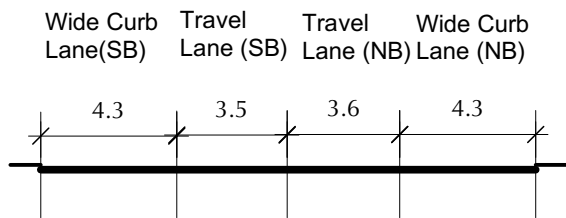
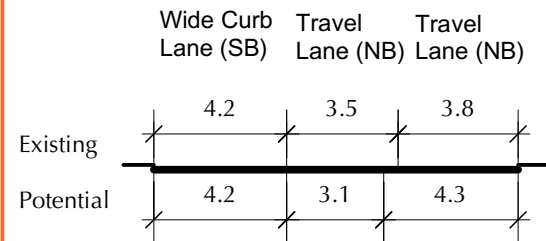


Connections Between Communities

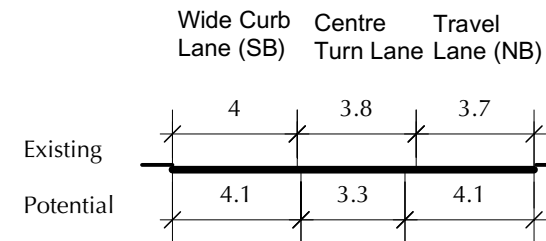
A Case Study of the Bedford Highway



South of Bayview, Looking North
4 travel lanes, including two wide curb lanes provide adequate space for cyclists



At Armada, Looking North
3 Travel lanes. Northbound curb lane 0.5m too narrow. Consideration could be given to a somewhat substandard width centre lane in order to increase curb lane width.

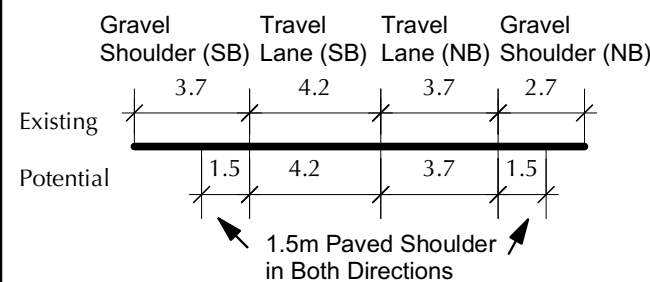


North of Flamingo, Looking North
2 Travel lanes and wide centre turn lane. Reducing the turn lane width to 3.3m will achieve near optimum wide curb lanes in both north and southbound directions.

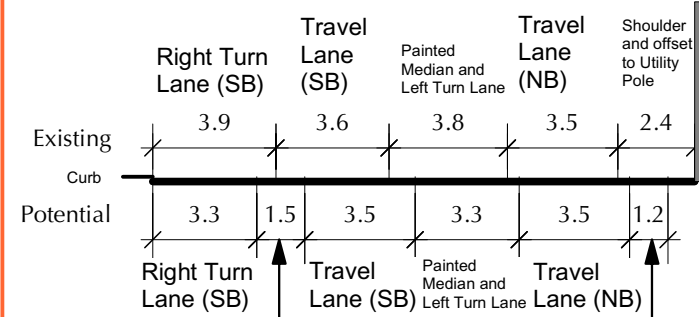
Overview

This photo documentary and accompanying cross sections illustrate conditions along the Bedford Highway. This busy arterial is a strategic link in the on-road cycling network because it connects communities along it including the Halifax peninsula and mainland with Clayton Park, Bedford and on to Sackville. Mount Saint Vincent University is also directly off the Highway, and as such is difficult to access by bicycle, despite the fact that student populations tend to rely more heavily on bicycles for transportation. The Bedford Highway also has the added benefit of being a level connection. Steep grades are encountered as soon as one veers off it, so the possibility to bypass the road and sign adjacent local roads as the prime bike route would be limited by the steep grades encountered in the neighbourhoods west of the Highway. These neighbourhoods also provide limited connectivity - they are composed of winding roads and cul de sacs that do not connect, offering few, if any opportunities to bypass the Bedford Highway. As a curving, level road, with water views to be had along its length, the Bedford Highway offers a scenic ride as well.

For these reasons, it is important to upgrade sections of the Highway to be bicycle friendly wherever possible.



At Farmer Clems, Looking North
Pave the shoulders 1.5m on both sides of the road.



At Larry Uteck, Photo looking south, cross section reverse.
Potential for striping bicycle lanes could be explored through this section of roadway.



Signage and pavement markings should be installed along the length of the highway to remind all road users that this is a shared route.

Probable Construction Cost

Shoulder to be paved north of Farmer Clems:
Approximately 3.5km: \$180,000

Re-striping from Sherbrooke to Farmer Clems: \$37,000

MINI STUDY D:
BEDFORD HIGHWAY.

Prepared for:
HALIFAX
REGIONAL MUNICIPALITY

Date:
Dec/02

Prepared by:
EDM **alta**
ENVIRONMENTAL DESIGN AND MANAGEMENT LIMITED PLANNING + DESIGN

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Sheet 1 of 1