

Kitsilano Beach Park Seaside Greenway Improvements

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

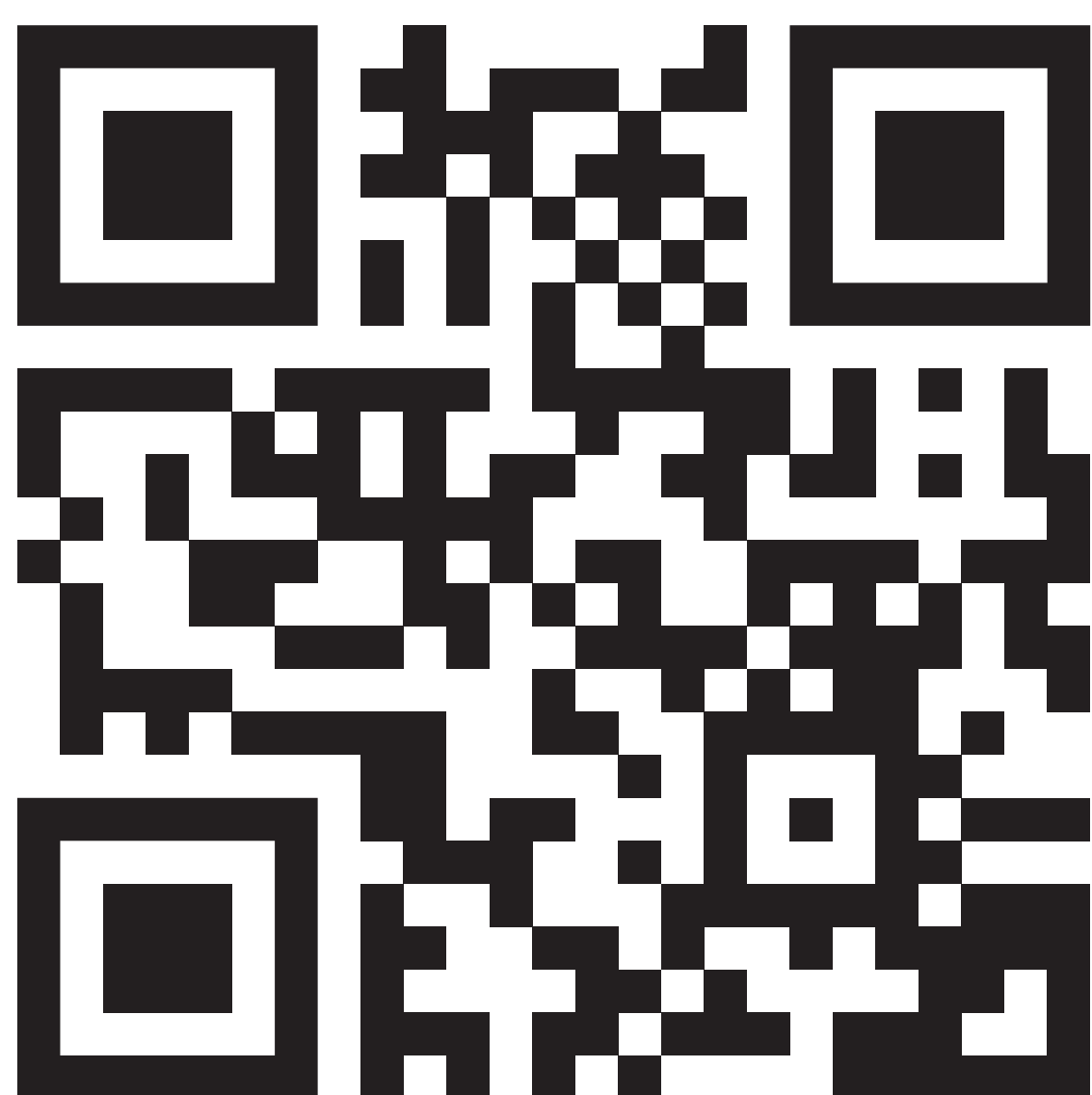
In addition to these values, staff used additional criteria to assess each option to help determine the location for the proposed cycle path. These criteria included:

- **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.