

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: May 26, 2025

TO: Mayor and Council

FROM: Corrine Haer, P.Eng., Manager, Engineering

SUBJECT: Street and Traffic Bylaw Amendments-Truck Definition Harmonization

RECOMMENDATION

THAT Council receive the May 26, 2025, corporate report from the Manager of Engineering, titled “Street and Traffic Bylaw Amendments -Truck Definition Harmonization”.

EXECUTIVE SUMMARY

The purpose of this corporate report is to recommend amendments to the City’s *Street and Traffic Bylaw* in harmonization with the recommendations endorsed by the Regional Transportation Advisory Committee (RTAC), focusing on updating the (heavy) truck definition, including the weight of “heavy truck” as a vehicle with a gross vehicle weight (GVW) greater than 11,794 kg, and dimensions by adopting *Motor Vehicle Act Regulations* and *Commercial Transport Regulations*, with regulations pursuant to this bylaw for synchronization and consistency with revisions over time. Attached as Appendix A is the

BACKGROUND

The truck bylaw harmonization aligns with the regional direction set by *Moving the Economy: A Regional Goods Movement Strategy for Metro Vancouver* (RGMS). Truck definition harmonization is intended to clarify and simplify regulations that apply to the movement of goods by truck in Metro Vancouver, with the intent of reducing administrative workloads for municipalities and industry, improving compliance, reducing risk, and improving efficiency.

The RGMS identifies that commercial vehicle weight and dimension regulations, permit policies and enforcement vary across Metro Vancouver municipalities and provincial highways. These discontinuities contribute to confusion for operators, low compliance, and administrative workload for the public and private sectors. The RGMS calls on action to harmonize truck permitting and regulations, including both vehicle weight and dimension and a centralized regional permit system. Responding to this action, the Regional Transportation Advisory Committee created the Commercial Vehicle Working Group (CVWG) to identify and pursue regional harmonization opportunities.

Under the guidance of the CVWG, the region has pursued a harmonized definition of a heavy truck as a vehicle with a gross vehicle weight (GVW) greater than 11,794 kg. The CVWG also endorsed a recommendation that municipalities update their bylaws that define the permissible weights and dimensions of legal vehicles to reference the BC Commercial Transport

Regulations. Legal vehicles are those that do not require oversize and/or overweight permits to operate in the region. This step is necessary to harmonize oversize/overweight vehicle and / or load policies.

The City's pursuit of truck definition harmonization to update the *Street and Traffic Bylaw 1999, No 1529* (Bylaw) aligns with Strategies and Actions outlined in the City's *Integrated Transportation & Infrastructure Master Plan* (ITIMP). Amendments to the bylaw are included under Agenda Item 9.

LEGAL IMPLICATIONS

City staff drafted bylaw updates based on the consultant's recommendations, which the City's solicitor reviewed, having Surrey and Delta bylaws of the same nature as the reference.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

In developing the recommended bylaw updates, staff collaborated with internal departments to ensure a comprehensive and sound approach. In addition to Engineering and Municipal Operations, the departments involved in this process as stakeholders included Planning & Development Services and White Rock RCMP. Each department provided valuable input and expertise to help shape the bylaw updates and ensure successful implementation.

OPTIONS / RISKS / ALTERNATIVES

The following alternate option is available for the Council's consideration:

1. Maintain the current bylaws without any changes.

Most municipalities (98%) in Metro Vancouver have already updated their pertinent bylaws with truck definition harmonization; the city is working to catch up and align its updates with the regional truck policy to prepare to participate in a centralized regional permit system once it becomes available. Failure to do so could result in inconsistencies of the truck definitions within the regional municipalities potentially delaying the launch of the centralized permitting system or excluding the city from its implementation.

CONCLUSION

This report provides the Council with information on bylaw amendments required to harmonize the truck definition and support a multi-jurisdictional permit platform. Staff request the Council's endorsement of the subsequent bylaw amendments brought forward concurrently with this report and under Agenda Item 9 and give 1st, 2nd and 3rd readings to the City of White Rock "Street and Traffic Bylaw, 1999, No. 1529, Amendment No. 11, 2025, No. 2545."

Respectfully submitted,

Approved by,



Corrine Haer, P.Eng.
Manager, Engineering



Jim Gordon, P.Eng.
Director, Engineering & Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Draft “Street and Traffic Bylaw, 1999, No., 1529, Amendment No. 11, 2025,
No. 2545