
REPORT TITLE: **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Overnight Heavy Truck Restriction, City of Mississauga, Wards 6 and 11; and a Full Heavy Truck Restriction and Revised Axle Load Weight Restriction, Town of Caledon, Ward 1**

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

- 1. That an overnight heavy truck restriction be implemented on Regional Road 3 (Britannia Road) between Terry Fox Way/Silken Laumann Way and Queen Street from 11:00 p.m. to 7:00 a.m.; and**
- 2. That the existing full heavy truck restriction on Regional Road 19 (Winston Churchill Boulevard) be extended north from Regional Road 14 (Mayfield Road) to Wellington Road 42/Ballinafad Road; and**
- 3. That that existing axle load and restriction be revised on Regional Road 19 (Winston Churchill Boulevard) between Regional Road 14 (Mayfield Road) and Wellington Road 42/Ballinafad Road; and**
- 4. That the necessary by-law be presented for enactment; and**
- 5. That the City of Mississauga, the Town of Caledon Town of Halton Hills, Region of Halton, County of Wellington, Halton Regional Police Service, Peel Regional Police and Ontario Provincial Police – Caledon Detachment be notified.**

REPORT HIGHLIGHTS

- Peel Region received inquiries from residents and the Regional Councillor requesting a potential truck restriction on Regional Road 3 (Britannia Road) between Creditview Road and River Grove Avenue / Tillsdown Drive.
- The study area is residential in nature with nominal trucks travelling through Streetsville on Regional Road 3 (Britannia Road) and data supports that overnight heavy truck restriction should be implemented.
- Peel Region received requests from residents for a full heavy truck restriction on Regional Road 19 (Winston Churchill Boulevard) between Regional Road 14 (Mayfield Road) and Wellington Road 42/Ballinafad Road.
- Review of heavy truck activity on Regional Road 19 (Winston Churchill Boulevard) between Regional Road 14 (Mayfield Road) and Wellington Road 42/Ballinafad Road concluded that a full heavy truck restriction should be implemented, and that the existing axle load restriction should be revised.

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- Regional Road 19 (Winston Churchill Boulevard) between Regional Road 14 (Mayfield Road) and Wellington Road 42/Ballinafad Road is a boundary road shared with Halton Region and Wellington County. The study results were circulated to Halton Region and Wellington County who are both in support of the recommendations of this report.
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DISCUSSION

1. Background

a) Britannia Road Overnight Heavy Truck Restriction

Peel Region received inquiries from residents and the Regional Councillor requesting overnight truck restriction on Britannia Road west of Creditview Road due to excess noise from trucks.

Britannia Road has been identified as a Secondary Truck Route within the Strategic Goods Movement Network. Most of the surrounding area between Terry Fox Way / Silken Laumann Way and Queen Street is fully developed as residential. From the Terry Fox Way / Silken Laumann Way intersection to points easterly, the area is designated as retail, warehouse and industrial.

b) Winston Churchill Boulevard

Regional staff received inquiries from area residents asking for a full heavy truck restriction to be implemented on Winston Churchill Boulevard between Mayfield Road and Wellington Road 42/Ballinafad Road through the Hamlet of Terra Cotta. The inquiries received were predominantly related to large trucks having difficulty making safe turning movements at the intersection of Winston Churchill Boulevard and Regional Road 9 (King Street).

Winston Churchill Boulevard is a boundary road shared with Halton Region and Wellington County. As per the Boundary Road Agreement between the Region of Peel, the Region of Halton and Wellington County, the Region of Peel has decision-making authority over Winston Churchill Boulevard and therefore took the lead on investigating the concern.

2. Findings

a) Britannia Road

Staff reviewed truck volumes between Terry Fox Way / Silken Laumann Way and Queen Street. Data indicates the percentage of trucks using this portion of Britannia Road per day (24-hour period) is equal to approximately three (3) per cent of an approximate daily volume of 1080 trucks, for a total of 94 trucks from 11 p.m. to 7 a.m. (average of 11-12 trucks per hour).

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Truck volumes on Britannia Road during the nighttime period are minimal but still create some noise, especially towards residential dwellings adjacent to the study corridor. Furthermore, this section of Britannia Road is identified as a secondary truck route in the Strategic Goods Movement Network and nighttime truck drivers have alternative truck routes to by-pass and avoid this area. As a result, staff recommend that a nighttime heavy truck restriction be implemented on Britannia Road from Terry Fox Way / Silken Laumann Way to Queen Street from 11 p.m. to 7 a.m. as shown in Appendix I.

b) Winston Churchill Boulevard

Staff conducted field investigations of Winston Churchill Boulevard and reviewed the road detailed engineering design documents focusing on truck maneuvers along the road and at intersections. Staff also reviewed the Region of Peel's Strategic Goods Movement Network which confirmed that this section of Winston Churchill is not included in the Network.

i) Geometrical Design Review

A review of Winston Churchill Boulevard was undertaken between Mayfield Road and Wellington Road 42/Ballinafad Road.

The design of the intersection of King Street and Winston Churchill Boulevard and the hairpin in the road alignment on Winston Churchill Boulevard, located two (2) kilometres north of King Street, has been identified to be impassable by large trucks.

The review of lane geometry at the intersection of King Street and Winston Churchill Boulevard determined that large trucks cannot safely navigate through the intersection without the truck having to encroach onto the opposing lanes of traffic to successfully complete a left or right turn at the intersection. The existing intersection conditions present operational and safety concerns that can be best addressed through implementing a full truck restriction.

In addition, under current horizontal and vertical alignment of Winston Churchill Boulevard north of King Street, large trucks with trailers navigating through the hairpin turn must occupy both their lane and the opposing through lane to navigate the tight curve. The existing road conditions pose operational and safety concerns which can be promptly addressed by implementing a full truck restriction, instead of a more costly and impactful full road reconstruction.

Our review also identified a lack of truck route continuity along Winston Churchill Boulevard due to the road offset at King Street and Side Road 27. Trucks approaching King Street from the north and/or the south directions of travel are forced to make a turn onto and enter King Street, which is a fully truck restricted road.

As per the Region of Peel Strategic Goods Movement Network, Winston Churchill Boulevard is not a primary or connector truck route. As such, the truck restriction does not adversely impact the Goods Movement Industry (Appendix II).

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ii) Axle Load Restriction

The review of Winston Churchill Boulevard Road designs indicate that previous road improvements have improved the road's subgrade within the limits of the study area. An existing five (5) tonnes per axle load restriction on Winston Churchill Boulevard between Mayfield Road and Wellington Road 42/Ballinafad Road is in effect all year. It has been determined that the Axle Load Restriction should be revised from an all-year restriction to only March through April.

The study results and Peel Region findings were circulated to Halton Region and Wellington County. Both jurisdictions are in support of the recommendations.

RISK CONSIDERATIONS

If the above recommendations for Britannia Road are not implemented, the noise concerns from nighttime truck activity will persist and continue to frustrate residents.

Furthermore, these concerns will likely grow as the volume of traffic increases over time and truck drivers seek alternative routes, including through the study area. The recommendations of this report will improve safety on Winston Churchill Boulevard in the Hamlet of Terra Cotta for all road users, reducing the risk of collisions.

BILL 112 RISKS AND IMPLICATIONS

Details of the transition including matters as they relate to Regional roles and responsibilities are not known at this time and are to be addressed in future reporting to Regional Council. Additional assessment to support the transition under Bill 112 will be provided as further details become known.

Through the recommendations of this report, the proposed amendment to By-law 15-2013 reflects the appropriate regulatory traffic changes on the Regional road network, thereby minimizing any added risk to the corporation.

FINANCIAL IMPLICATIONS

Signage will be required to implement the nighttime truck restriction, heavy truck restriction and seasonal axle load restriction. Signage production and installation costs are minor in nature and can be accommodated within the existing approved operating budget.

CONCLUSION

Amendments to the Region of Peel Traffic By-law 15-2013 are required to implement time of day truck restriction on Britannia Road; seasonal axle load restriction and full truck restriction on Winston Churchill Boulevard.

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APPENDICES

Appendix I – Nighttime Truck Restriction on Britannia Road between Terry Fox Way / Silken Laumann Way and Queen Street

Appendix II – Full Truck Restriction on Winston Churchill Boulevard between Regional Road 14 (Mayfield Road) and Wellington Road 42/Ballinafad Road



Kealy Dedman, Commissioner of Public Works

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