# Preliminary Cycle Path Options Evaluation

We did a preliminary evaluation of the options in each zone to understand how well they reflect different values for a separated cycling path in the park.

**Safety** and **comfort** are the top priority for design. **Greenspace, connections,** and **directness** were the top values identified in Round 1 engagement, followed by impact and parking.

**How well do the options for a separated cycling path in the park reflect these values?** Fill out our survey by scanning the QR code below to tell us what you think.

| ZONES | OPTIONS | PRIMARY VALUES: Protecting Greenspace | PRIMARY VALUES: Connections | PRIMARY VALUES: Directness | SECONDARY VALUES: Parking | SECONDARY VALUES: Impact | IMPACT: Greenspace loss (m2) | IMPACT: Total Parking Stalls Lost |
|---|---|---|---|---|---|---|---|---|
| Zone 1<br>Balsam Street to Yew Street | A New walking/ rolling path In Park | 2 | 4 | 5 | 4 | 2 | 778 | 2 |
| | B Walking /Rolling Path beside Cornwall | 4 | 4 | 5 | 4 | 4 | 128 | 2 |
| Zone 2<br>Yew Street to Arbutus Street & Creelman Ave | C Southeast Corner of the Park | 3 | 2 | 3 | 2 | 3 | 299-319 | 25-30 |
| | D Through Parking Lot | 4 | 3 | 3 | 1 | 4 | 50-70 | 58-63 |
| | E In the Park Path | 3 | 4 | 3 | 5 | 4 | 480 | 0 |
| Zone 3<br>Arbutus Street from Creelman Ave to McNicoll Ave | F In-Park Path | 2 | 3 | 5 | 5 | 3 | 795 | 0 |
| | G On-Street Path | 5 | 3 | 5 | 2 | 3 | 0 | 39 |

## LEGEND

| | Greenspace preserves existing open space and trees as much as possible | Connection connections into the park and to park amenities for all users | Directness the separated cycle path is as direct and seamless as possible across the park |
|---|---|---|---|
| 5 | No greenspace paved, no trees replaced, open areas preserved | Clear connections into the park and to park amenities for all users | Direct and seamless route |
| 4 | Limited greenspace paved, minimal impact to open areas | Most connections into park and to amenities are clear | Moderately direct and seamless route |
| 3 | Some greenspace paved, some trees replaced, some impact to open areas | Some connections into park and to amenities are clear | Somewhat direct route |
| 2 | Moderate area of greenspace paved, some trees replaced, moderate impact to open areas | Limited connections, possibility of conflicts | Somewhat indirect, awkward route (people may choose own routes) |
| 1 | Large area of greenspace paved, multiple trees replaced, high impact to open areas | Poor connections, possibility of conflicts | Indirect, awkward route (people may choose own routes) |

| | Parking maintains convenient parking for people driving to and from the beach | Impact disruption to park uses, including events, businesses, neighbours |
|---|---|---|
| 5 | No parking stalls removed | No disruption |
| 4 | Limited parking stalls removed | Limited disruption that can be mitigated |
| 3 | Some parking stalls removed | Moderate disruption that can be mitigated |
| 2 | Moderate number of parking stalls removed | Moderate disruption that cannot be mitigated |
| 1 | High number of regular parking stalls removed | Significant disruption that cannot be mitigated |

## Take the survey

Let us know what is important to you regarding access and connections to 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