

July 15, 2020

Notice: Upcoming Street Improvement Pilot Project at Young, Kaye, and Isleville Intersection

Dear Resident(s), Property and Business Owner(s):

This letter is to inform you of a pilot project being installed this summer to explore various changes near this intersection to improve safety for walking, rolling and cycling as well as to add more customer parking.

The changes will include a **temporary raised median closure, back-in angle parking, and curb extensions**. This **pilot** installation is related to the COVID-19 Isleville 'Slow Street' initiative, as well as the future North End All Ages and Abilities (AAA) Bikeway (pending Council approval).

WHAT IS A RAISED MEDIAN CLOSURE AND WHY ARE WE INSTALLING ONE?

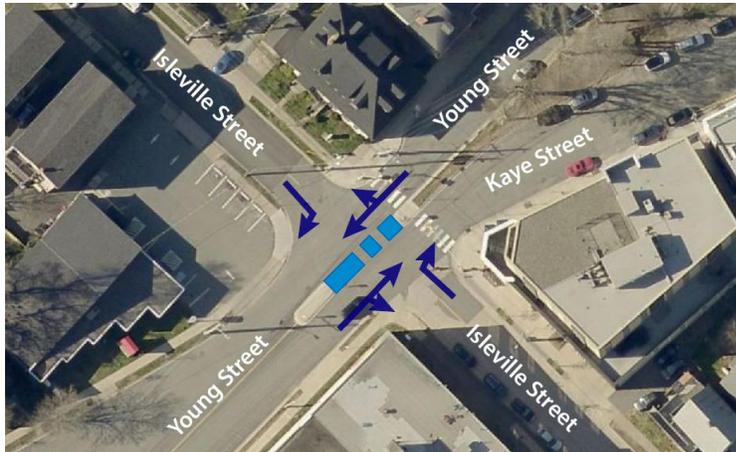
A raised median closure involves connecting the existing small raised median on Young Street fully across the intersection to Hydrostone Park. Some sample images of more permanent treatments are below:



Sample Photos of a Raised Median Closure (Portland, OR)

This means that cars will no longer be able to turn left from Young Street on to Isleville Street, and that cars on Isleville Street will need to turn right onto Young or Kaye rather than going straight through the intersection.

The wider median will reduce the overall crossing distance and allow people walking, rolling, and cycling to have safe refuge while crossing the intersection in two stages (one lane at a time). A small central passage will allow people on bicycles, as well as emergency vehicles, to travel through the intersection.



This diagram shows vehicle movements at this intersection during the pilot project (blue arrows). People walking, rolling, and cycling can proceed through the intersection in any direction as usual.

Rationale for Raised Median Closure:

- Improved comfort and safety for people walking, rolling, and cycling
- Traffic calming – discourages non-local traffic using Isleville Street
- Aligns with COVID-19 ‘Slow Street’ and future North End AAA Bikeway

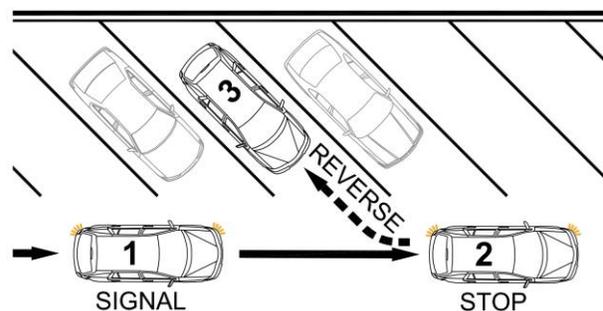
WHAT IS BACK-IN ANGLE PARKING AND WHERE WILL IT GO?

Back-In Angle Parking is a strategy that can increase available on-street parking and improve road safety. It is an emerging practice being implemented by other cities on a trial or permanent basis including Fredericton, Winnipeg, Vancouver, Seattle, and others.

23 angle parking spaces will be installed on the north side of Kaye Street between Isleville and Gottingen (replacing about 14 parallel spaces). Existing parallel parking on the south side of Kaye Street will remain.

How to Use Back-In Angle Parking

Vehicles preparing to enter a space *signal*, drive slightly past the space (in a similar way parallel parking is approached), *stop*, and then *reverse* into the space. It’s as easy as 1-2-3!



Rationale for Back-In Angle Parking

- Back-in Angle Parking is safer than **parallel parking** for:
 - Drivers and passengers when getting into and out of a vehicle (avoids exit into travel way);
 - Vehicle movement – improved line of sight/ ability to find a gap when departing a stall;
 - Cyclists – removes possibility of ‘dooring’;
 - Loading of goods into rear of vehicle (directly to curb).
- It is safer than **drive-in angle parking** because it is safer to drive forward when entering traffic, than backing into traffic.
- It is **easier** than parallel parking.
- Angle parking is more efficient - providing **more parking** per linear meter of curb than parallel.

WHAT IS A CURB EXTENSION AND WHERE WILL THEY GO?

Curb extensions reduce the width of the road for short segments by extending the curb into the roadway. They are meant to improve safety for all road users by decreasing vehicular speeds, reducing pedestrian crossing distances, and improving sightlines for people driving.

Temporary curb extensions will be installed on Kaye Street at Gottingen (reducing this crossing width by 5m) and on Kaye Street outside Dulux Paints (reducing this crossing width from about 30m to 6m).

WHAT IS A STREET IMPROVEMENT PILOT PROJECT?

A Street Improvement Pilot Project tests new street designs to improve the safety and comfort of people walking and cycling. These pilot projects allow the municipality to roll out improvements faster and to test potential solutions without committing expensive resources. This allows time to monitor traffic impacts and gather feedback from neighbours and other road users to inform future designs for a permanent solution.



Temporary measures will involve paint, pre-cast curbs, bollards, and signage to achieve the design in the short term. For more information, and to see other pilot projects, please go to halifax.ca/street-improvement.

HOW LONG WILL THIS PILOT PROJECT BE IN PLACE?

It is anticipated that these temporary measures will be in place until at least Winter 2021. More permanent changes would be implemented in the next few years as part of a street rehabilitation of Kaye Street and following an assessment of this pilot project.

HOW IS THIS CONNECTED TO THE NORTH END “ALL AGES & ABILITIES” BIKEWAY PROJECT?

This is a key crossing location of this bikeway. Public feedback and engineering assessment has suggested that a safer crossing option is necessary at this intersection.

In October 2019 city staff presented various concepts for this bikeway (including this intersection design) at several community meetings. Many neighbours provided positive feedback about the designs, but there were some uncertainties raised around the resulting traffic movements. This pilot project hopes to improve general understanding of the design.

A report will go to Regional Council in 2020 confirming Isleville Street as part of the North End AAA Bikeway route and will be followed by a report recommending a permanent treatment for this intersection.

IS THERE AN OPPORTUNITY FOR PUBLIC FEEDBACK?

An online feedback tool will be released two weeks after the project is installed on Shape Your City Halifax: shapeyourcityhalifax.ca/NWbikewayconnections. It will be available for the duration of the project. Alternatively, residents can call 311 or email their feedback to planHRM@halifax.ca.

Sincerely,



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CC: Councillor Lindell Smith