

**Transportation  
Investment  
Corporation**

**Port Mann Bridge Traffic Report  
January, 2014**

## Executive Summary

This monthly summary report provides an overview of January 2014 traffic on the Port Mann Bridge, with comparisons to the same period in 2013. To provide an accurate year over year comparison, data from the first week of January has been excluded. This week, which falls in the Holiday season, has atypical traffic patterns. The data collection begins on the first “work day” following the holiday period – the day when traffic volumes typically return to normal. In 2014, this was Monday January 6<sup>th</sup>. For 2013, the post-holiday period began on Monday January 7<sup>th</sup>.

Traffic modeling and forecasting conducted during the Port Mann/Highway 1 Improvement Project planning indicated that diversion is most likely to occur in the off-peak direction where there is additional capacity on alternate routes. Likewise, the modeling predicted higher volumes on the Port Mann Bridge in the peak direction where time savings are most significant. The traffic pattern changes on the Port Mann Bridge observed to date are consistent with this modeling.

### Port Mann Bridge Weekday Traffic Profile

The January 2014 traffic data is consistent with this earlier modeling. Weekday volumes are generally consistent with January 2013, while showing some signs of minor diversion. Significant increases in the rush hour periods have been offset by smaller hourly decreases during the mid-day and overnight periods, resulting in weekday volumes that are within three per cent of volumes seen during the same period last year.

Average Weekday Traffic Comparisons	January 2013	January 2014	% Change
Daily	98,131	95,147	-3.0%

### Peak Period Traffic

During peak periods, new capacity on the Port Mann Bridge and Highway 1 and limited capacity on other Fraser River crossings means drivers on the Port Mann will be saving relatively more time, making it a more attractive choice. These significant time savings on the improved Highway 1 corridor have led to higher traffic volumes during the morning and evening rush hours. Westbound morning rush hour volumes are up close to 10 per cent over last year and eastbound evening rush hour volumes are up almost six per cent.

Average Weekday Traffic Comparisons	January 2013	January 2014	% Change
AM Westbound Peak (6AM-9AM)	11,563	12,653	9.4%
PM Eastbound Peak (3PM-6PM)	13,293	14,040	5.6%

### Morning Peak Period Occurs Later

The significant time savings enjoyed by drivers during the AM peak period means that commuters no longer need to be on the road as early as previously required. As a result, the profile of the rush hour is changing as drivers take advantage of this faster commute. In the mornings, the peak volume is at 7AM, not 6AM as in 2013, as many commuters begin their commutes an hour later.

### Off-Peak Period Diversion

During off-peak hours (mid-day, overnight and on weekends) when there is additional capacity on other routes, time savings on the Port Mann Bridge aren't as pronounced. As a result, some drivers are diverting to alternate routes during these times. In January, this off-peak diversion was most noticeable during weekends.

The variance between weekend volumes in January 2014 and January 2013 is approximately 10 per cent. This is higher than the average weekday variance, but not unanticipated. Traffic volumes are generally lower on all roads and crossings on weekends as fewer drivers commute to and from work. Drivers regularly choose between saving time or money, and with time available on weekends, some drivers choose alternate routes rather than the Port Mann Bridge.

Average Weekend Traffic Comparisons	January 2013	January 2014	% Change
Daily	76,940	68,767	-10.6%

### Truck Traffic

Truck volumes on the Port Mann Bridge are generally consistent with last year, with a weekday increase of approximately 4% compared to January 2013.

Even more than general traffic, truck traffic volumes increased during the morning and evening peak periods. Most significantly, this increase is highest in the westbound morning rush when truck traffic was 17% higher in January 2014 than a year ago at the same time. The increase in general traffic for the same time was nearly 10%, showing the high value trucks and businesses place on time savings.

Average Weekday Truck Traffic (>6m)	January 2013	January 2014	% Change
	11,131	11,552	3.8%

### Share of Fraser River Crossings

Historically, the Port Mann Bridge has accounted for between 25 and 30 per cent of all Fraser River crossings. In the first month of 2014, its share continues to be in that range.

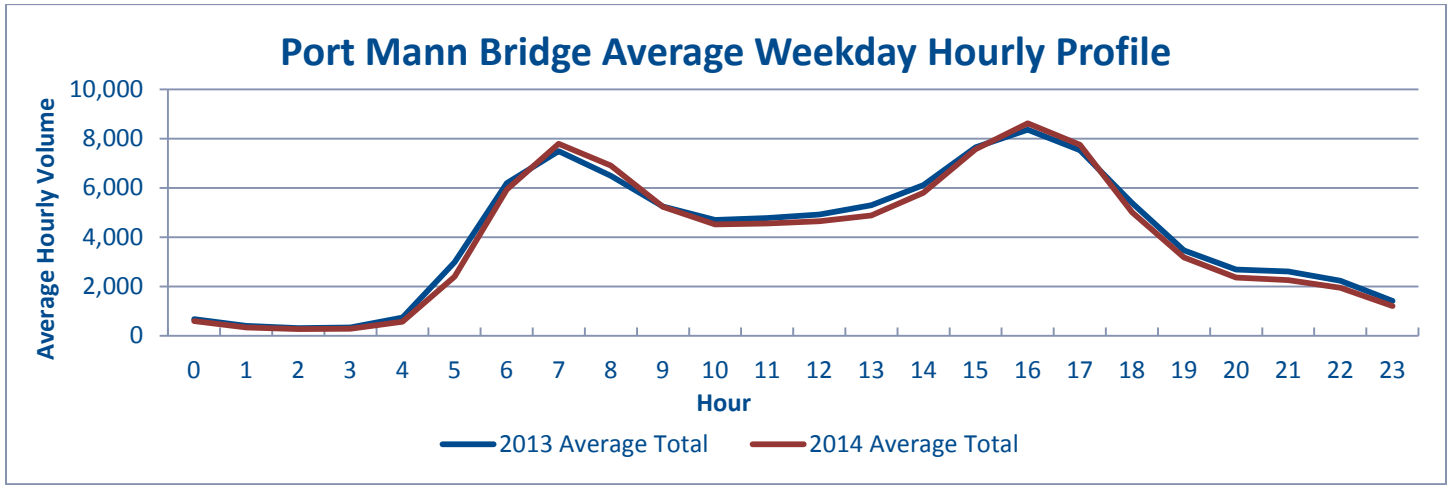
	January 7, 2013 to February 1, 2013				January 6 - 31, 2014			
	Port Mann Bridge	Pattullo Bridge	Alex Fraser Bridge	George Massey Tunnel	Port Mann Bridge	Pattullo Bridge	Alex Fraser Bridge	George Massey Tunnel
Weekday Percentage	26.5%	19.8%	30.7%	23.1%	25.6%	21.4%	31.6%	21.5%
Weekend Percentage	28.1%	20.5%	28.0%	23.4%	25.1%	22.8%	29.9%	22.2%
Daily Percentage	26.9%	20.0%	29.9%	23.2%	25.4%	21.8%	31.1%	21.7%

### Total Traffic

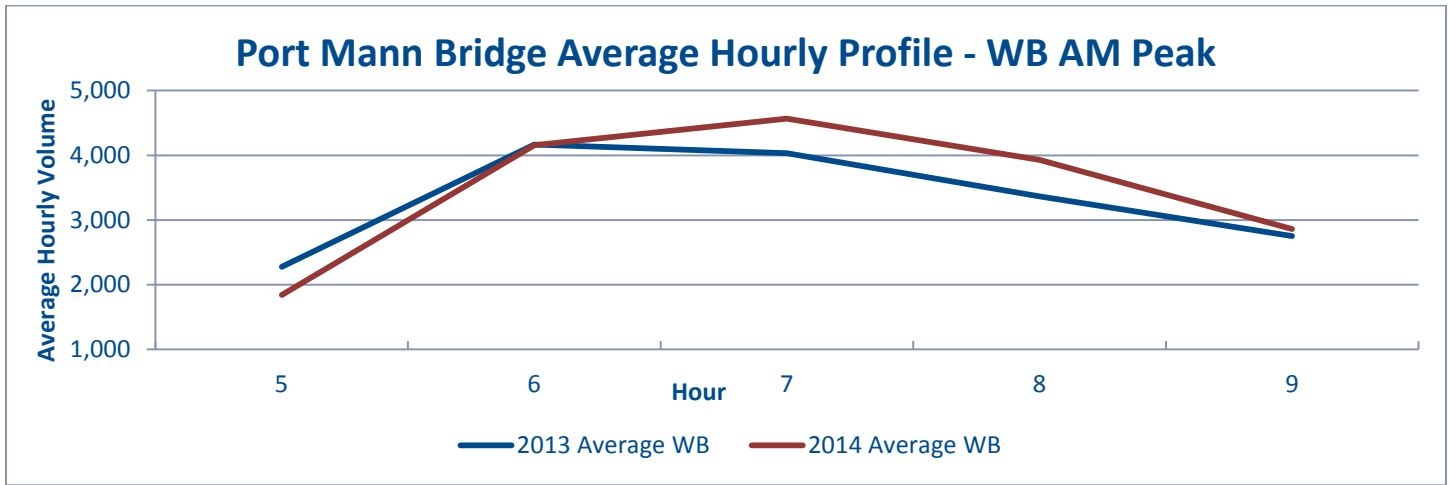
As anticipated, traffic in January showed significant fluctuation compared to the same period in 2013. Despite this fluctuation, and the associated traffic pattern changes during peak and off-peak times, the total number of crossings between January 2013 and January 2014 was generally consistent, with a difference of 130,000 year over year.

Total Crossings	January 2013	January 2014	% Change
	2,784,006	2,656,906	-4.6%

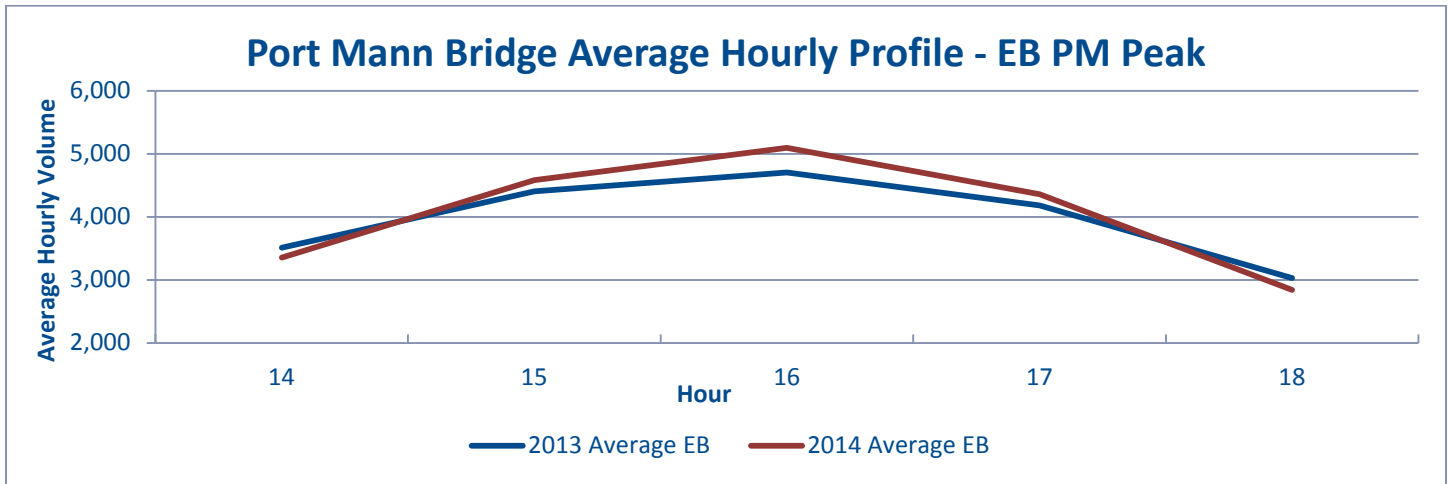
# Port Mann Bridge Traffic Profiles - January 2014



Average Weekday Traffic	January 2013	January 2014	% Change
	98,131	95,147	-3.0%



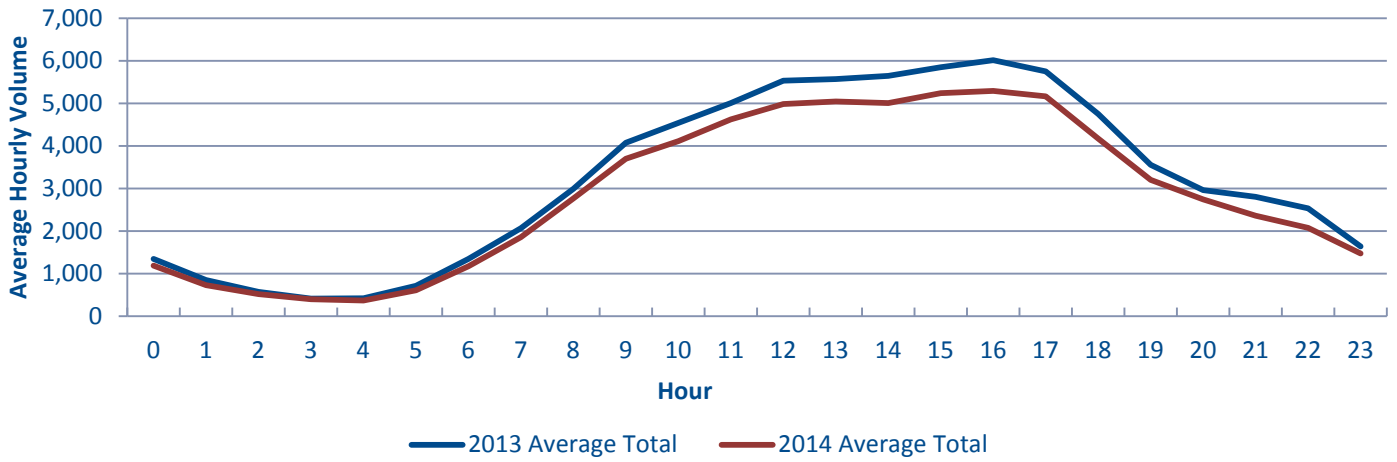
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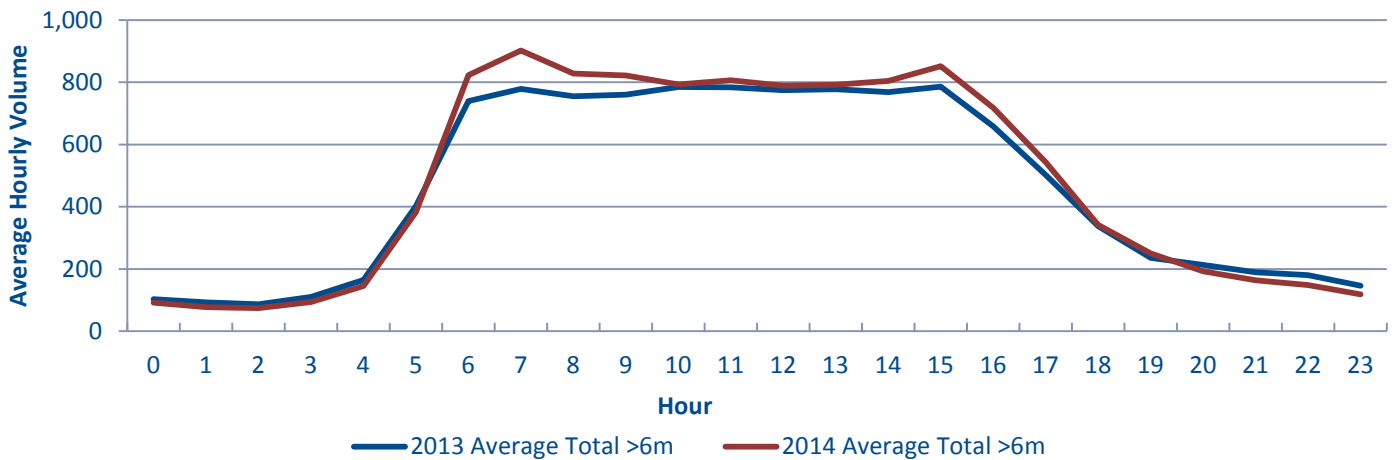


## Port Mann Bridge Average Weekend Hourly Profile



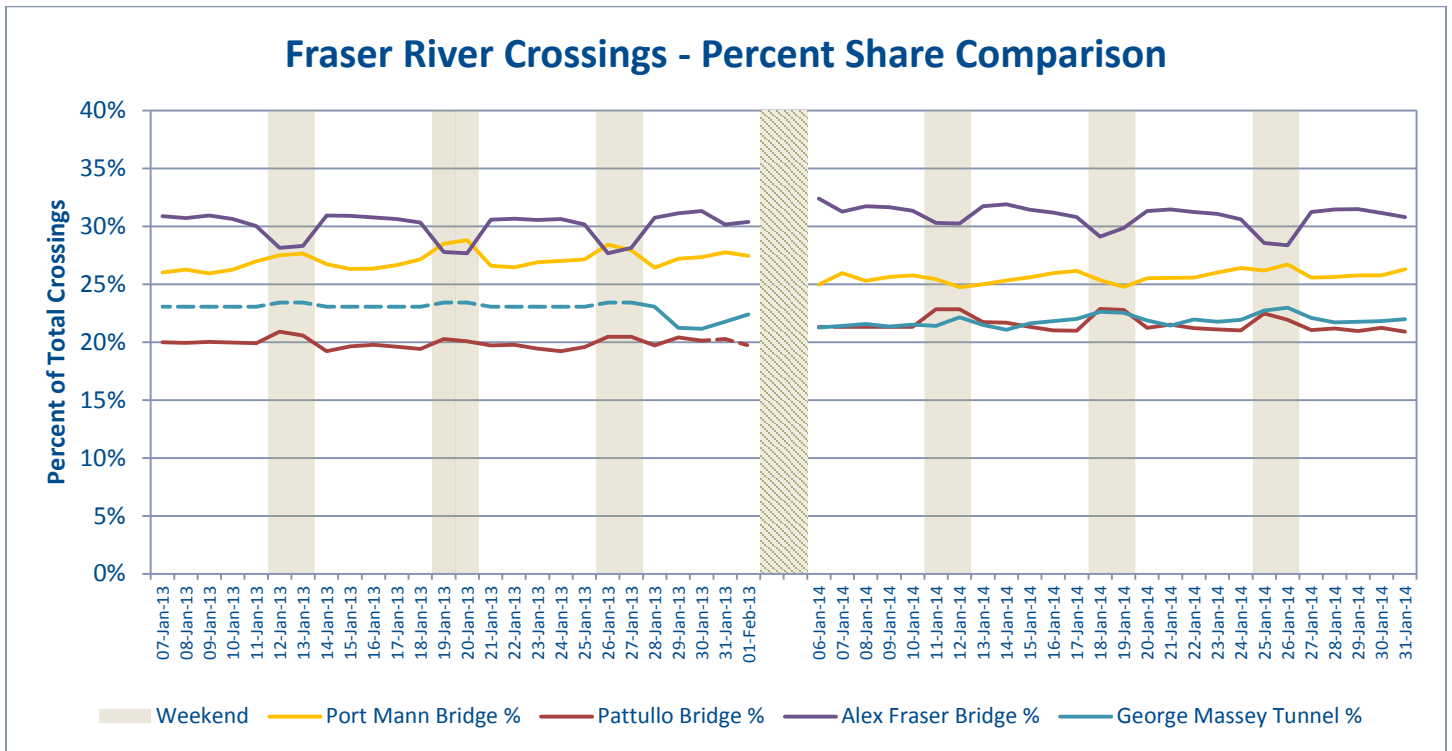
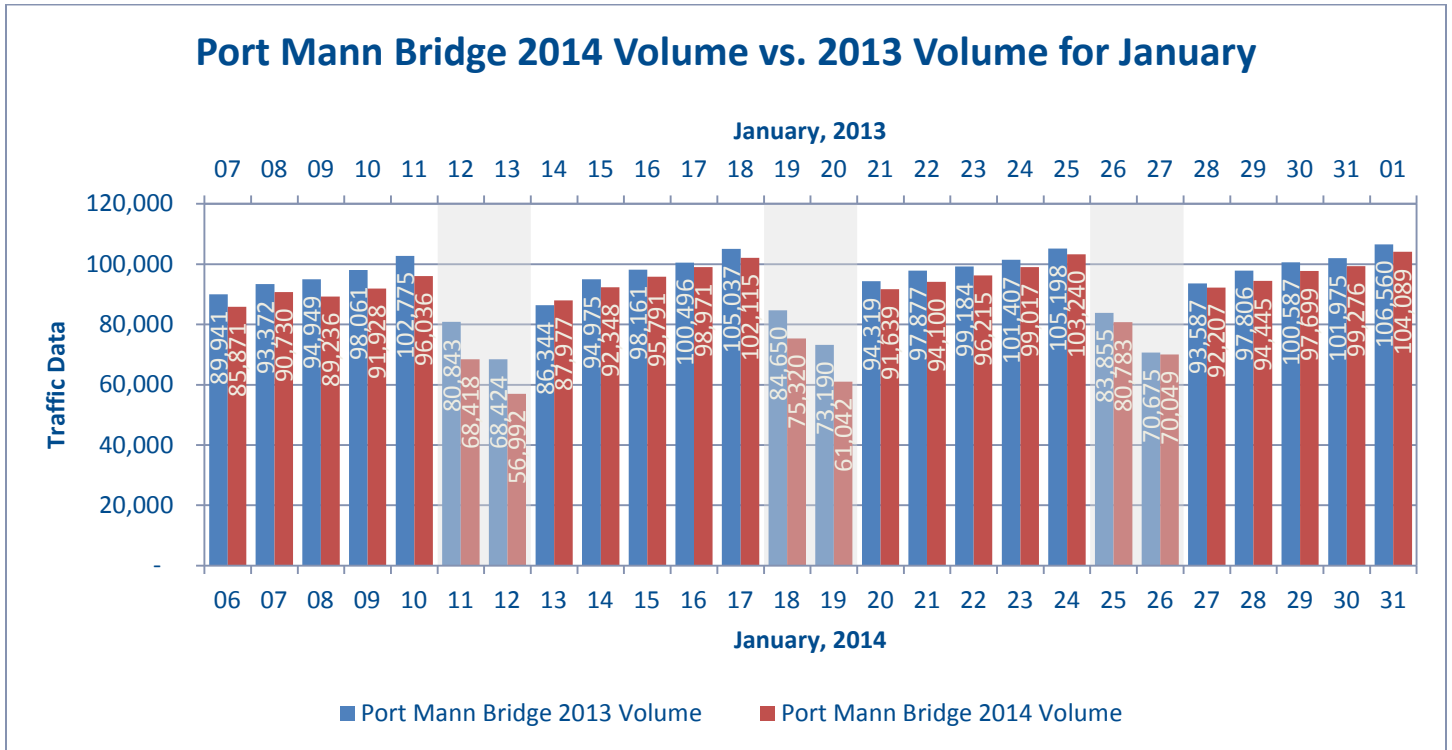
Average Weekend Traffic Comparisons	January 2013	January 2014	% Change
	76,940	68,767	-10.6%

## Port Mann Bridge Average Weekday Truck Profile



Average Weekday Truck Traffic (>6m)	January 2013	January 2014	% Change
	11,131	11,552	3.8%

# Port Mann Bridge Daily Traffic and Fraser River Comparisons



NOTE: Dashed line indicates estimate due to missing data