



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

A BRIEF TO:

Ministry of Transportation

Regional Director Geoffrey Gladdy

Assistant Deputy Minister Eric Doidge

PRESENTED BY:

Mayor Wade Mills, Town of Shelburne

Deputy Mayor Shane Hall, Town of Shelburne

Denyse Morrissey, CAO Town of Shelburne,

Stephen Burnett, Municipal Engineer, Town of Shelburne

Attending with the Town of Shelburne:

Janet Horner, Warden, Dufferin County

JANUARY 20, 2025

ROMA Conference

Toronto



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TRANSPORTATION CONCERNS - TRUCK BYPASS/TRUCK ROUTE

Background

The Town of Shelburne is situated on Highway 89 and Highway 10, in Dufferin County. We estimate that our current population is about 10,000 residents and has increased by approximately 13% since the 2021 census.

According to the 2021 census Shelburne's population grew by 10.7% from 2016 to 2021. It had also grown by 39% from 2011 to 2016 and was then 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 kilometres. Using the 2021 census, Shelburne has a very high population density at 1,371 people per square kilometre and our density continues to increase and is now over 1,500 people per square kilometre based on the current population estimate. These densities are higher than the City of Vaughan and similar to Aurora, Barrie, and Oshawa. A comparison of 2021 population densities. A map showing our general residential and commercial areas, as of 2024, 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. We also serve as a major hub for many of the surrounding rural townships for commerce as well as schools (Shelburne has 3 elementary and 1 high school). Historically, the majority of the Town'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 has been seeking MTO support, guidance, and partnership for a solution regarding heavy truck traffic since 2003 so that trucks are removed from our downtown as well as our residential roads. 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".



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The link to our 2019 delegation regarding a truck bypass at ROMA can be found on the Town website [here](#).

(<https://www.shelburne.ca/en/news/resources/MTO-Media-Release-Full-Package.pdf>)

We believe that a truck bypass/truck route is needed to:

- Support safe and timely movement of goods and services.
- Recognize and try to limit the impacts of truck traffic on the interests of our community such as safety, congestion, noise, and air quality.
- Realize the vision for Shelburne's downtown and main street corridors as vibrant, mixed use, pedestrian-oriented places.
- Support the Town's commitment to building more homes as part of Ontario's targets given buyers who value a small town but see the existing truck related impacts the Town faces as a deterrent to choosing Shelburne.
- Unlock the intensification and redevelopment potential of Shelburne's core areas consistent with provincial, County, and local planning policies.

The Town of Shelburne also references the analysis from the Ontario Trucking Association's 2011 'Local Truck Routes: A Guide for Municipal Officials' that, *"Truck route planning may promote the safe and efficient movement of goods in and around a community. Effective routing can minimize community impacts and is crucial to the economy and well-being of a community and the greater region"* and that *"the efficient movement of goods is vital to the economic development and growth of commerce in Ontario"*.

(https://ontruck.org/wp-content/uploads/OTA-Local-Truck-Routes-A-Guide-FINAL_public.pdf)

Our Concerns

The Town is dealing with increased volumes of transport trucks, 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.



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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, etc.) as well as one of the narrowest sections of the street (two lanes).

Highway 89 and Highway 10 serve as a major transportation network through our small town and the presence of large transportation trucks, gravel trucks and heavy machinery at all hours is incompatible with this dense urban environment, restrictive to the attractiveness of investment in redevelopment, and prohibitive to place-making. Our downtown also has significant residential homes, apartments, and nearby schools. The small businesses include cafes, retail stores, and health care professions and downtown residents endure noise and truck traffic congestion. The ongoing truck presence deters many from investing in our downtown and ruins our ability to have community events in our downtown park. It is not an understatement that you cannot hear someone speaking when outside due to the noise from trucks through our downtown. Truck traffic has negative impacts on our downtown businesses, personal health as well as safety implications including noise, wind, air pollution, and traffic congestion.

The video link https://youtu.be/Lb_KoSuGt3c illustrates:

1. Truck turning and safety issues at the intersection of Main and Owen Sound
2. The significant noise from trucks downtown that businesses and downtown residents endure
3. The volume of transport trucks and heavy vehicles over a 2 minute period downtown Shelburne.

Data from a May 2008 MTO study showed that 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/truck route would provide pedestrians and small vehicle traffic a safe manner of accessing the downtown core from the east end and vice versa. A properly



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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 20 years they are very concerned about heavy truck traffic and the negative impacts it has on their lives, as well as safety concerns.

Our Request

There are no roads within Shelburne that can be used for bypass or truck route. The use of existing roads, (and rebuilding roads) whether County of Dufferin or other lower tiers has not been fully supported and the Town appreciates that other communities do not want to be subjected to truck traffic and those impacts.

The County of Dufferin had advocated for a Shelburne Bypass project as part of their Transportation Master Plan. The County had received comments from MTO indicating that a Shelburne Bypass is not planned by the MTO and that MTO is not able to restrict truck traffic on highways. A 2024 meeting with MTO staff and Dufferin County council representatives had suggested that a new provincial road be built as part of Highway 10/89 to go around Shelburne.

The Town of Shelburne requests:

1. That MTO engagement/leadership/facilitation be implemented to take this to the next step by working with municipalities and Dufferin County to define a preferred route given the Town of Shelburne believes the process and transportation planning has progressed as far as it can at the municipal level.
2. That MTO explore solutions based on the potential route options a number of municipalities have reviewed for a truck bypass/truck route. This approach may involve acquiring lands to build a new section of Highway 10/89 around Shelburne.



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Four (4) routes were explored. The maps are attached.

Option A: Using Existing Infrastructure

Length of Segment 1: 12.6 km

Length of Segment 2: 7.7 km

Total Length: 20.3 km

Option A: Using New and Existing Infrastructure

Length of Segment 1 New Infrastructure: 2.8 km

Length of Segment 1 Existing Infrastructure: 1.5 km

Length of Segment 2 Existing Infrastructure: 2.9 km

Total Length: 7.2 km

Option B: Using Existing Infrastructure

Length of Segment 1: 6.3 km

Length of Segment 2: 2.9 km

Total Length: 9.2 km

Option B Using New and Existing Infrastructure

Length of Segment 1 New Infrastructure: 1.4 km

Length of Segment 1 Existing Infrastructure: 1.5 km

Length of Segment 2 Existing Infrastructure: 2.9 km

Total Length: 5.8 km



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We also fully recognize and are respectful of the significant costs of road construction and development costs estimated at \$650,000/km for planning, design, and construction and excluding land acquisition where applicable.

We feel it is imperative that the Town of Shelburne be considered as a transportation priority by MTO to ensure the Town can support building more homes that are desired in the market, support the overall local economy of the Town, provide safe options for local, car and pedestrian traffic, and minimize the inherent risk to pedestrian and car traffic on Highway 89 and Highway 10 which will only continue to grow as the large developments in the Town continue.

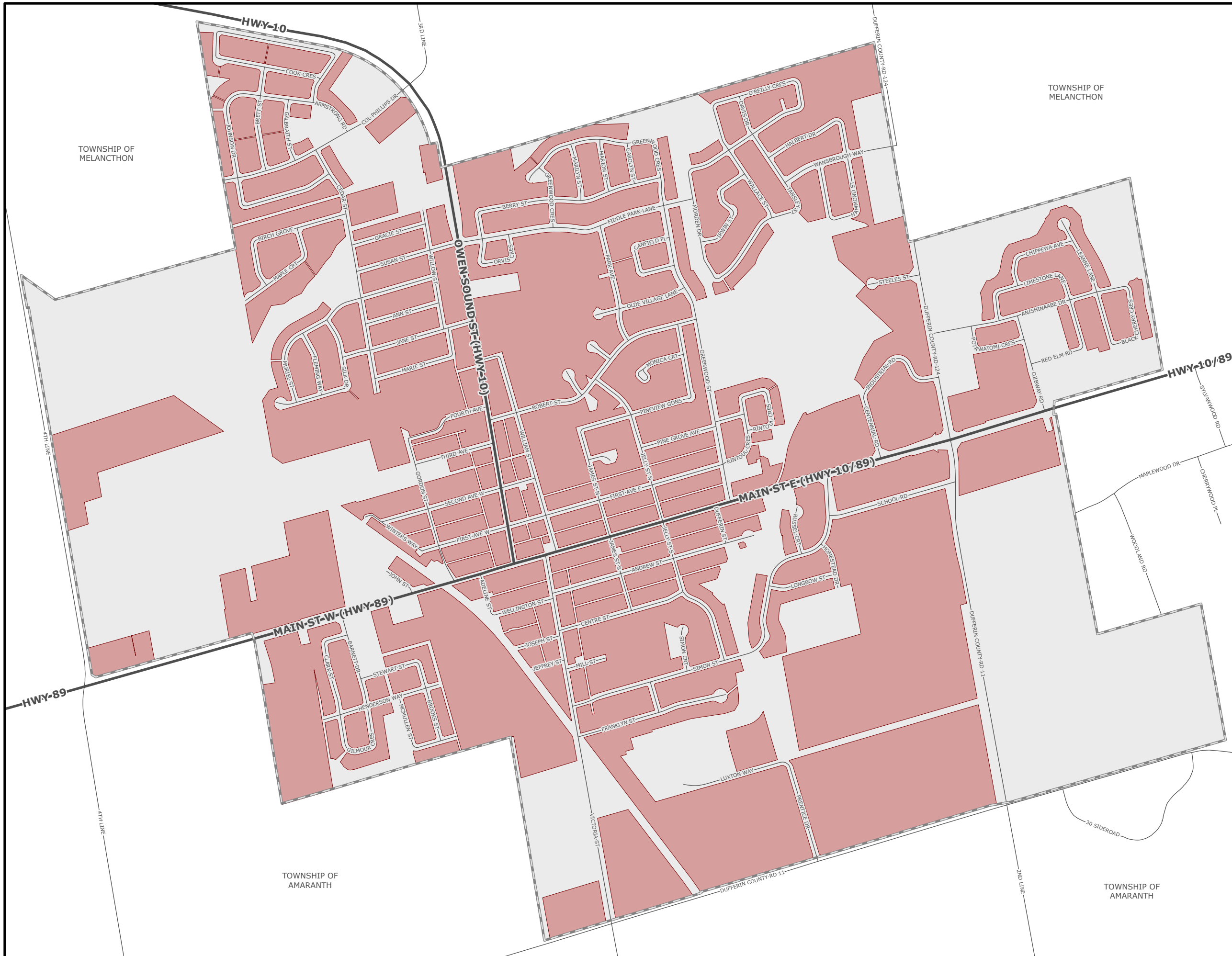
Attachments:

- Comparison of 2021 population densities.
- Map of general residential and commercial areas
- Proposed Truck Bypass/Route Using Existing Infrastructure – Option A
- Proposed Truck Bypass/Route Using Existing Infrastructure – Option B
- Proposed Truck Bypass/Route Using New and Existing Infrastructure – Option A
- Proposed Truck Bypass/Route Using New and Existing Infrastructure – Option B
- Video link slides

2021 Census Population Density Per Square Kilometer



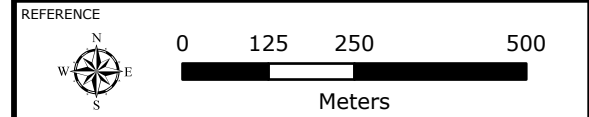
Name	Municipal Status	Municipal Sub-type	Census Division	2021 Census of Population				
				Population (2021)	Population (2016)	Change	Land area (km ²)	Population Density
Shelburne	Lower-tier	Town	Dufferin	8,994	8,126	+10.7%	6.56	1371.0/km ²
Ajax	Lower-tier	Town	Durham	126,666	119,677	+5.8%	66.64	1900.8/km ²
Aurora	Lower-tier	Town	York	62,057	55,445	+11.9%	50.00	1241.1/km ²
Aylmer	Lower-tier	Town	Elgin	7,699	7,492	+2.8%	6.37	1208.6/km ²
Barrie	Single-tier	City	Simcoe	147,829	141,434	+4.5%	99.01	1493.1/km ²
Brampton	Lower-tier	City	Peel	656,480	593,638	+10.6%	265.89	2469.0/km ²
Brantford	Single-tier	City	Brant	104,688	98,563	+6.2%	98.65	1061.2/km ²
Brockville	Single-tier	City	Leeds and Grenville	22,116	21,569	+2.5%	20.91	1057.7/km ²
Cambridge	Lower-tier	City	Waterloo	138,479	129,920	+6.6%	112.99	1225.6/km ²
Carleton Place	Lower-tier	Town	Lanark	12,517	10,644	+17.6%	9.94	1259.4/km ²
Ingersoll	Lower-tier	Town	Oxford	13,693	12,757	+7.3%	12.73	1075.3/km ²
Markham	Lower-tier	City	York	338,503	328,966	+2.9%	210.93	1604.8/km ²
Mississauga	Lower-tier	City	Peel	717,961	721,599	-0.5%	292.74	2452.5/km ²
Newmarket	Lower-tier	Town	York	87,942	84,224	+4.4%	38.50	2284.1/km ²
Oakville	Lower-tier	Town	Halton	213,759	193,832	+10.3%	138.94	1538.5/km ²
Orangeville	Lower-tier	Town	Dufferin	30,167	28,900	+4.4%	15.16	1989.5/km ²
Orillia	Single-tier	City	Simcoe	33,411	31,166	+7.2%	28.53	1171.1/km ²
Oshawa	Lower-tier	City	Durham	175,383	159,458	+10.0%	145.72	1203.6/km ²
Richmond Hill	Lower-tier	Town	York	202,022	195,022	+3.6%	100.79	2004.4/km ²
St. Catharines	Lower-tier	City	Niagara	136,803	133,113	+2.8%	96.20	1422.1/km ²
St. Thomas	Single-tier	City	Elgin	42,840	38,909	+10.1%	35.61	1203.2/km ²
Stratford	Single-tier	City	Perth	33,232	31,470	+5.6%	30.02	1107.0/km ²
Toronto	Single-tier	City	Toronto	2,794,356	2,731,571	+2.3%	631.10	4427.8/km ²
Vaughan	Lower-tier	City	York	323,103	306,233	+5.5%	272.44	1185.9/km ²
Waterloo	Lower-tier	City	Waterloo	121,436	104,986	+15.7%	64.06	1895.8/km ²



DRAWING TITLE
Extent of Residential and Commercial Development

- LEGEND - PROPOSED TRUCK BYPASS/ROUTE**
- Extent of Residential/Commercial Development
 - Provincial Highway
 - County/Local Road
 - Shelburne Municipal Boundary

NOTES
1) This visualization is intended to provide a general understanding of the extent of residential and commercial development as of 2024. It is not an exhaustive representation of developed land and some locations have been excluded due to data limitations.



GIS PROJECT:	2019-026
VERSION:	01
DATE:	01-13-2025



DRAWING TITLE
Proposed Truck Bypass/Route
Using Existing Infrastructure
Option A

LEGEND - PROPOSED TRUCK BYPASS/ROUTE

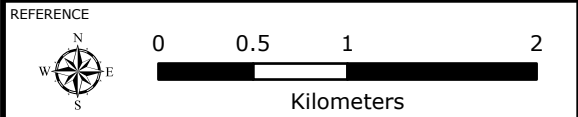
- Segment 1 (Blue line)
- Segment 2 (Orange line)

LEGEND - OTHER FEATURES

- Provincial Highway (Thick black line)
- County/Local Road (Thin black line)
- Shelburne Municipal Boundary (Grey shaded area)

NOTES

Proposed Truck Bypass/Route Statistics
 Length of Segment 1: 12.6 km
 Length of Segment 2: 7.7 km
 Total Length: 20.3 km



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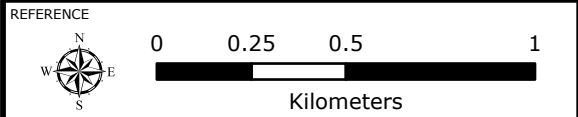
DRAWING TITLE
**Proposed Truck Bypass/Route
 Using New and Existing Infrastructure
 Option A**

- LEGEND - PROPOSED TRUCK BYPASS/ROUTE
- Segment 1 - New Infrastructure
 - Segment 1 - Existing Infrastructure
 - Segment 2 - Existing Infrastructure

- LEGEND - OTHER FEATURES
- Provincial Highway
 - County/Local Road
 - Shelburne Municipal Boundary

NOTES

Proposed Truck Bypass/Route Statistics
 Length of Segment 1 - New Infrastructure: 2.8 km
 Length of Segment 1 - Existing Infrastructure: 1.5 km
 Length of Segment 2 - Existing Infrastructure: 2.9 km
 Total Length: 7.2 km



	GIS PROJECT: 2019-026
	VERSION: 01
	DATE: 01-13-2025



DRAWING TITLE
 Proposed Truck Bypass/Route
 Using Existing Infrastructure
 Option B

LEGEND - PROPOSED TRUCK BYPASS/ROUTE

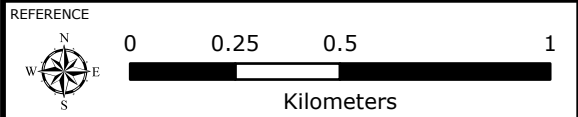
- Segment 1
- Segment 2

LEGEND - OTHER FEATURES

- Provincial Highway
- County/Local Road
- Shelburne Municipal Boundary

NOTES

Proposed Truck Bypass/Route Statistics
 Length of Segment 1: 6.3 km
 Length of Segment 2: 2.9 km
 Total Length: 9.2 km



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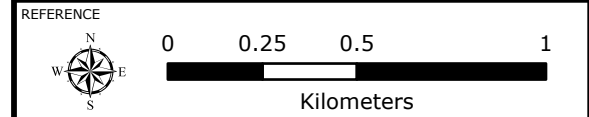
DRAWING TITLE
**Proposed Truck Bypass/Route
 Using New and Existing Infrastructure
 Option B**

- LEGEND - PROPOSED TRUCK BYPASS/ROUTE
- Segment 1 - New Infrastructure
 - Segment 1 - Existing Infrastructure
 - Segment 2 - Existing Infrastructure

- LEGEND - OTHER FEATURES
- Provincial Highway
 - County/Local Road
 - Shelburne Municipal Boundary

NOTES

Proposed Truck Bypass/Route Statistics
 Length of Segment 1 - New Infrastructure: 1.4 km
 Length of Segment 1 - Existing Infrastructure: 1.5 km
 Length of Segment 2 - Existing Infrastructure: 2.9 km
 Total Length: 5.8 km



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Town of Shelburne ROMA Delegation Request Transportation Concerns – Truck Bypass / Truck Route

January 2025

Example 1: Intersection Safety Concerns

January 07, 2025
8:20am

CCTV captured at the intersection of
Main St and Owen Sound St

[Play Video](#)





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Town of Shelburne ROMA Delegation Request

Transportation Concerns – Truck Bypass / Truck Route

January 2025

Example 2: Truck Noise

January 14, 2025
9:25am

Video captured at the intersection of
Main St and Owen Sound St

[Play Video](#)





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Town of Shelburne ROMA Delegation Request Transportation Concerns – Truck Bypass / Truck Route

January 2025

Example 3: Truck Volume

January 14, 2025
2:47pm

CCTV captured at 203 Main St E,
corner of Victoria St at Main St E



[Play Video](#)