

TO: CITY MANAGER 2005 May 25
FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: PL 36500 07
Gateway Program

SUBJECT: PROVINCIAL GATEWAY PROGRAM: STATUS REPORT

PURPOSE: To advise Council of the status of the provincial Gateway Program and address a number of questions to the Minister of Transportation regarding the scope of the Program

RECOMMENDATIONS:

1. **THAT** Council inform the Minister of Transportation of its strong opposition to the twinning of the Port Mann Bridge as proposed, in view of the project's variance with the underlying objectives of the *Livable Region Strategic Plan*.
2. **THAT** the Minister of Transportation be requested to consider the contents of this report, and the questions contained in Section 5.0, as a basis for developing alternatives for the Port Mann Bridge / Highway 1 component of the Gateway Program that better meet the objectives of the *Livable Region Strategic Plan*.
3. **THAT** the alternatives referred to under Recommendation #2, above, be the subject of consultation with the GVRD, TransLink, affected municipalities and the public prior to advancing the proposal further.
4. **THAT** copies of this report be sent to:
 - a. M. Proudfoot, Executive Director, Gateway Program;
 - b. Chair and Directors, Greater Vancouver Regional District;
 - c. Chair and Directors, Greater Vancouver Transportation Authority;
 - d. Mayors and Council, all GVRD municipalities; and
 - e. Members of the Legislative Assembly for Burnaby.

REPORT

1.0 BACKGROUND

At its meeting of 2005 February 14, Council requested an update on the provincial Gateway Program of road construction. This report responds to that request. The three individual projects that fall under the banner of "Gateway Program" are:

- Port Mann / Highway 1 (PMH1)

- South Fraser Perimeter Road (SFPR)
- North Fraser Perimeter Road (NFPR)

Over the past six months, City staff have gained more knowledge of the scope and definition of the Gateway Program. Staff have not received any analyses (e.g., traffic modelling) from the Gateway Program office. However, there is now a clearer understanding on the specifics of what the Program does, and does not, entail.

Awareness of the Gateway Program has increased gradually over the last 18 months. Much of the public dialogue has focussed on the PMH1 project. Among other things, the dialogue includes motions passed by eight governing bodies in the Lower Mainland. This includes Burnaby's 2005 March 14 endorsement of a Vancouver motion. Typical statements from the various motions include:

- There should be more consultation with municipal and regional governments.
- Concern about apparent lack of compliance with the *Livable Region Strategic Plan*.
- Increasing capacity will not solve congestion.
- Concern about vehicle emissions from increased auto usage.
- Concern about the potential for increased traffic on municipal streets.
- Interest in seeing Transportation Demand Management options considered.

The specific motions are provided in Appendix A. To the best of our knowledge, there have been no formal responses to any of these motions.

This report is intended to advise Council as to the current status of the Gateway Program and to bring to the attention of Council certain emerging issues, particularly with regard to PMH1.

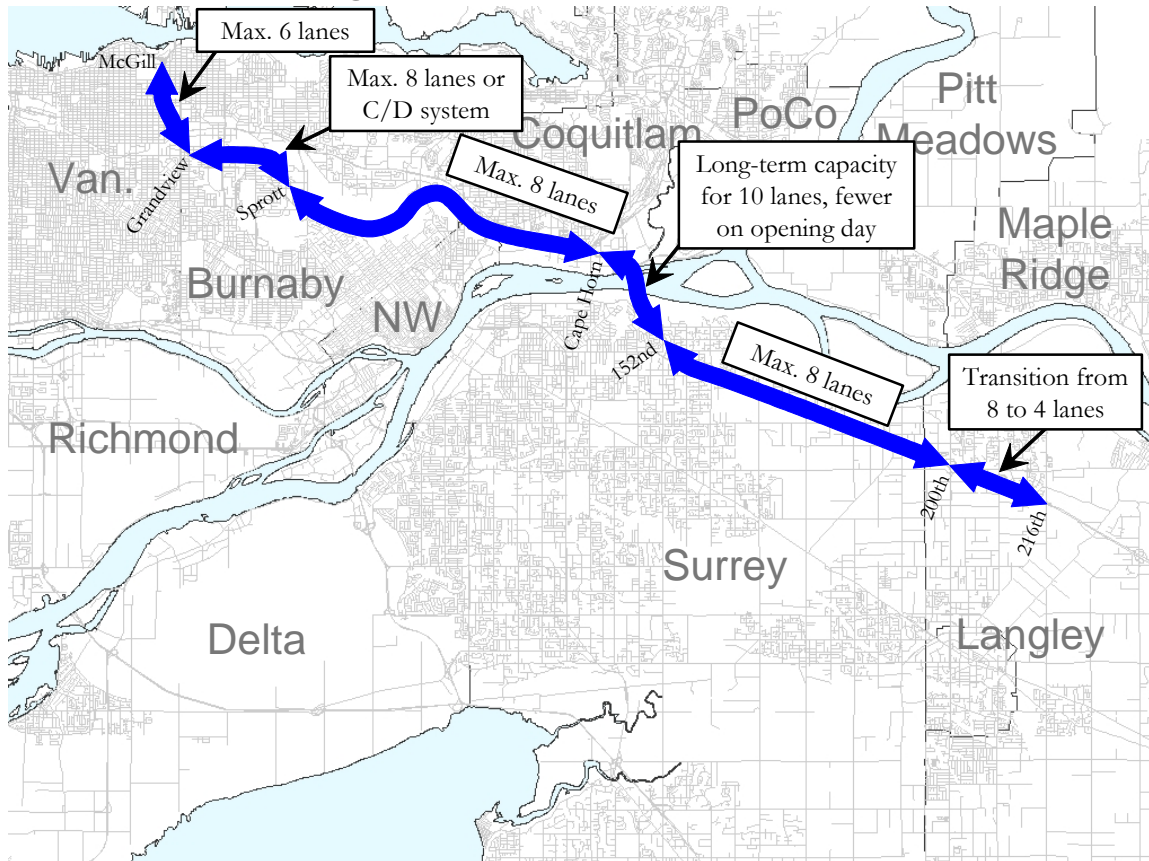
2.0 PROJECT DEFINITIONS

The Gateway Program office is in the process of drafting project definitions for each of the three projects. As such, each project definition can presently be thought of as a range of possibilities, rather than a single concept. The currently-understood project concepts are given below.

2.1 Port Mann / Highway 1

The current concept for PMH1 is shown in *Figure 1*.

Figure 1: PMH1 Current Concept



The number of through lanes, on a segment-by-segment basis, is expected to fall within a range. The low end of the range is the existing condition (i.e., no expansion), except on the Port Mann Bridge where more lanes are assured. The high end of the range is:

- McGill to Grandview: six lanes;
- Grandview to Sprout: eight lanes or a possible collector / distributor system as discussed below;
- Sprout to Cape Horn: eight lanes;

- A second adjacent Port Mann Bridge: built physically for five lanes, which would be in addition to five lanes on the existing span.
- 152nd to 200th: eight lanes; and
- 200th to 216th: transition back to four lanes.

The interchanges on Highway 1 would also be upgraded to meet current safety standards. In Burnaby, the Grandview and Willingdon interchanges are very close together, thereby complicating the design of the highway and interchanges in this area. One of the options under consideration for this area is a “collector / distributor” configuration. In either direction, this would have three through lanes, a median barrier, and then probably two outside lanes to accommodate the interchange weaving movements. The complete two-way cross-section in this segment could therefore be six through lanes plus four auxiliary lanes, possibly including a new overpass of Highway 1 between Canada Way (at Wayburne Drive) and Still Creek Avenue.

The existing High-Occupancy Vehicle (HOV) lanes on Highway 1 would be retained, and extended to 200th Street. Analysis of other Transportation Demand Management (TDM) measures is currently underway by the Gateway Program office. Options under consideration include:

- Lane designations such as HOV lanes or High-Priority Vehicle (HPV) lanes, the latter potentially being reserved for one or more of truck, bus, other commercial vehicles, HOV, etc.;
- Access control, such as ramp metering; and
- Tolling.

The interchanges on Highway 1 would be upgraded to meet current safety standards. In the process, bicycle and pedestrian facilities would be included on all overpass structures.

PMH1 is explored further in subsequent chapters of this report.

2.2 South Fraser Perimeter Road

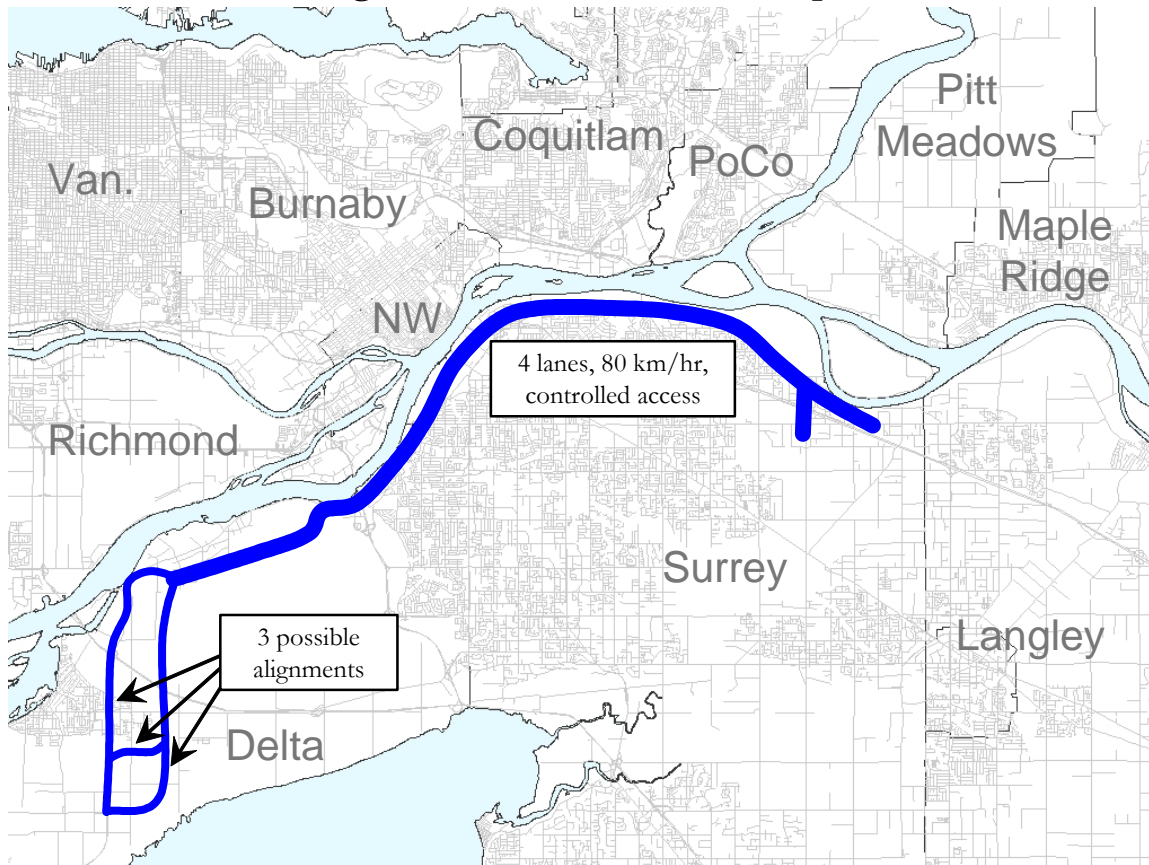
The current scope for SFPR is shown in *Figure 2*. It is planned as a four-lane road designed for an operating speed of 80 km/hr. It will begin at the interchange of Highway 17 and Deltaport Way, and extend eastward to the Highway 1 / Highway 15 / Golden Ears Bridge area. The corridor is well-defined, except in the Ladner area where a choice between Highway 17 and the East Ladner Bypass

has not yet been made. Access to SFPR will be limited to key intersections and/or interchanges.

The role of TDM has not been determined, but at most would consist of truck-only lanes.

Bicycle and pedestrian provisions will not be continuous along the corridor, but instead will be designed to link into existing bike and pedestrian routes in Surrey and Delta.

Figure 2: SFPR Current Concept

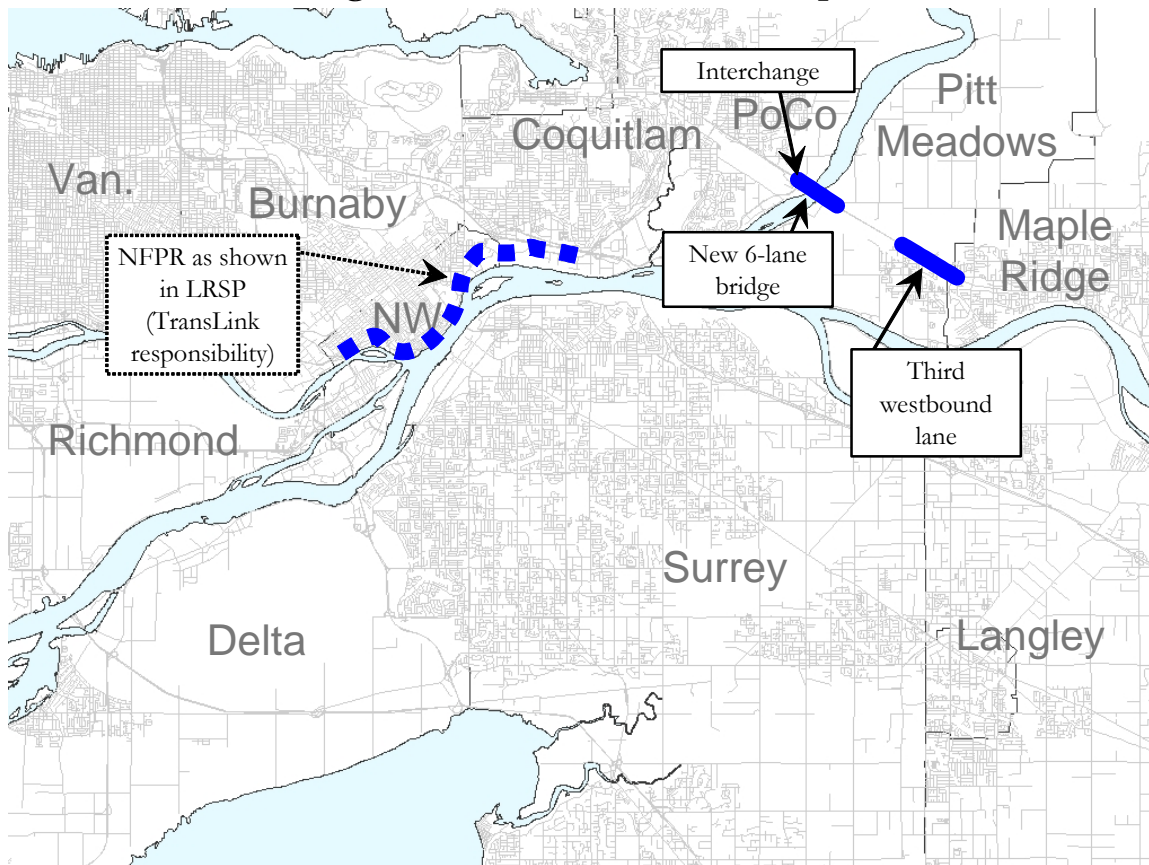


The SFPR is shown in the *Livable Region Strategic Plan (LRSP)* and is generally consistent with it. There are issues of a local nature that need to be addressed but, in general, the SFPR is in accordance with the *LRSP*. As such, it will not be discussed further in this report.

2.3 North Fraser Perimeter Road

The term “North Fraser Perimeter Road” has traditionally referred to a proposed corridor along the north side of the Fraser River primarily for goods movement, extending between the Queensborough and Port Mann bridges as shown in **Figure 3**. This is illustrated in the *LRSP*, and is the responsibility of TransLink.

Figure 3: NFPR Current Concept



The Gateway Program would be responsible for extending this project across the Pitt River into Pitt Meadows and Maple Ridge including, as shown in **Figure 3**, the following key project elements:

- Interchange for Lougheed Highway at Mary Hill Bypass;
- Replacement of the existing Pitt River swing bridges with a new, six-lane, high-level structure, which would also accommodate pedestrians and cyclists; and

- Extension of the third westbound lane on Lougheed Highway from Maple Meadows Way to Harris Road, to improve the westbound merge from Golden Ears Bridge.

Other elements under consideration, but which have not yet been determined, include:

- Intersection upgrades along Mary Hill Bypass and Highway 7 (details to be determined); and
- Lane designations on the Pitt River Bridge.

The Gateway Program section of NFPR, from Cape Horn east, is the primary link to Maple Ridge and Pitt Meadows for commuters during peak periods. The *LRSP* shows provision of bus / HOV lanes on the Pitt River Bridge and Lougheed Highway. Thus, if the Gateway Program includes HOV or similar lanes, this project will also be in general accordance with the *LRSP*. This has yet to be determined.

The *LRSP* is based on tolling of all major water crossings, but tolling is not being considered by the Gateway Program office for the Pitt River Bridge. This represents a missed opportunity to implement part of the *LRSP*.

The NFPR will not be discussed further in this report.

3.0 PMH1 IMPLICATIONS FOR THE REGION

3.1 The *LRSP*

To take the Port Mann Bridge from the maximum of six lanes (with two HOV lanes) proposed by the *LRSP* to the currently proposed 10 lanes is well beyond the capacity envisioned by the *LRSP*. While it would likely open with fewer lanes, there would be expansion potential to ten lanes. The current PMH1 concept specifies that the existing HOV lanes are to be extended across the Port Mann Bridge and onward to 200th Street. This leaves eight lanes on the twinned bridges for which no lane designations have been determined. If all of these become general purpose lanes, this would represent 100 percent more general purpose capacity at Port Mann than was contemplated in the *LRSP*, and would conflict directly with the regional approach in *Transport 2021* that states, “the choke points of the bridges and tunnels across the Fraser River would be used to draw the line and limit access to the single-occupant vehicle”.

Admittedly, this proposal is responding to a congestion point in the regional arterial and highway system. However, the biggest question at this point is

whether such a large allocation of resources should be spent to respond to a problem that is at the crux of the underlying reason for the *LRSP*.

The *LRSP* through its various goals and objectives seeks to achieve a more compact form of development within the region, with a wider range of transportation options. This is opposed to a future based on a continuation of suburban sprawl and an increased reliance on the private motor vehicle. The reasons for this underlying direction have been well documented in the past. There is every reason to believe that this project will not contribute to a long-term solution as stipulated in the region's growth management plans.

The more likely scenario is that the twinning of the Port Mann Bridge combined with an eight-laning of the freeway to 200th Street as proposed will reinforce an existing trend for lower-density development in the outer suburbs, thus compounding the existing problem that the *LRSP* is attempting to address. At some point in the not-too-distant future, the extra capacity will be gone and then we will be back to the point where we are today, but with a deeper problem. As well, while PMH1 may facilitate goods movement in the short term, a mechanism to protect goods movement from general traffic congestion in the long term has not been identified.

Ultimately, any large investment for a new crossing of the Fraser River should make a positive contribution to the objectives of the *LRSP* and address issues of transit expansion, goods movement and diminishing the role of the single-occupant vehicle. As well, while City staff have not reviewed the model used by the Province, it appears that it fails to account for larger trends in our region and world. These include: changing consumer attitudes regarding global warming, the very large gas price increases that are likely within the lifetime of the project (probably before the project even opens) as a result of global oil scarcity, and the congestion that will be created as additional development shifts out into the Fraser Valley as a result of PMH1.

3.2 Tolling

The *LRSP* views TDM strategies, such as road tolling, as a fundamental requirement for achieving the goals and objectives of the Plan. While no decision has yet been made regarding PMH1 tolling, implementation of tolling would move the region closer towards a "user pay" approach for road transportation. This is seen as a positive development. However, the current focus of the Gateway Program appears to be on tolling for revenue generation; not demand management.

Not all tolling schemes are created equal. The provincial *Guidelines for Tolling* are based on tolling solely to recover the cost of increased capacity, and require that a “reasonable untolled alternative” be available. This differs from the regional approach of: tolling all roads crossing a cordon to limit usage of those roads by single-occupant vehicles, continuing the tolling in perpetuity, and using the resultant income to fund a variety of transportation projects including transit. Application of the *Guidelines* by the Gateway Program would reduce tolling’s effectiveness as a TDM measure, and also raise concerns about traffic diversion to the untolled alternatives (e.g., Pattullo Bridge) and spillover / diversion of traffic onto municipal streets.

It is worth noting that tolling could take the form of a distance-based toll along the whole PMH1 corridor, rather than a point toll just at Port Mann. For this reason, diversion to the untolled alternatives could affect municipal roads along the full length of the corridor (e.g., onto Lougheed Highway). It is therefore important that municipalities be involved in the formulation of PMH1 tolling strategies.

The ultimate relationship of PMH1 to regional policies will depend not just on *whether* or not it is tolled, but *how* it is tolled. Tolling should be approached from a demand management perspective, as outlined in the *LRSP* and *Transport 2021*, and the Gateway Program should partner with TransLink to develop an integrated tolling strategy. On the Port Mann Bridge, this approach could involve providing designated lanes for HOVs (including buses) and HPV lanes for trucks. These operational measures could be supported by tolling strategies based on vehicle occupancy which would limit General-Purpose (GP) use of the twinned Port Mann Bridge. This could involve lower tolls for carpools, buses and trucks and higher tolls for single-occupant vehicles.

3.3 Project Scope

Given that there are certain desirable objectives to achieve in the PMH1 corridor (e.g., improved goods movement, reduced emissions), the Gateway Program office appears to be operating on the premise that the only way to achieve those objectives is through the provision of more highway capacity. Other options, such as transit or TDM initiatives that do not include major highway expansion, have not been identified to this point.

The approach of the Gateway Program appears to be to solve a *traffic* issue, whereas a more comprehensive result that is more in keeping with regional aspirations would be achieved by taking a broader *mobility* perspective (i.e., considering all modes) or the even better *access* perspective (i.e., recognizing that

people do not travel for its own sake, but to access certain services that could potentially be provided closer to their community).

The latter approach allows all benefits to be maximized: the person's time, congestion experienced by others, emissions, etc. An example of this approach is provided by the Oregon Department of Transportation, when evaluating the Western Bypass freeway in Portland. The Department concluded that a package of land use changes, TDM measures, and modest road projects would better achieve its objectives than would its own freeway proposal.

3.4 The Need for Dialogue

The magnitude of these impacts on regional land use, transportation and air quality will depend to some extent on decisions surrounding TDM measures. At its best, PMH1 could serve as an important impetus for long-neglected regional policies such as expansion of the HOV network, separation of trucks from GP congestion, and tolling of major water crossings. However, these aspects of PMH1 are not yet determined.

Up to this point, the Gateway Program office has not enunciated a clear policy direction which is compatible with the *LRSP*. Moreover, PMH1 raises issues of auto dependence, tolling strategies, and others that will require further review by the GVRD, TransLink and the City. How the PMH1 is operated and tolled will have a significant bearing on the extent to which the project will promote the use of alternative modes and support goods movement, or will simply add more GP capacity which will be largely taken up by single-occupant vehicles.

Therefore, before any further plans are developed, there needs to be a consultative process involving the Greater Vancouver Regional District, TransLink, affected municipalities and the public to ensure that any plans for improvement are fully consistent with the objectives of the *LRSP*. Unless there is a meaningful dialogue with the Province on this key issue, the regional community will find that the *LRSP* will be reshaped by the decisions of others, and that a default plan will emerge that reverts back to continuing the same trend conditions that the existing regional plan is attempting to address. It therefore follows that the GVRD also needs to strongly reaffirm the *LRSP* objectives and press the Province for assurance that its actions will assist rather than hinder the region's adopted growth management approach.

4.0 PMH1 IMPLICATIONS FOR BURNABY

Any changes to Highway 1 could have significant local impacts as discussed below.

4.1 Impact on the Municipal Road Network

It is not yet known how PMH1 will be operated (HOV lanes, HPV lanes etc.) and tolled. Furthermore, as the Gateway Program office has not released any traffic forecasting results, it is difficult to estimate the impact of the project on the municipal road network.

PMH1 may bring more traffic into central Burnaby and lead to increased loading on some parts of the municipal road network, particularly the access roads to the highway interchanges. PMH1 may result in reduced traffic on alternate east-west highways such as Lougheed Highway. However, any such gains may be offset by the effects of diverted traffic avoiding tolls, depending on the tolling strategy used.

There likely will be increased demands on north-south routes leading to the Highway 1 interchanges, such as Willingdon Avenue. Any necessary upgrading of the approaches to and from these north-south routes to accommodate Highway 1 traffic should not be a responsibility of TransLink and the affected municipalities. Necessary improvements to accommodate traffic moving to and from Highway 1 should be included within the scope and funding provisions of the Gateway Program.

4.2 Safety of the Highway Interchanges

The interchanges on Highway 1 were largely designed in the 1960s based on lower traffic demands and lower travel speeds. As a result, there are serious safety issues with all four of the highway interchanges in Burnaby that the City has brought to the attention of the Ministry of Transportation for many years. Safety issues with the Sprott Interchange have been addressed for now through a cost-sharing agreement with the Ministry which was facilitated by the Gateway Program. However, the Grandview/Willingdon, Kensington, and Stormont (Cariboo) interchanges also need to be upgraded to meet current safety standards. The Gateway Program has been made aware of the interchange deficiencies and it is believed that they will be addressed by the PMH1 project.

4.3 Alternative Modes

Highway elements should be designed to better facilitate transit, bicycle and pedestrian trips that are local in nature. As the current concept for freeway

widening will likely require the replacement of the existing freeway overpasses and underpasses, PMH1 provides an opportunity to reduce the primary obstacle to north-south cycling in Burnaby. The Gateway Program office has indicated that their work will include the provision of enhanced pedestrian and cycling facilities but up to this point, they have not tabled design concepts that address these cycling and pedestrian issues.

4.4 Noise Impacts

In Burnaby and some other locations on Highway 1, there is no longer a grass median in the centre of the highway. The eastbound and westbound lanes are separated only by paved shoulders and a concrete barrier. Accordingly, any new lanes will have to be provided on the outer edges of the freeway, bringing freeway traffic and resulting noise closer to adjacent homes, parks, and businesses. This is in addition to the noise increase that may come from higher traffic volumes. There are many residential homes close to Highway 1 in Burnaby that could be affected, especially those located between Canada Way and the highway, from the Willingdon Interchange to east of the Kensington Interchange.

The Gateway Program has indicated that they will be undertaking noise assessments to determine the extent of these impacts. However, these noise studies may only address the incremental noise created by the new traffic lanes and may not deal with the existing ambient noise generated by Highway 1 traffic. The Gateway Program should recognize the opportunity to improve the existing ambient noise environment rather than taking the approach of preventing noise from becoming any worse as a result of the project.

4.5 Parks and Open Space Impact

Another concern from the City's perspective is the potential impact on adjacent land use and the environment of expanding the highway to an eight- to ten-lane standard adjacent to parks and open space areas of the City. Potential environmental issues that must be addressed by the PMH1 project involve the impact of filling on the south edge of Burnaby Lake Regional Park to support a widened highway and the impact of drainage runoff from Highway 1 into Burnaby Lake.

5.0 QUESTIONS

In 2003 the Gateway Program was launched with the responsibility for implementing three major highway projects: PMH1, NFPR and SFPR. The intervening period has been spent by the Program to define the scope of these projects. This work is still in progress.

Future work will involve continuing consultation with local and regional governments, leading to community consultation in the fall of 2005, at the earliest. At this point, the Program is approaching the point where the technical work is sufficiently advanced to address the following questions regarding the Gateway Program. Since some of these questions go beyond the mandate of the Gateway Program team, it is recommended that these questions be addressed to the Minister of Transportation. These are in addition to questions already posed by the City of Burnaby, other municipalities, and the GVRD. The questions are:

1. Will the Ministry commit to undertake a consultative process with the GVRD, TransLink and affected municipalities to ensure that any improvement plans for PMH1 are fully compliant with the underlying objectives of the *LRSP*?
2. Will the Gateway Program evaluate options that would have no additional general-purpose capacity on the Port Mann Bridge and Highway 1 corridor?
3. Will the Ministry amend its *Guidelines for Tolling* so that they are consistent with, and supportive of, a regional approach to tolling based on Transportation Demand Management?
4. Will the Ministry commit that, for properties along the Highway 1 corridor in Burnaby, traffic noise generated by Highway 1 will be reduced below existing levels as a result of the PMH1 project?
5. Is there any evidence to support the Ministry's contention that the Port Mann / Highway 1 project will produce a net decrease in regional vehicle emissions?
6. What assurances is the Ministry prepared to offer regarding potential impacts in the Burnaby Lake area?
7. Will the Ministry of Transportation commit to connectivity improvements to the municipal road network to accommodate the additional traffic moving to/from Highway 1 as a result of the PMH1 project?
8. Will the Ministry include in its technical analysis of options, an evaluation of the impacts (as discussed in this report) of induced land use resulting from the project, rising gas prices due to global oil scarcity and evolving traveller attitudes to global warming?

6.0 SUMMARY AND CONCLUSION

This report provides an update on the Provincial Gateway Program, which consists of three road construction projects:

- Port Mann / Highway 1
- South Fraser Perimeter Road
- North Fraser Perimeter Road

This report's primary focus is on the Port Mann / Highway 1 (PMH1) project.

The PMH1 project extends from McGill Street in Vancouver to 216th Street in Langley. Up to eight lanes are being considered through Burnaby (or a ten-lane collector-distributor system in one section). A new five-lane bridge adjacent to the existing Port Mann Bridge is also proposed.

This report concludes that PMH1 as proposed is at variance with the underlying objectives of the *Livable Region Strategic Plan*, and represents a major cross-roads decision within the region. This is a fundamental decision in shaping the future of the region, and one that should not be made without full input from the GVRD, TransLink, the affected municipalities, and the public. The report further concludes that while safer interchanges and enhanced facilities for pedestrians and cyclists to cross Highway 1 may result, potential additional concerns for the City include:

1. Increased auto traffic on some City streets.
2. Increased noise on properties adjacent to Highway 1.
3. Environmental impacts, particularly adjacent to Burnaby Lake Regional Park.

As such, this report recommends that:

1. Council inform the Minister of Transportation of its strong opposition to the twinning of the Port Mann Bridge as proposed, in view of the project's variance with the underlying objectives of the *Livable Region Strategic Plan*.
2. The Minister of Transportation be requested to consider the contents of this report, and the questions contained in Section 5.0, as a basis for developing alternatives for the Port Mann Bridge / Highway 1 component of the Gateway Program that better meet the objectives of the *Livable Region Strategic Plan*.

3. The alternatives referred to under Recommendation #2, above, be the subject of consultation with the GVRD, TransLink, affected municipalities and the public prior to advancing the proposal further.
4. Copies of this report be sent to various parties.

J.S. Belhouse, Director
PLANNING AND BUILDING

SR/RG/JSB:sa

cc: City Manager
Director Engineering

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APPENDIX A: MOTIONS ADOPTED REGARDING THE GATEWAY PROGRAM

The following motions have been passed by municipal or regional governments in 2005.

CITY OF NEW WESTMINSTER

New Westminster passed a motion that a letter be sent to the Premier, which asked:

- Will twinning the Port Mann Bridge and widening Highway 1 solve the congestion problem?
- What city has built its way out of congestion – and is that the model we want for the Vancouver region?
- How soon will we once again have congested traffic? Is it within a few years? A few months? From opening day?
- What happens to air quality and green-house gases as congestion builds again?
- What will happen to the arterials that connect to the freeway? Will they congest? Who will pay for their widening?
- Does this project fit with the *Livable Region Strategic Plan*?

GREATER VANCOUVER REGIONAL DISTRICT

That the GVRD Board:

- a) Request the Ministry of Transportation and Gateway Program staff to consult with the Board on the following issues regarding the provincial Gateway Program prior to finalizing the scope of specific projects:
 - Short and long-term impacts on land use and development within the affected corridors;
 - The extent of Green Zone and agricultural lands impacted by individual projects, and mitigation measures that may be required to reduce or offset such impacts;
 - Local and regional air quality impacts and Greenhouse Gas emissions associated with changes in traffic flows, patterns and mode shares, and measures to ensure air quality will not be reduced through net increases in emissions;
 - Potential impacts of increased general purpose vehicle capacity on regional High Occupancy Vehicle (HOV), transit, single-occupant vehicle and transportation demand management objectives;

- The regional traffic impacts of tolls on a twinned Port Mann Bridge, and what additional demand management measures may be required to address these impacts and achieve an efficient and equitable regional transportation system;
 - Measures to protect goods movement capacity as congestion levels rise over time;
 - Measures to mitigate potential traffic increases in the affected communities;
- b) Request a meeting between the Minister of Transportation, Gateway Program staff and the Board to discuss the Board's interests in Gateway Program proposals, and the process to engage the Board in the further development of these proposals;
- c) Forward the report titled "Provincial Gateway Program", dated January 25, 2005 to the GVTA Board for information, together with a request that representatives of the GVTA Board participate in the suggested GVRD delegation to the Minister of Transportation;
- d) Include the Gateway Program in an upcoming Council of Councils meeting.

CITY OF VANCOUVER

Similar motions were adopted by Burnaby Council and the GVRD Boards. Both were based on the original draft of the Vancouver motion, which differs slightly from what Vancouver ultimately passed. Thus, the Burnaby and GVRD motions include the phrase "before committing to accommodating the proposed increase in road supply" before the list of questions. In addition, the GVRD added a final question, seeking to "Address the issue of impacts on the regional and provincial economy and specifically the movement of goods in our region." (draft wording, as the minutes of that meeting have not yet been adopted at the time of this writing).

The motion as adopted by Vancouver Council is:

WHEREAS

The B.C. Ministry of Transportation Gateway initiative has identified urgent transportation needs in the Lower Mainland, including:

- economic costs in the range of \$1.5 billion/yr. from road congestion
- growing and intolerable congestion on the Port Mann Bridge
- constraints to goods movement by road in the Lower Mainland

Various initiatives are being proposed as a solution, including twinning the Port Mann Bridge and adding two lanes to the #1 Trans-Canada Highway between McGill St. in Vancouver and Langley.

The cost estimate of all the initiatives is between \$3-5 billion, or approximately \$2,000 per person in the Lower Mainland.

Evidence in other cities shows that adding road capacity does not solve congestion except in the short term.

The highway widening will have a direct impact on traffic volumes along the east-west arterials in the City of Vancouver.

THEREFORE BE IT RESOLVED THAT

The City of Vancouver requests answers to the following questions from the Ministry of Transportation Gateway team:

- Based on what evidence will twinning the Port Mann Bridge and widening the #1 freeway solve the congestion problem?
- How does this project fit with the priorities in TransLink's Strategic Transportation Plan, the GVRD Livable Region Strategic Plan, the GVRD Sustainable Region Initiative, the Vancouver City Transportation Plan and the Vancouver Climate Change Action Plan?
- Will the additional traffic on an expanded freeway add to air quality problems and greenhouse gas emissions? If air quality is reduced, have the resulting health costs been factored into the cost of the project?
- What will be the impact of added freeway capacity on financial returns from bridge and transit infrastructure improvements already committed or under construction?
- What transportation demand and other alternative options, costs and benefits have been assessed and compared with the proposals to increase road supply?
- Is there an expectation of widened arterial streets in adjacent municipalities to access the expanded freeway? If so, are the costs of these widenings included in the proposed budget?
- How does this project meet the commitment to sustainability in the Vancouver 2010 transportation plan? ("We will reduce energy use, minimize local air pollution and congestion, limit greenhouse gas emissions, and showcase new technologies while ensuring safe, reliable and efficient movement of people and goods during the Games.")

CITY OF PORT MOODY

WHEREAS our region will be significantly impacted by the twinning of the Port Mann Bridge and the widening of Highway #1, yet there has been limited consultation or study to confirm that this multi-million dollar project will be a longterm solution to the problem of traffic congestion and goods movement within the region,

AND WHEREAS the Province recently released a report entitled "Weather, Climate and the Future: B.C.'s Plan," which contains various recommended actions to reduce greenhouse gas emissions in our province, including incorporating climate change considerations in B.C.'s transportation planning and investment strategies,

THEREFORE BE IT RESOLVED the City of Port Moody send a letter to the Premier of British Columbia and the Provincial Minister of Transportation requesting that, in regards to the twinning of the Port Mann Bridge and the widening of Highway 1:

1. a consultative process take place with affected municipalities,
2. appropriate studies be undertaken to ensure the proposed plans offer the most fiscally, environmentally and socially sustainable long term solution to our region's congestion and goods movement problems,
3. ensure that the proposed road expansion is consistent with the Province's greenhouse gas reduction strategies and the GVRD's goal of being a livable region,

AND BE IT FURTHER RESOLVED that this resolution be forwarded to all municipalities within the Greater Vancouver Regional District, Translink, the GVRD, the Livable Region Coalition and the Northeast Sector MLAs.

CITY OF COQUITLAM

WHEREAS the City of Coquitlam will be significantly impacted by the twinning of the Port Mann Bridge and the widening of Highway #1,

AND WHEREAS, the assumption that this multi-million project will be a long-term solution to the problem of traffic congestion and goods movement within the region needs to be seriously questioned,

AND WHEREAS, the choice before us seems to be "between a future built largely around the motor vehicle and spread-out development, or continuing with current efforts and progressive achievements towards more compact development, wider transport choices and a livable region"

THEREFORE BE IT RESOLVED, that the City of Coquitlam send a letter to the Premier of British Columbia and the Provincial Minister of Transportation requesting a consultative process take place regarding the twinning of the Port Mann Bridge and the widening of Highway 1 with affected municipalities.

AND BE IT FURTHER RESOLVED, that this resolution be forwarded to, and enlist the support of, all municipalities within the Greater Vancouver Regional District, TransLink, the GVRD, the Livable Region Coalition and the Northeast Sector MLAs.

CITY OF RICHMOND

WHEREAS the City of Richmond

- recognizes the efficient movement of goods, people and services in and through the Lower Mainland is integral to a strong provincial economy
- acknowledges the cost of congestion to Lower Mainland businesses is an impediment to the provincial economy
- recognizes the heavy environmental and quality of life cost associated with idling and slow moving traffic
- agrees that the Port Mann Bridge is a critical transportation route to the region
- have considered the widening of about 33 kilometres of the Trans Canada Highway between Vancouver and Langley and twinning the Port Mann Bridge.

THEREFORE BE IT RESOLVED

That the City supports the proposed project with a joint assessment by the province, GVTA and the affected municipalities of the impacts of the widening of this bridge crossing on adjacent roadways and regional growth and transportation goals, and develop the appropriate complementary regional road improvements with the enhancement of the movement of commercial, transit and high occupancy vehicles as a primary objective including dedicated lanes for the commercial transportation of goods.