

Truck Traffic in the Greater Hammonds Plains Area

**Greater Hammonds Plains
Communities Association**

Introduction

Resident of Waterstone Village in Lucasville

- Member of the Greater Hammonds Plains
Communities Association (GHPCA)
Transportation and Traffic Committee**

GHPCA

Association of neighbourhood and ratepayer groups that forward the interests of the residents of the Greater Hammonds Plains area

GHPCA

- **The GHPCA Transportation and Traffic Committee was tasked with reviewing traffic issues**
- **Advocating for improvements to the HP Road**
 - Reviewed HRM traffic counts
 - Truck issues as a special project

Question???

**Is there a problem with Trucks on the
Hammonds Plains, Kearney Lake, or Lucasville
Roads?**

Trucks

- **Trucks are important component of economic activity in the region**
- **This presentation is not meant to be an assault on the trucking industry in general**
- **It is meant to highlight some issues as they pertain to the Greater Hammonds Plains area**

Who Owns the Roads?

- **Kearney Lake, Lucasville and Hammonds Plains Roads are a part of the HRM municipal road system as a result of service exchange with the Province in 2004**
- **HRM taxpayers support road costs through various municipal taxes**

Trucks

- Revenues from fuel taxes, vehicle licensing and employment taxes accrue to levels of government other than HRM
- Only direct benefit to HRM from truck use is commercial property taxes if the business has an associated truck component

Kearney Lake Road

- Bedford Highway to Hammonds Plains Road
- Well constructed
- Approximately 30 to 40 years old
 - Constructed to accommodate the Pockwock water supply system for the City of Halifax
- Has bike lanes over a portion of the road
- Vehicle Counts:
 - **7,233** two way average weekday traffic (2010)

All Traffic counts from HRM Traffic Database

Lucasville Road

- **Sackville Drive (Hwy 1) to Hammonds Plains Road**
- **Reconstructed in the late 1990s during water main installation**
- **Vehicle Counts:**
 - **7,105 two way average weekday traffic (2010)**

All Traffic counts from HRM Traffic Database

Hammonds Plains Road



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Hammonds Plains Road

- **Bedford Highway to St. Margaret's Bay Rd (Hwy 3)**
 - **Limited access section from Pockwock Road to Stillwater Bridge**
 - **Older section from Gary Martin Drive to Pockwock Road**
- **Narrow road surface, well worn**
- **Narrow shoulders**
- **Hilly with limited sight lines**

Hammonds Plains Road

- **HPR Vehicle counts:**
- **At Yankeetown Road**
 - **19,739 two way average weekday traffic (2010)**
- **At Glen Arbour Way**
 - **17,689 two way average weekday traffic (2010)**
- **At Gary Martin Drive**
 - **16,730 two way average weekday traffic (2010)**

All Traffic counts from HRM Traffic Database

Hammonds Plains Road

Hammonds Plains Road is an arterial roadway carrying between 11,000 and 13,000 vehicles per day on the section between Nottingham Drive and Pockwock Road.

Hammonds Plains Road Street Lighting, North West Community Council Report May 5, 2011

Hammonds Plains Road

- **Hammonds Plains Road is approaching its design traffic limit**
- **Measured effect of road damage to the road systems itself**

HRM Bylaw T-400



Truck Route Signs

Truck Route signs are installed to restrict truck traffic from using certain streets and roads in order to protect the physical structure of the roadway itself, as well as to protect residential neighbourhoods and other areas not well suited to the size, noise and nuisance factors associated with large trucks.

HRM Bylaw T-400

HRM Bylaw T-400

- **Empowered by section 194 (1) of the NS Motor Vehicle Act (MVA)**
- **Peace Officer may stop and detain a commercial vehicle under 196A (1) NS MVA**
- **Penalties under the MVA including fines and demerit points**
- **Fines under the HRM Bylaw of between \$100 and \$500**

Truck Bylaw T-400

- **Under HRM by-law T-400, no street is a truck route unless so designated by appropriate signs**
- **Only a small percentage of streets and roads are designated truck routes**

Truck Bylaw T-400

Since only a small percentage of streets and roads are designated truck routes, the by-law prescribes that permissive rather than restrictive truck route signs shall be used to designate where trucks are allowed

Truck Bylaw T-400

Trucks must make a delivery and return to the nearest truck route by the most direct connection



By-Law No. T-400 - Truck Routes - Map One



Highway 102 at Hammonds Plains Road



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Hammonds Plains Road Near Stillwater Bridge



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Highway 102 at Kearney Lake Road



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Lucasville Road at Sackville Drive



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Road Damage

According to a (US) government study, one 40-ton truck does as much damage to the road as 9,600 cars



USA Today 9/10/2007

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Hammonds Plains Road



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GHPCA Truck Sting

- **Tuesday, November 29, 2011**
- **1 hour between approximately 1 pm and 2 pm**
 - **3 people at 3 locations**
 - **Hammonds Plains at Lucasville Road**
 - **Hammonds Plains at Glen Arbour**
 - **Hammonds Plains at Stillwater Bridge**
- **Captured approximately 192 images of trucks that may not belong there**

Truck Sting



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Truck Sting

One dump truck actually stopped and commented that the HP Road was unsafe due to the intensity of the truck traffic!!



GHPCA Truck Sting



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Heavy Truck Traffic

- Safety issue
- School areas
- Transit bus stops
- cyclists
- Road damage / maintenance issue
- HPR is the most intensive road in terms of maintenance costs in HRM



Reducing Truck Traffic

- Reduction in traffic counts
- Postponement of expensive road upgrades and repairs
- Enhanced safety
- Savings to the municipal taxpayers



Margeson Drive

Margeson Drive south of Highway 101 will not be a truck route. Measures needed to reinforce truck management in the area will be developed prior to opening the roadway

NWCC report, March 25, 2010

Ken Reashore, Acting Director TPW

NWCC February 23, 2012

Question???

Does anyone now feel that there is a problem with truck traffic on the Kearney Lake, Hammonds Plains, and Lucasville Roads?

What Should Be Done?

- **Nothing**
 - Let the flagrant disregard of the law continue
 - Ignore the serious safety concerns
 - Allow the unnecessary road damage to continue
- **Review the Bylaw**
 - Change the road designation in the HP area
 - Maintain the status quo

What Should Be Done?

- **Improve and correct the signage**
 - Lucasville and Kearney Lake Roads should have **Local Service Only** signs on start of roads
 - All signs should be upgraded
- **Provide education**
 - to truckers, business owners, RCMP, Vehicle Compliance
- **Enforcement**

What Should Be Done?

Continue to encourage the province to move forward with Highway 113



GHPCA Transportation and Traffic Committee

- **Reduction in unnecessary truck traffic will reduce overall traffic intensity**
- **Reduce road maintenance costs**
- **Enhance overall safety**
- **We look forward to HRM's plan to provide upgrades to the roads in the Greater Hammonds Plains area**

Thank-you

Any Questions??



