



Truck Route Policy

Town Of Collingwood

Type of Document:

Policy Document

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1. Policy Summary

Truck route policies designate preferred movements and routes for truck activity in municipalities. This policy has been developed according to Chapter 8, Sections 109-110 & 118-125 of the Highway Traffic Act (HTA), R.S.O. 1990 and is supported by associated municipal by-law and Ontario Traffic Manual (OTM) Book 5. The policy proposes new truck routes to complement the existing truck route network and recommends signage to designate truck routes, permitted movements and load restrictions.

2. Definitions

Truck Route: A route where Truck traffic is permitted

Heavy Vehicle: A large vehicle with a gross vehicle weight exceeding 4,500 kg, used to transport goods and materials. “Heavy vehicle” will be used interchangeably with *truck* in this policy.

Load Restrictions: The restricted amount of weight a truck is permitted to carry along a designated corridor

3. Policy Statement

The Town of Collingwood is committed to safely facilitating and regulating the movement of goods efficiently within the Town’s transportation network.

4. Purpose

In this policy, the Town of Collingwood adopts additional truck routes to complement existing routes designated by Simcoe County. These routes are designated around industrial sites with high truck activity. This policy presents an opportunity to define appropriate truck routes to efficiently facilitate goods movement and truck transportation in Collingwood. It is important to create an efficient network that allocates space for existing and future truck traffic and further restricts movement to designated routes to support local economic growth and development. This policy will also propose signage to enforce and demarcate the designated truck routes. The policy supports By-law No. 2023-022, “The Reduced Load Restriction By-law” and has been developed according to Chapter 8, Sections 109-110 & 118-125 of the Highway Traffic Act (HTA), R.S.O. 1990.

5. Scope

The scope of this policy is limited to adopting new truck routes. As Collingwood’s target is to minimize truck traffic on local roads and residential neighbourhoods, the adopted routes will be able to ensure that truck traffic remains uncongested and within designated routes, providing efficient traffic flow and access to commercial and industrial areas. The policy will further recommend signage from the Ontario Traffic Manual (OTM) Book 5 to designate enforcement.

6. Truck Route Network

A truck route network is created to establish a preferred network of road segments that support truck travel through and within the municipality. The intention is that trucks are to use this network to travel as close to their destination as possible, before using other road segments (if necessary) to complete their journey. This helps keep truck traffic off of local roads and out of residential areas to the extent possible. The movement of trucks requires special attention due to not only the size, shape and weight of these vehicles, but also their perceived negative impacts on safety, congestion, and pollution.

6.1 Truck Route Designation

To identify and designate appropriate routes to include in the truck route network, the following was evaluated:

- Road Class;
- Existing Routes and Restrictions;
- Optimal Route Connections;
- Structural Capacity & Road Conditions;
- Proximity to Active Transportation & Transit Corridors;
- Proximity to Sensitive Land-Uses; and
- Annual Average Daily Traffic.

6.2 Considerations

Several factors have been considered to appropriately designate truck routes and to help guide enforcement activities.

6.2.1 Legislation and Municipal By-law

The outlined policy is developed in accordance with Chapter 8, Sections 109-110 & 118-125 of the Highway Traffic Act (HTA), R.S.O. 1990. Sections 109-110 of Chapter 8 within the HTA gives municipalities the jurisdiction to designate dates when reduced load restriction on specified Truck Routes start and end. Sections 118-125 detail specific load restrictions and penalties one may face when reduced load periods are in effect. Contravening these sections of the HTA are in violation of the HTA and Town By-law and are considered as traffic offences. These sections of the HTA are reiterated in By-law No. 2023-022 and will apply to all existing and adopted truck routes.

The adopted truck routes have been identified following Schedule A of By-law 2023-022. These routes have been adopted based on their proximity to major goods movement generators and increased access to commercial and industrial destinations.

6.2.2 Municipal Plans

The 2023 Official Plan (OP) has been consulted to determine the current long-range goals and actions that define the scope of this policy. This ensures that the outlined policy remains consistent with existing plans.

6.2.3 Reduced Load Restrictions

Reduced Load Restrictions are applied to limit the strain, or deterioration on roadways caused by heavy vehicle traffic. Applied load restrictions prevent heavy vehicles exceeding 5,000 kg from accessing designated portions of a road network. Restrictions are applied as half-load restrictions or more.

6.2.4 Seasonal Load Restrictions

Seasonal Load Restrictions are specific load restrictions applied once spring thaw is in effect. As seasonality affects the structural integrity of a road, some roads are not capable of withstanding the typical weight of heavy vehicle loads after winter. These restrictions are imposed once threshold values match a calculated Thaw Index using forecasted temperature data. Similar to regular load restrictions, seasonal load restrictions are applied to prevent heavy vehicles exceeding 5,000 kg from accessing designated portions of a road network. The seasonal load restrictions are removed once pavement strength is restored on all roads.

6.2.5 Time-of-Day Load Restrictions

Time-of-Day Load Restrictions are applied to manage and regulate traffic flow. These restrictions provide an appropriate window to facilitate truck traffic on all roads. Time-of-Day Load Restrictions would restrict truck traffic between 07:00 AM – 07:00 PM.

6.2.6 Enforcement

Enforcement of truck routes and load restrictions is enacted by adhering to OTM Book 5 and the HTA. Regulatory recommended signage provided in OTM Book 5 clearly defines truck routes through wayfinding and provides notices to signify when load restrictions of all types are in effect. In accordance with the HTA, failure to follow regulatory enforcement could result in fines. To circumvent this, it is critical that the Municipality liaise with local businesses, the trucking industry, community representatives and other stakeholders to maintain compliance with the HTA.

7. Policy

7.1 Overview of Current Truck Route Network

Current truck routes within vicinity of the Town of Collingwood are located as indicated in the table below:

Truck Route	From	To
Grey Road 21	Highway 26	Mountain Road
Grey Road 19	Mountain Road	Angus Drive
Sixth Street	Grey Road 19	Tenth Line
Tenth Line	Sixth Street	Poplar Sideroad
Poplar Sideroad	Tenth Line	Highway 26

The current Truck Route Network is illustrated in Map 1. Existing truck routes should be enforced.

7.2 Policy Actions and Recommendations

7.2.1 Signage

A hybrid regulatory roadway signage system is adopted to designate appropriate truck routes within Collingwood. The hybrid regulatory signage system should be delegated and used in compliance with the HTA and By-law 2023-022. The hybrid regulatory signage system will feature regulatory truck route signage from OTM Book 5 and will use permissive and restrictive signage to denote truck route access. Regulatory signage for Truck Routes (Rb-61), Movements Permitted Tab (Rb-61t) and No Heavy Trucks (Rb-62) is illustrated in Figure 1. Special time-of-day, lane and overhead restrictions can also be applied. Regulatory signage for these special restrictions is found in OTM Book 5.

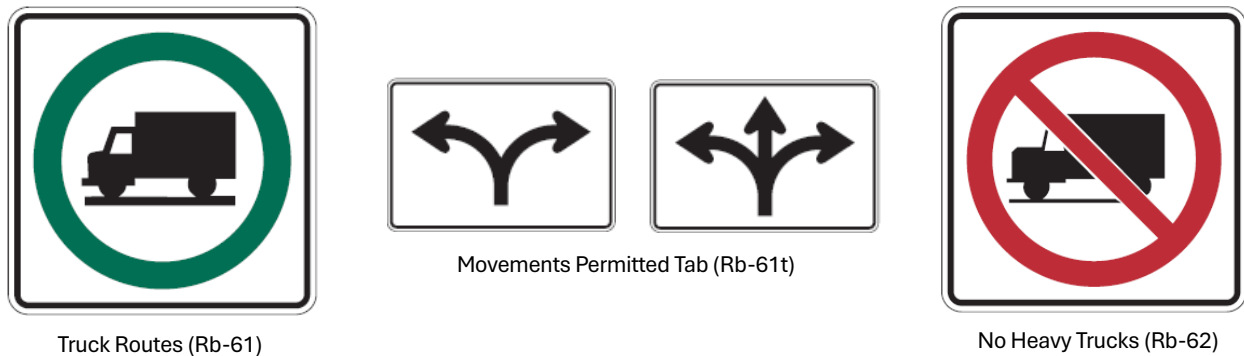


Figure 1: Regulatory Truck Route Signage

To provide clearer signage, Gateway Signs can be applied to inform truck drivers at entries to Collingwood, or at approaching interchanges and intersections of designated truck routes and restrictions.

These regulatory signs will dictate where truck activity is permitted along designated truck routes. This signage is considered enforceable as a traffic regulation under the HTA and supporting By-law 2023-022. Failure to comply with the adopted regulatory signage constitutes traffic violations and could result in fines to the HTA and the Town.

Signage to restrict the circulation of truck traffic can be requested for the Town to implement or replace.

7.2.2 Load Restrictions

Regulatory signage to signify load restrictions should be applied according to OTM Book 5 for Time-of-Day and Seasonal Load Restriction periods. The regulatory signage from OTM Book 5 dictates when Load Restrictions are in Effect (Rb-76), the Maximum Tonnes permitted – differentiated by truck type (Rb-63A) and the Load Restriction Weight (Rb-76tA).

Regulatory signage for Seasonal or Temporary Load Restrictions (Rb-76tB) will be posted before and after the indicated dates of enforcement are in effect. According to By-law 2023-022, reduced load periods for all roads within Collingwood start on the 1st of March and end on the 31st of April. Once official signage for Seasonal or Temporary Load Restrictions is erected, load restrictions will be in effect.

Regulatory signage for load restrictions is illustrated in Figure 2.



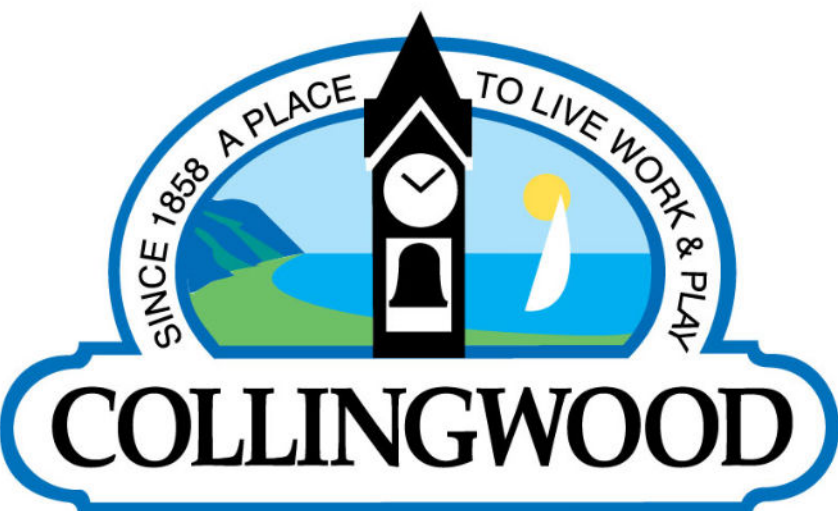
Figure 2: Load Restrictive Signage

As with the regulatory truck route signage, signage installed to signify load restrictions is enforceable a traffic regulation under the HTA and supporting By-law. Failure to comply with the adopted regulatory signage constitutes traffic violations and could result in fines.

7.2.3 Truck Route Network

Truck routes are defined in the table below and are illustrated in Map 2. Streets within Collingwood's jurisdiction that have not been designated as specific truck routes do allow truck presence as long as a street segment provides access to specific destinations.

Truck Route	From	To
Highway 26	ALL	
Hurontario Street	First Street	Poplar Sideroad
Sixth Line	North Cul-de-Sac	500 m south
Sanford Flemming Drive	ALL	
Raglan Street	Hume Street	Ron Emo Road
Hume Street	Highway 26	Hurontario Street
Ste. Marie Street	Huron Street	Hume Street
Mountain Road	ALL	
Tenth Line	Mountain Road	Sixth Street
Sixth Line connection to Highway 26	ALL	
MacDonald Road	ALL	
Connel Street	ALL	
Ron Emo Road	ALL	
Pretty River Parkway Extension	Hume Street	Connel Street
Ronnel Crescent	ALL	
South Service Road at Pretty River Parkway Extension to MacDonald Road	ALL	
Stewart Road	ALL	
Pine Street	First Street	Second Street



TOWN OF COLLINGWOOD
MASTER MOBILITY TRANSPORTATION PLAN

FUTURE TRUCK ROUTES

Future Truck Route Network

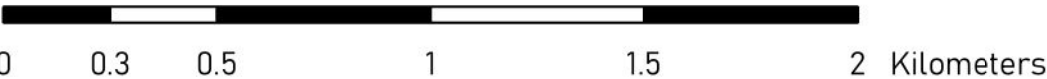
- Areas with High Truck Activity
- Future Truck Route Network
- Time-of-Day Restricted Areas (7:00 AM-7:00 PM)*

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Rural
- Commercial
- Employment
- Parks and Open Space

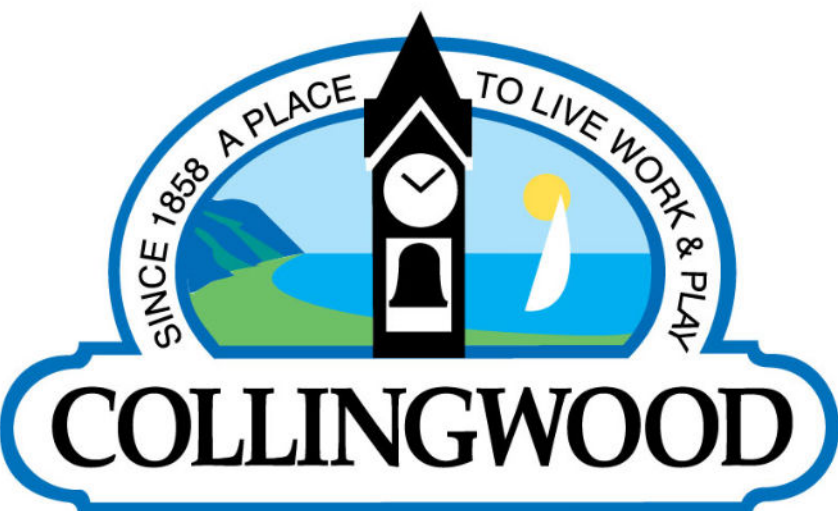
*When official signs are erected along designated road segments, specified load restrictions will be in effect throughout the indicated period.

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TOWN OF COLLINGWOOD
MASTER MOBILITY TRANSPORTATION PLAN

EXISTING TRUCK ROUTES

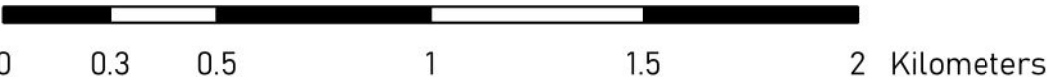
Existing Truck Route Network

— Current Truck Route Network

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Rural
- Commercial
- Employment
- Parks and Open Space

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