

The Bigger Picture

HRM is working to create more opportunities for mobility that encourage physical activity and healthy lifestyles for people of all ages and with a variety of physical abilities (All Ages and Abilities – ‘AAA’). Installing active transportation infrastructure (e.g. sidewalks, bikeways, multi-use pathway, crosswalks, etc.) has the potential to significantly increase non-auto modes of transportation (i.e. reduce trips made by vehicle). HRM’s Active Transportation Priorities Plan aims to double all trips made on foot and by bicycle by 2026. In order to achieve this goal, HRM must provide a connected network that provides direct and convenient access to important destinations. HRM’s Integrated Mobility Plan (IMP) identifies the need to establish a core bikeway network in the Bayers Lake Business Park and how AT facilities can improve connectivity between Bayers Lake Business Park and surrounding areas such as, residential communities (Beechville, Clayton Park West, Fairview), Ragged Lake Business Park, and Long Lake Provincial Park.

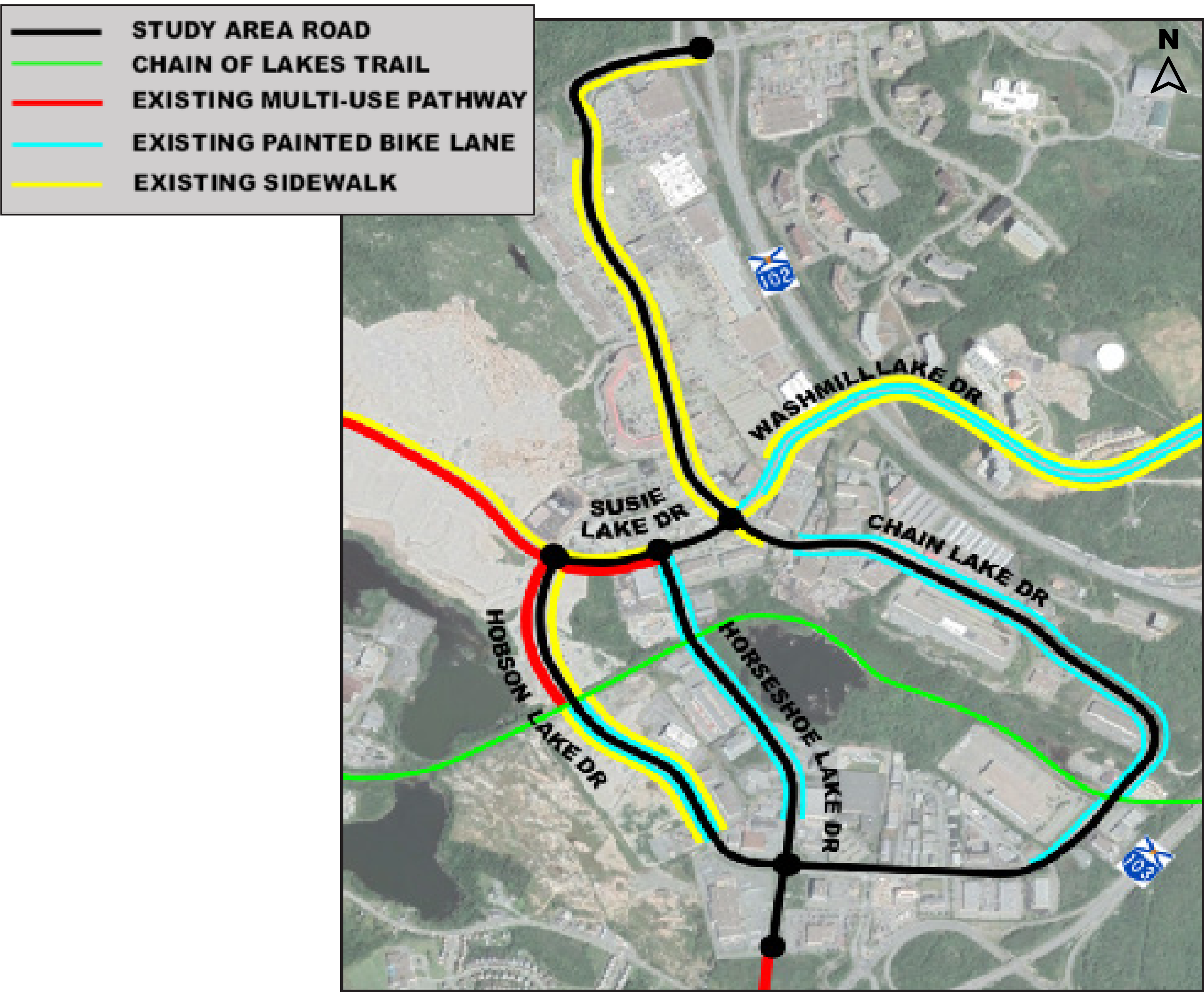
Making it easy, convenient and safe for residents to choose walking or cycling will be the key to success.

The Project

WSP (engineering consultants) are currently working with HRM to develop a plan to close the gaps in the AT network, improve walkability and provide bicycle infrastructure that connects streets in the study area on, Chain Lake Drive, Horseshoe Lake Drive, Suzie Lake Drive (old portion) and Hobsons Lake Drive, to other key destinations.

The project involves the following elements:

- 1. Determine the Critical Gaps in the AT Network.**
Purpose: Close the gaps in the AT network where there is anticipated high demand for pedestrian and cycling facilities.
- 2. Determine the preferred route(s) and ‘AAA’ options to fill the Critical Gaps in the AT network.**
Purpose: Create a link in the ‘AAA’ cycling network, Great Trail and the Blue Route while promoting cycling trips around the Municipality.
- 3. Assess the feasibility of AT concept design options.**
Purpose: Prioritize concepts relative to need and the opportunity to be combined with other potential projects in the area.



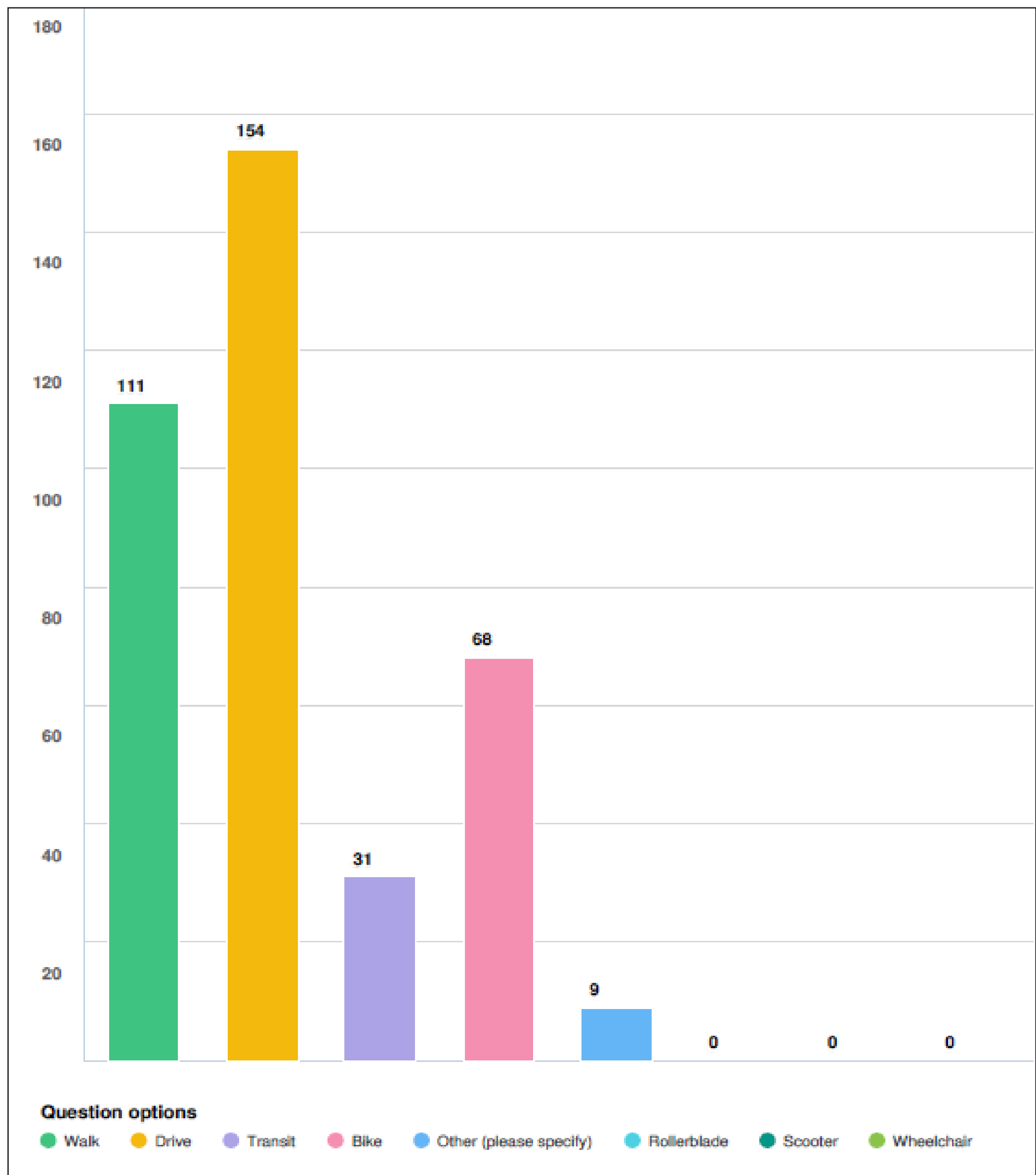
Project Next Steps

- 1. Select preferred bikeway route and crossing locations
- 2. Prepare Active Transportation Facility 30% Design Package
- 3. Submit Final Report (Summer 2021)

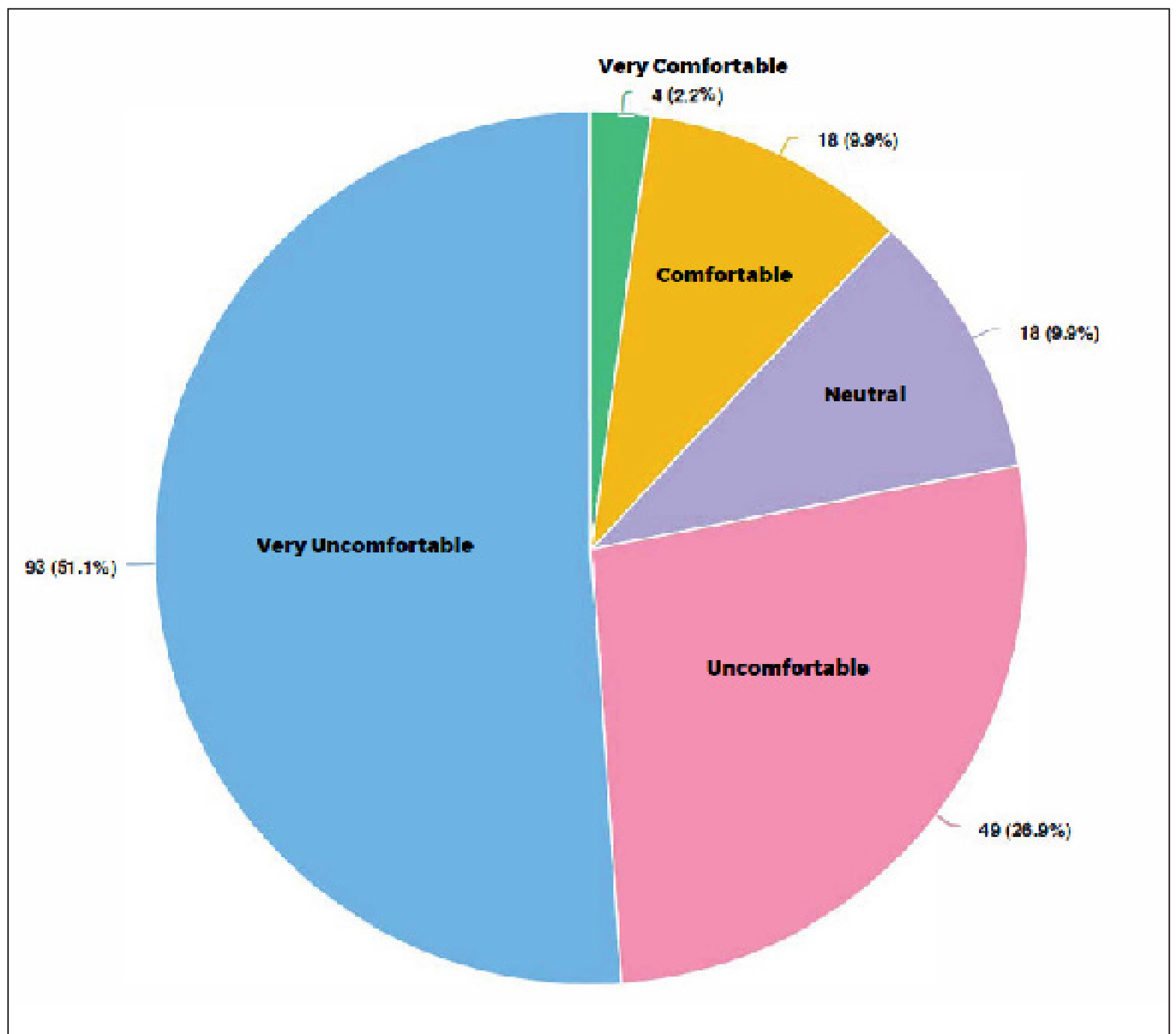
Public Engagement Round One Summary

An online survey was posted on the project’s Shape Your City platform from October 31st to November 29th, 2020, which included a variety of questions regarding the project. There were 185 surveys completed. See below for a snapshot of results from two questions from the survey.

What mode(s) of transportation do you use to travel throughout the Bayers Lake Business Park?



Would you/do you feel comfortable cycling in mixed traffic in the Bayers Lake Business Park?



Multi-Use Pathways

A multi-use pathway (MUP) is a bi-directional shared facility that accommodates the movement of cyclists and pedestrians, separate from motorists. A MUP may be a shared space (i.e. all AT modes use the same pathway space and may or may not have a marked centerline) or it may be a separated space (i.e. the MUP is separated into two parallel travel ways, one exclusively for pedestrians and one exclusively for bicycles).



Protected On-street Bike Lanes

Protected bicycle lanes are bikeways that are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected cycle track may be combined with a parking lane or other barrier between the cycle track and the motor vehicle travel lane. When a cycle track is elevated above street level it is called a raised cycle track and different design considerations may apply (NACTO). Some examples throughout HRM include Hollis Street, Lower Water Street and South Park Street.



Concept Designs: Chain Lake Drive (Segment 1)

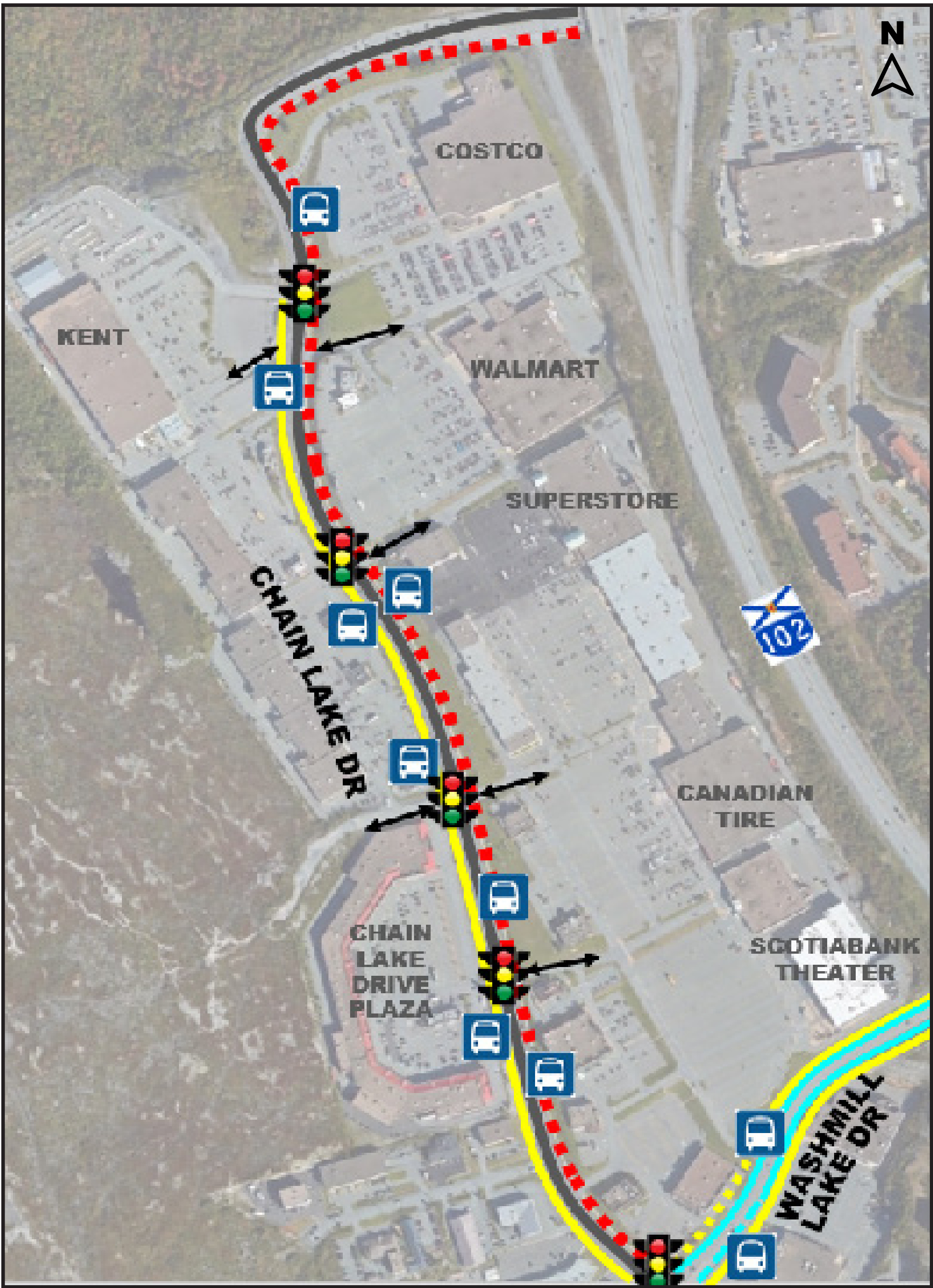
The northern portion of Chain Lake Drive from the intersection of Washmill Lake Drive to Hwy 102 Interchange has been labeled Segment 1. Along Segment 1, two concept options have been prepared for your input which includes ‘AAA’ facilities along Chain Lake Drive and they are shown below with more detail.

Option 1A includes modifying the existing sidewalk to a MUP on the east side. This option provides a consistent facility along the east side from Highway 102 to Washmill Lake Drive intersection. Appropriate crossing facilities would be provided at the existing intersections along Chain Lake Drive.

Option 1B includes modifying the existing sidewalk on the west side to a MUP. A crossing would be required at the intersection of Chain Lake Drive near Kent/Costco to provide a connection to the MUP on the east side north of Kent/ Costco. Appropriate crossing facilities would be provided at the existing intersections along Chain Lake Drive.

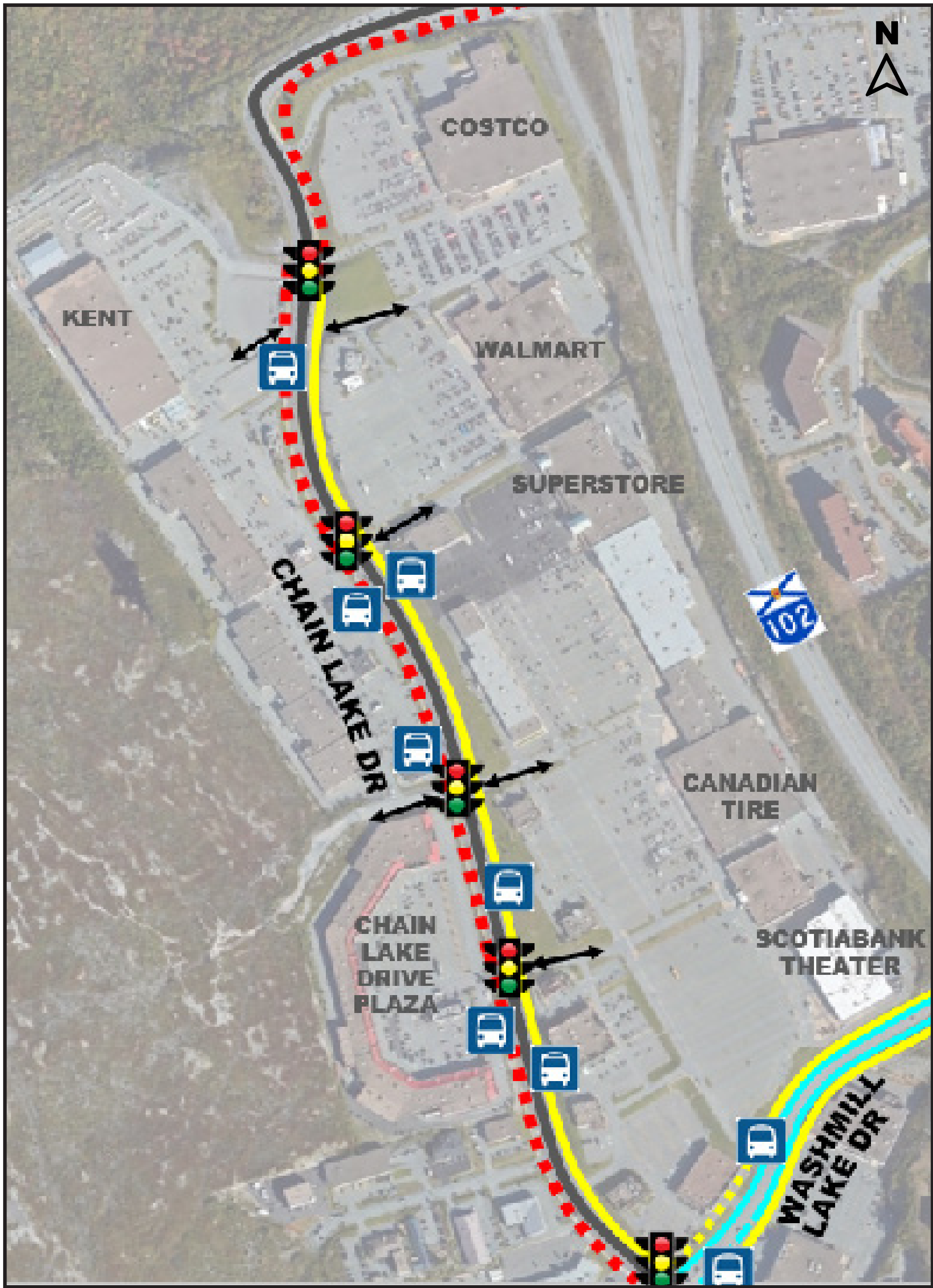
We want to know which side of Chain Lake Drive would you like to have more access to and will help you feel more comfortable on Segment 1.

Option 1A - MUP on East Side of Chain Lake Dr

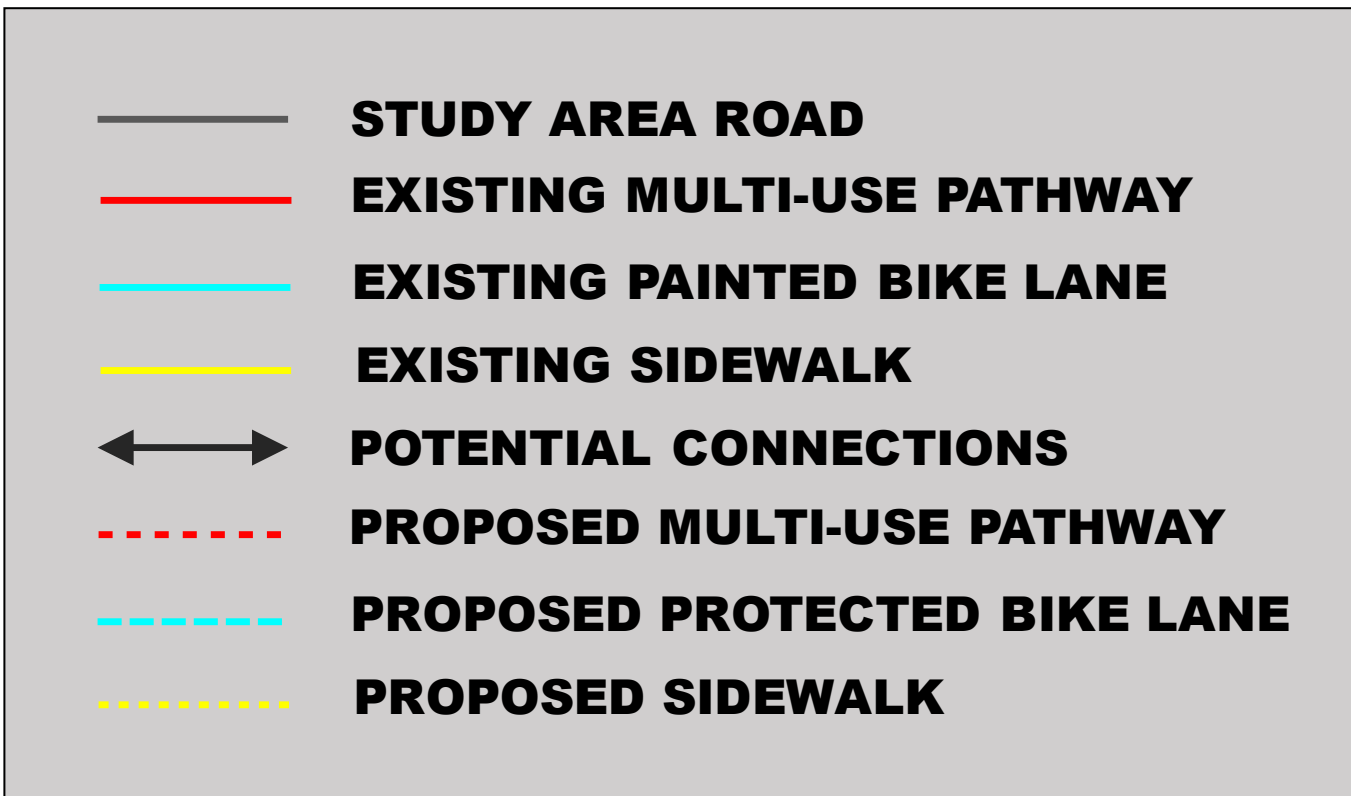


- Option 1A:**
- ‘AAA’ facility provided on east side
 - MUP to integrate existing transit stops/facilities
 - No proposed changes to sidewalk on the west side

Option 1B - MUP on West Side of Chain Lake Dr



- Option 1B:**
- ‘AAA’ facility provided on west side
 - MUP to integrate existing transit stops/facilities
 - ‘AAA’ users will be required to cross Chain Lake Dr at Kent/ Costco intersection



Concept Designs: Chain Lake Drive (Segment 2)

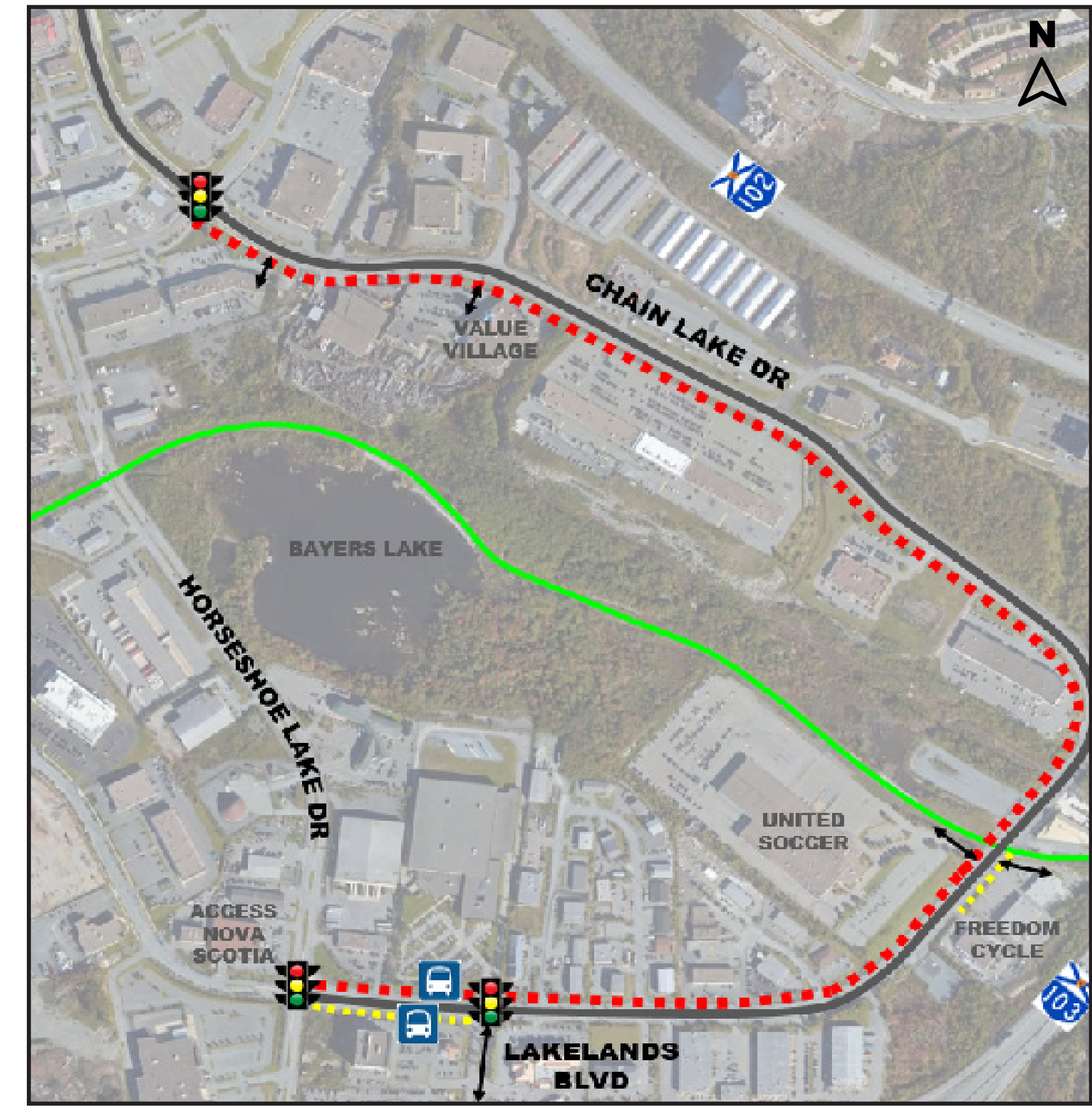
The southern portion of Chain Lake Drive from the intersection of Washmill Lake Drive to Horseshoe Lake Drive intersection has been labeled Segment 2. Along Segment 2, two concept options have been prepared for your input which includes ‘AAA’ facilities along Chain Lake Drive and they are shown below with more detail.

Option 2A includes the addition of a MUP on the west side of Chain Lake Drive with sidewalk extensions from the Chain of Lakes Trail (COLT) crossing to Freedom Cycle and between the intersection of Lakelands Boulevard to Horseshoe Lake Drive to provide access to the transit stop. Appropriate crossing facilities would be provided at the existing intersections along Chain Lake Drive.

Option 2B includes the addition of a sidewalk on the west side of Chain Lake Drive with shorter portions of sidewalk from the Chain of Lakes Trail (COLT) crossing to Freedom Cycle and between the intersection of Lakelands Boulevard to Horseshoe Lake Drive to provide access to the transit stop. Uni-directional on-street protected bicycles lanes would be provided on both sides of Chain Lake Drive. Appropriate crossing facilities would be provided at the existing intersections along Chain Lake Drive.

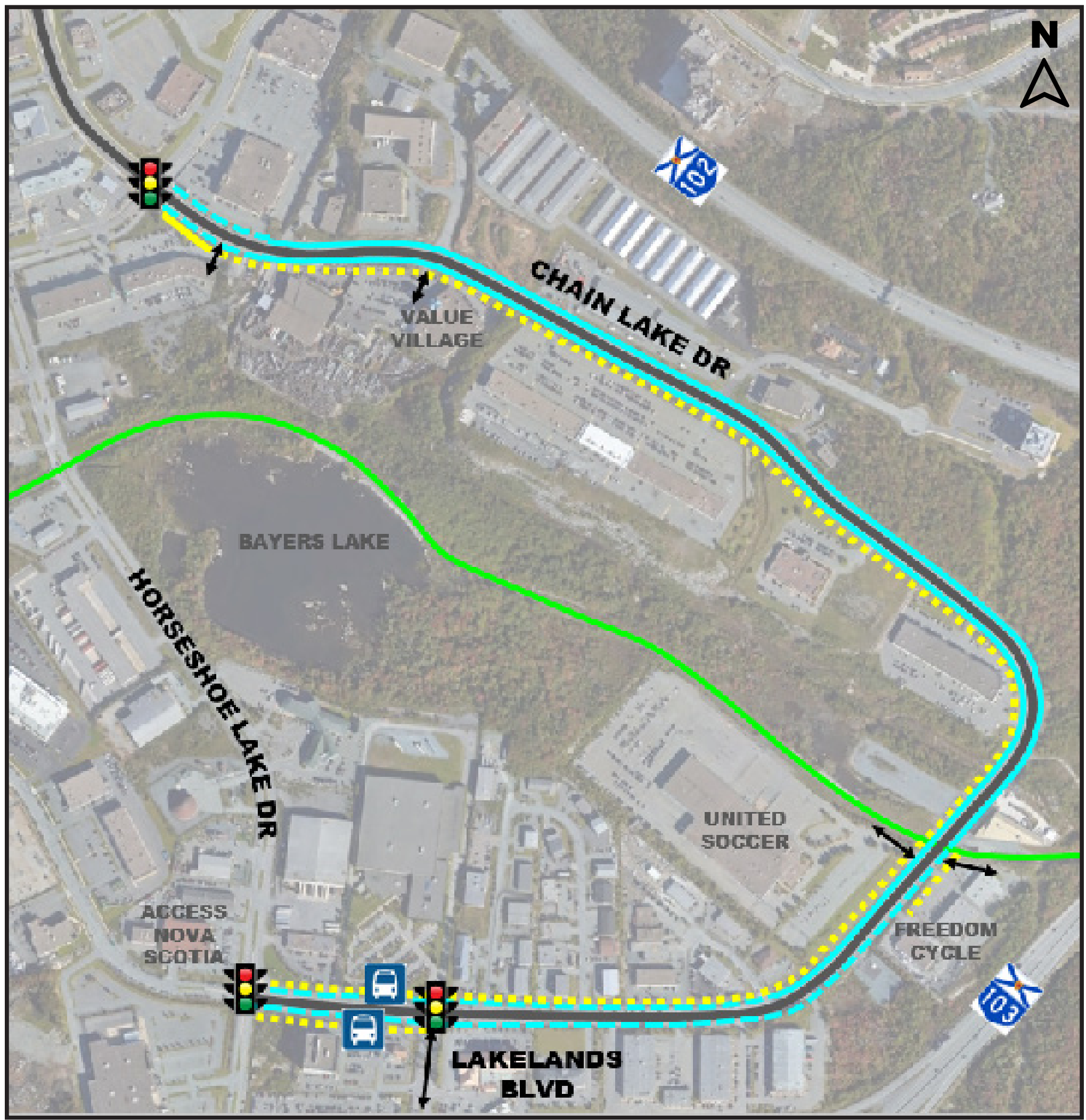
We want to know which side of Chain Lake Drive would you like to have more access to and will help you feel more comfortable on Segment 2.

Option 2A - MUP on West Side of Chain Lake Dr



- Option 2A:**
- ‘AAA’ users share the facility
 - ‘AAA’ facility provides direct connections to destinations on the west side
 - Sidewalk segments on east/south side to provide connections to businesses and transit facilities

Option 2B - Sidewalk on West Side & On-Street Protected Bike Lanes



- Option 2B:**
- Pedestrians and cyclists are separated
 - Access to destinations on both sides
 - Sidewalk segments on east/ south side to provide connections to businesses and transit facilities

	STUDY AREA ROAD		POTENTIAL CONNECTIONS
	CHAIN OF LAKES TRAIL		PROPOSED MULTI-USE PATHWAY
	EXISTING MULTI-USE PATHWAY		PROPOSED PROTECTED BIKE LANE
	EXISTING PAINTED BIKE LANE		PROPOSED SIDEWALK
	EXISTING SIDEWALK		

Concept Designs: Susie Lake Drive, Horseshoe Lake Drive & Hobson Lake Drive (Segments 3, 4 & 5)

The old portion of Susie Lake Drive (Susie Lake Crescent), Horseshoe Lake Drive and Hobson Lake Drive are shown on the same image to illustrate the connections within the network and consistency of AT facilities. Susie Lake Drive is Segment 3, Horseshoe Lake Drive is Segment 4 and Hobson Lake Drive is Segment 5. For Segment 4, two concept options have been prepared for your input which includes ‘AAA’ facilities along Horseshoe Lake Drive and they are shown below with more detail. The proposed AT facility along Segment 3 and Segment 5 are the same for the two concepts.

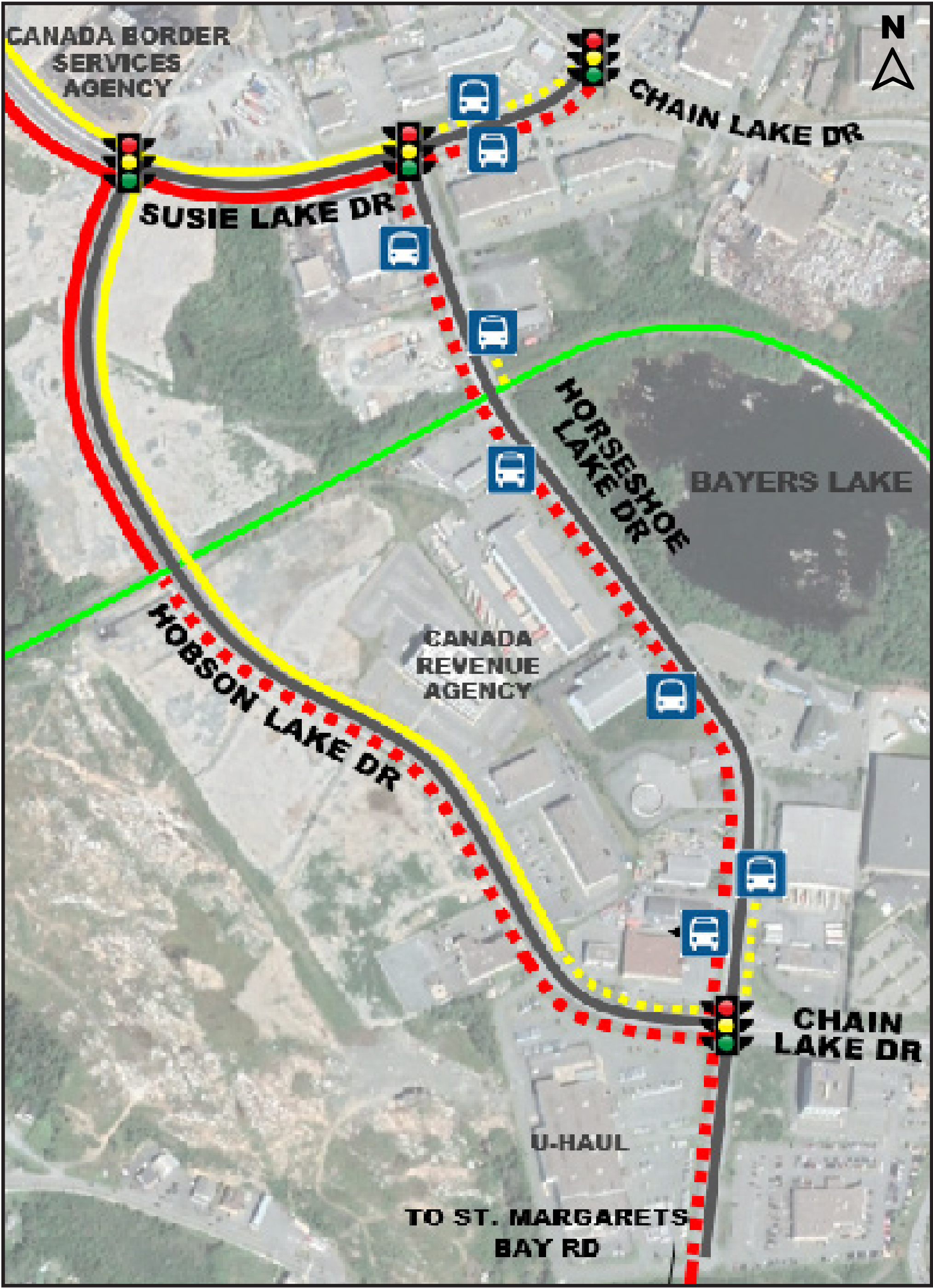
For Segments 3 & 5, the existing AT facilities have gaps along the roadways and the options below illustrate an extension of the existing facilities to the nearest intersection. This includes extending the MUP and sidewalk located on both Susie Lake Drive to Chain Lake Drive and Hobson Lake Drive for connection to Horseshoe Lake Drive.

Option 4A includes the addition of a MUP on the west side of Horseshoe Lake Drive with sidewalk extensions from the intersection with Chain Lake Drive, to provide connection to the transit stop. A second segment of sidewalk is shown from the COLT crossing to another transit stop. Appropriate crossing facilities would be provided at the existing intersections along Horseshoe Lake Drive.

Option 4B includes the addition of a sidewalk on the west side of Horseshoe Lake Drive with shorter portions of sidewalk from the Chain of Lakes Trail (COLT) crossing to a transit stop and from the intersection of Chain Lake Drive to a nearby transit stop. Uni-directional on-street protected bicycles lanes would be provided on both sides of Horseshoe Lake Drive. Appropriate crossing facilities would be provided at the existing intersections along Horseshoe Lake Drive.

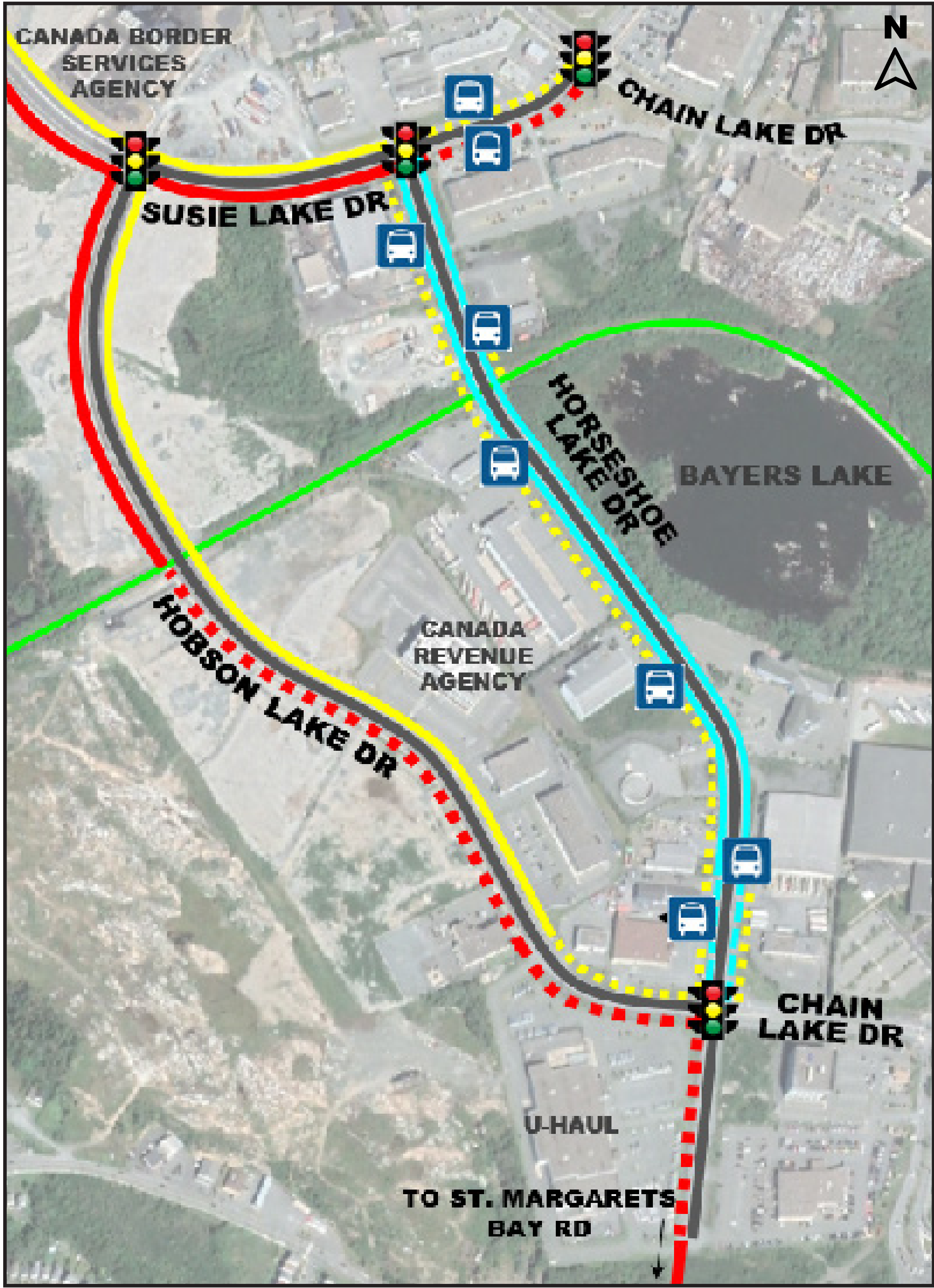
We want to know which side of Horseshoe Lake Drive would you like to have more access to and will help you feel more comfortable on Segment 4.

Option 4A - MUP on West Side of Horseshoe Lake Dr



- Option 4A:**
- Pedestrians and cyclists share the facility
 - Direct access to destinations on the west side with sidewalk connections to transit stops

Option 4B - Sidewalk on West Side & On-Street Protected Bike Lanes



- Option 4B:**
- Pedestrians and cyclists are separated
 - Bicycle access to destinations on both sides
 - Pedestrian access to destinations the on west side with connection to transit stops on east side

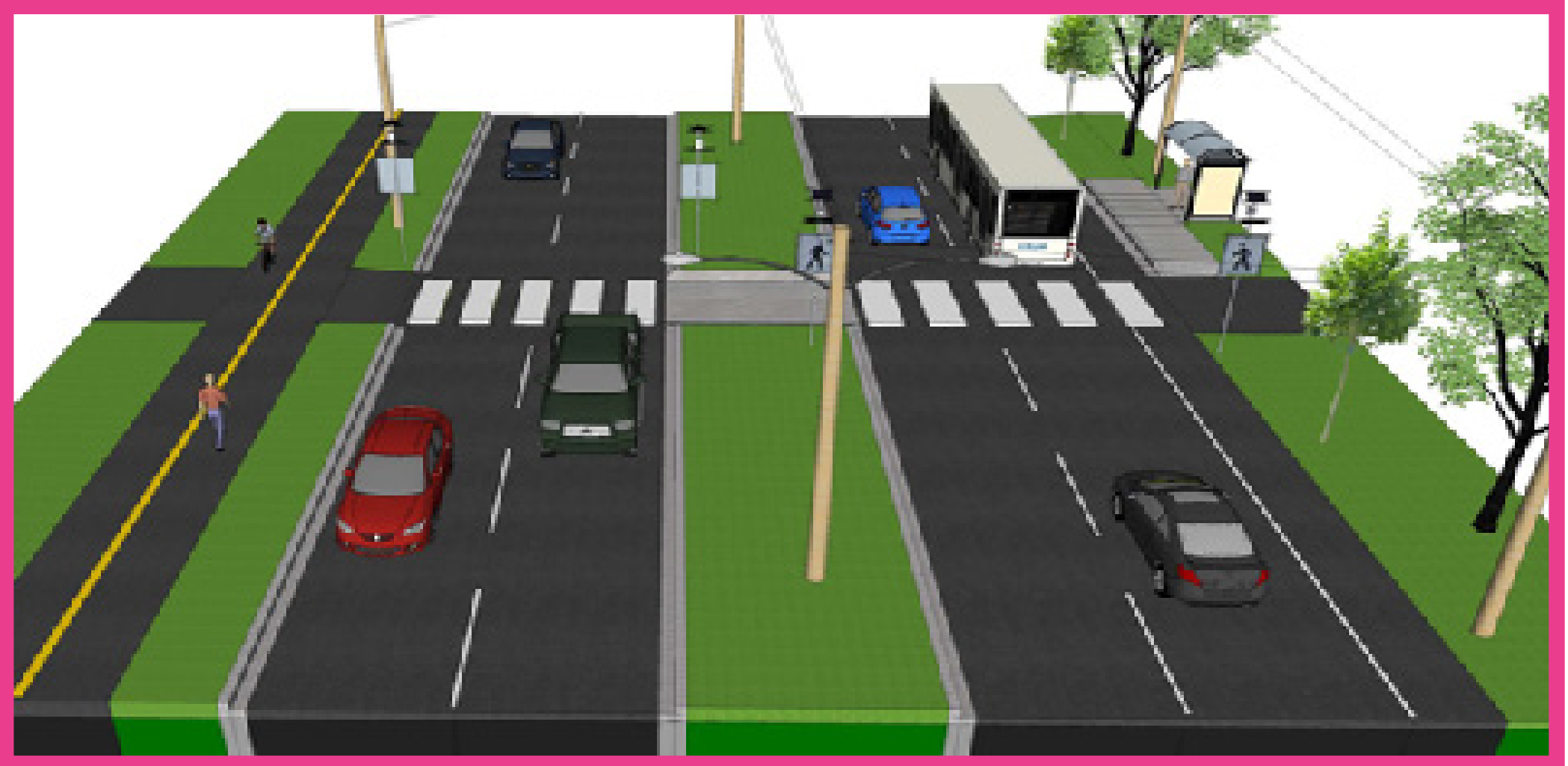
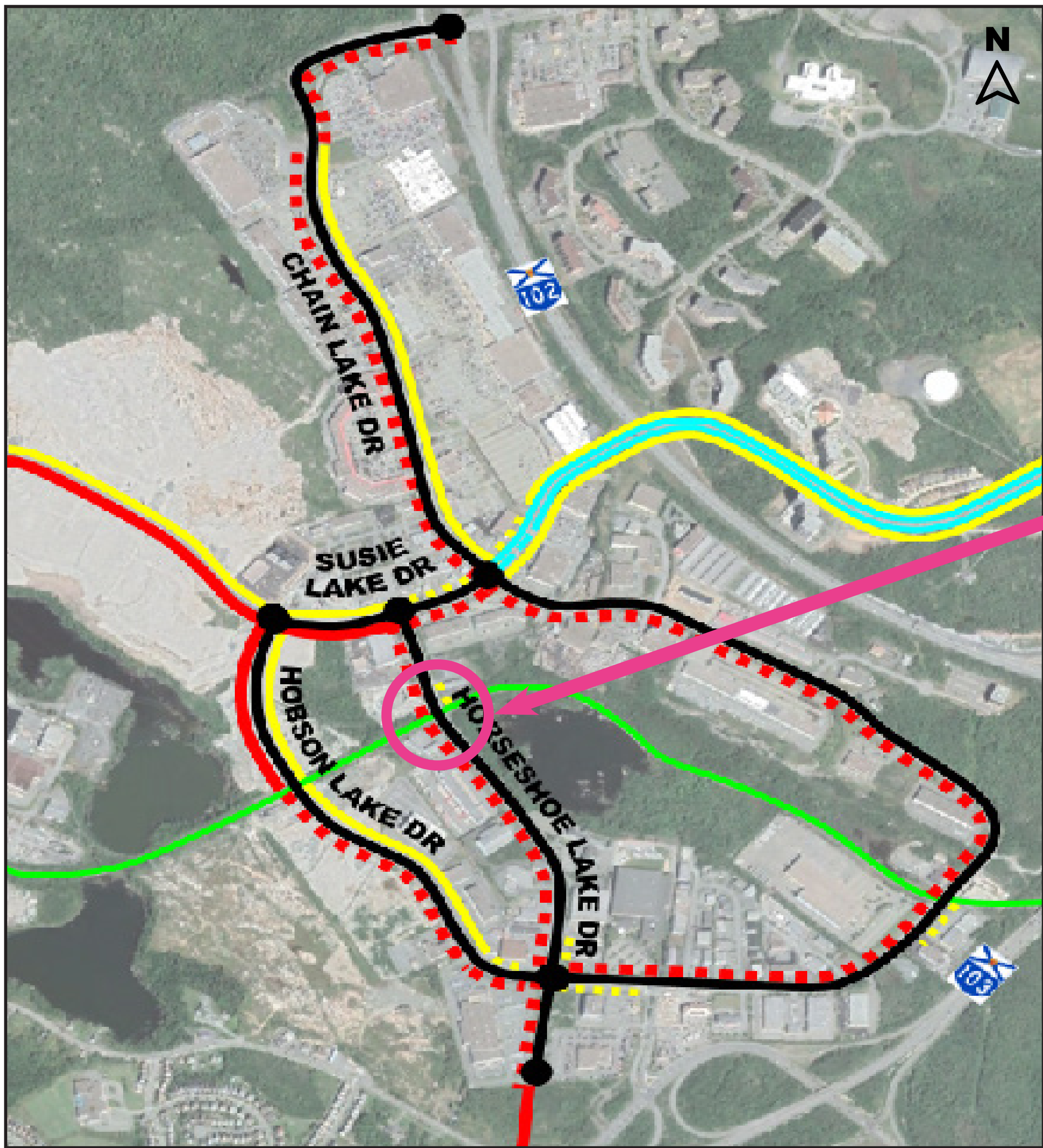


Concept Designs: Cross Section Examples

Two sample cross sections were prepared to illustrate what the ‘AAA’ AT facilities may look like along a roadway within the Bayers Lake Business Park. Horseshoe Lake Drive was selected and illustrates the two proposed options, MUP (pink) and sidewalk with on-street protected bikes lanes (blue).

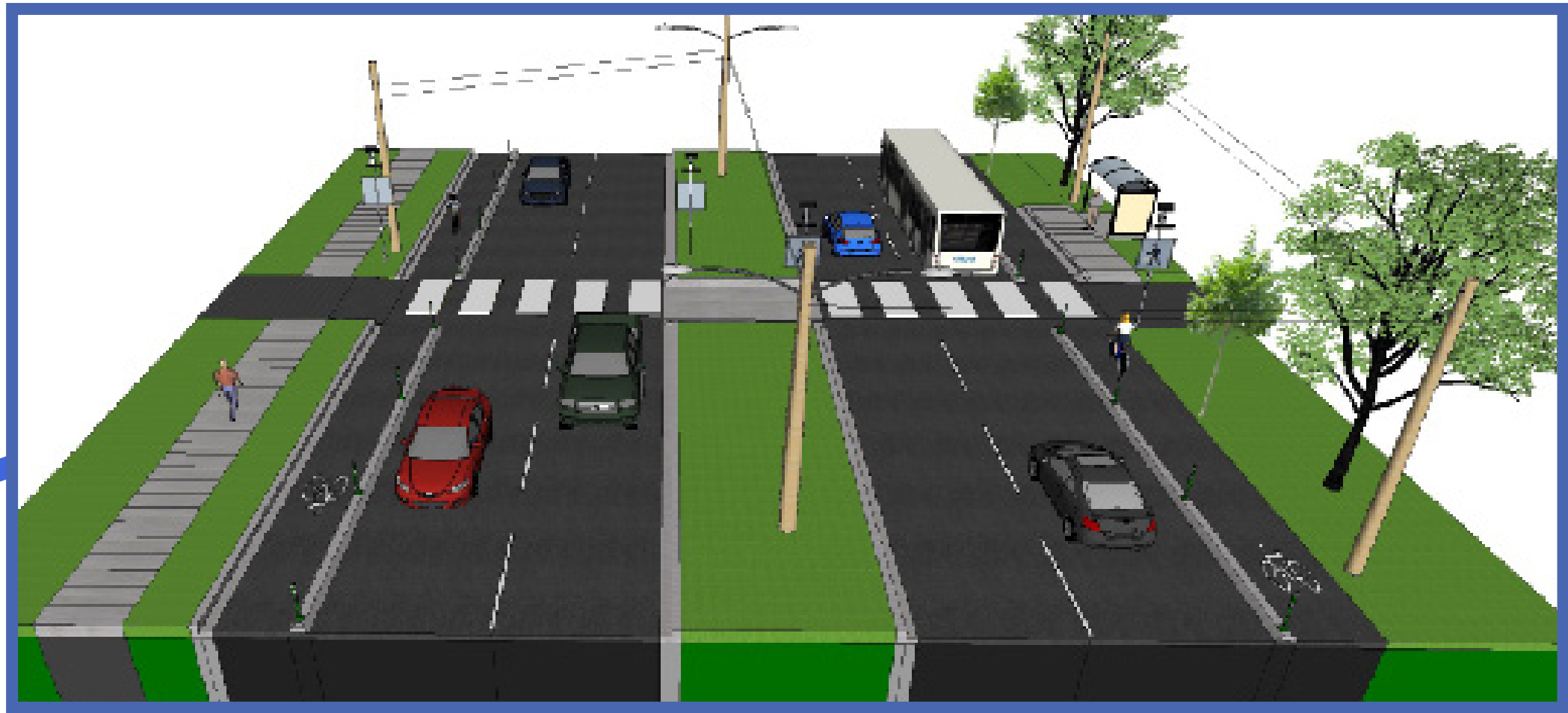
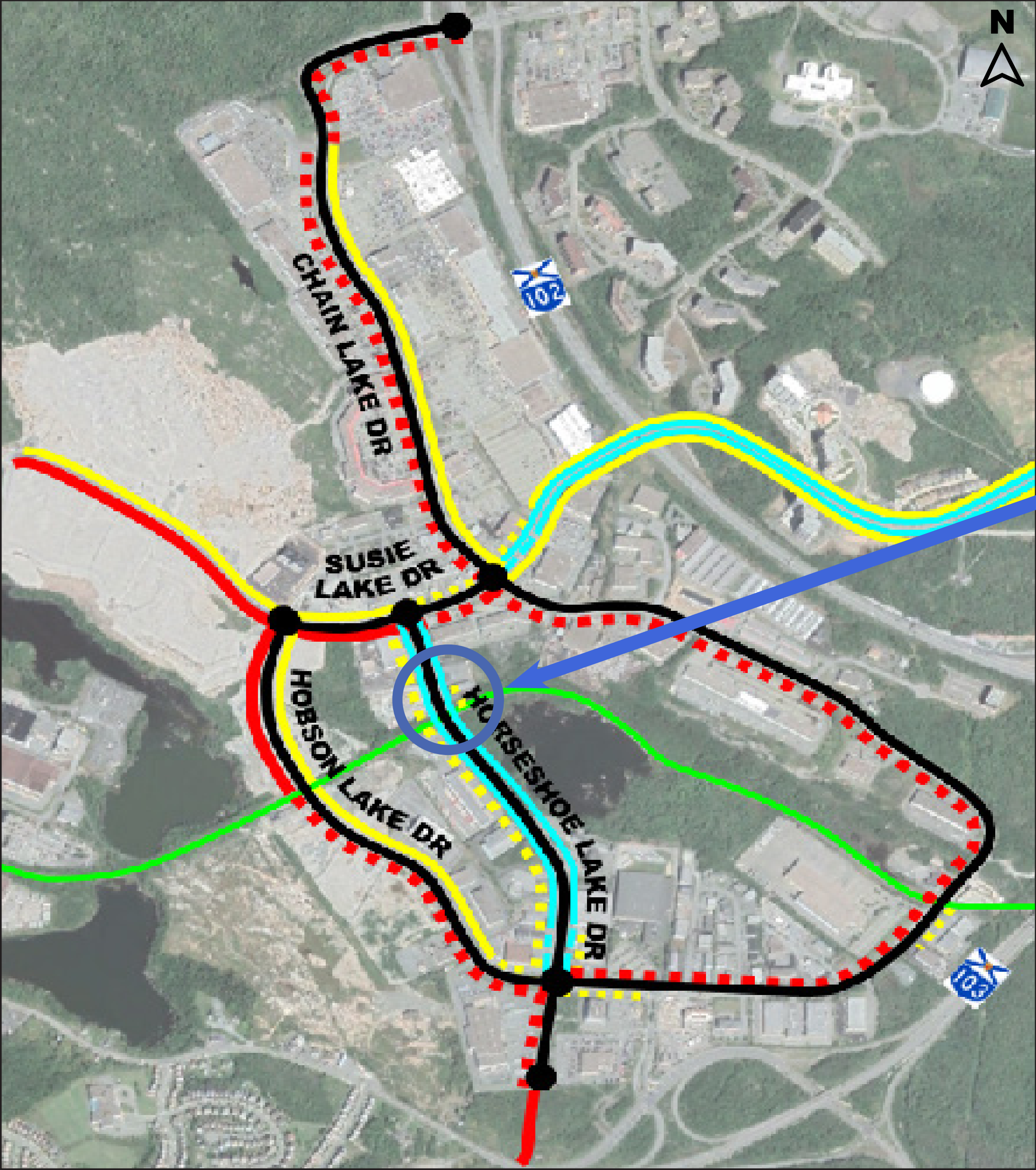
These cross sections include the COLT crossing which is being proposed to be upgraded to include Rectangular Rapid Flashing Beacons at all three COLT crossings within Bayers Lake BP.

Option 4A: Horseshoe Lake Drive MUP



- Sample Cross Section, Option 4A:**
- Illustrates the multi-use pathway on the west side of Horseshoe Lake Drive
 - Upgraded COLT crossing to a Rectangular Rapid Flashing Beacon pedestrian crossing
 - Transit stop with a sidewalk connection at the COLT crossing

Option 4B: Horseshoe Lake Drive sidewalk with on-street protected bike lanes



- Sample Cross Section, Option 4B:**
- Illustrates the sidewalk on the west side of Horseshoe Lake Drive
 - On-street uni-directional protected bike lanes on both sides of Horseshoe Lake Drive with pre-cast curb and flexible bollards
 - Upgraded COLT crossing to a Rectangular Rapid Flashing Beacon pedestrian crossing
 - Transit stop with a sidewalk connection at the COLT crossing