

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50-20-00-R0099**
Your File/V/Réf.

DATE 14 September 2000

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **KING EDWARD AVENUE - OVERNIGHT TRUCK BAN**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend that Council approve that:

- 1. The overnight truck ban approved by Council on 24 May 2000 pertaining to King Edward Avenue, Sussex Drive, Booth Street and Cameron Street (in the Village of Cumberland), be deferred for a three-month period; and,**
- 2. The Environment and Transportation Department undertake an economic impact study of the proposed truck ban as well as the upcoming rehabilitation of King Edward Avenue.**

BACKGROUND

At it's meeting of 17 May 2000, Transportation Committee considered a staff report based on 1997 data and indicating that approximately 200 trucks use King Edward Avenue between 11:00 p.m. and 6:00 a.m. of which 40% are articulated (tractor-trailer combinations).

Following discussion of the report Committee recommended that, subject to a consultation program to be conducted with the trucking industry beforehand, Council approve the overnight ban of **all** heavy trucks on King Edward. The report was subsequently approved by Council on 24 May 2000.

DISCUSSION

To quantify the impacts of the ban on the goods movement industry, Ray Barton Associates were retained and information gathering for that need commenced. For a one-week period between June 21st and June 27th, all trucks crossing the Macdonald-Cartier and Chaudiere Bridges between 11:00 p.m. and 6:00 a.m. were observed and their type, time of passage, direction of travel and company name were recorded.

The data was summarized by location to produce hourly volumes by truck type, day of week and direction. Many of the trucking companies observed in the surveys were contacted to obtain trip specifics such as origin, destination and goods hauled. If conveying goods for others, the shippers and receivers associated with those deliveries were then contacted to see if their overnight shipping needs could be re-scheduled or re-routed.

Most firms contacted were completely unaware that a ban was contemplated and many expressed serious concern over the adverse impacts the ban would impose on their operation. A number requested that they be given an opportunity to meet with staff to convey their views directly and a meeting was therefore arranged with representatives from various economic sectors as well as those from the Ontario Trucking Association, the Quebec Trucking Association, the Canadian Pulp and Paper Association and the Canadian Council of Grocery Distributors.

The meeting took place on 7 September 2000 and lasted approximately 90 minutes. During the first 30 minutes, staff outlined the major issue currently influencing inter-provincial transportation in the National Capital Area; namely, the lack of available capacity on the existing bridges. They went on to discuss the traffic management challenges in the downtown area that will be encountered over the next few years when both King Edward Avenue and the Laurier Bridge are reconstructed and they discussed the other rehabilitation projects scheduled for that same time period including repairs to the Bytown Bridges and Sussex Drive.

They then discussed the information obtained from the night-time surveys, noting that truck volumes on King Edward have increased by almost 20% since 1997 and that articulated trucks now account for 50% of that traffic, compared to 40% three years earlier. They explained that to assess noise and vibration disturbances attributable to overnight trucking on King Edward, Daly Ferraro Associates were retained to conduct seismic studies at three sites between Rideau Street and the bridge, and, to quantify the role of the Cumberland Ferry in inter-provincial trucking, round-the-clock surveys were being done for three days to record volumes, truck types and company names. They also noted that staff were assisting the Ministry of Transportation in capturing data as part of a two-day National Roadside Survey of Commercial Vehicles - it involved roadside interviews of truckers using the Macdonald-Cartier and Chaudiere Bridges.

The Ottawa-Carleton Regional Police Services then outlined measures that would be in place to ensure compliance with the overnight ban, not only on King Edward Avenue but also at the other river crossing sites in the Region. The Regional Chair then joined the meeting and following his welcoming remarks, invited participants to provide comment.

Initially, the feedback from the trucking industry focused on the immediate impacts of the ban as they described a devastating impact on their industry and the companies they serve. However, it quickly became apparent that solutions to the current inter-provincial transportation challenges will not be found in simply averting the ban; rather, they must be based on a longer term strategy. The group agreed that every effort must be made, by all affected stakeholders, to commence the Environmental Assessment Process for a new bridge and that those efforts must commence as quickly as possible. They also agreed that as an industry, they will do as much as possible to immediately reduce the annoyance elements associated with night-time trucking.

To that end, they agreed that:

1. A stakeholders committee be formed comprised of representatives of the trucking and goods movement industries and the companies they serve, to make political representation to the various levels of government in both Ontario and Quebec;
2. They will work towards consensus from both sides of the river to proceed to an Environmental Assessment Process, which will be the deciding factor on the location of a new river crossing;
3. They will provide information which can be used to assess the economic impact associated with the night-time ban on King Edward Avenue, as well as the impact associated with the reconstruction of King Edward Avenue. (Funds for that study to come from the King Edward Avenue Project.);
4. Trucking associations will seek to reduce night-time trucking on King Edward Avenue by 20%; and,
5. A ban be placed on the use of air-compression brakes (also known as “jake” brakes), as soon as logistically possible, within specific time periods and areas.

In return for those commitments (reflected in writing by David Wilkes, interim co-chair of that group - Annex A refers) and in order to provide the trucking industry with a reasonable opportunity to form a stakeholder committee and to then make political representation to various levels of government on both sides of the river, Chair Chiarelli agreed that he would support a staff recommendation to the Transportation Committee and Council, to defer the overnight truck ban for a three-month period.

CONSULTATION

The views of the community regarding overnight trucking on King Edward Avenue are well know and require no further elaboration at this time. On the other hand, until this study commenced, very little consultation on that issue had been conducted with the goods movement industry. While all consultation to date has therefore focussed on that shortcoming, it will be expanded in the next phase of the study to include all affected groups.

FINANCIAL CONSIDERATIONS

This work forms part of the King Edward Avenue Project previously approved by Council.

*Approved by
Doug Brousseau*

JFB

Attach. (1)

September 12, 2000

Mr. John Buck
 Manager Safety & Traffic Standards
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 Ottawa, Ontario K2P 2L7

(Fax Number: 613-560-6069)

Canadian
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 Grocery
 Distributors

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Dear Mr. Buck:

Thank you for the opportunity to meet with the Regional Municipality of Ottawa-Carleton to discuss commercial traffic issues in the Ottawa area. CCGD agrees that a long-term permanent solution must be found to commercial traffic issues that are challenging the National Capital Region.

We also stress that the Regional Municipality resolution to ban truck traffic on the E.B. Eddy and other bridges is not acceptable and would not promote the development of a long-term solution.

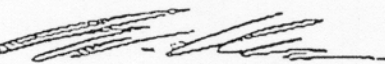
The proposed ban would be very disruptive to our members and not only result in substantial economic costs but also threaten the ability of members to restock grocery stores. I have attached information developed by one of our members that provides details on the economic impact of the proposed ban.

CCGD agrees with Mr. Chiarelli's proposal tabled at our September 7, 2000 meeting designed to work towards a solution on this issue. The following is our understanding of the proposal that will be tabled at the upcoming Transportation Committee meeting:

1. Three-month delay in truck ban on E.B Eddy and McDonald-Cartier bridges.
2. Development of government / industry taskforce to develop long-term solutions to commercial traffic issues and specifically seek support to submit the interprovincial trucking concept plan to an environmental assessment. It is our view that this committee must be organized and chaired by the Regional Municipality to ensure proper representation from both the government and industry.
3. Undertaking of an economic assessment of the truck ban proposal and reconstruction of E.B. Eddy neighborhood.
4. Voluntary reduction of 20% in nighttime truck traffic.
5. Ban on use of air compression breaks.

Justin Sherwood of CCGD's Toronto office will continue to be the primary liaison on this issue and can be contacted at 416-922-6228 ext 323. CCGD and it's members look forward to working with the Regional Municipality of Ottawa-Carleton to develop a long-term solution to more efficient commercial traffic patterns.

Sincerely,


 David Wilkes
 Vice President, Ontario Region

2000-2001
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 Conseil d'administration

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 Président du conseil
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 Overwaitca Food Group

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 Lanzarotta Wholesale Grocers Limited

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National Grocers Company Ltd.
Ottawa Distribution Center
Transportation Division

Loblaws 061 (Gatineau):

312 deliveries of Produce per year.
260 deliveries of Meat/Frozen per year.
260 deliveries of Grocery per year.
Total – 832 Deliveries

Current mileage from DC to Store is 40 km return trip per load.
Current time to deliver to store and return to DC is 2.2 hours per load.

To deliver via Hawksbury mileage would be 446 km return trip per load.
To deliver via Hawksbury time would be 7 hours return trip per load.

446-40=406 Additional Kms. X 832 Deliveries @ \$2.00 per km. = \$675584

Loblaws 026 (Hull):

312 deliveries of Produce per year.
260 deliveries of Meat/Frozen per year.
208 deliveries of Grocery per year.
Total – 780 Deliveries

Current mileage from DC to Store is 37 km return trip per load.
Current time to deliver to store and return to DC is 2 hours per load.

To deliver via Hawksbury mileage would be 461 km return trip per load.
To deliver via Hawksbury time would be 8 hours return trip per load.

461-37 = 424 Additional Kms. X 780 Deliveries @ \$2.00 per Km. = \$661440

Loblaws 060 (Aylmer):

312 deliveries of Produce per year.
260 deliveries of Meat/Frozen per year.
208 deliveries of Grocery per year.
Total – 780 Deliveries

Current mileage from DC to Store is 60 km return trip per load.
Current time to deliver to store and return to DC is 2.5 hours per load.

To deliver via Hawksbury mileage would be 480 km return trip per load.
To deliver via Hawksbury time would be 9 hours return trip per load.

480-60 = 420 Additional Kms. X 780 Deliveries @ \$2.00 per km. = \$655200

Olsens VM (Shawville):

156 deliveries per year.

Current mileage from DC to Store is 188 km return trip per load.
Current time to deliver to store and return to DC is 5 hours per load.

To deliver via Cheneaux mileage would be 290 km return trip per load.
To deliver via Cheneaux time would be 7 hours return trip per load.

290-188 = 102 Additional Kms. X 156 Deliveries @ \$2.00 per km. = \$31824

The total dollar impact of having to service these retail locations via Hawkesbury is **\$2,006,048**. These stores cannot be serviced at any other time. The product that is received is brought out onto the floor of the store and put away. The stores don't have backroom refrigerated capacity to accommodate receiving the product during regular store hours. At present this is accomplished with crews that commence work at 23:00.