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Bedford Highway Functional Plan

Halifax Regional Council

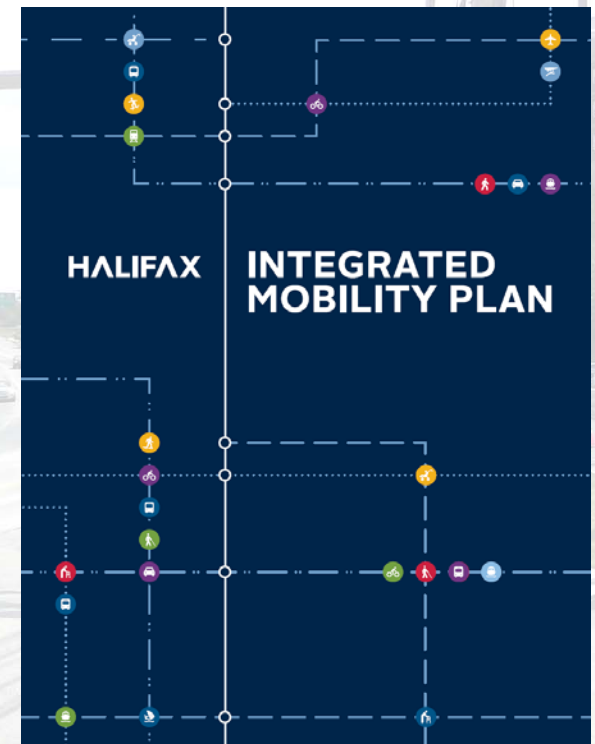
May 26, 2020



Project Rationale

The *Integrated Mobility Plan* was unanimously approved by Regional Council in December 2017.

Action 121 of the IMP calls for the development of strategic corridor plans for existing roadway corridors that are key to regional traffic flow, transit, goods movement and active transportation.



Project Objectives

- Provide a long term corridor-wide vision for Bedford Highway
- Identify and understand potential options to reconfigure the corridor to improve quality and consistency of transportation infrastructure for all users
- Understand the land use planning options for the corridor that align with the corridor configuration options under consideration
- Evaluate all recommended modifications and changes through the pillars of the *Integrated Mobility Plan*, and
- Complete functional design for selected corridor reconfiguration options that enables a strong understanding of the property requirements and construction cost implications.

Bedford Highway

Windsor Street to HWY102 = 12km



16,000 - 35,000 vehicles per day



9 bus routes (up to 34 buses/hour)



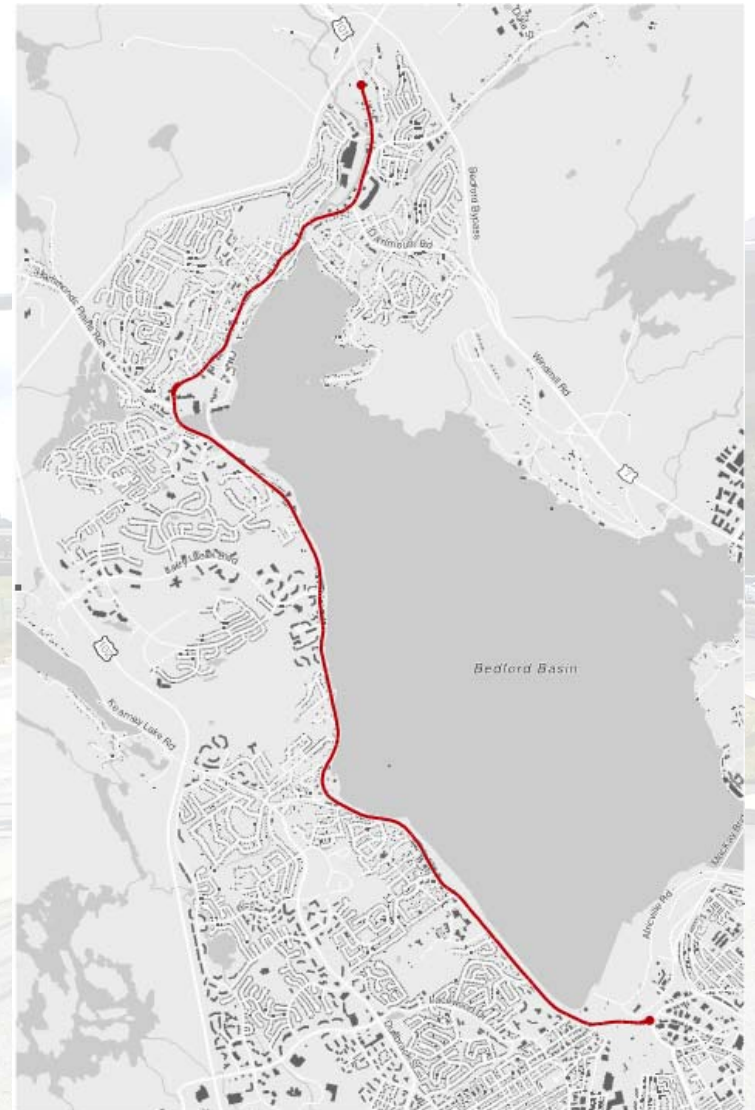
Limited cycling infrastructure



Disconnected sidewalks



Limited right-of-way



Infrastructure Condition

Majority of corridor requires recapitalization within 5-10 year timeframe



Land Use Planning

- The Functional Plan considered land use potential along the corridor based on parcel size / configuration and ability to serve additional population with higher order transit
- Significant residential intensification has already occurred in the Bedford South/West areas and is enabled in the Seton Ridge area.
- Concerns about transportation along the Bedford Highway led Regional Council to direct that the issue be studied in detail before planning processes continued for three areas:
 - Birch Cove
 - Paper Mill Lake
 - Bedford Waterfront

Developing a Corridor Vision



Recommended Design Option

BALANCED MODES OPTION

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



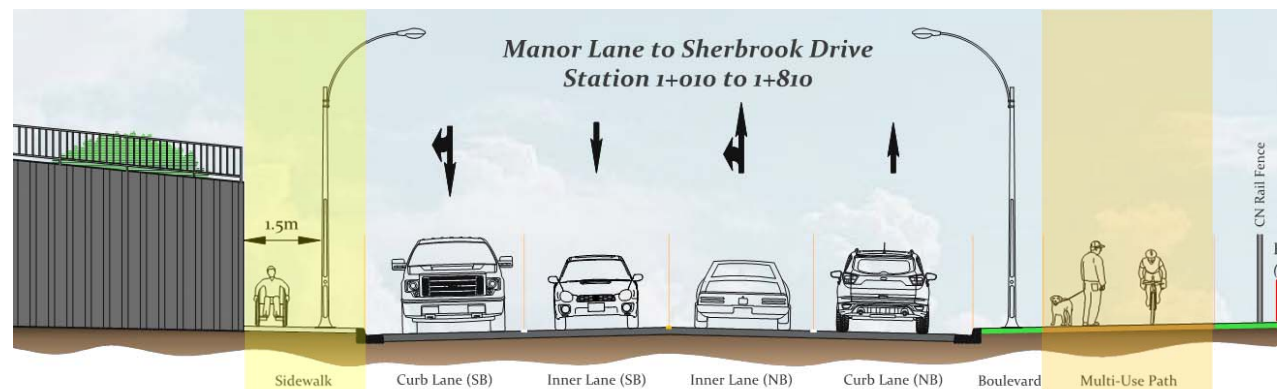
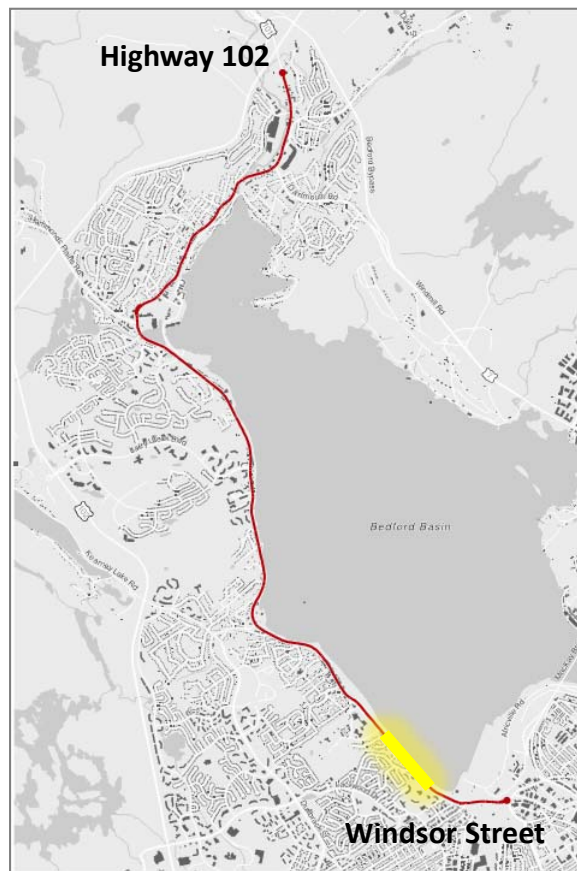
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Recommended Design Option

South of Sherbrooke Drive

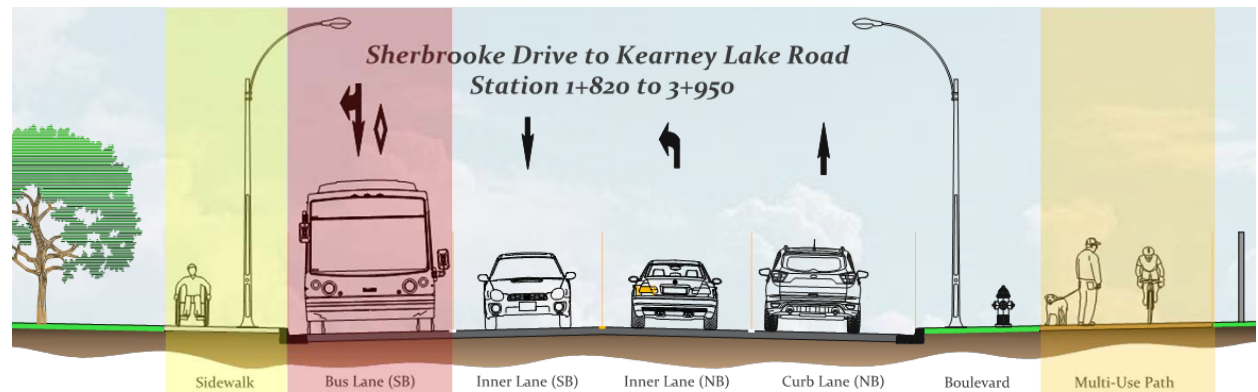
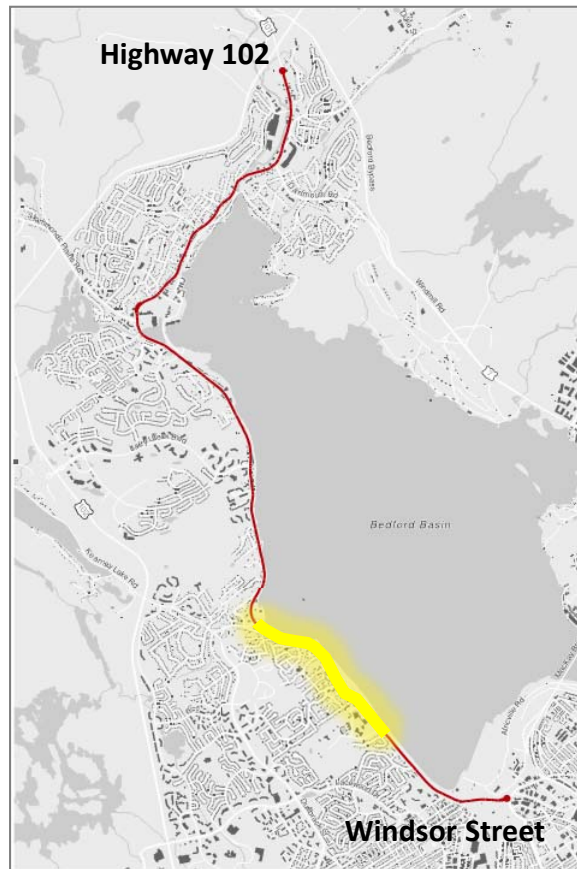


- Maintain 4 traffic lanes
- Maintain west sidewalk
- Add Multi-Use Trail on east side

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Recommended Design Option

Sherbrooke Drive to Kearney Lake Road

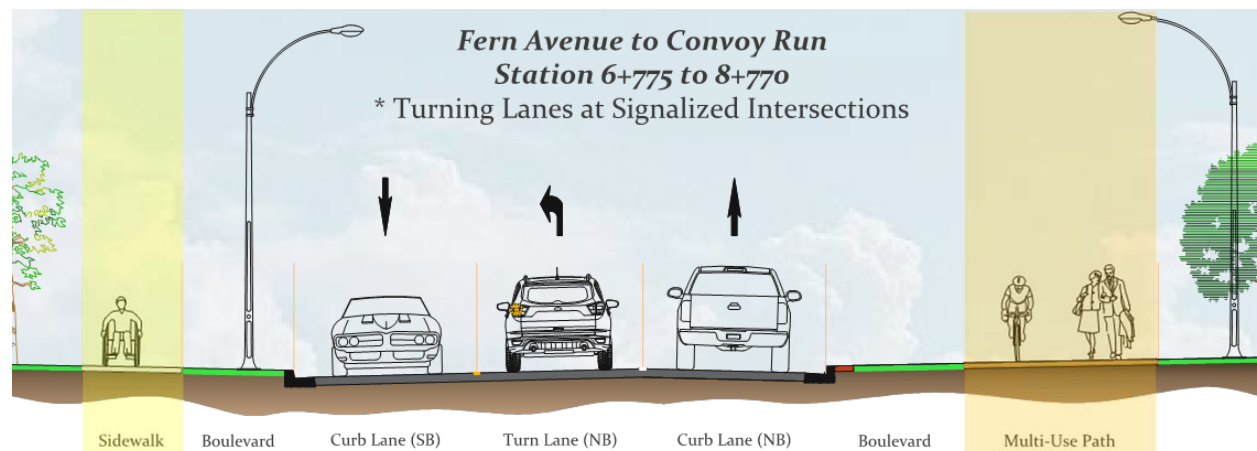
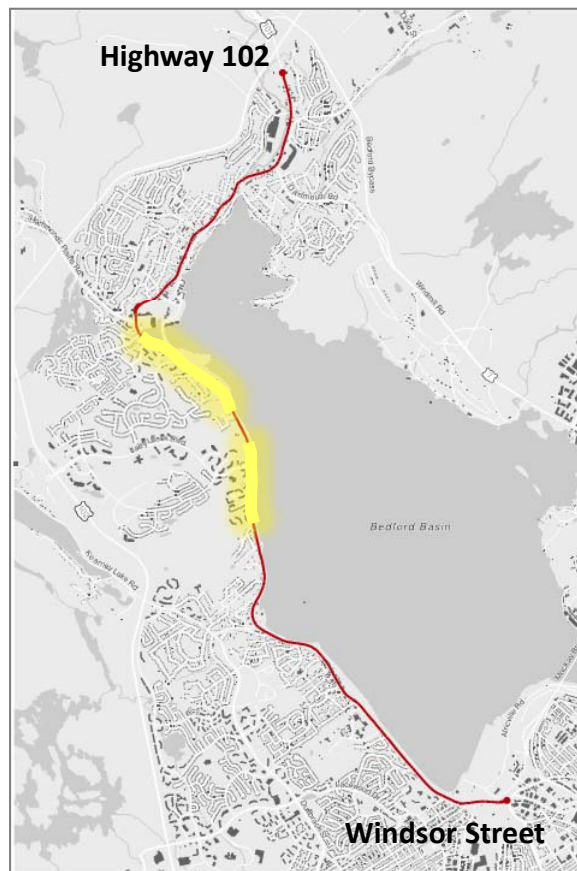


- Maintain 3 traffic lanes
- Maintain west sidewalk
- Add southbound transit lane
- Add Multi-Use Trail on east side

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Recommended Design Option

Larry Uteck and Southgate Areas

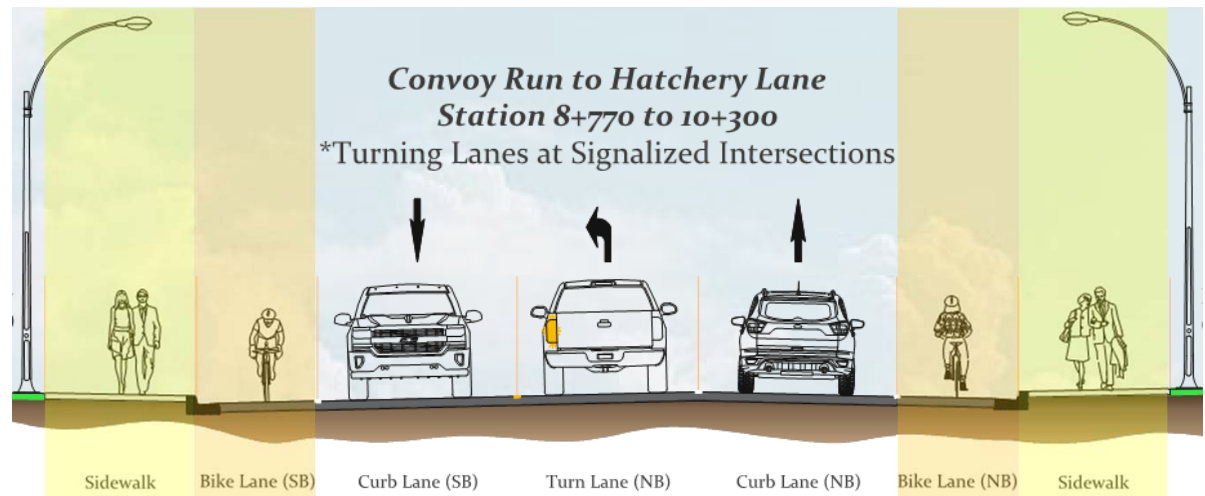
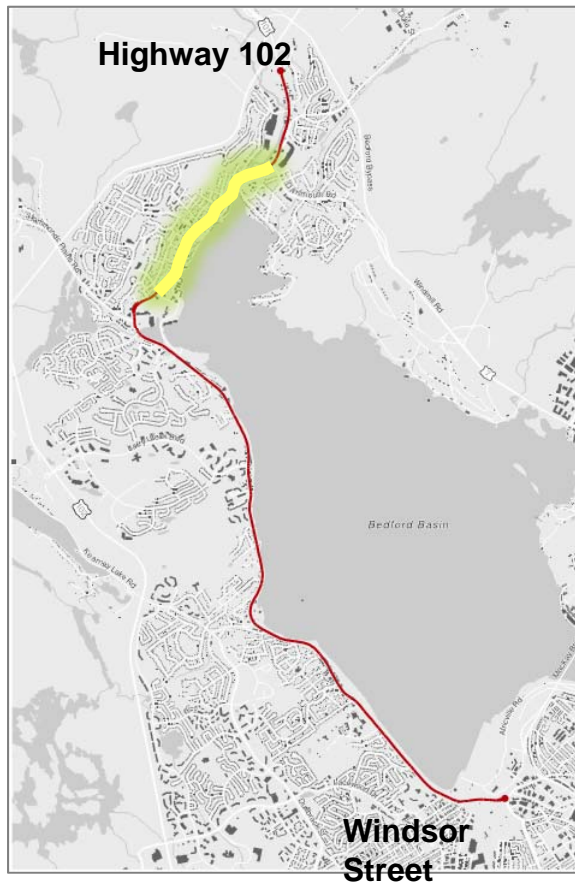


- Maintain 3 traffic lanes
- New sections of sidewalk on west side
- Add Multi-Use Trail on east side

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Recommended Design Option

Convoy Run to Dartmouth Road



- 2 traffic lanes with turning lanes at signals
- Sidewalks on both sides of the street
- 2.0m wide bike lanes

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Design Option Evaluation

Balanced Modes Option

Autos / Trucks



Minimal impact

Transit



**Moderate improvement:
Added inbound bus lane south of Kearney Lake Road**

Bicycles



**Significant improvement:
Continuous AAA bikeway along entire corridor**

Pedestrians



**Significant improvement:
Continuous sidewalk and/or multi-use path along entire corridor**

Property Impacts



- ROW impacts vary along the corridor.
- Generally, property impacts are not significant

Key Takeaways

- Physical constraints are prohibitive to achieving a bus rapid transit corridor or even continuous bus lanes throughout.
- Opportunities for further corridor-wide residential intensification are limited given the lack of available land and potential rail buffer restrictions.
- Thus, the corridor does not have capacity to accommodate additional intensification given:
 - lack of excess traffic capacity
 - lack of available land
 - limited physical opportunity to develop higher order bus transit that would drive a meaningful modal shift.

Bedford Highway Corridor Vision

- Recognize that the Bedford Highway may be better suited as an Urban Collector than a Regional Arterial.
- Provide a high-comfort, continuous AT facility that serves commuters, connects neighbourhoods, and completes a recreational link that takes advantage of the natural features of the Bedford Basin;
- Provide strategic transit priority measures and improve transit rider experience with enhanced transit stops and safe and convenient sidewalk and trail connections.
- Seek to establish higher order bus transit service on adjacent corridors that are better suited for intensification and bus rapid transit.

Bedford Highway Corridor Vision

- New development may be accommodated in key nodes, such as Bedford Waterfront and Mill Cove, if served by higher order transit.
- Appropriate land use policy for these areas can be considered through several ongoing projects – the Regional Plan Review, Secondary Plan and By-law Simplification Program, and Rapid Transit Strategy.

Next Steps / Implementation

- With Regional Council endorsement of Staff's recommendations:
 - Functional design drawings will be used to establish a corridor ROW for the purposes of strategic transportation corridor preservation
 - Staff will engage with CN to explore the potential to expand municipal ROW to provide additional space in constrained areas.
 - Design will be advanced to preliminary / detailed stage and an implementation plan will be developed
 - Staff will integrate findings into ongoing work on Regional Plan and Secondary Plan and By-Law Simplification Program

Preliminary Cost Estimate

Road Segment	Construction Cost
1: Windsor to Sherbrooke	\$8M
2: Sherbrooke to Kearney Lake	\$10.6M
3: Kearney Lake to Larry Uteck	\$4.9M
4: Larry Uteck to Hammonds Plains	\$5.9M
5: Hammonds Plains to Union	\$5.4M
6: Union to Oakmount	\$5.7M
Transit Signal Priority Budget	\$0.2M
Total (including utility relocations and 25% Contingency)	\$40.7M

Acknowledgements

Funding Partners



Consulting Team



UPLAND



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Recommendation

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Suspend the rules of procedure under Schedule 3, the Community Planning and Economic Development Standing Committee Terms of Reference, and under Schedule 7, the Transportation Standing Committee Terms of Reference, of Administrative Order One, the Procedures of the Council Administrative Order; and
2. Endorse in principle the “Balanced Modes” option, as discussed in this report, to inform future transportation infrastructure and land use planning within the Bedford Highway Corridor;

It is recommended that Halifax Regional Council direct the Chief Administrative Officer to:

3. Advance the design of the Bedford Highway and initiate efforts to establish a formal right of way necessary to implement the “Balanced Modes” option; and
4. Initiate efforts to investigate the potential to widen the Bedford Highway right-of-way between the Windsor Street Exchange and Seton Road to provide transit priority in both directions.