

ITEM 13
MANAGER'S REPORT NO. 37
COUNCIL MEETING 85/05/27

RE: TRUCK ROUTING - KENSINGTON OVERPASS

Loosely inserted in the envelopes containing Council's agenda is additional background information in the form of a map that shows all existing truck routes in Burnaby.

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1985 05 22
FROM: DIRECTOR ENGINEERING
SUBJECT: TRUCK ROUTING - KENSINGTON OVERPASS

RECOMMENDATIONS:

1. THAT Kensington Avenue between Laurel Street and Broadway, Broadway between the B.N.R. connector and Sperling Avenue and the Kensington -Sperling connector be designated as truck routes.
2. THAT the existing truck route classification of Broadway between Sperling Avenue and Bainbridge Avenue, of Bainbridge Avenue between Broadway and the Loughheed Highway, of Laurel Street between Kensington and Sperling Avenues, and of Sperling between Laurel and Winston Streets be cancelled.

REPORT:

Prior to the construction of the Kensington overpass, Sperling Avenue from Laurel Street to Hastings Street was classified as a truck route. During the building of the overpass, the link between Broadway and the Loughheed Highway was eliminated, thus destroying the continuity of the truck route.

In order to restore the continuity of the truck route, it is now necessary to designate Kensington Avenue from Laurel Street to Broadway, Broadway from the B.N.R. connector road to Sperling Avenue and the Kensington-Sperling connector as truck routes. (see attached sketch)

At the present time, Broadway between Sperling Avenue and Bainbridge Avenue and Bainbridge Avenue between Broadway and the Loughheed Highway is classified as a truck route, and was originally designated as an inclement weather alternative to the very steep Sperling Avenue link between Broadway and the Loughheed Highway which, of course, is no longer valid. In a recent subdivision approved for the southwest corner of Broadway and Bainbridge Avenue, the developer was required to construct Bainbridge Avenue to its final 8.5 metre standard; this minor residential standard is inadequate to handle truck traffic. Also, Laurel between Kensington and Sperling and Sperling between Laurel and Winston are no longer required as designated truck routes and therefore should be deleted (see attached sketch).

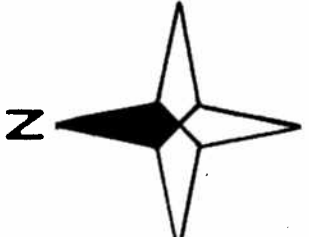
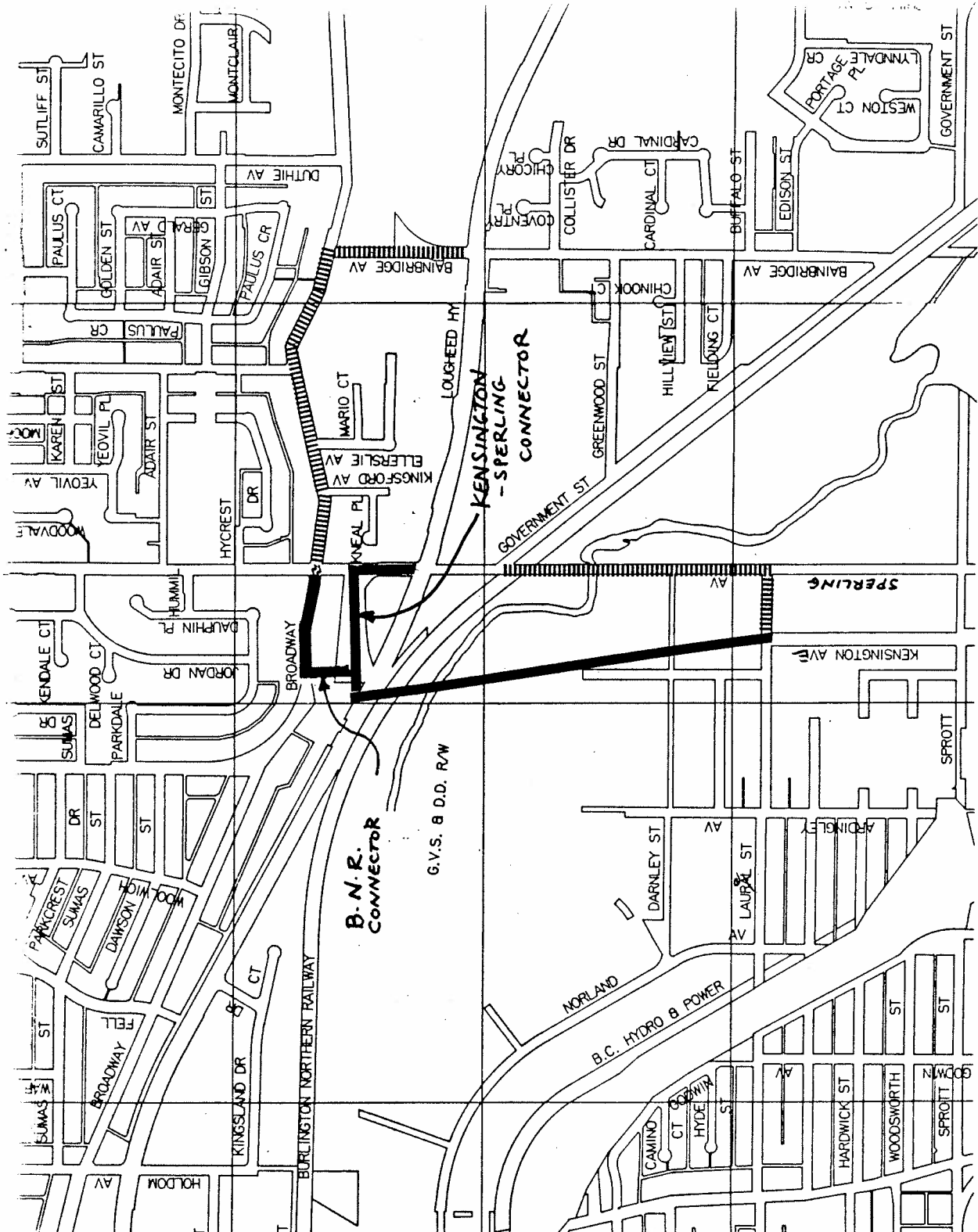

DIRECTOR ENGINEERING

HB/lmy
Attach.

cc: () Traffic Supervisor

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PROPOSED TRUCK ROUTE
 CHANGES

ADDITIONS: **—————**

DELETIONS: **|||||**