

# TOWN OF HALTON HILLS TRUCKING STRATEGY STUDY

## EXECUTIVE SUMMARY



WSP CANADA INC.

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## Executive Summary

The overall objective of this study is to develop a trucking strategy that supports economic and employment activities, while balancing the needs of the community of Halton Hills. This includes developing long-term strategies for the safe and efficient movement of trucks which respect the road maintenance and safety needs of the Town. There are several trucking related issues this study seeks to address. These include:

- **Safety:** There are currently areas in Halton Hills which are unable to appropriately accommodate all road users on heavily used truck routes. There are additional perceived issues of trucks speeding on Halton Hills roads. There is a need to ensure trucking in Halton Hills is done safely on a preferred truck route network.
- **Infrastructure:** Heavy truck restrictions are used to protect road infrastructure that cannot bear heavy loads or where truck traffic is unsuitable. Infrastructure needs to be improved to accommodate a preferred truck route network and ensure better movement of trucks around urban areas in Halton Hills.
- **Environmental:** There are negative impacts from emissions generated from trucking activity in Halton Hills. There is a need to reduce trucking activity in urban areas to reduce negative environmental impacts.
- **Social:** There are positive social impacts of trucking in Halton Hills generated through employment opportunities related to the trucking industry, but also negative impacts of noise and vibrations. These social considerations have been taken into account in the development of improvement strategies.
- **Economic:** Trucking is necessary to support industry economic development and growth. There is a need to balance considerations of economic development and growth with the impacts large volumes of trucks have on urban and residential areas.

Over the course of the development of the Halton Hills Trucking Strategy Study a proactive consultation program was used to engage residents, businesses, stakeholders, technical agencies and decision makers. The large volume of trucks generated by these aggregate and fill activities have led to several concerns about the impact trucking is having on Halton Hills. These concerns include:

**Table 1. Trucking Concerns in Halton Hills**

<b>Safety</b>	Perceived speed of trucks, rolling terrain not suitable for trucks, proximity to sidewalks and safety at intersections and driveways.
<b>Noise &amp; Vibration</b>	Noise and vibration impacts trucks have on the Halton Hills community.
<b>Time-of-Day</b>	Time-of-day restrictions and enforcement, specifically the lack of time-of-day restrictions on certain roadways.
<b>Environment</b>	The amount of pollution trucks generate to the Town of Halton Hills.
<b>Congestion</b>	Rolling terrain makes it challenging for trucks to accelerate after stopping at red signals thus, increasing congestion. Heavy truck traffic through busy urban areas also creates a perception of congestion.
<b>Quality of Life</b>	With the high volume of heavy truck traffic, residents feel they are losing a desired quality of life.

Throughout this study we refer to the Five E's or study outcomes, which are used to address the issues identified above related to trucking in Halton Hills. These Five E's include:



- **Engagement:** Undertaken through a comprehensive consultation program with decision makers, residents, businesses and stakeholders.
- **Engineering:** Identification of infrastructure improvements to support trucks on a preferred Truck Route Network.
- **Enforcement:** Identification of opportunities to construct a truck inspection station and increase the number of truck safety enforcement blitzes.
- **Education:** Identification of opportunities to clearly articulate the outcomes of the study including educating road users.
- **Evaluation:** Performance monitoring and management of improvement strategies.

### Improvement Strategies

To address trucking related issues in Halton Hills a series of improvement strategies were developed. These improvement strategies focus on the Five E's and have been based on extensive public consultation with residents, businesses, stakeholders, technical agencies and decision makers. These improvement strategies have been informed by analysis of existing conditions and best practices from other peer jurisdictions. This section presents the improvement strategies for each of the Five E categories.

#	Improvement Strategy	Description
E1.1	Establish Trucking Advisory Committee for 2 Years	Establishing a Trucking Advisory Committee has the potential to develop a common vision for trucking in Halton Hills while promoting and advocating for the safe and efficient movement of goods. A Trucking Advisory Committee would function as a partnership, with committee members acting through consultation, regular communication and consensus-building. Membership of the Trucking Advisory Committee could include representatives from private and public sector organizations.
E1.2	Continue Engagement with Region, Province and Federal Government	Trucking within and through Halton Hills would benefit from ongoing engagement between government stakeholders, including: Regional (Road Rationalization), Provincial and Federal levels of government (ie. road transfers and infrastructure funding). Continuing engagement on trucking related issues will allow for a more coordinated approach to trucking issues, and exchange of information related to planning initiatives, coordinated funding and data sharing.
E1.3	Install Truck Permissive / Preferred Signage	Halton Hills has several roads which are preferable for truck use. Adopting a preferred truck route network could be implemented relatively quickly and be used as a tool to inform truck drivers and other road users. A preferred route network map may be a useful tool during enforcement and education programs.
E1.4	Road Rationalization	Through the consultation process in this study, several roads are recommended to be carried forward in the next Road Rationalization review due to their interaction with trucking needs in Halton Hills.
E2.1	Evaluate Bypass Options on New and Existing Corridors	There is a need for a bypass option around the downtown Acton urban area to alleviate trucking issues. The Provincial Connecting Link through downtown Acton is anticipated to be over capacity by 2031 requiring one additional lane in each direction. There are options for bypassing Acton to the north on new and existing corridors. Partnership with MTO is critical to the success of any future studies.



#	Improvement Strategy	Description
		<p><b>Do Nothing:</b> The Connecting Link through downtown Acton, including Main Street North (Regional Road 25) and Mill Street East (Highway 7), is anticipated to be over capacity by 2031 requiring one additional lane in each direction. In the Do Nothing scenario the issues identified with trucking will worsen.</p> <p><b>New Corridor Bypass:</b> An Acton Northern Bypass on new corridors connecting Guelph Street (Highway 7) to the West of Acton and Highway 7 between Third Line and Fourth Line to the east of Acton may be a possible alignment. This conceptual alignment is consistent with the 2011 Halton Hills TMP and would be subject to further study and approval by the MTO.</p> <p><b>Existing Corridor Bypass:</b> Propose to reconstruct existing roads north of Acton to act as a bypass. Potential existing roadways to act as a bypass are shown in Figure 7. These corridors will need to be further evaluated in an Environmental Assessment.</p>
E2.2	Establish Truck Network Maps and Develop a Truck Map App	There are numerous benefits to establishing a preferred truck network. These benefits include increased safety, economic development opportunities, ability to direct land use development. Truck network maps have been established in the following order: Existing Conditions, Planned Improvements, and Proposed Strategies. These maps should be made available to industry through a truck map application in GIS/GPS format.
E3.1	Implement a Permanent Inspection Station	Halton Regional Police Service (HRPS) have indicated that Halton Hills lacks a safe inspection area in the northern part of the Town that can be used for truck inspections on a regular basis. A proposed location for a permanent truck inspection location is on the northeast corner of Highway 7 and Sixth Line. The ideal location for a truck inspection station is adjacent to part of the truck route network and central in Halton Hills so officers can guide trucks to the inspection station from various points across the Town to perform inspections in a safe location.
E3.2	Increase Truck Safety Blitzes	Continuing the truck safety blitzes which have been ongoing by HRPS has the potential to increase safety awareness and take unsafe trucks off the road. As was evident in the consultation process, safety is a primary concern with regards to trucking in Halton Hills.
E4.1	Educate Users of the Truck Route Network	Education and outreach related to trucking and goods movement activities among Halton Hills residents is beneficial to increase awareness of its importance to quality of life and economic opportunity. This may be a function of the Trucking Advisory Committee (E1.1).
E5.1	Streamline Special Permit Process	Firms involved in shipping goods will occasionally require special permits for certain trucking activities. There is a need for better coordination with Regional and Provincial levels of government to streamline the special permit process.
E5.2	Establish a Performance Measurement System	A performance measurement system will allow Halton Hills to track trucking related issues in the Town and ensure timely, accountable and transparent implementation of the recommended strategies.



## Truck Network Maps

The purpose of the truck network maps is to provide Halton Hills and other stakeholders with information on the existing conditions, planned improvements, and proposed improvement strategies relating to trucking. There is a focus on capital and improvement strategies with the intent that these maps be used to update future Halton Hills TMPs, as well as other Regional plans and the Road Rationalization process.

The proposed truck route network is based on consultation and assessment of available truck network data. The truck route network has been proposed to allow for connectivity and directness of truck movements, while trying to minimize intrusions in residential areas. The base of the truck route network was established considering existing truck restrictions and jurisdictions, while at the same time proposing changes in truck restrictions on some roadways and changes in jurisdiction as part of the next Road Rationalization process.

The following provides a description of the four maps which have been produced:

- **Existing Conditions:** The existing conditions map provides information on current Halton Hills truck restrictions, roadway jurisdiction (including connecting links), railway alignments, truck inspection stations and location of licensed aggregate quarries and pits. This map is intended to be used to provide background information and an understanding current truck restrictions and jurisdictional boundaries.
- **Planned Improvements:** The planned improvements map provides information on currently programmed improvements from the Halton Region Roads Capital Projects (2018-2031). This map also includes information on other programmed improvements and feasibility studies.
- **Proposed Strategies:** The proposed strategies map provides graphical information for the proposed trucking improvement strategies. This includes information on potential bypass options on new and existing routes around Acton, railway grade separations, truck inspection stations, preferred truck route network and proposed roads for rationalization.
- **2031 Trucking Map:** The 2031 trucking map provides a view of the full build-out of proposed improvement strategies. This includes potential Acton bypass options for further study in an EA, Norval Bypass, railway grade separations, and the preferred truck route network. It is anticipated that Halton Region will commence with the EA for the Norval Bypass in 2019.



Figure 1. Halton Hills Trucking Map – Existing Conditions and Proposed Quarries

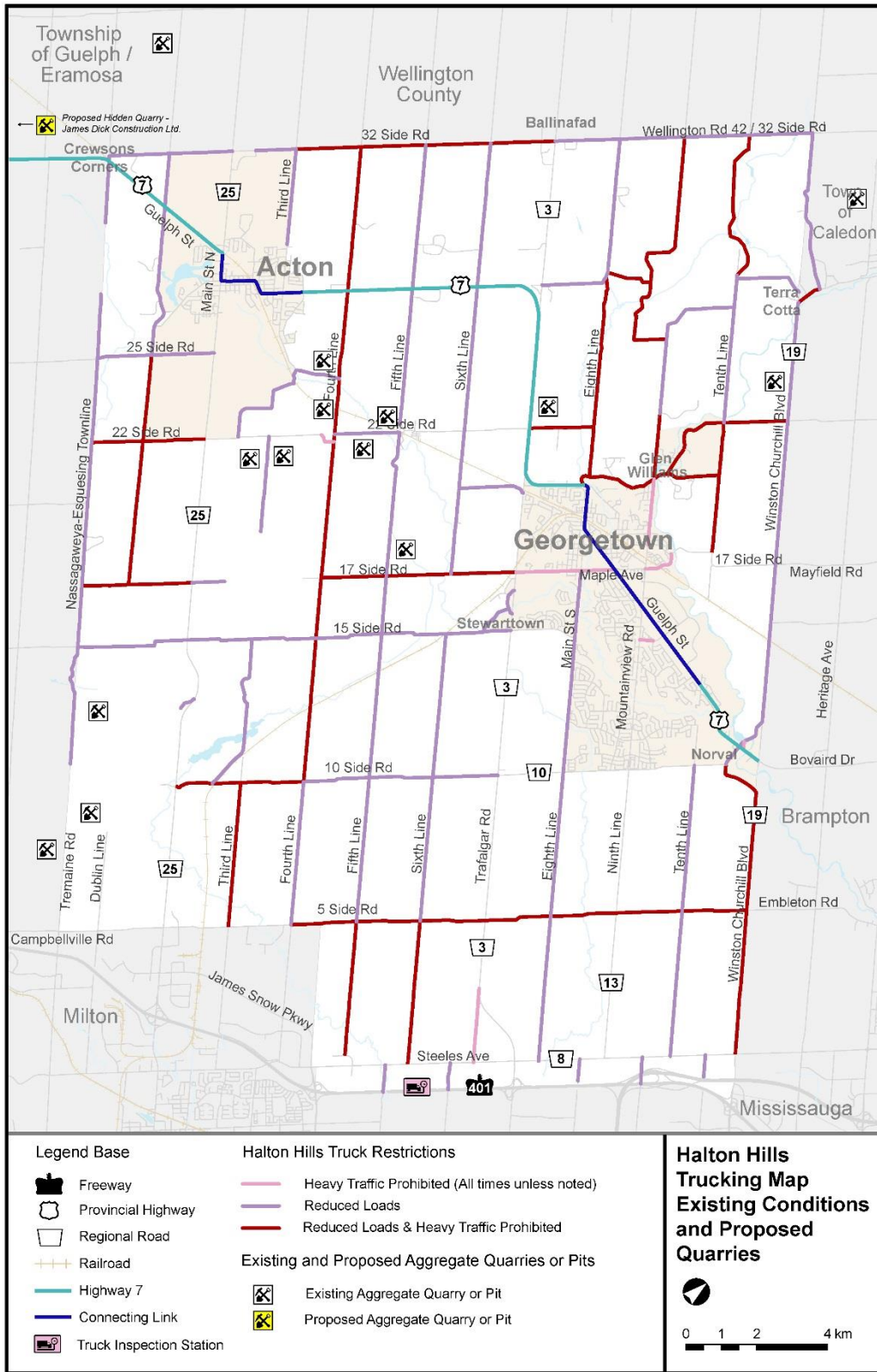




Figure 2. Halton Hills Trucking Map – Planned Improvements

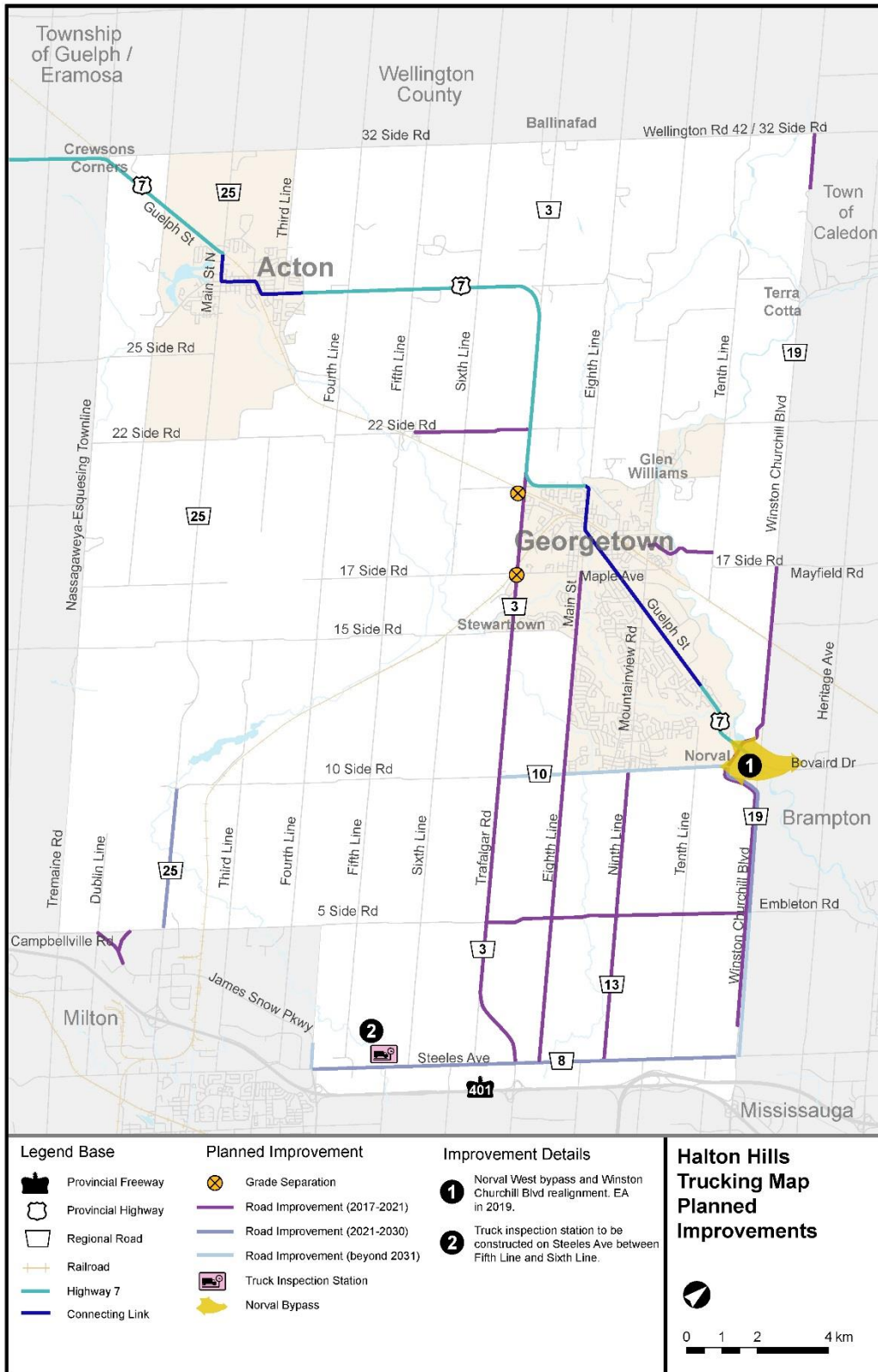


Figure 3. Halton Hills Trucking Map – Proposed Strategies and Roads to be Evaluated

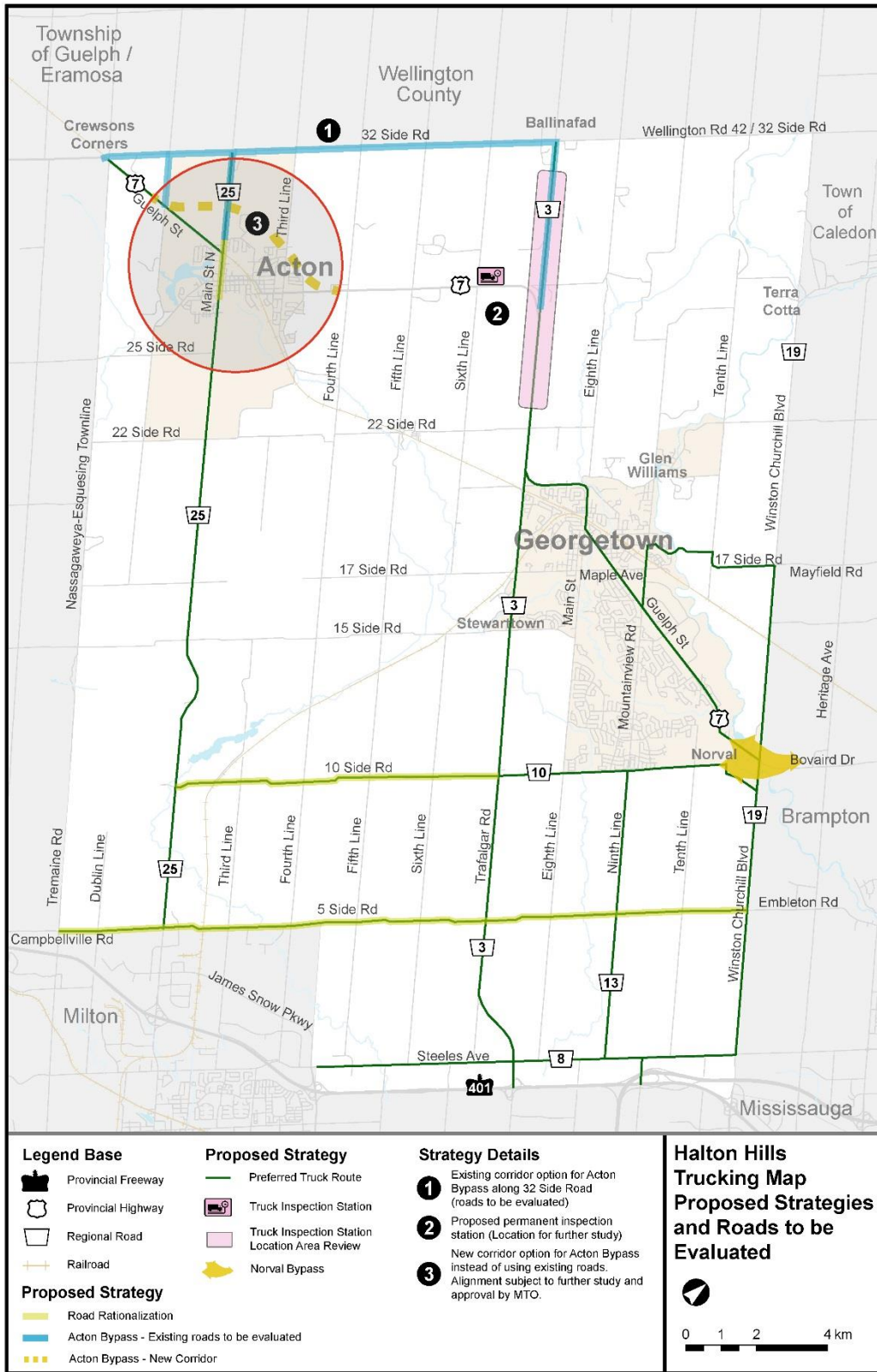




Figure 4. Halton Hills – 2031 Trucking Map

