



# TransLink's Goods Movement Program

RTM User Group Meeting  
April 8, 2024



Together all the way



# Outline

- **Regional Goods Movement Priorities (Transport 2050)**
- **Freight Market Sectors and the Truck Route Network**
- **Examples of the application of the Regional Travel Model**

# Regional Goods Movement Priorities Identified in the RGMS & T2050/10YP (AFE)

## 1. Improve the emission profile of the medium and heavy-duty truck fleet:

- Address tampering with emission control systems
- Consider other supportive regulatory requirements – e.g., registration requirements for older trucks, emissions hotline etc.

## 2. Expand Long Combination Vehicle (LCV) operations

- Increase the extent of the LCV network in Metro Vancouver
- Explore feasibility of LCV staging areas (hubs)

## 3. Plan and budget for road infrastructure impacts of heavier Zero Emission Freight Vehicles (ZEFVs)

- Pavement and structural overload studies (trucks and buses)
- Quantify benefits and costs, including knock on effects of addressing pavement structural deficiencies (i.e., increased GHG emissions)

## 4. Conduct Urban Freight Research Studies and Pilots for loading zone/curb space management, smaller-scale e-commerce deliveries, freight priority measures

## 5. Mitigate impacts on goods movement from “People-first Streets” initiatives

- Quantify the economic value of the Truck Route Network (TRN) and identify key goods movement corridors
- Prioritize key corridors for investment to ensure they continue to serve the regional, provincial, and national economies



## 6. Work with the Province, industry and other partners to help carriers transition to freight vehicles more suitable for operating in urban environments

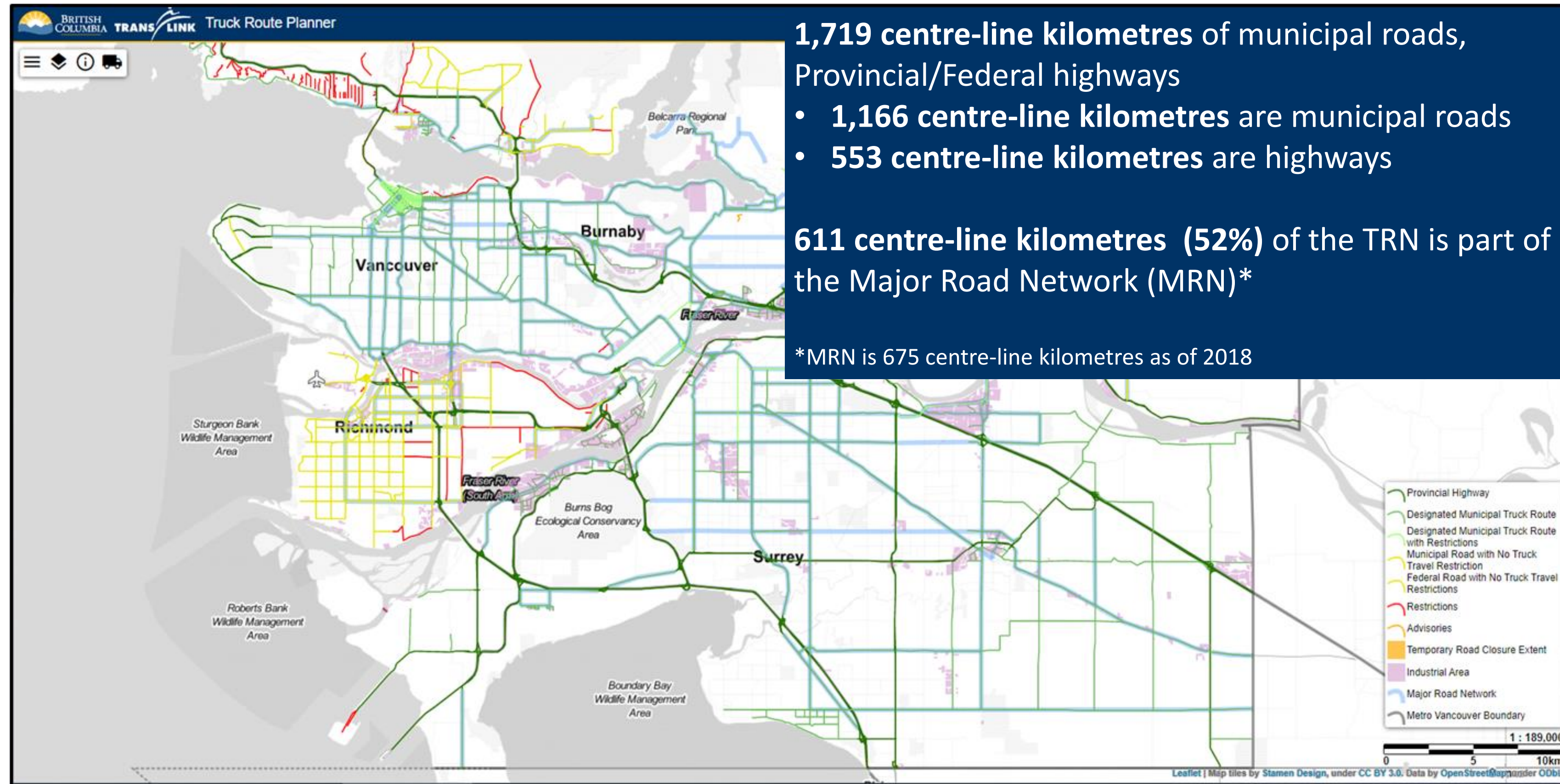
- Reduce the footprint of local delivery vehicles that operate in Metro Vancouver

## 7. Harmonize truck definitions and regulations across the region.

- Adopt a common regional definition of a heavy truck and align weights and dimensions requirements for standard trucks
- Work towards Multi-jurisdictional Permitting (MJP) for oversize-overweight trucks



# Extent of the Truck Route Network (TRN)



# Purpose of Designated Truck Routes

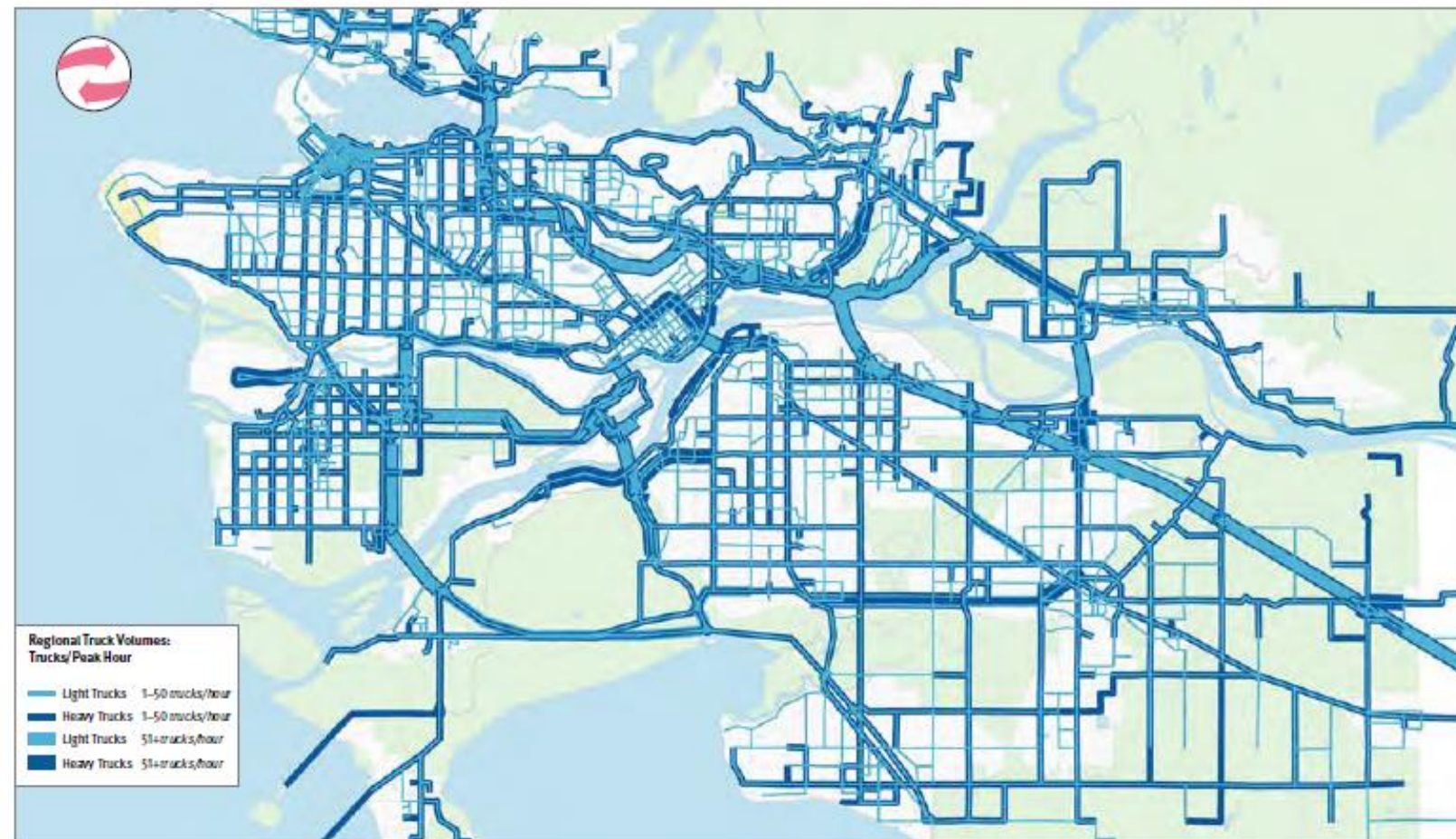
- **Establish which roads trucks must use for through-travel:**
  - Can use roads that are not designated truck routes, but only for local deliveries;
  - Must use the most direct route between a truck route and the local origin/destination.
- **Truck routes have desirable characteristics:**
  - Geometric design – e.g., wide lanes (min. 3.3 m), appropriate turn radii, adequate height clearances (min. 4.30 m) etc. to facilitate safe movement of trucks;
  - Connect industrial lands, marine terminals, airports, and logistics centres to facilitate the efficient movement of trucks and support the economy;
  - To the greatest extent possible, avoid residential areas to minimize impacts on local communities.





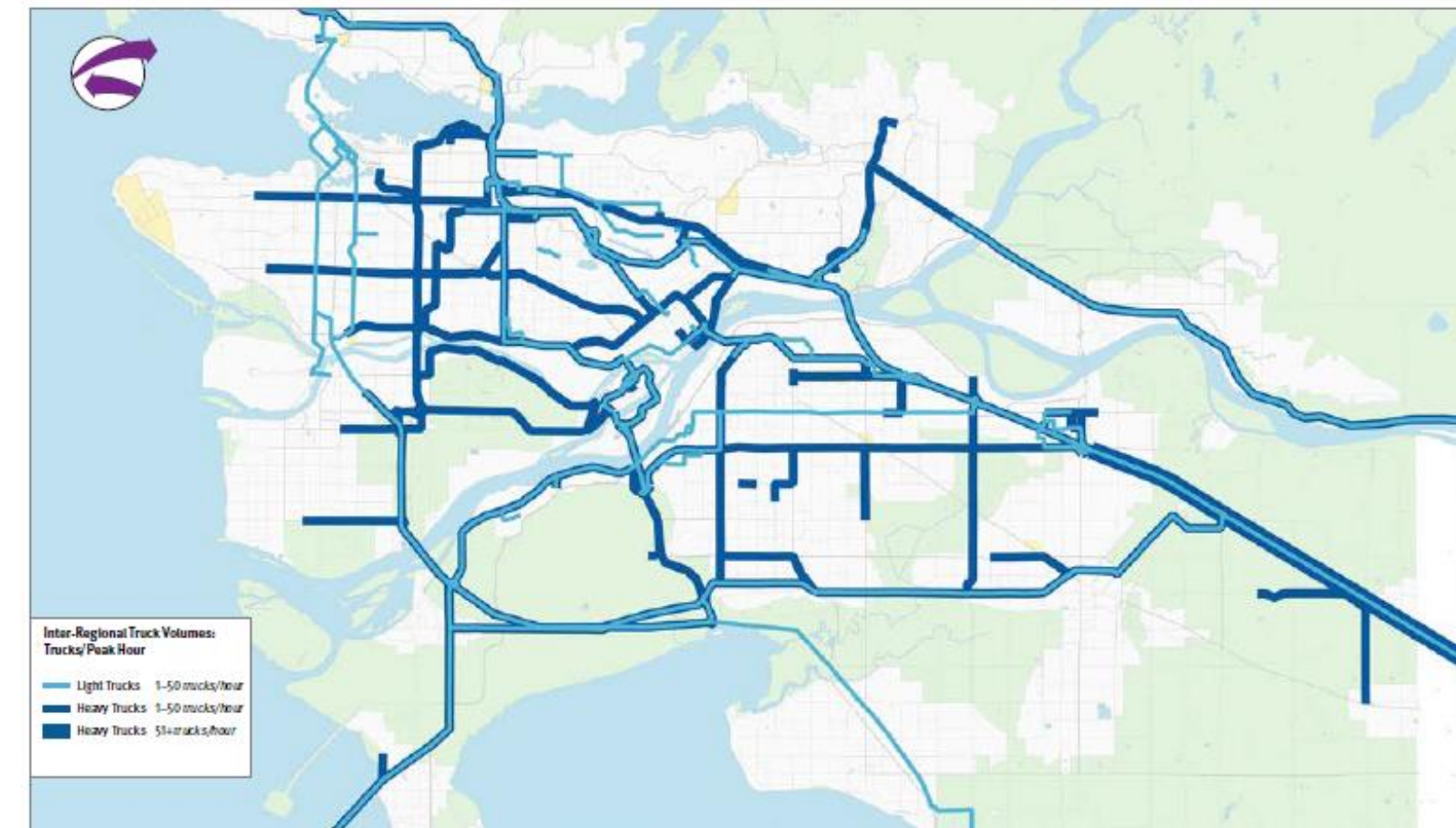
# Freight Market Sectors

## Regional Sector



- Trips with origin and destination within the region
- Uses the full extent of the truck route network
- 50% percent of heavy truck trips and 95% of light truck trips in the region

## Inter-Regional Sector

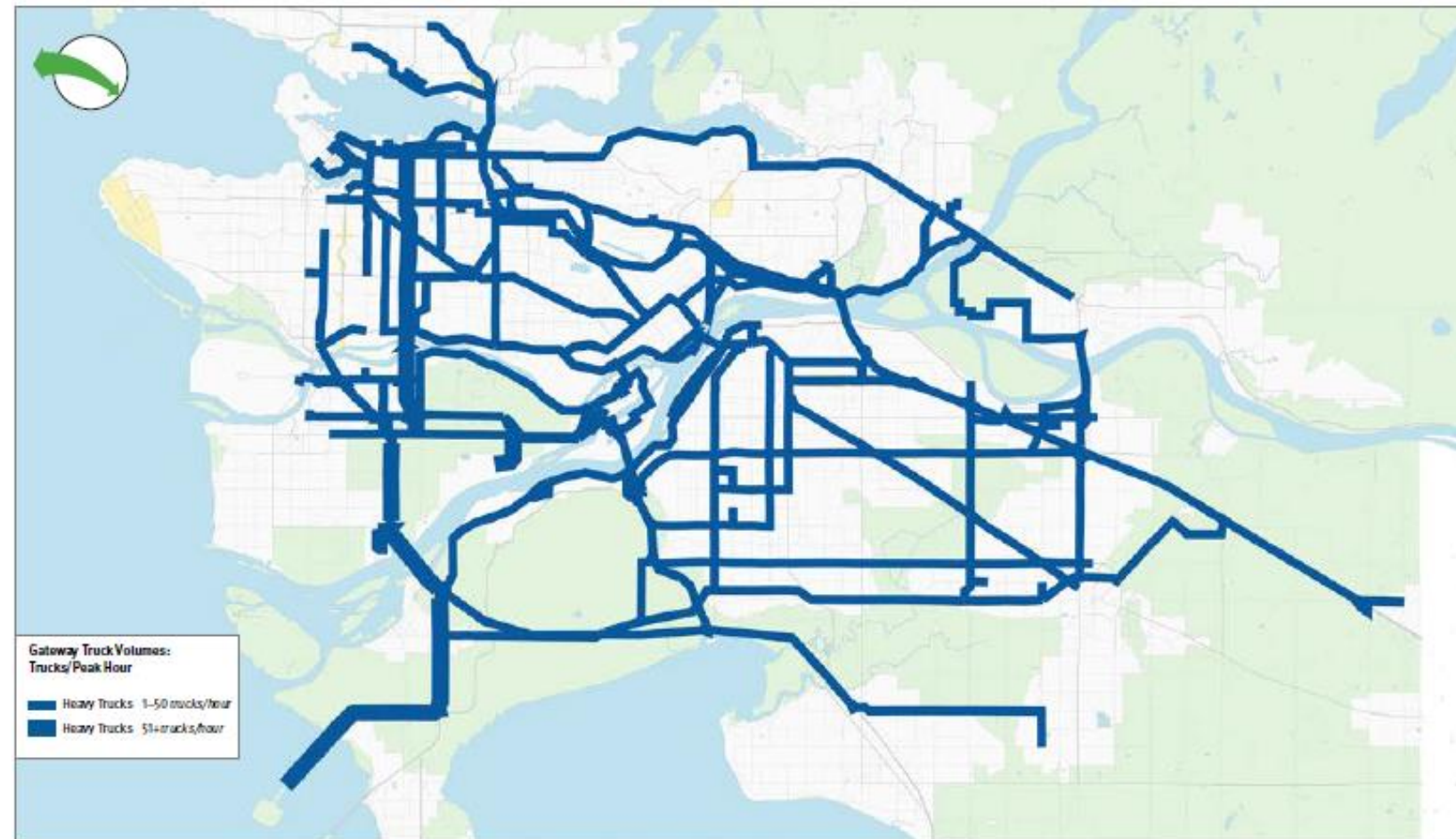


- Trips between Metro Vancouver and the rest of British Columbia and Canada (Alberta and Saskatchewan)
- 7% percent of heavy truck trips and 4% of light truck trips in the region



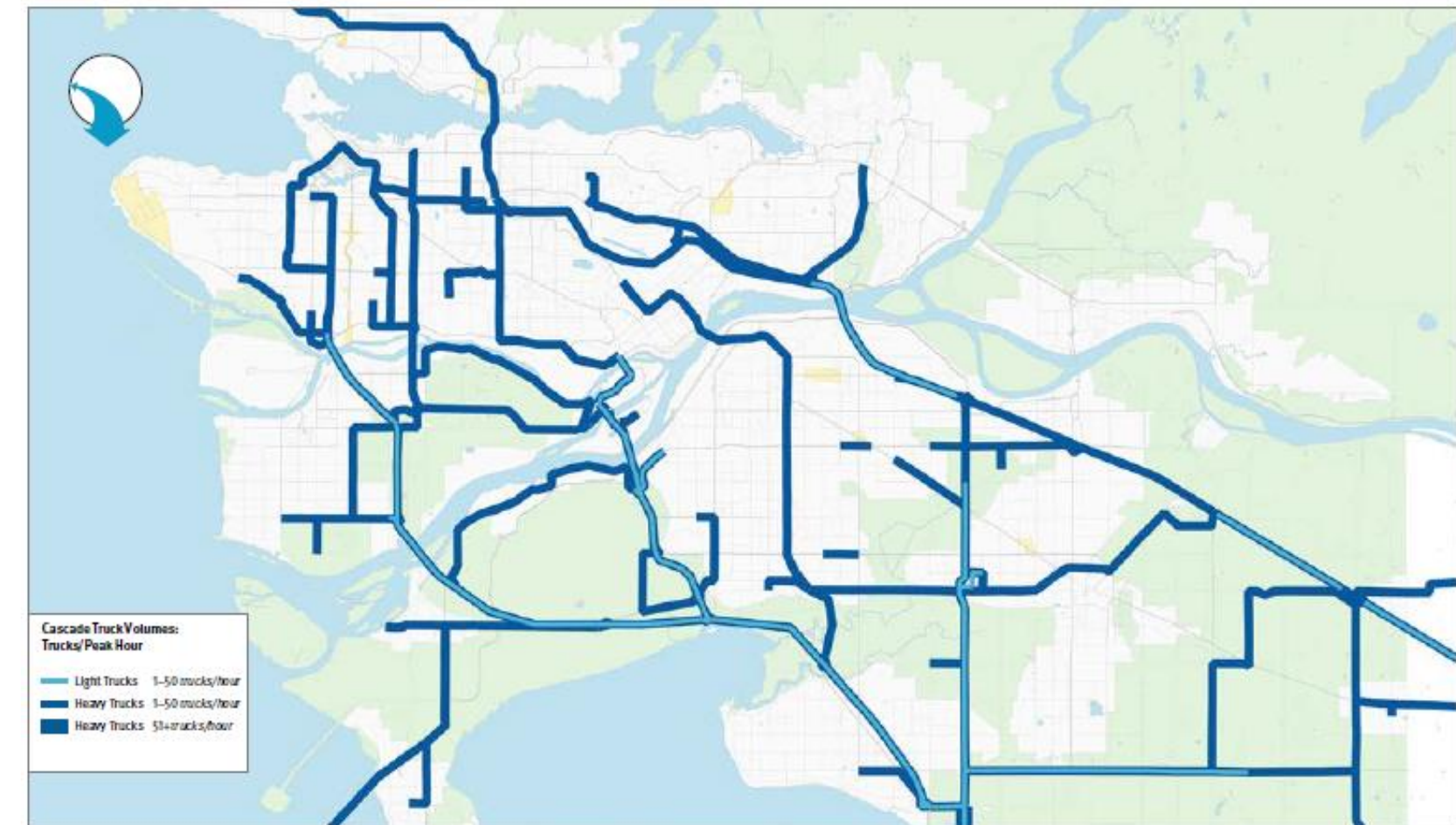
# Freight Market Sectors (Continued)

## Gateway Sector



- Consists primarily of goods moved through the Port of Vancouver and Vancouver International Airport
- 37% percent of heavy truck trips in the region

## Cascade Sector



- Canada-US trade using land border crossings between British Columbia and Washington State
- 6% percent of heavy truck trips and 1% of light truck trips in the region



# Application of the RTM

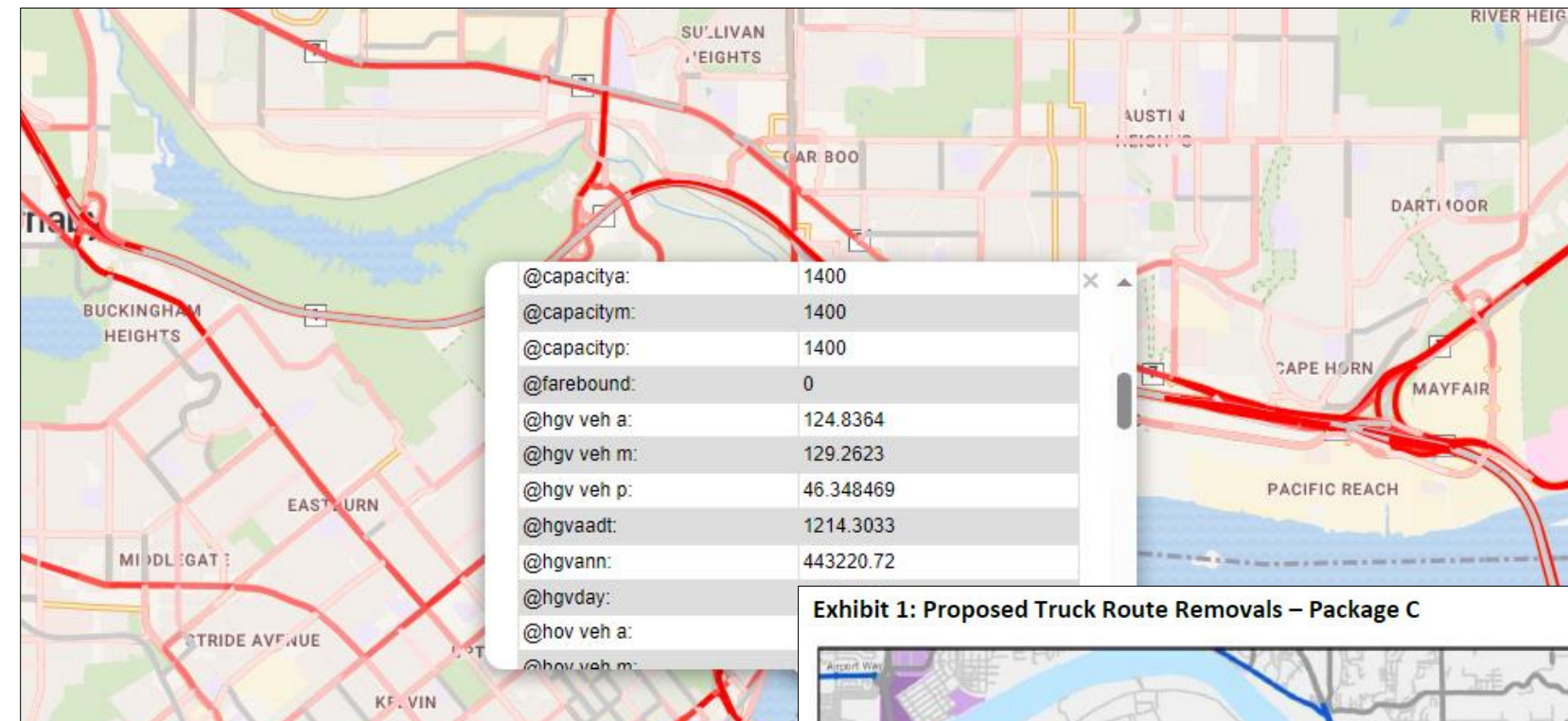
## ■ Traffic Volumes

- AADT for Major Road Network (MRN) and Truck Route Network (TRN)
- Three horizon years – present, 2035, 2050
- Used as a “quick” check when discussing initiatives with partner agencies

- **Road network changes**, including reviewing MRN capacity changes and truck prohibitions under the South Coast British Columbia Transportation Authority (SCBCTA) Act, Section 21 (both temporary and permanent)

- **Studies** such as the Economic Value of the Truck Route Network and analysis for a Dangerous Goods Route Network (model outputs serve as inputs in these studies)

TL Infrastructure Programs - Regional Roads



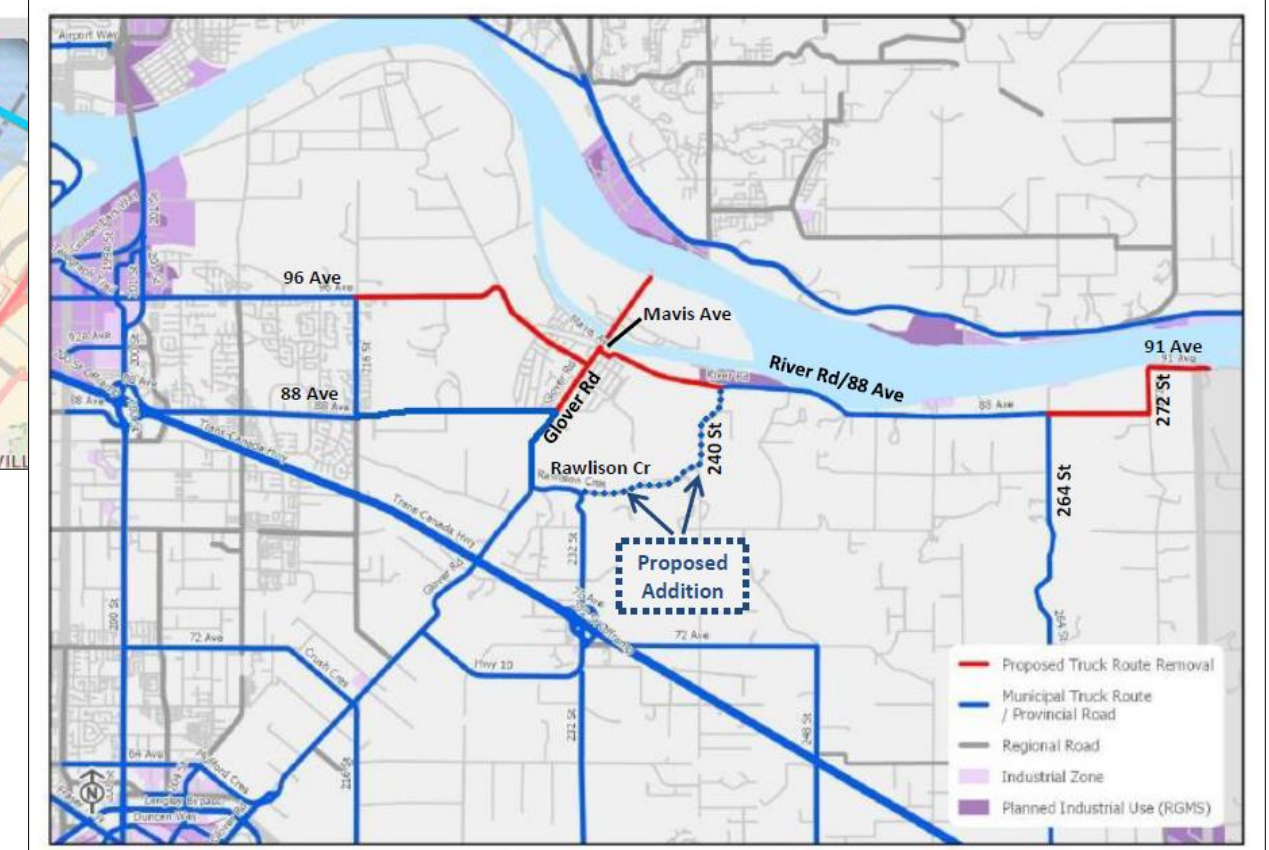
Light Goods Vehicles  
(≤20,000 kg, 2 Axles)

Heavy Goods Vehicles  
(>20,000 kg, 3+ Axles)



Bus Priority Lanes

Exhibit 1: Proposed Truck Route Removals – Package C



North Langley Truck Route Review (NLTRR)



# Thank you

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