



Council report

Meeting date:	October 5, 2021
Title:	Concession 2 WGR Truck Traffic
Prepared by:	Vance Czerwinski, Director, Infrastructure and Public Works
Reviewed by:	Laura Johnston, C.A.O.

Recommendation

That report Concession 2 WGR Truck Traffic be received, and further,

That council approves the following recommendations: maintain existing restrictions, reduce speed and install additional warning signage.

Executive summary

Concession 2 WGR has been resurfaced and is a safe road for all vehicular traffic. Local residents have cited safety concerns and have expressed concerns with potential changes in traffic volumes and speeds and are requesting restrictions be imposed to truck traffic north of Lantz Bridge. Council directed staff to provide a report outlining how restrictions for truck traffic north of the Lantz Bridge can be maintained. This report outlines three recommendations for council approval.

Background and discussion

Resolutions

At a special council meeting on Tuesday, August 10, 2021, council directed staff to provide a report at a future meeting outlining how restrictions for truck traffic north of the Lantz Bridge could be maintained as per Resolution 400-2021.

Further, at the regular council meeting on September 7, 2021, council requested that correspondence from the public be included in the report referenced in Resolution 400-2021 regarding truck traffic north of the Lantz Bridge, as per Resolution: 425-2021.

Road Resurfacing

Recently Concession 2 WGR was paved as part of the Enbridge Owen Sound Reinforcement



Project, and the Lantz Bridge is currently being replaced. Concession 2 WGR has now been resurfaced, with the existing curves and hills on the road remaining unchanged. The pavement thickness was increased from 50 mm to 90mm from Grey Rd 4 to the Miller Ready Mix plant to accommodate heavy cement trucks. The rest of the paving project, north of the cement plant was paved at 50 mm thick. Pavement that is 50 mm thick can safely sustain all vehicular traffic from a localized perspective.

Concerns from Local Residents of Concession 2 WGR

For the past number of decades, heavy truck traffic was significantly reduced on Concession 2 WGR due to the load restrictions on the Lantz Bridge, and an Ontario Municipal Board development agreement with Miller Paving Ltd and the former Township of Bentinck.

Residents of Concession 2 WGR have voiced their concern regarding the safety of motorists and pedestrians with the recent upgrades to the road and bridge. The previous experience was a quiet environment and allowed for walking and cycling on the roadway. Residents are concerned that with a newly constructed bridge, and a newly paved road, there will be a high volume of highway traffic travelling at much higher speeds. Highway traffic from Grey Rd 4 could bypass Durham and travel north on Concession 2 WGR to access Highway 6.

Road Safety

Concession 2 WGR is a safe road for all vehicular and pedestrian traffic to travel. There are sharp corners and hills where "speed limit reduction" and "sharp curve ahead" warning signs will need to be installed to warn motorists to reduce their speed, so that these corners can be safely negotiated.

The "s" curve located at Robson Road and the curves located at Aberdeen will be problematic for oncoming heavy tractor trailers to maneuver due to the length of their trailers and would likely need to encroach oncoming lanes to travel through the corners.

Concession 2 WGR is an 80 km/h Class 4 road according to the provincial Minimum Maintenance Standards. It is a rural road that was never designed to sustain high volumes of heavy truck traffic. It is also not constructed as wide and as robust as a Class 2 highway that can accommodate sustained high volumes of heavy truck traffic.

Before Concession 2 WGR was paved, the hard top consisted of layers of surface treatment (tar & chip) that was applied throughout the years. Recently it was repaved referencing Ontario Provincial Specifications as part of the franchise agreement between West Grey and Enbridge for the Owen Sound Reinforcement Project. Asphalt is applied much thicker and lasts much longer than the thinner layers of surface treatment; which in turn means less life cycle maintenance.



Truck Traffic

To restrict heavy truck traffic, staff recommend the following:

1. Maintain current restrictions – which include seasonal load restrictions, and the Ontario Municipal Board development agreement preventing cement trucks from travelling north on Concession 2 WGR.
2. Speed limit reduction – reduce the existing speed limit on Concession 2 WGR, from Grey Rd 4 north to 15th Sideroad, from 80 km/h to 50 km/h by revising the existing traffic bylaw. A reduced speed limit is clear for all motorists and the enforcement is straightforward. As well, a 50 km/h road is safe for cyclists and all motorists, and would be a deterrent to anyone considering Concession 2 WGR as a bypass route.
3. Increased signage - lower speed limit warning signs, guard rails, and delineator signs will be installed at the curves near Robson Road and north of 18th Side road warning motorists to slow down to 30km/h so that traffic can safely travel on the road.

A bylaw restricting truck traffic is not recommended. There are extensive categories of vehicles that would be exempt from such a bylaw. This makes enforcement problematic and potentially does not even achieve the same results as a reduced speed limit would.

Legal and legislated requirements

Highway Traffic Act
Municipal Act 2001

Financial and resource implications

If traffic volumes increase there may be increases in road maintenance and there will be new expenses requiring budget for enforcing revised speed limits and the bylaw if approved.

Staffing implications

There will be impacts on staffing resources. In addition to road maintenance and winter road maintenance work, implementing a heavy truck bylaw will result in staffing impacts for police enforcement.

Consultation

Highway Traffic Act
Municipal Act 2001



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Chief Administrative Officer
Triton Engineering Services Ltd.
West Grey Chief of Police
Supervisor, Rural Operations

Alignment to strategic vision plan

Pillar: build a better future

Goal: vibrant community

Strategy: maintain and invest in our infrastructure

Attachments

Correspondence received at the council meeting on September 7, 2021 regarding Concession 2 WGR paving.

Next steps

On council approval, staff will proceed with implementing the recommendations in this report.

Respectfully submitted:

Vance Czerwinski, Director, Infrastructure and Public Works