



# Engagement Highlights Phase 1



# 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. This report summarizes feedback from the first phase of engagement.

### Overall Engagement Approach

Public and stakeholder engagement is taking place throughout 2019. This work informs ongoing design efforts and is structured around a three-phase public engagement process including open houses, workshops, walking tours, and surveys for the broader public to share their ideas and concerns. Throughout this engagement process, staff are also having targeted discussions with key user groups and stakeholders that are most directly impacted.

The three phases of public engagement are described below.

1. 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.
3. 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 workshops.

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 workshops with over 150 participants representing the following groups:

### ***Internal Stakeholders***

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

### ***External Stakeholders***

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

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. Staff are also meeting with 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.

## **Public Engagement**

Phase 1 of 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 to ensure a broad, multilingual, and regional reach across all modes of transportation.

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 Chinese-language 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:

<b>Engagement Events and Feedback Tools</b>	<b>Purpose</b>	<b>Participation Levels</b>
<b>Pop-up Workshop (x1)</b> co-hosted by community partner Vancouver Design Nerds <ul style="list-style-type: none"> <li>• Date: April 6, 2019</li> <li>• Location: 800 Robson</li> </ul>	<ul style="list-style-type: none"> <li>• Provide opportunity for public to learn about the project, and share ideas on how the bridge could be used via drawing activity</li> <li>• Promote future engagement opportunities</li> </ul>	~ 50
<b>Open Houses (x3)</b> <ul style="list-style-type: none"> <li>• Dates: April 12, 13, and 16, 2019</li> <li>• Locations: CityLab x2 (511 W Broadway), Central Library</li> </ul>	<ul style="list-style-type: none"> <li>• Provide opportunity for public to learn about the project, discuss draft goals, issues &amp; opportunities through dialogue and mapping exercises, and complete survey in person or online</li> </ul>	1000+
<b>Deep Dive Workshops (x4)</b> Three hour sessions <ul style="list-style-type: none"> <li>• Dates: April 27 and 30, 2019</li> <li>• Locations: CityLab x2 (511 W Broadway), Central Library x2</li> </ul>	<ul style="list-style-type: none"> <li>• Provide opportunity for public to discuss and brainstorm project hopes, fears, and ideas in greater depth, in facilitated small groups</li> </ul>	~60
<b>Walking Tour (x1)</b> Two-hour Jane's Walk <ul style="list-style-type: none"> <li>• Dates: May 3, 2019</li> <li>• Location: Walk across bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Provide opportunity for public to learn more about the project, experience challenges first-hand, and share ideas and concerns on-site</li> </ul>	23
<b>Intercept Survey</b> On-location survey of people walking across the bridge, conducted by Mustel Group <ul style="list-style-type: none"> <li>• Dates: April 2019 (multiple days)</li> <li>• Location: on bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Better understand who uses the bridge and why, perceptions of safety</li> <li>• Establish baseline data for potential post-construction evaluation</li> </ul>	615
<b>Phase 1 Survey</b> <ul style="list-style-type: none"> <li>• Dates: April 4 to May 10, 2019</li> </ul>	<ul style="list-style-type: none"> <li>• Provide opportunity for public to share how they use the bridge today, discuss challenges, comment on draft goals, and share specific ideas and concerns</li> </ul>	4870 (Online) 170 (Paper)
<b>Other Submissions</b> <ul style="list-style-type: none"> <li>• Dates: April 4 to May 24, 2019</li> <li>• Format: Letters, 3-1-1, Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Provide opportunity for public to share additional comments</li> </ul>	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% indicated they walk across it at least once a week)
- 23% had biked on the bridge at least once (5% indicated they bike across it at least once a week)
- 69% had taken transit on the bridge at least once (30% indicated they take transit across it at least once a week)
- 84% had driven on the bridge at least once (47% indicated they drive across it 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



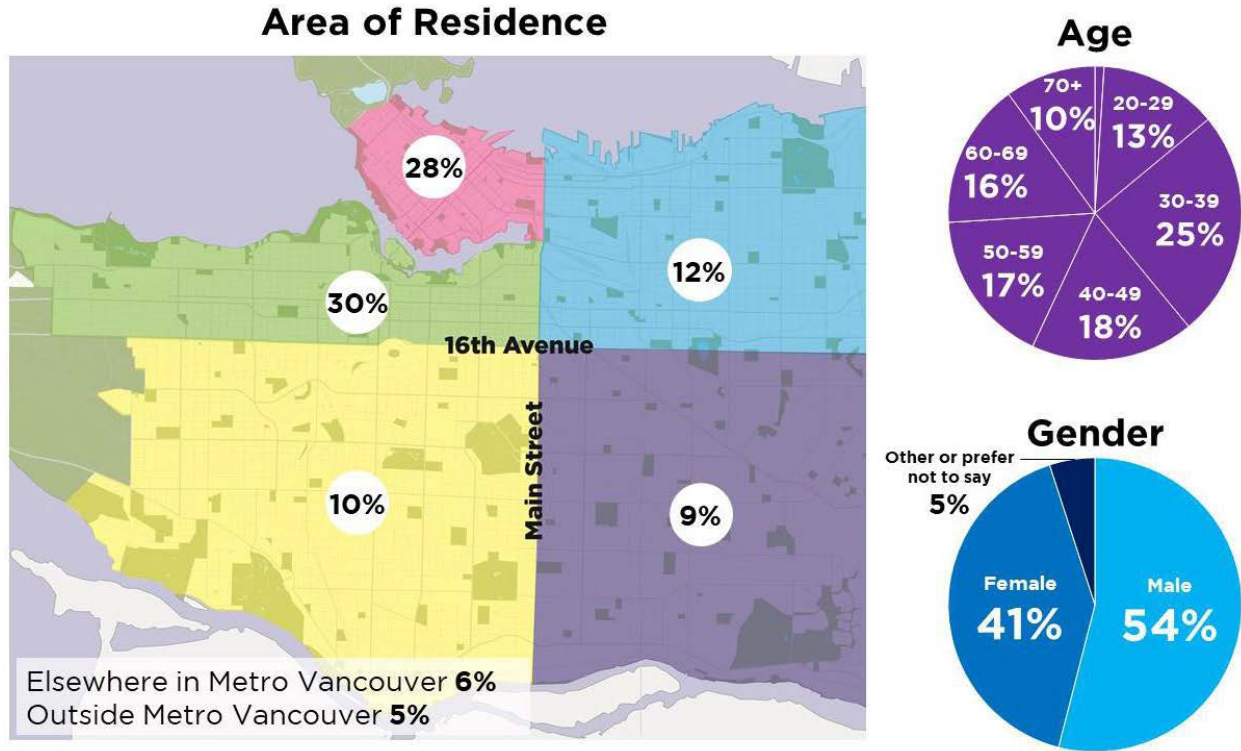


Figure 1: Phase 1 survey participants by area of residence, age, and gender.<sup>1</sup>

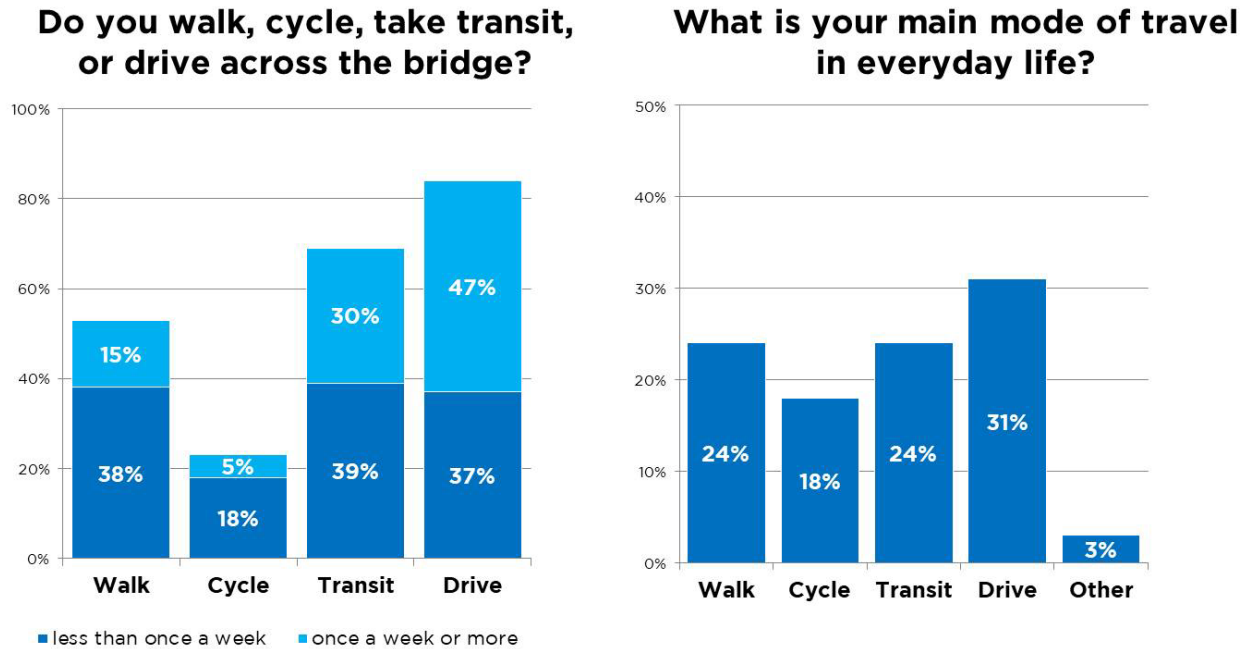


Figure 2: Phase 1 survey responses by experience using different modes of travel across the Granville Bridge and preferred mode of travel.<sup>2</sup>

<sup>1</sup> Based on all 5,044 responses.

**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 all participants to get a sense of whether they generally cycle 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.

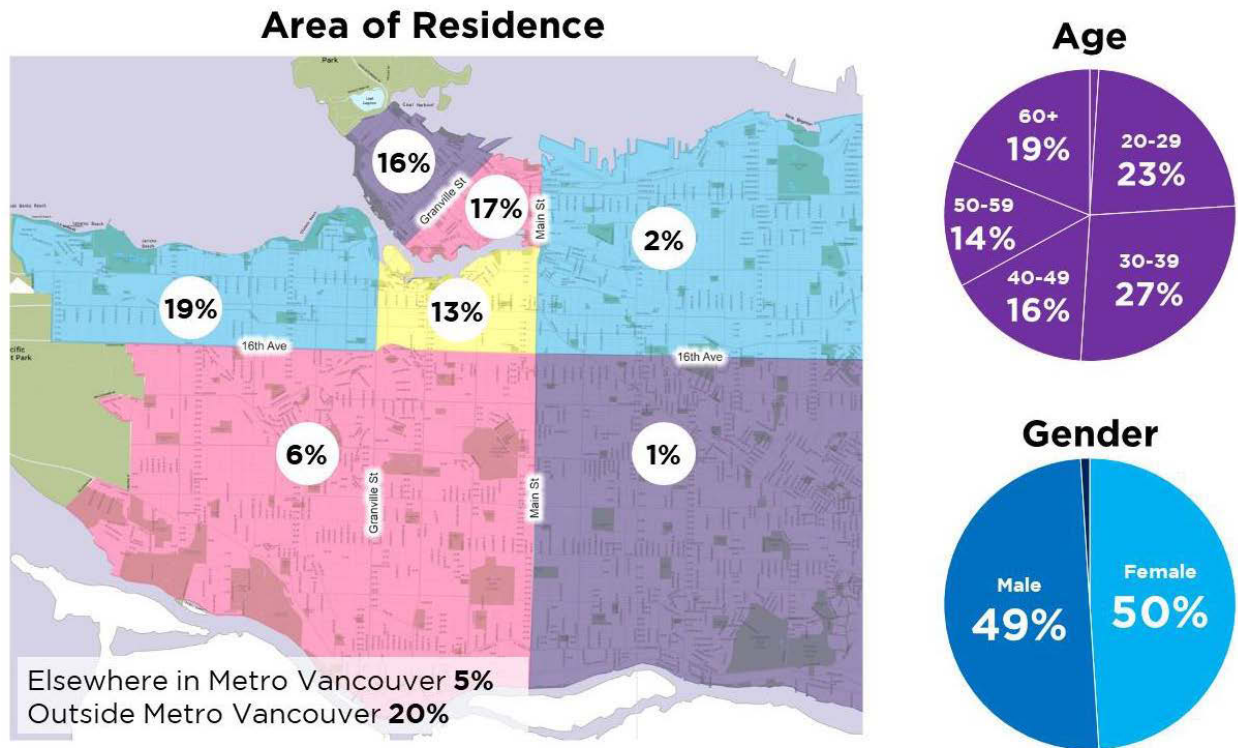


Figure 3: Intercept survey participants by area of residence, age, and gender.<sup>3</sup>

<sup>2</sup> Based on all 5,044 responses.

<sup>3</sup> Based on all 615 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 (see 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** (see Figure 5).

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

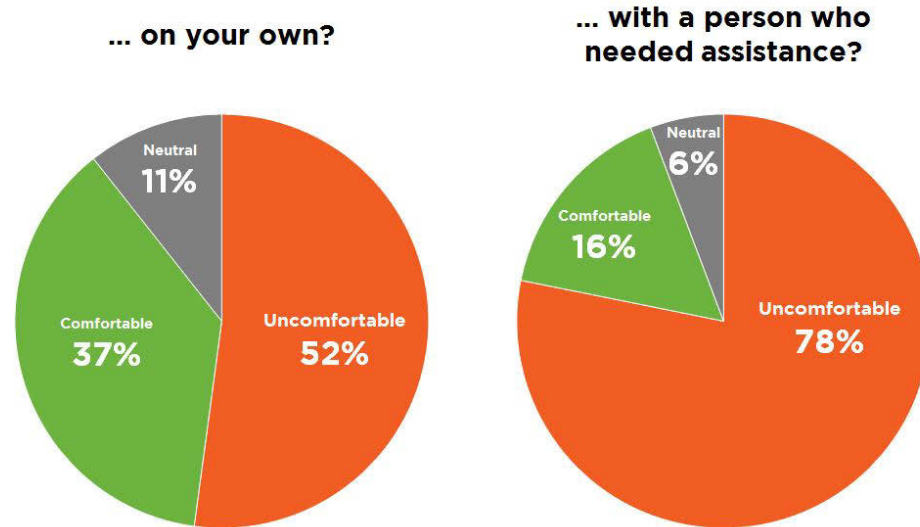


Figure 4: Level of comfort walking across the Granville Bridge, from people who reported they sometimes travel by walking (96% of respondents).

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

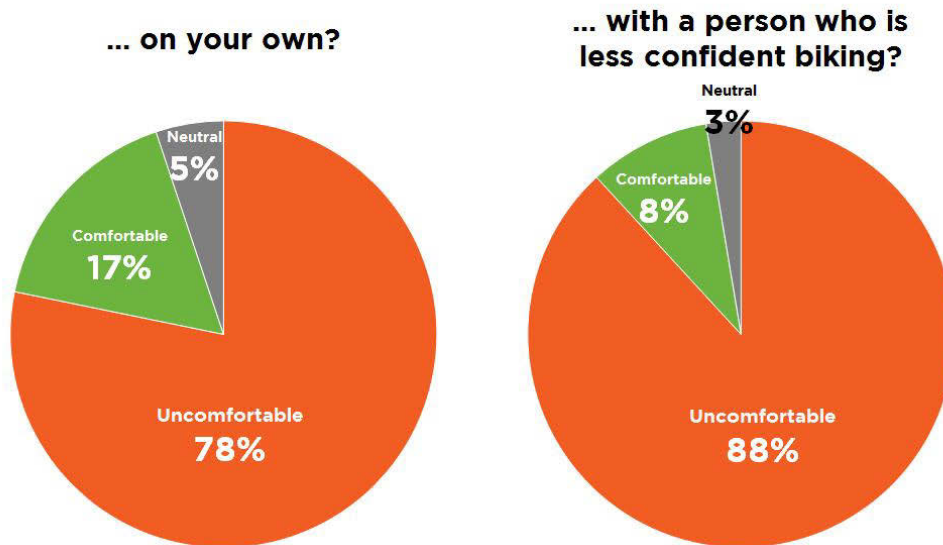


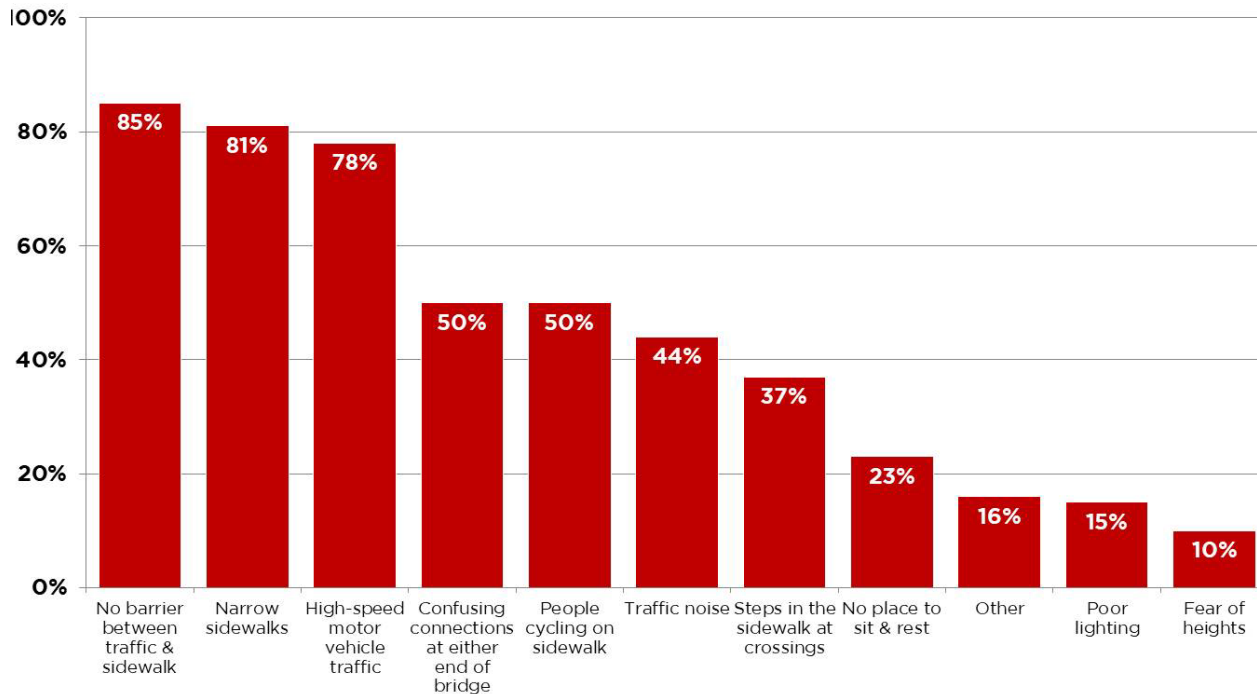
Figure 5: Level of comfort cycling across the Granville Bridge, from people who reported they sometimes travel by bicycle (80% of respondents).

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%) (see Figure 6).

## Reasons people feel uncomfortable walking across the bridge



**Figure 6: Reasons people feel uncomfortable walking across the Granville Bridge.**<sup>4</sup>

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

<sup>4</sup> Based on 3,669 responses.

with pedestrians of the sidewalk (68%), and confusing connections at bridge ends (50%) (see Figure 7).

## Reasons people feel uncomfortable cycling across the bridge

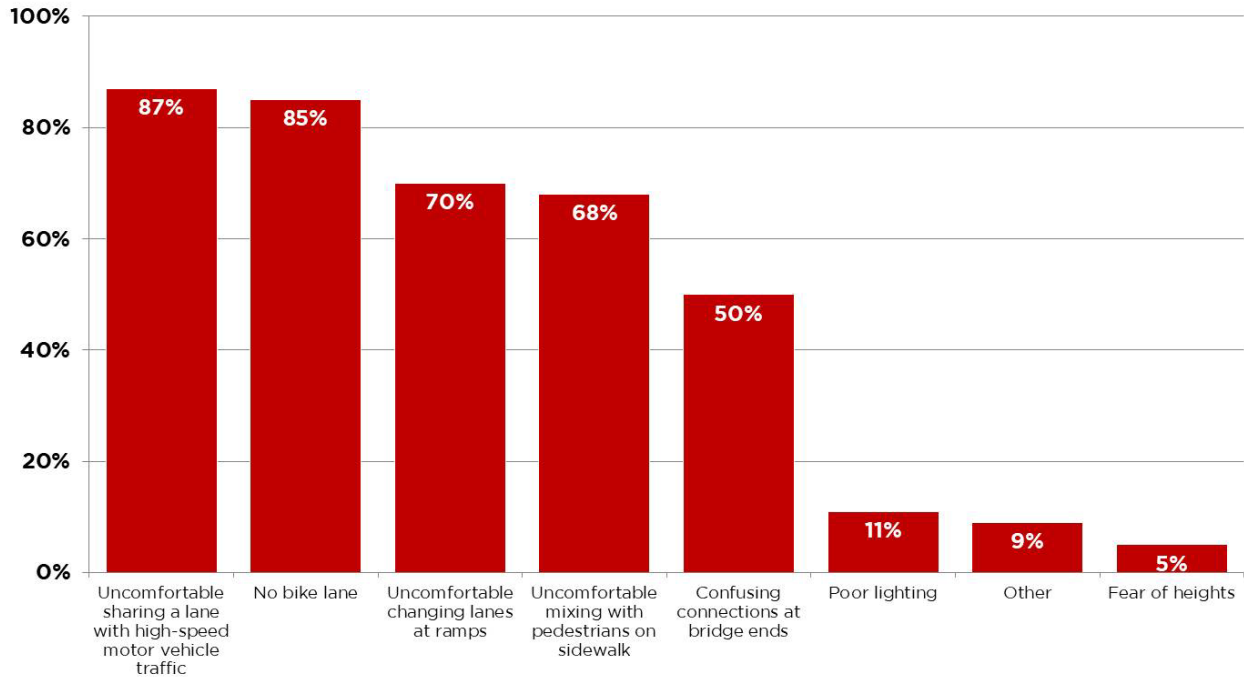


Figure 7: Reasons people feel uncomfortable cycling across the Granville Bridge.<sup>5</sup>

### 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 (see Figure 8). This suggests there is a strong latent demand for using the bridge to walk or cycle.

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 well-used by people living within this catchment area if it felt safer, more comfortable, and more convenient to walk or bike across.

<sup>5</sup> Based on 3,555 responses.

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



Figure 8: Proportion of people who avoid walking or biking across the Granville Bridge, even when it is the most direct route.<sup>6</sup>

### 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;
2. 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 (see Figure 9):

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

<sup>6</sup> 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.



- 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).

## High levels of support for draft goals (all responses)

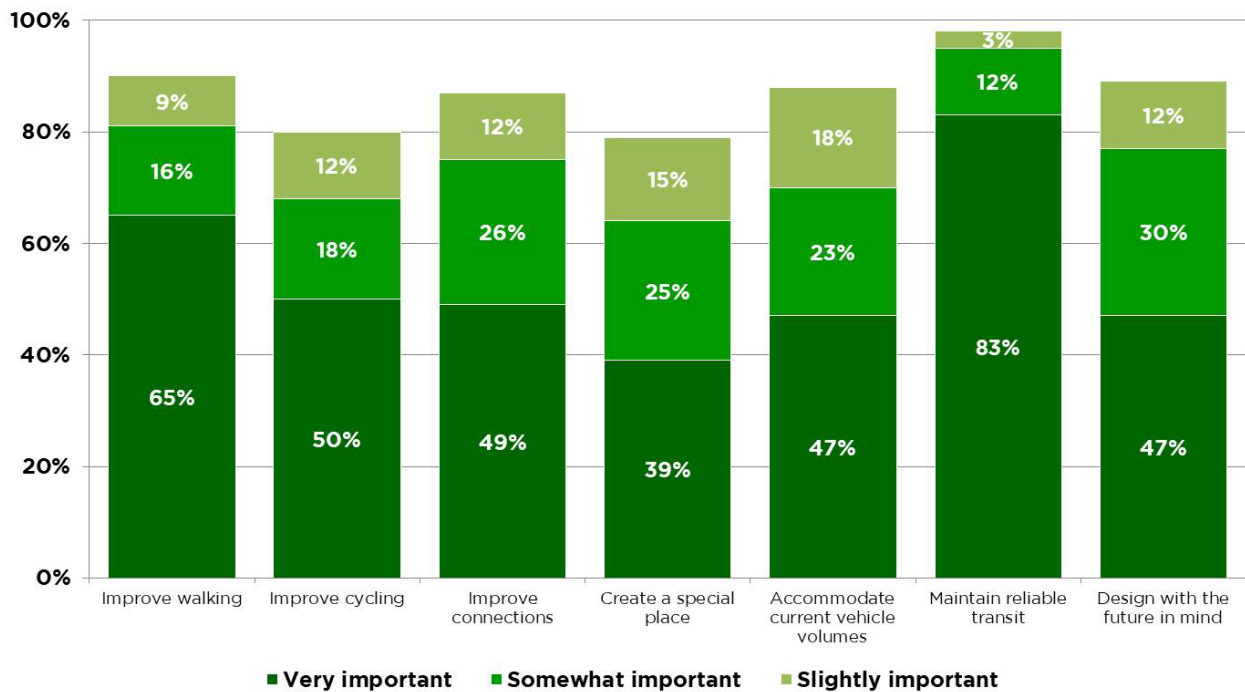


Figure 9: Survey responses indicate that each of the draft goals are somewhat to very important.<sup>7</sup>

<sup>7</sup> Based on all 5,044 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 4<sup>th</sup> Avenue, and/or Hemlock Street on- / off-ramps;
- 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 car-dependent; 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/10<sup>th</sup> 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 5<sup>th</sup> 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 or 4<sup>th</sup> Ave 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 and Kitsilano respectively;
- 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 (which would be delivered by the federal government which controls Granville Island), 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 4<sup>th</sup> Ave combined with a reconfiguration of W 5<sup>th</sup> 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 4<sup>th</sup> and/or Fir off-ramps. Many people highlighted that using the Fir off-ramp to connect Central Broadway / W 10<sup>th</sup> 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.

## **Concerns**

Survey respondents were invited to share any concerns they had about the project. While the majority of respondents expressed support for the project, some expressed concerns related to:

- potential increased congestion;
- potential impacts to emergency access;
- costs to taxpayers; and
- construction impacts.

Others who supported the project were concerned that the project may:

- fail to move forward or be delayed;
- not be aesthetically pleasing;
- hinder views;
- remove pedestrian access to ramps (if sidewalks were closed); or
- not meet project goals e.g. separating different travel modes and speeds, connecting to the broader cycling network (noting that improvements beyond the bridge deck itself are needed), or addressing safety concerns at ramp crossings.

## **Next Steps**

Phase 2 public engagement is scheduled for September 2019. Staff will share what was heard in Phase 1 as well as updated goals based on the feedback received. A range of options will also be shared for input. As with Phase 1, a variety of tactics will be used to reach a broad range of people and allow for different levels of participation, including open houses, surveys, and workshops.