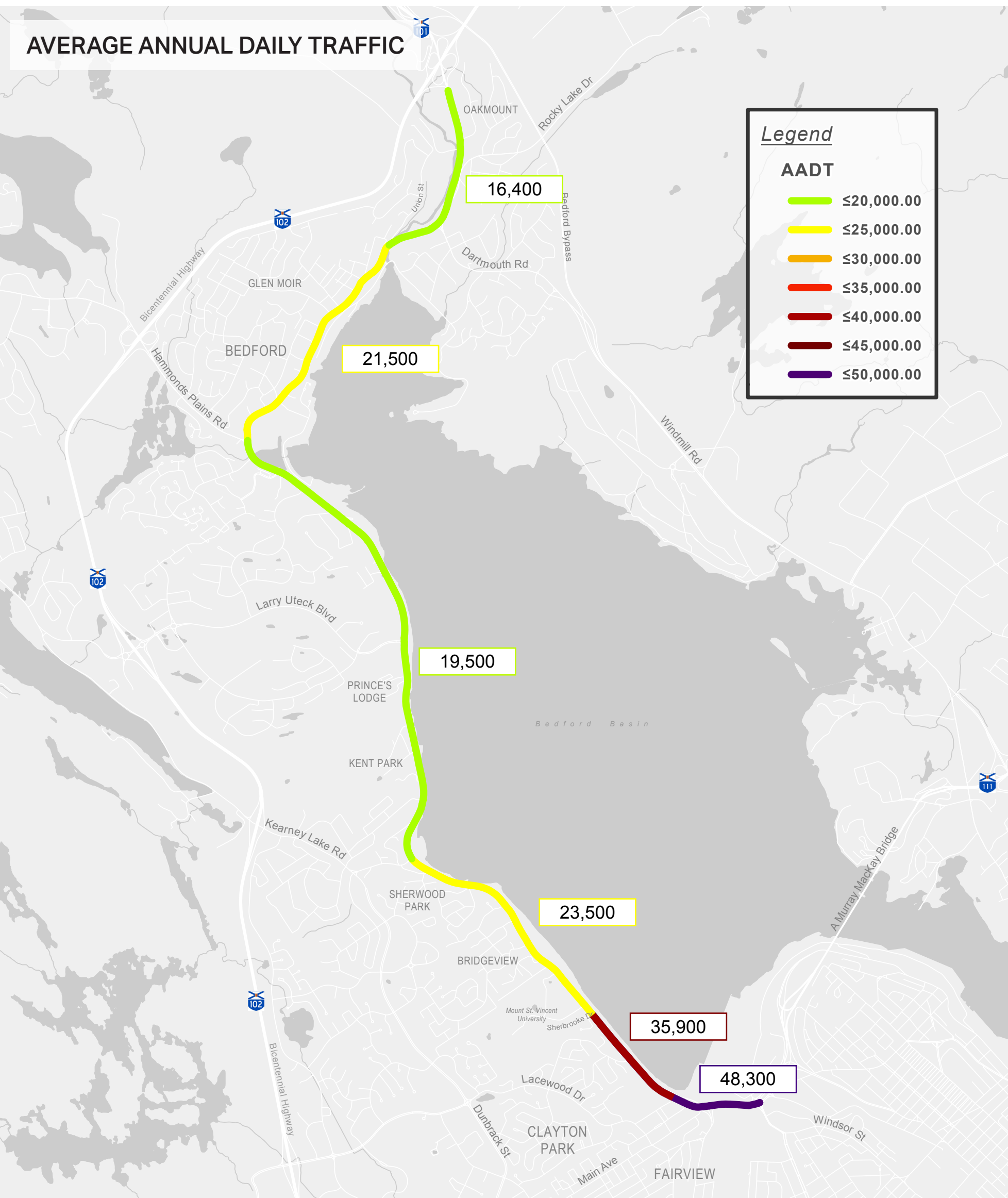


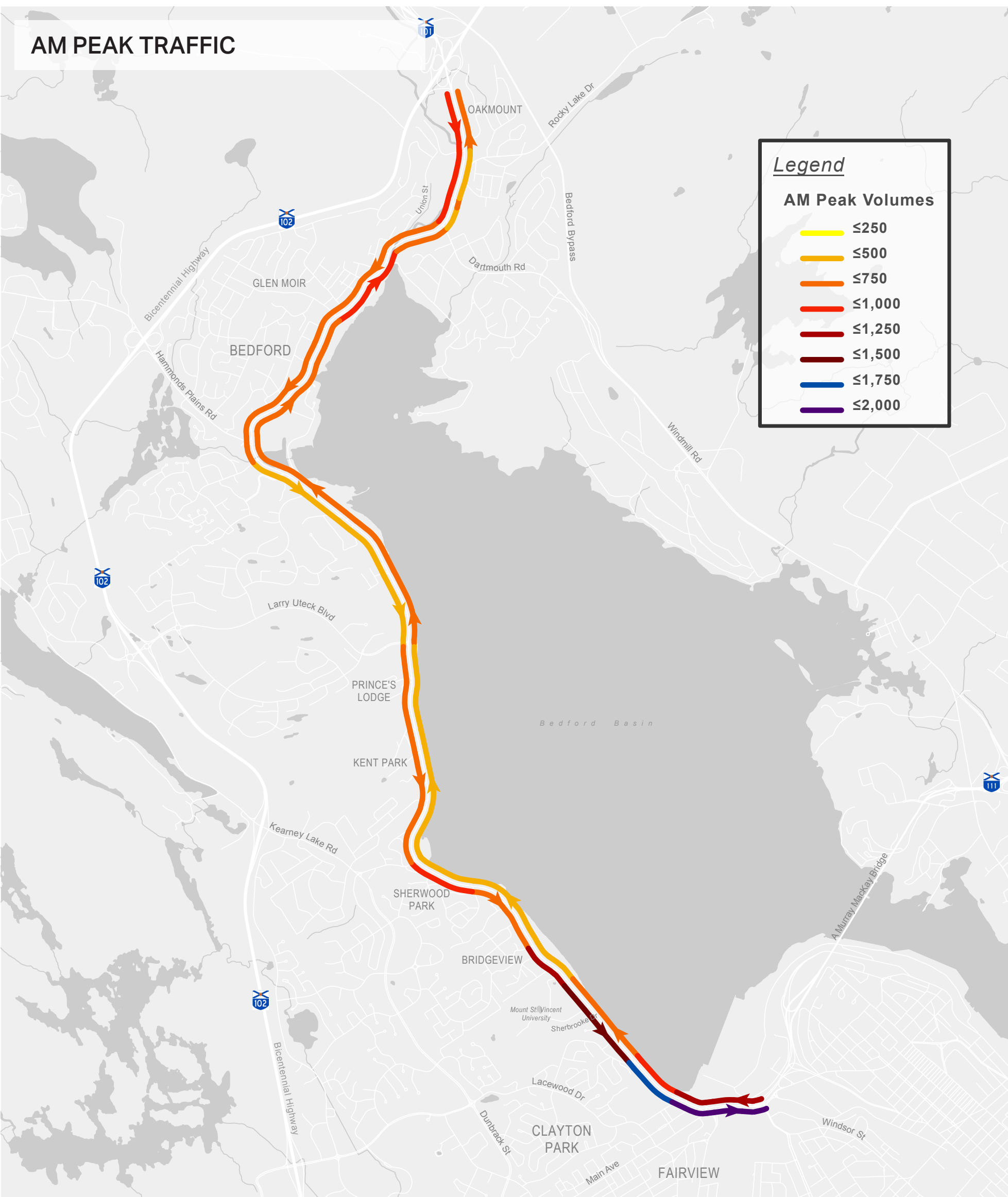
BEDFORD HIGHWAY FUNCTIONAL PLAN

Existing Roadway Character



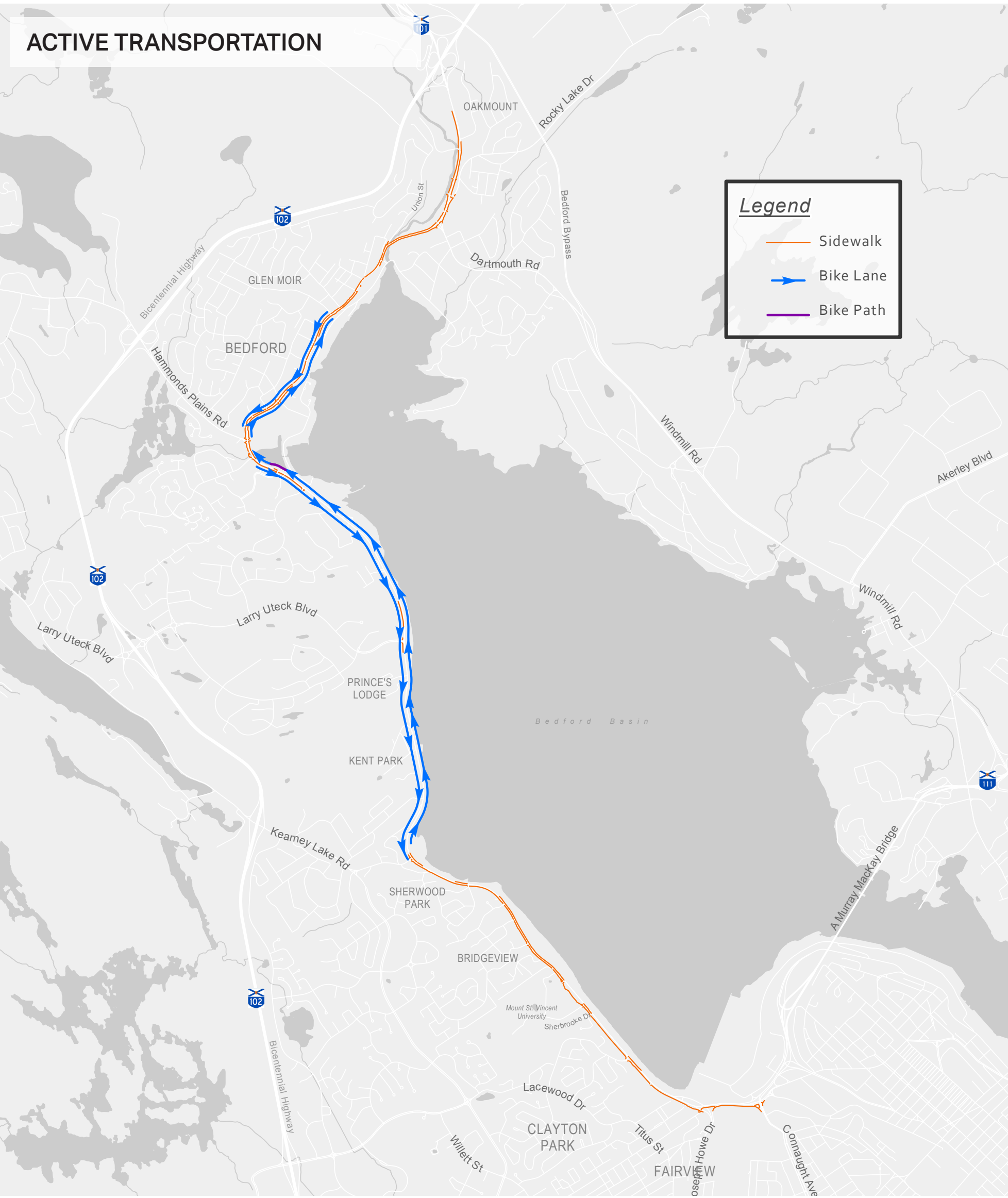
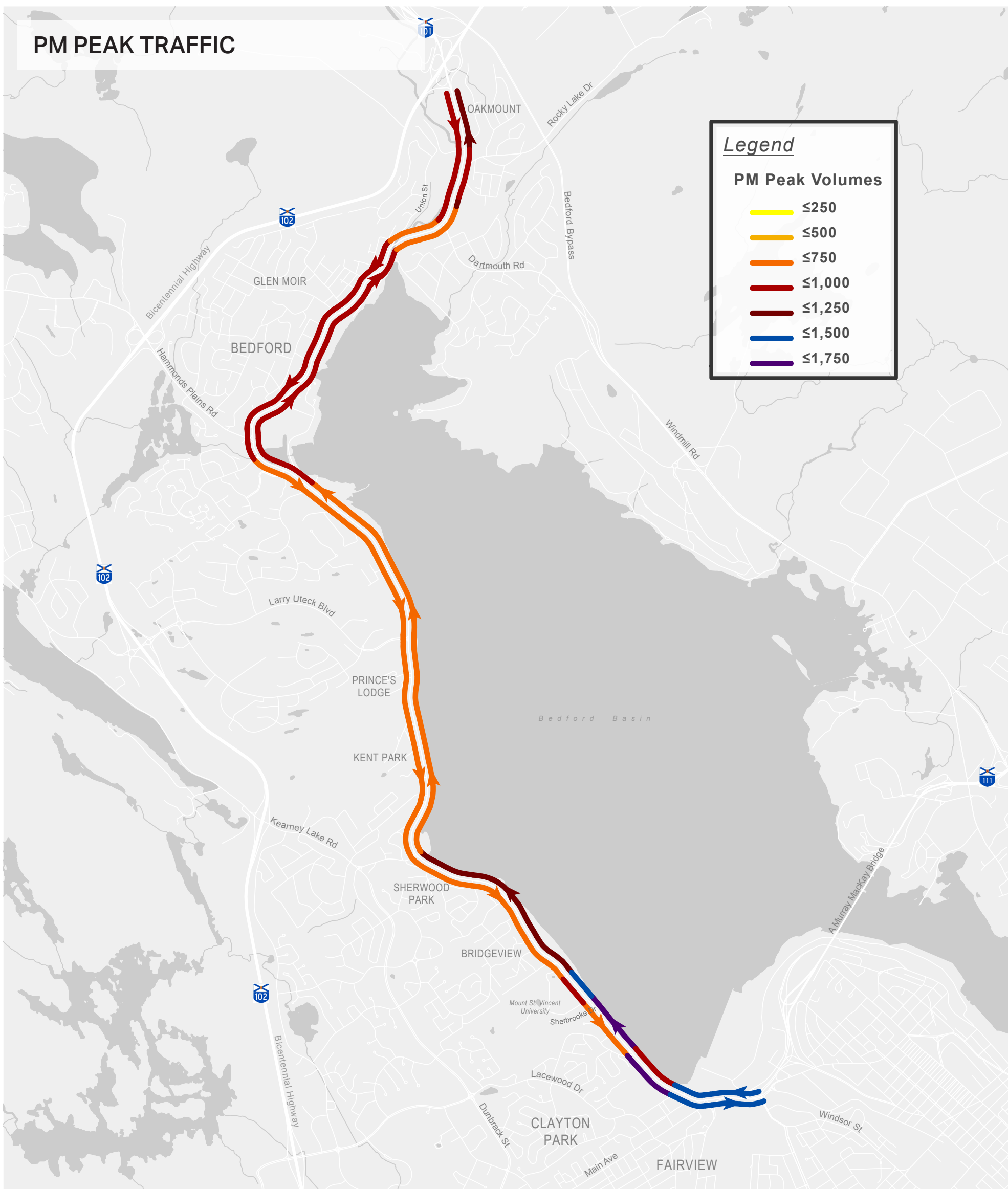
AVERAGE ANNUAL DAILY TRAFFIC

The Bedford Highway serves daily traffic volumes ranging from 16,000 to 48,000 vehicles per day, with the heaviest volumes occurring at the southern end of the corridor.



PEAK TRAFFIC

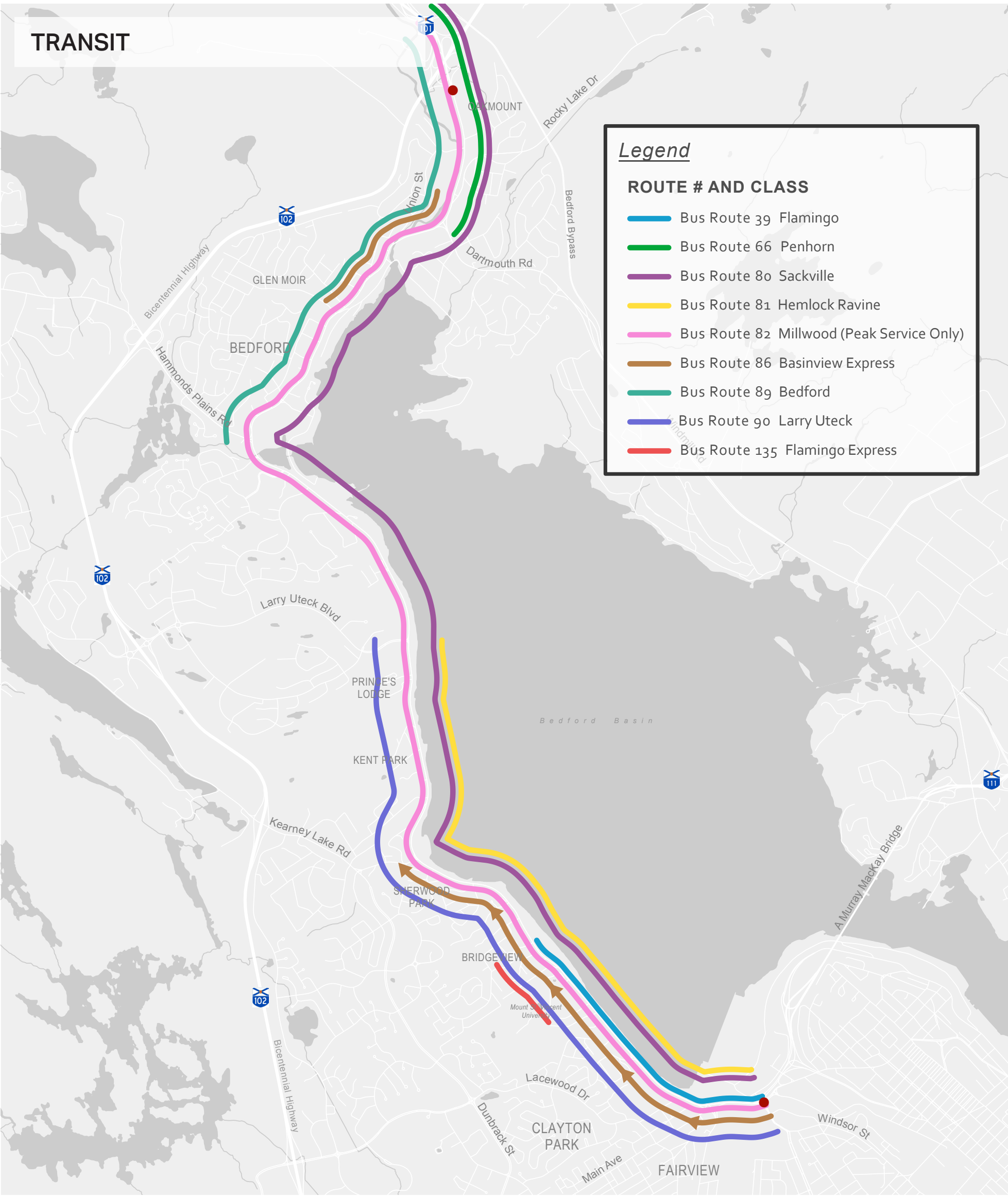
Bedford Highway is used heavily by commuters with a peak southbound flow in the morning and a peak northbound flow in the evening. High delays are experienced in the morning with long queues extending back from the Windsor Street Exchange. In the evening, congestion builds in the northern end of the study area due to heavy northbound commuter traffic, retail activity, and many closely spaced traffic signals.



ACTIVE TRANSPORTATION

Pedestrian and cycling facilities on Bedford Highway consist of sidewalks and bike lanes that are intermittent throughout the corridor.

Bike lanes exist from Kearney Lake Road to Meadowbrook Drive, but mostly consist of a paved shoulder and are not buffered from traffic. Sidewalk is provided on the west side of the roadway for the majority (73%) of the corridor, but is absent from Kearney Lake Road to Southgate Drive (3.6km), where pedestrians must share the paved shoulder with cyclists. The lack of continuous facilities makes for an uncomfortable experience and deters active transportation users.



TRANSIT

Nine transit routes operate along various segments of Bedford Highway. Routes 80 and 82 are the only routes that operate along the entire corridor. Route 80 runs every 30 minutes from 6am to midnight, but increases to every 15 minutes during the peak commuting hours. Route 82 is extended along Bedford Highway during peak hours only, with buses every 30 minutes. There are currently no measures in place to improve transit travel time and reliability on the Bedford Highway. Transit vehicles flow with vehicle traffic and are subject to the same high delays. It is not uncommon for inbound Route 80 and 82 buses to fall behind schedule by 30 minutes in the morning peak. There are also very significant delays outbound at all times of day, with almost every bus arriving later than scheduled, with a high variation in the length of delay. Both inbound and outbound delays tend to be heightened at the southern end of the Bedford Highway.

TRANSIT ROUTES ON BEDFORD HIGHWAY

Route	Extent of Travel on Bedford Highway	Direction	Number of Buses per Hour		Frequency		Comments
			AM Peak	PM Peak	AM Peak	PM Peak	
39	Flamingo Drive to Windsor Street	SB	2	2	Every 30 min	Every 30 min	
	Windsor Street to Flamingo Drive	NB	2	2	Every 30 min	Every 30 min	
86	Cobequid Terminal To Dartmouth Road	SB	2	2	Every 30 min	Every 30 min	
	Dartmouth Road to Cobequid Terminal	NB	2	2	Every 30 min	Every 30 min	
80	Cobequid Terminal to Joseph Howe Drive	SB	4	2	Every 15 min	Every 30 min	
	Joseph Howe Drive to Cobequid Terminal	NB	2	4	Every 30 min	Every 15 min	
81	Larry Uteck Blvd to Joseph Howe Drive	SB	2	2	Every 30 min	Every 30 min	
	Joseph Howe Drive to Larry Uteck Blvd	NB	2	2	Every 30 min	Every 30 min	
82	Cobequid Terminal to Windsor Street	SB	2	—	Every 30 min	—	Peak Service Only
	Windsor Street to Cobequid Terminal	NB	—	2	—	Every 30 min	Peak Service Only
86	Rocky Lake Drive to Meadowbrook Drive	SB	2	—	Every 25 min	—	Express Service
	Windsor Street to Kearney Lake Road	NB	—	2	—	Every 30 min	Express Service
	Meadow Brook Drive to Rocky Lake Drive	NB	—	2	—	Every 30 min	Express Service
89	Cobequid Terminal to Hammonds Plains Rd	SB	2	2	Every 30 min	Every 30 min	
	Hammonds Plains Rd to Cobequid Terminal	NB	2	2	Every 30 min	Every 30 min	
90	Larry Uteck Blvd to Windsor Street	SB	2	2	Every 30 min	Every 30 min	
	Windsor Street to Larry Uteck Blvd	NB	2	2	Every 30 min	Every 30 min	
135	Flamingo Drive to Mount St. Vincent Univ.	SB	—	2	—	Every 30 min	Express Service
	Mount St. Vincent Univ. to Flamingo Drive	NB	4	—	Every 15 min	—	Express Service
Total Southbound Buses			16	20			
Total Northbound Buses			18	16			
Total Buses			34	36			



West Side
8750 m
73% of roadway

East Side
4300 m
36% of roadway



West & East
5300 m
44% of roadway