

Truck Routes



Truck movement is essential to providing us with the goods and services we need in our daily lives. Truck access into neighbourhoods is often required to allow deliveries and facilitate construction. The efficient movement of trucks benefits residents by reducing the cost of shipping goods, and contributing to the economic growth of the city. Striking a balance between the benefits and impacts of truck traffic provides a difficult challenge.

City-wide Truck Routes

Much of the truck traffic in the city serves businesses and commercial areas, construction sites, retail outlets, industrial areas, and the Port. The City currently has a network of truck routes and requires that trucks with a gross vehicle weight greater than 10,000

kilograms use these routes to access their destinations. The truck route system is designed to use arterial roads to the greatest extent possible. Drivers are required to remain on truck routes until either reaching their destination or getting as close as possible to their destination before using other streets.

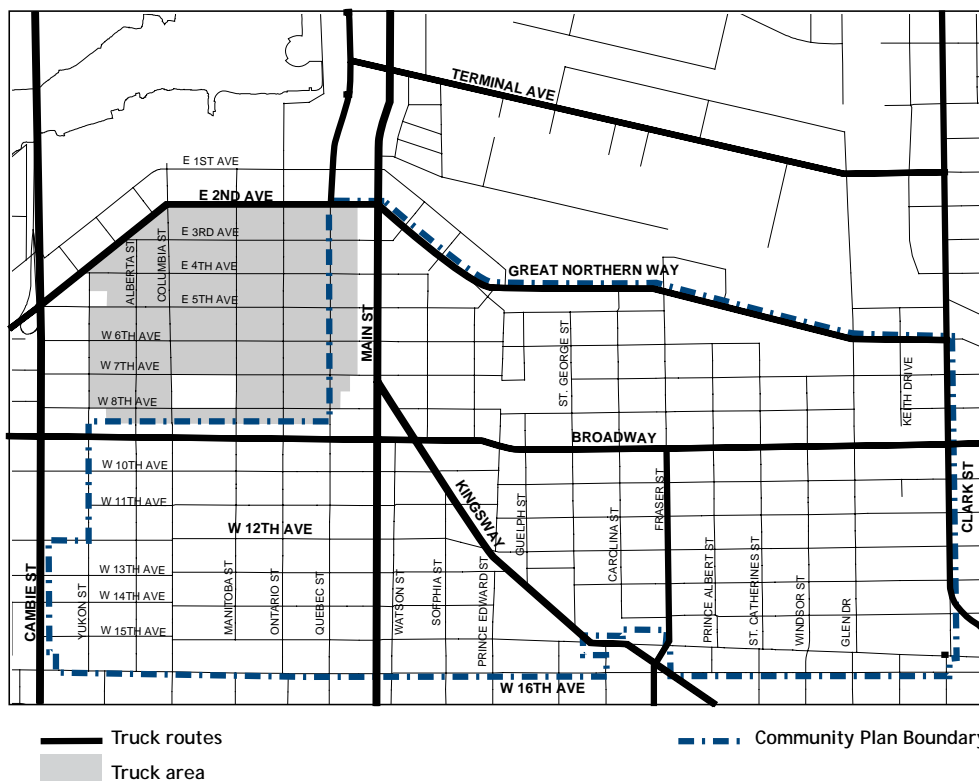
Commercial and industrial areas generate the greatest volumes of truck activity. In some cases this leads to designation of a precinct as a 'Truck Area', wherein all roads are considered truck routes, like in the Mount Pleasant Industrial area.

The largest volumes of truck traffic are on roads leading to and from major regional access routes (i.e. the TransCanada Highway and Knight Street Bridge), the Port of Vancouver, and inter-modal

facilities (e.g. rail yards). Knight St./Clark Drive, Hastings St., Cassiar Connector, McGill St., Powell St., Marine Dr., Main St., and Great Northern Way account for the greatest portion of truck movements within the city.

Trucks in Mount Pleasant

The most concentrated source and destination for trucks is the Port. Trucks to/from the Port generally travel along Clark/Knight. Broadway, Cambie, Great Northern Way, Kingsway, and Main St. north of 7th are also busy truck routes mainly serving construction sites, retail outlets and industrial areas. While Quebec Street is a truck route by virtue of being within the Mount Pleasant Industrial Area, it also is designated as such in the City's Transportation Plan.



Concerns of Truckers

A major concern for the trucking industry is increased delays from an overall increase in traffic congestion. Congestion incurs increased costs due to time loss and greater fuel consumption and means delivery times are less predictable.

Maintaining predictable truck travel times requires a combination of efforts, including reliance on the Port Roadway, traffic management measures, and safety improvements to reduce collisions. At a higher level, trucking can be assisted through transfer to other modes, changing times of shipping, and broader reliance of others to reduce motor vehicle traffic by adopting use of transit, etc.

Vancouver's Transportation Plan

The City's Transportation Plan (approved May 1997) has a number of recommendations pertaining to goods movement via trucks. The Plan notes that the economy of the city and Port relies on an efficient road and rail network for goods movement. It recommends that the existing truck route network be maintained to provide for movement of heavy trucks.

However, the Plan also recommends that the impacts of heavy trucks on neighbourhoods be addressed where practicable by such measures as stricter enforcement of traffic regulations, time restrictions on some routes, truck movement plans

for major truck generators, and roadside mitigation where practical opportunities exist. City staff continue to work on these proposals. Effective September 1, 2002 the City revised its bylaws to require tarps on loose loads.

Source

City of Vancouver Transportation Plan

Engineering Services Truck Study 2004

Heavy Truck Volumes (including buses)

