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.

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

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.

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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DIRECTOR ENGINEERING

PL/DL:nh

Attachment

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

FIGURE 1 – BURNABY TRUCK ROUTE MAP

