

1 WELCOME



OVERVIEW

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

The project is key to accommodate the growing number of people living, working, and playing in the city and region.

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

DRAFT GOALS:

1. **Make walking, rolling, and cycling across the bridge accessible, safe, and comfortable** for people of all ages and abilities
2. **Provide direct and intuitive walking, rolling, and cycling connections** to destinations and to the rest of the transportation 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



Your input today will help us refine the project goals, prioritize destinations, and generate ideas for the path. Later this year there will be opportunities to review and refine different concepts. Staff plan to present recommended option(s) to City Council by the end of 2019.

All material from today's open house is available online at **vancouver.ca/granvilleconnector**.

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 the end of 2019.

WE WANT TO HEAR FROM YOU!

WE ARE HERE!

SPRING 2019



PHASE 1

Discuss Goals | Share Ideas & Experiences

- Discuss project goals and how you use the bridge today
 - Share specific ideas and concerns for the bridge crossing and surrounding network connections
- Staff will use this input to refine goals and evaluation criteria, and to develop high level concepts*

SUMMER 2019

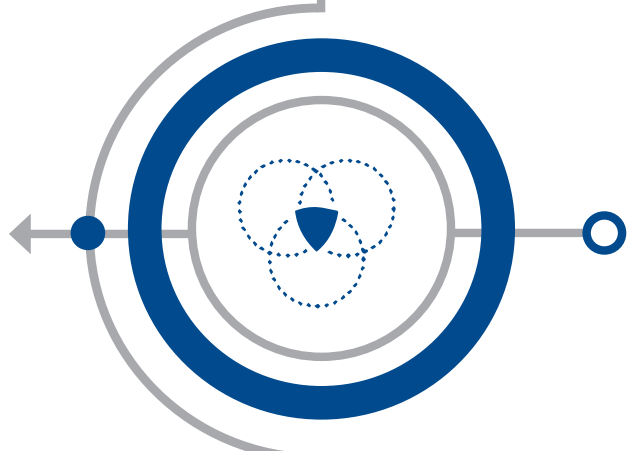


PHASE 2

Review High Level Concepts

- Learn what was heard in Phase 1
 - Review a range of high level concepts
 - Share hopes, fears, and ideas for improving each option
- Staff will use this input to further evaluate and develop options*

FALL 2019



PHASE 3

Review Detailed Concepts

- Learn what was heard in Phase 2
 - Review remaining options in more detail
 - Share hopes, fears, and ideas for improving remaining options
- Staff will use this input to further refine and evaluate remaining options*

LATE 2019



COUNCIL DECISION

2020



DETAILED DESIGN

(pending Council approval)

2021



CONSTRUCTION

(pending Council approval)

HOW YOU CAN PROVIDE INPUT

- Review the open house materials, talk to staff, and fill out a survey today
- Sign up for the email list to stay informed
- Sign up for a 'deep dive' workshop to share ideas and concerns in more detail
- Visit vancouver.ca/granvilleconnector for more information

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.

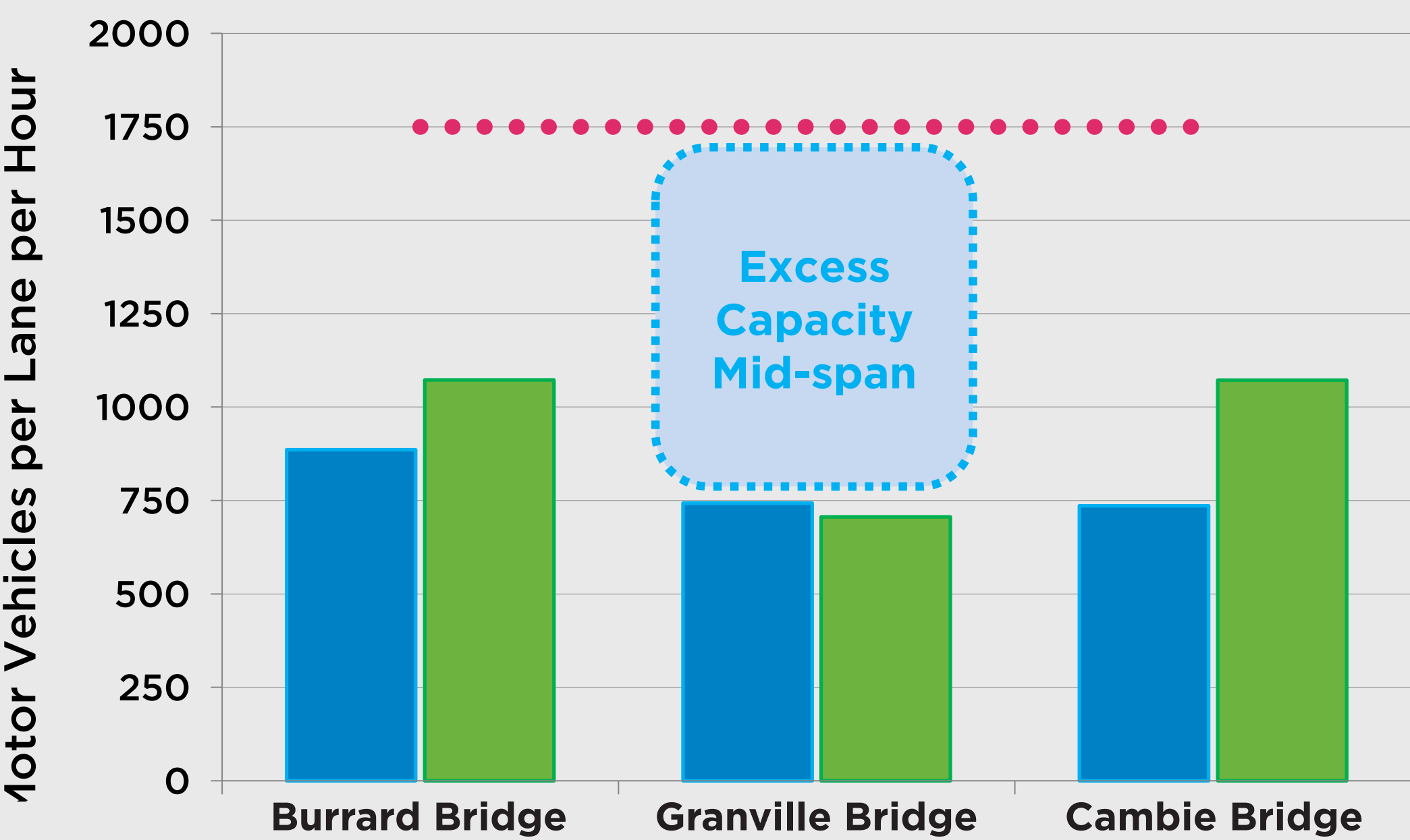


GRANVILLE BRIDGE HAS SIGNIFICANT EXTRA CAPACITY

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 if each of the streets feeding the bridge were full, traffic on the bridge itself would be relatively light.

MOTOR VEHICLE VOLUMES OVER FALSE CREEK BRIDGES
(Per Lane During Busiest Times)



The eight-lane Granville Bridge has significant extra capacity. Up to four motor vehicle lanes could be reallocated towards a pathway, and there would be enough capacity to accommodate motor vehicle traffic. Connections at either end of the bridge would be redesigned to ensure safety and comfort while ensuring reasonable travel times for all modes.

- 2018 Average AM Peak Hour Northbound
- 2018 Average PM Peak Hour Southbound
- Theoretical Capacity per Lane

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

A BUSY BRIDGE FOR TRANSIT & MOTOR VEHICLES

Granville Bridge is a major gateway to and from Downtown Vancouver. On a typical weekday, the bridge can see:



Over **65,000 motor vehicles** per day



Over **25,000 trips by transit**

6 bus routes and almost **80 buses per hour** during peak periods

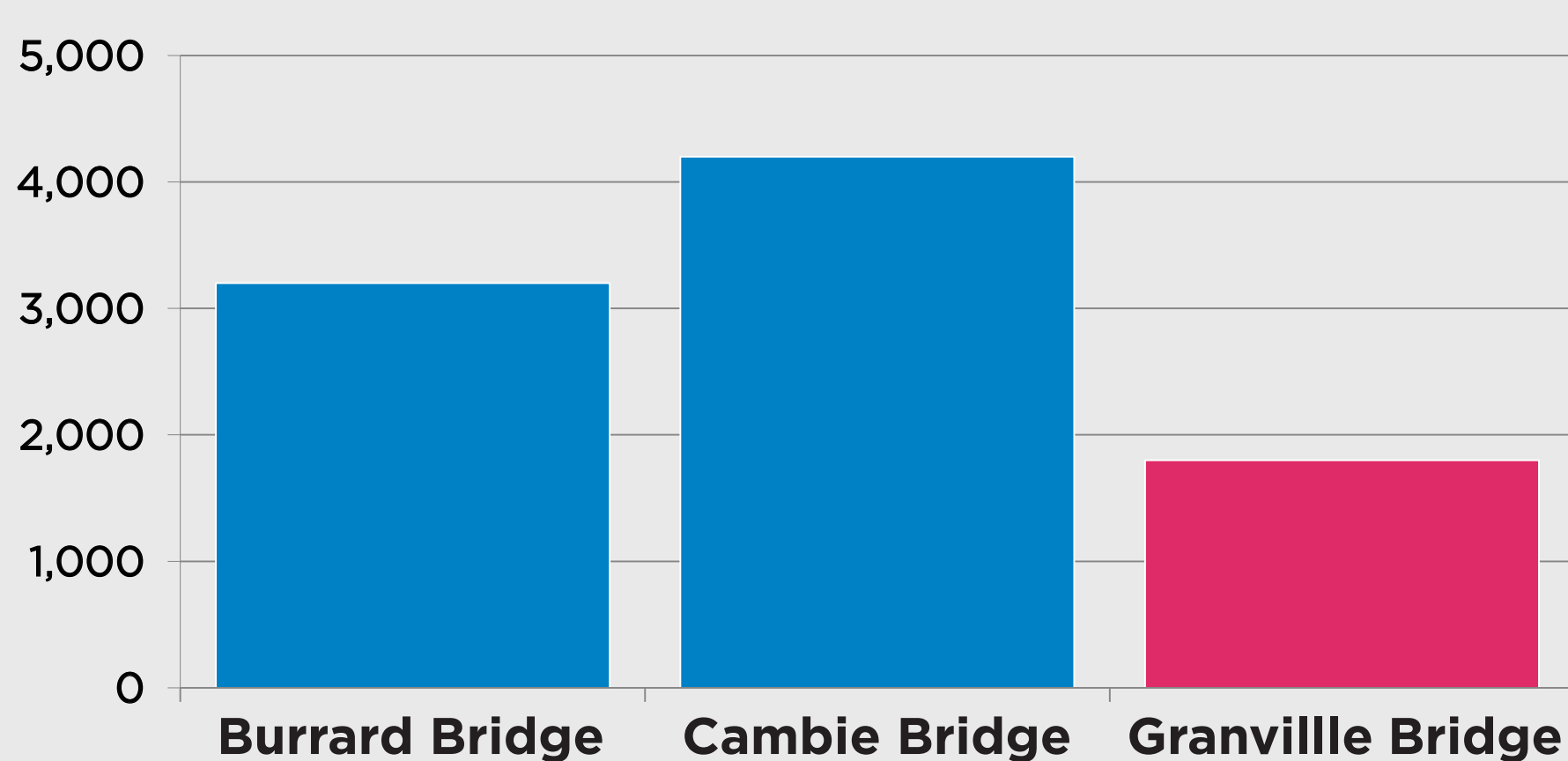


Truck volumes on the bridge are limited on the bridge because of **weight restrictions**

FEWER WALKING & CYCLING TRIPS IN AN UNCOMFORTABLE ENVIRONMENT

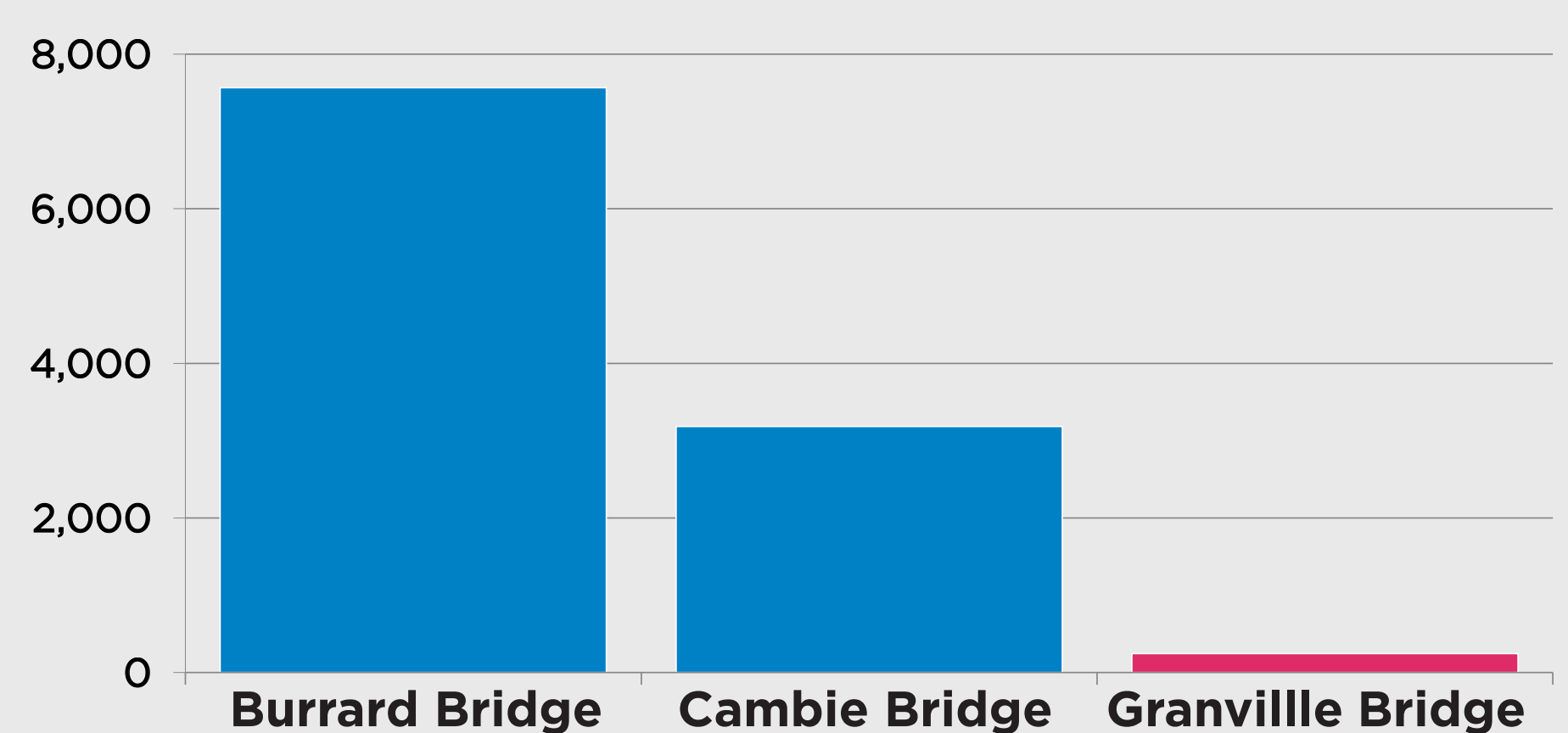
Fewer people walk and cycle on Granville Bridge compared to other False Creek Bridges. On a typical summer day, the bridge can see:

Daily Pedestrian Volumes
(July, Mid-Week)



Source: 2018 City of Vancouver pedestrian volume study

Daily Cycling Volumes
(July, Mid-Week)



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

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

A few hundred people cycling across the bridge
— 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:

- **Within a 5-minute walk**, there are about **18,000 residents** and **17,000 jobs**
- **Within a 5-minute bike ride**, there are about **90,000 residents** and **125,000 jobs**

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.

5

CHALLENGES TODAY



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



Narrow sidewalks

1. 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



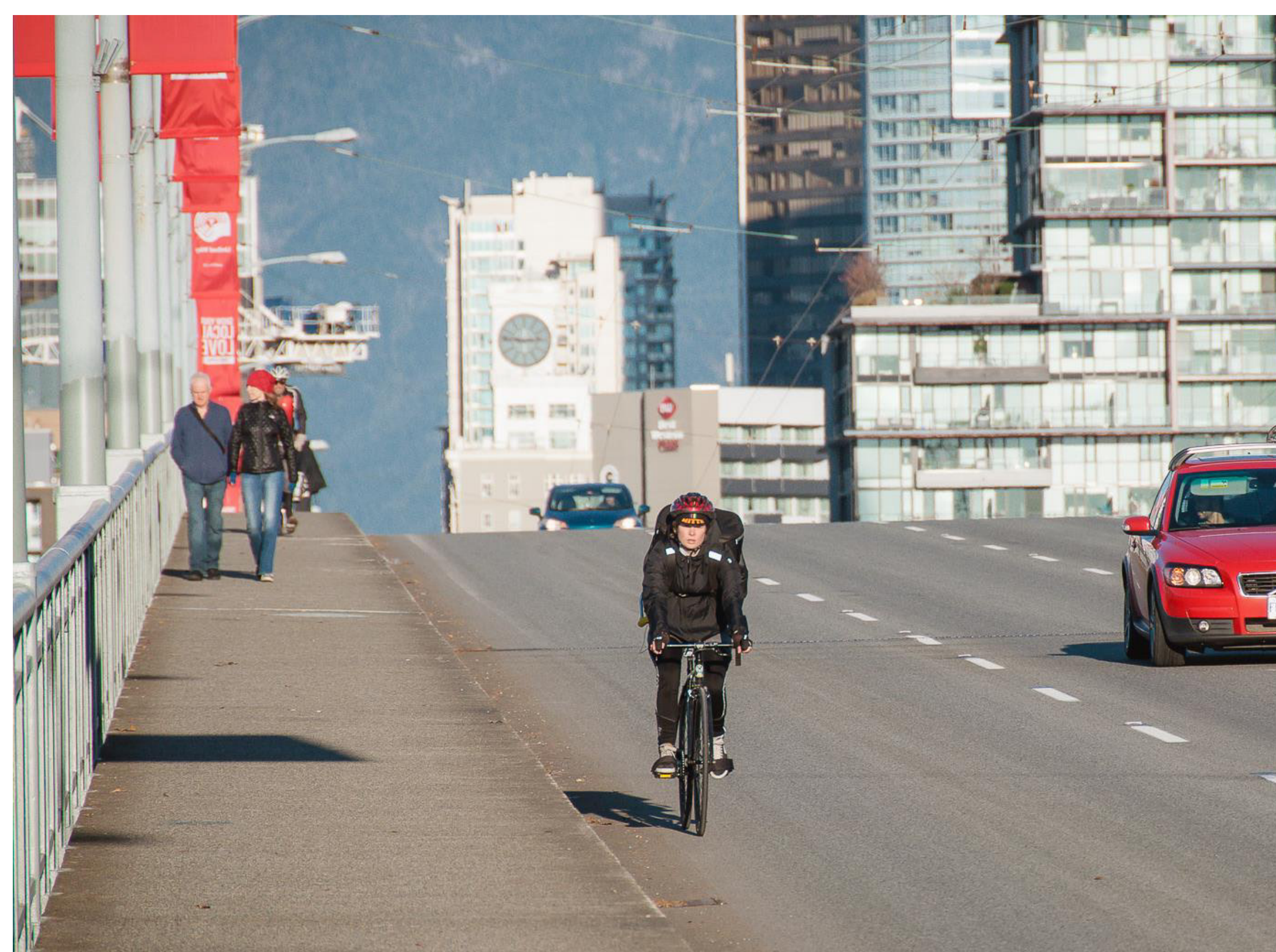
Unsignalized crosswalks

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



Confusing connections

4. Vehicle ramps and signage designed for high-speed motor traffic can make it challenging to reach destinations on either end of the bridge



No cycling facilities

5. People cycling either share a travel lane with high speed motor traffic, or mix with pedestrians on the narrow sidewalk

6

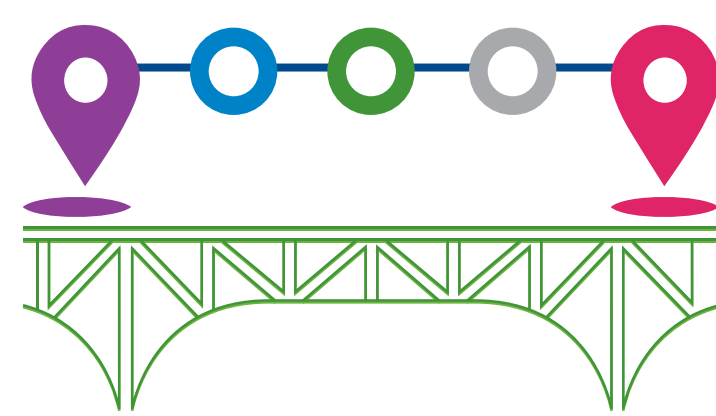
DRAFT GOALS: OVERVIEW



Draft project goals are summarized below, and described in more detail on separate boards.



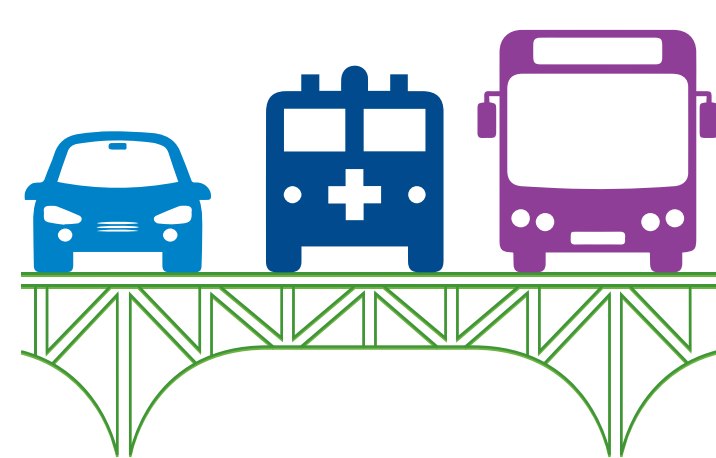
1. Make walking, rolling, and cycling across the bridge accessible, safe, and comfortable for people of all ages and abilities



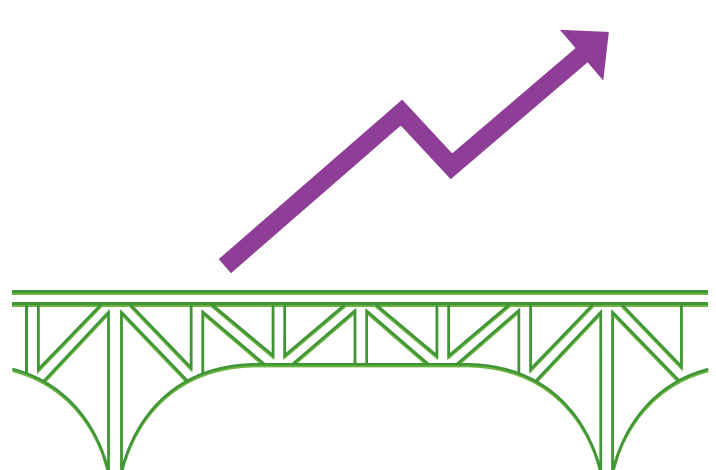
2. Provide direct and intuitive walking, rolling, and cycling connections to key destinations, and to the rest of the network



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

What goals are most important to you? How can we achieve them? Have we missed anything?

Have your say by completing a survey in person at this open house, or online **by May 10.**

7 DRAFT GOAL

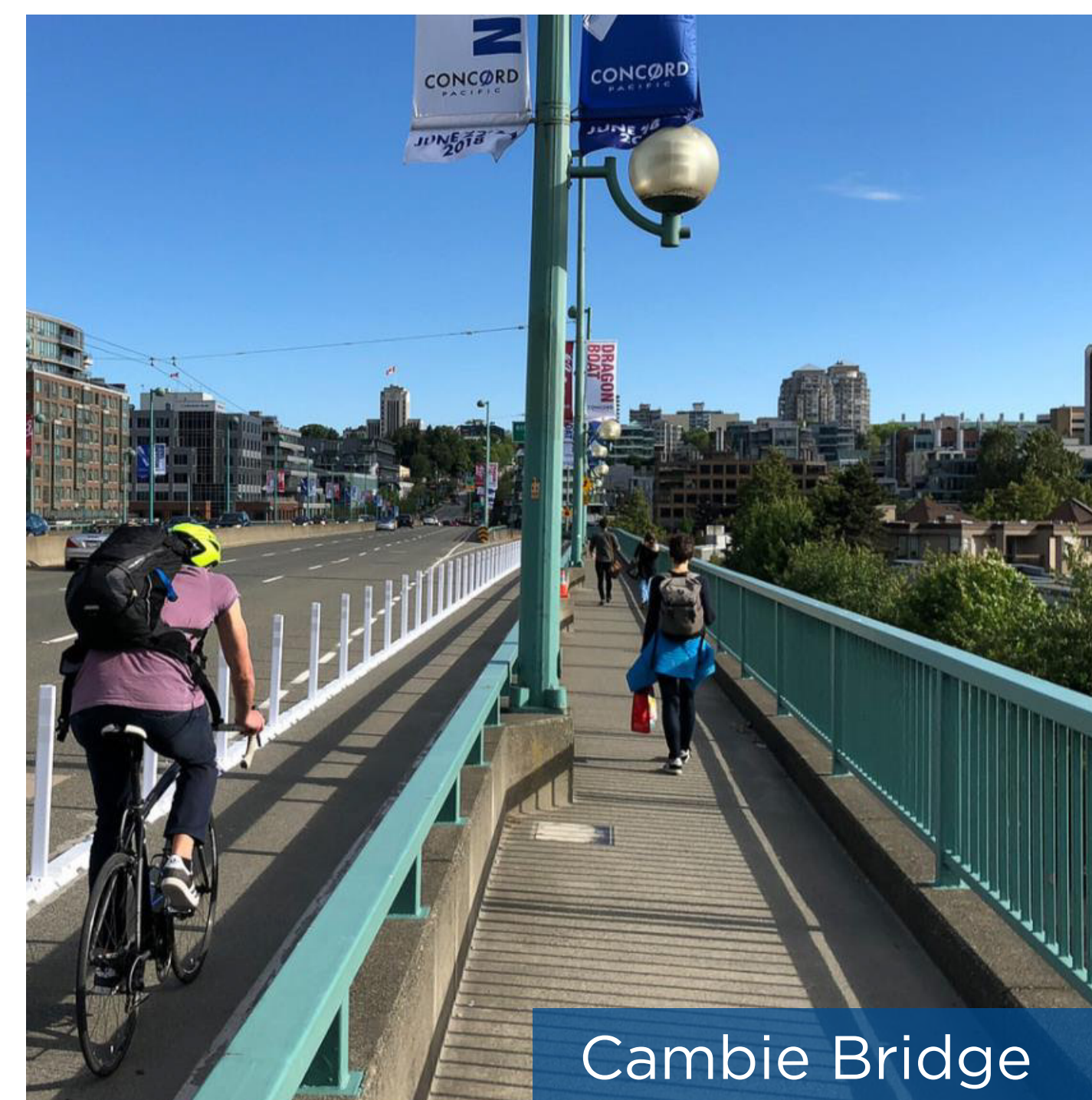
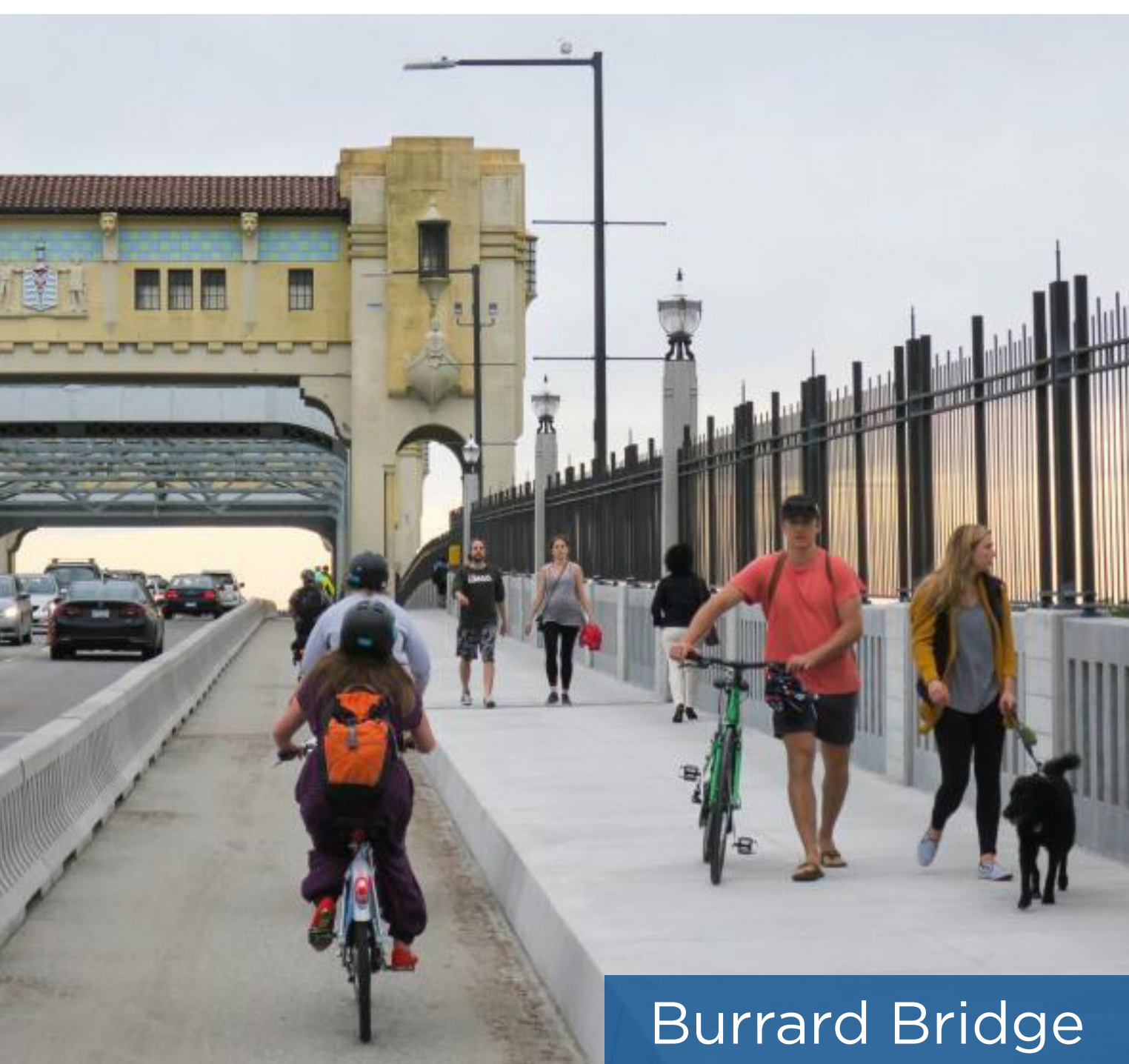
1

Make walking, rolling, and cycling accessible, safe, and comfortable for people of all ages and abilities

Through previous engagement efforts, we've heard Granville Bridge is uncomfortable for many people today, and even inaccessible for people with limited mobility, due to:

- Narrow sidewalks
- Crossings without signals at high speed ramps
- Steps at crossings
- Confusing connections at each end of the bridge
- No cycling facilities

SOME RECENT WALKING AND CYCLING UPGRADES INCLUDE:



SOME WAYS TO ACHIEVE THIS GOAL COULD INCLUDE:

- **Providing wide, accessible paths** to accommodate high volumes of users of varying ability
- **Ensuring grades aren't too steep** for people cycling or using mobility aids
- **Minimizing conflicts** between people walking, cycling, lingering, and driving
- **Designing an inclusive space** that is safe and accessible for everyone, and where people feel secure at all hours

What are your thoughts on this goal? Tell us by filling out a survey in person at this open house, or online by **May 10**.

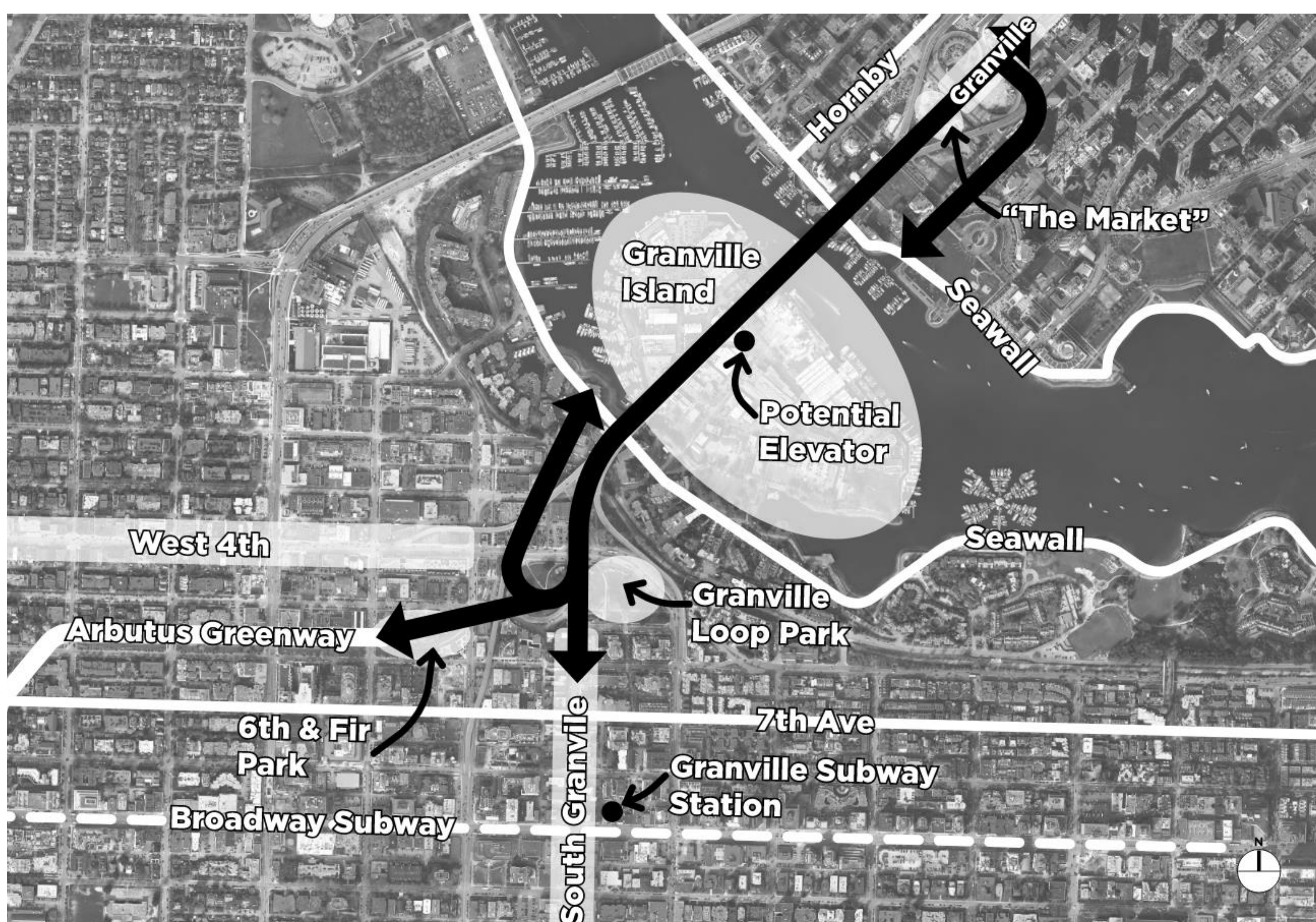
8 DRAFT GOAL

2

Provide direct and intuitive walking, rolling, and cycling connections to connect key destinations, and to the rest of the network

The current freeway-style design of the Granville Bridge can make walking or cycling to nearby destinations difficult, with confusing and circuitous connections.

SOME OF THE KEY DESTINATIONS INCLUDE:



CONNECTING DESTINATIONS WILL REQUIRE OTHER STREET NETWORK IMPROVEMENTS. THESE COULD INCLUDE:

- A new east-west cycling connection at the north end of the bridge (Drake Street has been identified in previous plans)
- A new walking and cycling connection at the south end of the bridge to link to the Arbutus Greenway
- Other improvements to enable easy connections to the Seawall and to the Broadway corridor

What are your thoughts on this goal? Tell us by filling out a survey in person at this open house, or online by **May 10**.

9 DRAFT GOAL

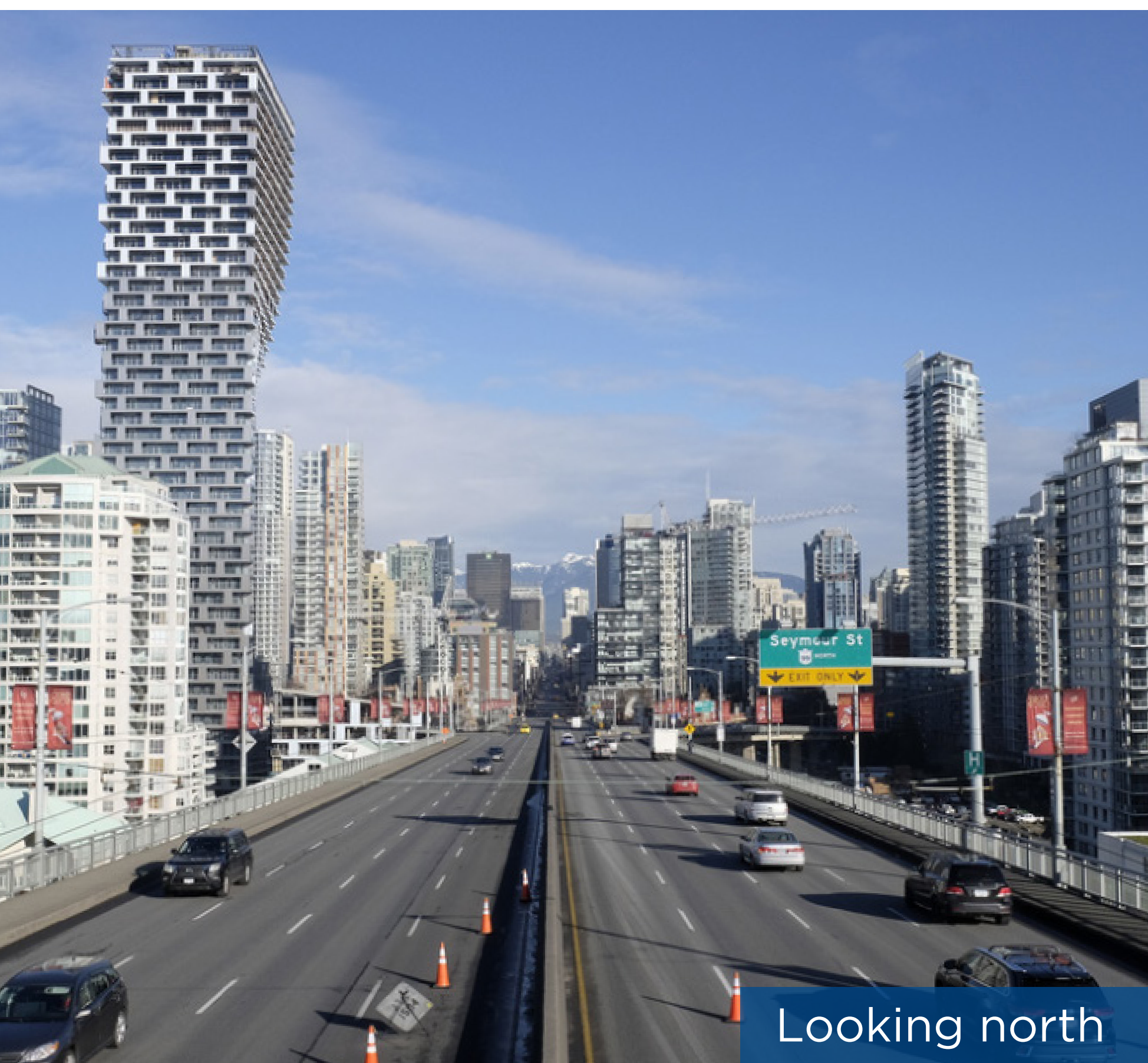
3

Create a special place that provides an enjoyable experience for all

Granville Bridge offers spectacular views in all directions, including to False Creek, Burrard Bridge, Downtown, and the North Shore mountains. On the downtown side, new developments on either side of the bridge are creating a signature gateway to the city.

However, the hostile pedestrian environment and lack of amenities such as seating make it difficult for most people to enjoy.

There is an opportunity to create a path that offers more than just transportation function, creating a unique and delightful experience for residents and visitors alike.



SOME FACTORS TO CONSIDER INCLUDE:

- Views and places to enjoy them
- Horizontal or vertical buffers to mitigate the noise and visual impact of traffic
- Seating and places to rest
- Lighting
- Opportunities for public art and special places

What are your thoughts on this goal? Tell us by filling out a survey in person at this open house, or online by **May 10**.

10 INSPIRATION



HIGH LINE, NEW YORK



SKYGARDEN, SEOUL



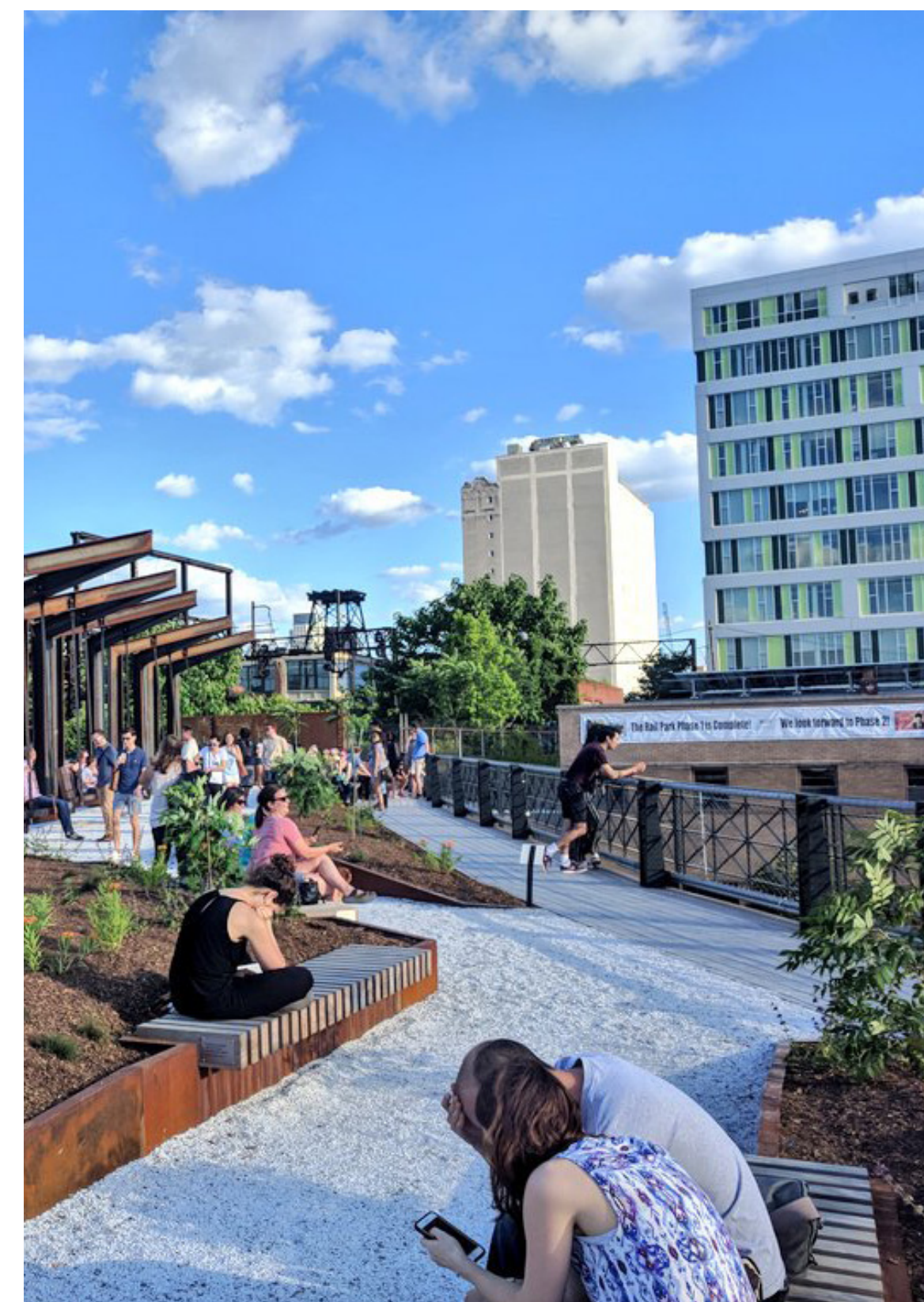
BURRARD BRIDGE, VANCOUVER



HIGH TRESTLE TRAIL BRIDGE, IOWA



BRYGGEBOEN, COPENHAGEN



RAILPARK, PHILADELPHIA



SKYWAY, XIAMEN



TILIKUM CROSSING, PORTLAND



BROOKLYN BRIDGE, NEW YORK

4

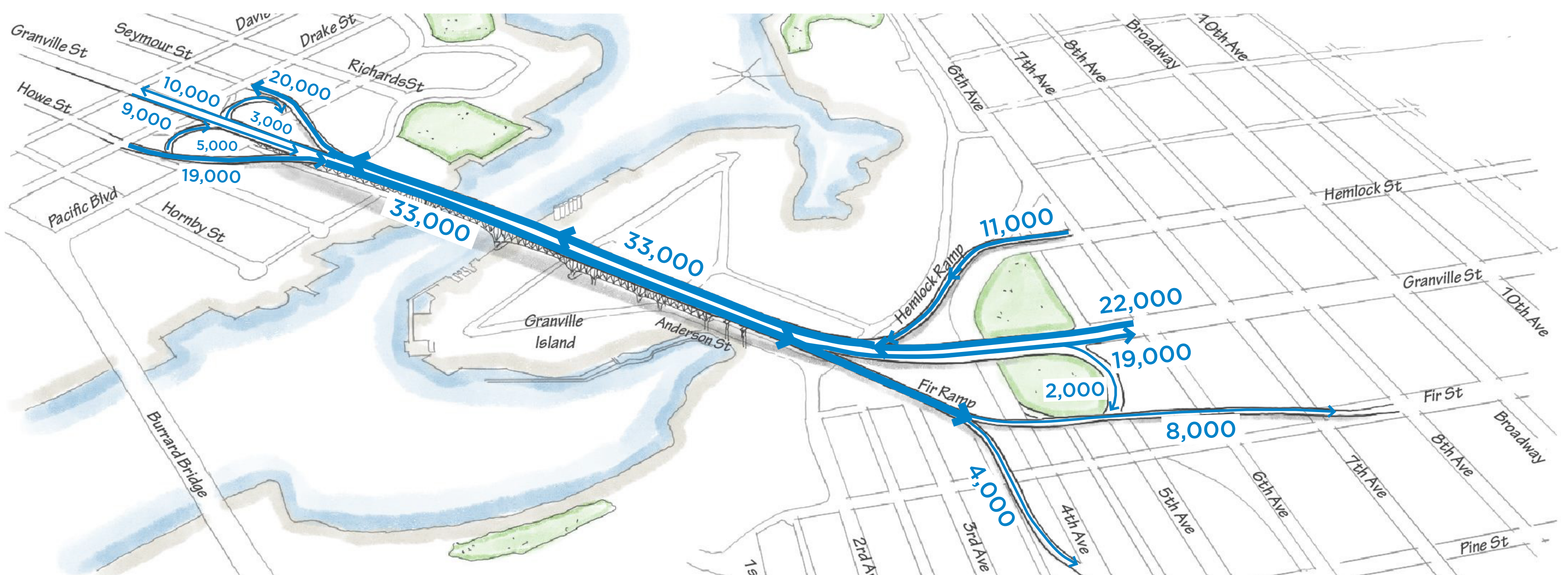
Accommodate motor vehicles, considering the needs of transit, services, and people driving

Granville Bridge will continue to be important for transit and motor vehicles. Each weekday about **65,000 motor vehicles** cross the bridge, and **over 25,000 transit trips** are made on six different bus routes.

There is significant spare capacity for motor vehicles on the bridge itself, creating an opportunity to improve conditions for walking, rolling, and cycling. However, careful consideration must be given to the intersections and ramps at each end of the bridge to keep traffic flowing.

It will be important to provide reliable access for motor vehicles, transit, and other key services across the bridge, throughout construction, and after the project is completed.

AVERAGE WEEKDAY TRAFFIC ACROSS GRANVILLE BRIDGE



Source: 2018 City of Vancouver permanent and temporary vehicle counters

SOME FACTORS TO CONSIDER INCLUDE:

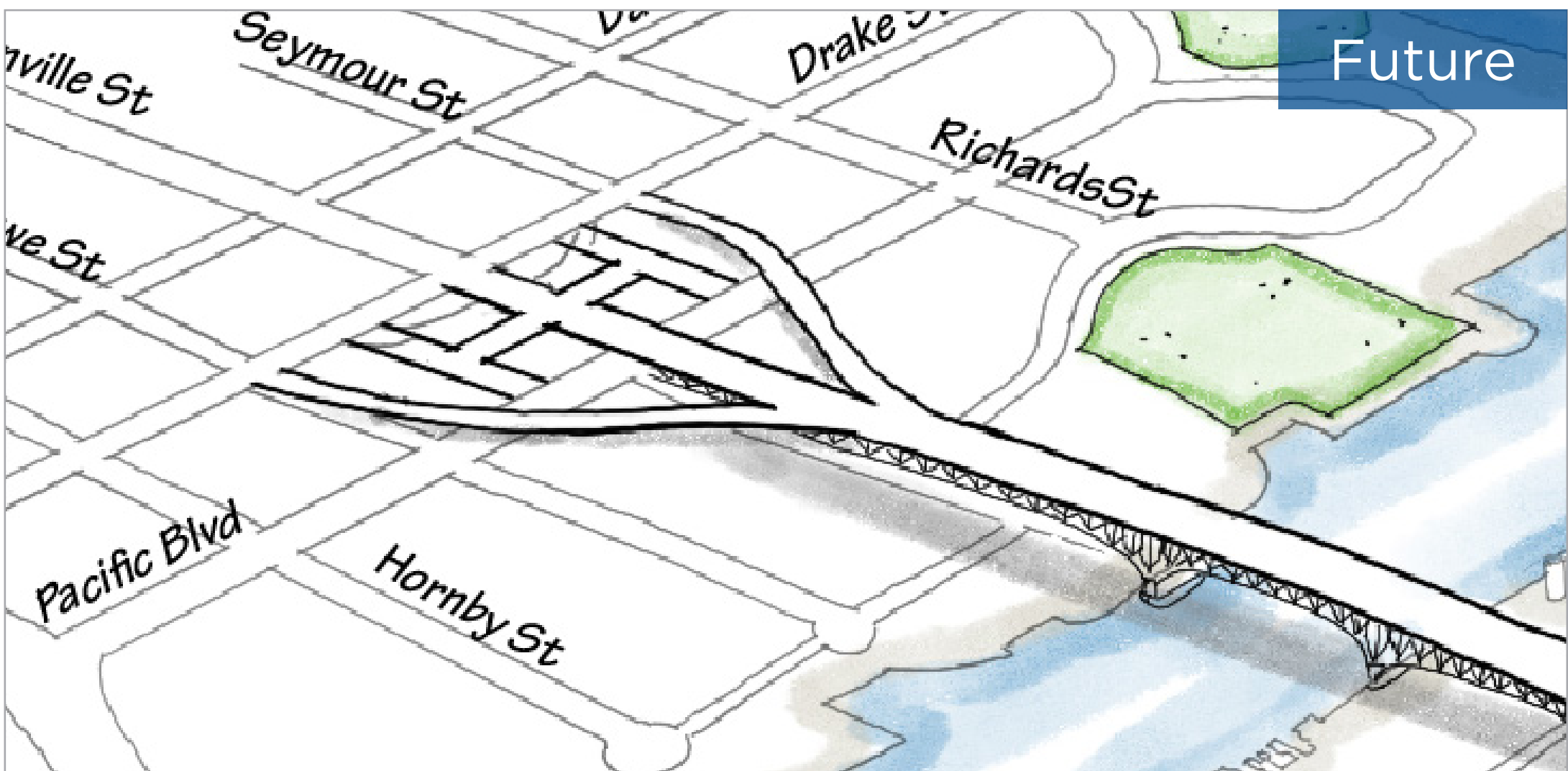
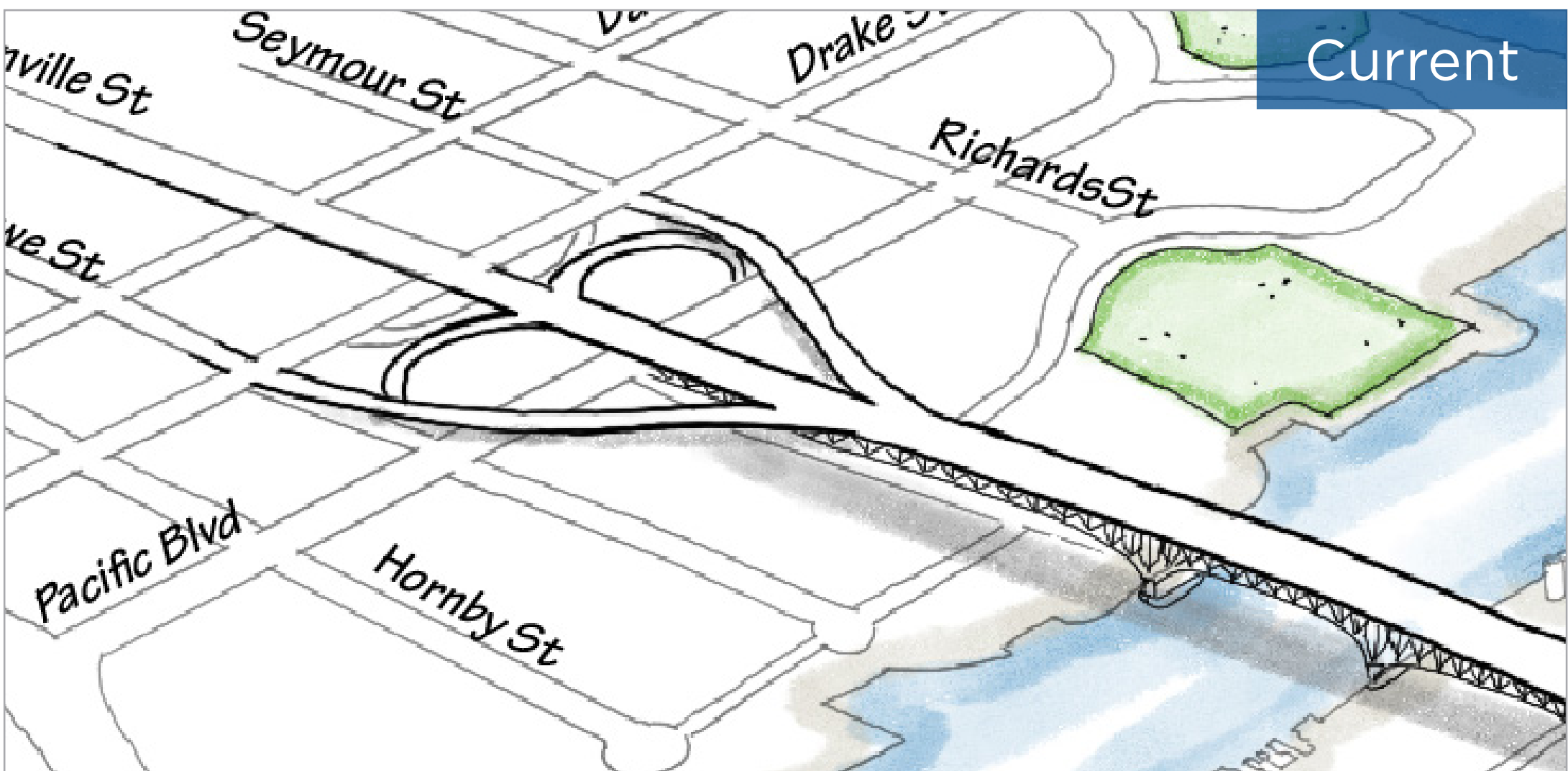
- Designing for current traffic volumes
- Maintaining travel time reliability for transit and drivers
- Reducing motor vehicle collisions
- Ensuring full access for emergency vehicles and maintenance

What are your thoughts on this goal? Tell us by filling out a survey in person at this open house, or online by **May 10**.

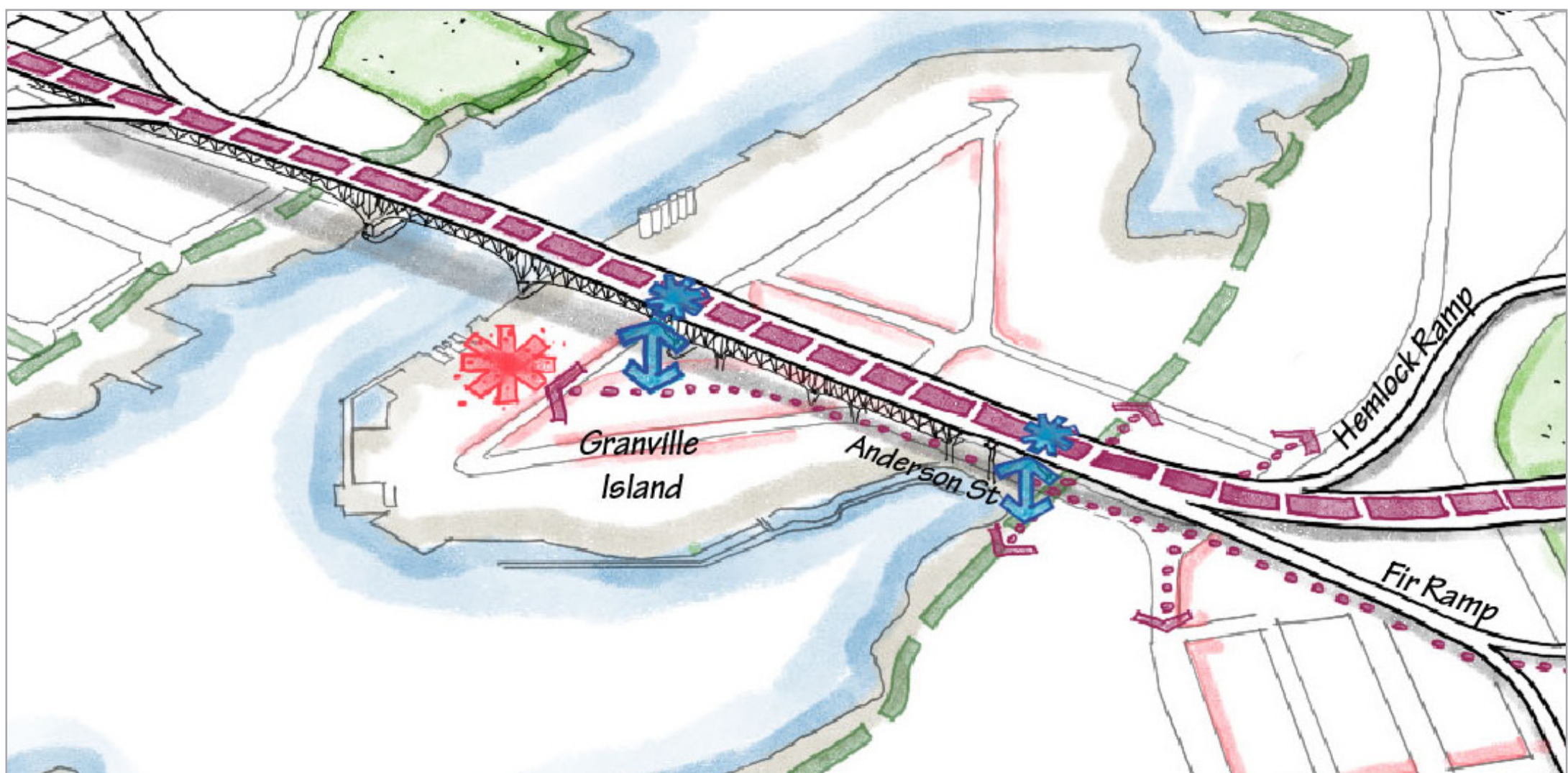
5

Design with the future in mind, considering related projects and opportunities to coordinate work

SOME NEARBY FUTURE PROJECTS INCLUDE:



The future replacement of the Granville loops to and from Pacific Street with a grid of people-friendly streets



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



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



Bridge rehabilitation and seismic upgrades to keep the structure safe and in good condition

What are your thoughts on this goal? Tell us by filling out a survey in person at this open house, or online by **May 10**.



HAVE YOUR SAY

This is Phase 1 of a three-phase engagement process.

We're looking for input on the project goals, a better understanding of how you use the bridge today, and any specific ideas or concerns you may have. We also want to hear your big ideas!

Staff will use your input to help refine the project goals and evaluation criteria, and to develop high level concepts.

We'll come back this summer with concepts for you to review and help us develop.

Remember to fill out a survey here today or online by May 10.

You can also stay informed and get involved in other ways:



Sign up for the email list to stay informed



Sign up for a workshop to share ideas and concerns in more detail

For more information:



vancouver.ca/granvilleconnector



granvilleconnector@vancouver.ca