



Porters Lake Infrastructure Improvement Plan



About the Porters Lake Business Association

The Porters Lake Business Association (PLBA) is a non-profit, volunteer-run organization that was first established in 2018 and later became a Business Improvement District (BID) in 2019.



Porters Lake Commercial Core



Existing Conditions

Trunk 7 does not have sidewalks or paved shoulders. Porters Lake is a car-oriented area that lacks human scale.

Creating people-oriented streetscapes can be the catalyst for social interaction, economic activity and enhance the vibrancy of the area.



Porters Lake is located less than 25km from metropolitan Halifax/ Dartmouth. Upon arrival, visitors should feel an immediate connection, sense of place and welcomed into the community.

Existing Conditions



Existing Conditions

Tim Hortons currently has a single queuing lane that often impedes vehicular movement on Trunk 7 at different times of the day, leading to congestion during peak-hour travel on the street.

The image of a community is fundamentally important to its economic well-being; attraction to visitors and will encourage people to come back. Creating a cohesive streetscape design will allow residents to take pride in their community.

Tim Hortons currently has a single queuing lane that often impedes vehicular movement on Trunk 7 at different times of the day, leading to congestion during peak-hour travel on the street.

Existing Conditions

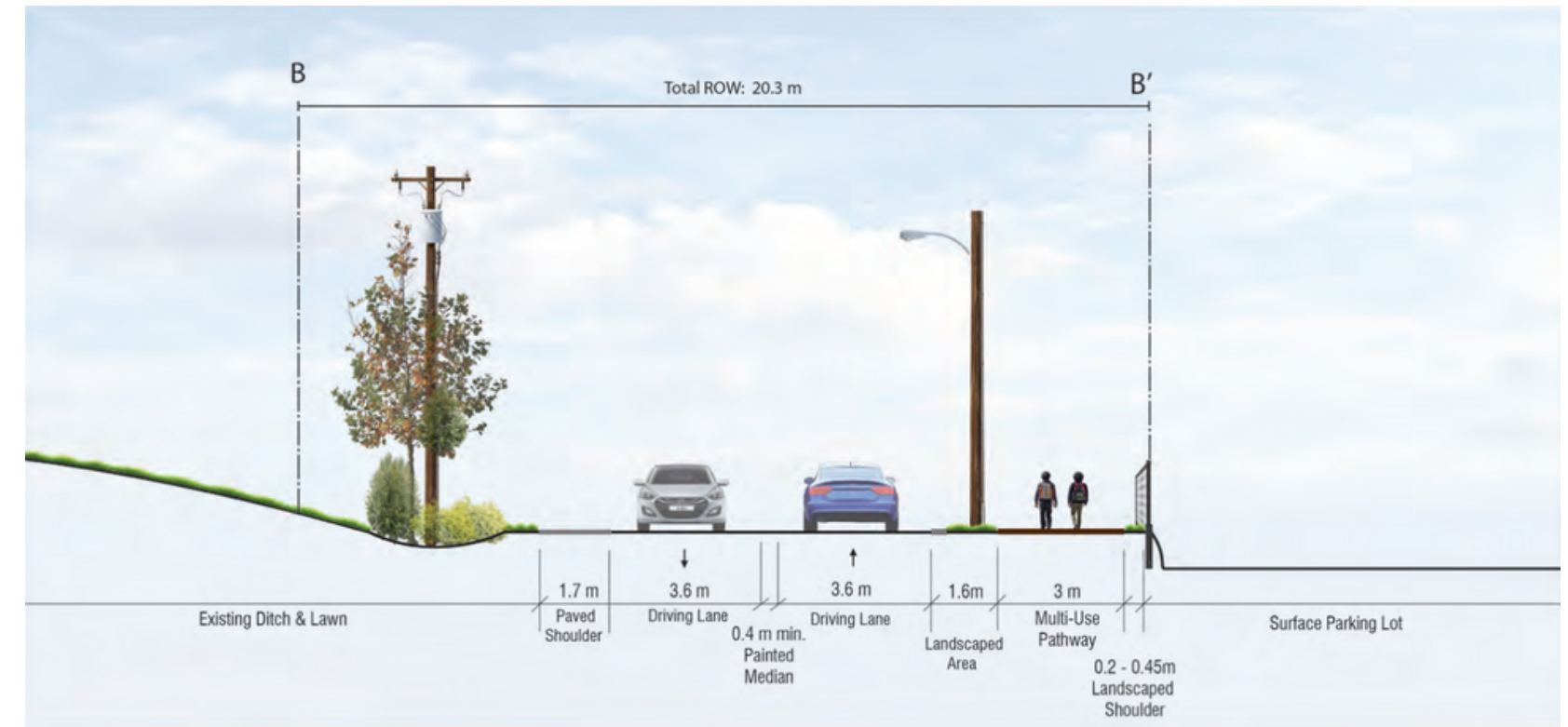
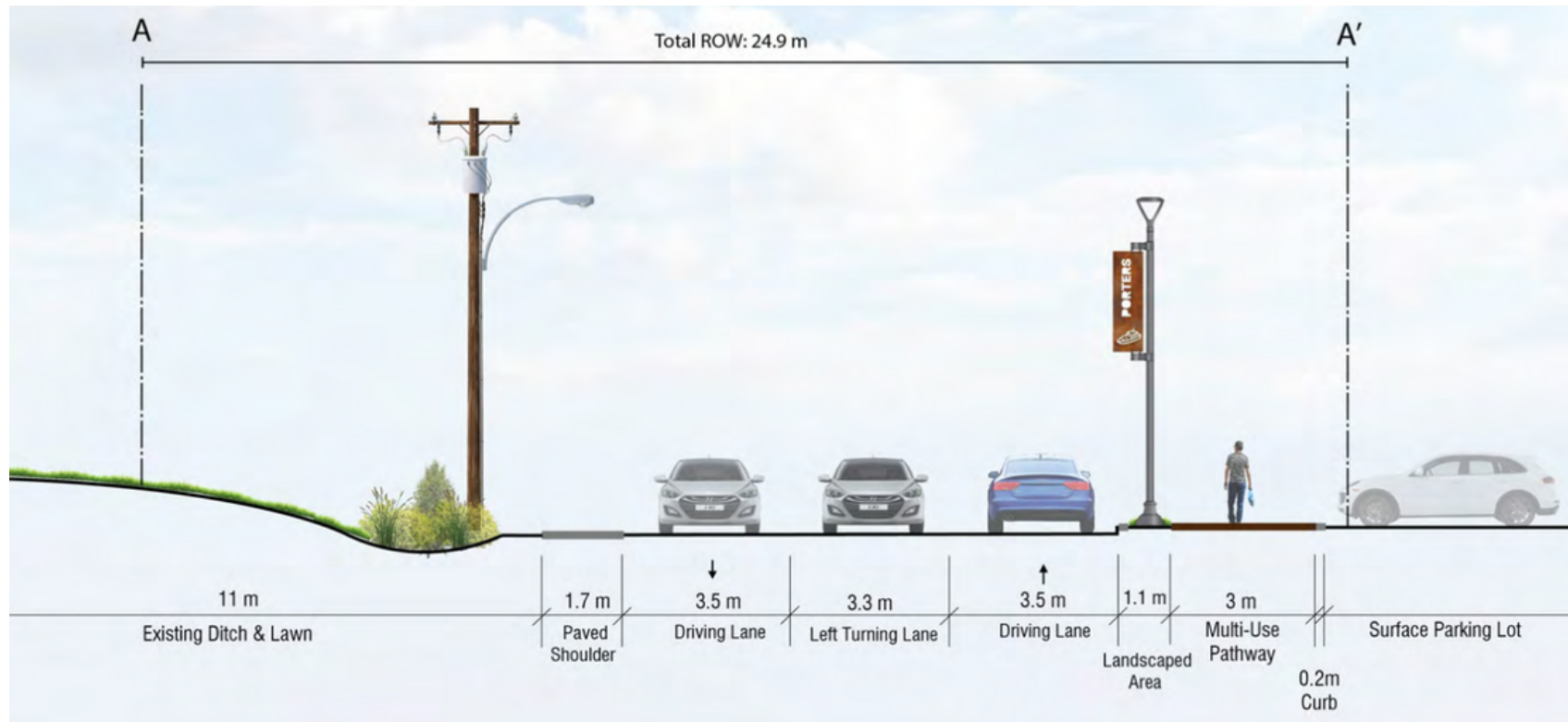


This is the current bus stop at Lakeview Shopping Center (8909) in the commercial core of Porters Lake.



The current way-finding and signage on Trunk 7 entering the Porters Lake BID from Head of Chezzetcook. There was no signage inbound from the NS 107 Highway.

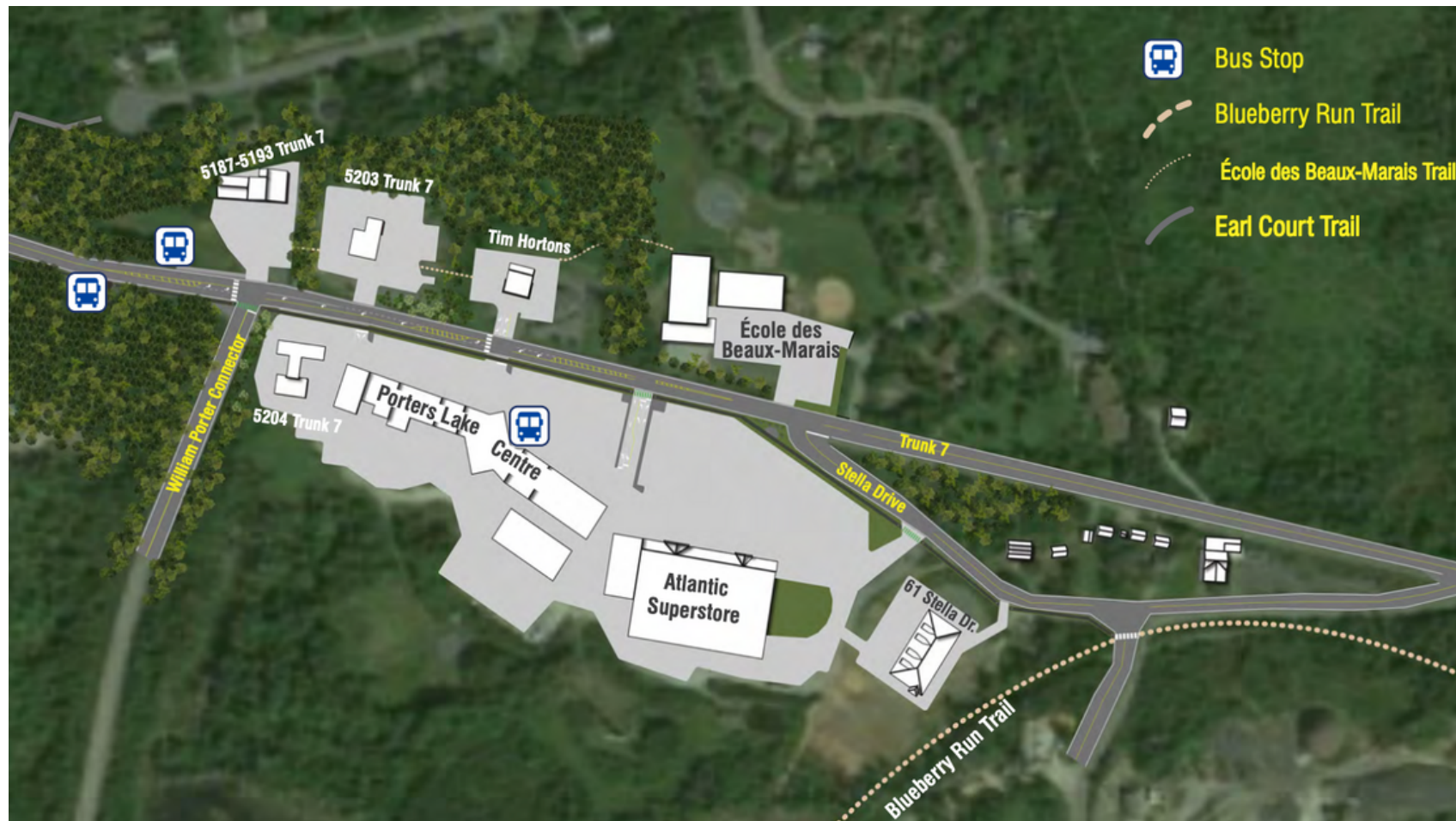
Proposed Improvements



To facilitate improvements to the village core that will help foster a community-feel and pedestrian scale, and encourage residents and visitors to spend time in the village, a multi-use pathway is proposed in the location of the existing grassy median between the street right-of-way and the Porters Lake Centre parking lot. This will require removal and replacement of the existing lighting in the right-of-way. In addition to the proposed multi-use pathway, the existing shoulder on the north side of Trunk 7 is proposed to be paved to act as an accessory rural active transportation facility. The paved shoulder will provide delineated space from motor vehicles for both on-road cyclists to travel when bypassing the Village core and for pedestrians to use as a way to travel between destinations on the north side of the road.

Proposed Improvements

Pedestrian Accessibility

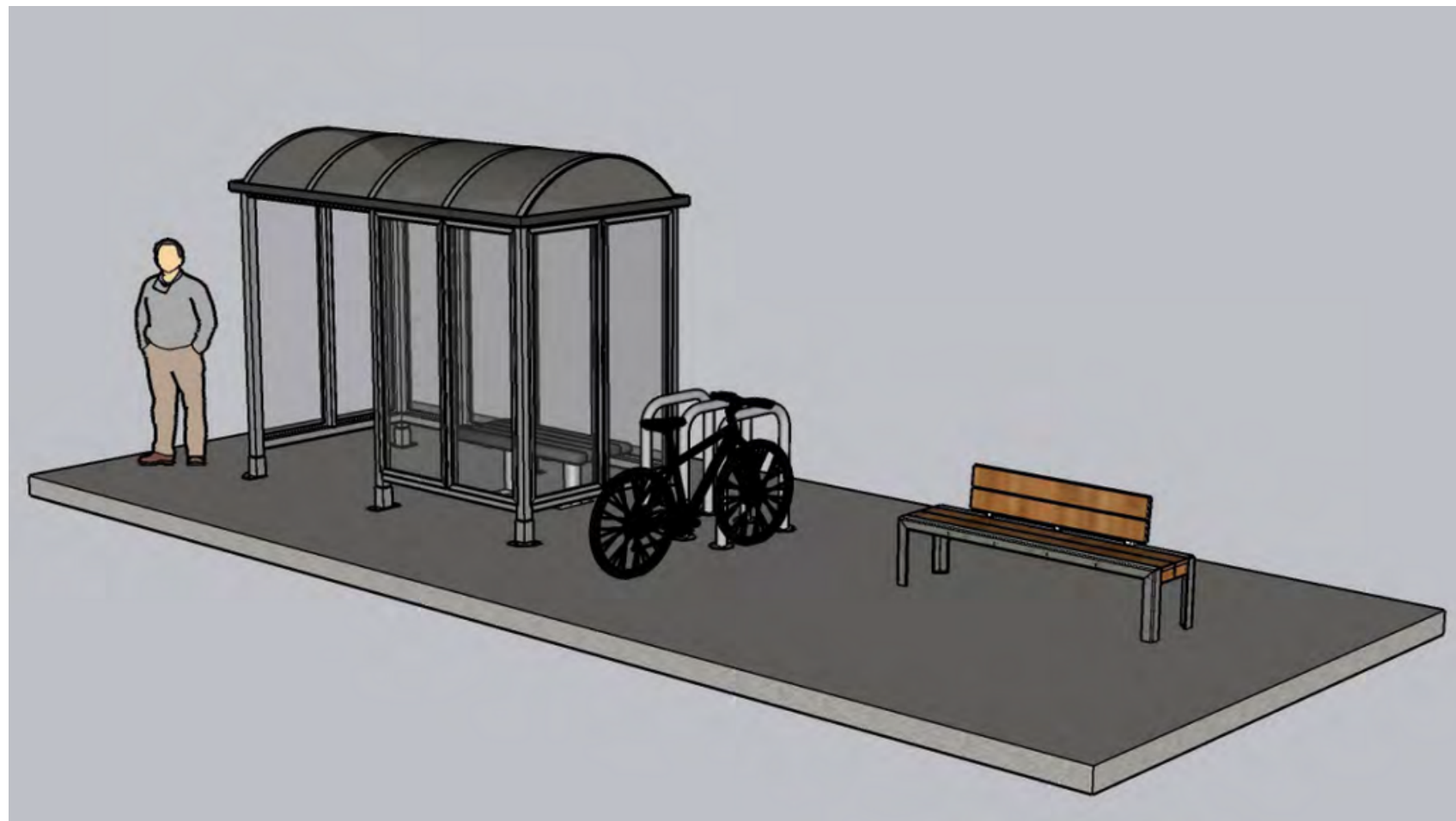


A new multi-use pathway is proposed along the south side of Trunk 7 and the existing west segment of Stella Drive, providing a connection between the carpool parking lot to the Blueberry Run. The multi-use pathway is recommended to be a minimum of 3.0 metres wide with a rolled curb at driveway access points. Conflict areas between vehicles and active transportation users should be clearly marked using signage and painted pavement. The multi-use pathway will provide a comfortable and direct route for pedestrians to walk from one end of the village to the other, and to access other future AT connections.

To connect the north side proposed walking trail to the bus stop, a 1.5 metre sidewalk is proposed in front of 5187-5193 Trunk 7

Proposed Improvements

Bus Stop Improvements



A Proposed Improvements Bus Stop Improvements An improved bus stop is proposed at both bus stop locations (carpool lot and adjacent stop). These improvements should consider a heated bus shelter, bicycle parking at the carpool lot and a new bench directly adjacent to the bus stop. Surveillance cameras may be advisable for isolated locations.

At the existing 9079 bus stop, a small hardscaped area is proposed in order to create a designated and formal stopping space for riders awaiting the bus. There is an opportunity for a mural or public art to be incorporated into the bus shelter in order to foster community interest and provide a cohesive streetscape between the bus stop and the commercial area of the village.

Proposed Improvements

Addition of Crosswalks

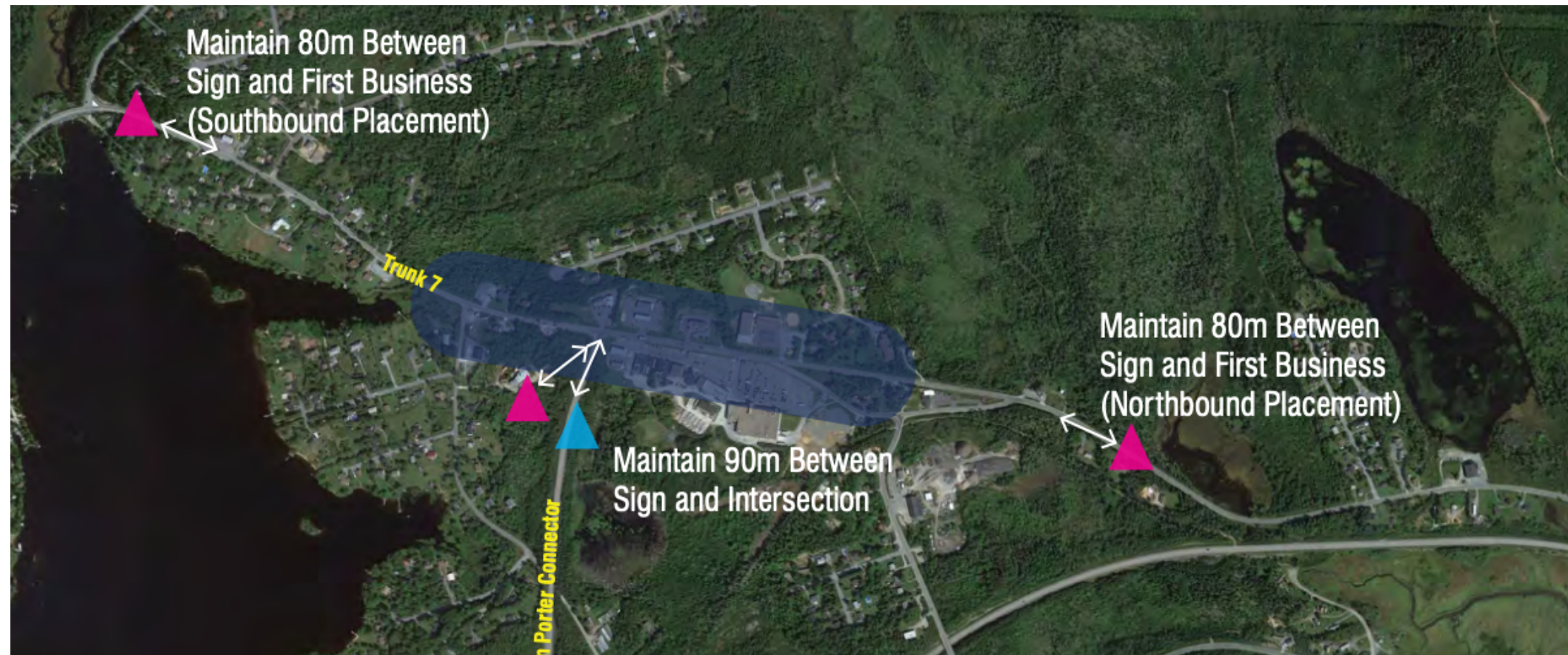


Marked crosswalks across the Trunk 7 within the Village core are recommended to be explored as part of a crosswalk review(s) to provide improved access between origins and destinations on the south and north sides of the road. Two locations to consider marked crosswalks are across Trunk 7 near William Porter Connector and across Trunk 7 at the Tim Hortons and Porters Lake Centre accesses. It is recommended that the crosswalk review investigate the use of Rectangular Rapid Flashing Beacons (RRFB) to indicate to drivers to stop to allow pedestrians to cross the road.

At the existing entrance into Porters Lake Centre, a marked pedestrian route is proposed to indicate dedicated pedestrian space within the parking lot.

Proposed Improvements

Wayfinding and Signage



HRM has, through By-law A-600, started to deal with management of sign clutter on Provincial Highways by consolidating and simplifying signage. We recommend that the Porters Lake area be added for consideration to By-law A-600, and three directional sign locations be considered for the purposes of advertising for commercial uses in the transition areas, and assisting with regional destination directions such as Hope for Wildlife, Acadian House Museum, and Provincial Parks.

Proposed Improvements

Stella Drive / Trunk 7 Interesection



Intersection safety was noted by public engagement participants as being one of the top barriers to walking within the Village. The intersections of Stella Drive and James Roy Drive with Trunk 7 were highlighted as needing improvements. The existing design of the intersections generates safety concerns including poor sightlines at Stella Drive, unmarked pedestrian crossings, and minimal traffic control (i.e. stop controlled).

The removal of Stella Drive from where it meets Trunk 7 in the west to the eastern-most Superstore access, as being considered in NSPW's redesign for Stella Drive, will alleviate safety concerns relating to poor sightlines caused by the angled approach to Trunk 7.

Comments From the Community

— Active Transportation concerns about Highway 7 include:

- Do not feel safe walking or biking along Highway 7 because there are no sidewalks or crosswalks
- Proper lighting is required at crosswalks
- Lack of traffic lights

— Transportation concerns about Highway 7 include:

- No crosswalks (especially near the school)
- Speeding
- Traffic volumes around Tim Hortons are too high
- Poor drainage near the shopping centre

— Public Transportation concerns include:

- No bus shelters or benches
- No bike parking at bus stops

— Parks, dog parks, or open spaces that are easily accessible would greatly benefit the community

— Highway 7 'eye sores' include:

- Unattractive shopping centre
- Lack of trees

— Multi-use trails that permit ATV's

— Are concerned regarding how improvements could result in higher taxes