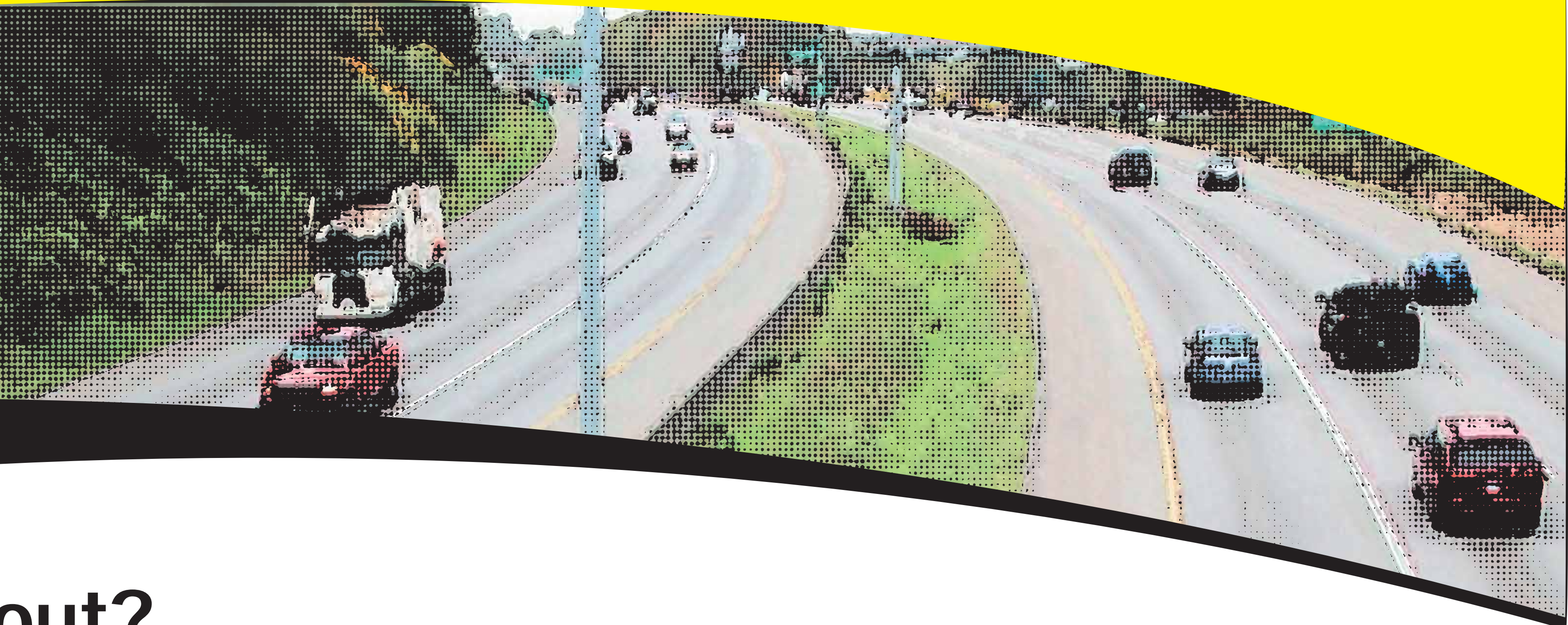
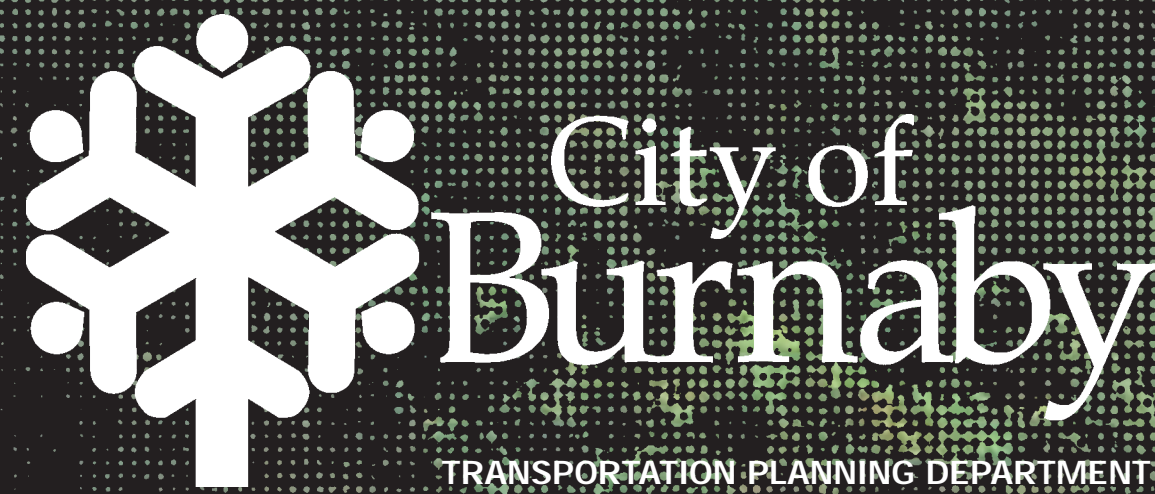


The Provincial Gateway Program

[Public Consultation by the City of Burnaby]



What is this about?

- The Province is proposing to build the Port Mann / Highway 1 project, a component of the larger Gateway Program
- The Province has conducted public consultation on a limited range of topics
- Some participants indicated that the scope of consultation was too narrow
- Burnaby Council believes that the Port Mann / Highway 1 project will have adverse impacts for Burnaby and the region
- On 2006 June 26, Burnaby Council decided to undertake its own public consultation



Port Mann / Highway 1 Project (western half)



Graphic from "Program Definition Report", Ministry of Transportation, 2006 January 31. Text amended by the City of Burnaby.

Highway Concept:

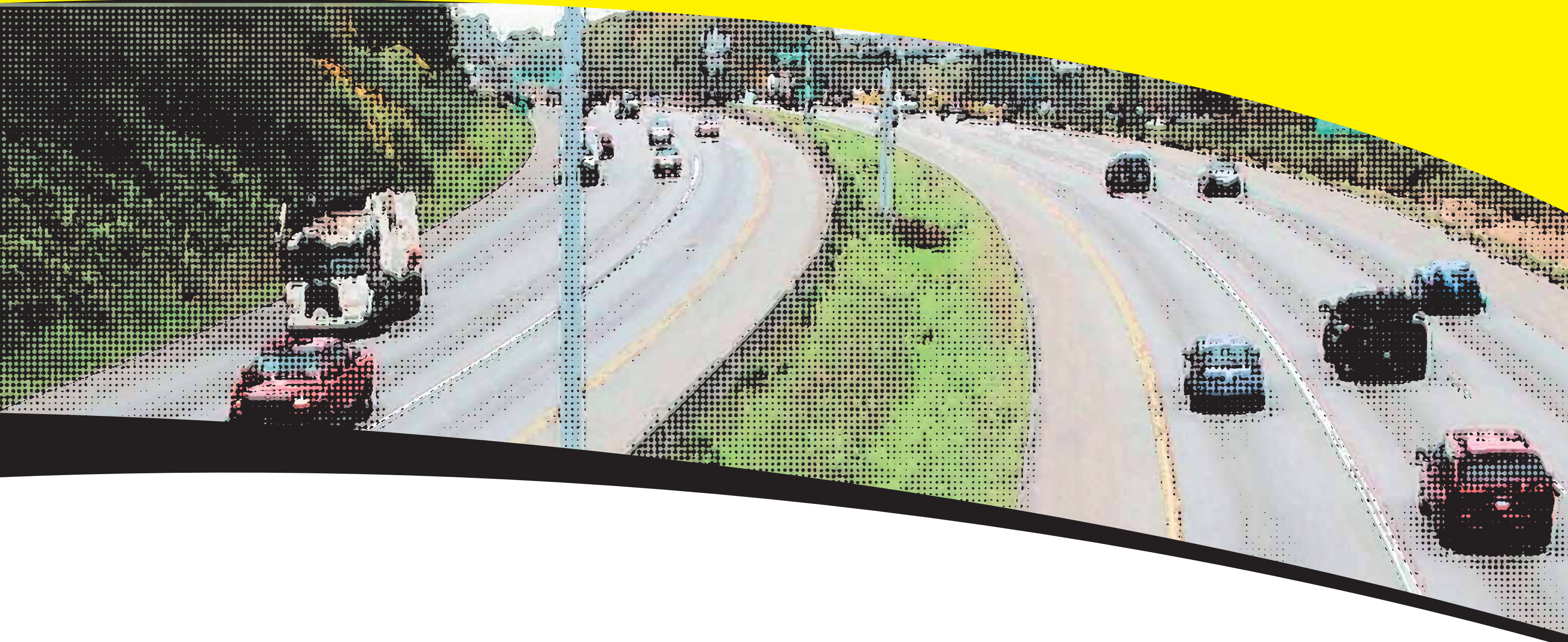
Within the City of Burnaby, the current concept includes:

- Freeway widening, from six lanes to eight
- Possible widening to ten lanes near the Grandview and Willingdon interchanges
- Reconstruction of all interchanges, which may include designs that differ significantly from the existing ones

- Reconstruction of all bridges passing over Highway 1
- Loss of access to Still Creek industrial area from Grandview Highway
- Possible construction of a new overpass at Wayburne Drive, without freeway ramps
- Possible construction of a partial interchange at Douglas Road, for commercial vehicles only
- Possible construction of a westbound transit off-ramp at Government Street, for suburban buses destined to Lougheed SkyTrain station

The Provincial Gateway Program

[Public Consultation by the City of Burnaby]



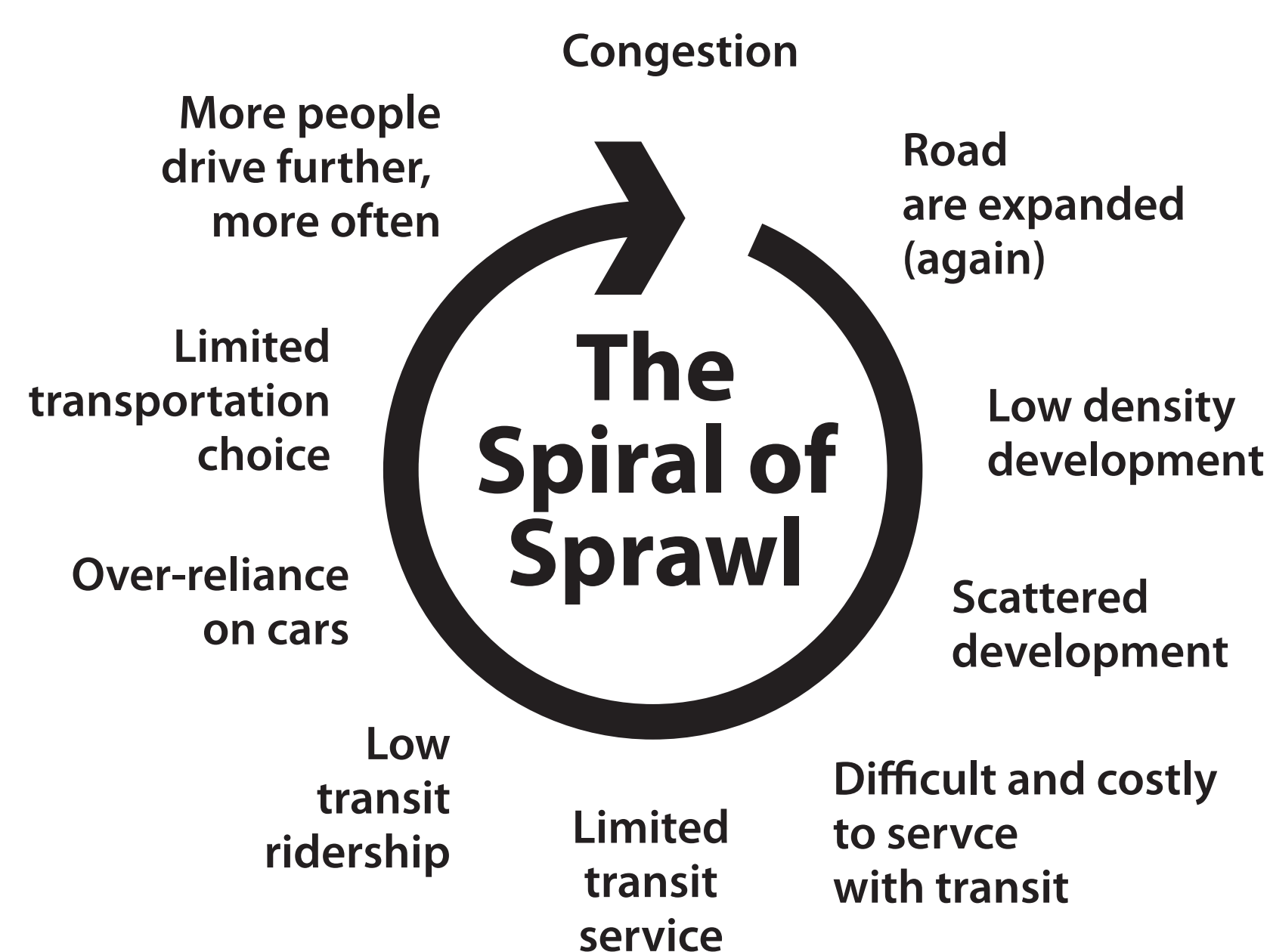
Burnaby Perspective:

Burnaby Council does not support the Port Mann / Highway 1 project. However, if the Province continues to pursue the project, Burnaby Council believes that:

- The project should be brought into compliance with Greater Vancouver's regional growth strategy (the Livable Region Strategic Plan).
- The Province should evaluate a range of transit and demand-management solutions on an equal basis; not default to road construction. What is the best solution for the available budget?
- Tolling should be for congestion management; not just to raise money.
- Project goals should include environmental, land use, and social goals (not just transportation goals).
- Public consultation should be based on all available technical information (e.g., traffic projections, project-specific benefits vs. costs).
- The Province should pay for needed upgrades to City roads, arising from the project.
- The impact of high future gasoline prices on demand for car travel should be considered.
- The project should address environmental impacts (noise, water table, etc.) arising from the previous six-laning of Highway 1 through Burnaby.
- Noise abatement should be required at all sensitive locations, including all locations with abutting single-family homes.
- Public input should be sought on all aspects of the project (including project scope), not just the narrow list of topics that the Province has consulted on to date.
- Overpasses across Highway 1 should have bike lanes in both directions, plus Urban Trails as called for in the *Burnaby Transportation Plan*.

Urban Sprawl:

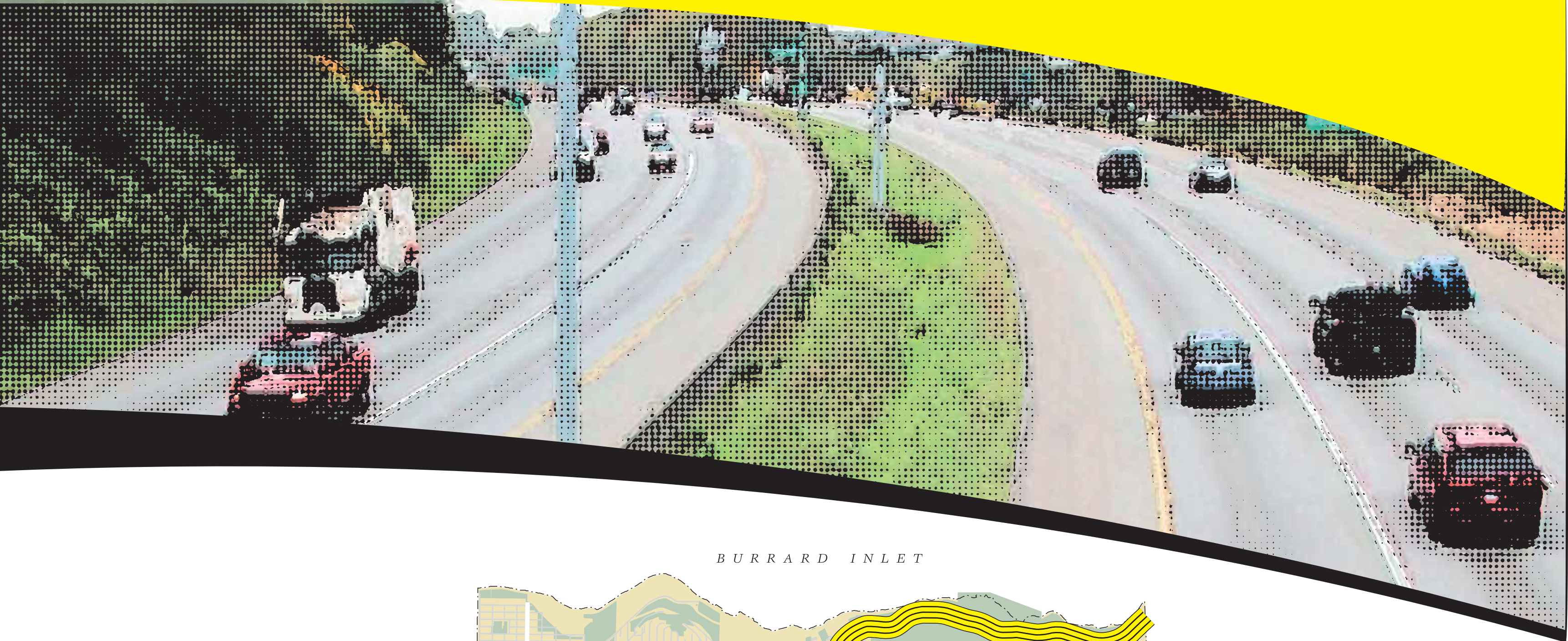
- Road projects encourage more auto-oriented development (sprawl) as demand for suburban/rural land "skyrockets"¹
- This generates more traffic that readily fills up new road capacity: congestion has not been solved; vehicle emissions increase
- Example: volumes on the Alex Fraser Bridge increased by 65% in the first three years after opening
- Gateway Program ignores this effect



¹ Don Campbell and Russell Westcott (Real Estate Investment Network), "The Gateway Effect", quoted in Vancouver Sun, 2006 May 30.

The Provincial Gateway Program

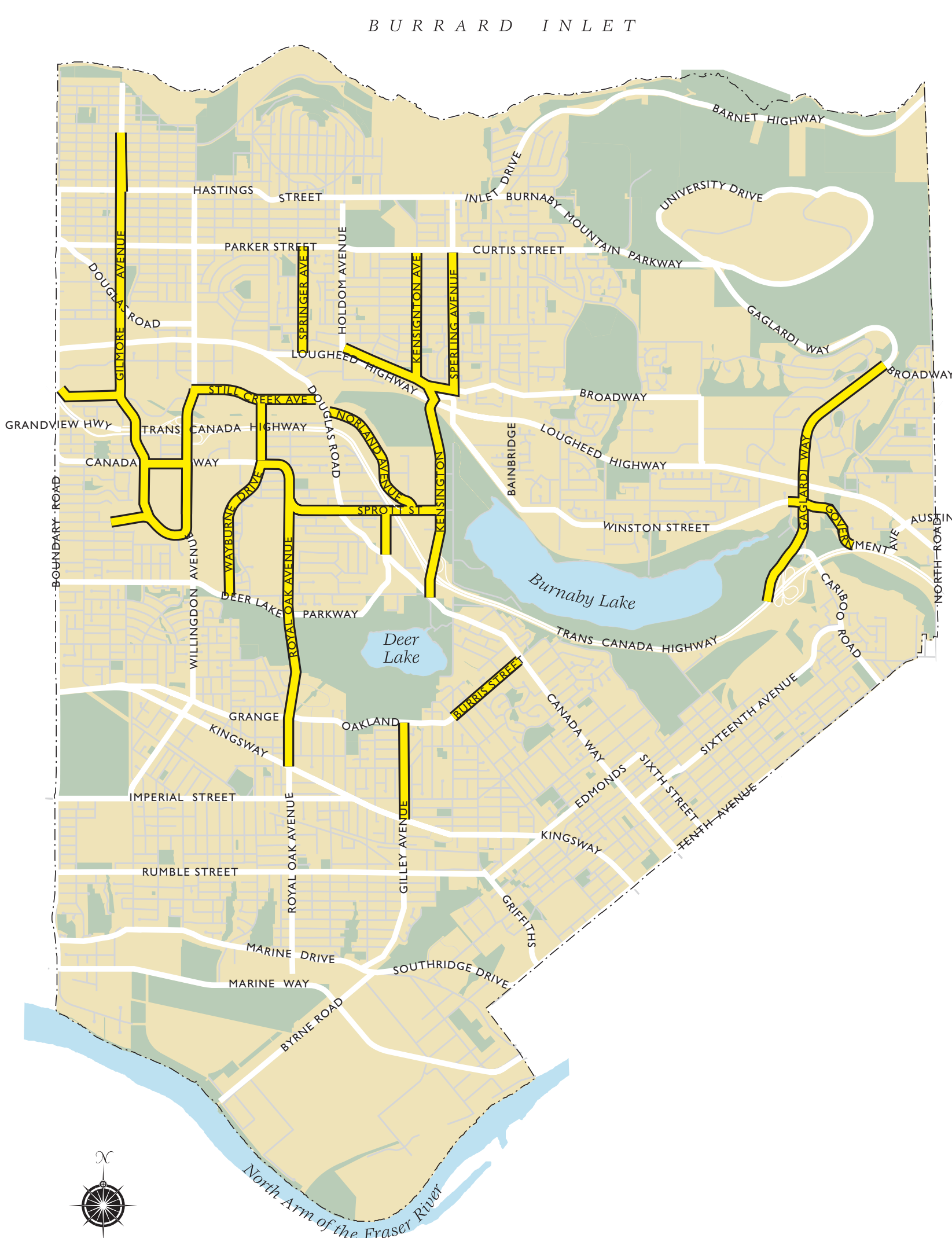
[Public Consultation by the City of Burnaby]



How Much is Enough?

There are now 26 lanes of roadway spanning Burnaby from east to west.

When do we stop?



Traffic:

■ Analysis shows peak hour traffic increases of at least 10% on parts of:

- Bainbridge Avenue
- Broadway
- Burris Street
- Canada Way
- Gagliardi Way
- Gilley Avenue
- Gilmore Avenue
- Government Street
- Kensington Avenue
- Norland Avenue
- Royal Oak Avenue
- Sanderson Way
- Sperling Avenue
- Springer Avenue
- Sprott Street
- Still Creek Avenue
- Wayburne Drive
- Willingdon Avenue

What are your thoughts?

Please fill in a questionnaire, or visit www.burnaby.ca/gateway