

Identified Issues and Proposed Solutions

Issues

Proposed Solutions

- A

Landscaping around elevated seating area reduces visibility.
- B

Shared pathway increases potential for conflict between people walking and cycling.
- C

Overgrown landscaping narrows the path.
- D

Single, narrow curb ramp from Spyglass Place is difficult for people using wheelchairs and people on bikes to navigate.
- E

Connections from Seawall to Seaside Bike Bypass and Olympic Village Station are not clear.

- Trim landscaping to improve visibility around curve and provide painted separation between walking and cycling paths.  
**Refer to Board 7.2 Routing Option 1**
- Relocate the cycling path behind the elevated seating area.  
**Refer to Board 7.2 Routing Option 2**
- Separate walking and cycling paths with paint and small medians.  
**Refer to Board 7.3**
- Trim landscaping back to edge of path.
- Provide separate improved sidewalk ramps for people walking or using wheelchairs and people cycling.
- Provide wayfinding at strategic locations.



A Seawall East of Stamps Landing, looking East

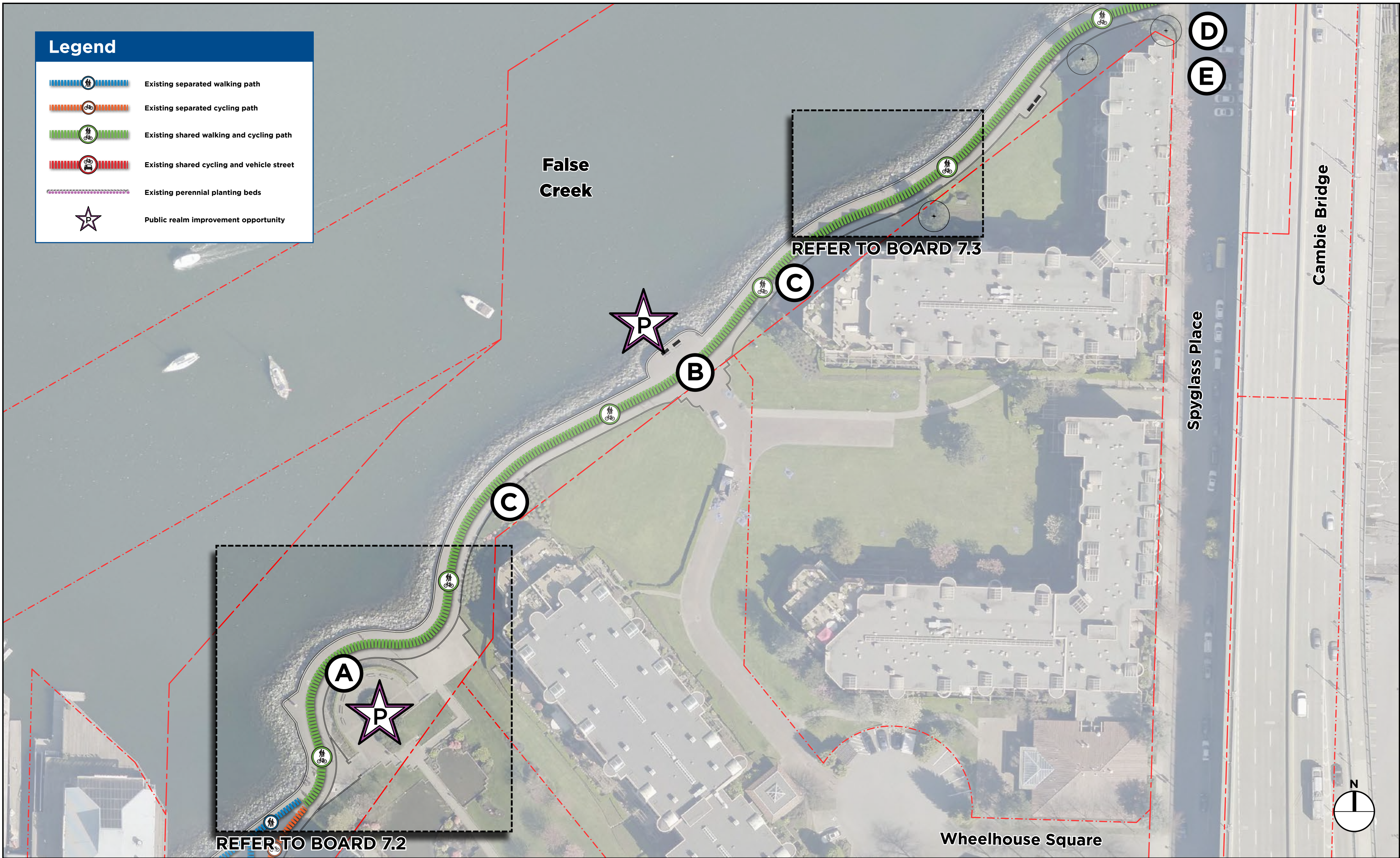


C Seawall West of Spyglass Place, looking Northeast



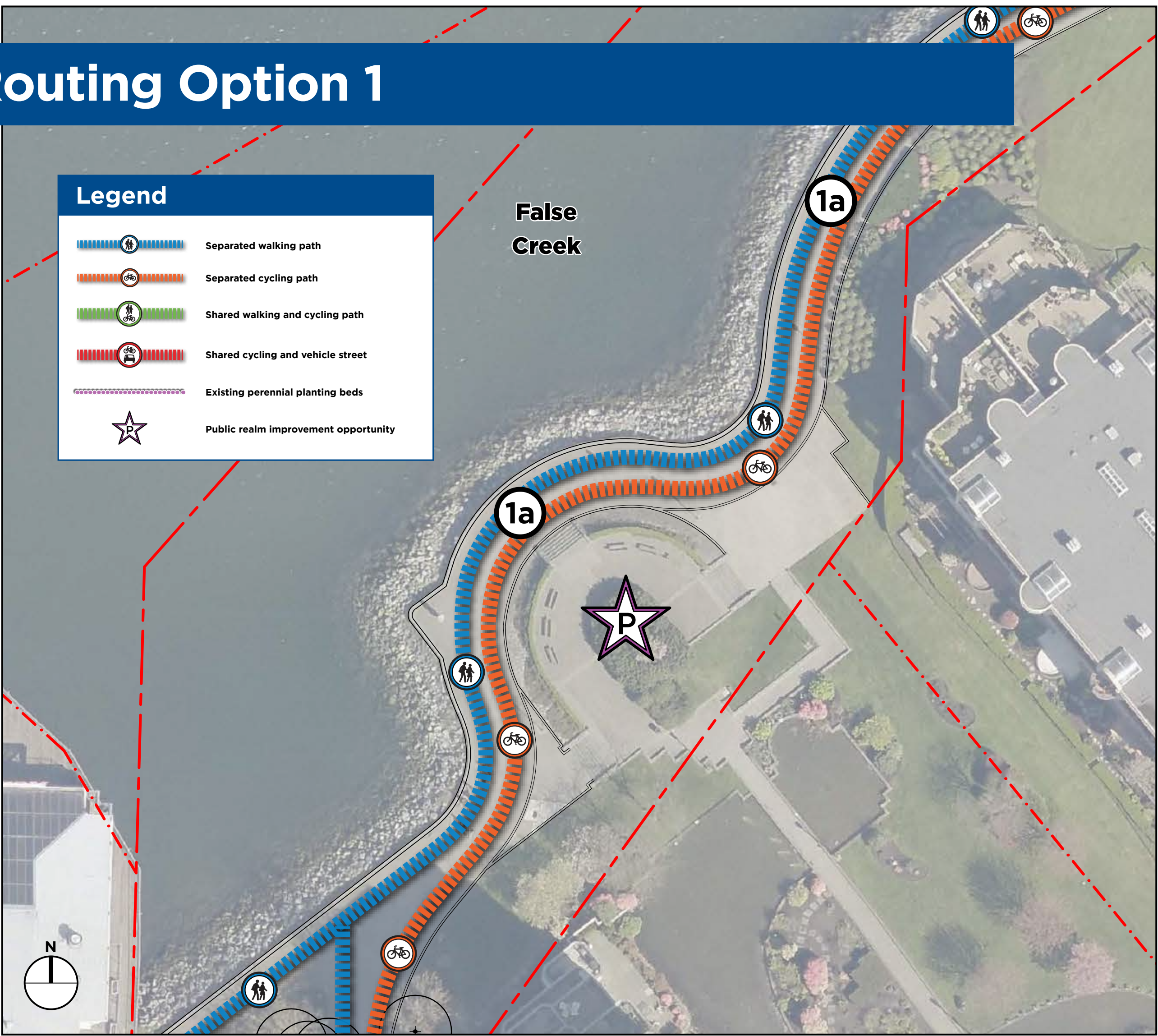
D Spyglass Place, looking Northwest towards z

Existing Conditions





### Routing Option 1



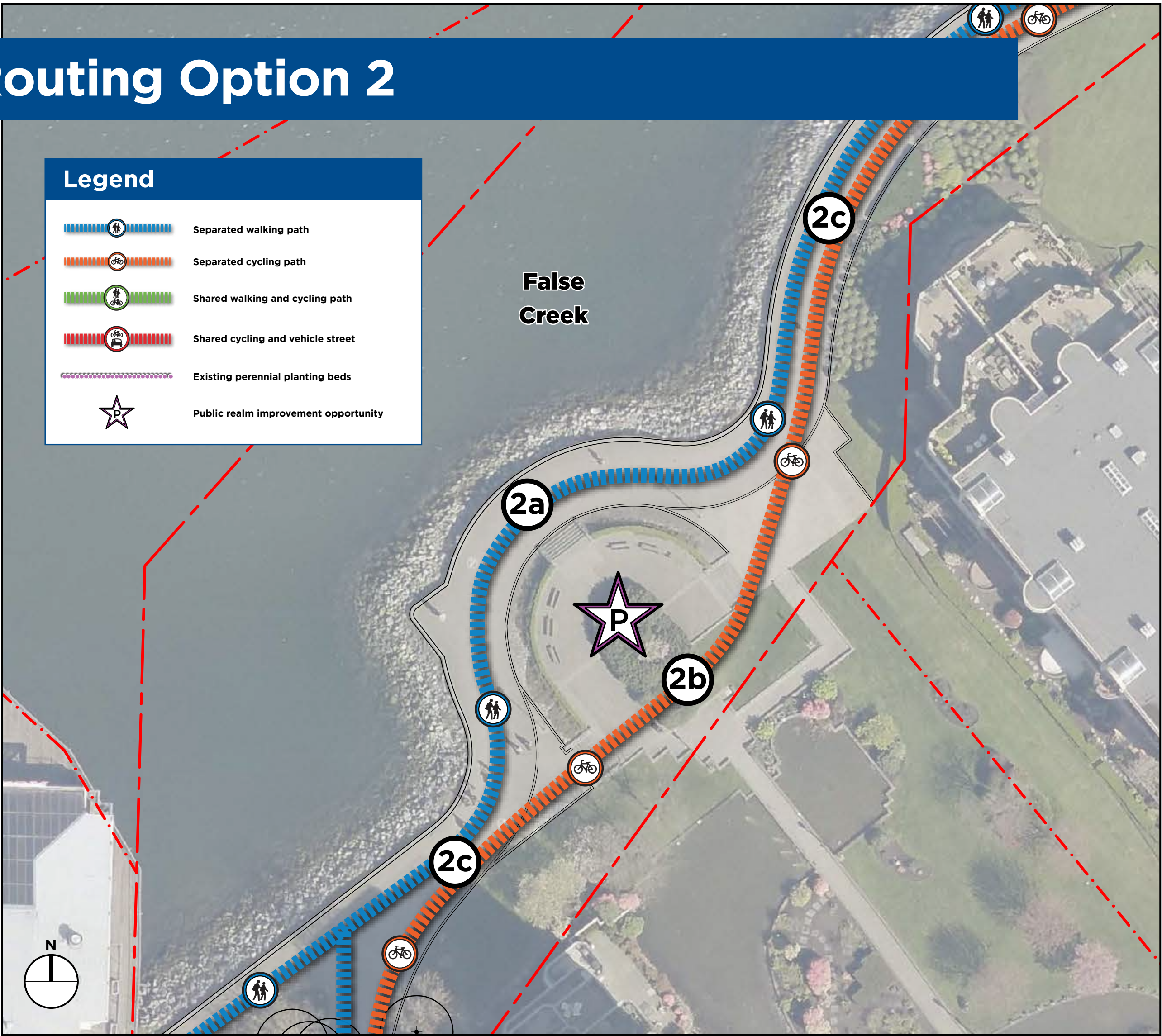
Seawall East of Stamps Landing, looking East around promontory



Seawall, looking West towards Stamps Landing

- 1a Maintain existing walking and cycling route. Refer to board 7.3

### Routing Option 2



Seawall, looking East with promontory in foreground



Seawall, looking West with promontory in foreground

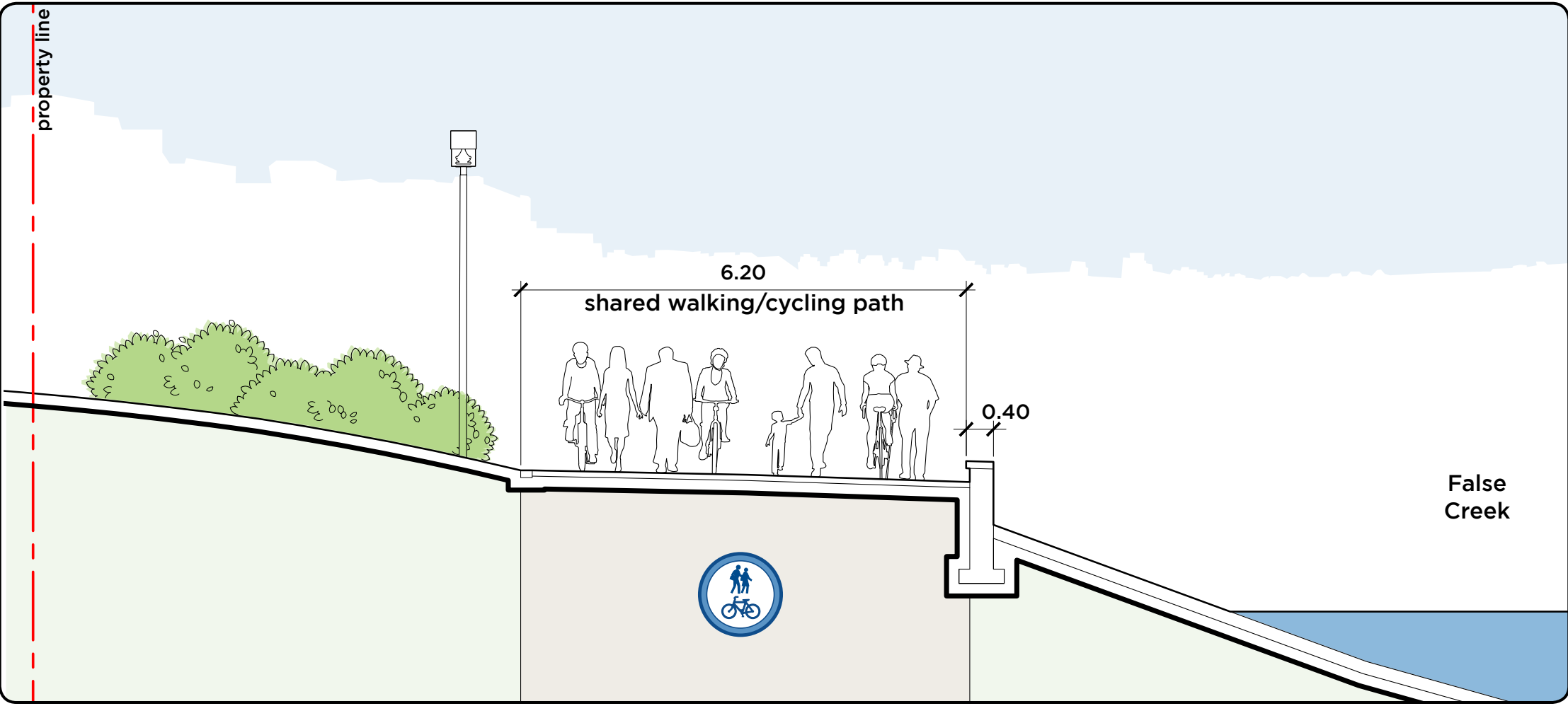
- 2a Existing path maintained for walking only.
- 2b Relocate cycling path behind the elevated seating area and reconfigure the space between the walking and cycling path.
- 2c Walking and cycling routes follow existing seawall path. Refer to board 7.3



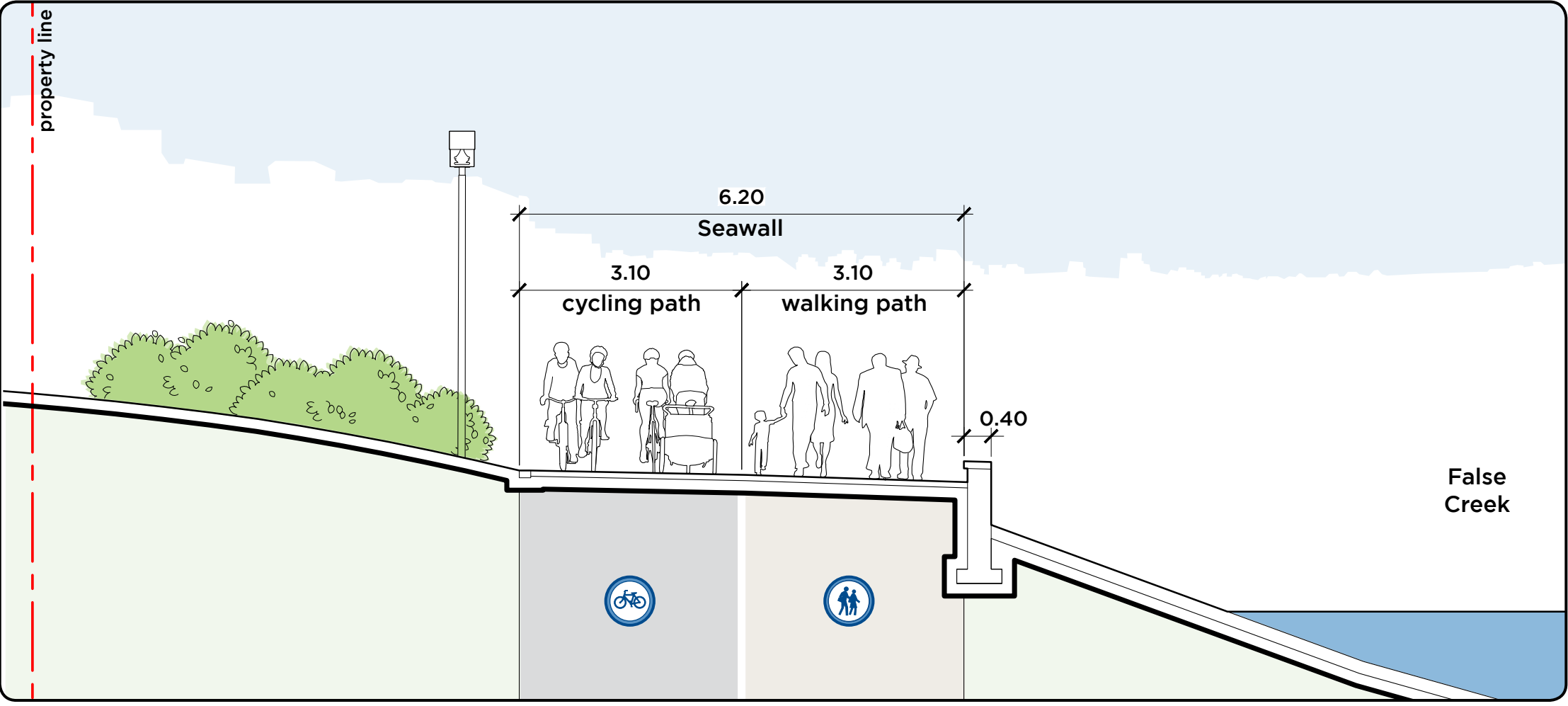
Proposed Design: Pavement Markings and Signage



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.



Seawall East of Stamps Landing looking East



Seawall East of Stamps Landing looking toward promontory area

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