

Bedford Highway Corridor Concept Option 1 - Balanced

Mode	Option 1 Corridor Key Features
Active Transportation	- A roadside multi-use trail from Windsor Street to Convoy Run - Bike lanes from Convoy Run to Dartmouth Road - A roadside multi-use trail from Dartmouth Road to Oakmount Drive, which will connect to a future bike facility on Rocky Lake Drive. - North of Manor Lane (Icon Bay), the multi-use trail is located on the east side of the roadway, minimizing the number of driveway and side street conflicts. - South of Manor Lane the trail connects down to Joseph Howe Drive and over to Windsor Street. - Local commercial areas in the vicinity of Flamingo Drive, Larry Uteck Boulevard and South Gate Drive will result in frequent driveway conflicts. Opportunities to remove or consolidate accesses will be reviewed. - Generally, sidewalks are widened to 2.5m. - A continuous sidewalk on the west side of Bedford Highway is added from Charlotte Lane to South Gate Drive. - The existing west sidewalk boulevard is removed from Convoy Run to Hwy 102 to make space for other uses. - All channelized intersections will be reconfigured with Smart Channels to improve pedestrian safety. - The number of crosswalks will be increased to better serve transit connections and crossing treatments may be upgraded. Median refuge islands will be implemented where appropriate.
Transit	- A dedicated southbound transit lane is added from Kearney Lake Road to Bayview Drive to address the heavy delays experienced in the morning peak. This transit lane could operate only during the morning peak and be available to general purpose traffic during all other periods. - North of Sherbrook Drive, the transit lane would be a new, fourth lane. - From Sherbrook Drive to Bayview Drive, the existing southbound curb lane would be converted to a transit lane. This would reduce vehicle capacity at Bayview Drive intersection - Transit signal priority to be implemented between Hatchery Lane and River Lane. - Most lay-bys are removed to accommodate widening for other uses. This will result in less delay associated with buses merging into and out of traffic. However, some timing points may need to be re-established.

Mode	Option 1 Corridor Key Features
	- Queue jumps may be established at several intersections in the Sunnyside Area, but need is not high. - Removal/consolidation of closely spaced transit stops is being reviewed. - Transit will benefit from several general traffic improvements list below.
Vehicle Traffic	- A reconfiguration of the Windsor Street exchange will provide significant benefits to traffic flow on Bedford Highway, although delays to other movements will increase. - The southbound transit lane from Bayview to Sherbrook removes one of the existing southbound vehicle lanes. This will reduce vehicle capacity and cause an increase in delays and queuing to general traffic in the morning peak. - The Seton Road intersection is planned to be signalized to accommodate the Seton Ridge development. The TIS for this development also recommended to extend a second southbound lane from Sherbrook Drive to Seton Road. With the proposed southbound transit lane and multi-use trail, there will not be space to extend a second southbound vehicle lane. Therefore, southbound capacity will be constrained in this area under signalized control and future delays and queuing will be high. - An option is being explored to widen Bedford Highway at Bayview Drive to accommodate a second northbound through lane or a transit lane. This would significantly improve PM Peak hour operations. Space is very tight and relocation of the rail fence may be required. - Improvements are proposed at the Bedford Road/Dartmouth Road intersection. Two options have been prepared: - o One option maintaining signalized control, but with a double westbound left turn lane from Dartmouth Road and signal phasing changes. This offers improvements to level of service. - o A multi-lane roundabout. This offers greater improvements than the signalized option. - Signal coordination will be improved from Hatchery Lane to River Lane. - Minimal other changes to roadway capacity except for global narrowing of traffic lanes.
Trucks	- Truck level of service will drop due to narrowed lanes and tighter geometry at intersections.

Bedford Highway Corridor Concept Option 2 - Transit Focused

Mode	Option 2 Corridor Key Features
Active Transportation	- Cycling facilities are limited to bike lanes. - New, wider, bike lanes are installed from Charlotte Lane to Larry Uteck Boulevard adjacent to new sidewalks, replacing the existing paved shoulders. - Existing bike lanes/paved shoulders are maintained to Fern Avenue but widened to 2.0m. - New, wider, bike lanes are installed from Fern Avenue to South Gate Drive adjacent to new sidewalks, replacing the existing paved shoulders. - Existing bike lanes are maintained from South Gate Drive to Convoy Run but widened to 2.0m. - Existing bike lanes are removed from Convoy Run to Meadowbrook to make way for a new transit lane. - No cycling facilities are provided north of Convoy Run. From Convoy Run to Hatchery Lane. Cyclists who are uncomfortable in mixed traffic could choose to use a local street bikeway along Shore Drive, parallel to Bedford Highway. - Generally, sidewalks are widened to 2.5m. - New sidewalks are installed on the east side of Bedford Highway from Tremont Drive to Kearney Lake Road (to improve transit access), on both sides of roadway from Charlotte Lane to Larry Uteck Boulevard, on both sides from Fern Avenue to South Gate Drive, and on the east side from Convoy Run to Union Street. - All channelized intersections will be reconfigured with Smart Channels to improve pedestrian safety. - The number of crosswalks will be increased to better serve transit connections and crossing treatments may be upgraded. Median refuge islands will be implemented where appropriate.
Transit	- Dedicated transit lanes are provided in both directions from Kearney Lake Road to Joseph Howe Drive to address the heavy delays experienced in the peak hours. Three traffic lanes (two northbound/one southbound) are provided. - No transit lanes would be provided from Kearney Lake Road to South Gate Drive. - A southbound transit lane/queue jump lane is provided from Hammonds Plains Road through Moirs Mill Road. - A northbound transit lane begins at Convoy Run and continues to Union Street.

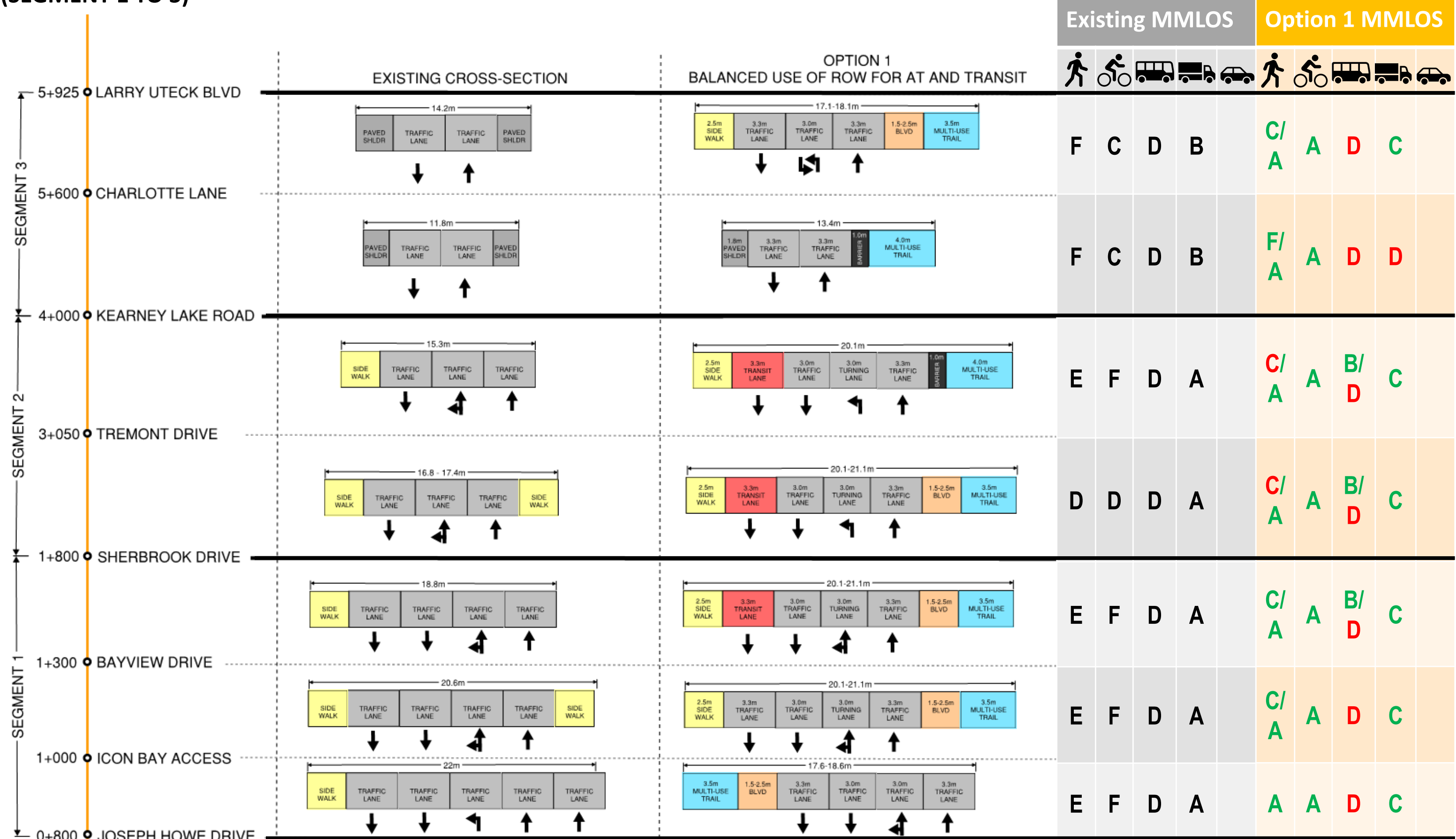
Mode	Option 2 Corridor Key Features
	- Queue jump lanes are provided at Rocky Lake Drive, River Lane and the Plaza access. - Transit signal priority to be implemented between Hatchery Lane and River Lane. - Most lay-bys are removed to accommodate widening for other uses. This will result in less delay associated with buses merging into and out of traffic. However, some timing points may need to be re-established. - Removal/consolidation of closely spaced transit stops is being reviewed. - Transit will benefit from several general traffic improvements listed below.
Vehicle Traffic	- A reconfiguration of the Windsor Street exchange will provide significant benefits to traffic flow on Bedford Highway, although delays to other movements will increase. - Vehicle capacity is reduced from Flamingo Drive to Joseph Howe Drive, providing two northbound lanes and one southbound lane. This results in the elimination of one existing southbound lane from Sherbrook Drive to Joseph Howe Drive. - Improvements are proposed at the Bedford Road/Dartmouth Road intersection. Two options have been prepared: - o One option maintaining signalized control, but with a double westbound left turn lane from Dartmouth Road and signal phasing changes. This offers improvements to level of service. - o A multi-lane roundabout. This offers greater improvements than the signalized option. - Signal coordination will be improved from Hatchery Lane to River Lane. - Minimal other changes to roadway capacity except for global narrowing of traffic lanes.
Trucks	- Truck level of service will drop due to narrowed lanes and tighter geometry at intersections.

Bedford Highway Corridor Concept Option 3 - Active Transportation Focused

Mode	Option 3 Corridor Key Features
Active Transportation	- A continuous roadside multi-use trail is installed from Windsor Street to Oakmount Drive - North of Manor Lane (Icon Bay), the multi-use trail is located on the east side of the roadway, minimizing the number of driveway and side street conflicts. - South of Manor Lane the trail connects down to Joseph Howe Drive and over to Windsor Street. - Local commercial areas in the vicinity of Flamingo Drive, Larry Uteck Boulevard and South Gate Drive will result in frequent driveway conflicts. Opportunities to remove or consolidate accesses will be reviewed. - Generally, sidewalks are widened to 2.5m. - A continuous sidewalk on the west side of Bedford Highway is added from Charlotte Lane to South Gate Drive. - The existing west sidewalk boulevard is removed from Convoy Run to Union Street to make space for other uses. - All channelized intersections will be reconfigured with Smart Channels to improve pedestrian safety. - The number of crosswalks will be increased to better serve transit connections and crossing treatments may be upgraded. Median refuge islands will be implemented where appropriate.
Transit	- Transit signal priority to be implemented between Hatchery Lane and River Lane. - Most lay-bys are removed to accommodate widening for other uses. This will result in less delay associated with buses merging into and out of traffic. However, some timing points may need to be re-established. - Removal/consolidation of closely spaced transit stops is being reviewed. - Transit will benefit from several general traffic improvements listed below.
Vehicle Traffic	- A reconfiguration of the Windsor Street exchange will provide significant benefits to traffic flow on Bedford Highway, although delays to other movements will increase. - The Seton Road intersection is planned to be signalized to accommodate the Seton Ridge development. The TIS for this development also recommended to extend a second southbound lane

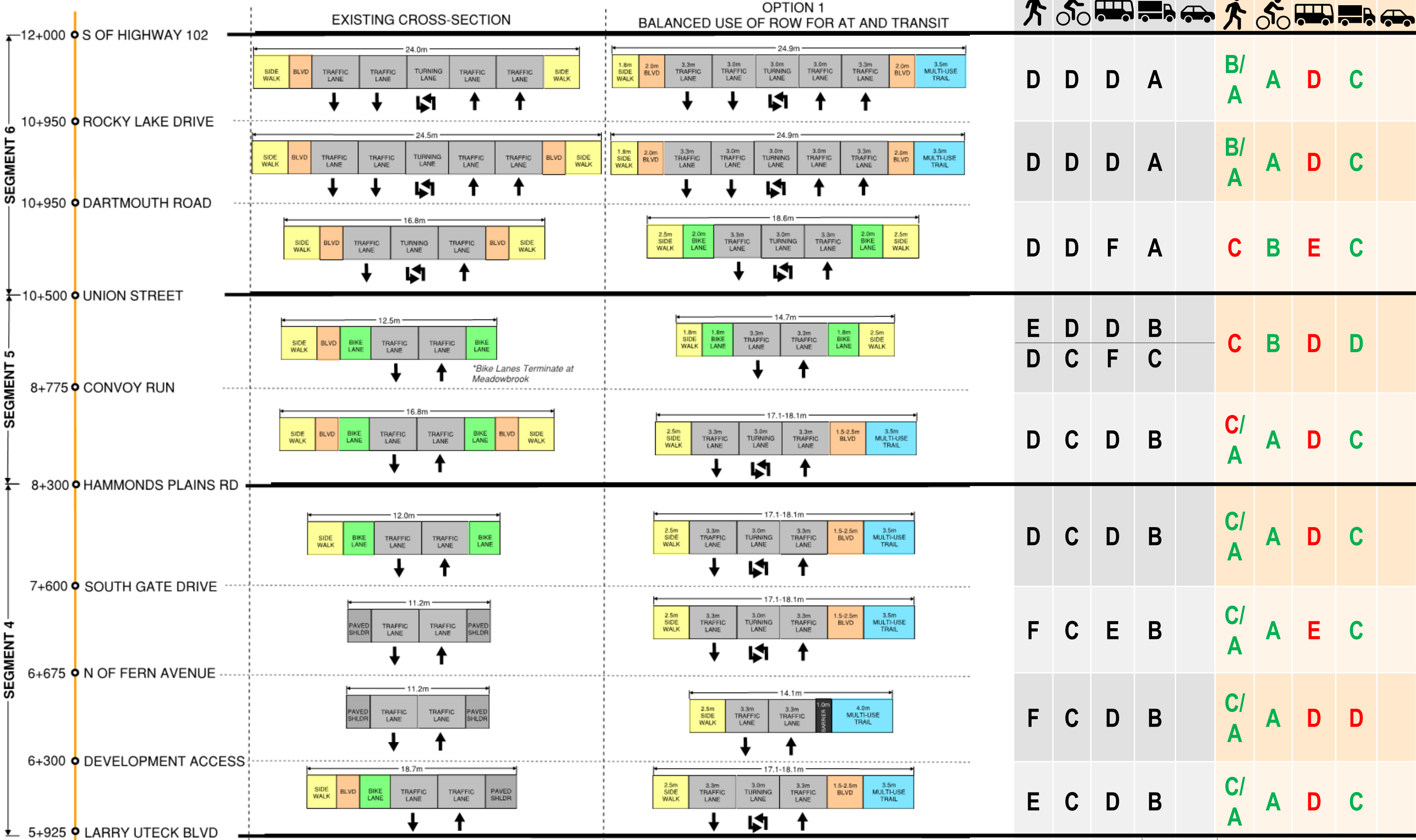
Mode	Option 3 Corridor Key Features
	from Sherbrook Drive to Seton Road. This is reflected in this option. No dedicated transit lane is provided, but transit will benefit to some degree by the improvements in roadway capacity. - An option is being explored to widen Bedford Highway at Bayview Drive to accommodate a second northbound through lane. This would significantly improve PM Peak hour operations. Space is very tight and relocation of the rail fence may be required. - Improvements are proposed at the Bedford Road/Dartmouth Road intersection. Two options have been prepared: - o One option maintaining signalized control, but with a double westbound left turn lane from Dartmouth Road and signal phasing changes. This offers improvements to level of service. - o A multi-lane roundabout. This offers greater improvements than the signalized option. - Signal coordination will be improved from Hatchery Lane to River Lane. - Minimal other changes to roadway capacity except for global narrowing of traffic lanes.
Trucks	- Truck level of service will drop due to narrowed lanes and tighter geometry at intersections.

BEDFORD HIGHWAY CORRIDOR OPTIONS: OPTION 1 BALANCED - COMPARISON TO EXISTING
(SEGMENT 1 TO 3)



Notes: SB/NB C = Meets or Exceeds Target C = Does Not Meet Target

BEDFORD HIGHWAY CORRIDOR OPTIONS: OPTION 1 BALANCED - COMPARISON TO EXISTING
(SEGMENT 4 TO 6)



Existing MMLOS					Option 1 MMLOS				
D	D	D	A		B/A	A	D	C	
D	D	D	A		B/A	A	D	C	
D	D	F	A		C	B	E	C	
E	D	D	B		C	B	D	D	
D	C	F	C						
D	C	D	B		C/A	A	D	C	
D	C	D	B		C/A	A	D	C	
F	C	E	B		C/A	A	E	C	
F	C	D	B		C/A	A	D	D	
E	C	D	B		C/A	A	D	C	

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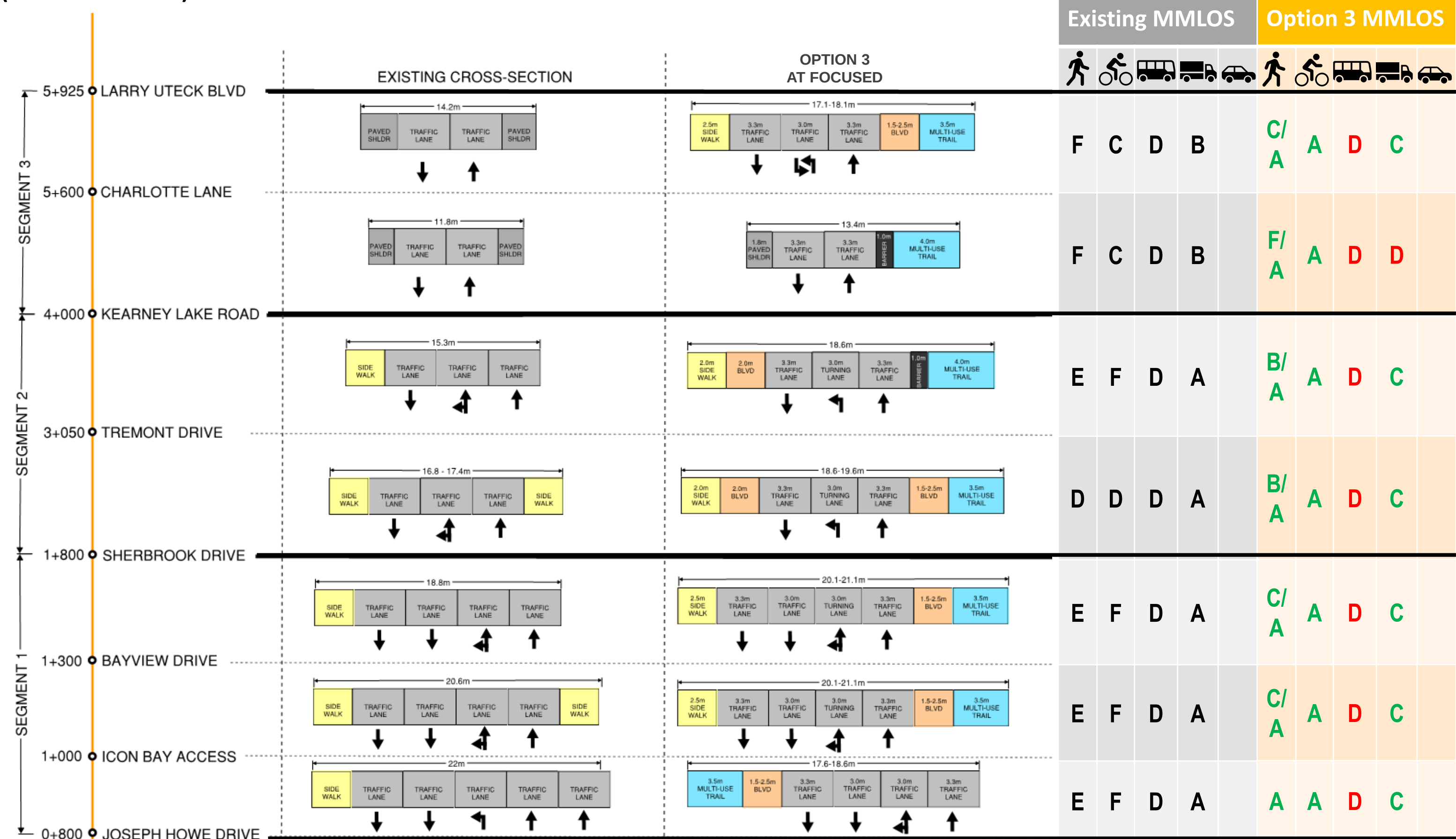
BEDFORD HIGHWAY CORRIDOR OPTIONS: OPTION 2 TRANSIT FOCUSED - COMPARISON TO EXISTING (SEGMENT 1 TO 3)

						Existing MMLOS					Option 2 MMLOS				
															
SEGMENT 3	5+925	LARRY UTECK BLVD	EXISTING CROSS-SECTION		OPTION 2 TRANSIT FOCUSED		F	C	D	B		C	A	D	C
	5+600	CHARLOTTE LANE													
							F	C	D	B		F	C	D	B
SEGMENT 2	4+000	KEARNEY LAKE ROAD													
							E	F	D	A		C	E	B	C
SEGMENT 1	3+050	TREMONT DRIVE					D	D	D	A		C	E	B	C
	1+800	SHERBROOK DRIVE					E	F	D	A		C	E	B	C
	1+300	BAYVIEW DRIVE					E	F	D	A		C	E	B	C
	1+000	ICON BAY ACCESS													
	0+800	JOSEPH HOWE DRIVE					E	F	D	A		C	E	B	C
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BEDFORD HIGHWAY CORRIDOR OPTIONS: OPTION 2 TRANSIT FOCUSED - COMPARISON TO EXISTING
(SEGMENT 4 TO 6)

				Existing MMLOS					Option 2 MMLOS				
SEGMENT 6	12+000	S OF HIGHWAY 102	EXISTING CROSS-SECTION 24.0m SIDE WALK BLVD TRAFFIC LANE TRAFFIC LANE TURNING LANE TRAFFIC LANE TRAFFIC LANE SIDE WALK ↓ ↓ ↩↪ ↑ ↑										
	10+950	ROCKY LAKE DRIVE	EXISTING CROSS-SECTION 24.5m SIDE WALK BLVD TRAFFIC LANE TRAFFIC LANE TURNING LANE TRAFFIC LANE TRAFFIC LANE BLVD SIDE WALK ↓ ↓ ↩↪ ↑ ↑										
	10+950	DARTMOUTH ROAD	EXISTING CROSS-SECTION 16.8m SIDE WALK BLVD TRAFFIC LANE TURNING LANE TRAFFIC LANE BLVD SIDE WALK ↓ ↩↪ ↑										
SEGMENT 5	10+500	UNION STREET	EXISTING CROSS-SECTION 12.5m SIDE WALK BLVD BIKE LANE TRAFFIC LANE TRAFFIC LANE BIKE LANE ↓ ↑ <i>*Bike Lanes Terminate at Meadowbrook</i>										
	8+775	CONVOY RUN	EXISTING CROSS-SECTION 16.8m SIDE WALK BLVD BIKE LANE TRAFFIC LANE TRAFFIC LANE BIKE LANE BLVD SIDE WALK ↓ ↑										
	8+300	HAMMONDS PLAINS RD	EXISTING CROSS-SECTION 12.0m SIDE WALK BIKE LANE TRAFFIC LANE TRAFFIC LANE BIKE LANE ↓ ↑										
SEGMENT 4	7+600	SOUTH GATE DRIVE	EXISTING CROSS-SECTION 11.2m PAVED SHLDR TRAFFIC LANE TRAFFIC LANE PAVED SHLDR ↓ ↑										
	6+675	N OF FERN AVENUE	EXISTING CROSS-SECTION 11.2m PAVED SHLDR TRAFFIC LANE TRAFFIC LANE PAVED SHLDR ↓ ↑										
	6+300	DEVELOPMENT ACCESS	EXISTING CROSS-SECTION 18.7m SIDE WALK BLVD BIKE LANE TRAFFIC LANE TRAFFIC LANE PAVED SHLDR ↓ ↑										
	5+925	LARRY UTECK BLVD	EXISTING CROSS-SECTION 18.7m SIDE WALK BLVD BIKE LANE TRAFFIC LANE TRAFFIC LANE PAVED SHLDR ↓ ↑										
				OPTION 2 TRANSIT FOCUSED									
SEGMENT 6	12+000	S OF HIGHWAY 102	OPTION 2 TRANSIT FOCUSED 23.6m 2.5m SIDE WALK 3.3m TRANSIT LANE 3.0m TRAFFIC LANE 3.0m TRAFFIC LANE 3.0m TURNING LANE 3.0m TRAFFIC LANE 3.3m TRAFFIC LANE 2.5m SIDE WALK ↓ ↓ ↓ ↩↪ ↑ ↑										
	10+950	ROCKY LAKE DRIVE	OPTION 2 TRANSIT FOCUSED 23.6m 2.5m SIDE WALK 3.3m TRAFFIC LANE 3.0m TRAFFIC LANE 3.0m TURNING LANE 3.0m TRAFFIC LANE 3.0m TRAFFIC LANE 3.3m TRANSIT LANE 2.5m SIDE WALK ↓ ↓ ↩↪ ↑ ↑ ↑										
	10+950	DARTMOUTH ROAD	OPTION 2 TRANSIT FOCUSED 17.2m 1.8m SIDE WALK 2.0m BLVD 3.3m TRAFFIC LANE 3.0m TURNING LANE 3.3m TRAFFIC LANE 2.0m BLVD 1.8m SIDE WALK ↓ ↩↪ ↑										
SEGMENT 5	10+500	UNION STREET	OPTION 2 TRANSIT FOCUSED 14.6m 2.5m SIDE WALK 3.3m TRAFFIC LANE 3.0m TRAFFIC LANE 3.3m TRANSIT LANE 2.5m SIDE WALK ↓ ↑ ↑										
	8+775	CONVOY RUN	OPTION 2 TRANSIT FOCUSED 21.6m 2.5m SIDE WALK 2.0m BIKE LANE 3.3m TRAFFIC LANE 3.0m TURNING LANE 3.0m TRAFFIC LANE 2.0m BIKE LANE 3.3m TRANSIT LANE 2.5m SIDE WALK ↓ ↩↪ ↑										
	8+300	HAMMONDS PLAINS RD	OPTION 2 TRANSIT FOCUSED 17.1m 2.5m SIDE WALK 3.3m TRANSIT LANE 2.0m BIKE LANE 3.0m TRAFFIC LANE 3.0m TURNING LANE 3.3m TRAFFIC LANE 2.0m BIKE LANE ↓ ↓ ↩↪ ↑										
SEGMENT 4	7+600	SOUTH GATE DRIVE	OPTION 2 TRANSIT FOCUSED 15.6m 2.5m SIDE WALK 2.0m BIKE LANE 3.3m TRAFFIC LANE 3.3m TRAFFIC LANE 2.0m BIKE LANE 2.5m SIDE WALK ↓ ↑										
	6+675	N OF FERN AVENUE	OPTION 2 TRANSIT FOCUSED 11.8m 2.2m PAVED SHLDR 3.7m TRAFFIC LANE 3.7m TRAFFIC LANE 2.2m PAVED SHLDR ↓ ↑										
	6+300	DEVELOPMENT ACCESS	OPTION 2 TRANSIT FOCUSED 18.7m SIDE WALK BLVD BIKE LANE TRAFFIC LANE TRAFFIC LANE PAVED SHLDR ↓ ↑										
	5+925	LARRY UTECK BLVD	OPTION 2 TRANSIT FOCUSED 18.7m SIDE WALK BLVD BIKE LANE TRAFFIC LANE TRAFFIC LANE PAVED SHLDR ↓ ↑										
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BEDFORD HIGHWAY CORRIDOR OPTIONS: OPTION 3 AT FOCUSED - COMPARISON TO EXISTING
(SEGMENT 1 TO 3)



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BEDFORD HIGHWAY CORRIDOR OPTIONS: OPTION 3 AT FOCUSED - COMPARISON TO EXISTING
(SEGMENT 4 TO 6)

