

Municipality of North Perth Transportation Master Plan

Commercial Truck Bypass Plan

PUBLIC INFORMATION CENTRE

Kin Station
555 Binning Street West, Listowel
Wednesday, June 15, 2022
5:00 pm to 7:00 pm



Welcome

The purpose of our Public Information Centre (PIC) today is to:

- Review the work completed on the Commercial Truck Bypass Plan
- Present the proposed assessment criteria and potential route options
- Explain the next steps in the process
- Invite and receive your feedback

Please fill in a comment sheet!

We encourage you to record any comments on the sheet provided.

Questions?

Feel free to ask any member of our project team in attendance. We are happy to assist!

Study Overview

Why is North Perth developing the Commercial Truck Bypass Plan?

Longstanding concerns about traffic congestion on Main Street in downtown Listowel have led the Municipality to develop the **Commercial Truck Bypass Plan**. Excessive truck volumes, particularly heavy vehicles passing through town on Perth Line 86 and Highway 23, contribute to this bottleneck, posing safety, environmental, human health, and economic impacts on the community.

How is the Plan being developed?

The Commercial Truck Bypass Plan is being developed as part of the ongoing **North Perth Transportation Master Plan (TMP) Study**. The TMP will define the policies, programs and infrastructure to meet the Municipality's needs for roads, parking and active transportation to the year 2041. This strategic planning document will set out a sustainable, multimodal transportation vision for North Perth compatible with growth plans for the Municipality, Perth County and the Province of Ontario.

The TMP study is following the requirements of the **Municipal Class Environmental Assessment** and will address the first two phases of this approved planning process.

What is the Commercial Truck Bypass Plan?

The **Commercial Truck Bypass Plan** will define the roadways trucks must use to travel around downtown Listowel (bypass routes).


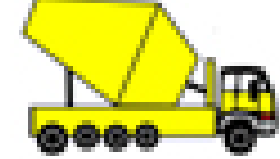

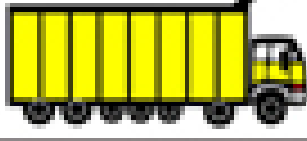

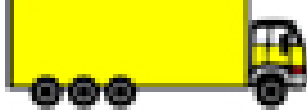

























Trucks will still be permitted to travel on roads that are not part of the **Commercial Truck Bypass Plan** when making local deliveries. But they will be required to take the most direct path to/from the bypass route to their destination.



How is a 'Truck' Defined?

Trucks come in all shapes and sizes. The U.S. Federal Highway Administration (FHWA) classification system (see right) groups heavy vehicles into categories based on configuration and number of axles.

The **Commercial Truck Bypass Plan** aims to route **Single Unit Trucks with 4 or more axles** (Category 7) and **Combination Trucks (tractor-trailers)** (Categories 8 to 13) around downtown Listowel. Trucks in these categories pose the greatest impacts to safety, road infrastructure and quality of life.

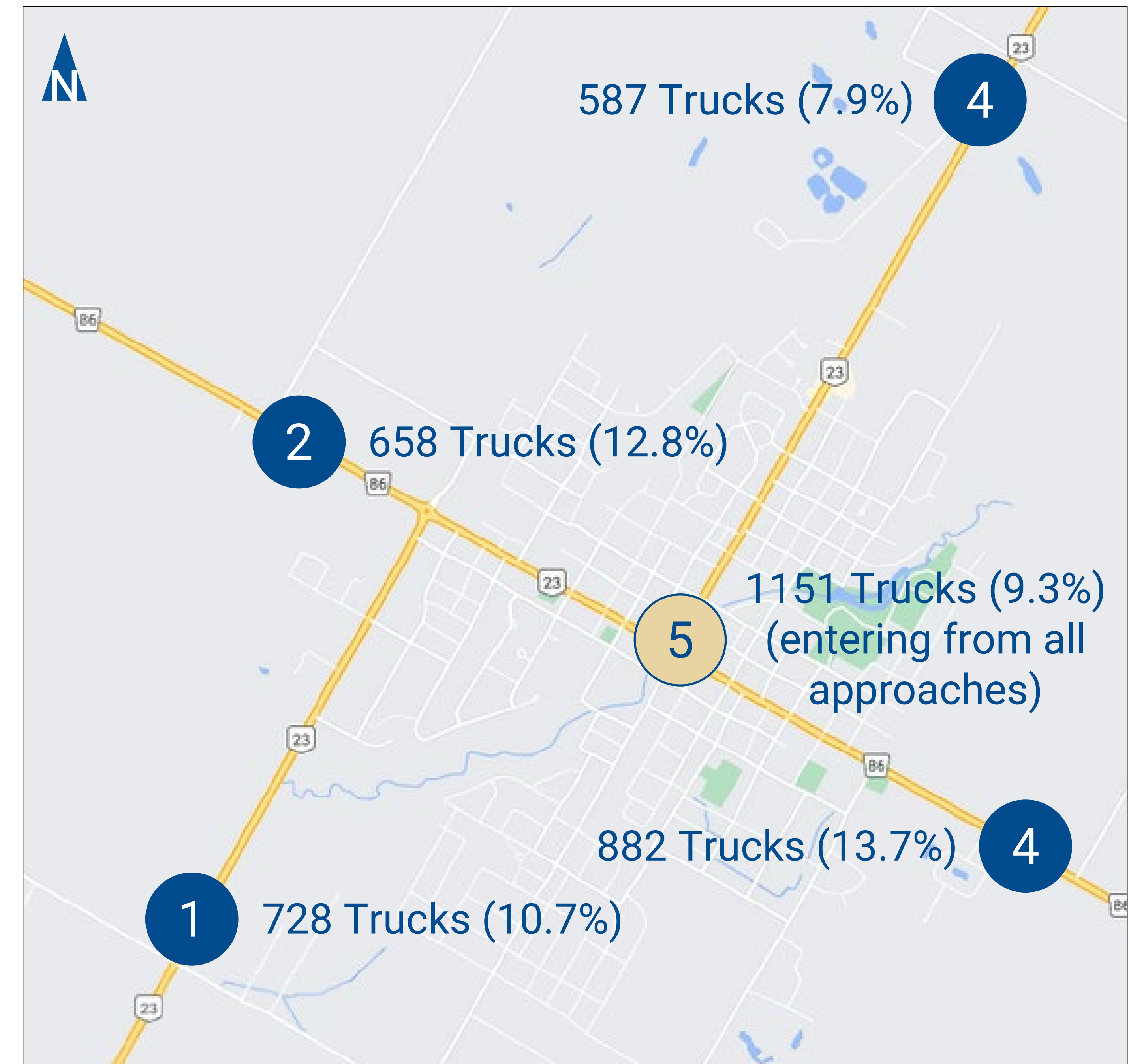
Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
			Class 11 Five or less axle, multi trailer
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Truck Travel Patterns

The study team conducted an origin-destination survey on May 10, 2022 to gain further insight into truck travel patterns in Listowel. The survey aimed to quantify the proportion of trucks passing through town by matching trips entering and exiting on:

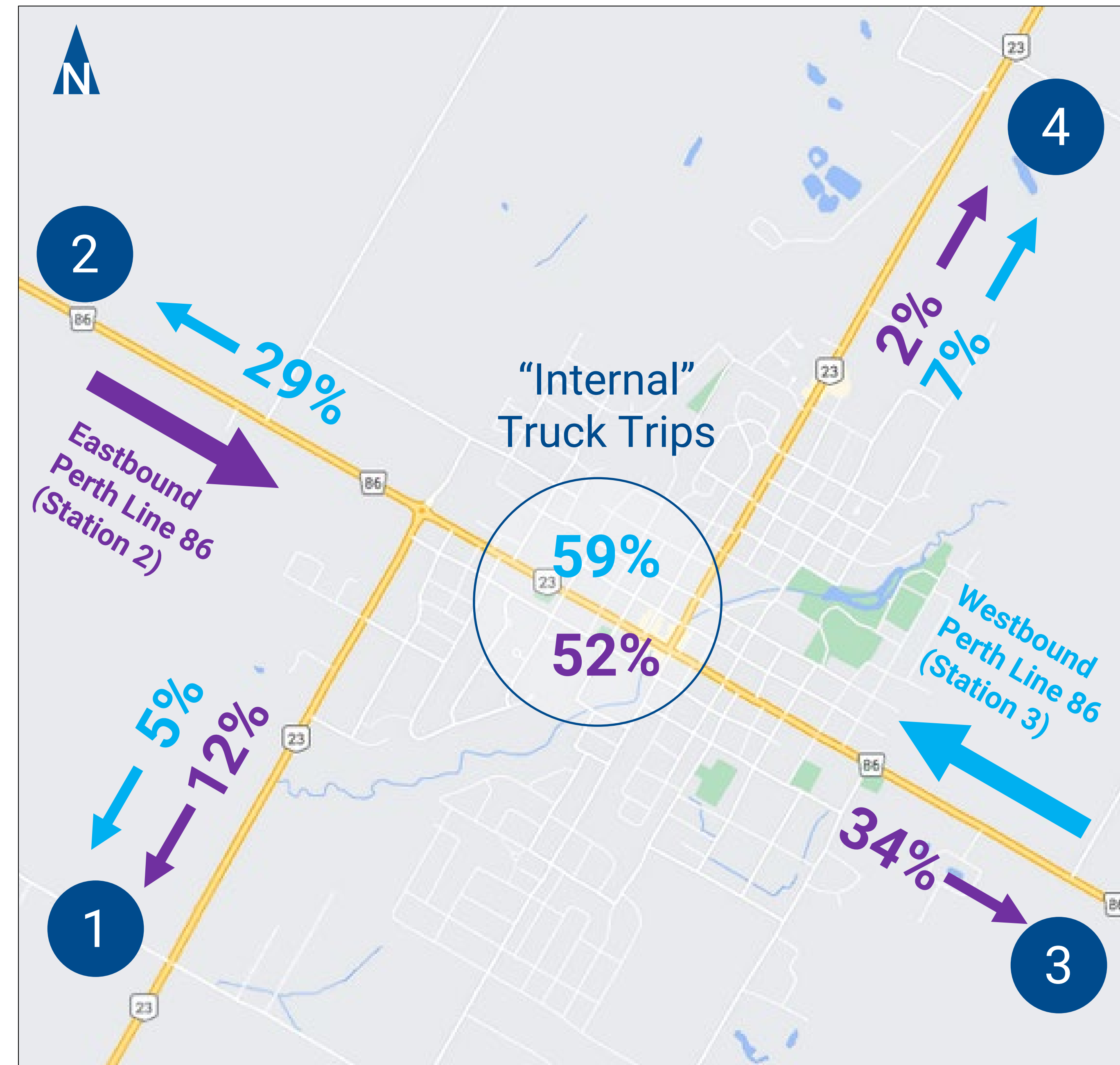
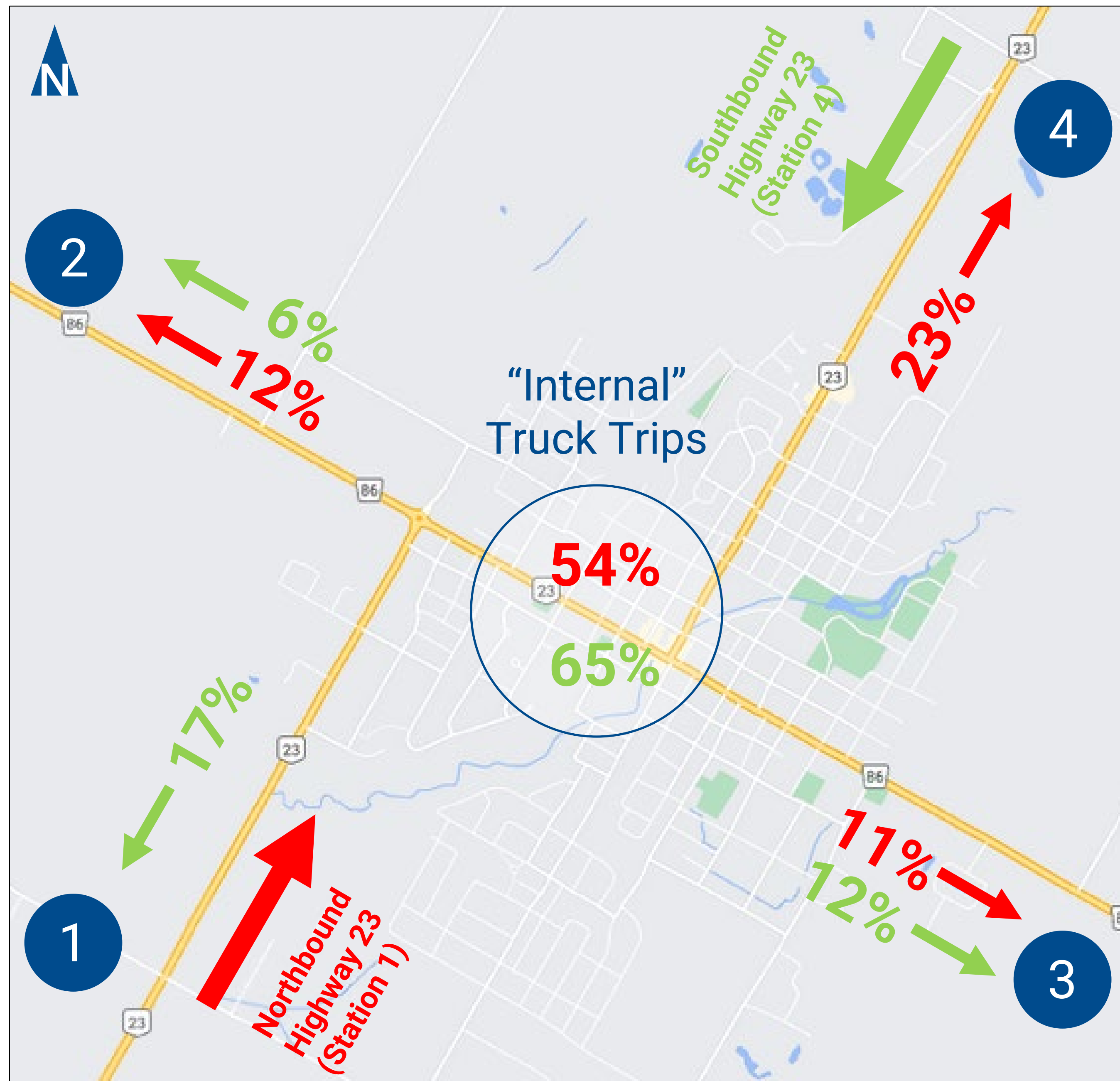
- Highway 23 (Mitchell Road South/Road 164) north of Line 84 (Station 1)
- Perth Line 86 east of Road 165 (Station 2)
- Perth Line 86 west of Road 157 (Station 3)
- Highway 23 (Wallace Avenue North/Road 164) south of Line 87 (Station 4)

Traffic counts were also collected at the Main Street and Wallace Avenue intersection (Station 5).



The map above shows the four survey locations with the total number of single unit and articulated trucks passing each station (inbound and outbound) over the 12-hour survey period (6 AM to 6 PM). The truck volume expressed as a percentage of all vehicles is also provided. The values for Station 5 (Main and Wallace) reflect trucks entering the intersection from all approaches.

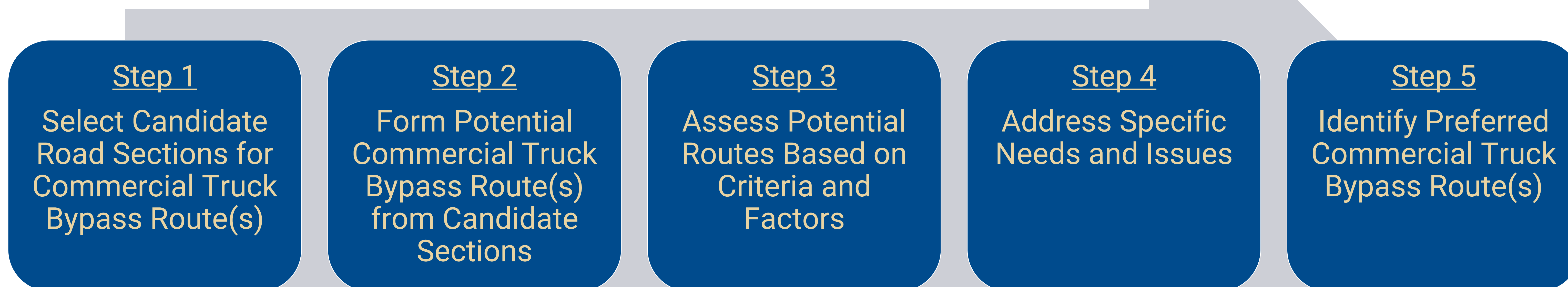
Truck Travel Patterns



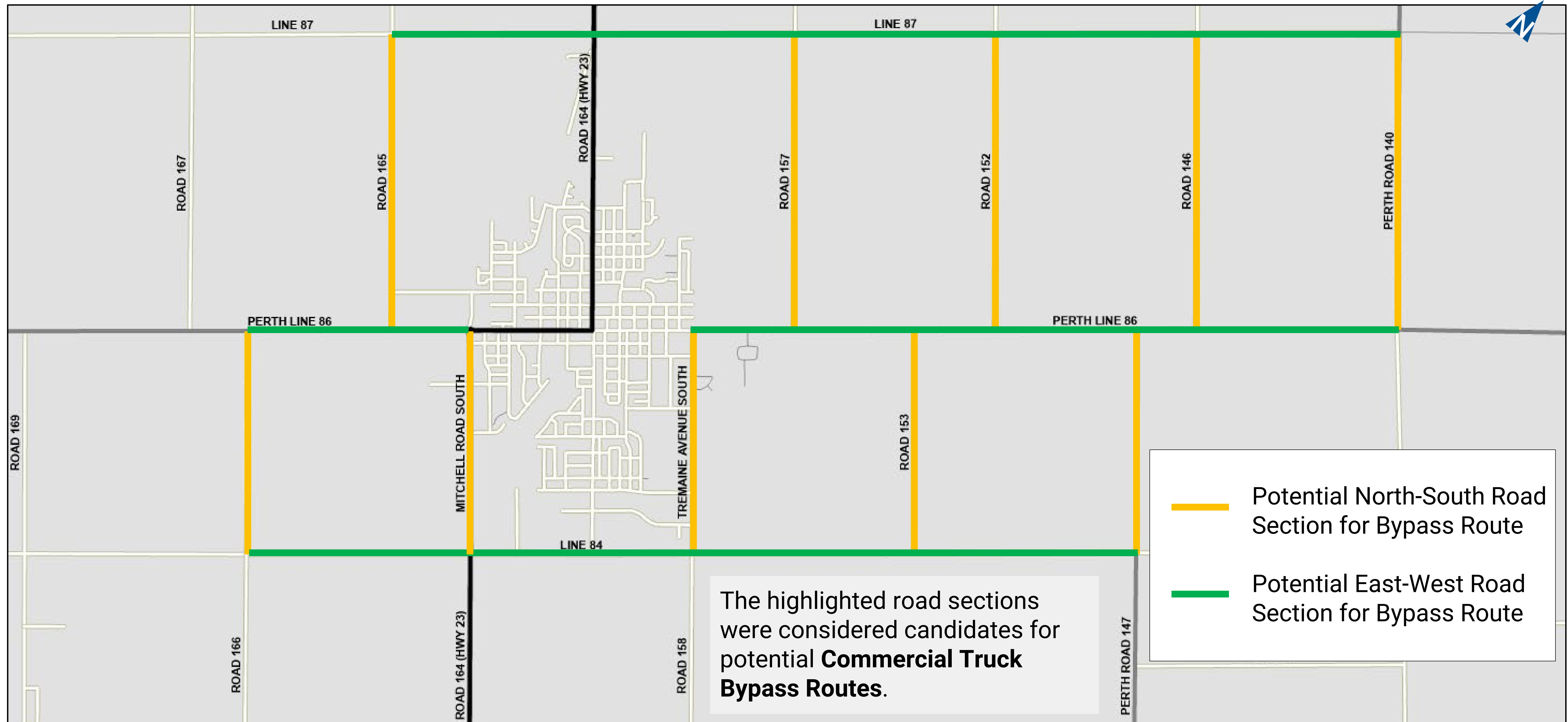
The maps above show the percentage of trucks travelling through Listowel as a proportion of the number entering, colour coded by entry station. For example, the items coloured red correspond to Station 1 (Highway 23 north of Line 84). In this case, of all trucks entering at Station 1, 12% travelled through Station 2, 11% through Station 3, and 23% through Station 4. The remaining 54% were not matched at any station and were assumed to remain internal to Listowel.

Bypass Route Identification Process

The **Bypass Route Identification Process** (shown below) consists of a series of steps, starting with the selection of candidate roadway sections to form potential **Commercial Truck Bypass Routes**. The potential routes are then assessed based on a series of factors and criteria to determine the most suitable location(s), which may require mitigating measures to better accommodate truck traffic. This ultimately leads to the preferred **Commercial Truck Bypass Route** to be implemented after addressing any specific needs and issues identified.



Candidate Road Sections (Step 1)



Potential Bypass Routes (Step 2)



Assessment Factors and Criteria (Step 3)

Each potential **Commercial Truck Bypass Route** carried forward for assessment from Step 2 will be assessed based on a series of criteria organized into three factor groups (see list at right):

- Social and Community Impact (Factor 1)
- Engineering and Safety (Factor 2)
- Economic (Factor 3)

Each of the three factors will be quantified through the component criteria based on a scoring scheme that weights each factor group equally.

Have we captured all relevant criteria?

Factor 1 – Social and Community Impact

- Abutting Residential Properties (including farms)
- Abutting Non-Residential Properties
- Access to Truck Services/Amenities (e.g., fuel, food)

Factor 2 – Engineering and Safety

- Roadway Jurisdiction
- Road Surface
- Road Condition
- Road Width
- Shoulders
- Intersections
- Watercourse Crossings
- Traffic Conflicts
- Ease of Implementation

Factor 3 – Economic

- Initial Capital Cost (indicative)
- Ongoing Operational and Maintenance Costs

Specific Needs and Issues (Step 4)

The preferred **Commercial Truck Bypass Route(s)** resulting from Step 3 will be compared against the two considerations below, issues identified through stakeholder consultation, and concerns reported prior to study commencement:

- Impact on sensitive receptors (e.g., community facilities, specific properties or land uses)
- Roadway geometry (e.g., sightlines, turning radii)

Mitigating measures will be explored to address the identified needs and issues. Alternate routes may be considered if these matters cannot be adequately addressed. Input received tonight and through subsequent stages of the TMP Study will serve a critical role in this process, illuminating potential items that may have been overlooked or undervalued through previous steps.

Are there any other specific needs or issues to consider?



Implementation Considerations

The **Commercial Truck Bypass Plan** will also include direction on complementary implementation measures, including:

- Strategies to facilitate goods movement while minimizing impacts to sensitive land uses and other road users, like time-of-day restrictions, needed operational improvements, and other mitigation measures
- Signage to implement the approved bypass routes, which will include a combination of permissive and restrictive signs (see right)
- Bylaw provisions to enable and enforce the bypass plan

Permissive Truck Route Signs (Rb-61)



Truck Prohibition Signs (Rb-62)



Next Steps

After this meeting we will:

- Summarize and address the input received
- Assess and select the preferred bypass route(s)
- Identify specific needs/issues to address before implementation
- Assess implementation considerations
- Prepare TMP Report, including **Commercial Truck Bypass Plan** for Council's consideration later this summer

THANK YOU FOR ATTENDING! Please return your comment sheets.

If you have any questions or comments, please contact:

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Visit us online at <https://yoursaynorthperth.ca/tmpstudy> to learn more about the Commercial Truck Bypass Plan and the TMP Study.