

Identified Issues and Proposed Solutions

Issues	Proposed Solutions
<p>A Shared space through marina loading area increases potential for conflict between people walking, cycling and driving.</p>	<p>Re-align cycling path through marina loading area. Consider providing physical separation between vehicle loading area and walking path. Refer to Board 5.2 Routing Option 1</p> <p>Provide paint and pavement markings to direct users through the shared space. Refer to Board 5.2 Routing Option 2</p>
<p>B Existing shared pathway is too narrow to provide separate walking and cycling paths. Visibility is limited in some areas.</p>	<p>Widen pathway to a minimum of 6 metres and provide painted or physical separation between the walking and cycling paths.</p>
<p>C Lack of separation between off-leash dog area and Seawall presents a safety hazard for dogs, their owners and people cycling.</p>	<p>Consider options to provide protection and enhancements to off-leash area like benches, water fountains and bag dispensers.</p>
<p>D Slope of paths down from Seaside Bike Bypass and Laurel Land Bridge encourage faster cycling speeds.</p>	<p>Incorporate measures to manage cycling speeds. 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.</p>
<p>E Shared pathway is too narrow and visibility is very limited around the point.</p>	<p>Formalize the existing worn dirt cycling path and designate the current shared pathway as walking only. Refer to Board 5.2 Routing Option 1</p> <p>Widen existing pathway by removing some landscaping. Refer to Board 5.2 Routing Option 2</p>
<p>F Increased potential for conflicts between people driving and people cycling on roadway</p>	<p>If worn dirt cycling path is formalized, add paint markings to direct movements. Refer to Board 5.2 Routing Option 2</p>



A Seawall, looking West toward Spruce Harbour Marina parking



B Seawall, looking East, from West section of Charleson Park



C Seawall, looking East, next to off-leash dog area



E Seawall, looking West, from East section of Charleson Park

Existing Conditions



Routing Option 1



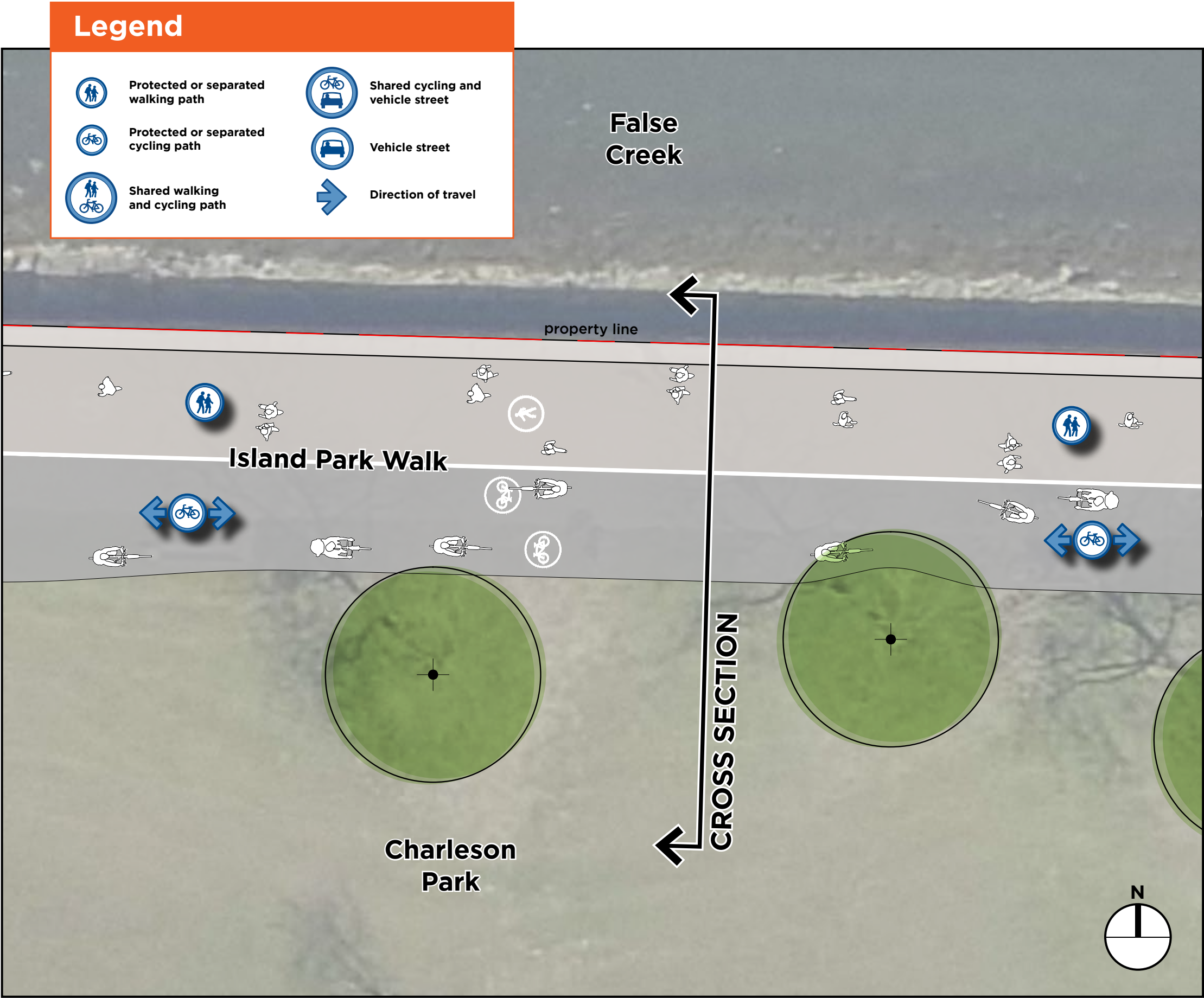
- 1a Route 3.0m wide asphalt cycling path directly off Ironwork Passage adjacent to existing walking path.
- 1b Maintain and widen existing route for walking and cycling. Refer to Board 5.3
- 1c Route 3.0m wide cycling path between grove of trees and community garden. Shift some garden amenities south to accommodate. Enhance access to existing fountain.
- 1d Maintain existing path for walking only.
- 1e Maintain and widen existing route for walking and cycling. Refer to board 5.4
- 1f Route 3.0m wide asphalt cycling path along existing worn dirt path between trees to meet Greenchain.

Routing Option 2

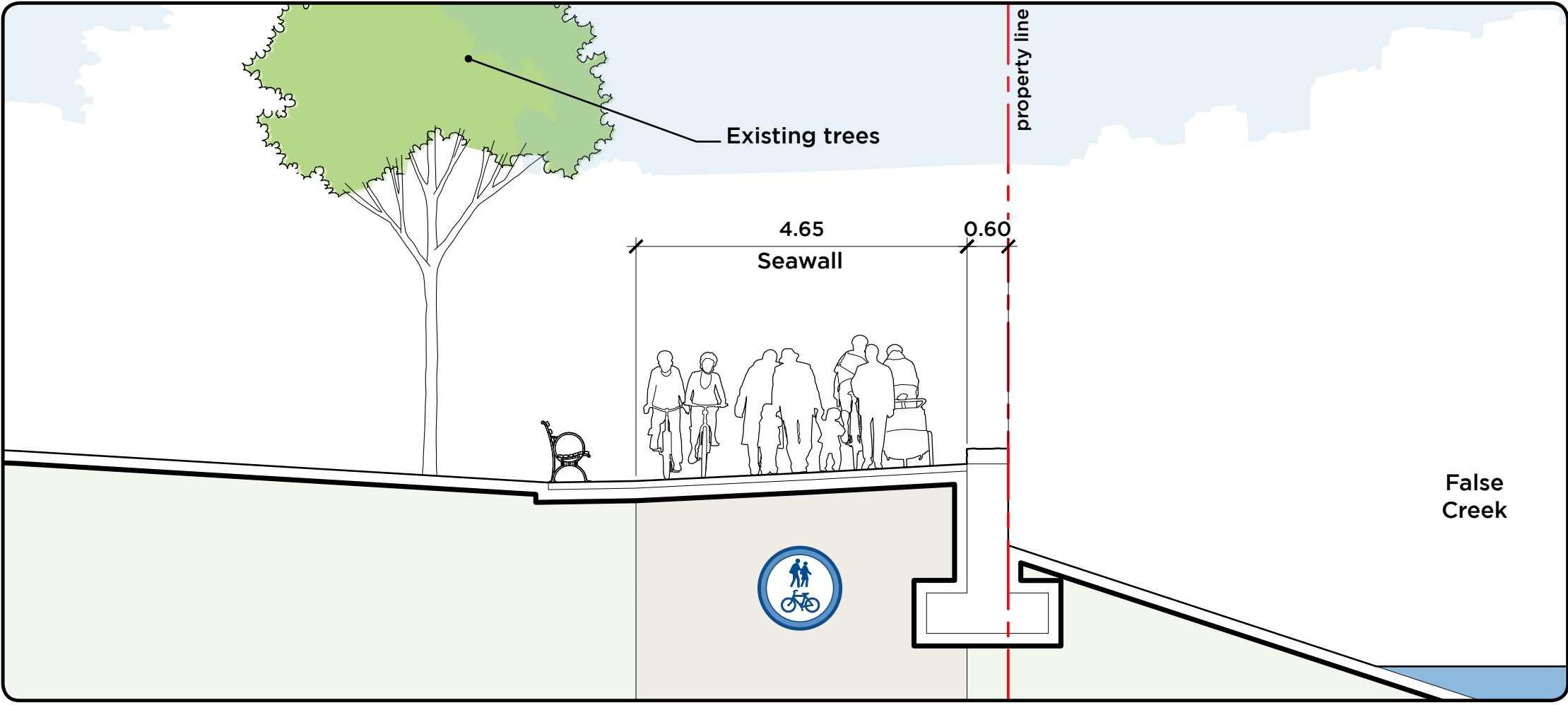


- 2a Maintain existing cycling path through marina loading area.
- 2b Maintain and widen existing route for walking and cycling. Refer to Board 5.3
- 2c Maintain and widen existing route for walking and cycling. Widening the path may impact existing trees and vegetation and may require a retaining wall in some locations.
- 2d Maintain and widen existing route for walking and cycling. Refer to board 5.4

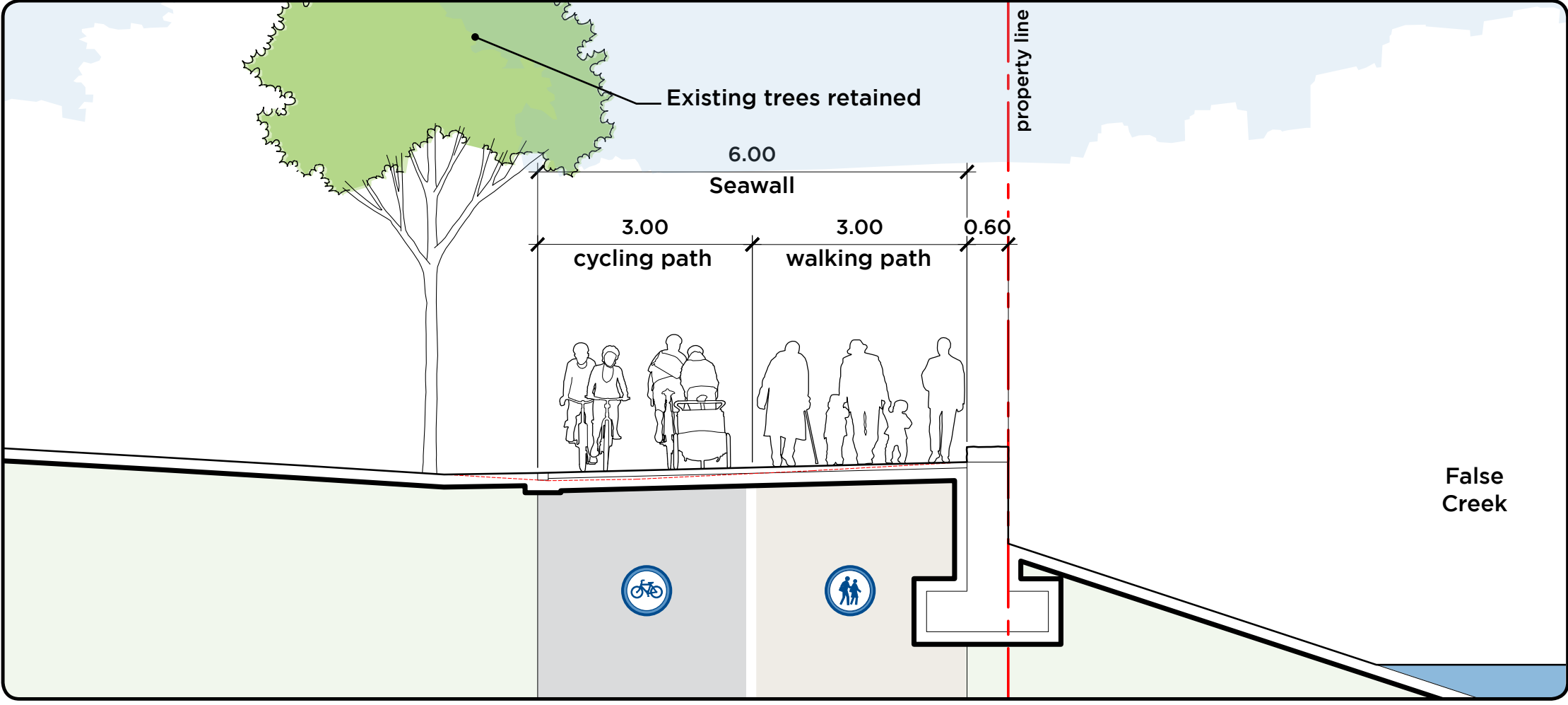
Proposed Design: Widened Path with Pavement Markings and Signage



Proposed Plan: Ironwork Passage to Off-Leash Dog Area



Existing Section



Proposed Section

Key Components of Design

- Widen total path width from 4.6m to 6.0m where space adjacent to existing trees allows.
- Separate walking and cycling paths through pavement markings, signage, and physical separation like benches or a concrete median where space allows.
- All existing trees will be retained.



Seawall at Charleson Park looking east showing crowded shared path



Seawall at Charleson looking Southwest to False Creek Elementary School

Key Components	Why they are being proposed
<ul style="list-style-type: none">Widen total path width from 4.6m to 6.0m where space adjacent to existing trees allows.	To bring the current path up to a minimum desired width of 3.0m for walking and 3.0m for cycling and to increase visibility around curves.
<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.

