Date       June 11, 2019                  Report No. 2019-345

To        Chair and Members
          Committee of the Whole – Operations and Administration

From      E. (Beth) Goodger, General Manager
          Public Works Commission

1.0       Type of Report

Consent Item           [ ]
Item For Consideration [X]

2.0       Topic       Tutela Heights Road – Traffic Control [Financial Impact: $200]

3.0       Recommendation

A. THAT “Through Highways” BE BY-LAWED on Tutela Heights Road from Mount Pleasant Road to the eastern end of Tutela Heights Road; and

B. THAT Schedule “1” of Traffic By-Law 37-83 which pertains to “Through Highways” BE AMENDED as outlined in Appendix “A” of Report No. 2019-345 dated June 11, 2019; and

C. THAT “Half Loads” BE REPEALED on Tutela Heights Road from Mount Pleasant Road to the eastern City limit (as established by annexation of January 1, 2017); and

D. THAT Schedule “10” of Traffic By-Law 37-83 which pertains to “Half Loads” BE AMENDED as outlined in Appendix “A” of Report No. 2019-345 dated June 11, 2019; and
E. THAT “Truck Routes” BE REPEALED on Tutela Heights Road from Mount Pleasant Road to the eastern City limit (as established by annexation of January 1, 2017); and


4.0 Purpose and Overview

To by-law Tutela Heights Road as a through street from Mount Pleasant Road to the eastern end of Tutela Heights Road where the road meets the boundary with Brant County. The through “Truck Route” and seasonal “Half Load” restriction can also be repealed as they will no longer be applicable.

The truck route changes are required for the development of a Traffic Management Plan to support the eventual closure of Tutela Heights Road as recommended in the Tutela Heights Road Slope Stability Class Environmental Assessment (Class EA). Reduction of truck traffic will also minimize the adverse impacts on the road and slope leading to the Grand River.

5.0 Background

The County of Brant has completed a Municipal Class Environmental Assessment (Class EA) to identify and address impacts on Tutela Heights Road, from the Bell Homestead to approximately one kilometre east, due to unstable conditions in the slope area between the roadway and the Grand River. The preferred option determined through the Tutela Heights Road Slope Stability Class EA process is to ultimately close the road, or a section of it, when the ongoing monitoring measures indicate the road closure is warranted.

The City of Brantford and the County of Brant are currently monitoring the slope movements and preparing a road closure management plan, which would provide alternative access for any properties in the affected areas when the road closure is imminent. The removal of the truck route designation on Tutela Heights Road is part of the transportation management plan as the reduction in truck traffic is expected to minimize the adverse impact on the road and the slope leading to the Grand River.

The area known as Tutela Heights was annexed by the City of Brantford in January 2017 as part of a boundary expansion agreement between the City and the County of Brant.
6.0 Corporate Policy Context

The following long term desired outcome from the Strategic Plan is addressed with the recommendation:

Brantford will be supported by well-developed and maintained transportation and servicing infrastructure.

7.0 Input from Other Sources

A Class EA Study has been completed to identify and address impacts on Tutela Heights Road, from the Bell Homestead to approximately one kilometre east, due to the potential for unstable conditions in the slope area between the roadway and the Grand River. The Class EA included the determination of Erosion Hazard Limit for the slope area; and the identification and evaluation of slope stabilization alternatives, roadway alternatives, and combinations of slope stabilization and roadway alternatives to determine a preferred solution.

The Class EA identified three slope stabilization alternatives, three roadway alternatives, and four ‘combination alternatives’ pairing slope stabilization and roadway alternatives. Evaluation criteria were identified to address the role and function of Tutela Heights Road, property impacts, environmental and archaeological impacts, costs, and the effectiveness of slope stabilization measures. The Class EA concluded that the preferred alternative is to ultimately close Tutela Heights Road. The timing of the road closure will be guided by ongoing slope monitoring and observations. The easterly and westerly limits of the road closure will depend on the extent and location of deterioration in the slope area. The limits of the road closure will be established by slope monitoring and through additional investigation as appropriate.

The County of Brant received a letter dated September 5, 2018 from the Ministry of the Environment, Conservation and Parks (MOECP) approving the Tutela Heights Road Slope Stability Class Environmental Assessment (Class EA). The letter is available on the County website. The MOECP approval of the Class EA includes a condition that the County and City develop a Road Closure Management Plan. The Road Closure Management plan will be developed with consideration of the recommendations from the City’s Official Plan and Transportation Master Plan in this area to ensure that there is adequate primary and secondary land use access to the remaining existing properties and future development.

This report has been prepared to amend traffic control by-laws pertaining to Tutela Heights Road in preparation for the future closure of the road and to minimize the potential impacts of heavy truck traffic on the road and adjacent slope.
8.0 Analysis

Tutela Height Road is a rural local road connecting Mount Pleasant Road and Cockshutt Road. Its primary function is to provide property access; therefore there is more local traffic using the road than through traffic.

With the removal of the truck route designation, through truck traffic travelling between Mount Pleasant Road and Cockshutt Road will be required to travel on Phelps Road rather than Tutela Heights Road. Phelps Road, which is farther south and parallel to Tutela Heights Road, provides a direct connection to Brant County Road 18; therefore it is currently better suited to serve through truck traffic in the area. Phelps Road is currently by-lawed as a “Truck Route” and does not require any by-law amendments. The alternate truck route via Phelps Road is illustrated in Figure 1.

Minimizing truck traffic on Tutela Height Road will reduce vibrations and the risk of destabilizing the slope near the Grand River.
9.0 Financial Implications

The estimated cost to remove “Truck Route” and “Half Load” signs on Tutela Heights Road is $200.

Funding for this work will be provided from the Operational Services operating budget.

10.0 Conclusion

The preferred option determined through the Tutela Heights Road Slope Stability Class EA process is to ultimately close Tutela Heights Road, or a section of it, when the ongoing slope monitoring measures indicate the road closure is imminent. Traffic control by-law amendments are necessary for Tutela Heights Road in preparation for the Road Closure Management Plan and to reduce impacts from truck traffic on the road and adjacent slope.

E. (Beth) Goodger
General Manager

Russ Loukes, P. Eng., PTOE
Director, Engineering Services

T. Ku, P. Eng., PTOE
Manager, Transportation Services

Attachments

Appendix A – By-law Amendment – Tutela Heights Road – Traffic Control

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required [X] yes [ ] no
Agreement(s) or other documents to be signed by Mayor and/or City Clerk [ ] yes [X] no
Is the necessary by-law or agreement being sent concurrently to Council? [X] yes [ ] no
APPENDIX “A”

A. Tutela Heights Road – Traffic Control

a) RECOMMEND that Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>THROUGH STREET</th>
<th>LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tutela Heights Road</td>
<td>By-law 129-2017</td>
</tr>
<tr>
<td>From the south side of Mount Pleasant Road to the eastern City limits (as established by annexation on January 1, 2017).</td>
<td></td>
</tr>
</tbody>
</table>

b) RECOMMEND that Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways” BE AMENDED to provide the following:

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<th>THROUGH STREET</th>
<th>LIMITS</th>
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<tbody>
<tr>
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</table>

c) RECOMMEND that Schedule “10” of Traffic By-law 37-83 which pertains to “Half Loads” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>COLUMN 1</th>
<th>COLUMN 2</th>
<th>COLUMN 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tutela Heights Road</td>
<td>Mount Pleasant Road</td>
<td>Eastern City limit (as established by annexation on January 1, 2017)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>LIMITS</th>
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