

5

NINTH LINE TRUCK RESTRICTION UPDATE TOWN OF MARKHAM

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated August 18, 2011, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Upon completion of the Box Grove Collector Road (Y.R. 48), a review be conducted to determine the impact of restricting trucks on Ninth Line between Steeles Avenue East and Highway 7 (Y.R. 7)
2. The Regional Clerk circulate this report to the Sherwood-Amber Glen Ratepayers Association and to the Clerk of the Town of Markham.

2. PURPOSE

This report responds to the Sherwood-Amber Glen Ratepayers Association's request to extend the existing truck restriction on Ninth Line between 16th Avenue and Highway 7, southerly to Highway 407.

3. BACKGROUND

Previous reports have been submitted to Regional Council regarding truck traffic on Ninth Line.

On October 26, 2000, Regional Council approved a truck restriction on Ninth Line between Highway 7 and 16th Avenue

At the meeting of Regional Council on October 26, 2000, a report entitled "*Truck Restrictions on Regional Roads*" was adopted with amendments. This report did not support the implementation of truck restrictions on the Regional road network; however, it was amended by Regional Council to restrict trucks on Ninth Line between Highway 7 and 16th Avenue. As a result, a permanent truck restriction was implemented on this road and has been in effect since November of 2000.

On September 21, 2006, Regional Council adopted a recommendation not to restrict trucks on Ninth Line between Highway 7 and Highway 407

At the meeting of Regional Council on September 21, 2006, a report entitled “*Truck Restrictions on Ninth Line*” was adopted. This report did not support the implementation of a truck restriction on Ninth Line between Highway 7 and Highway 407.

Regional Council has also previously approved the placement of “Alternate Truck Route” signs in two areas to provide truck drivers with an alternate route around sensitive areas. Although the alternate truck route may reduce truck traffic in sensitive areas, these signs are not enforceable and are provided to encourage truck drivers to avoid areas where complaints pertaining to truck traffic have been documented.

On February 2, 2011, Regional Council requested a review of truck volumes on Ninth between 16th Avenue and Highway 407

Regional staff presented a report entitled “*Update – Noise Barriers and Heavy Truck Traffic, Ninth Line, Highway 407 to 16th Avenue*” to Regional Council on February 2, 2011. The report provided an update on the installation of noise barriers and responded to a petition from the Sherwood-Amber Glen Ratepayers Association. The petition requested the existing heavy truck restriction on Ninth Line, between 16th Avenue and Highway 7 be extended south to Highway 407, and commercial vehicle enforcement be conducted in the area.

It was recommended that a truck restriction on Ninth Line between Highway 7 and Highway 407 not be implemented. However, Regional Council referred the request back to staff for a report back on truck traffic from Highway 7 to Highway 407. This report summarizes the review of truck volumes as requested.

Noise barrier construction on Ninth Line between 16th Avenue and Delmark Boulevard started in August of 2011

The construction of the noise barrier which is designed to reduce traffic noise on Ninth Line between 16th Avenue and Highway 407 started in August of 2011 and is scheduled to be completed in January of 2012. The noise barriers will be located on the outer edges of the Region’s right-of-way reducing noise levels from vehicles, including trucks, and improving road safety in the community.

The estimated construction cost for the noise barrier on Ninth Line between 16th Avenue and Highway 407 is approximately \$2.4 million.

4. ANALYSIS AND OPTIONS

Growth in the Town of Markham is contributing to the number of trucks traveling on Regional roads

Ninth Line provides an important link in the Regional road system. This road section provides access to the Markham-Stouffville Hospital, residential neighbourhoods and a direct connection to Highway 407. As a result of the redevelopment project at the Markham-Stouffville Hospital, truck traffic has increased. Trucks are using Ninth Line between Highway 7 and Highway 407 to deliver goods to and from Markham-Stouffville Hospital during the construction period, which is scheduled for completion in 2014. A location plan is appended to this report as *Attachment 1*.

The Regional road network experiences an average of 7-percent trucks daily

The Regional road network is designed as an arterial road network capable of accommodating all vehicular traffic, including heavy trucks. This allows truck traffic to be distributed equally across the Regional road network. The intention of a Regional road is to provide a high level of service minimizing flow interruption while maintaining a constant speed. These roads serve as key routes in a network connecting major economic centres, providing service for all types of vehicles including heavy trucks. Throughout many studies and traffic data collection in York Region, it has been identified that on average 7% of the total traffic on Regional Roads would be classified as heavy trucks.

Ninth Line between Highway 7 and Highway 407 experiences approximately 3-percent trucks daily

Truck counts were completed at four locations on Ninth Line between 16th Avenue and Steeles Avenue between the hours of 6:00 a.m. and 7:00 p.m. in April of 2011. The counts identified the volume of heavy truck traffic at the major intersections along the study area. The volumes along Ninth Line are provided in Table 1.

Table 1
Ninth Line Truck Volumes

Location	Total Volume	Truck Volume	% of Trucks
Ninth Line south of 16 th Avenue *	15,250	350	2.3
Ninth Line north of Highway 7 *	22,180	605	2.7
Ninth Line south of Highway 7 **	22,200	545	2.5
Ninth Line south of Highway 407 **	17,500	445	2.5

* Within area of existing truck restriction

** Within area of proposed truck restriction

Ninth Line, south of Highway 7, experiences comparable heavy truck traffic in comparison to Ninth Line north of Highway 7, which has an all-day truck restriction in effect.

The Box Grove Collector Road extension will provide an alternate route for truck traffic

Box Grove Collector Road is a bypass arterial route in the Town of Markham which has been opened to traffic since 2006. This road is intended to relieve north-south traffic congestion on Ninth Line and Markham Road, with signage suggesting that drivers use Donald Cousens Parkway as alternate route. However, the section of Box Grove Collector Road south of Highway 407 is currently under construction and the road section north of Steeles Avenue is projected to be completed by 2014. A location plan is appended to this report as *Attachment 1*

Restricting trucks now on Ninth Line south of Highway 7 will not be effective and will be difficult to enforce

Restricting trucks now on Ninth Line south of Highway 7 will not be effective and difficult for York Regional Police to enforce due to the ongoing development and road construction in the area, which exempts some heavy trucks from truck restrictions.

Trucks that are engaged in the delivery or collection of material to or from a destination that is accessed using a road which restricts truck traffic are exempt from these restrictions. For example, a truck delivering gravel to a property within a truck restricted neighbourhood is permitted as long as the operator of the truck has a specific destination. Therefore, it is recommended that staff review the truck volumes in 2014 and report back

to Regional Council following the construction of Markham-Stouffville Hospital and the opening of Box Grove Collector Road.

The only current alternative route for heavy trucks on Ninth Line south of Highway 7 is 14th Avenue and Reesor Road, which is not a direct route. In addition, this road section is scheduled to be closed this year for road improvements; therefore increasing additional restrictions on heavy truck operators would increase heavy trucks on local roads, which are not suitable for heavy truck traffic.

The York Regional Police, Commercial Motor Vehicle Safety Unit, has identified Ninth Line between Highway 7 and Highway 407 as a complaint area by local residents and therefore, enforcement of the truck restriction and vehicle fitness inspections of trucks are conducted on a routine basis. In addition, York Regional Police indicate the majority of trucks are of the delivery type and are not local to the area.

5. FINANCIAL IMPLICATIONS

The cost to review and assess the request for a truck restriction on Ninth Line is included in the day-to-day operations for staff.

Restricting trucks on Ninth Line south of Highway 7 will require approval from the Ministry of Transportation to install truck restriction signs on Highway 407 in both approaches advising heavy vehicle operators of this restriction. The cost associated with the manufacturing and installation of these signs is approximately \$25,000.

6. LOCAL MUNICIPAL IMPACT

Truck restrictions are not recommended on Ninth Line between Highway 7 and Highway 407 due to potential impact and disruption to the local streets, which are not designed for heavy truck routes in the Town of Markham.

This report will be forwarded to the Town of Markham for their information.

7. CONCLUSION

The Sherwood-Amber Glen Ratepayers Association has requested the existing truck restriction on 9th Line between 16th Avenue and Highway 7 be extended southerly to Highway 407.

A review of extending the truck restriction was initiated by Regional staff. The results of this review do not support a truck restriction on Ninth Line between Highway 7 and Highway 407. It is recommended that staff review the truck volumes in 2014 and report

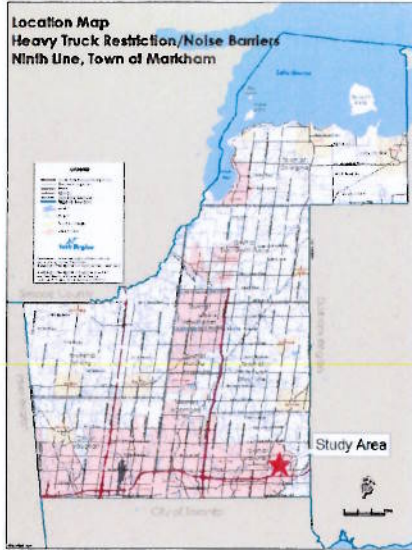
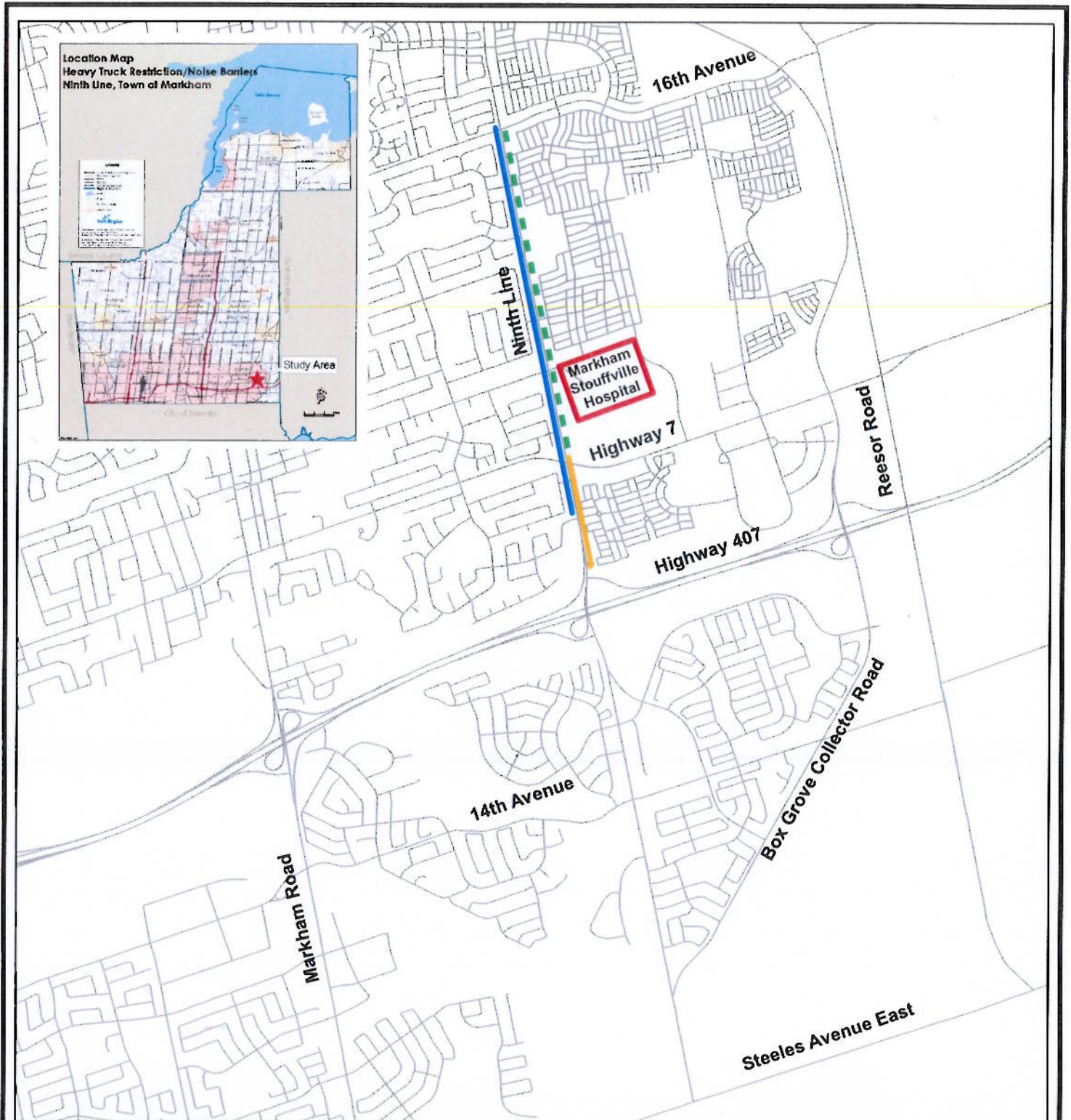
back to Regional Council following the construction of Markham-Stouffville Hospital and the opening of Box Grove Collector Road.

It is proposed the Regional Clerk circulate a copy of this report to the Sherwood-Amber Glen Ratepayers Association.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at extension 5226.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)



LOCATION PLAN

Ninth Line Truck Restriction Update
Town of Markham



- Existing Truck Restriction 
- Requested Truck Restriction 
- Proposed Noise Barrier 

