



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



For more information, visit vancouver.ca/seawall October 2015

Key to Boards



Introduction Boards

- Background
- **Supporting Policy**
- **C** Project Goals
- What You Told Us

Timeline

Slow Cycling/Seaside Bypass



Proposal Boards

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





A Background



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.



B Supporting Policy



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





For more information, visit vancouver.ca/seawall October 2015





• 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



Unclear where the path splits or merges from shared to separated 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

Some paving stones are uneven, or slippery in winter

> Too dark at night in places

Seaside Bypass needs to be better signed

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



E Timeline



Supporting Policy

Walking and cycling have been a transportation priority in Vancouver for over 25 years:

Vancouver Comprehensive Bicycle Plan		1988
Bicycle Network Study	••••••	1992
Vancouver Greenways Plan		1995
The City of Vancouver Transportation Plan	••••••	1997
• 1999 Bicycle Plan	••••••	1999
Pedestrian Safety Study	•••••	2012
More recently, Vancouver City Council has adopted the following plans:		
Greenest City 2020 Action Plan		2011
• Transportation 2040 Plan		2012

Background Research

• Seawall user survey conducted	Summer 2013
South False Creek Pedestrian and Cyclist Safety Study Completed	Fall 2014
Consultation	
• Temporary Focus Group formed to review issues and identify potential solutions	······· Spring 2015
• Solutions refined	
 Public Open Houses to receive feedback on proposed solutions 	
Recommendation	
Review feedback and conduct additional analysis Review feedback and conduct additional analysis	Fall 2015/ Winter 2016
 Public Open Houses to share recommendations/phases/priorities 	
Presentation to Council and Park Board	
 City staff present to City Council a recommended design together with 	
recommended priorities and phasing of the work, based on what was heard through both phases of public consultation	····· Winter 2016
Construction	
 Detailed design and preparation of construction documents 	Spring 2016

or Later

We want to hear from you!

Ways to share your feedback:

- Review the information on these boards and complete a questionnaire in person at an open house or online at vancouver.ca/seawall
- Email: seawall@vancouver.ca
- Phone: 3-1-1

We will use your input to help develop and prioritize options for improving active transportation along the South False Creek Seawall. At the end of this year, you will have a chance to review and comment on the recommendations.



F) Slow Cycling/Seaside Bypass



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.



