



Signage for Safe Travel on Vancouver Park Pathways

Excerpted from Minutes 2021-06-21

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MOVED by Commissioner Barker
SECONDED by Commissioner Coupar

Amendments (revisions to Recommendation A) MOVED by Commissioner Giesbrecht

Final motion as amended:

WHEREAS:

1. Vancouver has the world's longest uninterrupted waterfront path. The 28km Seaside Greenway is an uninterrupted pathway, including the Stanley Park Seawall, which extends from the Vancouver Convention Centre to Spanish Banks Park. Perfect for a walk, roll, cycle, or jog, it is the most popular recreational spot in the city;
2. The Seawall is divided into two clearly marked sections - one for pedestrians and runners (closest to the water), and one for cyclists and all the other modes of transportation (inside path);
3. Pedestrians are located at the top of the City of Vancouver transportation pyramid as the highest priority;
4. Usage of Vancouver parks has increased during COVID-19 and information on how park pathways are used is key for the safety for all, with special notice to people with disabilities, compromised seniors, and small children;
5. In recent years, additional modes of wheeled transportation devices have been observed using the separated bike way on the seawall including, but not limited to, electric assist bikes, electric scooters, single wheel electric vehicles, and skateboards (including electric powered skateboards), many with a capability for high speed travel;
6. Further, due to the increased velocity of these new electric vehicles, they have the potential to cause serious injuries to other cyclists and pedestrians, especially those with mobility issues; and
7. Many signs and painted pavement markings are old and no longer visible.

THEREFORE BE IT RESOLVED:

- A. THAT Vancouver Park Board staff work with our City of Vancouver partners and report back on suggested measures to improve safety on the Seaside Greenway and all other park pathways, with emphasis on clear signage at crossing points, engineered solutions for speed reduction, such as (but not limited to): improved



signage; rumble strips to warn of upcoming pedestrian crossing points; and a clearly posted seawall speed limit as deemed necessary to increase user safety;

CARRIED UNANIMOUSLY

- B. FURTHER THAT this report back be provided in time to begin safety improvements in the first quarter of 2022.

DEFEATED

(Commissioners Demers, Dumont, Giesbrecht, Irwin and Mackinnon opposed)