



# Necessary Improvements - Seaside Greenway South – Burrard Bridge to Trafalgar St

HUB Cycling Vancouver UBC Local Committee - Seaside South Working Group  
 Vancouver@bikehub.ca

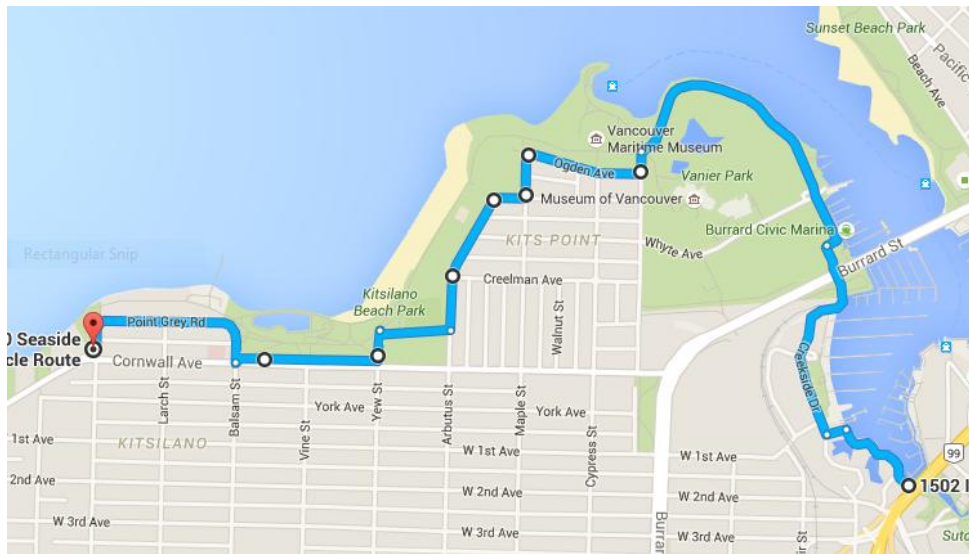
August 2, 2016

HUB Cycling is a charitable organization that works to make cycling better through education, events and collaboration. We are Metro Vancouver’s leader in making cycling an attractive choice for everyone. The Vancouver UBC Committee of HUB Cycling has a Working Group of volunteers focused on the Seaside South route from Olympic Village through to Jericho Park.

## Overview

The HUB Vancouver UBC *Seaside South Working Group* identified the Seaside South Greenway and Seaside Bypass Bike Route as important cycling routes in the City of Vancouver. Indications were given by the City that parts of these routes would be considered for improvements in the near term, and the Working Group decided to perform an assessment of the routes in order to be able to provide constructive feedback to the City and Park Board through the redesign process.

The routes were broken into smaller segments to make management of the assessment easier. The second segment, which is the subject of this report, considered the route from Burrard Bridge to Trafalgar Street, a length of about 3.5 kilometres. Five HUB members participated in an assessment of this segment in the morning on Saturday, 5 March 2016.



Seaside Greenway South Assessment Ride 2 Scope

## General Comments

Overall, riding the Seaside Greenway between Granville Island and Trafalgar Street is a “mixed bag”. The views are stunning and the route connects a number of important destinations. The large volume of both pedestrians and people on bikes on the shared and narrow multi-use path creates a considerable amount of confusion as to where the safest places to walk or ride are. Large groups of users, whether cyclists or pedestrians, tend to obstruct the path creating conflicts between users. Signage on some sections of the route indicate that the Seaside route is on the road and forces people on bikes along roadways, through often busy parking lots, and even briefly on the sidewalk. At places where people on bikes and people on foot have found safer alternatives, obstructions and barricades have been used to prevent use of those routes. Way finding and other signage along the path is poor and confusing. Access to connecting routes is poorly indicated, poorly marked, and generally not known by a large portion of Seaside Greenway users.

## Major Issues Identified

### 1. Barricades placed across desire lines that people on bikes and people on foot have created to increase their own safety.

These barricades should be removed immediately, as the barricades themselves are a hazard, and in recognition that desire lines reflect bad design, not bad behaviour. City and Park Board staff are currently looking at alternate routing designs here which is very encouraging. Nonetheless, the fencing has been in place since August 2015 and it appears the process will still take some time.



**Dangerous fencing barricading use of desire line**





**Desire line barricade leads to high risk behaviour, decrease in safety and comfort**

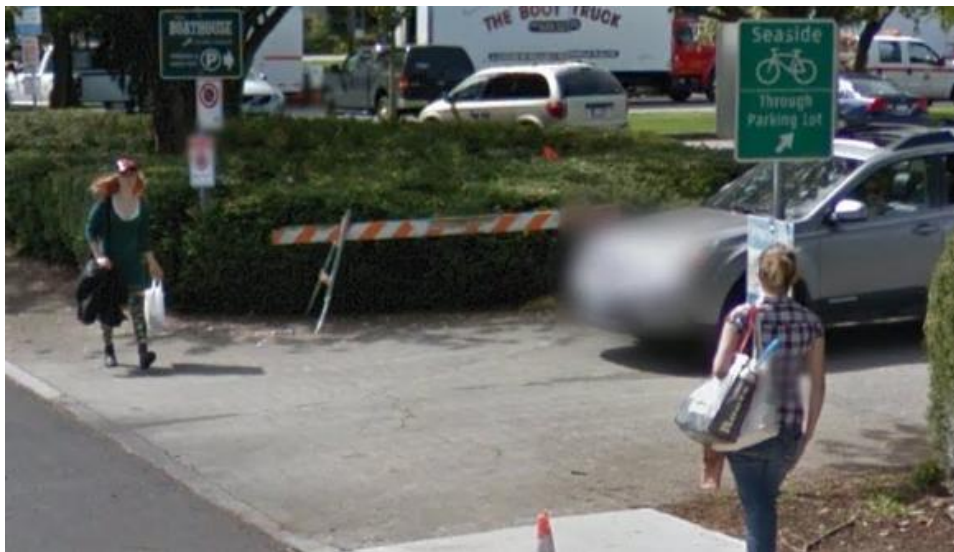
August 2, 2016

## 2. The Seaside Greenway runs through two busy parking lots

All Ages and Ability (AAA) facilities should never run through parking lots as they are incredibly uncomfortable and unsafe.



Parking lot west of Burrard Bridge. Many users appear confused over where they should be.



Riding on the Seaside Greenway through parking lot





Riding on the Seaside Greenway through parking lot

### 3. Narrow mixed-use paths without separation and markings indicating where to walk and where to bike lead to confusion and conflict



Unclear sign. Bikes ride where?



Signs aren't understood by many users, pedestrians and bikes all over the place.

### Additional Issues

- In many locations the path is too narrow to adequately handle the volume of combined pedestrian and bicycle traffic.
- There are insufficient way finding signs, indicating points of interest, destinations, other bike routes, how far they are, and how to get to them

## Summary

In general, the Seaside Greenway from the Burrard Bridge to Trafalgar Street has a significant number of sections with serious safety concerns. The route is advertised as and purports to be suitable for All Ages and Ability but forces people on bicycles through two busy parking lots. The parts of the route that are not on the road or in parking lots are narrow multi-use paths with no separation or signs indicating the preferred travel paths. Conflicts between people on bikes, people on foot, and vehicles occur along almost the whole length of this section. At Kitsilano Beach Park, it seems that measures have been purposefully taken that actually decrease safety.

The major issues identified include:

- Barricades across desire lines that people on bikes and people on foot have created to increase their own safety. These barricades should be removed immediately, recognising that desire lines reflect bad design, not bad behaviour.
- AAA facilities must never run through parking lots. The “Greenway” runs through two high-volume parking lots, which is incredibly uncomfortable and unsafe.
- Mixed-use paths without separation and markings indicating where to walk and where to bike lead to confusion and conflict.
- In many locations the path is too narrow to adequately handle the volume of combined pedestrian and bicycle traffic.
- There are insufficient way finding signs, indicating points of interest, destinations, other bike routes, how far they are, and how to get to them