

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.


Public Engagement Round 1: What we heard

Public Engagement Round 1 occurred in August, resulting in about **2,290 touchpoints** with residents. Engagement opportunities included an online survey, two on-site engagement pop-ups, and direct stakeholder emails. The project team heard from a broad cross-section of Vancouver residents who use the park and pathway, with strong representation from the Kitsilano neighbourhood. Altogether, **1,228 people completed the online survey**.



Safety




Safety and **comfort** were top priorities already identified. From the survey, respondents' top values were **greenspace, connections, and directness**, with some variation according to how they travel to the park, activities they do in the park, and self-reported demographic characteristics, including age, gender, and disability status.






Comfort

We heard about some of the challenges with the existing pathway alignment in the park and recommendations that could make their experience better.


CHALLENGES

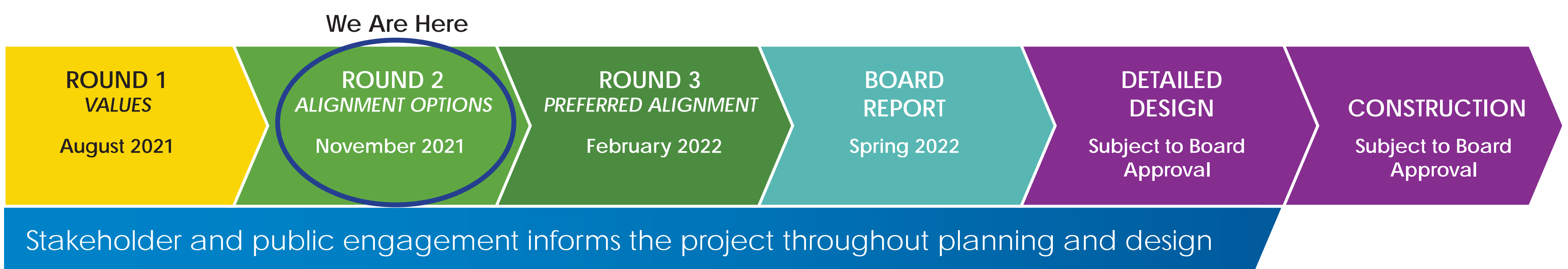
-  Conflicts between cyclists and other park and pathway users because of the shared spaces they occupy
-  Concerns about behaviour of people cycling, such as travel speeds, not following rules, and not ceding space to people walking and rolling
-  Congestion, with concerns about a high volume of all park users and competing demands for space along the pathway and in the park

RECOMMENDATIONS

-  Clearer and/or more signage to ensure path users understand where to go
-  A bike path outside of the park/around the perimeter of the park/on the road
-  Separate bike path from pedestrian traffic

Kitsilano Beach Park Seaside Greenway Improvement Project Engagement Round 1

2,290+ Total people reached	Top values
<p>Of 1,228 survey respondents:</p> <ul style="list-style-type: none">  84% visit the park at least a few times a month  72% access the park by bike  56% access the park by walking  45% live in Kitsilano 	<ul style="list-style-type: none">  Greenspace  Connections  Directness



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Tell us what you think of these separated path options

ZONE 1 OPTIONS - Balsam St to Yew St

Cycle path uses the existing multi-use path for both options

- A** Walking/rolling path at toe of slope in the park
- B** Sidewalk located adjacent to Cornwall Ave

ZONE 2 OPTIONS- Yew St to Arbutus St and Creelman Ave

Existing walking/rolling path adjacent to Cornwall Ave and Arbutus St for all options

- C** Cycle path on south and east sides of parking lot
- D** Cycle path on west side of Yew St path and north side of parking lot
- E** Cycle Path on west side of Yew St path, and west and north of tennis courts



Legend

- Walking/rolling Path
- Cycle Path

ZONE 3 OPTIONS - Arbutus St from Creelman Ave to McNicoll Ave

Existing walking/rolling path adjacent to Arbutus St for both options

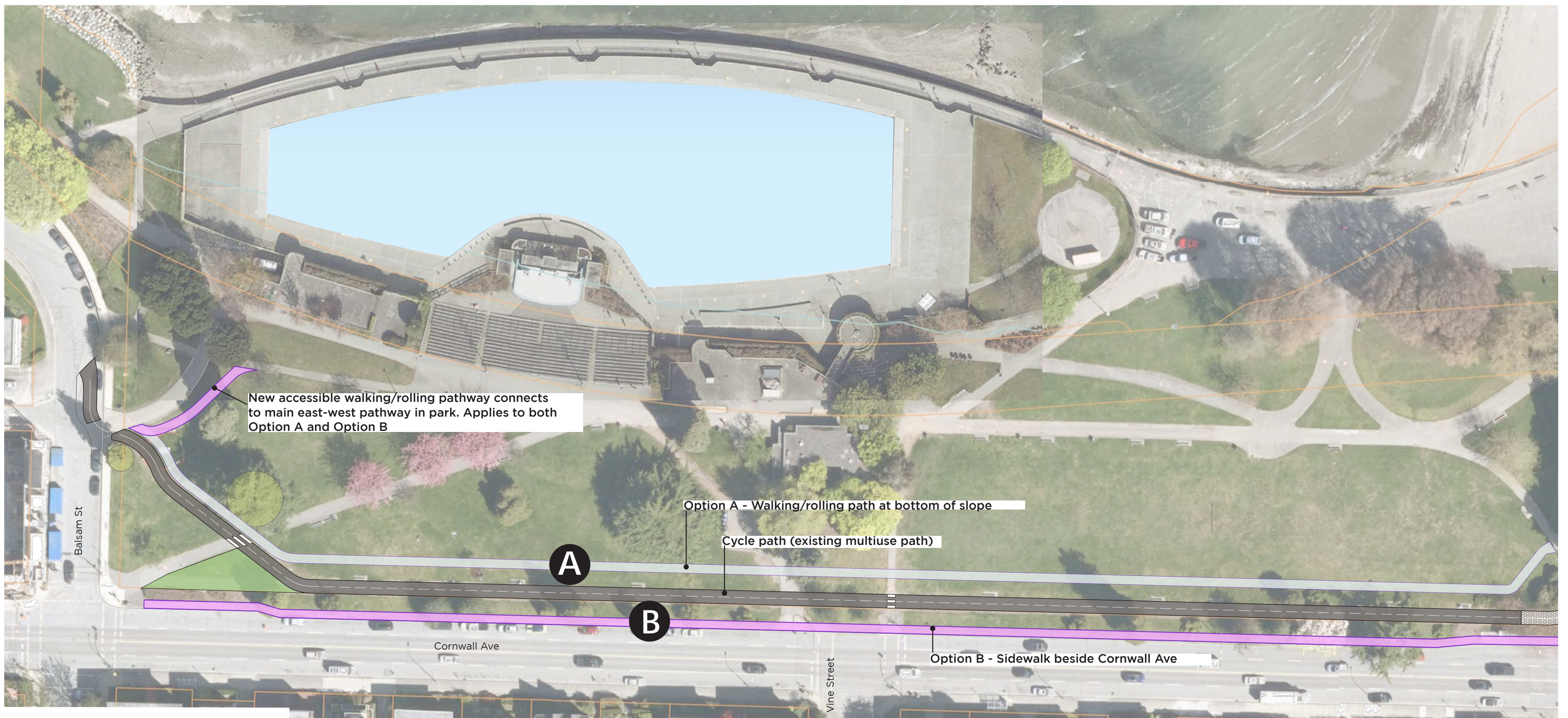
- F** Cycle path in park
- G** Protected cycle path on Arbutus St

ZONE 4 OPTIONS - In The Park and On-Street

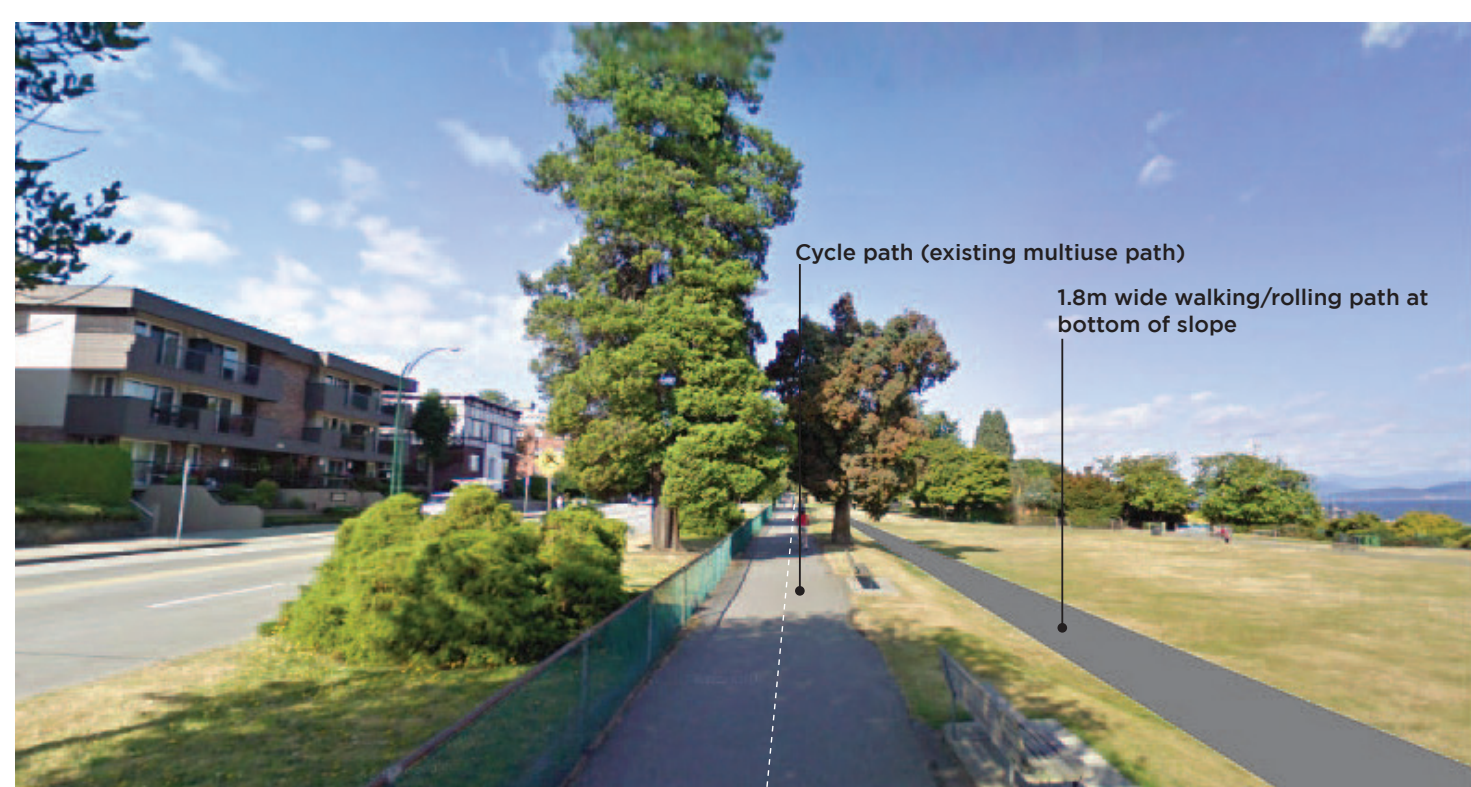
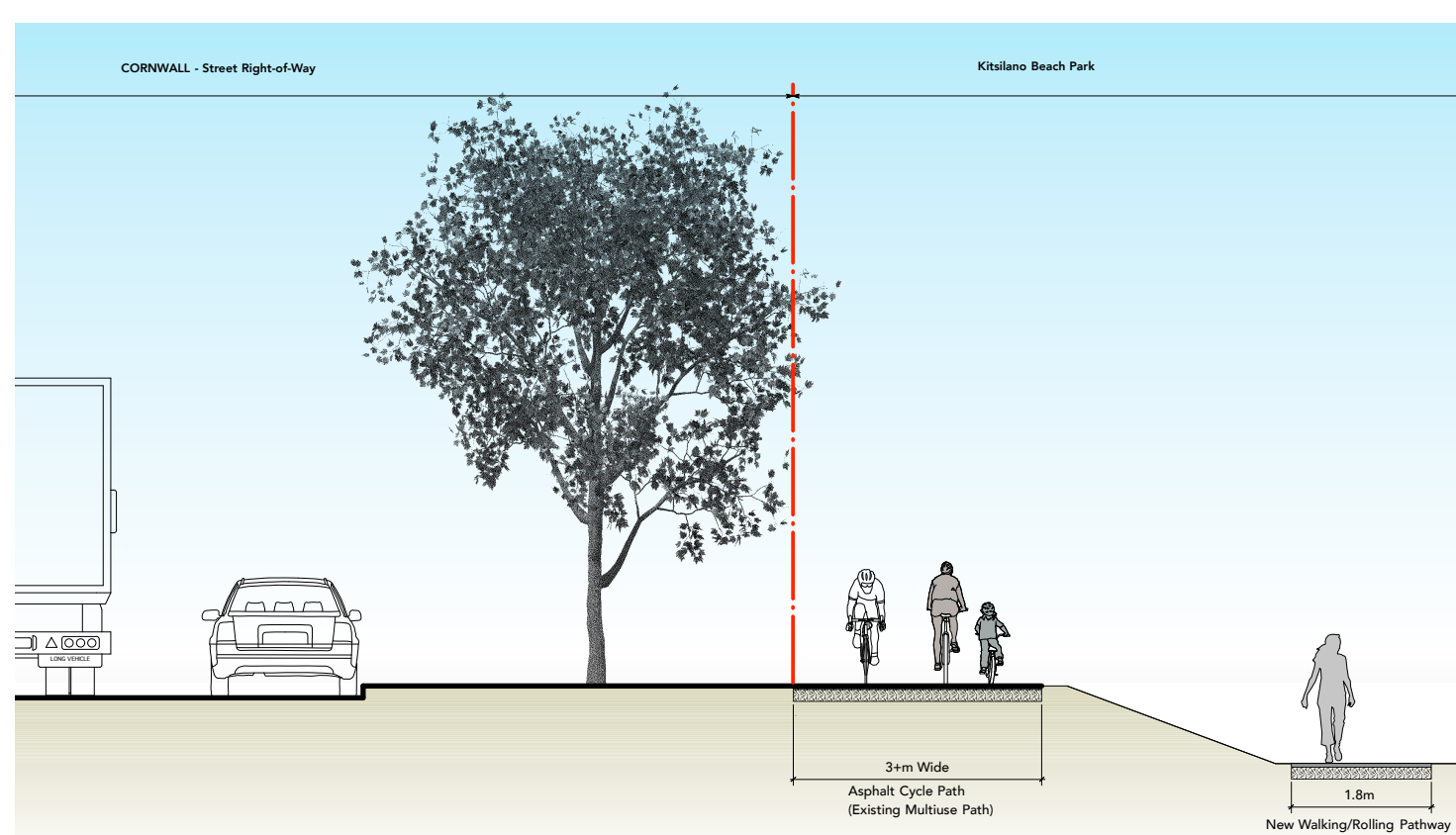
Cycle paths through the north part of the park, and on-street along McNicoll and Ogden Aves, and Maple St were considered but not advanced due to archaeological sensitivities and the need to further assess potential impacts to the existing transportation network.

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ZONE 1 OPTIONS - Balsam St to Yew St

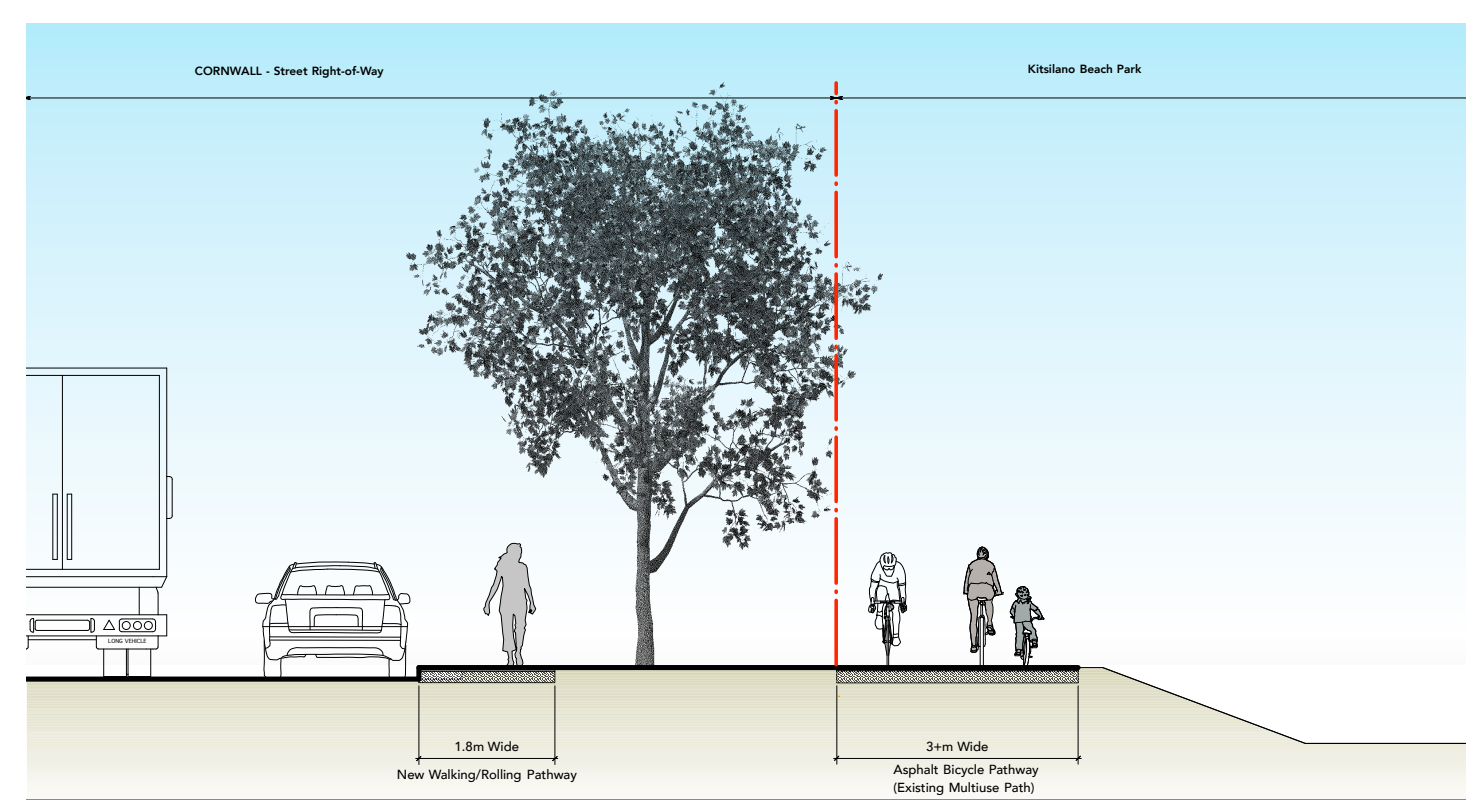


OPTION A - New walking/rolling path in Park



Approximate location of new walking/rolling path in park

OPTION B - New sidewalk beside Cornwall Ave



Approximate location of new walking/rolling path beside Cornwall Ave

OPTION A

Strengths:

Parking Loss: 2

Greenspace Loss: 778m² (equivalent a little less than 3 tennis courts)



Accessible walking/rolling connection from Balsam Ave into heart of the park

Maintains **direct route through park** for walking, rolling, cycling



More loss of greenspace than Option B

Impacts open grass area and slope between Vine St and Yew St, and impacts benches

OPTION B

Strengths:

Parking Loss: 2

Greenspace Loss: 128m² (equivalent to about half a tennis court)

Accessible walking/rolling connection from Balsam Ave into heart of the park

Sidewalk provides **direct walking/rolling connection** between Balsam Ave and Yew St

Less loss of greenspace than Option A

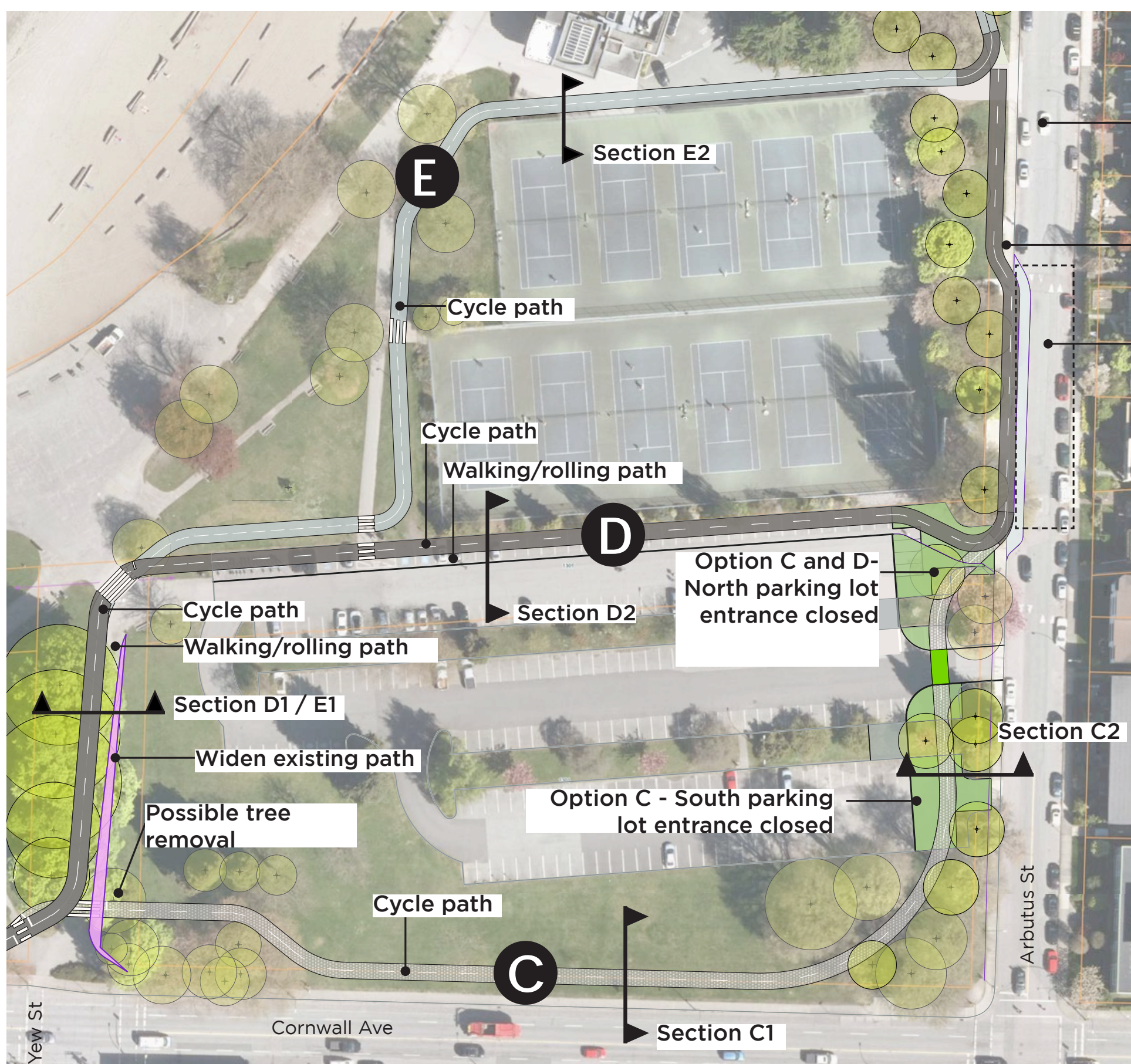
Impact to walking, rolling route: travel on new sidewalk on north side of Cornwall Ave or through the park on existing paths

Less comfortable to walk or roll next to Cornwall Ave

Up to four (4) trees may need to be **removed and replaced**. (NOTE: According to the arborist report these trees are currently in poor condition)

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ZONE 2 OPTIONS- Yew St to Arbutus St and Creelman Ave



Arbutus St - Two way with parking on both sides

Cycle path in park

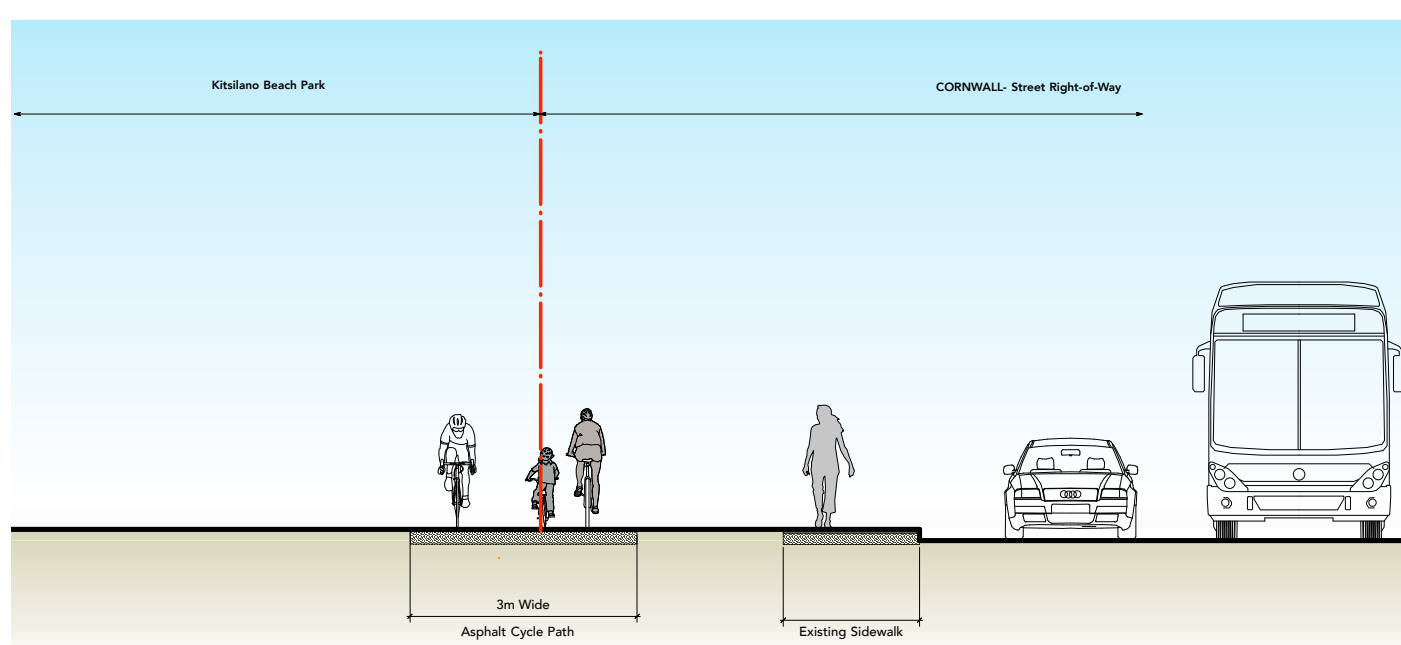
Arbutus St - Two way with no parking on either side: This area only

OPTIONS - 'In-Park' along Arbutus

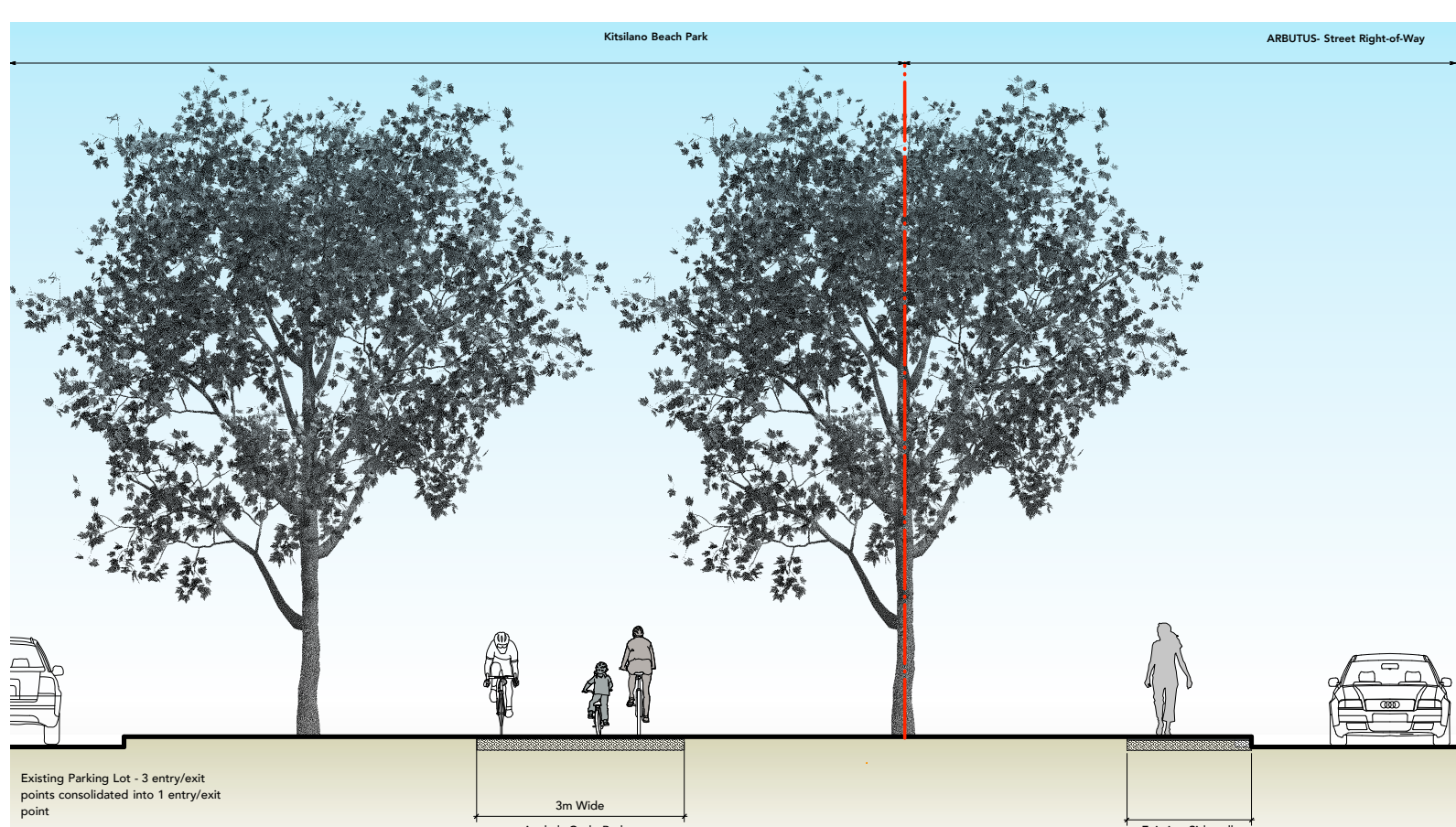


OPTIONS - On Arbutus

OPTION C - South and east side of parking lot



Section C1 - Cycle path south of parking lot near Cornwall Ave

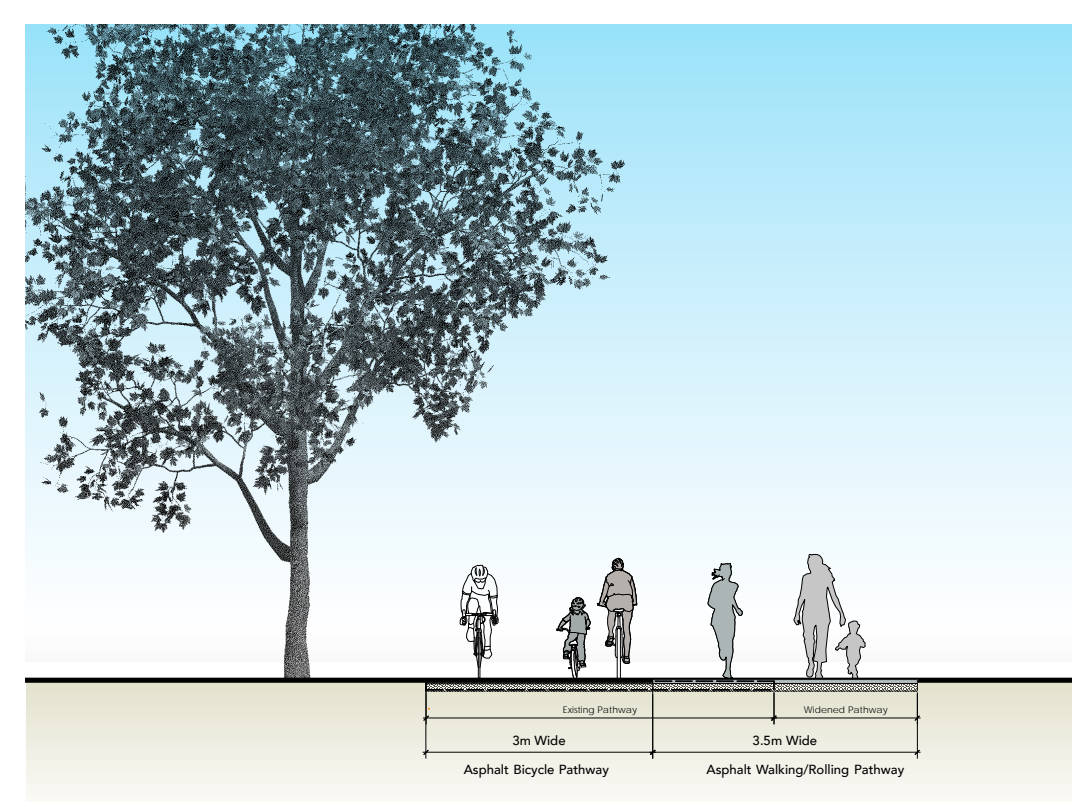


Section C2 - East side of parking lot near Arbutus St

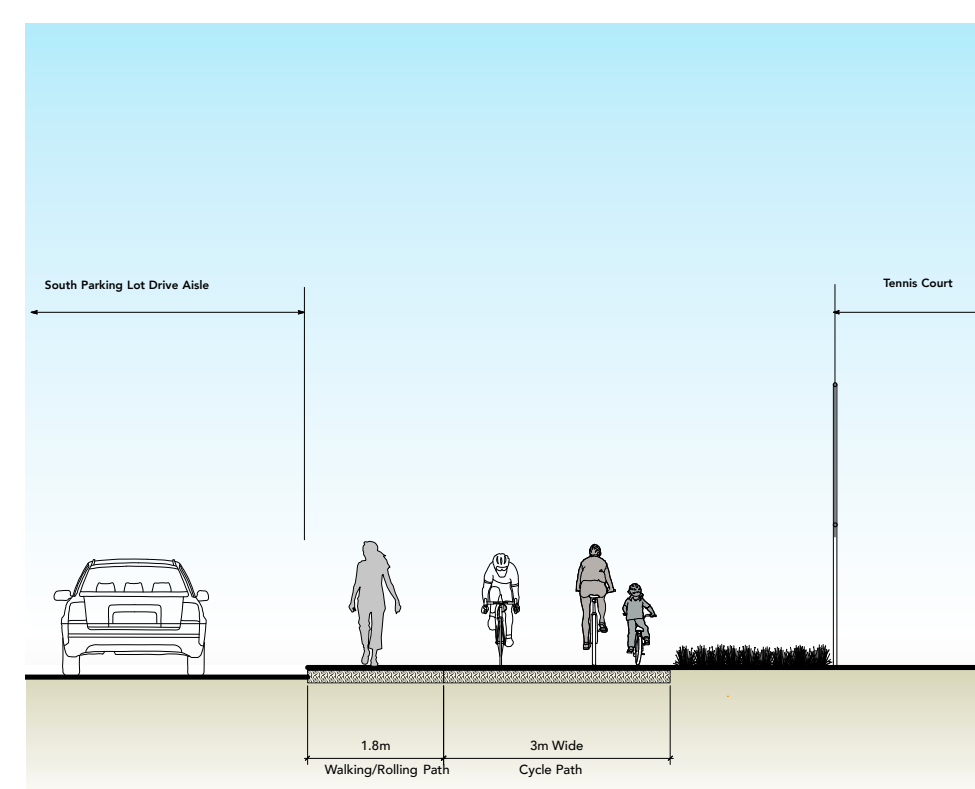


Approximate location of new cycle path near Cornwall Ave

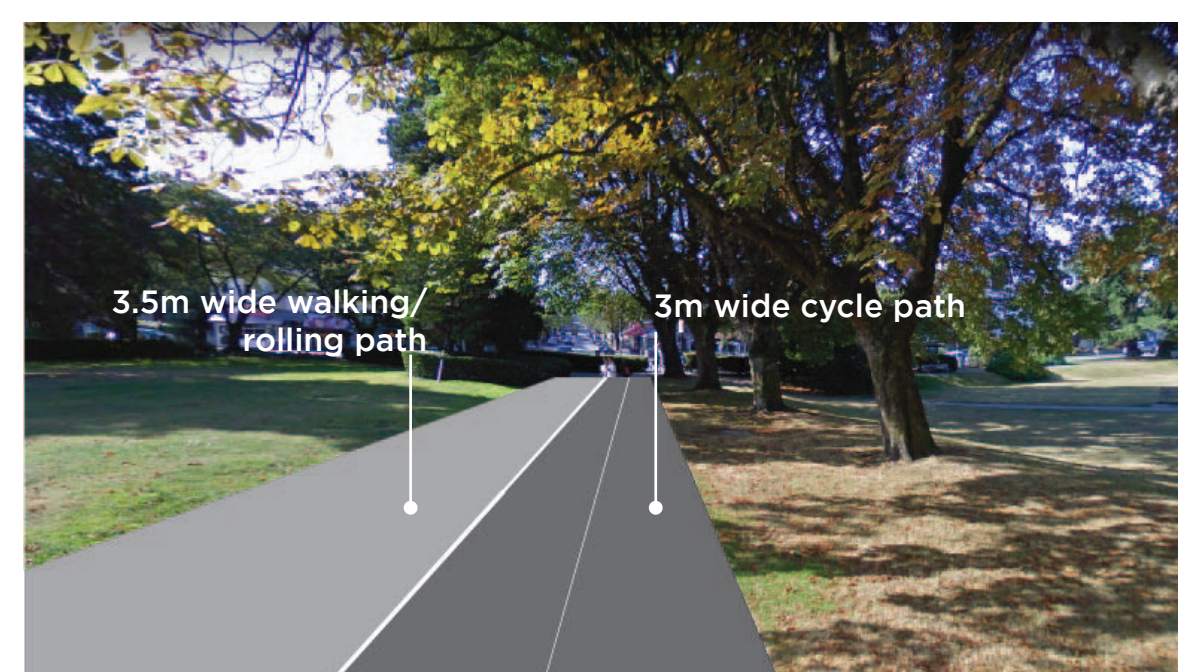
OPTION D - West and north side of parking lot



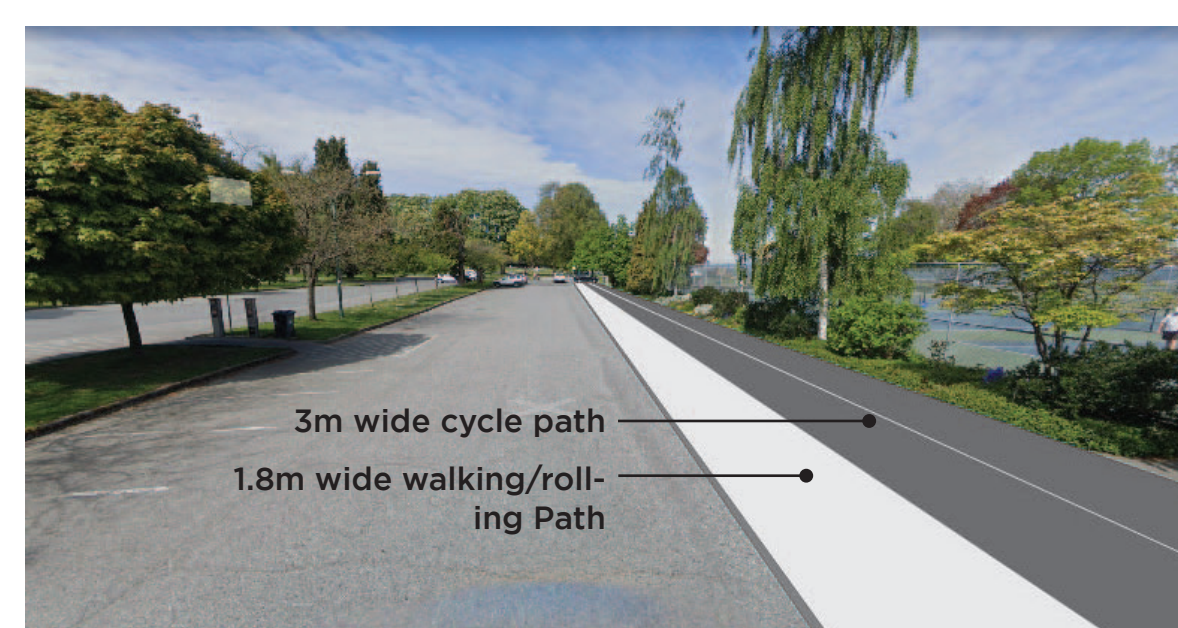
Section D1 - Separated cycle and walking/rolling paths: Yew St park entry



Section D2 - Separated cycle and walking/rolling paths: North side of parking lot

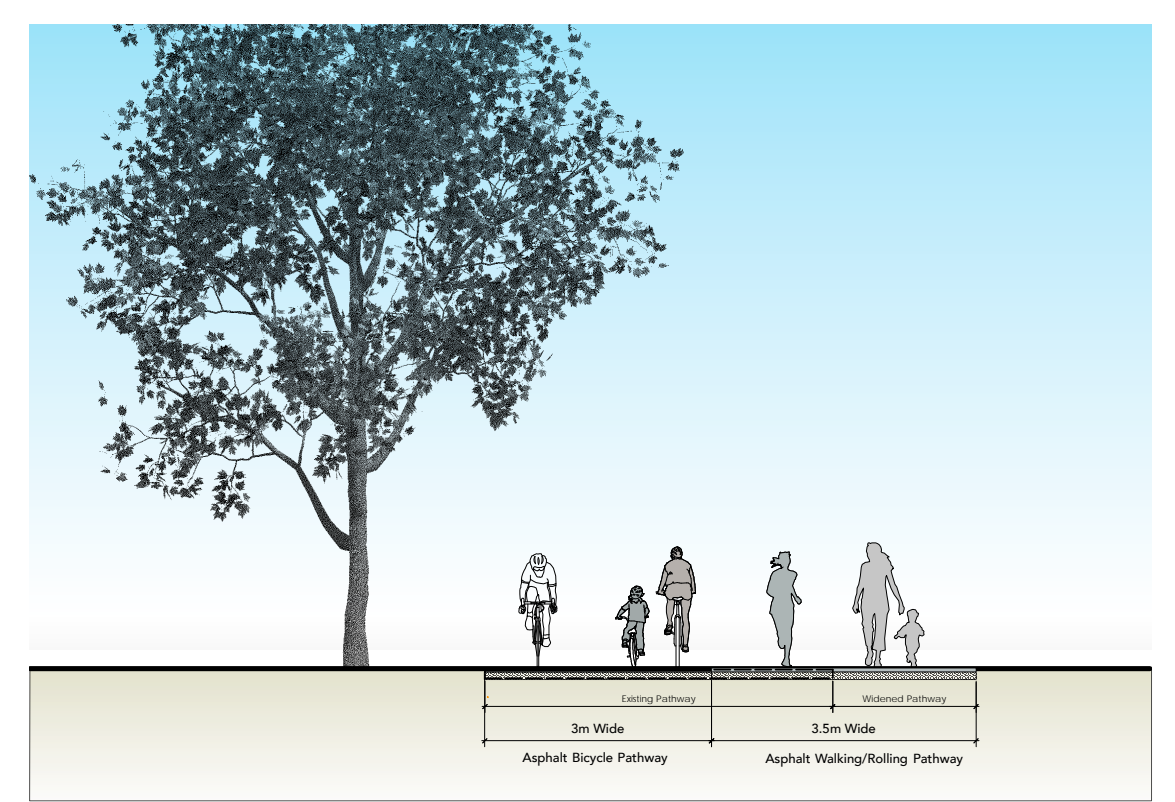


Approximate location of separated cycle and walking/rolling paths: West side of parking lot

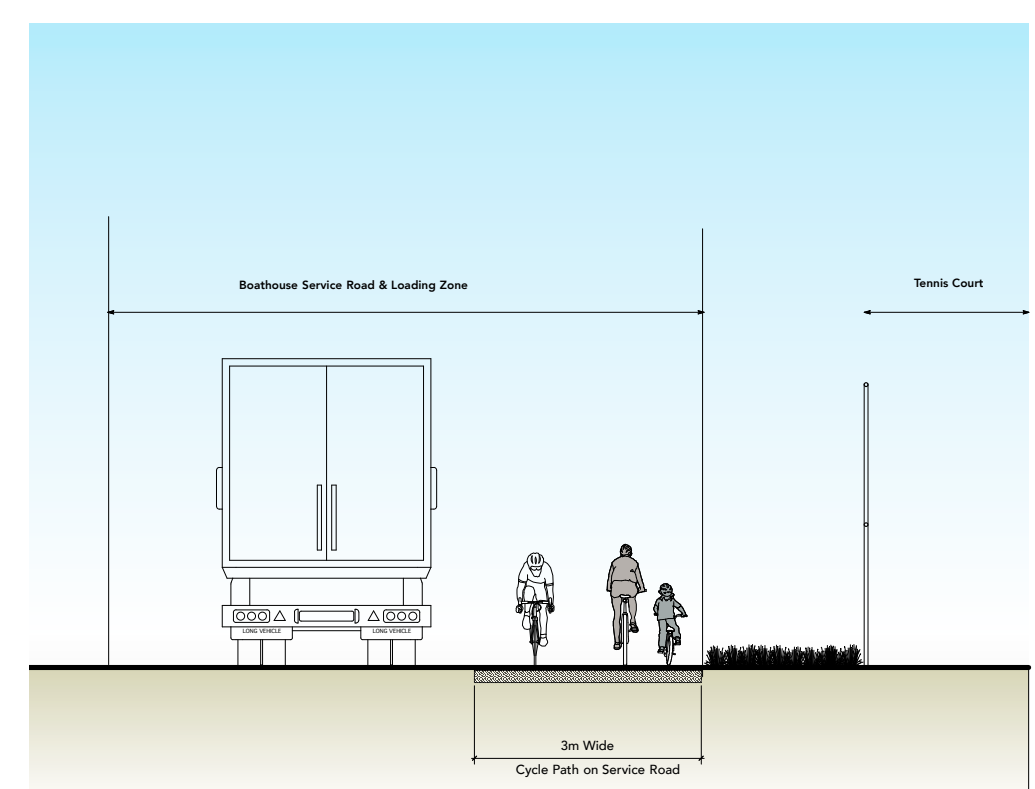


Approximate location of new cycle and walking/rolling paths - North side of parking lot

OPTION E - West side of parking lot and tennis courts, north side of tennis courts



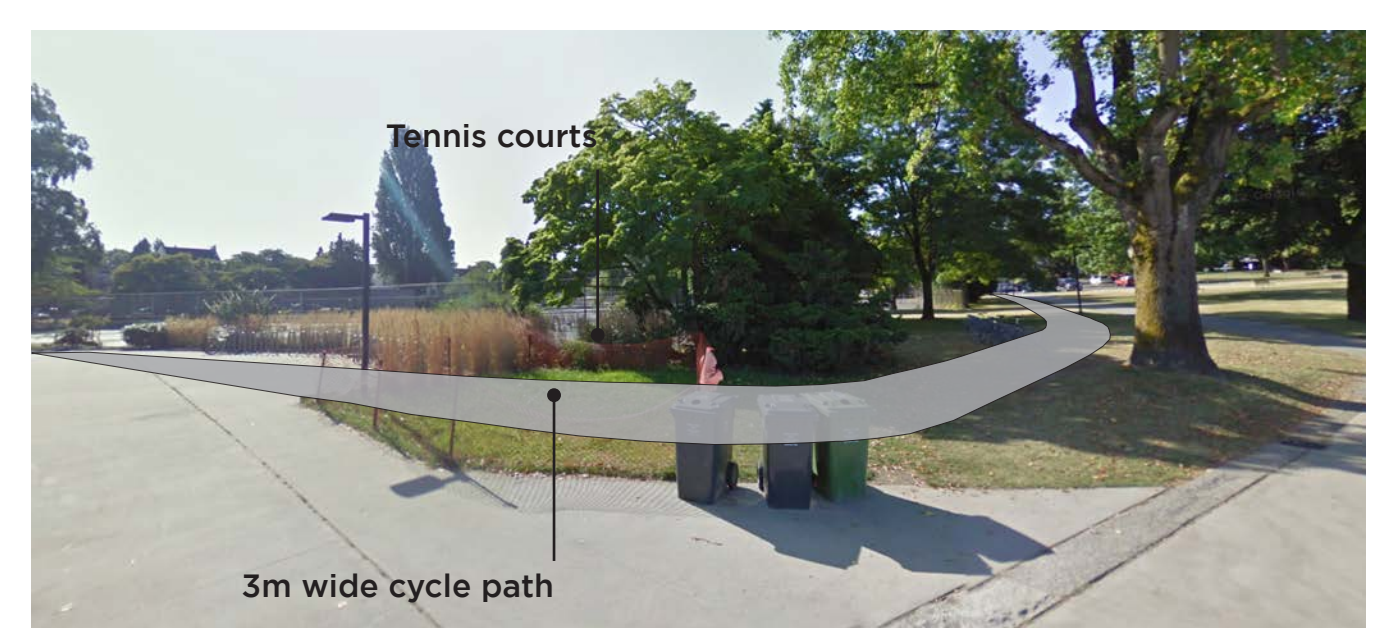
Section E1 - Separate cycle and walking/rolling path: Yew St park entry



Section E2 - Separate cycle and walking/rolling path: North side of tennis court



Approximate location of new cycle path: West side of tennis courts



Approximate location of new cycle path: North of tennis courts (near Boathouse Restaurant)

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OPTION C

Strengths: 

Parking Loss: 25-30 (south parking lot +/- W side Arbutus)

Greenspace Loss: 299-319m² (a little more than 1 tennis court)

*EV station may need to be relocated
*Access to the pump station required



Lower impact to people walking and rolling in centre of park

Safety improvement: with cycle path crossing of Yew St pathway set back from the intersection with Cornwall Ave to provide clear sight lines and reduce conflicts



Moderate loss of greenspace

Two trees may need to be replaced

Some loss of parking

Less direct connections to park amenities

Safety risk: Potential conflicts where cycle path crosses Yew St path near Cornwall Ave

OPTION D

Strengths: 

Parking Loss: 58-63 (south parking lot +/- W side Arbutus)

Greenspace Loss: 50-70m² (about one quarter of a tennis court)

*EV station may need to be relocated
*Access to the pump station required

Improved walking and rolling **connection into the park** from the parking lot and Arbutus Street

Improved **connection for people cycling** to centre of park and park amenities

Minimal loss of greenspace

Safety improvement: reduced potential for conflicts between travel modes at Cornwall Ave and Yew St intersection

Comfort or familiarity with this route since it is similar to temporary cycle path

Minimal loss of greenspace

Most loss of parking of any Zone 2 options

Brings people cycling at higher speeds into the centre of the park creating **less comfort**

Safety risk: potential conflicts where cycle path crosses walking/rolling path

OPTION E

Strengths: 

Parking Loss: 0

Greenspace Loss: 480m² (equivalent to a little less than 2 tennis courts)

Safety improvement: reduced potential for conflicts between travel modes at Cornwall and Yew intersection

No loss of parking

Improves connection for people cycling to the centre of the park

Moderate loss of greenspace

Brings people cycling at higher speeds into the centre of the park creating **less comfort**

Safety risk: potential conflicts with delivery vehicles along Boathouse Restaurant service lane

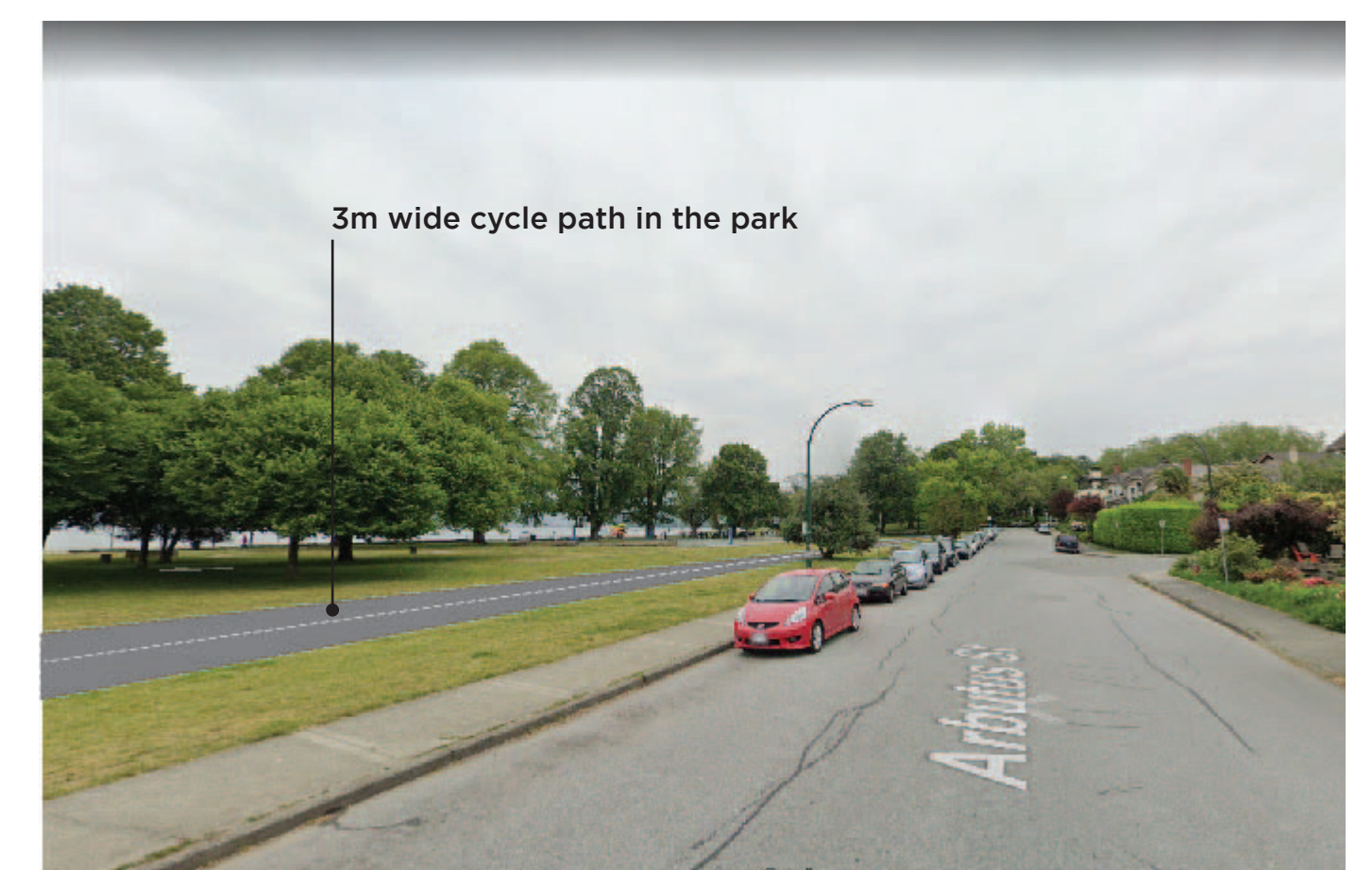
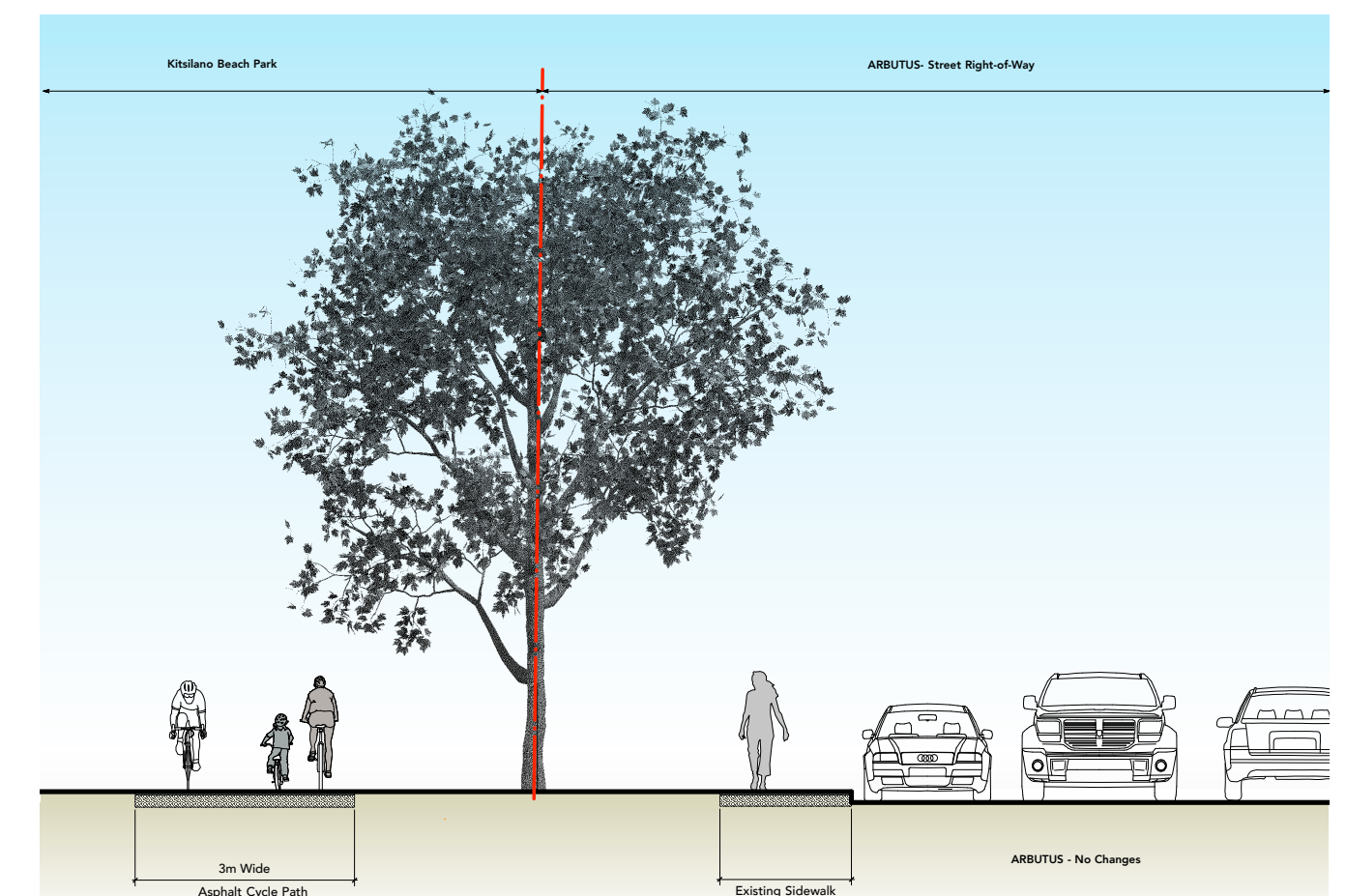
Impacts open space between Tennis Court and Beach and service lane

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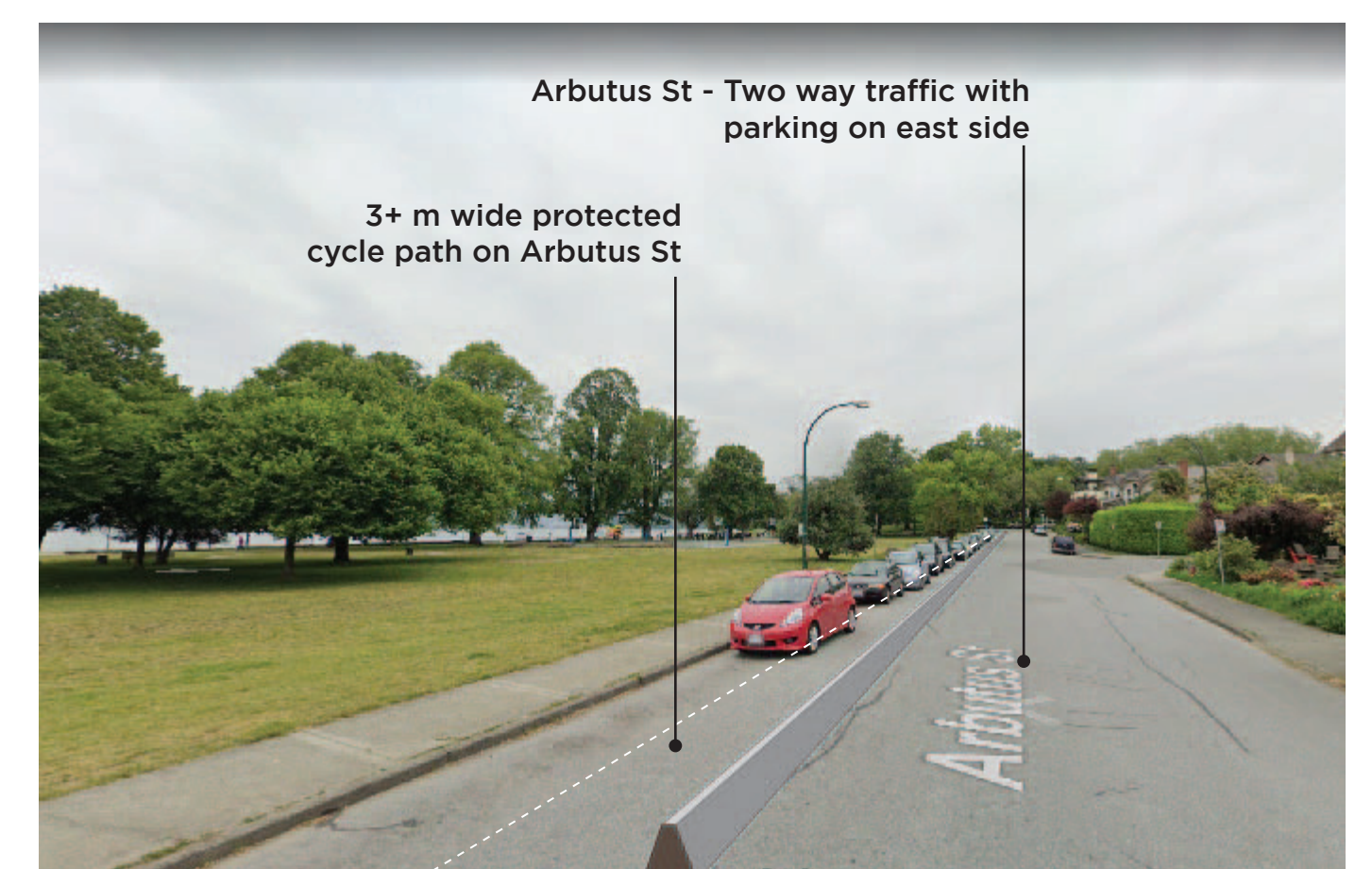
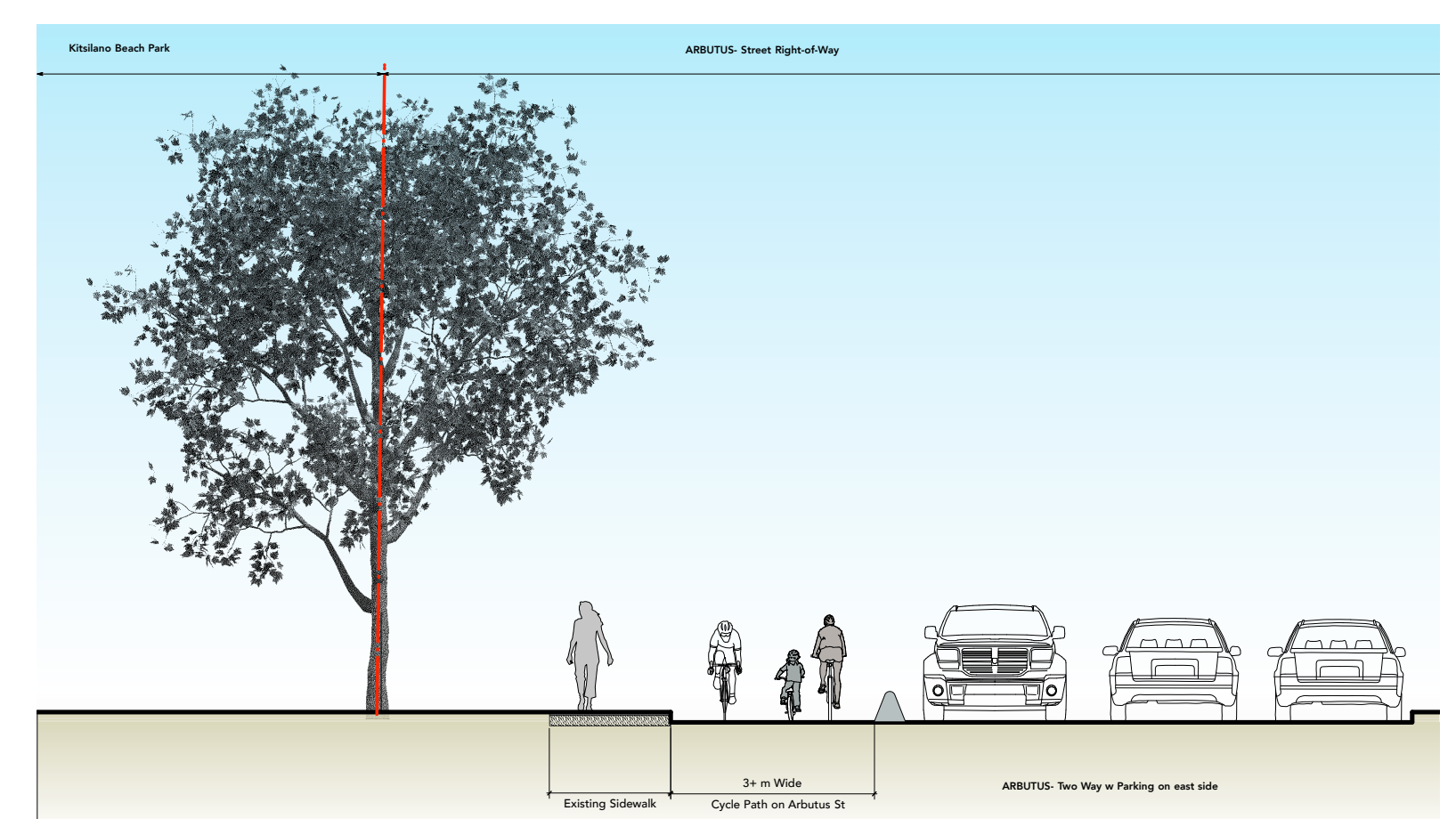
ZONE 3 OPTIONS - Arbutus St from Creelman Ave to McNicoll Ave



OPTION F - 'In-park' cycle path



OPTION G - Protected cycle path on Arbutus St



OPTION F

Strengths:

Parking Loss: 0

Greenspace Loss: 795m² (3 tennis courts)



Lower impact to people walking and rolling in centre of park

No parking loss



Loss of greenspace

Safety risk: cycle path crosses path to accessible playground and beach

OPTION G

Strengths:

Parking Loss: 39 (W side Arbutus)

Greenspace Loss: 0m²

No loss of greenspace

No impact to accessible playground path

Traffic impacts due to changed road use

Loss of parking due to changed road use

No direct connections to park facilities which will require specific cycle paths within the park