

BEDFORD HIGHWAY FUNCTIONAL PLAN

Non-Auto Commuting and Land Use Opportunities



OVERVIEW

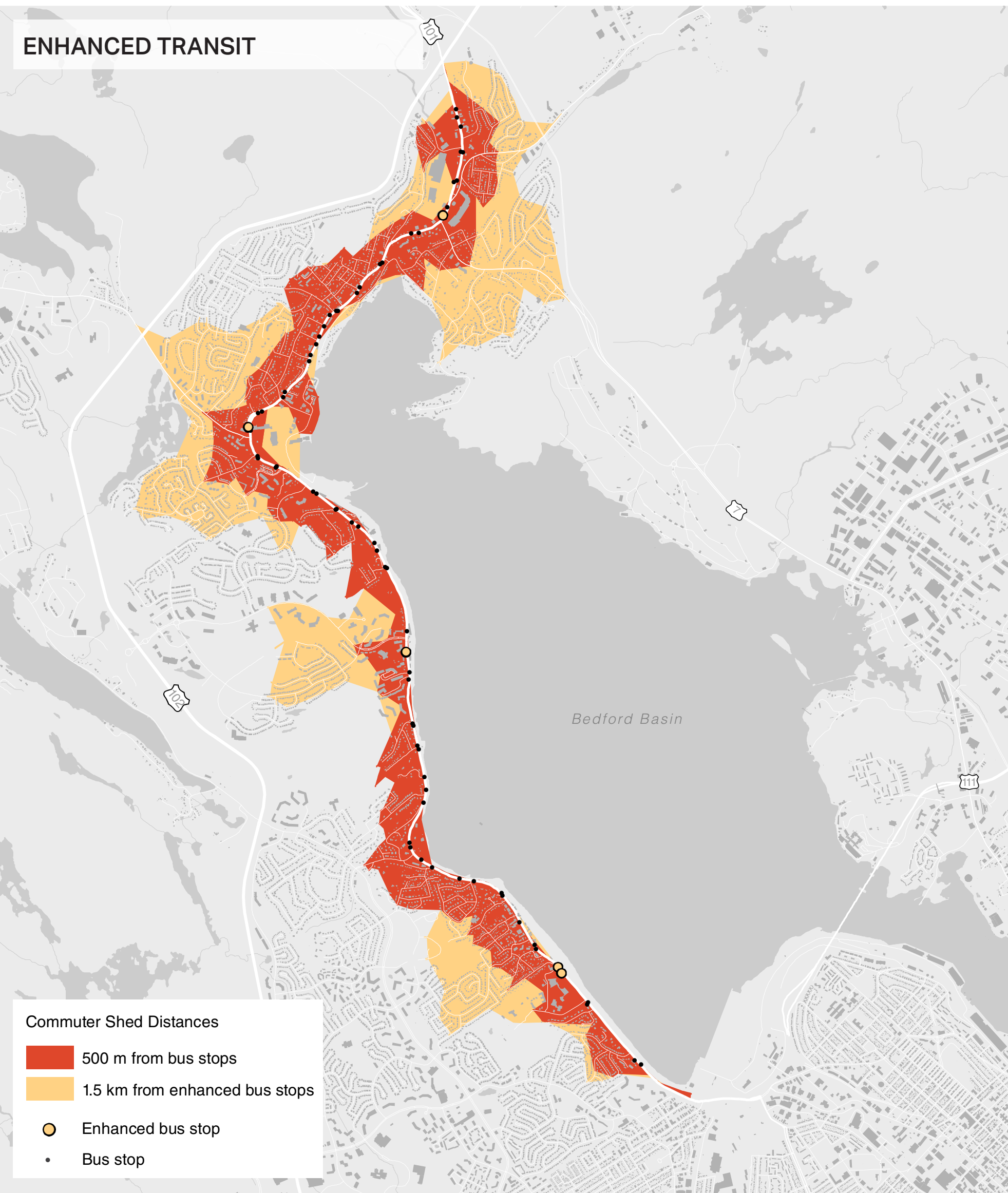
The way people move throughout the region have evolved, and will continue to evolve in the years to come. The private automobile has allowed people to travel longer distances. In response, neighbourhood design and settlement patterns shifted such that homes and businesses are spread further apart, and many trips require the use of a vehicle.

The proposed options for the function of the Bedford Highway offer opportunities to rethink these settlement patterns. This includes how people move throughout existing neighbourhoods, and what forms of future development would best serve the community in the long-term.

Enabling more people to walk, cycle, and take transit requires that these modes of transportation are within comfortable reach and offer a superior travel experience. There are a number of possible interventions for each option that can help to connect current and future residents with travel options that are sustainable, enjoyable, and healthy.

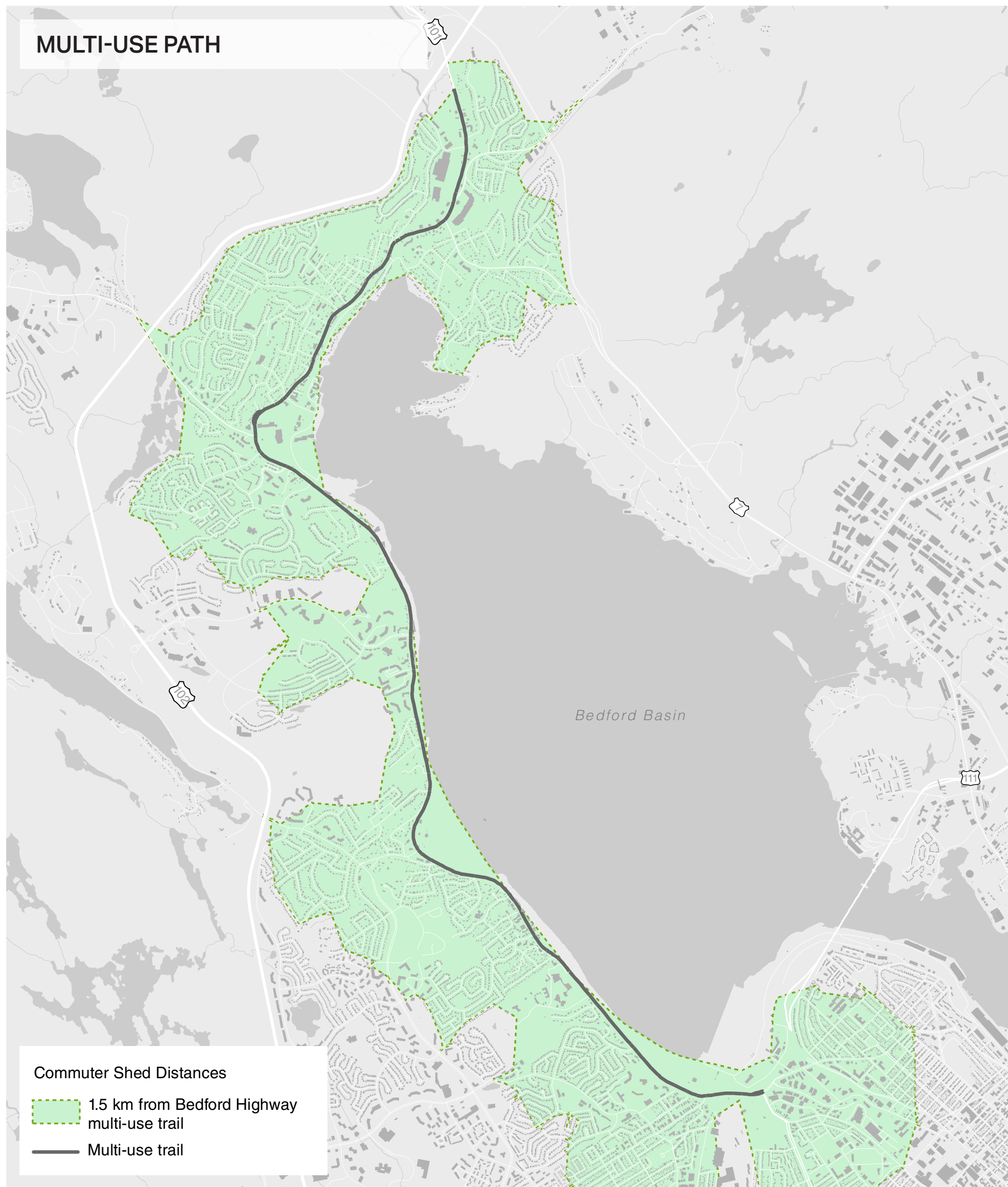
The numbers presented on this board are for existing development. These can also be enhanced with intensification of development along the Bedford Highway. However, physical factors and regulatory factors, such as topography and minimum distances from rail infrastructure, do significantly limit the possible extent of intensification efforts.

EXISTING CONDITIONS ->



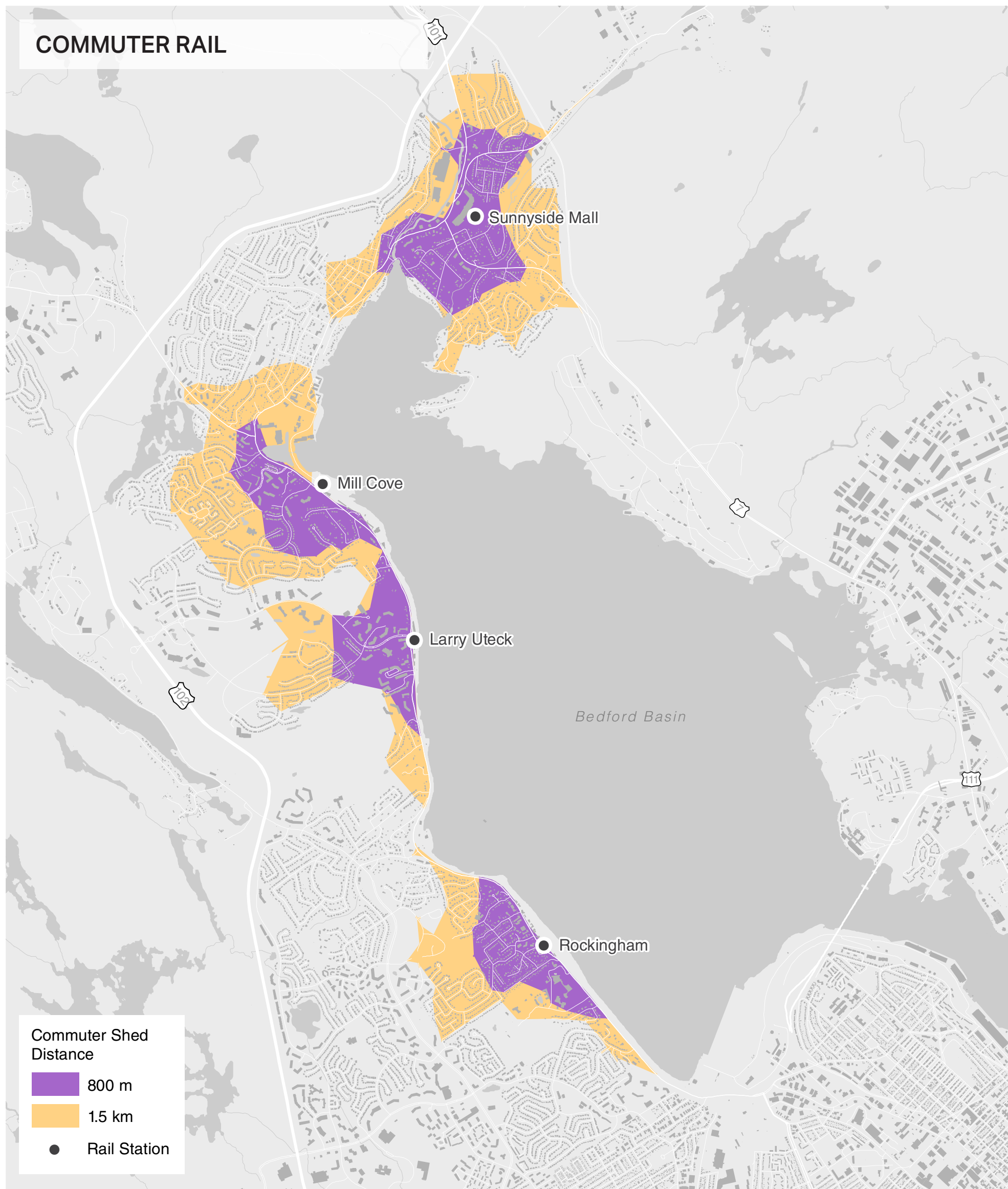
A: ENHANCED TRANSIT

Enhanced bus stops at major destinations could accommodate (and attract) larger numbers of users. As land uses around those nodes intensify, more people live within comfortable walking distance from these enhanced bus stops.



B: MULTI-USE PATH

The introduction of a separated multi-use path along the entire length of the corridor has potential to attract recreational and commuter cyclists from a large catchment area with the promise of traveling along the Bedford Basin on a scenic, safe, continuous, family-friendly path. Such a path would offer equal cycling conditions to both north and southbound commuters.



C: COMMUTER RAIL

If rail-based transit was added to the Bedford Highway corridor, it could potentially improve transit use and catalyze transit-oriented development around stations. There is limited space to accommodate Park & Ride traffic at most locations along the corridor, so most patrons would access stations via active transportation and transit. Park & ride rail ridership would primarily occur at stations north of the Bedford Highway.



CATCHMENT AREAS

A “catchment area” is the geographic area from which a facility attracts users. It depends on the availability and connectivity of transportation routes. The distance used for catchment areas is determined by research into the willingness of users to travel a given distance using the identified form of transportation.



*The catchment area residents do not include residents from proposed future developments.