

Deltaport Third Berth Project Highway 17 Fact Sheet

The following document contains questions on Highway 17 that were presented to the Vancouver Port Authority (VPA) by the Deltaport Third Berth Project Community Liaison Committee (DCLC). The responses to these questions have been provided by the VPA.

1. What are the current truck volumes in and out per day? What is number of trucks go through the Massey Tunnel, on River Road and South on Highway 99?

VPA assessed truck volumes as part of the EA Application for the Deltaport Third Berth Project (DP3). Assessment volumes for container trucks were estimated at 1800 one-way truck trips per day, based on 2004 numbers. As part of this assessment, it was determined that 40% of container trucks use Massey Tunnel, 33% use River Road, and 27% use Hwy 99 southbound and Ladner Trunk eastbound.

The current container truck volumes at Deltaport are approximately 1900 single truck-trips (950 trucks round-trip) per day. This includes container truck traffic using extended gate hours. Extended gate hours were implemented in 2006 to help reduce congestions on the terminal and local roadways. At Deltaport, day gates operate from 7:00am to 4:00pm and extended night gates operate from 5:00pm to 11:00pm.

2. Why are trucks parking on Highway 17?

A number of trucks have been observed parked on the side of Highway 17. It is assumed that these particular trucks have arrived early and are waiting for their reservation delivery or pick-up time.

Based on discussions with DCLC, VPA initiated the Port Operations Community Program. This is a pilot program that was initiated at the beginning of August. The goal of the program is to increase the Port's presence on the roadways in the community of Delta and educate the trucking community of Port trucking operations guidelines to minimize traffic and environmental impacts on the community. In addition, the program has allowed VPA to observe truck traffic patterns. VPA is aware that Delta Police has issued tickets to a number of trucks that have stopped on Highway 17.

VPA does not have legal jurisdiction on Highway 17 and cannot act as a regulator for truck traffic beyond port property. The VPA will continue to work on trucking issues through the Truck Licensing System (TLS) and liaise with both Delta Police and the Ministry of Transportation to address container truck issues beyond the legal jurisdiction of the Port.

3. What are the air quality impacts of trucks lining up to go through the Massey Tunnel?

The VPA conducted traffic modeling for all vehicles traveling through the Massey tunnel as part of the Deltaport Third Berth Project and assessed the impact of additional truck trips for the project. The study found that ambient air quality was deemed acceptable.

(study available at:

http://www.portvancouver.com/container_expansion/deltaport/index.html)

VPA is committed to reducing air emissions from port related sources and is implementing stricter standards for trucks as part of the port's Truck Licensing System (TLS). VPA does not have legal jurisdiction of trucks on municipal and provincial roadways, however, trucks accessing the port, must have a valid Truck License. As part of this licensing program, VPA is phasing in stricter environmental standards for trucks who wish to access port land. For instance, in 2008, trucks will not be permitted to hold a valid license if truck engine age is older than 1994.

In addition, a mandatory reservation system has been implemented for all trucks picking up or dropping off containers at all port container facilities. The mandatory reservation system helps to spread out container truck traffic on local roads throughout the day and alleviate container truck congestion during peak hours.

4. When – what date – will trucks be required to stay in one lane?

MOT has received authority to implement lane restrictions and is accelerating this initiative as part of the Highway 17 Improvements. Implementation is expected to be complete by the end of 2007. Lane restrictions will be enforceable by local traffic authorities.

5. When is it possible to receive updated baseline data on the current traffic volumes? (Including time frame of 8pm to 5am).

Manual Classified Traffic Numbers has been conducted for a single day (i.e. day-time hours only) at several intersection locations within South Delta, a number of which lie within the Deltaport Way corridor. The counting is being conducted as part of the Roberts Bank Rail Corridor Strategy.

The count was comprehensive and includes passenger vehicles, light and heavy trucks, motorcycles etc. However, the study does not differentiate between container trucks and other heavy trucks. Container trucks are included in the category of "heavy trucks."

See #1.

6. What are the TORs of the study?

There is no study being undertaken. The purpose of the data collection exercise is to assist with understanding implications of the Roberts Bank Rail Corridor Strategy recently announced for this area.

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7. Is it possible for DCLC to provide suggestions/recommendations to the current study?

See #6 above. Data collection activities have been completed as part of the Roberts Bank Rail Corridor Strategy. A copy of the data collection results has been forwarded to DCLC.

8. Is VPA on track to meet the commitments made in the Table of Commitments prior to completion of DP3?

VPA is on track to meet the commitments made in the DP3 Table of Commitments prior to construction completion.

As part of the Deltaport Third Berth Project, the VPA is working with the Ministry of Transportation (MOT) and the Corporation of Delta (COD) to implement improvements to Highway 17 that will mitigate the additional truck-trips generated by the project. Detailed design is underway and improvements are scheduled to be complete in mid 2008. The Highway 17 projects include:

- Improvements to the Highway 17 northbound on-ramp onto Highway 99 southbound
- Extension of northbound HOV lane on Highway 17 south of Ladner Trunk Road
- Signal modifications at Highway 17/Ladner Trunk Road as appropriate and approved by MOT and COD

In addition, MOT has received authority to implement commercial lane restrictions and is accelerating this initiative as part of the Highway 17 improvements. Implementation is expected to be complete by the end of 2007. Lane restrictions will be enforceable by local traffic authorities.

9. Would the Port consider extending hours of operation in order to alleviate traffic congestion?

Extended truck gate hours are currently offered at Deltaport every Monday through Thursday, 5:00PM to 11:30PM (reference: <http://www.tsi.bc.ca/t3/index.php?id=101>).