

## Ten Good Reasons to Oppose Prior

- 1. Prior wasn't our choice.** National-Charles was the Community Panel's overwhelming choice (67%). Panelists were never given the opportunity to make a second choice.
- 2. Prior is too narrow** to be a proper arterial. Prior is a 12.5m wide residential street that only became an arterial when viaducts were constructed, then the plan to build a connecting freeway was defeated. The city's desired width for an arterial is 30m. To achieve that heritage homes, trees and park will need to be demolished.
- 3. Prior isn't safe** - and this plan will make it even worse. According to a City Road Safety Review (Sept 2015), it already has too many cars driving too fast. Once the at-grade crossing at Parker is closed, it will become the only way for 4000 trucks a week to access Produce Row. Add to that commuter, hospital and ambulance traffic. A traffic disaster.
- 4. Prior is unhealthy.** Heavy traffic on Prior increases already high levels of vehicle pollution directly beside homes and a park. Numerous studies prove this causes irreparable long-term respiratory damage, especially to women, children and elderly residents living in two large senior-care facilities on Prior.
- 5. Prior is a divider.** It separates residents, schools and community centres from greenspace, leaving our park underutilized and neglected. To serve a large population of renters, especially families living in social housing (50% of our population), Strathcona Park ought to be easily accessible and developed into a family-friendly park (trees, picnic tables, maintained playground and tennis courts).
- 6. Council voted to calm it - twice.** For all the above reasons, City Council has twice passed motions to downgrade Prior to a local-serving, neighbourhood street (Oct 2015 and Feb 13, 2018).
- 7. The new design is bad.** The city's preliminary design closes access and promotes congestion. It closes off road access at Glen and Raymur north. 4000 trucks a week that will have to turn left either at Hawks or at Raymur (which means putting a turn lane and a traffic light halfway up the underpass.)
- 8. It adds insult to injury.** The twinning of the Burrard Inlet Line will dramatically increase particulate pollution from diesel engines (other cities demand electric), cause 24-7 noise from shunting and train whistles, create safety concerns (derailments, kids crossing between parked rail cars) and become a wall dividing our community. Voting for Prior is dealing us a double whammy.

**9. Those who benefit should pay to mitigate the damage.** This arterial is part of a National Trade Corridor expansion project that also includes a rail over/underpass, twinning the Burrard Inlet line and closing off four streets. The direct financial beneficiaries will be CN Rail and Dubai Ports World, operator of the Centerm container terminal. An indirect beneficiary will be the federal government, which owns the port and collects the taxes. These benefactors should be responsible for mitigating the disproportionate negative impacts on our city and our community. This is City Council's only opportunity to access non-city funding to ensure this project is done right. Future costs to repair unintended consequences will be paid by the COV alone.

**10. It's short sighted.** Imagine this future: Prior is a calm, walkable neighbourhood street where all residents can easily access and enjoy a family friendly park with minimal traffic noise and pollution. Truck, commuter and hospital traffic have their own dedicated road, away from residents. Now imagine a future where all this traffic is jammed onto a local street that has homes on one side and a park on the other. Which city would you want to live in?