



## **CAPITAL PROJECT MANAGEMENT**

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<b>TO:</b>	Council	
<b>DATE:</b>	December 22, 2020	<b>DIVISION:</b> All
<b>FILE:</b>	4050-550	<b>APPLICATION:</b> N/A
<b>SUBJECT:</b>	Feasibility of Implementing Restrictions on County Roads	

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### **POLICY DIRECTION:**

On November 26, 2019, Council directed Administration to:

*“..assess the feasibility of creating authorized truck haul routes and/or truck haul agreements to minimize the negative impacts from heavy truck traffic on County roads, both for the safety of the travelling public and for the on-going maintenance of these County roads, and explore identifying CERTAIN ROADS in the County as unsuitable for truck traffic. AND, that such solutions include, but not be limited to, introducing weight restrictions to detour heavy truck traffic onto the provincial highway network, as well as, sub-regional collaboration with our municipal neighbours.*

The certain roads were identified as follows:

- Burma Road
- Weedon Trail
- Horse Creek Road

### **EXECUTIVE SUMMARY:**

The *Municipal Government Act* (MGA), the *Traffic Safety Act* (TSA), Rocky View County Bylaws C-8065-2020 “Road Use Agreement” and C-5775-2003 “Roads and Transportation”, allow the County to restrict heavy vehicles from any road(s) under the County’s control. Using the above mentioned Acts and Bylaws, the County administers Road Use Permits and enters into Road Use Agreements to ensure public safety and protect County infrastructure. These processes align with the best practices identified during a review of other municipalities within Alberta. It is important to understand restricting truck traffic from specific roads will result in impacts to alternate corridors on the network. Although Council has identified three specific roadways of concern, the information presented in this report is applicable to all County roads.

### **ADMINISTRATION RECOMMENDATION:**

Administration recommends approval in accordance with Option #1.

### **BACKGROUND:**

In order to assess the feasibility of managing heavy truck traffic on County roads, Administration has considered:

#### **Provincial Acts and Regulations**

Administration has determined that the *Municipal Government Act* (MGA) and the *Traffic Safety Act* (TSA) do provide Rocky View County with the ability to implement reasonable restriction(s) to reduce or eliminate specific types of traffic from any County road.

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#### **Administration Resources**

Byron Riemann, Executive Director Operations



The MGA states that:

**18(1)** *Subject to this or any other Act, a municipality has the direction, control and management of all roads within a municipality.*

The TSA states that:

**13(1)** *Subject to this Act and the Dangerous Goods Transportation and Handling Act, the council of a municipality may, with respect to a highway under its direction, control and management, make bylaws that are not inconsistent with the Act, doing the following:*

- (a) Governing the use of highways;*
- (f) Classifying motor vehicles and other vehicles and pedestrians for any purpose involving the use of streets, lanes and other public places;*
- (n) Governing closing or restricting the use of a highway;*
- (q) Restricting the use of specific traffic lanes to specific vehicles or classes of vehicles;*
- (v) Designating routes for vehicles or classes of vehicles;*
- (w) Restricting the weight of vehicles or of vehicles and the goods being carried by the vehicles.*

### **Controls that are currently in place within Rocky View County and/or other Alberta Municipalities**

#### Other Alberta Municipalities

Administration has reviewed strategies already in place in other jurisdictions, including Lethbridge County, Thorhild County, Leduc County, Mountain View County, and the City of Calgary. Several clear themes and / or best practices were identified, including:

- Restricting vehicles by number of axles or weight
- Restricting vehicles by the days of the week and / or time of day
- Designating specific haul routes for specific traffic types
- Requiring traffic use the shortest route available to access a designated haul route
- Including exceptions for local deliveries and / or collections

Other municipalities have implemented these strategies through a variety of means, including bylaws, policies, and administrative tools.

#### Rocky View County

Administration currently uses Road Bans, Road Use Permits and Road Use Agreements to manage heavy vehicle traffic on County roads so as to promote safety and protect road infrastructure.

Road Bans and Road Use Permits are implemented through Bylaw C-5775-2003 "Roads and Transportation". Road Bans limit heavy vehicle weight on roads that are highly susceptible to damage under large and heavy vehicles and apply to all commercial vehicles, but not to passenger or recreational vehicles. Roads Bans are used annually in the spring during thaw conditions to protect the County's road infrastructure. Road Use Permits for single or multiple trips apply to the movement of any heavy haul, over-dimension or over-weight loads and list the conditions for hauling including prescribed route, road damage and road maintenance.



Road Use Agreements are administered through Bylaw C-8065-2020 "Road Use Agreements". Dependent upon specific haul details, Road Use Agreements may be entered into with an operator when loaded heavy vehicle movements to or from any location using County roads exceeds 30 movements in a 7-day period or 5 movements in a one-hour period. Road Use Agreements apply to transport operations related to natural resources, commercial agricultural operations, building and infrastructure construction and the film industry.

### Operating conditions for the three specific roads identified by Council

The available traffic data for each of the specific roads provided average vehicle volume per day (VPD), truck percentage and 85<sup>th</sup> percentile speed as reviewed below.

Burma Road:

Location	2019			2020		
	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)
West of Bearspaw Rd	1165	8	89	1153	14	85
East of Bearspaw Rd	1840	10	99	1997	8	93

- Overall traffic volumes have remained consistent, with a minor increase in 2020 east of Bearspaw Road
- Vehicles east of Bearspaw Road routinely exceed the posted speed limit of 80 km/h
- The nearest Provincial Highways are Highway 1A to the South, Highway 567 to North, and Highway 766 to the West.
- Roads expected to be affected by truck traffic restrictions, using the County's Transportation Model to simulate traffic distribution without using Burma Road, are:
  - Highway 1a (50%)
  - Highway 766 (11%)
  - Highway 772 (14%)
  - Highway 567 (25%)

Weedon Trail:

Location	2014			2015		
	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)
East of Range Road 44	-	-	-	303	10	90
West of Highway 22	380	25	86	-	-	-

- Limited traffic data is currently available
- Overall traffic volumes appear consistent (more data required)
- Vehicles routinely exceed the posted speed limit of 80 km/h



- A significant amount of truck traffic is attributable to Oil & Gas activity; Industry uses Range Road 43 to access Cochrane Lake for water.
- The closest Provincial Highways are Highways 22 and 567 to the East.
- Roads expected to be affected by truck traffic restrictions, using the County's Transportation Model to simulate traffic distribution without using Weedon Trail, are:
  - Township Road 272 (66%)
  - Cochrane Lake Road/Range Road 43 (33%)

Horse Creek Road:

Location	2016			2018		
	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)
North of Highway 1A	726	11	97	811	13	96
North of Weedon Trail	542	13	95	498	11	91

Location	2019			2020		
	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)	VPD	Truck %	85 <sup>th</sup> Percentile Speed (km/h)
North of Township 280	579	17	100	585	18	96

- Overall traffic volumes have remained consistent along Horse Creek Road
- Vehicles routinely exceed the posted speed limit of 80 km/h
- The closest Provincial Highways are Highway 1A to the South, and Highways 22 and 567 to the East.
- Roads expected to be affected by truck traffic restrictions, using the County's Transportation Model to simulate traffic distribution without using Horse Creek Road, are:
  - Grand Valley Road (81%)
  - Highway 22 (19%)

Administration provides the following options for discussion:

Definition for Heavy Vehicle

**(3) (j)** "Heavy Vehicle" means a vehicle, with or without a load, exceeding any one of the following:

- (i). Two axles;
- (ii). Eleven (11) metres in length;
- (iii). A maximum allowable weight of 4,500 kilograms;

#### *Implementation of "No Truck Route" Designation, Except By Permit*

Rocky View County could ban all heavy vehicle traffic on select roads except by permit, with Administration maintaining a regularly updated list of impacted roadways. The County



## ROCKY VIEW COUNTY

currently implements this practice for some roads including Brander Avenue in Langdon and Mountain View Road.

This would take approximately 4 to 6 months to implement.

### *Implementation of Year Round Road Bans*

Rocky View County could deter industry truck traffic from using select roads by posting year round Road Bans on the condition that the roads are susceptible to damage. In these circumstances, local truck traffic could still be permitted to use these roads via issuance of Road Use Permits.

The County currently uses Road Bans and Road Use Permits as part of its commercial transportation permitting process.

This would take approximately 9 to 12 months to implement.

### *Establish Designated Truck Routes*

Rocky View County could work with industry to identify mutually acceptable routes, with an emphasis on directing heavy vehicles to Provincial Highways via the shortest reasonable route.

This would take approximately 12 to 18 months to implement.

### *Maintain the Status Quo*

Rocky View County continues to utilize Bylaws C-8065-2020 "Road Use Agreement" and C-5775-2003 "Roads and Transportation".

## **BUDGET IMPLICATIONS:**

There are no budget impacts.

## **OPTIONS:**

Option #1                      THAT the Feasibility of Implementing Restrictions on County Roads report be received as information.

Option #2                      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Byron Riemann"

"Al Hoggan"

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Executive Director of Operations

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Chief Administrative Officer

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