

WHERE TO PUT THE ARTERIAL?

WILLIAM IS A BAD IDEA

You don't remove parkland from a growing neighbourhood. The "Road thru the Park" sacrifices greenspace, a track, fieldhouse, amenities, trees, eagles... It doesn't save Cottonwood Garden. And it's a bad design that leaves residents and businesses - including Produce Row - with congestion and access headaches.

PRIOR HAS TO STAY OFF THE TABLE

An overpass on Prior means Raymur and Glen are blocked in both directions. Hawks becomes the only access point to Produce Row, which means truck backups and traffic congestion. Prior needs to be turned back into the residential street it was designed to be, and as the city has repeatedly promised.

MALKIN HAS PROBLEMS

Produce Row trucks need the road to manoeuvre. If it's full of traffic, they claim they'll be forced to move, meaning jobs lost and a historic food hub threatened. Widening Malkin takes a chunk out of both community gardens. Though this was the City's original choice, we feel there's a better way...

SUPPORT NATIONAL-CHARLES

An arterial on National-Charles saves the Park, preserves both community gardens, has the best traffic flow and gives the best truck access for Produce Row and other businesses. It's the best choice for air quality and noise reduction. Full costs are comparable to the Malkin or William options, especially if they require underpasses at Glen and Vernon or ramps at Raymur. It's a sustainable idea that works today – and will work 10-20 years from now once the viaducts are down, the hospital is built and the False Creek Flats Plan is implemented.

SUPPORT A FUTURE THAT WORKS FOR EVERYBODY

To sign the [online petition](#) or read the full report, go to the Strathcona Residents' Association website at <http://strathcona-residents.org>