

FREEWAY FIGHTER'S

HANDBOOK

STOP



STOP HIGHWAY EXPANSION.CA

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Welcome to the Freeway Fighter's Handbook, Citizen!

One of the greatest threats to the health and livability of our region is the proposed expansion of Highway 1 and the twinning of the Port Mann Bridge--and we are all on the front line. Whether you live in East Van or Surrey, every day we all contend with the negative impacts of too many cars on our streets. It is because of concerns over health, environment, livability and democracy that concerned citizens like you have taken a stand against the backwards highway plan proposed by the Provincial government. The alternatives are out there we just have to bring them to the forefront- doing so is easier than you think. This handbook will help you get started. Be sure to keep in touch so we can all work together!

Special Thanks: All of the dedicated people who are working to save their communities, the Livable Region Coalition for their FAQ and other material, Greenpeace Boreal campaign for their excellent action pack.

Citizens Concerned with Highway Expansion, February 2006

Important Contacts and Information Sources

Knowing is half the battle, citizen. This list is by no means complete but it is a good start...

Government Sites

Gateway Program Official Site- <http://www.th.gov.bc.ca/gateway/index.htm>
Transport Canada Pacific Gateway Site
<http://www.tc.gc.ca/majorissues/PacificGateway/menu.htm>
Greater Vancouver Regional District- <http://www.gvrd.bc.ca/>
Translink- <http://www.translink.bc.ca/>

Business Sites

Greater Vancouver Gateway Council- <http://www.gvgc.org/home.html>
BC Trucking Association- <http://www.bctrucking.com/>
BC Chamber of Commerce- <http://www.bcchamber.org/>
Vancouver Board of Trade- <http://www.boardoftrade.com/index.asp>

Environmental and Community Groups

Citizens Concerned with Highway Expansion- <http://www.stophighwayexpansion.ca/>
Livable Region Coalition- <http://www.livableregion.ca/>
Better Environmentally Sound Transportation- <http://www.best.bc.ca>
Society Promoting Environmental Conservation- <http://www.spec.bc.ca>
Fraser Valley Conservation Coalition- 604-631-6210
Smart Growth BC- <http://www.smartgrowth.bc.ca>

Changing the World Through Action

Work Less Party- <http://www.worklessparty.org/>
Cross Pedestrians- <http://www.dotank.org/crosspedestrians>
Greenpeace Boreal Campaign- <http://www.kleercut.net>
The Ruckus Society- <http://www.ruckus.org/>
Hollyhock Leadership Institute- <http://www.hollyhockleadership.org/>

Media

IMPACS- <http://www.impacs.org/communications/PubResources/>
Social Change Media- http://media.socialchange.net.au/using_media/Contents.html

Livability and the Gateway Program

The Provincial government's intention to expand Highway 1 and twin the Port Mann Bridge was first made public in the summer of 2004 and forms the core of the so-called Gateway Program. Since that time there has been some discussion of the issues through the media but no public consultations have taken place- and none are intended! Kevin Falcon, the provincial Minister of Transportation, has stated repeatedly that the issue of whether or not the highway will be widened and the bridge twinned is not up for debate; he is only interested in hearing public input on the design. Given the local challenges of congestion, sprawl and air pollution plus the global concerns of climate change and peak oil, building more highways is definitely the wrong way to go. In this section we will go into these concerns, but first let's talk a little about what is at stake.

The Livable Region

Greater Vancouver has repeatedly been chosen as one of the most livable urban regions on Earth. This is due in large part to a regional growth strategy adopted by the Greater Vancouver Regional District (GVRD) in 1996 called the Livable Region Strategic Plan (LRSP). The LRSP has the primary goal to help maintain regional livability and protect the environment in the face of anticipated growth. This livability strategy is supposed to be used by all levels of government as the framework for making regional land use and transportation decisions. The four key components of the LRSP are:

- **Protect the Green Zone-** This includes Greater Vancouver's natural assets like major parks, watersheds, ecologically important areas and agricultural land upon which we all depend. This Green Zone establishes a long-term growth boundary.
- **Build Complete Communities-** Development is focused on regional and municipal town centres and supports the public's desire for a wider range of opportunities for day-to-day living. Complete communities have jobs, shops and services close to where people live, with a wide choice of housing types and easy access to transit.
- **Achieve a Compact Metropolitan Region-** The plan avoids widely dispersed

development and accommodates a significant proportion of population growth within the “growth concentration area” in the central part of the region.

- **Increase Transportation Choice-** The LRSP supports the increased use of transit, walking and cycling by minimizing the need to travel and by managing transportation supply and demand.

The BC government’s intention to expand Highway 1 (Hwy1) and twin the Port Mann Bridge (PM2) has been opposed by the previous GVRD because it does not fit with the LRSP. Since the municipal elections in the fall of 2005 the membership of the GVRD has changed, but already the new membership, led by Delta Mayor Lois Jackson, has expressed concerns over the highway widening scheme. Municipal Councils have also expressed concerns over Hwy1/PM2 including Vancouver, Burnaby and New Westminister.

Gateway to Highway Hell

The Gateway Project is a \$4 billion dollar infrastructure project designed to facilitate the increased flow of goods from China and Asia through the Lower Mainland. The Gateway Project is part of the BC/Canada Pacific Gateway Strategy to radically increase trade with China and other Asian nations. Most of the infrastructure money is going to the movement of goods by road. So far we have heard lots of talk about building roads to ease commuter congestion but the driving force of the project is trade goods. The Hwy1/PM2 component of the Gateway Project is estimated to cost \$1.5 billion or about \$238 for every citizen in BC. This expansion would see Highway 1 increased to at least 8 lanes from Vancouver to Langley. The provincial Minister for Transportation Kevin Falcon has been aggressively pressing his argument that the Port Mann Bridge is the economic bottleneck in the Lower Mainland, however, a survey conducted in the spring of 2005 by Citizens Concerned with Highway Expansion (CCHE) found that 73% of the vehicles crossing that bridge were single occupancy vehicles (SOV). The introduction of public transit and other transportation choices, for goods and people, through that corridor would reduce congestion and make a new bridge unnecessary. Kevin Falcon has grown fond of saying that he knows you can’t build your way out of congestion but it is just a bit of newspeak; building is what he intends to do and here is why it won’t work:

- **Increase traffic on our streets-** As we have seen in other major centres around North America expanded roads result in more traffic. This principle is called induced traffic. When roads are built there is an initial reduction in congestion but they quickly fill up as people decide to make extra trips. It doesn’t take long, about 5 years, for congestion to return.
- **Increase smog and greenhouse gas pollution-** More cars and trucks on the road will just result in more emissions, particularly since the emphasis is on moving goods by truck instead of by rail. Most of BC’s greenhouse gas emissions come from the transport sector.
- **Encourage automobile dependence-** Road projects attract road centred development like big box stores and office parks. This kind of development is poorly served by public transit, if at all, and not only attracts more cars to the road but also contributes to the loss of greenspace and farmland as these developments are typically built outside of town centres.
- **Divert money from transit and other alternatives-** With a price tag of \$4 billion there

won't be a lot of money left for investments in public transit. The city of Toronto recently presented an expanded transit plan that found they could build 16 rapid transit lines for less than \$1 billion. These would help reduce traffic and pollution and contribute to health communities.

The Alternatives to Highway Expansion

Given the realities of climate change, peak oil, and worsening local air quality it is imperative that we not increase our dependence upon automobiles. We can make more efficient use of our existing roads and we can invest in better transportation choices for goods and people. Some of these alternatives include:

- **Improving bus service.** The Livable Region Coalition (LRC) has called on the Province and TransLink to accelerate a proposal, already in TransLink's 10 year plan (and currently scheduled for completion in 2007), to create transit queue jumper lanes at the Port Mann bridge and to immediately start planning and budgeting for an express bus service to connect Langley to the SkyTrain Millennium line. Queue jumper lanes are essential for a reliable bus service on Highway 1 to circumvent the congestion leading up to the bridge. Presently no buses cross the Port Mann Bridge.
- **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. Adding the full complement of cars would move as many more people as adding 16 lanes to the freeway.
- **Building cost-effective rapid transit.** Toronto plans to build 16 rapid transit lines (rail and bus based) for under \$1 billion. The Upass has reduced car trips to the UBC campus by 12%. Keeping transit affordable boosts ridership while reducing car dependency and congestion.
- **Planning for the efficient movement of commercial vehicles** - such as scheduling cargo movement during non-peak hours.
- **Shifting long-distance goods movement from trucks to rail-** local goods would have to be moved by road but a general purpose road expansion is not necessary, options like HPV lanes could be employed.
- **HOV and HPV Lanes-** High-Priority Vehicles (HPV) are buses, commercial vehicles/trucks and car-pool vehicles (High-Occupancy Vehicles). The regulations on the High-Occupancy Vehicle lanes, which are currently set to allow bus travel, could be changed to allow High-Priority Vehicles (HPV). Where HOV lanes do not currently exist, as in Surrey, they could be added. This would create queue-jumper lanes to give priority access to the Port Mann Bridge. This would reduce congestion without the enormous expense of widening the road or building a new bridge. It would also give explicit and lasting priority to those identified by the province as the primary reason for the project: commercial vehicles.
- **Transportation Demand Management-** Employer Trip reduction programs (TRPs) have not been applied in any significant way in the Lower Mainland. Most employees are

encouraged to drive by the provision of FREE parking while the great majority of employees who take transit aren't provided any support. A range of well-proven TRP methods exist: employer subsidized transit passes, compressed work weeks and telecommuting or distributed work arrangement.

Visit www.livableregion.ca and download the report *Transportation for a Sustainable Region* to see how a suite of transit initiatives could make highway expansion unnecessary and at 1/3 the cost!

Frequently Asked Questions about the #1 Highway Expansion between Langley and Vancouver

There will be provincial consultations. Why not bring up concerns then?

So far there have been no public consultations planned. And Transportation Minister Kevin Falcon has made it clear that he has no intention of asking Lower Mainland residents if they want the highway expansion. Making reference to a 7 February 2005 speech by Falcon, Langley's AdvanceNews explains his position: "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, and how concerns of local municipalities are addressed." The Surrey News-Leader quoted Falcon on 12 September 2004 as saying "There's no need for more studies." This makes Falcon's intentions clear: he is not planning on holding any meaningful public consultations.

What does a \$1-billion price tag mean for British Columbia residents?

If provincial estimates are correct, the \$1-billion cost of the #1 Highway expansion is equivalent to a \$238 bill for every citizen (adult and child) of the province, or \$652 for every residence, whether they use the highway or not. And this is only the cost of building the highway. Maintenance, policing and health impacts through air quality, reduced physical activity and accidents, competition with public transit investments, etc will further increase the cost to the taxpayer of the highway for generations to come. Urban freeway expansion comes with many hidden costs and there has been no public accounting of whether the \$1-billion investment in highways is more beneficial than other transportation investments or other public services.

Won't this lower air pollution by reducing idling and helping traffic move more quickly?

For over 40 years, road-building projects have demonstrated one principle: any increased capacity only invites more vehicles to travel the route and in a few years traffic will have returned to a standstill. Even if vehicle speeds increase on the highway, there is no capacity to handle additional traffic on local streets where highway access points are planned. Widening the #1 Highway, in particular, will allow for more automobile-dependent development in the Lower Mainland. The ecological impacts will be significant: more agricultural land will be destroyed and pollution levels will rise. How significant is pollution from vehicle exhaust?

According to the Provincial Health Officer's 2003 Annual Report (download the PDF [here](#)), mobile sources (i.e. various forms of transportation and shipping) accounted for 53 percent of

smog-forming pollutants in the Lower Fraser Valley. In fact, compared with the projected emissions of the controversial Sumas 2 energy plant in Washington state, Lower Mainland health-related emissions are significantly higher. Having a healthy population must start by changing our own transportation and shipping practices. The report notes that a large percentage of the Vancouver population already lives relatively close to roads carrying 15,000 or more vehicles per day. This should not be increased.

Hasn't air pollution gone down in recent years?

The Provincial Health Officer's 2003 Annual Report indicates that there was a 21 percent reduction in emissions from 1985 to 2000. Despite this, the report indicates that "the haze or smog often blanketing the Lower Fraser Valley is a continuing concern." The report also warns that "automotive pollution in BC is a challenging problem" due to personal transportation choices. In particular, the 80 percent increase in sport utility vehicle (SUV) sales throughout the 1990s means more fuel-inefficient vehicles are on the road, and they will remain there for many years to come. Widening the #1 Highway stands to reverse the trend of reducing emissions.

Doesn't industry need a widened highway?

Provincial industry leaders have been some of the most significant proponents of the #1 Highway expansion plans. Members of the trucking industry, the Vancouver Port Authority and various Chambers of Commerce have been vocal in calling for a larger traffic route. But there are alternative planning options. Transportation Demand Management is a method of planning that reduces traffic through good land-use decisions in the region. Combined with more efficient transportation options such as rail and river barge shipments, there are a number of options that should be considered.

What do local governments have to say about this?

When BC Transportation Minister Kevin Falcon announced his plan to widen the #1 Highway, Vancouver Mayor Larry Campbell called for the minister's resignation, calling Falcon a "petulant child." He explained, "Minister Falcon has screwed this thing up right from day one. And quite frankly, I think it would be in the best interests of everybody for him to just simply resign. . . . Bring in somebody new that we can talk to."

Burnaby Mayor Derek Corrigan also disapproved: "It's completely contrary to what they've been saying about protecting the environment. It's amazing how they can change horses so quickly. We're going to have a huge parking lot in the middle of Burnaby for a major portion of the time. Our city is going to accept more pollution as a result of those vehicles going through."

The New Westminster and North Vancouver city councils recently agreed to send a letter to Falcon outlining concerns about the project. The Greater Vancouver Regional District has asked for an assessment of alternatives given that the #1 Highway expansion goes against the Livable Region Strategic Plan. Surrey and Richmond councils have supported the #1 Highway expansion.

Doesn't Vancouver have a history of rejecting highway plans?

Since plans to build a freeway system through Vancouver were first proposed in the late 1950s, many of the city's residents have voiced strong opposition to freeway projects. Original plans would have made Broadway Ave, 16th Ave, Oak Street, Cambie Street, Clark Street and much of what is now Yaletown into freeways. Later proposals made variations to these plans, including the use of the Burrard and Granville bridges as freeway components. In the late 1960s and early 1970s, residents organized and rejected freeway plans when, among other things, vast sections of Chinatown and Strathcona were slated for pavement.

How will the #1 Highway expansion affect roads in our communities?

Who can say how the roads in our communities will be affected once the ability to bring in even greater volumes exists? The #1 Highway already exists, but widening it would increase demand on a number of local traffic routes. In East Vancouver, for example, access points to the highway would be located at Hastings, 1st Ave. and 12th Ave. These roads already operate at maximum capacity during peak hours. The only way to handle additional capacity would be to widen existing roads or to build a freeway. In Coquitlam and New Westminister, the North Fraser Perimeter road is already planned to manage more traffic through those communities for the traffic coming from a 6-lane Highway-1. However freeway expansion will render these plans obsolete. We have not seen how the provincial government is planning to handle further traffic increases in our communities resulting from the expanded freeway – any briefings they have had with municipal officials happened behind closed doors. It is safe to say though, that once the expectations have been created, they will be difficult to fight against.

Couldn't alternative options be investigated after or alongside the #1 Highway plans?

With a \$1-billion price tag and the environmental implications, the highway expansion is the last option that should be explored. For example, Toronto recently presented an expanded transit plan. For less than \$1-billion, the city estimates it can build 16 rapid transit lines. These would help reduce traffic, reduce pollution, improve goods movement and encourage healthy communities – a wise investment.

The Importance of Grassroots Organizing

The proposed Gateway Program will change the way we live for the next 20 years. These decisions are being made now, but we can't just leave it to politicians and planners and experts. The most important voice is that of concerned citizens like yourself. The power of the politicians comes from people and it is our responsibility to keep them working for our interests. Planners and other experts need to be reminded that we are not living in a laboratory and that transportation choices need to take into account real life conditions and challenges. The point also needs to be made that people matter more than an increase in freight.

The expansion of Highway 1 and the twinning of the Port Mann Bridge is a big issue of concern for many people in the Lower Mainland, but unfortunately the alternatives are not widely known. Grassroots organizing is an effective way of helping people see these alternatives and work together toward healthier communities.

By working directly with people in your community you can effect real change. When you organize in your community you will inspire others to do the same. You should always remember that you are not acting alone; there are people like you all over the Lower Mainland that are adding to your efforts!

There are lots of things you can do in your community. In the following section are some examples that you can use. Remember: think big and don't be afraid to try new ideas. Everyone is affected by transportation choices whether they realize it or not.

How to start your own Freeway Fighting campaign

The first step toward starting up a Freeway Fighting campaign in your own community is to find a core group of people to organize with. All you need is at least one other person, but of course the more the merrier!

Here are some tips for finding people to become part of your core group:

1. Contact stophighways@telus.net to see if there are activists already organized in your community.
2. Set up an information and outreach table in a high visibility area like an environmental festival, a concert, a public square, or your school cafeteria. Use a sign-up sheet to collect contact info from interested people.
3. Talk to friends and family and convince them to join your campaign.
4. Hold a kick-off meeting to get people engaged.
5. Make a campaign plan, stage an action and start making a ruckus about Freeways!

Remember: if you have questions or need support, you can always email stophighways@telus.net. We are out fighting the freeway too, so don't be concerned if it takes us a couple of days to get back to you.

Some action ideas for your Freeway Fighting campaign

So now you have a bunch of people committed to taking action. What do you do next? It's simple, and every little action helps to increase the pressure on the BC government to stop highway expansion and invest in alternatives instead.

Here are some examples of things you can do. Try these out, and have fun thinking up your own creative ways to raise awareness and turn up the pressure.

1. Engage in "guerilla marketing" and visibility events throughout your campaign.
2. Put up posters. This is an easy way to publicize the alternatives to expanding highways. It's also a great way to get other people interested in the campaign. Postering is easy to organize, a good way to build group cohesion, and can help build for upcoming events. You can pull out the one included in the *Samples and materials* section of this toolkit and change it to suit your needs. Make sure to print these on recycled paper!
3. Set up an information table at high visibility events like environmental festivals, music concerts, public squares and school cafeterias to spread the word and educate others. Be sure you have a sign-up sheet to collect contact information of interested people and invite them to future events.
4. Collect signatures on petitions. Just get together a bunch of friends, some clipboards and some pens, and head out to a busy section in town to start collecting. You can use the petitions in the *Samples and materials* section- note that petitions can go to both the federal and provincial governments.
5. Get involved with your local media, such as your campus or community radio station, newspaper or cable TV station, and talk about highway expansion and alternatives on air or in the paper. These types of media always need volunteers, writers and announcers.
6. Collect email addresses of other activists to get them involved in the campaign.
7. Build local support. Outreach to other groups and ask them to support your campaign. Seek out other activists from peace, social justice, anti-racist, animal rights, workers' rights and environmental justice groups. Get local non-profits and small businesses to support the campaign by signing on to a letter to Kevin Falcon.
8. Hold a press conference. Invite people involved in the campaign in your area to speak about highway expansion, how it will affect your community and what the alternatives are. Then send out press releases and invite the media to come. (See *Samples and materials* for a sample press release.)
9. Write a letter to the editor or op-ed. A letter to the editor of your local community paper can really help to raise awareness of the hazards of highway expansion and the alternatives. You'll have greater success getting your letter published if a) the letter references a specific article published by the newspaper - try linking this campaign to a story on an environmental, business or health issue recently covered in the paper; OR b) the letter

is subtle enough to slip under the editor's irony radar. Try to keep your letter to the point and under 200 words. An opinion editorial (op-ed) is typically longer than a letter to the editor. Check with your local papers for length restrictions and other guidelines. Please boast if you get published by writing to stophighways@telus.net

10. Stage a creative event like street theatre (or street hockey!) to get your message across. Be sure to send out a press advisory the day before and a press release on the day of, see examples of both in the *Samples and materials* section.

Please stay in touch. We want to help get your message out to other activists and the public. Send us details at stophighways@telus.net and we will include your event in our regular Highway Update.

Tips for getting great media

Here are a few pointers on getting local media to cover your event and help spread the message that highway expansion is the wrong way to go:

- Write a media advisory. Before an event, write a media advisory to give notice to the media that your event is taking place. The media advisory should be a half page and include the who, what, when, and where, as well as a few choice tidbits to get reporters interested, without giving away the story. Make sure to include the contact person's name and phone number in case the reporter has any questions. Fax and email your advisory to the local papers and radio and T.V. stations. Be sure to include college and university media. See the *Samples and Materials* section in this handbook for an example of an effective media advisory.
- Follow up your faxes or emails with very short and informative phone calls to the journalists and reporters to encourage them to cover your story. Practice your pitch ahead of time.
- Directly following your event, send out a media release for those reporters who weren't able to show up. The media release is a little more complicated than an advisory. It is essentially the article you would write if you were the reporter, and as such it should be formatted like a newspaper article. Make sure the release is a good one. Keep it to one page and use a good headline. Use snappy quotes. The basic format is:
 - o The first paragraph should sum up the article and grab the reader's attention.
 - o The next paragraphs should go into more detail and offer any pertinent background information, such as who the major players are and what has happened to lead up to this event.
 - o Add in quotes from one or two people involved in the campaign.
 - o Talk about why this event and the campaign are important and relevant.
 - o The final paragraph should summarize the article again.
- Follow-up your media release with letters to the editor.
- Send your photos and press releases to web news sites like www.indymedia.org and www.resist.ca as well to get your message out.

Remember: keep the message simple - the media message should relate to people's daily lives. Don't get too theoretical and don't make it all sound too big and impossible. You need to focus on practical options like, bigger highways equal more cars and more buses equal fewer cars.

Tips for staging effective street theatre:

Street theatre combines costumes, props, action and drama to draw attention and deliver a memorable message. Here are some tips for staging fun and effective street theatre:

- Spectacle=message. Your action should convey your message that expanding highways and bridges result in more traffic and air pollution. The skit itself and the message should connect so observers can see the action and understand why you're demonstrating.
- Tell a story. Street theatre should have a plot, characters, props or visuals, and a setting. Many stories have a villain, a victim and a hero.
- Create simple, recognizable images that repeat. Make the plot easy to follow and easy to understand. You can make props with cardboard, paint, and a staple gun. Label your props with signs so that your audience knows what they are.
- Create scenes that look great in photos.
- Make it fun and interactive. Empower the audience by allowing them to participate. Create excitement so a crowd gathers. Create settings and a tone that welcome people into your action.
- This is a great campaign for visuals. Visuals should be colourful and big. One huge banner is a much better visual than dozens of smaller signs. Also, regardless of the size of your group, clump together rather than spreading out. Always think about how the image you're creating will look in a photo.

Samples and materials

Here are some samples you can change to suit your needs.

- 1. Media Advisory**
- 2. Media Release**
- 3. Petitions**
- 4. Brochure**
- 5. Poster**

Sample Media Advisory (Put your group name here)

Citizen Action Will Stop Gateway Citizens Concerned with Highway Expansion release Freeway Fighter's Handbook with rush hour protest

What: In direct challenge to the provincial plan to twin the Port Mann Bridge and expand Highway 1, CCHE will install a sculpture of the Transportation Minister riding backwards on a donkey on the median at 1st Ave and Highway 1 interchange. CCHE will also release a tool for activists and concerned citizens called the Freeway Fighter's Handbook.

The controversial plan to expand Highway 1 will increase congestion and air pollution. No meaningful public consultation has taken place and the Minister has said there will be none.

Where: 1st Avenue and Highway 1 interchange. The event will take place on the median. Parking is available at Rupert Park.

When: Thursday, February 2, 2006 from 8:30 to 9:30 am

For more information contact:

Name, title, xxx-xxx-xxxx

Name, title, xxx-xxx-xxxx

SAMPLE ONLY

Premier Unleashes Traffic Frankenstein On Vancouver Alternatives To Highway 1 Port Mann Expansion Are Safer, Cheaper, Faster

For Immediate Release

January 31, 2006, Vancouver - The Society Promoting Environmental Conservation says there are alternatives to expanding Highway 1 and the Port Mann Bridge that are “safer, cheaper and faster.”

“Minister Falcon’s bridge and highway announcement is the Frankenstein’s Monster of bad planning,” said David Fields, SPEC’s transportation campaigner. “No matter how the government spins it, the end result is the same – it won’t work, it costs too much and it will help turn the Lower Mainland into smog choked Toronto.”

As is the case in cities throughout North America, building more roads attracts more car dependent development. Already 40 per cent of the total greenhouse gas emissions in the GVRD come from the transport sector. This total needs to be 35 per cent lower than current trends to meet reduction targets in the GVRD.

“There are safer options that can be implemented faster than the Gateway plan and that are significantly cheaper,” said Fields. “Instead, the minister has cobbled together parts of transportation schemes that won’t add up to a viable solution.”

To date, no meaningful public consultation on the plan has taken place and concerns expressed by regional and municipal governments have not been addressed.

A transportation report prepared for The Livable Region Coalition will be released tomorrow that shows how alternative transit measures can realistically be employed to relieve congestion and improve local air quality at one-third the capital cost of expanding Highway 1.

-30-

For more information please contact:

Name, title, xxx-xxx-xxxx

Name, title, xxx-xxx-xxxx

What can you do?

Write to the provincial and federal governments to say you don't want your money spent on this project:

Premier Gordon Campbell
PO Box 9041
Stn Prov Govt
BC, V8W 9E1

Prime Minister Paul Martin
Office of the Prime Minister
80 Wellington St
Ottawa, ON, K1A 0A2

You can also:

- Write letters to the newspapers,
- Sign and circulate petitions,
- Pamphlet your neighbourhood,
- Tell others about the expansion,
- Contribute financially to help cover expenses for opposing this freeway project,
- Join Citizens Concerned With Highway Expansion in our fight against this expansion,
- Visit our website for more ideas (www.stophighwayexpansion.ca).

What does this expansion plan mean for our communities?

Many East Vancouver neighbourhood groups have struggled for years with commuters "short-cutting" on local streets. This expansion plan will only make things worse.

East side residents have a lot to lose:

- Huge influx of traffic on 1st and 12th Aves, Broadway and Hastings,
- Increased pressure to widen arterial roads,
- Local businesses will suffer when walking becomes dangerous and unpleasant,
- More pollution-related health problems and discomfort,
- Land expropriations.

Walkable communities are livable communities.



The Provincial Government plans to spend \$1.4 Billion of your money (whether you like it or not) widening Highway 1 from Vancouver to Langley, significantly increasing the traffic into your neighbourhood.

STOP

Highway 1 Expansion

The Provincial Government plans to widen Highway 1 to create a Los Angeles style freeway from 1st Avenue in Vancouver to 216th 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

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

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 Westminister 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.

