



TRAFFIC SAFETY COMMITTEE A G E N D A

Thursday, September 17, 2020, 5:00 p.m.

Council Chamber, City Hall

4949 Canada Way, Burnaby, BC

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TRAFFIC SAFETY COMMITTEE M I N U T E S

Thursday, June 25, 2020, 5:00 p.m.
Council Chamber, City Hall
4949 Canada Way, Burnaby, BC

- PRESENT:** Councillor James Wang, Acting Chair
 Trustee Christine Cunningham, Burnaby Board of Education
(participated electronically)
 Mr. Leaf Alifu, Resident Representative *(participated electronically)*
 Ms. Grace Lai, Resident Representative *(participated electronically)*
 Mr. Saeed Michael Nasiryan Sr., Resident Representative
 Ms. Lindy McQueen, Resident Representative
 Mr. Cory Redekop, Burnaby Board of Trade
 Ms. Sue Tench, Resident Representative *(participated electronically)*
- ABSENT:** Councillor Dan Johnston, Chair
 Councillor Paul McDonell, Vice Chair *(due to illness)*
 Mr. Shamsuddin Chowdhury, District Parent Advisory Council
- ADVISORY ORGANIZATION:** Mr. Ken Robb, Burnaby HUB *(participated electronically)*
 Mr. Tom Webster, ICBC *(participated electronically)*
- STAFF:** Mr. Doug Louie, Assistant Director Engineering, Transportation Services
 Mr. Stu Ramsey, Manager, Transportation Planning
 Ms. Renee De St. Croix, Senior Long Range Planner *(participated electronically)*
 Ms. Dierdre Bostock, Long Range Planner
 Sgt. Denise McNeill, Traffic Service NCO, Burnaby RCMP
 Ms. Eva Prior, Administrative Officer
 Ms. Lauren Cichon, Council Support Assistant

1. **CALL TO ORDER**

The Administrative Officer called the meeting to order at 5:00 p.m. and concluded the roll call.

The Administrative Officer recognized the ancestral and unceded homelands of the hən̓q̓əmi̓n̓əm and Skwxwú7mesh speaking peoples, and extended appreciation for the opportunity to hold a meeting on this shared territory.

As neither Councillor Johnston, Chair, nor Councillor McDonell, Vice-Chair were in attendance, the Administrative Officer requested a motion to appoint Councillor Wang as Chair for the 2020 June 25 Traffic Safety Committee meeting.

MOVED BY MS. LINDY MCQUEEN
SECONDED BY MR. CORY REDEKOP

THAT Councillor Wang be appointed Chair for the 2020 June 25 Traffic Safety Committee meeting.

CARRIED UNANIMOUSLY

Councillor Wang assumed the Chair.

2. **MINUTES**

2.1 **Minutes of the Traffic Safety Committee Open meeting held on 2020 January 23.**

MOVED BY MR. SAEED MICHAEL NASIRYAN SR.
SECONDED BY MR. CORY REDEKOP

THAT the minutes of the Traffic Safety Committee meeting held on 2020 January 23 be now adopted.

CARRIED UNANIMOUSLY

3. **PRESENTATION**

3.1 **Burnaby Transportation Plan Update**

Ms. Dierdre Bostock, Long Range Planner (in-person) and **Ms. Renee De St Croix**, Senior Long Range Planner (via ZOOM) presented the Committee with an overview of Phase 2 of the *Burnaby Transportation Plan*.

The *Burnaby Transportation Plan (Plan)* is being undertaken in three phases, commencing in 2017 July. Each phase includes research, policy and plan development, public consultation and reporting.

Phase 1 provided direction for the Plan and determined the vision, themes, and goals. Six themes were addressed as the major topic areas: accessible; safe; healthy; green; prosperous; and connected. Public consultation engaged 2,000 individuals through 17 public events and 14 stakeholder meetings.

The update is currently in Phase 2, which is building proposals for the targets, big moves, policies, and networks to be used as the basis for the Phase 2 Public Consultation Program. The proposed targets (i.e. vision zero, mode shift, and zero emissions) enable the City to measure and monitor its progress. Key actions comprise the proposed big moves, creating change and assisting with achieving the targets. Each major transportation topic area will include a big move. Thirty-six policies are proposed to provide direction in conjunction with the major transportation topic areas (i.e. land use, public realm, and transportation; walking and accessibility; cycling; public transit; goods and services movement; and driving).

It was noted that Phase 3, will be undertaken from 2020 November to 2021 March to confirm a draft Plan, which will include actions for 36 policies and an Implementation Strategy.

In conclusion, Ms. Bostock advised that a Public Consultation Summary Report will be provided to the Committee and Council at the close of Phase 2.

In conclusion, staff announced that an online public consultation survey will be launched in July.

4. CORRESPONDENCE

4.1 Memorandum from Administrative Officer - Re: New Burnaby Transportation Plan - Phase 2

A memorandum was received from the Administrative Officer advising that Council, at the Open Council meeting held on 2020 February 10, received the above noted report seeking endorsement of the public consultation proposals and authorizing staff to initiate a process for Phase 2 public consultation towards the development of a new Burnaby Transportation Plan.

4.2 Correspondence from Megan Warden and Sheila Kenchington – Re: Pedestrian Safety at Canada Way and Burris Street

Correspondence was received from Ms. Megan Warden and Ms. Sheila Kenchington regarding pedestrian safety concerns, specifically for school children, at the intersection of Burris Street and Canada Way.

The writers advised that this intersection is a high accident area due to the volume of vehicles and the speed they are travelling. The writers observed that the space provided for pedestrians at the intersection is inadequate. They have also noted that a number of the homes near the intersection have front yard pick-up on garbage days; garbage bins are being placed on the sidewalk thereby obstructing the pedestrians ability to pass safely.

Ms. Warden and Ms. Kenchington proposed several recommendations to mitigate safety concerns on both Canada Way and Burris Street including a pedestrian overpass, safety barriers, red light cameras, and school zone signage.

Correspondence from Ms. Patti Watson, crossing guard was included in the correspondence package, outlining firsthand experiences at this intersection.

Staff provided information on the feasibility of the requested safety solutions and the majority of them were not recommended for various reasons; however, the concern about the narrow sidewalks along the east side of Burris Street, south of Canada Way will be explored by staff for future widening to help alleviate the problem.

Staff will also follow-up to ensure that sufficient time is allowed for pedestrians to cross each leg of the intersection.

Arising from discussion, the following motion was introduced:

MOVED BY MR. SAEED MICHAEL NASIRYAN SR.

SECONDED BY TRUSTEE CHRISTINE CUNNINGHAM

THAT this item of correspondence be **REFERRED** to staff.

CARRIED UNANIMOUSLY

4.3 Correspondence from Sid Mehta, SFU Ancillary Services and Moreno Zanutto, HUB Burnaby - Re: Cycling Safety on Burnaby Mountain Roads

Correspondence was received from Mr. Sid Mehta, SFU and Mr. Moreno Zanutto, HUB Burnaby regarding cycling safety on Burnaby Mountain.

The authors provided recommendations for improving cycling safety on both Burnaby Mountain Parkway and Gaglardi Way.

Staff advised that several initiatives have been undertaken to improve cycling safety in the area: bike stencils along Gaglardi Way have been repainted, additional bike lane signage has been installed, and green bike lanes have also been painted on the Burnaby Mountain Parkway approach to Gaglardi Way identifying high conflict zones. The City is currently developing an off-road urban trail along Burnaby Mountain, connecting from Centennial Way. The City is also investigating creating a half metre buffer area between the bike lane and vehicular traffic along Gaglardi Way.

Staff informed the Committee that installing physically separated barriers, eliminating high speed conflict zones and creating a protected intersection for

cyclists at Burnaby Mountain Parkway and Gaglardi Way would require a planned capital improvement.

As part of the proposed *Burnaby Transportation Plan*, development of a core network for cycling has been identified; both Gaglardi Way and Burnaby Mountain Parkway have been prioritized.

Staff undertook to provide a response to the authors.

4.4 Correspondence for Eric Mulholland - Re: Pedestrian Concerns on Humphries Avenue

Correspondence was received from Mr. Eric Mulholland regarding pedestrian safety concerns on Humphries Avenue, citing a hit and run accident that occurred in this area.

Mr. Mulholland advised that Humphries Avenue is a well-used pedestrian corridor; however, it does not have adequate sidewalks or street lighting.

Staff advised that the design phase for sidewalk, curb, gutter, boulevards and street lights is currently underway with construction anticipated for next year.

4.5 Correspondence from Abel Ayala-Smith Re: Traffic and Pedestrian Safety Concerns at Albert Street and Boundary Road

Correspondence was received from Able Ayala-Smith regarding pedestrian and traffic safety concerns at Albert Street and Boundary Road. The writer outlined the following concerns:

- unmarked intersection that is heavily used by pedestrians;
- high accident location; and
- vehicular traffic unaware that two lanes merge into one at Albert Street and Boundary Road.

Staff undertook to conduct a pedestrian count in the area. No recommendations will be made until an assessment has been completed.

4.6 Memorandum from Deputy City Clerk - Re: Truck Traffic at Burnaby Terminal

A memorandum was received from the Deputy City Clerk regarding an item of correspondence that was referred to the Traffic Safety Committee by Council at the 2020 February 24 Council meeting. The correspondence, originally sent to Trans Mountain and copied to the City, is from Ms. Kay Inglis regarding increased traffic resulting from the expansion of the Burnaby Terminal.

Ms. Inglis expressed concern regarding the increased truck traffic on the streets leading to the Burnaby Terminal, and in the surrounding neighbourhoods of Forest Grove and Ash Grove.

Staff advised that Trans Mountain, after consultation with the City, are currently directing their truck traffic to specific routes to mitigate the impact on Production Way and Forest Grove Drive. Trans Mountain is currently developing a new access route off Arden Avenue, north of Shellmont Street, which will further reduce truck traffic.

The Committee requested that staff contact Trans Mountain regarding a timeline for the completion of the Shellmont Street/Arden Avenue route and expressed concern regarding the potential for increased traffic in the area once the expansion has been completed.

Arising from discussion, the following motion was introduced:

MOVED BY MR. SAEED MICHAEL NASIRYAN SR.

SECONDED BY TRUSTEE CHRISTINE CUNNINGHAM

THAT this item of correspondence be **REFERRED** to staff for report.

CARRIED UNANIMOUSLY

4.7 Correspondence from Peter Cech - Re: Parkland Refining Traffic Issues

Correspondence was received from Mr. Peter Cech regarding increased traffic to and from Parkland Refining B.C. Ltd. (Parkland), at Gamma Avenue and Penzance Drive, and a subsequent request for traffic calming measures at Beta Avenue and Penzance Drive.

Mr. Cech advised that inbound traffic is accessing the Parkland parking lot through Capital Hill from Hastings Street; specifically the 4700 block of Cambridge Street to the 200 Block of North Beta Avenue and onto Penzance Drive.

Staff advised that a traffic count conducted in 2020 April demonstrated that the Parkland site has increased the amount of traffic to this area.

The City has introduced traffic interventions in response to the increased traffic entering and exiting the Parkland lot. Several restricted turn movements are in place, as well as temporary bulges, traffic cones and Parkland traffic control personnel at Gamma Avenue and Penzance Drive. These restrictions are in place only when the parking lot is in use.

Staff informed the Committee that in response to Mr. Cech's initial request, the City in conjunction with Parkland have committed to provide temporary

barricades and signage at North Beta Avenue and Penzance Drive. These measures will be in place while the Parkland parking lot is open to discourage the use of North Beta Avenue as an access route. The temporary restrictions will be removed when the parking lot is closed.

Mr. Cech was in the attendance observing the meeting and requested to speak to this item.

Arising from discussion, the following motion was introduced:

MOVED BY MR. SAEED MICHAEL NASIRYAN SR.
SECONDED BY MS. GRACE LAI

THAT Mr. Cech be permitted to speak to this item.

CARRIED

(OPPOSED: Ms. McQueen, Mr. Redekop)

Mr. Cech requested that the City direct traffic along Penzance Drive to Willingdon Avenue. The speaker also requested that the proposed *Burnaby Transportation Plan* address the elimination of commuter traffic through residential neighbourhoods.

Staff also provided the Committee with a brief overview of the extensive analysis and public consultation that had been conducted regarding commuter traffic volumes in the Capitol Hill area. Arising from the public consultation process, several traffic calming measures, which received support from the community, were implemented.

Arising from discussion, the following motion was introduced:

MOVED BY TRUSTEE CHRISTINE CUNNINGHAM
SECONDED BY MS. SUE TENCH

THAT staff pursue the installation of temporary barriers and signage at North Beta Avenue and Penzance Drive, as measures for the mitigation of traffic accessing the Parkland parking lot; and that staff pursue communications with Parkland in an effort to amend hours of operation.

CARRIED UNANIMOUSLY

4.8 Correspondence from Maria Molinari - Re: Speed Hump Petition for 15th Street

Correspondence was received from Ms. Maria Molinari regarding a Speed Hump Local Area Service Project for 15th Street.

Ms. Molinari advised that 15th Street is being utilized by speeding motorists to circumvent other routes that may be busier. As 15th Street does not have any

sidewalks; children, students, pedestrians and cyclists are put at higher risk by vehicular traffic. The speed humps would provide a deterrent to motorists, thereby making the street much safer.

Ms. Molinari expressed concern that a recent speed hump petition may not have garnered the support necessary as many residents in the area are tenants and ineligible to sign the petition.

Staff confirmed that the Local Area Service Project for speed humps on 15th Street was not successful. The City is currently conducting a review regarding the installation of speed humps adjacent to schools and parks. An opportunity for the installation of speed humps through this process may be available in the future.

5. **NEW BUSINESS**

Ms. Lindy McQueen

Ms. McQueen expressed concern regarding increased speeding on Canada Way, between Stanley Crescent and Morley Drive.

Sgt. McNeill advised that she will pursue this with the Burnaby RCMP Traffic Division.

Trustee Christine Cunningham

Trustee Cunningham advised that a portion of the pedestrian path, leading from Montecito Drive through Monticeto Park and ending at Halifax Street, is need of repair.

Staff undertook to follow-up.

Councillor Wang

Councillor Wang brought forward an item of correspondence from Mr. Tony Wang regarding speeding on Edinburgh Street, between North Gilmore Avenue and North Boundary Road. Mr. Wang has requested that the City implement a four way stop at Edinburgh Street and North Ingleton Avenue or install speed humps on Edinburgh Street.

Staff undertook to follow-up with Mr. Wang.

6. **INQUIRIES**

Mr. Saeed Nasiryan Sr.

Mr. Nasiryan requested an update to his original request made on 2019 July 05 regarding the introduction of lower speed limits.

Staff advised that under the *Improving Safety* theme of the *Burnaby Transportation Plan*, speed limits may be discussed as part of the public consultation phase.

7. ADJOURNMENT

MOVED BY MR. SAEED MICHAEL NASIRYAN SR.

SECONDED BY MR. CORY REDEKOP

THAT the Traffic Safety Committee meeting adjourn at 7:35 p.m.

CARRIED UNANIMOUSLY

CHAIR

ADMINISTRATIVE OFFICER

To the respected Burnaby Mayor and City Councillors,

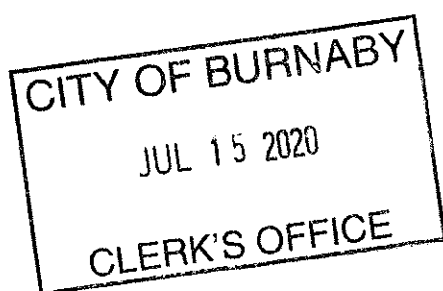
We, the residents of 6800-7100 block of Jubilee Ave, petition to the City of Burnaby to put place a resident only parking because of high volume of traffic of non-resident parking on our streets.

There is insufficient parking for the number of residents who live on Jubilee Ave. This is due to a major increase of businesses and the businesses customers who are non-residents. People are parking illegally and more than 3 hours which goes against what the by law states especially the customers from La Foret Cafe. This also raises a significant safety concern due to the high-volume traffic on our street. This higher vehicle traffic is causing personal damages on resident's vehicles due to the insufficient space of parking.

The residents received a letter from the city of Burnaby regrading the parking problem, but most of the residents did not understand the letter due to the language barrier.

We, the undersigned, are in agreeance to a resident only parking which will help reduce traffic, reduce litter, and help with parking for our residents.

<u>House Owners Name</u>	<u>Full Address</u>	<u>Phone#</u>	<u>Signature</u>
	6977 Jubilee		7/16/11
	7044 Jubilee		
	7063 Jubilee Ave		
	6953 Jubilee Ave		
	6991 Jubilee Ave		
	6992 JUBILEE		
	6921 Jubilee		
	6950 Jubilee		
	6936 Jubilee Ave		
	7030 Jubilee Ave		
	7150 Jubilee Ave		
	6922 JUBILEE AVE		



Handwritten text, likely a signature or date, appearing as "JUL 15 2020" and "CLERK'S OFFICE".

Handwritten text, possibly a name or title, appearing as "JUL 15 2020".



Residents of Jubilee Avenue
Burnaby, BC

Jul 2nd, 2020

City of Burnaby

To whom it may concern,

Regarding the Resident Parking Permit Program on Jubilee Avenue, we missed voting before the deadline due to various reasons. We hereby request that the City of Burnaby reopen the program so that the local traffic congestion can be improved for the safety and interests of not only residents but also all who pass by this area.

Below are the votes representing part of the residents who have missed the voting deadline:

Street Number	Name of Resident	In Favor of Resident Parking Permit Program(Signature)
6910		
6978		
7020		
6889		
6935		
6871		

Please consider the votes above and kindly reopen the program in your earliest convenience. Thank you.

Residents of Jubilee Avenue

Burnaby, BC

Jul 2nd, 2020

City of Burnaby

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Regarding the Resident Parking Permit Program on Jubilee Avenue, we missed voting before the deadline due to various reasons. We hereby request that the City of Burnaby reopen the program so that the local traffic congestion can be improved for the safety and interests of not only residents but also all who pass by this area.

Below are the votes representing part of the residents who have missed the voting deadline:

Street Number	Name of Resident	In Favor of Resident Parking Permit Program(Signature)

Please consider the votes above and kindly reopen the program in your earliest convenience. Thank you.

2020 SEPTEMBER 17
TRAFFIC SAFETY COMMITTEE
CORRESPONDENCE - Nathan Davidowicz

The following article was submitted to the Traffic Safety Committee by Mr. Nathan Davidowicz:

'Now Is the Time to End Traffic Fatalities. Here's a Simple Plan to Do It.'

Strong Towns (www.strongtowns.org)

By Charles Marohn – August 24, 2020

In the months since COVID-19 started spreading across North America, much of our cultural debate has been about whether or not the virus is an urgent threat or a chronic killer.

An urgent threat is something humans are wired to respond to. Our bodies have a natural fight or flight mechanism that kicks in, an instinctive response we also seem capable of engaging with as groups. When terrorists flew planes into buildings in September 2001, we responded collectively with sustained focus and a committed sense of urgency. We can imagine our ancient ancestors responding similarly when threatened by a pack of hunting lions or a hostile nomadic tribe that wandered into their path.

From an evolutionary standpoint, these instincts have obviously served us well, but so has the human tendency to accept chronic deaths, even at the point when they become preventable. Imagine if ancient humans treated every woman who died in childbirth, every person who succumbed to bacterial infection, or every warrior who died in a hunting accident as an acute emergency needing all of their focus and energy. It just wasn't possible; life needed to be lived. Today we can be thankful for the progress that wasn't crowded out by continual panicked reactions.

Knowing that our brains have both an urgent threat response as well as the capacity to adapt to a chronic killer helps us understand why some Americans experience coronavirus with panic and others with seemingly cold resignation. We're wired for both. The same can be said about the drip, drip, drip of traffic-related fatalities. Some of us see an urgent threat and are ready for aggressive action while others accept the ongoing loss of life as a chronic condition of modernity.

The difference in framing makes it difficult for people to have a conversation about what to do. Those with a sense of urgency seem extreme and fanatic. Those without it seem cold and indifferent.

Coronavirus is changing many things. The perception gap between these two perspectives may be one of them.

Less Traffic. More Death.

One thing we witnessed early-on with stay at home orders was a sharp decrease in automobile traffic. In some places there was more than a 50% drop in daily trips. Yet, despite trips being down, traffic fatalities surged. [Fewer people were driving, but more people were dying.](#)

This might seem puzzling, but it shouldn't be. Traffic congestion has a calming effect on traffic. Sharing the road with many other vehicles forces a driver to slow down, either because they have to be prepared to react to more things going on or because another vehicle is physically restraining them from full movement. [Slowing down vehicles](#) saves lives.

Turn this observation around and consider that, for times of the day when there is significant traffic on the road, all the investment in mobility is wasted. All the extra lane width, additional setbacks, recovery areas, and the like provide no added value, despite their immense cost. We might as well have narrow, calming streets where people naturally drive slowly because, for the most part, traffic conditions force people to drive slowly anyway.

With the virus-induced drop in traffic volume, what is being revealed is the incredible level of over-engineering that occurs on nearly all of our streets. Professionals have misapplied lessons from highway design, attempting to compensate for driver error on local streets with what amounts to expansive buffers. Remove the cars that routinely thwart this design and drivers naturally feel empowered to utilize the full capabilities that have been engineered for them. Speeds go up. So do fatalities.

A study of traffic deaths reveals that, in normal conditions, more fatalities occur during non-congested periods of time than during peak hours. The fatality rate per mile traveled is higher in sparsely populated areas than in those that are dense. We often explain these trends away by citing driver error or some cultural quirk but, in reality, both conditions share a similar characteristic that, due to stay-at-home orders, we now see in all streets: drivers are less inhibited by traffic from utilizing the full capabilities of the street.

Let me state what is obvious to anyone who steps back and critically observes our half-full streets: We've engineered them for high performance. We should be engineering them for safety.

The Timing is Right

The response to traffic deaths as an urgent threat tends to rely on [speed limits](#) and [aggressive enforcement](#). While both have their place, they are no match for the subliminal inducement of the driver from an over-engineered street.

Juries have been reluctant to convict drivers who kill, even those who are speeding, for the same reason most people refer to auto collisions as “accidents.” We’ve engineered driving to be a passive activity, one that requires [limited brain focus](#) under almost all conditions, the exceptions being events that are mostly random. It’s difficult to vote to punish a real living person for something that you could easily have been involved in yourself had the roll of the dice been different.

Those who experience traffic deaths as a chronic killer base their acquiescence largely on what they perceive as the prohibitive cost of change. They perceive that they will be forced to sacrifice some enjoyable aspects of modernity—such as convenience of daily travel—in order to experience a reduction in fatalities that may not even happen. They also perceive that any changes will be excessively expensive, a real cost they will share.

The economic slowdown accompanying the pandemic provides an opportunity to dramatically shift these understandings. Everyone is experiencing life with less daily travel, with fewer routine trips. We’ve adapted and made due, and for many, the lack of a long commute has improved their quality of life. The gap between theory and reality has never been smaller.

And the financial motivation to change has never been greater. [Our cities are insolvent](#). Their tax revenues have taken a severe hit, as has the capacity of their families and businesses to pay them. We’re going to be looking for ways to cut costs and improve returns. Narrowing lanes, reducing pavement, planting trees and boulevards, and generally making streets calmer and more walk-bike friendly will reduce costs and improve property values.

The time to act is now.

A Simple Plan

It took us decades to build such expansive networks of dangerous and costly streets. It’s going to take us time to unwind this mess. At Strong Towns, we recommend a sustained approach focusing on four iterative actions.

1. **Establish a response team to investigate, National Transportation Safety Board-style, every auto-related fatality in your community.** Don’t allow these incidents to be written off as merely driver error but probe and document each contributing factor, including design. Include non-technical people on the team to broaden perspectives and balance the narrow expertise of professionals.

2. **Respond to any design deficiencies rapidly using a low-cost Tactical Urbanism approach.** Study and document driver and non-driver responses to identify changes that improve safety.
3. **Take the lessons learned from investigations and tactical interventions and migrate them to other places within the community that have similar characteristics.** Study tactical interventions in these new locations to corroborate or broaden findings.
4. **Use ongoing maintenance as an opportunity to permanently implement the street designs that have been tested in your community and shown to lower speeds and improve safety.**

Every city in North America, regardless of size or affluence, has an opportunity to make their streets safer while simultaneously reducing their public cost for infrastructure maintenance, enhancing their tax base to broadly build wealth, and improving the quality of life for people living within their community. That's the essence of a Strong Towns approach, and now is the time to get started.'

Traffic Safety Committee
2020.09.17
Correspondence

From: Nathan Davidowicz
Sent: Monday, August 3, 2020 10:23 AM
To: Clerks <Clerks@burnaby.ca>
Cc: transportation <transportation@burnaby.ca>
Subject: Pedestrian Accident Lawyers in Vancouver | Klein Lawyers

<https://www.callkleinlawyers.com/pedestrian-accident/>

North Road and Lougheed Hwy is the No.1 spot in Lower Mainland for pedestrian traffic accidents.

Only an OVERPASS will help pedestrians and Cyclists. Many of them trying to get to the Lougheed SkyTrain Station and bus loop.

Please discuss this at the Traffic Safety Committee.

Yours truly
Nathan Davidowicz

TRAFFIC SAFETY COMMITTEE
2020.09.17
CORRESPONDENCE

From: Zoran Bugarinovic
To: "mayor" <mayor@burnaby.ca>
Sent: Friday, July 31, 2020 12:05:20 PM
Subject: Noise!!!!!!!!!!!!!!!!!!!!!!

Mr. Mayor,

How long will Burnaby tolerate an increase of noise in the Metrotown area?

A growing number of vehicles are deliberately producing very high level of noise. It is reflected off the also growing number of high rises in the area.

Please tell the police chief to apply the bylaws. With few noise measuring points for a couple of weeks they can provide a considerable effect.

Thank you in advance.

Zoran

From: Zoran Bugarinovic
Date: August 12, 2020 at 7:58:41 PM PDT
To: Mayor <Mayor@burnaby.ca>
Subject: Re: Noise!!!!!!!!!!!!!!!!!!!!!!

Mr. Mayor

Thanks for the response I received from Tracy Tobin, Environmental Services Officer. However, it somehow put the responsibility of reporting the perpetrators in my lap.

I was not complaining about the noisy neighbours. I was talking about the increasing noise in the whole Metrotown area.

You could not expect any citizen to wait in the street in the late of the night in order to record the licence plates of the noisy vehicles.

There is a technology for that - noise cameras. See the article:
<https://newatlas.com/uk-noise-cameras/60082/>

I did send the letter to the police but with no result. What I expect is a directive to the police coming from your office, city council and you personally.

I do not know where you live and can you sleep well, but for us here, within the area surrounded by several new reflectors (high rises), it is getting harder and harder.

Please do something about it.

Thank you,
Zoran Bugarinovic,

Find attached the email sent to Mr. Bugarinovic from Tracey Tobin, City of Burnaby Environmental Services Officer.

From: Tobin, Tracey
Sent: August 6, 2020 10:03 AM
To: Zoran Bugarinovic
Subject: RE: Noise!!!!!!!!!!!!!!!!!!!!!!

Zoran,

Your email was forwarded to me for review and response regarding vehicle noise within the Metrotown area. For your information, vehicle related noise produced on roadways is enforced under the Motor Vehicle Act, and is under the jurisdiction of the RCMP. If you have specific locations, or vehicle information, we encourage you to contact the City's non-emergency RCMP line at 604-294-7922. If there are vehicle noise issues occurring within a specific property (i.e. not on the roadway), please contact the City's Engineering Department at engineering@burnaby.ca or 604-294-7460.

Regards,

Tracey Tobin B.Sc., PBD Env. Sci., BC-CESCL

Environmental Services Officer

Direct: 604-294-7053

City of Burnaby | Engineering Department

City Hall | 4949 Canada Way | Burnaby, BC V5G 1M2

Our Vision: A world-class city committed to creating and sustaining the best quality of life for our entire community.

The contents of this email message are solely the writings, thoughts and/or ideas of the account holder and may not necessarily reflect those of the City of Burnaby. If you have any concerns regarding inappropriate use of this account please e-mail the postmaster@burnaby.ca



Meeting 2020 Sept 17
COMMITTEE REPORT

TO: CHAIR AND MEMBERS
 TRAFFIC SAFETY COMMITTEE

DATE: 2020 August 26

FROM: DIRECTOR ENGINEERING

FILE: 38000-20

SUBJECT: REGIONAL HARMONIZATION OF HEAVY TRUCK DEFINITION

PURPOSE: To recommend the adoption of the regional definition of heavy truck, and related amendments to the Burnaby Street and Traffic Bylaw

RECOMMENDATIONS:

1. **THAT** the Traffic Safety Committee recommend to Council the adoption of the regional definition of heavy truck (exceeding a licensed gross vehicle weight of 26,000 lbs) to support the harmonization of truck permitting and regulations within Metro Vancouver.
2. **THAT** Council be requested to authorize the City Solicitor to bring forward amendments to the Street and Traffic Bylaw as outlined in this report.

REPORT

1.0 INTRODUCTION

Municipal bylaw definition of a heavy truck varies throughout Metro Vancouver. The lack of a common definition creates challenges for municipal and provincial enforcement, and frustrates goods movement and the trucking industry. The need for harmonization has been recognized in the region for some time, and during the past three years, a collective effort led by TransLink with municipal and industry input, had taken place to address this challenge.

This report provides information on the status of regional harmonization of heavy truck definition and recommends amendments to the City's *Street and Traffic Bylaw* to align it with the region's definition.

2.0 POLICY SECTION

The proposed bylaw amendments are aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan.

To: Chair and Members Traffic Safety Committee

From: Director Engineering

Re: Regional Harmonization of Heavy Truck
Definition

2020 August 26.....Page 2

Goal

- A Connected Community
 - Partnership –
Work collaboratively with businesses, educational institutions, associations, other communities and governments
- A Dynamic Community
 - Economic opportunity –
Foster an environment that attract new and supports existing jobs, businesses and industries

3.0 BACKGROUND

In June of 2017, TransLink adopted the Regional Goods Movement Strategy with a vision to *deliver goods and services efficiently and reliably in a way that supports our prosperity and protects the environment, health, safety and livability of our community*. To support this vision, the Strategy identified a number of actions, including the development of a common definition of heavy trucks in order to support the harmonization of truck permitting and regulations.

On 2018 January 18, TransLink's Regional Transportation Advisory Committee (RTAC), comprised of senior transportation staff from member municipalities, unanimously endorsed the following recommendations to attain greater regional harmonization on the definition and the regulatory process of truck movement in the region:

1. *Adopt a revised common reference to the weight of heavy trucks for the purpose of limiting through travel to designated truck routes as applicable, and by extension revise the previous reference; and*
2. *Harmonize heavy truck weights and dimension limits by incorporating aspects of the BC Commercial Transport Regulations (CTR) in the By-law.*

The above recommendations have received support from the Commercial Vehicle Safety and Enforcement Branch of the provincial Ministry of Transportation and Infrastructure, and from the Port of Vancouver's Project Cargo Working Group represented by key goods movement and industry stakeholders. Region-wide concurrence has also been garnered for the harmonization process from other regulators and stakeholders.

4.0 DISCUSSION

After extensive review and consideration, TransLink's RTAC recommended the adoption of a heavy truck definition consistent with the US Federal Highways Administration (FHWA) Class 6 commercial vehicle (three-axle, single unit truck) exceeding a licensed gross vehicle weight (GVW) of 26,000 pounds (or 11,800 kg). The FHWA classification

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and definition is widely recognized as a standard among commercial vehicle manufacturers and the trucking industry throughout North America. As well, 26,000 pounds (or 11,800 kg) is the standard weight used in the nation-wide inter-provincial agreement on vehicle registration from which a truck below this weight is temporarily exempt from registration and licensing in other provinces and permitted to operate as if the truck was in its home jurisdiction for up to 90 days within a calendar year.

The City's current *Street and Traffic Bylaw* does not use the term "heavy truck" but instead uses the term "Commercial Vehicle", which is defined in two different sections of the Bylaw: Sections 2(2) and 39(2). The definition of "Commercial Vehicle" set out in Section 2(2) applies wherever the term is used throughout the Bylaw, except for the purposes of Sections 39 to 57 of the Bylaw, while the definition of "Commercial Vehicle" set out in Section 39(2) only applies to Sections 39 to 57 of the Bylaw. Sections 39 to 57 of the Bylaw deal with truck routes, permitting and enforcement matters. This report and the City's effort to harmonize with the region-wide definition are focused only on the definition of "Commercial Vehicle" in Section 39(2) of the Bylaw.

Section 39(2) currently defines "Commercial Vehicle" as "a commercial vehicle, semi-trailer and trailer as defined in the "Department of Commercial Transport Act" having a licensed gross vehicle weight over 30,000 pounds, but does not include an emergency vehicle or a public passenger vehicle as defined in the "Motor Carrier Act"". To harmonize with TransLink's regional definition of a heavy truck, Section 39(2) of the Bylaw is proposed to be amended by lowering the GVW for a "Commercial Vehicle" to 26,000 pounds.

Currently, a "Commercial Vehicle" having a licensed GVW of over 30,000 pounds is restricted to designated streets shown on the Burnaby Truck Route Map (see Figure 1). Commercial vehicles accessing sites off the designated truck routes must use the shortest possible route from the site to the nearest truck route. The proposed amendment of the GVW for a "Commercial Vehicle" from 30,000 pounds to 26,000 pounds will effectively increase the regulatory coverage of trucks currently operating on City streets. The proposed change will require those trucks that are currently not regulated (between 26,000 pounds and 30,000 pounds GVW) to start operating on designated truck routes and adhere to applicable *Street and Traffic Bylaw* requirements. This will result in increased protection of neighbourhoods from large trucks and reduced pavement degradation on streets that are not designated as truck routes. The proposed change will also reduce confusion and allow for increased efficiencies in managing and enforcing heavy truck traffic in the City. Overall, the harmonization of the "Commercial Vehicle"/heavy truck definition will be a benefit to the City.

To date, almost every municipality within Metro Vancouver has officially adopted the definition of heavy trucks as recommended by TransLink's RTAC.

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5.0 FINANCIAL IMPLICATIONS

There are no cost implications to the City for changing the definition of “Commercial Vehicle” in Section 39(2) of the *Street and Traffic Bylaw*. Existing truck routes signs have been erected without weight limits and therefore will not require replacement in order for them to accommodate the new definition. The City will monitor the initial period when the new weight limit comes into effect and then determine the need to upgrade the truck route signs.

6.0 PROPOSED BYLAW AMENDMENTS

1. THAT Section 13(3)(e) of the *Street and Traffic Bylaw* be amended by replacing the words “30,000 G.V.W.” with the words “26,000 pounds G.V.W.”
2. THAT the references to “Department of Commercial Transport Act” in Sections 39(1), 47(5)(c), 50(b), and 55 of the *Street and Traffic Bylaw* be deleted and replaced with “Commercial Transport Act”.
3. THAT the definition of “Commercial Vehicle” in Section 39(2) of the *Street and Traffic Bylaw* be repealed and replaced with wording the same or similar to the following:

““Commercial Vehicle” means a commercial vehicle, semi-trailer and trailer as defined in the “Commercial Transport Act” having a licensed gross vehicle weight over 26,000 pounds, but does not include an emergency vehicle or a public passenger vehicle as defined in the “Motor Carrier Act”.”

7.0 CONCLUSION

The adoption of a common reference to the weight of heavy trucks (over 26,000 pounds GVW) throughout Metro Vancouver will support the harmonization of truck permitting and regulations. A review of the specific definition recommended by TransLink’s Regional Transportation Advisory Committee found that there will be an overall benefit to the City. Therefore it is recommended that Council approve the above proposed amendments to Burnaby’s *Street and Traffic Bylaw*, as outlined in Section 6.0 of this report, and direct the City Solicitor to prepare the necessary bylaw amendments.

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Attachment

Copied to: City Manager
City Solicitor
Director of Public Safety and Community Services
Director of Planning and Building

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FIGURE 1 – BURNABY TRUCK ROUTE MAP

