

Identified Issues and Proposed Solutions

Issues

- A** Narrow shared street and narrow sidewalk increase potential for conflicts between people driving, walking and cycling. Slope can increase speeds of people cycling.
- B** Overgrown vegetation and placement of bollards reduce visibility and present hazards around tight corner. Public fish market generates high volumes of foot traffic during peak summer months, further increasing the potential for conflicts
- C** Shared pathway has several curves that limit visibility. Uneven pavement surfaces compromise safety and comfort for people walking and cycling.
- D** Crossing at Anderson Street does not have a signal to direct people walking, cycling and driving, and the crosswalk is not painted as a cross-bike. Bridge piers south of the crossing limit visibility for people driving.

Proposed Solutions

- Consider widening sidewalk. Encourage people who wish to cycle faster to use the Seaside Bike Bypass route. Provide pavement markings and fun signage to remind people on bikes to slow down.
- Trim vegetation on both sides to improve visibility. Reconfigure bollards and paint markings to improve flow of foot and bike traffic around corner.
- Provide painted separation between walking and cycling paths. Repair pavement surfaces. **Refer to Board 2.2**
- Re-paint the crossing to include separate crossings for people walking and biking. Consider introducing a traffic signal to clarify right of way.



A Island Park Walk, looking South to Creekside Dr

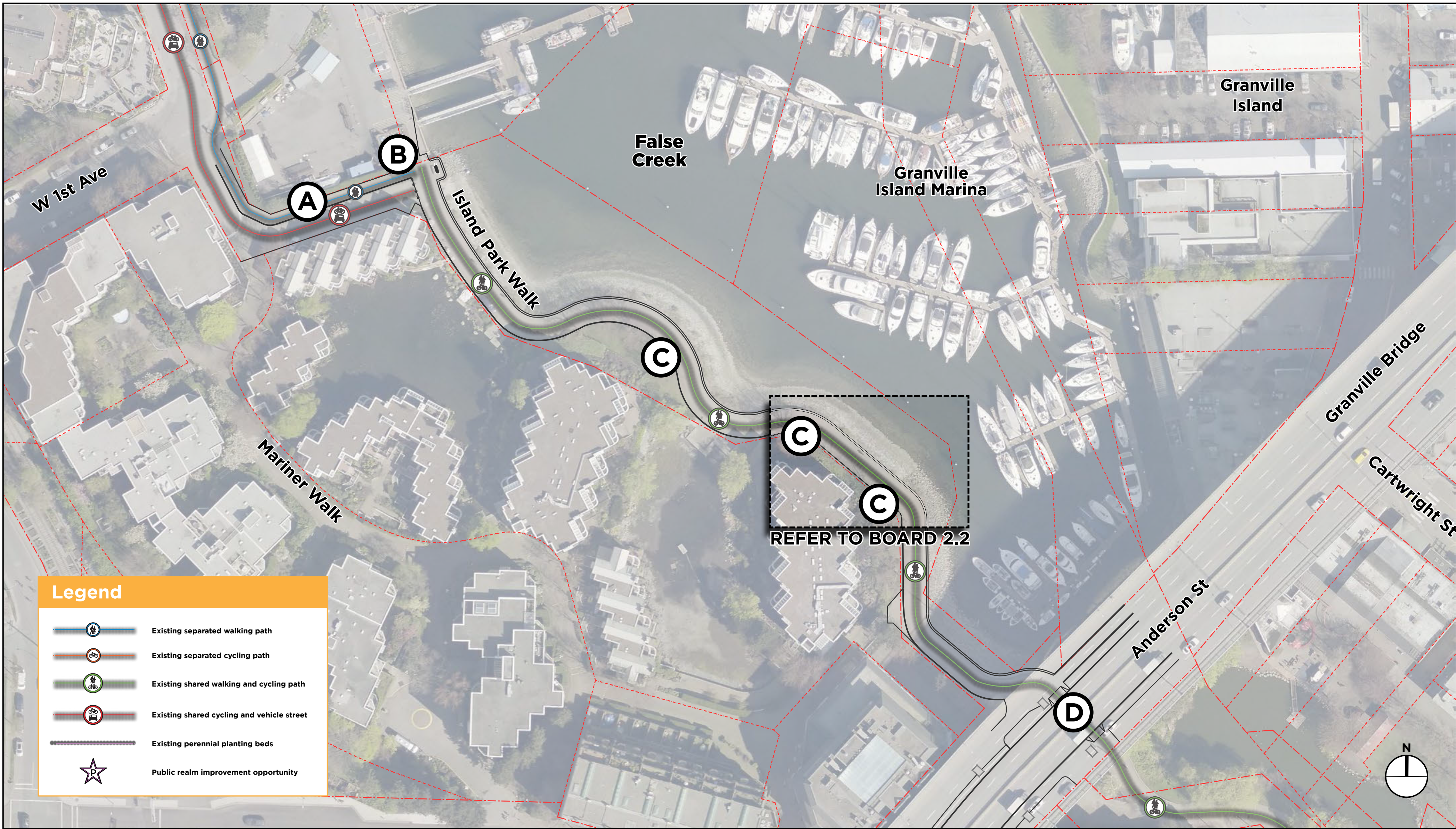


B Island Park Walk, shrubs encroaching on path

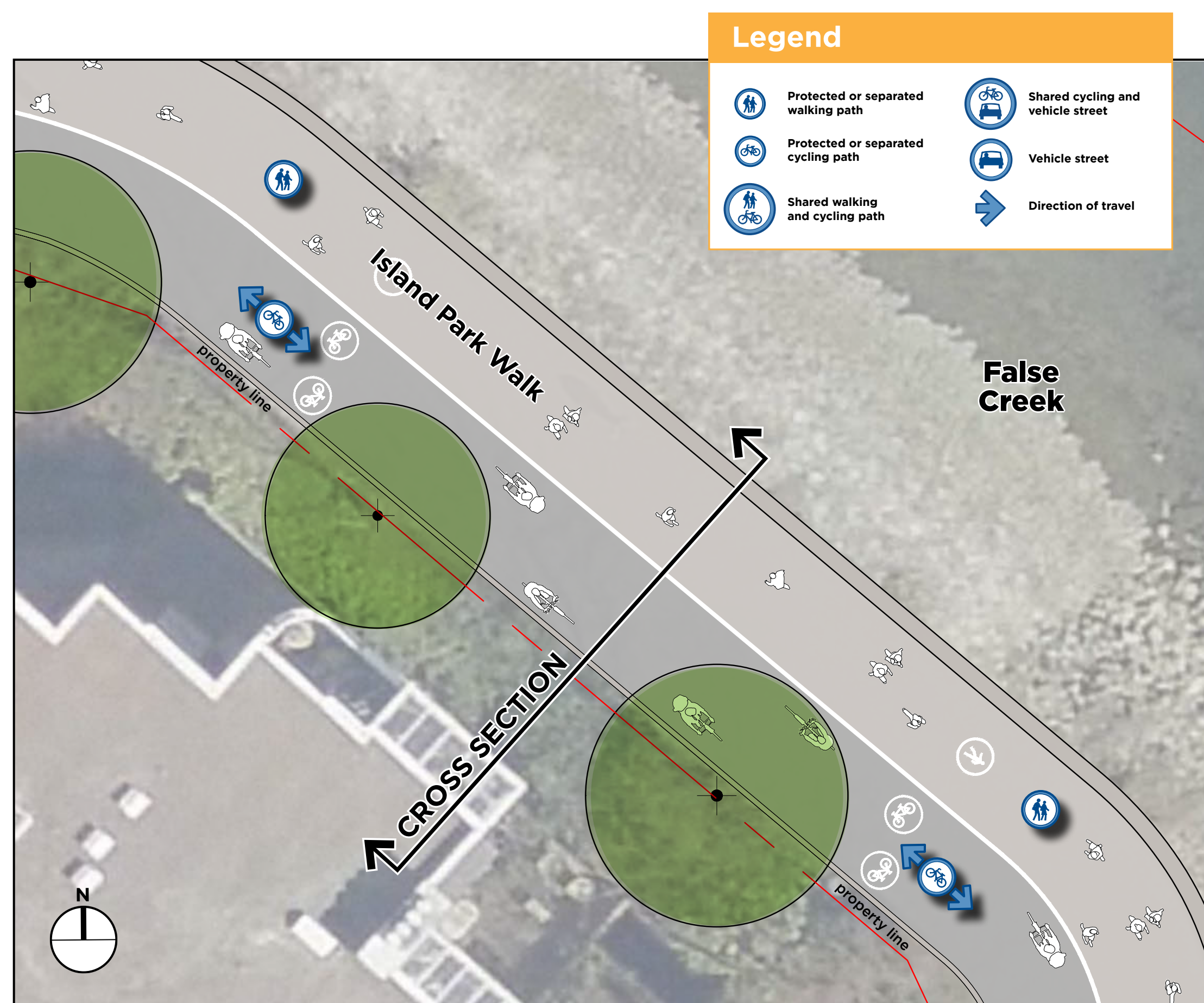


C Island Park Walk, shrubs encroaching on path

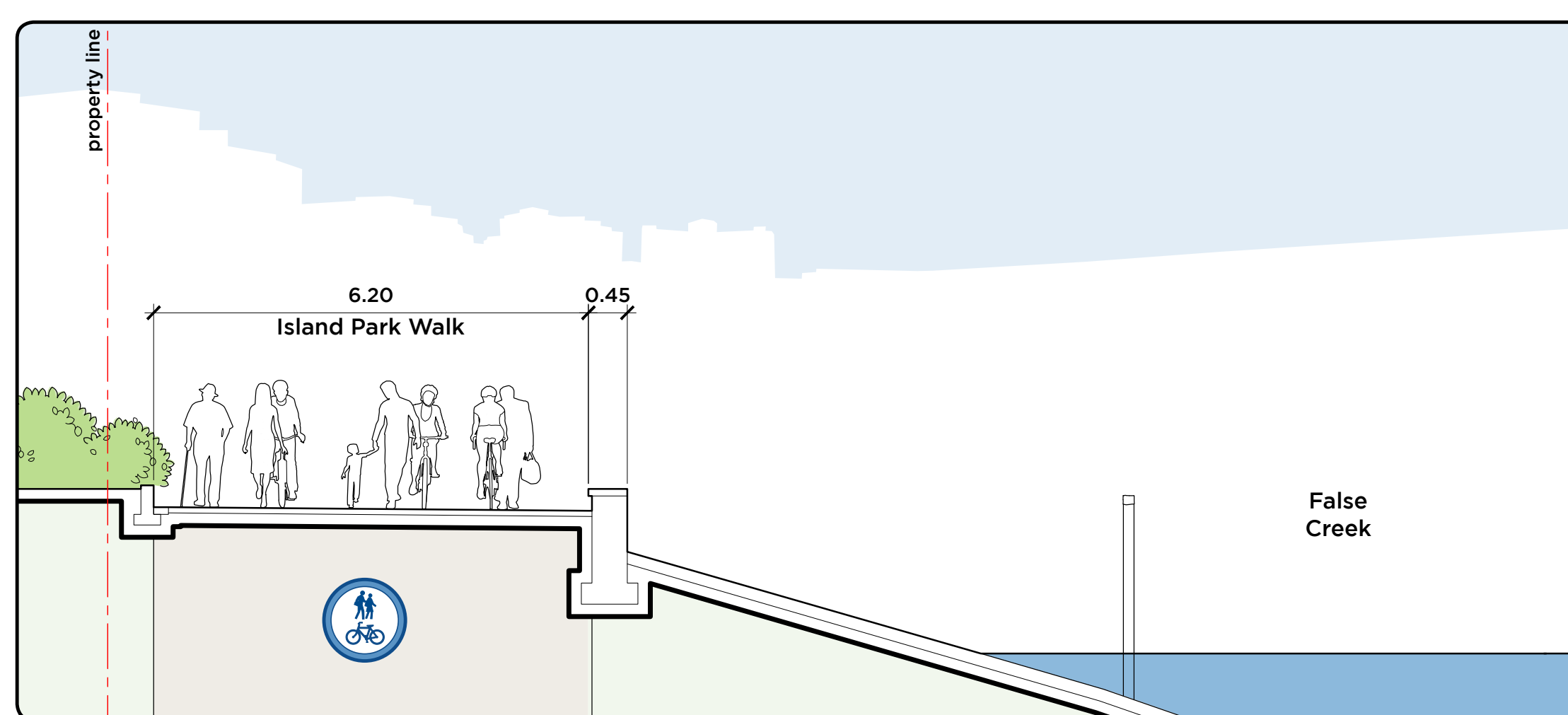
Existing Conditions



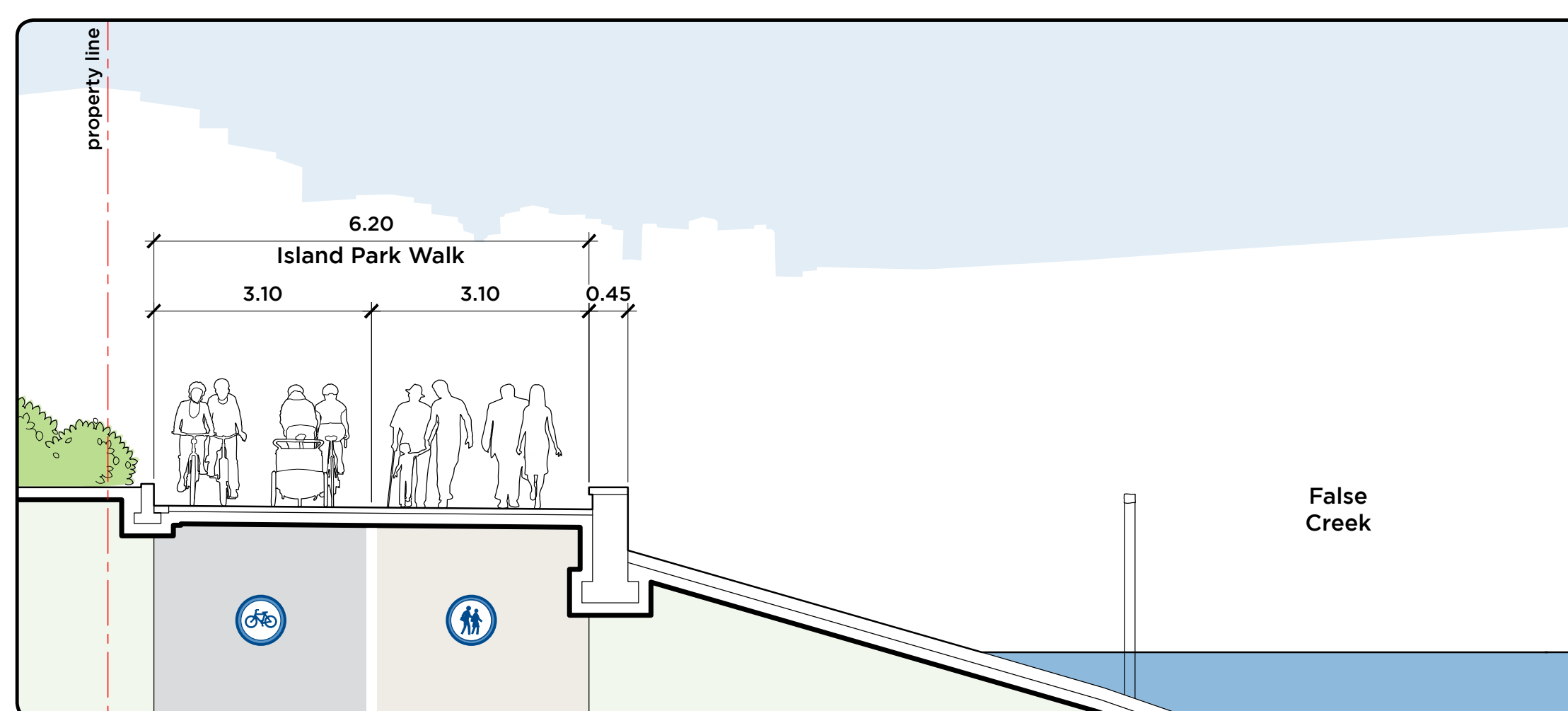
Proposed Design: Pavement Markings and Signage



Proposed Plan



Existing Cross Section



Proposed Cross Section

Key Components of Design

- Maintain existing 6.2m total path width.
- Separate walking and cycling paths with pavement markings, signage, and physical separation where space allows.
- Prune vegetation that overhangs and constrains path.



Island Park Walk, looking East



Island Park Walk, looking West

| Key Components | Why they are being proposed |
|---|---|
| <ul style="list-style-type: none">• Maintain existing 6.2m total path width. | Existing path meets minimum desired width of 6.0m. |
| <ul style="list-style-type: none">• Separate walking and cycling paths with pavement markings, signage, and physical separation where space allows. | To improve safety and comfort for people walking and cycling. |
| <ul style="list-style-type: none">• Prune vegetation that overhangs and constrains path. | To ensure that full path width is available for users. |
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