



# City of Port Moody

Report/Recommendation to Council

Date: December 9, 2021  
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division  
Subject: Updating the Street, Traffic, and Public Places Bylaw

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### Purpose

To propose an amendment bylaw to update the truck definition and the Major Road Network in the Street, Traffic, and Public Places Bylaw, 1981, No. 1528.

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### Recommended Resolution(s)

**THAT City of Port Moody Street, Traffic, and Public Places Bylaw, 1981, No. 1528, Amendment Bylaw No. 21, 2022, No. 3333 be read a first, second, and third time as recommended in the report dated December 9, 2021 from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Updating the Street, Traffic, and Public Places Bylaw.**

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### Background

In 2018, TransLink contacted the City requesting assistance in harmonizing truck-related definitions and regulations (**Attachment 1**). This was part of an effort by TransLink to harmonize truck-related definitions and regulations in relevant bylaws in all Metro Vancouver municipalities. TransLink has received letters of support for this effort from the Ministry of Transportation and Infrastructure, the BC Trucking Association, and the Project Cargo Working Group that includes several private transport companies and organizations.

Separately, at the Regular Council meeting held on March 8, 2016 , Council passed the following resolution:

RC16/094

THAT an amendment bylaw be drafted to correct the designation of the entirety of Clarke Street as part of the MRN.

# Considered at the January 11, 2022 Council meeting

## Discussion

### Truck Definition

The work by TransLink to harmonize truck definitions and regulations across Metro Vancouver municipalities aims to improve the consistency, certainty, and efficiency of permit application and review processes. Comments from industry in support of the initiative note that harmonization will improve understanding and compliance by the trucking industry, thereby improving safety.

Most Metro Vancouver municipalities have adopted a heavy truck definition establishing a weight threshold of 11,800kg as the determining criterion. However, the City’s Street, Traffic, and Public Places Bylaw currently in force establishes that weight threshold at 10,000kg. The proposed amending bylaw (**Attachment 2**) would update the weight threshold in the Street, Traffic, and Public Places Bylaw to 11,800kg.

### Correction of Clarke Street Designation

Currently, the Street, Traffic, and Public Places Bylaw identifies the entirety of Clarke Street as part of the Major Road Network (MRN). However, Clarke Street from Barnet Highway to Highview Place is not part of the MRN. The proposed amending bylaw (**Attachment 2**) would update Schedule B to correctly identify Clarke Street from Barnet Highway to Moody Street as part of the MRN.

### Next Steps

The Street, Traffic, and Public Places Bylaw would benefit from reorganization and modernization, which would enable it to better address evolving issues. Infrastructure Engineering Services staff intend to revisit this bylaw next year in a more comprehensive manner and solicit feedback from the Transportation Committee.

## Other Option(s)

If Council opts to not pass the amendment bylaw, the City’s definition of a truck would remain uncoordinated with other municipalities in Metro Vancouver. Also, Clarke Street west of Barnet Highway to Highview Place would continue to be incorrectly identified as part of the MRN. For these reasons, no other options are being presented.

## Financial Implications

There are no financial implications from this recommendation.

## Communications and Civic Engagement Initiatives

City staff have been engaging with TransLink staff.

## Council Strategic Plan Objectives

The proposed change aligns with the City’s strategic priority towards Exceptional Service and the following strategic action:

- Form effective relationships with service delivery partners, industries, and stakeholders to improve service delivery: Strengthen relationships with other levels of government, First Nations, community groups, and partners.

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## Attachment(s)

1. Letter from TransLink Re: Request for Assistance to Harmonize Truck-Related Definitions and Regulations.
2. City of Port Moody Street, Traffic, and Public Places Bylaw, 1981, No. 1528, Amendment Bylaw No. 21, 2022, No. 3333.

## Report Author

Geoffrey Keyworth

Transportation Engineer

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## Report Approval Details

Document Title:	Updating the Street, Traffic, and Public Places Bylaw.docx
Attachments:	- Attachment 1 - Letter from TransLink.PDF - Attachment 2 - Street, Traffic, and Public Places Bylaw, Amendment Bylaw No. 21, No. 3333.pdf
Final Approval Date:	Dec 23, 2021

This report and all of its attachments were approved and signed as outlined below:

Jeff Moi, General Manager of Engineering and Operations - Dec 21, 2021 - 10:16 AM

Dorothy Shermer, Corporate Officer - Dec 21, 2021 - 1:48 PM

Lindsay Todd for Rosemary Lodge, Manager of Communications and Engagement - Dec 21, 2021 - 2:31 PM

Paul Rockwood, General Manager of Finance and Technology - Dec 21, 2021 - 2:56 PM

Tim Savoie, City Manager - Dec 23, 2021 - 8:05 AM

# Considered at the January 11, 2022 Council meeting

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## TransLink

400 - 287 Nelson's Court  
New Westminster, B.C.  
V3L 0E7 Canada  
Tel 778.375.7500  
translink.ca

South Coast British Columbia  
Transportation Authority

February 6, 2018

Jeff Moi  
General Manager of Engineering & Operations  
City of Port Moody  
PO Box 36, 100 Newport Drive  
Port Moody, British Columbia  
V3H 3E1

Dear Jeff:

**Re: Request for Assistance to Harmonize Truck-Related Definitions and Regulations.**

At its meeting held January 18, 2018, the Regional Transportation Advisory Committee (RTAC) unanimously endorsed two recommendations that would streamline and harmonize the movement of goods in the region. The two recommendations endorsed by RTAC are:

- adopt a revised **common definition of a heavy truck** for the purpose of limiting through-travel to designated truck routes as applicable, and by extension rescind the previous definition;
- **harmonize heavy truck weights and dimensions limits** by adopting the BC Commercial Transport Regulations (CTR), as amended from time to time, by reference in municipal bylaws.

Adopting the common definition of a heavy truck and the BC CTR by reference will increase regulatory consistency in the region and enable future further enhancements in regional goods movement.

Acting on the recommendations may require municipal bylaw amendments and council approvals to move forward with implementation. TransLink is requesting your assistance to initiate the implementation process by:

1. Assessing whether bylaw changes are required in your municipality; and as applicable:
2. Preparing reports to council;
3. Referring the recommendations to council for review and decision.

Enclosed you will also find two letters of support for these initiatives from Commercial Vehicle Safety and Enforcement (CVSE) and industry stakeholders represented on the Port of Vancouver's Project Cargo Working Group (PCWG).

# Considered at the January 11, 2022 Council meeting

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February 6, 2018

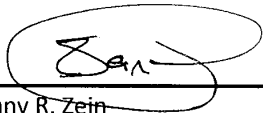
Re: Request for Assistance to Harmonize Truck-Related Definitions and Regulations

RTAC identified the summer of 2019 as a reasonable target to implement both recommendations. To assist, TransLink is offering the following:

- A briefing package to support the recommendations, which has been provided to your RTAC representative.
- Technical advice and assistance in preparation of reports and presentations;
- Attending council meetings to answer questions, and/or presentations to councils, upon request;
- Cost-sharing for the replacement or updating of existing truck route signs that refer to the previous common definition of a heavy truck.

We look forward to working with you and your staff on this initiative. If you have any questions or require additional information please contact Greg Kolesniak, Project Manager, Roads & Goods Movement Initiatives @ 778-375-6798 or email [greg.kolesniak@translink.ca](mailto:greg.kolesniak@translink.ca).

Sincerely,



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Sany R. Zein

Vice President, Infrastructure Management & Engineering  
South Coast British Columbia Transportation Authority (TransLink)

Attach.

cc: Mark Halpin, Transportation Eng. Technologist (RTAC)  
Greg Kolesniak, Project Manager, Roads & Goods Movement Initiatives, TransLink

# Considered at the January 11, 2022 Council meeting

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Ministry of  
Transportation  
and Infrastructure

January 17, 2018

Greg Kolesniak  
Project Manager  
Roads and Goods Movement Initiatives  
TransLink  
[Greg.Kolesniak@translink.ca](mailto:Greg.Kolesniak@translink.ca)

**Re. Common Regional Heavy Truck Definition and Adopting the BC Commercial Transport Regulations by Reference in Municipal Bylaws.**

Dear Greg:

I am writing to express support on behalf of the Commercial Vehicle Safety and Enforcement (CVSE) Branch for two of the recommendations that TransLink and the Regional Transportation Advisory Committee (RTAC) are preparing to refer for review and decision to municipal councils in Metro Vancouver.

We are in favour of municipal initiatives to harmonize and streamline bylaws, policies, and practices governing the movement of heavy commercial vehicles. This work has the potential to improve understanding and compliance by the trucking industry, thereby improving safety. The recommendation to harmonize municipal vehicle weight and dimensions limits by adopting the BC Commercial Transport Regulations by reference aligns with this view.

There is no equivalent to the definition of a heavy truck for the purposes of limiting travel to designated truck routes in Provincial legislation or policy. Nevertheless, we support adopting the revised common truck definition on the grounds that it will simplify and streamline the regulatory environment for heavy commercial vehicles that operate in the Lower Mainland, and that the proposed weight threshold of 11,794 kg licensed gross vehicle weight aligns with Provincial regulations and policies.

We also look forward to continuing our participation on the Commercial Vehicle Working Group (CVWG) and exploring opportunities to collaborate and partner with TransLink and local governments on advancing the recommendations of the Multi-Jurisdictional Permitting Pre-Feasibility Study (MJPPFS).

Sincerely,

A handwritten signature in cursive script that reads "Jan Lansing".

Jan Lansing  
Manager Commercial Transport  
Commercial Vehicle Safety Enforcement  
Ministry of Transportation and Infrastructure

# Considered at the January 11, 2022 Council meeting

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January 6, 2018

Translink  
Suite 400 - 287 Nelson's Court,  
New Westminster, BC,  
Canada  
V3L 0E7

Attention: Mr. Greg Kolesniak

Dear Mr. Kolesniak,

**Re: TransLink Multi-Jurisdictional Permitting Pre-Feasibility Study**

This is a joint-letter of support from the Project Cargo Working Group (PCWG) for TransLink's Multi-jurisdictional Permitting Pre-Feasibility Study. We write to you to express our support for the Study's findings and recommendations.

The PCWG consists of members from the Port of Vancouver, Port Terminal Operators, International Shipping Companies, the Chamber of Shipping of BC, Heavy Haul Trucking Companies and the BC Trucking Association. The PCWG has been actively working since 2013 to support and increase the flow of goods from International markets to support major projects in Western Canada.

The current permitting and transport system in BC for project cargo remains heavily challenged and inefficient, causing the loss of significant volumes of high value project cargo that is moved through U.S. ports to Western Canadian projects. Solutions exist to streamline processes to allow for the smooth and reliable movement of project cargo through BC corridors, including the Lower Mainland. The PCWG has done substantial work with the BC Ministry of Transportation and Infrastructure (MOTI) with the goal of establishing pre-approved corridors from BC Ports to key destinations in BC and Alberta. The Pre-feasibility Study aligns very well with these objectives and we support the direction TransLink and the involved municipalities are following in the recommendations within the study.

Time is of the essence, as significant volumes of project cargo continue to flow through US West Coast and Gulf Ports and viable alternative corridors continue to be established. The impact on the BC and Canadian economy is very significant through the loss of port, trucking and ancillary jobs and the cost impact of far longer transportation routes on Western Canadian projects is substantial.


We encourage TransLink and all Metro Vancouver municipalities to act promptly on the recommendations of the study, and work in conjunction with the BC MOTI to ensure a coordinated and timely solution to this important initiative.



# Considered at the January 11, 2022 Council meeting

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Sincerely,

  
ON BEHALF OF

**The Members of the Project Cargo Working Group;**

The Chamber of Shipping of British Columbia  
The British Columbia Trucking Association  
The Port of Vancouver  
Western Stevedoring (Operators of Lynnterm Terminal)  
Fraser Surrey Docks  
Oldendorff Carriers  
Triton Transport  
Mullen Transport  
Apex Industrial Movers

## **Background**

In 2013 the Project Cargo Working Group (PCWG) was established to investigate opportunities to increase project cargo volumes through the gateway and capture financial benefits for the region as opposed to losing opportunities to competing gateways in the United States. Through its work, the PCWG identified the British Columbia permit process as a major deterrent for shippers to route project cargo through the Province. Consistent with the working group's recommendations, the MoTI has committed to establish two 125 metric tonne corridors with specified dimensions under its Transportation Plan – "BC on the Move".

The primary goal of a permit process revision is to remove cost, delay and uncertainty from the current process. Completion of the corridor designation is contingent upon pre-engineered routes to be used by defined truck trailer configurations. Truck configurations that fall within the specified parameters will be approved 48 hours from the time of application and without the requirement to pay for expensive and lengthy engineering reports, as is currently required. The international shipping industry continues to enquire about the status of this initiative in anticipation of routing future major resource projects through the gateway.



# City of Port Moody

## Bylaw No. 3333

A Bylaw to amend City of Port Moody Street, Traffic and Public Places By-law, 1981 (No. 1528) to update the weight classification for trucks and the Major Road Network.

The Council of the City of Port Moody enacts as follows:

### 1. Citation

- 1.1 This Bylaw may be cited as City of Port Moody Street, Traffic, and Public Places Bylaw, 1981, No. 1528, Amendment Bylaw No. 21, 2022, No. 3333.

### 2. Amendments

- 2.1 City of Port Moody Street, Traffic and Public Places By-law, 1981 (No. 1528) is amended by replacing all instances of “10,000kg” and “10,000 kg” with “11,800kg”.
- 2.2 Bylaw No. 1528 is further amended by replacing the following table in Schedule B:

<b>Major Road Network</b>
First Avenue
Barnet Highway from Burnaby Border to St Johns Street
Barnet Hwy from St Johns Street / Dewdney Trunk Road to Coquitlam Border
Bedwell Bay Road from Belcarra Border to Anmore Border
Bedwell Bay Road from Anmore Border to Sunnyside Road / 1 Avenue
Clarke Road
Clarke Street
Guildford Way
loco Road
Moody Street from St. Johns Street to Murray Street
Murray Street
St. Johns Street

with the following table:

# Considered at the January 11, 2022 Council meeting

<b>Major Road Network</b>
First Avenue
Barnet Highway from Burnaby Border to St Johns Street
Barnet Hwy from St Johns Street / Dewdney Trunk Road to Coquitlam Border
Bedwell Bay Road from Belcarra Border to Anmore Border
Bedwell Bay Road from Anmore Border to Sunnyside Road / 1 Avenue
Clarke Road
Clarke Street from Barnet Highway to Moody Street
Guildford Way
loco Road
Moody Street from St. Johns Street to Murray Street
Murray Street
St. Johns Street

### 3. Severability

3.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

**Read a first time** this \_\_\_ day of \_\_\_\_\_, 20\_\_.

**Read a second time** this \_\_\_ day of \_\_\_\_\_, 20\_\_.

**Read a third time** this \_\_\_ day of \_\_\_\_\_, 20\_\_.

**Adopted** this \_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
R. Vagramov  
Mayor

\_\_\_\_\_  
D. Shermer  
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3333 of the City of Port Moody.

\_\_\_\_\_  
D. Shermer  
Corporate Officer