

SLAYTER STREET
ACTIVE TRANSPORTATION PLAN
221-08954



WHAT WE HEARD REPORT
AUGUST 2, 2024



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1 WHAT WE HEARD

WSP Canada Inc. has been retained by the Halifax Regional Municipality (HRM) to complete a functional planning study for the Slayter Local Street Bikeway and Local Street Connections Project, which will provide all ages and abilities ('AAA') bikeway connections between North, Central and Downtown Dartmouth (see Figure 1).



Figure 1 - Study Corridor

The Integrated Mobility Plan (IMP) was unanimously approved by Halifax Regional Council on December 5, 2017. The Plan includes a Proposed All Ages and Abilities "AAA" Bicycle Network. Part of that AAA bicycle network proposed within the HRM IMP is a local street bikeway along Slayter Street. Running parallel and one block east of Victoria Road and already including turn restrictions to limit shortcutting along this local street, Slayter Street is a strong candidate for providing a quiet street cycling connection between Thistle Street and Albion Lake Road.

This "What We Heard" section provides a summary of the feedback received from the community as part of the Community Feedback Collection and Review phase. As part of the development of the Slayter Street Local Street Bikeway and Local Street Connections, public consultation took place throughout the Spring of 2024. The engagement activities conducted are meant to inform the upcoming plan on current concept designs and to understand the current usage and types of upgrades needed. Consultation activities included:

- Public Open House (2)
- Online Community Survey

1.1 CONCEPTS SUMMARY

Each of the concepts have new opportunities for connections, crossings, diversions, and other traffic calming measures to provide a safe Local Street Bikeway and Local Street Connections for all ages and abilities ('AAA').

The traffic diversion options that were assessed as part of this project and received feedback from the Community Feedback Collection are shown diagrammatically below, with black arrow denoting direction of vehicle traffic:

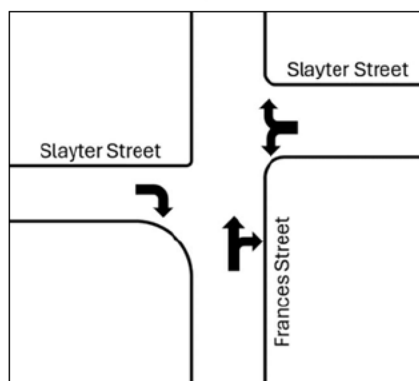


Figure 4 - Frances Street Diversion Option

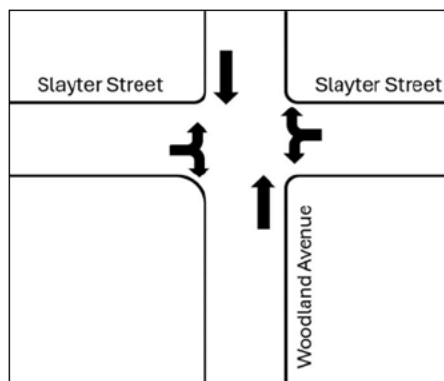


Figure 3 - Woodland Avenue Diversion Option

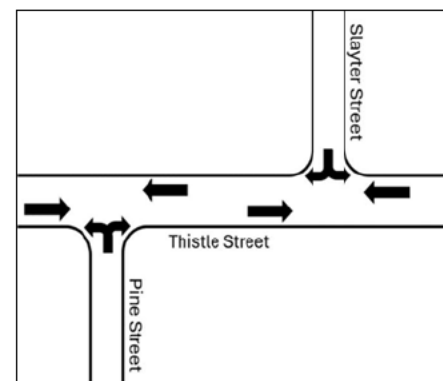


Figure 2 - Thistle Street Diversion Options

1.2 IN-PERSON PUBLIC OPEN HOUSE

Two (2) open house sessions were held at the Zatzman Sportsplex on May 29th, 2024 from 2:00-4:00pm and 6:00-8:00pm. The purpose of the Open House sessions was to provide the public and stakeholders an opportunity to engage with Municipal staff, ask questions and provide feedback on the Municipality’s concept designs developed thus far. Each event was advertised through social media platforms, Shape your City Halifax (<https://www.shapeyourcityhalifax.ca/slayter-local-street-bikeway>), and local news agencies. The events were attended as follows:

- 19 people attended the first session, 2:00-4:00pm.
- 15 people attended the second session, 6:00-8:00pm.

A number of Public Open House Display Boards (7) were available at each of the open houses and attendees were encouraged to leave comments. A total of 162 comments were collected and can be found in Appendix A. The Public Open House Display Boards are posted on the project webpage.

1.3 COMMUNITY SURVEY

A Community Survey was launched on May 29th, 2024, and was available until June 21st, 2024. The survey was available both online (Shape Your City Halifax) and through hard copy, which was made available for all Open House attendees. The objective of the survey was to gather information about residents’ usage on Slayter Street, identify current gaps and needs, and priorities to take forward in the development of the Plan. The survey had questions regarding the concept options, diversion measures, active transportation crossing locations, etc.

The survey was promoted on the Municipality’s website and social media platforms in hopes to reach as many community members as possible. The survey received a total of 229 responses from residents, commuters, and stakeholders (see Figure 5). A full summary of online survey responses can be found in Appendix B.

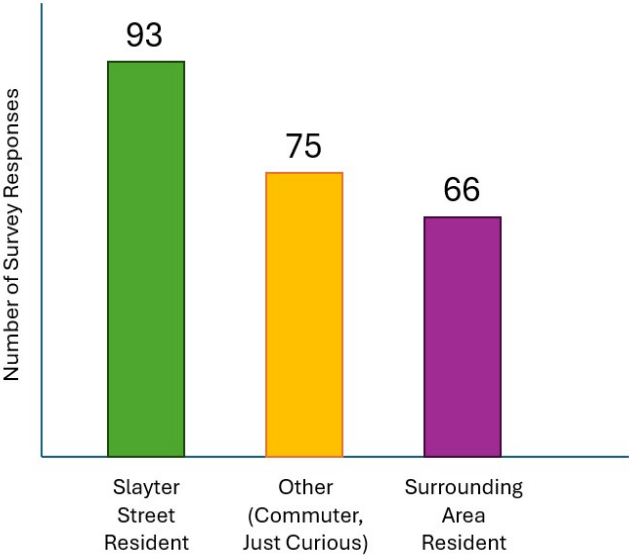


Figure 5 - Number of Survey Responses

1.4 KEY THEMES

The engagement approach used throughout Phase 1 resulted in valuable feedback to support the development of the Slayter Street Local Street Bikeway and Local Street Connections. Though the feedback that was received ranged, certain key themes emerged. The four “Key Themes” heard throughout the engagement are presented individually, but many of the comments identified are intricately connected. This feedback will be used by the Municipality and the Project Team to inform the Slayter Street Local Bikeway plan.

Generally, the public was okay with pedestrian activated half-signals, some combination of traffic diversion measures, and was not okay with the south connection option proposed. There was also a split of perspectives on people wanting one-way streets to calm traffic and speeding in the area as opposed to some people not seeing a problem at all.

1.5 RESULTS

There were several (10) multiple choice questions from the Community Survey that were used to gather general consensus and public feedback. These results are available in Appendix B with some key questions in Figure 7, Figure 6, and Figure 8 below. The changes in Figure 8 refer to tactical measures that were installed on the corridor, like speed humps and curb extensions.

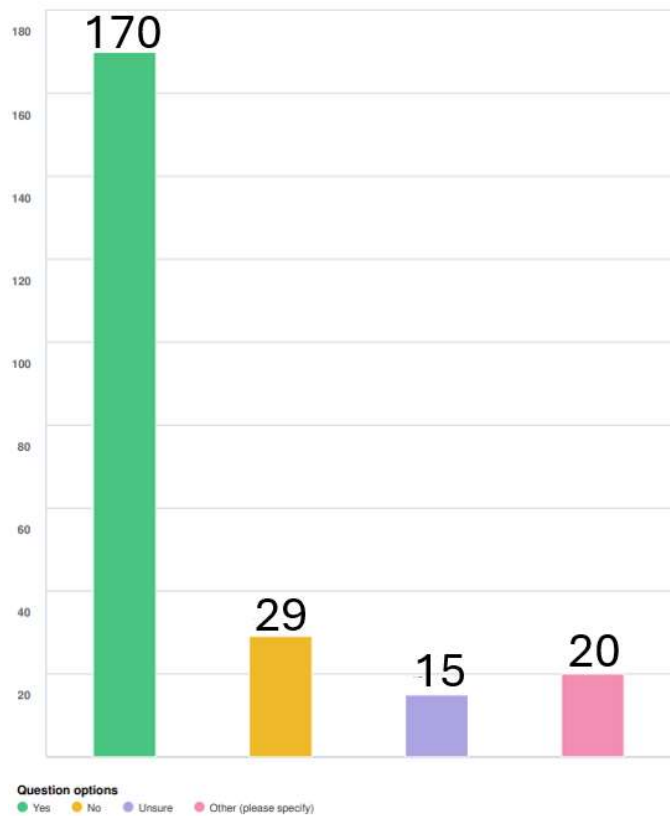


Figure 7 - Do you generally support the North Connection (Albro Lake Road)?

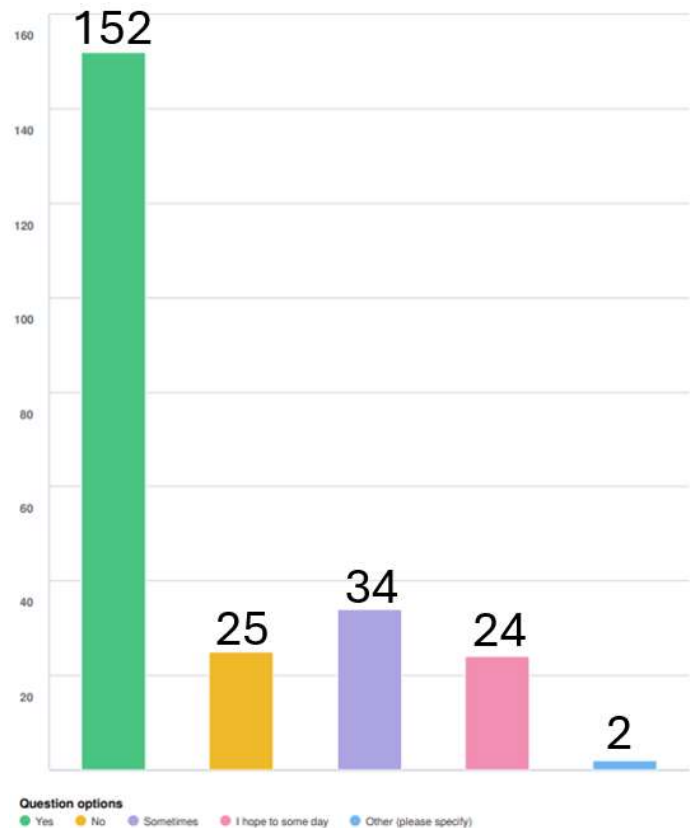


Figure 6 - Do you or someone in your family regularly ride a bicycle, walk or roll along the Slayter Street Local Street Bikeway Project Area?

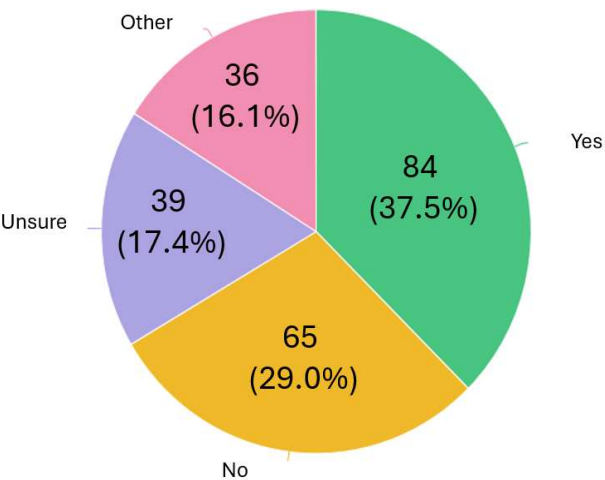


Figure 8 - Do you think these changes have made the street safer for people walking, biking and rolling?

Table 1 - Response to Diversion Measures			
Location	Respondents Supporting Diversion Measures	Respondents Opposing Diversion Measures	Other
Woodland Avenue at Slayter Street	54%	35%	11%
Slayter Street at Frances Street	56%	34%	10%
Thistle Street at Slayter Street and Pine Street	47%	32%	21%

1.6 PRIMARY CONCERNS



Revitalize Infrastructure for Safety

The Slayter Street Local Bikeway plan should:

- Focus on increasing safety of all users of Slayter Street and surrounding areas while supporting all modes of transport.
- Consider safety concerns addressed by participants such as:
 - Dangerous pedestrian and cyclist crossings at intersections
 - Non-resident traffic speeding
 - Poor visibility of pedestrians, cyclists and vehicles
- Aim to implement traffic calming measures to reduce speeding through residential and school areas.
- Install appropriate traffic signals to manage intersections and crossings.



Prioritize Pedestrian and Cyclist Accessibility

The Slayter Street Local Bikeway plan should:

- Improve pedestrian and cycling street crossings. Nearly three quarters (73%) of survey respondents expressed interest in enhanced street crossings North of Slayter Street at Albrow Road, and a Multi-Use Pathway to allow for future connections on Victoria Road (see Figure 7).
- Consider accessibility concerns identified by participants, such as grades of proposed bikeway routes (Pine Street).
- Ensure proper signage and street markings along designated bike routes.
- Prioritize year-round maintenance to ensure safe access of sidewalks and cycling lanes.
- A large number of survey respondents (64%) indicated that they regularly ride a bicycle, walk or roll along the Slayter Street Local Street Bikeway project area (see Figure 6).



Optimize Traffic Flow Management

The Slayter Street Local Bikeway plan should:

- Address road congestion during peak periods and speeding concerns by implementing new infrastructure measures such as speed humps, wayfinding to limit turns (i.e., no left turns), etc.
- Consider needs of residents and minimize disruption through traffic flow management.
- Aim to create a safer and more efficient traffic environment through the collective implementation of proposed solutions.
- Monitor the impact of diversions in certain areas. Generally, the survey respondents were supportive of traffic diversion measures (see **Error! Reference source not found.**).
- Recognize the need for proactive measures to accommodate growth and improve overall traffic management.



Managing Growth

The Slayter Street Local Bikeway plan should:

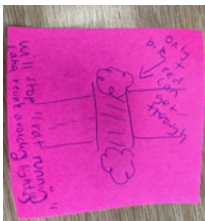
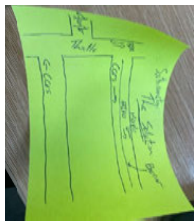
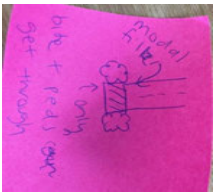
- Ensure the City's infrastructure can accommodate future development. This includes mitigating traffic congestion, encouraging active transportation options, improving connectivity to transit and pedestrian-oriented design.
- Develop a plan that incorporates future growth and anticipates increased demand for cycling and pedestrian infrastructure.
- Maintain or improve separation and/or landscape buffers between commercial and residential areas to enhance visual screening, noise reduction and increased privacy for residents.

APPENDIX A
OPEN HOUSE SESSION
COMMENTS



	Intro Board	Intro Board 2	South Connection Board	Main Corridor - Frances Street Board	West Connection Board	Main Corridor - Woodland Ave Board	North Connection Board	Board
	"Would be great to access M'lane mall and Shude Park via bike from North Dartmouth Albion Lake"	"Road use & lane reductions & curb extensions seem to be the best means of slowing vehicular traffic."	"Up Hill Pine is way too steep for most cyclists. Maple St is more realistically doable for the average cyclist."	"Slayter is so quiet and very wide. I believe I can handle cars and bikes on the same pavement, from Thistle to Albion Lake."	"A route via Hawthorn/Narrabuck would be fantastic."	"Think vehicle access to Slayter from Woodland is okay. Add more stop signs and keep the speed tables/humps."	"What a fantastic connection to Highfield Park and Burnside!!! (Victoria Rd to bikeway/MUN).	South Conn
	"I love this idea. Slayter St is the perfect bikeway. Can't wait for it to be implemented!"	"The speed humps in HRM don't work because they aren't high enough! Make them higher."	"My suspicion: by to send bikes up Pine and out I see them on the sidewalk on Maple."	"People might go through parking lot for shortcut."	"Connecting to Bridge Terminal & Bridge bike-way would be fantastic!"	"This is the most challenging intersection. Increased case of crossing - :)"	"Can this be extended the whole way along Albion Lake Rd?"	South Conn
	"Snow clearing needed through the Dartmouth commons during winter promptly."	"Need signs to indicate single file at curb extensions."	"Thistle is really busy so no point in shutting off Pine."	"Denification coming in the area for future improvement."	"HUP is good - would help a lot."	"No left turn sign should be on Woodland not only on Slayter."	"Temporary diversion to monitor impact."	South Conn
	"Presently too many Airport to Halifax and vice-versa going through Slayter St"	"I appreciate the curb extensions, they encourage everyone to slow down."	"Dahlia through the common route?"	"New apartments no parking so will park on local street and Slayter."	"More crosswalk to by bus terminal & McDonalds to lessen jay walkers."	"Temporary diversion to monitor impact."	"T2 signal at Albion & Slayter."	South Conn
12, 12	"Is there a plan to remove/flip stop signs on local streets intersecting the bikeway? There are 8 stops over 1.3 km, which is alot."	"No speed humps A small car can't take them at speed. A larger, higher vehicle can. What are the consequences of most deadly vehicle collisions occurring at Pine?"	"Suggest no parking sign on North side of Pine because dangerous, students, etc."	"Victoria Rd is very crowded and slow. I'd prefer to be able to drive on Slayter when needed."	"Sidewalk on bus terminal side of Narrabuck would be helpful"	"Don't want to be diverted to Victoria to get to my house. If need signals, light ALLOW turns"	"Ocle infrastructure up Albion Lake Rd?"	North Conn
12, 12	"Zigzag up from Dahlia."	"Don't need lights, just blinking crosswalk sign."	"Pine should eliminate parking on top because cannot see."	"U Turn here (France) by intersection WB in order to go down Frances and Slayter."	"Traffic can't see bikes."	"Dangerous as cyclist to turn from Slayter onto Woodland."	"No need for bike lane on Slayter if there already is one on Wyse Rd!"	North Conn
	"Use Dartmouth common instead of Pine."	"Slayter/Woodland is dangerous. That bump out is awful if you are turning right off Slayter on your bike."	"No left turn onto side streets from Victoria."	"Min roundabout at this intersection? Liverpool."	"Dangerous."	"BAN right turn on red!"	"Medal filtering on the Slayter bikeway so people use the main thoroughfare for cars. Only local traffic on Slayter."	North Conn
12	"HUP from DC across Thistle to Gladstone"	"Put more 4 way stops instead of speed humps. Use that pave to fix our streets."	"Pine is too steep."	"School bus routes affected."	"Slip lane too fast."	"Better yellow and speed bump paint upkeep."	"Put the single file signs on Slayter, bikes can take the lane."	
12	"Oak/Rulph/Maple/Pine"	"Bumping out curbs causes bikes to go in traffic. Not necessary."	"Pine is unclimbable. Parking on both sides of Pine means people crea a blind hill in the centre as drivers turn down Pine."	"HRCE and CSAP school busses dropping off/pick up on Slayter?"	"Need this."	"Don't need drop off traffic if can get to school themselves."	"Only bike & ped can get through. Will stop 'rat running' (like people avoiding lights)."	
12	"Lighting needed on path in Dartmouth common"	"Clear signage that bikes can take the lane. I cannot be overtaken by cars on the bikeway."	"Look into Maple?"	"School bus signs."	"I want my teens to be able to bike to school. Age appropriate autonomy & quality of life for parents & decreased car line traffic."	"No issue with me, though may want to repave Moura St intersection going from Victoria through Slayter."		
	"Connections to schools and other institutional zones is critical. If kids can bike to school, cars don't have to be there."	"Traffic diversion. Would this work at Woodland/Slayter and School/Slayter to Thistle St before Pine (WB)?"	"No right turn on red backs up here."	"If these measures are implemented don't need speed tables."	"If you make Slayter St. one way at both Woodland and Thistle, could the restriction at School St restricting turns between 4-6 pm (I think be removed)? This would give residents the option to get out onto Slayter St from the bridge without having to get onto Vicoria. I am in favour of one way at Thistle & Woodland to stop shortcutting."	"This bump out is dangerous for cyclists turning right on Woodland, they are forced into traffic."		
	"Too many non residents going through Shamrock Dr."	"Need speed hump here (Pine/Thistle intersection) if no diversions."	"Thistle one way?"	"Too much non resident traffic speeding."	"Option #2 better, simpler/fewer traffic considerations."	"Red/cycle activated half signal at intersection."		
12	"Pine between Dahlia and Tulip is too steep uphill. Zigzag up from Dahlia."	"Need speed hump here (Pine/Thistle intersection) if no diversions."	"Thistle one way?"	"Residents don't want this."	"Option #2 better, simpler/fewer traffic considerations."	"Red/cycle activated half signal at intersection."		
12	"No amount of infrastructure on Pine is going to entice anyone to bike up 16th grade. Only options is Maple - (Pine, Oak, Victoria), Check Strava."	"Bump out good for pedestrians. Without unsafe, inexperienced cyclists, poor visibility. With confidence/experience."	"This is a HUGE inconvenience for the residents of Slayter. Forces us onto busy Victoria Rd. Would cause much frustration."	"This is a HUGE inconvenience for the residents of Slayter. Forces us onto busy Victoria Rd. Would cause much frustration."	"One-way bike lanes on Narrabuck would work better for access to the bridge bikeway."	"Consider one way be off Slayter (except bikes)."		
	"Too many noisy vehicles on Slayter that are non resident."	"I like the unidirectional traffic on Pine & Slayter because cars use Pine to avoid traffic and lights on Maple St"	"This option has impact on a small amount of residents but would reduce cars cutting on Slayter. This is a good option."	"Too many non residents on Slayter."	"Too much non resident traffic."	"Full signal option?"		

Sketches



Intro Board	Intro Board 2	South Connection Board	Main Corridor - Frances Street Board	West Connection Board	Main Corridor - Woodland Ave Board	North Connection Board
"Left turn movements challenging."		"Better visibility and need better priority."	"Use divider on Woodland, no point in doing U/2 signals."	"Status & accessibility option needed."	"Presently too dangerous for pedestrians to cross Woodland & Slayter."	
"Temp tactical filled with dirt needs to be maintained or made permanent (add shrubs)."		"Pedestrian crossing on Thistle: drivers don't see pedestrians and regularly don't stop."	"Brightwood parking on both sides is too narrow."	"MUP or bidirectional works here."	"Option 2 is preferred. Want access to Slayter/Woodland."	
"Really thankful for Slayter St bikeway, makes my commute so much safer."		"Turning right turn with tactical option."	"Emergency routing?"	"Bidirectional and SW instead."	"Larger speed bumps."	
"Need a way vehicles to stop at stop sign at the stop bar (pedestrians)."		"Existing bump out forces bikes into vehicle path."	"Need better speed tables."	"Need a safe bike option up Nantucket."	"Crossing Woodland is intimidating. As much signaling as possible is best."	
		"No one way on Slayter. Need to be able to get to and from our homes without going in Victoria Rd traffic."	"School St diversion option."	"Do these bikeway proposals consider the planned growth in the area?"	"All the stop signs on Slayter sucks for cyclists going through road narrowing & logs in direction flow everyone?"	
		"Give way to bike and pedestrian signs."	"Without being on Frances people do not shortcut now."	"(reply) "Growth is why we need more people on bikes. No room for more single occupant vehicles."	"Need no left on Pinecrest & Maria."	
		"Facing people who live in the neighbourhood to spend more time in their cars - to avoid one way options at both ends of Slayter St."		"Crossing of Victoria and Gladstone: Pedestrian crossing near school creates gaps for bike crossings."	"Traffic no signals at this intersection but pedestrian signal there now. Symbol for pedestrian."	
		"Barton so cyclists can push to cross without dismount."		"More crosswalk to McDonald's"	"Signage: electronic speed on Woodland and cops is good enough."	
		"Ped half signal?"		"Demetrius Court LSB."	"U/2 signals at Woodland & Slayter and Thistle & Slayter."	
		"Put 4 way stop along all intersections on Dahlia bikeway so cyclists can cross safely."			"Visible paint on speed tables (maybe steepen)."	
		"Just have 'single file' signs and 'no overtaking' on the bikeway. Not 'share the road'."			"Woodland and Sayer most dangerous intersection. Safer option is diversion."	
		"Maple is more doable on a bike uphill."			"Double warning diverts: Woodland & Slayter, Thistle & Slayter."	
		"Parked cars and mail boxes a problem - rear ends."				
		"Increases gas usage/exhaust with the one way streets and diverting traffic AGAIN onto Victoria. Punishes Slayter St residents for small minority."				
		"^ (reply) "Will make Slayter St more quiet and pleasant for residents".				
		"Difficult for buses/delivery trucks to get onto Slayter & concrete barriers."				
		"^ (reply) "No it is not!"				
		"Inconvenient, only to folks living in neighbourhood is Brightwood."				
		"Single way exit makes a lot of sense. Through traffic should be moved to Victoria."				
		"Make a one way couplet for Maple & Pine."				
		"Pine street is unlikable for most people (15% grade). Better to put a bidirectional bike lane on Maple from Thistle to Ochretoncy (connect to MUP).				

APPENDIX B
ONLINE SURVEY
RESPONSES



Slayter Street Local Street Bikeway and Connections

SURVEY RESPONSE REPORT

01 July 2013 - 24 June 2024

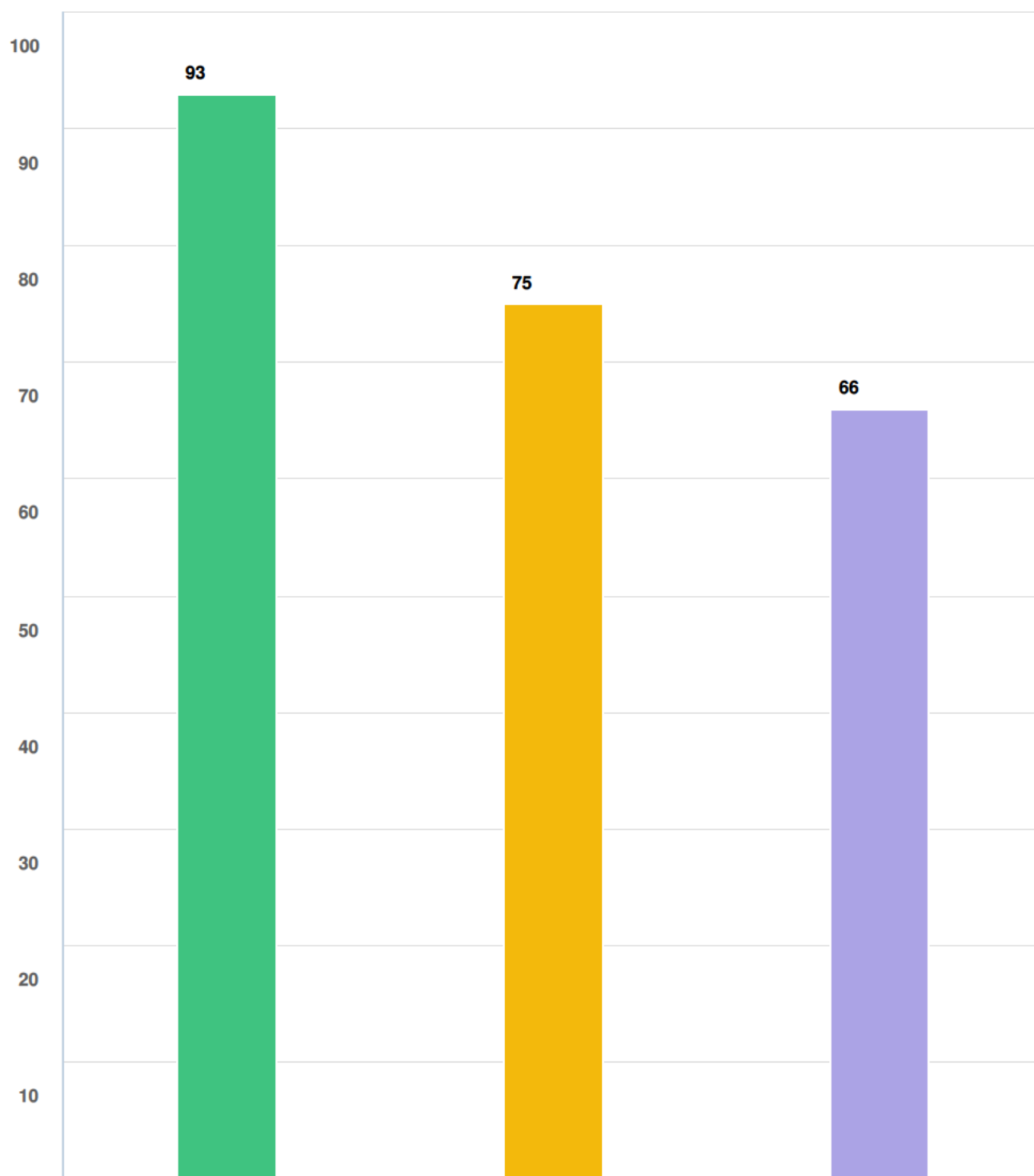
PROJECT NAME:

Slayter Local Street Bikeway and Connections



SURVEY QUESTIONS

Q1 | Are you a resident, property owner or business owner on Slayter Street and the other Local Street Connections (figure 1 below)?



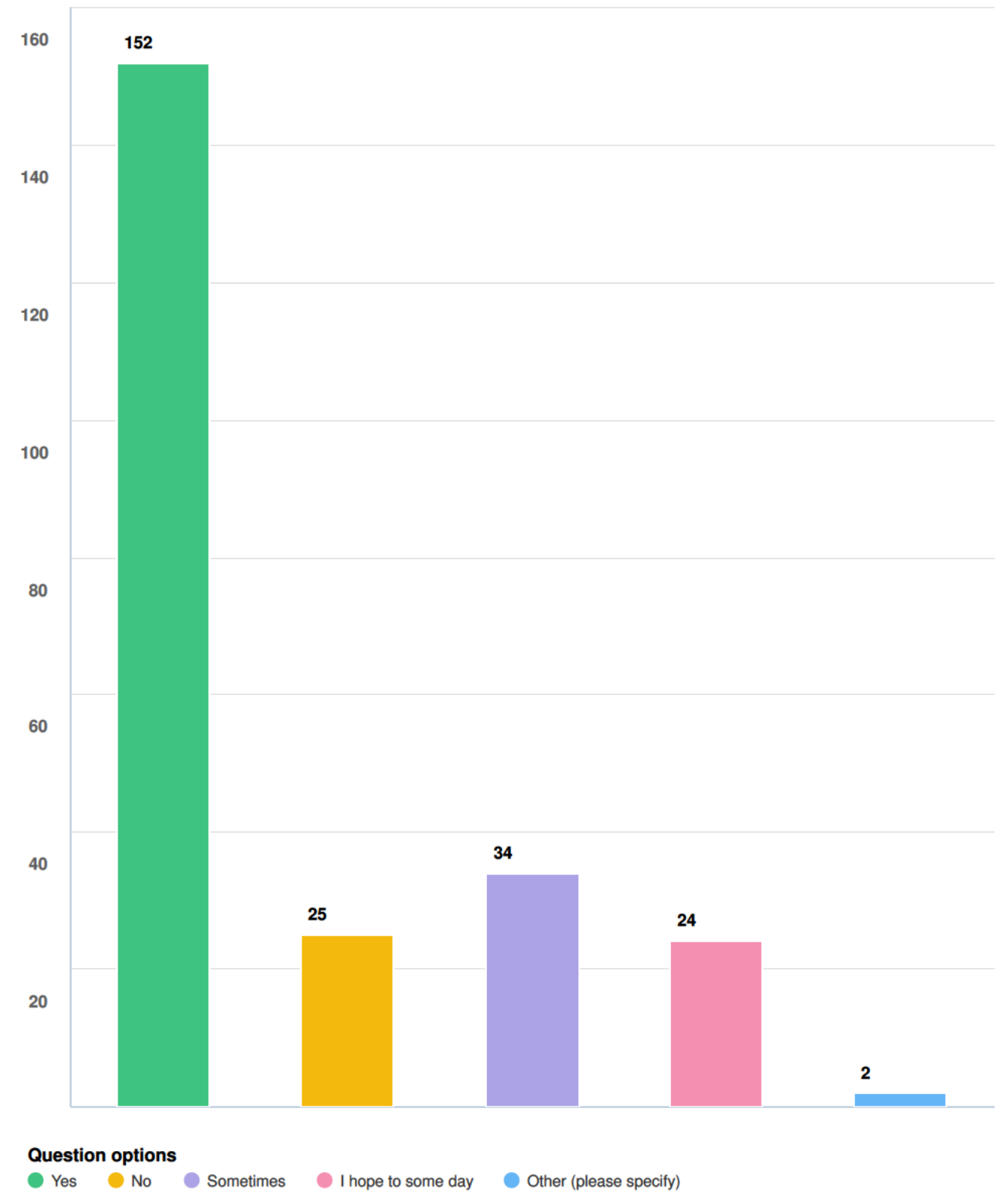
Question options

☒ Yes ☐ No ☐ I live in the surrounding area

Optional question (226 response(s), 3 skipped)

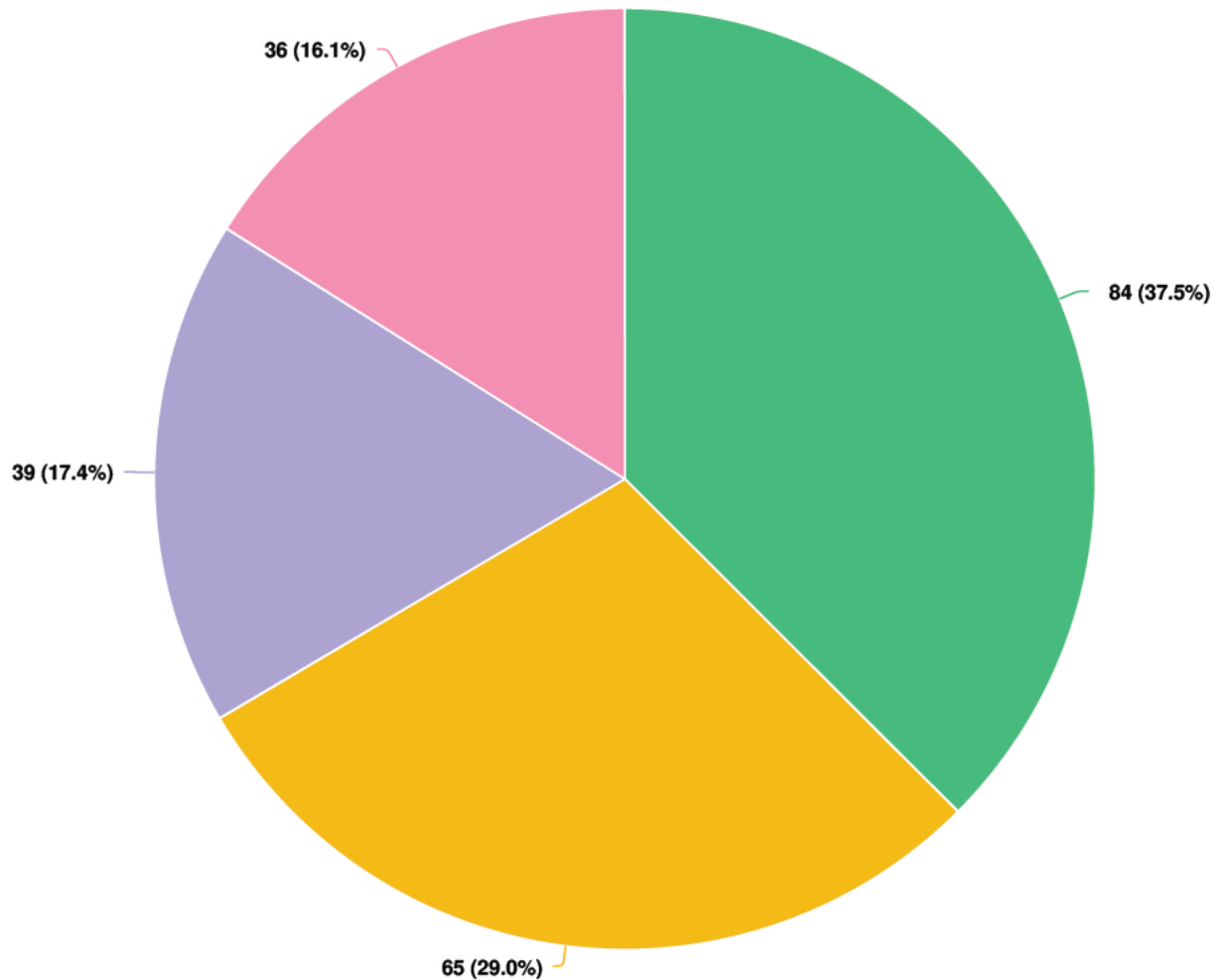
Question type: Checkbox Question

Q2 | Do you or someone in your family regularly ride a bicycle, walk or roll along the Slayter Street Local Street Bikeway project area as shown below (figure 1)?



Optional question (226 response(s), 3 skipped)
Question type: Checkbox Question

Q3 | Do you think these changes have made the street safer for people walking, biking and rolling?



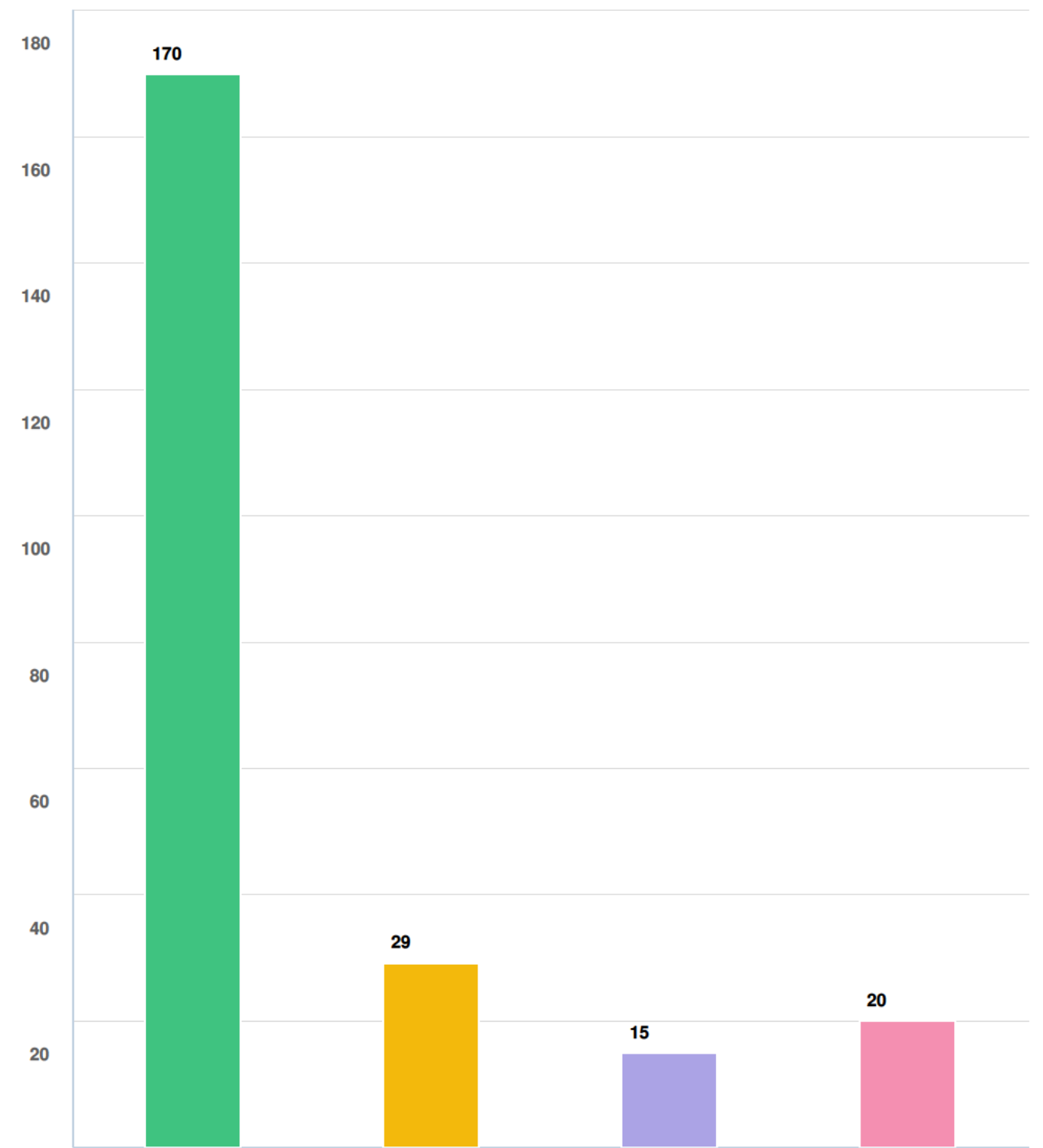
Question options

Yes No Unsure Other (please specify)

Optional question (224 response(s), 5 skipped)

Question type: Radio Button Question

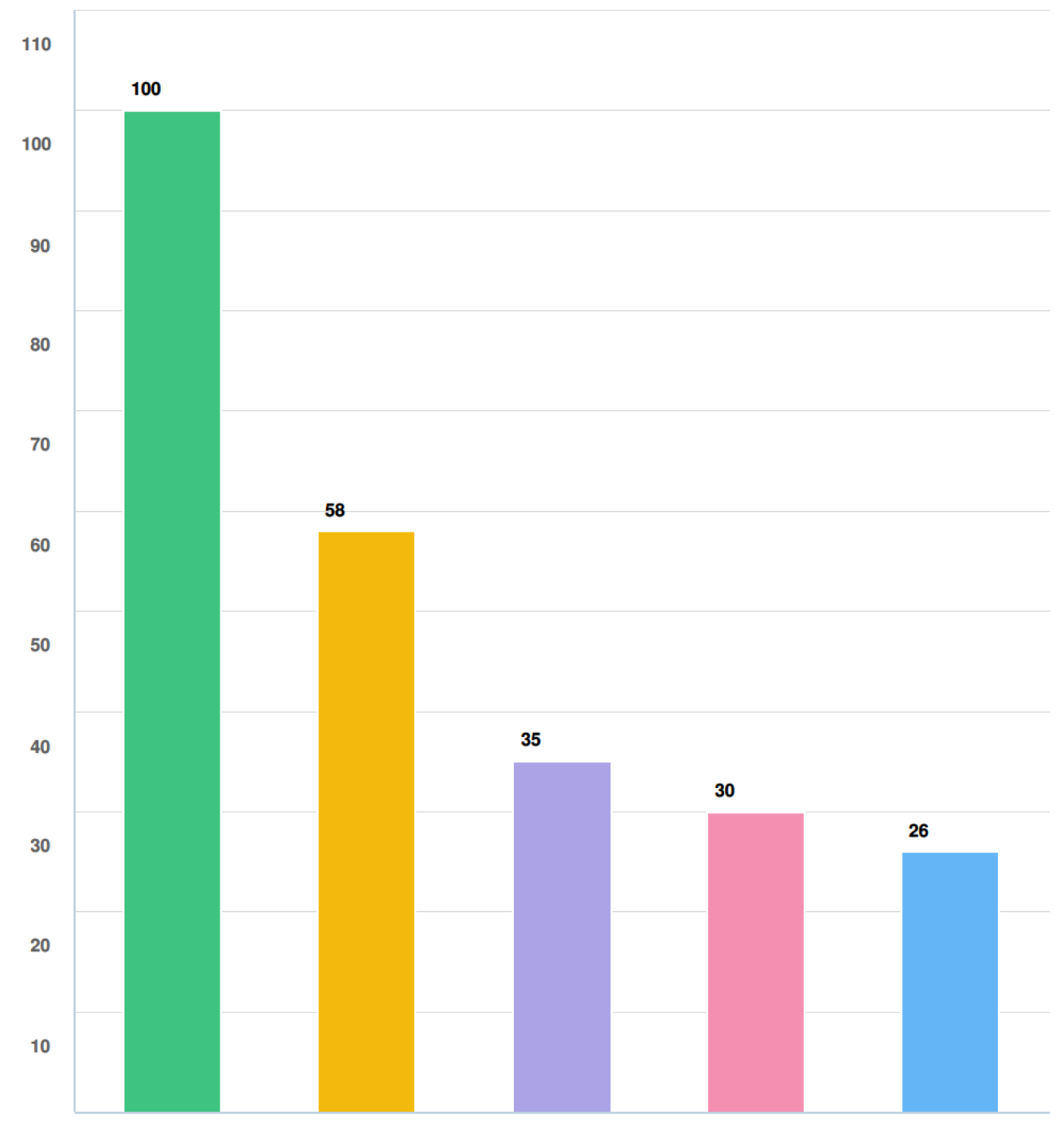
Q4 Improved Pedestrian and Cycling Street crossings north of Slayter Street at Albro Lake Road and a multi-use path that will connect to a future bikeway on Victoria Road, as shown in image below.Do you generally support these improvements?



Question options
Yes No Unsure Other (please specify)

Optional question (225 response(s), 4 skipped)
Question type: Checkbox Question

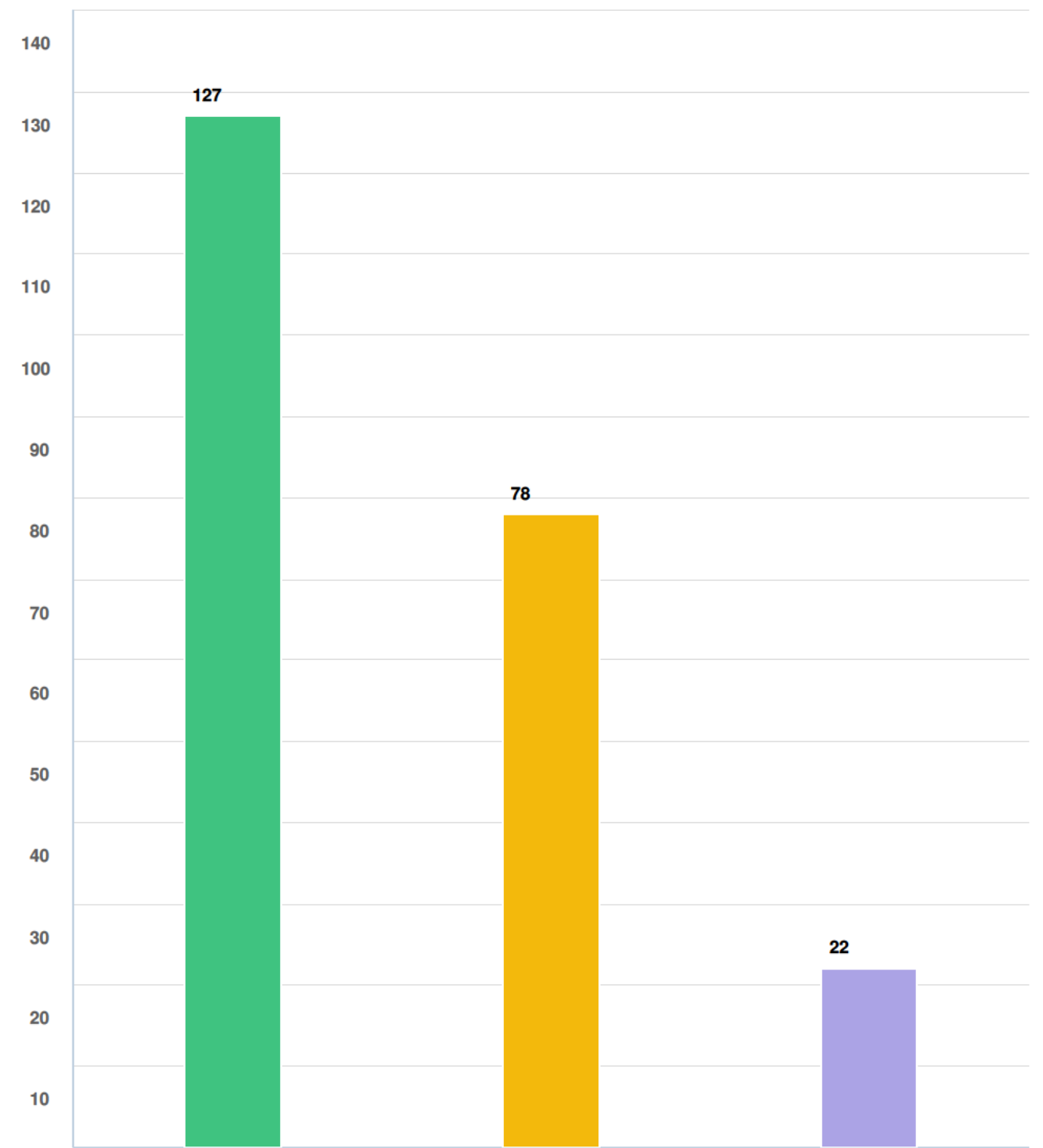
Q5 At Woodland Avenue and Slayter Street intersection there are 2 concepts being proposed, as shown in image below. Both have traffic signals to provide safer bike crossings, except Option 1 has additional traffic diversion that prevents motorists fro...



- Question options**
- Option 1 - Traffic signal for cyclists & traffic diversion at Slayter Street and Woodlawn Avenue
 - Option 2 - Traffic signal for cyclists on Slayter St. to cross Woodlawn Avenue
 - I am ok with both options proposed
 - I do not like either option being proposed.
 - Other (please specify)

Optional question (227 response(s), 2 skipped)
Question type: Checkbox Question

Q6 | At Slayter and Frances Streets intersection there is a proposed traffic diversion where motorists are prevented from turning left when travelling from Victoria to Frances onto Slayter Street. Do you support this traffic diversion?

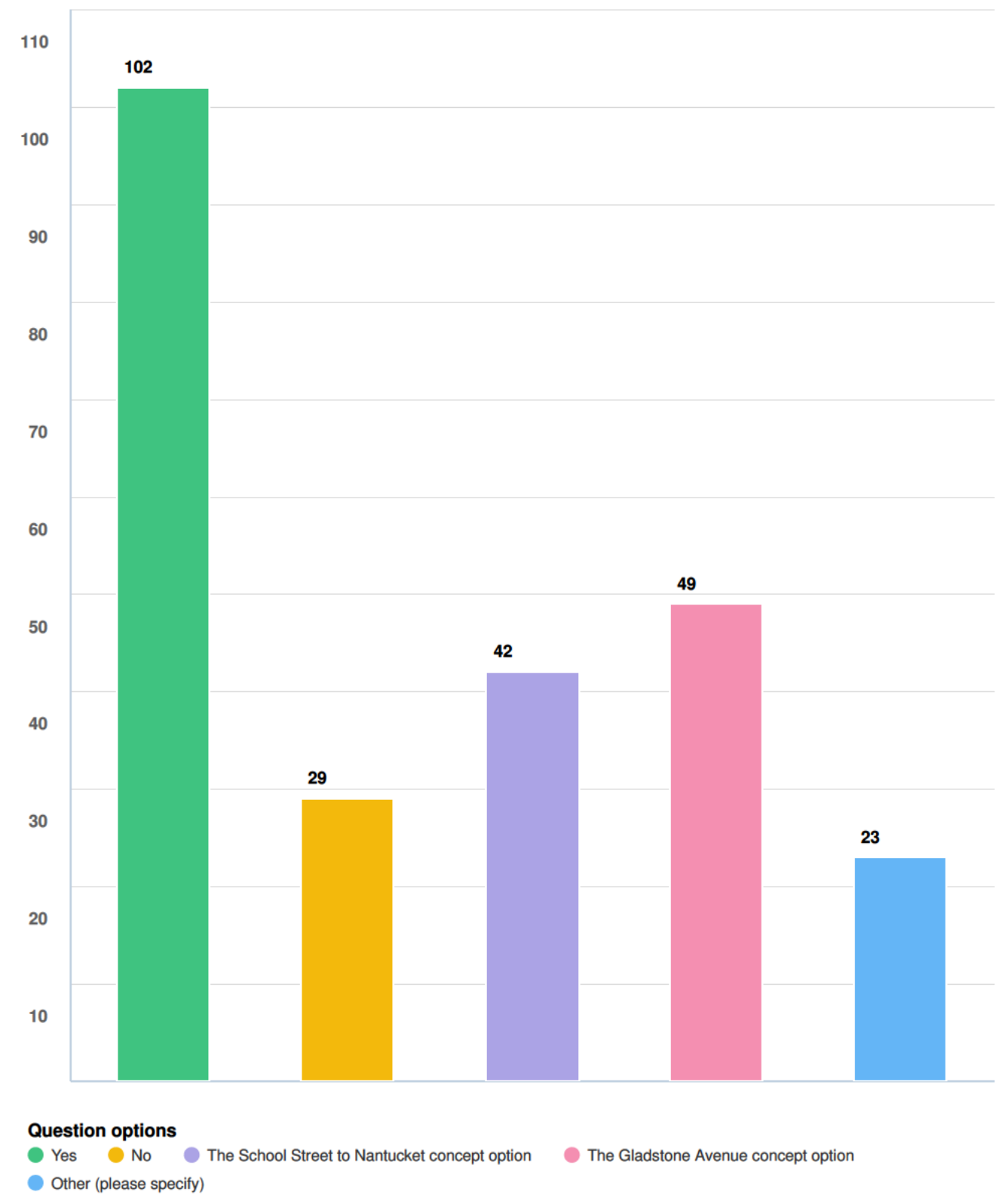


Question options

Yes No Not sure

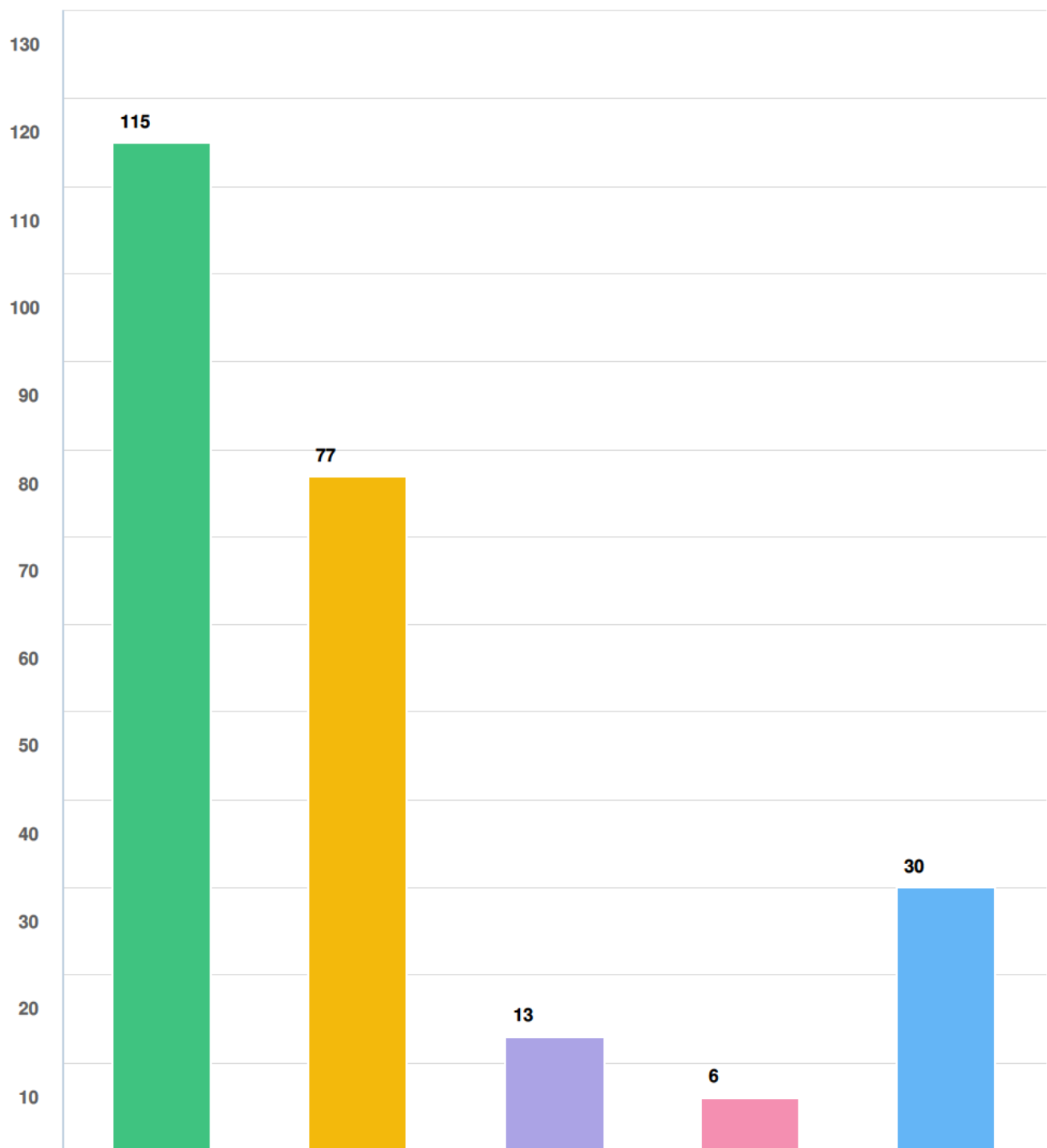
Optional question (227 response(s), 2 skipped)
Question type: Checkbox Question

Q7 | There are two options for a west connection from Slayter Street. One concept option is through School Street to Nantucket. The other option is through Gladstone Avenue to Nantucket Avenue as shown below. Do you support both of these options?



Optional question (224 response(s), 5 skipped)
Question type: Checkbox Question

Q8 At Slayter Street and Thistle Street and at Thistle and Pine Street intersections there are proposed car traffic diversions, as shown below. The intent is to prevent motorists from turning right or left onto Slayter Street from Thistle Street and t...

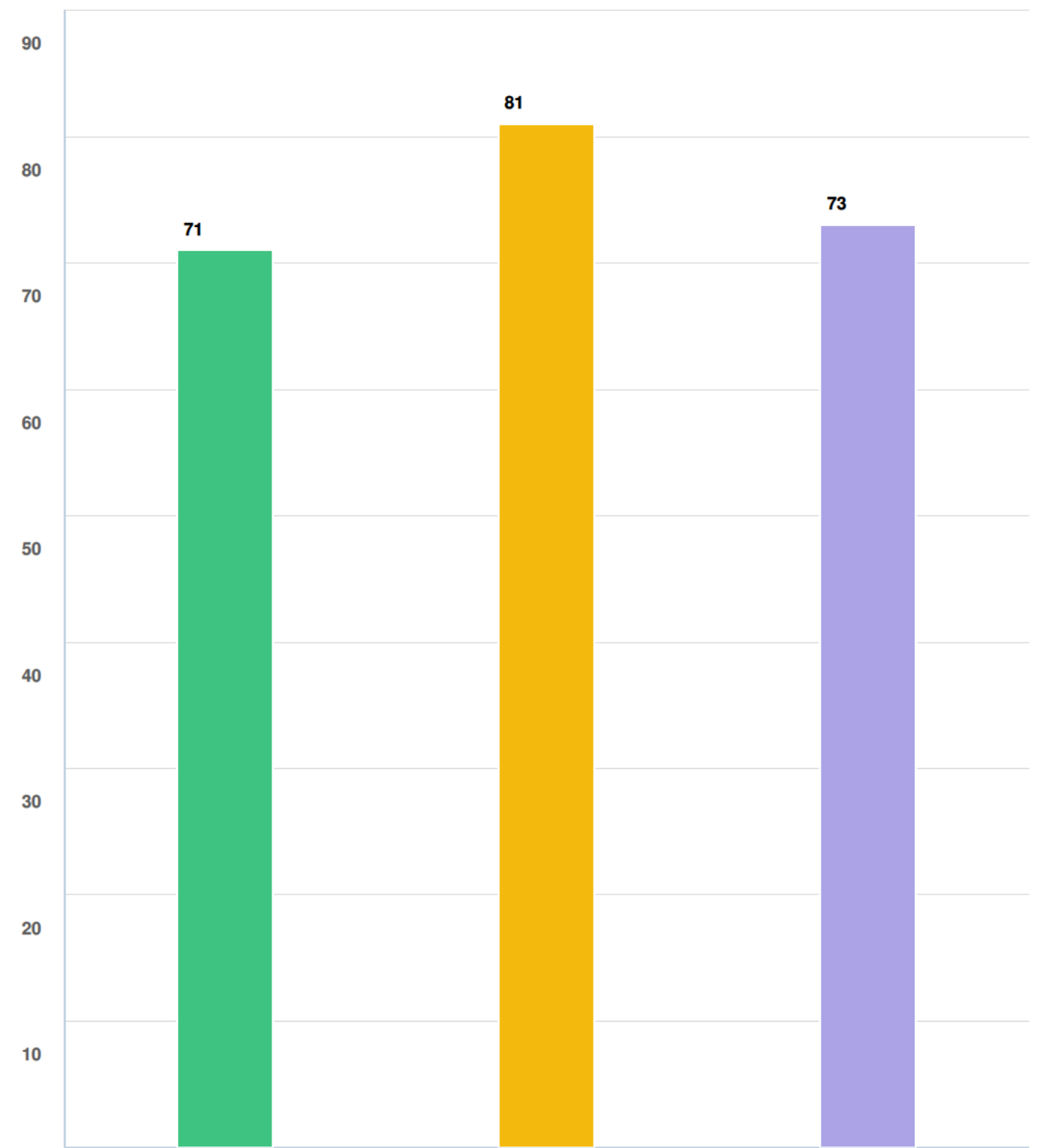
**Question options**

- ☒ Yes ☒ No ☐ Only at Slayter and Thistle Streets intersection ☐ Only at Thistle and Pine Streets intersection ☐ Other (please specify)

Optional question (225 response(s), 4 skipped)

Question type: Checkbox Question

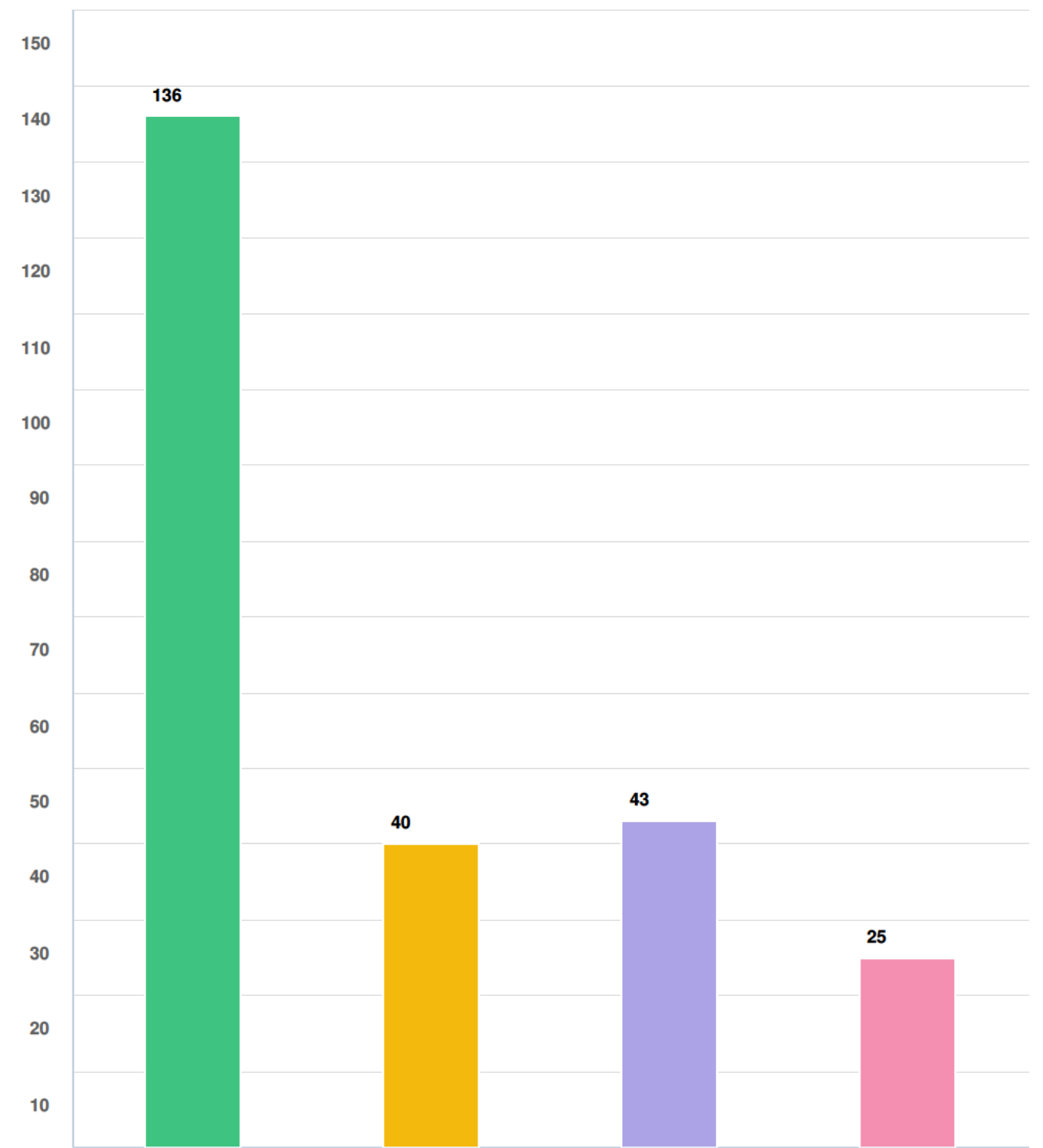
Q9 This project proposes a Local Street Bikeway on Pine Street. This is not perfect considering the slope at the top of Pine Street between Dahlia and Rose Streets. Are there alternative routes that can be considered to connect from Thistle Street dow...



Question options
☒ No ☒ Yes ☒ Other (please specify)

Optional question (203 response(s), 26 skipped)
Question type: Checkbox Question

Q10 We are exploring additional and possibly permanent bikeway improvement measures along this corridor. After looking at the proposed changes in the design images above or displays boards (on the right hand of main page),Do you generally support the ...



Question options
Yes No Some of the proposed changes Other (please specify)

Optional question (226 response(s), 3 skipped)
Question type: Checkbox Question

Q11 | If you did not have space for comments above for individual questions, please feel free to comment below. Thank-you for your interest and feedback!

██████████
5/31/2024 12:47 AM

We're ██████████ and often cannot drive the few blocks to get home during rush hour because of gridlock, particularly on Victoria Road and Woodland Avenue. On occasion, we've parked and walked rather than wait a half-hour to drive four blocks to pull into our driveway - ██████████ and that option is becoming impractical. I'm not in favour of restrictions on turning into Slayter - sometimes it's the only route available to get home, particularly given the number of non-through streets in our area (Eastbrook and Westbrook).

██████████
██████████ PM

Pine Street cannot be a bike corridor. It is challenging to walk up Pine St, let alone bike up it. Maple Street is the best alternative option with the gentlest hill, but traffic is very busy and people drive fast. The bump outs recently installed on Maple Street have actually made it less safe to bike. You have to swerve in and out to get around the bump outs and motorists are not accommodating. A protected bike lane along Maple Street would be the safest and most accessible option for cyclists.

██████████
5/30/2024 03:13 PM

Living on ██████████, I am concerned there is not proposed traffic controls for this street. I would suggest it is used at least as often as Francis Street as a shortcut. It is often used as a shortcut - at great speed - by motorists wishing to bypass traffic lights at Victoria and Boland, Victoria and School or Victoria and Woodland streets. Additionally there is traffic coming up from or down to Demetreous Lane at speed. Cutting the "chicane" in our street at speed seems to be particularly attractive to all who use it as a shortcut.

██████████
5/30/2024 03:24 PM

6. Slayter and Francis Street Intersection: Do you support the proposed diversion? Yes, I support these diversion measures. They help align a somewhat odd intersection for both cyclists and pedestrians. In practice, most people walking already cut across the street while crossing the intersection unless there are cars approaching. I think this helps prioritize walkers and cyclists and reduces vehicle speeds through the intersection with curb extensions.

██████████
5/30/2024 04:01 PM

With the growth of the city and need to more transportation, this project will be critical in supporting the city!

[REDACTED]
5/31/2024 04:53 PM

One wonders if drivers will start taking different routes off of Victoria such as Shamrock Dr, Garden Dr or Cherry Dr. The school buses travel along Slayter St which is a consideration as well.

[REDACTED]
5/30/2024 05:55 PM

Thanks! Keep building bikeways! Really hoping for something along Windmill Road in the very near future. Also hoping for the ability to bike over the McKay Bridge!

[REDACTED]
5/30/2024 06:18 PM

I would like to see a safe bike connection to Micmac Mall along Woodland connected to Slayter. It feels like the bikeway network was drawn on a 2D map trying to create a grid, but without regard for where the destinations are.

[REDACTED]
5/30/2024 06:52 PM

This is a ridiculous overreach given the low traffic volumes on Slayter and the nearly non-existent bike traffic. A bike lane on Pine St is sheer lunacy given the steep grade. Making Slayter one-way in spots is equally insane. Nobody is asking for this. The "safety" argument is utterly false as there have been no incidents I can recall in over 2 decades of living here. Just stop this incessant and expensive tinkering. You already wrecked Wyse Rd with similar changes. Leave Slayter St alone and direct bike traffic, such as it is, to Wyse.

[REDACTED]
5/30/2024 06:45 PM

You cannot use Pine St, which is an unbikeable hill. Anything over a 5% grade is not "all ages and abilities" cycling infrastructure. Paint (i.e., sharrows) is not infrastructure and it's embarrassing that Halifax still doesn't realize this. The best part of the proposed designs are traffic diverters. I don't like half signals, but if they must be included, they should be automatic detection for bikes rather than relying on push buttons.

[REDACTED]
5/30/2024 07:53 PM

Even before the pandemic this city was so hungry for more and better cycling options. The demand is sky high now, especially with the HAF changes being passed. These kinds of projects and the time they are taking are not the transformative ones we need. If you're going to keep doing these relatively small local street bikeway changes just do them as fast as possible (in an actual AAA way, not using inappropriate options like Pine) and stop asking us about every little thing. Y'all have the IMP and other policy documents and ongoing feedback that tells you people want and need this stuff. Yesterday. Build the darn bike lanes.

[REDACTED]
5/30/2024 07:51 PM

I'm so excited at the reduction in traffic and the more complete cycle paths around my town thank you !!

[REDACTED]
5/30/2024 07:53 PM

Need a temporary fix to allow easy bicycle travel up Nantucket from Wyse toward Victoria to continue onto School and Slayter. Right now it is very hard as the shared use pathway ends abruptly halfway up Nantucket. Also multiple streets were misspelled in this survey (Francis instead of Frances, Woodlawn instead of Woodland). Makes it very confusing!

[REDACTED]
5/30/2024 08:10 PM

I walk this area every day and have no problems with safety as things are, except for those bump outs that create blind spots and poor turning radii for cars. I do have more issues with bikers who do not give the right away for those of us on foot, on sidewalks and not following the rules of the road. Thankfully there is not a lot of them, because they are an entitled lot demanding far to much.

[REDACTED]
5/30/2024 08:38 PM

Pine is definitely too steep to go straight up or down.

[REDACTED]
5/30/2024 08:26 PM

We are putting thousands more people into this area in the next 5 to 10 years. Invest in transit and make our city more transit friendly and stop taking lanes away from vehicles when they are rarely used. Traffic in this area over the past 10 years has become frustrating.

[REDACTED]
5/30/2024 08:33 PM

I am really hoping that this improves the traffic along Slayter. I live at Slayter and Brightwood and the amount of cars that speed through all of our stop signs without even slowing down, or just doing rolling stops is very unsafe. There are lots of young children on this street and I fear for them, especially my own with the reckless driving on Slayter. I have complained a few times but have gotten no where with it.

[REDACTED]
5/30/2024 08:30 PM

Interested to know the reasoning behind not being able to turn on pine St or Slayter St from thistle. As a resident of Thistle it is sometimes impossible to get out of our driveway to turn down Maple st and so we kind of have to go down Pine or slayter to get out.

[REDACTED]
5/30/2024 08:30 PM

You guys screwed up Wyse road with the bikeways no one uses, the faded "bike" paintings on slayter didn't bring cyclists but cost tax payers money. The bump outs are dangerous, the speed bumps were a waste of money as you can travel at them at full speed, the city is

brining in all these people but don't have the infrastructure to support it, so you want to put in bike lanes to removed on street parking in a area now zoned 3 with no requirement for parking, give your heads a shake, no one wants their tax money going to this bike lanes that NO ONE uses, and yes I travel from one end of the city to another with all this bike lanes that I see NO ONE IN, how about you work on transit, it's also a joke!


5/30/2024 08:33 PM

I understand the purpose of the traffic diversions but with so many in place, how are local residents supposed to easily navigate their own neighbourhood by car? Will their be "exceptions for local traffic only?"


5/30/2024 09:10 PM

What we need is a three way stop at Thistle and Slayter. Cars drive so fast down Thistle between Victoria and Maple. They do not need to pedestrians in marked crosswalks.


5/30/2024 09:32 PM

Diverting more traffic onto Victoria is a terrible policy choice. There is absolutely nothing wrong with the current iteration of the traffic - calmed Slayter and surrounding streets. I'd respectfully suggest leaving it alone. Moreover, planning for any but the most hardcore of cyclists to use Pine, or Maple, or Victoria from Ochterloney, is naive. Those hills are brutal and should not be considered part of any biking infrastructure that comes at the expense of allowing traffic to flow.


5/30/2024 09:35 PM

Get rid of the speed tables. They make the roads too tight and unsafe for motorists and cyclists


5/30/2024 09:56 PM

Pine Street is impossible for most cyclists, not just "not perfect" as you say. Any traffic diversions need to be physical measures (bollards, diverters, etc), not just signage (which seems to be how we do this in other parts of the city). Signs don't work.


5/30/2024 09:57 PM

We were told we won't lose parking when this was proposed a few years ago. These drawings tell me that for our 4 vehicles we own, we won't be able to park in front of our house. This is unacceptable as we have been doing so for 10 years now.


5/30/2024 10:18 PM

Maple should be considered the south connector. Especially with the multi-use path at the bottom, connecting to Irish town road via the shubie canal project. Pine and Victoria are not feasible due to slope and the one way nature of Victoria road.

[REDACTED]

5/30/2024 10:16 PM

Please consider protected bikeways along Slayter. Sharrows do not provide safety for bikes. I would also like to see a plan to connect these bikeways to Bicentennial and Dartmouth High along with traffic calming measures.

[REDACTED]

5/30/2024 10:18 PM

I'm a driver but support improving biking and making driving more inconvenient. We live in one of the most walkable neighborhoods so not a lot of sympathy for a little driving inconvenience

[REDACTED]

5/30/2024 10:33 PM

These purposed options seem to support a mismanagement of money to create more congestion and lack of parking around my home. The current traffic situation on Slayter already encourages cyclists with the wide street.

[REDACTED]

5/30/2024 10:22 PM

Encourage bile and walking! Decrease traffic! Getting better Bus flow through victoria is necessary but will be tough

[REDACTED]

5/31/2024 07:38 AM

I believe the Slayter/Francis modification is the best option to reduce short cutting and has minimal impact on local residents. This would make the area much safer for cyclists and pedestrians

[REDACTED]

5/31/2024 09:02 AM

Attended the public meeting at the Sportsplex and asked about the actual statistics which would necessitate changes. They were promised but not delivered.

[REDACTED]

5/31/2024 10:45 AM

I live on the dead end on Vanessa Drive, the street most negatively affected street by these proposed changes. Roughly 80 percent of the time my wife, daughter or [REDACTED] at Slayter Street to go to work or Downtown Dartmouth. These changes will make us go to Victoria Road, which is already busy all day, and must make a left turn across traffic. We will then have to make a left hand turn at Francis Street (again, across traffic) to go back onto Slayter Street via a right-hand turn. The proposal at the corner of Thistle Street and Slayter Street is equally as bad and has already been tried with disastrous results. About 15 years ago, the city made it illegal to turn right onto Slayter Street between 7:00 am and 9:00 am. Traffic was backed up down Maple Street, to the top of the Thistle Street hill, school buses were caught in the queue making the children late for school and parents and guardians late for work. The experiment was abandoned after three days. Slayter Street is already very quiet. I just finished walking my dog and saw a total of seven

vehicles drive on Slayter Street during [REDACTED] from Vanessa Drive to Thistle Street. It got very busy on the way back though, and I saw nine vehicles. The houses for sale on Slayter Street (and side streets) have been advertised for years as "being on a quiet street and in a quiet neighbourhood." Nothing has changed. Bikers, pedestrians, kids, and skateboarders who follow the rules and basic common sense are (and will be) fine. [REDACTED]

[REDACTED] These changes will not make any difference to the safety of the people on Slayter Street, yet will increase traffic congestion on Victoria Road, and more importantly, create adverse traffic patterns on side streets that currently don't exist. This is a waste of time, effort, and money by the City.

[REDACTED]
5/31/2024 11:39 AM

The Francis/Slayter traffic diverter is a horrible idea. Residents on Slayter/Vanessa between Francis and Woodland are not only cut off from the rest of the community, but are forced to make a dangerous left turn onto either Victoria from Vanessa or Francis, or onto Woodland from Slayter to get to downtown Dartmouth or Halifax. This proposal is essentially robbing them from the safest option - the traffic signals at School St & Victoria Rd which most residents use to get out of the neighbourhood safely. Please reconsider.

[REDACTED]
5/31/2024 12:29 PM

Can bikeways be added to the existing infrastructure in the Dartmouth Commons? Also, I really enjoy the traffic diversions added to Slayter Street and the adjoining communities which were installed over the last 6 months. That being said, I think the additional recommendations make it not as usable of a roadway for local residents. I understand that these changes are meant for non-local traffic, but when it impedes usage for those living in the community, I don't really agree with that. I think there are solutions to accommodate all - for a safer space for cyclists, less through fare (which I believe is already being tackled with the changes), and the residents who live in the community.

[REDACTED]
5/31/2024 01:48 PM

This cannot come soon enough. People have been speeding down Slayter and Pine for years. In the time I've lived in the area I know of one fatality (a dog!) and several near misses from high speeds along these streets. Current cycling infrastructure in Dartmouth is poorly designed and disconnected, and needs immediate improvement as a priority for active transportation

[REDACTED]
5/31/2024 02:19 PM

The biggest missing piece for the proposed changes is in flipping the stop signs along Slayter (where it intersects with local streets). There are 8 hard stops for a bike making the 1.3km trip from one end of the

project area to the other, which is excessive and inefficient.


5/31/2024 03:35 PM

For those residents that live on the section of Slayter between Woodland and Francis it is going to be very difficult use their vehicle to commute in the direction toward Thistle. For example, being forced to go in the direction of Francis and then forced to turn right at Francis leaves all of those residents at the Victoria road/Francis intersection trying to get onto Victoria to get out of the neighbourhood. I can speak from experience that this is difficult at most times of the day (not just higher commute times). Turning left on to Victoria from Francis is not easy - so trying to get to the bridge you can get stuck for a long time waiting for a break in traffic. If this is something that is going to happen I believe there should be additional consideration into putting traffic lights at the Victoria / Francis intersection to allow for those cars to exit. This will be especially important if Slayter basically becomes a one way street. One additional consideration is when there is an issue on Victoria Road (such as a Traffic Collision) - Slayter Street is frequently used for traffic diversion around the issue. This includes Halifax Transit buses and emergency vehicles. I do feel that making Slayter street a one way street is not ideal - keeping in mind the proposed housing project on Victoria and the increased traffic that will bring.


5/31/2024 05:12 PM

Get it built, and quickly! Progress on bike infrastructure has been frustratingly slow.

cbeaupre
5/31/2024 05:03 PM

Maple street has a significantly gentler slope than Pine. And Maple street could use additional traffic calming measures anyway because people drive too fast on it. And then in addition to Maple Street, there should be a route from the Slayter St Bikeway down through the Dartmouth Commons using existing paths, leading to Alderney Road with improvements along Alderney road to get cyclists to the ferry terminal.

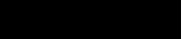

5/31/2024 06:32 PM

I live on  and although there will be minor travel  niences, I am willing to support any traffic diversions that will reduce the amount of vehicles travelling on Slayter Street. I also am in favour of any additional traffic calming measures that will further slow traffic speed.


5/31/2024 11:00 PM

If any "diversionary" measures are taken, "Local Traffic Only" or Residents Only" access must be provided. This is common in many jurisdictions. It is felt that the focus is overweighted on keeping traffic

away from Slayter with "diversions", and more would be gained at focusing on how to make it unrewarding to use Slayter in the first place. Right now we actually encourage shortcutting in both the a.m. and the p.m. by offering an alternative to Victoria Rd that provides traffic lights at School St. allowing easy access to Victoria/Nantucket after a short cut. The following two low cost, high impact actions are recommended: 1) The intersection at School St entering Victoria Rd. should see School st. narrowed to one lane with a mandatory "Right Turn Only" onto Victoria Rd. This eliminates all shortcutting from Woodland and all short-cutting from Thistle heading to Nantucket. Through traffic on Slayter in the morning from Thistle to Woodland is not material. 2) In the p.m. we further reward short-cutters with a traffic lane at the top of Nantucket that is fully dedicated to accessing Slayter St. This "straight only" lane funnels rush hour traffic directly onto Slayter. Once past the right hand exit to Victoria Rd, the island at the top of Nantucket should be expanded, eliminating the lane encouraging entry to Slayter. This would also improve crosswalk safety at this dangerous intersection by narrowing the walking distance. It is felt that removing the root cause for using Slayter as a short cut would be far more effective than blockades or forced redirections. It is felt that this represents a high impact, permanent solution with low cost installation, no follow-on costs and no disruption for residents. This elimination of short-cutting will facilitate any bikeway planning for Slayter.


6/01/2024 07:26 AM

I used the other sections to add comments. I would happily provide additional comments (phone or otherwise). My primary concerns relate to the area of the corridor where I live. 1) please make the crosswalk across Thistle (at Slater) safer with lights. 2) do not make sections one-way; e.g. the Pine (between Thistle and Rose) or another of the other 1 block sections; as noted, you will gum up established school bus routes all along the corridor, necessary to get kids to various schools (talk directly with residents in those 1 block section); we have a school bus stop at 61 Pine that travels this corridor along Pine and Slater (both directions). 3) install speed bumps (not tables); tables are not slowing down traffic & bikes and navigate bumps (especially with gaps on the side). Thank you!


6/01/2024 07:38 AM

As a Dartmouth resident, I'm always looking for ways to improve the safety and accessibility of biking and walking. These proposed changes would help make me comfortable with adding bike commuting as an option for me between my home in Dartmouth and work in Halifax. Permanent bike infrastructure, including separated bike lanes, would do even more to increase my comfort, particularly when biking with my children!

6/01/2024 08:01 AM

I live on Slayter, any option where it is turning any part of the street into a one way is a a deal breaker. To suggest that the proposals would not impact residents is false and misleading. Additional signage (preventing a left from Woodland to Slayter during 4-6pm is an option) instead of changing the flow and structure of the roads would also help curb traffic

12:18 PM

One last suggestion would be to post 40km signs to reinforce speeds along Slayter Street. The speed humps only affect a few vehicles. Most cars will slow down but speed up again until the next hump, some cars do not slow at all and take the hit but having a legal posted limit like many other street calming ideas put in place, maybe this will slow the traffic as well. Not just cars but school busses, motorcycles, e-bikes and scooters.

6/02/2024 09:30 AM

As someone who grew up and has lived in this community these proposed changes are not needed. This is a quiet and safe area where the road space is already safely shared. We do not have an influx of bike traffic that warrants any of these changes. I am strongly opposed to what is being proposed, especially the traffic diverging measures - which will disproportionately and negatively impact the residents of those blocks of Slayter street and cause more congestion on an already overburdened Victoria Rd. There are so many ways that our money could be spent on city infrastructure, accessibility improvements and beautification , but this is not one of them.

6/02/2024 09:56 AM

I understand that you are asking to improve safety for walking and biking but can you please put up stats on Traffic, Car and Bike usage numbers along with motor vehicle collisions on Slayter, or how this was measured.

6/02/2024 09:40 AM

Adding lights on Woodland will just cause traffic back up on Victoria Rd and down Woodland. The light that is currently on Nantucket to stop cars is so poorly timed and it results in back up on the bridge which is exactly what will happen at slayter and Woodlawn. Making routes one way streets will not help homeowners who live in the area get home without getting frustrated with the traffic and obstacles. It will make other streets that see less traffic now get more busy.

6/02/2024 10:14 AM

Please stop making this route more challenging to cycle on. I cycle from Vanessa Drive to Halifax (Dal) via McDonald bridge. No changes are required to improve cycling along Slayter or School or Nantucket,

except to remove the annoying precast concrete curbs at the intersection of Slayter and School, they make that intersection more challenging for cyclists, and are very ugly. I would prefer to take the Slayter-School-Nantucket route to McDonald bridge, but access to the bike lane from Nantucket onto the bridge is annoying, so I prefer to go down Boland and Wyse to access the bridge. Improving access to the bike lane on the bridge from the road on Nantucket would be nice, right now the new bike lanes force you thru two sets of lights to access the bridge bike lane. None of the measures I see in this proposal are useful or welcome from my POV. I'm just back from cycling around town in Munich, I think you guys should just look at what they are doing in more bike centric cities. They have very simple, consistent and ubiquitous bike routes. Colour coded bike lanes combined pedestrian sidewalks on both sides of every road. I'm comfortable biking with cars, but these methods are better. The changes in these proposals are complicated and inconsistent, making them confusing for users, and appear worse for both bikers and drivers. Keep trying, love that you care about this stuff.


6/02/2024 10:53 AM

We live on Vanessa Drive and Slayter - I'm very concerned about being unable to get in and out of the neighborhood to and from my house. Being forced to make a left turn in rush hour onto Victoria to get to the bridge sounds terrible if cars are blocked from going down Slayter. Going home from Woodland will also be similarly difficult if we are blocked from entering Slayter and Frances. I'm not as worried about traffic volume as I am about access to and from my home! We lived in Vancouver for 4 years in a traffic calmed neighborhood just off 10th Ave bikeway so I get what is trying to be done, but I really need to be able to get to get around in my car without being at the mercy of a gap in rush hour traffic.


6/02/2024 11:38 AM

I live on Vanessa Drive. The proposed changes would make life miserable for me to get anywhere downtown or to Halifax.


6/02/2024 03:24 PM

1). Why are we encouraging traffic on Slayter by having a straight lane at the top of Nantucket encouraging through traffic up School to Slayter? Traffic coming up Nantucket should have to go left or right only, not straight. Surely this would help with traffic reduction on Slayter since the speed bumps already installed have made driving along Slayter a nuisance. 2). To be totally aspirational, a bike lift through the commons. It is unreasonable, if you are thinking about building a large cycling culture to expect any folks other than the very fit to regularly ride, or even push, their bikes up the steepest hill in Dartmouth. Accept the fact that we live in a city where cycling is prohibitive for many because of the great hill dividing the residential

and downtown parts of the city and do something really creative and helpful. <https://www.youtube.com/watch?v=9LSho7AE2yo> (If the link doesn't work, google Trondheim Bike Lift). It is ok to be aspirational.

6/02/2024 03:24 PM

I still live at home and bike a lot. Your proposing many options that will all be useless and are focused on where there are no issues. Traffic on Slayter is extremely light. Your so called bikeway has one busy street with no bikeway at one end (Ochterloney) and an obscure destination at the other end (Ferrell). In effect, a bikeway that connects dangerous to nowhere and back again. Also, nobody bikes up and down Maple or Pine. If for some reason you would want to go to Ferrell, (why??) you would bike down Ochterloney to Alderney drive and up to Windmill and avoid the hills. This whole thing misses the mark by a wide margin. Do something on Ochterloney rather than try to fix something that isn't broken in the Brightwood. and will have zero impact for cyclists.

6/02/2024 04:10 PM

Firstly, Fix the survey with the correct street names. Woodlawn avenue doesn't exist. It is possible to encourage cyclists to use these perfectly safe routes, without the dangerous and unnecessary expense of adding speed bumps and curb extensions. So far, the curb extensions at WOODLAND and slayter have prevented exactly 0 accidents and have turned 2 minor fender benders in to serious roll over accidents. STOP WASTING OUR MONEY ON NONSENSE!

6/02/2024 08:33 PM

All of these ideas are unnecessary and punish the residents of Slayter St. As a person living on Vanessa Drive, the most negatively impacted street with these proposals, I will be forced onto Victoria Road everyday. As I said at the public engagement meeting "It will make my life a living Hell". They were respectful and appreciated my opinion. The concrete barriers and green bollards (to be future huge bump out sidewalks I presume) to help pedestrians are not required in this neighborhood which has no known pedestrian vs vehicle incidents on record (that I could find). There was one recorded in 2018-2019 that occurred closer to the Sportsplex or downtown area. Not on Slayter. We are spending money to fix a problem that I believe does not exist. [REDACTED] [REDACTED] have been living here and have not witnessed any pedestrians or bikers having any issues in this neighborhood. I'm curious as to whether the Fire Service, EHS, or HRP have been consulted on these proposals. Especially since the planners did not take school busses into consideration (discovered at the public engagement). These changes will not make any difference to the safety of the people on Slayter Street, yet will increase traffic congestion on Victoria Road, and more importantly, create adverse traffic patterns on side streets

that currently don't exist. This is a waste of time, effort, and money by the City. These new proposals are nonsense and serve absolutely no purpose. This plan only serves to placate a small percentage of bikers in the city and does not represent the opinions of the majority of its residents. We are not Europe. We do not have the climate or the urban geography (HRM is a sprawling city) to accommodate bike lanes to be used as proposed. The "build it and they will come" mentality is not feasible here.

6/03/2024 05:45 PM

I cycle Slayter Street a week and find it to be safe and quiet. I am all for encouraging people to get on their bikes, but I don't feel that making it one way will improve bike safety. Slayter Street is often a road that vehicles are re-routed down when there is an accident on Victoria; making it one-way would surely impact traffic on these occasions. Forcing residents to make a right hand turn from Slayter to Francis, and then onto Victoria, makes for a heavy load of traffic to get out into. Personally, I would need to make a left at that intersection if I wasn't able to go down Slayter, and that would be very difficult. There are current, timed, no left hand turns from Woodland onto Slayter, which I watch police enforcing fairly regularly. Improved signage (and having police sit more visibly- rather than catching people once they have turned) would discourage non-resident traffic from using Slayter Street.

6/05/2024 01:00 PM

Main points are: 1. Don't use pine, it's too steep 2. bikes need more than sharrows to get across busy roads, lights, all-way stop signs or cross rides are preferable. 3. Keeping non-local traffic off the local street bike ways needs more than just signs, paint and hope, it's great to see some new ideas for that in this design.

6/05/2024 04:17 PM

Love the initiative and think any steps taken to increase the safety and accessibility of alternate transport methods is worthwhile. A few additional notes however; - Crossing the intersection of Slayter and Woodland is terrifying as a cyclist. I know it's discussed in the proposal, I just wanted to draw extra attention to that area. - Slayter is a very wide road that often invites drivers to speed as a symptom of the road design. The speed tables have done little to mitigate this. It is especially an issue with the constant presence of cars taking advantage of street parking. On top of this there are 2 areas where drivers are faced with a blind crest with the hills near Cherry St and Garden/Shamrock. Cars speed because the road is far too wide, they drive near the middle of the road to avoid parked cars, and they can't see what is coming towards them. If a cyclist gets added to the mix it can be a very dangerous combo. If we could at least limit street parking around the blind crests that would be something, but other

changes need to be made that make high speeds uncomfortable for drivers.

6/06/2024 01:14 PM

I live in the area and have seen a significant increase in biking past my house in recent years. We need to ensure that they are safe on the road and create infrastructure to encourage more!

6/07/2024 10:54 PM

Thank you!

6/08/2024 08:36 AM

We really need a safe way from Wyse/Dartmouth common to downtown dartmouth. Pine street ain't it. Victoria road or maple would be 10 times better. From there, it would be nice to connect to the trail behind the esso that runs down to Portland Street, but there's currently no safe way to cross octerloney. The connection here to Sullivan's pond/nanook trail needs to be worked out. Also. And I can't stress this enough: don't. Waste. Your. Money. On. Pine. Street!

6/08/2024 10:15 PM

We need more roads trying to cheaply fix problems makes the roads more dangerous. Make sidewalks wider, one side for bikes . Spend the money. Don't try and force cars off the roads!

6/09/2024 09:54 AM

As much as I would like to support traffic diversion efforts, it would make it difficult for me to get to and from my house. The low speed bumps have helped with slowing down traffic which is great considering many people walk my street, especially children.

PM

I would like to see the turn restrictions at School/Slayter changed to some sort of traffic diversion. The signs do nothing currently to prevent traffic from cutting through the neighbourhood at rush hour. Cars just ignore the no left sign.

6/09/2024 08:20 PM

Pine Street can only be used by highly experienced cyclists. No one will use it, so you'd simply have to seek out an alternate connection. I would suggest that whoever came up with this idea go and try it themselves and you will see what I am talking about!

6/10/2024 02:58 PM

This entire exercise feels like an attempt to solve a problem that does not exist. The curb extensions are frustrating drivers and making them more aggressive which is dangerous to pedestrians. Maintaining a safe and healthy flow of traffic is critical for pedestrian

safety. Slayter street is in a convenient location in between downtown Dartmouth, the bridge, and the highway. For those of us who live on Slayter street, the convenient location is part of why we chose the street. Creating barriers for those of us who use a car to commute is not helpful. I walk around the neighbourhood 2-3 times daily and the only thing that I see regularly causing issues for pedestrians is the curb extensions. Also a flashing light to mark the crosswalk at Slayter and Thistle would help. Please do not make our lives as pedestrians more dangerous.


6/10/2024 08:10 PM

Pine is very steep, essentially un-bikable for most people even with electric assists. Given that Victoria Road already takes cars up from Ochterloney, the ideal solution would be to turn Maple St. from bi-directional into one lane south for cars, and a bi-directional bike lane where the northbound lane currently is. Paired one way streets exist elsewhere in the city, so it doesn't seem like an outrageous idea.




Perhaps new painting on existing speed bumps could be looked at . Bright paint makes drivers aware of the bumps and hopefully slow them down.


6/10/2024 09:49 PM

Pine to top steep for bikes. Even going downhill.


 24 PM

I live on Slayter  love these proposed changes. I understand that the earlier changes (speed tables etc) weren't totally ineffective, but I don't feel they really did much. These new options feel like they will be much more effective. I am OK with the inconvenience to my own car travel in exchange for increased safety and peacefulness of the street. I have also observed that short-cutting drivers are impatient drivers, which is poorly-suited to a residential street. I guess if they were patient they wouldn't feel the need to use a shortcut.


6/11/2024 06:47 AM

I live in the area and have family in the area and I do feel that the proposal to prevent motorists from turning right or left onto Slayter Street from Thistle Street and turning right or left onto Pine street from Thistle Street both make navigating the neighbourhood with the purpose of visiting homes on local side streets challenging.


6/11/2024 11:50 AM

The diversions on Slayter St. really seem to punish the residents of this street. I don't feel that this is an unsafe street in its current configuration and some of these proposals serve to fix problems that

do not exist.



6/11/2024 12:30 PM

I generally like these proposed changes. I regularly cycle on Pine and Slayter as part of my commute from the Dartmouth Cove area to Burnside. I generally find Slayter very quiet and am not sure that it needs further traffic calming. There are usually very few cars when I bike during rush hour. My least favourite part of the commute is the Pine/Thistle/Slayter gauntlet and the crossing at Woodland. I think the proposed changes for these short sections will have an outsized impact and are the most important part of the proposed changes.



6/11/2024 05:10 PM

If a bike/pedestrian path is proposed for the south side of Nantucket at Victoria Road, it's critical to move the right turn lane from Nantucket onto Victoria up to the intersection and remove the pedestrian "pork chops" which are dangerous. The same applies to the other corner by the graveyard where a gradual right turn from Victoria onto Nantucket creates a treacherous pedestrian situation. Both streets, Nantucket and Victoria, are both wide enough to have right turn only lanes at the actual intersection in both locations. Thanks!



6/11/2024 06:49 PM

As mentioned above, local traffic should be allowed to turn onto Slayter street in any direction. Near the Halifax Shopping Centre, there are barriers mid-street that require traffic to slow - only one car in either direction can pass at a time. Maybe that is a better solution than making it a one way street or not allowing traffic to turn



6/12/2024 08:47 AM

While I am enthusiastic about improving cycling infrastructure, the proposed plan falls short in a few areas. Firstly, it needs to be clear how cyclists are going to access the Slayter bikeway from Crichton Park. Currently, the temporary measures make it more dangerous to turn right onto Woodland from Slayter, which will be a necessary turn for many potential users. Secondly, the proposed changes do not reflect how cyclists will access crossing signals. It's imperative signals do not require dismounting or leaving the bikeway and getting on the sidewalk. Lastly, the proposed changes don't provide any linkage to the Wyse Road protected bike lane, and they ought to. As a year-round cyclist, regardless of changes made to Slayter, for my daily commute I will continue to take Woodland to Victoria to Boland as this offers the best access to the Macdonald Bridge. On my way home, I will still use Boland, but I will take Frances to Slayter to Woodland. I will use Slayter to access downtown Dartmouth, but that's not the commute for many residents of this area. These plans need to consider the many residents who work in Halifax and

therefore require bridge access. For those north of Cherry, or coming from surrounding neighbourhoods, such as Crichton Park, that means using Boland and not Nantucket. Connectivity is important, but cycling infrastructure also has to account for facilitating easy and direct routes for cyclists during peak commuting hours.


6/12/2024 02:29 PM

You seem to want to focus very much on safety. Great! Can we have some enforcement against car speeding? I feel that speed limits are considered by a lot of people as mere indications more than something that they need to follow. I also notice more and more motorists threatening other users (revving their engine while someone crosses the street, for instance, or driving stupidly close to the car in front that dares drive 50 km/h on Woodland).


6/12/2024 04:29 PM

Too many stop signs! Very inconvenient for cyclists. While I appreciate they slow traffic, there must be alternatives such as road narrowing or bumps at the intersection, or a mini-roundabout like at Normandy and Leaman in Halifax's North end.


6/12/2024 10:01 PM

I grew up on a block adjacent to Pine Street and I support any traffic diversion to reduce downhill traffic on the street, however as a cyclist I think it's insane to use a street with this grade as a bike route. Downhill will be extremely dangerous for younger or less experience cyclists or those without a well maintained bike, and the climb up hill is impossible for basically anyone who isn't a professional.


6/13/2024 10:18 AM

The curb extensions currently installed at the Slayter/Thistle intersection have done nothing to prevent or reduce the amount of traffic turning left from Thistle to Slayter.


6/13/2024 02:38 PM

Whatever you do please consider not just ending the bike areas. There are too many areas in the city that have bike lanes or poor versions of a bike lane (Main st in Dartmouth) that are death traps with poor signage, poorly built(just drawing lines on a roadway only) that just end with nowhere for cyclists to go other than right into the traffic.


6/14/2024 07:42 AM

Tens of thousands of additional people have moved here recently. Like it or not, that has increased car traffic. In places it's already been slow in rush hour, it's getting worse. So, putting in measures to slow it down more is going to lead to more crime as people get so frustrated they will be raging and resorting to doing things they shouldn't.

[REDACTED]
6/14/2024 08:58 AM

Promoting downhill on Pine will cause winter accidents with icy, slow stopping at Dahlia. Get the courage to touch Maple St, at least Dahlia to Tulip or Rose then over to Pine.

[REDACTED]
6/14/2024 12:35 PM

Probably too late for any change on this, but I think non-motorized bicycles should be on sidewalks. The impact of a cyclist hitting a pedestrian would be much less when compared to a vehicle hitting a cyclist.

[REDACTED]
6/14/2024 02:02 PM

For the path from Victoria down to the bridge along Nantucket, is it possible for the full length of the path to be on the north side of the street, to avoid the need to cross midway down/up the hill as is currently proposed?

[REDACTED]
6/14/2024 04:34 PM

Pine Street is a non-option. Anyone thinking its feasible has NEVER attempted it. I took it today for the first time so I could be informed on this survey. My Wife and I have ebikes, we turn onto Pine from Dahlia, which is the primary route at the moment. You go from a dead stop at the intersection to an immediate slope with zero momentum. My wife, [REDACTED] d healthy woman, couldn't get her EBIKE up the hill. I would say 1% of riders could even attempt it. Not to mention the downhill. We weren't brave enough. I have disk brakes and trying to make a dead stop on a slope like that in an emergency is just not realistic. You're either not stopping or flipping over the handlebars. This is a \$2000 ebike being ridden by a 6'4" confident, in-shape white man. No new riders would try this. Few to no seasoned riders would attempt this. We should actually take a ride on these streets before suggesting them. Its laughable to think this is an option. I'm 100% pro bike lanes and ban cars out of the center plan as far as I'm concerned. But don't waste my tax dollars building an unrideable bike lane that no one will use and can be propped up as an excuse to not actually build a safe AAA bike network. Pine is a wall not a "slope".

[REDACTED]
6/15/2024 02:17 PM

I think there needs to be a review of why people don't use Victoria Rd. For example there are no bus pull ins so you end up stopped behind buses. There are lots of left turning vehicles and few left turning lanes and left signals at traffic lights. The proposed options intend to put more cars on Victoria without considering the impacts.

[REDACTED]
6/15/2024 11:33 PM

It seems that you wish to move the few bikes I have seen from Victoria Road and onto Slayter while making Slayter narrower with dedicated bike lanes for the few and reducing Slayter to a one way

street. This would result in the residents being forced to drive on Victoria to get to their homes. This would increase traffic on Victoria which is often backed up now. Also residents would have limited routes to get across traffic to get to their homes. This is a costly undertaking to provide access for a few who would only use the routes during the summer months and at certain times of the day. All of the residents in these areas will be very negatively effected. The cost is too great for the minimal benefits for a few cyclists. Traffic lights and perhaps restricting turning at certain times of the day might be more effective. These measures would need better signage and enforcement which hasn't always been the case in the past. I have seen the police and city vehicles blow through stop signs and no left turn times onto Slayter from Woodland. I recently had hip replacement and have been walking on Slayter and surrounding streets. The traffic calming and diversion measures have made my walks difficult and provided tripping hazards.

[REDACTED]
[REDACTED] :01 AM

I'd like to see stronger restrictions to prevent cars coming up Nantucket off the bridge through to school st and using Slayter as a cut through. I often turn up bright wood off Victoria, then right on Slayter, right again on Thistle so that I can back into my driveway at thistle and Victoria (to be able to then pull out safely) I am always stuck behind cars at Slayter and thistle who have cut through and are now making a left towards maple - signing a no left with some early enforcement will be an inconvenience to the small number of locals in those 3 blocks, but will mostly affect commuters cutting through a residential block

[REDACTED]
6/17/2024 10:55 AM

The best solution is dedicated paths where bicycles, pedestrians, and other human powered or low power transportation are completely separate from heavy vehicles road traffic. There will not be adoption of paths until there is a complete, safe network in place. People don't have much use for partial path from A to B.

[REDACTED]
6/17/2024 11:25 AM

Pine St. is not at all suitable as a bikeway connector due to its steep incline. It would be impossible for any cyclist to climb Pine St. and dangerous for any cyclist to descend. If using Pine St. is integral to the entire Slayter St. local bikeway project, the project must be abandoned and a new bikeway connector devised. Perhaps the better solution is to put the bikeway connectors on the main arteries which are flatter and put the motorized vehicular traffic on the currently less travelled hilly streets.

[REDACTED]

MAPLE STREET is the only common sense option that considers

6/17/2024 11:56 AM

current active transporters. There are people currently showing you the best routes around the city. Build around the data. Data driven active transportation planning.

[REDACTED]
[REDACTED] PM

I bike and it work as it is

[REDACTED]
6/17/2024 03:49 PM

This would be a large expense for a very few people as so few bikes use Slayter St. You will increase traffic on Victoria Road as well as create the possibility of more accidents as cars try to turn left off Victoria trying to get back to homes on Slayter. I have seen business impacted in downtown Halifax because of measures like these where people simply stop going to an area because of the access difficulties. My own livelihood was affected and now my home will be impacted for a very few citizens. This city with our narrow streets, hills and weather is not conducive to encourage the amount of bikes to make this a viable project. This is not Neatherlands or Ottawa. The new building regulations that are doing away with setbacks for new buildings are also not allowing possible future bikeways.

[REDACTED]
6/17/2024 04:25 PM

I feel that Slayter street is already calm enough for cyclists to bike down the street without changing the direction of traffic. I don't feel it needs lines drawn on the road for cyclists who will only even use the road for 6 months a year. I strongly support slowing speeds down on the street and feel we could use another few speed bumps. An intersection light at Slayter and woodland is a good idea so bikes can cross safely. As a Slayter resident, my biggest concern for this project is any talk of making it one way for a motorist which I'm strongly against. Going around the block on a heavy traffic street to get to my own house doesn't make any sense to me. I love cycling but believe we share the road well on Slayter without making permanent lanes. [REDACTED]

[REDACTED]
6/17/2024 04:32 PM

Hello! I have an ebike, and from a dead stop on Dahlia I could not get up the hill on pine. It was too steep and I had to walk it. Seems dangerous. I do love the additional bike signage around, but the do not pass on Dahlia is not respected when I ride. Can we get bike cops around the area when these changes are in place? A lot of people use these lanes as cut throughs when they're frustrated to zoom home, and they rolling stop or blow through lit up cross walks, or go into intersections and end up stuck on cross walks all the time. It happens all the time, and if I am not mistaken they're all traffic violations with fines. Maybe it causes outcry - but it's illegal fact is fact - so when these changes come in, I would love to see community cops on bikes around the new changes to ticket the people who are

breaking the rules. Lastly, everywhere there is a bike cross it needs to be a weighted one like at the bridge. When I have gotten off my bike to hit the button then get back on the road, people are "shocked" and nearly clip me.

[REDACTED]
6/17/2024 05:04 PM

Folks who live in this neighborhood need access to Slayter. It would be very helpful to update the crosswalk for pedestrians going from Slayter to Pine. I almost get hit there regularly at night. A lighted signal would help.

[REDACTED]
6/18/2024 12:16 PM

This cycling strategy is at odds with the reality of the overall development of residential projects surrounding the core peninsula of HRM. Furthermore, creating choke points at intersections pushes any cyclist into vehicle traffic at the intersection. The overall project is planning in the absence of the reality that MV use is going to increase with the already approved development going on all over HRM.

[REDACTED]
6/18/2024 12:41 PM

I am opposed to Slayter street becoming a one way street. This would not be ideal AT ALL. Bike lanes are fine, but keep the traffic moving in both directions.

[REDACTED]
6/18/2024 01:13 PM

I STRONGLY oppose making Slayter Street a one way street and restricting parking . I do not oppose sharing Street with bikers

[REDACTED]
[REDACTED] PM

These proposals fly in the face of the twenty storey buildings that are being proposed around the area as one exits off the MacDonald Bridge. The "trials" with the concrete barriers at School St. do nothing to advance safety for cyclists. Why does HRM put up these bike lanes etc that are not being used and see these as solutions? They are not improvements and only serve to slow traffic, increase congestion and green house gases! Stop this charade about making things better when these proposals make things worse. The right of way is not wide enough in the old parts of Halifax, Dartmouth, Bedford and Sackville.

[REDACTED]
6/19/2024 05:07 PM

Please stop turning our streets into obstacle courses. There is a fully insignificant number of cyclists on Slayter street, this is an absolute waste of money and effort.

[REDACTED]
6/20/2024 12:43 AM

Please STOP changing Slayter. There's mostly dog walkers and the only people that drive on it already LIVE on the street!!!!!! You're

creating more stress and inconvenience that NO ONE asked for. I do not support more diversions and challenges to turning onto Slayter as a Slayter resident who needs a car due to being an amputee. Stop forcing cycling, it's borderline ableist at this point. The street is wide and slow paced enough. No more signs, no more diversions, no more bike lanes.

6/20/2024 11:13 AM

I am strongly in support of the traffic diversions to make it feasible to bicycle safely on Slayter St. and be able to go places. [REDACTED] and it is currently a challenge to go places for safety reasons. There should not be "through traffic" on Slayter st. if it is to be an effective local street way. There may be concerns for the changes because of school buses. My children take these school buses and I don't believe this should be a reason to not make this route safer for all road users. The buses can have small diversions and it will be fine. I also feel that the benefits to all residents in the entire HRM who cycle, desire to cycle, have children who would like to cycle, etc. need to be balanced with the residents of Slayter st. who have driven motor vehicles their entire life and cannot envision a world where everybody does not drive a motor vehicle to go everywhere. This survey is unfortunately mostly going to be completed by angry immediate locals to the detriment of the larger number of potential beneficiaries of these changes. My ideal Slayter st. would go much further than is being proposed here. I would like to see at least 1/2 of the road area taken back from motorized vehicles. There could be a protected bike lane, a one-way super slow/narrow car lane and one lane of parking interspersed with reclaimed play area. See Amsterdam etc. Thank you and I would be pleased to answer any other questions you have.

6/20/2024 12:57 PM

Local street bikeways introduce many costly design elements that are novel to the specific location, genuinely upset and confuse people driving, and traffic diversion measures are often violated by drivers. Halifax has accumulated much evidence on this (e.g., Vernon LSB for ineffective traffic diversion, and London LSB that is ineffective, costly and upsetting). I am surprised that Staff are still considering these confusing, ineffective, and upsetting design elements, when evidence shows that they cost incredible amount of staff time, repeated interventions (to get the AAA standard because original designs are invariably insufficient to achieve that low standard, and yet are ineffective. One design element Staff categorically refuse to consider is to convert the street into a one way street, have dedicated and separated bike lanes, one way free flowing vehicle traffic, and on street parking. I live in Halifax and would like to travel to Dartmouth by bike. Unfortunately, access to the bridge and lack of safe, connected bike lanes makes this journey currently very uncomfortable

and at times dangerous. If the Municipality is genuinely interested in modal shift, and make that shift as quickly as possible, and with the least salient, novel and upsetting design elements, than one-way streets and protected bike lanes are the most effective solution. Not every street will lend itself to one-way traffic. In those cases, the compromise would be eliminating street parking. These are not solutions that everyone will happily accept. But bikes existed before cars and safe biking was taken away from people without any consultation and by planners that were captive to car manufacturers and fossil fuel interests. So, one-way streets are just a small step in correcting this historical injustice.


6/20/2024 12:51 PM

Snow removal along connected bike infrastructure in this area was inconsistent in the 2023-2024 winter season. When the snow removal tender is issued, it should clearly direct contractors about their responsibilities to remove snow and ice from the area's limited cycling infrastructure. Furthermore, this removal should be prioritized-- regardless of existing snow removal timelines for side streets--as the bikeways are "the" route for cyclists.


6/20/2024 02:17 PM

Why not simply close slater street to car traffic at Thistle and at woodland? That will take care of the shortcutting and then residents or school-buses/etc can access it can do so from gladstone, school street, etc. I'm perplexed as to why HRM addresses shortcutting with bump-outs, extremely ineffective speed bumps (that can be taken at speed by all but very tiny cars) - if you want to stop shortcutting, simply make it so cars can't shortcut. Ex in Dartmouth of where shortcutting was effectively prevented by design: Lorne Ave to Mtn Ash Court, or Wheatstone Heights to Cranston Ave. Also - the gate into the commons on Dahlia is often too narrowly open for an e-bike and is VERY difficult to make the narrow opening and slope with my child on the bike. It should be fixed open so that it isn't so difficult for cyclists to go through and get up the slope. Finally: Why wasn't a North-South bike lane put in on Joffre when it was repaved/ speed humps added??? Why isn't there a bike lane on Prince Arther street in Dartmouth - these North South and West East connectors between communities in Dartmouth are desperately overdue.


6/20/2024 04:01 PM

Thank you for making biking safer in hrn. I hope as more projects get built, we can stop making second rate bike connections and and start making second rate car connections


6/20/2024 03:57 PM

The area is a big mess, with heavy traffic, especially around rush hour. This will help solve that problem.

[REDACTED]

6/20/2024 04:48 PM

I've been using Slayter street to commute to work in Burnside and the traffic slowing measures have been a nice improvement! The Wyse road protected lanes are great as well.

[REDACTED]

6/20/2024 04:15 PM

Instead of using Pine Street as a bikeway since it is far too steep, divert cyclists to Dahlia or Tulip street, through the Commons behind Bicentennial School, bike safe crossing of Thistle in behind Dartmouht High School, and reconnect to nantucket bikeway up to Gladstone or School street.

[REDACTED]

6/20/2024 04:26 PM

This is, as usual, a disappointing and sub-par mish-mish of infrastructure that is not All Ages and Abilities. I regularly use the local street bikeways elsewhere in the city and drivers are oblivious to the designation and traffic is not calmed. Why is this inadequate design being considered again when it is failing elsewhere? Why wont this city actually commit to proper protected infrastructure like the IMP stated it would? I am so exhausted having to fight for the scraps of crappy infrastructure that you folks think we should be grateful for. We are ina climate crisis - we need to get people out of cars not bend over backwards to drivers which only increases conflict with road users not in cars. No doubt, this feedback will be ignored in favour of the car-brained nimbys because that's how this city rolls. It's embarrassing how backwards we are when it comes to offering alternatives to cars.

[REDACTED]

6/20/2024 04:38 PM

Local side streets are often used as "shortcuts" by motorists in a rush and I hope to see some of these diversions see the light of day here and throughout the city.

[REDACTED]

6/20/2024 05:30 PM

Separated bike lane or multiuse path are tge only bike infrastructure worth considering. We live next to the Vernon bike way and feel unsafe there, we ride on the sidewalk instead. If you build a bikeway instead of separated infrastructure, it's worse than nothing and a waste of money. You will be telling people to bike in an unsafe environment, and kill people through your negligence. You will not enourage more people to bike this way. Separated infrastructure, or do nothing and own up to the fact that you don't want to take meaningful action.

[REDACTED]

6/20/2024 05:54 PM

Please consider that multi use pathways, such as that along Banook, are not useful for cycling as a means of commuting, and should not be considered a solution

[REDACTED]
6/20/2024 06:08 PM

As someone who lives on the central peninsula but frequently visits family in downtown Dartmouth, I would love to be able to cycle to this area of town. I won't do so, however, until effective infrastructure is in place to ensure cyclists' safety. One of my main complaints about existing infrastructure in the city is that "traffic diversion" measures are often just a sign that drivers ignore. I hope that the proposed improvements include actual physical barriers to divert cars.

[REDACTED]
[REDACTED] 16 PM

Thank you for continuing to make roads safer for me, my children, and everyone else in the community who walks, bikes, and rolls to get around Dartmouth. With all the cars that collide with cyclists and pedestrians in this area, these improvements are urgently needed -- our lives depend on it!

[REDACTED]
6/20/2024 06:53 PM

Wherever possible, provide some sort of protected bikeway, using bollards, concrete, bikelanes protected by parking or separated bikeways.

[REDACTED]
6/20/2024 07:52 PM

Physically partitioned cycling infrastructure that allows people to use active transport without fear for their life is very important

[REDACTED]
6/20/2024 08:51 PM

Victoria Road leading up to Bicentennial School needs to have better safety infrastructure for pedestrians. There should be a proper sidewalk along Dartmouth Common Cemetery and pedestrian crossings at Tulip Street (or possibly Dahlia, or both, but Tulip seems more practical.) [REDACTED] along there every day to school with friends, but there is simply not enough emphasis on safety for pedestrians. Most of which would be children and young teens.

Cappoge
6/20/2024 08:45 PM

HRM traffic is increasingly on a path to gridlock. We cannot build roads to improve that situation so we have to start providing safe routes for non-vehicular traffic or we have bigger problems on the way.

lbagg
6/20/2024 09:34 PM

I live on Slayter and do not own a car and fully support bike infrastructure. I often bike along Slayter, turn right on Thistle then left on Pine. I don't feel safe biking on the street on Thistle (I feel even less safe when I'm biking with children) so I usually get off my bike for that little jog. If there is any way to make it so it would be safe to bike on the street the whole time, that would be ideal. Also, the crosswalk

at Slayter and Thistle where I cross with my bike needs to be more safe. I and my neighbours have had many near misses with cars not stopping despite the flags.

[REDACTED]
6/20/2024 09:38 PM

urban space is currently only built for cars. [REDACTED] (it's our only way of commute) and it is time for cars to share the space and that means having PROTECTED infrastructure. Cars have always been prioritized, and poor design puts vulnerable road users in danger. And for those thinking not enough people use the space without a car, wait to build something safe and you'll see!

[REDACTED]
6/20/2024 10:55 PM

These traffic calming measures and bike corridors will absolutely benefit the neighborhood and are going to marry up nicely with the improvements that have been made along Wise Road. Thank you. As a homeowner along thistle Street I can tell you that cars go far too fast in between the stop signs / stop lights at all hours of the day and night. It's bad enough that there is heavy volume during many parts of the day so anything would be great to help alleviate the danger to my children.

[REDACTED]
6/20/2024 11:48 PM

I support all the measures to calm and divert traffic. Other LSBs have shown that without measures such as these, traffic volumes and speeds remain excessive. If we hope to support and encourage the majority of cyclists who do not feel safe riding in traffic, these changes are necessary. Small detours in cars (or school buses) are not a big deal for them and everyone will benefit from a neighbourhood without cut-through traffic.

[REDACTED]
6/21/2024 06:49 AM

Just because it is in the general area I wanted to advocate for incorporating Dartmouth Common paths in bikeways.

[REDACTED]
6/21/2024 04:51 PM

Sharrows have been studied multiple times in many cities, and they ALWAYS increase fatalities of ALL road users. Only separated protected infrastructure reduces fatalities of all road users. Stop painting lines on the road and pretending you are improving anything

[REDACTED]
6/21/2024 08:56 AM

I am a non-confident cyclist in traffic....I am not familiar with all of these streets and options, but generally I would like a safe corridor to cycle through Dartmouth. Getting to the Sportsplex and the bridge is an obvious destination...and eventually connecting over to Burnside is good planning. Also, grades do matter...lets prioritize an easier bike ride (not so hilly) when possible.

[REDACTED]
6/21/2024 08:56 AM

Halifax should try the option of two way cycle paths, used throughout Europe. This provides more space for passing, and is good when the street is too narrow for two bike paths. It would work very well on Bell Road in Hfx, where the bike lanes are too narrow for passing, and the street itself is narrow for cars.

[REDACTED]
6/21/2024 11:50 AM

It is important to have this safe corridor for cyclists

[REDACTED]
6/21/2024 01:38 PM

I live in Dartmouth and commute by bicycle year round to work in Halifax. I'm very appreciative of the improvements that have been made to the infrastructure so far and look forward to seeing many more!

[REDACTED]
6/22/2024 12:04 AM

I live [REDACTED] and ride an ebike or a bicycle every day to go Halifax through the MacDonald bridge. I take Slayter street several times a week, usually on my way back from Halifax (Slayter then Thistle then Maple then Dahlia and then multiuse pathway) or to go from Dahlia to the North Grove on Primrose st and back (especially nowadays with the road work on Albro Lake Rd). I wish - there was a way Slater st could only be used by bikes and local cars (no other cars !) and - there was no stop sign on Slater st but only from intersecting streets (to keep bikes pace - it's always the start that's hard for cyclists, especially pulling trailers or cargo bike) Alternative to Pine street could be Maple which is less steep but it is highly used by cars. Maybe Maple could be used in 1 direction for cars (going up) and 2 directions for bikes while Pine could be used for going down from Thistle to Ochterloney

[REDACTED]
6/24/2024 11:46 AM

Stop installing speed bumps/humps/tables; use more curb bump-outs at every intersection. Do not use multi-use pathways in urban areas -- there is too much conflicting traffic between cyclists and pedestrians; install bikelanes separate from sidewalks. Provide direct cycling infrastructure, not designs that require weaving back and forth across roads.

[REDACTED]
[REDACTED] 44 PM

Local street bikeways are mostly a waste of time... when there is no proper bicycle infrastructure in the surrounding areas. I wish we would stop local street bikeways until we build a core network.

Optional question (135 response(s), 94 skipped)

Question type: Essay Question