

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 48-90-0048
 Your File/V/Réf.

DATE 11 May 2000

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Commissioner of Planning and Development Approvals Department

SUBJECT/OBJET **KING EDWARD AVENUE:NIGHT-TIME TRUCK PROHIBITION**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee receive this report for information and that if a night-time truck prohibition is to be recommended to Council that the conditions outlined in this report also be recommended.

PURPOSE:

The purpose of this report is to provide information relating to the enactment of a night-time prohibition of trucks on King Edward Avenue in order for the Committee to establish and recommend to Council details of an initial implementation plan.

REGIONAL TRUCK ROUTE SYSTEM:

Attached is a copy of the current Urban Truck Routes in Ottawa-Carleton.

Most Regional Roads in the urban area are truck routes. However there are routes that have restrictions pertaining to seasonal maximum axle loadings permitted or night-time prohibitions. Booth Street, which connects to the Chaudiere Bridge is an example of a route with a weight restriction – applicable during spring thaw.

A number of Regional Roads within primarily residential neighbourhoods have over-night restrictions on their use by heavy trucks. In each case the restriction applies over the seven hour period of 11:00p.m. to 6:00a.m. Roads on which such restrictions apply are Russell Road, Kirkwood Avenue, Churchill Avenue, Holland Avenue, and Fisher Avenue.

INTERPROVINCIAL TRUCK ROUTES AND VOLUMES:

Of the five Bridges over the Ottawa River within the Region only two are truck routes, i.e. the MacDonald Cartier Bridge and the Chaudiere Bridge. Average 24 hour traffic volumes on the MacDonald Cartier Bridge and the Chaudiere Bridge are 65-70 000 vehicles per day (vpd) and 25-30 000 vpd respectively.

The MacDonald Cartier currently carries approximately 2100 heavy trucks per 24 hours while the Chaudiere carries approximately 900 trucks during the same period (two-way volumes).

Approximately 10% of the trucks on the MacDonald Cartier Bridge cross the river during the 7 hour period 11:00p.m. to 6:00a.m. i.e. approximately 200 vehicles during that period (both directions). It is likely that a similar percentage use is made of the Chaudiere Bridge during the same night-time period i.e. approximately 80/90 vehicles (both directions).

Heavy trucks are classified into three general categories, articulated units, single units with 3+ axles and single units with 2 axles.

The most recent survey of truck volumes on the two bridges (October 1999) revealed the following breakdown:

MacDonald Cartier Bridge: 39% Articulated units; 20% SU3+Axles; 41% SU2Axles.

Chaudiere Bridge: 17% Articulated units; 25% SU3+ Axles; 58% SU2Axles.

It is clear from the above data that the MacDonald Cartier Bridge is the corridor of choice over the Ottawa River both in terms of absolute numbers and proportion of the heaviest category.

TRANSPORTATION MASTER PLAN (TMP):

During the process that led to the completion of the Transportation Master Plan in 1997, one of the many important topics addressed with its own background report was Urban Goods Movement (Report# 19-41). The use of King Edward Avenue as a north-south truck route and the associated traffic noise, particularly at night was raised as an issue of continuing importance by residents. The trucking industry itself, responding to a survey at the time, raised concerns about the absence of a bridge for trucks either in east or west Ottawa, the lack of direct access to the MacDonald Cartier Bridge, and the seasonal restriction on Booth Street, among their problems.

The use of the King Edward/Rideau/Waller/Nicholas Street Corridor (referred to as the KERWN Corridor) by ever increasing volumes of traffic and trucks has been a major concern in Ottawa-Carleton since the construction of the MacDonald Cartier Bridge in 1965, 35 years ago.

It is recognized that the only real solution to the use of the KERWN Corridor, particularly by heavy trucks, is the development of an alternative truck corridor, in the east end of the Region of Ottawa-Carleton.

When adopting the TMP in July 1997 Regional Council approved the following policy in response to the concerns of residents on the King Edward Avenue corridor elicited during the extensive public consultation carried out during the development of the TMP.

“Council shall enact a night-time ban on truck traffic, for a trial period, on King Edward Avenue, with appropriate mitigation measures to ensure that there is not a shift from the corridor to any other corridor because of the night-time ban. Consultation with the community and trucking industry will precede the trial restriction and be an important component of a monitoring and evaluation program. The identification of a permanent night-time truck route should be pursued simultaneously if necessary.”

REQUIREMENTS TO ENACT COUNCIL’S POLICY:

The consideration of a night-time truck prohibition on King Edward Avenue in accordance with Council’s Policy will require the following major issues to be clarified in advance.

- a) The consultation program with both the community and the trucking industry.
- b) Selection of the hours of operation.
- c) Vehicle type(s) to be restricted.
- d) The actual limits of the routes to be restricted to ensure the mitigation of truck traffic impacts on the residents of King Edward Avenue, and to ensure that trucks do not transfer to other corridors.
- e) The extent of the trial period during which monitoring and evaluation will be carried out.
- f) The monitoring and evaluation program to be executed .
- g) The timing of the reports to Transportation Committee (a) detailing the above and recommending the enactment plan and (b) evaluating the impact during the trial period.

OPTIONS:

The following options are suggested for discussion purposes.

- a) Consultation Program (Prior to enactment):
Letters to trucking associations; federal, provincial, and municipal agencies; Boards of Trade; Police; BIAs; etc. spelling out draft details of proposed prohibition and requesting comments. Public Hearing before Transportation Committee regarding the proposal implementation plan following which the precise details of the proposed action will be approved, by Committee and Council, including the starting date and criteria for evaluation of the trial period.
- b) Hours of operation:
 - (i) 11:00p.m. to 6:00a.m., which are the hours used where night-time prohibitions apply to other Regional Roads. Approximately 10% of 24 hour truck volumes would be affected (approximately 200 trucks).

- (ii) 11:00p.m. to 5:00a.m., which are the hours during which truck activity is at a minimum. Approximately 7% of 24 hour truck volumes would be affected (approximately 140 trucks).
- c) Truck Types:
 - (i) All heavy vehicles as currently defined in Bylaw (i.e.200/140 trucks, depending on (b)).
 - (ii) Articulated heavy trucks only, which constitute approximately 40% of the 24 hour truck volume on the MacDonald Cartier Bridge (80/55 trucks, depending on (b)).
- d) Routes Restricted:
 In order to fully mitigate the effect of a possible shift to another corridor (within RMOC) the prohibition to apply to the following routes.
 King Edward Ave.: Sussex Drive to St. Patrick Street
 Sussex Drive: King Edward Avenue to St. Patrick Street
 Booth Street: Chaudiere Bridge to Albert Street
 Cameron Street: Regional Road #174 to Ottawa River
 (Cumberland)
- e) Trial Period:
 Three Months - so that evaluation can be completed before winter.
- f) Monitoring:
 To be carried out at least once per month during the trial period when each of the above routes will be checked for night-time violations.
- g) Reports to Transportation Committee:
 Following the consultation program there will be a report to Transportation Committee detailing the proposed prohibition. Within one month of the end of the three month trial period a report will be prepared which will assess removal or retention of the prohibition.

CONCLUSION

If a night-time truck prohibition is to be implemented, staff recommend that the following conditions apply: (a); (b)(i); (c)(ii); (d); (e); (f) and (g).

*Approved by Pamela Sweet, MCIP, RPP
 For Nick Tunnacliffe, MCIP, RPP*

BR/jg

Urban Truck Routes

REGIONAL & AREA MUNICIPALITY ROADS

2000

Parcours pour camions - Secteur urbain

ROUTES REGIONALES ET ROUTES DES MUNICIPALITES LOCALES



Legend / Légende

- Full Loads
Charges maximale
 - Restricted Load
Charges limitées
 - Provincial Highways
Routes provinciales
 - Boundaries
Limites
- 1: 25 20 15 10 5 0 5 10 15 20 25

