

Re: Letter dated October 31, 1974 from Mr. J.W. McGill
3717 Douglas Road, Burnaby
Truck Traffic on Douglas Road

Appearing on the Agenda for the November 12, 1974 meeting of Council is a letter from Mr. J.W. McGill regarding truck traffic on Douglas Road. Following is a report from the Municipal Engineer and the Director of Planning on this matter.

RECOMMENDATIONS:

THAT Council authorize the Engineering Department to obtain further information on the number, type, origin, destination and time of operation of trucks using Douglas Road between Canada Way and the Douglas Road overpass of the Trans Canada Highway, and that a report be prepared summarizing the findings; and

THAT Council take no action at this time to declassify or alter Douglas Road as a truck route; and

THAT a copy of this report be sent to Mr. J.W. McGill.

* * * * *

7 November, 1974

TO: MUNICIPAL MANAGER

FROM: MUNICIPAL ENGINEER

SUBJECT: TRUCKS - DOUGLAS ROAD

Under our existing Truck Route By-law, Douglas Road from Canada Way to the Lougheed Highway is designated as a truck route. Spratt Street, however, from Douglas Road to the freeway is not a designated truck route and trucks in excess of 30,000 G.V.W. are not allowed under the By-law to use Spratt Street as a through route.

In Mr. McGill's submission he has stated that signs have been placed forbidding trucks on Spratt Street. While we do not place truck prohibitions on streets not designated as truck routes, we do on some major intersections along designated truck routes place truck route signing. This is the type of signing being referred to by Mr. McGill.

In regard to the question of an alternate truck route to replace Gilley Avenue it should be pointed out to Mr. McGill that Council's concern in this particular case is the grade of Gilley Avenue which runs as high as 13 + percent. The steepest grade encountered on Douglas Road is 6 percent.

The grade of Douglas Road in front of Mr. McGill's property, which is on the corner of Woodsworth and Douglas Road, is about one percent.

While it is understandable that anyone who lives on a truck route would prefer to have the trucks directed to some other street, it is necessary to designate

ITEM 23
MANAGER'S REPORT NO. 74
COUNCIL MEETING Nov. 12/74

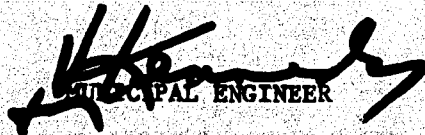
some streets as truck routes. In the case of Douglas Road it had been chosen not only because of its long history as a main route of commerce but also as the best facility presently available to designate as a truck route to bring trucks from the main Provincial highways into the trucking terminals situated in the Central Valley area. Consideration is being given to an alternate truck route along the Norland/Ardingly routing. However, to satisfy the complaints of residents along Laurel/Ardingly related to truck movements some relocation of this route is anticipated that will require land acquisition. When such a route is provided it will greatly reduce the number of truck trips now running on Douglas Road.

The request of Mr. McGill to have trucks banned from Douglas Road between 7 p.m. and 7 a.m. is felt to be impractical at this time because of the lack of alternate routes upon which to direct truck traffic during this period of the day.

RECOMMENDATION:

THAT no action be taken at this time on restricting the operation of truck traffic on the existing designated truck route on Douglas Road.

THAT Mr. McGill be sent a copy of this report.


MUNICIPAL ENGINEER

HB:cmg

c.c. () Planning Director
() Secretary,
Traffic Safety Committee
() Traffic Supervisor

ITEM 23

MANAGER'S REPORT NO. 74

COUNCIL MEETING Nov. 12/74

Planning Department,
November 8, 1974
Our File #08.640-D

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: TRUCKS - DOUGLAS ROAD.

Reference the letter dated October 31, 1974 from Mr. J. W. McGill concerning truck traffic on Douglas Road.

Truck traffic currently using Douglas Road south of the Trans Canada Highway comes from or is destined for Canada Way because the latter is the only route assigned for "truck" use that connects with Douglas Road (see truck route map attached).

The removal of Douglas Road as a truck route between Canada Way and the Douglas Road overpass of the Trans Canada Highway before alternative routes in or to the industrial area north of the freeway are constructed would create local circulation difficulties and increased travel distances for industrial and commercial traffic.


Further, premature removal of Douglas Road as a truck route could create a dispersal of illegal truck usage of residential streets such as Manor, Laurel, Hardwick etc. in order to satisfy the current needs for circulation.

The circulation requirements of industrial and commercial traffic have been taken into consideration in the 1974 - 1979 Capital Improvement Program (C.I.P.). Improvement to Norland Avenue between Spratt Street and Douglas Road has been scheduled for 1977 and 1978 with property acquisition taking place in 1977 and construction the following year. Further, the Planning Department would advise that staff have taken every opportunity to obtain the necessary widening along Norland Avenue as development proposals are received.

The Planning Dept. would recommend as follows:

Recommendation:

1. THAT Council authorize the Engineering Dept. to obtain further information on the number, type, origin, destination and time of operation of trucks using Douglas Road between Canada Way and the Douglas Road overpass of the Trans Canada Highway, and that a report be prepared summarizing the findings.
2. THAT Council take no action at this time to declassify or alter Douglas Road as a truck route.


A. L. Parr,
DIRECTOR OF PLANNING.

