



Final Report RAILWAY CUT INVESTIGATION STUDY February 2004

-- Robie Street Connector as First Phase ? --

5.0 CORRIDOR OPERATIONS

5.3 Potential Robie Street TruckWay Connection

The feasibility of a TruckWay connection into the corridor via the south end of Robie Street was also assessed as part of our investigation.

The purpose of this assessment was to examine the feasibility of providing an alternate truck route to the Ocean Terminals and Halterm port facilities that **would remove trucks from Water and Hollis Streets in the downtown core, without constructing a new roadway through the remainder of the rail corridor to the Fairview Cove area.** This alternate connection could be potentially be viewed as an interim Phase 1 stage that **could be implemented within the next few years,** with Phase 2 involving continuation of the roadway in the rail corridor to the North End.

Robie Street is one of the main north/south arterial roadways north of South Street with direct connections to Highway 111 via the MacKay Bridge and reasonable connections to Highway 102 and Highway 103. Robie Street is designated as a Truck Route from Inglis Street north to the MacKay Bridge, leaving only about 300 metres of local street south of the Inglis Street intersection. However, **Robie Street provides access for many residential properties, and is also adjacent to hospital and university lands. This could be a concern in terms of ease of implementation.**

The Robie Street TruckWay Connection can be viewed as an inexpensive, short-term first phase of the TruckWay. Phase 1 would involve about 0.9 km of the overall TruckWay, leaving about 5.7 km to be constructed as Phase 2, to connect to Joseph Howe Drive at the

railway crossing. If the Robie Street connection is to be Phase 1, the bridge should be aligned perpendicular to the tracks, to facilitate access to both directions of the overall TruckWay. **When Phase 2 is completed, truck use of Robie Street could be prohibited or restricted to local service and the Robie Street connection could be used by buses rather than trucks. The Robie Street connection will provide a valuable future busway connection for buses traveling from the west and north to access both St. Marys and Dalhousie Universities, as well as the various hospitals in the area.**

Two main options were assessed, which include a direct at-grade connection to the corridor and a fly-over connection that would ramp down once over the existing rail tracks.

5.3.1 Direct Connection

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The concept of a truck road extending only from the Ocean Terminals to Robie Street would have a lower cost than the total TruckWay, but also fewer benefits. This connection would remove trucks from the narrow and congested sections of Hollis Street and Lower and Upper Water Street, such as the Historic Properties area, but it would not be useful for express bus service. It would also have only very limited utility as an emergency services route. The impact of large trucks on the residential and university communities adjacent to Robie Street should also be noted as a potential issue for this concept.