

STREETS FOR EVERYONE

Making Space for Active Transportation on Granville Island

Project Outline

How can we make more room for growth on an island crowded with cars? Our answer is **active transportation**. By reimagining streets for bikes and e-scooters, we can reduce congestion, reduce demand for parking spots, and unlock exciting new spaces for culture, crafts, and community.

Goals

Facilitate modal shift

Increase appeal of active transportation

Attract local visitors

Actions

Dedicated bike lane

Introduce a new mode: Shared e-scooter

Enhance off-island cycling connections

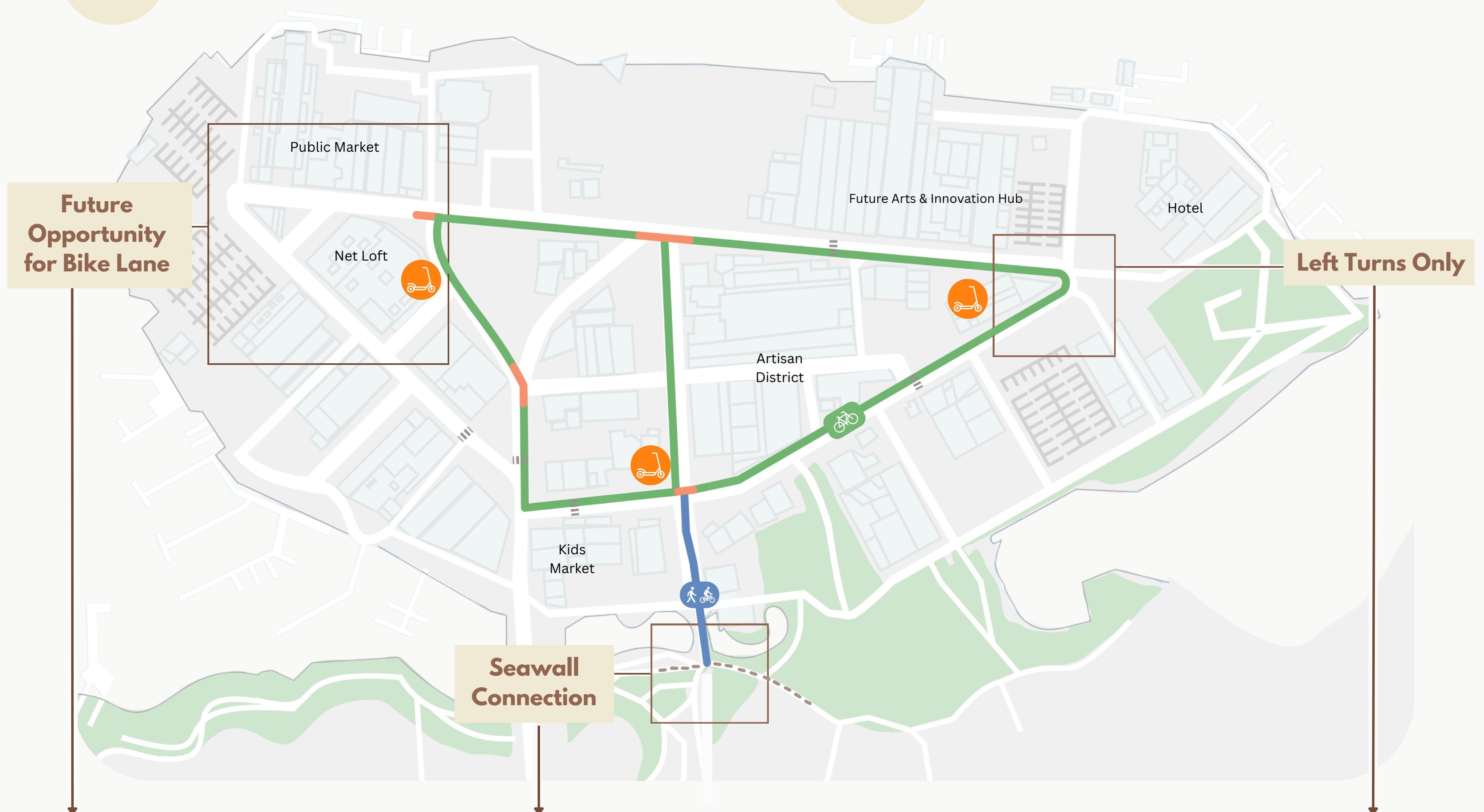
Proposed Active Transportation Network

40

E-scooters Docks Recommended

1,039

metres of Protected Bike Lane



Balancing costs and benefits

We've **excluded the island's western end** from our route due to traffic challenges near the Public Market loading area and the entrance junction, making a rapid bike lane implementation unfeasible.

Roll in, roll out

Our bike lane connects to the Seawall, which **avoids busy vehicle streets** and provides a comfortable connection to the Vancouver cycling network.

Cars keep right, cyclists to the left!

To minimize crossings and conflicts with commercial activities, the bike lane is positioned on the **inner side** of the one-way streets, **aligning with Granville Island's counter-clockwise traffic flow**.

Connected to Communities

Filling in the Gaps

Future land use changes will bring new residents to the communities around Granville Island. Filling in gaps in the surrounding cycling network creates **new potential cyclists** rather than new demand for parking.

Broadway for Everyone

Despite its reputation as a major commercial hub (and future residential hub), Broadway residents face **challenges in accessing Granville Island** and False Creek. Our proposed active transportation lanes and bridges tie into other projects in Vancouver's Active Mobility Plan to make this area much more accessible.



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