



Title: High Load Truck Route Network Development
Number: CP2026-02
Effective Date: 2007 January 08
Responsible Business Unit: Mobility

1. POLICY STATEMENT

- 1.1. This policy has been formulated to best serve both the general public and the trucking industry, at the same time ensuring the interests of The City of Calgary are met. The high load truck route policy will be used to balance urban infrastructure, traffic management, and economic, social and environmental concerns. It attempts to minimize the use of high load truck restrictions to control high load truck travel activities, while satisfying the city's mobility needs.
- 1.2. The City of Calgary will use an evaluation procedure that considers: social implications, environmental impact, network connectivity and economic considerations in determining whether routes should be designated or maintained as high load truck routes.
- 1.3. A Truck Route Committee will be established and coordinated by the Mobility business unit to oversee the administration and enforcement of the policy. The committee will consist of representation from the following City of Calgary departments: Operational Services, Planning and Development Services, Community Services; and the Calgary Police Service and the Calgary Fire Department as well as external representatives. External representation will include private industry involved in the commercial trucking, distribution and manufacturing sectors, representation from the Federation of Calgary Communities (FCC), emergency services including Alberta Health Services, and the Province of Alberta.
- 1.4. The Planning and Development Services department will incorporate this policy into planning of new routes, as appropriate. The Planning and Development Services department will monitor the planned infrastructure projects and notifying the Truck Route Committee if a review of existing routes is required prior to a scheduled five year review.
- 1.5. The Planning and Development Services department will take into consideration the guiding principles resulting from the High Load Truck Route policy when drafting transportation related sections for the Municipal Development Plan (MDP). Implementation will occur through the detailed local area planning processes. At this planning level, consideration of broader high load truck route network planning issues



(high load truck route contiguity, employment and commercial area connections etc.) will be evaluated. At more detailed planning policy levels (i.e. area structure plans, community plans, area redevelopment plans and then subdivision/outline plan) more localized impacts of high load truck route planning and abutting land use issues (i.e. appropriate land uses, separation distances and buffers) will be considered.

- 1.6. The Mobility business unit will be responsible for ongoing administration, coordination and operation of high load truck routes. This will include the issuance of permits, maintenance of roadways and the updating of Truck Route Bylaw and associated map.

2. PURPOSE

- 2.1. The City of Calgary Council and Administration recognized that there was a need to re-evaluate the existing high load truck route network to account for recent and future expansion of the road network, and to make changes to legislation where necessary.
- 2.2. This policy provides guidelines and principles for identifying acceptable high load truck routes based on sound engineering, ensuring adherence to other City of Calgary Council policies, and minimizing impacts on the environment, social fabric, and economic sustainability.

3. DEFINITIONS

- 3.1. None

4. APPLICABILITY

- 4.1. Municipalities across Canada place a great deal of emphasis on the efficient movement of people and personal vehicles without a comparable amount of attention to the movement of goods. The profitability, productivity and competitiveness of commercial businesses depend greatly on their ability to minimize transportation time and costs.
- 4.2. Shipment of high load goods on the streets of Calgary is necessary for continued operation of numerous Calgary based businesses.
- 4.3. This policy is designed to accommodate the movements of over-dimensional goods efficiently and at the same time minimizing any inconvenience to the public during their transportation.
- 4.4. In general, the goals in the evaluation and the selection of intra and inner-city high load truck routes are:
 - a) To provide efficient, safe, and connective routes to best service commercial truck travel carrying high loads while minimizing unnecessary impact to surrounding communities and general flow of traffic; and



- b) To provide a seamless transition between external truck traffic hauling high loads and the internal road network.

4.5. Additional goals of this policy include:

- a) To provide easy access to high load truck route information in the form of consistent, readable and accurate signage, and readily available maps; and
- b) To provide a mechanism for financial recoveries from end users to support the construction of the needed infrastructure for the over-dimensional goods movements.

5. LEGISLATIVE AUTHORITY

5.1. The Commercial Vehicle Dimension and Weight Regulation, Alberta Regulation 315/2002 regulates vehicle weights and dimensions in the Province of Alberta. High load goods are vessels or materials that are defined as exceeding a height of 5.3 meters. Their movement requires power line escort and a permit.

5.2. The City of Calgary further regulates the use of truck routes through Bylaw 60M90, being a Bylaw of The City of Calgary Respecting Truck Routes.

5.3. In addition, Traffic Bylaw Number 26M96 outlines the control and regulation of traffic on city streets, including loading zones, slow-moving vehicles, and bridges where trucks are restricted to a single lane.

5.4. As high load truck routes are considered a part of the regular truck routes, this policy should be read in conjunction with and as a companion document to the Truck Network Development Policy TP005.

6. PROCEDURE

6.1. The City of Calgary will use a procedure that considers social implications, environmental impact, traffic management and economic considerations and route efficiency in determining whether roadways should be designated as high load truck routes.

7. SCHEDULE

7.1. None

8. HISTORY

Action	Date	Approval	Description
Clerical Correction	2026 Jan 05	Manager, Traffic Services	Clerical Correction to use the current Council policy template and update legislative references and business unit titles.



New	2007 Jan 08	LPT2006-127	New policy approved.
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