



Your Cycling Connection

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September 2, 2020

Dylan Passmore, Transportation Planning, City of Vancouver

cc: Granvilleconnector@vancouver.ca

(By Email)

Re: Proposed Granville Connector and Drake Street Projects

Dear Dylan

HUB Cycling and our members are excited about the significant potential of the proposed Granville Connector, and the Drake Street Upgrades to both link Burrard Ave and Pacific Ave, and to provide access to the Granville Connector. We have had many meetings and discussions with City staff over the past years, have encouraged our members and supporters to participate in open house events and workshops, and have had the benefit of many occasions to consider the opportunities these projects present. We write today to provide our full endorsement for the two projects, and acknowledgement the detailed work, and significant public consultation, that the City has engaged in to get to the best possible solution.

- 1) We consider that these projects will greatly improve active transportation connections across False Creek, both for people walking and for people cycling. The Drake Street upgrades will also connect the Burrard Street bike lanes to Pacific, avoiding the dangerous section of Pacific under the Granville Bridge. Both projects are network upgrades, whereby the benefits are multiplied by the increase in network connectivity that the projects represent for active transportation users.
- 2) In our review, we have kept sight of the need to consider users of 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 to the Arbutus Greenway, and other points on the south side of False Creek, particularly for people cycling. We expect that the proposed 5th Ave connector to the Arbutus Greenway will work well, especially when combined with upgrades to Pine St to access False Creek.
- 4) 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 finalizing this project and planning the potential phasing for construction. For cycling connections, a bidirectional bike lane on the Fir offramp presents a great opportunity, due to the relative lack of elevation change, and the ability to connect the Granville Connector to 10th Ave and to the future Granville Subway Station. The proposed West Side option for the greenway works best of all the options considered, when combined with the Fir offramp connection.
- 5) As part of the Fir ramp connection, we would like to see protected bikeways on Broadway, to access the new subway station at Granville. That station is likely to have a bike parkade, and Translink has announced that all new subway 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 from the north side of False Creek

- 6) We consider the proposed west side sidewalk and Hemlock ramp improvements to be important for improved walking connections, and as a way to improve equity for those travelling to and from the south and east side of the bridge.
- 7) We are supportive of removing the centre concrete barrier between the northbound and southbound vehicle lanes, to provide more space on the bridge deck, slow vehicle traffic, and improve emergency vehicle access on the bridge deck.
- 8) We are pleased to see the plan for traffic signals at crossing points, as these best address vulnerable user safety issues with the current crossings.
- 9) For the Drake St improvements, we support the proposed bidirectional cycling lanes on the south side of Drake, as they provide the best connection to the Granville connector; the safest and most comfortable active transportation intersection designs at Hornby, Richards, and Homer; and the best connections to existing infrastructure at both Burrard, and Pacific.

Thank you, and please extend our thanks to the staff team involved for their work on these projects, and the significant amount of effort put into public consultation. In consideration of the years that these projects have been planned for, and with our current public health situation, we urge Council to advance this project to provide more opportunities for safe and comfortable active transportation. 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.