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To: "Direct to Mayor and Council - DL"
CC: "City Manager's Correspondence Group - DL"
Date: 10/1/2019 2:52:47 PM
Subject: questions and answers to Staff regarding Flats Road alignment

Greetings Mayor and Council:

Please find below questions from Council to staff in black with our answers in red.

Best
Sadhu

Letters from CN and Port indicate need for grade separation. Staff presentation said they met with them and CN/the Port indicated they would only support least costly grade separation = Prior. What does "support" mean – e.g., funding?

- The underpass at Venables would be delivered and led by CN. All of other options would be led by the City.
- We have heard they would likely limit their funding envelope to the staff recommended option.

2. What kinds of impacts could the seniors care home mentioned by speaker Ms. Kwan face by the underpass and how could any negative impacts be avoided or mitigated?

- The underpass would move traffic further away and would be lowered (visually more out of sight). Campbell St would be the closest intersection to cross Prior St to access the Park, and we could explore a connection parallel to the rail track, along the rail bridge. The underground parkade access on Raymur would remain, but the building would benefit from Raymur becoming a quiet cul-de-sac with more landscaping and public space.

3. How fast can traffic calming measures on Prior (e.g., measures in Consideration D.) be implemented? Would effects of such street calming affect the design of the rail underpass?

- We would immediately collect baseline data of existing conditions, and we would implement changes beginning in 2020. We anticipate low cost initiatives that could be delivered within the existing Capital Plan.

4. Re: Prior Street:

a. Report refers to "collector" street. Does this mean a "local-serving" street?

- Yes. Collectors provide access to and from a neighbourhood. They are not intended to provide travel through a neighbourhood.

b. How can traffic volumes be most quickly be decreased from current 25,000 vehicles and to what estimated number?

- by adding parking during the peak periods and curb bulges, this would reduce peak period traffic by about 50% - which is 2,350 vehicles per day.

c. Are 4,000 more trucks expected on Prior as some speakers suggested? What re-routing plans would take the most trucks off Prior?

- There are currently about 4,000 trucks per week, to and from Produce Row (as per Produce Row). We assume these trucks are using multiple different routes. Removing the offset intersection at National Ave and Station St would better support truck access from Main Street. As these are destined for the local industrial area, if they were to use Prior instead of Parker, most would be turning south onto Raymur, rather than driving through the residential section on Prior Street.

d. If Prior is downgraded to one lane in each direction, how will busses be accommodated?

- During the peak hours, we could use transit-only queue jump lanes instead of parking to allow transit priority.

e. How do staff intend to present cars rat-racing through the neighbourhood?

- It is common practice that we would not proactively implement these measures. We would respond to issues that arise with other temporary measures, which could be focused on the peak periods when the parking changes are implemented.

f. Will the underpass be one or two traffic lanes in each direction (plus bike and walking routes)?

- Design of the underpass would be determined when the project is advanced and funding is committed

5. Are there expected traffic impacts on the City-Gate community if Prior is downgraded to a local serving street?
- It is possible that some peak-period traffic could be diverted to other streets. We would monitor the potential traffic impacts and try to mitigate them.

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