



HALIFAX

Bedford Highway Functional Plan Public Presentation March 2019



UPLAND



Outline

- Project Goals
- Project Context
- What We Heard
- Project Options

Project Goals

- Provide a long term corridor-wide vision for Bedford Highway
- Examine how the right-of-way can be allocated to serve all modes of travel
- Understand and evaluate trade-offs
- Develop a land use vision considering transportation opportunities and constraints
- Support the Integrated Mobility Plan (IMP)
 - Move people, not just cars
 - Improve travel choices
 - Increase trips by walking, cycling, and transit
 - Support Complete Communities

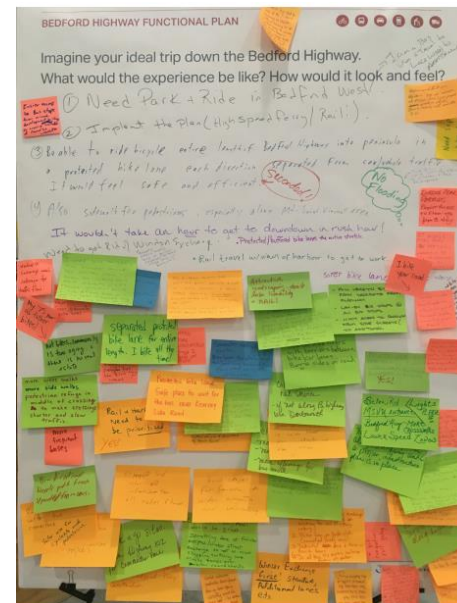
Project Context

- 12 km Corridor
 - Windsor Street to Hwy 102
- Limited right-of-way
- Up to 48,000 vehicles per day
- 20 signalized intersections
- Many private accesses
- 9 transit routes
 - Up to 20 buses per hour
- Limited cycling infrastructure
- Disconnected sidewalks



What We Heard

- Public Engagement held in November 2018
 - Two Open Houses: 120 participants
 - Online Survey: 800 responses
 - Website and social media interactions: 100 people



What We Heard

- Bedford Highway is not working for any users
- Strongest priorities are:
 - Improving transit
 - Alleviating traffic congestion
 - Improving safety

Project Options

- Two Corridor Options:

OPTION 1 BALANCED MODES

- Continuous AT Facility
- Targeted Transit Priority
- Minimal Impacts to Vehicle Lanes



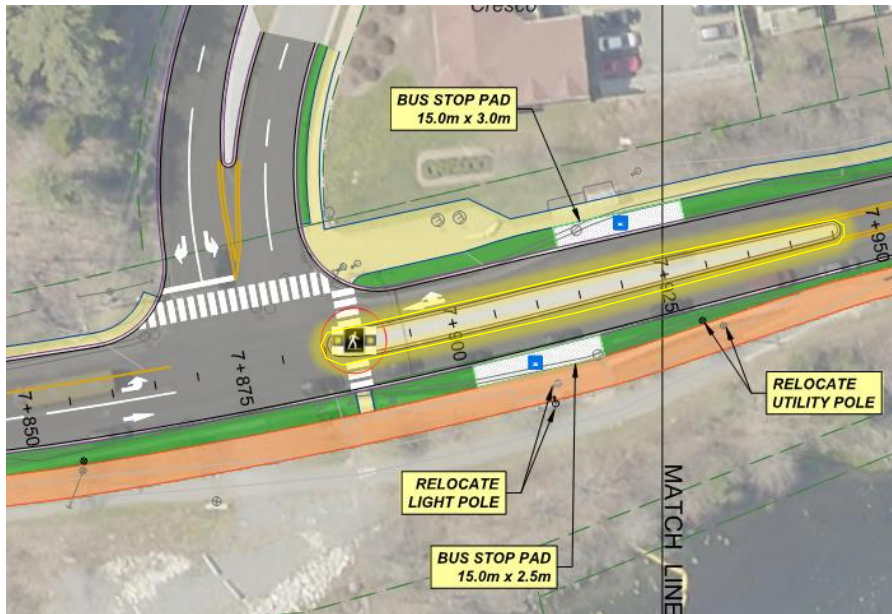
OPTION 2 TRANSIT PRIORITY

- Dedicated transit lanes south of Kearney Lake Road (both directions)
- Continuous AT Facility north of Kearney Lake Road
- Impacts to Vehicle Capacity south of Sherbrooke



Project Options - New Treatments

Median Islands at Crosswalks

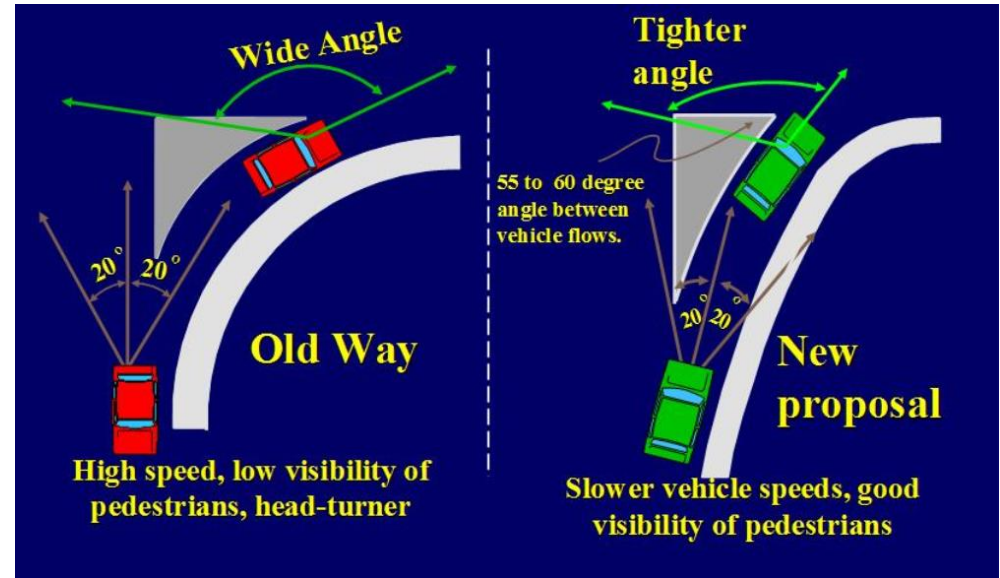
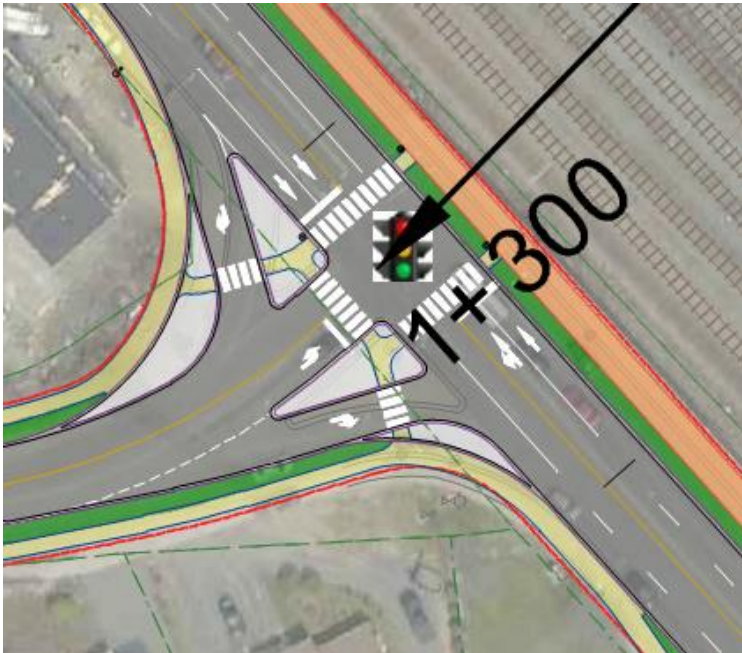


Benefits

- Improved pedestrian safety
- Streetscaping

Project Options - New Treatments

Smart Channels at Signalized Intersections

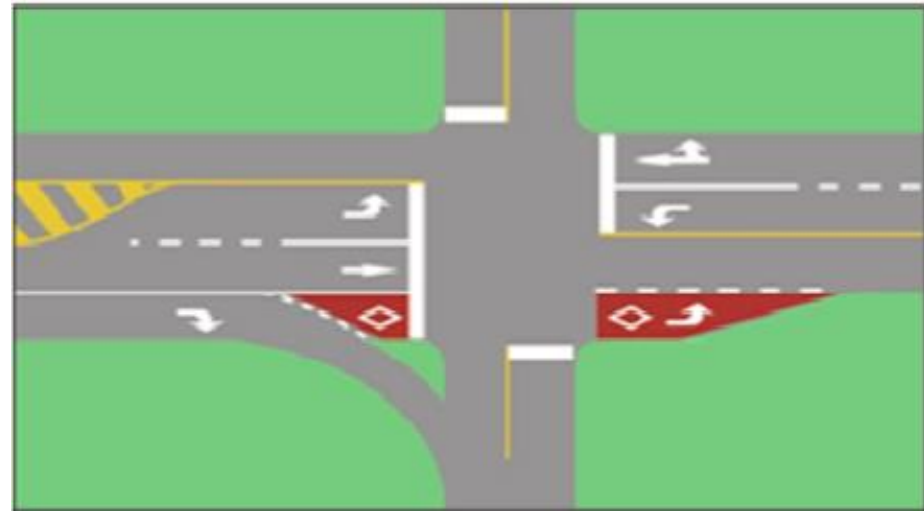


Benefits

- Slower vehicle turning speeds
- Improved pedestrian safety
- Better visibility of approach cyclists

Project Options - New Treatments

Transit Lanes and Queue Bypass Lanes



Benefits

- Buses bypass traffic queues, improving travel time and reliability
- Buses don't need to merge into traffic at stops
- Buses can get a head start at traffic signals
- Drivers benefit from buses being removed from traffic stream

Project Options - New Treatments

Enhanced Bus Stops



Features/Benefits

- Larger shelters/canopies
- Landscaping, lighting, garbage receptacles,
- Bike parking

Project Option 1 - Balanced Modes

Key Features



SB Transit Lane from Kearney Lake Road to Sherbrooke Drive
Transit Queue Bypass Lanes at strategic locations
Transit Signal Priority
Removal of most bus bays



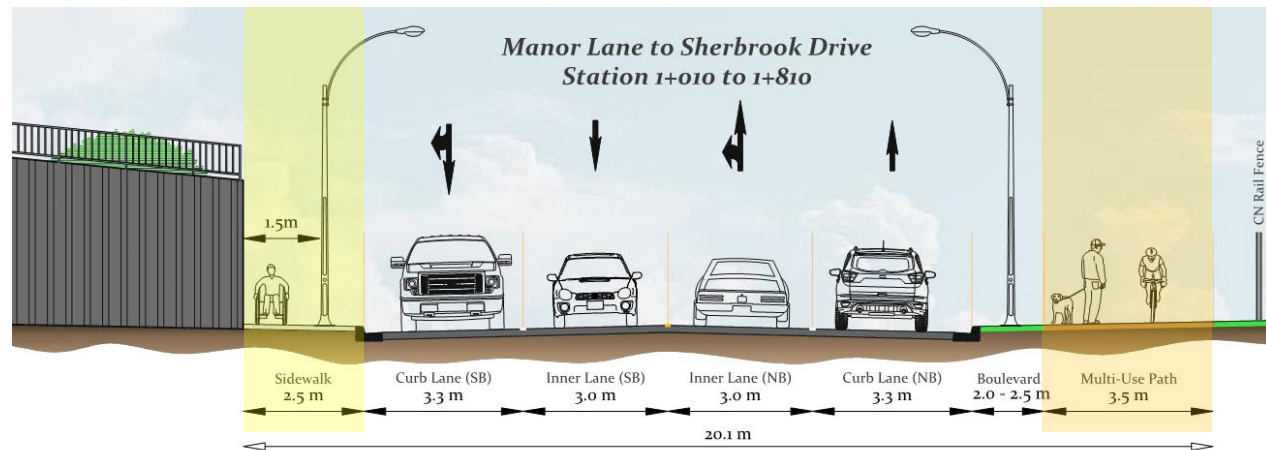
9.5 km of new Multi-Use Trail
2.2 km of 2m wide Bike Lanes
Sidewalk extensions
Median islands at existing crosswalks
New Crosswalks to improve transit access



Windsor Exchange Reconfiguration
Traffic signal coordination
Improvements to Bedford Highway/Dartmouth Road intersection

Project Option 1 - Balanced Modes

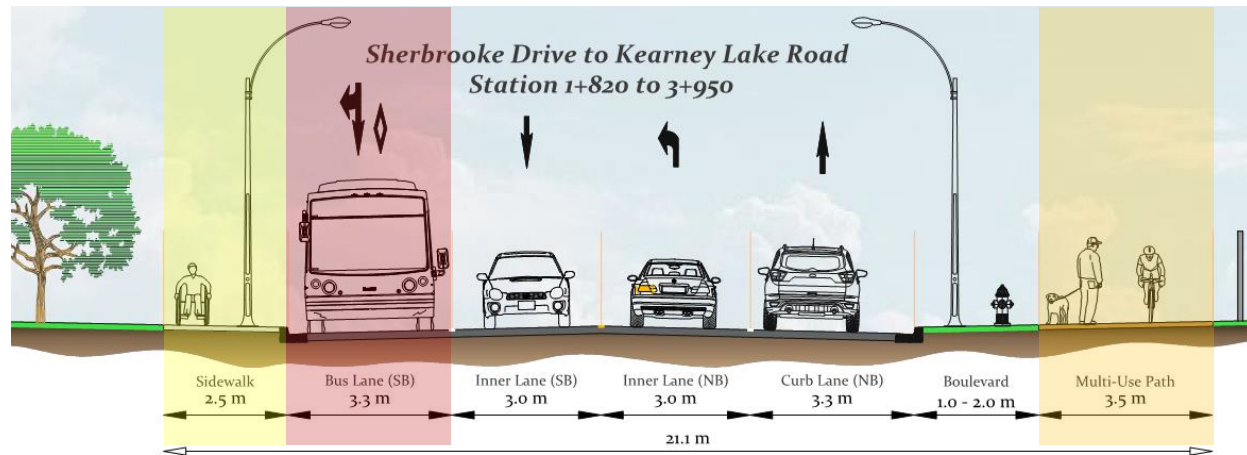
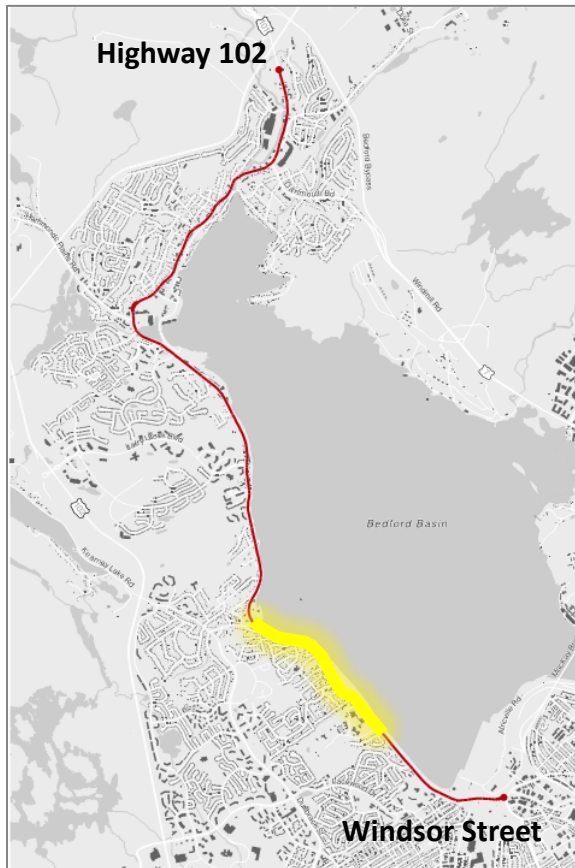
South of Sherbrooke Drive



- Maintain 4 lanes
- Maintain west sidewalk
- Add east Multi-Use Trail

Project Option 1 - Balanced Modes

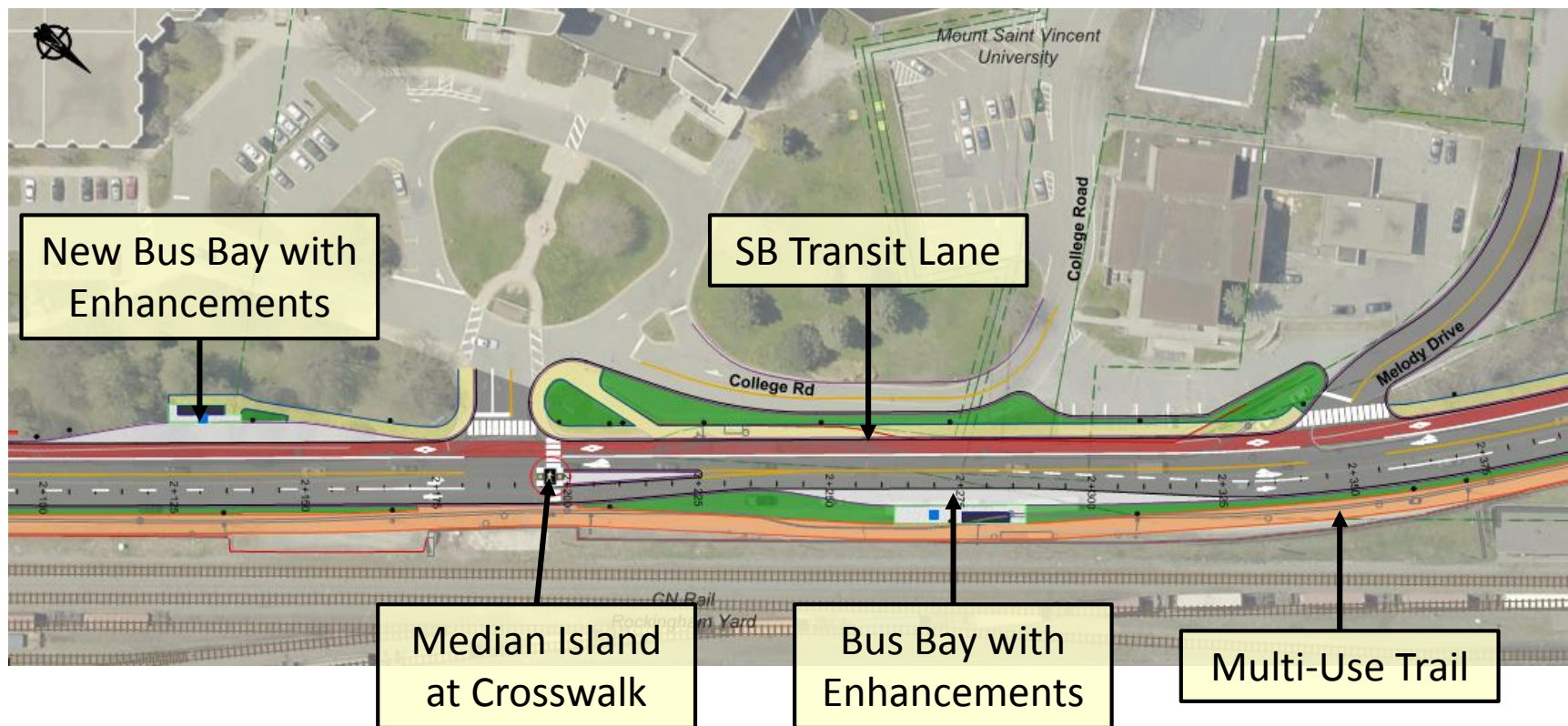
Sherbrooke Drive to Kearney Lake Road



- Maintain 3 lanes
- Add 1 SB Transit Lane
- Maintain west sidewalk
- Add east Multi-Use Trail

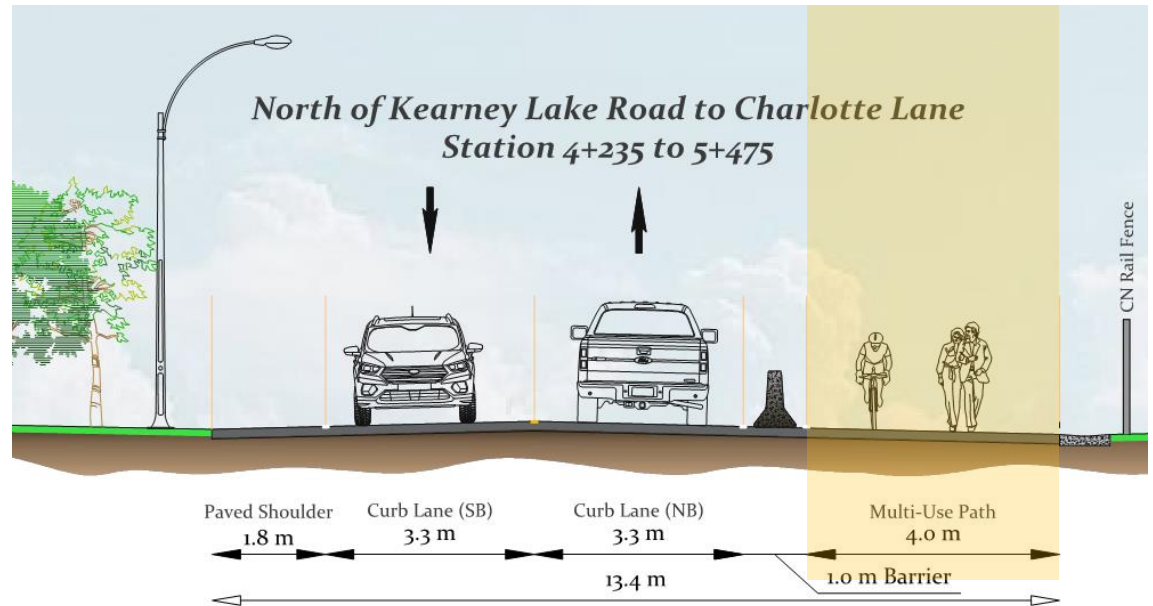
Project Option 1 - Balanced Modes

Mount Saint Vincent University



Project Option 1 - Balanced Modes

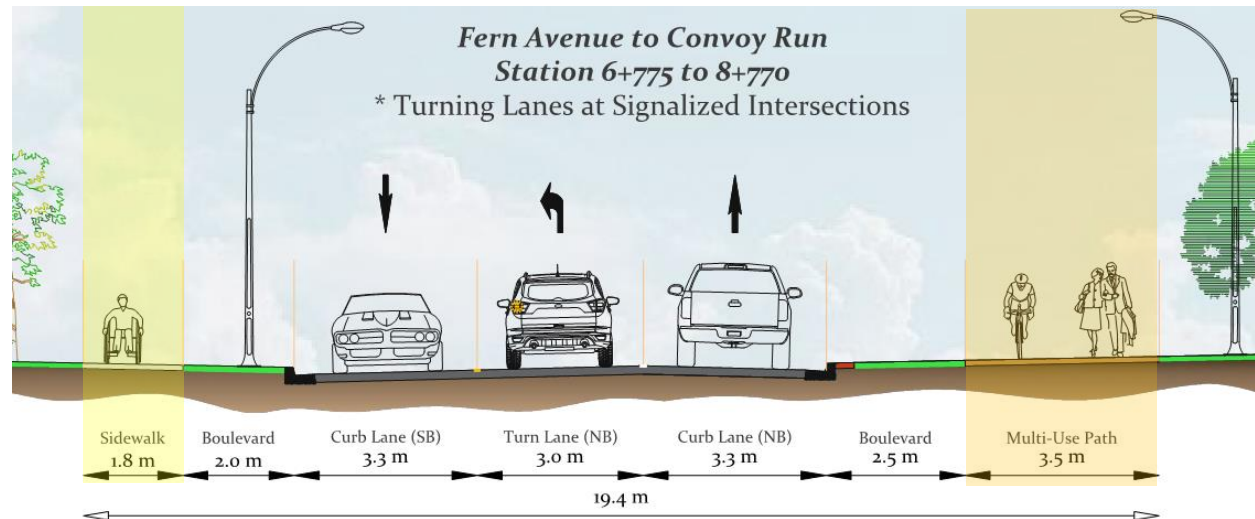
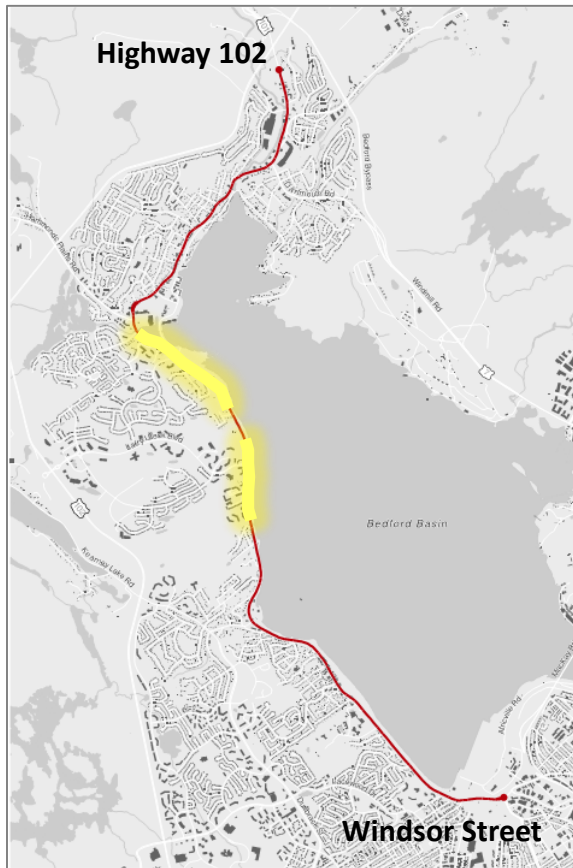
North of Kearney Lake Road



- Barrier separated Multi-Use Trail
- Maintain two traffic lanes and west paved shoulder

Project Option 1 - Balanced Modes

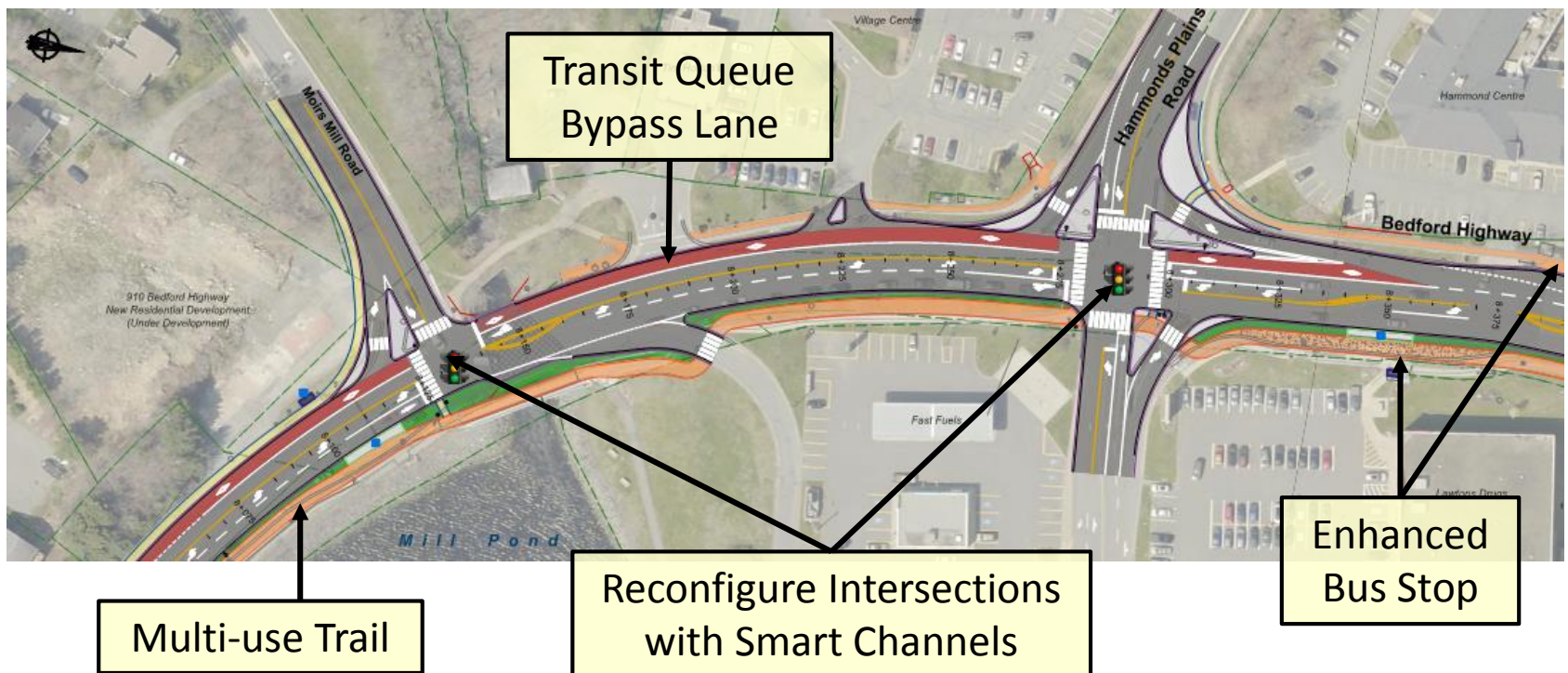
Larry Uteck and Southgate Areas



- New Multi-Use Trail on east side
- New sections of sidewalk on west side
- Maintain 3 traffic lanes

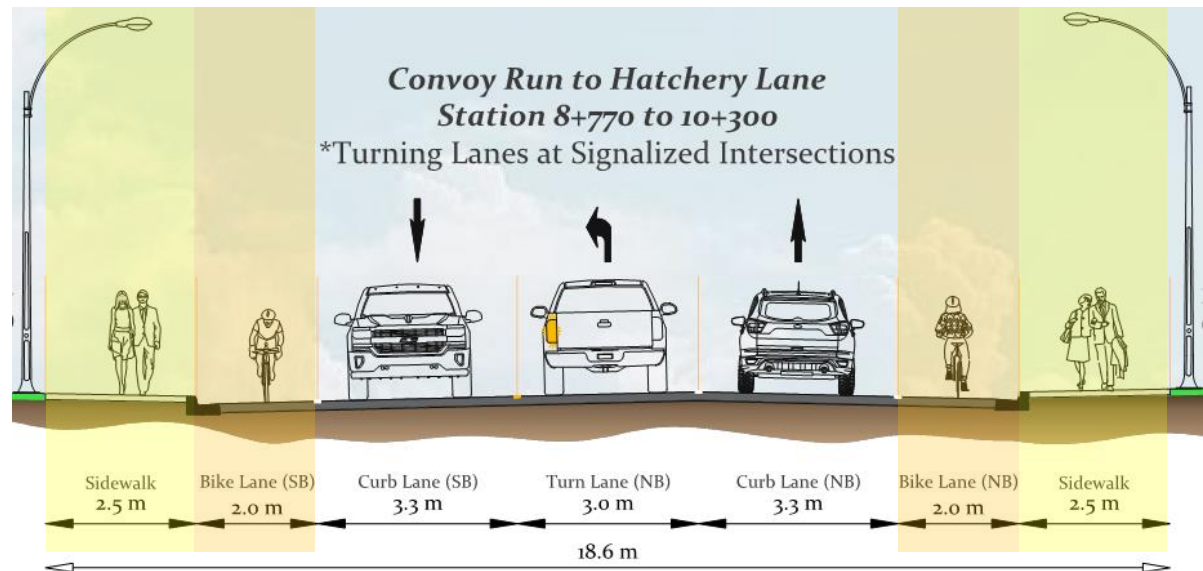
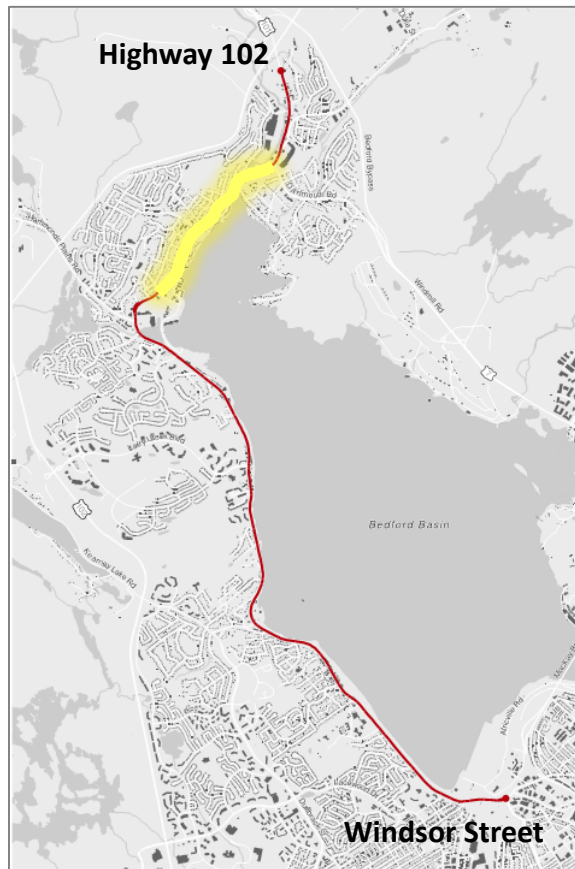
Project Option 1 - Balanced Modes

Hammonds Plains Road Intersection



Project Option 1 - Balanced Modes

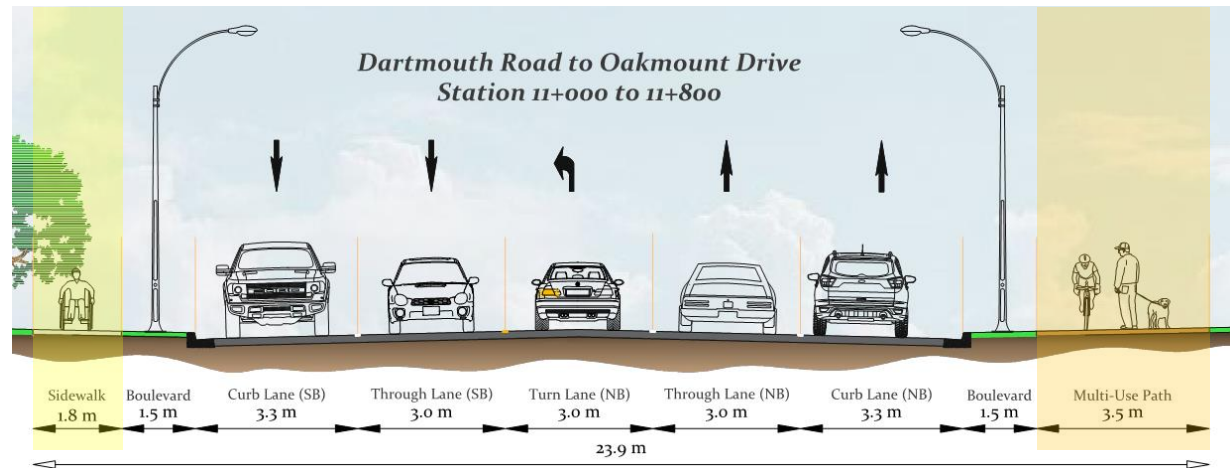
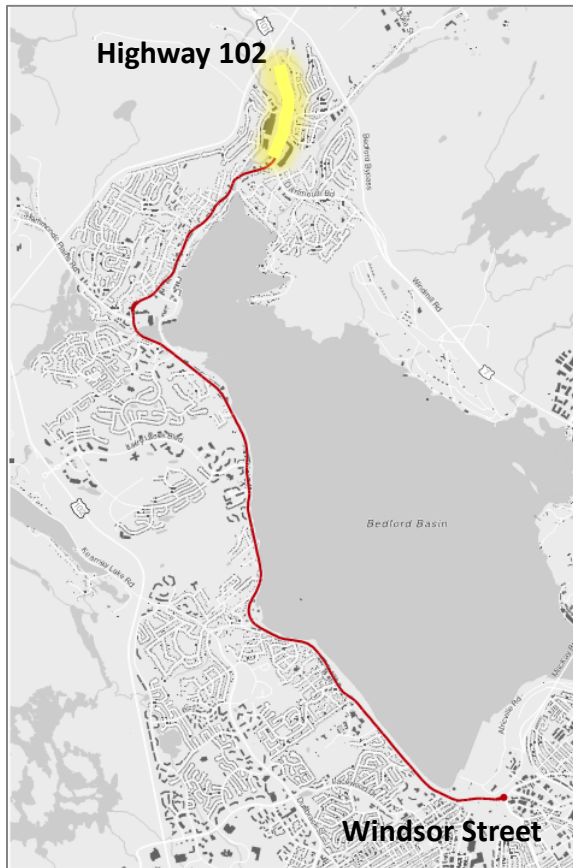
Convoy Run to Dartmouth Road



- Sidewalks on both sides of the street
- 2.0m wide bike lanes
- 2 traffic lanes with turning lanes at signals
- Continuous turning lane north of Hatchery Lane

Project Option 1 - Balanced Modes

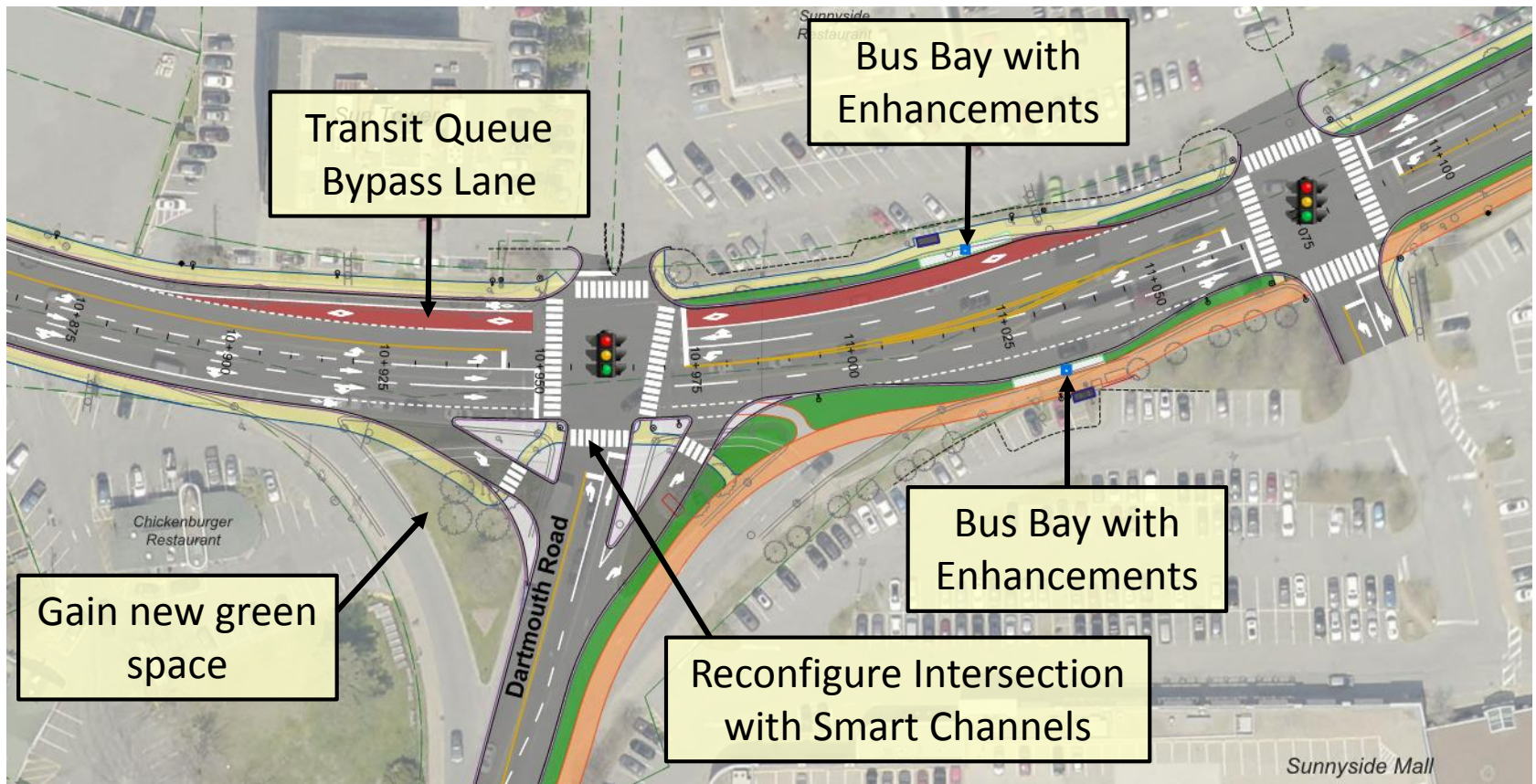
Dartmouth Road to Oakmount Drive



- Maintain southwest sidewalk
- Add new multi-use path
- Maintain 5 traffic lanes

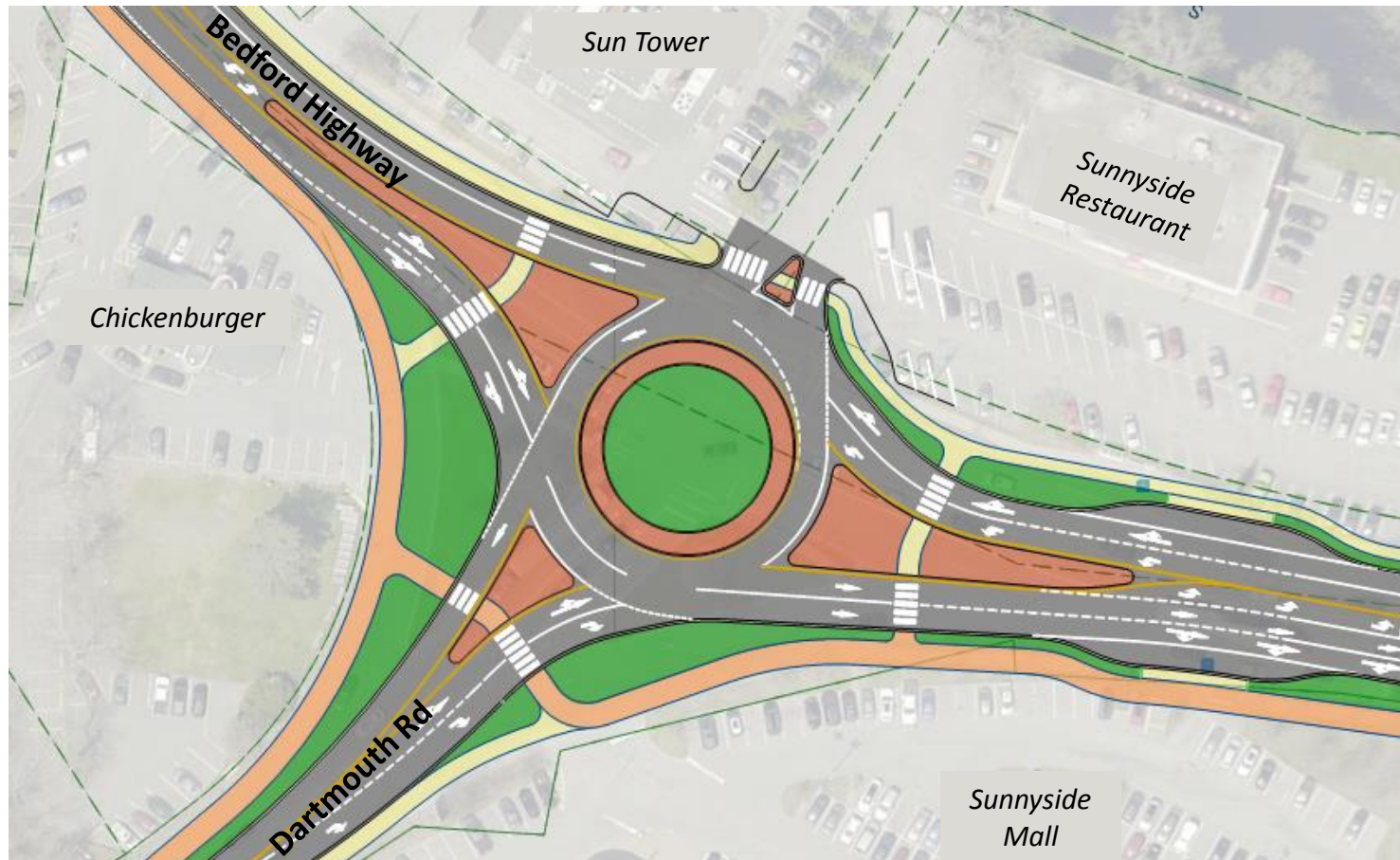
Project Option 1 - Balanced Modes

Dartmouth Road Intersection



Project Option 1 - Balanced Modes

Dartmouth Road Intersection (Roundabout Alternative)



Project Option 2 - Transit Priority

Key Features



NB & SB Transit Lanes from Kearney Lake Rd to Joseph Howe Dr
Transit Queue Bypass Lanes at strategic locations
Transit Signal Priority
Removal of most bus bays



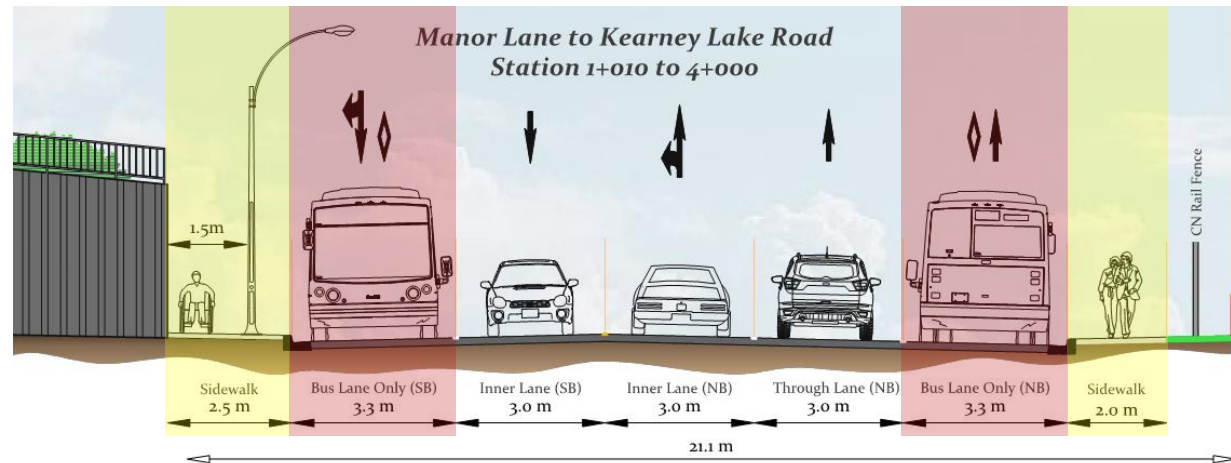
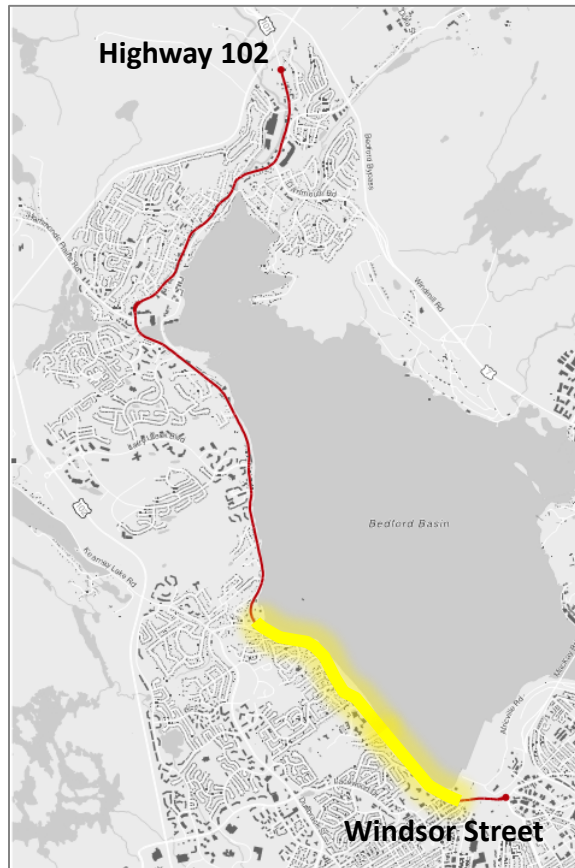
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3.0 km of Shared bus-bike lanes
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Project Option 2 - Transit Priority

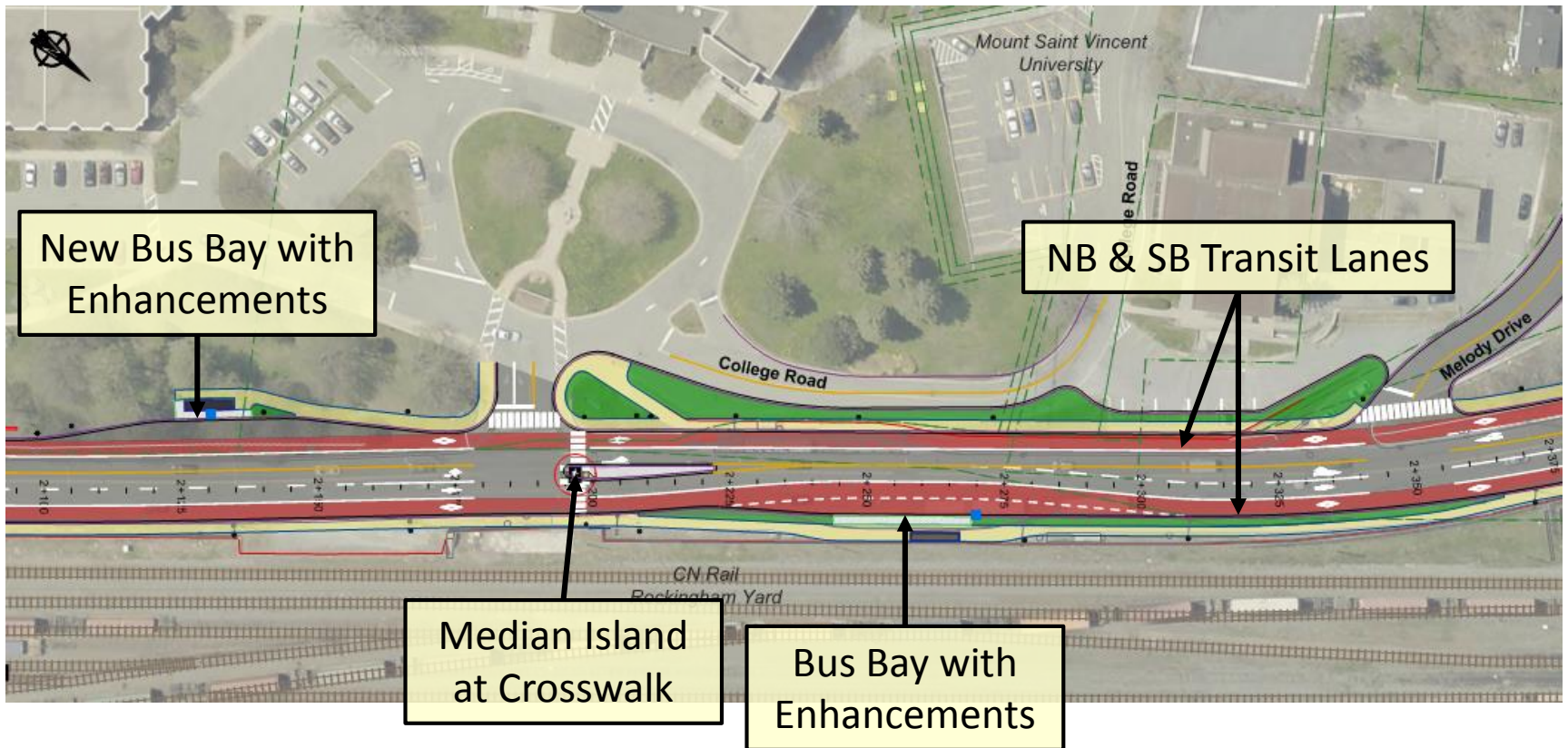
Joseph Howe Drive to Kearney Lake Road



- Transit Lanes in each Direction
- Maintain west sidewalk
- New east sidewalk to connect with transit stops
- 3 traffic lanes from Joseph Howe to Kearney Lake Road
- 1 southbound traffic lane removed from Joseph Howe to Sherbrooke Drive.
- Bikes share bus lanes

Project Option 2 - Transit Priority

Mount Saint Vincent University



Project Options - Key Trade Offs

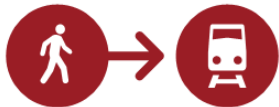
Option 1 – Balanced Modes	Option 2 – Transit Priority
New bus lanes are limited to minimize impacts to traffic and maintain a continuous, separated AT facility. Speed limit is reduced to 50 km/h throughout as a result of narrowed traffic lanes. Loss of left turn lane from Rutledge Street to Hatchery Lane to fit bike lanes.	No dedicated cycling facilities from Manor Lane to Kearney Lake Road (3km). Loss of a southbound traffic lane from Sherbrooke Drive to Joseph Howe Drive. Speed limit is reduced to 50 km/h throughout as a result of narrowed traffic lanes. Loss of left turn lane from Rutledge Street to Hatchery Lane to fit bike lanes.

Commuter Rail Scenario

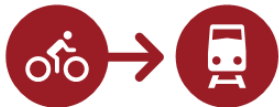
- Option 1 and 2 are complimentary to commuter rail
 - Improved AT connections to potential stations
 - Improved local transit access
- Option 1 and 2 could proceed with or without commuter rail.
- Quality active transportation and bus transit facilities are desirable with or without rail.

Commuter Rail Scenario

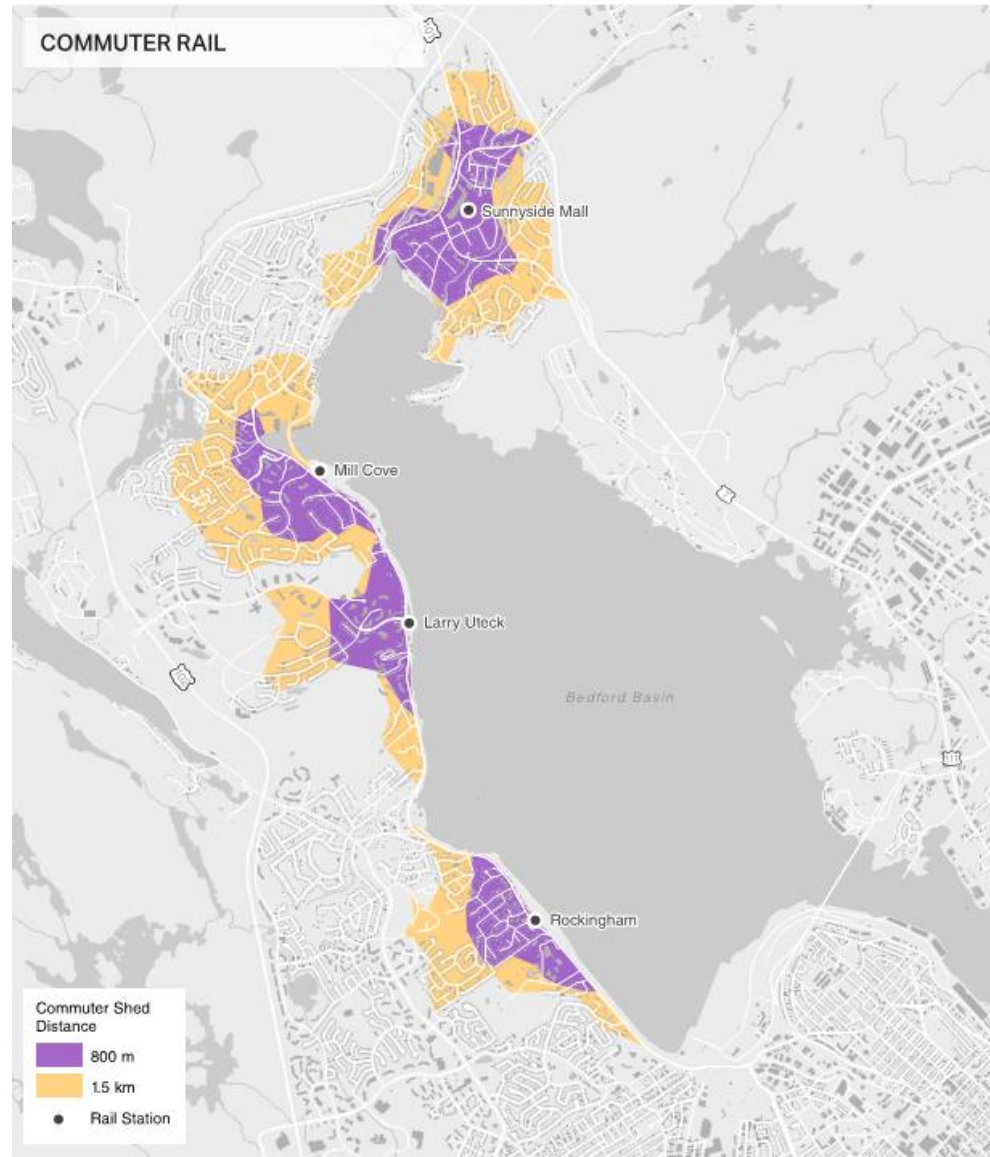
Rail Commuter Access



9,000 residents



20,000 residents



Next Steps

- Receive public feedback through open houses and Shape Your City survey:
www.shapeyourcityhalifax.ca/bedfordhighway
- Finalize functional designs for both options
- Provide cost estimates and phasing plan
- HRM to consider benefits, costs, phasing, trade-offs and public feedback to select a preferred option.

Open House Participation

- Read the Information Panels
- Explore the Corridor Drawings
- Talk to the project team
- Join a Conversation Table
 - Your Priorities and Preferences
 - Considering Diverse Perspectives
- Take an Information Handout