

Powell Street Overpass Project
Public Information Meeting – May 2, 2013

Executive Summary

The City of Vancouver hosted a Public Information Meeting on the Powell Street Overpass Project at the Vancouver Aboriginal Friendship Centre Society from 4 pm – 8pm on Thursday, May 2, 2013.

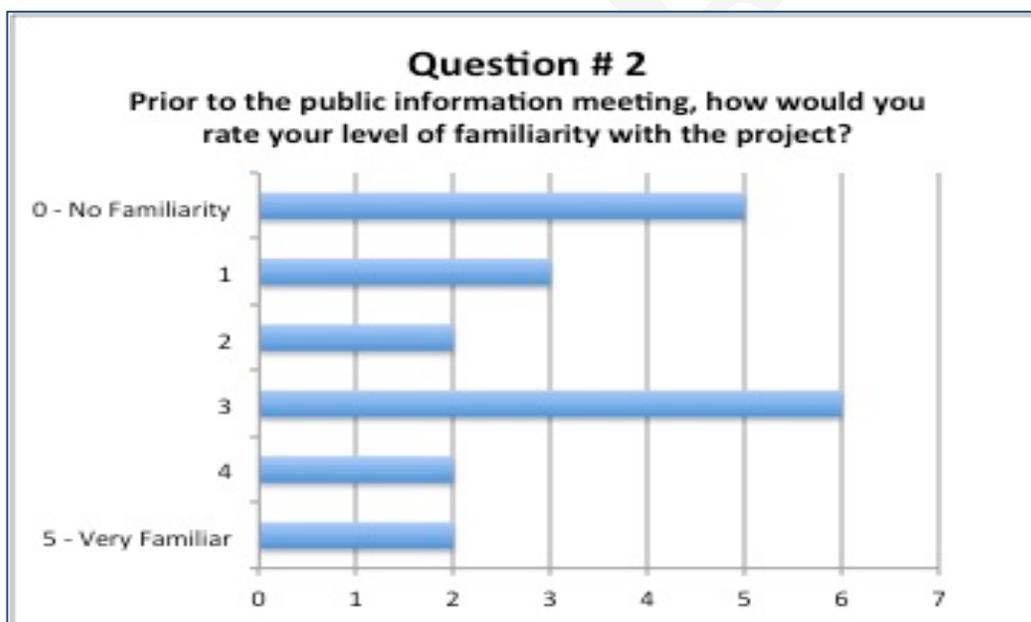
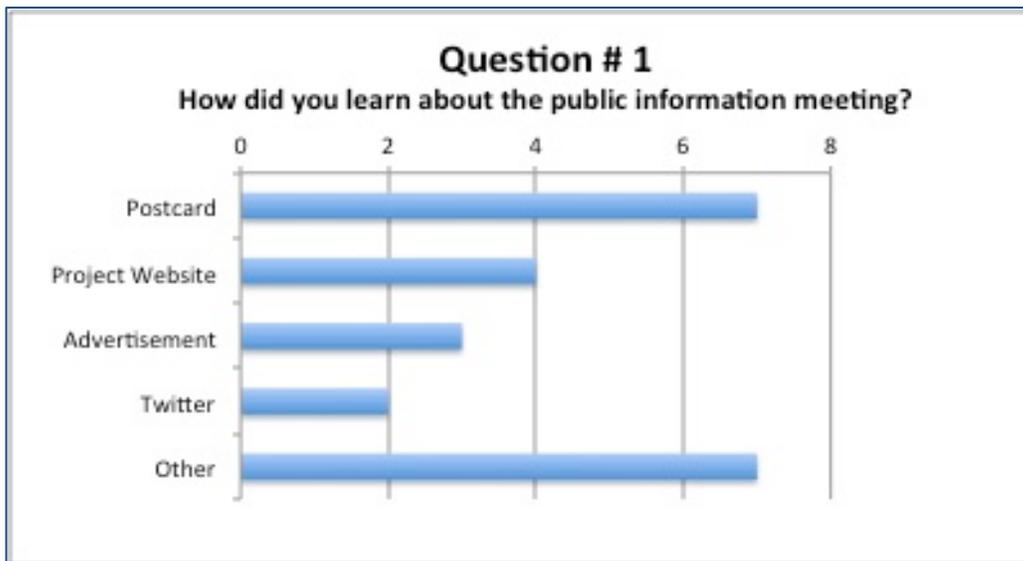
Advance notification was provided, including:

- Event advertising in the Vancouver Courier and Sing Tao on April 26th and 27th;
- Postcard delivery to approximately 3,000 local businesses, community organizations and area residents;
- Postcard delivery to approximately 350 SRO units;
- Email update and invitation to a consolidated list of transportation-related stakeholders and DTES area planning committee members.

The project team was well represented by City of Vancouver staff from Engineering, the DTES Area Planning Process, and Active Transportation; and by funding partners including Port Metro Vancouver and TransLink.

More than 30 stakeholders attended the event, and 20 Discussion Guides & Comment Forms were completed and submitted for consideration. Of these, 12 respondents expressed their interest in participating in the proposed Stakeholder Advisory Committee for the project.

Most respondents indicated strong support for infrastructure improvements that would enhance safety and benefit cyclists and pedestrians. The common themes that emerged as areas of concern include both construction and traffic impacts. Businesses are keen to better understand local access issues, and explore opportunities to raise public awareness and promote the fact that they will be 'open and accessible' throughout the construction period.



Questions 3, 4 and 5 pertain to methods of contacting participants and related contact info.

**QUESTION # 6:
WHAT, IF ANYTHING, DO YOU PARTICULARLY SUPPORT ABOUT THE PROJECT?**

ACTIVE TRANSPORTATION:

- Bike route along Powell Street
- Pedestrian path
- To improve transit and vehicle movement in Powell Corridor
- Improved bike lanes, commuter lanes, improved efficiency at the port
- Safe bike path
- Better roads & bike routes, more efficient railways
- Rail overpass, bike lane on Powell
- Bike & Pedestrian
- Better bike route access
- Bike lanes
- The cycle path and sidewalk, both very important for a long time
- Safer access to and from downtown for pedestrians and cyclists
- Separated, safe cycling facilities
- The cycle path and sidewalk, both very inadequate for a long time.

GENERAL:

- Safety in the Powell St. Corridor
- To be further determined
- It would help everyone in an around Vancouver. Plus it will help with JOBS
- Less whistle blowing by taxis. Hopefully
- If it's good for the city it's okay with me
- I love living over the working waterfront & I am fascinated by the day to day life I see outside my window.

**QUESTION # 7:
WHAT, IF ANYTHING, PARTICULARLY CONCERNS YOU ABOUT THE PROJECT?**

BIKE ROUTE:

- The details of how the cycle path connects to other routes is very important.
- Bicycle lane extended to Wall Street (through Dundas/Powell)

BUSINESS:

- Parking for staff & customers. Showroom sales decrease

DESIGN AESTHETICS:

- Still looks like a pretty barren, concrete & asphalt dessert. Not particularly inviting. Could use greenery, buffering people from traffic, street, trees, etc. The image looks like a highway that I would stay away from unless I needed to use that connecting route.
- I think we are losing a heritage streetscape view, with BC Sugar on the right & downtown buildings in the distance.

GENERAL:

- I want the Port Authority to be happy & heavy transport. WHY?
- No particular concerns – a working waterfront & major changes to industrial access is very interesting. As long as safety concerns are addressed (and it seems they are) for workers and locals, it's all good! (I have earplugs for overnight construction!)
- Construction pollution (noise, dust, exhaust)
- I can't really think of any concerns at this time.
- It's fine, it's a great improvement.

TRAFFIC:

- Restricting right turns for vehicles on Clark & Commercial onto Adanac. I drive there about 1 x per week each and turn right at those intersections nearly every time.
- Powell Street closed for 1 year will impact my commute to the west side. Traffic/construction
- It seems well thought out so not really any concerns but... the trolley wire support poles might be too close to bike handle bars
- Increased traffic along arterial and residential streets in Grandview woodland
- Safety to motorists, pedestrians and others
- More vehicular traffic on Alexander Street & Powell Street, possibly more than Strathcona.
- Closure of Powell Street

QUESTION # 8:

DO YOU HAVE ANY QUESTIONS OR COMMENTS YOU WOULD LIKE TO SHARE WITH THE PROJECT TEAM?

BIKE ROUTE:

- I'm a resident of Hastings – sunrise- would love to see a dedicated bike path from Wall Street to Powell Street to downtown.
- Curious what the grade of the ramp is (important when cycling). How will

<p>someone get to the north cycle track when coming from South of Powell?</p> <ul style="list-style-type: none"> • Some bike access concerns. • Closures ruin cyclists short-cutting routes • Adanac bike route. Some concerns about re-routing. • The bikeway from Carrall St. over Alexander St. to Main St needs to be figured in NOW ASAP: it's very unsafe, non existent! • Will someone going north on Raymur Street be able to cross the cycle path on Powell? • The City should consider extending the bike route to Wall St. (or at least painted bike lanes like in downtown). There is a major gap between Woodland & Wall St.
<p>BUSINESS:</p> <ul style="list-style-type: none"> • Local business owners wanted to understand access. They are okay knowing there will still be access to their store. In one case, four times each year they have exhibits and need client access and parking. This should not be impacted. • Local business owner has some specific requests re: signage and ads to advise of business open. (These have now been received.)
<p>COMMUNICATIONS/CONSULTATION:</p> <ul style="list-style-type: none"> • Until recent communications, opportunity for input was non-existent. • There seem to be little actual input from the local residents/businesses association • Please keep residents of Grandview Woodland Strathcona informed by email. • We would like to be kept informed of any developments/changes.
<p>DESIGN AESTHETICS:</p> <ul style="list-style-type: none"> • You've talked about this being part of a "greenway", but I don't see any green. Are there plans to remedy that overtime? • The overpass would be much nicer if the guardrail were designed to be aesthetically pleasing and designed more like the Knight Street overpass. • Will the roadway be paved with material that decreases noise from truck traffic (as done in Delta)? The noise from truck traffic is FAR more irritating/disruptive than the trains right now.
<p>GENERAL:</p> <ul style="list-style-type: none"> • It seems like it's all decided • The team was very helpful and answered all my inquiries • Very helpful staff answered immediate questions. • Comments – what a great job you are doing. • Why should we be investing in improving access for CP when they're not using the most sustainable rail technology available? They should be

using Green Frog technology that is being used in Germany.

- I lived on Powell for five years. I'm still interested in developments affecting the area.
- Thanks for this open house!
- Too bad all projects do not move as fast through the approval process. All City works projects need to be design build and City staff used for service only.

TRAFFIC:

- Needlessly restricting vehicle traffic helps no one. Having multiple routes helps drivers make efficient choices & reduces congestion on main routes.
- How will this overpass affect truck traffic in the part?
- Will the points of entry for trucks change (be taken off McGill?)
- Will the increased truck traffic (on Hastings & Powell Streets) decrease?
- Concern that traffic on Alexander will get worse once the overpass is built -- traffic will flow to Alexander.
- Concern that once the overpass is complete Powell Street will be busier.
- Would be really nice if it could connect to Carrall Street soon. We always hit the end of Carrall and then going east is a total mess.

TRANSIT:

- Concern about re-routing of Bus No.7 and then non re-routing.