



Media Release – January 30, 2019

Town of Shelburne meets with Minister, MTO regarding Truck By-pass

Mayor Wade Mills and Town representatives made a presentation to the Honourable Jeff Yurek, Minister of Transportation (MTO) on January 28, 2019 at the annual ROMA conference in Toronto.

Our community has told us repeatedly for the last 15 years they are very concerned about heavy truck traffic and the negative impacts it has on their lives, downtown businesses, as well as safety concerns. The Town of Shelburne has been asking MTO for a solution regarding heavy truck traffic on Highway 10 and 89 since 2003.

The meeting with the Minister was very beneficial. Mayor Mills states that “a reduction of speed limits within our connecting links to 40 km per hour was also discussed as an interim and immediate measure that can be taken. I was pleased to hear that the Minister will work to expedite this process. Council will be considering a reduction to 40 km per hour on February 11, 2019”.

The Town provided three truck by-pass route options and respectfully requested the Minister consider an interim solution and a long-term solution.

Interim Solution:

The Ministry, working with the Town of Shelburne, Township of Melancthon and Dufferin County will evaluate the implementation of a truck by-pass route in 2019, which uses existing paved municipal and County roads to re-route truck traffic away from downtown Shelburne.

Long Term Solution:

MTO supports the review and evaluation of the three route options presented by the Town working in collaboration with Dufferin County, the Township of Melancthon, and The Township of Amaranth. The Town of Shelburne’s current recommendation for a long-term solution is Route Option 1.

The route options suggested are outlined in the delegation presentation which is attached.

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A People Place, A Change of Pace
SHELBURNE
ONTARIO, CANADA

A BRIEF TO:

The Honourable Jeff Yurek
Minister of Transportation

PRESENTED BY:

- Mayor Wade Mills, Town of Shelburne
- Councillor Kyle Fegan, Town of Shelburne
- Darren White, Warden of Dufferin County
- Denyse Morrissey, CAO, Town of Shelburne
- Stephen Burnett, Municipal Engineer

January 28, 2019

Kenora Room, Sheraton Centre, Toronto

TRANSPORTATION CONCERNS – TRUCK BYPASS

Background

The Town of Shelburne is situated on Highway 89 and Highway 10, in Dufferin County. Our Town is currently home to approximately 9,200 residents.

According to the 2016 census Shelburne grew 39% in the then previous four years to become the fastest growing small town in Ontario and the second fastest growing small town in Canada.

We are a small town in size and only 6.6 square km. Using the 2016 census, Shelburne has a very high density of 1,238.7 people per square kilometre and this density is increasing. This density is higher than the City of Vaughan and similar to Aurora, and Barrie. A comparison of 2016 densities is attached.

We continue to experience significant pressures from our increasing residential and commercial development in order to meet the needs of our thriving community. Historically, the majority of the Township's commercial and residential development has been localized to the main core along Highway 89. With tremendous new residential and commercial developments, the Town has expanded significantly along both the Highway 89 and Highway 10 corridors.

The Town of Shelburne been asking MTO for a solution regarding heavy truck traffic since 2003. The April 7, 2003 council resolution asked that *“the Province through the Ministry of Transportation initiate a needs assessment of the possible highway by-pass of Highways 10 & 89 around the Town of Shelburne and further that this assessment include a review of the existing municipal road system and how it should configure into any future by-pass proposal”*.

Our Concerns

The Town is dealing with increased volumes of transport truck, heavy equipment, and seasonal traffic along with the day-to-day residential traffic.

Highway 89 runs east-west through our downtown core along Main Street and serves as a main artery for the County of Dufferin connecting Highway 6 to the west and Highway 400 to the east. Highway 10 runs north-south through our downtown connecting the northern region of southern Ontario to the GTA.

The 1.6 km route through Shelburne along Highway 89 includes four stop lights, two of which are within a 95m stretch of Main Street between the intersection of Highway 10 and Victoria Street. This area is also the most commercially dense (including a number of shops, restaurants, Town Hall, and auto centre, etc.) as well as one of the narrowest sections of the street (two lanes).

Since Highway 89 and Highway 10 serve as major transportation routes that go through Town, we deal with gravel trucks, transportation trucks, heavy machinery transportation, and regular vehicles driving through the busy downtown and at all hours. Our downtown is home to a variety of small businesses including restaurants, retail stores and Town Hall. Our downtown also has significant residential homes, apartments and nearby schools. Truck traffic has negative impacts on our downtown businesses, health and safety implications including noise, wind, air pollution, and traffic congestion.

A May 2008 MTO study showed 90-95% of truck traffic is through traffic only, and Shelburne is not their final destination. This study also indicated that the capacity of this stretch of highways through Shelburne is 800 vehicles per peak hour. However, a 2015 traffic study we had completed for our Town showed that vehicle traffic is instead 850-1200 vehicles per peak hour, with approximately 50% being truck traffic. This further illustrates that with truck traffic eliminated, the road would be back to operating capacity. A truck bypass would provide pedestrians and small vehicle traffic a safe manner of accessing the downtown core from the east end and vice versa. A properly conceived long-term bypass solution would also allow truck traffic operators to move their cargo more quickly and efficiently. We view this strategy as a true “win-win”.

Our community has told us repeatedly for the last 15 years they are very concerned about heavy truck traffic and the negative impacts it has on their lives, as well as safety concerns. As part of our engagement process, a number of surveys were completed in 2018 specific to heavy truck traffic. 94.4% of respondents noted there was too much traffic going through Town and safety was a major concern. 76% of business owners also said it was very important to have less transport truck traffic downtown to revitalize downtown Shelburne.

One respondent provided the following comments which captures many of the comments we received from our community:

I enjoy the peace and quiet of the town, the friendliness and willingness of its residents to help each other out. It's great the way everyone says hi and smiles. I enjoy being able to walk to most things in town and to walk the dogs through town. Sometimes I settle outside the cafes and pubs that have outdoor places to sit, to enjoy being outside and enjoy a beverage, maybe do some sketching! Time after time the peace and quiet is shattered by the sounds and motions of the trucks barging through town. The sound is horrible, never mind the huge size of the monsters. Then there is the sense that there is no more than half a sidewalk between you and them. It is scary. I have had clients come to town and want to sit outside for a sandwich and coffee. I have made very excuse I can think of to get them indoors. It's embarrassing. I worry about the speed they are doing when they go around onto 10 heading north. I have come face to face with one taking a wide berth to turn southeast on 89 off 10 as I am driving north on 10. Are we waiting to see if we can drive all the businesses out of town? Are we waiting till someone gets killed? It is so unnecessary.

Exploring Solutions

The Town of Shelburne requests that MTO explore solutions based on a two-pronged approach. Firstly, an Interim Solution and secondly a Long-Term Solution for the designation/construction of truck bypass around our Town. We would also like to request that the speed limit on Highway 89 and 10 within the limits of the Town of Shelburne be reduced to 40 km from 50 km.

We have provided three Route options for a truck bypass:

Route Option 1: single lane distance of 7.3 km - currently a combination of asphalt and gravel roads

Route Option 2: single lane distance of 8.9 km - currently a combination of asphalt and gravel roads

Route Option 3: single lane distance of 20.3 km - on asphalt roads

The corresponding maps are attached. The Town of Shelburne currently recommends that Route Option 3 be used for in Interim Solution and that Route Option 1 become the Long-Term solution.

We also fully recognize and are respectful of the significant costs of road construction and development costs estimated at \$500,000/km for planning, design and construction.

We feel it is imperative that the Town of Shelburne be considered as a transportation priority by MTO to ensure a safe option for local, car and pedestrian traffic, as the inherent risk to pedestrian and car traffic on Highway 89 and Highway 10 will only continue to grow as the large developments in the Town continue.

Our Request:

The Town of Shelburne respectfully requests the Minister consider:

Interim Solution:

MTO support an immediate reduction in speed along MTO Collecting Links arteries (Main Street & Owen Sound Street) from 50km/hr to 40km/hr. This would be similar to recommendations made by the Town of Innisfil for highway 89 in Cookstown.

- The Ministry, working with the Town of Shelburne, Township of Melancthon and Dufferin County evaluate the implementation of Route Option 3, in 2019, which uses existing paved municipal and County roads to re-route truck traffic away from the downtown Shelburne.

Long-term Solution

- MTO support the review and evaluation of the three Route options presented by the Town working in collaboration with Dufferin County, the Township of Melancthon, and The Township of Amaranth. As noted, the Town of Shelburne's current recommendation for a long-term solution is Route Option 1.

2016 Census Population Density Per Square Kilometer



Name	Municipal Status	Municipal Sub-type	Census Division	2016 Census of Population				
				Population (2016)	Population (2011)	Change	Land area (km ²)	Population Density
Shelburne	Lower-tier	Town	Dufferin	8,126	5,846	+39.0%	6.56	1,238.7/km ²
Ajax	Lower-tier	Town	Durham	119,677	109,600	+9.2%	67.00	1,786.2/km ²
Aurora	Lower-tier	Town	York	55,445	53,203	+4.2%	49.85	1,112.2/km ²
Aylmer	Lower-tier	Town	Elgin	7,492	7,151	+4.8%	6.26	1,196.8/km ²
Barrie	Single-tier	City	Simcoe	141,434	136,063	+3.9%	99.04	1,428.0/km ²
Brampton	Lower-tier	City	Peel	593,638	523,906	+13.3%	266.36	2,228.7/km ²
Brantford	Single-tier	City	Brant Leeds and Grenville	97,496	93,650	+4.1%	72.44	1,345.9/km ²
Brockville	Single-tier	City	Waterloo	21,346	21,870	-2.4%	20.85	1,023.8/km ²
Cambridge	Lower-tier	City	Waterloo	129,920	126,748	+2.5%	113.01	1,149.6/km ²
Carleton Place	Lower-tier	Town	Lanark	10,644	9,809	+8.5%	9.05	1,176.1/km ²
Ingersoll	Lower-tier	Town	Oxford	12,757	12,146	+5.0%	12.75	1,000.5/km ²
Markham	Lower-tier	City	York	328,966	301,709	+9.0%	212.35	1,549.2/km ²
Mississauga	Lower-tier	City	Peel	721,599	713,443	+1.1%	292.43	2,467.6/km ²
Newmarket	Lower-tier	Town	York	84,224	79,978	+5.3%	38.45	2,190.5/km ²
Oakville	Lower-tier	Town	Halton	193,832	182,520	+6.2%	138.89	1,395.6/km ²
Orangeville	Lower-tier	Town	Dufferin	28,900	27,975	+3.3%	15.61	1,851.4/km ²
Orillia	Single-tier	City	Simcoe	31,166	30,586	+1.9%	28.58	1,090.5/km ²
Oshawa	Lower-tier	City	Durham	159,458	149,607	+6.6%	145.64	1,094.9/km ²
Richmond Hill	Lower-tier	Town	York	195,022	185,541	+5.1%	101.11	1,928.8/km ²
St. Catharines	Lower-tier	City	Niagara	133,113	131,400	+1.3%	96.13	1,384.7/km ²
St. Thomas	Single-tier	City	Elgin	38,909	37,905	+2.6%	35.63	1,092.0/km ²
Stratford	Single-tier	City	Perth	31,465	30,903	+1.8%	28.28	1,112.6/km ³
Toronto	Single-tier	City	Toronto	2,731,571	2,615,060	+4.5%	630.20	4,334.5/km ⁴
Vaughan	Lower-tier	City	York	306,233	288,301	+6.2%	273.56	1,119.4/km ⁵
Waterloo	Lower-tier	City	Waterloo	104,986	98,780	+6.3%	64.02	1,639.9/km ⁶



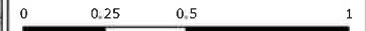
Town of Shelburne

Truck Bypass Route - Option 1

Legend

- Lot Parcel
- Municipal Boundary
- Road
- Route
- Stop Sign
- Traffic Light

Cartographic Information



Kilometers

Datum: NAD1983 Projection: UTM Zone 17N

Route Statistics

Single lane distance: 7.3 km
 Total lane distance: 14.6 km
 Road surfaces as indicated on map.

Data Source

Town of Shelburne GIS database.

Contact Information

Town of Shelburne Municipal Office
 203 Main Street East
 Shelburne, ON L9V 3K7
 Release Date: January 25, 2019 Version: 1.1 E



Town of Shelburne

Truck Bypass Route - Option 2

Legend

- Lot Parcel
- Municipal Boundary
- Road
- Route
- Stop Sign
- Traffic Light

Cartographic Information

0 0.25 0.5 1
 Kilometers
 Datum: NAD1983 Projection: UTM Zone 17N

Route Statistics

Single lane distance: 8.9 km
 Total lane distance: 17.8 km
 Road surfaces as indicated on map.

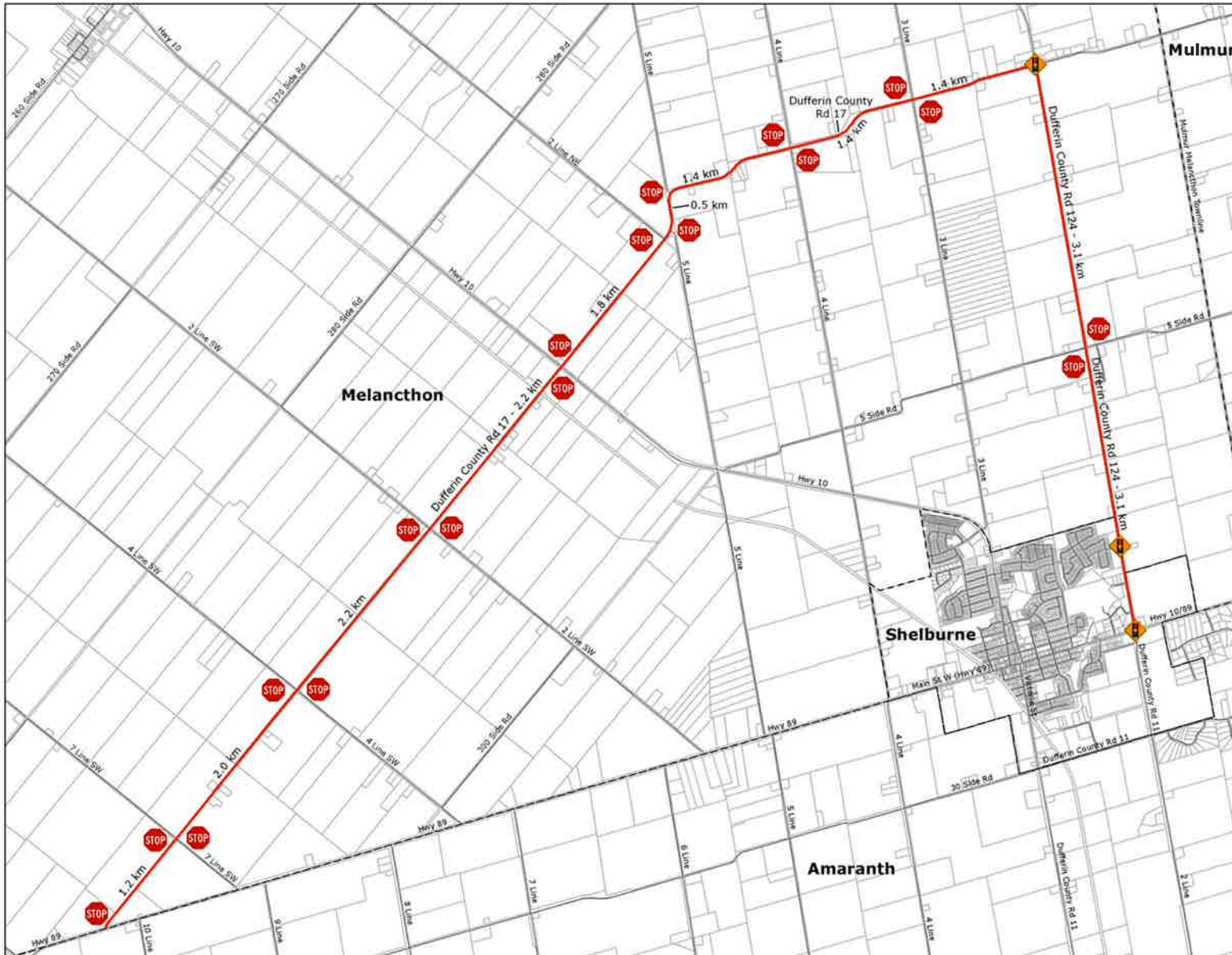
Data Source

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Contact Information

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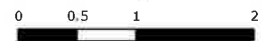
Town of Shelburne

Truck Bypass Route - Option 3

Legend

- Lot Parcel
- Municipal Boundary
- Road
- Route
- Stop Sign
- Traffic Light

Cartographic Information



Kilometers

Datum: NAD1983 Projection: UTM Zone 17N

Route Statistics

Single lane distance: 20.3 km
 Total lane distance: 40.6 km
 All road surfaces are asphalt.

Data Source

Town of Shelburne GIS database.

Contact Information

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 203 Main Street East
 Shelburne, ON L9V 3K7

Release Date: January 25, 2019 Version: 1.1 E



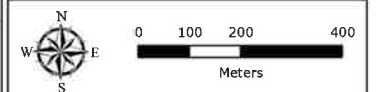
Town of Shelburne

Current Truck Route
(Northbound Traffic)

Legend

-  Flashing Crosswalk
-  Route
-  Lot Parcel
-  Speed Limit
-  Municipal Boundary
-  Stop Sign
-  Road
-  Traffic Light

Cartographic Information



Datum: NAD1983 Projection: UTM Zone 17N

Route Statistics

Single lane distance: 3.6 km
Total lane distance: 7.2 km
All road surfaces are asphalt.

Data Source

Town of Shelburne GIS database.

Contact Information

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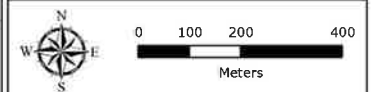
Town of Shelburne

Current Truck Route
(Westbound Traffic)

Legend

-  Flashing Crosswalk
-  Route
-  Lot Parcel
-  Speed Limit
-  Municipal Boundary
-  Stop Sign
-  Road
-  Traffic Light

Cartographic Information



Datum: NAD1983 Projection: UTM Zone 17N

Route Statistics

Single lane distance: 2.2 km
Total lane distance: 4.4 km
All road surfaces are asphalt.

Data Source

Town of Shelburne GIS database.

Contact Information

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