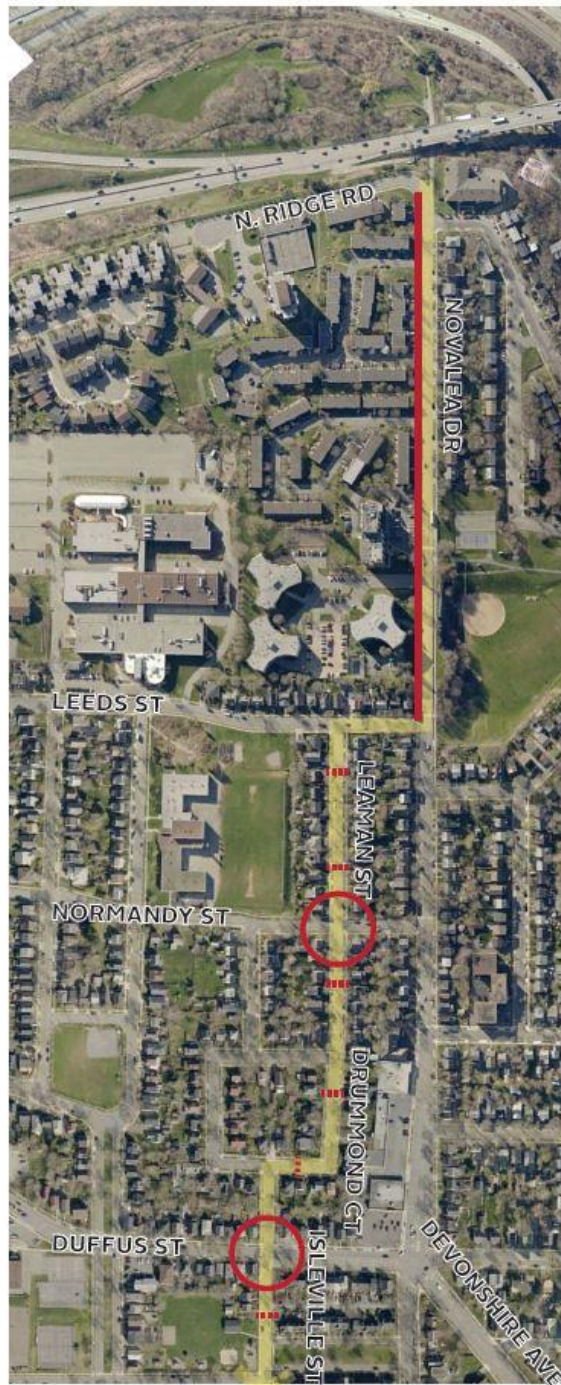


Appendix A – North End Bikeway Phase One Boards

NORTH END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR



Novalea Dr (N. Ridge to Leeds)

- Multi-use pathway on west side of street in place of sidewalk (for walking and cycling)
- Narrowing street, moving curb
- Parking on east side
- Long term solution with next road recap

Leaman St (Leeds to Drummond)

Drummond Ct (Leaman to Isleville)

- Series of speed humps or cushions
- Parking on both sides of street in alternating, yield style (minimal changes to current)
- Speed reduction feature



Leaman St at Normandy St

- Mini traffic circle aka traffic button
- Yield entry with painted crosswalks
- Feature is intended to reduce vehicular speed on both streets

Isleville St at Duffus St

- Curb extensions
- Pedestrian push-button and cyclist actuated signal (radar detection)
- Added safety of signal, possible delay



HALIFAX

NORTH END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR



Isleville St (Duffus to Almon)

- Series of speed humps or cushions
- Parking on both sides of street in alternating, yield style (addition of parking spaces)
- Features are intended to reduce vehicular speed



Isleville St at Stanley Pl

- Mini traffic circle aka traffic button
- Yield entry with painted crosswalks
- Higher volume side street w/o boulevard park
- Feature is intended to reduce vehicular speed on both streets

Isleville St at Young / Kaye St

- Measures to reduce non-local traffic volume on Isleville and make it safer and more comfortable to cross by foot + bike
- Option 1: Raised Intersection Median
- Option 2: Signed Traffic Diversion



Isleville St at Almon St

- Curb extensions, possible traffic signal



- Consideration of traffic diversion signage at PM peak hours

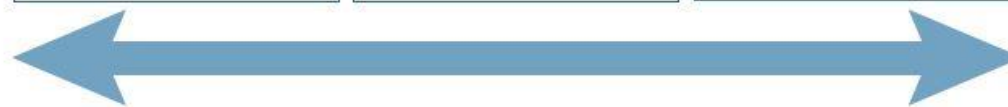
E.g. no left turns from Almon onto Isleville

HALIFAX

NORTH END 'ALL AGES AND ABILITIES' BIKEWAY: TRAFFIC CALMED CORRIDOR

(1) Please use a sticker to indicate your preference for the proposed design of the Young-Kaye-Isleville intersection:

Option 1 (Desired)	Option 2 (Alternative)	Neither (Unsupportive)



MOST INTERVENTION

- Best meets all project objectives

- Highest comfort crossing for walking and cycling -- narrow lanes, cross in two stages
- Safety by eliminating conflict points with through and left hand turning vehicles
- Greatest reduction in non-local traffic on Isleville Street
- Potential for largest impact on how neighbours access homes (route changes necessary)

SOME INTERVENTION

- Meets some project objectives for walking but limited impact on traffic volume and cycling safety

- Slight improvements to pedestrian crossing comfort, however, bikes lose protected refuge and remain vulnerable
- Signage only approach rather than physical barrier. Left turns permitted onto Isleville (less safe, more conflict)
- Some reduction in non-local traffic on Isleville Street
- Some impact on how neighbours access homes (minor route changes)

LEAST INTERVENTION

- Does not address any project objectives

- Business as usual for walking and cycling. Leave existing crossing untouched
- All vehicular movements allowed at intersection. Prioritize convenience and flow of personal vehicles
- Greatest number of conflict points between vehicles, pedestrians, and bicycles
- No impact on neighbourhood traffic volume or access to homes

(2) I am generally supportive of using mini traffic circles (as shown) for traffic calming in my neighbourhood:

Yes	
No	

(3) I am generally supportive of using speed humps and parking (as shown) for traffic calming in my neighbourhood:

Yes	
No	

HALIFAX