


**Transportation Standing Committee
August 8, 2012**

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY:


Ken Reashor, P.Eng., Director of Transportation and Public Works

DATE: July 12, 2012

SUBJECT: Truck Route Traffic on Kearney Lake Road

INFORMATION REPORT

ORIGIN

Item 7.2.2 of the Transportation Standing Committee meeting of May 24, 2012.

Motion approved that the Transportation Standing Committee request a staff report to consider further restricting or eliminating Kearney Lake Road as a truck route (allowing local traffic only) with consideration to seek alternative route(s) for truck traffic, particularly in the area of the Highway 102/Exit 2 ramps, southerly to Kearney Lake Road and the Bedford Highway.

BACKGROUND

Kearney Lake Road between Bedford Highway and Highway 102 is designated as a daytime (7 a.m. to 9 p.m.) truck route. Some residents of homes on or near Kearney Lake Road want to have through truck traffic banned from this part of Kearney Lake Road. Kearney Lake Road between Highway 102 and Hammonds Plains Road is already not designated as a truck route.

DISCUSSION

Bedford Highway between Hammonds Plains Road and Windsor Street is a 24 hour truck route. Kearney Lake Road between Highway 102 and Bedford Highway is a daytime (7 a.m. to 9 p.m.) truck route. Dunbrack Street is also designated a daytime truck route. Kearney Lake Road between Highway 102 and Hammonds Plains Road is not a truck route.

Kearney Lake Road between Highway 102 and Bedford Highway has been designated as a daytime truck route since the City of Halifax Truck Route By-Law was first put in place in the early 1970s. Bedford Highway through Rockingham was designated a 24 hour truck route then too. Dunbrack Street was only added as a truck route in 2000.

To have some information about the number of trucks using Kearney Lake Road staff carried out detailed vehicle classification counts at four locations:

- Kearney Lake Road between Wedgewood Avenue/Grosvenor Road and Broadholme Lane/Castle Hill Drive
- Kearney Lake Road between Dunbrack Street and Silverwood Terrace
- Dunbrack Street between Donaldson Avenue and Wentworth Drive/Ross Street
- Bedford Highway between Kent Avenue and Tall Trees Lane

A classification count is made using our computerized automatic traffic recorders with air hoses laid across the road. The traffic is broken down, by lane, into 14 different vehicle types ranging from motorcycles to the largest type of tractor-trailer combinations.

The sketch in Attachment One shows counted volumes of all vehicles and of trucks over 3,000 kilograms (the definition of truck in the Nova Scotia Motor Vehicle Act). Buses over 3,000 kilograms are not included in the truck total because under the Motor Vehicle Act (and the HRM Truck Route By-Law) buses are distinct from trucks. Bus volumes are included in the totals.

The volumes of all vehicles and of trucks over 3,000 kilograms, as shown in the attachment, show volumes of trucks on Kearney Lake Road (between Grosvenor and Castle Hill) are roughly comparable with volumes on Bedford Highway north of Kearney Lake Road.

There are no particular operational problems with truck operations on Kearney Lake Road because the roadway widths and intersection geometry are good.

If HRM were to change the Truck Route By-Law to remove this portion of Kearney Lake Road from designation as a daytime truck route there would follow several results.

First, not all trucks would be eliminated from the street. There would still be trucks travelling in local service. But most of the trucks would be removed.

The trucks removed would still need to make their trips. Many of the trucks using Kearney Lake Road are heading to and from the port areas in the north end of the Halifax peninsula. The drivers would have two alternatives. They could stay on Highway 102 and exit onto Joseph Howe Drive which would add significant distance to their trips. However, a project to improve the functionality of Joseph Howe Drive is now under construction and may serve to increase the attractiveness of this route to truck operators. Or they could exit onto Hammonds Plains Road to Bedford Highway. Our expectation is that many would use the Hammonds Plains Road alternative. Trucks now using Dunbrack Street between Kearney Lake Road and Lacewood Drive would also mostly be displaced, likely to Lacewood Drive.

This alternative approximately doubles the number of trucks along the Bedford Highway north of Kearney Lake Road. The distance trucks would travel on regular roads (instead of Highway 102) would be significant, and there are many residences and small businesses along this alternate route. Most of the alternate route is built with a rural-road cross-section (there are no sidewalks or curbs).

Staff does not see any net benefit to removing the daytime truck route designation from Kearney Lake Road. The alternative puts trucks along a longer section of two-lane roadway instead of them staying on Highway 102. Hammonds Plains Road and Bedford Highway have development types similar to Kearney Lake Road but make up a much longer roadway with more exposure of the trucks to the residents. The longer distance on surface streets adds to the expense of moving the freight contained in the trucks, and probably increases emissions also.

Kearney Lake Road has been a daytime truck route for more than 45 years (before 1975) and residents should not be surprised by truck traffic. Before then there were no designated truck routes and staff expect that Kearney Lake Road was just as popular with truck drivers then as now. (Actually, the Truck Route By-law did remove most night time trucks.)

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, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

Community engagement was not deemed to be necessary in preparation of this report because these complaints have been raised recently before, including at a public meeting held as part of


the process for the Birch Cove Waterfront Plan on March 22, 2010. There have been no substantial changes in the area since that occasion.

ATTACHMENTS

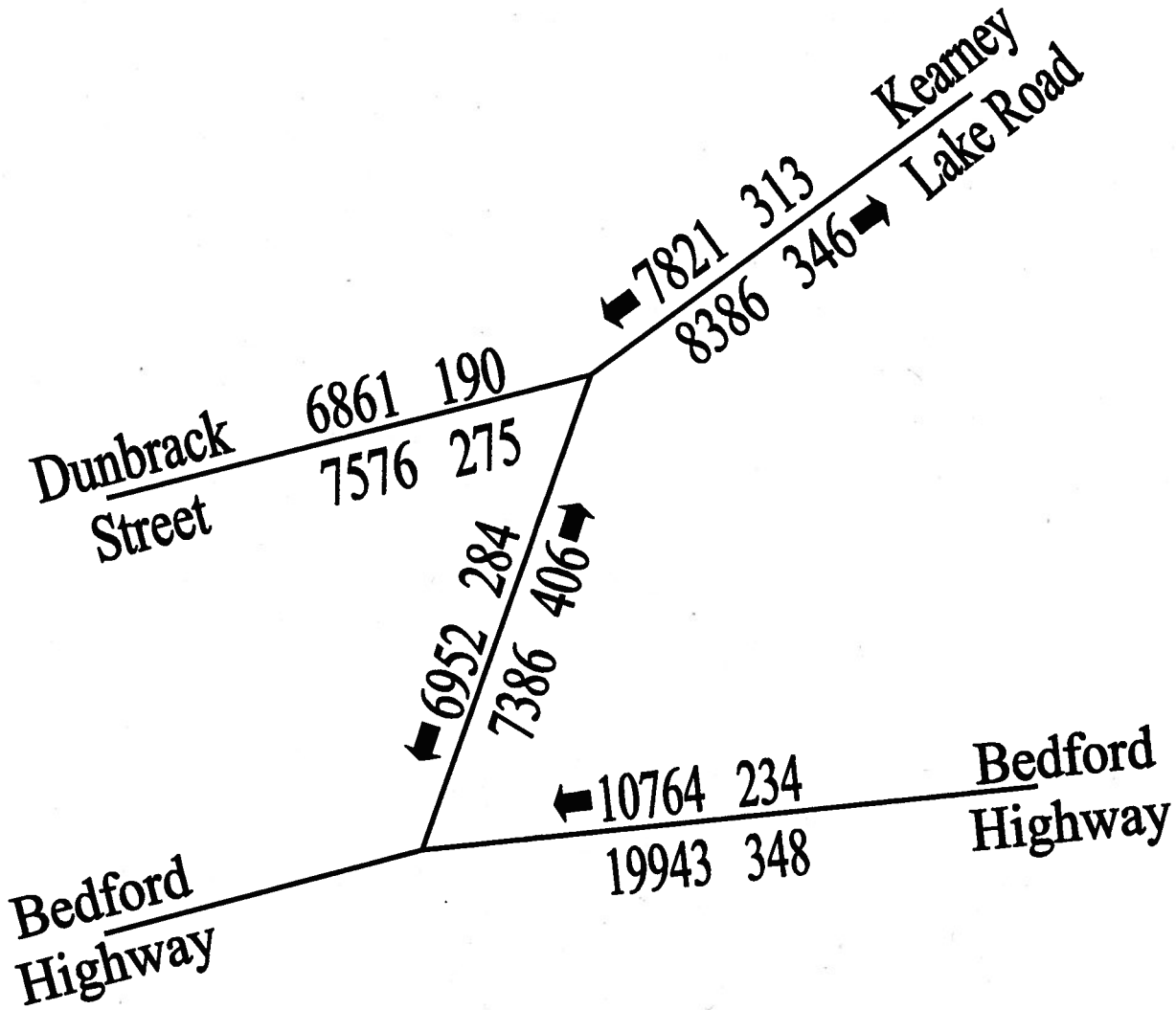
Attachment One - Total Traffic and Truck Traffic Kearney Lake Road at Dunbrack Street and at Bedford Highway

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

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Report Approved by: 
Roddy MacIntyre, P.Eng., Acting, Acting Manager of Traffic and Right of Way, 490-5525

ATTACHMENT ONE
Total Traffic and Truck Traffic
Kearney Lake Road at Dunbrack Street
and at Bedford Highway



Legend: XXXX YYY means
XXXX total vehicles per day
YYY total trucks per day