

## TRUCK ROUTE BYLAW UPDATE

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### EXECUTIVE SUMMARY

This report recommends amendments to the Truck Route Bylaw 60M90. Four new roads are recommended for addition to Calgary's truck route network (Attachment 1):

1. Shaganappi Trail (from Stoney Trail North to the North City Boundary)
2. Metis Trail (from Stoney Trail North to the North City Boundary)
3. 52 Street SE (from Stoney Trail South to Seton Boulevard)
4. Seton Boulevard (from Deerfoot Trail to 52 Street SE)

An increase to the scheduled penalty for a truck driving off of a truck route is also recommended, from \$100.00 to \$500.00.

### ADMINISTRATION RECOMMENDATION

That the Standing Policy Committee on Transportation and Transit recommend that Council give three readings to proposed Bylaw X XM2014 (Attachment 2) to amend the Truck Route Bylaw 60M90.

### RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2014 DECEMBER 17:

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That Council:

1. Give three readings to proposed Bylaw **2M2015** to amend the Truck Route Bylaw 60M90;  
**and**
2. **Direct Administration to explore adding vegetation along the affected homes backing onto Shaganappi Trail to mitigate any impacts of the Truck Route Bylaw Update.**

Excerpt from the Minutes of the Regular Meeting of the SPC on Transportation and Transit, held 2014 December 17.

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"AMENDMENT, Moved by Councillor Magliocca, that the Administration Recommendations contained in Report TT2014-0931, as amended, be further amended by adding a new Recommendation 3, as follows:

- "3. That Council direct Administration to look into funding for a sound retention wall for the properties affected by the Truck Route Bylaw Update on Shaganappi Trail."

ROLL CALL VOTE:

For:

S. Chu, J. Magliocca

Against:

A. Chabot, P. Demong, D. Farrell, S. Keating

MOTION LOST

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Pursuant to Section 155(7)(a) and (b) of the Procedure Bylaw 44M2006, as amended, Councillor Magliocca requested that the lost motion be forwarded to Council for information, as an excerpt of the Minutes.”

**PREVIOUS COUNCIL DIRECTION / POLICY**

On 2014 April 28 Council passed NM2014-19 which directed “Administration to investigate the benefits of adding Shaganappi Trail, north of Stoney Trail, to the network of truck routes listed in the Truck Route Bylaw (60M90)”.

**BACKGROUND**

Goods movement by the trucking industry is a key component to the economic prosperity of Calgary. As the City expands it is important to develop the truck route network to keep pace with growth. Roads and Transportation Planning work together to recommend addition of routes to the truck route network. Changes to the truck route network require an amendment to the Truck Route Bylaw (60M90).

The evaluation of truck routes is divided into two parts, Route Criticality and Route Priority. Route Criticality analysis includes route purpose, network connectivity, community impact/input, route length and coverage. Route Priority is comprised of criteria that are divided into five categories: Economic Measures, Urban Structure, Traffic Management, Social Measures, and Environmental Measures.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

A review of the Truck Route Bylaw (60M90) identified a need for Shaganappi Trail, Metis Trail, 52 St SE and Seton Blvd to be added to the network. The addition of these roads will create connections in areas that are under supported by the existing truck route network. The review also examined penalties and determined one section required updating.

Truck Route Network Additional Routes

Transportation Planning applied its established warrant study for each of the four proposed routes. The warrant looks at ten factors, each scored out of ten, to arrive at a total warrant score with a maximum of 100 points. If the total is higher than 55, the studied route should be recommended for addition to the truck route network (Attachments 3 & 4). A summary of the warrant studies for the four routes is shown in the table below.

<b>Criteria</b>	<b>Shaganappi Tr.</b>	<b>Metis Tr.</b>	<b>52 St. SE</b>	<b>Seton Blvd.</b>
1. Support for Land Use	5	5	5	5
2. Network Connectivity	10	10	10	10
3. Road Classification	5	5	5	5
4. Road Geometry	10	10	10	10
5. Congestion	10	10	7	7
6. Road Surface Condition	7	6	5	7
7. At-grade Rail Crossing	10	10	10	10
8. Traffic Safety	10	7	7	7
9. Land Use Impact	3	10	3	3
10. Noise Attenuation	10	10	10	10
<b>Total Warrant Points</b>	<b>80</b>	<b>83</b>	<b>72</b>	<b>74</b>

\*See Attachment 3 and 4 for detailed discussion

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### Charging Section:

Section 18(4) of the bylaw sets the specified penalty for a truck driving off of the truck route network at \$100.00. After discussion with the transportation industry, Calgary Police Service and the Law Department it was determined that this fine is no longer appropriate. Many drivers knowingly operate off of the truck route and risk the fine as a 'cost of doing business'. An increase to \$500.00 for this fine was supported by all stakeholders. This change would bring the penalty more in line with other fines related to the safe operation of commercial vehicles and aim to improve compliance with the bylaw to maximize safe and efficient movement of goods while minimizing the impact of truck traffic to citizens.

### **Stakeholder Engagement, Research and Communication**

The transportation industry, enforcement groups in the City, the County of Rocky View and residents from Wards 2, 3 and 12 were all engaged during the writing of the report and a summary is provided in Attachment 5.

### **Strategic Alignment**

The recommendations in this report align with the Calgary Transportation Plan:

- Transportation Goal 1: Align transportation planning and infrastructure investment with city and regional land use directions and implementation strategies;
- Transportation Goal 2: Promote safety for all transportation system users;
- Transportation Goal 5: Promote economic development by ensuring efficient goods movement and labour force mobility; and
- Transportation Goal 7: Ensure transportation infrastructure is well managed.

### **Social, Environmental, Economic (External)**

Established truck routes help to enhance liveability in communities where regional truck volumes are high.

Truck routes direct the travel of trucks to roadways that are designed to accommodate them and promote efficient movement, leading to reduced traffic, and idle times.

Truck routes permit the efficient flow of truck traffic, which is an essential component of Calgary's economic prosperity.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

This report does not have an impact on Roads future operating budget.

#### **Current and Future Capital Budget:**

This report does not have an impact on Roads future capital budget.

### **Risk Assessment**

The proposed additions to the truck route networks were analysed by Transportation Planning using the Truck Route Evaluation Matrix. As such, the proposed route recommendations are considered to have an acceptable level of risk.

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### **REASON(S) FOR RECOMMENDATION(S):**

Updating of the Truck Route Bylaw (60M90) is required to ensure that the transportation network continues to function optimally for the goods movement industry as well as residents of the City.

### **ATTACHMENT(S)**

1. Truck Route Network Update Map
2. Proposed Bylaw **2M2015** to Amend Bylaw 60M90
3. Addition of Shaganappi Trail to the Truck Route Network - Transportation Planning Truck Route Warrant Study
4. Additions of Metis Trail, 52 Street SE and Seton Boulevard to the Truck Route Network – Transportation Planning Truck Route Warrant Study
5. Stakeholder Engagement Overview