



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





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- 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

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- 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

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

Wraemar Drive
Missing Traffic Counts

Legend



Traffic Count Missing from CBCL Report

Maple Drive

Red Bridge Pond

Nine Locks and Mic Mac Tavern

Mic Mac Drive

Southern most point for traffic count



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- 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.

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- 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 ?