



INFRASTRUCTURE AND DEVELOPMENT SERVICES DIVISION

REPORT TO:	CHAIR & COMMITTEE MEMBERS
PREPARED BY:	Glen Millar, Manager
DEPARTMENT:	PUBLIC WORKS
MEETING DATE:	January 21, 2009
SUBJECT:	Restriction of Trucks on County Roads

BACKGROUND

At the regular meeting of County Council on Wednesday, January 16th, 2008 the following motion was passed:

“That staff prepare a report in 2008 with County-wide input from the public and local Municipalities, regarding trucks permitted on County Roads. The report should include the following:

- a) history of road downloads;*
- b) petitions in the past;*
- c) traffic counts; and*
- d) types of vehicles/when such vehicles travel on the roads, et cetera.”*

At the February 6, 2008 meeting of County Council, staff presented a report regarding the use of the County Road Network by trucks. The report included an action plan outlining the required steps to move the report forward. The recommendations of the report, which included acceptance of the action plan and the establishment of a sub-committee, were accepted by County Council as presented. The action plan included the following steps required to move the report forward:

1. forward correspondence to the local municipalities soliciting input in regards to the use of the County Roads within their municipality by heavy trucks;
2. compile a historic log of the Ministry of Transportation highway transfers and their impact to the County Road Network for inclusion in the report;
3. compile a log of petitions to County Council that pertain to the use of County Roads by heavy truck traffic for inclusion in the report;
4. perform additional data collection to supplement existing traffic information including counts, vehicle type, and distribution along those routes perceived to be an issue;
5. establish a sub-committee of County Council comprised of the Warden and three (3) County Councillors to review and provide comment throughout the process;

6. review submissions from the local municipalities and have staff prepare a draft report for the sub-committee's consideration, discuss and revise as necessary;
7. present draft report to County Council for their consideration, discuss and revise as necessary;
8. present findings of the report to the public and other stakeholders for input;
9. review public comments and submissions with sub-committee and revise report accordingly;
10. present the finalized report to County Council for their consideration and approval; and
11. implement recommendations of the report.

Immediately following the County Council meeting of February 6th, 2008 the Striking Committee met, reviewed nominations, and selected the following committee members to the committee: Councillor Gillis, Councillor Minielly, Councillor Napper, and Warden Burns.

The sub-committee convened on April 2, 2008 for a kick-off meeting. The group had a general discussion in regards to the task at hand. In particular the group discussed the next steps of the action plan including the preparation of correspondence to the local municipalities soliciting input in regards to the use of the County Roads within their municipality by heavy trucks. The sub-committee accepted the format and content for the correspondence which included a cover letter, survey forms, and mapping. The packages were forwarded to the municipalities on April 18, 2008 with a deadline for submissions of June 15, 2008. The County received submissions from all eleven (11) local municipalities prior to the deadline.

Staff prepared a report to County Council for the July 2nd, 2008 meeting. The report provided Council with an update on those activities in the action plan completed to date and the next steps required to progress the truck study report.

Staff compiled the municipal survey responses, outlined the issues by municipality by road section, formulated mitigating measures and staff recommendations for the sub-committee's consideration. The sub-committee reconvened on July 16th, 2008 to discuss the municipal responses and staff recommendations.

DISCUSSION

The motion of Council requested a history of the road downloads. The following summarizes the provincial downloads to the County and the subsequent County downloads to the local municipalities:

Transfers to County from the Province (April 1997) – 155.4 km

- Kings Highway 7/22 from Kings Highway 40 to Middlesex boundary. Now County Road 22 (London Line),

- Kings Highway 79 from Kent boundary to Kings Highway 7 - south of Thedford. Now County Road 79 (Cairo/Nauvoo/Arkona Road),
- Kings Highway 80 from St. Clair Parkway to Middlesex boundary. Now County Road 80 (Courtright Line),
- Churchill Line from Kings Highway 40 to Tashmoo Avenue. Now County Road 34 (Churchill Line).

Transfers to County from the Province (January 1998) – 51.5 km

- Kings Highway 21 from Kent boundary to Kings Highway 402. Now County Road 21 (Oil Heritage Road/Broadway Street),
- Kings Highway 7 from County Road 79 to Middlesex boundary. Now County Road 6 (Thomson Line),
- Kings Highway 7 from intersection of County Roads 79 (Arkona Road) and 6 (Thomson Line) to Kings Highway 21 excepting that portion through the Village of Thedford. Now County Road 79 (Arkona Road/Ravenswood Line/Northville Road).

Transfers to Local Municipalities from the County (Jan. 1998) – 132.5 km

- Alvinston – County Road 23 (Railroad/River Street) in its entirety,
- Bosanquet – County Road 3 (Army Camp Road) from County Road 6 (Thomson Line) to East Parkway Drive,
- Brooke – County Road 4 (Petrolia Line) from County Road 79 (Nauvoo Road) to Middlesex boundary,
- Dawn – County Road 1 (Lambton Line) and County Road 32 (Oakdale Road) from Lambton Line to Kent boundary,
- Euphemia - County Road 1 (Lambton Line) and County Road 2 (Bentpath Line) from County Road 79 (Cairo Road) to Middlesex boundary,
- Moore – County Road 33 (St. Clair Parkway),
- Sombra - County Road 33 (St. Clair Parkway) and County Road 1 (Lambton Line) from Kings Highway 40 to County Road 26 (Mandaumin Road),
- Oil Springs – County Road 24 (Oil Springs Line),
- Plympton – County Road 26 (Mandaumin Road) from County Road 7 (Lakeshore Road) to Old Lakeshore Road/Egremont Road – shared with City of Sarnia,
- Sarnia – County Road 17 (Wellington Street), County Road 25 (Confederation Line) from Kings Highway 40 to County Road 26 (Mandaumin Road), County Road 33 (St. Clair Parkway/Christina/Front) from County Road 35 (LaSalle Line) to County Road 16 (London Road) and County Road 26 (Mandaumin Road) from County Road 7 (Lakeshore Road) to Old Lakeshore Road/Egremont Road – shared with Plympton.

Assumptions by County from Local Municipalities (January 1998) – 6.9 km

- LaSalle Line – St. Clair Parkway to Kings Highway 40. Now County Road 35 (LaSalle Line),
- Bickford Line - St. Clair Parkway to Kings Highway 40. Now County Road 36 (Bickford Line).

Assumptions by County from Local Municipalities (May 1999) – 2.8 km

- Main/King Street – within the Village of Thedford limits. Now County Road 79 (Main Street/King Street).

Each County road was broken into sections of like characteristics to assist in the identification of truck related issues. As a result, the packages circulated to the local municipalities were comprised of ninety-six (96) survey section forms which represented the 646.2 km County Road Network. Of the ninety-six (96) survey forms distributed, thirteen (13) road sections were identified by the local municipalities as having issues caused by trucks utilizing County Roads. The following table outlines the number of section surveys by municipality along with the number of sections identified with truck issues, the respective roads and the nature of the concerns.

Municipality	Section Surveys	Identified Concerns	County Roads Identified	Nature of Concern
Brooke-Alvinston	7	2	8 – Inwood Road 79 – Nauvoo Road	Speed, Parking Speed, Parking
Dawn-Euphemia	7	0		
Enniskillen	7	0		
Lambton Shores	12	0		
Oil Springs	1	0		
Petrolia	5	2	4 – Petrolia Line	Speed, Noise, Road Damage
Plympton-Wyoming	11	4	7 – Lakeshore Rd. 21 – Oil Heritage 22 – London Line	Speed, Noise Speed, Noise, Road Damage Speed, Noise, Road Damage
Point Edward	3	0		
Sarnia	19	3	16 – London Road 25 – Confederation 29 – Indian Road	Noise Noise Noise
St. Clair	15	1	4 – Hill Street	Speed
Warwick	9	1	8 – Forest Road	Speed
Total # Sections	96	13	11.46% of County Road Network surveys identified truck issues	
Total Length (km)	646.2	65.9	10.20% of County Road Network (km) identified with truck issues	

Although the above table indicates a summary of the survey results, each of the thirteen (13) section surveys, as submitted by the local municipalities, that identified issues pertaining to trucks utilizing the roadways (13) are discussed further below. Where available, the summaries include the latest traffic counts, the percentage/volume of all trucks (greater than 2 axles) and heavy trucks (greater than 3 axles), average travel speed and the 85th percentile travel speed all over a 24 hour period. In some cases where more than one count has been conducted within the road section the data has been reported with a range. Note that all trucks as reported includes buses (school, public transit, etc.), campers, motorhomes, recreational vehicles, and agricultural equipment combinations. Heavy trucks includes trucks with more than three axles in single or multiple units. The average and 85th percentile speeds are utilized as an indication of whether the existing posted speeds are appropriate. The discussion

includes any recommended mitigating measures along with any recommendations to restricting trucks as formulated through the Truck Study Sub-Committee (Committee).

The motion of Council requested traffic information including *'the types of vehicles and when such vehicles travel the roadways'*. Although this report does not include this time specific data given its sheer volume, the information is available for all of the identified road sections should any member of County Council request it. Council's request also included a review of past petitions to County Council pertaining to truck traffic. This information has been compiled and included as an appendix to this report (Appendix A).

Township of Brooke-Alvinston

County Road 8 (Inwood Road) – south limit of Inwood to north limit of Inwood

AADT – 820 vehicles/day

All Trucks (> 2 axles) - 139 vehicles/day 16.9% trucks

Heavy Trucks (> 3 axles) - 31 vehicles/day 3.8% heavy trucks

Posted Speed - 50 km/hr Average Speed - 34 km/hr 85% Speed - 54 km/hr

(Note: Results may be skewed given construction through Inwood during traffic count)

The Township of Brooke-Alvinston identified truck issues along County Road 8 (Inwood Road) through Inwood. Tractor/trailer combinations identified as causing speeding and parking issues through Inwood. Survey did not suggest any mitigating measures but stated the posted speed (50 km/hr) was appropriate. Asked for additional speed enforcement through Inwood and overnight parking restrictions.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations through Inwood,***
- ***staff review the no parking by-law through Inwood as to its suitability,***
- ***no restrictions to truck traffic on Inwood Road through Inwood.***

County Road 79 (Nauvoo Road) – south limit of Alvinston to north limit of Alvinston

AADT – 2088 to 2212 vehicles/day

Posted Speed - 50 to 70 km/hr

The Township of Brooke-Alvinston identified truck issues along County Road 79 (Nauvoo Road) through Alvinston. Tractor/trailer combinations identified as causing speeding and parking issues through Alvinston. Survey did not suggest any mitigating measures but stated the posted speed (50 to 70 km/hr) was appropriate. Asked for

additional speed enforcement through Alvinston and parking restrictions during business hours.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations through Alvinston,***
- ***staff review the no parking by-law through Alvinston as to its suitability,***
- ***no restrictions to truck traffic on Nauvoo Road through Alvinston.***

Town of Petrolia

County Road 4 (Petrolia Line) – west limit of Petrolia to County Road 21 (Oil Heritage Road)

AADT – 6775 to 8774 vehicles/day

All Trucks (> 2 axles) - 504 to 682 vehicles/day 5.7 to 10.1% trucks

Heavy Trucks (> 3 axles) - 107 to 136 vehicles/day 1.2 to 2.0% heavy trucks

Posted Speed - 50 km/hr Avg. Speed - 53 to 56 km/hr 85% Speed - 60 to 67 km/hr

Note that the municipality's response includes two (2) road section surveys. The two sections were combined for simplicity given that the response was the same for both sections. The Town of Petrolia identified truck issues along County Road 4 (Petrolia Line) through Petrolia. Tractor/trailer combinations and large delivery vehicles/dump trucks identified as causing speeding concerns, noise issues, and roadway damage through Petrolia. Survey suggests prohibiting truck traffic along this section of County Road excepting local pickups and deliveries within the municipality. Completed survey suggested two (2) preferred truck routes around Petrolia. The north truck route consisting of Marthaville Road, Discovery Line, and County Road 21 (Oil Heritage Road) back to County Road 4 (Petrolia Line). The south truck route consisting of Marthaville Road, Rokeby Line, and County Road 21 (Oil Heritage Road) back to County Road 4 (Petrolia Line). The completed survey also suggested information signage to encourage trucks to utilize the preferred routes and engine brake signage through residential areas. Survey also suggested no dangerous goods be allowed unless it was a local delivery.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations and delivery vehicles/dump trucks through Petrolia,***
- ***consideration of posting engine brake signage through the residential areas of Petrolia along County Road 4 (Petrolia Line) if complaints dictate,***

- ***in conjunction with Town of Petrolia staff, contact/meet with local companies hauling dangerous goods through Petrolia (i.e. Canadian Waste, Clean Harbors, Canflow, etc.) in an effort to establish preferred inbound and outbound routes to and from their facilities,***
- ***no restrictions to truck traffic through Petrolia as no feasible truck route exists without significant financial resources to upgrade Town of Petrolia roads (Discovery Line) and Township of Enniskillen roads (Marthaville Road, Discovery Line, and Rokeby Line).***

Township of Plympton-Wyoming

County Road 7 (Lakeshore Road) - County Road 12 (Townsend Line) to County Road 26 (Mandaumin Road)

AADT – 2778 to 5285 vehicles/day

All Trucks (> 2 axles) - 362 to 669 vehicles/day 10.9 to 24.4% trucks

Heavy Trucks (> 3 axles) - 194 to 404 vehicles/day 4.2 to 13.0% heavy trucks

Posted Speed - 70 to 80 km/hr Avg. Speed - 75 to 93 km/hr 85% Speed - 85 to 115 km/hr

- The Township of Plympton-Wyoming identified truck issues along County Road 7 (Lakeshore Road) from the boundary with Lambton Shores to the boundary with the City of Sarnia. Tractor/trailer combinations identified as causing speeding concerns, noise issues, and roadway damage. Survey suggested prohibiting truck traffic along this section of County Road excepting local pickups and deliveries within the municipality. Completed survey suggests the preferred truck route along Provincial Highways, namely King's Highway 21 and King's Highway 402. The completed survey also suggested posting information signage to encourage trucks to utilize the preferred routes.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations along Lakeshore Road,***
- ***request MTO enforcement branch conduct enforcement in regards to unsafe loads and truck safety,***
- ***consideration of posting engine brake signage through the residential areas along Lakeshore Road within the municipality if complaints dictate,***
- ***restrict trucks along County Road 7 (Lakeshore Road) within the municipalities of Plympton-Wyoming and Lambton Shores excepting local pickups and deliveries and that advanced signage be placed alerting drivers of this restriction,***
- ***restrict trucks along County Road 11 (Aberarder Line) from County Road 7 (Lakeshore Road) to County Road 30 (Oil Heritage Road)***

- excepting local pickups and deliveries and that advanced signage be placed alerting drivers of this restriction,***
- ***restrict trucks along County Road 12 (Townsend Line) from County Road 7 (Lakeshore Road) to King's Highway 21 (King Street) excepting local pickups and deliveries and that advanced signage be placed alerting drivers of this restriction,***
 - ***restrict trucks along County Road 26 (Mandaumin Road) from County Road 7 (Lakeshore Road) to King's Highway 402 excepting local pickups and deliveries and that advanced signage be placed alerting drivers of this restriction,***
 - ***restrict trucks along County Road 30 (Oil Heritage Road) from County Road 7 (Lakeshore Road) to County Road 11 (Aberarder Line) excepting local pickups and deliveries and that advanced signage be placed alerting drivers of this restriction.***

County Road 21 (Oil Heritage Road) – north limit of Wyoming to south limit of Wyoming

AADT – 5287 to 7206 vehicles/day

All Trucks (> 2 axles) - 945 to 1267 vehicles/day 17.6 to 17.9% trucks

Heavy Trucks (> 3 axles) - 507 to 657 vehicles/day 7.0 to 12.4% heavy trucks

Posted Speed - 40 to 70 km/hr Avg. Speed - 42 to 79 km/hr 85% Speed - 51 to 85 km/hr

The Township of Plympton-Wyoming identified truck issues along County Road 21 (Oil Heritage Road) from the north limit of Wyoming to the south limit of Wyoming. Tractor/trailer combinations identified as causing speeding concerns and noise issues through town. Survey suggested prohibiting truck traffic along this section of County Road. Completed survey suggests County Roads 8 (Forest Road) and 26 (Mandaumin Road) as alternate/preferred truck routes. The completed survey also suggests increased enforcement along the section within Wyoming and the posting of signage encouraging traffic to utilize the preferred routes and signage pertaining to engine brakes through residential areas.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations along Oil Heritage Road,***
- ***consideration of posting of engine brake signage through the residential areas along Oil Heritage Road through Wyoming if complaints dictate,***
- ***no restrictions to truck traffic along County Road 21 (Oil Heritage Road) through Wyoming as no viable alternate truck route exists.***

County Road 22 (London Line) – County Road 26 (Mandaumin Road) to Reeces Corners)

AADT – 5329 to 5639 vehicles/day

All Trucks (> 2 axles) - 764 to 1191 vehicles/day 13.5 to 22.3% trucks

Heavy Trucks (> 3 axles) - 521 to 778 vehicles/day 9.2 to 14.6% heavy trucks

Posted Speed - 80 to 90 km/hr Avg. Speed - 85 to 90 km/hr 85% Speed - 96 to 100 km/hr

(Note: Results skewed given local detour of traffic given 402 construction and ramp closure during traffic counts)

The Township of Plympton-Wyoming identified truck issues along County Road 22 (London Line) from its boundary with the City of Sarnia to Reeces Corners. Tractor/trailer combinations identified as causing speeding concerns, parking and noise issues, and causing roadway damage. Survey suggested prohibiting truck traffic along this section of County Road and an alternate/preferred truck route utilizing King's Highway 402. The completed survey also suggests the posting of signage encouraging traffic to utilize the preferred routes.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations along London Line if complaints dictate,***
- ***request MTO enforcement branch conduct enforcement in regards to unsafe loads and truck safety along London Line,***
- ***no restrictions to truck traffic along this section of County Road 22 (London Line).***

County Road 22 (London Line) – Reeces Corners to County Road 8 (Forest Road)

AADT – 3361 to 3853 vehicles/day

All Trucks (> 2 axles) - 847 to 861 vehicles/day 22.0 to 25.6% trucks

Heavy Trucks (> 3 axles) - 433 to 543 vehicles/day 12.9 to 19.0% heavy trucks

Posted Speed - 80 to 90 km/hr Avg. Speed - 82 to 88 km/hr 85% Speed - 100 to 104 km/hr

(Note: Results skewed given local detour of traffic given 402 construction and ramp closure during traffic counts)

The Township of Plympton-Wyoming identified truck issues along County Road 22 (London Line) from Reeces Corners to its boundary with Warwick Township. Tractor/trailer combinations identified as causing speeding concerns, parking and noise issues, and causing roadway damage. Survey suggested prohibiting truck traffic along

this section of County Road. Completed survey suggests an alternate/preferred truck routes utilizing King's Highway 402. The completed survey also suggests the posting of signage encouraging traffic to utilize the preferred routes.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- **request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations along London Line if complaints dictate,**
- **request MTO enforcement branch conduct enforcement in regards to unsafe loads and truck safety along London Line,**
- **no restrictions to truck traffic along this section of County Road 22 (London Line).**

City of Sarnia

County Road 16 (London Road) – County Road 33 (Front Street) to County Road 22 (London Line)

AADT – 5126 to 18449 vehicles/day

All Trucks (> 2 axles) - 238 to 2755 vehicles/day 3.8 to 14.9% trucks

Heavy Trucks (> 3 axles) - 36 to 2597 vehicles/day 0.7 to 14.1% heavy trucks

Posted Speed - 50 km/hr Avg. Speed - 28 to 57 km/hr 85% Speed - 46 to 66 km/hr

The City of Sarnia identified truck issues along County Road 16 (London Road) from Front Street to London Line. Tractor/trailer combinations and large delivery vehicles identified as causing noise issues through the residential areas. Survey suggested prohibiting truck traffic along this section of County Road excepting local pickups and deliveries.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***consideration of posting of engine brake signage through the residential areas along London Road through the City of Sarnia if complaints dictate,***
- ***restrict trucks along County Road 16 (London Road) from County Road 33 (Front Street) to County Road 22 (London Road) excepting local pickups and deliveries, and permitted loads (overdimensional/overweight).***

County Road 25 (Confederation Line) – Christina Street to Ontario Street

AADT – 2634 to 9046 vehicles/day

All Trucks (> 2 axles) - 267 to 793 vehicles/day 8.8 to 10.1% trucks
Heavy Trucks (> 3 axles) - 83 to 126 vehicles/day 1.4 to 3.2% heavy trucks
Posted Speed - 50 km/hr Avg. Speed - 46 to 57 km/hr 85% Speed - 57 to 67 km/hr

The City of Sarnia identified truck issues along County Road 25 (Confederation Line) from Christina Street to Ontario Street. Tractor/trailer combinations identified as causing noise issues through this predominantly residential area. Survey suggested prohibiting truck traffic along this section of County Road excepting local pickups and deliveries.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***consideration of posting of engine brake signage through the residential areas along Confederation Line through the City of Sarnia if complaints dictate,***
- ***restrict trucks along County Road 25 (Confederation Line) from Christina Street to Ontario Street excepting local pickups and deliveries.***

County Road 29 (Indian Road) – County Road 25 (Confederation Street) to County Road 7 (Lakeshore Road)

AADT – 3580 to 16675 vehicles/day

All Trucks (> 2 axles) - 137 to 2170 vehicles/day 3.8 to 14.1% trucks
Heavy Trucks (> 3 axles) - 18 to 1950 vehicles/day 0.5 to 12.8% heavy trucks
Posted Speed - 50 km/hr Avg. Speed - 51 to 58 km/hr 85% Speed - 59 to 67 km/hr

The City of Sarnia identified truck issues along County Road 29 (Indian Road) from County Road 25 (Confederation Street) to County Road 7 (Lakeshore Road). Tractor/trailer combinations identified as causing noise issues through the residential areas. Survey suggested prohibiting truck traffic along this section of County Road excepting local pickups and deliveries.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***consideration of posting of engine brake signage through the residential areas along London Road through the City of Sarnia if complaints dictate,***
- ***restrict trucks along County Road 29 (Indian Road) from Confederation Street to Lakeshore Road excepting local pickups and deliveries.***

St. Clair Township**County Road 4 (Hill Street) – St. Clair Parkway to Queen Street**

AADT – 6802 vehicles/day		
All Trucks (> 2 axles)	- 544 vehicles/day	8.0 % trucks
Heavy Trucks (> 3 axles)	- 80 to 117 vehicles/day	1.2 to 1.4% heavy trucks
Posted Speed - 50 km/hr	Avg. Speed - 53 km/hr	85% Speed - 61 km/hr

The Township of St. Clair identified truck issues along County Road 4 (Hill Street) from St. Clair Parkway to Queen Street. Trucks identified as speeding through this section of roadway. Survey suggested prohibiting truck traffic along this section of County Road excepting local pickups and deliveries. This section of roadway includes truck route signage at Albert Street and in the vicinity of Polymoore Drive (entrance to industrial park) directing trucks east to King's Highway 40.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations along Hill Street as complaints dictate,***
- ***no restrictions to truck traffic along this section of County Road 4 (Hill Street).***

Warwick Township**County Road 8 (Forest Road) – County Road 4 (Petrolia Line) to King's Highway 402**

AADT – 1063 to 2667 vehicles/day		
All Trucks (> 2 axles)	- 168 to 661 vehicles/day	11.1 to 24.8% trucks
Heavy Trucks (> 3 axles)	- 18 to 1950 vehicles/day	5.3 to 13.5% heavy trucks
Posted Speed - 90 km/hr	Avg. Speed - 88 to 98 km/hr	85% Speed - 101 to 110 km/hr

Warwick Township identified tractor/trailer combinations, garbage trucks, causing speeding concerns along County Road 8 (Forest Road) from County Road 4 (Petrolia Line) to King's Highway 402. Survey suggested allowing local pickups and deliveries from within the municipality but prohibiting through traffic.

The Committee reviewed the submission and recommended the following mitigating measures and/or restrictions to truck traffic:

- ***request OPP conduct speed study and spot enforcement to deal with speeding tractor/trailer combinations along London Line,***
- ***no restrictions to truck traffic along this section of County Road 8 (Forest Road).***

FINANCIAL IMPLICATIONS

None.

CONSULTATIONS

The preparation of this report involved the input from the local municipalities regarding the use of the County Road Network by heavy truck traffic.

The next step in the action plan, following the acceptance of the draft report by County Council, includes a public and stakeholder consultation phase in which the draft findings and recommendations would be made available for review and comment.

STRATEGIC PLAN

The action plan, as presented, enhances communications by requesting input regarding truck issues on County Roads from the local municipalities and the public in accordance with Area of Effort 2 in the Strategic Plan.

Any restrictions to truck traffic on the County Road Network could impact Area of Effort 1 – Building our Local Economy and/or Area of Effort 3 – Community Development Initiatives.

CONCLUSION

The use of the County Road Network by heavy trucks is a complex issue given the varied interests of the affected stakeholders: residents, motorists, industry, local and neighbouring municipalities, etc. It is a delicate balance between providing accessibility for the trucking industry and the businesses/industries they support (local/regional economy) against the resultant impacts heavy trucks have on other motorists and neighbouring residents. The County Road Network provides arterial linkages across the County for all types of vehicles including heavy trucks. Within the last decade the County Road Network has evolved to serve an even more important role as the secondary highway network given Provincial highway downloads of 1997-98. Restricting trucks on the County Road Network, or parts thereof, potentially reduces the structured development of various areas of the County.

Staff recommend that County Council endorse the truck study report as presented by the Committee and that the draft truck study report be presented to the public and various stakeholders for their input and comment.

RECOMMENDATIONS

- a) That County Council endorse, in principle, the draft truck study report recommendations as presented by the Truck Study Sub-committee.
- b) That an open house be held in the Wyoming Administration Building to present the draft report to the public and interested groups for their review and comment.
- c) That a final report from the Truck Study Sub-committee reflecting the comments received at the open house as well as other sources be presented to County Council for its consideration.

Prepared by:

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Reviewed by:

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Reviewed by:

Ronald G. Van Horne
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APPENDIX A

List of Petitions to County Council Concerning Trucks

County Road 4 (Petrolia Line)

- December of 2007, staff received correspondence from Town of Petrolia regarding truck traffic on County Road 4 (Petrolia Line) both truck volume and speed.
- January of 2008, staff received correspondence from Town of Petrolia staff regarding the movement of dangerous goods through the Town of Petrolia on County Road 4 (Petrolia Line).

County Road 7 (Lakeshore Road)

- April of 2000, County Council received correspondence through the Mayor of Sarnia on behalf of Mr. Hayes requesting a four way stop at the intersection of County Road 7 (Lakeshore Road) and County Road 26 (Mandaumin Road) citing the popular route for trucks heading north.
- November of 2000, Mrs. Archibald spoke to Committee in regards to her concerns regarding truck traffic on County Road 7 (Lakeshore Road) between County Road 26 (Mandaumin Road) and King's Highway 21, namely truck sizes, speeds, road degradation and requested a weight restriction and a bypass around Forest. Subsequent delegation to County Council in September of 2001.
- January 2002, County Council received correspondence from Mr. Steve Harding requesting a ban on heavy trucks or a weight restriction on County Road 7 (Lakeshore Road) and County Road 26 (Mandaumin Road).
- September 2002, County Council received correspondence from the Town of Plympton-Wyoming with several questions regarding County Road 7 (Lakeshore Road) and its use by trucks.
- January of 2003, County Council received correspondence from the Municipality of Lambton Shores on behalf of the residents of Cedarview Subdivision citing their concerns regarding heavy truck traffic on County Road 7 (Lakeshore Road) from County Road 12 (Townsend Line) to King's Highway 40 and the speed on the roadway.
- May of 2008, staff received a letter from Mr. Paul Kingston, through Mayor Napper, outlining concerns with trucks utilizing County Road 7 (Lakeshore Road) specifically noise, speed, dangerous loads, and damage to roadway.

County Road 22 (London Line)

- November of 2004, County Council received a petition from Mr. Dave House outlining concerns with trucks utilizing County Road 22 (London Line) between County Road 26 (Mandaumin Road) and requesting restrictions to local deliveries, reduced speed, eliminate passing, and increased enforcement.

County Road 26 (Mandaumin Road)

- November of 1999, Mr. John Prins spoke to Committee regarding the removal of the signing strips on County Road 26 (Mandaumin Road) north of County Road 22 (London Line), engine brake signage, and local truck traffic only signage.

County Road 31 (Kimball Road)

- September of 2003, County Council received correspondence from Mr. Robert Nicol regarding the increased use of County Road 31 (Kimball Road) by heavy trucks, posted speed, and speeding.
- January of 2007, County Council received correspondence from Mr. Lorne Dietrich regarding traffic issues on County Road 31 (Kimball Road) and in particular the volume of heavy trucks.
- January of 2008, received correspondence from Mayor Bradley on behalf of Mr. Dietrich in regards to the County-wide Trucking By-Law and Kimball Road.
- January of 2008, staff received a request from St. Clair Township regarding a reduction in the posted speed on County Road 31 (Kimball Road) in an effort to make the route less attractive to heavy truck traffic.