



Item.....
Meeting.....2014 Mar 10

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2014 March 04

FROM: DIRECTOR ENGINEERING

SUBJECT: BURNABY STREET AND TRAFFIC BYLAW 1961 – BYLAW NO. 4299

PURPOSE: To seek Council’s approval to amend the Burnaby Street and Traffic Bylaw

RECOMMENDATION:

1. **THAT** Council authorize the preparation of the necessary bylaw amendment to the Burnaby Street and Traffic Bylaw 1961 to provide more clarity on the required routing of commercial vehicles (trucks) along Scheduled Highways (truck routes) as outlined in this report.

REPORT

1.0 INTRODUCTION

The Burnaby Street and Traffic Bylaw 1961 is used to regulate all on-street activities from traffic and parking controls to special events. Schedule A (Scheduled Highway) of the bylaw establishes the truck routes within the City that must be utilized by commercial vehicles generally defined as having a licensed gross vehicle weight of over 30,000 pounds, but does not include an emergency vehicle or a public passenger vehicle. Section 40 (2) allows commercial vehicles to travel off truck routes provided that they “proceed to a point on the Scheduled Highway closest to his destination” and shall return “to the nearest Scheduled Highway by the closest and most direct highway.” The intent of Section 40 (2) is to ensure that large trucks maximize the use of truck routes to minimize impact on other streets, particularly residential streets.

2.0 DISCUSSION

The application of Section 40 (2) has been very successful in managing truck traffic along Burnaby streets, particularly when the “destination” is fairly well defined for relatively small sites. Recently, upon reviewing very large sites, such as cemeteries, there is some ambiguity in determining if such destinations are considered a particular location within the larger site, or should instead be considered as the whole site (legal lot/parcel). Clarification of this ambiguity by better defining the “destination” as a legal lot or parcel will result in enhanced protection of non-designated truck routes from truck traffic. It would prevent trucks from shortcutting through

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non-trucks routes if the site (lot/parcel) can be accessed from another location with a more direct connection to another truck route.

To account for special or unforeseen circumstances, exceptions should also be provided for subject to the approval of the Director Engineering. Therefore it is recommended that Council authorize the preparation of the necessary bylaw amendment to the Burnaby Street and Traffic Bylaw 1961 as outlined above.

Leon Gous, P. Eng. MBA
DIRECTOR ENGINEERING

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Copied to: City Manager
City Solicitor