

From: ["Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>](mailto:Sadhu.Johnston@vancouver.ca)
To: ["Direct to Mayor and Council - DL"](#)
CC: ["LaClaire, Lon" <lon.laclair@vancouver.ca>](mailto:lon.laclair@vancouver.ca)
["City Manager's Correspondence Group - DL"](#)
Date: 12/3/2020 10:00:13 AM
Subject: RE: Memo - Update on the BI Rail Line Twinning - RTS 14115

Dear Mayor and Council,

The Strathcona Residents' Association had approached the staff in the summer to bring forward the complaint from Strathcona Village residents regarding the noise caused by the train warning system bells going off different hours of the day. Staff in Engineering and Planning have been working with CN Rail and the SRA to respond to the noise complaint, while also addressing the necessary safety upgrades at the Raymur and Cordova Crossings.

Staff are looking at potential solutions that reduce the noise impact on nearby residents. In doing so, we want to balance this with the need to provide accessible, convenient, and safe access for people in the neighbourhood. We've heard from the community that a rail corridor acts as a barrier in a neighbourhood, and we're looking at how to reduce this barrier between people on either side of the corridor, when a connection can be safely provided and supported by CN. The Powell Street Overpass provides a grade-separated east-west connection nearby, which is available when a train is present. However, for the majority of the day when a train is not blocking the crossing, the at-grade crossing on Cordova St is more direct, more convenient and more accessible for people walking, cycling or rolling.

Staff are currently developing designs to pilot a full closure (to vehicles, pedestrians, and cyclists) at the Raymur Ave crossing, and a vehicle-only closure of the Cordova Crossing. This approach reduces the level of noise impacting Strathcona Village residents, while also maintaining reasonable access for people walking and cycling in the neighbourhood.

We are working with Transport Canada to explore the possibility of maintaining the walking/cycling connection at Cordova St without bells to further reduce the noise levels. It's not final, but it's seeming likely that this is something that will work. Before implementing the pilot, staff will also be engaging businesses and other community members who may be impacted by the rail crossing closures. We will incorporate feedback from nearby businesses and residents, and monitor the usage of the Cordova Crossing during the pilot, to make adjustments as necessary.

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.

From: Fry, Pete

Sent: Friday, November 27, 2020 1:30 PM

To: Johnston, Sadhu <Sadhu.Johnston@vancouver.ca>; LaClaire, Lon <lon.laclaire@vancouver.ca>

Cc: Direct to Mayor and Council - DL <CCDTMACDL@vancouver.ca>

Subject: RE: Memo - Update on the BI Rail Line Twinning - RTS 14115

Thanks for this.

Hoping for a bit more clarity on the Cordova at-grade crossing. I note that there is an AAA separated bike route and ample sidewalks just a few meters north on Powell overpass and wonder why a pedestrian/cyclist crossing is being contemplated on Cordova (I'd add an investment in improving the connectivity to the AAA route on Powell east of the overpass seems to me a more critical need).

As it happens I was planning to send a request for information this weekend after speaking to a delegation from the Strathcona Village (shipping container towers at Hastings and Raymur) and Chartrand Place (TMH at Sugar Mountain) about the signal crossing noise. I have attended first hand, and know people who actually moved away on account of the ongoing nuisance of crossing bell noises. The train will often park at this location for extended periods, awaiting access or egress from the port rail yard north of the overpass. This will of course trigger the crossing signal even though the train is stationary or no one is attempting to cross. During these times the clanging is constant and intolerable.

In my own first hand experience and speaking to residents, pedestrians and cyclists rarely cross here and there are ample and better opportunities at Powell and Hastings respectively. Raymur can accommodate road and fire access through simple elimination of a few roadside parking spots. I know many of the residents have been working with Winston on the Engineering team to expedite solutions, but given this memo and indeterminate timeline for the BI Line twinning I'm worried that a pedestrian/cyclist crossing may be both a way off and superfluous.

Is it possible for us to eliminate (even temporarily) the at grade crossing and thus the signal noise to afford residents a bit of peace

Pete Fry | City Councillor

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From: Johnston, Sadhu <Sadhu.Johnston@vancouver.ca>

Sent: Friday, November 27, 2020 9:22 AM

To: Direct to Mayor and Council - DL <CCDTMACDL@vancouver.ca>

Cc: City Manager's Correspondence Group - DL <CMCG@vancouver.ca>; LaClaire, Lon <lon.laclaire@vancouver.ca>

Subject: Memo - Update on the BI Rail Line Twinning - RTS 14115

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.

Best,
Sadhu

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