



BEDFORD HIGHWAY FUNCTIONAL PLAN

Phase Two Survey Results
April 2019



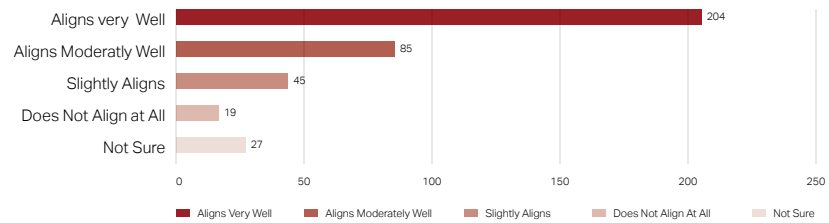
UPLAND



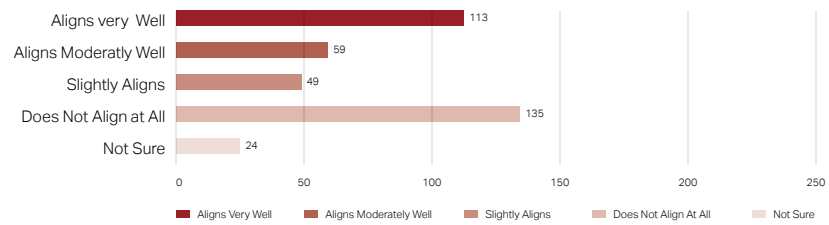
TRAFFIC CHANGES

How well do the following traffic changes align with how you would like to travel along the Bedford Highway?

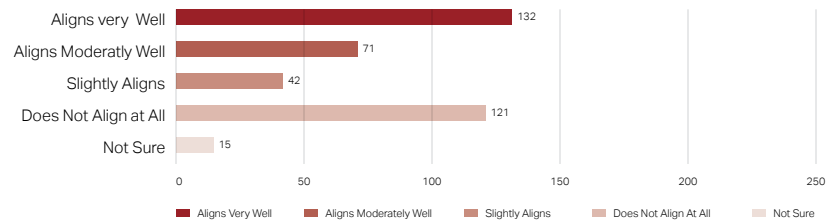
Traffic signal coordination (synchronization of traffic lights)



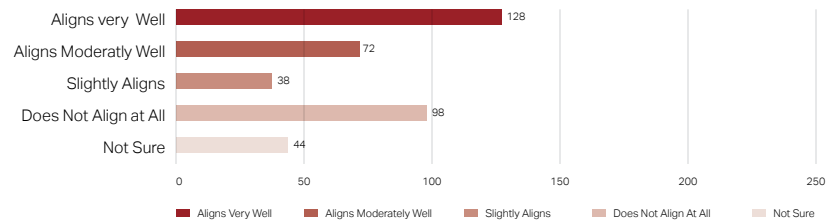
Loss of traffic lanes



Narrowed traffic lanes and reduced speed limit to 50 km/hr throughout



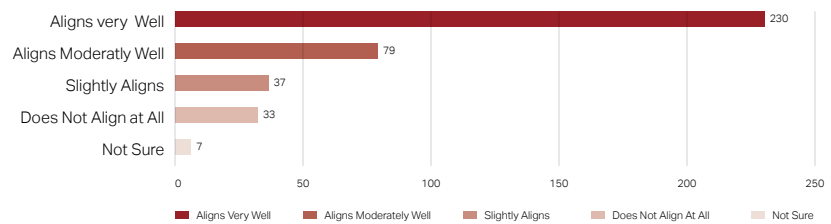
Removal of buses from traffic lanes between Joseph Howe Drive and Kearney Lake Road



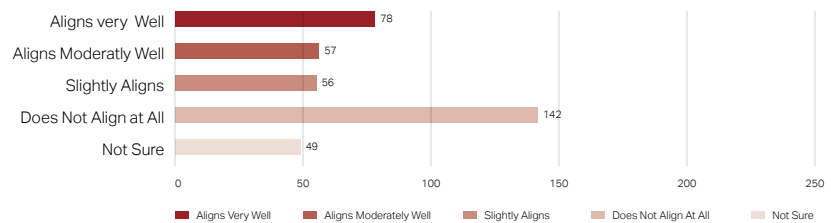
TRANSIT CHANGES

How well do the following transit changes align with how you would like to travel along the Bedford Highway?

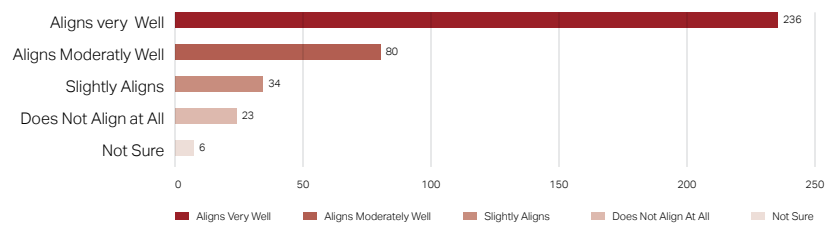
Transit queue jump lanes at signalized intersections



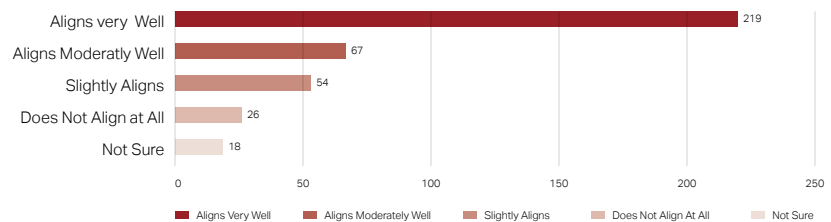
Eliminate all bus bays except at the key timing stops (MSVU and Dartmouth Road)



Transit signal priority at signalized intersections



Improved accessibility to transit stops

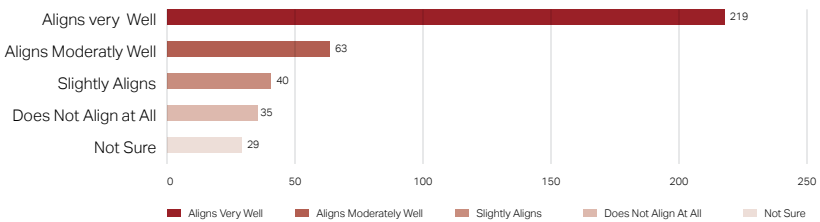




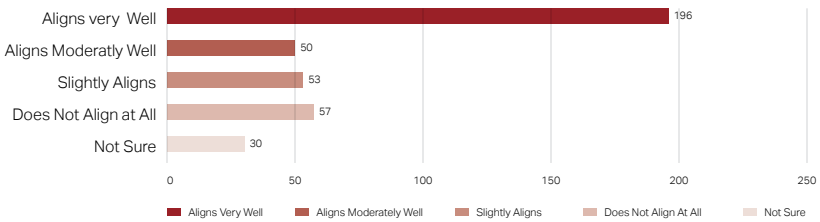
ACTIVE TRANSPORTATION CHANGES

How well do the following active transportation changes align with how you would like to travel along the Bedford Highway?

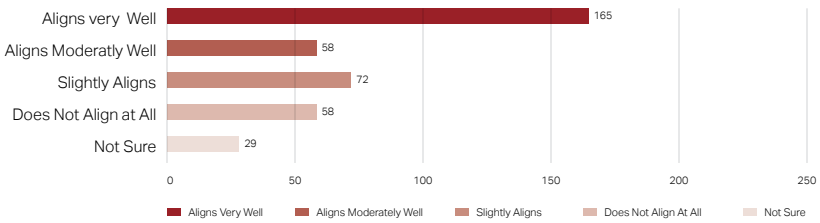
Multi-use path between Kearney Lake Road and Convoy Run



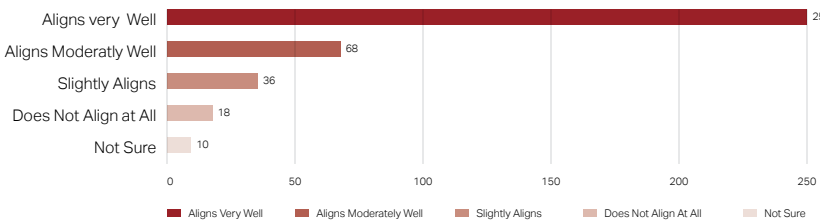
Bike lanes between Convoy Run and Dartmouth Road



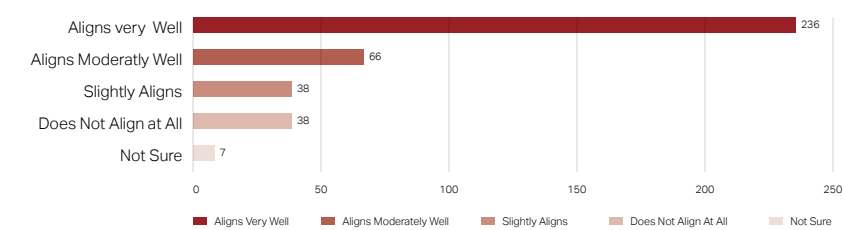
Median islands added at crosswalks



Continuous sidewalks in developed areas

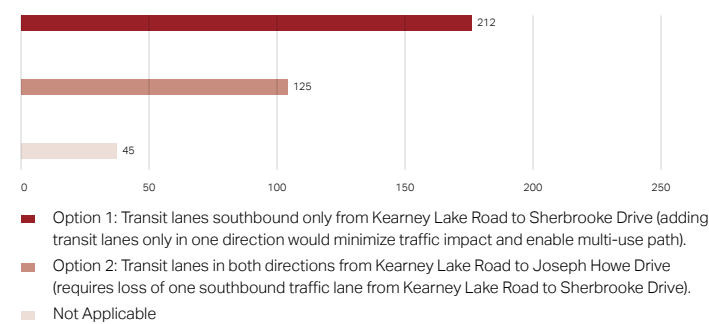


Additional crosswalks at strategic locations

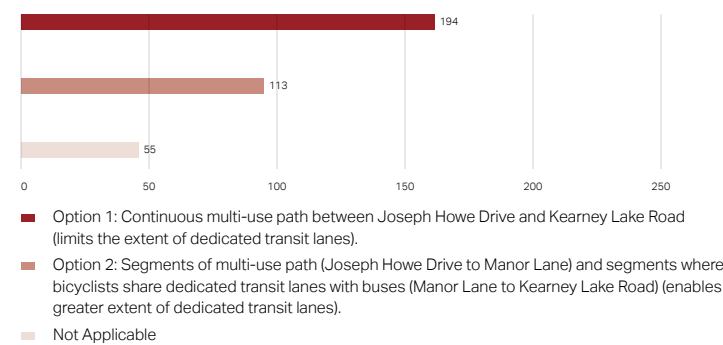


COMPARING OPTIONS

Comparing the two proposed options (Option 1: Balanced Modes and Option 2: Transit Priority), what changes to transit would most improve your travel experience on the Bedford Highway?

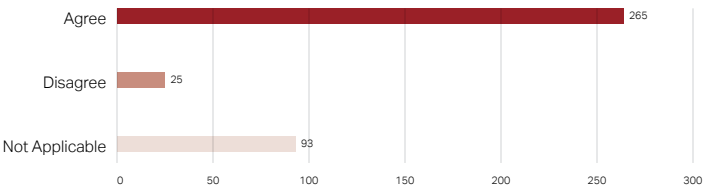


Comparing the two proposed options (Option 1: Balanced Modes and Option 2: Transit Priority), what changes to active transportation would most improve your travel experience on the Bedford Highway?

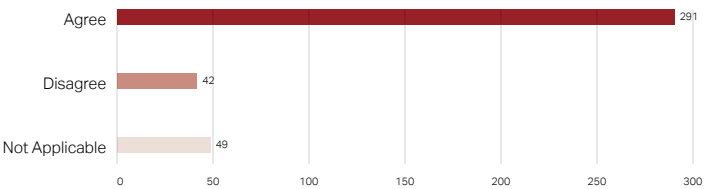


BOTH OPTIONS

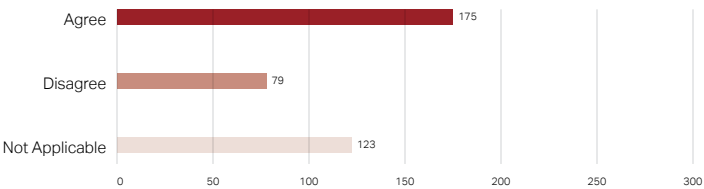
The proposed traffic changes (i.e. improved synchronization of traffic signals) will make a positive difference to how I travel the Bedford Highway (as a commuter)



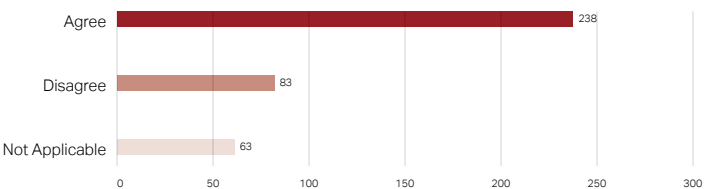
The proposed traffic changes (i.e. improved synchronization of traffic signals) will make a positive difference to how I travel the Bedford Highway (for non-commuting trips)



The proposed active transportation changes (i.e. added sidewalks, improved pedestrian crossings) will make a positive difference to how I travel the Bedford Highway (as a commuter)

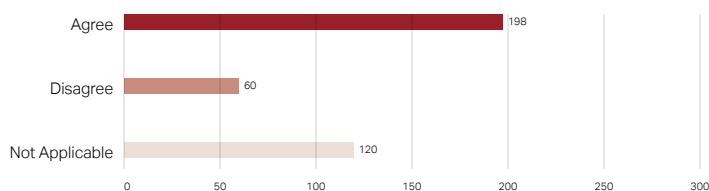


The proposed active transportation changes (i.e. added sidewalks, improved pedestrian crossings) will make a positive difference to how I travel the Bedford Highway (for non-commuting trips)

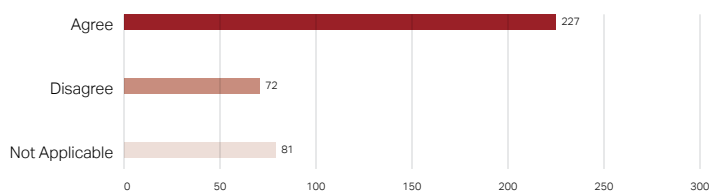


OPTION ONE: BALANCED MODES

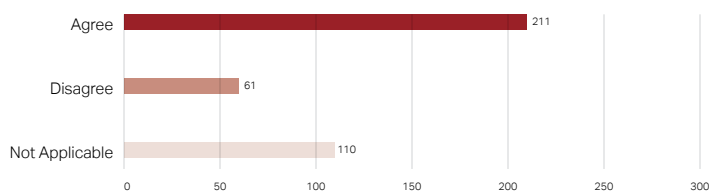
The proposed transit changes (i.e. inbound bus lane between Sherbrooke Drive and Kearney Lake Road, enhanced bus stops) will make a positive difference to how I travel the Bedford Highway (as a commuter)



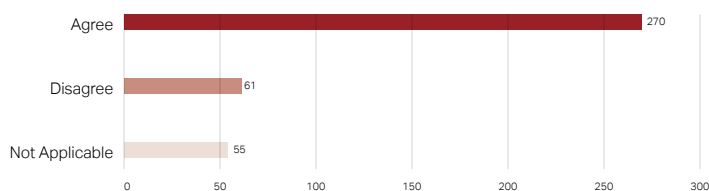
The proposed transit changes (i.e. inbound bus lane between Sherbrooke Drive and Kearney Lake Road, enhanced bus stops) will make a positive difference to how I travel the Bedford Highway (for non-commuting trips)



The proposed active transportation changes (i.e. multi-use path between Joseph Howe Drive and Kearney Lake Road, added sidewalks, improved pedestrian crossings) will make a positive difference to how I travel the Bedford Highway (as a commuter)

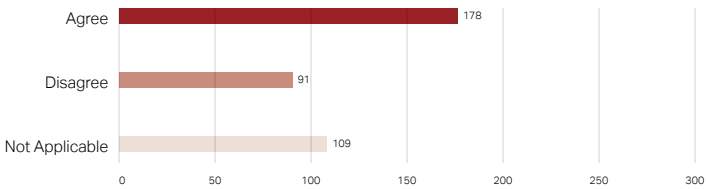


The proposed active transportation changes (i.e. multi-use path between Joseph Howe Drive and Kearney Lake Road, added sidewalks, improved pedestrian crossings) will make a positive difference to how I travel the Bedford Highway (for non-commuting trips)

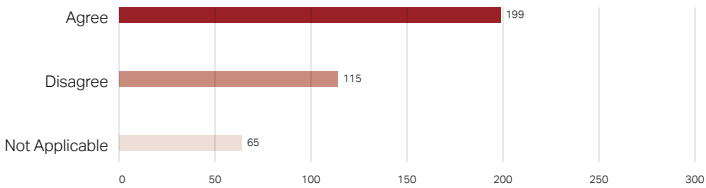


OPTION TWO: TRANSIT PRIORITY

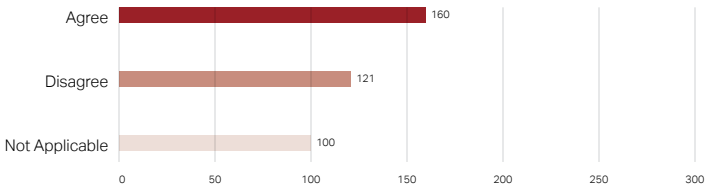
The proposed transit changes (i.e. inbound and outbound bus lanes between Joseph Howe Drive and Kearney Lake Road, enhanced bus stops) will make a positive difference to how I travel the Bedford Highway (as a commuter)



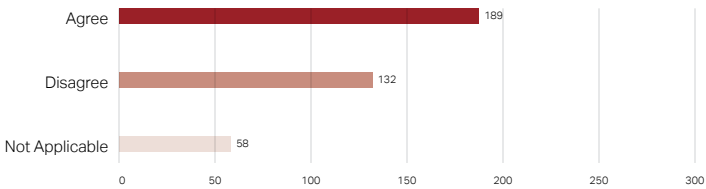
The proposed transit changes (i.e. inbound and outbound bus lanes between Joseph Howe Drive and Kearney Lake Road, enhanced bus stops) will make a positive difference to how I travel the Bedford Highway (for non-commuting trips)



The proposed traffic changes (i.e. loss of one inbound traffic lane between Joseph Howe Drive and Sherbrooke Drive, improved synchronization of traffic signals) will make a positive difference to how I travel the Bedford Highway (as a commuter)

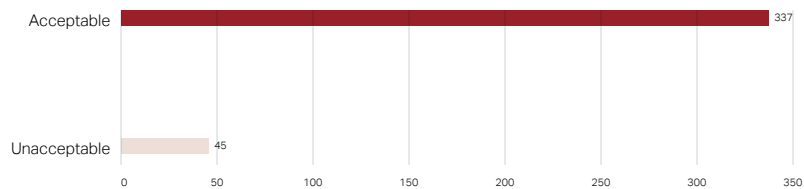


The proposed traffic changes (i.e. loss of one inbound traffic lane between Joseph Howe Drive and Sherbrooke Drive, improved synchronization of traffic signals) will make a positive difference to how I travel the Bedford Highway (for non-commuting trips)



LAND USE INTENSIFICATION

In your opinion, how acceptable is land use intensification in strategic locations along the corridor in support of rapid bus transit or commuter rail?



SUMMARY

Among survey respondents, there is a high degree of support for the modest and familiar transit or traffic changes proposed in both or either option. This includes improved accessibility at transit stops, synchronization of traffic lights, transit signal priority and transit queue jump lanes and signalized intersections. Most respondents agree that these interventions would make a positive difference in how they travel the Bedford Highway. Support for more intensive changes is mixed. When asked how well the changes align with how they would like to travel, survey respondents are almost evenly divided on loss of traffic lanes. Narrowed traffic lanes and reduced speed limits are aligned for slightly more respondents than not. Removal of buses from traffic lanes has general support; however, the degree of support declines when it involves removal of a traffic lane to do so.

In regard to active transportation, there is general enthusiasm among respondents for most of the proposed changes. A high proportion of survey respondents indicate that a multi-use path aligns very well with how they would like to travel on the Bedford Highway. Bike lanes also have a strong degree of alignment. Median islands at crosswalks have lower levels of alignment than other active transportation changes, but additional crosswalks at strategic locations have strong support. Similarly,

continuous sidewalks in developed areas are very well aligned for most survey respondents. However, compared to the multi-use path, fewer respondents indicate that sidewalks and crossings would make a positive difference to how they travel, especially for commuting trips.

In comparing the two options, survey respondents have preference for Option One - Balanced Modes, indicating that the Option One changes to transit and active transportation would most improve their travel experience. There is stronger agreement that one inbound bus lane (Option One) would have a positive difference, compared to bus lanes in both directions (Option Two). This result is likely associated with the traffic and active transportation trade-offs associated with Option Two.

The open ended responses generally reflected the trends that emerge from the close ended questions. Some respondents express strong positions in favour of one particular mode or transportation paradigm, indicating the opinion that neither option goes far enough to make a significant change or improvement. Many respondents also shared an ongoing desire for commuter rail and reconfiguration of the Windsor Street Exchange.



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