



September 30, 2019

Paul Krueger, Transportation Planning, City of Vancouver

cc: Granvilleconnector@vancouver.ca

Paul Storer, Manager of Transportation Design, City of Vancouver

(By Email)

Re: Proposed Granville Connector Phase II Engagement

Dear Paul;

HUB Cycling and our members are very excited about the potential of the proposed Granville Connector. We have had multiple discussions with City staff, have encouraged our members to participate in open house events and workshops, and have had the benefit of many occasions to consider the opportunities this project presents, and the relative merits of each of the six options presented. We write today to summarize our high-level thoughts as you prepare for more detail design work on selected options.

- 1) We consider that all the options presented can greatly improve active transportation connections across False Creek, both for people walking and for people cycling. In this sense, none of them are bad.
- 2) In our review, we have kept sight of the need to consider all transportation modes in the evaluation. While many of our members are primarily concerned with the cycling benefits, we recognize the benefits to people walking, and the relative impacts on transit and private vehicles, for all the options.
- 3) We see a great need to connect further south than 5th Ave, particularly for people cycling. We expect that the proposed 5th Ave connector to the Arbutus Greenway will work well, but there are important destinations in the South Granville business area, a new subway station at Granville, and east-west bikeways on 7th Ave and 10th Ave. All of these should be considered when alternatives are evaluated. For cycling connections, the Fir offramp presents a great opportunity, due to the relative lack of elevation change, and the ability to get to 10th Ave and the Granville Station. For this reason, we see the West Side option, with elements of the West Side Plus, as the leading option. We recognize that it may be possible to include the Fir Ramp connection with other options if those other options present more benefits than the West Side base option, but do want to see the Fir ramp with a bidirectional bike lane, and understand the challenges that creates for connections on the bridge.
- 4) As part of a Fir Ramp connection, we would like to see protected bikeways on Broadway, to access the new subway station. That station is likely to have a bike parkade, and Translink has announced that all stations will have cycling access. Broadway is the most logical connection, and Fir represents the best cycling link to get to Broadway to access the Granville station.
- 5) We see the Hemlock Ramp option for a bikeway as being of significantly less value than Fir, due to the elevation change, and likely challenges in building a protected bikeway through to 10th due to both roadway width and high vehicle traffic volume.
- 6) With the West Side Plus option, improving the east sidewalk (for walking, with no provision for cycling) makes sense. Leaving that narrow and uncomfortable east sidewalk untouched would make the project incomplete in many ways. That said, the new widened sidewalk doesn't need to be as wide as the West Side promenade to be safer and more comfortable. We encourage the evaluation of widening

it less than the 1.5 m indicated in the concept drawings, without specifically recommending a design width.

- 7) The Hemlock Ramp options promote an element of equity for those travelling to and from the south and east side of the bridge. We suggest that instead of the Hemlock Ramp being improved, equity be addressed by improvements to 5th Ave between Granville and Hemlock, for walking in particular, to mirror the improvements planned for the west side along 5th Ave from Granville to Fir.
- 8) For access from the Granville Connector to Granville Island, we recognize that Pine will provide a reasonable cycling connection following upgrading it to All Ages and Abilities with a protected bike lane. For walking access, it would help many people to see some ideas for an entrance from 5th Ave, leading to Anderson, represented as directional concepts in the drawings.
- 9) We recognize the benefits of the placemaking opportunities afforded by a wide walking space on the West Side options. For those of our members who value a direct transportation connection more than any opportunity to linger on the bridge, the both sides option is attractive. The debate to us came down to whether we wanted to consider placemaking as part of the project goals, and we do recognize its inclusion in the published goals.
- 10) If we consider the West Side options and placemaking opportunities, we should design for that with regular curb cuts from the bidirectional bike lane to the walking area, with dismount signs. It is uncomfortable for people cycling to stop and lift their bikes to the walking path on the Burrard Bridge, and this bridge will present more reasons to stop and linger.
- 11) For all the options, we recommend that the centre gravity barrier between the northbound and southbound vehicle lanes be removed. This would create another metre of usable space (approximately), and benefit emergency services vehicles responding to incidents. We note that there is no divider for the length of Granville St, or on the Burrard Bridge, and ask that this concept be further investigated.

Thank you for your consideration of these ideas. We would like to congratulate the project team for the work done to date and note again how excited we are at the opportunities presented here. We will continue to support the project in communications with our members, and plan to do so at Council meetings at the appropriate time. We would be pleased to meet to discuss any of the points we have raised, at your convenience.

Sincerely,

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

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