



## Report

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**Subject:** Large Trucks on Broadway West of John Street

**Department:** Infrastructure Services

**Division:** Public Works

**Report #:** IS-PW-2020-003

**Meeting Date:** September 14, 2020

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### Orangeville Forward – Strategic Plan

**Priority Area:** Sustainable Infrastructure

**Objective:** Provide systems that keep people moving

Sustainable Neighbourhood Action Plan

**Theme:** Transportation System

**Strategy:** Promote a shift to more sustainable and efficient transportation options to move people and goods

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### Recommendations

That report IS-PW-2020-003, Large Trucks on Broadway West of John Street be received;

**Option:**

And that the Traffic By-law Amendment included as Attachment No. 1 to this report be enacted.

**By-laws:**

That a By-law to amend Traffic By-law No. 78-2005, as amended, be read a first, second and third time and finally passed.

## **Background**

Over the past several months, a number of complaints have been received regarding large trucks on York Street. Staff have reviewed the matter and provide the following as background. A possible amendment to the Traffic By-law, 78-2005, as amended (the By-law) is presented as an option to mitigate the issue.

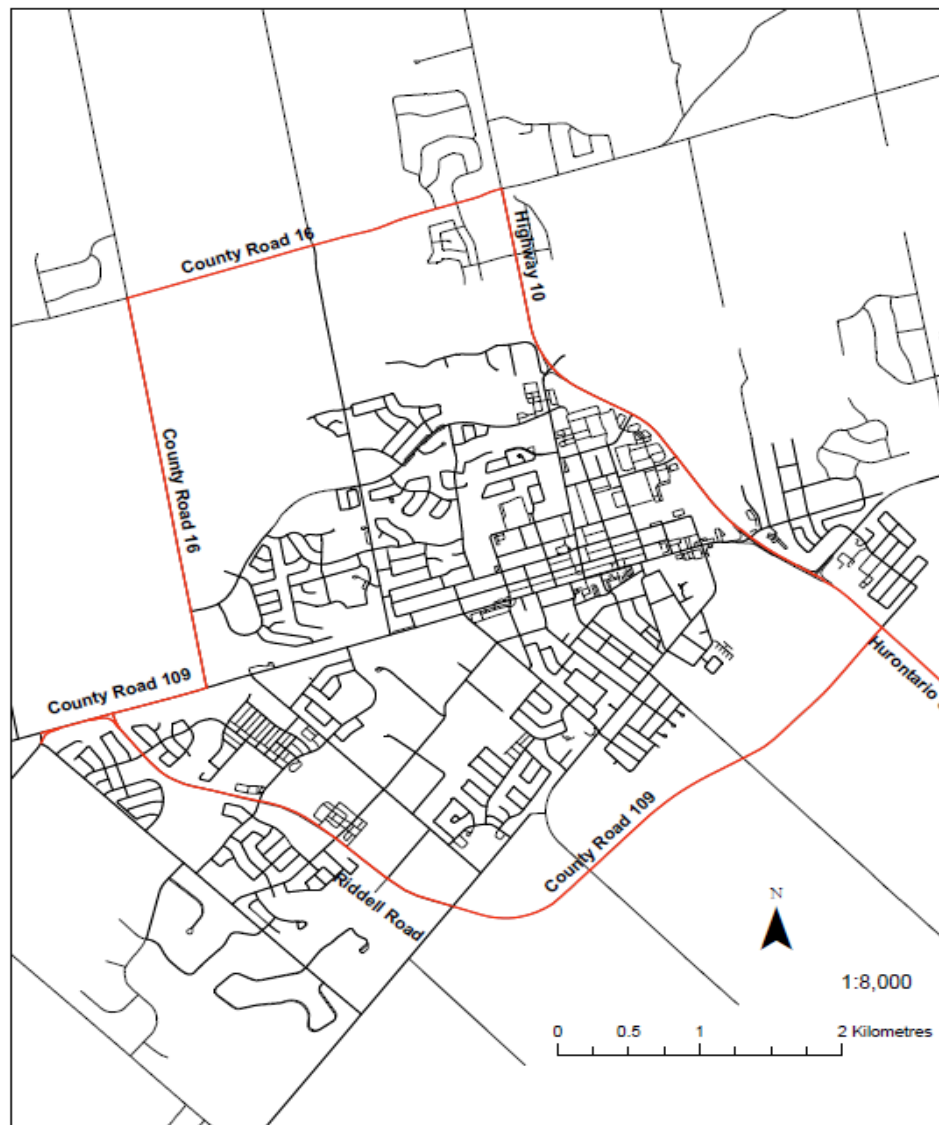
Large trucks (those weighing in excess of 4.6 tonnes) are permitted on all streets in Orangeville, with the exception of those specifically identified in Schedule "J" of the By-law. Note that large trucks are permitted on the roads identified in Schedule "J" if they are making deliveries to a property on that road or if the driver of the vehicle resides on that road. York Street is not identified in Schedule "J" of the By-law and thus large trucks are permitted to use York Street.

That is not to say that York Street is a practical route for large trucks. York Street was recently reconstructed by the Town. Whenever a road reconstruction project is being completed, staff make every effort to bring the road up to current standards. York and Bythia Streets were both narrower than the standard road width and thus staff planned to widen these roads as part of the reconstruction work. Residents of York and Bythia Streets were opposed to widening the roads and ultimately the decision was made to maintain the pre-existing road width, resulting in new roads with sub-standard widths. It is challenging for large trucks travelling on York Street due to the sub-standard road widths on these two streets.

As there are ample options to get around Orangeville using Provincial Highways and County Roads (see Figure 1), staff assume that those large trucks that have been using York Street have a destination in Orangeville and are looking to access the downtown core from the south. A review of changes to the By-law resulting from the construction of the South Arterial Road (the bypass) and roads leading into the downtown core from Town Line in the south reveals why large trucks may be using York Street.

## **Analysis**

When the bypass opened in 2005, Council added Broadway from Town Line/Sherbourne to Dawson to the list of roads upon which heavy trucks are prohibited. Broadway in the past was part of Highway 9 prior to the mid-nineties and heavy trucks travelling through the downtown core on Broadway was a regular occurrence. Once the bypass was complete and provided an alternative truck route, prohibiting heavy trucks on Broadway was approved in an effort to turn Broadway into a pedestrian friendly street.

**Figure 1**

In addition, John Street was part of provincial Highway 136 until the mid-nineties and was used to access the downtown core. The challenge is that back in the days of Highway 136 and Highway 9, heavy trucks travelling northbound on John Street could continue their journey along Broadway without ever leaving the provincial Highway network that was specifically designed to handle heavy trucks. The current heavy truck prohibition on this part of Broadway prevents that. Trucks travelling north on John Street are notified via signage that trucks are not permitted on Broadway, requiring them to leave John Street before reaching Broadway. The intersection of John Street and York Street is the last intersection prior to reaching Broadway.

Note that none of Bythia, William, Margaret, Mill, Wellington nor Amanda are viable Heavy Truck Routes, leaving only John and Dawson for Heavy Trucks heading to the downtown core from Town Line. Heavy Trucks are prohibited on Dawson between Town Line and Centennial, which leaves only John Street.

An option to mitigate this issue would be to lift the Heavy Truck prohibition on the section of Broadway between John Street and Dawson (maintaining the prohibition between Town Line/Sherbourne and John Street). This would provide a truck route into the downtown core along John Street (as was historically the case when it was provincial Highway 136), but force Heavy Trucks to turn left at Broadway.

Note that staff are providing an amendment to the By-law as an option for Council to consider. As the bypass has been in place for fifteen years, staff are at a loss to explain why large trucks on York Street has become a problem in the past few months. Staff are aware of no recent changes to the Traffic By-law, the road layout or the addition of new businesses that may have led to the issue.

### **Financial Impact**

There is no financial impact associated with recommendations of this report.

Respectfully submitted  
Douglas G. Jones, M.E.Sc., P. Eng.  
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### **Attachments:**

1. Amending By-law