

TO: GENERAL COMMITTEE

SUBJECT: PERMISSIVE TRUCK ROUTES

WARDS: 7, 8, 9 and 10

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CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD
CHIEF ADMINISTRATIVE OFFICER *C. Ladd*

RECOMMENDED MOTION

1. That Traffic By-law 80-138, Schedule "N", "Permissive Truck Routes", be amended by deleting the following:

Column 1	Column 2
Essa Road from the south limit to Tiffin Street	Anytime
Huronia Road from the south limit to Big Bay Point Road	Anytime
Veteran's Drive from the south limit to Essa Road	Anytime
Yonge Street from the south limit to Garden Drive	Anytime

and adding the following:

Column 1	Column 2
Essa Road from the south limit as of January 1, 2010 to Tiffin Street	Anytime
Huronia Road from the south limit as of January 1, 2010 to Big Bay Point Road	Anytime
Veteran's Drive from the south limit as of January 1, 2010 to Essa Road	Anytime
Welham Road from Mapleview Drive East to Big Bay Point Road	Anytime
Yonge Street from the south limit as of January 1, 2010 to Garden Drive	Anytime

PURPOSE & BACKGROUND

2. This Staff Report recommends the extension of existing permissive truck routes on Essa Road, Huronia Road, Veteran's Drive and Yonge Street to the City boundary of the annexation lands. Staff also recommend that Welham Road between Mapleview Drive East and Big Bay Point Road become a permissive truck route. The recommended motion is in accordance with Traffic By-law 80-138 and the Highway Traffic Act.
3. The existing permissive truck routes for Essa Road, Huronia Road, Veteran's Drive and Yonge Street currently terminate at the December 31, 2009 south City limit. A specific by-law update is required to amend by-laws specific to roadways where boundary limits are changed.
4. The permissive style of heavy truck route system employs traffic signs with a green circular ring. Signing is only used to designate those routes, by way of directional arrows, upon which heavy trucks are allowed. Heavy trucks are prohibited from all roadways other than the heavy truck routes indicated by the permissive truck route signing system. By definition and by City By-law, trucks would only be permitted to deviate from the heavy truck route system when making a delivery to or a collection from a specific destination.
5. Heavy trucks making a delivery to a specific destination on a roadway which is prohibited must take the most direct route from the nearest permissive truck route to their destination. Barrie Police Service enforces the "Permissive Truck Route" system on a complaint basis.
6. Staff has been contacted by Associated Engineering who are representing Frito Lay's Distribution Centre located at 70 Ellis Drive, which is accessed from Welham Road, regarding the possible use of long combination vehicles (LCV) for the delivery of goods. Ontario LCV's are made up of a tractor pulling two trailers each being up to 16.2 metres long. Refer to Appendix "A" for a diagram of an Ontario LCV.
7. Welham Road between Mapleview Drive East and Big Bay Point Road is currently not a permissive truck route and provides access to industrially zoned places of business.

ANALYSIS

8. In an effort to maintain driver expectation and provide a consistent permissive truck route through Barrie, staff recommend that the existing permissive truck routes for Essa Road, Huronia Road, Veteran's Drive and Yonge Street be extended from the December 31, 2009 south City limits through the annexed lands, to the new south City limits. Thus, Traffic By-law 80-138, Schedule "N", "Permissive Truck Routes", be amended by deleting the following:

Column 1	Column 2
Essa Road from the south limit to Tiffin Street	Anytime
Huronia Road from the south limit to Big Bay Point Road	Anytime
Veteran's Drive from the south limit to Essa Road	Anytime
Yonge Street from the south limit to Garden Drive	Anytime

and adding the following:

Column 1	Column 2
Essa Road from the south limit as of January 1, 2010 to Tiffin Street	Anytime
Huronia Road from the south limit as of January 1, 2010 to Big Bay Point Road	Anytime
Veteran's Drive from the south limit as of January 1, 2010 to Essa Road	Anytime
Yonge Street from the south limit as of January 1, 2010 to Garden Drive	Anytime

9. Long combination vehicles require the approval of the Ministry of Transportation of Ontario and the local road authority (City of Barrie). Frito Lay will prepare an application with details of vehicle turning movements to Transportation Planning seeking approval, which will require a future Staff Report.
10. In preparation of Frito Lay's Distribution Centre submitting a formal request to Transportation Planning regarding the possible use of LCV's for the delivery of goods to their distribution centre, staff has reviewed the existing roadway geometrics on Welham Road and recommend that it be a permissive truck route. Thus, Traffic By-law 80-138, Schedule "N", "Permissive Truck Routes", be amended by adding the following:

Column 1	Column 2
Welham Road from Mapleview Drive East to Big Bay Point Road	Anytime

11. Welham Road is an industrial roadway servicing warehouse type uses and heavy truck access would be improved with Welham Road being a permissive truck route. Staff would recommend this change regardless of the Frito Lay LCV application.
12. Refer to Appendix "B" regarding the proposed changes to the Permissive Truck Route System.
13. LCV's offer the following benefits:
 - Lower costs and trucks use less fuel
 - Reduction of greenhouse gas emissions by approximately one-third
 - Fewer accidents with these types of trucks than other trucks
 - Each LCV replaces two full size tractor-trailers
14. Barrie Police Service, Barrie Fire and Emergency Service, and By-Law Services do not oppose the recommended motion.

ENVIRONMENTAL MATTERS

15. There are no environmental matters related to the recommendation.

ALTERNATIVES

16. Two alternatives are available for consideration by General Committee:

Alternative #1 General Committee could decide not to implement/extend the permissive truck route to the new south City limit.

This alternative is not recommended as it does not convey a consistent message to the operators of heavy trucks.

Alternative #2 General Committee could decide not to implement a permissive truck route on Welham Road.

This alternative is not recommended as the intersection of Maplevue Drive and Welham Road provides a larger turning radius for heavy trucks and accommodates the potential for LCV's in the future.

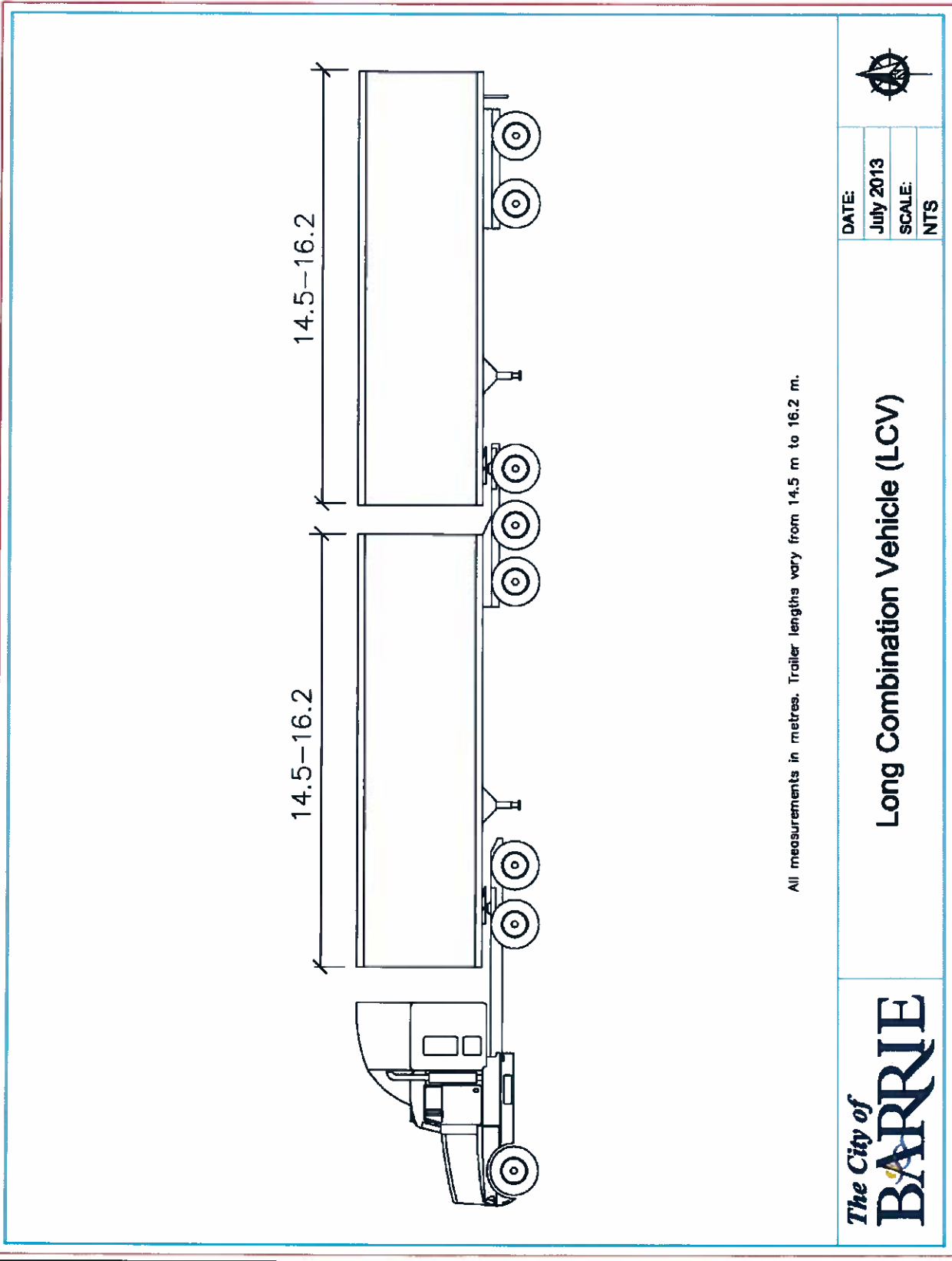
FINANCIAL

17. The cost to implement and relocate the proposed permissive truck route signs is approximately \$1,000 which can be accommodated in the 2013 Business Plan.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES

18. The recommendations included in this Staff Report are not specifically related to the goals identified in the 2010-2014 City Council Strategic Plan.

Appendix "A"



Appendix "B"

