



September 6, 2019

Paul Storer, Manager of Transportation Design
Kati Tamashiro, Senior Program Coordination Engineer
Amy Do, Transportation Design
Engineering Services, City of Vancouver
(By Email)

Re: Proposed Pandora Street Bikeway and Powell Connector (Clark to Lakewood)

Dear Paul, Kati, and Amy;

Further to our recent discussions on the proposed Pandora bikeway, and the issues relating to the Powell Bypass from Clark to Lakewood, our Local Committee conducted a further assessment ride and prepared this summary of the issues encountered. We rode on a Saturday morning, and so did not experience the heavy traffic common along Powell during commuter times. We rode from Powell and Clark, to Renfrew, and return.

HUB Cycling (Vancouver UBC Local Committee) has the Powell bypass listed among the top gaps in Vancouver, due to its desirability as a cycling route, and the current lack of safe connectivity from downtown to Wall Street, to connect to the Iron Worker's Memorial Bridge, and points east. This route was improved with the new Powell Overpass, and along Alexander. Challenges remain with connections at the east end, particularly between Clark and Wall.

Background:

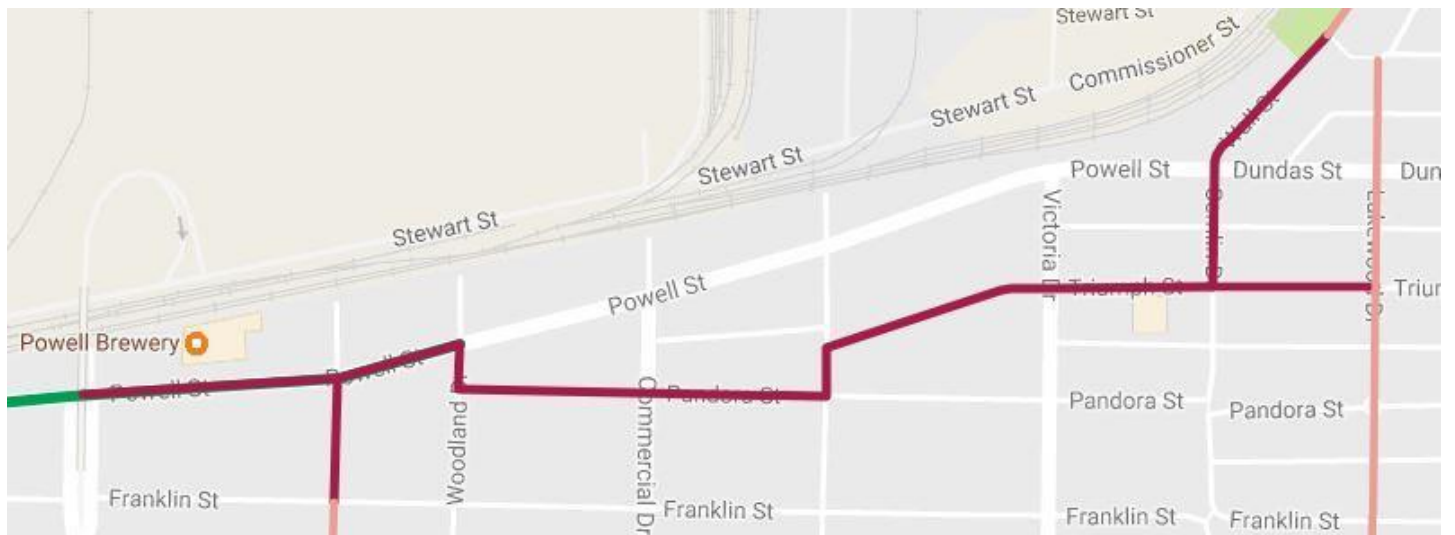


Figure 1 - From the HUB Cycling 2017 Powell Bypass report, showing a proposed Powell Bypass route, with connections shown to nearby bike routes

In our 2017 Powell Corridor proposal, we identified a bypass route to fill the current gap from Clark to Wall and Lakewood. We proposed a crossing of Powell at Woodland, and the use of Pandora and Triumph, with a spur connector on Semlin Drive to Wall St.

We understand that upcoming improvements are proposed to be implemented in phases, with the first phase to utilize the existing light at Lakewood to cross Powell and reach Wall, and potentially involve improvements on the Multi Use Path (MUP) through the park at the north end of Lakewood. We further understand that it is also proposed to create a new bikeway from Lakewood and Pandora, east to Renfrew (reaching the PNE), along either Pandora or Franklin, but presumed to be on Pandora.

Comments to the route:

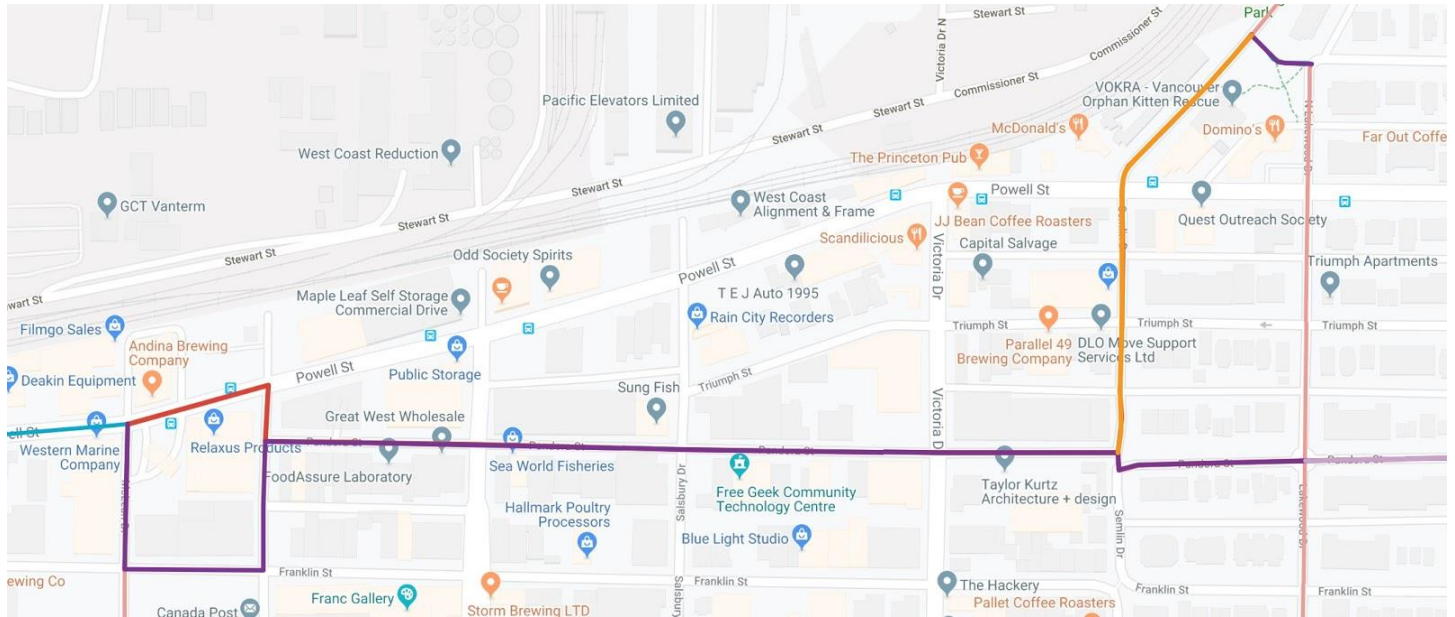


Figure 2 - Powell Bypass Proposal Map
 Red - Remaining Powell Gap
 Purple – Proposed Powell Bypass (phase 1)
 Light Purple - Proposed Pandora local street bikeway (timing TBD)
 Orange - Future connector along Wall to Pandora (phase 2)

Clark to Woodland

- The new multi use path along the north side of Powell appears to function reasonably well
- It would have been preferable to carry the MUP on to Woodland on the north side of Powell, to avoid the detour to Franklin. There doesn't appear to be enough room on the south side of Powell to carry it on to Woodland.
- We expect that some people riding may choose to carry on to Woodland without a bike path, either on the roadway or the sidewalk, to avoid the detour south to Franklin.
- We found the signal light at McLean to have a long delay, such that some people on bikes have been observed crossing without waiting for it to change. This can also be a deterrent to using the bypass route.
- There are several back alleys that can be utilized running east/west, but they did not appear attractive as alternate routes. It may be possible to improve the alleys to make them cleaner and safer feeling.
- The area around Pandora and Woodland appears to be used as a staging area for nearby trucking companies; parking restrictions could be used to reduce truck traffic on Pandora
- The section of McLean from Franklin to Powell needs to be officially designated a bike route, with 30 km/hr signs, and wayfinding signs for those not familiar with the Pandora route.

Woodland to Lakewood

- We recommend using Pandora over Franklin. Pandora benefits from a traffic diversion at Semlin, so appears to have less through traffic than it would otherwise. Pandora is located closer to Powell than is Franklin, so is judged to be more likely to be adopted as a bypass route by people cycling. Significantly, the eastbound grade on Pandora appears more favourable than Franklin
- A signal light is required for crossing at Commercial
- A signal light or stop signs are required for crossing at Victoria
- Minor stop signs should be considered for reorientation to allow through traffic on Pandora
- Triumph has a more favourable grade eastbound than Pandora, and may be chosen over Pandora by some people cycling in any case, particularly if they are connecting north to Wall St, or coming from Wall St.
- The diversion at Semlin is not intuitive for people cycling along Pandora, and should be improved with attention paid to the bollards, curb cuts, and signage

Wall and Semlin

- This route makes more sense than Lakewood as a north south connection between the bypass route and Wall and the Iron Workers Memorial Bridge (IWMB); it requires a new signal light at Powell.
- It is understood that in future Wall St may have a traffic diversion installed at Oxford Park and Cambridge Park, with the two parks being joined and Wall closed to through vehicle traffic. This would help significantly in reducing vehicles shortcutting along Wall to avoid traffic on Powell, and calm Wall St. It is recommended that the park modifications, street diversion, and signal light at Powell all be pursued in the medium term.
- In the interim, Lakewood functions as a north/south connector, but will likely be bypassed by those heading west and avoiding the hill up Lakewood (southbound). The MUP through Oxford Park requires improvement, marking, and wayfinding signage in the short term.

Pandora from Lakewood to Renfrew

- Pick up and drop off locations at Hastings Elementary School should be investigated to reduce potential conflicts with the proposed bikeway along Pandora
- The bikeway along Kaslo is a significant north/south connector for this new route.
- Wayfinding signage should be installed at Kaslo, with consideration of how people will cross Renfrew to reach the PNE and Miller Drive (potentially from Dundas and Renfrew)

Renfrew and Connections through the PNE Grounds

- A signal crossing of Renfrew should be installed at Pandora. This could be combined with traffic diversions for Pandora at Renfrew to reduce vehicle volumes on Pandora.
- Consideration should be given to north/south cycling along Renfrew, or through the PNE grounds from Pandora. Vehicles were observed travelling at high speeds along Renfrew, likely due at least in part to the very wide roadway.
- Planning of the Pandora bikeway should consider potential connections through to Bridgeway St to access points east, and the IWMB. This requires additional wayfinding signage as many are unaware of this connection.
- There is a marked bike path through the PNE grounds starting from Dundas and Renfrew, heading east to Miller Drive
- Miller Drive has a marked and protected bike path leading to Empire Field. Plastic planters protecting the bike lane have been moved into the bike lane, blocking it.
- The degree to which this route is blocked during PNE events is not clear.
- New off-street paths from the end of Miller Drive can be used to access Bridgeway St, the IWMB, and local streets leading eastbound to Burnaby at Boundary Road.

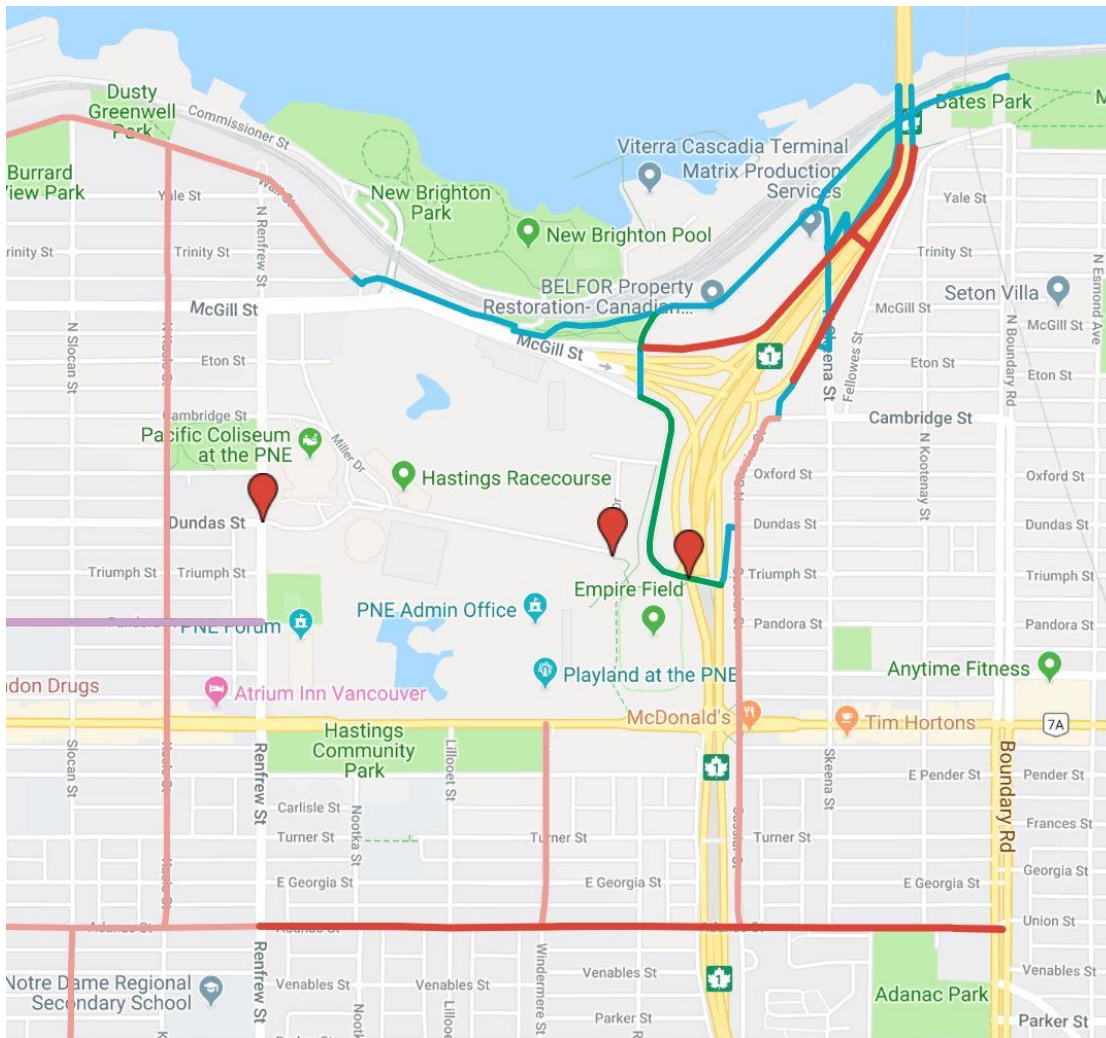


Figure 3 - Pandora Bikeway Connections (east end)

- Light Purple - Proposed Pandora local street bikeway, shown to Renfrew
- Red - Union/Adanac gap from Renfrew to Boundary (pending improvement)
- Red - proposed IWBMB connections by MoTI (east and west MUPs, and pedestrian/cycling overpass)
- Pink - Existing local street bikeways
- Blue - Existing off street MUPs
- Green - Existing painted bike lanes
- Red Markers - access to and end of Miller Drive, plus path access to Bridgeway St.
- Currently marked bike paths within the PNE are not shown as they are not part of the City of Vancouver database

Thank you for your consideration of these issues. We would be pleased to meet and discuss the above at your convenience.

Sincerely,

Jeff Leigh
 Chair, Vancouver UBC Local Committee, HUB Cycling
Vancouver@bikehub.ca

HUB Cycling is a not-for-profit charitable organization that works to make cycling better through education, events, and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone and have close to 3,000 members and more than 38,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver.