

Truck Route Policy

Policy Number:	TBD
Applies to:	TBD
Approval Date:	Click or tap to enter a date.
Revision Date(s):	
Approval Authority:	Choose an item.

1. Policy Statement

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

2. Purpose

The purpose of this policy is to 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 No. 2023-022 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.

3. Definitions

- "Heavy Vehicle" means 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" means the restricted amount of weight a truck is permitted to carry along a designated corridor.
- "Truck Route" means a route where Truck traffic is permitted.

4. 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 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.

5. Principles of the Policy

5.1. Truck Route Designation

Identified truck routes have been designated based on the following characteristics:

- 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.

5.2. Considerations

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

- 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.

- 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.

- 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.

- Enforcement

Enforcement of truck routes and load restrictions is enacted by adhering to OTM Book 5 and the Highway Traffic Act (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.

6. Policy

6.1. Overview of Current Truck Route Network

Current truck routes within the 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 ¹	Mountain Road	Angus Drive
Sixth Street	Grey Road 19	Tenth Line
Tenth Line	Sixth Street	Poplar Sideroad
Poplar Sideroad	Tenth Line	Highway 26

6.2. Policy Actions and Recommendations

- 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.

¹ Route on Grey Road 19 between Mountain Road to Angus Drive extends past Collingwood once the route crosses Sixth Street.

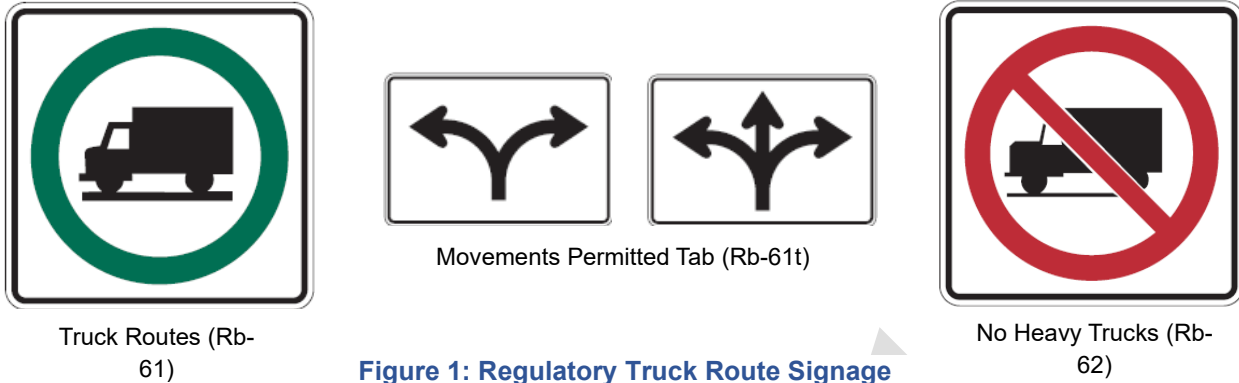


Figure 1: Regulatory Truck Route Signage

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.

- 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

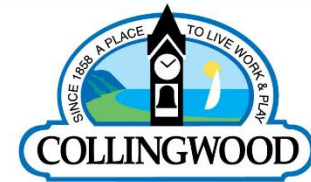
As with the regulatory truck route signage, signage installed to signify load restrictions is enforceable a traffic regulation under the HTA and supporting By-law. Failure to comply with the adopted regulatory signage constitutes traffic violations and could result in fines.

- **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	

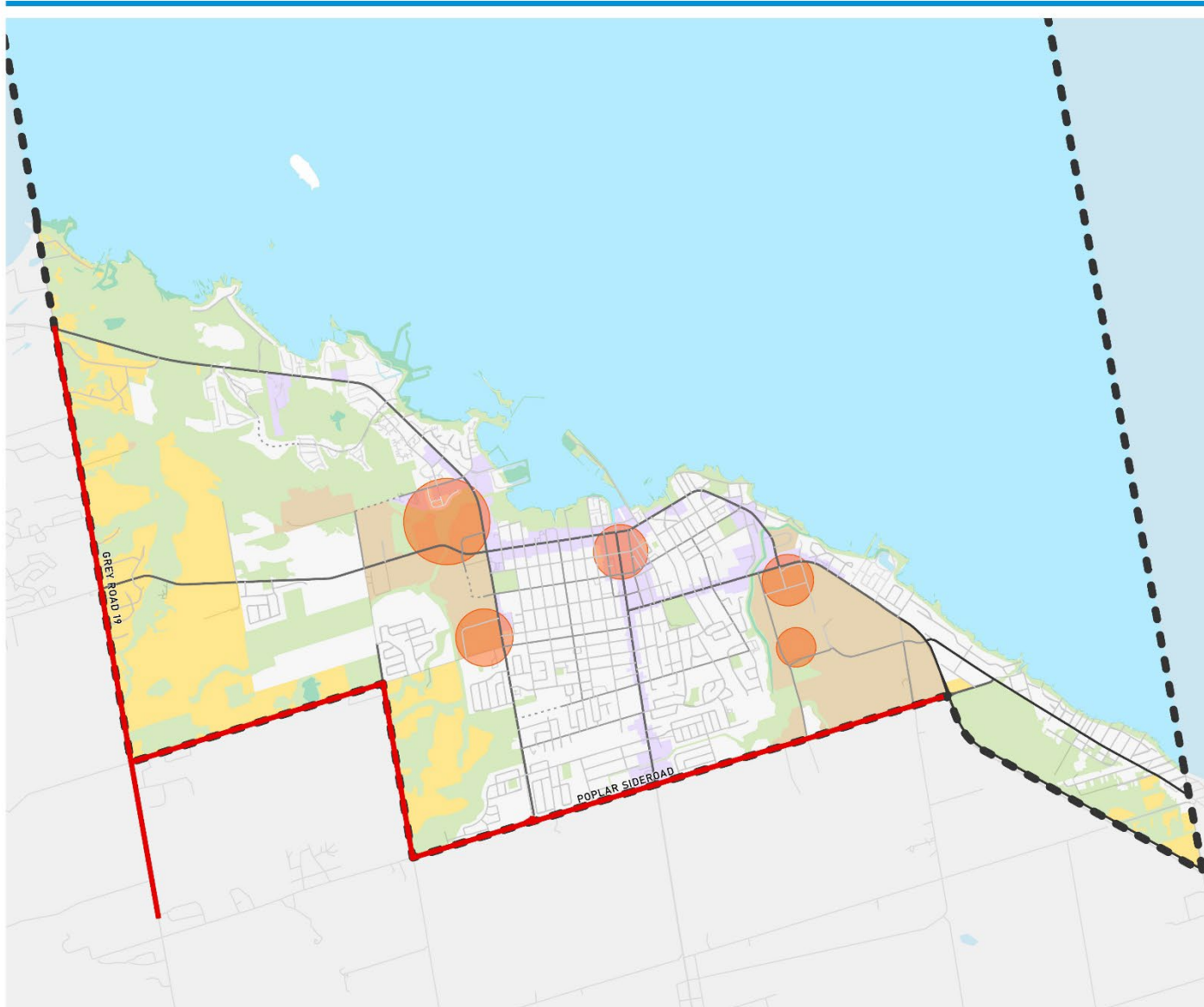
Truck Route	From	To
Tenth Line	Mountain Road	Sixth Street
Sixth Line connection to Highway 26	ALL	
MacDonald Road	ALL	
Connel Street	ALL	
Ron Emo Road	ALL	
Pretty River Parkway Extension	Hume Street	Connel Street
Ronnel Crescent	ALL	
South Service Road at Pretty River Parkway Extension to MacDonald Road	ALL	
Stewart Road	ALL	
Pine Street	First Street	Second Street



**TOWN OF
 COLLINGWOOD**

MASTER MOBILITY & TRANSPORTATION PLAN

EXISTING TRUCK ROUTES



Existing Truck Route Network

- Current Truck Route Network
- Areas with High Truck Activity

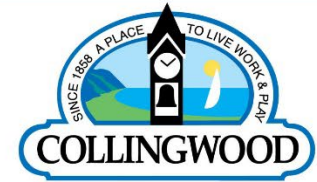
Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas



MAP STATUS: DRAFT
 DATE: 06/23/2025





**TOWN OF
COLLINGWOOD**
MASTER MOBILITY & TRANSPORTATION PLAN

FUTURE TRUCK ROUTES

Future Truck Route Network

- Future Truck Route Network
- Areas with High Truck Activity
- 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
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

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



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