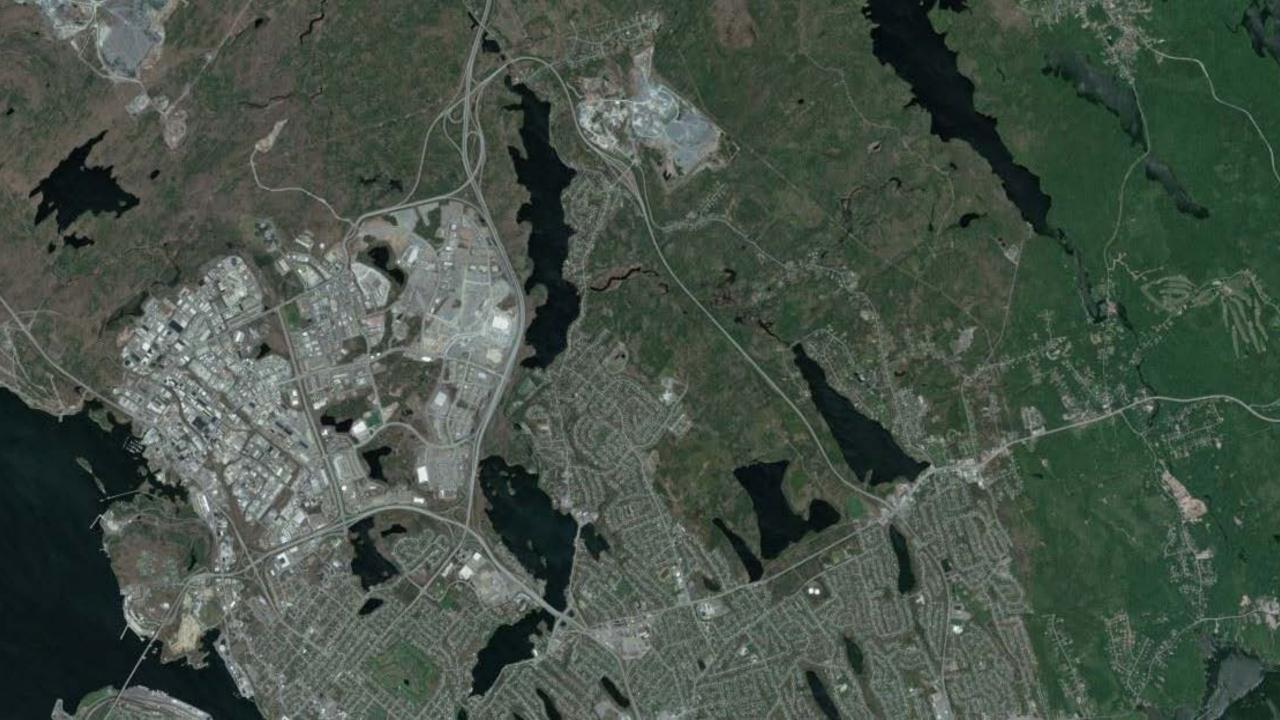
# PORT WALLACE DEVELOPMENT

THE CITIZEN'S CRITIQUE

# **INTRODUCTION**

- Two proposed major residential developments in Port Wallace would triple study area population increasing from its present 5,000 to 16,000 persons
- Proposed developments approximate the population of Truro
  - Proposed population density is 5 times larger than the existing adjacent community
- Citizens are concerned that these projects will impose unmanageable traffic levels upon existing roadways
- Study boundaries are Highway 107, Main Street and Shubenacadie Canal





#### ...cont'd

- Planning Department indicates existing roadways are adequate to support peak traffic at 50% build without twinning Highway 107
- Existing roadways that provide external access are already operating at peak capacity during commute hours
- Twinning of Highway 107 is the only option to significantly increase capacity of external access routes
- > NSTIR has no current plans to twin Highway 107

# **CBCL INFRASTRUCTURE STUDY**

- CBCL study seriously understates existing traffic peaks on Braemar Drive/Waverley Road and Highway 107, which with Main Street/Caledonia Road, are the three external access routes for this area
  - Does not adequately discount the numerous and serious shortfalls of Waverley Road functioning as a major collector
  - Predicts that Waverley Road will continue as the probable route for most external traffic up to 50% build which would almost double its volume.
  - Reports Highway 107 peaks lower than survey data. Reports 1400 and 1600 (safe limit) survey yields 1728 and 1904 (300 over safe cap.)
  - □ Yet Highway 107 is predicted to carry 400 more VPH without twinning
  - It recognizes that Caledonia/Main St. intersection is now maxed out but ignores that Main St. has no additional capacity

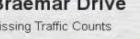
#### .....cont'd

- Impact on Highways 111,118 and Harbour Bridges is not considered
- Study focus is too narrow, ignoring traffic impact outside the immediate Port Wallace area
- Fails to predict inability of existing roads to handle traffic increase at 50% build
- Fails to recognize that traffic on all external routes will be at double safe capacity at 100% build
- > Plans dismiss a direct route for PWHL land to Highway 107
- Underestimation of the impact of increased traffic and required mitigation reduces the predicted developer's cost share which will shift to taxpayers in future

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### WAVERLEY ROAD ISSUES

- Waverley/Montebello intersection is presently at capacity
- Proposal to add a right turning lane on Waverley Road will benefit only p.m. commuters with no benefit to a.m. traffic
- Present Braemar/Waverley Rd. traffic is reported at 933VPH p.m. peak based on survey of Montebello Intersection
- Braemar traffic appears closer to 1350VPH which exceeds the 1200 VPH maximum capacity that CBCL recommends



Traffic Count Missing from CBCL Report

-Maple Drive

Red Bridge Pond

Nine Locks and Mic Mac Tavern

Mic Mac Drive

a water

Southern most point for traffic cour

Leye

#### ....cont'd

- > Waverley Road does not meet standards required for a major collector
- > The ancient roadway is narrow with bike lanes and many curves limiting visibility
  - Driveways enter from both sides about 65 feet apart over the entire length
  - Numerous side street intersections are stop controlled and badly located
  - Stopping school and city busses and garbage trucks cause delays
  - Vehicles using left turns to enter traffic already experience long wait times
  - The Waverley/Montague/Highway 107 intersection area is complex and will be challenged by increasing traffic.
- Six new traffic lights and a rotary proposed from the north edge of the study zone to Breeze Drive will further slow traffic flow
- New development should not be allowed to impose traffic on this compromised roadway when the better option of direct access to Highway 107 exists.

- The best solution is a new 107 interchange accessed from Avenue du Portage with a new crossing of Barry's Run
  - Would allow acceptable Montague Road interchange traffic levels
  - □ Would allow easy access to 107 from PWHL lands and Montebello area
  - Provides an option to Waverley Road which is unsuitable for predicted traffic increase that would double existing
- > Barrier to a new interchange is land and construction costs
  - Developer cost share of a new interchange would be a major project expense
- > Deferral of 107 interchange will result in increased taxpayer burden in future
- There appears to be many uncertainties and possible variations from the report with respect to phasing and Barry's Run crossing which may completely alter the traffic patterns.

### **CONRAD BROTHERS (CBL) DEVELOPMENT**

- 53 acre proposed high density housing development between highway 107 and Waverley Road, north of Montague Road intersection
- Area zoned R-1 since 1961 should remain so, consistent with nearby community
- Rezoning to allow high density is inappropriate to area and adds additional burden to traffic
- Proposed access to CBL lands is close to a dangerous curve on Waverley Road and meets Waverley Road at an oblique angle
- Proposed commercial development access will conflict with the busy Waverley/Montague intersection

#### WHERE CAN TRAFFIC GO?

- > CBCL predicts 1950 VPH additional external peak traffic at 50% build
- There is no significant capacity remaining on existing external routes meaning that approximately 1950 VPH more is required by 50% build
- If Highway 107 is twinned it would produce 1300 VPH net additional capacity. Beyond that there is no way identified to get more capacity
- If all additional capacity was available to the Port Wallace residential developments, assuming none taken up by eastern communities or CBL industrial lands, the twinned highway will overload at about 35% of build
- At full build, the external access roads will be experiencing peaks at double safe capacity and there will be no remedy.

# **EXTERNAL EFFECTS**

- Surrounding communities will be seriously impacted by increased traffic congestion caused by these developments
- Highways 111, 107, 118, Main St, and Harbour Bridges will be subject to significant traffic increase
- Public transportation through these areas will be challenged to maintain schedules
- Commute times will be significantly and permanently lengthened from Eastern Shore, Cole Harbour, Westphal, Woodlawn, Preston, Forest Hills, Fall River and Waverley if these projects proceed as presented

### RECOMMENDATIONS

- > Produce a new traffic study to establish correct baseline data
- > New report to predict impact on Highways 107, 111, 118 and bridges
  - Predict external route volumes at 25%, 50% and 100% build
  - Include peak traffic projections for CBL Industrial Lands
- Undertake consultation and coordinated planning with NSTIR to twin Highway 107 as early as possible
- Rework plans and reduce population to 1/3 of present proposal to stay within available traffic capacity at full build
- Maintain R-1 zoning of CBL lands west of Highway 107
- Reconsider all proposed new intersections with Waverley Road
- Construct a Barry's Run Crossing and new Highway 107 interchange connecting Avenue du Portage to Highway 107

# CONCLUSION

- Any saving in servicing costs resulting from high density development at this location will be offset by both human and transportation costs associated with increased traffic congestion
- > Failure to maintain *safe* roadway capacity is a critical concern
- No approvals should be issued for any project phase prior to development of adequate and safe transportation capacity
- It is unreasonable for a new development to impose unsafe traffic upon roadways of an existing community
- Life safety and quality of life are at risk
- > Deferral of 107 direct access will shift costs to future taxpayers
- The imposition of these conditions upon the existing and future community would demonstrate indifference by decision makers

# Thank you

Questions ?