

Kitsilano Beach Park Seaside Greenway Improvements

The **Seaside Greenway at Kitsilano Beach Park Project** seeks to identify a location for a **separated cycle path** that will link McNicoll Avenue with Balsam Street, and improve safety and access for park and Greenway users.

The Seaside Greenway, in and adjacent to Kitsilano Beach Park, is a popular section of the 28km long greenway that connects Coal Harbour with Spanish Banks. It is also one of the few sections that does not currently provide separate paths for walking/rolling and cycling, which creates access and safety concerns.

This **separated cycle path** is expected to be in use until the future Kitsilano Beach Park Master Plan is completed and local transportation changes investigated: both of which will determine a permanent location for the cycle path and other park improvements.



Proposed Separated Cycle Path Route

In the first round of public engagement in August 2021, we heard that the top three values for a separated cycling path in the park were greenspace, connection, and directness, followed by impact and parking. During the second round of engagement in November 2021, we asked you to evaluate different cycle path options based on these values.

We have developed a proposed cycle path route incorporating these findings as well as safety, comfort, and technical and operational considerations.

Safety and comfort were top priorities already identified



Safety



Comfort

Top 3 Values



Greenspace



Connections



Directness



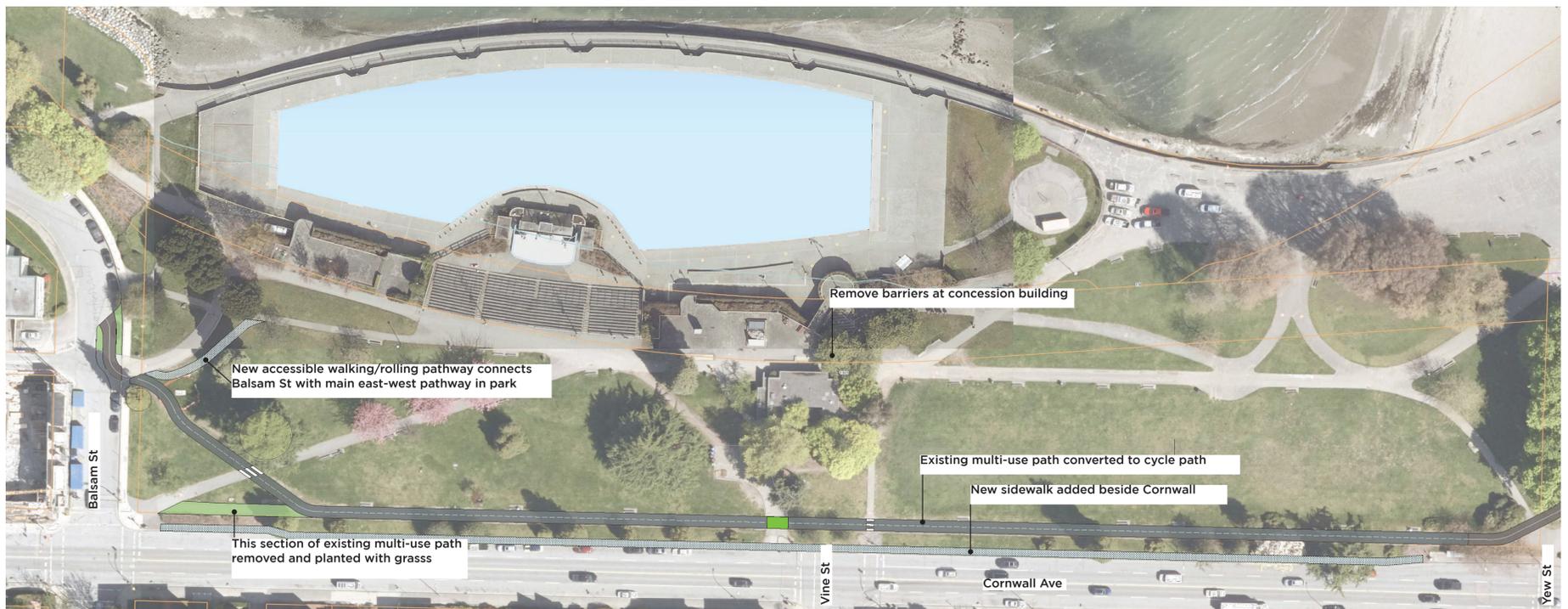
Legend

- - - Cycle path
- . . . New walking/rolling path



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PROPOSED PATH: ZONE 1 - Balsam St to Yew St



Description

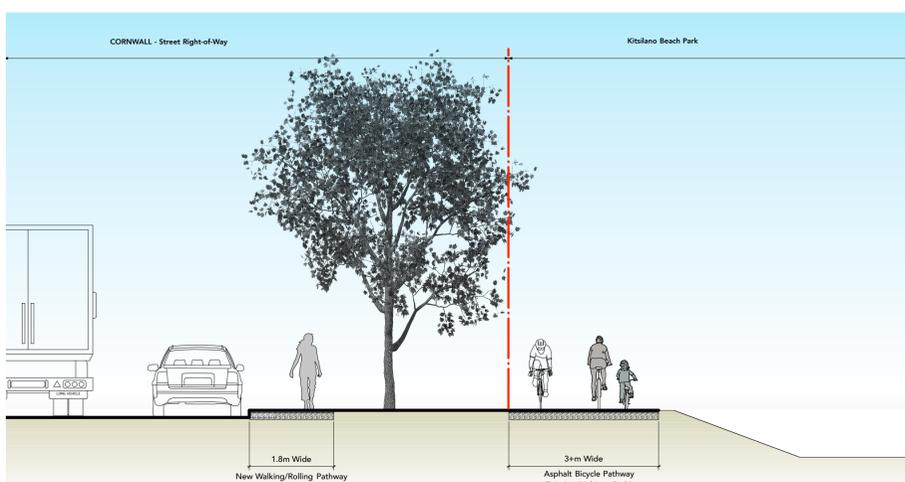
The existing shared path in the park will become the designated cycle path, and a new sidewalk will be added beside Cornwall Avenue, between Balsam and Yew Streets. A new accessible pathway near the service lane will be added to provide a direct connection from Balsam Street into the park. This proposed path alignment was 'Option B' in the second round of engagement.

Rationale

- Minimizes disruption to the park by avoiding adding a new pathway in the park, and preserves the popular, well used greenspace between Vine and Yew.
- A new sidewalk along the north side of Cornwall, between Balsam and Yew, maintains a direct connection between these two streets, and improves access for people parking on Cornwall.
- The new accessible path from Balsam improves access into the park.

Other considerations

- The steel gates beside the concession near the pool, along the existing west - east pathway, will be removed to improve accessibility.
- The sidewalk along Cornwall will require the removal of 3 to 4 trees along Cornwall. An arborist has determined these trees are in poor condition. Replacement trees will be planted.
- Some shrubs along Cornwall will need to be trimmed and others removed and replaced.
- New signage will be required in several locations to communicate the changes in circulation patterns



Approximate location of new sidewalk beside Cornwall Ave

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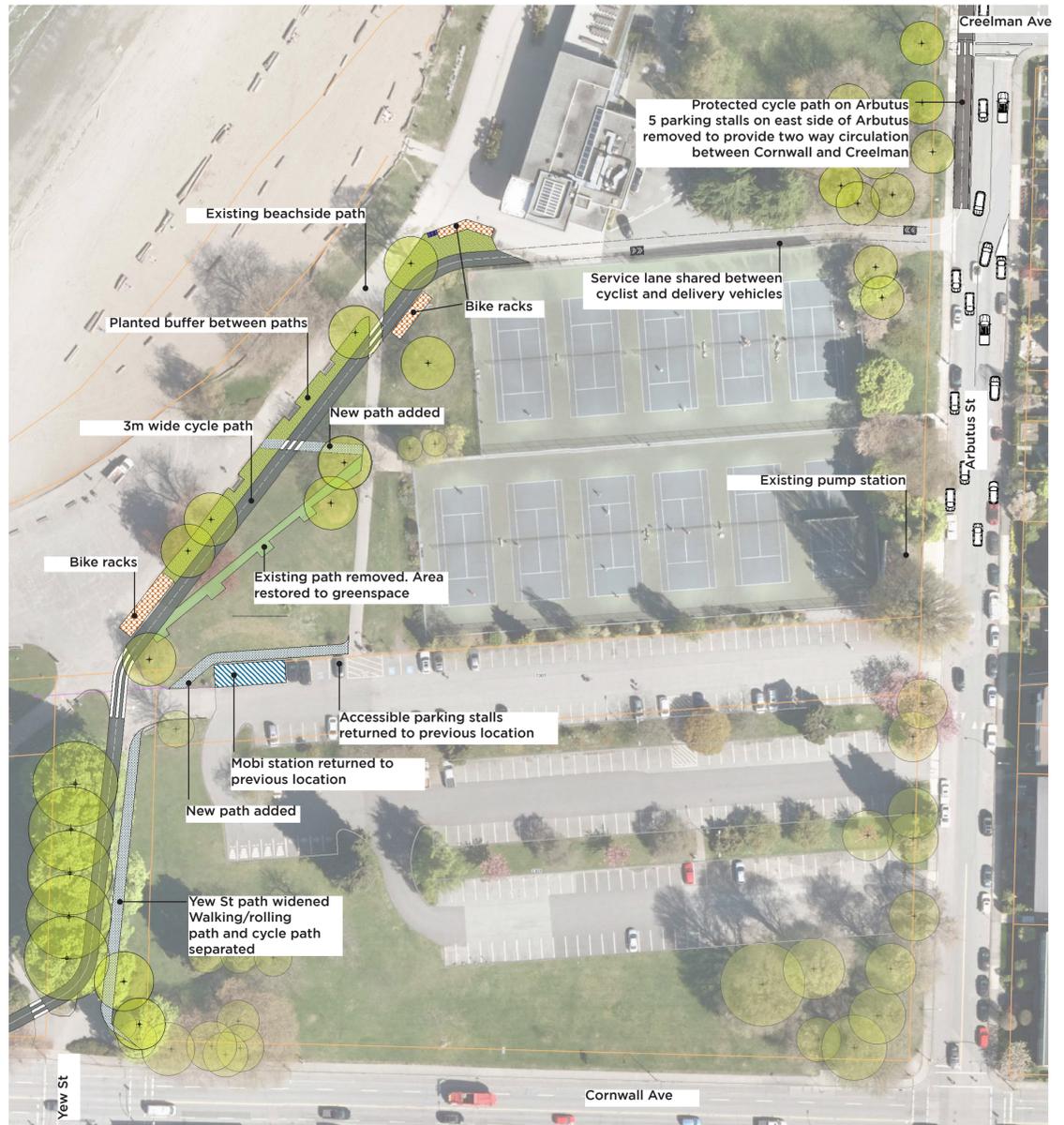
PROPOSED PATH: ZONE 2- Yew St to Creelman Ave

Description

A separated cycle path will parallel the Yew St and beachside pathways, and will connect with Arbutus St using the existing service lane, north of the tennis courts. This proposed path is a modified version of 'Option E' in the second round of engagement.

Rationale

- Provides controlled, and largely separated access for people riding bicycles, both to the park and along the Seaside Greenway
- Responds to access requirements to pump station beside Arbutus St
- Requires the least amount of park disturbance of the Zone 2 options. Can be quickly removed and lawn restored in the future
- Provides separation for different park users along the busy Yew St path
- Returns the south parking lot to its previous condition
- Restores two-way traffic on Arbutus St

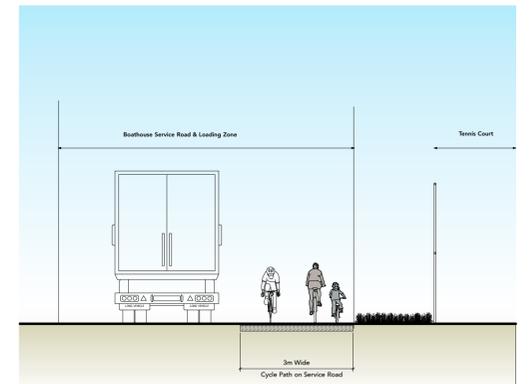


Other considerations

- Low vehicle volumes along service lane well within City's requirements for shared streets and 'AAA' cycle paths
- Least impactful of options on events that occur in the park
- Does not impact access to EV charging stations



Separate cycle and walking/rolling path:
Yew St park entry



Separate cycle and walking/rolling path:
North side of tennis court



Approximate location of new cycle path between beachside path and tennis courts



New shared cycle path/service lane at Arbutus St

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PROPOSED PATH: ZONE 3 - Creelman Ave to McNicoll Ave

Description

A protected cycle path on Arbutus Street that will be similar to the current temporary protected cycle path. This proposed path was **'Option G'** in the second round of engagement.

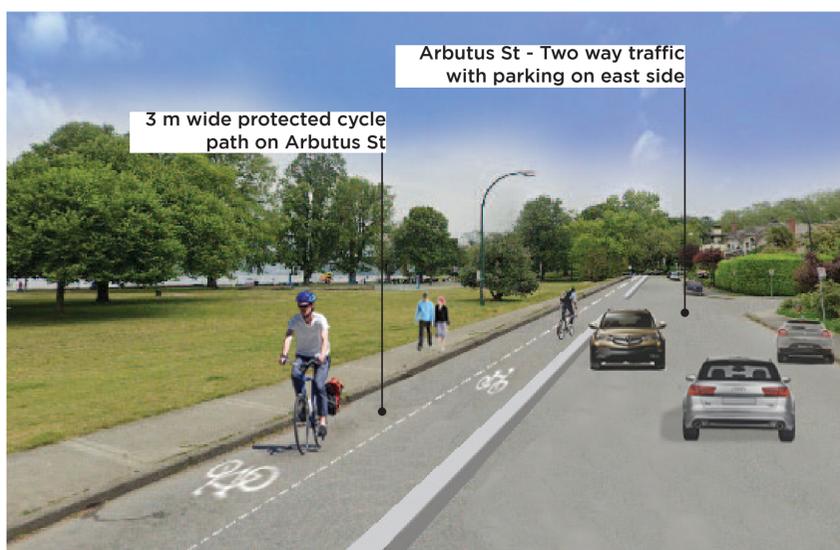
Rationale

- Preserves greenspace in the park
- Makes use of existing **'Slow Street'** and existing pavement
- Arbutus St can be quickly returned to pre-protected cycle path condition

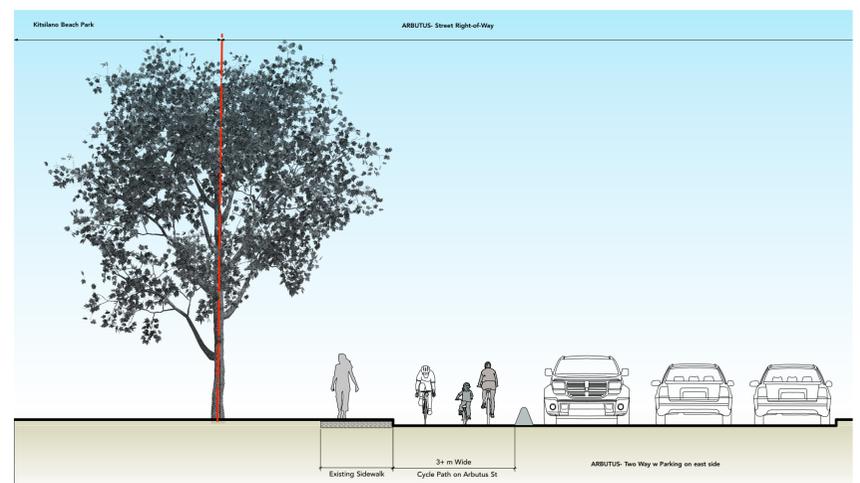


Other considerations

- The 3m wide cycle path will be narrower than the current protected cycle path, which will allow Arbutus St to function as a two-way 'courtesy' street between Creelman and McNicoll Avenues, which is similar to how many streets in Kitsilano operate
- Current concrete barriers will be replaced with a lower and narrower concrete curb similar to treatments recently installed along Beach Avenue in the West End



Approximate location of proposed protected cycle path along Arbutus St



Separated cycle path along Arbutus St

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Public engagement round 2 - path options

Zone 1 Options: Balsam St - Yew St

Both Option A and B proposed converting the existing shared pathway between Balsam and Yew to a cycling path. Where they were different is as follows:

- A** A walking/rolling pathway added in the park, a few meters north of the existing multi-use path
- B** A sidewalk added along the north side of Cornwall

Zone 2 Options: Yew St - Creelman Ave

In Zone 2, the pathway passes through the busiest part of the park that includes the main park entry at Yew Street, the south parking lot, tennis courts, a restaurant and public washroom and City maintenance building, electric vehicle charging stations, and a sewage pump station. The three options proposed were as follows:

- C** A cycle path added around the south and east sides of the parking lot
- D** A cycle path added to the west side of a widened Yew Street pathway and along the north side of the parking lot
- E** A cycle path to west side of a widened Yew Street path, and around the west and north sides of the tennis courts



Legend

- Walking/rolling Path
- Cycle Path

Zone 3 Options: Creelman Ave - McNicoll Ave

The two options proposed were as follows:

- F** A cycle path added in the park
- G** A protected cycle path on Arbutus St

Zone 4 Options

No new cycle paths were proposed in this zone due to archaeological sensitivities and the need to further assess potential impacts to the existing transportation network in the neighbourhood.

'What we heard' during round 2 of public engagement

Options	A	B	C	D	E	F	G
Likes	<ul style="list-style-type: none"> • Separates pedestrians and cyclists • Separates cyclists from vehicular traffic • Everyone remains inside the park 	<ul style="list-style-type: none"> • Preserves greenspace • Separates pedestrians and cyclists 	<ul style="list-style-type: none"> • Separates pedestrians and cyclists • Direct and clear route 	<ul style="list-style-type: none"> • Separates pedestrians and cyclists • Minimizes impact on greenspace 	<ul style="list-style-type: none"> • Proximity to the beach and ocean views • Access to park amenities • Separates cyclists from vehicular traffic 	<ul style="list-style-type: none"> • Separates cyclists from vehicular traffic • Preserves parking spaces • Keeps cyclists in the park 	<ul style="list-style-type: none"> • Preserves greenspace • Separates cyclists from cars and pedestrians • Minimizes impact as pathway is in place and working well
Dislikes	<ul style="list-style-type: none"> • Removes greenspace 	<ul style="list-style-type: none"> • Proximity [of sidewalk] to the road 	<ul style="list-style-type: none"> • Reduced access to amenities/views/beach • Interaction with cars near parking lot • Loss of greenspace 	<ul style="list-style-type: none"> • Possible conflict between pedestrians and cyclists • Loss of parking spaces 	<ul style="list-style-type: none"> • Bike path is close to pedestrians and a busy area, leading to possible conflict • Loss of greenspace 	<ul style="list-style-type: none"> • Removes greenspace • Cycle path crosses pathway servicing the playground and beach 	<ul style="list-style-type: none"> • Loss of parking spaces on street • Route takes cyclists on road/close to vehicular traffic

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How we arrived at the proposed cycle path route

During the first round of engagement, in **August 2021**, we asked what your top 3 values were when determining the location of a separated cycling path at Kitsilano Beach Park. 1,228 people completed the online survey. We heard that respondents' **top values** were **greenspace, connections, and directness**, followed by impact and parking.

In **November 2021**, during the second round of engagement, we asked you to assess **how well 7 different pathway options reflected the values** of greenspace, connections, directness, parking, and impact. The following table provides a summary of the feedback we received.

Summary of how well cycle pathway options reflect the values

ZONES	OPTIONS	PRIMARY VALUES			SECONDARY VALUES	
		Protecting Greenspace	Connections	Directness	Parking	Impact
Zone 1 Balsam Street to Yew Street	A New walking/rolling path In Park					
	B Walking /Rolling Path beside Cornwall					
Zone 2 Yew Street to Arbutus Street & Creelman Ave	C Southeast Corner of the Park					
	D Through Parking Lot					
	E In the Park Path					
Zone 3 Arbutus Street from Creelman Ave to McNicoll Ave	F In-Park Path					
	G On-Street Path					

Legend

- Most reflects the values
- Somewhat reflects the values
- Least reflects the values

In addition to these values, staff used additional criteria to assess each option to help determine the location for the proposed cycle path. These criteria included:

- **Safety** - number of modes crossing each other, separation, sightlines, operational safety
- **Comfort** - for walking/rolling, for cycling
- **Feasibility** - costs, “future proofing”, street right of way impacts, operational needs
- **Impact** - how does it impact neighbourhood parking, neighbourhood traffic, special events
- **Accessibility** - seeks to maintain clarity of access for all

Next Steps

After Round 3 engagement, the proposed cycle path route will be brought forward to the Park Board Commissioners for consideration in spring 2022. Detailed design of the proposed cycle path will begin later in the year subject to the Board’s approval.

Take the survey



Let us know what you think of the proposed separated cycle path route in Kitsilano Beach Park and the Seaside Greenway. Take the survey by scanning the QR code or visit shapeyourcity.ca/kits-beach-greenway/

参加在线调查，并在 shapeyourcity.ca/kits-beach-greenway 获取更多信息。

Sign up to be notified of upcoming events and opportunities for input, and help shape the future separated cycle path.