From:	"Mochrie, Paul" <paul.mochrie@vancouver.ca></paul.mochrie@vancouver.ca>
To:	"Direct to Mayor and Council - DL"
CC:	"City Manager's Correspondence Group - DL"
	"Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca></jerry.dobrovolny@vancouver.ca>
	"Nelms, Cheryl" <cheryl.nelms@vancouver.ca></cheryl.nelms@vancouver.ca>
Date:	9/5/2019 11:50:58 AM
Subject:	Memo - Granville Bridge Connector - Phase 2 Public Engagement Update
Attachments:	ENG - Memo to Mayor and Council - Granville Bridge Connector - Phase 2 Ppdf
	APPENDIX B - July Memo to Mayor and Council - Granville Bridge Connectorpdf
	APPENDIX A - Granville Bridge Connector - Phase 2 Public Open House Engapdf

Dear Mayor and Council,

Please see the attached memo and supporting materials from Jerry Dobrovolny regarding the Granville Bridge Connector Phase 2 Public Engagement. A short summary of the memo is as follows:

- This memo provides an overview of engagement opportunities, key dates, and public open house materials. A media briefing is scheduled for September 6th at 10am, and the first open house will take place on September 13th.
- ☐ This September, staff will launch the second phase of public engagement on the Granville Bridge Connector [®]a new walking, rolling, and cycling connection across the Granville Bridge.
- This phase is an opportunity for the public to review public and stakeholder feedback from the first phase of engagement and provide input on six shortlisted design options for the Connector.

If you have any questions, please feel free to contact Jerry Dobrovolny at 604-873-7331 or jerry.dobrovolny@vancouver.ca.

Best, Paul

Paul Mochrie | Deputy City Manager Office of the City Manager | City of Vancouver paul.mochrie@vancouver.ca 604.873.7666



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.



ENGINEERING SERVICES Jerry W. Dobrovolny, P.Eng., MBA City Engineer / General Manager

MEMORANDUM

September 4, 2019

TO: Mayor and Council

CC:

Sadhu Johnston, City Manager Paul Mochrie, Deputy City Manager Lynda Graves, Administration Services Manager, City Manager's Office Rena Kendall-Craden, Civic Engagement and Communications Director Katrina Leckovic, City Clerk Neil Monckton, Chief of Staff, Mayor's Office Alvin Singh, Communications Director, Mayor's Office Anita Zaenker, Chief of Staff, Mayor's Office Lon LaClaire, Director, Transportation Karima Mulji, Director, Engineering Projects and Development Services

FROM: Jerry Dobrovolny, General Manager, Engineering Services

SUBJECT: Granville Bridge Connector – Phase 2 Public Engagement Update

This September, staff will launch the second phase of public engagement on the *Granville Bridge Connector*, a new walking, rolling, and cycling connection across the Granville Bridge. This phase is an opportunity for the public to review public and stakeholder feedback from the first phase of engagement and provide input on six shortlisted design options for the Connector. This input will be used to further refine options prior to a third round of engagement tentatively scheduled for late November 2019.

Background

The *Granville Bridge Connector* was identified as a priority by Council in response to the 2002 False Creek Crossings Study, as part of the Transportation 2040 Plan (released in 2012), and in the 2019-2022 Capital Plan. On January 30, 2019, Council directed staff to engage the public on the project, beginning with a discussion on goals and ideas. A three-phased engagement process began shortly thereafter.

Phase 1 (spring 2019) focused on understanding how people currently experience the bridge, confirming draft goals, and gathering hopes, concerns, and ideas about the project. Results indicated a high level of interest and strong support for the project overall. Based on public and stakeholder feedback, staff refined the draft goals and generated a number of concepts for further evaluation. Staff shared a Phase 1 summary with Council in a memo dated July 19, 2019.

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Phase 2 will summarize what we heard in Phase 1, provide the public and stakeholders an opportunity to review six shortlisted design options, and include background information on other options that were explored but eliminated from further consideration.

A wide variety of engagement methods will be employed, including public workshops, open houses, and a survey. Phase 2 public open house materials are included as *Appendix A*.

Key dates include:

- September 6 media briefing
- September 13 survey launch date
- September 13, 14, 17 public open houses
- September 19-21 public workshops
- September 30 survey close date

Details of these events along with other materials will be shared on the project website at *vancouver.ca/granvilleconnector* by September 6.

In parallel to the public events, staff are continuing to reach out and discuss the project with key stakeholders and citizen advisory committees through personalized discussions, presentations, and walkshops. An intersectional lens is being applied to this project, aligning with larger efforts to ensure that transportation and public space projects are contributing to an inclusive city that is safe and welcoming for all people.

Shortlisted Options

A key element of Phase 2 is the discussion and review of six shortlisted options for the *Granville Bridge Connector*.

Staff developed over 20 options for internal review, informed by public and stakeholder feedback, and analysis by staff and consultant teams. This long list of options was shortlisted through a high-level screening process using baseline criteria to eliminate options with critical flaws or which didn't achieve critical project goals.

The six shortlisted options are undergoing a multiple account evaluation, using criteria derived from the revised project goals, which were included in the Council memo dated July 19, 2019. This memo is included in *Appendix B*. Phase 2 public materials include a summary of each of the six options, alongside a preliminary assessment of each option for the public to comment on.

Public and stakeholder input will be used to refine the evaluation and to determine the option(s) to bring forward in the final phase of engagement.

Next Steps

Staff will provide an update to Council following Phase 2. A third phase of engagement is tentatively scheduled for late 2019 and will focus on the preferred option(s) in more detail.

A report to Council with recommendations is anticipated in early 2020. Subject to Council approval, detailed design would take place throughout the remainder of 2020, with construction in 2021.

If you have any questions with regard to the Granville Bridge Connector project, please do not hesitate to contact me.

Jerry W. Dobrovolny, P.Eng., MBA General Manager, Engineering Services

604.873.7331 | jerry.dobrovolny@vancouver.ca



ENGINEERING SERVICES Jerry W. Dobrovolny, P.Eng., MBA City Engineer / General Manager

MEMORANDUM

July 22, 2019

TO: Mayor and Council

cc:

FROM:

Sadhu Johnston, City Manager Paul Mochrie, Deputy City Manager Lynda Graves, Administration Services Manager, City Manager's Office Rena Kendall-Craden, Civic Engagement and Communications Director Katrina Leckovic, City Clerk Neil Monckton, Chief of Staff, Mayor's Office Alvin Singh, Communications Director, Mayor's Office Anita Zaenker, Chief of Staff, Mayor's Office Lon LaClaire, Director, Transportation Karima Mulji, Director, Engineering Projects and Development Services Jerry Dobrovolny, General Manager, Engineering Services

SUBJECT: Granville Bridge Connector - Phase 1: Public Engagement Report Back

Staff have completed the first phase of a three-stage engagement process on the *Granville Bridge Connector*, a new walking, rolling, and cycling connection across the Granville Bridge, as directed by Council in January 2019. This memo provides an update on the engagement to date and outlines next steps.

Background

The *Granville Bridge Connector* was identified as a priority by Council in response to the 2002 False Creek Crossings Study, as part of the Transportation 2040 Plan released in 2012, and in the 2019-2022 Capital Plan. On January 30, 2019, Council directed staff to engage the public on the project, beginning with a discussion on goals and ideas.

In April 2019, Council endorsed several actions as part of the *Climate Emergency Response* report to increase the City's efforts to address climate change. One of the policy's transportation-related 'big moves' is that by 2030 at least two thirds of trips in the city will be by active transportation and transit – 10 years earlier than previously planned.

The *Granville Bridge Connector* was an essential component to meeting the original 2040 mode share targets and becomes even more critical to deliver these targets earlier. It addresses a major gap in the city's walking and cycling networks, would serve one of the densest parts of the city, and is important to sustainably accommodate the growing number of people living, working, and playing in the city and region. It is unlikely that the Climate Emergency mode share targets can be met without the *Granville Bridge Connector* project moving forward.

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Figure 1: 2016 population and jobs within a 5-minute walking and cycling catchment of the Granville Bridge¹

The bridge deck has significant extra vehicle capacity and staff are paying careful attention to how various design options might impact traffic flow at either end of the bridge. Staff are confident a solution can be delivered that continues to accommodate motor vehicle traffic, maintaining travel times for transit and drivers, and allowing for efficient emergency services access.

Overall Engagement Approach

Public and stakeholder engagement is taking place throughout 2019. This work complements ongoing technical investigation and design, and includes:

- targeted discussions, walking tours, and workshops with key user groups and stakeholders that are most directly impacted; and
- a three-phase public engagement process including open houses, workshops, walking tours, and surveys for the broader public to share their ideas and concerns.

The three phases are described below.

- In Phase 1 (April 2019), staff sought input on the draft project goals, and invited the public to share how they currently use the bridge, along with their specific ideas and concerns for the project.
- In Phase 2 (September 2019), staff will report back to the public on Phase 1, and provide an opportunity to review and comment on a range of options at a conceptual level.

¹ Population and place of work densities are based on the 2016 Census and do not factor in future growth, with distances calculated from either end of the bridge using the 2016 road network. A 5-minute walk is assumed to cover a distance of 400m (approximately 4 city blocks). A 5-minute bike ride is assumed to cover 1.3km, which is an average speed of 15.5km/h.

3. In Phase 3 (late 2019), staff will summarize what was learned in previous phases, and provide an opportunity for the public to comment on short-listed option(s) in more detail.

The engagement will result in a report to Council on recommended design option(s) in early 2020.

Phase 1 Public Engagement

Phase 1 of public engagement launched on April 4 and closed on May 10, 2019. A variety of outreach and engagement tactics was used to reach a broad audience, including existing and potential future bridge users, as well as historically under-represented groups.

Engagement methods provided many ways to participate, depending on one's time and level of interest:

- a pop-up workshop co-hosted by community partner, Vancouver Design Nerds, on April 6, which was attended by approximately 50 people;
- three open houses on April 12, 13, and 16, attended by over 1000 people;
- four three-hour workshops on April 27 and 30, attended by approximately 60 people;
- a Jane's Walk tour across the bridge on May 3, attended by 23 people; and
- a phase 1 survey, which closed on May 10, completed by over 5000 people (online, with paper versions available at in-person events).

Participation levels were very high overall, with over 1,100 people participating in the public events and over 5,000 people taking the phase 1 survey. An additional 615 people were reached through an intercept survey on the bridge, conducted by Mustel Group on behalf of the City.

Phase 1 Stakeholder Engagement

Prior to launching the public engagement process, staff reached out to key stakeholders for personalized discussions, presentations, and "walkshops", including:

- South Granville and Downtown Vancouver Business Improvement Associations;
- Vancouver Board of Trade, Vancouver Economic Commission;
- TransLink, the BC Trucking Association, HUB, and Better Environmentally Sound Transportation, and tour bus operators;
- emergency service providers (e.g. Vancouver Police Department, Vancouver Fire Department);
- Vancouver Coastal Health;
- Granville Island Corp (CMHC) and the Granville Island Business and Community Association;
- seniors groups including the West End Seniors Network;
- Accessible City Task Force;
- Vancouver Public Space Network and Vancouver Design Nerds; and
- nearby resident association groups representing Burrard Slopes and South False Creek.

Through late May 2019, over **20 stakeholder discussions and walkshops** took place, **attended by over 150 individuals representing over 40 groups and many more individual businesses and organizations**. Overall support for the project has been very strong, with individual groups providing nuanced comments that staff will incorporate into the project. Staff also reached out to Musqueam, Squamish and Tsleil-Waututh First Nations through the City liaison, presenting at the April 2019 intergovernmental meeting and offering additional engagement opportunities should there be interest.

Targeted stakeholder engagement will continue to take place throughout the year. Meeting invitations have been sent to relevant Council-appointed citizen advisory committees now that they have been re-established, including those representing transportation, seniors, youth, gender equity, and persons with disabilities. An intersectional lens is being applied to this project, aligning with larger efforts to develop a citywide framework to ensure an inclusive city that is safe and welcoming for all people.

Engagement Highlights

Key themes from the stakeholder and public engagement include:

- Most people currently do not feel comfortable walking or cycling across the bridge
- Many people avoid walking or biking across the bridge even when it would be the most direct route, indicating a latent demand for using the bridge
- People with mobility challenges and people who cycle find it especially challenging to use the bridge today, due to unsignalized crossings with steps and a lack of cycling facilities
- There is strong support for the project from stakeholders and the general public;
- There is general support for each of the draft goals, with many ideas for how the goals could be delivered
- Staff received good suggestions for improvements to the proposed set of goals, particularly relating to the climate emergency, public transit, means prevention, and environmental considerations (e.g. rainwater management, habitat preservation)
- There are diverse opinions on the level of investment required, with many people interested in a once-in-a-lifetime placemaking opportunity, and others more concerned with safety and the bridge's transportation function
- There were many ideas for particular alignments to explore, including centre, west side, east side, bilateral (both sides), and underside options

These findings are described in more detail in Appendix A.

Revising the Draft Goals

Original Draft Project Goals

The following draft project's goals were a central element of the first round of public engagement, on which City staff were soliciting feedback:

- 1. Make walking, rolling, and cycling accessible, safe, and comfortable for all ages and abilities
- Provide direct and intuitive walking, rolling, and cycling connections to key destinations and the network
- 3. Create a special place that provides an enjoyable experience for all
- 4. Accommodate **motor vehicles**, considering the needs of transit, emergency services, and people driving
- 5. Design with the **future in mind**, considering related projects and opportunities to coordinate work

Revised Project Goals

While the draft project goals presented in Phase 1 of engagement received a high level of support, staff have revised these goals to reflect public and stakeholder feedback. The revised goals better emphasize the bridge's importance as a public transit corridor and also capture concerns regarding means prevention, environmental considerations, and designing for adaptability – including preserving the ability for future changes to the bridge as the city grows and travel patterns and needs change.

The updated goals are to:

- 1. Support the City's **climate emergency** efforts by enabling more trips via sustainable transportation
- Make walking, rolling, and cycling across the bridge accessible, safe, and comfortable for all ages and abilities
- Provide direct and intuitive walking, rolling, and cycling connections to key destinations and the sustainable transportation network
- 4. Create a special place that provides an enjoyable experience for all
- 5. Enable reliable transit and continued access for emergency vehicles
- Accommodate motor vehicles, considering the bridge's role in the regional transportation network
- 7. Integrate means prevention to deter self-harm
- 8. Incorporate environmental features into the design, including provisions for rainwater management and wildlife habitat
- Design for the future, considering compatibility with related projects and flexibility to adapt as the city grows
- 10. Provide value for money and maximize coordination opportunities

Next Steps

Developing Design Option Development

Staff are currently exploring a series of options for the *Granville Bridge Connector*, informed by public and stakeholder feedback, further internal analysis, and consultant input.

These design options can be grouped based on their general alignment over the mid-span of the bridge:

- west side path options;
- east side path options;
- raised centre options;
- options that use both sides; and
- options which are suspended from the existing bridge structure.

Within each alignment group, there are sub-options which vary depending on the number of lanes reallocated or how the ramps are used. These variations offer benefits such as additional path width, placemaking opportunities, and/or active transportation connectivity, but may have transportation impacts or costs which require further evaluation.

Evaluating the Design Options

Options will be shortlisted and assessed using a two-step process:

- a high-level screening of a long list of design options using baseline criteria to eliminate design options with critical flaws or far from meeting project goals; and
- a multiple-account evaluation of shortlisted options, based on evaluation criteria derived from the project goals.

The proposed method is described in more detail in Appendix B.

Public and Stakeholder Engagement

Phase 2 of the public engagement is scheduled for September 2019, and will provide an opportunity to review and discuss options. Staff have already begun reaching out to stakeholders in advance of this phase, offering in-person meetings, customized workshops, and walking tours. Meetings with relevant Council-appointed groups have been scheduled now that they have been re-established.

A third and final round of engagement is planned for late 2019.

Staff will present recommended option(s) to Council for approval in early 2020.

If you have any questions with regard to the Granville Bridge Connector project, please do not hesitate to contact me.

Sincerely,

Jerry W. Dobrovolny, P.Eng., MBA General Manager, Engineering Services

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Appendix A Granville Bridge Connector – Phase 1 Engagement Highlights

City of Vancouver staff are conducting a three-phase engagement process on the *Granville Bridge Connector* to provide new walking, rolling, and cycling connections across the Granville Bridge, as directed by Council in January 2019.

Overall Engagement Approach

Public and stakeholder engagement is taking place throughout 2019. This work complements ongoing technical work and design, and includes:

- targeted discussions, walking tours, and workshops with key user groups and stakeholders that are most directly impacted; and
- a three-phase public engagement process including open houses, workshops, walking tours, and surveys for the broader public to share their ideas and concerns.

The three phases are described below.

- In Phase 1 (April 2019 completed), staff sought input on the draft project goals, and invited the public to share how they currently use the bridge, along with specific ideas and concerns.
- 2. In Phase 2 (September 2019), staff will report back on Phase 1, and provide the public with an opportunity to review and comment on a range of options at a conceptual level.
- In Phase 3 (late 2019), staff will report back on what was learned in previous phases, and provide an opportunity for the public to comment on short-listed option(s) in more detail.

The engagement will culminate with a report to Council on recommended design option(s) in early 2020.

Phase 1: What We Did

Stakeholder Engagement

Prior to launching the public engagement process, staff reached out to key stakeholders for personalized discussions, presentations, and walkshops.

Identified stakeholders include representatives from local resident and business associations; transportation, seniors, accessibility, and placemaking organizations; emergency service providers; Vancouver Coastal Health; and others.

Through late May 2019, staff conducted 22 meetings or walkshops with over 150 participants representing the following groups:

Internal Stakeholders

- Vancouver Board of Parks and Recreation
- Vancouver Police Department
- Vancouver Fire and Rescue Service

External Stakeholders

- South Granville Business Association
- Downtown Business Association
- West End Seniors Network
- Former members of People with Disabilities & Seniors City of Vancouver Advisory Committees (used as a proxy since the groups had not yet been re-established)
- Granville Island Business and Community Association
- Better Environmentally Sound Transportation
- HUB Vancouver Committee
- Cycling without Age
- Granville Island Corporation (Canadian Mortgage and Housing Corporation)
- Foodora
- Burrard Slopes
- Stakeholder Association
- South False Creek Neighbourhood Association
- Vancouver Coastal Health
- Vancouver Board of Trade (including various transportation committee members)
- Vancouver Public Space Network

Staff also reached out to Musqueam, Squamish and Tsleil-waututh First Nations through the City liaison, presenting at the April 2019 intergovernmental meeting and offering additional engagement opportunities should there be interest.

Targeted stakeholder engagement will continue to take place throughout the year. Meeting invitations have been sent to relevant Council-appointed citizen advisory committees now that they have been re-established, including those representing transportation, seniors, youth, gender equity, and persons with disabilities.

Public Engagement

Phase 1 of the public engagement launched on April 4 and closed on May 10, 2019. In this first phase, staff sought input on the draft project goals, a better understanding of how people currently use the bridge, and any hopes, concerns, or ideas related to the bridge crossing and surrounding transportation network connections.

Outreach Tactics

A communications outreach plan was developed to support the engagement process by ensuring diverse public awareness of the scope, timeline, and opportunities for input. The plan included an extensive print, digital, and radio campaign, which was also informed by an equity lens to ensure a broad, multilingual, and regional reach across all modes of transportation. This marked the first time the City had advertised a transportation engagement initiative regionally.

Specific tactics are highlighted below.

- Notification letters: sent to 22,559 residents and businesses near the Granville Bridge.
- Electronic signage: changeable message boards installed at each bridge access point, targeting people driving or taking transit across the bridge.
- Poster signage: eye-level signs installed at each end and along the span of the bridge, as well as nearby bike network intersections, targeting people walking or cycling in the area.
- **Print:** advertisements in 14 papers across Vancouver and the Lower Mainland including Chinese-language print, with a total circulation of over 1 million people.
- Radio: 115 spots aired over a two-week period across 14 stations with a total of 920,000 impressions, which refers to the number of times an ad was heard.
- Social Media: organic and paid posts across the City's Instagram, Facebook and Twitter platforms. The paid campaign reached over 58,000 people with the organic posts acquiring over 68,000 impressions. An organic campaign also ran across the Chineselanguage social media platforms of Weibo and WeChat.
- Digital Ads: Google advertisements with a unique reach of over 80,000 and over 100,000 impressions.
- Earned media: a combined total of 24 unique pieces of news/media coverage across all media formats (print, web, TV and radio) between April 4 and May 10, 2019.
- Partner networks: stakeholders were encouraged to share engagement opportunities with their membership.
- E-Newsletter: over 2,000 subscribers to date.

Engagement Events and Surveys

City staff created a variety of events and methods for the public to learn about the project and provide feedback during the first phase of engagement. Participation levels were very high overall, with over 1,100 people participating in the public events and over 5,000 people filling out a survey. An additional 615 people were reached through an intercept survey on the bridge, conducted by Mustel Group on behalf of the City.

Full details are summarized in the following table:

Engagement Events and Feedback Tools	Purpose	Participation Levels
Pop-up Workshop (x1) co-hosted by community partner Vancouver Design Nerds • Date: April 6, 2019 • Location: 800 Robson	 Provide opportunity for public to learn about the project, and share ideas on how the bridge could be used via drawing activity Promote future engagement opportunities 	~ 50
 Open Houses (x3) Dates: April 12, 13, and 16, 2019 Locations: CityLab x2 (511 W Broadway), Central Library 	• Provide opportunity for public to learn about the project, discuss draft goals, issues & opportunities through dialogue and mapping exercises, and complete survey in person or online	1000+
 Deep Dive Workshops (x4) Three hour sessions Dates: April 27 and 30, 2019 Locations: CityLab x2 (511 W Broadway), Central Library x2 	 Provide opportunity for public to discuss and brainstorm project hopes, fears, and ideas in greater depth, in facilitated small groups 	~60
Walking Tour (x1) Two-hour Janes Walk • Dates: May 3, 2019 • Location: Walk across bridge	 Provide opportunity for public to learn more about the project, experience challenges first-hand, and share ideas and concerns on-site 	. 23
Intercept Survey On-location survey of people walking across the bridge, conducted by Mustel Group • Dates: April 2019 (multiple days) • Location: on bridge	 Better understand who uses the bridge and why, perceptions of safety Establish baseline data for potential post- construction evaluation 	615
 Phase 1 Survey Dates: April 4 to May 10, 2019 	 Provide opportunity for public to share how they use the bridge today, discuss challenges, comment on draft goals, and share specific ideas and concerns 	4870 (Online) 170 (Paper)
 Other Submissions Dates: April 4 to May 24, 2019 Format: Letters, 3-1-1, Emails 	 Provide opportunity for public to share additional comments 	57

Who We Heard From

Demographic information was collected in both the public survey and the Mustel intercept. survey, giving staff a sense of who participated.

Phase 1 Open House survey

A total of 5,044 people responded to the public survey.

Self-reported postal code data indicated responses from across the city and region (see *Figure 1*):

- 28% of respondents live on the Downtown peninsula
- 61% live elsewhere in the City of Vancouver
- 6% live elsewhere in Metro Vancouver
- 5% live outside the Metro region

Respondents were more likely to identify as male (54%) than female (41%), with another 1% identifying as transgender or another gender identify, and 4% preferring not to say. A diverse range of ages was represented (see *Figure 1*). Future rounds of engagement will continue to include focussed efforts to reach under-represented groups.

Respondents reported broad experience in having previously crossed the bridge using a wide variety of travel modes (see Figure 2):

- 53% had walked on the bridge at least once (15% at least once a week)
- 23% had biked on the bridge at least once (5% at least once a week)
- 69% had taken transit on the bridge at least once (30% at least once a week)
- 84% had driven on the bridge at least once (47% at least once a week)

When asked about their main way of travel in everyday life, respondents reported a broad mix (see *Figure 2*):

- 24% walk as their main mode of travel
- 18% bike as their main mode of travel
- 24% take transit as their main mode of travel
- 31% drive as their main mode of travel
- 3% use other ways as their main way of getting around



Figure 1. Phase 1 survey participants by area of residence, age, and gender. 5,044 total responses.







Figure 2. Phase 1 survey responses by experience using different modes of travel across the Granville Bridge and preferred mode of travel. 5,044 total responses.

Mustel Intercept Survey:

Mustel Group Market Research conducted an on-site intercept survey to better understand the behaviour and perspectives of people walking across the bridge. Of the 615 people intercepted, most reside within walking and/or biking distance of the bridge, while there was also a large contingent walking over the bridge who reside outside Metro Vancouver (see *Figure 3*). The survey methodology ensured a 50/50 gender split.

Given bridge conditions, it was deemed unsafe to intercept people cycling across the bridge. However, questions were asked of participants to get a sense of whether they cycled as a way to get around, and whether they sometimes cycled across the Granville Bridge in particular. Sixty two percent of those intercepted reported that they sometimes bike to get around, but only 11% had biked across the Granville Bridge in the past.



Figure 3. Intercept survey participants by area of residence, age, and gender. 615 total responses.

What We Heard

This section highlights key findings and themes from stakeholders and the general public.

Key Findings

- Most people currently do not feel comfortable walking or cycling across the bridge
- Many people avoid walking or biking across the bridge even when it would be the most direct route, indicating a latent demand for using the bridge
- There is strong support for the project in general from stakeholders and the general public
- There is general support for each of the draft goals, with many ideas for how the goals could be delivered
- People with mobility challenges and people who cycle find it especially challenging to use the bridge today, due to unsignalized crossings with steps and a lack of cycling facilities
- There were limited suggestions for new or strengthened goals, particularly relating to climate emergency, means prevention, and environmental considerations (e.g. rainwater management, habitat preservation)
- There are diverse opinions on the level of investment required, with many people interested in a once-in-a-lifetime placemaking opportunity, and others more concerned with safety and transportation function
- There were **many ideas for particular alignments** to explore, including centre, west side, east side, bilateral (both sides), and underside options

These findings are discussed in more detail below.

Most People Feel Uncomfortable Using the Bridge Today

The Phase 1 Survey results confirm that most people feel the bridge is currently uncomfortable for both walking and cycling:

- More than half of respondents indicated they would feel uncomfortable walking across the Granville Bridge on their own, and almost 80% would be uncomfortable walking across the bridge with a person who needed assistance, such as a child or senior (*Figure 4*).
- Almost 80% of respondents indicated they would feel uncomfortable cycling across the bridge on their own, and almost 90% would be uncomfortable cycling across the bridge with someone who is less confident biking (*Figure 5*).

How **comfortable** would you be **walking** across the Granville Bridge...



Figure 4. Level of comfort walking across the Granville Bridge, as reported by the 96% of survey responses from people who reported they sometimes travel by walking.

How **comfortable** would you be **cycling** across the Granville Bridge...



Figure 5. Level of comfort cycling across the Granville Bridge, as reported by the 80% of survey responses from people who reported they sometimes travel by bicycle.

These results are echoed by the intercept interviews conducted by Mustel with people walking across the bridge:

- Fewer than a third of people who currently walk across the bridge would be comfortable doing so with a child or elderly person needing assistance.
- Only 3% of people who regularly cycle would be comfortable cycling across the bridge with a child or someone new to cycling.
- Of the 62% of interviewees who sometimes cycle to get around, only 11% of them had biked across the Granville Bridge.
- Of those that had cycled across the Granville Bridge, almost two-thirds indicated they (64%) ride on the sidewalk rather than mix with motor traffic. In comparison, only 0.4% of people cycling on the Burrard Bridge use the sidewalk, with 99.6% using the designated protected path.

The most-often cited reasons people feel uncomfortable walking across the bridge include the lack of a barrier between the sidewalk and traffic (85%), narrow sidewalks (81%), high-speed motor traffic (78%), and confusing connections at bridge ends (50%) (*Figure 6*).



Reasons people feel uncomfortable walking across the bridge

Figure 6. Reasons people feel uncomfortable walking across the Granville Bridge. Based on 3,669 responses.

For cycling, the top reasons were discomfort sharing a lane with motor traffic (87%), the lack of a bike lane (85%), discomfort changing lanes at the on- or off-ramps (70%), discomfort mixing with pedestrians of the sidewalk (68%), and confusing connections at bridge ends (50%) (*Figure* 7).



Reasons people feel uncomfortable cycling across the bridge

Figure 7. Reasons people feel uncomfortable cycling across the Granville Bridge. Based on 3,555 responses.

A Strong Latent Demand for Using the Bridge

Many people commented that they avoid walking (41%) or biking (69%) across the bridge, even when it would be the most direct route (*Figure 8*). This suggests there is a strong latent demand for using the bridge.

According to recent census data, in 2016 there were about 18,000 residents and 17,000 jobs within a 5-minute walk of the bridge, and about 90,000 residents and 125,000 jobs within a 5-minute bike ride. The large numbers of people and jobs in close proximity to the bridge, coupled with the high percentages of people reporting that they actively avoid using the bridge today, suggest the bridge would be very well-used by people living within this catchment area if it felt safer, more comfortable, and more convenient to walk or bike across.

Do you ever **avoid using** the Granville Bridge even when it would be the most direct route?



Figure 8. Many people avoid walking or biking across the Granville Bridge, even when it is the most direct route. Based on 4,912 responses from people who reported they sometimes walk to get around, and 4,106 responses from people who sometimes bike to get around, respectively.

Strong Support for Draft Goals Overall

In the first phase of engagement, the public was encouraged to review the draft goals of the project:

- 1. to make walking, rolling, and cycling across the bridge accessible, safe, and comfortable for all ages and abilities;
- to provide direct and intuitive walking, rolling, and cycling connections to key destinations and the network;
- 3. to create a special place that provides an enjoyable experience for all;
- 4. to accommodate motor vehicles, considering the needs of transit, emergency services, and people driving; and
- 5. to design with the future in mind, considering related project and opportunities to coordinate work.

Each of the draft goals has a large measure of public support based on the 5044 responses to the survey (*Figure 9*):

- over 80% feel it is somewhat or very important to improve walking on the bridge (9% not important);
- almost 70% feel it is somewhat or very important to improve cycling on the bridge (20% not important);

- about 75% feel it is somewhat or very important to improve connections to destinations (13% not important);
- about 65% feel it is somewhat or very important to create a special place (21% not important);
- about 70% feel it is somewhat or very important to accommodate current traffic volumes (12% not important);
- about 95% feel it is somewhat or very important to maintain reliable transit (1% not important); and
- over 75% feel it is somewhat or very important to design with the future in mind, considering potential related projects such as an elevator to Granville Island (11% not important).



(all responses)

High levels of support for draft goals

Very important Somewhat important Slightly important

Figure 9. Survey responses indicate that each of the draft goals are somewhat to very important. Based on 5,044 total responses.

Detailed Comments and Ideas Relating to Particular Goals

The highlights below reflect comments and ideas heard in Phase 1 through surveys, public events, and stakeholder discussions.

Draft Goal #1: Make walking, rolling, and cycling accessible, safe, and comfortable for all ages and abilities

There was strong support for improved accessibility, walking, and cycling across the bridge, with many respondents underscoring the following specific aspects:

- separating road users by travel mode and speed (e.g. separate space for walking, slow cycling/rolling, faster cycling, and driving);
- using easy grades, smooth surfaces, and pedestrian ramps to ensure accessibility for everyone;
- providing safe crosswalks at the bridge's on- / off-ramps and at either end of the bridge; and
- minimizing the number of pedestrian and bike crossings required to navigate the bridge.

A relatively small percentage of people commented that they feel the project is unnecessary because they felt the other False Creek bridges have adequate facilities, because they do not support walking or cycling investment in general, or because they feel the resources should be diverted to housing.

Draft Goal #2: Provide direct and intuitive walking, rolling, and cycling connections to key destinations and the network

There was a high level of interest in the improved walking, rolling, and cycling connections the project could provide, with many respondents specifically mentioning:

- connections between South Granville and Downtown Granville that would benefit local businesses and help revitalize the street at each end of the bridge;
- using the bridge's on- and/or off-ramps to serve connections to different parts of the city and expand the bridge's walking or cycling catchment areas by minimizing grade transitions, particularly the Fir Street, W 4th Avenue, and/or Hemlock Street on- / offramps;
- excitement regarding potential elevator and staircase connections between the bridge and Granville Island, the Seawall, and Vancouver House;
- potential to expand transit capacity and reliability as the city becomes less cardependent; and
- improved wayfinding, particularly on the south end of the bridge and surrounding vicinity where the on- and off-ramps result in confusing connections.

There was concern about how people would safely get to and from the bridge. For cycling, the need for new routes and connections was raised, including to the Arbutus Greenway, Drake Street, Broadway/10th Avenue corridor, and Seawall on both sides of False Creek.

Some respondents expressed interest in alternative ways to improve connectivity across False Creek, for example:

 adding the existing small ferry services to the Compass Card program or making them free; and

 building a separate walking and/or cycling bridge somewhere along False Creek, possibly a low-level bridge or one incorporated into future sea level rise protection.

There was interest in how the Granville St / Drake St and Granville St / W 5th Ave intersections would operate if rebuilt to connect people to and from the *Granville Bridge Connector*.

Draft Goal #3: Create a special place that provides an enjoyable experience for all

There were strong feelings by many that the bridge needs to be a special public space that is enjoyable to pass through and perhaps be a destination in its own right. Although this goal of place-making on the bridge was less supported relative to other goals, those who are interested in it feel very strongly. Specific ideas people mentioned included:

- providing benches and places to rest along the path;
- celebrating views, e.g. with lookout balconies at strategic locations;
- creating public space 'moments', urban 'rooms', or gathering spaces at strategic locations along the path (e.g. lookout balconies, pocket parks, pocket plazas);
- interactive or dynamic lighting, rain-activated art, or other artistic elements;
- creating an art or story walk to celebrate local artists and/or tell important stories or histories, e.g. history of False Creek, story of (de)colonialization, Indigenous art;
- providing opportunities for small retail or active transportation-powered food carts;
- providing for both fast and slow cycling, and ensuring people cycling can slow down or stop to engage in the public space elements;
- creating green space on the bridge, e.g. through trees, landscaping, planters, and/or green infrastructure;
- repurposing or rebuilding the Fir Street off-ramp to create a car-light or car-free "High Line experience" (inspired by New York City's High Line) that would also provide relatively flat active transportation connections to and from Central Broadway;
- making the bridge an iconic landmark from a distance, e.g. through lit or sculptural elements along the path, an iconic elevator or observation tower, and/or transforming the bridge into a green park;
- creating gateways at either end of the bridge to announce the Downtown Granville entertainment district and South Granville shopping district;
- installing whimsical elements or attractions, e.g. bungee jumping, Ferris wheel, slide, "Granville Grind" staircase hike; and
- amenities such as recycling stations, washrooms, and safety phones.

There was interest in slowing motor vehicle traffic, e.g. through regulation, enforcement, and design (e.g. narrower lanes, new crossings with signals, chicanes or curves in lanes).

Some people who were less supportive of this goal noted that the city has many great public spaces already, suggesting that the focus of the bridge should be transportation. Others voiced concerns that creating a special place would be challenging given motor vehicle noise and emissions.

Some made the point that the majority of people crossing the bridge will still be in transit or private vehicles, and their experience is important too.

Draft Goal #4: Accommodate motor vehicles, considering the needs of transit, emergency services, and people driving.

There was almost universal support for maintaining or improving transit, with ideas including:

- improving reliability with dedicated bus lanes or "queue jumpers" at strategic locations, if traffic data suggests this is needed;
- considering whether the future Arbutus LRT or other light rail could be extended across the bridge;
- providing good walking and cycling connections to the future rapid transit station at Granville-Broadway;
- being able to accommodate a transit stop on the bridge, should a Granville Island elevator proceed; and
- improving ferry service across False Creek, e.g. by incorporating it into the Compass Card system.

There was a diversity of opinions regarding general motor traffic, with:

- a recognition that the bridge provides for important regional movement between the North Shore and Richmond, including the YVR international airport;
- some people concerned about maintaining car-movement capacity through the intersections;
- some people concerned about maintaining particular movements, e.g. noting that the Fir off-ramp is currently the only way for southbound car traffic to turn east onto Broadway; and
- others hoping the project could support a more car-free or "car-light" future on the bridge and in the downtown, particularly in the long term.

Draft Goal #5: Design with the future in mind, considering related project and opportunities to coordinate work.

This goal was intended to raise awareness about on-going and potential nearby projects. Staff specifically referenced:

- the future replacement of the Granville loops to and from Pacific Street with a street grid;
- a potential elevator and staircase to Granville Island and the Seawall, served by an intersection and bus stops on the bridge deck;
- a future park at W 6 Ave and Fir Street;
- a future SkyTrain Station at Granville and Broadway; and
- bridge rehabilitation and seismic upgrades to keep the structure safe and in good condition.

There was a very high level of excitement for a future elevator and staircase to Granville Island, and also some interest in the other projects that were noted.

Additional items brought up by the public included:

- future land use and how the project might respond to or influence development and design in the area;
- possible replacement of the southbound to eastbound off-ramp to W 4th Ave combined with a reconfiguration of W 5th Avenue, with nearby residents discussing whether the

adjacent green space could become a park or developed into a northward extension of the South Granville retail district;

- potential to repurpose or remove portions of on- or off-ramps to improve active transportation connections or to free up space for other city objectives; and
- potential to further transform the bridge in the future as public interests and opportunities evolve, e.g. by reallocating additional general-purpose travel lanes to provide dedicated bus lanes or light rail service across the bridge.

Some suggested that bolder moves are needed in the face of a climate emergency, and that the City should build on this project, perhaps by making the bridge, Downtown Granville Street, and/or the entire downtown car-free.

Other Emergent Themes

Level of Investment

There was a diversity of opinions regarding the level of investment required:

- many people were excited by the potential to transform the bridge into a unique and iconic place, with some noting this should be considered an investment rather than an expense as it could increase tourism and boost local businesses;
- other respondents wanted to only spend as much as necessary to meet core transportation, accessibility, and safety objectives;
- some people wondered whether portions of on- or off-ramps could be removed to free up space which could then be developed to fund this project and support other city objectives; and
- some suggested that the project could be phased, with basic and more functional elements introduced first, leaving room for enhancements for later.

Means Prevention

The public generally recognized that means prevention features that help deter people from self-harm will be an essential component of the project, and there was a desire to understand how it would impact views and the quality of the experience for different design concepts.

Missing Goals

When prompted as to whether any goals were missing or required special attention, approximately 75% of respondents did not have anything to add.

Approximately 20% of survey respondents provided comments relating to:

- specific details as to how the City should go about achieving a goal, e.g. how to improve safety or accessibility;
- divergent opinions on what extent to accommodate motor vehicles, ranging from 'build a freeway to connect to the bridge' to 'make the downtown car-free';
- divergent opinions regarding the importance of placemaking and an appropriate level of investment; and
- general feelings of support or non-support for the project.

Approximately 5% of comments reflected issues not covered in the draft goals. Key themes centred around:

- supporting climate emergency targets and using the project as a catalyst towards a more car-free future;
- protecting for potential future additions, (e.g. relating to enhanced sustainable transportation or placemaking);
- environmental concerns (e.g. considering rainwater management, protecting nesting cormorant habitat);
- considering ways to mitigate traffic impacts on neighbouring residents (e.g. reducing traffic noise); and
- incorporating means prevention (i.e. deterring self-harm) while retaining views.

Big Ideas

As part of the first phase of public engagement, people were encouraged to share their ideas for the project. Through this, staff received a wide range of ideas to explore as a part of the second phase of engagement.

Ideas for a Granville Bridge Connector Aligned Down the Centre of the Bridge Deck

Many people were familiar with the idea of a raised centre path aligned down the middle of the bridge given material previously communicated in the Transportation 2040 Plan and City staff's January 2019 Council report on the project.

People commenting on this design approach felt it could be a comfortable and enjoyable experience by elevating the path to provide views and a sense of separation from traffic. Many people raised questions about where and how pedestrians and people biking would get on and off the bridge, either at intersections or using elevators or staircases. While many people expressed excitement about the idea, some expressed nervousness that this approach would make the experience of walking, rolling or cycling across the bridge unpleasant due to traffic on both sides of the path. Others were concerned that a centre path might leave safety issues at the on- / off-ramp crosswalks unaddressed, and/or that the City would prohibit access to the existing sidewalks.

Some members of the public had ideas on how to enhance this concept:

- elevate the Connector as much as possible to maximize the views and further buffer people walking, rolling, and cycling from traffic, without making it too steep;
- elevate the Connector enough to widen it out such that it spans above traffic to create additional public space for public amenities and improved views;
- widen the Connector such that it occupies more than two travel lanes to create more public space; or
- use the space occupied by the existing sidewalks for general purpose travel lanes to create more room for a wider *Connector* down the middle of the bridge deck.

Ideas for a Granville Bridge Connector on One Side of the Bridge

Many people indicated that a *Connector* on one side of the bridge deck was an exciting concept for them since it would mean vehicle traffic is only passing on one side of the path, with some adding that a one-sided path could be made wider than a centre option by taking advantage of using the space currently occupied by the existing sidewalk. Many people were particularly excited about the west side for the excellent views it would offer toward the mountains, English Bay, and Burrard Bridge.

A number of people commented on the possibility of a *Connector* on the side of the bridge being better able to connect to new staircases or elevators to key locations below the bridge (e.g. south Seawall or Vancouver House), or the possibility of providing additional walking and/or cycling connections on the W 4th and/or Fir off-ramps. Many people highlighted that using the Fir off-ramp to connect Central Broadway / W 10th Ave would be particularly attractive for cycling due to the relatively flat grades. Some went further, expressing ideas to repurpose or rebuild some or all of the on- / off-ramps to create better public spaces, while also enhancing connections, or even freeing up space for redevelopment. Some who were in favour of installing a *Connector* on the east side of the bridge similarly mentioned interest in providing a better pedestrian or cycling environment on the Hemlock on-ramp.

Ideas that Include a Granville Bridge Connector on Both Sides of the Bridge

Some people brought up alignment ideas with paths on both sides of the bridge, similar to the Burrard Bridge. People interested in these ideas frequently cited the Burrard Bridge design and the potential for people to enjoy the views on both sides of the bridge, or the possibility of using each of the south on- / off-ramps (i.e. Fir and Hemlock ramps) for additional connectivity.

In promoting this concept, some people brought up the idea of using this design approach to avoid on- / off-ramp crosswalks altogether by running the *Connector* down the on- / off-ramps instead of crossing the ramps to connect South Granville St to Downtown Granville St.

Ideas that Involve Building a New Structure for the Granville Bridge Connector

Many people expressed interest in a Granville Bridge *Connector* that does not use the bridge deck at all, but would instead be suspended underneath, perhaps hanging off the existing structure. Those interested in this idea felt it could create a unique experience that is fully weather-protected and separated from motor vehicles without impacting motor vehicle capacity or flow and offering flatter grades. Somewhat related, some suggested they would like to see a completely separate walking and/or biking bridge (i.e. not attached to the Granville Bridge), expressing that it might offer a more direct Seawall-to-Seawall connection.

Other Granville Bridge Connector Ideas

A range of other ideas were also brought up, including:

- combining some of the above ideas by installing pedestrian space down the centre of the bridge to establish a pedestrian link between Downtown Granville to South Granville, while creating space for cycling on the side of the bridge, or vice versa;
- building a separate pedestrian-only bridge while reallocating space on the bridge deck for cycling;
- pedestrian space on one side of the bridge and cycling space on the other;

- improving local ferry service as an attractive and cost-effective option connecting the north False Creek to south False Creek Seawall; and
- clear tubeways or tunnels underneath False Creek.

Staff are carefully considering these ideas as they develop a shortlist of options for Phase 2 engagement.

Appendix B Proposed Method for Evaluating Design Options

Based on the revised project goals described in the memo, design concepts will be shortlisted and assessed through a two-step process:

 A high-level screening of a long list of design concepts. Baseline Criteria:

All shortlisted design concepts must meet the following baseline criteria:

- The Granville Bridge must provide an accessible walking and rolling option for people with disabilities
- The Granville Bridge must provide a safe environment for all modes of transportation
- The Granville Bridge must maintain reliable transit
- The Granville Bridge must integrate means prevention to deter self-harm
- The Granville Bridge must incorporate rainwater management and accommodations for wildlife.
- A multiple account evaluation of all shortlisted options, based on a set of evaluation criteria derived from the project goals.

Evaluation Criteria:

All shortlisted Granville Bridge Connector design concepts will be evaluated on their ability to:

- a. Provide comfortable walking and rolling
- b. Provide comfortable cycling
- Provide direct and intuitive walking and rolling connections to key destinations and the broader public realm
- Provide direct and intuitive cycling connections to key destinations and the sustainable transportation network
- e. Create a special and inclusive place that provides an enjoyable experience for all
- f. Support reliable transit service
- g. Address personal security and safety
- Accommodate current motor vehicle volumes, considering the bridge's role in the regional road network
- Integrate with potential future projects, including flexibility to adapt as the city grows
- . Deliver a cost-effective solution
- k. Coordinate with adjacent projects







OVERVIEW

The City of Vancouver is developing conceptual plans for **a new walking, rolling, and** cycling path across the Granville Bridge.

The project is important to accommodate the growing number of people living, working, and playing in the city and region. It is key to meeting our Climate Emergency mode share target that **by 2030**, at least two thirds of all trips in the city will be by active transportation and transit.

It was identified as a priority in the 2001 False Creek Crossings Study and in the City's Transportation 2040 plan (approved in 2012) as a result of significant public engagement. In January, Council directed staff to launch a full engagement process.

WE NEED YOUR INPUT

In Phase 1 (spring 2019), you helped us refine the project goals and generate ideas for the path.

In this phase, we are **reporting back on what we heard in Phase 1 and sharing six shortlisted options for you to review**:

1. West Side

2. West Side +

3. East Side

4. East Side +

5. Raised Centre 6. Both Sides

Your input today will help us refine options for the path.

Later this year there will be opportunities to review preferred option(s). Staff plan to present recommendations to City Council in early 2020.



SHARE YOUR INPUT

Visit vancouver.ca/granvilleconnector to

- Submit a survey by Sept 30
- Sign up for a workshop on Sept 19 21
- Sign up for the newsletter





Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards





A three-phased engagement process is taking place this year.

Public and stakeholder feedback will inform a Council report on recommended design option(s) by early 2020.



Visit vancouver.ca/granvilleconnector to

- Sign up for the newsletter

BUILDING LOVE

3 MOTOR VEHICLE CAPACITY



A BRIDGE DESIGNED FOR FREEWAYS

Completed in 1954, Granville Bridge is an eight-lane bridge over False Creek. The bridge was designed to connect to high-speed, high-volume freeways that were never built.



GRANVILLE BRIDGE HAS SIGNIFICANT EXTRA CAPACITY

Granville Bridge has more motor vehicle capacity than needed. It carries slightly more traffic than Burrard Bridge, but has twice as many vehicle lanes.

Even when all the lanes leading to the bridge are full, traffic on the bridge itself is relatively light.

MOTOR VEHICLE VOLUMES OVER FALSE CREEK BRIDGES

(Per Lane During Busiest Times)



Burrard Bridge = 2 Janes in each direction, Granville Bridge = 4 Janes in each direction, Cambie Bridge = 3 Janes northbound, 2 Janes southbound,





Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards





A BUSY BRIDGE FOR TRANSIT & MOTOR VEHICLES

Granville Bridge is a major gateway to and from Downtown Vancouver.

.....

Over **25,000 trips by transit** per day **6 bus routes** and almost **80 buses per hour** during peak periods



Over 65,000 motor vehicles per day

Truck volumes on the bridge are limited on the bridge because of weight restrictions

AVERAGE WEEKDAY TRAFFIC ACROSS GRANVILLE BRIDGE



HIGH VEHICLE SPEEDS REDUCE COMFORT

Eight wide travel lanes in the middle of the bridge encourage high vehicle speeds.

Data indicates more speeding on Granville Bridge than on the Cambie and Burrard bridges.



Sidewalks are narrow and there are no cycling facilities. For many, this makes it uncomfortable to walk, bike, or roll on Granville Bridge.









FEWER WALKING & CYCLING TRIPS IN AN UNCOMFORTABLE ENVIRONMENT

Fewer people walk and cycle on Granville Bridge compared to other False Creek Bridges. On a typical summer day, the bridge can see:



Source: 2018 City of Vancouver pedestrian volume study

About 2,000 people walk across the bridge daily — less than 50% compared to Cambie Bridge



Source: 2018 City of Vancouver automated counter data and Granville Bridge manual bicycle count

A few hundred people cycle across the bridge daily — less than 5% compared to Burrard Bridge

Fewer people walking and biking on Granville Bridge reflects significant comfort and accessibility challenges.

AN OPPORTUNITY FOR MORE WALKING & CYCLING

An improved bridge path would serve many people living and working nearby.

The project would also serve people further away by **filling a major gap** in the city's walking and cycling networks, and by **creating a special place** people want to visit.











Granville Bridge's freeway-style design can create **significant challenges** for people walking, cycling, and rolling across the bridge.



Narrow sidewalks

 People walking must use narrow sidewalks next to high speed traffic



Steps in the sidewalks

2. Steps at crossings make the bridge inaccessible for people with mobility aids such as wheelchairs



Unsignalized crosswalks

3. Crosswalks without signals at vehicle ramps feel unsafe and contribute to vehicle collisions



- 4. Vehicle ramps and signage designed for highspeed motor traffic can make it challenging to reach destinations on either end of the bridge
- 5. People cycling either share a travel lane with high speed motor traffic, or mix with pedestrians on the narrow sidewalk





Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards





GRANVILLE LOOPS



GRANVILLE ISLAND ELEVATOR



A potential future elevator and staircase to Granville Island and Seawall, served by an intersection and bus stops on the bridge deck

PARK EXPANSION | SKYTRAIN



The future park at W 6th Avenue & Fir Street and the future Granville-Broadway SkyTrain Station

NEARBY CYCLING NETWORK ENHANCEMENTS

Granville Bridge Connector will link with nearby existing and future cycling routes. Together these projects will create an intuitive network that makes it easy to get around.

Future bike routes include **Richards St** (approved), **Drake St** (engagement underway), and the **Arbutus Greenway Seawall Connection** (engagement underway).







Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards

8 RELATED PROJECTS BRIDGE STRUCTURAL & SEISMIC UPGRADES



BRIDGE STRUCTURAL & SEISMIC UPGRADES ARE UNDERWAY

Granville Bridge is over 60 years old and showing signs of deterioration typical of aging structures. The City allocated \$24M in the 2019-2022 Capital Plan to complete:

- **Seismic upgrades** so that the bridge is resilient in case of a larger earthquake
- Structural rehabilitation including replacement of corroded bearings and failed expansion joints

Construction began in October 2018 and will continue until Summer 2021.

Together, these upgrades will keep the bridge (a \$300M asset) in good working order for many years to come.







Lifting bearings for replacement



Filling a crack in the concrete



Upgrades inlcude replacing aging expansion joints



Corroded steel in need of replacement



Concrete in need of repairs





vancouver.ca/granvilleconnector September 2019





HIGH PARTICIPATION RATE

Phase 1 (April 2019) focused on:

- Understanding how people experience the bridge today
- Confirming the draft goals
- Gathering hopes, concerns, and ideas about the project

We conducted **open houses**, **workshops**, **walking tours**, and **surveys**, and heard from: representatives from resident and business associations; transportation, seniors, accessibility, and placemaking organizations; emergency service providers; Vancouver Coastal Health; and others.



Over **1,100 people** at public events



Over **5,000 people** via a survey (available online and at public events)



615 people walking across the bridge via an on-site intercept survey



Over **40** stakeholder groups via focused outreach

KEY THEMES FROM PHASE 1

- Most people do not feel comfortable walking or cycling across the bridge
- Many people avoid walking or cycling across the bridge even when it would be the most direct route, suggesting a pent-up demand for using the bridge
- People with mobility challenges and people who cycle find it especially difficult to use the bridge today
- There is strong support for the project from stakeholders and the public
- There is support for the draft goals, with many ideas to achieve them
- Staff used the feedback to revise the draft goals including adding or strengthening themes related to the climate emergency, public transit, means prevention, environmental considerations, and value for money
- Opinions diverge on the level of investment required, with some interested in a once-in-a-lifetime opportunity to create a special place, and others more concerned with safety and transportation functions
- There were many ideas for alignments to explore, which staff considered when developing options for the Connector

Visit vancouver.ca/granvilleconnector for a more in-depth summary





Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards





PEOPLE ARE UNCOMFORTABLE WALKING ACROSS THE BRIDGE



PEOPLE ARE UNCOMFORTABLE CYCLING ACROSS THE BRIDGE



Visit vancouver.ca/granvilleconnector for a more in-depth summary



Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards





STRONG LATENT DEMAND FOR USING THE BRIDGE



STRONG SUPPORT FOR DRAFT GOALS OVERALL



indicate that all the Phase 1 draft goals are somewhat to very important.

Survey results

REFINING THE DRAFT GOALS

100%

Only about 5% of respondents suggested new themes not covered in the draft goals. These included:

- Means prevention (to deter self-harm)
- Recognizing the climate emergency
- Environmental considerations, such as incorporating rainwater management and protecting cormorant nesting sites
- Designing for adaptability, to preserve the ability for future changes to the bridge as the city grows and travel patterns change
- Highlighting the importance of cost and value for money

The revised goals (see Board 14) capture these themes, and also better emphasize the bridge's importance as a **public transit corridor** and **regional connector**.

Visit vancouver.ca/granvilleconnector for a more in-depth summary





WHAT WE HEARD SOME IDEAS & COMMENTS





PROVIDE ACCESSIBLE, SAFE & COMFORTABLE WALKING, ROLLING & CYCLING

- Provide separate space for walking/rolling, slow cycling, faster cycling, and driving
- Use gentle grades, smooth surfaces, and pedestrian ramps
- Provide safe ways for people to cross the on- and off-ramps at each end of the bridge
- Provide benches for people to rest along the way
- Ensure the path feels safe and secure for everyone, even at night

CREATE A SPECIAL PLACE

- Celebrate views
- Create little gathering spaces or 'moments' along the way (e.g. lookout balconies, pocket plazas, greenery, space for bikepowered food carts)
- Add interactive or dynamic lighting, rain-activated art, or other artistic elements
- Create a 'story walk' to celebrate local artists or tell important stories
- Create gateways at each end to announce the local business areas
 Repurpose the 4th, Fir, or Hemlock ramp to create a car-free
- special place

TRANSIT & MOTOR VEHICLES

- Improve small ferry service in False Creek (e.g. by adding it to Compass Card)
- Consider whether light rail could be extended across the bridge
- Provide good walking and cycling connections to the future SkyTrain Station at Granville & Broadway
- Don't mess up traffic recognize that the bridge provides for important regional movement between the North Shore and Richmond/YVR
- Consider how the project could support a more car-free or carlight future on the bridge and in the downtown, especially in the long-term

IMPROVE CONNECTIONS

- Connect Granville-to-Granville to benefit local businesses and help revitalize the street
- Consider how the ramps could provide additional connections, especially on the south bridge end where they serve different parts of the city and offer gentle cycling grades
- Provide elevators and stairs, not just to Granville Island but also to the Seawall and Vancouver House
- Improve wayfinding

Visit vancouver.ca/granvilleconnector for a more in-depth summary

Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards

Surger LOVE.









HIGH LINE, NEW YORK

BURRARD BRIDGE, VANCOUVER



CANADA LINE BRIDGE, VANCOUVER



BLOOR STREET VIADUCT, TORONTO



TILIKUM CROSSING, PORTLAND



BROOKLYN BRIDGE, NEW YORK





Appendix A, Granville Bridge Connector | Phase 2 Public Open House Engagement Boards

14 REVISED PROJECT GOALS





1. Support the City's **climate emergency** efforts by enabling more trips via sustainable transportation



2. Make **walking**, **rolling**, and **cycling** across the bridge **accessible**, **safe**, and **comfortable** for all ages and abilities



3. Provide direct and intuitive walking, rolling, and cycling **connections** to key destinations and the sustainable transportation network



4. Create a **special place** that provides an enjoyable experience for all





5. Enable **reliable transit** and continued access for **emergency vehicles**



7. Integrate **means prevention** to deter self-harm





8. Incorporate **environmental features**, including provisions for rainwater management and wildlife habitat



9. Design for the future, considering compatibility with related projects and flexibility to adapt as the city grows



10. Provide **value for money** and maximize coordination opportunities









City staff are working with Vancouver Coastal Health and other experts to **install means** prevention on the Granville Bridge to deter self-harm.

Approaches will include:

- physical barriers such as fencing or netting
- other measures such as crisis phones

Through careful design, means prevention can be incorporated in a way that **preserves** views and complements the overall bridge experience, e.g. by integrating lighting.

In recent years, incorporating means prevention into bridges has become standard practice. Recent Metro Vancouver examples on the Ironworkers Memorial Bridge and Burrard Bridge have had a significant positive impact, saving lives while also reducing healthcare and emergency service costs.

Preliminary cost estimates range between \$8M-15M. Staff are working closely to coordinate this work with the Granville Bridge Connector. However this work may be phased depending on the option chosen.

Research shows that self-harm attempts from bridges are impulsive. Generally, if someone is prevented from jumping off a bridge, they don't try other means.



There have been **no reported falls** from the Burrard Bridge since fencing was installed.

A means prevention fence was added to the Burrard Bridge as part of recent upgrades. Careful design led to a barrier that still allows for excellent views, complements the Art Deco aesthetic of the bridge, and incorporates heritage lighting.





16 DEVELOPING & EVALUATING OPTIONS



Exploring Options Staff explored **over 20 design options** for the Granville Bridge Connector, informed by public and stakeholder feedback, internal analysis, and consultant input.

GRANVILLE BRIDGE

CONNECTOR

EVALUATING CONCEPTS: A TWO-STEP PROCESS



High level screening of long list

1. HIGH LEVEL SCREENING of long list

complete, based on critical flaws and ability to meet baseline criteria:

- Provide an accessible walking and rolling option for people with disabilities
- Provide a **safe** environment for all modes of transportation
- Maintain reliable transit and emergency access
- Integrate means prevention to deter self-harm
- Incorporate rainwater management and accommodations for wildlife

2. DETAILED EVALUATION of short list

underway, based on criteria derived from project goals:

- 1. Provide comfortable walking & rolling
- 2. Provide comfortable cycling
- 3. Provide direct & intuitive **walking & rolling connections** to key destinations & the broader public realm
- Provide direct & intuitive cycling connections to key destinations & the sustainable transportation network
- 5. Create a **special and inclusive place** that provides an enjoyable experience for all
- 6. Support reliable transit service
- 7. Address personal security and safety
- Accommodate current motor vehicle volumes, considering the bridge's role in the regional road network
- 9. **Integrate with potential future projects**, including flexibility to adapt as the city grows
- 10. Deliver a cost-effective solution





Detailed Evaluation of short list Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards



Staff have shortlisted six options for public input. Each one:

- Reallocates two of eight travel lanes on the bridge to create space for a safe and accessible walking, rolling, and cycling path
- Rebuilds the Granville-5th Ave and Granville-Drake intersections to make it easy to get on and off the Connector and connect to the rest of the network
- Accommodates existing traffic volumes and maintains reliable transit

NOTE: These sketches are artist impressions only and should not be used for detailed comparison.

Option 1: West Side

- Wide sidewalk & bi-directional bike lane on west side of bridge
- New signals at Howe & Fir ramp crossings
- No change to east sidewalk



View looking northwest from middle of bridge

Option 3: East Side

- · Wide sidewalk & bi-directional bike lane on east side of bridge
- New signals at Hemlock & Seymour ramp crossings
- No change to west sidewalk



View looking northeast from middle of bridge

Option 5: Raised Centre

- Wide sidewalk & bi-directional bike lane down centre of bridge
- Path elevated approx. Im above bridge deck to provide views
- No change to existing sidewalks on east & west sides



- Option 2: West Side +
- Wide sidewalk & bi-directional bike lane on west side of bridge
- Wide accessible sidewalk on east side & Hemlock ramp
- Flat bi-directional bike lane on Fir ramp to 10th Ave
 - New signals at Howe and Fir ramp crossings



View looking south towards Granville St & Fir ramp

Option 4: East Side +

- Wide sidewalk & bi-directional bike lane on east side of bridge
- Wide accessible sidewalk on west side & 4th ramp
- Flat bi-directional bike lane on Hemlock ramp to 7th Ave
- New signals at Hemlock & Seymour ramp crossings



View looking southeast towards Hemlock ramp

Option 6: Both Sides

- Slightly widen existing sidewalks on both sides of bridge
- Uni-directional bike lanes on both sides
- Signalize Howe, Fir, Hemlock, & Seymour ramp crossings



View looking northwest from middle of bridge





vancouver.ca/granvilleconnector September 2019 Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards



WEST SIDE

- Wide sidewalk and bi-directional bike lane on west side of bridge (approx. 10m)
- New signals at Howe and Fir ramp crossings
- No change to east sidewalk

MID-SPAN CROSS SECTION



KEY FEATURES

COST: \$20M-30M*

BENEFITS

- + Traffic only on one side of path
- + Views to west over False Creek
- + Up to 4m extra space for seating, amenities, & programming
- + Potential to use extra space for wider sidewalks and/or bike lanes
- + Connects to existing sidewalks on 4th, Fir, & Howe ramps
- + Most compatible with potential transit priority

CHALLENGES

 Requires signalized crossings at Howe & Fir ramps



* Preliminary cost estimates are based on conceptual designs & developed for comparative purposes only. As many details are not yet determined, estimates include a large contingency and will be refined significantly once a recommended option is selected. Estimates do not include means prevention fencing.







2

WEST SIDE +

- Wide sidewalk and bi-directional bike lane on west side of bridge (approx. 8m)
- Wide accessible sidewalk on east side and Hemlock ramp
- Relatively flat bi-directional bike lane on Fir ramp to 10th Ave
- New signals at Howe and Fir ramp crossings

MID-SPAN CROSS SECTION

KEY FEATURES

COST: \$30M-40M*

BENEFITS

6

Same as 'West Side' option, except:

- + Accessible & wide sidewalks on both sides of bridge, & Hemlock ramp
- + Views to west & east over False Creek
- + Relatively flat bi-directional bike connection on Fir ramp to/from 10th Ave
- + Up to 2m for seating & amenities on west side

CHALLENGES

Same as 'West Side' option, except:

- Some vehicle delay and circulation impacts around Fir St
- Less room on path for public space compared to 'West Side' option



* Preliminary cost estimates are based on conceptual designs & developed for comparative purposes only. As many details are not yet determined, estimates include a large contingency and will be refined significantly once a recommended option i selected. Estimates do not include means prevention fencing.





Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards



3

EAST SIDE

- Wide sidewalk and bi-directional bike lane on east side of bridge (approx. 10m)
- New signals at Hemlock and Seymour ramp crossings
- No change to west sidewalk

MID-SPAN CROSS SECTION

KEY FEATURES

COST: \$20M-30M*

BENEFITS

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- + Traffic only on one side of path
- + Views to east over False Creek
- + Up to 4m extra space for seating, amenities, and programming
- + Potential to use extra space for wider sidewalks and/or bike lanes
- + Connects to existing sidewalks on Hemlock & Seymour ramps
- + Compatible with some transit priority

CHALLENGES

- Requires signalized crossings at Hemlock & Seymour ramps
- Signalizing Seymour ramp may impact transit by encouraging some traffic to remain on Granville St
- Limits ability to add northbound transit priority



* Preliminary cost estimates are based on conceptual designs & developed for comparative purposes only. As many details are not yet determined, estimates include a large contingency and will be refined significantly once a recommended option is selected. Estimates do not include means prevention fencing.







4

EAST SIDE +

- Wide sidewalk and bi-directional bike lane on east side of bridge (approx. 8m)
- Wide accessible sidewalk on west side and 4th ramp
- Relatively flat bi-directional bike lane on Hemlock ramp to 7th Ave
- New signals at Hemlock and Seymour ramp crossings

MID-SPAN CROSS SECTION



KEY FEATURES

COST: \$25M-35M*

BENEFITS

Same as 'East Side' option, except:

- + Views to west & east over False Creek
- + Accessible & wide sidewalks on both sides of bridge, and 4th ramp
- Relatively flat bi-directional bike connection on Hemlock ramp to/from 7th Ave
- + Up to 2m for seating & amenities on east side

CHALLENGES

Same as 'East Side' option, except:

- Some vehicle delay & circulation impacts around Hemlock St
- Less room for public space compared to 'East Side' option



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* Preliminary cost estimates are based on conceptual designs & developed for comparative purposes only. As many details are not yet determined, estimates include a large contingency and will be refined significantly once a recommended option is selected. Estimates do not include means prevention fencing.





Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards



5

RAISED CENTRE

■ Wide sidewalk and bi-directional bike lane down centre of bridge (approx. 8m)

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Burrard Bridge

1st Ave

2nd Ave

3rd Ave

4th A

5th Av

6th Ave.

7th Av

8th A

Broadway to

Pine

Ramp

1 N

- Path elevated ~1m above bridge deck to provide views and separation from traffic
- No change to existing sidewalks on east and west sides



KEY FEATURES

COST: \$45M-55M*

BENEFITS

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- + Avoids need to cross on-/off-ramps at either end of bridge
- + Unique view from middle of bridge, raised 1m to see over most traffic
- + Up to 2m for seating & amenities
- + Compatible with some transit priority

CHALLENGES

- Limited views of water
- Motor vehicles on both sides of path
- Does not address accessibility challenges with existing sidewalks
- No access to new path from existing ramp sidewalks
- Less room for public space compared to 'West Side' & 'East Side' options
- Limits ability to add southbound transit priority

* Preliminary cost estimates are based on conceptual designs & developed for comparative purposes only. As many details are not yet determined, estimates include a large contingency and will be refined significantly once a recommended option I selected. Estimates do not include means prevention fencing.

Eucl

Share your thoughts on this option by **September 30**

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Grar





Bh

Seymou Ramp

Legend

Connection

Granville Bridge Connector

(walking, rolling, cycling)

New Cycling Connection

Crossing Improvement

New Traffic Signal

Existing Bikeway

Planned Bikeway

Existing Sidewalk

Improved Pedestrian

Appendix A. Granville Bridge Connector | Phase 2 Public Open House Engagement Boards



6

BOTH SIDES

- Slightly widen existing sidewalks on main span of bridge
- Uni-directional bike lanes on both sides (similar to Burrard Bridge)
- New signals at Howe, Fir, Hemlock, and Seymour ramp crossings

MID-SPAN CROSS SECTION R N 9.0 1 N **KEY FEATURES** Burrard Bridge COST: \$20M-30M* Seymou Ramp BENEFITS the Blvd + Traffic on one side of path only + Views to west & east over False Creek + Accessible & widened sidewalks on both sides of bridge 1st Ave. + Connects to existing sidewalks on 4th, 2nd Ave Fir, Hemlock, Howe, & Seymour ramps 3rd Ave Legend Ramp CHALLENGES Granville Bridge Connector 4th A (walking, rolling, cycling) - Requires signalized crossings at 5th Av Improved Pedestrian Hemlock, Seymour, Howe, & Fir ramps Connection 6th Ave. Signalizing Seymour ramp may New Cycling Connection

- impact transit by encouraging some northbound traffic to stay on Granville St
- Minimal space for seating, railings, or other path enhancements
- Very limited compatibility with potential transit priority

nary cost estimates are based on conceptual designs & developed for comparative purposes only. As many details yet determined, estimates include a large contingency and will be refined significantly once a recommended option i 4. Estimates do not include means prevention fencing.

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Eirch

Share your thoughts on this option by September 30

Iville St.

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7th Ave

8th A

Broadway to

Crossing Improvement

New Traffic Signal

Existing Bikeway

Existing Sidewalk

Planned Bikeway



This graphic shows how space would be used in the mid-span of the bridge for different options. In general:

- About 8m of space is created for the path by reallocating two of the eight existing travel lanes, and by slightly reducing the width of the remaining six lanes.
- The existing sidewalks are about 2m wide in the mid-span of the bridge. Depending on the option, this additional width can be integrated into the path.
- Each option provides at least 3m for walking.
- Each option provides at least 3m for a bi-directional bike path or 2.5m for unidirectional bike paths.
- Remaining space could be used for furniture or special features, as a buffer space between modes, and/or to provide more space for walking or biking.





25 COMPARING OPTIONS - LET'S DISCUSS! PRELIMINARY ASSESSMENT



Cost		\$20M - \$30M	\$30M - \$40M	\$20M - \$30M	\$25M - \$35M	\$45M - \$55M	\$20M - \$30M	
Adaptability & Compatibility with Related Projects		A	A	A	A	С	8	inction
Traffic		A	Ø	A	8	A	8	critoria aro cub
Secure & Inclusive Space		¥	۷	Y	¥	8	¥	cemont Como
Transit Reliability & Future Priority		A	A	8	£	8	U	any chaff account
Placemaking	Place & Amenity	¥	m	¥	m	U	٩	a prolimia
	Views	¥	A+	8 +	A+	υ	A+	ac pose
Cycling	Network	11	A	-	¥		M	d ore one
	Comfort	A	A-	A	- Y	8	¥	ntion ab
Walking & Rolling	Network	8	A	8	A	υ	A	to cach o
	Comfort	A	A +	A	A+	0	+¥	ne diven
Option		West Side	West Side +	East Side	East Side +	Raised Centre	Both Sides	Tho area

Tell us what you think by completing our survey by September 30.

More information is available in our supplemental guide at vancouver.ca/granvilleconnector. Copies are also available at this event.



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ELIMINATED OPTIONS

Staff looked at **more than 20 options** leading up to Phase 2. Many were eliminated during the screening process because of **critical flaws** or **inability to achieve project goals**. Others went through a more rigorous internal evaluation process.

Below are some of the more interesting options that generated public discussion, and the reason(s) why they were eliminated.

More information on these and other eliminated options is available in our supplemental guide, available here and online at **vancouver.ca/granvilleconnector**.

WEST SIDE OPTION - CAR-FREE RAMPS VARIANT

DESCRIPTION

Same as 'West Side' option but makes Fir and 4th Ave off-ramps car-free public spaces with walking and cycling connections

COMMENTS

Significant public space and active transportation benefits

REASON ELIMINATED

Very significant impacts to transit, Fire and Rescue Services, and general traffic

Vehicles currently using ramps would be diverted to Granville St or other streets





This option would make the Fir and 4th ramps car-free public spaces with walking and cycling connections.

The result could be a special public space, somewhat inspired by projects like The High Line in New York City or the 606 in Chicago.

Car-free ramps would be challenging to deliver today because of traffic impacts.

However, they could be explored as future add-ons to shortlisted 'West Side' and 'West Side +' options if traffic conditions change.

For more information on these and other options, view our supplemental guide at vancouver.ca/granvilleconnector









RAISED CENTRE OPTION - FOUR LANE VARIANT

DESCRIPTION

Same as 'Raised Centre' option but reallocates four traffic lanes instead of two

Results in a wider path, but with only four travel lanes on the bridge deck

COMMENTS

Increased width on some portions of the path would enable more public space

Only achieves extra width for 1/4 of bridge length because path would narrow:

- Near the middle of the bridge to accommodate potential bus stops for a Granville Island elevator
- At ramps to allow for vehicle and bus movement

REASON ELIMINATED

Very significant traffic delays in northbound direction on Granville St

Significant impacts to transit and emergency services



BOTH SIDES OPTION - "FOLLOW THE RAMPS" VARIANT

DESCRIPTION

Same as 'Both Sides' option but continues paths along on-/off ramps instead of connecting to Granville St

COMMENTS

Avoids need to cross ramps at either end of bridge

Requires making 4th and Hemlock ramps car-free, and narrowing Seymour and Howe ramps to a single traffic lane

REASONS ELIMINATED

Very significant traffic delays in both directions

Significant impacts to transit and emergency services

Does not provide direct connections to Granville Street downtown or South Granville business area



For more information on these and other options, view our supplemental guide at vancouver.ca/granvilleconnector









UNDERSIDE OPTION

DESCRIPTION

New structure underneath the bridge deck, cantilevered off the east side

Connect near Granville at $5^{\rm th}$ Ave (south end) and to Beach Cr or Pacific St (north end)

Direct connections to the seawall were also explored

COMMENTS

Minimal impact to traffic

Significant alignment constraints due to limited land available

REASONS ELIMINATED

Significantly more expensive than other options (\$150M+)

Steep connections at either end of path

Personal security concerns using the path

Challenging emergency services access



Connecting an underside path to Granville St is very challenging.

At the **south end**, the path must 'thread the needle', going under the Hemlock on-ramp, and over Lamey's Mill Road. There would also be significant impacts to mature trees.

UNDERSIDE ROUTE DIFFICULTY ANALYSIS



At the **north end**, the path could potentially land near Beach or Pacific St. In either case, land would need to be acquired and it is a steep slope up to downtown. Over False Creek, the path must be high enough to allow boats to pass under.



For more information on these and other options, view our supplemental guide at vancouver.ca/granvilleconnector











SHARE YOUR INPUT

This is Phase 2 of a three-phase engagement process.

In Phase 1 (Spring 2019), you helped us refine the project goals and generate ideas for the path.

In this phase, we are reporting back on what we heard in Phase 1 and sharing different options for you to review. Your input will help us refine options for the path.

Later this year there will be opportunities to review preferred option(s). Staff plan to present recommended option(s) to City Council in early 2020.

Remember to fill out a survey here today or online by September 30.

Get involved in other ways:



Sign up for the newsletter to stay informed



Sign up for a workshop to discuss options in more detail

For more information:



vancouver.ca/granvilleconnector



granvilleconnector@vancouver.ca

CITY OF



vancouver.ca/granvilleconnector