



York Region Briefing Note

Subject: Ninth Line Truck Restriction

Date: June 16, 2016

Prepared for: Alan Brown, City of Markham

Copy to: Nelson Costa, York Region

Prepared by: Brian Titherington, York Region

Department: Transportation Services

Branch: Roads & Traffic Operations

In 2015 York Region removed a truck restriction on Ninth Line between Highway 7 and 16th Avenue in the City of Markham.

In discussing the truck restriction removal, the City of Markham is seeking additional information from York Region. The questions as well as the answers are included below.

1. Number of violations issued during the truck restriction?

York Region Police do not release the number of enforcement charges for violating truck restrictions. The majority of charges are for disobeying an official sign; however, they do not break down how many of the disobeying an official sign charges relate to commercial motor vehicles.

2. What is the York Region definition of a truck?

As per the "By-law to Prohibit Heavy Trucks on Regional Roads" a "heavy truck" means a commercial vehicle having a weight, when unloaded, of three tonnes or more, or, when loaded, of five tonnes or more, but does not include a passenger vehicle, an ambulance or any vehicle of a police or fire department.

Exceptions include any vehicle actually engaged in making a delivery to or a collection from local premises, public utility vehicles or vehicles actually engaged in works undertaken by or on behalf of York Region or an area municipality.

3. How is the enforcement done for the truck restriction (e.g. police patrolling in the area)?

Officers in Markham (5 District) are responsible for enforcement of any truck restrictions in their District. They are supported by Commercial Vehicle Safety officers from the Traffic Bureau.

4. Can York Region provide a detour for the trucks to use, other than Ninth Line?

There are five major objectives of the Region's most recent Transportation Master Plan. As part of Objective 4 (Maximize the Potential of Employment Areas) the plan notes that all Regional roads are intended to carry trucks, and are part of the general goods movement network. That said, the direct connection of Donald Cousens Parkway to Highway 48 is identified to be in place in the 10 to 15 year horizon. The direct connection will mean that vehicles travelling north or south on Highway 48 would end up on Donald Cousens Parkway unless they turned at an intersection. This would also take these vehicles across Ninth Line unless a turn movement was made at the intersection. This would be similar to how vehicles travelling on Woodbine Avenue get directed to the Woodbine Bypass unless they turn at the intersection to access the old Woodbine alignment.