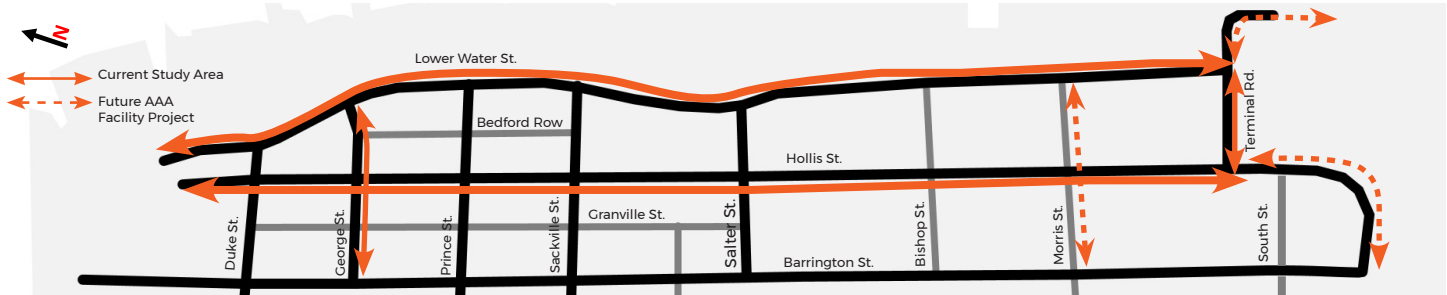


DOWNTOWN BIKEWAYS

What is the Downtown Bikeways Project?

HRM is investigating available options for implementing protected bicycle facilities that will connect cyclists to and through the downtown core. This study is specifically considering facility options on **Hollis Street, Upper/ Lower Water Street, Terminal Road, and George Street**. These facilities are meant to:

- **improve existing** cycling facilities to be **safe and comfortable for users of all ages and abilities (AAA)**, and
- **connect the downtown core** into future cycling infrastructure projects (e.g. Cogswell Redevelopment, planned bikeway along University Ave./ Morris St. corridor).



The Bigger Picture

HRM has monitored the existing cycling facilities on Hollis Street and Lower Water Street and understands improvements that need to be made to improve the safety, comfort, and convenience of users cycling through downtown.

The Integrated Mobility Plan (IMP) sets a goal to deliver an all ages and abilities (AAA) bicycling network in the Regional Centre by 2022. The IMP identifies the need for protected bikeways on a number of streets in the downtown including **Hollis Street and George Street** (as seen in the map to the right).

Further, in preparation for the anticipated **Cogswell Redevelopment Project**, this project will help to inform how downtown bikeways will **effectively integrate** with the active transportation facilities proposed for the Cogswell lands.



What's next for the Downtown Bikeways Project?

These streets (Hollis Street, Upper/Lower Water Street, George Street, and Terminal Road) are being investigated for their potential to accommodate protected bicycle facilities. A **functional design report** is being prepared that will identify the opportunities and constraints for several design options.

The **functional design report** will include conceptual options for each corridor as well as a summary of what we heard from public engagement events. Feedback will be used to inform a preferred design option that will be advanced to the functional design phase as part of the final report.

How can you participate?

Your input is an important part of the design process. We invite you to review the options being considered and provide your feedback. Tell us about your experiences in the area, and how the design concepts might impact you. Let us know if you have any ideas or concerns. Your feedback will be very important during the next stages of the project.

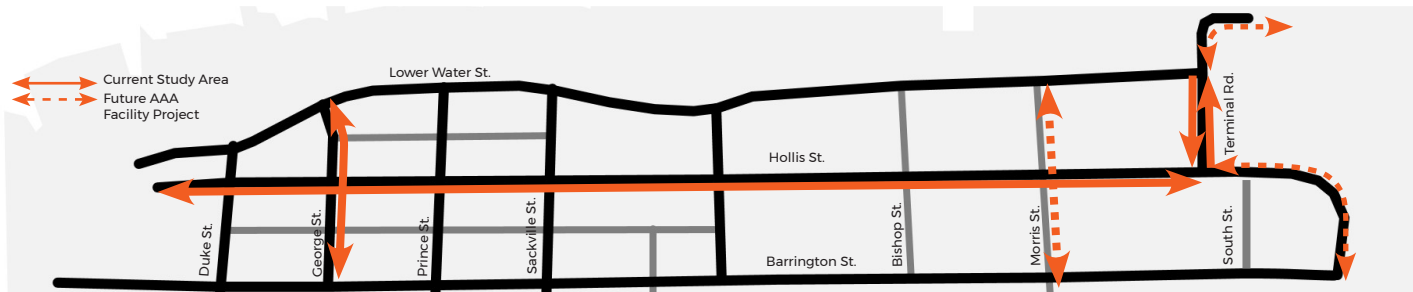
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Next Steps

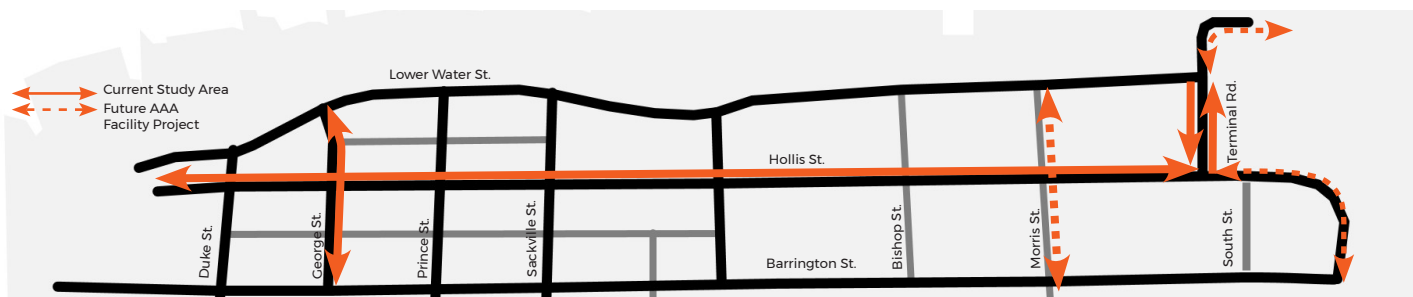
1. Finalize functional design report (Spring, 2018)
2. Bring preferred option to Council for design approval (Fall, 2018)
3. Complete detailed design of selected option (end of 2018)*
4. Position selected option for construction in 2019 or 2020 (to be coordinated with Cogswell Redevelopment)*
(*pending Council approval)

DOWNTOWN BIKEWAYS: PROPOSED OPTIONS

OPTION A: HOLLIS STREET RAISED BI-DIRECTIONAL BIKE LANES (WEST SIDE)



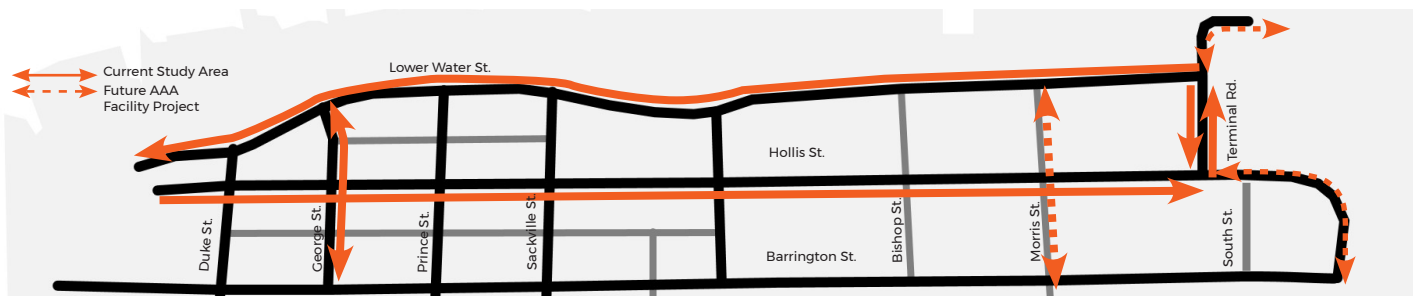
OPTION B: HOLLIS STREET RAISED BI-DIRECTIONAL BIKE LANES (EAST SIDE)



OPTION C: HOLLIS STREET SOUTHBOUND BIKE LANE (WEST SIDE) WITH RAISED NORTHBOUND BIKE LANE (EAST SIDE)



OPTION D: HOLLIS STREET AND UPPER AND LOWER WATER STREETS UNI-DIRECTIONAL BIKE LANES



OPTION EVALUATION CRITERIA

Upon completion of public and stakeholder consultation, each of these design options will be evaluated under a set of project **evaluation criteria**. The following criteria will help the project team select the preferred design option. This will be summarized in the **functional design report** to HRM, which will guide the detailed design phase of the project.

- Level of connectivity for cyclists
- Level of conflict at intersections
- Impacts to pedestrians
- Impacts to transit
- Impacts to on-street parking and loading
- Impacts to traffic flow and delays
- Overall quality of facility proposed