
HALDIMAND COUNTY

Report ENG-29-2023 Truck Route Options – Main Street, Dunnville For Consideration by Council in Committee on December 12, 2023



OBJECTIVE:

To recommend an amendment to the Heavy Truck Route By-Law 2079/19 to re-establish a truck route on a portion of Broad Street and George Street in Dunnville.

RECOMMENDATIONS:

1. THAT Report ENG-29-2023 Truck Route Options – Main Street, Dunnville be received;
2. AND THAT Schedule “A” Truck Routes of Haldimand County Heavy Truck Route By-law 2079/19 be amended as outlined in Report ENG-29-2023.

Prepared by: Kris Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

EXECUTIVE SUMMARY:

At the February 7th, 2023 Council in Committee meeting, staff were given direction through the following resolution:

THAT staff be directed to report back on the feasibility and implications of moving the Truck Route through Dunnville from Main Street to Broad Street on a permanent basis.

This direction was as a result of Council’s desire to reduce the amount of truck traffic that currently utilizes the Taylor Road to Main Street truck route through Dunnville and permit truck traffic on Broad Street, which is also the Ministry of Transportation (MTO) Highway 3 Connecting Link.

Staff are recommending a hybrid approach of directing Highway 3 through traffic to use the George Street/Broad Street Connecting Link truck route while directing trucks needing to cross the Grand River Rainham Road bridge to use the Taylor Road/Main Street truck route.

The hybrid approach satisfies the MTO requirement of permitting trucks to use the designated Connecting Link while reducing the number of trucks that use the Main Street route to only those that would cross at the bridge. This approach would be accomplished utilizing directional signage at the Taylor Road and George Street approaches.

To return to compliance with the MTO Connecting Link regulations permitting trucks to use Broad Street (Highway 3) an amendment to the Haldimand County Heavy Truck Route By-law 2079/19 is required.

BACKGROUND:

Report RDS-01-2019 Heavy Truck Route By-law, presented to Council-in-Committee on April 16, 2019, proposed a by-law regulating heavy truck routing and half-load season truck routing. The Heavy Truck Route By-law identifies roads within Haldimand County where heavy trucks are permitted.

The current County designated truck route through Dunnville (see Attachment 1) enters Dunnville along Highway 3 from the east, travels down Taylor Road to Main Street and continues west until it connects back with Highway 3 at George Street. Trucks are also permitted to cross at the Dunnville Grand River bridge, which is one of only three crossings of the Grand River accessible to trucks in Haldimand County.

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This direction was as a result of Council's desire to reduce the amount of truck traffic that currently uses the County designated Taylor Road to Main Street truck route through Dunnville and permit truck traffic on Broad Street, which is also the MTO Highway 3 Connecting Link (see Attachment 1).

Connecting Links are municipal roads that connect two ends of a provincial highway through a community or to an international or interprovincial border crossing. These are critical roadways that serve provincial and municipal interests, as they carry long distance provincial highway traffic moving through communities, as well as local traffic within the community.

Connecting Links are formally designated under Section 21 of the Public Transportation and Highway Improvement Act (PTHIA), R.S.O. 1990, c. P. 50 as amended. Under the Act, a Connecting Link remains a "highway" under the jurisdiction and control of the Municipality, however it is still subject to certain conditions as outlined in the PTHIA and Highway Traffic Act (HTA).

Haldimand County has five designated connecting links on Highways 3 and 6 in the communities of Hagersville, Jarvis, Cayuga and Dunnville. The Ministry of Transportation's Connecting Links Program provides dedicated Provincial funding for up to 90% of total eligible project costs for projects that address critical connecting link needs or extend the lifecycle of the Connecting Link.

In 2020 and 2021, the County received a total of \$1.8 million in funding for the Broad Street (Highway 3) Connecting Link through Dunnville. This funding was used to resurface Broad Street from Inman Road to Pine Street.

ANALYSIS:

Through discussions with the MTO, staff have confirmed that trucks cannot be restricted from using Connecting Links, as they are still considered provincial highway and are eligible for the Connecting Links Funding Program. The Minister (MTO) can provide an exception to this requirement under exceptional circumstances. This was discussed with MTO staff and it was conveyed that the presence of a hospital and a school would not meet the requirements of granting an exception.

The current County Heavy Truck Route by-law does not have Broad Street designated as a truck route and is therefore in contradiction to the MTO Connecting Link requirements.

Further review of the truck route has identified the need to maintain a permitted truck route along Main Street to allow for trucks to cross the Grand River at the Dunnville bridge and staff are recommending a hybrid approach of directing Highway 3 through traffic to use the Broad Street Connecting Link truck

route while directing trucks wanting to cross the Dunnville Grand River bridge to use the Main Street truck route.

The hybrid approach satisfies the MTO requirement of permitting trucks to use the Connecting Link while reducing the number of trucks that use the Main Street route to only those that would cross at the bridge. This approach would be accomplished utilizing directional signage at the Taylor Road and George Street approaches.

Based on an analysis of current truck traffic through Dunnville it is anticipated that there will be about 90 tractor trailers per day using Broad Street and about 120 tractor trailers using Main Street with the majority using the Taylor Road to Main Street approach. The remainder of the smaller delivery trucks will be evenly split with about 250 using each route per day. It should be noted that the total percentage of trucks on each route will be about 5% which is relatively low for a designated truck route.

To allow trucks to use Main Street in Dunnville as an approved truck route, the following amendments to the Haldimand County Heavy Truck Route By-law 2079/19 are required:

Heavy Truck Route By-law Schedule "A" Truck Routes to add

Road Number / Name	From	To
George Street, Dunnville	Highway 3/ Main Street	Broad Street
Broad Street, Dunnville	George Street	Inman Road

FINANCIAL/LEGAL IMPLICATIONS:

Roads Operations will be responsible for installing the required signage. The estimated cost is approximately \$4,000 and will be funded from the Road Operations regulatory/warning signage operating account.

Given the timing of this report and the winter control season, it is anticipated that the signage may not be installed until later in the winter or early spring.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

REFERENCES:

1. [RDS-01-2019 Heavy Truck Route By-law](#)
2. [Council in Committee Minutes February 7, 2023 Recommendation 11](#)
3. [Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P.50](#)
4. [Highway Traffic Act, R.S.O. 1990, c. H.8](#)

ATTACHMENTS:

1. Map of Proposed Main Street and Broad Street (Highway 3) Truck Routes in Dunnville.