

Fall River Transportation Study

January 18th, 2010

Completed by:



On behalf of:



Outline

- Background
- Analysis and Results
- Recommendations

Background

- Study Objectives
 - Assess the current transportation network for 2008 AM and PM peak hours;
 - Forecast future growth and associated transportation impacts for a 25 year time horizon (2033); and
 - Identify and investigate potential transportation improvement strategies.

Background

- Continued growth in Fall River and Waverley
 - Proposed residential and commercial
- Increasing traffic congestion
 - Reduced level of service
 - Severe queuing during peak hours
 - Definitive commuting patterns
- Limited access to the study area

Analysis & Results

- Traffic Signal Warrants

Intersection	Traffic Control	Signals Warrants 2008 (Y/N Priority Pts)	Signals Warrants 2033 (Y/N Priority Pts)
Trunk 2 & Hwy 102 SB Ramps	Stop Controlled SB Ramps	N (65)	Y (93)
Trunk 2 & Holland Road	Stop Controlled Holland	N (20)	N (29)
Trunk 2 & Sunnylea Road	Stop Controlled Sunnylea	N (4)	N (5)
Fall River Rd & McPherson Rd.	Stop Controlled McPherson	N (18)	N (26)
Fall River Rd & Lockview Rd.	Stop Controlled Lockview	N (61)	Y (102)
Fall River Rd & Windsor Junction Rd.	Stop Controlled Fall River	N (5)	N (6)
Windsor Junction & Winley Dr.	Stop Controlled Winley	N (15)	N (21)

Analysis and Results

- Intersection Performance
 - 2008 AM
 - SB Left @ Perrin Dr/Trunk 2: LOS F, 1500m queue
 - SB Left @ Lockview Dr/Fall River Rd: LOS F
 - Fall River Rd/Trunk 2
 - 2008 PM
 - EB Left @ Trunk 2/ Hwy 102 SB Ramps: LOS F
 - WB Right @ Perrin Dr/Trunk 2: 500m queue

Analysis and Results

- Future Intersection Performance
 - Accounting for future commercial & residential development and background traffic growth
 - 2033 AM Intersections with movements of LOS F
 - Trunk 2/Perrin Dr
 - Trunk 2/Hwy 102 SB Ramps
 - Trunk 2/Fall River Rd
 - Fall River Rd/McPherson Rd
 - Fall River Rd/Lockview Rd

Analysis and Results

- Future Intersection Performance
 - 2033 PM Intersections with movements of LOS F
 - Trunk 2/Perrin Dr
 - Trunk 2/Hwy 102 SB Ramps
 - Trunk 2/Fall River Rd
 - Fall River Rd/McPherson Rd
 - Fall River Rd/Lockview Rd

Analysis & Results

- Fall River Village Core Model

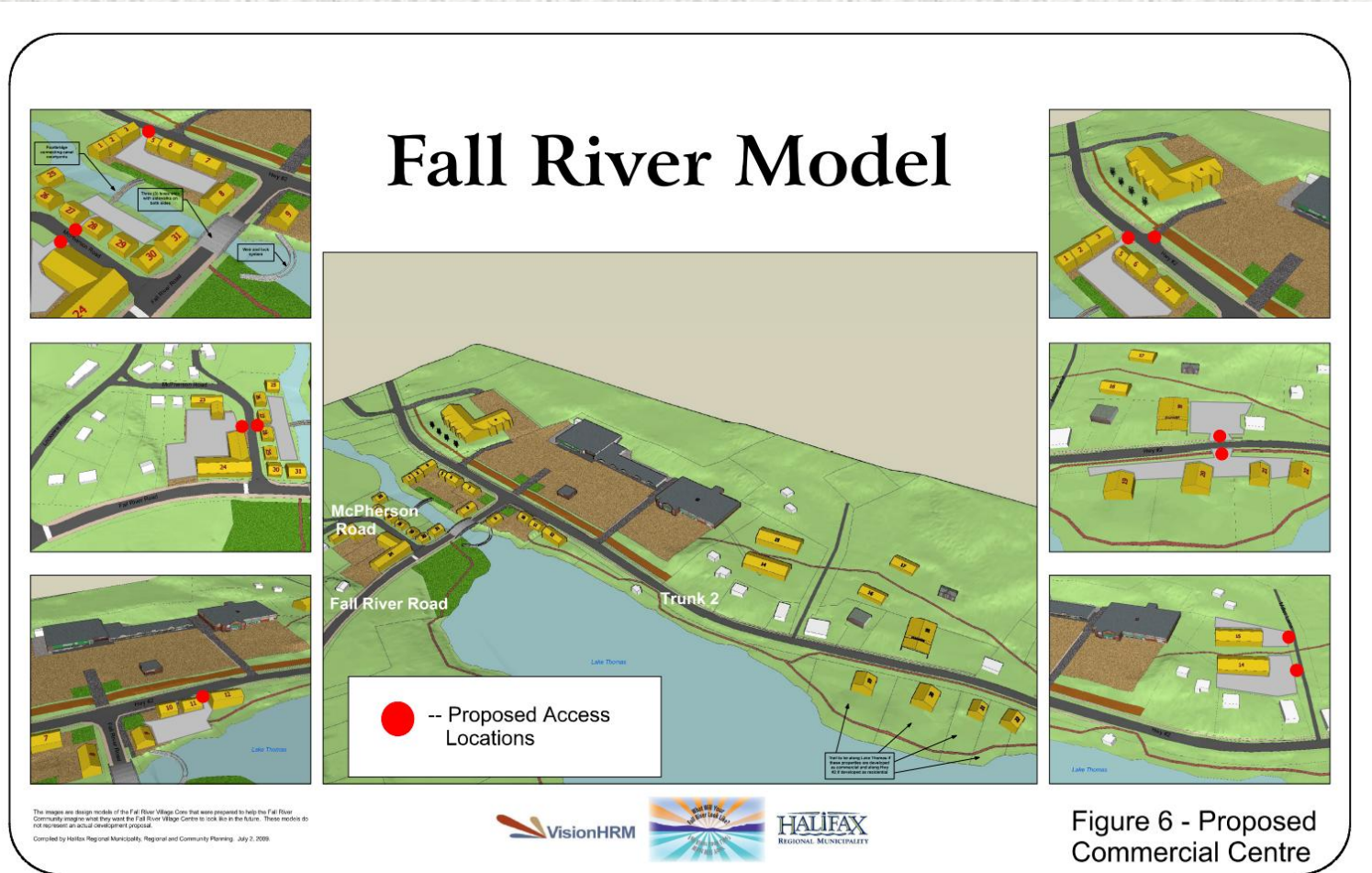


Figure 6 - Proposed Commercial Centre

Analysis & Results

- Fall River Village Core Model
 - 200,000 sq. ft. of new floor space proposed
 - Primarily located near Fall River Rd./Trunk 2 intersection
 - New traffic distributed based on existing distribution
 - Greatest impact at intersections of Fall River Rd./Trunk 2, Fall River Rd./Lockview, and Fall River Rd./McPherson

Analysis & Results

- Fall River Village Core Model
 - Access management
 - Limit driveway access (1 per group of buildings)
 - 10m wide driveways
 - Separate left and right turning traffic from properties
 - Align opposite driveways if possible

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Analysis & Results

- Connection Options Identified
 - Aerotech Interchange
 - Fall River Road
 - Cobequid Road
 - Windsor Junction
 - Direct connection b/w Hwy 102 and Hwy 118

Recomendations

- Short-Term Recommendations
 - Recommendation I: Fall River Rd/Trunk 2
 - Channelized right turn lane
 - Eliminate left turns from Fall River Rd to Wilson's
 - Improve pedestrian facilities at intersection
 - Add northbound advanced green
 - Recommendation II: Ash Lee Jefferson Drop-off
 - Option A: relocate existing sidewalk to provide lay-by area
 - Option B: drop off area behind adjacent church

Recomendations

- Short-Term Recommendations
 - Recommendation III: Improve signal timing and detection at Highway 118 NB Ramp and Perrin Dr
 - Recommendation IV: Construct roundabout at Trunk 2 and Perrin Dr
 - Recommendation V: Improve primary connector trail
 - Recommendation VI: Implement secondary multi-use trail along Trunk 2

Recomendations

- Long-Term Recommendations
 - Recommendation I: Upgrade Fall River Rd/Trunk 2 intersection
 - Channelized right turn lanes
 - 25m right turn lane for NB and SB legs
 - 35m dedicated left turn lane for EB leg
 - Lengthen EB right turn lane
 - Double left turn lanes on NB leg

Recomendations

- Long-Term Recommendations
 - Recommendation II: Replace Fall River Rd Bridge
 - 4 lane structure with pedestrian facilities
 - Recommendation III: Future connection to Highway 102
 - Cobequid Road and Windsor junction immediately reduce traffic on Trunk 2
 - If proposed development continues Aerotech become much more viable option

Recomendations

- Long-Term Recommendations
 - Recommendation IV: Implement secondary multi-use trail system
 - Recommendation V: Installation of signals where warranted

Questions
