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Chebucto Community Council
January 5, 2009

TO: Chair and Members of Chebucto Community Council

SUBMITTED BY: 
Mike Labrecque, P. Eng., Director, Transportation and Public Works

DATE: December 11, 2008

SUBJECT: Non-Truck Routes - Mumford Road

INFORMATION REPORT

ORIGIN

Item 12.1 raised at the June 9, 2008 meeting of Chebucto Community Council.

BACKGROUND

Motioned passed that signs be erected advising of the non truck routes; two on Joseph Howe Drive, one on Chebucto Road and one eastbound on Chebucto Road at Mumford Road, and Mumford Road at Romans Avenue.

DISCUSSION

This is a repeat of an April 2, 2007, report dealing with a similar motion regarding the same location.

By-law T-400 referred to as “The Truck Route By-law” was approved by Regional Council; and it specifies that permissive sign messages shall be used to designate certain roadways in the core service area of HRM as truck routes. The by-law does not provide for the use of a restrictive sign message for economic and practical reasons. Also, the by-law states very clearly that all truck traffic is to stay on designated truck routes, except that trucks may leave a truck route to complete a local delivery or collection, but only after remaining on the truck route until the truck is as close as possible to the particular destination.

Mumford Road is not a truck route, however, it does intersect with Joseph Howe Drive and Chebucto Road, both of which are designated full time truck routes. Appropriate regulatory truck route signs, as specified for use under the by-law, are posted at either of these intersections. Two previous reports to Chebucto Community Council (see attached) from Engineering and Police, including input from Legal Services, indicated that trucks servicing the various businesses along Mumford Road could do so via either Joseph Howe Drive or Chebucto Road depending on the distance of the particular business from either truck route.

The truck route by-law has been in existence for over thirty years having first been introduced in former Halifax in the early 1970's. There is no evidence during that time to support the need for additional or more elaborate truck route signs to effect enforcement or prevent non-intentional violations by drivers. The existing truck route signs satisfy enforcement requirements because they are clearly visible, easily understood, and direct non-local truck traffic away from Mumford Road. The existing truck route signs are practical because they minimize the number and size of signs required to designate our truck route system.

The installation of restrictive regulatory truck route sign messages is not provided for in the by-law because of the sheer number of signs required and the cost to produce and maintain them on all of the non-truck routes in the Municipality. Further they are reactionary as they can only be placed on the non-truck route. This means that a truck driver can only read it after being in violation and is most likely at a location where turning around to return to the truck route is very difficult, if not impossible. The permissive truck route signs with appropriate directional arrows and time of day information are pro-active in that they can be located along truck routes at all major intersections and decision making points to guide the driver to his destination.

The installation of supplementary, non-regulatory information truck route sign messages designed to restrict truck traffic from an area is neither required nor is it recommended. These signs would add nothing of value to the network of existing official truck route signs, would be precedent setting, would generate numerous similar requests for other locations in the belief that the signs were effective, and would add clutter and become lost in an already too rich sign environment.

Members of Council may be familiar with the practice of the Nova Scotia Department of Transportation and Public Works which does post some restrictive truck route signs. For NS TPW this is more practical because almost all roads in TPW jurisdiction are truck routes by default and only a relative few are designated to be restricted to local truck service only. This contrasts with the core service area of HRM where almost all streets are not truck routes.

BUDGET IMPLICATIONS


There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

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

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