

ITEM	26
MANAGER'S REPORT NO.	50
COUNCIL MEETING	Aug. 3/76

Re: BRIEF FROM THE CITIZENS COALITION ON TRANSPORTATION (LOWER MAINLAND OF B.C.), 802 - 318 HOMER STREET, VANCOUVER
TRUCK ROUTES AND THE TRANSPORTATION OF GOODS

Appearing on the agenda for the August 3, 1976 meeting of Council is a brief from Mr. Herb Barbolet, Co-Ordinator for the Citizens Coalition on Transportation, concerning his organization's proposal to curtail the movement of trucks in the Lower Mainland. Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT the recommendations in the Director of Planning's report be adopted.

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Planning Department
July 29, 1976

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: TRUCK ROUTES AND TRANSPORTATION OF GOODS

This department is in receipt of the submission from the Citizens Coalition on Transportation (C.C.T.) dated July 20, 1976. This group has been formed under the guidance of the Community Planning Association of Canada (C.P.A.C.) and the co-ordinator for the Citizens Coalition, Mr. Herb Barbolet, is in fact an Executive Director of the C.P.A.C. in Vancouver. The formation of this citizens Coalition was a direct outcome of recent activity by citizens in Vancouver and Burnaby on the movement of trucks along Boundary Road and other routes on the south slope of Vancouver generally. From an immediate concern with trucks alone, the C.C.T. have chosen to view truck movements in the broader issue of goods movements throughout the Lower Mainland.

The Planning Department is also of the view that a study of goods movements in the Lower Mainland is worthy of strongest support. Because goods movements through Burnaby, or with an origin or destination within Burnaby are subject to controls beyond the jurisdiction of this Municipality, and because other Municipalities are similarly affected, the Planning Department recognizes a study of goods movements is properly the function of Regional Government, and desirably requires participation from Provincial and Federal levels of government as well as representation from the trucking, shipping, air, and rail interests.

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The effect of goods movements detracting from the livability of residential areas is a prime concern in any decisions the Council may make on truck routing. Sometimes though, a compromise situation must be sought since it is virtually impossible to avoid disturbance to all residential environments in areas already largely developed.

It was in recognition of the problems of uncontrolled movements of trucks throughout the Municipality that the Truck Route By-law was introduced in 1969, with its attendant designation of specified routes for use as prime routes by trucks in excess of 30,000 lbs. gross vehicle weight. This by-law is enforced in the Municipality and the Municipal Engineer advises that the by-law is presently under review to improve the provisions for enforcement.

Council have already taken a responsible stand toward controlling truck movements within this Municipality and require flexibility to amend routes if and when the need arises. To suggest an immediate halt on all planned truck route expansion, as the C.C.T. does, seems unduly restrictive and may not be in the best interests of the community. Even though the Planning Department can foresee no expansion of truck routes beyond the present truck route network, (copy attached) to adopt a restrictive approach is considered short-sighted.

The specific proposal of the C.C.T. to form a separate planning commission with equal representation by their organization alongside all levels of government requires further consideration. The G.V.R.D. are currently in the process of establishing an organization to coordinate the transportation function within their jurisdiction and it therefore seems untimely and inappropriate to suggest another separate commission.

The proposal for representation of the C.C.T. directly on such a commission would appear to favour a particular community group, whose interests should already be adequately represented via the participating Municipal Councils, who represent community interests directly. Therefore, the Planning Department does not support the view of the C.C.T. for direct and equal representation, but feels that submissions prepared by the C.C.T. would be a desirable input into a study on goods movements.

RECOMMENDATIONS

The Planning Department recommends:

1. THAT Council not endorse the three recommendations as put forward by the Citizens Coalition on Transportation (Lower Mainland, B.C.) for reasons expressed in this report.
2. THAT Council lend its full support to the proposal for a comprehensive study of goods movements in the Lower Mainland, with particular focus on the G.V.R.D. area.


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3. THAT the G.V.R.D. be requested to undertake a comprehensive study of goods movements, with the possibility of this study being administered by the proposed Transportation Commission.

4. THAT copies of this report be sent to:

- The Coordinator of the Citizens Coalition on Transportation (Lower Mainland, B.C.)
- The Director of Regional Development, G.V.R.D.
- Chief Planning Engineer, Department of Highways
- Vancouver City Engineer


A. L. Parr
DIRECTOR OF PLANNING

GDH/dm

attach: Map of Burnaby Truck Routes

c.c. Municipal Engineer