

# Welcome



## Help us improve the South False Creek Seawall

The City of Vancouver and Vancouver Board of Parks and Recreation are continuing a process to improve conditions for people walking and cycling along the South False Creek Seawall between Cambie Bridge and Burrard Bridge.



## We want to hear from you!

Please take a few moments to review the information on these boards and give us your feedback.

The information presented here is also available on our website at: [vancouver.ca/seawall](http://vancouver.ca/seawall)



# Key to Boards



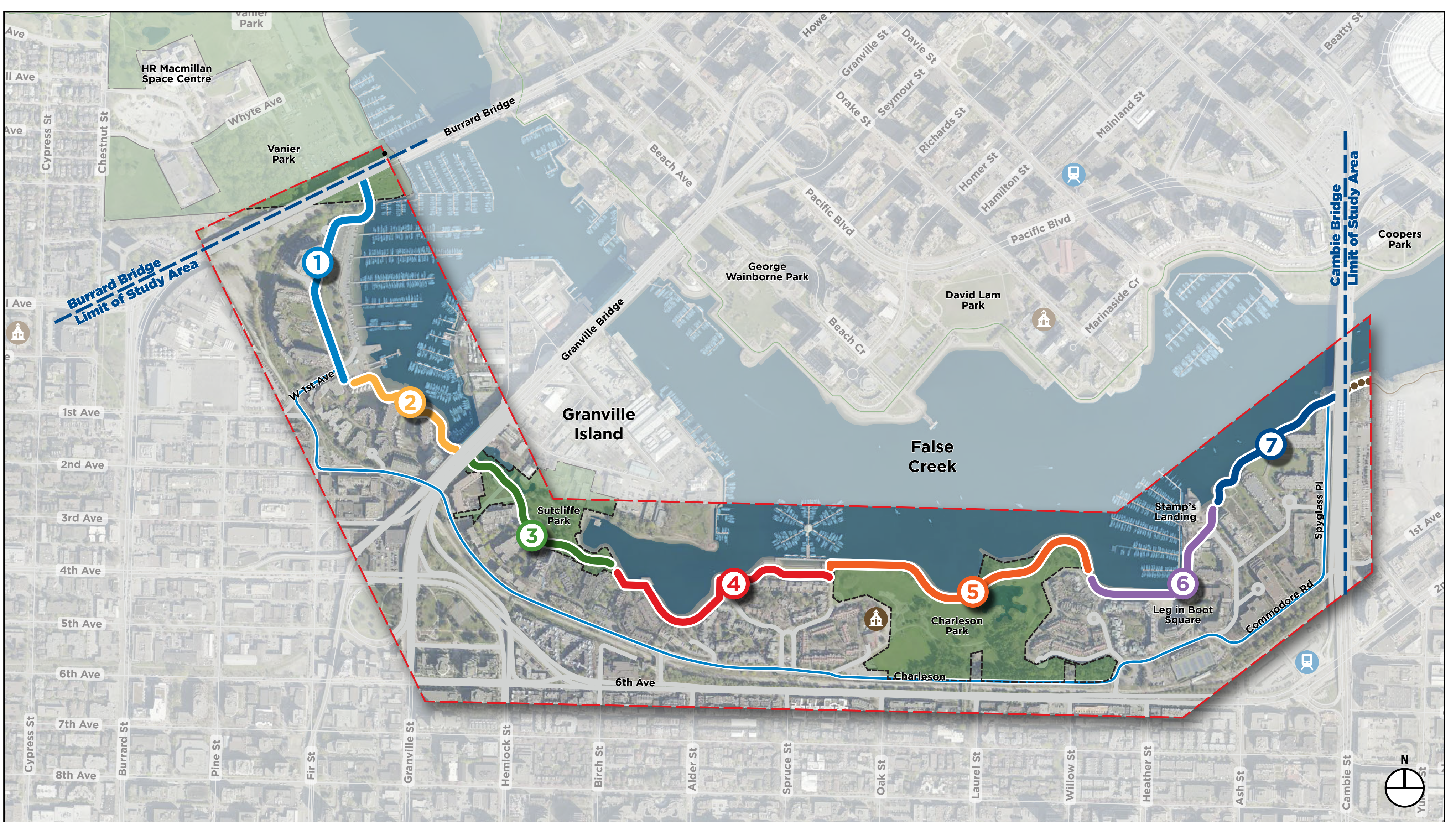
## Introduction Boards

- A** Background
- B** Supporting Policy
- C** Project Goals
- D** What You Told Us
- E** Timeline
- F** Slow Cycling/Seaside Bypass



## Proposal Boards

- 1** **SEGMENT 1** - Creekside Drive: Burrard Bridge to W. 1<sup>st</sup> Ave
- 2** **SEGMENT 2** - W. 1<sup>st</sup> Ave to Anderson St
- 3** **SEGMENT 3** - Sutcliffe Park: Anderson St to Alder Bay Walk
- 4** **SEGMENT 4** - Alder Bay Walk to Ironwork Passage
- 5** **SEGMENT 5** - Charleson Park: Ironwork Passage to Greenchain
- 6** **SEGMENT 6** - Greenchain to Stamps Landing
- 7** **SEGMENT 7** - Stamps Landing to Spyglass Place/Cambie Bridge

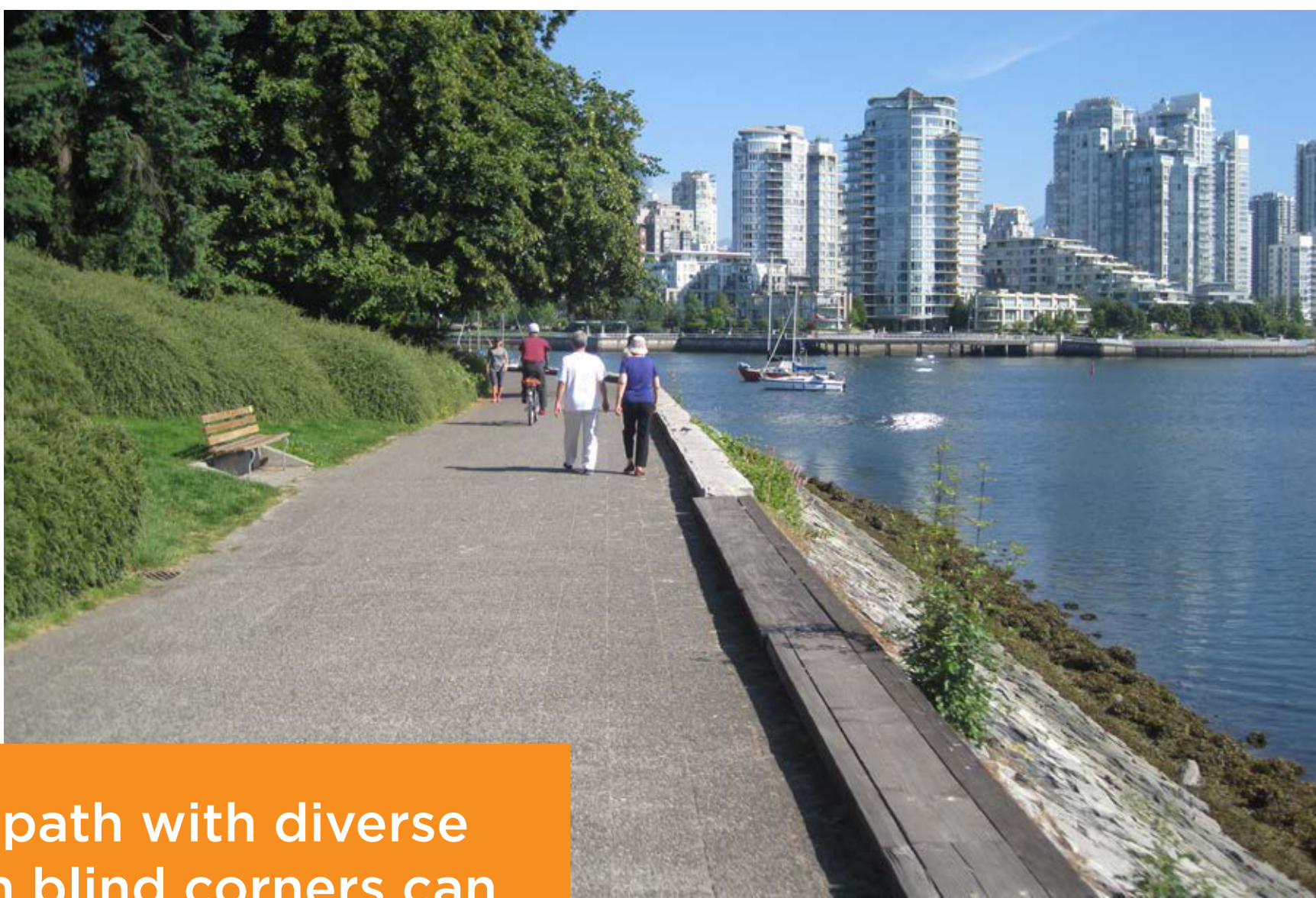




The South False Creek Seawall is the oldest section of Vancouver’s Seaside Greenway, dating back to 1975. It has a unique character, with various sections of shared and separated pathways through a mix of residential, commercial, and recreational uses.

This stretch of the Seawall is a regional recreational destination that also functions as a local neighbourhood pathway for residents. It carries high volumes of people walking and cycling, especially in the summer months.

## Existing Challenges



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



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



Inconsistent design (e.g. signage, path separation) can be confusing to navigate.

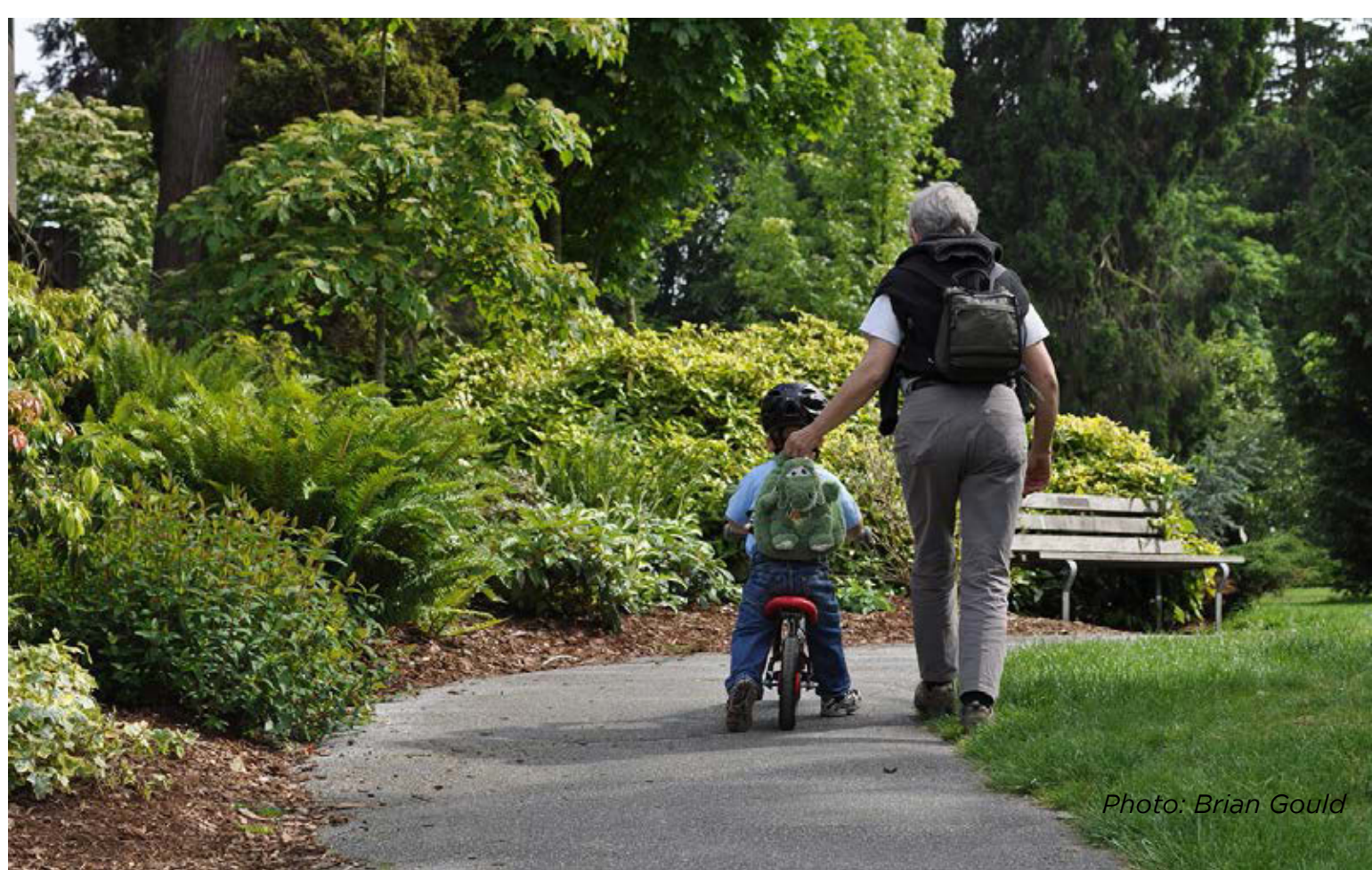


Some sections are accessed by motor vehicles such as delivery trucks, city service or emergency vehicles, and private cars.



## Transportation 2040

Transportation 2040 is a long-term strategic vision for the city that helps guide transportation and land use decisions and public investments. The plan sets long-term targets and includes policies and actions to help us reach them.



## Transportation 2040 Guidance

### Target:

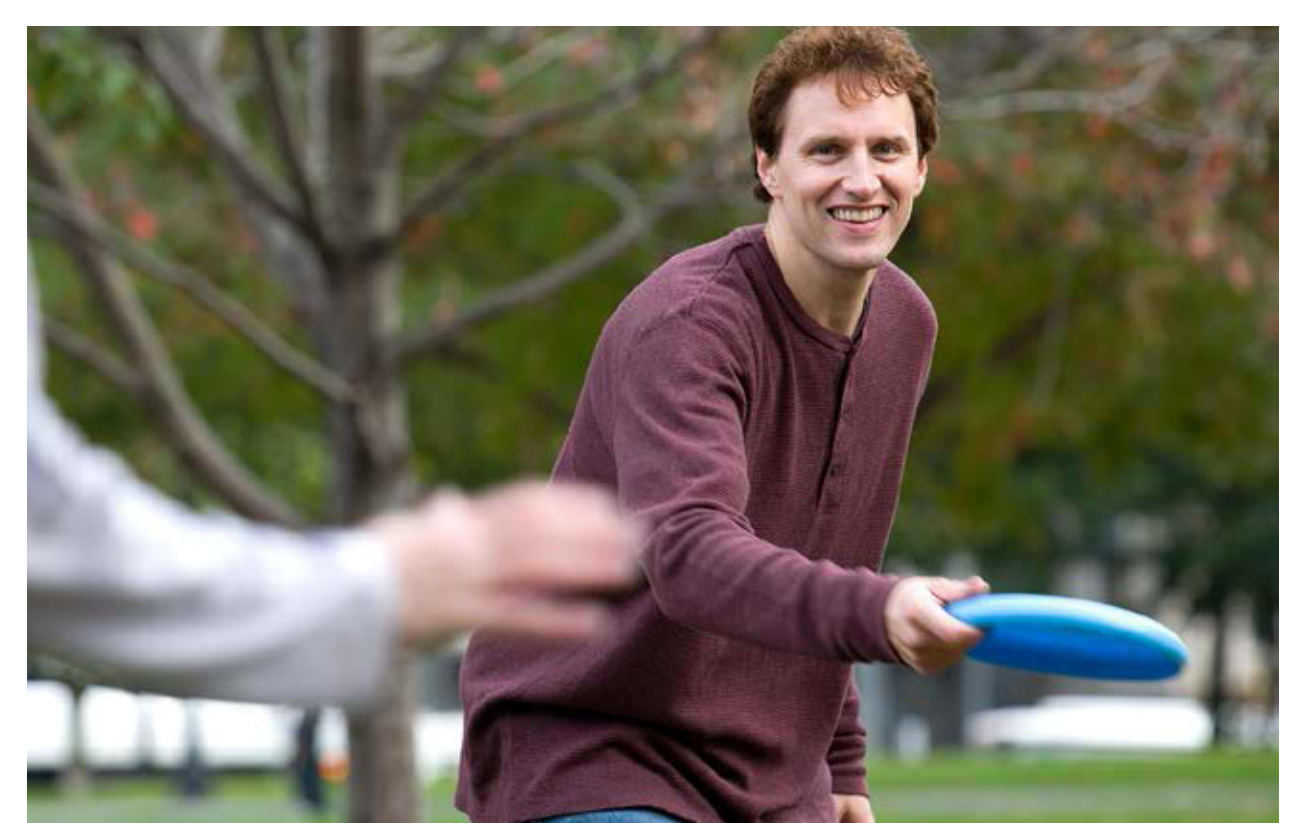
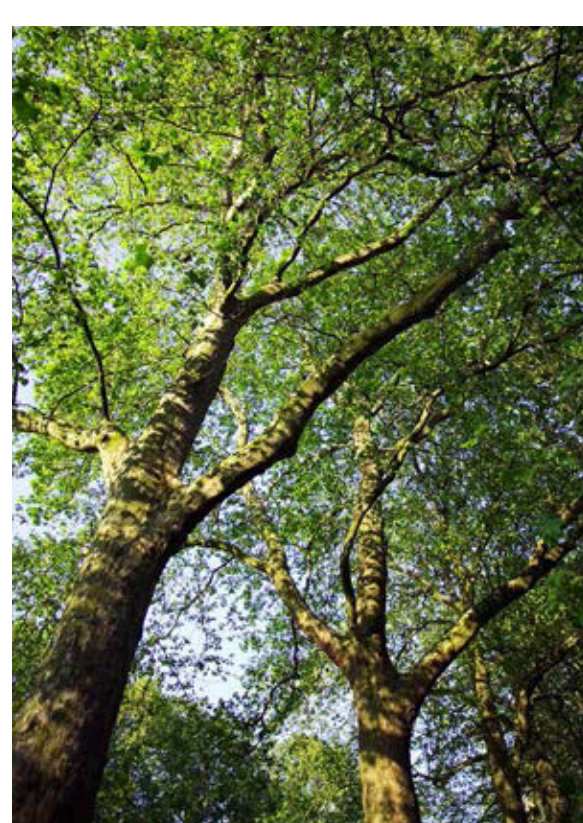
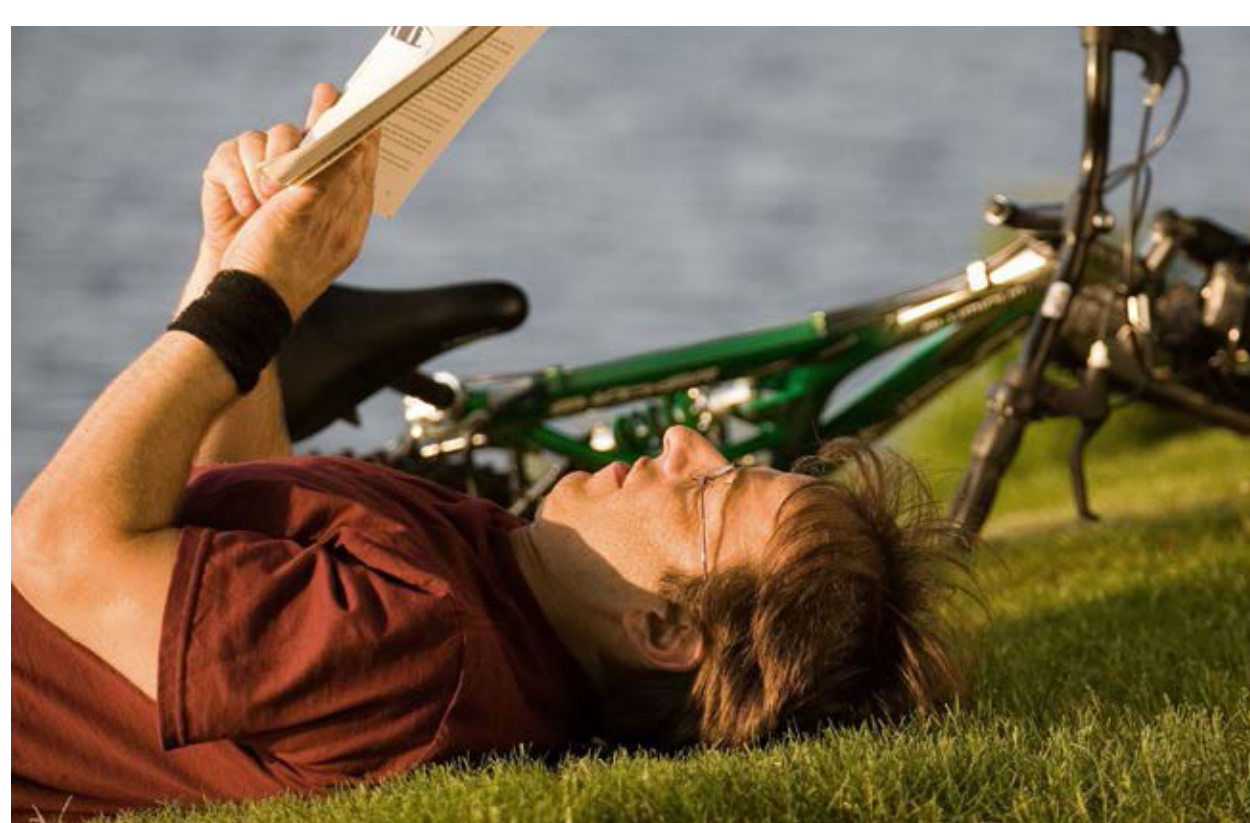
- Make the majority of trips on foot, bike or transit
- Eliminate fatalities from the transportation system

### Emerging Areas of Focus:

“...improve older segments of the Seawall to separate users, provide more space where feasible, reduce conflicts, and ensure an even, comfortable walking and riding surface.”

## Other Policies Supported

- Park Board Strategic Plan
- Greenest City Action Plan - Access to Nature
- Healthy City Strategy - Active Living and Getting Outside





- To upgrade and improve safety of the All-Ages-and-Abilities (AAA) recreational facility on the South False Creek Seawall.

## Key Objectives

- Improve **safety, comfort and capacity** for all users
  - Prioritize walking path closest to the water
  - Manage cycling speeds on this recreational route
  - Reduce vehicle conflicts with people walking and cycling on the Seawall
  - Maintain access for emergency responders
- **Minimize and compensate for impacts** on green space and trees
- Consider **incremental improvements** through this project. Long-term improvements will be considered once city-wide solutions to address sea level rise are identified
- Improve **connections** to and **quality** of the Seaside Bypass cycling route for faster cycling along Lamey's Mill Road, Charleson, Moberly Road and Commodore Road
- Respect the **aesthetic** and **character** that make each segment of the South False Creek Seawall unique





# D What you told us



- August 2013: survey of 543 South False Creek Seawall users
- June 2015: walking tour and workshop with temporary focus group representing 12 key stakeholder groups

## What we heard

Commuting bikes sometimes go too fast. Slow bikes are not an issue

Some paving stones are uneven, or slippery in winter

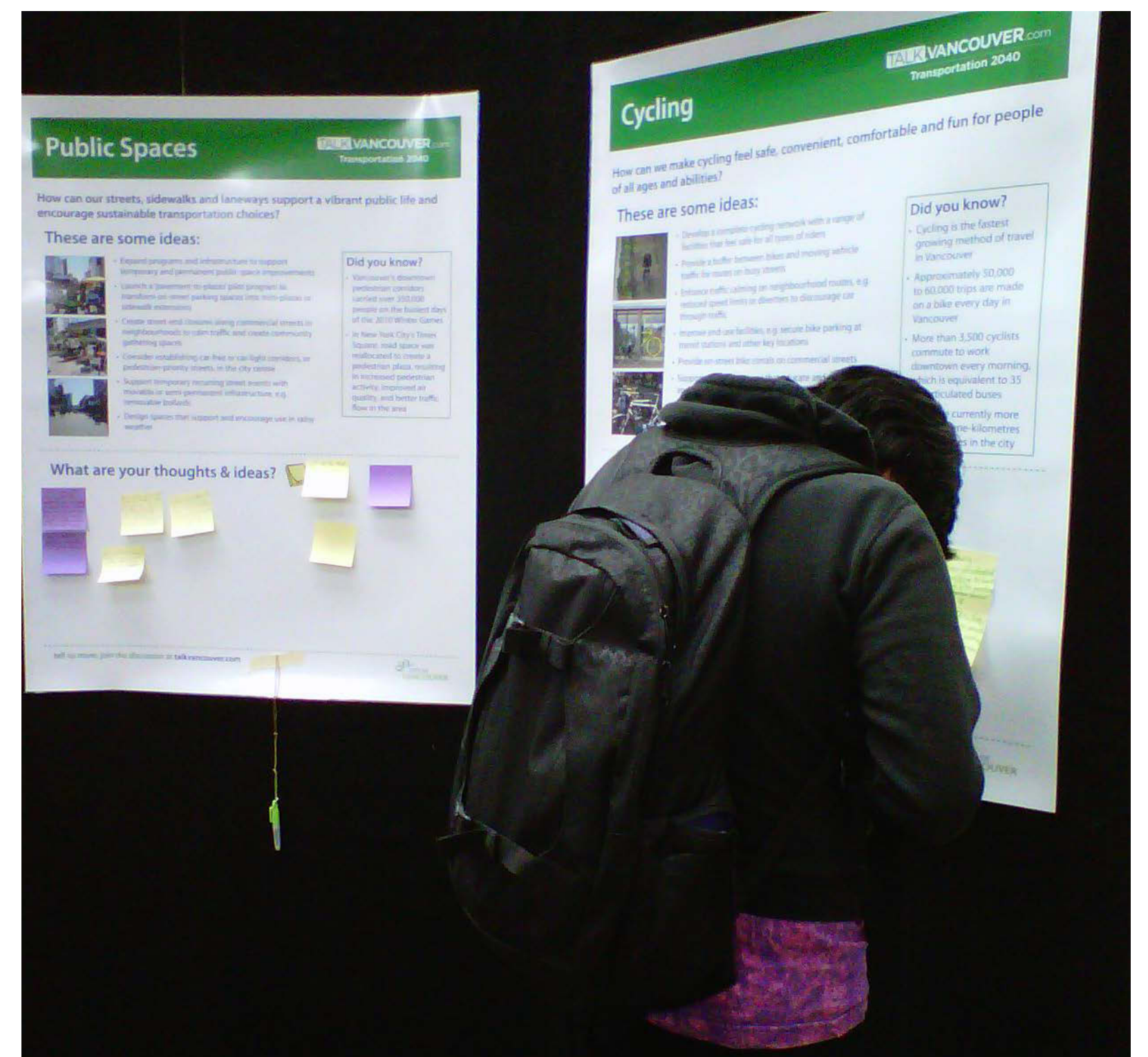
Seaside Bypass needs to be better signed

Unclear where the path splits or merges from shared to separated

Too dark at night in places

Keep the special tranquil places, like trees and gardens

Need solutions to slow down fast cycling while keeping path accessible for people using wheelchairs or walkers



## Moving forward

We used the feedback from the survey and the solutions generated by the focus group, along with technical considerations, to develop the preliminary solutions and design proposals on the following boards.

The focus group also identified some potential solutions that do not fit within the scope of this project, but may be considered in the future. These include:

- Consider widening the Seawall out over False Creek
- Consider replacing flagstone pavers with a more accessible surface
- Consider widening and separating the walking and cycling paths between Burrard Bridge and Creekside Drive as part of the future development of adjacent property
- Consider extending the Seawall along the waterfront through Fisherman's Wharf
- Consider redesigning public spaces along the Seawall to be better utilized







The Seaside Greenway is a place for people of all ages and abilities to enjoy at a leisurely pace. For people who wish to cycle faster to reach their destination, the Seaside Bypass route provides a more direct alternative.

## As part of South False Creek Seawall interim improvements, we will:

- Provide signage at key connection points to direct faster cycling from Seawall to Bypass.
- Design improvements on the Seawall with slow cycling in mind.
- Incorporate fun signage and pavement markings on the Seawall to remind people on bikes to slow down.

## Future considerations for Seaside Bypass route:

- Improve visibility, especially at intersections.
- Repair pavement where needed.
- Improve connections to Bypass from other local bike routes.
- Improve Bypass around Granville Bridge where route is confusing to navigate.
- Review issue of people cycling through the False Creek Elementary school yard to connect from Laurel Land Bridge to Bypass.
- Consider creating a link between the Laurel Land Bridge and the Bypass on Charleson Road.
- Consider closing Charleson Road between School Green and Moberly Road for use by only transit vehicles and people on bikes.

