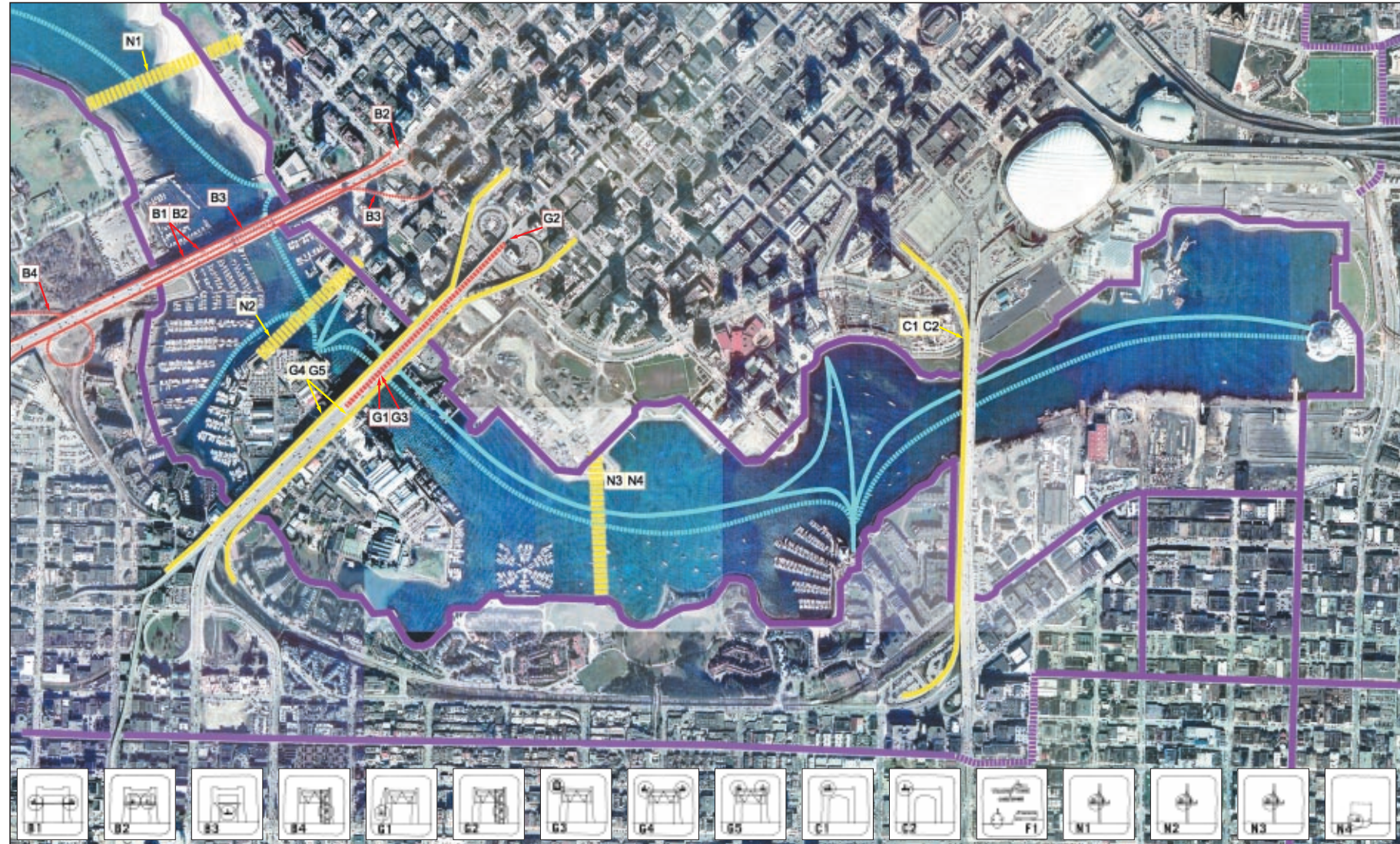




## OLD IDEAS... NEW IDEAS... AND YOUR IDEAS



— OLD IDEAS    — FALSE CREEK FERRY AND AQUABUS ROUTE  
— NEW IDEAS    — BIKEWAY/GREENWAY (INCLUDES BURRARD AND CAMBIE BRIDGE)

**Your Ideas from Workshop/Open House #1**

MAJOR IMPROVEMENTS	'TOOLBOX' OF LOCAL IMPROVEMENTS
<p><b>Burrard Bridge</b></p> <ul style="list-style-type: none"> <li>No new major improvements suggested</li> </ul>	<ul style="list-style-type: none"> <li>Cycling flyover ramp above Pacific Boulevard.</li> </ul>
<p><b>Granville Bridge</b></p> <ul style="list-style-type: none"> <li>Reduce number of lanes to allow separate marked cyclist facilities along roadway.</li> <li>Build a wide walkway above the existing sidewalk including "rooms" for bike shop and café.</li> </ul>	<ul style="list-style-type: none"> <li>Elevator/stairway connection to Granville Island.</li> <li>Signalization of on/off ramp crosswalks.</li> <li>Eliminate vehicular (loop ramp) access to/from Pacific Boulevard.</li> <li>Intersection improvements at Hemlock Street/6th Avenue on-ramp access.</li> </ul>
<p><b>Cambie Bridge</b></p> <ul style="list-style-type: none"> <li>Adjust vehicular lane widths to provide southbound bike lane (on-street).</li> </ul>	<ul style="list-style-type: none"> <li>Stairway/ramp &amp; elevator connections to the seawall at both ends of the bridge.</li> <li>Remove vehicular off-ramp to Pacific Boulevard at north end of bridge so that pedestrians/cyclists going downtown do not have to loop around and under ramp.</li> <li>Intersection improvements at 2nd Avenue on-ramp access.</li> <li>Stairway connection on northeast side to Seawall at Coupers Park (to match southeast side).</li> <li>Ramp connection on the southeast side to southeast False Creek (to match northeast side).</li> </ul>
<p><b>New Crossings</b></p> <ul style="list-style-type: none"> <li>High level pedestrian/cyclist crossing located west of Burrard Street Bridge.</li> <li>Low level pedestrian/cyclist crossing located between Granville Island and Hornby Street.</li> <li>Low level pedestrian/cyclist crossing connecting between David Lam and Charleson Park.</li> <li>High level pedestrian/cyclist crossing connecting between David Lam and Charleson Park.</li> <li>Low level pedestrian/cyclist crossing connecting between Marinaside Crescent and Stamps Landing.</li> </ul>	<ul style="list-style-type: none"> <li>No new minor improvements suggested</li> </ul>

New ideas not identified or sketched on map

**BURRARD BRIDGE:**

B1: Outward sidewalk extensions on both sides of bridge, with north end indirect connector to Hornby Street.

B2: One lane reduction with inward sidewalk widening, plus a north end modified conventional intersection.

B3: Low level pedestrian/cyclist crossing beneath the bridge (Snauqway Proposal).

B4: Cycling ramp at the south end of bridge.

**GRANVILLE BRIDGE:**

G1: Supplementary pedestrian/cyclist crossing suspended beneath the bridge connecting at Granville Island.

G2: Stairway connection to Pacific Street.

G3: Gondola system suspended from the existing bridge.

G4: Outward sidewalk extensions on both sides of bridge to allow shared pedestrian/cyclist facilities.

G5: Reduce lane widths to allow separate marked cyclist facilities along roadway.

**CAMBIE BRIDGE:**

C1: Allow cyclist usage of existing west side sidewalk.

C2: Outward extension of existing west side sidewalk to allow shared pedestrian/cyclist facilities.

**FERRY SYSTEMS:**

F1: Expand ferry system, including new docking facilities, to allow for increased bicycle transport and possible fare integration with transit.

**NEW CROSSINGS:**

N1: Low level pedestrian/cyclist crossing located west of Burrard Street Bridge.

N2: Low level pedestrian/cyclist crossing located between the Burrard and Granville Street Bridges.

N3: Low level pedestrian/cyclist crossing located between the Granville and Cambie Street Bridges.

N4: Floating pedestrian/cyclist crossing located between the Granville and Cambie Street Bridges.





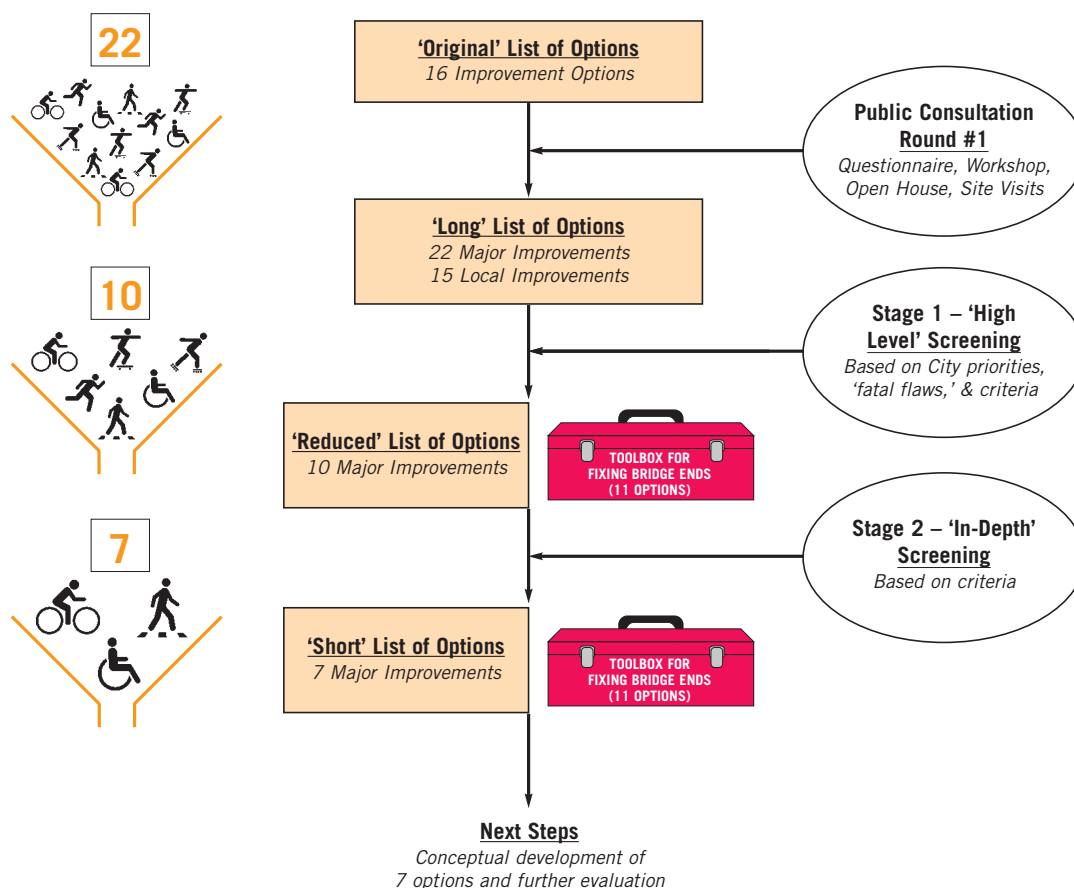
## EVALUATION—PART I: THE PROCESS

The City of Vancouver and the Consultant Team applied a **two-stage** evaluation process to screen the **37 improvement options** that were identified from the first round of public consultation. One of the first steps, however, was to re-organize the numerous options into **'Major Improvements'** – which provide additional space, or capacity, for pedestrians and cyclists on the bridges – and **'Local Improvements'** – which make getting on and off the bridges easier, more efficient, and more safe. Given the nature of the local improvements, it was decided to organize them into a **'Toolbox,'** as many of these 'fixes' are suitable for any of the options associated with the particular bridges.

The second stage of the evaluation **focused only on major improvements**, with the understanding that **local improvements** from the toolbox would be **integrated** with the final major improvement options to ensure that they are 'seamless,' safe, and convenient for pedestrians and cyclists.

Options not short-listed here will remain as potential improvement options that may be considered by the City at a future date.

The evaluation process is outlined below to explain *how we got to here...*





## EVALUATION—PART II: THE RESULTS

An evaluation matrix was developed after Stage 1 to take a **closer look** at the remaining **10 major improvement options**. As part of developing this matrix, the evaluation criteria were re-organized from 13 to 6 key criteria without excluding any of the original measures.

The local improvement options that are now part of the 'toolbox' were not part of the 'official' evaluation where criteria were applied, though they remain important elements of a 'complete' solution. These toolbox options are **linked** with the 'Short-listed' options described in more detail on the next board.



OPTION	EVALUATION CRITERIA						OVERALL
	USAGE	QUALITY OF TRIP	COST	TRAFFIC IMPACT	NEIGHBOURHOOD INTEGRATION	URBAN DESIGN / APPEARANCE	
<b>Burrard 1: Outward Sidewalk Extension on Both Sides</b>	○	◐	◐	○	◑	◑	◑
<b>Burrard 2: Inward Sidewalk Widening on Both Sides (Reduce 1 Lane)</b>	○	◑	○	◑	◑	◐	◑
<b>Burrard 3: Low / Medium Level Beneath Bridge</b>	◐	◐	◐	◐	◐	◐	◑
<b>Granville 1: Suspended Beneath Bridge</b>	◑	◑	◑	○	○	◑	◑
<b>Granville 4: Outward Sidewalk Extension on Both Sides</b>	◐	◐	◑	○	●	◑	◑
<b>Granville 6: Reduce No. of Lanes(2) to Provide Separate Bike Lanes</b>	◐	◐	○	◐	◑	◑	◑
<b>Cambie 2: Outward Extension of West Sidewalk</b>	○	◑	◑	○	◐	◑	◑
<b>Cambie 4: Adjust Lane Widths to Provide for Southbound Bike Lane</b>	◐	◐	○	◑	◑	◑	◑
<b>New 2: Low Level Bridge between Burrard &amp; Granville</b>	◑	◐	◑	◐	◑	◑	◑
<b>New 3: Low / Medium Level Bridge between Granville &amp; Cambie</b>	◐	◑	●	◐	◐	◑	◑

### LEGEND

○ Good    ◐ Good-Fair    ◑ Fair    ◒ Fair-Poor    ● Poor    ■ The 'Short List'



open house

These 'short-listed' options will now be developed in more detail to provide sufficient information for a more comprehensive evaluation. The next round of public consultation in September will make final recommendations on which improvement options best achieve the objectives of this study.



## EVALUATION – PART II: THE ‘SHORT LIST’

### Options

**B1: Outward Sidewalk Extension:** extend the sidewalks on both sides outward to create widened pedestrian/cyclist facilities.

**B2: Inward Sidewalk Widening:** reduce one vehicular lane (likely northbound) along Burrard Bridge and extend the sidewalks on both sides inward to create wider pedestrian/cyclist facilities.

**B3: Low/Medium Level Beneath Bridge:** a separate low/medium level pedestrian/cyclist crossing beneath the Burrard Bridge through the existing openings of the concrete piers. This would be a 'live' bridge that could be adjusted to allow for the passage of marine vessels through the channel.

**G1: Suspended Beneath Bridge:** a medium/high level pedestrian/cyclist crossing suspended beneath the Granville Bridge (likely along the west side) connecting the seawall on the north end and Granville Island on the south end.

**G6: Reduce No. of Lanes (2) to Provide Separate Bike Lanes:** reduce one vehicular lane in each direction along Granville Bridge by merging the Howe St. and Hemlock St. 2-lane on-ramps into single lanes on the bridge. The additional road space would then be used for separate marked bike lanes along the roadway.

**C2: Outward Extension of West Sidewalk:** outward extension of the existing west sidewalk along the Cambie Bridge (from the Nelson/Beatty intersection to 6th Ave westbound off-ramp) to allow for shared pedestrian/cyclist usage.

**C4: Adjust Lane Widths to Provide Southbound Bike Lane:** adjust the vehicular lane widths along the existing Cambie Bridge southbound roadway to provide for a marked bike lane on the roadway (from the Nelson/Beatty intersection to 6th Ave. westbound off-ramp).

### Toolbox: Potential Complementary Improvements

- Cycling loop ramp at south end of bridge.
- Redesign north end of bridge (incl. Pacific/Burrard intersection).

- Cycling loop ramp at south end of bridge.
- Redesign north end of bridge (incl. Pacific/Burrard intersection).

- Elevator/stairway connection to Granville Island.

- Stairway/elevator connection to Pacific Blvd.
- Elevator/stairway connection to Granville Island.
- Signalization of on/off-ramp crosswalks.
- Intersection improvements at Hemlock/6th Ave. on-ramp access.

- Intersection improvements at 2nd Ave. on-ramp access.
- Stairway connection on northeast side to Seawall at Coupers Park (to match southeast side).
- Ramp connection on the southeast side to Southeast False Creek (to match northeast side).
- Stairway/ramp &/or elevator connections to the seawall at both ends.

- Intersection improvements at 2nd Ave. on-ramp access.
- Stairway connection on northeast side to Seawall at Coupers Park (to match southeast side).
- Ramp connection on the southeast side to Southeast False Creek (to match northeast side).
- Stairway/ramp &/or elevator connections to the seawall at both ends.

### Preliminary/Work-In-Progress Characteristics

- Serves the existing high pedestrian/cyclist demands;
- Maintains existing vehicular traffic capacity & navigational clearance;
- Potential property impacts and shadowing effects in the northeast side;
- A heritage-sensitive design will likely require extensions to come inside the heritage features, affecting pedestrian/cyclist traffic flows;
- Potential for new pedestrian/cyclist space of approx. 1–2 m on both sides.

- Serves the existing high pedestrian/cyclist demands;
- Reduces existing vehicular traffic capacity;
- Does not affect marine navigational clearance;
- Minimal neighbourhood, heritage, and aesthetic impacts;
- Relatively low cost option.

- Serves primarily recreational pedestrian/cyclist demands;
- Potential personal security issues during night-time usage;
- Inconvenience associated with frequent opening of bridge for marine vessel passage;
- Potentially high operational costs;
- Potential First Nations issues;
- Potential impacts to the aesthetics and views of the existing bridge;
- Maintains existing vehicular traffic capacity;
- Potential for new pedestrian/cyclist space of approx. 6 m.

- Serves primarily recreational pedestrian/cyclist demands;
- Serves some existing & future commuting demands;
- Maintains existing vehicular traffic capacity;
- Likely would not affect marine navigational clearance;
- Some potential impacts to the aesthetics and views of the existing bridge;
- Most popular citizen suggestion from the 'City Plan' process;
- Potential for new pedestrian/cyclist space of approx. 6 m.

- Existing approach ramp crosswalks only slightly improved;
- Reduces existing vehicular traffic capacity along the bridge (however, additional roadway capacity exists);
- Does not affect marine navigational clearance;
- Minimal neighbourhood and aesthetic/view impacts are expected;
- Relatively low cost option.

- Serves the future high pedestrian/cyclist demands along the bridge (i.e. associated with Northeast & Southeast False Creek developments);
- Maintains existing vehicular traffic capacity and marine navigational clearance;
- Minimal neighbourhood impacts are expected;
- Some potential impacts to the aesthetics of the existing bridge;
- Potential for new pedestrian/cyclist space of approx. 2–3 m.

- Serves the future high pedestrian/cyclist demands along the bridge (i.e. associated with Northeast & Southeast False Creek developments);
- Relatively low cost option;
- Maintains existing vehicular traffic capacity and marine navigational clearance;
- Minimal neighbourhood and aesthetic/view impacts are expected.

–DRAFT–

–DRAFT–



open house