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To: ["Direct to Mayor and Council - DL"](#)  
CC: ["City Manager's Correspondence Group - DL"](#)  
["LaClaire, Lon" <lon.laclaire@vancouver.ca>](mailto:lon.laclaire@vancouver.ca)  
Date: 11/27/2020 9:21:45 AM  
Subject: Memo - Update on the BI Rail Line Twinning - RTS 14115  
Attachments: Memo - Update on the BI Rail Line Twinning.pdf

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Dear Mayor and Council,

Please see the attached memo regarding Update on the BI Rail Line Twinning - RTS 14115 from Lon LaClaire. A short summary of the memo is as follows:

- CN is planning to double-track a four-kilometre section of the Burrard Inlet Rail Line to improve flow of rail traffic in and out of the Port, and create more rail capacity. CN is in discussions with supply chain partners on the next steps and timelines for construction and completion of the project, and will update City staff once those discussions have completed.
- Staff are continuing to work with CN to upgrade the at-grade crossings on the BI Line including at Cordova St, Raymur St, and Parker/Glen to meet updated Federal safety standards by the November 2021 deadline.
- Staff are continuing to work with the Port of Vancouver, CN, senior levels of government, and other partners to secure funding for the Prior/Venables Underpass, which is needed for the next phase of design and community engagement.

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca).

Best,  
Sadhu

**Sadhu Aufochs Johnston** | City Manager  
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Pronouns: he, him, his



*The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.*

## MEMORANDUM

November 26, 2020

TO: Mayor and Council

CC: Sadhu Johnston, City Manager  
Paul Mochrie, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Lynda Graves, Administration Services Manager, City Manager's Office  
Rena Kendall-Craden, Civic Engagement and Communications Director  
Rosemary Hagiwara, Acting City Clerk  
Anita Zaenker, Chief of Staff, Mayor's Office  
Neil Monckton, Chief of Staff, Mayor's Office  
Alvin Singh, Communications Director, Mayor's Office

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: RTS 14115 - Update on the Burrard Inlet Rail Line Twinning

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This memo provides an update on the status of CN Rail's plans to double-track (twin) the Burrard Inlet Rail Line (BI Line), and the work that City staff are carrying out to improve safety and access across the corridor, and respond to neighbourhood concerns.

### Background

The BI Line connects the Port of Vancouver's South Shore Trade Area with the national rail network and railyards in the False Creek Flats, passing by businesses and residents in Strathcona. The BI Line is currently a single-track, and CN received Transport Canada funding in February 2019 to double-track the section between the Port and the Grandview Cut near Kaslo Street. As part of the City's role to support economic activity and trade through the Port of Vancouver, staff are working with CN to accommodate the twinning project and to mitigate potential impacts to the transportation network and nearby businesses and residents.

### Update of CN's BI Line Twinning Plans

In summer 2019, CN engaged with City staff and targeted to complete the twinning by the end of 2020. Staff have not been actively involved since then, and CN recently provided the following statement:

*The Burrard Inlet twinning project continues to be part of CN's long-term strategy to increase capacity and grade-separate the Burrard Inlet rail corridor that services the south shore port area in Vancouver. The project consists of double-tracking a four-kilometre section of rail that links expanding import and export terminals on the south shore of the Burrard Inlet to the national rail network. By building a second track, CN will create more rail capacity, allow for a better flow of rail traffic in and out of the port, and improve efficiencies in the supply chain. CN is currently in discussions with supply chain partners on the next steps and timelines to facilitate construction and completion of the project. When these discussions are completed, CN will provide an update on the project to key stakeholders and appropriate government officials/departments.*

Staff will await the outcome of CN's discussions for updated timelines of the twinning project.

## **Related Work along the BI Line**

Staff are continuing to upgrade the at-grade crossings on the BI Line to meet updated Federal safety standards by the November 2021 deadline. Currently, staff are coordinating with CN on the designs and implementation for the Cordova St, Raymur St, and Parker/Glen Crossings. At this time, staff are assessing potential designs to modify the Cordova Crossing to a pedestrian/cyclist crossing only, and considering potential closures at the Raymur and Parker/Glen Crossings. Staff are also looking at ways to minimize the impact of the crossing warning systems (flashing lights and bells), as residents in the area have raised concerns over the noise these systems are causing. The safety upgrades are being designed to accommodate the existing single track, and are expected to be completed in 2021.

Staff are also continuing to work with the Port of Vancouver, CN, senior levels of government, and other partners to secure funding for the Prior/Venables Underpass. The roadway underpass will grade-separate the Prior/Venables St rail crossing and provide a safe, accessible and reliable connection for residents, parks, the new St. Paul's Hospital, businesses and the surrounding industrial area. Funding is needed for the next phase of design and community engagement. Staff are monitoring the ongoing pilot to reduce traffic lanes and vehicles speeds on Prior St west of the rail crossing, between Gore Ave and Raymur Ave, which will inform the design of the future underpass.

As CN progresses with the BI Line twinning project, staff will continue to work with CN, residents, businesses, and other partners to mitigate potential impacts and concerns for access, noise, air pollution, and safety. If you have any questions or would like more information on this project, please do not hesitate to contact me directly.

Sincerely,



Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

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