

Identified Issues and Proposed Solutions

Issues	Proposed Solutions
<div>A</div> <p>Flagstone pavers are uneven and can be slippery with frost in winter providing an uncomfortable surface for people walking, cycling and using mobility aids.</p>	<p>Consider interim options to provide a smoother and more comfortable surface.</p>
<div>B</div> <p>Placement of bollards and benches reduces visibility and creates a hazard for people walking and cycling.</p>	<p>Replace and relocate bollards and benches to better define separation between walking and cycling paths and reduce vehicle use. Consider design options for reinforcing separation including paint, medians and landscaping. Refer to Boards 6.2 and 6.3</p>
<div>C</div> <p>Road right-of-way and poorly defined space increases potential for conflicts between people driving, walking and cycling.</p>	<p>Consider options to designate Bucketwheel for walking and cycling only, prohibiting non-emergency vehicles.</p>
<div>D</div> <p>Laneway is narrow and confusing to navigate.</p>	<p>Remove planter on north side of laneway. Re-pave laneway and sidewalk surface at one level. Provide pavement markings and signage to clarify walking and cycling paths.</p>
<div>E</div> <p>Shared and poorly defined space through Stamps Landing increases potential for conflicts between people walking, cycling and driving.</p>	<p>Initiate an in-depth review of this complex cul-de-sac. Identify solutions to better utilize space and separate people walking, cycling and driving. Refer to Board 6.4</p>



A Millbank, looking West to Ferry Row showing flagstone paving

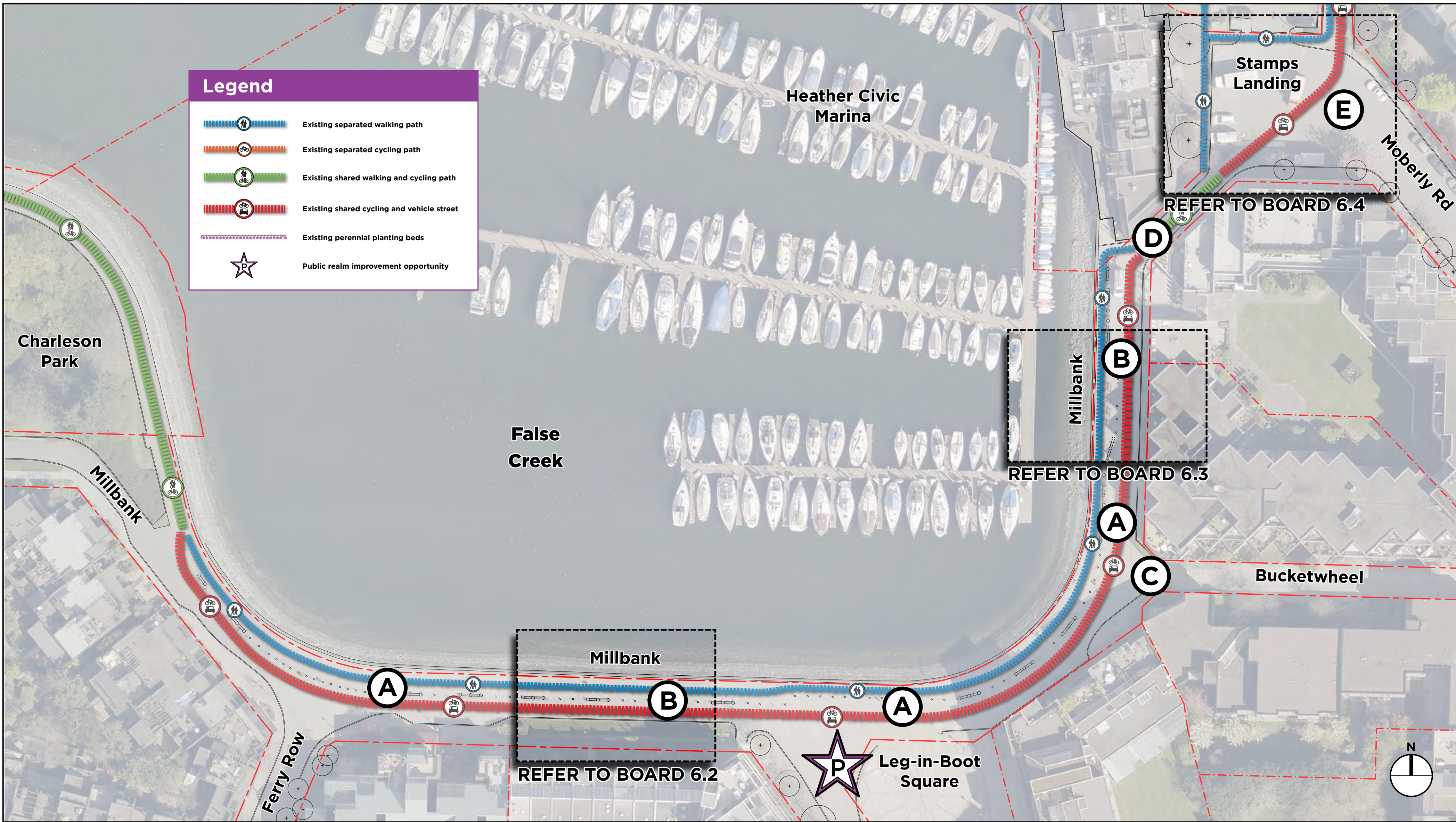


B Millbank, looking South between Bucketwheel and Stamps Landing



C Millbank, looking North at Bucketwheel

Existing Conditions



Legend

- Protected or separated walking path
- Protected or separated cycling path
- Shared walking and cycling path
- Shared cycling and vehicle street
- Vehicle street
- Direction of travel

False Creek

Millbank

property line

New or relocated landscape furnishings

CROSS SECTION

N

property line

8.30
Millbank

3.80
cycling path

4.55
walking path

0.60

False Creek

property line

8.30
Millbank

3.50
cycling path

1.30

3.50
walking path

New or relocated landscape furnishings

0.60

False Creek

Key Components	Why they are being proposed
<ul style="list-style-type: none">• Maintain existing 8.3m total path width.	Existing path provides sufficient width for walking and cycling paths.
<ul style="list-style-type: none">• Reconfigure path layout to create 3.5m cycling path and 3.5m walking path separated by a median with benches, relocated lighting, and vegetation where space allows.	To improve safety and comfort for people walking and cycling and to provide additional places to rest.

Legend

- Protected or separated walking path
- Protected or separated cycling path
- Shared walking and cycling path
- Shared cycling and vehicle street
- Vehicle street
- Direction of travel

False Creek

Millbank

CROSS SECTION

New or relocated landscape furnishings

The diagram illustrates the cross-section of the Millbank bridge. It features a 2.20m wide walking path on the left and a 6.50m wide cycling path on the right, totaling 8.70m in width. A car is shown crossing the bridge. The bridge is located over False Creek, and a property line is marked on the right side. The diagram also shows a 0.60m wide section for a pedestrian crossing and a blue circular sign with a white figure of a person walking.

The diagram illustrates a cross-section of the Millbank project. It shows a walking path (3.50m wide) and a cycling path (3.50m wide) separated by a 1.70m wide section. A vertical dimension of 8.70m is indicated for the total height of the structure. A horizontal dimension of 0.60m is shown for the base of the structure. The diagram also includes a property line and a False Creek area.

A wide, paved pedestrian walkway in a city park. The path is made of large, irregular stone tiles. On the left, there are modern, multi-story buildings with balconies and large windows. On the right, there is a pond with a low concrete wall and several dark, rounded stone planters. People are walking and cycling along the path. A signpost with a pedestrian symbol and a speed limit sign (15) is visible. The sky is clear and blue.

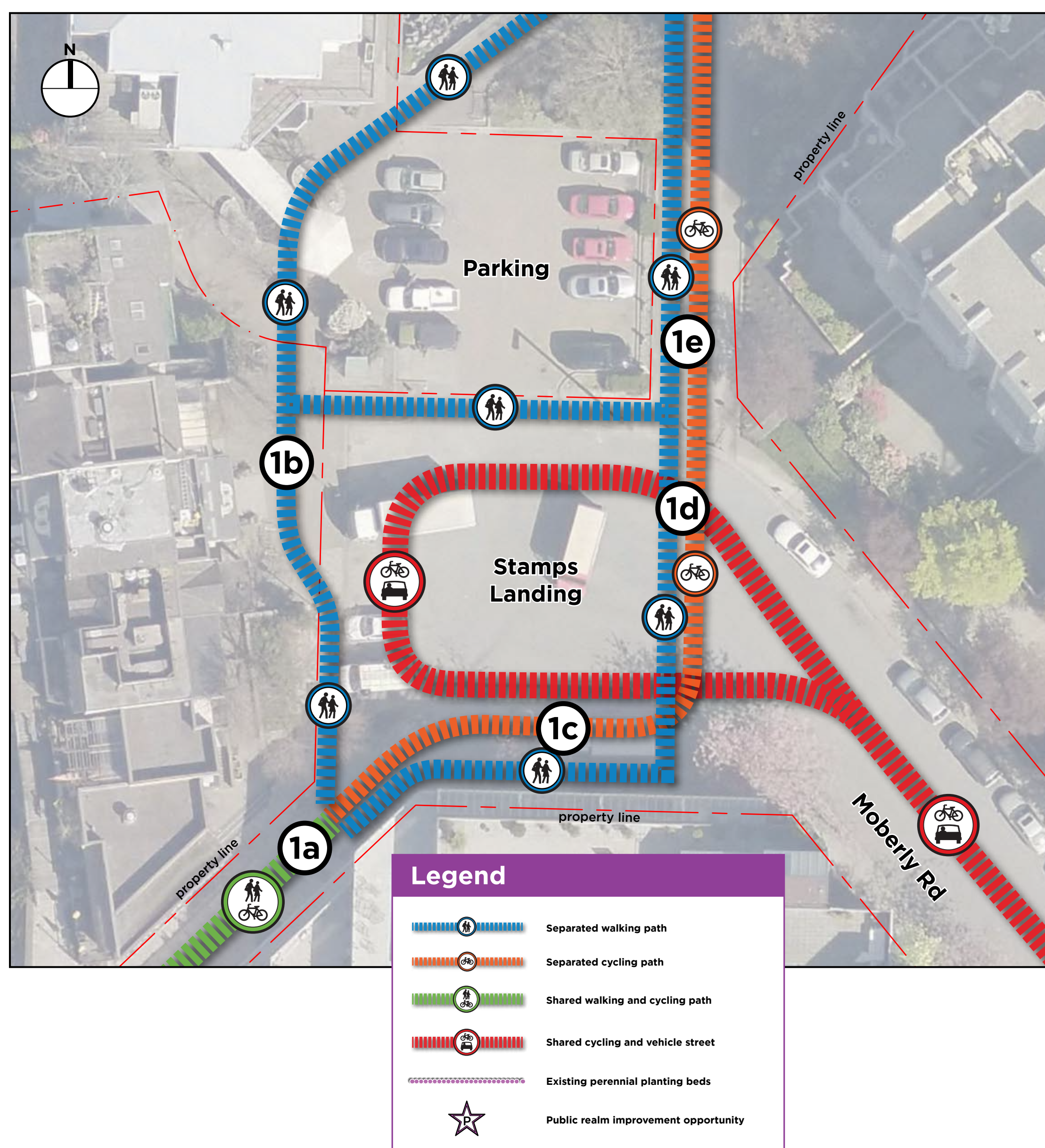
A white van with a green stripe and a ladder rack on the roof, parked on a stone-paved waterfront area. In the background, there are buildings, trees, and a harbor with boats.

Key Components	Why they are being proposed
<ul style="list-style-type: none">• Maintain existing 8.7m total path width.	Existing path provides sufficient width for walking and cycling paths.
<ul style="list-style-type: none">• Reconfigure path layout to create 3.5m cycling path and 3.5m walking path separated by a median with benches, relocated lighting, and vegetation where space allows.	To improve safety and comfort for people walking and cycling and to provide additional places to rest.

6.4 SEGMENT 6 Greenchain to Stamps Landing



Routing Option 1: Stamps Landing

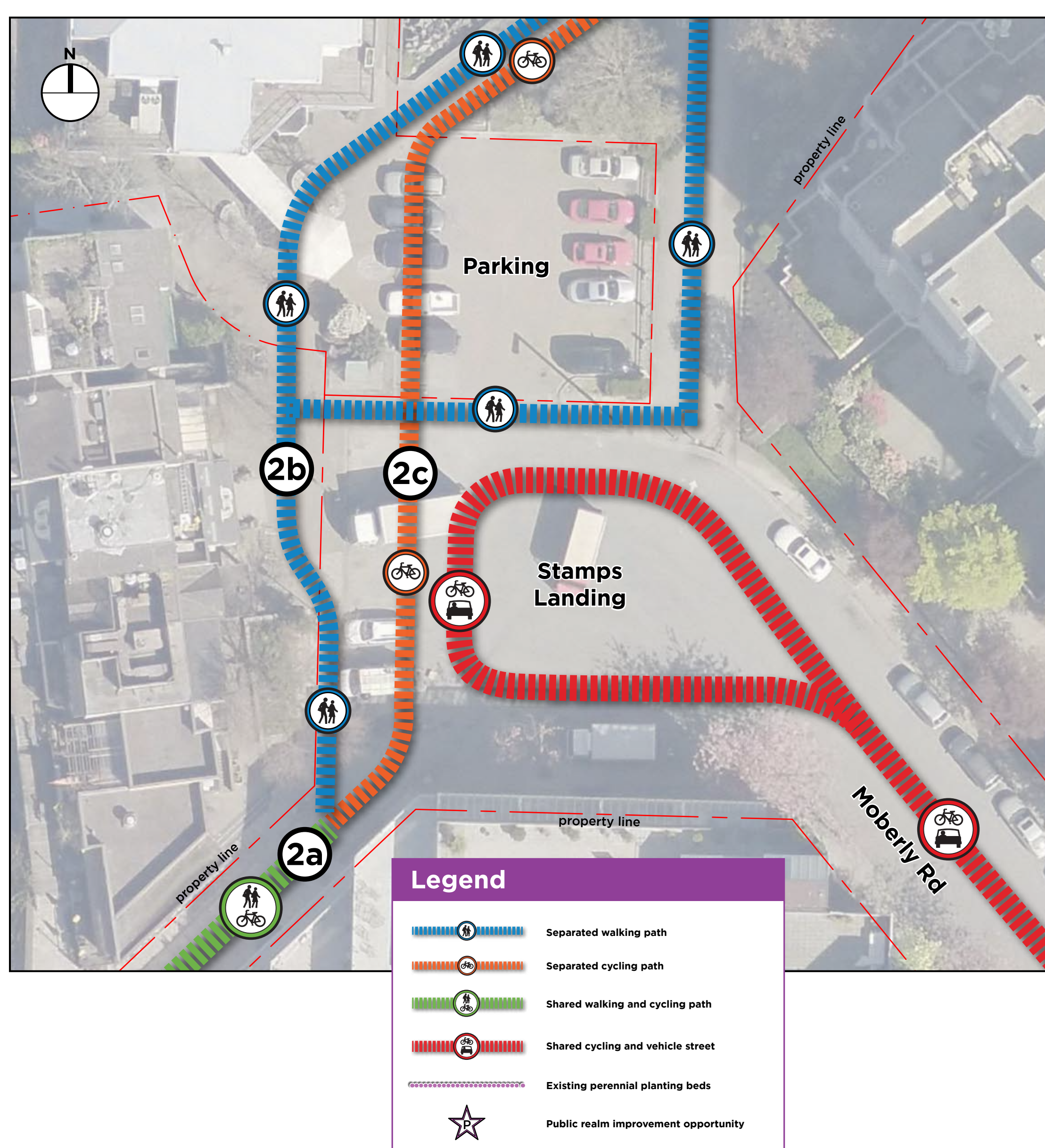


- 1a** Remove planter on north side of laneway. Re-pave laneway and sidewalk surface at one level. Provide pavement markings and signage to clarify walking and cycling paths.
- 1b** Create 3.0-3.5m wide walking path on the west side of cul-de-sac and parking lot.
- 1c** Create 3.0-3.5m wide cycling path on the south side of cul-de-sac.
- 1d** Install a marked crossing for people walking and cycling on Moberly Road.
- 1e** Separate walking and cycling paths with pavement markings and signage.



Stamps Landing, looking West to Millbank

Routing Option 2: Stamps Landing



- 2a** Remove planter on north side of laneway. Re-pave laneway and sidewalk surface at one level. Provide pavement markings and signage to clarify walking and cycling paths.
- 2b** Create 3.0-3.5m wide walking path on the west side of cul-de-sac and parking lot.
- 2c** Create 3.0-3.5m wide cycling path on the west side of cul-de-sac and parking lot.



Stamps Landing, looking East