

May 18, 2018

Resolution Number 2018-320

Ms. Diana Rusnov  
City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Mr. Peter Fay  
City Clerk  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

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Ms. Carey deGorter  
General Manager, Corporate  
Services/Town Clerk  
Town of Caledon  
6311 Old Church Road  
Caledon East, ON L7C 1J6

Subject: **Emergency Detour Route Plan for 400 Series Highways and King's  
Highways in the Region of Peel**

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I am writing to advise that Regional Council approved the following resolution and by-law at its meeting held on Thursday, April 26, 2018:

**Resolution 2018-320:**

That the "Region of Peel Emergency Detour Route Plan" be endorsed;

And further, that the necessary by-law be presented for enactment to amend the Region of Peel Traffic By-law 15-2013 to temporarily suspend certain truck restrictions on the affected roadways in the event of the activation of an emergency detour route by the Ontario Provincial Police;

And further, that the Region of Peel, where authorized, implement the Emergency Detour Route signage plan on Regional and Local Municipal roads in the Region of Peel;

And further, that a copy of the Region of Peel Emergency Detour Route Plan be provided to the City of Brampton, City of Mississauga, Town of Caledon, Regions of Halton and York, City of Toronto, the Counties of Wellington, Simcoe and Dufferin, Peel Regional Police, York Regional Police, Toronto Police, Halton Regional Police and the Ontario Provincial Police – Wellington, Dufferin, Caledon and Port Credit Detachments.



**By-law 27-2018:**

A by-law to temporarily suspend Heavy Truck Restrictions on Regional Roads in the event an Emergency Detour Route is activated; and, to amend By-law 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

A copy of By-law 27-2018 and the report of the Commissioner of Public Works titled "Emergency Detour Route Plan for 400 Series Highways and King's Highways in the Region of Peel" are provided for your information.

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[peelregion.ca](http://peelregion.ca)

A copy of the Region of Peel Emergency Detour Route Plan will be distributed when available.

Stephanie Jurrius  
Legislative Specialist

SJ:ms

Also sent to:

Graham Milne, Regional Clerk, Region of Halton  
Denis Kelly, Regional Clerk, Region of York  
Ulli Watkiss, City Clerk, City of Toronto  
Donna Bryce, County Clerk, County of Wellington  
John Daly, Director, Legislative Services and County Clerk, County of Simcoe  
Pam Hillock, Clerk/Director of Corporate Services, County of Dufferin  
Gregory Amoroso, Staff Sergeant, Peel Regional Police  
Mark Hilliker, Staff Sergeant, York Regional Police  
Robb Knapper, Staff Sergeant, Toronto Police  
Ryan Snow, Sergeant, Traffic Services, Halton Regional Police  
Bruce Aitken, Staff Sergeant, Ontario Provincial Police – Wellington  
Nicol Randall, Staff Sergeant, Ontario Provincial Police – Dufferin  
Marcus Sanderson, Staff Sergeant, Ontario Provincial Police –Caledon  
Kevin Morgan, Staff Sergeant, Ontario Provincial Police –Port Credit Detachments

cc: Gary Kocialek, Director, Transportation, Public Works, Region of Peel

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DATE: April 11, 2018

REPORT TITLE: **EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL**

FROM: Janette Smith, Commissioner of Public Works

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## **RECOMMENDATION**

**That the “Region of Peel Emergency Detour Route Plan” be endorsed;**

**And further, that the necessary by-law be presented for enactment to amend the Region of Peel Traffic By-law 15-2013 to temporarily suspend certain truck restrictions on the affected roadways in the event of the activation of an emergency detour route by the Ontario Provincial Police;**

**And further, that the Region of Peel, where authorized, implement the Emergency Detour Route signage plan on Regional and Local Municipal roads in the Region of Peel;**

**And further, that a copy of the Region of Peel Emergency Detour Route Plan be provided to the City of Brampton, City of Mississauga, Town of Caledon, Regions of Halton and York, City of Toronto, the Counties of Wellington, Simcoe and Dufferin, Peel Regional Police, York Regional Police, Toronto Police, Halton Regional Police and the Ontario Provincial Police – Wellington, Dufferin, Caledon and Port Credit Detachments.**

### **REPORT HIGHLIGHTS**

- An Emergency Detour Route helps motorists identify priority routes to bypass incidents on highways and minimize delays in travel.
- An Emergency Detour Route Network has been developed in consultation with local municipal staff, first responders, emergency management staff and other stakeholders.
- The Emergency Detour Route Plan supports the Region’s Goods Movement Strategic Plan, Action Item #18: Improve Incident Management and the Term of Council Priority to “Improve Goods Movement”.
- Full implementation of signing is expected to conclude in late 2019.

**EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL****DISCUSSION****1. Background**

An Emergency Detour Route is a pre-determined route to help motorists bypass an emergency road closure and minimize delays in travel. The purpose of an Emergency Detour Route Plan is to provide alternative routings to be used in the event of a provincial highway closure to keep traffic moving. These alternative routings are delineated through the use of permanent signs on provincial highways and along the detour route on municipal and Regional roads.

Currently, there are seven 400-series highways and two King's Highways across Peel Region, however only one Emergency Detour Route is in place in Caledon for a section of Highway 410 and Highway 10/Hurontario Street. While the development of Emergency Detour Routes is not mandated by any provincial legislation, the Ministry of Transportation supports the establishment of these routes as an important proactive component of incident management. The proposed plan provides a complete Emergency Detour Route network for the following highways in Peel: Queen Elizabeth Way, Highway 401, Highway 403, Highway 410, Highway 9 and Highway 10.

The Region of Peel Goods Movement Strategic Plan Action 18 is to "Improve Incident Management". The Emergency Detour Route Plan directly addresses this action item.

**2. Stakeholder and Public Consultation**

The proposed Emergency Detour Route Plan was developed through extensive consultation with stakeholders, local and adjacent municipalities, and Ministry of Transportation staff through stakeholder committee meetings and workshops.

Two stakeholder workshops including first responders, emergency management staff and traffic operations staff from Peel and the local and neighbouring municipalities were conducted. In addition, several meetings were held with local municipalities and Ministry of Transportation staff to develop a comprehensive plan that clearly articulates roles and responsibilities, and chain of action in the event of a provincial highway road closure.

The following stakeholders were involved in the development of this plan:

- Ministry of Transportation
- City of Brampton
- Town of Caledon
- City of Mississauga
- Ontario Provincial Police
- Peel Regional Police
- Halton Region
- County of Simcoe
- Regional Emergency Management
- Peel Paramedics

**EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL**

Regional staff also hosted one public consultation event in each local municipality during community events to gauge public insights and knowledge and inform the development of the plan.

**3. Process for Establishing Detour Routes**

The proposed Emergency Detour Route Network, found in Appendix I, was developed through: an environmental scan of best practices; a review of roadway geometrics and structural adequacy; and traffic management planning. The network was developed through consultation with stakeholders as the proposed routes are on both Regional and local roadways.

**4. By-law Amendment**

The proposed Emergency Detour Route network includes some local and Regional roads that are currently truck restricted. These routes have been confirmed to have the geometric and load bearing capacity to allow for the movement of trucks, however they are truck restricted for other reasons, such as community concerns.

As the activation of the Emergency Detour Route Plan is infrequent in nature and incidents can result in severe congestion, it is recommended that Council amend the Region of Peel Traffic By-law to include provisions to suspend truck restrictions for the roads identified in Appendix I for the duration of an Emergency Detour Route activation. Since the Emergency Detour Route network is comprised of both Regional and local truck restricted roadways, local municipal staff will also be recommending similar amendments to their respective traffic by-laws.

**5. Long Combination Vehicles during an Emergency Detour Route Activation**

In Ontario, a Long Combination Vehicle ("LCV") is considered any combination of vehicles over 25 metres (82 feet) and up to 40 metres (131 feet) in length, consisting of a tractor pulling two full-length semi-trailers. Due to the atypical length of these vehicles, they are limited to using approved roadways which can geometrically accommodate their through and turning movements. The Region of Peel has an approved LCV Route Network comprised of provincial highways, Regional and local roadways that can accommodate LCVs based on a number of approved LCV origin and destination points. As these vehicles have specific routes and strict guidelines, there are occasions where LCVs are required to remain on the highway in the event of an Emergency Detour Route activation.

**6. Traffic Incident Management Plan**

A Traffic Incident Management Plan consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. An effective Traffic Incident Management Plan reduces the duration and impacts of traffic incidents and improves the safety of motorists, accident victims and emergency responders. The proposed Emergency Detour Route Plan includes a Traffic Incident Management Plan which details the coordination and responsibilities of all participating agencies.

**EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL****7. Intelligent Transportation Systems Elements**

The proposed Emergency Detour Route Plan contains a number of Intelligent Transportation System elements to detect and verify incidents, provide traveler information, coordinate a response and contribute to successful traffic control and quick clearance and recovery. These include the Ministry of Transportation's Transportation Management Centre and associated separate Peel/Caledon, Mississauga and Brampton Traffic Management Centre systems. Near and long-term future advancements in Intelligent Transportation Systems are expected to increase the success of Emergency Detour Routes.

In support of the Emergency Detour Route Plan, the Region recently implemented a new Advanced Traffic Management System and a Traffic Management Centre to better manage the traffic signals in the Town of Caledon. As part of this project, new communication infrastructure has been put in place to provide better connectivity between the Traffic Management Centre and field equipment. This helps to increase the efficiency of the overall traffic operations and enable quick response time in the event of any incidents on the Regional roadways.

**8. Implementation**

The implementation of the Emergency Detour Route Plan will require permanent signage on provincial highways as well as Regional and local roadways. The Ministry of Transportation will be providing all Emergency Detour Route signage to the Region and each route will be signed according to a staged implementation plan. Full implementation is anticipated to conclude in late 2019. Going forward, maintenance of the signs will be the responsibility of the agency that has jurisdiction over the roadway that the sign is installed.

Regional staff have established a communication plan to be executed in the event of an incident as well as a general education and outreach strategy to inform residents on what an Emergency Detour Route is and how to navigate through the alternate routes using the signing.

**FINANCIAL IMPLICATIONS**

The Emergency Detour Route signs are being provided by the Ministry of Transportation at no cost to the Region of Peel or Local Municipality. This includes all signs required as part of the Emergency Detour Plan on Regional and Local Municipal road jurisdiction. Anticipated installation and material cost will be in the order of approximately \$80,000, of which, 50 per cent will be completed in 2018 and 50 per cent will be completed in 2019. The cost to install and maintain the Emergency Detour Route signs on Regional Roads can be accommodated by the existing budget.



Janette Smith, Commissioner of Public Works



**12.3-5**  
**EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S  
HIGHWAYS IN THE REGION OF PEEL**

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

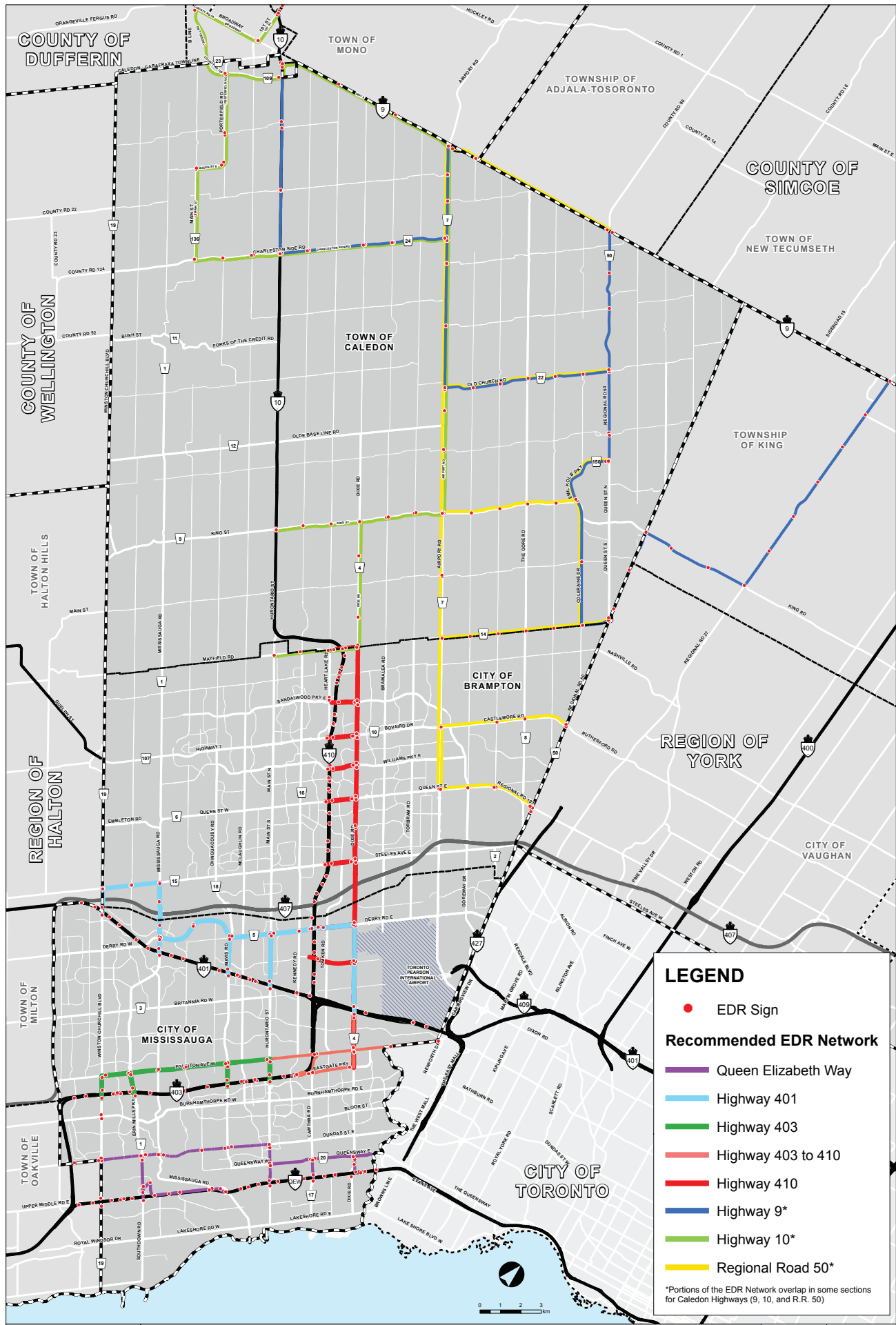
Appendix I – Emergency Detour Route Network Plan

*For further information regarding this report, please contact Joe Avsec, Manager, Traffic and Sustainable Transportation, extension 7910, Joe.Avsec@peelregion.ca.*

*Authored By: Tina Detaramani, Principal Planner, Policy Development, Public Works*

*Reviewed in workflow by:*

Financial Support Unit  
Legal Services



**LEGEND**

- EDR Sign
- Recommended EDR Network**
- Queen Elizabeth Way
- Highway 401
- Highway 403
- Highway 403 to 410
- Highway 410
- Highway 9\*
- Highway 10\*
- Regional Road 50\*

\*Portions of the EDR Network overlap in some sections for Caledon Highways (9, 10, and R.R. 50)



THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 27-2018

**A by-law to temporarily suspend Heavy Truck Restrictions on Regional Roads in the event an Emergency Detour Route is activated; and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.**

WHEREAS, the Council of the Regional Corporation on the 24<sup>th</sup> day of January 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 26<sup>th</sup> day of April, 2018, authorized the enactment of a by-law to temporarily suspend certain truck restrictions from affected Regional Roads if an Emergency Detour Route has been Activated by the Ontario Provincial Police;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Subsection 2(1) of By-law 15-2013 is amended by adding the following definitions:

“Emergency Detour” means the period of time in which an Emergency Detour Route is in effect.

“Emergency Detour Route” means the pre-determined route marked by a series of emergency detour route signs, to help Vehicles bypass an emergency road closure by diverting traffic in the event of a provincial highway closure.

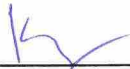
2. That Section 14 of By-law 15-2013 is amended by adding subsection (6) as follows:

When the Ontario Provincial Police activate an Emergency Detour Route the portion that is on a Regional Road with a Heavy Truck restriction shall have the truck restriction temporarily suspended for the duration of the Emergency Detour. Those Regional Roads with Heavy Truck restrictions that are also on Emergency Detour Routes are set out in Schedule A of this by-law, Part 26, Column 1 between the limits set out in Column 2 of the said Part;


3. That Schedule A of By-law 15-2013 is amended by adding Part 26 as follows:

Schedule A Part 26 of By-law Number 15-2013 Heavy Truck Exemptions on Emergency Detour Routes	
Column 1	Column 2
Regional Road No.	Between
4	Orenda Road West and Regional Road 14
17	QEW South Ramp and Regional Road 20
19	North Sheridan Way and Dundas Street West
20	Boundary between the City of Toronto / Region of Peel and Regional Road 4

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 26<sup>th</sup> day of April, 2018.



Regional Clerk



Regional Chair