



Subject:	Proposed Heavy Vehicle Traffic By-law – Thirty Road and Mountainview Road
To:	Committee of the Whole – Community Services & Infrastructure
From:	Public Works Department

Report Number:	PW-05-25
Wards Affected:	2
Date to Committee:	May 12, 2025
Date to Council:	May 26, 2025

Recommendation:

Receive and file Report PW 05-25, regulate Heavy Vehicle Traffic – Thirty Road between King Street and Town Limit and Mountainview Road between King Street and Town Limit.

Approve the proposed Heavy Vehicle Traffic By-law.

Background:

Residents along Thirty Road have expressed ongoing concerns to the Town regarding trucks utilizing the road to access the QEW or West Lincoln. Their primary concern pertains to the number of large trucks and overall safety given Thirty Road's geometrics of steep grades and curves.

In response to resident concerns, the Town has been actively monitoring Thirty Road and collecting traffic data to help identify trends related to heavy vehicle usage on Thirty Road. Since 2022, traffic data has shown that, on average 1 to 2% of the traffic volume consist of large heavy trucks, a trend that has remained consistent through 2023 and 2024.

Furthermore, in response to resident feedback the Town retained a traffic engineer in 2022 to undertake a traffic safety assessment on Thirty Road to identify potential enhancements. Based on their review additional warning signage was recommended, including installing permanent digital feedback signage at strategic locations along Thirty Road to further remind motorists of the speed they are travelling in the downward northbound direction. These additional warning signage measures were installed by the Town in 2022. In addition to further respond to safety concerns and promote traffic calming, the Town implemented enhanced pavement markings ("SLOW" and road

banding) on the road surface to bring more driver awareness to the curves and steep grades of road to help reduce vehicle speeds.

This year, the Town has been contacted by the Niagara Regional Police Services (NRPS) regarding a few instances where large transport trucks have experienced breakdowns on Thirty Road while attempting to navigate the steep portions of the hill in the upward southbound direction. These incidents have raised safety concerns with staff, NRPS and residents residing on Thirty Road. With each incident, the NRPS has been required to temporarily close the road to assist these large trucks, either by guiding them in reverse back down to less steep portion of the road in order to get started again or in some cases needing to disassemble the truck and trailer to help facilitate their ascent. What happens is that if a large truck stops or stalls on the steep portion of the hill in the upward direction, it can not establish enough momentum to actually get moving again based on its heavy weight. In some incidences the truck has experienced drive shaft breakdowns trying to get started again with their heavy weight combined with the steep grade. In response to these ongoing concerns, the NRPS has recommended that the Town consider implementing of a heavy vehicle weight restriction to prohibit large trucks from using Thirty Road.

Report:

It is important to note that movement of goods is an important pillar of both the local and broader economy with the need for safe routes that traverse the escarpment. The ultimate long-term plan is to create a high-order new escarpment crossing route for West Niagara and the greater area. It is important to note that this is a significant initiative and will take many years before a new escarpment is in place. Currently the Niagara Region is leading a comprehensive environmental assessment process with initial study terms of reference being reviewed by the MECP. However, in the interim, heavy vehicles needing to traverse the escarpment area should be using the Regional Road network and not local roads.

Staff advise that based on the recent incidents that NRPS has brought to the Town's attention, Thirty Road should not continue to support the heavy vehicle traffic from a safety perspective.

Thirty Road has several key geometric factors that make it undesirable for large heavy truck traffic such as:

- **Steep Hills** – The road has steep inclines and declines. When traversing up the hill at certain steep grade sections, if a large heavy truck stalls or has a breakdown for whatever reason, once stopped it is too heavy to establish enough momentum to get moving again. Furthermore, large heavy trucks are more susceptible to loss of control on steep grades in the downward direction, particularly in adverse weather conditions such as rain, snow, or ice.

- **Sharp Curves** – The road contains several sharp curves that are difficult for large trucks to navigate. Large trucks with longer wheelbases can have challenges keeping their vehicle all within one lane, increasing the potential for encroachment into opposing traffic lanes and shoulder areas. This situation can be problematic for vehicles in the opposing direction or even potential pedestrians or cyclists travelling along the side of the roadway.

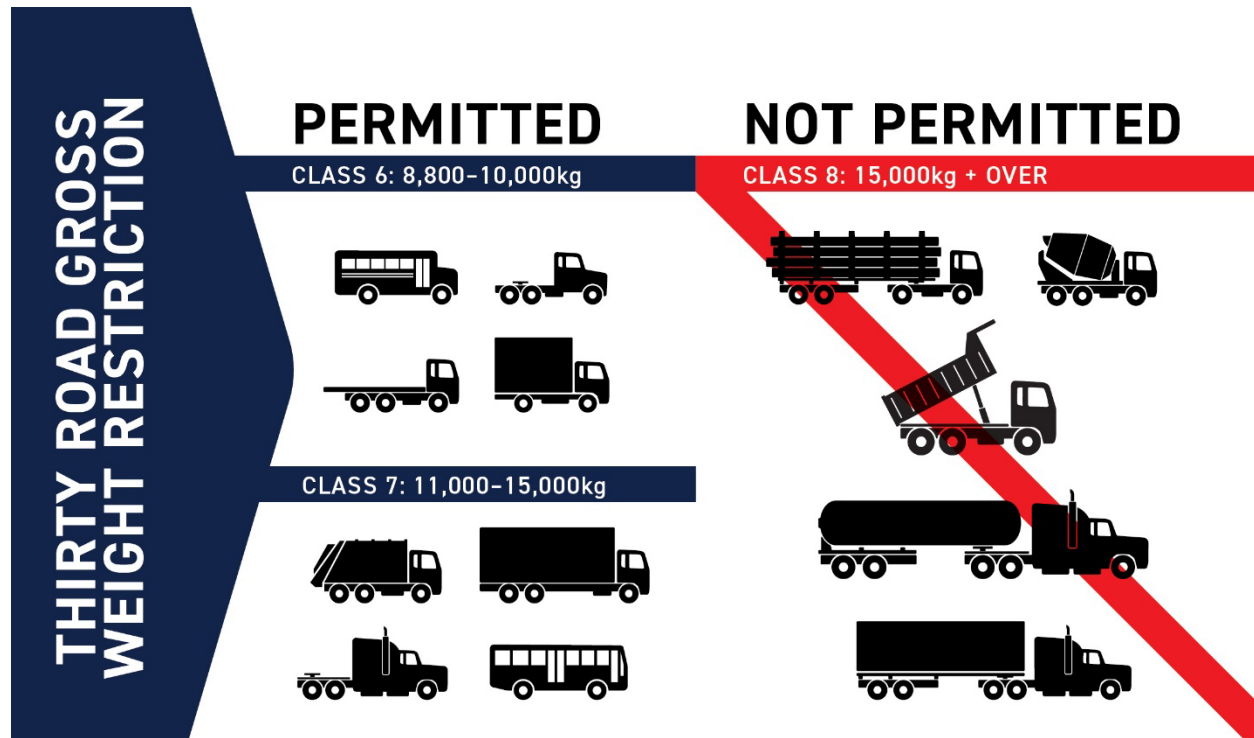
In addition, staff advise that it would be prudent to restrict heavy vehicle loading on Thirty Road given its overall poor road condition and to prevent further stress on the roadside slopes, which are currently experiencing erosion.

Staff recently collaborated with the Town of Grimsby regarding the proposed heavy vehicle traffic restriction, as Grimsby owns the southerly top portion of Thirty Road. Grimsby staff expressed their support for the Town's efforts in restricting large trucks on Thirty Road and redirecting heavy truck traffic to the appropriate regional roads within both jurisdictions.

The Town is also proactively proposing a similar restriction on Mountainview Road between King Street to the south Town Limit within this by-law, as it could be used as an alternative route for large heavy trucks being restricted on Thirty Road. Re-routing large heavy truck traffic from Thirty Road to Mountainview Road is not desirable for a number of reasons. Like Thirty Road, Mountainview Road has similar roadway geometrics with steep grades, curves and is even classified as more of a local road not intended to accommodate large heavy truck traffic. Furthermore, Mountainview Road is a key AT route for the Town, the Region's Greenbelt Cycling Route, as well a significant local tourism corridor, which all could be negatively impacted by increased truck traffic.

These proposed large heavy truck restrictions are proposed to be implemented through the enactment of a weight restriction by-law. The proposed over 15,000 kg Registered Gross Weight (RGW) by-law, along with the installation of appropriate signage, will effectively deter heavy trucks from using these routes. For a clearer understanding of the 15,000 kg weight limit for trucks, please refer to Figure 1.

Figure 1.



Additionally, this by-law would include an exemption schedule section, permitting emergency vehicles, municipal vehicles, school buses, farm and utilities vehicles to access this road. All properties and businesses located within this area would be permitted to have large heavy trucks attend and service their properties as necessary. These proposed bylaw restrictions are intended to restrict those heavy vehicles using these routes to get to other areas of the region.

Once the Town's by-law is passed, then Grimsby plans to present their proposed restriction to their council for approval. Upon passage of both Lincoln's and Grimsby's restrictions, the Town will coordinate the installation of the required signage.

Financial, Legal, Staff Considerations:

Financial:

All costs to establish the heavy weight restriction for both Thirty Road and Mountainview Road can be accommodated under the approved 2025 operational budget.

Staffing:

N/A

Legal:

N/A

Public Engagement Matters:

Public communication notices will be distributed to residents on Thirty Road and Mountainview Road areas prior to the implementation of the proposed restrictions.

Staff will ensure that the restrictions are communicated through social media channels.

The restrictions will be promptly updated on Municipal 511 to help inform and educate the trucking community.

The NRPS is committed to ensuring public safety and compliance with the newly implemented restrictions. To support compliance, the NRPS will maintain a periodic presence in the area, providing reassurance to the community, deterring potential violations, and ensuring that truck drivers are aware of ongoing law enforcement oversight. It is important to recognize that the NRPS cannot be present at all times, and some prohibited trucks may not be stopped immediately. However, through consistent enforcement, the number of violations is expected to decrease over time, facilitating a smooth transition to the new regulations.

Conclusion:

That Council approve the traffic by-law for a Heavy Vehicle Traffic on Thirty Road between King Street and Town Limit and Mountainview Road between King Street and Town Limit. Staff advise that these proposed weight restrictions align with Council Priorities and Strategic Plan, under the pillar of Responsible and Resilient in promoting a healthy and safe community.

Respectfully submitted,

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Appendices:

Appendix A – Location Map
Appendix B – Proposed By-law

Report Approval:

Report has been reviewed and/or approved by the Director of Public Works. Final approval is by the Chief Administrative Officer.