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TRUCK PROHIBITIONS ON REGIONAL ROADS

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, October 23, 2008, from the Commissioner of Transportation Services:

1. RECOMMENDATION

It is recommended that:

1. This report be received for information.

2. PURPOSE

This report provides information requested by the Transportation and Works Committee at its meeting on October 1, 2008, regarding heavy truck traffic prohibitions, a “no truck” sign on King Road and enforcement of the half-load restriction on Nashville Road in the City of Vaughan.

3. BACKGROUND

On October 1, 2008, the Regional Transportation and Works Committee heard a deputation from a resident regarding safety concerns on Nashville Road in the City of Vaughan. The deputation included a recent photograph showing a “truck prohibition” sign located on King Road just east of the Highway 27 and King Road intersection. Existing truck prohibitions on other Regional roads (i.e. Ninth Line in Markham) were also questioned.

The deputation was received with a request for a comprehensive report to the November Committee meeting concerning any truck restriction on Regional roads. A clarification of the signage on King Road (in the photograph) was to be included in the report. Committee also requested staff to follow up with the appropriate authorities to ensure enforcement of the current half-load restriction on Nashville Road.

Nashville Road is a two-lane roadway between Highway 27 and Highway 50 that carries approximately 10,600 vehicles per day. There are approximately 40 homes with direct driveway access in the community of Nashville located over a three kilometre road section between Huntington Road and Highway 27. Local residents have concerns with high volumes of truck traffic and other traffic related issues.

Over the past two years, Committee has considered four reports regarding Nashville Road

The speed and volume of traffic, truck traffic in particular, on Nashville Road is an issue that dates back to June of 2003. There have been many communications and, during the past two years, the Transportation and Works Committee has considered four reports specifically related to Nashville Road.

Ownership of Nashville Road discussed at Committee and Regional Council

The first report was presented to the Transportation and Works Committee on September 6, 2006, where the Committee endorsed a motion to consider transferring ownership of Nashville Road to the City of Vaughan. This motion was not adopted by Regional Council at its meeting of October 19, 2006, and staff was directed to discuss the issue with City of Vaughan staff and to report the findings to Regional Council in early 2007.

On February 7, 2007, a second report was presented to the Transportation and Works Committee recommending that jurisdiction of Nashville Road remain with the Region as Nashville Road performs the function of a Regional arterial road.

Speed reduction and diversion of truck traffic signage adopted

A third report was presented to the Transportation and Works Committee on April 4, 2007, recommending a speed limit reduction on Nashville Road and the posting of signage at appropriate locations to direct truck traffic to Rutherford Road and away from the community of Nashville. This report also investigated, but did not recommend, the implementation of traffic control measures and the potential for the installation of an all-way stop on Nashville Road. The report was endorsed by the Transportation and Works Committee with an amendment requesting the completion of a new traffic study at the intersection of Nashville Road and Huntington Road to determine if the intersection warrants an all-way stop and to report the findings of the study in June of 2007.

Option for speed control via an all-way stop not adopted

A fourth report was presented to the Transportation and Works Committee on June 13, 2007, recommending that an “all-way” stop at the intersection of Nashville Road and Huntington Road be denied.

Committee added Nashville Road for half-load weight restriction

In addition to these reports, at its meeting of December 13, 2007, Regional Council implemented a year round “half-load” restriction on Nashville Road as part of a separate report titled “2007 Vehicle Weight Restrictions – Hard Surface Roads”. Nashville Road was not originally recommended by staff as a load restricted road; however, the

Transportation and Works Committee added this roadway. In late December of 2007, appropriate signage was installed on this roadway designating it as a load restricted road.

In preparation of these four reports, Regional staff completed several traffic studies and observations on this section of road including speed studies, truck studies and video observation. As a result of these studies, additional warning signs have been installed and the posted speed limit has been reduced at two separate locations within this road section. As mentioned above, reports on these matters were prepared and presented to the Transportation and Works Committee and endorsed by Regional Council.

4. ANALYSIS AND OPTIONS

4.1 REGIONAL ROADS WITH TRUCK RESTRICTIONS

At this time, there are four Regional roads with truck prohibitions, not based on load restrictions, in effect. The details of these truck prohibitions, with their respective implementation dates, are shown in the table below and *Attachment 1*.

Table 1
Regional Roads Where Trucks Are Prohibited By By-law

Regional Road	Municipality	Time Period	Implemented
<i>High Street</i> From Highway 48 to Dalton Road	Georgina	9:00 p.m. to 6:00 a.m.	Oct 14, 1993
<i>Ninth Line</i> From Hillsdale Road to Aurora Road	Whitchurch-Stouffville	24 hours/day	Oct 14, 1993
<i>16th Avenue/Carrville Road</i> From Bayview Avenue to Bathurst Street	Richmond Hill	7:00 p.m. to 7:00 a.m.	Oct 13, 1994
<i>Ninth Line</i> From Highway 7 to 16 th Avenue	Markham	24 hours/day	Nov 23, 2000

High Street – night time truck prohibition related to noise

High Street in Georgina, between Highway 48 and Dalton Road, is a two-lane urban roadway travelling through a residential area at its south end transitioning to a commercial area at its north end. A night time truck prohibition on this road has been in effect since October of 1993. This prohibition was requested by the Council of the Town of Georgina in May of 1989.

Ninth Line (Whitchurch-Stouffville) – 24-hour truck prohibition due to roadway characteristics

Ninth Line in Whitchurch-Stouffville, between Hillsdale Road and Aurora Road, is a two lane rural roadway situated on the eastern shore of Musselman Lake with horizontal and vertical curves. This roadway has limited shoulders with residential properties on the east side of the road. Due to the limited right-of-way and lack of sufficient shoulders, an all-day truck prohibition was implemented on this roadway in October of 1993.

16th Avenue/Carrville Road – night time truck prohibition related to noise

16th Avenue/Carrville Road in Richmond Hill, between Bathurst Street and Bayview Avenue, is a four lane urban roadway travelling through a residential area with direct frontage on Carrville Road east of Bathurst Street and a commercial area east of Yonge Street. Due to the proximity of these residential properties a night time truck prohibition was implemented on this roadway in October 1994.

Ninth Line (Markham) – 24-hour truck prohibition owing to the construction of a by-pass

Ninth Line in Markham, between Highway 7 and 16th Avenue is a four-lane urban roadway travelling through an area with reverse frontage residential properties. In October of 2000, the Transportation and Works Committee requested staff to investigate the feasibility of prohibiting trucks on this section of road. In a follow up report, staff recommended a truck prohibition be denied on this section of road. In consideration of the significant Regional investment made in the construction of the Donald Cousens Parkway intended to promote the bypass of traffic between Highways 48 and 7/407, Regional Council did institute a truck restriction on the “bypassed” section of Ninth Line between Highway 7 and 16th Avenue. An all-day truck prohibition was implemented on this road and has been in effect since November of 2000.

Regional roads with year-round half load restrictions

Surface-treated or cold mix asphalt roadways have the potential of becoming major heavy commercial routes. The structure of surface-treated roads has been designed from gravel road design principles and do not have sufficient asphalt to carry the additional loads created by heavy trucks. The factors considered in the design are design life, traffic loading and environmental conditions.

Every three years, staff assesses the impact heavy truck traffic has on these roadways to minimize damage and loss of the road surface. A by-law is enacted to reduce truck traffic on these roads to protect these surface-treated sections until future improvements of the roadway are completed through the Capital Construction Program. As such, a year-round load restriction is in effect on the following Regional roads (*see Attachment 2*):

- a) Langstaff Road, from Highway 27 to Highway 50, in the City of Vaughan.
- b) Major Mackenzie Drive, from Highway 27 to Highway 50, in the City of Vaughan.
- c) Pine Valley Drive, from Rutherford Road to Teston Road, in the City of Vaughan.
- d) Teston Road, from Pine Valley Drive to Weston Road, in the City of Vaughan.
- e) 19th Avenue, from Yonge Street to Leslie Street, in the Town of Richmond Hill.
- f) Leslie Street, from 540 metres north Elgin Mills Road to 300 metres south of Stouffville Road, and from Bethesda Sideroad to Aurora Road, in the Towns of Richmond Hill and Aurora.
- g) 14th Avenue, from 9th Line to York/Durham Line, in the Town of Markham.
- h) 16th Avenue, from Donald Cousens Parkway to York/Durham Line, in the Town of Markham.
- i) York/Durham Line, from Steeles Avenue to the 407 ETR, from Highway 7 to Durham Road 5, and from Main Street, Stouffville to 600 metres south of Bloomington Road, in the Towns of Markham and Whitchurch-Stouffville.
- j) St. John's Sideroad, from Bayview Avenue to Woodbine Avenue, in the Towns of Whitchurch-Stouffville and Aurora.
- k) Warden Avenue, from Bloomington Road to Davis Drive, in the Town of Whitchurch-Stouffville.
- l) Kennedy Road, from Aurora Road to Davis Drive, and from Mount Albert Road to Boag Road, in the Towns of East Gwillimbury and Whitchurch-Stouffville.
- m) Doane Road, from Yonge Street to Woodbine Avenue, in the Town of East Gwillimbury.
- n) McCowan Road, from Davis Drive, to 1.5 kms south of Mount Albert Road and from Mount Albert Road to Ravenshoe Road, in the Town of East Gwillimbury.
- o) Ravenshoe Road, from Victoria Road to Durham Road 23, in the Town of Georgina.
- p) Old Homestead Road, from Warden Avenue to Highway 48, in the Town of Georgina.

- q) Bathurst Street, from Green Lane East to Morning Sideroad, in the Township of King and Town of East Gwillimbury.
- r) McCowan Road, from Stouffville Road to Bloomington Road, in the Town of Whitchurch-Stouffville.
- s) Nashville Road, from Highway 27 to Highway 50, in the City of Vaughan.

Regional roads with spring half-load restrictions

During the spring thaw period, a reduced vehicle load restriction is placed on roads that do not have the pavement structure to carry full loads specifically when frost is coming out of the road base. A separate by-law is in place for these restrictions and is in effect on the following Regional roads (*see Attachment 3*):

- a) Kennedy Road, from Herald Road to Mount Albert Road, and from Cole Road to Metro Road, in the Town of Georgina.
- b) Keele Street, from 15th Sideroad to Lloydtown Road/Aurora Road.
- c) Park Road, from Highway 48 to Hedge Road.
- d) Major Mackenzie Drive, from Markham By Pass to York/Durham Line.
- e) Davis Drive, from Highway 48 to York/Durham Line.
- f) 2nd Concession Road, from Green Lane to Queensville Sideroad.
- g) Teston Road, from Bathurst Street to Dufferin Street and from Jane Street to Weston Road.
- h) Bathurst Street, from Green Lane to Yonge Street.
- i) Jane Street, from King Road to Highway 9.
- j) Warden Avenue, from 700 metres north of Ravenshoe Road to Baseline Road.
- k) Ninth Line, from Sixteenth Avenue to Bloomington Road, and from 1,000 metres north of Bloomington Road to Aurora Road.
- l) Vivian Road, from Highway 48 to York/Durham Line.
- m) Metro Road, from Woodbine Avenue to Dalton Road.

- n) Old Homestead Road, from Metro Road to Warden Avenue and from Highway 48 to 1,000 metres east of Weir's Sideroads.
- o) Black River Road, from Dalton Road to Park Road.
- p) Weir's Sideroad, from Ravenshoe Road to Old Homestead Road.
- q) Victoria Road, from Ravenshoe Road to Lakeridge Road.

4.2 TRUCK PROHIBITION SIGN ON KING ROAD

Staff determined that a sign prohibiting trucks on King Road east of Highway 27 was for a private commercial entrance

During the deputation to the Transportation and Works Committee, the deputant indicated there was a sign on the north side of King Road, east of Highway 27, prohibiting trucks. Although the photograph of this sign, included in the deputation, showed this sign facing westbound traffic on King Road approaching Highway 27, it has been determined through photo documentation dated October 2007 that this sign is actually intended to prohibit trucks from entering a private parking lot of a commercial property in the area. Staff determined this sign was originally installed by the property owner and was incorrectly re-installed as part of a reconstruction project on King Road in Nobleton. The sign was removed by staff on October 1, 2008. The sign has now been placed in its proper location.

There is no existing by-law that prohibits trucks on King Road in York Region. There is a by-law prohibiting trucks in the Region of Peel in the community of Bolton. At the west limit of King Road at Highway 50 advanced signage is in place as drivers enter Peel Region from the west limit of York Region.

4.3 ENFORCEMENT OF HALF-LOAD RESTRICTION ON NASHVILLE ROAD AND OTHER REGIONAL ROADS

Enforcement of load restricted roads is carried out by the Commercial Vehicle enforcement team of York Regional Police and staff of the Ministry of Transportation. The Ministry of Transportation Ontario Weights and Measures Officers join forces with York Regional Police throughout the year engaging in truck inspections. These inspections range from commercial vehicle operator requirements, requisite paper work, vehicle weight inspections and all other safety related issues regarding commercial vehicles. Staff has requested the Commercial Vehicle enforcement team of York Regional Police to increase enforcement of the load restriction on Nashville Road.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

This report provides information on truck prohibitions on Regional roads and has no direct impact on the local municipalities.

7. CONCLUSION

This report is for information only and is in response to a deputation presented to the Transportation and Works Committee by a resident of Vaughan regarding safety concerns on Nashville Road in the City of Vaughan. This report also provides information on other Regional roads where heavy truck traffic is prohibited and clarifies a sign prohibiting trucks on King Road near Highway 27. Staff has contacted the Commercial Vehicle Enforcement Team of York Regional Police for enforcement of the existing “half-load” restriction on Nashville Road.

For more information on this report, contact Paul Jankowski, General Manager, Roads at extension 5901 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)