

Powell Street Overpass Project

The Powell Street Overpass Project is a \$50-million dollar major road and rail infrastructure enhancement proposed for a section of Powell Street in Vancouver's Downtown Eastside, just west of Clark Drive.

- The multi-use overpass will replace the level crossing near Raymur Street, and accommodate four lanes of vehicular traffic, two pedestrian sidewalks and a counter-flow bike lane.
- A portion of Powell Street will be realigned to the south to enable the addition of a future new rail track, enhancing capacity and improving access to and from the Port.
- Dedicated cycling lanes and sidewalks will also be created to improve safety and connectivity to the planned Portside Greenway running from downtown to Boundary Road as part of the City's Greenways Network.

The City's primary project goals are to improve safety and navigation through the area for commuters, residents and visitors while enhancing the rail network that supports cargo movement to and from the Port.

Subject to Council's approval, the City of Vancouver is responsible for delivering the project on behalf of funding partners including Port Metro Vancouver, Transport Canada, CP Rail and TransLink.

PROJECT BENEFITS

Improve transit and vehicle movement in the Powell Street Corridor, as well as pedestrian and cycling routes to ensure they are safe, convenient and comfortable for people of all ages and abilities:

- Separating pedestrians and cyclists from vehicles
- Providing better east-west connections for cycling and walking within the neighbourhood
- Creating a core section of the planned Portside Greenway that will run from downtown to Boundary Road as part of the City's Greenways Network
- Reducing congestion and delays at the road/rail level crossing for pedestrians, cyclists, vehicles and six transit bus routes (4, 7, 209, 210, 211, 214)

Allow for expanded capacity and improve efficiency of the rail network to support trade and goods movement through Port Metro Vancouver:

- Providing space for a new east-west CP Rail track south of the existing tracks
- Eliminating the Powell Street-Burrard Inlet Rail Line road/rail level crossing
- Allowing for the possibility of an improved rail connection between the Port and the False Creek rail yards, and south to the USA via the Burrard Inlet Rail Line

Railways create less carbon pollution than large trucks when moving goods. In order to support the City of Vancouver's goal of becoming the Greenest City in the World by 2020, it is important that continued growth of goods movement be accommodated by rail as much as possible.

Greenways are pedestrian and cycling corridors through the city that connect parks, nature reserves, cultural features, historic sites, neighbourhoods and retail areas.



Powell Street Overpass Project continued

OBJECTIVES

In delivering large infrastructure projects such as the Powell Street Overpass Project, the City of Vancouver is committed to:

- Improving the safety and efficiency of pedestrian, cycling, transit, vehicle and goods movement in the Powell Street corridor.
- Making cycling and walking more safe and convenient and to support fast, frequent and reliable transit service.
- Supporting the Port as a trade gateway, as part of its Economic Development Strategy.
- Facilitating increased goods movement by rail over trucking, due to rail's lower environmental impacts and reduced overall community impacts.
- Minimizing potential impacts on the environment and local community during construction through appropriate mitigation measures, including stakeholder consultation and communication.

KEY MILESTONES

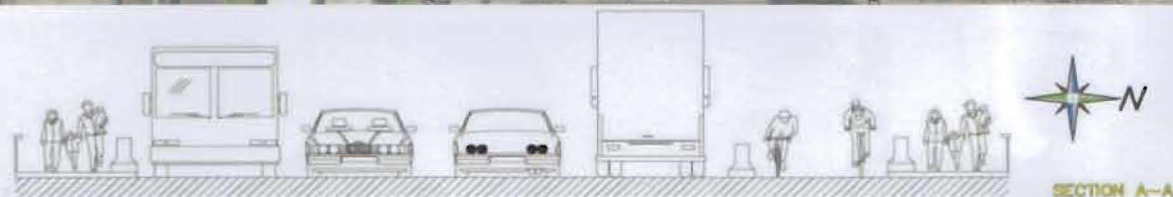
- The project was approved in principle by Council in 2009, and a decision to proceed with construction is expected in February, 2013.
- Public consultation took place during the Project Definition Phase, from March to June, 2012. Project leaders will continue to work with the community during the preconstruction, construction and operation stages of this work.
- Preliminary site preparation is underway to enable realigning portions of Powell Street to accommodate the multi-use overpass and allow for a future new rail track.
- Major construction will commence in April 2013 for completion in the summer of 2014.

TRAFFIC MANAGEMENT:

Localized site preparation is expected to have minimal traffic impacts with only limited and temporary lane closures scheduled during off peak hours. Work and traffic management provisions will be communicated in advance to further minimize any disruption. A Traffic Management Plan for re-routing traffic during the major construction period has been developed by the City and is available for viewing online at vancouver.ca/powellstreetoverpass.

- Powell Street will be closed to traffic between Hawks Avenue and Clark Drive from early 2013 to summer 2014, allowing business and local traffic access only.
- Businesses in the area will remain open.
- Modifications will be made to the Hastings/Clark and Hawks/Hastings intersections to facilitate this detour in advance of major construction.
- Commuter traffic not destined for local businesses along Powell Street and Cordova Street will be encouraged to use alternate arterial routes.
- The City of Vancouver will implement a comprehensive monitoring program at the outset of the project to ensure local streets and communities are not adversely impacted and will implement changes to the traffic management plan to mitigate impacts, if required.

The City is working with TransLink and Coast Mountain Bus Company to maintain transit service levels in the area. For more information, please refer to translink.ca/en/Schedules-and-Maps/Alerts



FOR MORE INFORMATION

Phone: 3-1-1 TTY: 7-1-1 Outside Vancouver: 604-873-7000

Visit: vancouver.ca/powellstreetoverpass

Email: powellstreetoverpassproject@vancouver.ca

