

BEDFORD HIGHWAY FUNCTIONAL PLAN

Summary of Benefits and Trade-Offs



	OPTION 1 - BALANCED MODES	OPTION 2 - TRANSIT PRIORITY
TRAFFIC	- No traffic lanes are removed except the left turn lane from Rutledge Street to Hatchery Lane to accommodate bikes lanes and continuous sidewalks on both sides of the roadway. - Narrowed traffic lanes and reduced speed limit to 50 km/h throughout.	- Loss of a southbound traffic lane from Sherbrooke Drive to Joseph Howe Drive resulting in increased traffic congestion. However, over time, improved transit service can encourage more people to shift to use transit. - Loss of the left turn lane from Rutledge Street to Hatchery Lane to accommodate bikes lanes and continuous sidewalks on both sides of the roadway. - Narrowed traffic lanes and reduced speed limit to 50 km/h throughout.
TRANSIT	- Dedicated bus lanes in the southbound direction only, to assist buses in bypassing morning peak hour traffic queues, while minimizing impact in traffic capacity and enable space for a multi-use path. - Transit priority measures are limited north of Kearney Lake Road to accommodate space for sidewalks and cycling infrastructure. Targeted transit priority measures are provided only where the greatest benefits can be realized.	- Dedicated bus lanes in each direction between Joseph Howe Drive and Kearney Lake Road, assist buses in bypassing morning and afternoon peak hour traffic queues. - Limited transit priority measures north of Kearney Lake Road to accommodate sidewalks and cycling infrastructure. Targeted transit priority measures are provided only where the greatest benefits can be realized.
ACTIVE TRANSPORTATION	- A multi-use path along the basin side of the roadway combined with segments of cycling lanes provides a continuous AT facility. - Generally, grass boulevards are not provided between the street and sidewalk to gain space for other modes.	- No dedicated cycling facilities from Manor Lane to Kearney Lake Road, requiring cyclists to share the bus lanes. This is an improvement for cyclists over existing conditions, but less desirable than a separated cycling facility. - Generally, grass boulevards are not provided between the street and sidewalk to gain space for other modes.

BALANCED MODES



TRANSIT PRIORITY

