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**TRUCK PROHIBITION UPDATE
NASHVILLE ROAD
CITY OF VAUGHAN**

(Regional Council at its meeting on October 18, 2012 amended this Clause as follows:

- 1. Staff continue to monitor the heavy truck operation on Nashville Road and adjacent Regional roads between Highway 50 and Highway 27 and report back in October 2013.)***

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated October 3, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATION

It is recommended that:

1. Staff continue to monitor the heavy truck operation on Nashville Road and adjacent Regional roads between Highway 50 and Highway 27.

2. PURPOSE

This report provides Council with a requested update regarding the heavy truck restriction on Nashville Road between Highway 50 and Highway 27 and in the City of Vaughan.

3. BACKGROUND

In 2006, alternate truck route signs were installed in the area of Nashville Road, to request that heavy trucks use Rutherford Road between Highway 50 and Highway 27

In order to discourage heavy trucks from traveling on Nashville Road, Council directed staff approval on October 19, 2006, to install truck route guidance signs (Figure 1) at key intersections in the area of Nashville Road to encourage drivers of heavy trucks to use Rutherford Road between Highway 50 and Highway 27 as a preferred route.

Figure 1
Truck Route Guidance Sign



On June 24, 2010, Council approved a 3-month heavy truck restriction on Nashville Road between Highway 50 and Highway 27 in response to resident concerns

At the Council meeting of June 24, 2010, Council was presented with a communication from the City of Vaughan Committee of the Whole, requesting a jurisdictional transfer of Nashville Road between Highway 50 and Highway 27 to the City of Vaughan.

Council directed staff to prepare Bylaw No. 2010-52 to enact a temporary heavy truck restriction on Nashville Road between Highway 50 and Highway 27. The restriction was to be in place until October 1, 2010 pending a report to Council in September 2010 on the implications of a potential transfer of roadway jurisdiction and truck traffic levels on Nashville Road and adjacent Regional roads.

On March 24, 2011, Council extended the truck restriction on Nashville Road until the end of 2015 and requested staff to report back within 18 months

At the Council meeting of March 24, 2011, a report entitled “Truck Prohibition Results Nashville Road” was presented for information. The report provided an update to Council on heavy truck traffic on Nashville Road and adjacent Regional roads between Highway 50 and Highway 27, during the temporary heavy truck restriction.

The results indicated that the effect of the temporary heavy truck ban was unknown due to inconclusive traffic count results. Council amended Bylaw No. 2011-8 to extend the heavy truck restriction until December 31, 2015 and requested staff to undertake further review and report back to Council within 18 months. Figure 2 illustrates the truck restriction sign installed on Highway 50.

Figure 2
Truck Restriction Sign



As a Regional arterial road, Nashville Road was designed and built to carry all modes of transportation, including heavy trucks

The Regional road system is designed as an arterial network capable of accommodating all vehicular traffic, including heavy trucks. This allows truck traffic to be distributed equally across the Regional road network to ensure the efficient movement of goods throughout the Region. Regional roads experience an average of 7 per cent heavy trucks.

Before the heavy truck ban, Nashville Road experienced approximately 2.6 per cent heavy trucks, which is lower than the Regional road average of 7 per cent

Nashville Road is a two-lane roadway between Highway 50 and Highway 27 that currently carries approximately 11,000 vehicles daily. A location plan of the area is appended to this report as *Attachment 1*. Regional staff performed several traffic studies and observations on this road section and all studies indicate this section of Nashville Road has Regional significance providing important east-west traffic capacity across this part of the Region.

4. ANALYSIS AND OPTIONS

Since the implementation of the heavy truck restriction, truck volumes on Nashville Road have been reduced by just over one half

Regional staff conducted vehicle classification studies on Nashville Road and adjacent Regional roads, for a period of one week between May 26, 2012 and June 1, 2012, to determine the volume and routing of heavy truck traffic.

Compared to 2010, the volume of heavy trucks has been reduced by approximately 80 heavy trucks daily on Nashville Road. It appears that heavy trucks are using alternate Regional roads such as King Road and Rutherford Road. Heavy truck volumes on these alternate routes have increased by approximately 190 vehicles. A comparison chart of truck percentages and truck volumes is found in Table 1.

Table 1
Average Daily Truck Comparison on Regional Roads

Roadway	July 2010		May 2012	
	No. of Trucks	% of Trucks	No. of Trucks	% of Trucks
King Road	240	2.0%	410	3.1%
Nashville Road	150	2.6%	70	0.7%
Rutherford Road	1220	6.1%	1240	7.0%

Of note is the total increase of heavy truck volumes on the three east-west roads combined over two years. This is likely attributable to the new residential development now being constructed in the vicinity.

Fluctuations in heavy truck volumes can be expected in the years to come in localized areas throughout the City of Vaughan as the city approves new residential construction.

York Regional Police issued a limited number of infractions to heavy truck operators for violating the temporary truck restriction

York Regional Police conducted enforcement on twenty-six occasions along Nashville Road between Highway 50 and Highway 27 in 2011. Police officers issued approximately 70 traffic tickets and 30 cautions for various truck and vehicle related offences specific to the *Highway Traffic Act*. A limited number of infraction notices were issued to heavy truck operators for violating the temporary truck restriction on Nashville Road.

The future widening of Major Mackenzie Drive will provide relief on Nashville Road and adjacent Regional roads

Major Mackenzie Drive between Highway 50 and Highway 27 is scheduled to be widened from two lanes to four lanes in 2016. This includes the realignment and jog elimination at the intersection of Highway 27 and Major Mackenzie Drive. The detailed design is currently being developed. The road improvements of Major Mackenzie Drive are expected to provide relief on Nashville Road and adjacent Regional roads.

5. FINANCIAL IMPLICATIONS

The cost to conduct the studies aforementioned in this report is included in the 2012 Transportation and Community Planning Operating Budget.

6. LOCAL MUNICIPAL IMPACT

There is no local municipal impact arising from this report.

7. CONCLUSION

This report provides Council with a requested update on the heavy truck restriction on Nashville Road between Highway 50 and Highway 27, in the City of Vaughan.

Vehicle classification studies on Nashville Road and adjacent Regional roads in the area show that heavy truck volumes on Nashville Road have decreased from 2.6 per cent of total volume before the ban to 0.7 per cent after. The heavy truck ban on Nashville Road has led to increased heavy truck volumes on King Road and Rutherford Road. Nashville Road residents continue to demonstrate support for the truck restriction and feel that it has made a positive difference in their community. No feedback has been received from the residents on King Road or Rutherford Road.

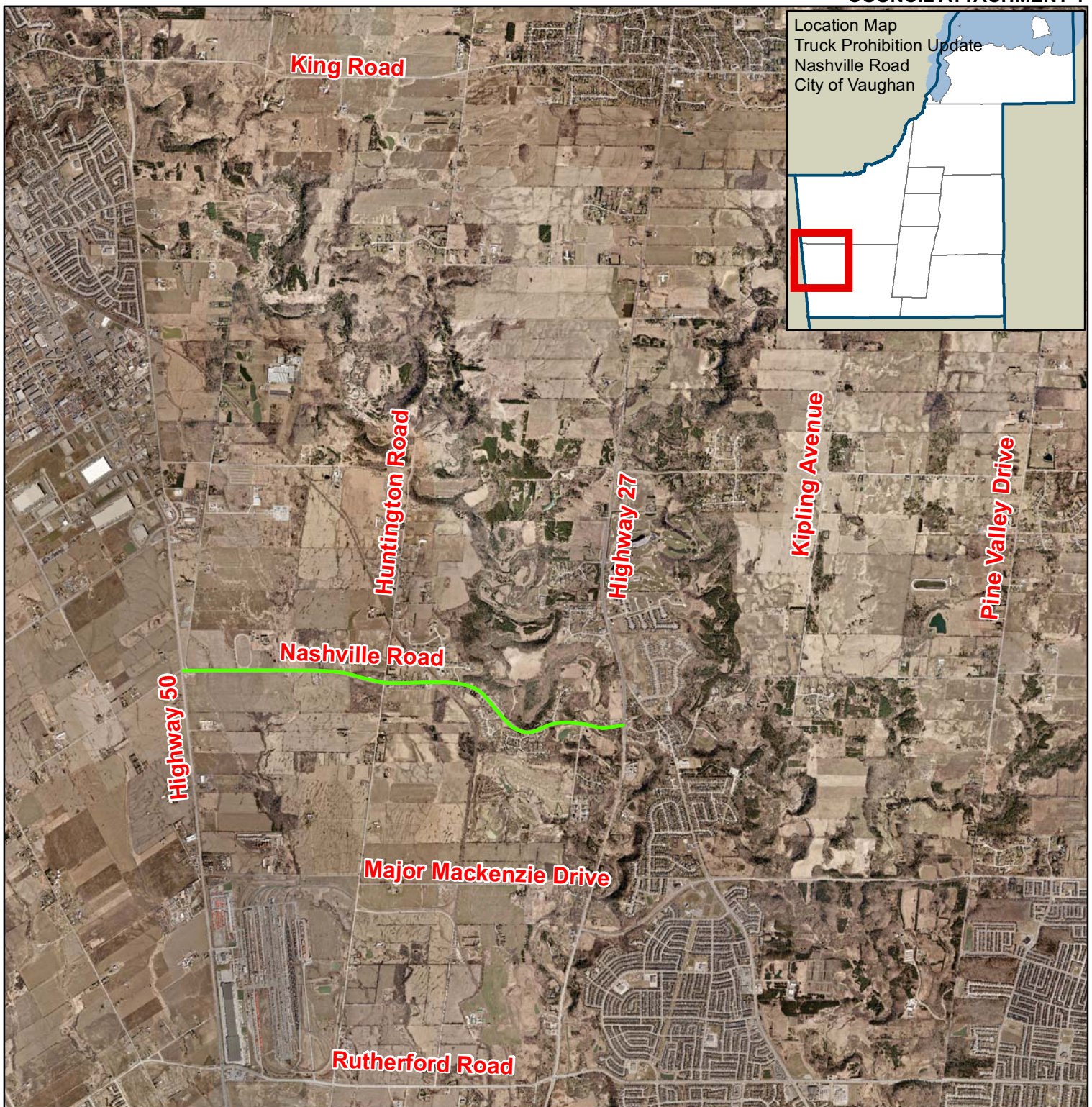
The increase in total truck volumes on the three roads combined is likely due to the start, in the last two years, of new development construction in the vicinity. Fluctuations in the volumes of heavy trucks can be expected in the years to come in localized areas throughout the City of Vaughan as the City approves new residential development and it is constructed, completed and new residents move in.

During this period of rapid growth, all traffic volumes require ongoing monitoring to respond to changing patterns in traffic movement and composition.

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

The Senior Management Group has reviewed this report.

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



Location Plan

Truck Prohibition Update
Nashville Road, City of Vaughan
October 3, 2012



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Legend

— Study Area