

RE: LETTER FROM MR. TOM SEWARD, PILOT CAR ASSOCIATION, WHICH APPEARED ON THE
AGENDA FOR THE NOVEMBER 28TH MEETING (3 L)
OVERSIZED LOADS ON PROVINCIAL HIGHWAYS

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 DECEMBER 06
FROM: DIRECTOR ENGINEERING

SUBJECT: OVERSIZED LOADS ON PROVINCIAL HIGHWAYS

PURPOSE: TO INFORM COUNCIL OF THE EFFECT RECENT
PROPOSED LEGISLATION PERTAINING TO
MAXIMUM PERMISSIBLE DIMENSIONS FOR
TRANSPORTING UNESCORTED LOADS ON
PROVINCIAL HIGHWAYS MAY HAVE WITHIN
THE MUNICIPAL STREET SYSTEM

RECOMMENDATIONS:

1. THAT Council inform the Ministry of the Attorney General of their opposition, due to the potential hazard to the general motoring public created by unescorted loads over 10 feet in width on Municipal streets and urban highways, to legislation permitting unescorted loads in excess of ten feet on Provincial highways.
2. THAT Mr. Seward of 4248 Cambridge Street be sent a copy of this report.

REPORT

Appearing on the Agenda of 1988 November 28 was correspondence from Tom Seward, President of the Pilot Car Association expressing concerns about the potential hazards created by proposed changes in the regulations governing oversized loads on Provincial highways.

The information contained in Mr. Seward's letter was definitely of concern to both the Engineering Department and the Burnaby R.C.M.P. Staff Sergeant Poulter of the Traffic Section prepared the attached memorandum in response to Mr. Seward's letter. The R.C.M.P. also advised us that they are not aware of any changes that have been made to allow loads up to 11'6" on Provincial highways nor have they seen any formal notification that such legislation is proposed.

The Burnaby Street and Traffic Bylaw requires loads ten feet or more in width to be escorted by at least one pilot car. If Provincial regulations were amended to exceed this limit, this could create safety hazards within the Municipality. Hastings Street, Kingsway and portions of Tenth Avenue and Canada Way are Provincial highways and all have designated travel lanes that are not as wide as 11'6". Also, all of our major roads from arterials, such as Willingdon Avenue and Imperial Street, to collectors have travel lanes less than this width.



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Even if such legislation were to apply only to Provincial highways, our concern is that with the number of highways within Burnaby the regulation of wide loads on Municipal streets becomes difficult, if not unfair. For example, it could be possible for an 11'6" load to travel from several hundred miles outside of Burnaby into Burnaby to within one block of its destination then be required to have a pilot car for this last block; this would obviously not be a logical way to conduct business.

Our recommendation is that Council inform the Ministry of the Attorney General that they are opposed to any changes in the Motor Vehicle Act that would allow loads in excess of ten feet in width to use Provincial highways within the Municipality without pilot car escort.

The contents of this report have been discussed with Mr. Seward.

DE:ka
Attach.

cc: Director Administrative & Community Services
R.C.M.P. - Traffic Section
Traffic Supervisor



E. E. Olson, P. Eng.
DIRECTOR ENGINEERING

ITEM	19
MANAGER'S REPORT NO.	77
COUNCIL MEETING	88/12/12

Canada

MEMORANDUM

NOTE DE SERVICE

TO
A 

OIC OPERATIONAL SUPPORT

FROM
DE


NCO I/C TRAFFIC SECTION

SECURITY - CLASSIFICATION - DE SÉCURITÉ	
OUR FILE/NOTRE RÉFÉRENCE	88/61061
YOUR FILE/NOTRE RÉFÉRENCE	
DATE	88-11-28

SUBJECT
OBJET

Discontinuance of Pilot Cars on Wide Loads -
Letter from Tom SEWARD, Pilot Car Association

1. This has reference to the correspondence directed to the Mayor from Mr. Tom SEWARD and received here 88-11-24, a copy of which is attached.
2. After reviewing this correspondence I consulted with Cpl. SAVINKOFF our Traffic Accident Analyst. We are of the opinion that doing away with pilot cars on loads up to 11' 6" in width would certainly be detrimental to the residents of the municipality. Should this proposal go ahead it would mean that wide loads would be leaving Highway #1 and entering the various municipalities onto roadways that are only 3.45 meters and less. Should a maximum wide load of 3.5 meters be allowed to travel the municipal roads we would have a very dangerous situation with no warning from a pilot car to advise oncoming motorists of the approaching overwidth vehicle. It is certainly a well known fact that when these oversize vehicles turn they must take more room than allotted and subsequently we are faced with another traffic hazard.
3. Cpl. SAVINKOFF advised me that approximately two and one-half months ago an oversize vehicle made a turn at the intersection of Byrne Road and Marine Way and an oncoming vehicle struck the overwidth load. It is certainly my opinion that the pilot car would have offered an early warning to the oncoming motorist and in all likelihood this incident would not have occurred.
4. In summation, it is my opinion that all oversize loads coming into the municipality definitely need to be accompanied by a pilot car at all times in order to prevent a serious injury accident or even worse, a fatal accident.


R.G. Fowler, S/Sgt.
N.C.O. i/c Traffic Section

Att.

RGP/rdj

