

FINAL MOTION AS APPROVED

A. THAT Council support grade-separating the Burrard Inlet Rail Line with an underpass along the Prior/Venables Street alignment at no cost to the City;

FURTHER THAT Council endorse that the Prior/Venables Street underpass include an all-ages-and-abilities route for the Adanac Bikeway, provide accessible walking connections, facilitate access to local businesses via Raymur Avenue, and be integrated with public spaces and an enjoyable public realm.

B. THAT Council direct staff to work with the neighbourhood to design “great street” treatments (e.g. wider sidewalks, green infrastructure, street trees, curb bulges, etc.) on Prior/Venables Street to reduce vehicle speeds; improve walkability and access to the park; and enhance the public realm, walking, and cycling connections throughout the neighbourhood, as outlined in this report; and that staff report back on a funding and implementation strategy as part of the capital planning process to pursue improvements in the near-term before the Prior/Venables Street underpass is completed.

C. THAT Council recommend any changes to park boundary due to the Prior/Venables Street underpass result in a net increase of permanent park space to Strathcona Park by exchanging portions of existing street right-of-way and park land excluding Malkin Avenue rights-of-way.

D. THAT Prior/Venables Street be downgraded to a collector street, with a 30km/h speed limit near Strathcona Park.

E. THAT staff implement a pilot to reduce traffic volumes and speeds on Prior/Venables Street with low cost initiatives in the near term, such as all-day parking on both sides and temporary curb bulges, with the intent to permanently restrict traffic to one traffic lane in each direction; and that staff monitor travel time and reliability impacts to transit and emergency services, shortcutting on local residential streets, and traffic and safety impacts on other neighbourhoods and nearby road arterials; and that this will inform the future street and underpass design, which is intended to be one general purpose through-traffic lane in each direction.

F. THAT staff work with the Strathcona neighbourhood to prepare a summary of capital investment priorities for the next 10-15 years, including investments in community facilities, and parks and open spaces, and report back to Council in mid-2020.

G. THAT existing City right-of-ways and priority truck routing on Malkin Avenue be retained and enhanced as necessary, to facilitate access to hospital and produce terminals by way of National Avenue at Station Street, and Raymur Avenue at Prior Street respectively, and to explore the opportunity to decommission Hawks Avenue between Prior Street and Malkin Avenue to facilitate a contiguous greenway connection.

H. THAT staff monitor the impacts of street and traffic changes and work with the Strathcona and City-Gate neighbourhoods to minimize negative impacts.

I. THAT Council direct the Mayor to write the Federal and Provincial governments respectively, to encourage them to work with industry to accelerate the adoption of electric commercial and freight trucks and expedite charging station infrastructure to support these vehicles in an effort to address the environmental impact of particulate matter.

J. THAT staff work with all partners to reconnect Strathcona with the ocean with a blue way/greenway from central Strathcona to False Creek following the traditional wetland waterways from Skwahchays/Skwachiice to Khiwah'esks.

K. THAT staff prioritize active transportation upgrades along the corridor and work with the community to identify best options including exploring relocation of a AAA bike route to Prior Street.

L. THAT Council direct staff to work with CN Rail, the Port of Vancouver and Metro Vancouver to mitigate and combat health and environmental impacts on air quality, pollution and diesel particulate matter that would accrue from the anticipated increase in rail traffic on the Burrard Inlet Rail Line as well as related truck activity and volumes.

1. No arterial.
 2. Prior will be downgraded to a "collector road". Collectors serve to gather local traffic, as opposed to arterials which move commuter traffic through a neighbourhood.
 3. The intention is to permanently reduce Prior to one lane in either direction.
 4. To do this, piloting various options including temporary bulges, 24-7 parking and monitoring results, making sure not to impact local side streets.
 5. Prior will get a better public realm treatment with better walkability and sidewalks
 6. Strathcona Park will be a 30k zone
 7. Approval of an underpass at Prior-Venables-Raymur per above and at no cost to the city
 8. City right-of-ways will be retained on Malkin so that truck traffic can be prioritized off Prior, and we keep future options for Malkin open
 9. Support of food industry "back of house" through smoothing alignment of access to National at Station
 10. Protection of and no net loss of Strathcona Park
 11. Direction to explore closing Hawks between Prior and Malkin, no trucks and contiguous greenspace
 12. Direction to look at bike route options for Prior, and connecting a greenway to False Creek
 13. Working with community to identify public realm and Prior improvements as well as community investment
 14. Looking at further mitigations to reduce air pollution (trains, trucks, port) and impacts on community
- What's not happening:
1. Four lane arterial highway as per renderings that were circulated earlier
 2. Underpass design or St Paul's road network without council approval

Councillor Pete Fry

"I'm feeling great about council's direction to formally downgrade Prior Street, with accommodations for an alternate truck route and 30k speed limit at the park. These are real and overdue victories in a decades-long battle to calm the ersatz arterial created by the viaducts and dumped on an otherwise local serving street. Additional direction to expand active transportation options, and a contiguous greenspace by exploring the decommissioning of Hawks and opportunities presented in the upcoming St Paul's hospital rezoning.

After ten years of fighting to calm Prior, this is a personal victory for me and my neighbours – but also the city at large. Reflecting on our climate emergency, staff and council have thoughtfully included recommendations to mitigate air pollution and enhance livability that can serve as a blueprint for the sort of city we want. That any future underpass will be paid for by the rail corridor expansion means further opportunities to re-invest in the area including some of our aging community infrastructure and enhanced public realm.”

1. A small working group has been formed to consult with the city on low cost actions that can be taken immediately to calm Prior. This could include all day parking on both sides of the street, a reduction of the speed limit to 30 kmh and enforcement of that limit.
2. The second phase of this process will be working with staff to re-design Prior as a collector street based on the city's "great street" design parameters. This could include improved street crossings with bump outs and speed bulges, widening of the sidewalks to create a tree barrier, re-routing of truck traffic along Raymur and Malkin, and decommissioning of Hawks Ave. beside the park. This will happen before or in conjunction with the construction of the underpass.
3. A second working group will be formed to work with the Park Board and city staff to recommend capital investments in Strathcona Park with the goal of making it more resident friendly.
4. A third working group will be formed to recommend capital investment and improvements to Strathcona and Raycam Community Centres.