

Review of Truck Routes

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Report Summary

The report provides information regarding a review of truck routes and a response to motion OP2019-23 that directed staff to prepare a report for information regarding the removal of the truck route designation from LaSalle Boulevard.

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

Maintaining LaSalle Boulevard as a truck route supports the achievement of strategic objectives under the Community Energy & Emissions Plan (CEEP) to reduce emissions by not increasing travel distances for trucks.

Financial Implications

Recommendations of this report will be carried out within the existing approved budget and staffing resources.

Background

At the October 21, 2019 Operations Committee meeting, resolution OP2019-24 was passed which stated:

THAT the City of Greater Sudbury directs staff to prepare a report for information regarding the removal of the truck route designation from LaSalle Boulevard by the third quarter of 2020.

To address the needs of the trucking industry, and to limit the detrimental effects that trucking has on the roads, jurisdictions establish a network of roads that are designated for use by heavy trucks. In order to designate these roads, jurisdictions pass a by-law which sets the rules associated with truck routes. In the City of Greater Sudbury, this by-law is the Traffic and Parking By-law 2010-1 ("By-Law").

Section 27 of the By-Law outlines the roads that are designated truck routes and how heavy vehicles are to operate on roads not designated as truck routes. This section of the By-Law states that trucks may operate on any road in the City provided that any deviation from a truck route is to the nearest road where services are performed and on completion of business, the truck returns by the shortest route to the nearest truck route.

The current designated truck routes can be view in Appendix A.

Analysis

Appendix B shows the current truck routes surrounding LaSalle Boulevard indicated with red lines and LaSalle Boulevard using a blue dashed line. Based on the By-law, if the truck route designation was removed from LaSalle Boulevard, trucks would still be allowed to use the road to arrive at destinations on LaSalle Boulevard. Depending on the destination vehicles would then have to take the shortest route to the nearest truck route.

The requirement to use the shortest route from a truck route to the destination can significantly increase the travel distance required by the heavy truck. With the removal of LaSalle Boulevard as a truck route, the remaining truck routes in the area would be Notre Dame Avenue, Barry Downe Road, Maley Drive, Falconbridge Road and the Kingsway. For any destination on LaSalle Boulevard that is closer to Barry Downe Road than either Notre Dame Avenue or Falconbridge Road, a heavy truck will be required to travel to that destination via Barry Downe Road. An example is provided below in Figure 1 to show the impacts of this requirement.

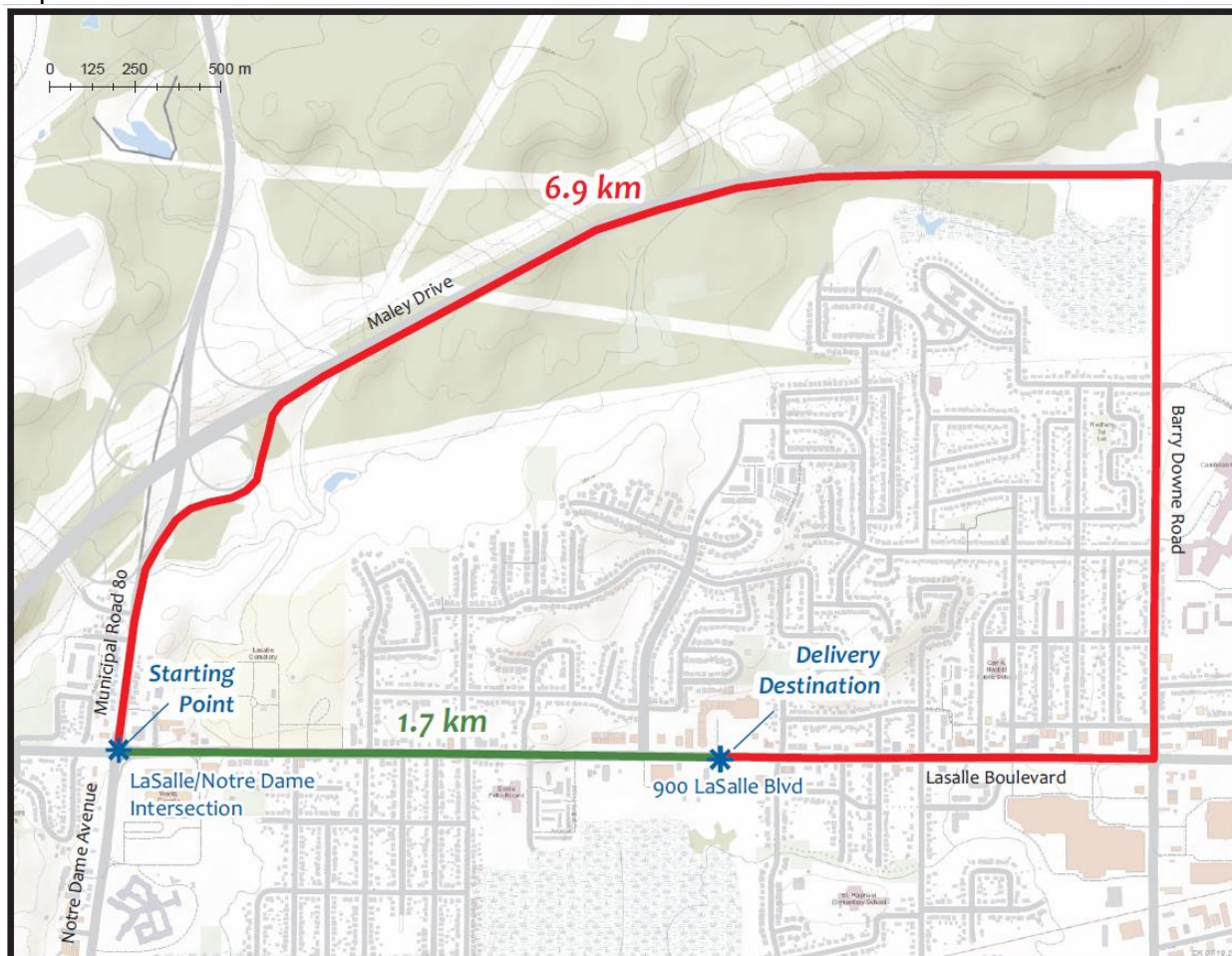


Figure 1: Example of impact of removing LaSalle Boulevard as a truck route.

The LaSalle Court Mall (900 LaSalle Boulevard) is approximately 1.7 km from Notre Dame Avenue and 1.3 km from Barry Downe Road. If LaSalle Boulevard is not designated as a truck route, all deliveries to this mall would be required to proceed from Barry Downe Road. If the delivery truck was arriving from Notre Dame Avenue, it would be required to use Maley Drive and Barry Downe Road. From the intersection of LaSalle Boulevard and Notre Dame Avenue, the truck would be required to travel a total of 6.9 km. This would increase the travel distance for deliveries to this mall coming from Notre Dame Avenue by 5.2 kms.

While the above example may be the most extreme situation, there are many other commercial destinations near Barry Downe Road that would result in similar routing and increased travel distance for trucks.

Truck Traffic Volumes

It is staff's understanding that the decision to explore removing the truck route designation from LaSalle Boulevard was to determine if it was possible to reduce the volume of heavy trucks. In 2019, prior to the opening of the Maley Drive extension, traffic counts along LaSalle Boulevard showed that approximately 1% of total traffic in the peak 8 hours of the day were articulated trucks. Articulated trucks are vehicles with a tractor pulling one or more trailers. In 2022, traffic counts at the same locations show a reduction in articulated truck traffic. Table 1 below shows the reduction as a number and percentage of the peak 8 hours of traffic.

This demonstrates that the opening of the Maley Drive extension has had the expected benefit of removing a significant number of heavy vehicles from LaSalle Boulevard.

Year	LaSalle Boulevard at Attlee Avenue			LaSalle Boulevard at Auger Avenue		
	Total Traffic	Total Articulated Truck Traffic	Percentage	Total Traffic	Total Articulated Truck Traffic	Percentage
2019	19,067	149	0.7 %	18,060	173	1%
2022	13,169	58	0.4	11,890	42	0.3%

Table 1: Articulated truck traffic on LaSalle Boulevard

Enforcement

If LaSalle Boulevard is removed as a truck route then enforcement would need to be done by the Ministry of Transportation (MTO) or Greater Sudbury Police Services (GSPS). Enforcement would only occur if trucks use LaSalle Boulevard as a route to travel to another destination. An example of this would be travelling from Falconbridge Road to Frood Road using LaSalle Boulevard. This would provide a challenge due to the density of commercial properties on LaSalle Boulevard as potential destinations and the MTO or GSPS would have to catch the truck in the act of not proceeding to the closest truck route.

Next Steps

Based on the environmental impact of increased travel distances, the challenges to provide enforcement and the impact that Maley Drive has already had on reducing the number of trucks on LaSalle Boulevard, staff does not recommend removing the truck route designation from LaSalle Boulevard.

Resources Cited

City of Greater Sudbury, Operations Committee Resolutions – October 21, 2019, Accessed online: <https://pubgreatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=29992>