

South Fraser Perimeter Road



Traffic Management Consultation

Summary Report

June 30, 2008

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**GATEWAY PROGRAM
SOUTH FRASER PERIMETER ROAD
TRAFFIC MANAGEMENT CONSULTATION
MAY – JUNE 2008**

GATEWAY PROGRAM – BACKGROUND

In 2003, the Province of British Columbia established the Gateway Program to complement other regional road and transit improvements planned or under way. The goals of the Gateway Program include: reducing congestion and improving people and goods movement, as well as improving safety and reliability on key regional highway corridors. The South Fraser Perimeter Road, the existing Highway 1 corridor from Vancouver to Langley and the North Fraser Perimeter Road, including the new Pitt River Bridge and the Mary Hill Bypass are the three priority corridors identified for consideration.

The South Fraser Perimeter Road (SFPR) is a key component of the Gateway Program, which was established as part of a broader response by the Province of British Columbia to reduce congestion, improve people and goods movement, and improve safety and reliability. The SFPR has been part of provincial, regional and local plans for over 20 years. It was a key element of the GVRD (Metro Vancouver) 1996 Livable Region Strategic Plan for planned transportation improvements.

SOUTH FRASER PERIMETER ROAD OVERVIEW

The South Fraser Perimeter Road Project, approximately 40 km long, is a proposed new four-lane, 80 km/hr route along the south side of the Fraser River extending from Deltaport Way in Southwest Delta to 176th Street in Surrey with connections to Highways 1, 15, 91, 99, and 17, and the future Golden Ears Bridge. The route will take a significant step toward completing the network of major roads in the region. SFPR will relieve heavily congested city streets and reroute truck traffic away from residential neighbourhoods. As a result, it will benefit the trucking industry, commuters, and tourists accessing borders, the Tsawwassen ferry terminal and the B.C. Interior. The SFPR will offer goods movers an efficient transportation corridor, while helping to reduce the volume of regional traffic and trucks on arterial and community streets, improving quality of life for residents and commuters.

EARLY WORK

Subject to environmental assessment certification, SFPR construction will begin with 'early work' in summer 2008. Early work includes site preparation, utility relocation and pre-loading. Pre-loading applies sand and gravel to the base of the road alignment or 'footprint' to prepare for final road construction. In areas with soft ground conditions, multiple layers of sand can be required, as the area settles over time. Pre-loading in some sections may take up to two years.

CYCLING IMPROVEMENTS

Cycling paths will typically run along the shoulder of SFPR, with parallel routes to allow alternative routing around interchanges. SFPR will also provide improved linkages to existing municipal cycling networks in Surrey and Delta.

TRAFFIC MANAGEMENT

Lane closures and traffic delays will be kept to a minimum because SFPR is primarily a new road. Construction will be managed to perform potentially disruptive work during low-traffic periods.

COMMUNITY CONSULTATION

The Ministry of Transportation consults with the public and key stakeholders at key design stages, as well as to collect input on other specific aspects, such as traffic communications planning.

Public consultation began in January 2005 and was completed in June 2006, in the following segments:

- Stage 1 Southwest Delta Segment, Jan/Feb 2005
- 80th Street to Nordel Way Segment, Jan/Feb 2006
- Stage 2 Southwest Delta Segment, April/May 2006
- Nordel Way to 176th Street and the Golden Ears Connector Road, May/June 2006

Further design consultation is scheduled to take place in 2009-2010.

In addition, the Gateway Program Project team has consulted with stakeholders and the public as part of the Environmental Assessment review.

- Environmental Assessment Public Comment Period (October 19, 2006 – December 17, 2006)
- Environmental Assessment Second Public Comment Period (April 20, 2007 – May 19, 2007)
- Environmental Assessment Third Public Comment Period (July 2007)

CONSULTATION GOALS AND TOPICS

The SFPR Traffic Management Consultation occurred in May 2008. The goal of the draft Traffic Management Plan is to **minimize disruption and maximize predictability** for travellers.

The SFPR Traffic Management Consultation was designed to gather feedback from key user groups regarding:

- Current travel patterns
- Proposed traffic delay and closure schedules
- Proposed methods for communicating with stakeholders and communities during construction of SFPR

Feedback will be considered along with technical and financial input in finalizing the SFPR Traffic Management Plan.

The SFPR Traffic Management Consultation provided stakeholders with:

- Potential traffic communications tools:
 - Website
 - 1-800 phone number
 - Weekly email updates
 - Seasonal community mail flyers
 - Road signage
- Proposed closure and delay traffic management schedule:
 - Construction closures and delays will be restricted during peak travel times of 6:00am–9:00am and 3:00pm-7:00pm to minimize disruption
- Potential for maximizing predictability with:
 - Information about the type of construction activity at a given location
 - Information about lane closures locations, about reduced speed zones and other traffic impacts
 - Information about estimated delay times between Point A and Point B

CONSULTATION METHODS

Stakeholder meetings

More than 170 stakeholders were invited by email and phone to participate in the Traffic Management consultation meetings. The SFPR project team held six stakeholder meetings between May 6 and May 13, 2008 and met with more than 75 stakeholders. Project staff and technical experts familiar with construction areas of the SFPR project and draft traffic management plan were present at each of the stakeholder meetings. The following groups participated:

Municipalities – Engineering/Traffic Departments

- Corporation of Delta
- City of Surrey

Stakeholder Groups

- First Responders
 - BC Ambulance
 - RCMP
 - Delta Police Department
- CN Rail
- Vancouver Airport Authority
- Vancouver City Landfill
- BC Ferries
- BC Rail
- BC Trucking Association
- Vancouver Gateway Council
- Business Groups
 - Surrey
 - Delta
- Community Groups
 - Bridgeview in Motion
 - Bridgeview Community Association
 - Port Mann Community Association
 - Bolivar Heights Community Association
 - Sunbury Community Association
 - East Ladner Community Association
 - Fraser Heights Community Association
 - Abbey Ridge Group
 - Port Kells Community Association
- Burns Bog Conservation Society
- Wilderness Committee
- Coastal Cycling
- Vancouver Area Cycling Coalition

CONSULTATION MATERIALS

PowerPoint Presentation (see Appendix – Tab 1.3)

A presentation was given at each meeting to provide background and context for the consultation.

The PowerPoint provided narrative and graphic information about the following:

- Background on the Gateway Program
- Update on status of SFPR project including consultation to date and upcoming consultation
- Information about planned early work
- Information regarding traffic management during construction
- Review of feedback form sections, including traffic management communications tools
- Gateway Program contact information

Backgrounder (See Appendix – Tab 1.1)

An information backgrounder was distributed at the meetings and posted online at www.gatewayprogram.bc.ca.

Feedback Form (See Appendix – Tab 1.2)

A feedback form was included in the materials presented at the meetings and was available online. All stakeholders were encouraged to provide feedback during the meetings or submit feedback online at www.gatewayprogram.bc.ca by mail or by fax. Online submissions were accepted until May 21, 2008.

SUMMARY OF TRAFFIC MANAGEMENT CONSULTATION INPUT

KEY THEMES: MEETINGS

More than 75 people participated in the consultation, either by attending one of the meetings or by submitting feedback online.

- 75 people attended stakeholder meetings
- 55 completed feedback forms were received

The following summarizes feedback from key stakeholders:

May 6 – Goods and People Movers, Business Groups, Emergency Response

Traffic Related Feedback

- Participants recommended that construction delay times should be similar to times proposed for PMH1 construction.
- Participants noted the importance of emergency vehicle access to SFPR and movement of dangerous goods.
- Participants noted the need for alternative routes for emergency vehicles to get to Royal Columbian Hospital during the construction of SFPR.

Other Feedback

- Participants were interested in the timing of EA certification.

May 7 – Surrey/Delta Engineering Departments

Traffic Related Feedback

- Participants noted that they would submit one feedback form after consulting with their municipal organizations and stakeholders.
- Participants expressed concern that all early work locations were not shown on the materials.
- Participants commented that the Gateway Program should consider some routes as more reliable, while other routes are more sensitive to traffic incidents on the road network.
- Surrey Engineering staff recommended that off-peak travel times should be 9am – 2pm, as the majority of Surrey schools end their days at 2:30pm (not 3pm).
- Participants commented on the importance of having Gateway Program staff meet with First Responders when developing the Traffic Management plan.
- Participants noted that it is important for the Gateway Program team to provide direction for traffic management to the teams bidding to build the SFPR.

May 7 – Bridgeview and Bolivar Community Associations

Traffic Related Feedback

- Participants were concerned about the effects of construction traffic on their neighbourhood compounded by the effects of current industrial traffic.
- Participants commented on the potential impact of pre-loading on water levels in their neighbourhoods – especially related to the potential for flooding.
- Participants were concerned about the safety of commuters and children playing in the area, specifically around pre-load areas.
- Participants noted their concern regarding potential risk during construction of heavy trucks damaging gas lines and other pipes located below the roads.

Other Feedback

- Participants requested monitoring of water levels and drainage when early works begin.

May 8 – Delta Community Groups

Traffic Related Feedback

- Participants noted the off-peak time on the highways should be 10am-2pm and 7pm-5am due to the amount of traffic still on the roads at 9am and 6am.
- Participants expressed concern that Centre Street would be closed to River Road and that traffic patterns would be negatively affected.
- Participants were concerned about any road closures in the Sunbury neighbourhood.
- Participants commented that closing River Road during construction would result in more traffic brought into surrounding neighbourhoods.

Other Feedback

- Participants noted their concern regarding potential effects to Burns Bog.

May 13 – First Responders, Delta Farmers, Business Groups, Cycling**Traffic Related Feedback**

- One participant expressed concern over potential disruption to farmland when pre-load materials are moved through active farms.
- Several participants noted safety concerns about cycling adjacent to fast-moving commercial traffic and requested consideration of a separated bike lane wide enough to accommodate commuter cyclists.

Other Feedback

- Participants were concerned about jurisdiction and cost implications for policing of the SFPR.
- Participants were concerned about flooding in areas that are considered flood plains and requested that existing drainage issues be addressed.

May 13 – Surrey Community Groups**Traffic Related Feedback**

- Participants suggested that there should be enforcement to keep regional traffic and construction trucks from using local streets through Fraser Heights and other communities during construction.
- Participants noted that closures must be coordinated with Port Mann/Highway 1-related closures to reduce negative impacts to commuters.

Other Feedback

- Participants were concerned about noise mitigation for Abbey Ridge and Port Kells communities.
- Some participants commented that pollution from trucks should be addressed, requesting a 'snow roof' type structure.

FEEDBACK FORM INPUT

The following summarizes feedback submitted through 55 feedback forms.

1. TRAVEL DAYS

Generally speaking, and **regardless of time of day**, which of the following most closely represents the days people in your organization travel most frequently?

Feedback Forms: Responses	primarily weekdays	both weekdays and weekends	primarily weekends
52	29%	69%	2%

Traffic Related Comments:

- RCMP-24/7 service provided.
- Traffic is heaviest on weekdays and especially during the school year.
- Neighbourhood and business peak use is rush hour and daytime use.

Other Comments:

- All hours, as a lot [of commuters] are shift and weekend workers.
- "We're open from 6:00am to midnight. Most trucks come and go between 6:00am and 3:00 pm. Sometimes occasional loads [wide and long] go earlier in the morning or Sunday nights."
- During spring summer and fall (planting/tending/harvesting).
- Please prevent or reduce the number of trucks during rush (peak) hours 7-9am and 4-6pm.

2. TRAVEL TIMES

Generally speaking, please rank the following periods of the day that most closely represent your organization's busiest travel times (mark **1** to **6**, with 1 being the most-used travel period and 6 being the least-used travel period).

	Feedback Forms: Responses	1	2	3	4	5	6
6am-9am	42	88%	5%	0%	2%	2%	2%
9am-noon	41	15%	27%	29%	12%	10%	7%
Noon-3pm	40	13%	13%	35%	28%	10%	3%
3pm-7pm	42	26%	45%	12%	17%	0%	0%
7pm-10pm	41	0%	7%	12%	20%	49%	12%
10pm-6am	39	0%	0%	5%	5%	8%	82%

Traffic Related Comments

- Farmers on farm roads (and main roads) early until late during spring, summer and fall.
- A lot of shift workers start at 6:00am so there are a number of commuters that travel around 5:00am.
- This region is impacted by local traffic as well as cut through "rat runner" drivers during the 6am-9am and 3pm-7pm hours in particular.
- Police - all day.

Other Comments

- We are a 24/7, 365 day/yr operation.
- All times are important.

3. TRAVEL WITHIN SFPR CORRIDOR DURING OFF-PEAK HOURS

Please estimate the percentage of your organization's travel within the SFPR corridor by municipality during off-peak hours (9 am – 3 pm and 7 pm – 6 am). *Example: 75% in Delta; 25% in Surrey*

	Feedback Forms: Responses	0-20%	21-40%	41-60%	61-80%	81-100%
Delta	39	41%	23%	8%	16%	13%
Surrey	44	30%	7%	9%	30%	25%

Traffic Related Comments:

- Police (on roads 24/7).
- 10am-2pm is more off-peak (9:00am is still really busy) and 7pm-5am (a lot of travel begins at 5:00am).
- Within the 9-3 time slot we have heavy school-related traffic, as the largest school is private and has students travelling from all over the lower Mainland to reach it. Most students in both private and public schools are driven to school during the 8:00-3:00pm time slot. You need to review the school hours of the various schools in the area for precise open hours.

Other Comments

- Some crops move from Delta to Richmond/Surrey during harvest.
- Rail traffic moves 24/7 without a set schedule.

4. PERMITTED MINOR DELAYS IN OFF-PEAK HOURS

The project team is considering a schedule of hours outside of peak periods in which minor traffic delays would be permitted, based on typical traffic volumes. Schedules on the following pages reflect contemplated non-peak periods appropriate for construction-related traffic delays.

4.1 Major Streets – it is contemplated that construction-related traffic delays may be permitted as follows, based on typical traffic volumes:

Direction	Weekdays	Saturday	Sunday
All	8:00 pm – 6:00 am	8:00 pm (Fri) – 9:00 am	midnight – 10:00 am
	9:00 am – 2:00 pm	9:00 pm – midnight	9:00 pm – 6:00 am (Mon)

Construction may cause minor delays within the SFPR corridor on the following routes. Please indicate your level of agreement to the above traffic delay periods for these routes, where 1 indicates ‘agree strongly’ and 5 indicates ‘disagree strongly.’ Tick ‘not applicable’ if the given route is not normally used by your organization. ¹

	Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
96 Avenue	33	6%	21%	12%	15%	9%	36%
King Road	45	2%	18%	13%	2%	7%	58%
116 Avenue	47	2%	21%	11%	6%	6%	53%
Bridgeview Drive	47	4%	19%	13%	4%	4%	55%
99A (King George Hwy)	46	2%	20%	17%	17%	2%	41%
Tannery Road	45	0%	20%	18%	4%	2%	56%
Grace Road	45	4%	18%	18%	7%	0%	53%
South Fraser Way	45	4%	16%	13%	11%	2%	53%
River Road	44	7%	16%	7%	23%	9%	39%
120 Street/Scott Road	47	4%	19%	15%	19%	2%	40%
Nordel Way	45	7%	20%	7%	24%	4%	38%
80 th Street	46	7%	24%	15%	0%	7%	48%
River Way/Huston Road	45	7%	13%	16%	7%	4%	53%
Hwy 10/Ladner Trunk Rd	46	7%	13%	20%	22%	0%	39%
Deltaport Way	46	4%	13%	13%	11%	2%	57%

¹ For questions in Section 4, ‘Not Applicable’ was an option; it does not indicate that the question was left unanswered.

4.2 Other Municipal Roads – it is contemplated that construction-related traffic delays may be permitted as follows, based on typical traffic volumes:

Direction	Weekdays	Saturday	Sunday
All	7:00 pm – 6:00 am	all day	all day
	9:00 am – 3:00 pm		

Lane closures and related construction may cause delays within the SFPR corridor on the following routes. On the following table, please indicate your level of agreement to the above lane closure periods for these routes, where 1 indicates 'agree strongly' and 5 indicates 'disagree strongly.' Tick 'not applicable' if the given route is not normally used by your organization.

	Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
Surrey Road/Wallace Drive	36	0%	25%	6%	6%	8%	56%
104 Avenue	39	5%	28%	3%	13%	26%	26%
136 Street	38	3%	26%	8%	5%	5%	53%
Old Yale Road	38	3%	24%	8%	11%	5%	50%
Vantage Way	35	3%	23%	14%	3%	3%	54%
Progress Way	35	3%	23%	14%	3%	3%	54%
60 th Avenue/Vasey Road	35	3%	23%	14%	0%	0%	60%
36 th Avenue	37	3%	27%	5%	3%	0%	62%
34B Avenue	37	3%	27%	5%	3%	0%	62%
30 th Avenue	37	3%	27%	8%	0%	0%	62%
28 th Avenue	37	3%	27%	11%	0%	0%	59%
116 th Street	39	3%	31%	5%	5%	5%	51%
Millar Road	38	3%	26%	3%	5%	0%	63%

	Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
Regal Drive/96th Avenue	38	0%	29%	3%	8%	3%	58%
90th Avenue/112th Street	37	3%	24%	5%	8%	0%	59%
Brooke Road	37	5%	22%	5%	0%	5%	62%
Terrace Road	37	0%	27%	5%	0%	5%	62%
Centre Street	37	0%	24%	8%	0%	5%	62%
88th Street	37	0%	16%	5%	8%	5%	65%
Alexander/Webster/8th Street	37	3%	16%	5%	8%	0%	68%
80th Street	37	0%	24%	8%	3%	3%	62%
Hopcott Road	37	0%	19%	5%	14%	0%	62%
Tilbury Road	37	5%	16%	5%	14%	0%	59%
72nd Street (off River Road)	38	8%	16%	5%	8%	3%	61%
72nd Street (off Ladner Trunk)	37	5%	22%	5%	3%	0%	65%
68th Street	37	3%	19%	8%	0%	0%	70%
64th Street/Burns Drive	37	0%	22%	5%	5%	0%	68%
57B Street	37	5%	19%	5%	3%	0%	68%
56th Street	36	3%	19%	6%	6%	0%	67%
53rd Street/Arthur Drive	36	3%	19%	8%	3%	0%	67%

Traffic-Related Comments:

- 2-minute alternate lane closures can create massive traffic backups on River Road in particular
-bus trips are disrupted. Bus 750 to Ladner/Scott Rd is delayed missing ferry connection
-traffic diverts plugging neighbourhood side roads.
- 9:00am-3:00pm can be a reasonably heavy traffic time, hard to agree to disruption/delays during this time.
- 6am cutover (from permitted construction related delays) feels a bit late if people expect delays -there may be more volume just before 6am.

Other Comments:

- Delta farmers work 7 days/week sun-up to sundown; special consideration and consultation is needed for these routes.
- Important to manage traffic through residential areas.

4.3 It is contemplated that minor traffic delays may be permitted on Highway 17 as follows:

Direction	Weekdays	Saturday	Sunday
Northbound	10:00 pm – 5:00 am	11:00 pm (Fri) – 7:30 am	10:00 pm (Sat) – 9:00 am
Southbound	10:00 pm – 6:00 am	11:00 pm (Fri) – 7:00 am	11:00 pm (Sat) – 7:00 am

Please indicate your level of agreement to the lane closure schedule for Highway 17.

Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
44	20%	23%	9%	11%	5%	32%

Comments:

- Take into consideration the ferry schedule including the half hour requirement of time needed to clear ferry traffic.
- Southbound on weekdays should be 5am. First sailing from Tsawwassen is 7am to Swartz Bay.

4.4 It is contemplated that minor traffic delays may be permitted on Highway 91 as follows:

Direction	Weekdays	Saturday	Sunday
Northbound	11:00 pm – 4:30 am	midnight – 7:30 am	10:00 pm (Sat) – 9:00
Southbound	midnight – 6:00 am	midnight – 7:30 am	11:00 pm (Sat) – 9:00

Please indicate your level of agreement to the above lane closure schedule for Highway 91.

Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
43	12%	35%	9%	12%	2%	30%

Comments:

- Consider ferry traffic too.

4.5 It is contemplated that minor traffic delays may be permitted on Highway 99 as follows:

Direction	Weekdays	Saturday	Sunday
Northbound	10:00 pm – 5:00 am	midnight – 7:30 am	10:00 pm (Sat) – 9:00
Southbound	11:00 pm – 6:00 am	midnight – 7:30 am	11:00 pm (Sat) – 9:00

Please indicate your level of agreement to the above lane closure schedule for Highway 99.

Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
42	17%	33%	10%	7%	2%	31%

Comments:

- Consider ferry traffic.

4.6 It is contemplated that traffic delays will be permitted on Highway 15 (176 Street) as follows:

Direction	Weekdays	Saturday	Sunday
Northbound	10:00 pm – 5:00 am	midnight – 7:30 am	10:00 pm (Sat) – 9:00 am
Southbound	11:00 pm – 6:00 am	midnight – 7:30 am	11:00 pm (Sat) – 9:00 am

Please indicate your level of agreement to the above lane closure schedule for Highway 15 (176 St.).

Feedback Forms: Responses	Agree strongly	Agree somewhat	Neither agree nor disagree	Disagree somewhat	Disagree strongly	Not applicable
31	13%	23%	16%	10%	10	29%

Comments:

- Peak rush time starts at 5:00am on Highway 15.
- Overnight delays are best when there is no ferry traffic and low overall traffic levels.

Other Comments:

- Need to work in conjunction with the truck loads that currently back up on 176th to enter the CN Intermodal Yard or residents will never be able to get out of Fraser Heights at 176th to travel to points east.

SECTION C: MAXIMIZING PREDICTABILITY

Questions in this section are intended to inform the project team of your organization's information preferences.

5. WHAT TO KNOW

Under each of the following, please indicate how helpful this information is in planning your travel.

5.1 Information about the type of construction activity at a given location:

Feedback Forms: Responses	Very Helpful	Somewhat helpful	Not very helpful
48	52%	31%	17%

5.2 Information on locations of lane closures, reduced speed zones and other traffic impacts

Feedback Forms: Responses	Very Helpful	Somewhat helpful	Not very helpful
48	69%	23%	8%

5.3 Information about estimated delay time expected between Point A and Point B

Feedback Forms: Responses	Very Helpful	Somewhat helpful	Not very helpful
48	71%	23%	6%

Comments:

- Public awareness and giving drivers advanced notice are key in managing delays. Good communication plans is the key.
- Accurate detail on delay times is very useful and important.
- Estimated delay time expected is the most important.
- In the Abbey Ridge area there are only two ingress/egress paths to get out, any closures at any time have a great impact on not only the community but our livelihood.
- The minute there is an accident on Hwy 1 or the Port Mann Bridge, or a large Vancouver event, there is an automatic bottleneck. With these scenarios, Fraser Heights becomes an even more saturated "rat runner" lane for vehicles speeding to get on the freeway at an exit further east. I don't believe you can honestly give an estimated delay time.
- Interactive map to click on sections might work (may not need daily updates).

6. HOW TO FIND OUT

6.1 Methods

Please indicate which of the following methods your organization would use to get traffic delay information:

- A website to check for updates
- A phone number to call for updates
- Weekly email updates, received automatically
- Seasonal mail flyers with general traffic information
- Electronic message signs on the road

Other (please specify):

Feedback Forms: Responses	A website to check for updates	A phone number to call for updates	Weekly email updates, received automatically	Seasonal mail flyers with general traffic information	Electronic message signs on the road	Other
48*	88%	35%	71%	23%	73%	21%

*NOTE: Multiple responses were allowed.

Other suggestions:

- Newspapers
- All radio traffic reports and updates
- Update Imove, local papers, Vancouver Sun and Province paper
- Daily email updates about what to expect the next day
- Consultation with Police
- Radio Traffic News
- Website would be used more.
- Phone information is not as effective as a detailed map that could be put on a website, in addition to a test description of the details

Comments:

- Website check is more popular.
- Full effects unknown at this time. Landfill access TBD.
- We, as police, deal with traffic issues daily (will affect us daily)

6.2 Frequency

6.2.1 Web checking

How often would your organization's members check a website for traffic updates?

Feedback Forms: Responses	Every day	Twice a month	Once a week	Once a month, or less
44	52%	36%	5%	7%

6.2.2 Phone calling

How often would your organization's members call an information line for traffic updates?

Feedback Forms: Responses	Every day	Twice a month	Once a week	Once a month, or less
37	19%	27%	3%	51%

SECTION D: GENERAL INFORMATION

Questions in this section are intended to inform the project team about your organization and its general preferences.

7. DELAYS vs. DURATION

Permitted construction windows directly influence the length of time it will take to complete the project. Given this, please indicate the likely choice of people in your organization, if the following options were presented for a given situation:

Feedback Forms: Responses	Shorter traffic delays, but construction takes longer	Longer traffic delays, but construction ends sooner
42	71%	29%

Comments:

- Would prefer the lower impact by weighing the difference in delays.
- This would depend on the routing/particularly on River Road.
- As a ready-mix supplier we can't handle long delays. Our product has a short shelf life (less than 2 hrs). We can't afford to be sitting in traffic delays.

Other Comments

- The longer the delays, the more people get upset (road rage).
- In-season delays are a direct cost to farmers.
- Shorter delays mean that traffic can be kept moving that day. Longer delays mean larger/longer bottlenecks are created, potentially losing time and money for anyone stuck.
- No "night-time" noise/disturbance in neighbourhood.

8. YOUR ORGANIZATION

8.1 Please indicate which of the following **most closely** represents the number of people in the local organization you represent.

Feedback Forms: Responses	over 200	150 to 200	75 to 150	25 to 75	up to 25
51	53%	12%	10%	14%	12%

Comments:

- 15,000,000 travellers through YVR. 25,000 employees on Sea Island.
- The East Ladner Residents Group represents over 2,000 families. One of the major concerns of our community is traffic density along the Highway 17 corridor. Any improvements that come through the construction of the SFPR will be diminished if the alignment of the new road falls too close to the community of London Gate.
- The population of the organization in the area of Fraser Heights runs approx 22-25,000.

Other Comments:

- We employ 150; our customer base is 3,000 and trucks that could be using our facility.

8.2 Please indicate which of the following most closely represents the number of people in your organization who would use the South Fraser Perimeter Road for commuting to work.

Feedback Forms: Responses	over 200	150 to 200	75 to 150	25 to 75	up to 25
40	23%	0%	8%	30%	40%

Comments:

- Local residents and businesses all currently use King Road/Surrey Road/Bridgeview Drive/116th/Industrial to River Road.
- We would police this entire system of new roadway.

Other Comments:

- Dependent on landfill access point.

9. WHAT ELSE WE SHOULD KNOW

What else should we know about your organization's travel needs as we finalize the construction traffic management plans?

Comments:

- We see up to 500 trucks delivering containers to our site every day. They all have to use 80th Street, River Road and River Way. Any major disruption and delays on these roads could cost us a lot in lost business.
- Consideration to truck barge when within 1 hour of scheduled sail times. Sometimes trucks run tight to these times.
- We deliver to new home construction all over the Lower Mainland. At many points this will affect some of our fleet but it is hard to determine until it is happening.
- Tunnel Traffic and Highway 17 congestion are the biggest concerns. Anything that will help alleviate or address traffic congestion in these areas will be considered favourably.
- Any advance notices for traffic delays would help us manage our own members.
- Farm busy time-Spring field work and seeding, Fall harvesting and field work
- You must have the underpass [156th Street] into Fraser Heights completed before construction begins
- Residents in this area will have great concerns as to the possible truck traffic cutting through Fraser Heights as they travel to work site on 176th. Safety and security are a high concern as we currently have overloaded trucks currently avoiding the scales with all manner of materials regularly using 104th despite the posted signs.
- Very relieved to see no delays during festivals, events, Olympics, etc.
- Uninterrupted access on Tilbury between 7pm and 2am is extremely important.
- Good information on delays is important
- Direct access onto the SFPR is important.

Other Comments:

- As a company that is transportation-based, we support the SFPR construction as it will put us closer to key locations such as Deltaport. However, we are urging you to minimize disruptions on the roads mentioned above as it could cause truck drivers to not want to come to our site thus potentially creating substantial financial losses.
- Many work shift work, common shift changes are 4:00am, 6:00am and 8:00am. Providing community information would address them. Cargo - Most would be local truckers and familiar with routes.
- Good warning and directional signage would be important.
- Require traffic management plan prior to construction. All routes to be maintained. Remedial and maintenance plan. No hauling during flood conditions. Access to pump station at all times. School class finishes at 2:15-2:45pm.

- Air quality needs to be monitored at multiple points in this area before, during and after construction - Dust, diesel, SOC, NOX, DPM. Traffic volumes through neighbourhoods must be measured before and monitored during and after construction and action taken to control.
- It is very important for businesses and residents to be able to get around without major delays. When River Road, Delta was rebuilt there were very long traffic delays. This costs major dollars in time to businesses and residents
- It is important to know how cycling will be impacted by this construction.
- There is a need to determine who is going to pay for the additional policing costs. Please ensure rumble strips are in place between the Hwy and shoulder. We would like a barrier between the Hwy traffic and bike lane.
- Any delays in the major roadways (Hwy 91/99) would cause a major problem if this is done during the day time. Safety concerns: as a collision analyst, having the roadway being shared by local vehicles and bicycles without any safety barriers.
- Concerned about Burns Bog and traffic noise.
- Would like to know what the traffic management plans are for the 176th St interchange both the final plan and traffic management during construction.
- Due to the close proximity of the construction, we would be very concerned about noise –especially night time. Will the hours of construction be limited to day light?
- Preference should be given interchanges as opposed to intersections in respect to traffic flow and safety.
- Safety concern – need to separate vehicular traffic and pedestrian/cyclists.