

BEDFORD HIGHWAY FUNCTIONAL PLAN

Balanced Modes Option



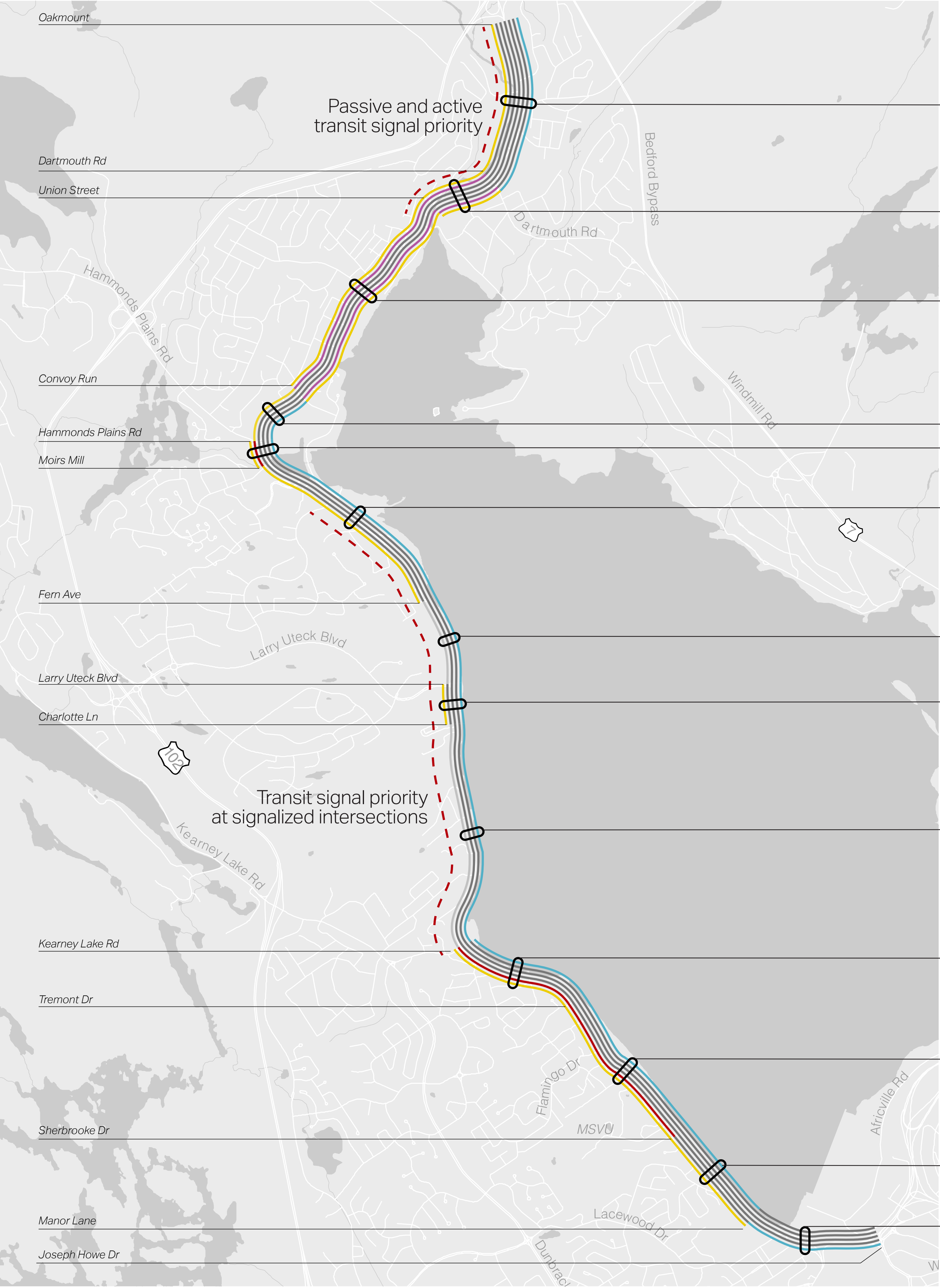
*Mount Saint Vincent University

DESCRIPTION

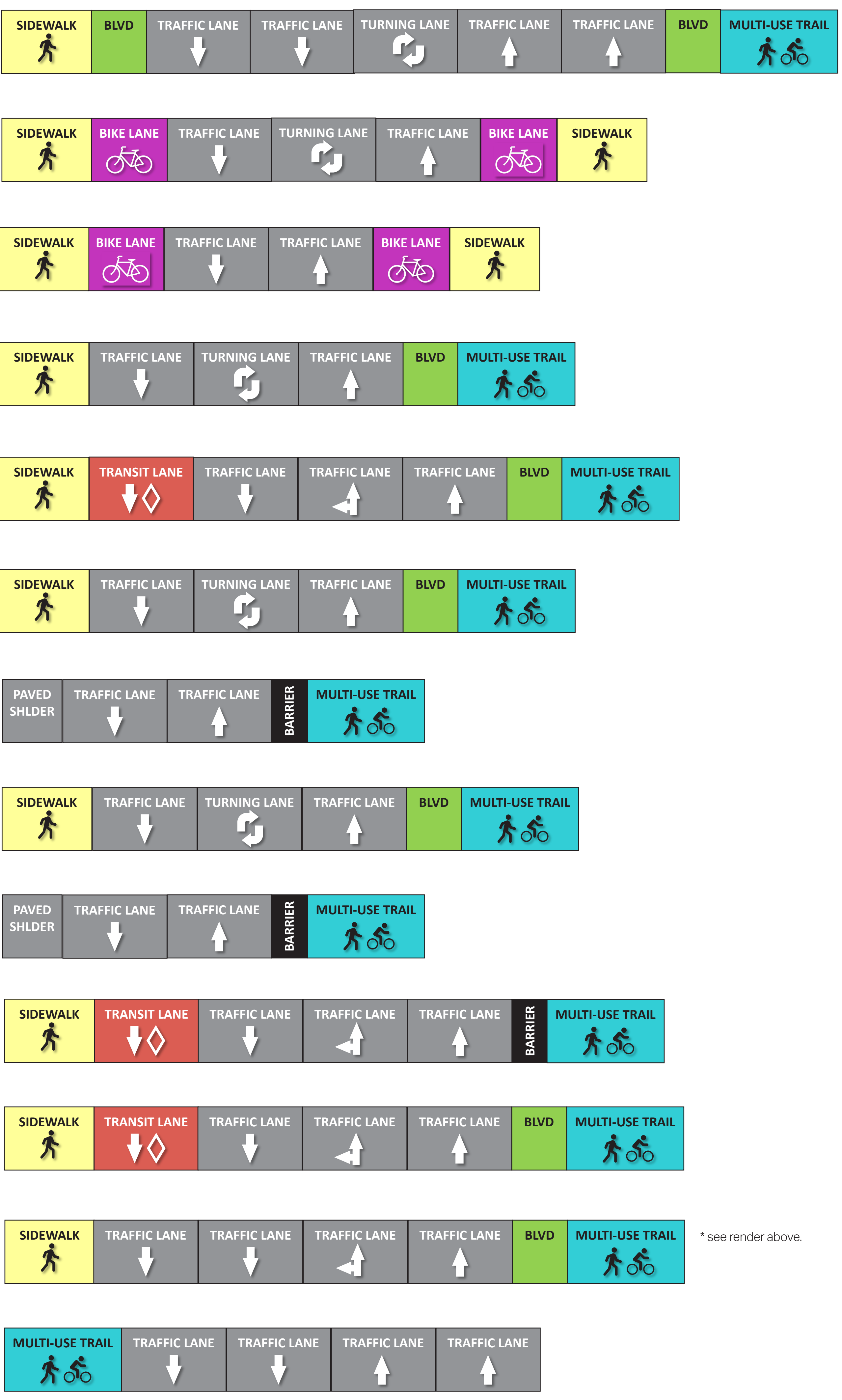
The Balanced Modes option provides a continuous opportunity for active transportation (AT) and targeted transit priority improvements while minimizing impacts to existing traffic capacity. The AT facility is comprised of a multi-use path along the basin side of the roadway and limited sections of bike lanes. Sidewalks are extended to provide continuity within developed areas and improved access to transit stops.

A dedicated bus lane is provided in the southbound direction from Kearney Lake Road to Sherbrooke Drive to assist buses in bypassing morning peak hour traffic queues. Other targeted transit improvements include transit signal priority and queue bypass lanes at strategic locations. A low speed limit is proposed to improve safety and permit narrowing of traffic lanes that will enable improvements for other modes.

PROPOSED CORRIDOR SEGMENTS



PROPOSED CROSS SECTIONS



* see render above.

	ACTIVE TRANSPORTATION	TRANSIT	TRAFFIC
KEY FEATURES	- Multi-use path from Windsor Street to Convo Run and from Dartmouth Road to Oakmount Drive. - Bike lanes from Convo Run to Dartmouth Road. - Median islands added at all crosswalks. - Additional crosswalks at strategic locations. - Continuous sidewalks in developed areas.	- Dedicated southbound transit lane from Kearney Lake Road to Sherbrooke Drive - Transit queue bypass lanes in southbound direction at Hammonds Plains Road and Dartmouth Road. - Eliminate all bus bays except at timing points (MSVU and Dartmouth Road). - Transit signal priority at signalized intersections. - Improved accessibility to transit stops.	- Traffic signal coordination from Flamingo Drive to Manor Lane and from River Lane to Union Street in Bedford commercial centre. - Loss of left turn lane from Rutledge Street to Hatchery Lane in Bedford commercial centre. - Narrowed traffic lanes and reduce speed limit to 50 km/h throughout.