

# STOP

## Highway 1 Expansion

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The Provincial Government plans to widen Highway 1 to create a Los Angeles style freeway from 1<sup>st</sup> Avenue in Vancouver to 216<sup>th</sup> Street in Langley, with sections as wide as 10 to 12 lanes.

The government claims this will reduce congestion. But freeway expansion only causes delays during construction, and afterwards encourages people to drive leading to further congestion.

This plan will only:

- Increase traffic on our streets,
- Increase air and noise pollution,
- Encourage automobile dependence,
- Divert money from transit and other alternatives.

This project will cost more than \$1.4 Billion of your money – at least \$2000 per household in Greater Vancouver.

# LOOK

## At the Alternatives

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The alternatives include:

- Improving bus service and reducing fares. By doing such for UBC students, traffic to their campus has been reduced by 12%.
- Adding more SkyTrain cars, particularly over the Fraser to Surrey. While the system currently operates at only 1/3 of design capacity, the overcrowding of trains discourages ridership.
- Building cost-effective rapid transit. Toronto plans to build 16 rapid transit lines (rail and bus based) for under \$1 Billion.
- Planning for the efficient movement of commercial vehicles – such as scheduling cargo movement during non-peak hours – to help avoid congestion.
- Shifting long-distance goods movement from trucks to rail.

# LISTEN

## To the People

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The Highway 1 / Port Mann Bridge expansion plan was announced in June 2004 without any prior public consultation.

“Public consultation for the project is not to decide if it will go ahead. Public input is only wanted on how it will be done” (Transportation Minister Kevin Falcon, Feb. 7, 2005).

Vancouver, Burnaby and New Westminster city councils all oppose the plan. The GVRD has called for an assessment of alternatives given that the plan goes against the Livable Region Strategic Plan.

Participatory decision making leads to good decisions.