

**North West Community Council**  
**February 25, 2013**

**TO:** Chair and Members of North West Community Council

Original Signed

**SUBMITTED BY:** \_\_\_\_\_  
Ken Reashor, P.Eng., Director, Transportation and Public Works

**DATE:** February 5, 2013

**SUBJECT:** **Waverley Ratepayers Association Traffic Study and Transportation Study – Fall River, Waverley and Wellington Area**

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### **INFORMATION REPORT**

#### **ORIGIN**

Item 11.1 of the September 6, 2012 meeting of the Marine Drive, Valley and Canal Community Council:

*MOVED by Councillor Dalrymple, seconded by Councillor Streach that Marine Drive, Valley and Canal Community Council recommends that:*

- 1. Given that on the 23<sup>rd</sup> of August 2011 the Waverley Ratepayers Association completed a local area Traffic Study which was submitted to HRM's Design & Construction Services, Traffic & R.O.W. Department and Manager of Strategic Transportation Planning, that this report be referred again to staff and placed on the Marine Drive, Valley and Canal Community Council and/or a future assigned Community Council for the designated area Status Sheet for quarterly reports on status.*
- 2. Given that in 2009 a Traffic Study commissioned by HRM and conducted by CBCL was completed, the report is entitled: Transportation Study – Fall River – Waverley – Wellington Areas, that this full report be placed on the Marine Drive, Valley and Canal Community Council and/or a future assigned Community Council for the designated area Status Sheet for quarterly reports on status.*

*MOTION PUT AND PASSED*

#### **LEGISLATIVE AUTHORITY**

Part 1, Section 25, (e), (i) "Powers and Duties of Community Council" of HRM Charter.

## **BACKGROUND**

In June of 2011, Traffic Services was presented with a report prepared by the Waverley Ratepayers Association Traffic Calming Committee. The report was entitled “Traffic Calming Issues in Greater Waverley” and outlined eight (8) items which were put forward to be considered for implementation, those being:

1. Shoulder widening – Waverley Road, Cobequid Road and No. 2 Highway.
2. Installation of stop signs at certain key intersections and rumble strips before sharp turns.
3. Construction of two turning circles (i.e. “roundabouts”), one at the intersection of the Cobequid Road and Rocky Lake Drive and the other at the intersection of Rocky Lake Drive with the Waverley Road and No. 2 Highway.
4. Installation of photo radar units at three dangerous Waverley Road locations along with appropriate warning signs, i.e., segments where traffic tends to accelerate to speeds that are well above the posted 50 km per hour limit.
5. Defining bicycle lanes on both sides of the Waverley Road to heighten driver awareness.
6. Begin the installation of lighting poles in the village core that will also support signs identifying features of historical significance. Expand the lighting/historical sign program to other parts of the Waverley area (e.g., No. 2 Highway and Rocky Lake Drive).
7. Increase active radar surveillance during rush hour times at problematic locations along the Waverley Road and reduce the speed limit on No. 2 Highway to 50 km/hr between Highway No. 102 intersection and Waverley.
8. Establish uniform regulations for recreational cyclists and cyclists training for competitive events.

Prior to the above, a study entitled “Transportation Study – Fall River / Waverley / Wellington Areas” was carried out by CBCL Ltd. in support of the Fall River Community Visioning project conducted by HRM Regional Planning. The study, completed in 2009, was jointly funded by HRM and the Nova Scotia Department of Transportation and Infrastructure Renewal. The main goal of the study was to assess potential future conditions in order to identify long-term requirements and opportunities to accommodate future development and modifications related to a proposed village commercial centre concept. In addition to this, the study was also intended to assess three locations that were indicated by the community as problematic in order to identify potential upgrades to address current issues. The locations were identified as:

1. Highway 102 / Highway 118 interchange area
2. Highway 2 / Fall River Road intersection
3. Fall River Road / Lockview Road / MacPherson Road area

## **DISCUSSION**

### ***Waverley Ratepayers Association – Report on Traffic Calming Issues in Greater Waverley***

Upon receipt of the report from the Waverley Ratepayers Association, Traffic & Right of Way Services staff reviewed the information provided and determined that items 2, 3, 7 and 8 related to Traffic Services. These items were addressed in a memo dated August 23, 2011 to

Councillor Dalrymple and would require no further action / update (see Attachment 1).

As for the remaining items (1, 4, 5 and 6), Traffic Services staff has gathered information from those sections that would be responsible for addressing these particular issues. The following points will provide an update on the information received and status for these remaining issues:

Item 1 – Shoulder Widening (Waverley Road / Cobequid Road / No. 2 Highway)

Design & Construction Services, staff met on site with the Councillor in order to assess / discuss the potential for shoulder widening where existing guiderail was offset less than a metre from the edge of asphalt. Generally, the guide rails were found to be in acceptable condition and appeared to be receiving routine maintenance. The shoulder width could not be widened unless a significant and costly roadway / shoulder reconstruction was provided for in the Capital Budget due to existing embankment height restrictions and/or because of proximity to lakes. Also the practical time to consider increasing the offset of the guiderail is when the entire guiderail segment needs to be replaced due to a failing condition. One section was identified as being able to accommodate new guiderail which was subsequently installed in 2012.

This item would require no further action unless a complete road reconstruction was to be carried out.

Item 4 – Installation of Photo Radar Units at Three Waverley Road Locations

At this time, there is no legislation in place that would permit the use of photo radar enforcement within the Province of Nova Scotia. Based on this, no further action is required on this item unless there is a change to the legislation.

Item 5 – Defining Bicycle Lanes on Both Sides of Waverley Road

Waverley Road has been assessed several times for the potential to install bicycle lanes and where possible, they have been put in. Because of existing geography, steep slopes on one side and lakes on the other, there are only limited opportunities to construct bicycle lanes without undertaking a significant road reconstruction.

During capital works projects, consideration for bicycle lanes is always included as required by various policies such as the Active Transportation Plan and Municipal Services Specification (Red Book). At this point, there is no further action required on this item.

Item 6 – Begin the Installation of Lighting Poles in the Village Core

Street lighting in the Fall River area is currently the responsibility of Nova Scotia Power.

HRM does have the ability to carry out installation of decorative street lighting in this area, however, there is currently a project underway to convert all streetlights to LED. As part of this project, areas will be assessed in order to determine appropriate lighting levels. Until

requirements for this particular area are determined, no new poles should be installed in order to avoid the expense of potentially having to remove / relocate infrastructure.

At this time, no further action would be required on this item.

***Transportation Study – Fall River / Waverley / Wellington Areas***

For the areas identified by the community, the short-term assessment included in the transportation study provided seven recommendations.

**Recommendation 1 – Fall River Road and Trunk 2**

This recommendation identified four separate items:

**1. Channelized Right-Turn Lane**

The community indicated that the queues from vehicles exiting Fall River Road onto Trunk 2 (through and left) block vehicles from accessing the right turn lane and that construction of an extended right-turn channel would be beneficial.

The current lane configuration on Fall River Road at Trunk 2 includes a shared through-left lane and a separate right-turn lane. The right-turn lane begins at the driveway to the Wilson's gas station, just beyond the Fall River bridge. Extension of this lane is not possible until the Fall River bridge is replaced which may provide opportunity to gain the additional width required. At this point, there is no immediate plan for replacement of the bridge.

No action can be taken on this item until such time as the bridge is replaced.

**2. Eliminate Left Turns from Fall River Road to Wilson's Gas Station**

Because vehicles trying to turn left from Fall River Road into the Wilson's gas station can tend to block other traffic coming onto Fall River Road from the intersection, it was felt that restricting left turns from Fall River Road into the Wilson's site would alleviate this problem. In order to accomplish this, the recommendation was to modify the Wilson's driveway by constructing an island to allow left / right turns out, but only right turns in. Based on the site configuration of the Wilson's property, the proximity of the pumps to the driveway and turning requirements for the fuelling truck to enter / exit the site, it is not likely possible to construct an island in such a way as to be effective in eliminating the left turns from Fall River Road.

This item could potentially be revisited when the Fall River bridge is being replaced and other modifications to the roadway are being done. At this point, no action can be taken on this item.

**3. Improve Pedestrian Facilities at Fall River Road and Trunk 2**

At the time the transportation study was being done, the community was requesting that a crosswalk be added across Fall River Road and modifications be made to the concrete pedestrian refuge island on the Wilson's corner of the intersection. Since the study has been completed, modifications have been made to this intersection which resulted in the addition of the requested crosswalk. The concrete island was originally intended as protection for the traffic signal pole and not for pedestrian refuge. Because of property constraints and drainage requirements, modification to this corner would be difficult but potential solutions could be investigated.

This item has been partially addressed with the remaining issue being investigated.

**4. Add Northbound Left-Turn Advanced Green**

Because of high left-turning traffic volumes in the northbound direction (Trunk 2 to Fall River Road) during the PM peak, it was felt that operations at the intersection could be improved by providing an advanced left-turn phase for northbound traffic. A left-turn investigation has been carried out for this intersection and based on the results, implementation of a northbound advanced left-turn phase is being considered for implementation in 2013.

This item is currently being addressed.

Recommendation 2 – Improve Drop-Off Area at Ash Lee Jefferson School

This recommendation concerned issues the community had with disruption on Lockview Road as a result of parents parking in front of Ash Lee Jefferson School while dropping off / picking up students. The study identified two options; relocating the existing sidewalk in front of the school in order to create an on-street layby that could accommodate approximately nine vehicles outside the through lane and creating a trail between the school property and the adjacent church property which would allow parents to use the church parking lot to drop off / pick up their children without parking on-street.

In general, on-street laybys are not supported because they result in maintenance issues. In this particular case, existing concrete sidewalk would need to be removed and the limited number of vehicles that could be accommodated would not result in any real impact. The most effective option would be the use of the neighbouring church parking lot coupled with a trail connection between the church and school property. This would serve to accommodate a larger number (if not all) of the parents dropping off / picking up children. The implementation of this option would need to be pursued by the property owners (school and church) as it would be a private property matter.

Recommendation 3 – Highway 118 NB Ramp and Perrin Drive Intersection

Concerns were raised that traffic queues were backing up onto Highway 118 from the Perrin Drive intersection because of an unnecessarily long red light. The report recommended

improvements to vehicle detection and signal timings at this location. In 2010, the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) completed construction of an extended exit lane on the ramp to provide additional queuing space outside of the through lane to improve safety at this location. NSTIR also adjusted the timing for the signals at Perrin Drive in order to provide additional green time for vehicles exiting the highway.

This item has been addressed.

#### Recommendation 4 – Trunk 2 and Highway 102 NB Ramps

Concerns were raised regarding excessive queuing and delay at this location. The recommendation for improvement here was the installation of a roundabout. Because this location is part of the Highway 102 interchange, it is under the jurisdiction of NSTIR and they would need to be approached as to their plans for this particular intersection. The Province was a partner on this study and so they would have the report and be aware of all information that was provided relating to the assessment of this item.

HRM continues to work with the Province to explore opportunities for a second interchange access to the Fall River area to reduce loading on the existing Trunk 2 interchange. Preliminary investigations involving the Aerotech Interchange and the Cobequid Road underpass have been undertaken, but both remain in longer term planning.

#### Recommendation 5 – Improve Primary Connector Trail

The Shubenacadie Watershed Environmental Protection Society (SWEPS), has applied to the Halifax Regional Trails Program for the coming 2013/14 season. The SWEPS Trails Committee proposes to undertake a design and development study for those segments of the Fall River Corridor Trails Plan that fit with the HRM Active Transportation Plan and HRTA Greenway Corridors vision.

The Study will build on the work performed by the Fall River Vision Implementation Committee (VIC) Open Space and Trail Group (OSTG). Priority trails have been further filtered to select those seven trails that line up with HRTA's Greenway Corridor focus and to a lesser extent, the Active Transportation strategy to the extent it can be applied to Fall River.

This item is currently in progress and will be overseen by HRM's Regional Trails group.

#### Recommendation 6 – Implement Secondary Multi-Use Trail along Trunk 2

A desire was expressed for the implementation of an active transportation trail along Trunk 2 between the Fall River Road area and a proposed commercial node near Highway 102. HRM continually evaluates opportunities to provide active transportation infrastructure when carrying out capital projects. This particular location has challenges because of property ownership along the lake as well as limited space available between the existing roadway and the lake which would make it difficult to implement infrastructure along this corridor. However, as roadway projects arise in this area, consideration will be given to active transportation infrastructure.



This item will be evaluated as capital roadway projects come up in this area.

Recommendation 7 – Park and Ride Location

Two locations were recommended for implementation of a park-and-ride transit lot; near the intersection of Trunk 2 and Fall River Road or on Perrin Drive near the Highway 118 NB exit ramp. Metro Transit has chosen the Perrin Drive location and has since constructed a park-and-ride lot at this location.

This item has been addressed.

The long-term recommendations included in the study were intended to deal with conditions that might be expected when / if implementation of the Fall River Community Vision was to materialize and do not lend themselves to on-going evaluation and updates since it is very likely nothing will proceed for many years.

**FINANCIAL IMPLICATIONS**

There are no budget implications associated with this report.

**COMMUNITY ENGAGEMENT**

Community engagement was not required as this item originated from a report submitted by a community group.

**ATTACHMENTS**

1. Memorandum from Patrick Hatton, Traffic Analyst, dated August 23, 2011 re: Traffic Operations Concerns, Waverley Ratepayers Association
2. Transportation Study – Fall River/Waverley/Wellington Areas, Chapter 4 – Recommendations

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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