

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                   **50 20-99-R026**  
Your File/V/Réf.

DATE                               05 October 1999

TO/DEST.                         Co-ordinator Transportation Committee

FROM/EXP.                       Director Mobility Services and Corporate Fleet Services  
Environment and Transportation Department

SUBJECT/OBJET                 **RUSSELL ROAD BETWEEN WALKLEY ROAD AND  
ST. LAURENT BOULEVARD - TRUCK ROUTE  
DESIGNATION**

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**DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee recommend Council not approve the removal of Russell Road between Walkley Road and St. Laurent Boulevard from the Truck Route System.**

**INTRODUCTION**

The Sheffield Glen and Canterbury Community Associations have requested that Russell Road between Walkley Road and St. Laurent Boulevard be removed from the Truck Route System as alternative routes exist. A map of that system in this area is attached as Annex A.

**BACKGROUND**

This portion of Russell Road has formed part of the Truck Route System for at least the past 30 years. In 1991, in response to overnight noise concerns, the hours of operation as a truck route were reduced to cover the 6 a.m. to 11 p.m. period only.

Russell Road was re-affirmed as a Regional road in the 1995 UMA Regional Road System Review. In addition, the Urban Truck Route Designation Policy indicates that any Regional road that meets the upper tier road criteria, except for urban cell service (Criterion #6) and rural cell service (Criterion #8) should also be a truck route, unless otherwise negated. Russell Road meets Criterion #1 - Urban Centre Connector, #2 - King's Highway/Upper Tier Road Connector, #3 - Heavy Industry Service and #6a - Urban Cell Service.

## EXISTING CONDITIONS

If Russell Road were removed from the Truck Route System, goods movement through the area could be diverted to Lancaster Road, Sheffield Road or Highway 417.

This part of Russell is two-lane with lane widths ranging from 4.0 to 5.8 m. and paved widths ranging from 9.5 to 11.5 metres. Abutting development is primarily reverse frontage residential and includes a church/day care centre and a neighbourhood strip mall. Sidewalks are present on the west side and most of the east. There are 15 accesses and all three intersecting roads are controlled by traffic signals. It is 1.6 km. long.

Eight-hour volumes are approximately 7,500 vehicles, including 160 buses and 440 trucks (5.9 % of the traffic stream). During that period it is also travelled by approximately 50 cyclists and crossed by an average of 200 pedestrians at each of the signalized intersections.

Lancaster Road is slightly longer (2.4 km.), contains several curves and is generally narrower than Russell. Its width varies from 8.9 to 9.4 m., abutting development is commercial/institutional. Sidewalks are present on the west side and about half the east. There are 53 accesses - 49 to commercial sites, one to the Museum of Science and Technology and three to strip malls. It forms part of the City's Cycling Network and 1.5 m. bicycle lanes are in place on both sides between Walkley and the Ottawa Athletic Club, a distance of 1.6 km.

Eight-hour volumes are approximately 3,700 vehicles, including 20 buses and 340 heavy trucks (9.2% of the traffic stream). During that period it is also travelled by approximately 40 cyclists. Pedestrian crossing volumes are not available but appear to be low.

Sheffield Road is wider and longer than Russell or Lancaster. Its width is consistently 11.0 m. and all abutting development is commercial. Sidewalks are present on both sides but only on the Walkley to Bantree portion. There are 64 accesses - 26 to major activity sites. Truckers using this alternative are required to negotiate linked right/left turns at Innes and as insufficient storage is available on Bantree, frequently encounter excessive delays at that point.

Eight-hour volumes are approximately 5,300 vehicles, including 27 buses and 1,150 trucks (21.7% of the traffic stream). During that period it is also travelled by approximately 11 cyclists. Pedestrian crossing volumes are not available but also appear to be low.

## COLLISION HISTORY

During the three-year period ending 31 December 1997, 18 collisions involving trucks were reported on Russell; however, in 13 of those mishaps the truck drivers were driving properly. During the same period, 9 collisions were reported on Lancaster involving trucks, in four of which truck drivers were driving properly. This may suggest that the Lancaster route is safer than Russell; however, because Russell carries double the traffic, the accident rate per million vehicles is virtually identical for the two. During that same period, 14 collisions involving trucks were reported on Sheffield.

## DISCUSSION

From an infrastructure viewpoint, the Highway 417 route is the best alternative. That route is longer than the others, but it has fewer traffic signals and higher speed limits. Travel-time surveys show it can be travelled faster than Sheffield (5.1 minutes vs 6.5 minutes) and on average, takes only 90 seconds longer to complete than either Russell or Lancaster, both of which require approximately 3.6 minutes to traverse. Those surveys were conducted in off-peak periods using Walkley/Russell and Innes/St. Laurent as end points.

The need for an efficient and effective goods movement system is recognized in our Transportation Master Plan. It notes that such a system is essential to our economic livelihood and that trucking accounts for 99% of all goods movement within or through our Region. It acknowledges that trucking relies heavily on the Regional Road System for access to major industrial and commercial centres and discusses the impacts of goods movement by truck on residential communities.

From that perspective, it recognizes that while those impacts can be minimized by providing a large number of alternative routes, reduced routing options generally increase overall costs and concentrate community impacts. As a result, it goes on to mention that truck restrictions on a Regional road should be considered only where community impacts are significant, where the road in question serves exclusively non-commercial land uses, and where adequate alternative routes are available.

If Council chooses to remove Russell Road from the truck route system in favour of Highway 417, this presents a challenge because all trucks diverted to that route, especially those proceeding from south, will be required to drive past Lancaster and Sheffield and the City is opposed to increased truck volumes on Lancaster as that roadway was never designed nor intended to serve as the primary truck route through this corridor.

The obvious solution is therefore to suggest that in conjunction with the removal of Russell from that system, the City also remove Lancaster from that system. That measure would not impact “home-base or destination” trips by the goods movement industry to sites on Lancaster as those activities are clearly permitted as “exceptions” under the City’s Traffic and Parking By-law.

However, while this may suggest that removal of Russell from the truck route system is workable, the reality is that no matter how well that restriction is signed, it will not eliminate trucks from that link as it will still be viewed by some truckers as the most attractive route through the corridor since it is most direct. Moreover, if experience at similar situations is any indicator, especially as evidenced in the Merivale-Maitland-Carling corridor, meaningful compliance rates can only be achieved if, and only if, rigorous enforcement efforts are constantly applied.

## SUMMARY

The Region has invested significant capital costs in reconstructing Hawthorne Road to provide a direct arterial link from Hunt Club Road to St. Laurent Boulevard via Russell Road. While an overnight truck ban is currently in effect on that link, extending that regulation to a full-time restriction cannot be justified on the basis of safety and will require significant enforcement efforts. Diverting trucks to the alternate routes will result in longer trips and higher goods movement costs. Since diverted trucks will be required to drive past Lancaster, City staff are concerned about the impacts additional truck traffic would have on that road as it was never designed nor intended to serve as the primary truck route through this corridor. As a result, they are opposed to the removal of Russell from the Truck Route System and will present a report on the matter to their Council this fall.

In view of the foregoing, this Department cannot support the removal of Russell Road between Walkley and St. Laurent Boulevard from the Truck Route System.

## CONSULTATION

In November 1998, letters requesting input to this proposal were sent to the following:

- City of Ottawa;
- National Capital Heavy Construction Association;
- Canadian Construction Association;
- Greater Ottawa Truckers Association; and
- Ottawa Construction Association.

Only one response was received - from the City, (Annex B). Follow-up letters were sent in September 1999; however, to date (06 October) no additional responses have been received.

## FINANCIAL IMPLICATIONS

There are no financial implications.

*Approved by  
Doug Brousseau*

JFB/sc

Attach. ( 2 )

### Legend / Légende

- 32 Full Loads  
Charges maximales
- 27 Restricted Loads  
Charges limitées
- 417 Provincial Highways  
Routes provinciales
- Boundary  
Limite

100 200 400 600 800 1000

## Urban Truck Routes

REGIONAL & AREA MUNICIPALITY ROADS

Préparé by: PLANNING & DEVELOPMENT APPROVALS DEPARTMENT  
GEOGRAPHIC SERVICES - GEOMATICS DIVISION

# 1999

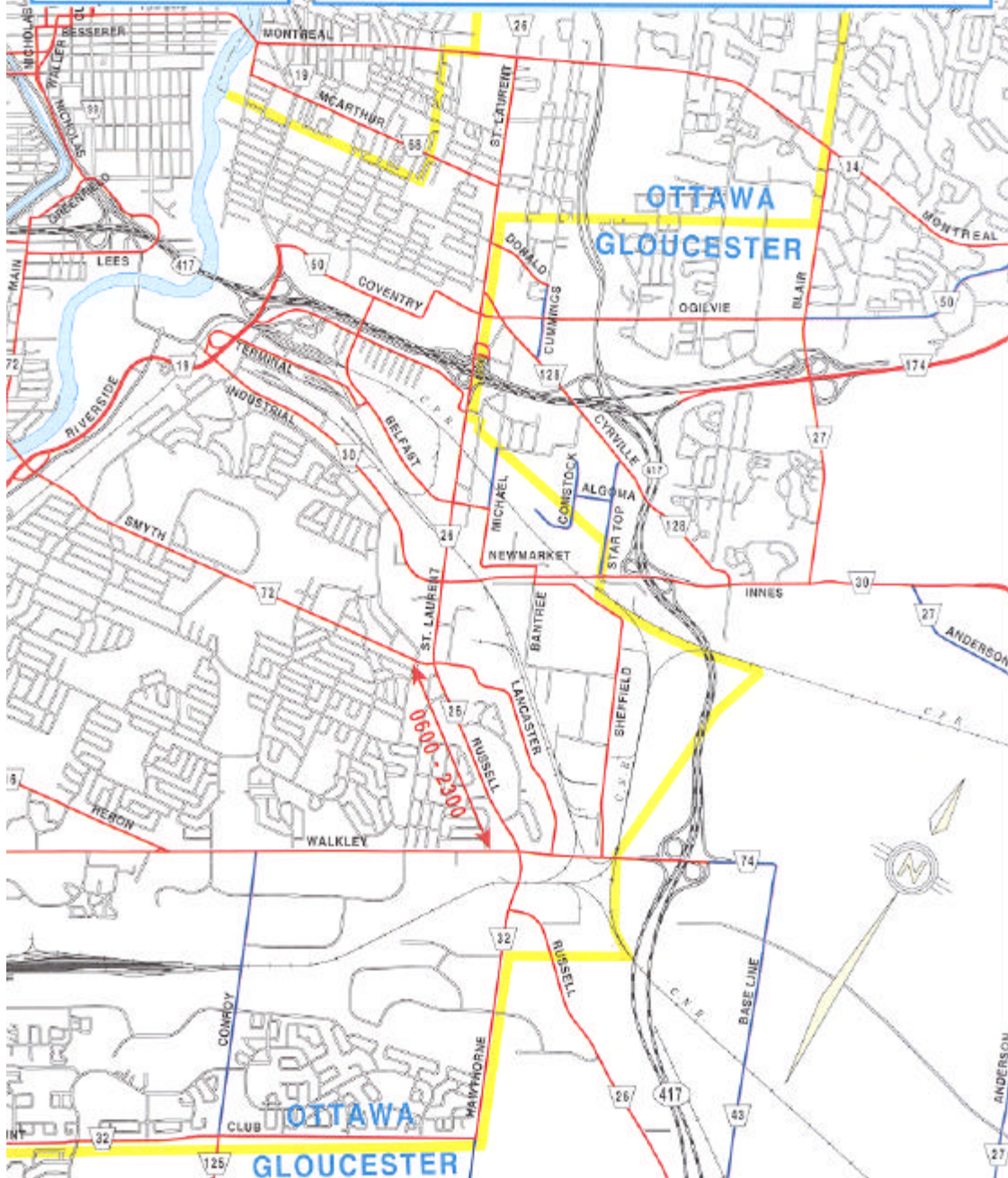
## Parcours pour camions - Secteur urbain

ROUTES REGIONALES ET ROUTES DES MUNICIPALITÉS LOCALES

Préparé par: SERVICE DE L'ORGANISATION ET DE L'APPROBATION DES DEMANDES D'AMÉNAGEMENT  
SERVICE GÉOGRAPHIQUE - DIVISION GÉOMATIQUE



### Ottawa-Carleton



December 17, 1998

EW-2000-27/R123

Mr. Doug Brousseau  
Director Mobility Services Division  
Region of Ottawa-Carleton  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7

Dear Sir:

**Subject: Removing Russell Road from the Regional Truck Route System**

In response to the letter dated November 30, 1998 from Grant Malinsky, please be advised that this Department has been requested by City Council to provide a report on the truck route network. It is intended that this report will be tabled in February 1999 and this matter can be considered at that time. The following initial comments are provided for your consideration:

No rationale has been provided for the removal of Russell Road between St. Laurent Boulevard and Walkley Road from the truck route system. No other truck routes exist to service north-south truck traffic for approximately 5 km west of this location. Russell Road also provides a direct link with the truck route system immediately to the south on Hawthorne Road which in turn provides access to the adjacent industrial areas and the truck route along Hunt Club Road. It can therefore be expected that truck traffic will continue to use this route as opposed to diverting to less direct routes, whether this road is designated as a truck route or not.

Although Lancaster Road is designated as a truck route it is not the most desirable route due to its alignment. Lancaster Road was included in the truck route system in 1997 in order to provide the alternative link to the section of Russell Road during the period of the day when trucks are not permitted to use Russell Road. This was necessary as a result of the removal of St. Laurent Boulevard between Russell Road and Walkley Road from the truck route system. A further concern relating to Lancaster Road is its status as a bicycle route, and the impact additional day time truck traffic might have on cyclists.

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In consideration of the above, staff are not in support of the proposal to remove Russell Road between St. Laurent Boulevard and Walkley Road from the truck route system at this time. As noted above, this matter can be further reviewed during the preparation of the report on truck routes intended to be tabled with City Council in February 1999, which would finalize a position.

Should you have any questions on this matter please contact Phil Edens of the Transportation Division at 244-5300, extension 3926.

Yours truly,



E.M. Robinson  
Commissioner of Urban Planning and Public Works

PWE:  
Russell.wpd

c.c. Councillor Allan Higdon

Daphne Hope  
Transportation Planner, Alternative Modes  
Department of Urban Planning and Public Works