



FINDINGS & RECOMMENDATIONS

The False Creek Pedestrian and Cycling Crossings Study has explored a range of options to improve pedestrian and cycling facilities in the False Creek area in an effort to ultimately encourage more cycling/walking to and from Downtown Vancouver. These recommended improvements will assist the City of Vancouver in achieving their future transportation goals.

KEY FINDINGS:

#1. Improvements in the Burrard Street Bridge Corridor – this corridor should be given the highest priority, in particular, Options B1 (Outward Sidewalk Extension on Both Sides) and Option B2 (Inward Sidewalk Widening on Both Sides). This corridor and options are preferable for the following reasons:

- Pedestrian and cycling demand is currently high, and will continue to be high, along this corridor.
- Options B1 and B2 are strong candidates from a trip usage and quality of trip perspective.
- Significant safety issues currently exist due to the limited sidewalk width, high demand, and shared usage. It is important that these issues are addressed in the near-term.

#2. Improvements in the Granville Street Bridge Corridor – there is a need to better connect the north and south shores of False Creek and Option G1 (New Crossing Facility Suspended Beneath Bridge) holds great potential for the following reasons:

- A new crossing fills the void for an improved connection for both recreational users and commuters between the north and south shores of False Creek.
- A new crossing facility improves accessibility between Granville Island and downtown.

- A new crossing significantly improves user comfort for those currently using the Granville Street Bridge Corridor.

RECOMMENDATIONS:

#1. Burrard Street Bridge Corridor – further evaluation of Options B1 and B2 should be undertaken to better understand their full costs and benefits, such as impacts to traffic flow and the heritage aspects of the bridge structure, and to take the conceptual configurations to a more detailed design level.

#2. Granville Street Bridge Corridor – further evaluation of Option G1, which considers the possibility of a new crossing facility suspended underneath the existing bridge, to better understand how it would best ‘fit’ within the Granville Island area and to assess the structural feasibility of such a crossing.

#3. ‘Toolbox of Local Improvements’ – all future studies should consider the range of local improvements in ensuring all facility improvements are seamless, safe, and convenient for pedestrians and cyclists.

#4. Cambie Street Bridge Corridor – with the planned developments in the eastern parts of False Creek, further evaluation of Options C2 (Outward West Sidewalk Extension) and C4 (Adjust Lanes to Provide Southbound Bike Lane) should be considered in the longer-term.



YOUR OPINION COUNTS...

Thank you for your participation and interest in this study. Please take the time to share your ideas, questions, and comments with the resource team members in attendance... or, complete one of the Comment Forms available.



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