



WELCOME

The City of Vancouver is committed to providing for the **mobility needs of pedestrians and cyclists** so that non-motorized, or human-powered, travel can become a larger component of total travel in the City. The City of Vancouver's **Transportation Plan** (approved in 1997) includes many initiatives to support an increase in walking and cycling.

During the morning rush hour, walking and cycling (in combination) currently represent **11% of trips** to Downtown and **11% of trips** to the Central Broadway area. One of the City's future **targets** is to increase the number of walking and cycling trips to **14%** of trips to Downtown and **12%** of trips to the Central Broadway area. This translates into approximately **7,500 new pedestrians and cyclists** travelling in these areas during morning rush hour.

Currently, pedestrians and cyclists are accommodated across False Creek via the following crossing facilities:

- **Burrard Bridge** – sidewalks designated for pedestrians and one-way cyclists along both sides (designated as an official 'Bikeway/Greenway');
- **Granville Bridge** – sidewalks for pedestrians only and wider curb lanes for cyclists along both sides;
- **Cambie Bridge** – a wider sidewalk along the east side for pedestrians and two-way cyclists, wider curb lanes for cyclists along both sides, plus a special ramp connection on the north side (designated as an official 'Bikeway/Greenway'); and
- **Ferry System** – private passenger ferry systems operating between both sides of False Creek.

While these facilities are **functional**, facilities for pedestrians and cyclists will need to be **improved to achieve** the City's transportation targets. Moreover, any new proposed facilities will need to be **integrated** with potential pedestrian and cycling routes identified in the City's future Downtown Transportation Plan, as well as other related transportation and land use plans.

In the past, **various** options were considered to improve pedestrian and cyclist travel across False Creek. These options are highlighted, along with new options, on the 'Old Ideas, New Ideas...and Your Ideas' presentation board.



"Walking is the most basic form of transportation."



PERCENTAGE OF WORK TRIPS MADE BY WALKING AND CYCLING

AMSTERDAM	35%
COPENHAGEN	32%
SINGAPORE	22%
HONG KONG	17%
PARIS	15%
CITY OF VANCOUVER	15%
VICTORIA	15%
OTTAWA	9%
GVRD	8%
NEW YORK	7%
MONTREAL	7%
CALGARY	7%
SYDNEY	6%
TORONTO	6%
LOS ANGELES	4%
DETROIT	2%



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GOALS AND OBJECTIVES

THE GOALS

The City of Vancouver has initiated a detailed study to analyze the **need and potential means** for improved pedestrian and cycling crossings across False Creek. In this study, 'pedestrian' and 'cycling' includes other modes of travel as well, such as in-line skating, skateboarding, wheelchairs, and scooters (both 'push' and 'electric').

This study includes examining the **costs and benefits** of potential crossing options and evaluating them against a **set of criteria** – such as facility usage, integration with the existing and future transportation system, efficiency of movement (e.g. access, continuity, travel time), user satisfaction and safety, community impacts and capital and operating costs, to name a few. This evaluation will be completed to determine the **preferred option** for improving pedestrian and bicycle travel across False Creek.

THE OBJECTIVES

- To identify current **problems** and **issues** relating to pedestrian and cyclist crossings of False Creek;
- To determine **future** pedestrian and cyclist **demands** across False Creek;
- To identify and develop **improvement options** to address existing and future pedestrian/cyclist problems and demands;
- To **evaluate** improvement options with a recommendation for a **preferred option**; and
- To provide for an **inclusive and participatory public consultation** process to invite input from stakeholders and the general public throughout the study.



DEFINITIONS

BIKE PATH

A PATH SEGREGATED FROM MOTORIZED TRAFFIC FOR THE USE OF BIKES, SOMETIMES SHARED WITH PEDESTRIANS.



BIKE LANE

A PORTION OF STREET RESERVED FOR USE BY BIKES, USUALLY SEPARATED FROM GENERAL PURPOSE LANES BY A STRIPE OF PAINT AND SIGNAGE.



BIKE ROUTE

ANY COMBINATION OF SIGNED BIKE PATHS, BIKEWAYS, BIKE LANES, GREENWAYS, AND OTHER STREETS WHICH PROVIDES CYCLISTS WITH A SUGGESTED ROUTE ALTERNATIVE BETWEEN DESTINATIONS.



PEDESTRIAN PRIORITY AREA

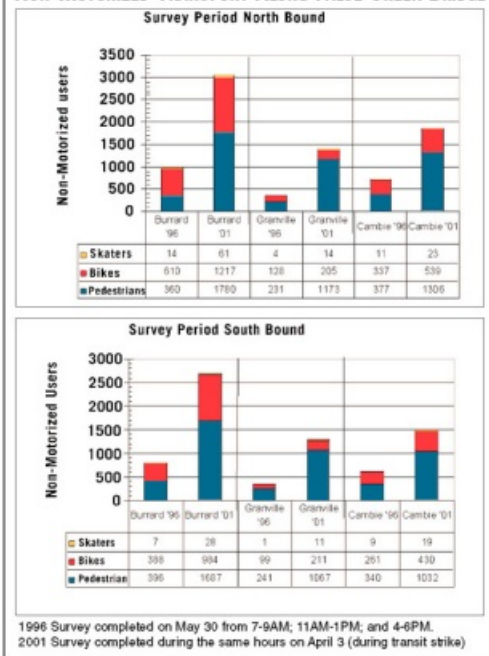
SEGMENTS OF STREETS WHICH ARE GIVEN SPECIAL TREATMENT TO CREATE A PEDESTRIAN FRIENDLY ENVIRONMENT.

GREENWAY

A STREET CONNECTED IN A NETWORK THROUGHOUT THE CITY WHICH IS ENHANCED TO PROVIDE A PLEASANT ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS.



NON-MOTORIZED TRANSPORT ALONG FALSE CREEK BRIDGE



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STUDY PROCESS AND SCHEDULE

ACTIVITIES	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.
Project Initiation								
Project Start-up	●							
Data Collection	●							
Site Review	●							
Existing Transportation System								
Background Information Review	●	●						
Pedestrian /Cyclist Demands		●						
Traffic & Safety Overview		●						
Stakeholder Group Meeting #1		●						
Stakeholder Group Working Paper #1		●						
Workshop/Open House #1 & Site Tours			●					
Summary Paper #1			●					
Improvement Options								
Option Pre-Screening			●					
Develop Improvement Alternatives			●	●				
Option Costing			●	●				
Evaluation of Options				●	●			
Stakeholder Group Working Paper #2				●				
Workshop/Open House #2				●				
Option Refinement					●			
City of Vancouver Council Presentation #1					●			
Construction Issues						●		
Stakeholder Group Working Paper #3						●		
Final Report								
Open House #3							●	
Final Stakeholder Group Meeting							●	
Final Report							●	
City of Vancouver Council Presentation #2								●



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KEY ISSUES

During the course of this study, several **key issues** affecting the development and/or assessment of options for improved pedestrian and cyclist crossings of False Creek will need to be carefully considered. These issues are described as either **'general'** or **'operational'** in nature.

ISSUES – GENERAL:

- **Specific Pedestrian** and Cyclist Requirements – e.g. continuity without excessive diversion, direct links to other transportation modes, and easy-to-use routes to desirable destinations;
- **User Safety** – e.g. adequate width on the road or on a shared facility, minimize 'conflicts' between all users (e.g. pedestrians, cyclists, in-line skaters, scooters, wheelchairs, skateboards, vehicles), and personal security and lighting on dedicated facilities;
- **Integration & Compatibility** with the existing and future transportation system and land use plans – e.g. the Kitsilano Traffic, Cycling, and Parking Plan; the Downtown Transportation Plan; the Downtown Street Car; and developments along False Creek (e.g. Southeast False Creek Sustainable Community);
- **Aesthetics and Views** – e.g. respecting the views of and from the crossings during regular usage and special events;
- **Heritage** – e.g. respecting the City's heritage designation of the Burrard Bridge;
- **Socio-community Impacts** – e.g. impacts to properties and businesses, and opportunities for community economic development and neighbourhood enhancement;
- **Vehicular Capacity** – e.g. impacts to vehicular capacities on bridges and bridge approaches;

- **Navigational Clearance** – e.g. navigational clearance requirements of False Creek, both horizontal and vertical, during construction and operation;
- **Existing Ferry Systems** – e.g. impacts to ferry patronage;
- **Construction Implications** – e.g. the structural compatibility of any extensions to existing bridge systems, and disruptions during construction to all crossing users; and
- **Environmental Impacts** – e.g. air/water quality and noise impacts during construction and operation.

GENERAL PRINCIPLES FOR PEDESTRIAN AND BICYCLE PLANNING

1. EVERY STREET IS A PEDESTRIAN AND BICYCLE STREET.
2. PEDESTRIANS AND BICYCLES ARE PART OF THE TRANSPORTATION NETWORK.
3. THE PEDESTRIAN AND BICYCLE ENVIRONMENT SHOULD BE SAFE.
4. THE PEDESTRIAN AND BICYCLE NETWORK SHOULD BE ACCESSIBLE TO ALL.
5. THE PEDESTRIAN AND BICYCLE NETWORK SHOULD CONNECT TO PLACES PEOPLE WANT TO GO.
6. THE PEDESTRIAN AND BICYCLE ENVIRONMENT SHOULD BE EASY TO USE.
7. THE PEDESTRIAN AND BICYCLE ENVIRONMENT SHOULD PROVIDE GOOD PUBLIC PLACES.
8. THE PEDESTRIAN AND BICYCLE ENVIRONMENT SHOULD BE USED FOR MANY THINGS.
9. THE PEDESTRIAN AND BICYCLE ENVIRONMENT SHOULD BE ECONOMICAL.

New Issues from Workshop #1



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THE EVALUATION

In assessing the range of options to improve pedestrian and bicycle travel across False Creek, the Project Team has developed a series of 'criteria' that will be used in 'testing' each option against the project objectives. Given the diversity of criteria, some of these can be calculated while others cannot. However, both quantitative and qualitative criteria will be assessed and summarized to illustrate which options are preferable.



"Cycling adds an element of adventure and a sense of freedom that simply can't be duplicated."

CRITERIA	RATIONALE	
Facility Usage	<ul style="list-style-type: none"> • Trip purpose (ie. commute, recreation, other) 	<ul style="list-style-type: none"> • User group (ie. pedestrian, cyclist, other)
Efficiency of Movement	<ul style="list-style-type: none"> • Accessibility • Travel time • Vehicular diversion 	<ul style="list-style-type: none"> • Travel continuity • Barriers to movement
User Satisfaction & Safety	<ul style="list-style-type: none"> • User safety • Personal security 	<ul style="list-style-type: none"> • User comfort • Quality of environment
Neighbourhood Effects	<ul style="list-style-type: none"> • Local access • Property impacts 	<ul style="list-style-type: none"> • Visual intrusion
Aesthetics	<ul style="list-style-type: none"> • Views from bridges • Compatibility with existing bridges and surroundings 	<ul style="list-style-type: none"> • Bridge appearance
Heritage	<ul style="list-style-type: none"> • Compliance with City's heritage designation 	<ul style="list-style-type: none"> • Preservation of heritage features
Environment	<ul style="list-style-type: none"> • Impacts to air and water quality during construction • Terrain 	<ul style="list-style-type: none"> • Noise
Navigation	<ul style="list-style-type: none"> • Marine clearance 	<ul style="list-style-type: none"> • Traffic disruption
Cost	<ul style="list-style-type: none"> • Capital costs 	<ul style="list-style-type: none"> • Operating costs
Tourism / Economic Development	<ul style="list-style-type: none"> • New business opportunities / tourist attractions 	<ul style="list-style-type: none"> • Change in land values
Construction Implications	<ul style="list-style-type: none"> • Construction period • Future upgrade / changes 	<ul style="list-style-type: none"> • Disruption to use • Structural compatibility
Ease of Maintenance	<ul style="list-style-type: none"> • Accessibility for maintenance 	<ul style="list-style-type: none"> • Accessibility of pathways
Integration / Compatibility with Other Transportation Systems and Land Use Plans	<ul style="list-style-type: none"> • Linkages to other systems and future plans • Fare integration 	<ul style="list-style-type: none"> • Minimize impacts to other systems



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