

Introduction

South False Creek Seawall Study: Vanier Park to Cambie Bridge



Welcome!

The City of Vancouver is conducting a study of the South False Creek seawall area between Vanier Park and the Cambie Bridge to look at ways to improve active transportation on this important multi-use pathway for people of all ages and abilities. The study is supported by Transportation 2040, the City’s new transportation plan that was approved in 2012.

Background

Vancouver’s Seaside Greenway is cherished by residents and visitors alike. Paths are often filled with people on foot and bike, as well as in-line skates, skateboards, scooters, and other mobility aids. Older sections may suffer from uneven surfaces, overcrowding, and increased conflicts among recreational users and commuters.



Seaside Greenway: Spyglass Place to Stamps Landing

Transportation 2040 Plan

- Increase capacity, safety, and accessibility for all users
- Reduce conflicts
- Provide a comfortable walking and riding surface
- Work towards a more consistent, integrated path system around False Creek

Existing Conditions

This section of the seawall dates back to 1975 and is the oldest section of the seawall network. Existing conditions include:

- Uneven surfaces
- Poor sight lines
- Inconsistent design (e.g. signage, pavement markings, separation) along the pathway
- Shared walking and cycling paths with potential conflicts amongst users and with vehicles
- Overcrowding

Uneven surfaces can limit accessibility for some users, including seniors, people using wheelchairs, strollers and in line skates.



Uneven surfaces



Crowded shared pathways

A crowded narrow path with diverse users, or paths with blind corners can lead to conflicts.



Poor sight lines

Opportunities and Potential Impacts

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Opportunities

Newer sections of the seawall, such as those in David Lam Park and Olympic Village, have been built to higher standards and are designed to accommodate many more users. Features include:

- Separated walking and cycling paths
- Wide paths with clear sight lines
- Smooth surfaces that accommodate people using wheelchairs, in-line skates, skateboards, etc.
- Consistent, clear signage and visual cues that reinforce where to walk or bike

Distinct separated paths for pedestrians and cyclists reduce conflicts. Smooth surfaces accommodate all users.



Smooth asphalt surface for wheeled users

Clear sight lines allow all users to anticipate and avoid conflicts as well as increase overall comfort for active transportation



Clear signage and visual cues reinforce where to walk or bike



Clear sight lines and distinct separated paths

Potential Impacts

The Study will lead to the development of options and conceptual designs with potential impacts.

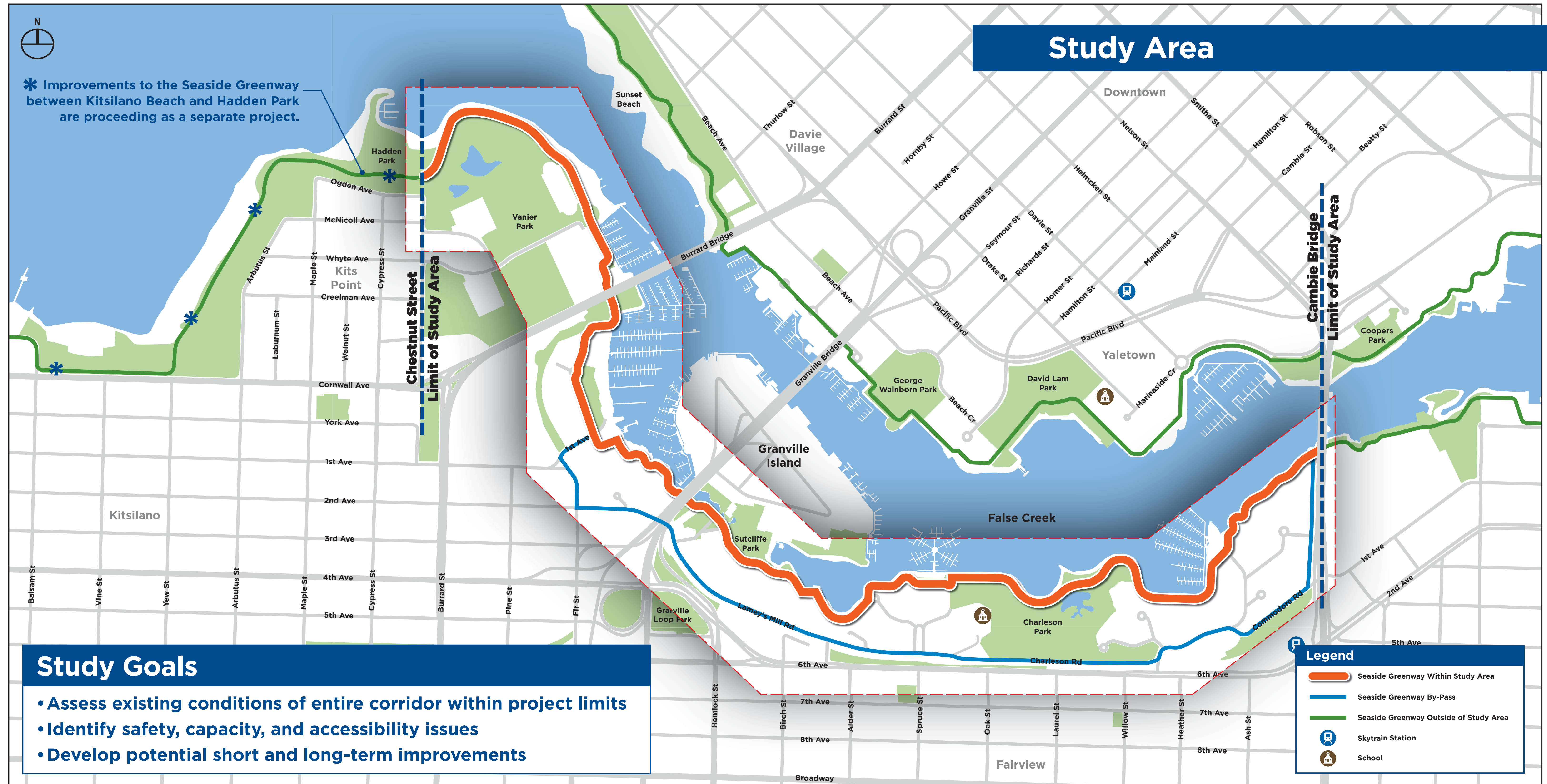


Vehicle parking/access may result in conflicts with pedestrians and cyclists

- Widening paths into park space to create separate paths for walking and cycling.
- Modifying loading zones away from paths to reduce conflicts.
- Restricting vehicle access on walking and cycling pathways to improve safety.
- Removing or relocating existing street furniture to make paths more clear and obstacle free.
- Resurfacing paths to provide an even and comfortable walking and riding experience.

Study Area

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You can help by sharing your specific concerns and ideas.