

Powell Street Overpass Project



Powell Street road/rail level crossing, April 2013

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

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.

The Powell Street Overpass Project is a \$50-million dollar major road and rail infrastructure enhancement to 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.

The City of Vancouver is responsible for delivering the project on behalf of funding partners including Port Metro Vancouver, Transport Canada, CP and TransLink.

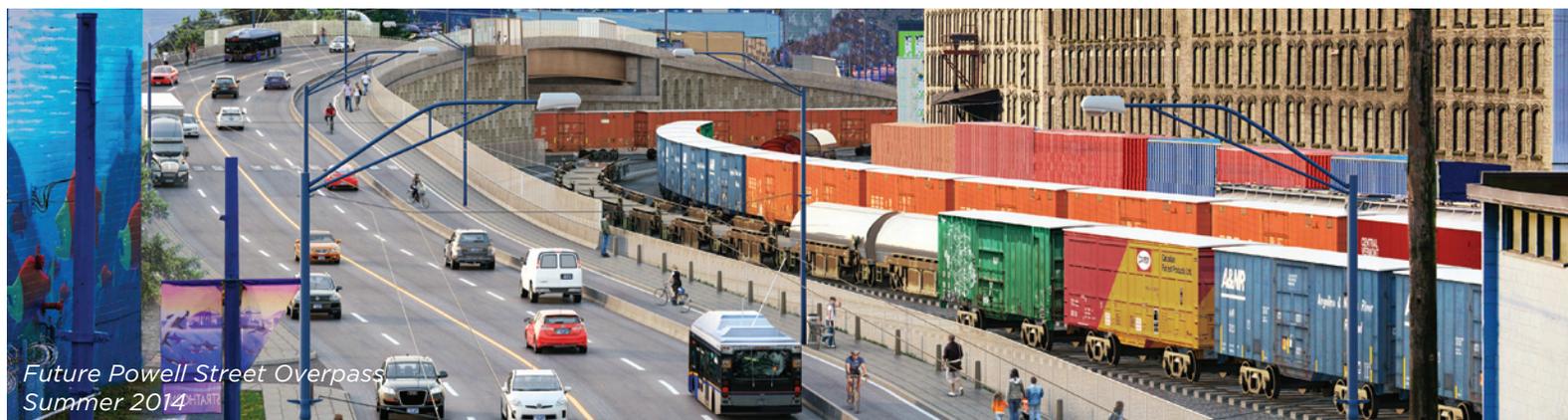
PROJECT BENEFITS

Improves 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:

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

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

- Provides space for a new east-west CP track south of the existing tracks
- Eliminates the Powell Street-Burrard Inlet Rail Line road/rail level crossing
- Allows 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



Future Powell Street Overpass Summer 2014

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 it's 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 Council approved the project for construction in April 2013.
- 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.
- In April 2013, BA Blacktop was selected as the Design Build Contractor for the project, responsible for refining the local traffic plans and construction of the overpass.
- Major construction will commence in June 2013 for completion in the summer of 2014.

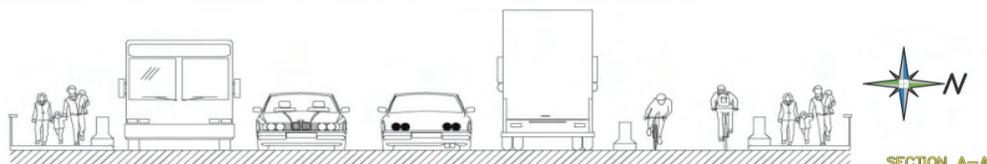
TRAFFIC MANAGEMENT

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 is available for viewing online at vancouver.ca/powellstreetoverpass.

- Powell Street will be closed to traffic between Hawks Avenue and Clark Drive from June 2013 to summer 2014, allowing access for local traffic and businesses only.
- Businesses and community organizations 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.

TRANSIT SERVICES

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



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