

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!

We talked with hundreds of residents in Fall 2015 about key issues and preliminary options to address them. We would now like your input on the recommended designs.

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

Key to Boards



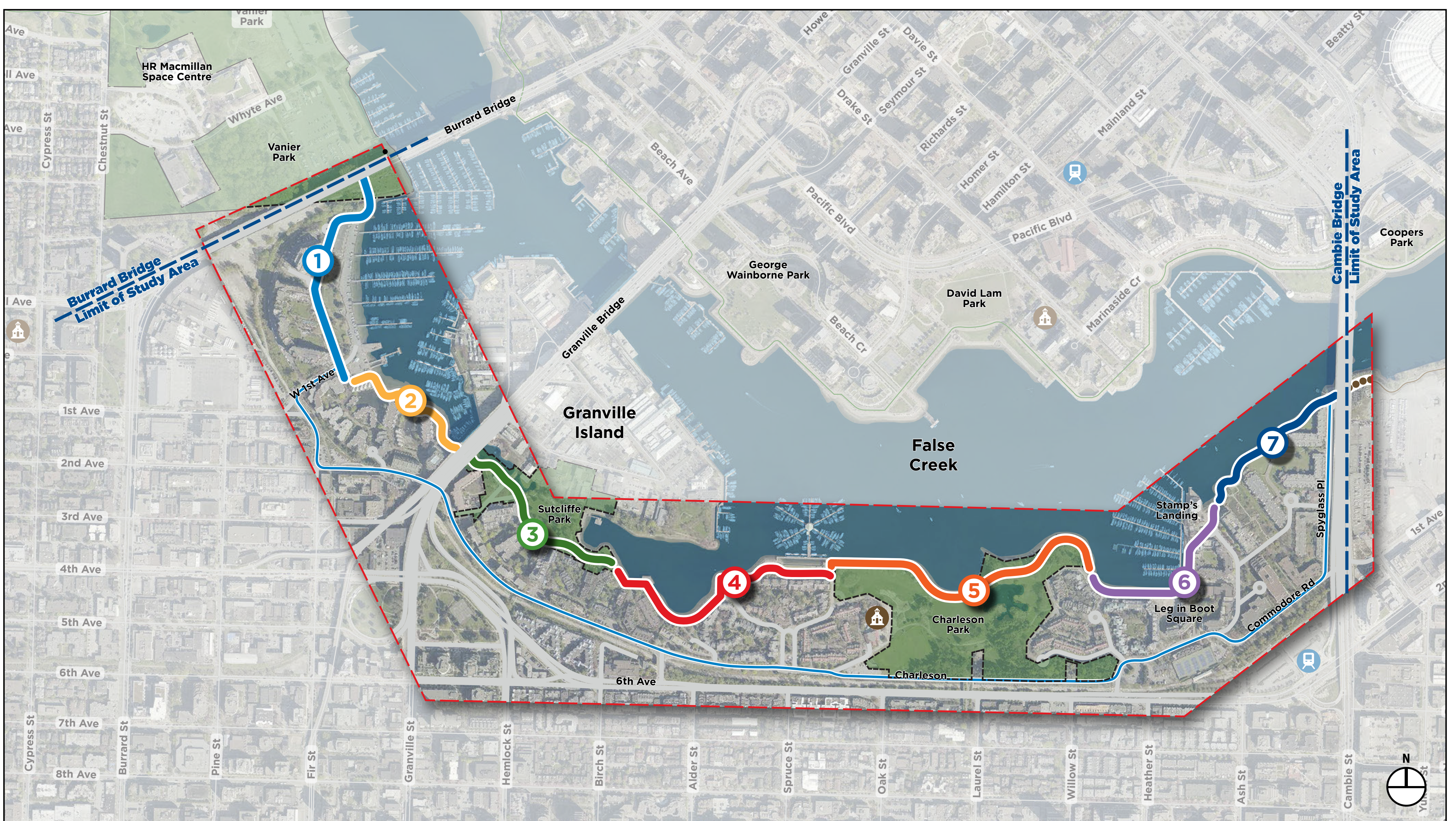
Introduction Boards

- 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. 1st Ave
- 2** **SEGMENT 2** - W. 1st 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



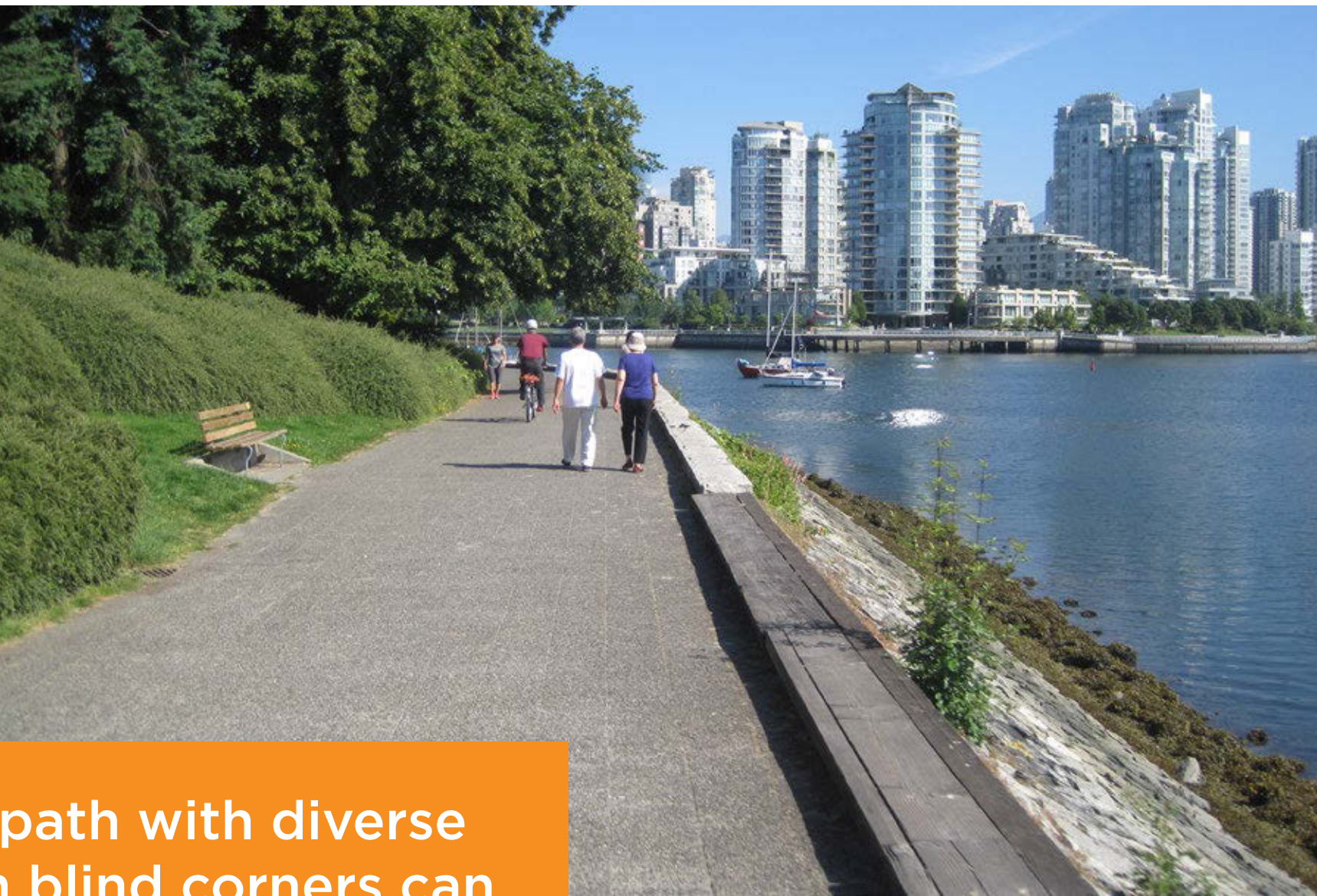
A Background



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.

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:

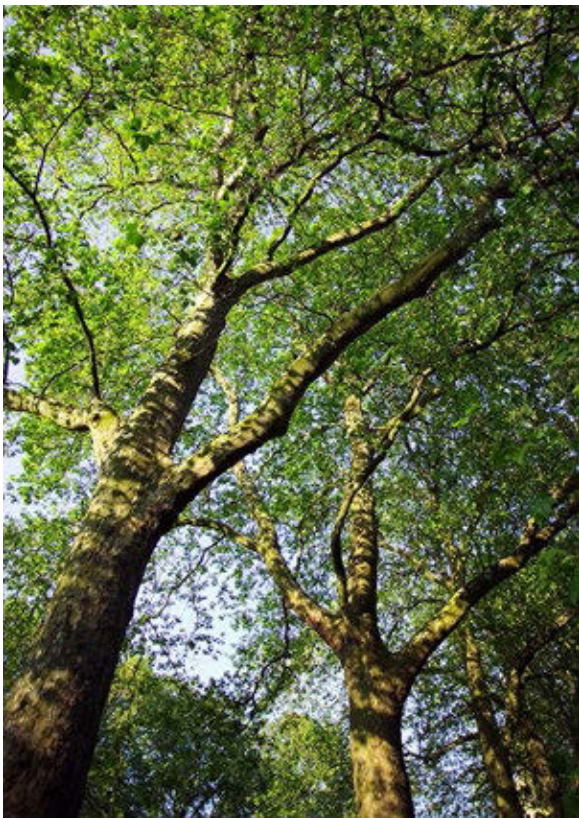
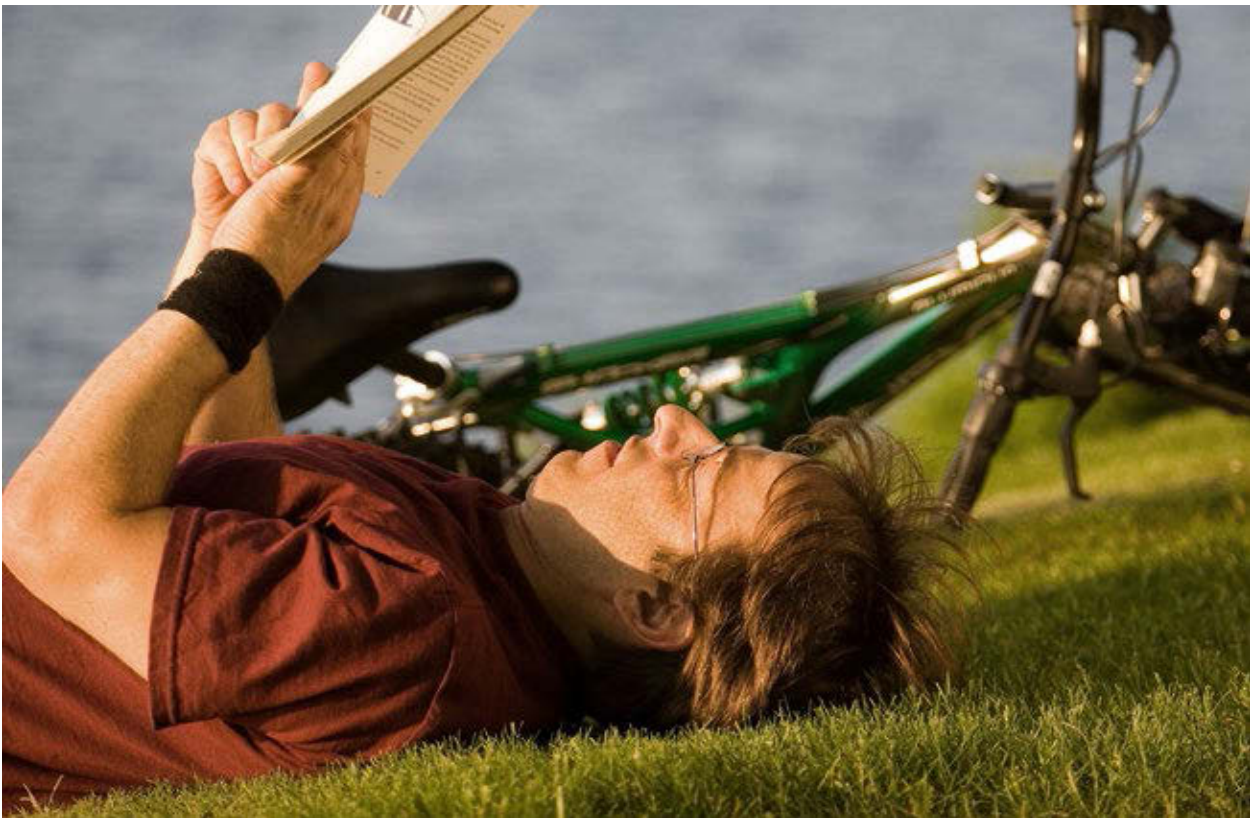
- Make the majority of trips on foot, bike or transit
- Achieve zero traffic-related fatalities

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

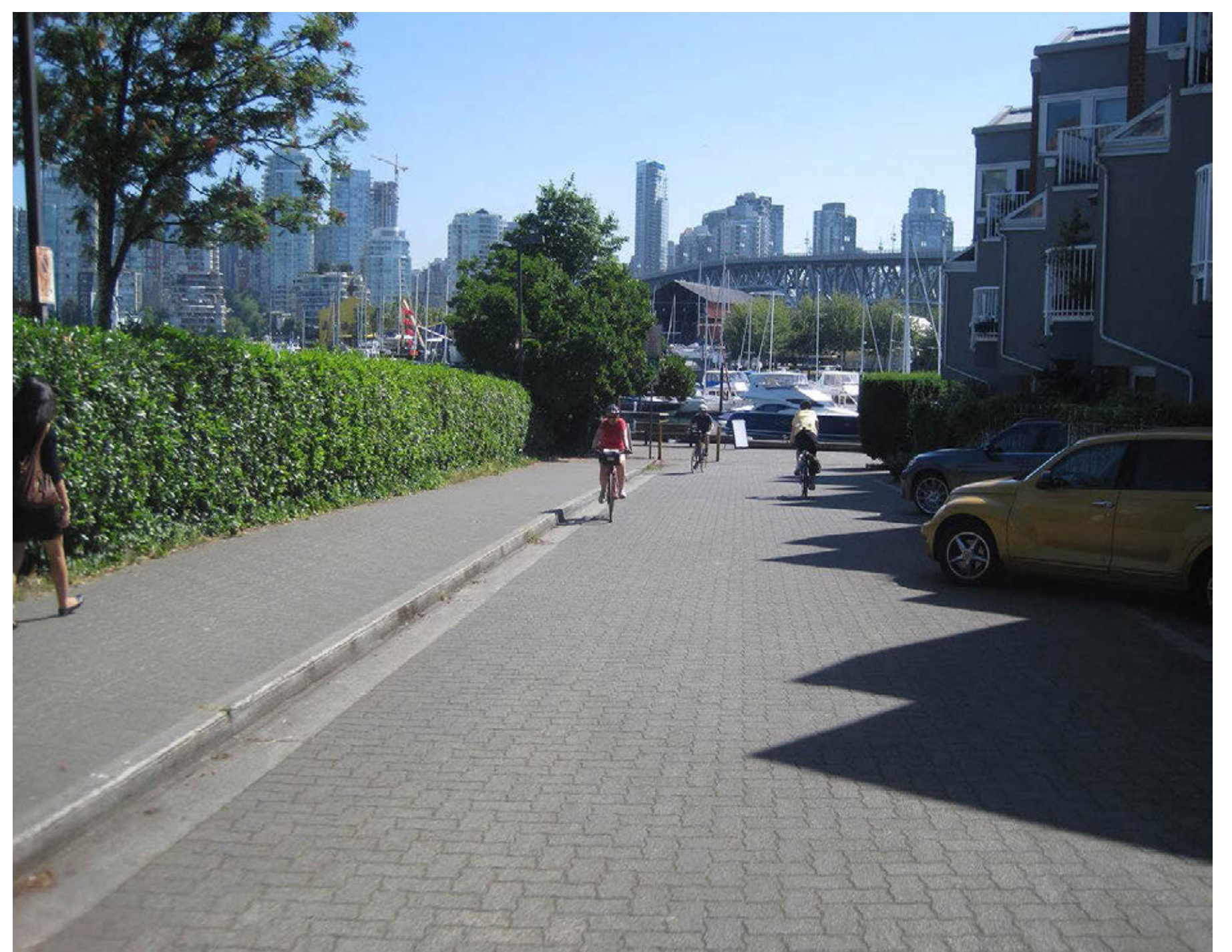
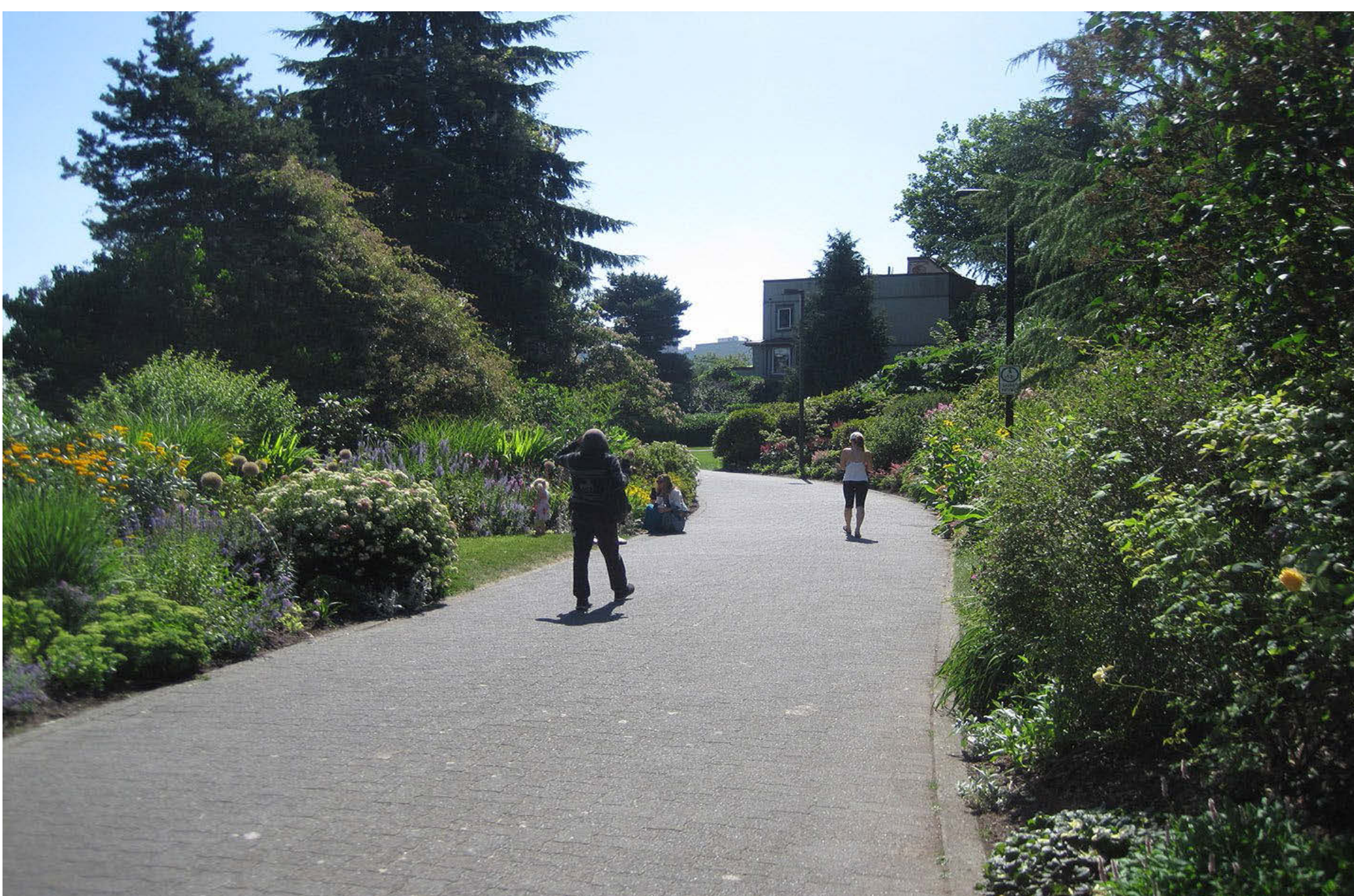
- Park Board Strategic Plan
- Greenest City Action Plan - Green Transportation, Access to Nature
- Healthy City Strategy - Getting Around, Active Living & Getting Outside
- Renewable City Strategy



- 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



Phase 1 Highlights

- August 2013: survey of 543 South False Creek Seawall users

Phase 2 Highlights

- June 2015: walking tour and workshop to generate solutions with temporary focus group representing 12 key stakeholder groups
- October 2015:
 - 2** Public Open Houses
 - 300** Attendees at Open Houses
 - 397** Feedback Surveys Completed



Phase 2 Feedback Survey

In October 2015, we asked for your input on proposed solutions and design options. A feedback survey was available at the open houses and online. We asked whether components of each solution would improve conditions on the Seawall.

Overall, survey respondents supported the proposed changes. Across the seven segments:

- 74-87% supported proposals to **separate** walking and cycling through paint and signage or through medians
- 67-80% supported proposals to **widen** the existing pathway where needed to allow for separation

Responses to proposals are shown on each of the segment boards.

“I am particularly concerned about speeding bikes.”

“My main concern as a person who walks this route once or more a day - please, please separate the cycling path from the pedestrian path.”

“An improved and well-signed bypass route is essential to improving the safety of the seaside path.”

“This part of the Seawall needs a public washroom!”

“Better lighting is needed.”

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

• Healthy City Strategy

2014

• Renewable City Strategy

2015

Background Research

- Seawall user survey conducted

Summer 2013

• South False Creek Pedestrian and Cyclist Safety Study Completed

Fall 2014

Consultation

- Public Open Houses and online questionnaire to receive feedback on proposed solutions

Fall 2015

Recommendation

- Review feedback and conduct additional analysis

Fall 2015

• Public Open Houses to share recommendations/phases/priorities

Winter 2016
- We Are Here

Seek Approval from Council and Park Board

- Staff present to City Council and Park Board to seek approval on recommended designs, priorities, and phasing of implementation, based on what was heard through all phases of public consultation

Spring 2016

Construction

- Detailed design and preparation of construction documents

Spring 2016

• Begin construction on first phase

or Later

We want to hear from you!

We will consider all input as we refine our recommendations for approval by City Council and Park Board.

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.

What We Heard

- Improve visibility, especially at intersections. (85% Yes, 2% No)
 - Improve the route around Granville Bridge where it is confusing to navigate. (88% Yes, 3% No)
 - Improve connections to other local bike routes. (83% Yes, 3% No)
- Create a link between the Laurel Land Bridge and the route on Charleson. (69% Yes, 8% No)
 - Address the issue of people cycling through the False Creek Elementary School yard. (65% Yes, 6% No)
 - Close Charleson between School Green and Moberly Road for use by only transit vehicles and people on bikes. (49% Yes, 22% No)

Recommendation

Recommended Solutions	Why?	When?
<div>Provide signage to improve key connections between the Seaside Greenway/Seawall and the Seaside Bypass:<ul style="list-style-type: none">• Old Bridge Walk• The Castings• Greenchain /Ferry Row and Millyard• Moberly Road from Stamps Landing• Spyglass Place</div>	Improving connections will increase awareness of the Bypass route.	2016
<div>Provide paint, signage and minor concrete work to clarify movements and improve cycling comfort at key intersections:<ul style="list-style-type: none">• Lamey’s Mill Road and Alder Crossing• Moberly Road and Charleson• Commodore Road and Moberly Road• Lamey’s Mill Road and Charleson</div>	Improving the quality of the Bypass route will encourage more people to use it to access their destinations.	2016
Future Considerations	Why?	
Improve Seaside Bypass route between Granville and Burrard Bridges, and improve connections to Burrard Bridge and York Bikeway.	These routes provide important connections in the city-wide bike network.	
Improve connections between the Seaside Greenway (Seawall), the Laurel Land Bridge, and the Seaside Bypass route.	Improving these connections will provide alternatives to cycling through the False Creek Elementary School yard.	
Close Charleson between School Green and Moberly Road to vehicle traffic and maintain access for transit vehicles and people on bikes.	Eliminating through vehicle traffic on the Bypass route will increase safety and comfort for people on bikes and reduce shortcutting on neighbourhood streets.	



Lamey’s Mill Road at Alder Crossing, looking East



Charleson at Sports Fields, looking East

Recommendation Continued



“Improving signage about, access to, and the quality of the Seaside Bypass is critical to removing ‘fast’ cycling from the Seawall and improving the comfort and safety of pedestrians, ‘slow’ cyclists, and other Seawall users.”

“There needs to be better awareness that this route exists.”

“Being able to cycle from the Seawall and the Bypass to other cycles routes, the Canada Line and the bridges is very important.”

Thank you!



We would like to acknowledge the members of the **Temporary Focus Group** for their time and effort working with staff to identify issues and solutions for the improvements proposed and incorporated into these Public Open House materials. These members represent the following organizations:

- **False Creek South Neighbourhood Association**
- **False Creek Elementary**
- **Leg-in-Boot Square businesses**
- **Charleson Community Garden**
- **Granville Island Business and Community Association**
- **HUB Your Cycling Connection**
- **Vancouver Public Space Network**
- **Seniors Advisory Committee**
- **Active Transportation Policy Council**
- **Persons with Disabilities Advisory Committee**
- **Children, Youth and Families Advisory Committee**
- **Women's Advisory Committee**

