

Highlights from the City of Burnaby's report on the Gateway proposal – Feb,2006

(Page 7):

**- Outstanding issues: The current proposal is in violation of the four “pillars” of the LRSP and calls for up to 150% more general-purpose capacity at Port Mann than is envisioned in the LRSP. Demand management appears to have support but is not committed to. The possible role of distance-based tolling needs to be clarified.**

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**Outstanding issues: the current public consultation process is focused almost exclusively on possible demand management measures, and does not seek input on the merits of the freeway expansion or other solutions that might be contemplated. As noted above, lack of compliance with the LRSP is still a significant concern.**

**Outstanding issues: options that consider retention of the existing Port Mann configuration, or that allocate a higher proportion of any capacity increase to priority modes (transit, trucks, HOV) have not been evaluated as extensively or comprehensively as the capacity-expansion option.**

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**Outstanding issues: will tolling be continued in perpetuity for demand management purposes, and can toll revenues be used for other transportation projects such as transit?**

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**Outstanding issues: the Companion Document acknowledges that there is some evidence that transportation projects can induce new land use patterns, particularly where (as for PMH1) significant travel time savings are achieved. In spite of this, the Gateway Program has not included induced trips in their assessment of traffic and emission impacts. On the issues of peak oil and evolving attitudes, these Council questions have not been answered.**