



# Kitsilano Beach Park

Seaside Greenway Improvement Project  
What We Heard Report  
February 2022





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## Executive summary



## II Executive summary

Kitsilano Beach Park is one of Vancouver's most popular parks and includes one of the only portions of the Seaside Greenway that does not separate modes of travel, such as walking, rolling, and cycling. A first round of engagement ('Round 1') took place in August 10 to 30, 2021, where the project team gathered input from park and pathway users on important values to consider in designing a new pathway through the park. The project team undertook a second round of public engagement ('Round 2') from November 1 to 28, 2021, resulting in various touchpoints with park users and residents – including 740 survey respondents, 55+ conversations during an on-site pop-up, and 15 stakeholder meeting attendees. Other engagement opportunities for Round 2 included: paper surveys, direct stakeholder emails, and a Q&A form on Shape Your City. The project team again heard from a broad cross-section of Vancouver residents who use the park and pathway, with strong representation from the Kitsilano neighbourhood.

**740 people completed the Round 2 online survey.** Key characteristics of respondents include:

- 86% of respondents said that they visit the park at least a few times a month.
- Most people said they travel through the park, while many also visit the park to relax or take part in recreational activities.
- 70% of respondents said they access the park by cycling and/or by walking.

**Two stakeholder meetings took place virtually on November 4 and 9 during Round 2.** These meetings included representation from local resident association groups, park activity and event organizers, advocacy groups, and local businesses. These representatives provided specific insight into the how the park is used and how activities within and surrounding the park would be affected by the various pathway alignment options.

The project team held an **on-site pop-up event** in November to raise awareness about the engagement and gather input from park users.

This round of engagement presented seven pathway alignment options within three zones of the park. Respondents were invited to share how well each of the options reflected the values identified in Round 1, which were **Greenspace, Connections, Directness, Parking, and Impact**. Safety (including accessibility) and comfort were not included in the list because these are two values that staff consider to be most important in cycle path design. The survey also included questions for each option asking respondents to identify what they specifically like or dislike about each alignment option.

Overall, respondents shared the following evaluations within each zone:






- **Zone 1** (Balsam Street to Yew Street): Respondents shared that Option A best reflects the values of Directness, Connections, and Parking, while Option B best reflects the values of Greenspace and Impact.
- **Zone 2** (Yew Street to Arbutus Street and Creelman Avenue): Respondents shared that Option C best reflects most of the values when compared to Options D and E. However, respondents felt that Option D better reflected the value of Greenspace, and Option E better reflected the value of Parking.
- **Zone 3** (Arbutus Street from Creelman Avenue to McNicoll Avenue): Respondents felt that Option G reflects all values, except Parking, better than Option F.






- Through this round of engagement, respondents identified the following specific considerations and recommendations for the pathway alignment:
  - Minimize impact on greenspace, particularly in the areas of the park within Zones 1 and 3.
  - When possible, separate pedestrians and cyclists to allow for safe and comfortable travel.
  - When possible, keep cyclists away from vehicular traffic to address safety concerns, especially in Zone 2.
  - Add buffer areas for busy entrances and loading areas, particularly in Zone 2 where the sports courts are located.
  - Prioritize access to amenities and beach views, where possible in Zones 1 and 2, so that pathway users can enjoy a pleasant park experience and to enhance connections.

Based on this input into the pathway alignment options, we evaluated how well each option reflects the values, which is shown in Figure 1.

**Figure 1. Round 2 engagement summary**

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

**Legend**

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

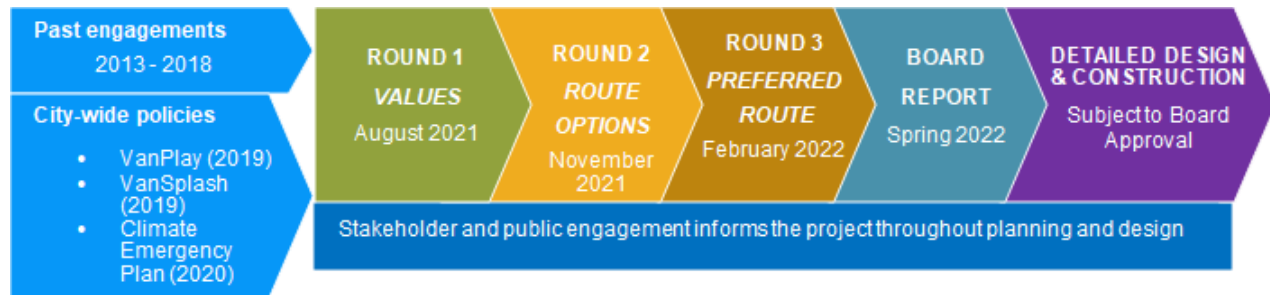
This table shows a summary of the three zones, the pathway route options within each zone, and shaded squares to show how each option reflected the top values. The first column lists the zones from top to bottom: Zone 1: Balsam Street to Yew Street, Zone 2: Yew Street to Arbutus Street and Creelman Avenue, Zone 3: Arbutus Street from Creelman Avenue to McNicoll Avenue. The second column lists the seven pathway route options from top to bottom: A: New walking/rolling park in park, B: Walking/rolling path beside Cornwall, C: Southeast corner of the park, D: Through parking lot, E: In the park path, F: In-park path, G: On-street path. The third column includes green shading to show how each option reflected the top values. It includes, listed from left to right: protecting greenspace, connections, directness, parking, impact. The legend reads from top to bottom: dark green means “most reflects the values”, light green means “somewhat reflects the values”, white means “least reflects the values”.

The input we heard in Round 2 will inform the design of a preferred pathway alignment. This design will be shared back with the public in a third and final round of engagement in February 2022, with a final decision to be made by the Park Board in the spring of 2022.



This report presents a summary of findings from Round 2 of engagement and how these findings will inform next steps (see Figure 2: Project timeline).

**Figure 2. Project timeline**







**Round 2 engagement**



## I Project background

Kitsilano Beach Park is one of Vancouver's most popular parks and includes one of the only portions of the Seaside Greenway that does not separate modes of travel. The Vancouver Parks Board is aware of the challenges associated with the bike and pedestrian routes in this area, and seeks to work with the public, stakeholders, and colleagues in Engineering to find solutions for everyone. After several rounds of engagement over the past 10 years, the Park Board is now exploring options to introduce a separated cycling path. This path will connect Balsam Street with Ogden Avenue, and includes a section within Kitsilano Beach Park.

The goals of this project are to:

- Establish a safer and more comfortable separated cycling path that connects Balsam Street to Ogden Avenue across the park for all users, including children, families, and people with reduced mobility.
- Improve entryways into the park.

This project includes three rounds of public engagement. The first round ('Round 1') aimed to help Park staff understand what is important to park and pathway users regarding how they access and connect to Kitsilano Beach Park and the Seaside Greenway. Input from Round 1 supported the development of design options for a separated cycle path that will make it a safe and comfortable route for all users, including children, families, and people with mobility challenges, while reducing conflicts between park users. Results from Round 1 of engagement can be found on the project website ([link](#)).

The second round of engagement ('Round 2') was open from November 1 to 28, 2021. In this round, a series of pathway design options were presented in three different zones of Kitsilano Beach Park. Participants were asked to share their input on how each design option reflects the identified values and feedback received in Round 1. Respondents were also asked to share what they like or do not like about each of the design options, which will be considered in the design of the final preferred route for the new pathway. The project team built on these survey results with input from two stakeholder meetings, on-site engagement, and direct email communications to accommodate different types of feedback.

Results from the first two rounds of engagement will help to determine a proposed route for the new pathway, which will be presented in a third round of engagement ('Round 3') to help fine-tune the path design.

Round 2 engagement included an updated set of objectives and approach to best gather feedback from park and pathway users.

## II Round 2 engagement objectives and approach

The objectives of Round 2 of engagement included to:

- Gather feedback from the public on how each design option presented reflects the identified values of **Greenspace, Connections, Directness, Parking, and Impact** (note that the project team already considers the values of **Safety** and **Comfort** to be top priorities when it comes to cycle path design).
- Listen and learn from a broad-cross section of communities, including local residents, local businesses, and various pathway and park users.
- Proactively communicate key project information to nearby communities while responding to inquiries in a timely manner.

Round 2 of engagement was open from November 1 to 28, 2021. As in Round 1, to meet the above engagement goals while considering the limitations due to COVID-19, the project team developed a hybrid approach. This included a project information page and online survey using the City's Shape Your City platform, on-site engagement (a pop-up in the park on November 6), where paper surveys were made available, direct stakeholder emails, and stakeholder meetings.

Information about the project and Round 2 engagement was shared through Park Board social media (including boosted posts to reach nearby residents), direct emails to stakeholders, on-site signage, posters at the Kitsilano Community Centre, and postcards to approximately 12,360 residents from McDonald Street (west) to Burrard Street (east), and from W 4th Avenue (south) to English Bay (north).

The Round 2 survey was open on the Shape Your City engagement platform from November 1 to 28, 2021, resulting in 740 responses. The survey included 15 questions separated into three parts (see Appendix A: Online survey questions):

- Part 1 asked about experiences and activities in Kitsilano Beach Park.
- Part 2 asked respondents to evaluate a series of alignment options according to the values established in Round 1 and to identify elements of the design options that they liked and did not like.
- Part 3 asked for demographic information to help staff best understand who was completing the survey and to assess if feedback was representative of Kitsilano and nearby communities.

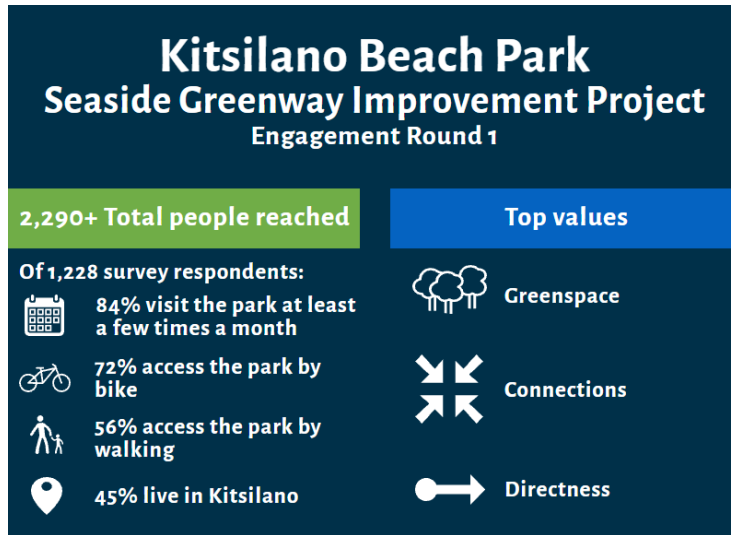
Results from Round 1 showed that **Greenspace, Connections, and Directness** were the top values for park and pathway users. To help spark thinking and to support survey respondents in providing informed feedback during Round 2, we included several documents on the Shape Your City website:

- [Display boards showing design options;](#)
- [Preliminary evaluation](#) of all design options;
- Design options that were previously [considered but not pursued](#), due to various site constraints.



A summary of Round 1 engagement is shown in Figure 3, below.

**Figure 3. Summary of Engagement Round 1**



This image shows a summary of Engagement Round 1 for the Kitsilano Beach Park Seaside Greenway Improvement Project. It includes two columns. The left column reads, from the top: 2,290+ total people reached. Of 1,228 survey respondents, 84% visit the park at least a few times a month; 72% access the park by bike; 56% access the park by walking; and 45% live in Kitsilano. The right column reads, from the top: top values: greenspace, connections, and directness.

Details of communications and engagement tactics are included in Appendix B and a summary of engagement touchpoints is shown in Figure 4.

**Figure 4. Round 2 engagement touchpoints**

## ENGAGEMENT TOUCHPOINTS



This image shows a summary of engagement touchpoints in Round 2 for the Kitsilano Beach Park Seaside Greenway Improvement Project. It includes four measurements reading left to right: 740 survey responses (unique online survey responses); 55+ on-site interactions (during on-site engagement pop-up); 30+ emails (email submissions to project inbox and SYC – Shape Your City); 15 participants (attended stakeholder meetings).

As part of engagement, the project team welcomed questions through the Shape Your City platform. A summary of the comments received through this platform is included in Appendix D.





What we heard



## II What we heard: overview

As in Round 1, most of the 740 survey respondents in Round 2 shared that they come to the park at least a few times a week, that they mainly travel to or walk/run through the park, and that they walk or cycle to the park. Responses are summarized below. We mainly heard from residents living in Kitsilano and nearby neighbourhoods in Vancouver. Survey responses were complemented with two stakeholder meetings and an on-site engagement pop-up, where the project team heard additional, qualitative feedback and questions about the alignment options.

The purpose of this second round of engagement was to understand how respondents ranked each of the seven route options across the three zones of the park (see Figure 5 on the next page) according to the five values identified during the first round: **Greenspace, Connections, Directness, Parking and Impact**. The project team asked **how well each option reflected these values, and what people liked and disliked about each option** – this approach supported the evaluation of each option and helped to identify opportunities and challenges associated with each of the options across the park.

The survey asked respondents whether a given option reflected each value “not at all,” “slightly,” “moderately,” or “significantly.”

In Zone 1, Option A proposes a new walking/rolling path north of the existing multi-use path, at the bottom of the slope in the park, and Option B proposes a new sidewalk on the north side of Cornwall Avenue between Balsam and Vine Streets. We heard that:

- ◆ Respondents felt that Option A reflected the values of Parking, Directness, and Connections better than Option B.
- ◆ Respondents felt that Option B reflected the values of Impact and Greenspace better than Option A.
- ◆ The main differentiator was Greenspace:
  - Roughly a quarter of respondents answered that this value was reflected “significantly” by Option A, while the majority of respondents answered “moderately” or lower.
  - Nearly 60% of respondents felt Option B reflected the value of Greenspace significantly.

Zone 2 includes Option C (cycle path around the south and east sides of the parking lot), Option D (cycle path on west side of the Yew Street path and along the north edge of the parking lot), and Option E (cycle path on west side of the Yew Street path, and around the west and north sides of the tennis courts). Option C ranked highest on the top values of Greenspace, Connections, and Directness, and over 30% of respondents answered that each of the five values was reflected “significantly” well by this option. There were some differences in Impact and Parking:

- ◆ 49.3% of respondents thought that Option C reflected the value of Impact “significantly,” while less than a quarter of respondents felt this way about Options D (20.7%) and E (22.2%).
- ◆ Option E best reflected the value of Parking: 44.5% of respondents thought this option reflected the value of Parking “significantly,” compared to Options C (38.9%) and D (20.4%).

In Zone 3, Option F proposes a new cycle path in the park, west of the existing sidewalk on Arbutus Street, and Option G proposes a protected, two-way cycle path on Arbutus Street. The main differentiator in the survey findings was Greenspace, with survey respondents feeling that Option G is a better reflection of this value.



- ◆ Respondents felt that Option F reflected the values of Connections, Directness, and Parking well (with mixed opinions on Impact).
- ◆ Respondents felt that Option G reflected the values of Connections, Directness, and Impact well (with mixed opinions on Parking)

## Kitsilano Beach Park Seaside Greenway Improvements Zone Map

To get detailed input on components of the Kitsilano Beach Park cycle path, we separated the proposed changes into four zones, enabling stakeholders to provide their opinions on the options contained within each zone. These are shown in Figure 5, below.

**Figure 5. Map of Kitsilano Beach Park with zones defined**

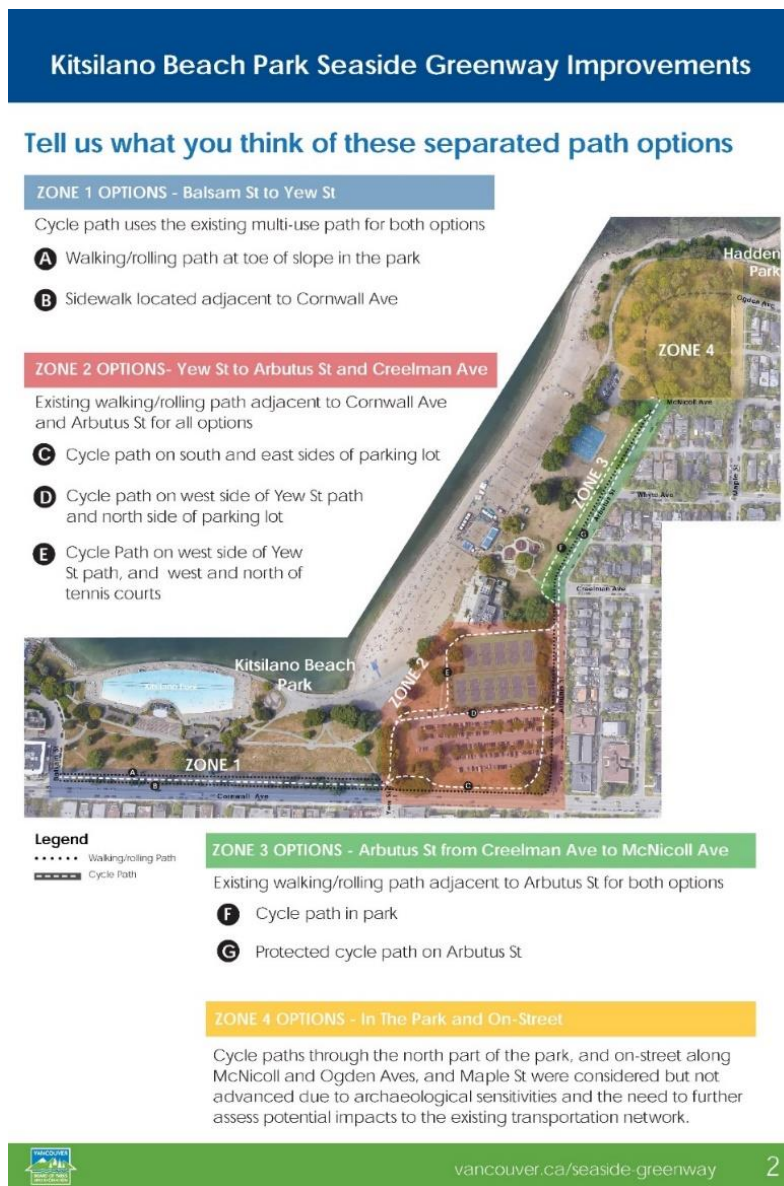


Table 1 below shows a summary of feedback on all alignment options based on how well they reflected the identified values. The numbers below display the percentage of respondents who shared that a given option “significantly” reflects the value. Those highlighted in green are the options within each zone that respondents felt best reflect the respective value.

**Table 1. Summary of feedback on all alignment options**

ZONES	OPTIONS	PRIMARY VALUES			SECONDARY VALUES	
		GREENSPACE (72.7% Round 1 respondents identified as top value)	CONNECTIONS (62.8% Round 1 respondents identified as top value)	DIRECTNESS (57.3% Round 1 respondents identified as top value)	IMPACT (37.1% Round 1 respondents identified as top value)	PARKING (9.5% Round 1 respondents identified as top value)
Zone 1 Balsam St to Yew St	A New walking/rolling path in park	23.4%	55.8%	61.5%	41.8%	49.1%
	B Walking/rolling path beside Cornwall	57.2%	33.5%	45.9%	46.2%	33.4%
Zone 2 Yew St to Arbutus St & Creelman Ave	C SE corner of the park	31.5%	39.3%	45.5%	49.3%	38.9%
	D Through parking lot	37.8%	28.9%	24.6%	20.7%	20.4%
	E Path in park	25.9%	34.3%	29.6%	22.2%	44.5%
Zone 3 Arbutus St from Creelman Ave to McNicoll Ave	F In-park path	15.8%	41.9%	44.9%	28.5%	46.8%
	G On-street path	70.4%	47.2%	54.3%	51.4%	20.8%

Table 1, above, shows a summary of how each option was evaluated by survey respondents in Round 2. Numbers displayed in the table show the percentage of respondents who said the option reflected the respective value “significantly.” Cells highlighted in green show which option within each zone that the majority of respondents said reflected the value “significantly.” In Zone 2, where there were three route options, cells highlighted in yellow show which options had the second highest percentage of respondents say they reflected a value “significantly.” Percentages adjacent to the value headers in brackets show how many respondents from Round 1 of engagement felt this value was in their “top 3” most important values to consider in the design of the cycle path, reflecting the relative importance of that value.



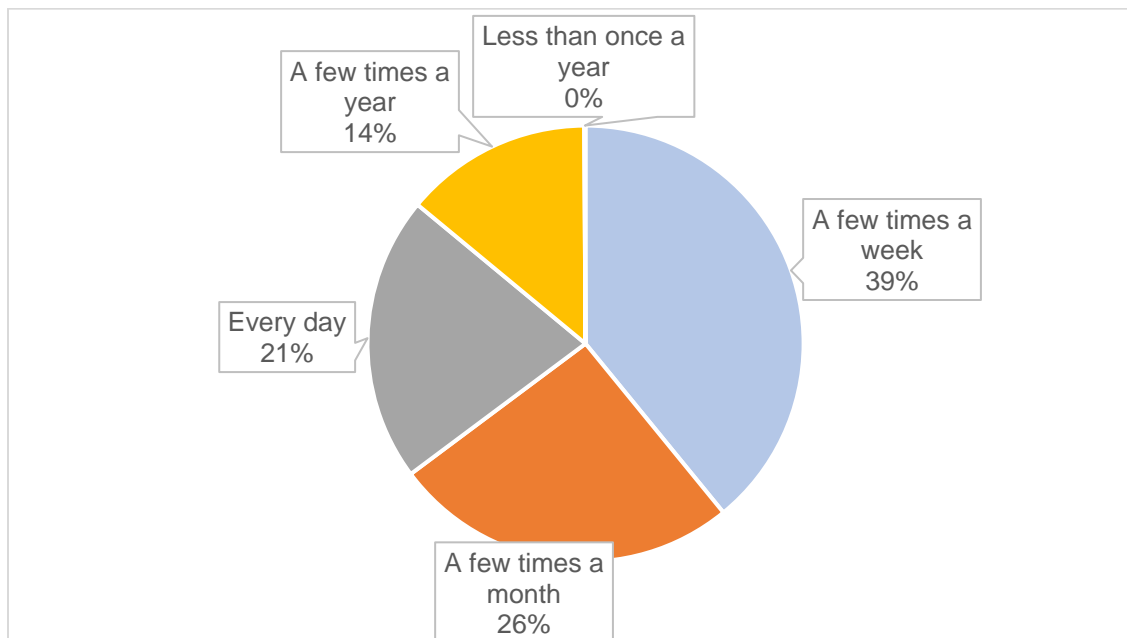
## Part 1: Experiences

To understand how survey respondents travel to and use the park and pathway, we asked the same three questions about experiences as in Round 1. Overall, most respondents shared that they come to the park at least a few times a week, that they mainly travel or walk/run through the park, and that most people walk or cycle to the park. These responses largely reflect what we heard in Round 1 of engagement as well. Responses from Round 2 are summarized below.

### Frequency of visiting the park

We asked respondents how often they visit or pass through Kitsilano Beach Park. There was a mix of responses. 39.1% shared that they visit “a few times a week,” 25.7% responded that they visit “a few times a month,” and less than 1% shared that they visit “less than once a year.” For more details, please refer to Figure 6 below.

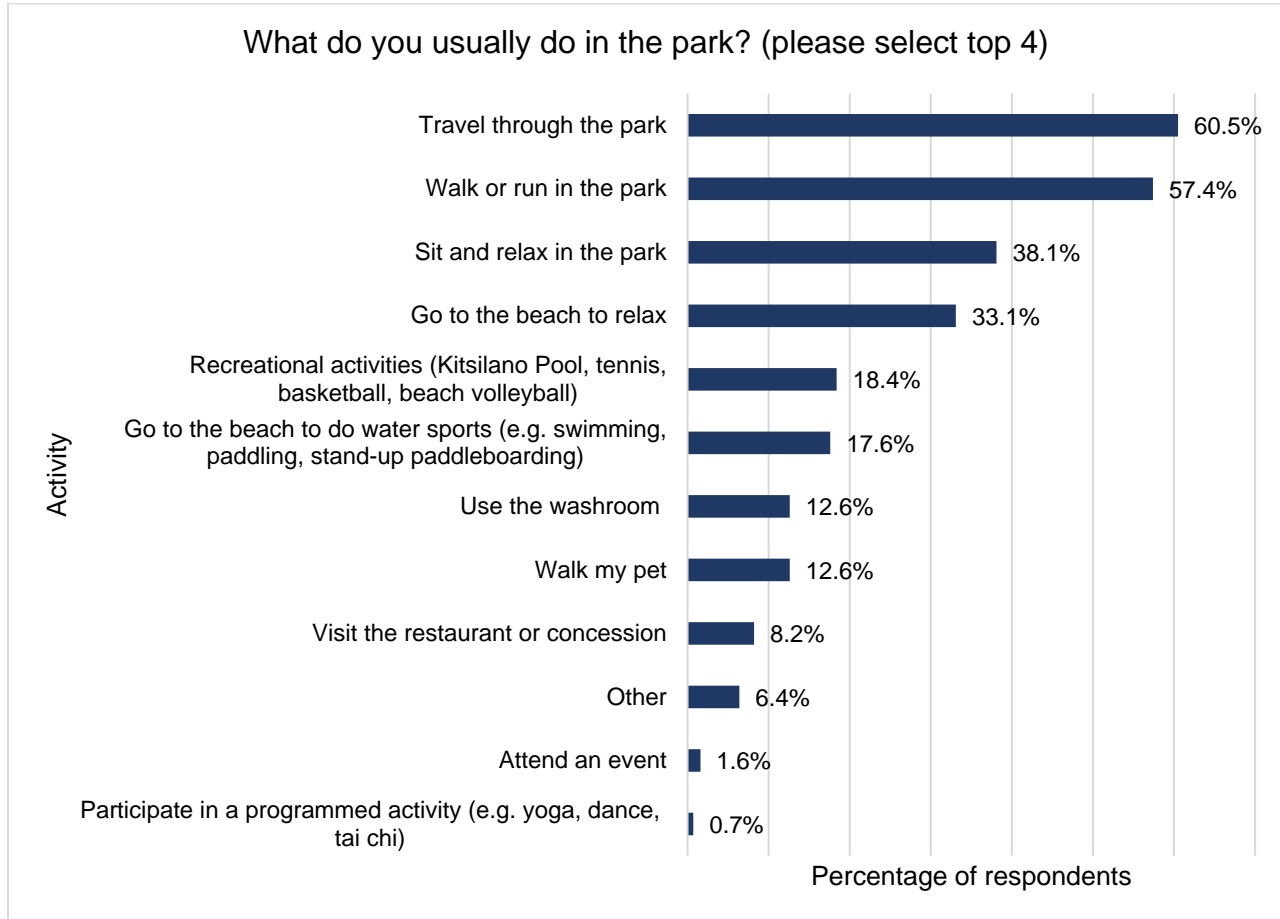
**Figure 6. Frequency of visiting or passing through Kitsilano Beach Park (n=740)**



## Activities in the park

We asked respondents to select their top four responses to the question “what do you usually do in the park?” Most respondents (60.5%) selected “travel through the park,” suggesting that the design, location, and alignment of the pathway are important. For more details, please refer to Figure 7 below.

**Figure 7. Activities in Kitsilano Beach Park (n=740)**



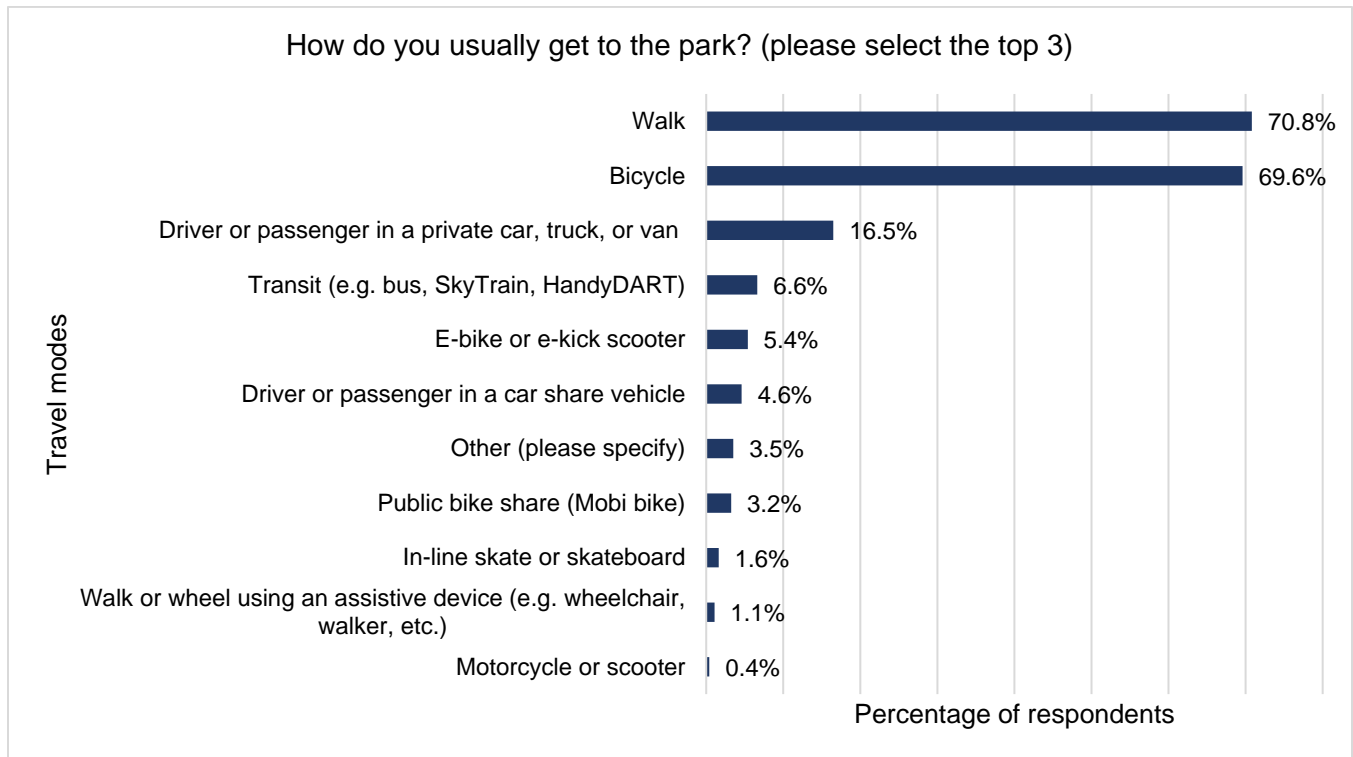
Many said they “walk or run in the park,” “sit and relax in the park,” or “go to the beach to relax.” Fewer respondents answered that they go to the park to participate in “recreational activities,” “go to the beach to do water sports,” or “use the washroom.” Very few respondents shared that they go to the park to “visit the restaurant or concession,” “walk [their pet],” “attend an event,” “participate in a programmed activity,” or for other activities that were not listed as a multiple-choice option.



### Primary mode of travel to the park

We asked respondents their top three ways of how they usually get to the park. Over half of respondents answered that they access the park by bicycle, and/or by walking. Fewer respondents shared that they access it by private vehicle or transit. A small number of respondents shared that they access the park by e-bike or e-kick scooter, car share, public bike share, in line skate or skateboard, motorcycle or scooter, or by walking or wheeling using an assistive device. For more details, please refer to Figure 8 below.

**Figure 8. Transportation mode to get to the park (n=740)**



## Part 2: Input on cycle path options

For the second part of the survey, we invited respondents to share feedback on the cycle path route options (A to G) in Zones 1 to 3 (see Figure 5). The survey asked people to evaluate each option based on how well they reflected the values of Greenspace, Connections, Directness, Parking, and Impact, and invited them to share what they liked or disliked about each option. It is important to note that we did not ask for a direct ranking or statement of preference for the options.

Please see Appendix A for the full survey questions.

A summary table showing the qualitative results for each option and the main elements that respondents liked and disliked for each option.

**Table 1. Overall qualitative option evaluation**

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



In the following sections, to explore high-level feedback on each of the options, we have included:

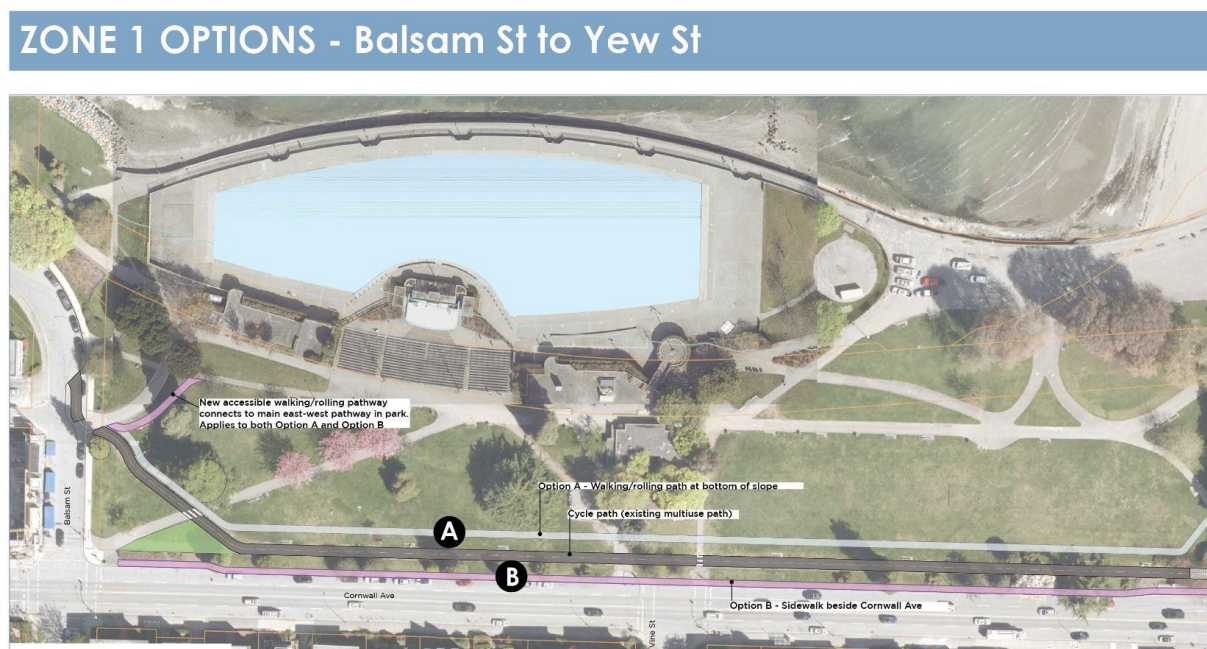
- ◆ Zone map with the options labelled
- ◆ Bar graphs showing how respondents evaluated each option according to the five values
- ◆ Pie charts showing respondents' overall reactions to each option, noted by their responses to the question "What do you like or not like about this option?" (like/dislike/mixed/other)

A more in-depth analysis of key qualitative themes from the survey, stakeholder meetings, and on-site engagement, as well as verbatim quotes to illustrate the themes identified, can be viewed in Appendix C.

## Zone 1 Options – West side of the park, Balsam Street to Yew Street

There are two options (**Options A and B**) in Zone 1. This is the area of the park between Balsam Street and Yew Street where there is currently a shared pathway for people walking, rolling, and cycling that runs parallel to Cornwall Avenue.

**Figure 9. Zone 1 map showing Options A and B**

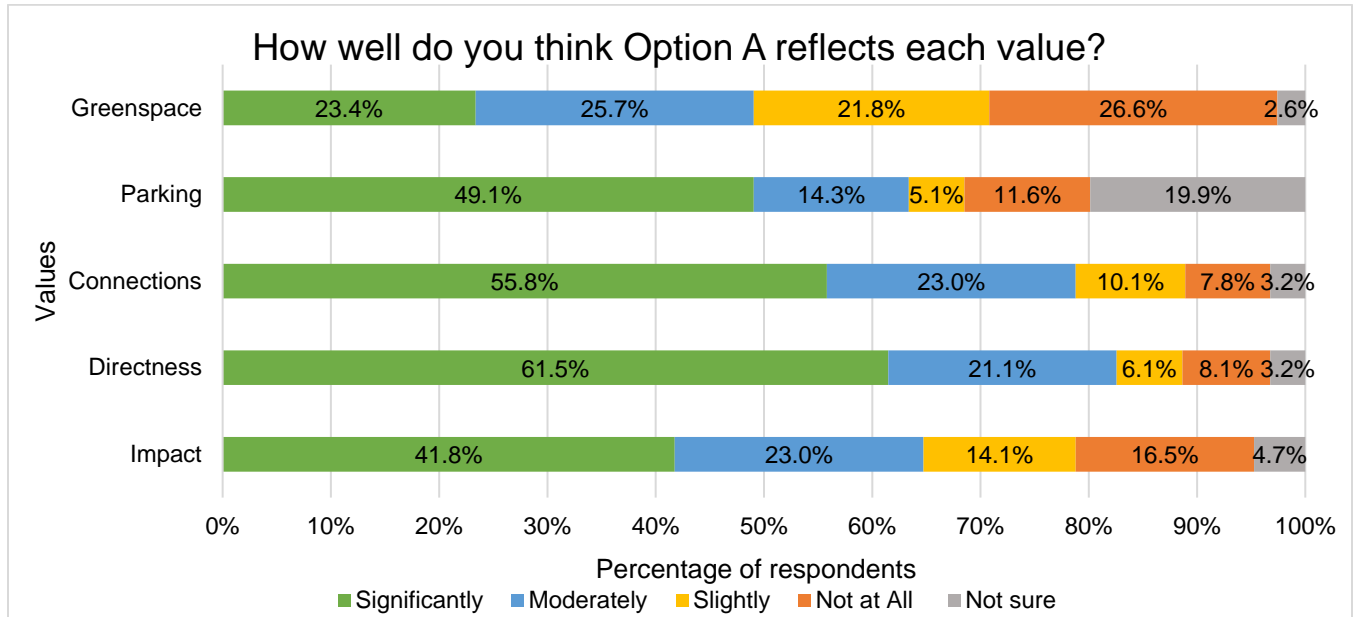


Respondents felt that Option A reflected the values of Parking, Directness, and Connections better than Option B, while Option B reflected the values of Impact and Greenspace better than Option A. For Greenspace in Option A, roughly a quarter of respondents answered that this value was reflected "significantly," while the majority of respondents answered "moderately" or lower. On the other hand, over half of respondents shared that Option B reflected the value of Greenspace "significantly."

When respondents were asked to rate how Option A reflects the values listed above, many answered that each value was reflected "significantly." Over 50% of respondents selected this response when it came to Directness and Connections, while 49.1% selected this response when it came to Parking. 41.8% also chose this response when it came to Impact, and 23.4% chose this response when it came to Greenspace.

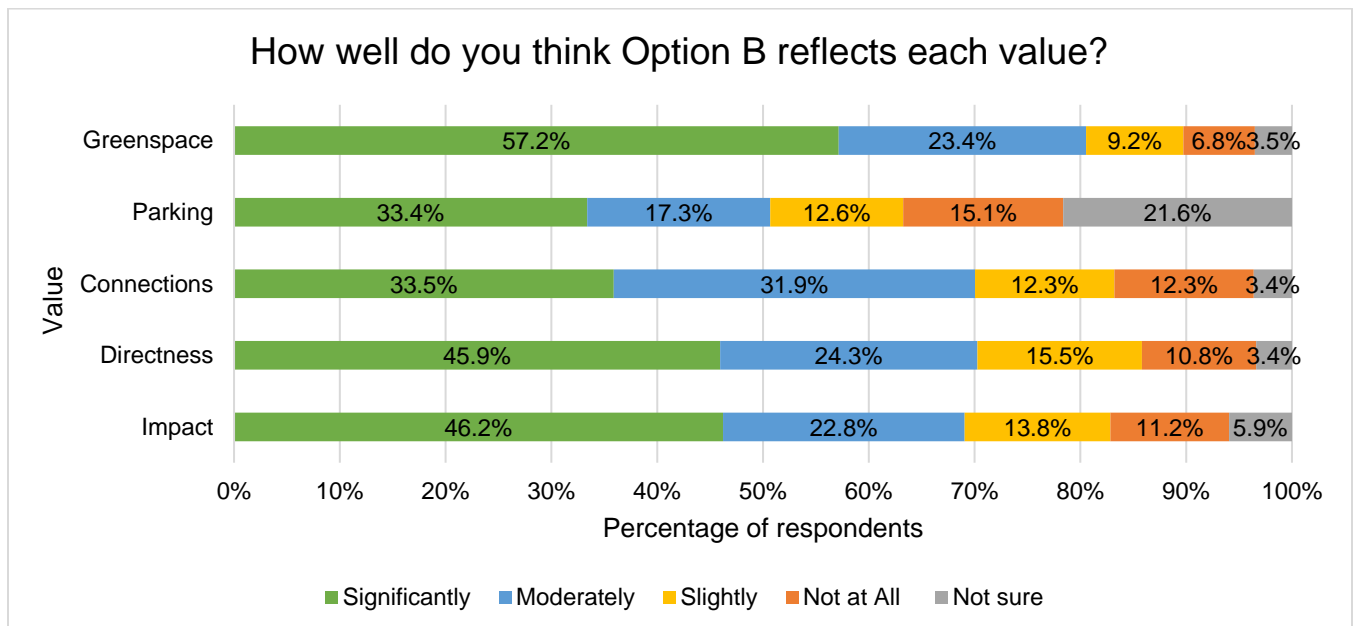
For more details, please refer to Figures 10 and 11 below.

**Figure 10. Values in Zone 1 – Option A (n=740)**

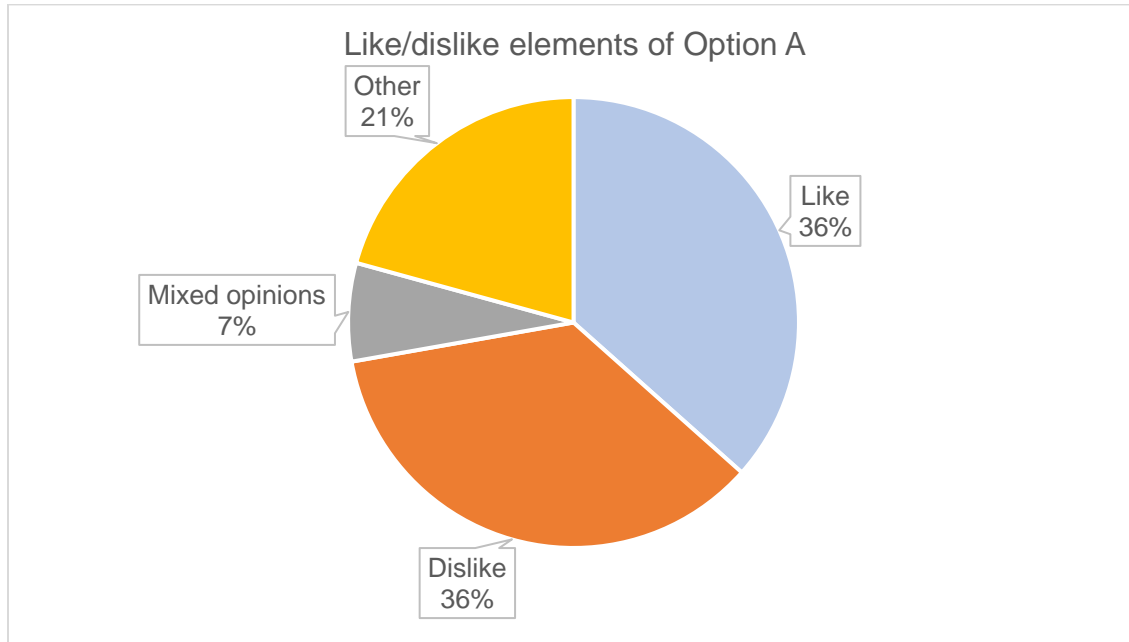
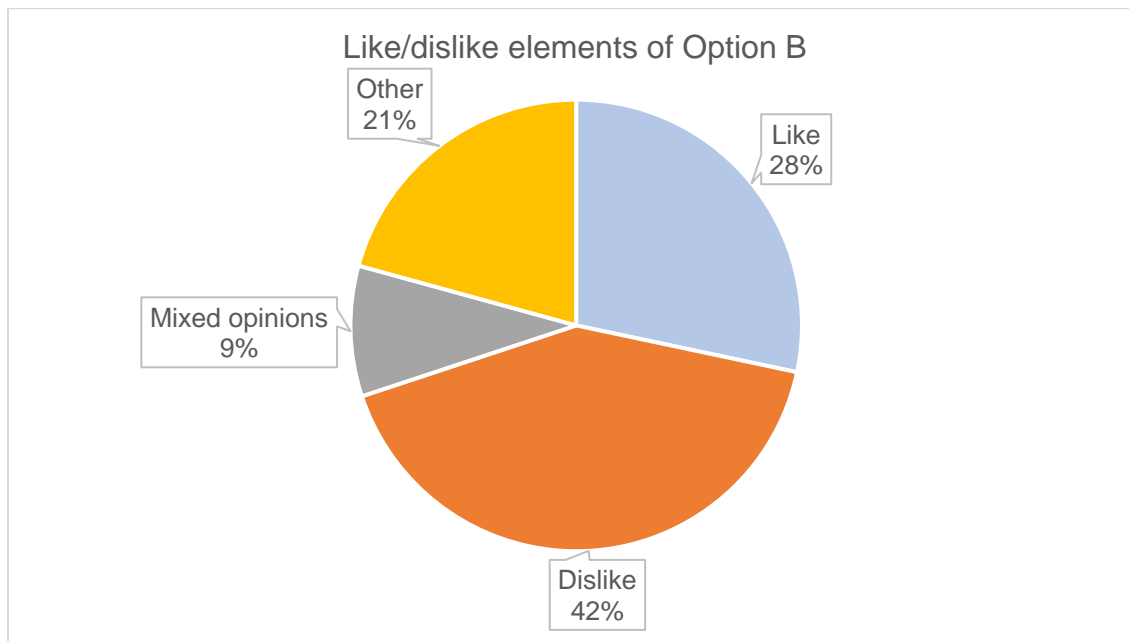


When it came to evaluating Option B, respondents felt that this option strongly reflected the value of Greenspace (57.2%); just under 50% of respondents felt it reflected Impact (46.2%) and Directness (45.9%) “significantly.” Respondents felt that this option reflected the value of Connections less well, with a combined 24.6% of respondents indicating “Slightly” or “Not at all.”

**Figure 11. Values in Zone 1 - Option B (n=740)**



Figures 12 and 13 show the breakdown of respondents who identified elements they liked, disliked, and had mixed opinions, or other opinions, about Zone 1 options.

**Figure 12. Option A – breakdown of preferences (n=738)****Figure 13. Option B – breakdown of preferences (n=738)**



**Overall, respondents shared more things that they liked about Option A compared to Option B:** a higher percentage of respondents shared elements they liked about Option A (37%) over Option B (28%); 42% of respondents shared elements they disliked about Option B, compared to only 36% of people for Option A. A summary of themes from these questions can be found in Table 3 below.

**Table 2. Elements of Options A and B that respondents liked and disliked**

Elements liked	Elements disliked
<b>Option A</b>	
<ul style="list-style-type: none"> <li>• Separates pedestrians and cyclists</li> <li>• Cyclists are away from road/traffic</li> <li>• Both pedestrians and cyclists stay inside the park</li> </ul>	<ul style="list-style-type: none"> <li>• Removes greenspace</li> <li>• Unnecessary change: a bike lane is not needed here</li> <li>• Could cause conflict between pedestrians and cyclists</li> </ul>
<b>Option B</b>	
<ul style="list-style-type: none"> <li>• Preserves greenspace</li> <li>• Separates pedestrians and cyclists</li> <li>• General positive comments</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns with walking near traffic</li> <li>• Too close to traffic/road</li> <li>• Safety concerns: conflict between cyclists and pedestrians</li> </ul>

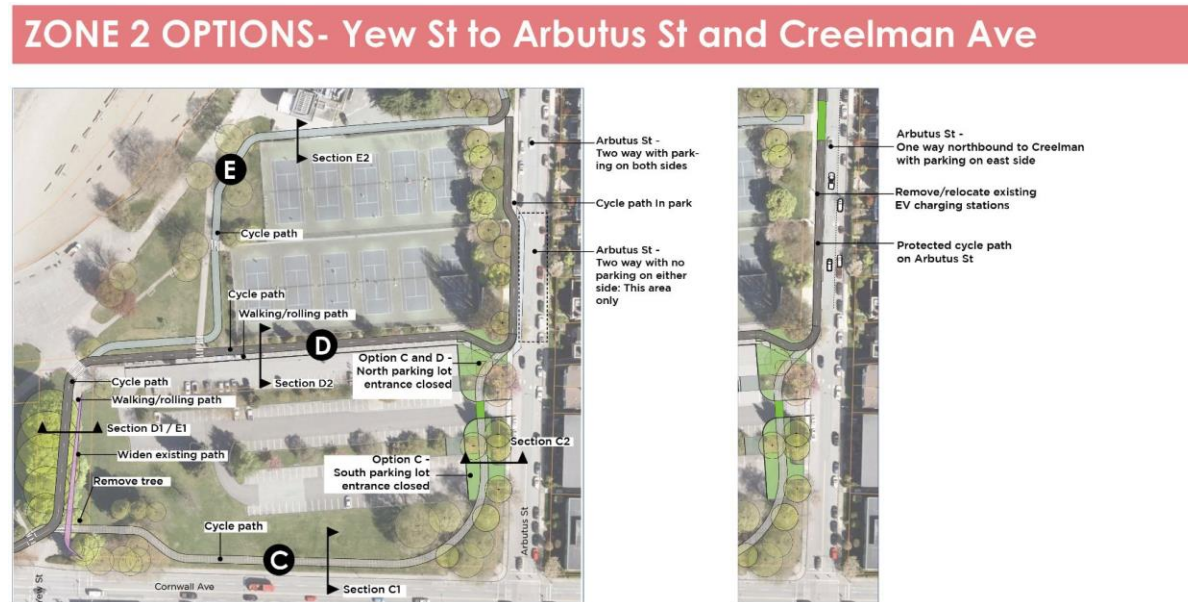
Stakeholder meeting feedback confirmed that:

- ◆ People tend to **value preserving greenspace and prefer to have minimal disruption to greenspace**, which is reflected in Option B.
- ◆ There is a preference to **separate different modes for comfort and safety travelling through the park**, which is reflected in Options A and B.

## Zone 2 Options – Southeast side of the park, Yew Street to Arbutus Street

There are three options (**Options C, D, and E**) for zone 2, the area of the park between Yew Street and Arbutus Street. In this area there is currently a shared pathway between the Yew Street intersection and the parking lot, and a temporary separated cycle path at the north edge of the parking lot.

**Figure 14. Zone 2 map showing Options C, D and E**



Out of all three options, respondents felt that Option C reflected all of the values “significantly.” For all values, over 30% of respondents answered that each value was reflected “significantly.” In particular, respondents thought that Impact in Option C (49.3%) was reflected “significantly,” while less than a quarter of respondents felt this way in Option D (20.7%) and E (22.2%).

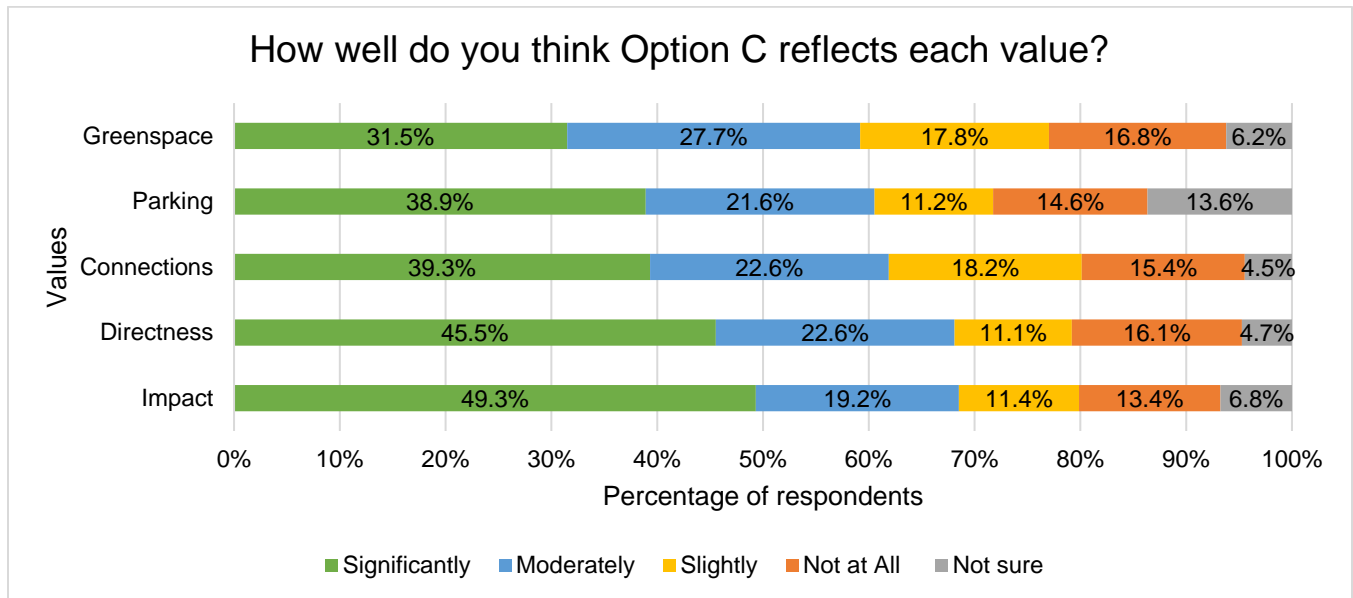
For Parking, 44.5% of respondents thought that Option E reflected the value of parking “significantly,” compared to Option C (38.9%) and Option D (20.4%). Notably, respondents also indicated that Greenspace in Option D was “significantly” reflected (37.8%), compared to Option C (31.5%) and Option E (25.9%).

For more details, please refer to Figures 15-17 below.

When respondents were asked how well Option C reflects the values listed above, many answered that each value was reflected “significantly.” Nearly 50% of respondents selected this response when it came to Impact, while 45.5% of respondents felt this way when it came to Directness. 39.3% of respondents also chose this response when it came to Connections, and 38.9% chose this response when it came to Parking. Respondents were the least satisfied with how Greenspace was reflected in Option C, where 31.5% responded with “significantly” and 27.7% responded with “moderately.”

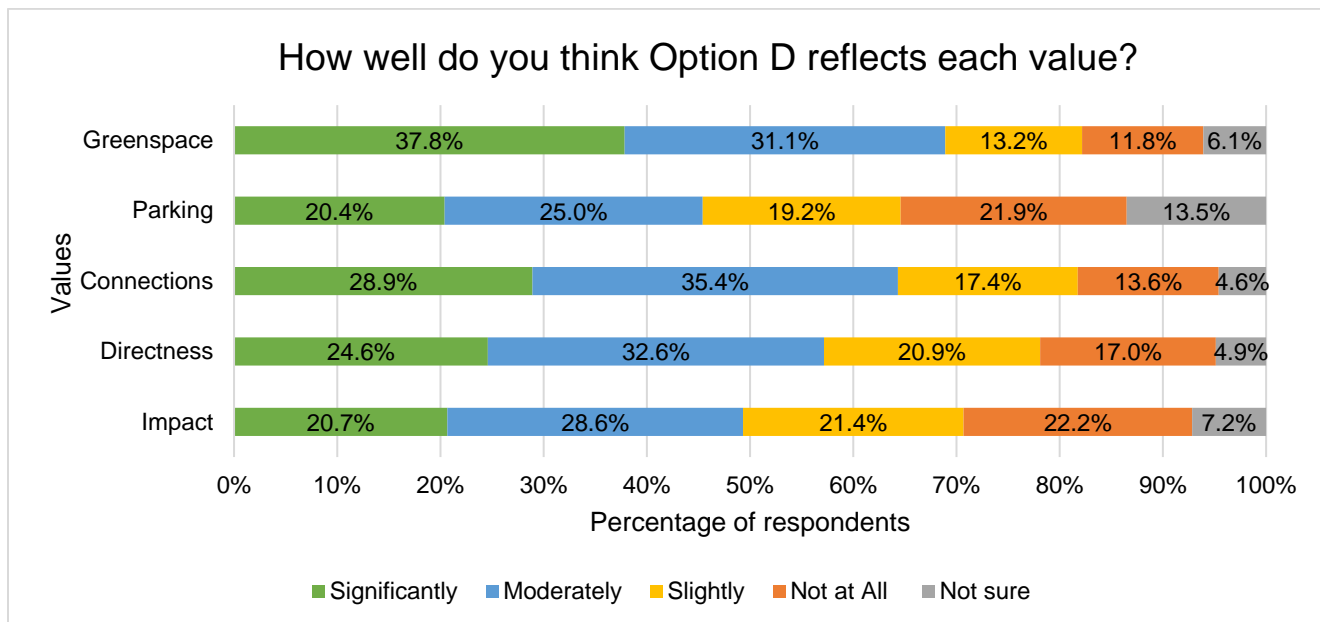
For more details, please refer to Figure 15 below.

**Figure 15. Values in Zone 2 - Option C (n=740)**



When respondents were asked about how well Option D reflects the values, there was a mix of responses. Greenspace was the most highly rated as 37.8% of respondents thought that this value was “significantly” reflected. When it came to Parking and Impact, the majority of respondents selected either “moderately,” “slightly,” or “not at all.” For more details, please refer to Figure 16 below.

**Figure 16. Values in Zone 2 - Option D (n=740)**

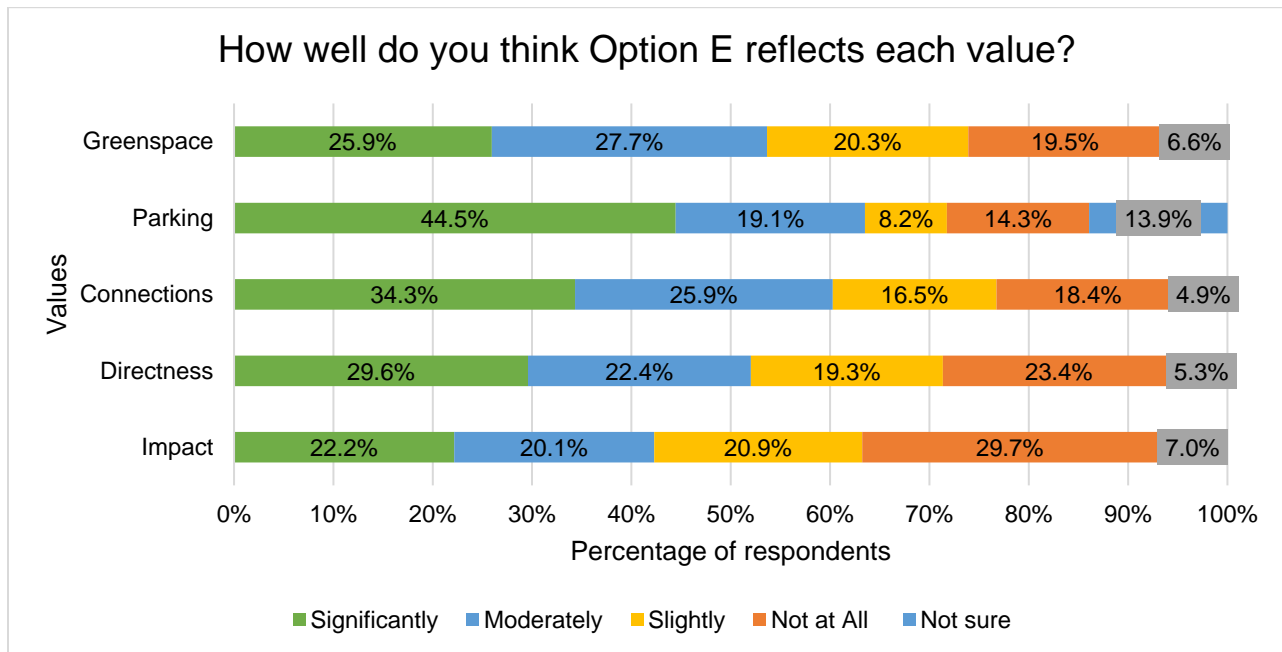


When respondents asked about values in Option E, Parking was the value that stood out against the rest. 44.5% of respondents answered that this was reflected “significantly” in Option E. When it came to



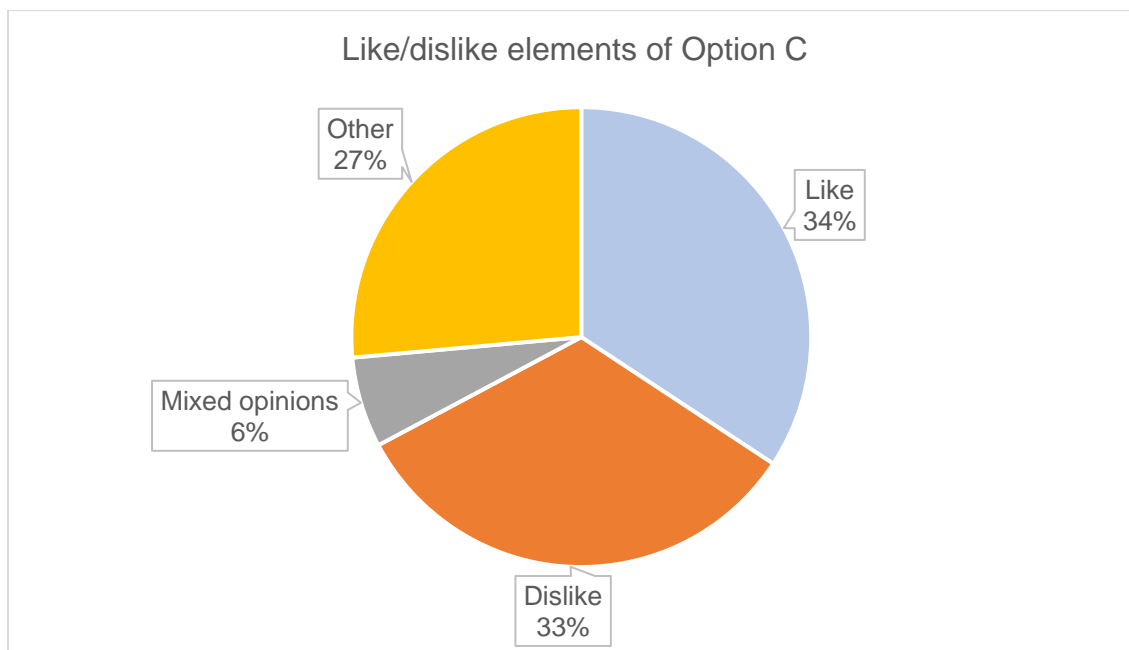
Impact, Directness, Connections, and Greenspace, there was a mix of responses. For more details, please refer to Figure 17 below.

**Figure 17. Values in Zone 2 - Option E (n=740)**

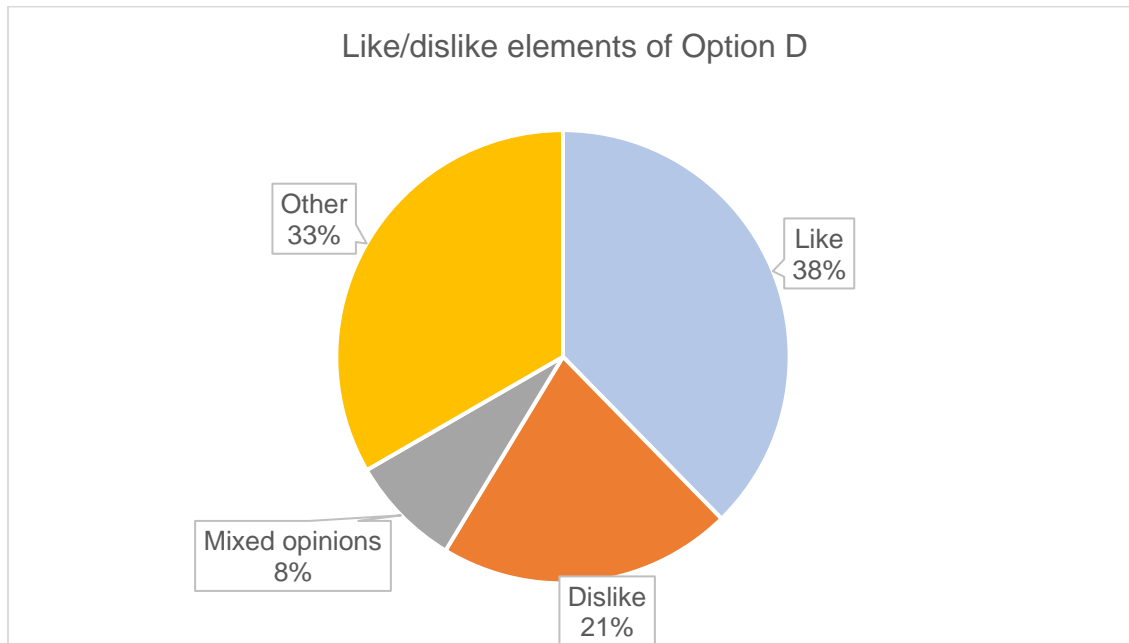


Figures 18-20 show the breakdown of respondents who shared elements that they liked, disliked, and had mixed opinions, or other opinions, about Zone 2 options.

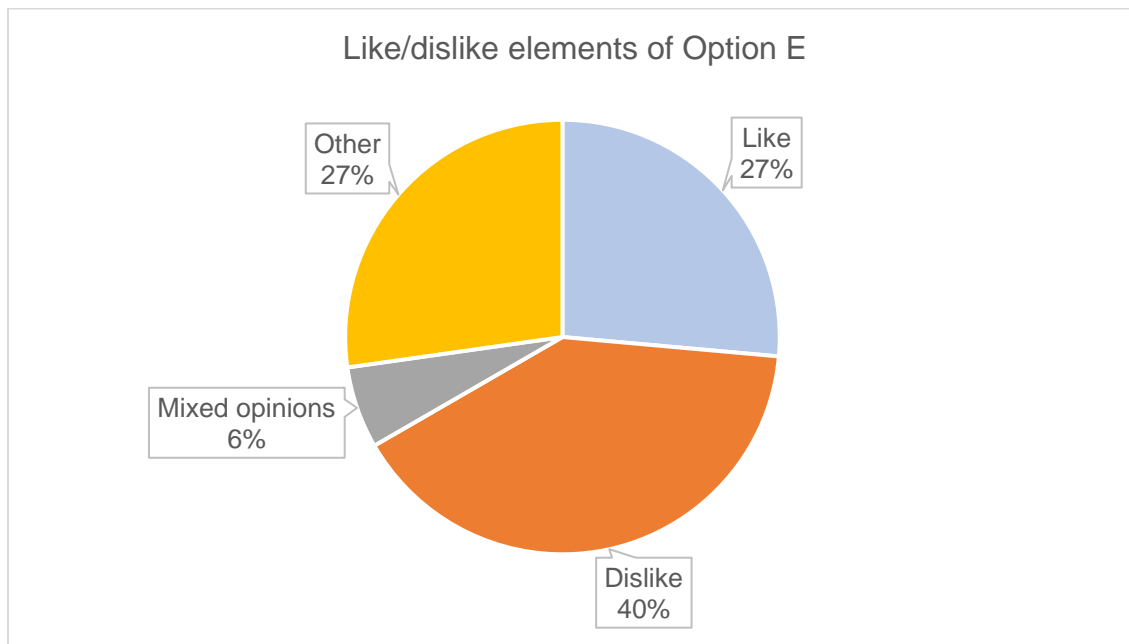
**Figure 18. Option C – breakdown of preferences (n=738)**



**Figure 19. Option D – breakdown of preferences (n=738)**



**Figure 20. Option E – breakdown of preferences (n=738)**



**Overall, respondents shared more features that they liked about Option D than Options C and E:** a higher percentage of respondents liked features about Option D (38%) over Option C (34%) or Option E (26%); 40% of respondents disliked features about Option E, and 33% disliked features about Option C, compared to only 21% of people responding that they disliked features about Option D.

**Table 3. Elements of Options C, D, and E that respondents liked and disliked**

Elements liked	Elements disliked
<b>Option C</b>	
<ul style="list-style-type: none"> <li>• Separates cyclists from pedestrians</li> <li>• Direct and clear route</li> <li>• Fewer concerns about reducing greenspace in this zone due to low use</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced access to amenities, views, beach</li> <li>• Unsafe cycling through/by parking lot (interaction with cars)</li> <li>• Loss of greenspace</li> </ul>
<b>Option D</b>	
<ul style="list-style-type: none"> <li>• Separates cyclists from pedestrians</li> <li>• Separates cyclists from vehicles (in parking lot and on road)</li> <li>• Minimises impact on green space / space not used much</li> </ul>	<ul style="list-style-type: none"> <li>• Conflict between cyclists and pedestrians</li> <li>• Loss of parking (from the parking lot and west side of Arbutus St.)</li> <li>• Cycling close to car traffic (in parking lot or on road)</li> </ul>
<b>Option E</b>	
<ul style="list-style-type: none"> <li>• Good views of the beach</li> <li>• Cyclists are away from road/traffic</li> <li>• Provides access to park amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Bike path is too close to pedestrians</li> <li>• Bike path is too close to busy areas (restaurant, courts, concessions)</li> <li>• Loss of greenspace</li> </ul>

We noted additional feedback from stakeholder meetings about:

- Keeping accessible entrances to the tennis courts and the loading area at the southwest corner of the tennis courts.
- Desire to balance safe and comfortable routes for cyclists with recreational uses in the park, particularly during the busier summer months.



## Zone 3 Options – Arbutus Street from Creelman Avenue to McNicoll Avenue

There are two options (**Options F and G**) for zone 3, the area of the park between Arbutus Street and McNicoll Avenue. In this area there is currently a temporary separated cycle path on Arbutus Street.

**Figure 21. Zone 3 map showing Options F and G**

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



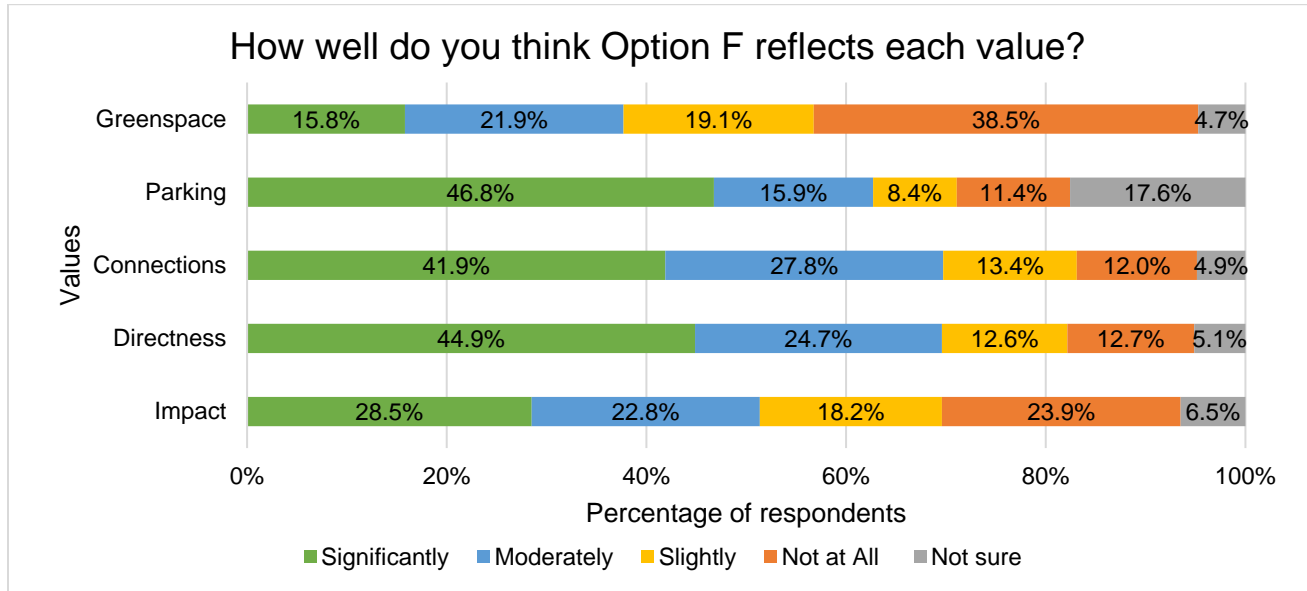
Out of both options presented in Zone 3, respondents shared that Option G best reflects the values identified in Round 1 of engagement. Notably, Greenspace stood out, as 70.4% of respondents thought that this value was reflected “significantly.” Over 50% of respondents also selected this response when it came to Impact and Directness. Parking was the only value that respondents felt was better reflected in Option F as 46.8% responded that this was “significantly” reflected, compared to only 20.8% for Option G.

Respondents felt that Option F reflected Greenspace and Impact less, however, there were mixed opinions regarding Directness and Connections. For more details, please refer to Figure 22 and 23 below.

Respondents felt that Option F better reflected the value of Parking, as 46.8% of respondents shared that this value was reflected “significantly.” Option F also reflected Greenspace less in Option F, with 38.5% of respondents answering that the value was reflected “not at all.” When it came to Directness and Connections, over 40% of respondents thought that these values were “significantly” reflected, however, when it came to Impact, there was a mix of responses.

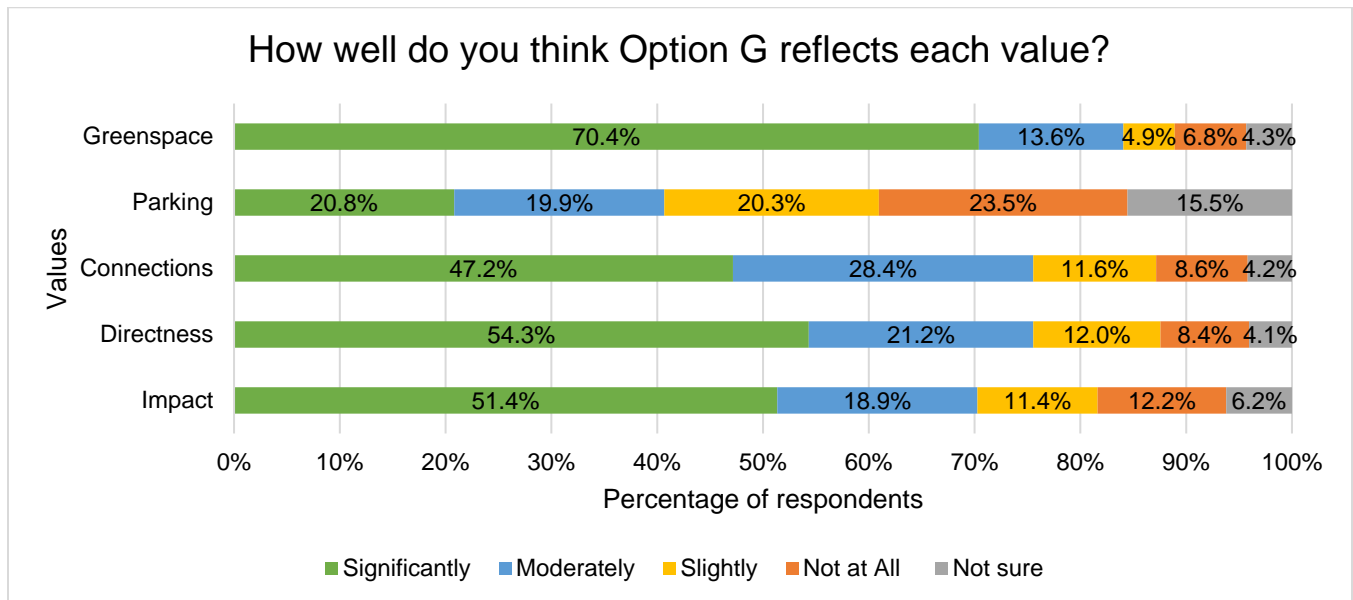
For more details, please refer to Figure 22 below.

**Figure 22. Values in Zone 2 - Option F (n=740)**



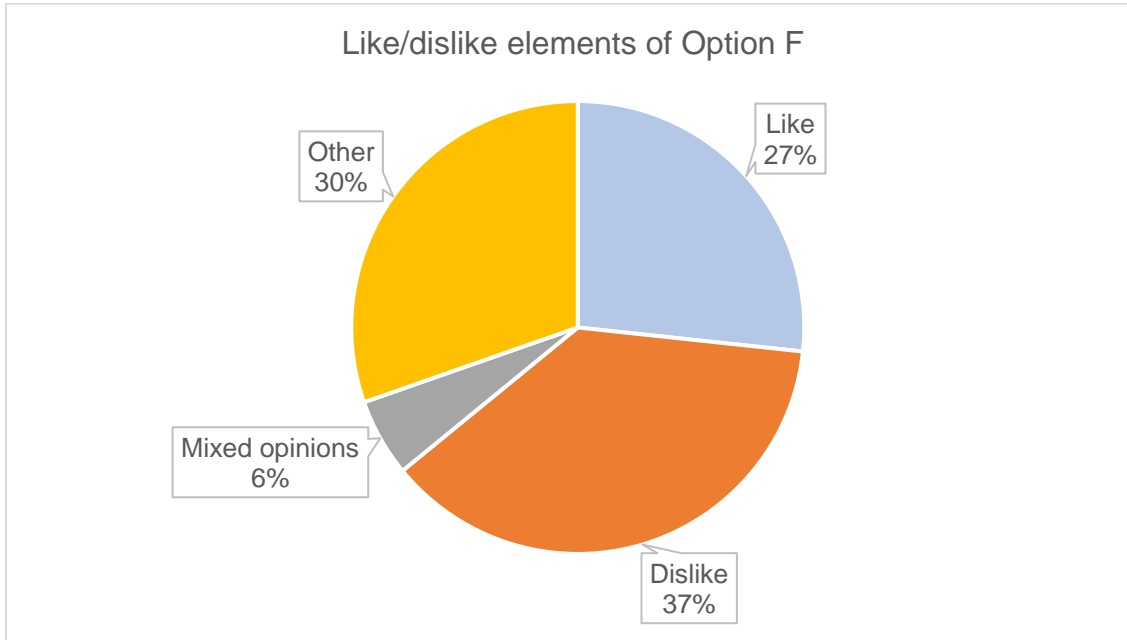
When asked about values in Option G, most respondents agreed that Greenspace was “significantly” reflected (70.4%). Respondents also felt that Impact and Directness were reflected well, with over 50% of respondents selecting “significantly” for these values. Respondents felt that Parking was reflected poorly, with 23.5% answering that this value was reflected “not at all.” For more details, see Figure 23.

**Figure 23. Values in Zone 2 - Option G (n=740)**

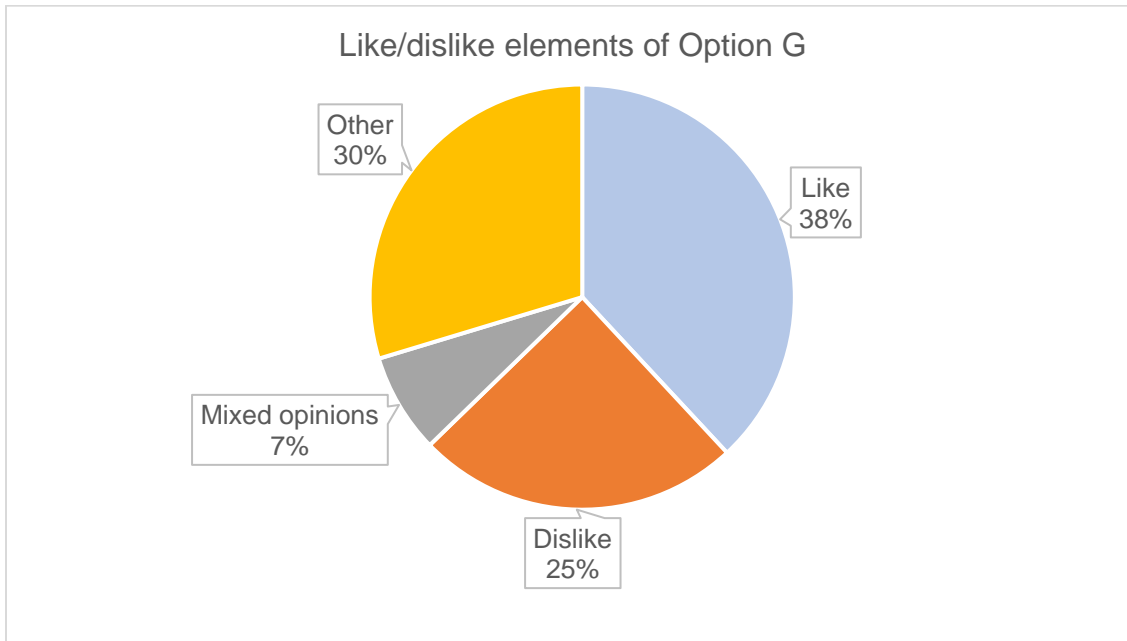


Figures 24 and 25 show the breakdown of respondents who shared elements that they liked, disliked, and had mixed opinions, or other opinions, about Zone 3 options.

**Figure 24. Option F – breakdown of preferences (n=738)**



**Figure 25. Option G – breakdown of preferences (n=738)**





**Overall, respondents shared more elements that they liked about Option G than Option F:** a higher percentage of respondents liked elements of Option G (38%) than Option F (27%); 37% of respondents disliked elements of Option F compared to Option G. An equal 30% of respondents' comments were neither positive nor negative.

**Table 4. Elements of Options F and G that respondents liked and disliked**

Elements liked	Elements disliked
<b>Option F</b>	
<ul style="list-style-type: none"> <li>Keeps cyclists in the park / off the road (includes comments related to safety)</li> <li>Safety: keep cyclists away from traffic</li> <li>Preserves parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>Reduces greenspace</li> <li>Safety concerns: conflict between cyclists and pedestrians</li> <li>Takes up too much park space / cuts into amenities</li> </ul>
<b>Option G</b>	
<ul style="list-style-type: none"> <li>Preserves greenspace</li> <li>Separates cyclists from cars and pedestrians</li> <li>Already in place / uses existing road - works well</li> </ul>	<ul style="list-style-type: none"> <li>Takes away parking</li> <li>Cyclists must cycle on road / too close to traffic</li> <li>Prefer to cycle in the park / by the beach</li> </ul>

Stakeholder meeting feedback confirmed that:

- ◆ There are concerns about **removing parking spaces in Option G** (whereas Option F would maintain existing on-street parking).
- ◆ People appreciated how Option G would **preserve greenspace and minimize impact** on existing amenity space in the park.
- ◆ Some stakeholders were interested in integrating the proposed cycling pathway into the park to give path users the experience of being in the park; this is **better reflected in Option F** (the project team noted that this is not currently within project scope).
- ◆ On the other hand, some raised concerns with having the path in the park as it would require removing greenspace; in this regard, **Option G is preferable**.

## Part 3: Who we heard from

To understand who was participating in engagement, the project team asked survey respondents a series of questions about how they identify. Respondents were mainly people who live in Kitsilano. In terms of transportation mode, most respondents reported that their main mode of travel is cycling, followed by walking, followed by driving a private vehicle. Regarding household composition, most said they do not have children under 19 in their household. Most respondents were people of European descent.

A full summary is included in **Appendix E: Demographic responses**. Please note that all demographic questions included the option “prefer not to say.” were optional.

The following is a summary of demographic responses:

- **Which neighbourhood do you live in?**
  - The majority of survey respondents (**64.1%**) indicated that they live in the Kitsilano neighbourhood.
- **What are your main mode(s) of travel? (i.e. How do you most often get to work, school, and other activities?). Select up to two.**
  - **58.8%** of respondents shared that they travel by bicycle, while 57.2% of respondents shared that they travel by walking. The next most popular option of traveling is as a “driver or passenger in a private car, truck, or van”, as 41.8% of respondents indicated that they travel this way.
- **How do you describe your gender identity?**
  - **49.3%** of participants identified as a man, while 42.0% of respondents identified as a woman.
- **Do you have children under the age of 19 in your household?**
  - **76.8%** respondents shared that they do not have children under the age of 19 in their household.
- **Which age group do you belong to?**
  - The majority of respondents indicated that they were over the age of 30. 19.7% identified as being between the ages 30-39, 18.9% identified as being between the ages 40-49, 18.8% identified as being between the ages 50-59, and 19.9% identified as being between the ages 60-69.
- **What do you consider your main ethnic origin or that of your ancestors? Please select all that apply.**
  - **69.7%** of respondents shared that they were of European decent.
- **Do you identify yourself as having a disability?**
  - **4.7%** of respondents identified that they do have a disability or disabilities that impact their mobility, while 3.0% of respondents identified that they have a disability/disabilities that don't impact their mobility. Most respondents responded that they do not have a disability.





## Conclusions



## II Conclusions and next steps

This second round of engagement allowed the project team to hear from a diversity of residents, park and pathway users, and community stakeholders representing a range of interests and activities in Kitsilano Beach Park. With 740 survey responses, one on-site engagement event, two stakeholder meetings, and 30+ emails, we heard valuable feedback about people's overall responses to each alignment option and a detailed assessment of how well respondents felt each option reflected the values prioritized in Round 1 of engagement (August 2021).

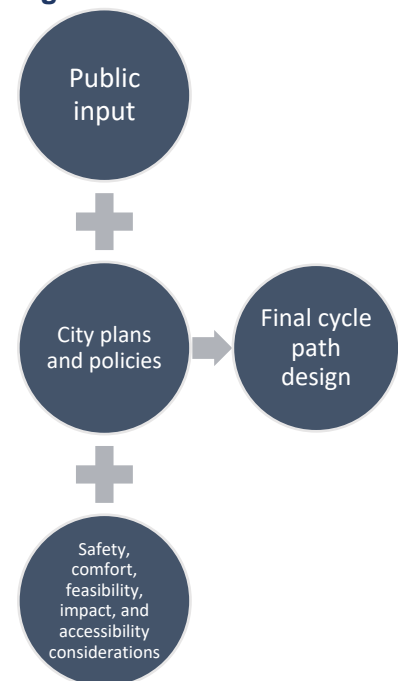
Overall, there were clear differences in how well each alignment option reflected **Greenspace, Connections, Directness, Parking, and Impact**. Options that would bring cyclists closer to the centre of the park tended to perform well on Connections and Directness, while options that have cyclists along the perimeter or on the adjacent roadway (Arbutus Street) tend to perform better on Greenspace. There were a mix of opinions around Parking, with options that keep the existing on-street parking performing better on this value than options which would remove some on-street and parking lot spaces. Cycle path route options that bring people who cycle to the top of the Yew Street pathway, interact with pedestrian crossings, or pass through places like the alleyway between the tennis courts and the Boathouse facility, tended to perform poorly on the value of Impact.

In Zone 1, respondents felt that Option A reflected the values of Parking, Directness, and Connections better than Option B, while Option B reflected the values of Impact and Greenspace better than Option A. In Zone 2, respondents felt that Option C reflected most values well, however, respondents felt that Options D and E reflected Greenspace and Parking well, respectively. In Zone 3, respondents felt that Option G reflected all values except Parking better than Option F.

In addition, we heard several specific considerations and recommendations to take into account when designing the final pathway alignment. These include:

- Minimizing impact on greenspace
- Separating pedestrians and cyclists when possible
- Keeping cyclists away from vehicular traffic when possible
- Adding buffer space in busy entrances and loading areas
- Prioritizing access to park amenities and the beach.

**Figure 26. Considerations and recommendations for the final cycle path design**



Project team staff will consider these recommendations and other criteria, including:

- Safety (mode crossings, separation, sightlines)
- Comfort (for walking/rolling, for cycling)
- Feasibility (costs, “future proof,” street right of way impacts)
- Impact (special events, neighbourhood parking, neighbourhood traffic)
- Accessibility (clarity of access, accessible parking)

The **third and final round** of engagement, planned for February/March 2022, will offer the public the chance to review and share your input on the preferred cycle path route. The design will be fine-tuned based on this feedback and presented to the Parks Board for approval in spring 2022.

## Appendices



## II Appendices

### Appendix A: Online survey questions

#### Section 1: Questions about your experience

For this set of questions, we would like to hear about your experiences travelling to and spending time in Kitsilano Beach Park.

**1. How often do you visit or pass through the park? Please select one:**

- |                        |                          |
|------------------------|--------------------------|
| a. Every day           | d. A few times a year    |
| b. A few times a week  | e. Less than once a year |
| c. A few times a month | f. Never                 |

**2. What do you usually do in the park? Please select the top 3:**

- |  |   |
|--|---|
| a. Travel through the park   | g. Recreational activities (Kitsilano Pool, tennis, basketball, beach volleyball) |
| b. Walk or run in the park   | h. Visit the restaurant or concession   |
| c. Walk my pet   | i. Attend an event  |
| d. Sit and relax in the park   | j. Participate in a programmed activity (e.g. yoga, dance, tai chi)               |
| e. Go to the beach to relax  | k. Use the washroom   |
| f. Go to the beach to do water sports (e.g. swimming, paddling, stand-up paddleboarding) | l. Other: please describe [free text]   |

**3. How do you usually get to the park? Please select the top 3:**

- |   |  |
|---|--|
| a. Walk   | g. Transit (e.g. bus, SkyTrain, HandyDART)             |
| b. Walk or wheel using an assistive device (e.g. wheelchair, walker etc.) | h. Driver or passenger in a private car, truck, or van |
| c. Bicycle  | i. Driver or passenger in a car share vehicle          |
| d. E-bike or e-kick scooter   | j. Motorcycle or scooter                               |
| e. Public bike share (e.g. Mobi bike)                                     | k. Other (please specify)                              |
| f. In-line skate or skateboard  |  |

#### Section 2: Input on different cycle path options

Please refer to **page 2** of the information booklet enclosed to review the overview map showing all of the zones and cycle path options.

For this survey, we have divided the cycle path into four zones. There are two to three different route options in Zones 1, 2, and 3. Options in each zone fit together to create a cohesive path through Kitsilano Beach Park.

Because of archaeological sensitivities and transportation network impacts in Zone 4, at this time we are not moving ahead with any of the options we considered for this zone. This means that the cycle path in Zone 4 will remain the same as it is today.

In this part of the survey, we would like your feedback on each of the options.



Aerial view map of Kitsilano Beach Park showing four zones across different areas of the park. Zone 1 (blue) is between Balsam Street and Yew Street. Zone 2 (red) is at the southeast corner of the park. Zone 3 (green) is along Arbutus between Creelman Avenue and McNicoll Avenue. Zone 4 (yellow) is furthest north-east.

### Zone 1 Options – West side of the park, Balsam Street to Yew Street

Please refer to **page 3** of the information booklet enclosed to review the two options and pros and cons of each option before answering **questions 4 through 7** below.

There are two options (Options A and B) in Zone 1. This is the area of the park between Balsam Street and Yew Street where there is currently a shared pathway for people walking, rolling, and cycling that runs parallel to Cornwall Avenue.

- Option A is to build a new walking and rolling path in the park to the north of the existing shared path and designate the existing shared path for cycling. This would separate people moving at different speeds.

- Option B is to build a new walking and rolling path (sidewalk) beside Cornwall Avenue and designate the existing shared path for cycling. People walking and rolling would have the option of using the sidewalk on Cornwall or going through the park on existing pathways.

## ZONE 1 OPTIONS - Balsam St to Yew St



Aerial view map of the west side of Kitsilano Beach Park showing two cycle path design options in Zone 1 from Balsam Street to Yew Street.

### 4. How well do you think Option A reflects each value?

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and park amenities (pool, sport courts, concession) for all park users					



**Directness** - make sure the separated cycle path is as direct and seamless as possible across the park

**Impact** - minimizing disruption to all those who use the park, including events and businesses operating in the park

**Parking** - maintaining convenient parking for people driving to and from the beach

### 5. What do you like or not like about Option A?

### 6. How well do you think Option B reflects each value?

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and park amenities (pool, sport courts, concession) for all park users					
<b>Directness</b> - make sure the separated cycle path is as direct and seamless as possible across the park					
<b>Impact</b> - minimizing disruption to all those who use the park, including events and businesses operating in the park					
<b>Parking</b> - maintaining convenient parking for people driving to and from the beach					

### 7. What do you like or not like about Option B?

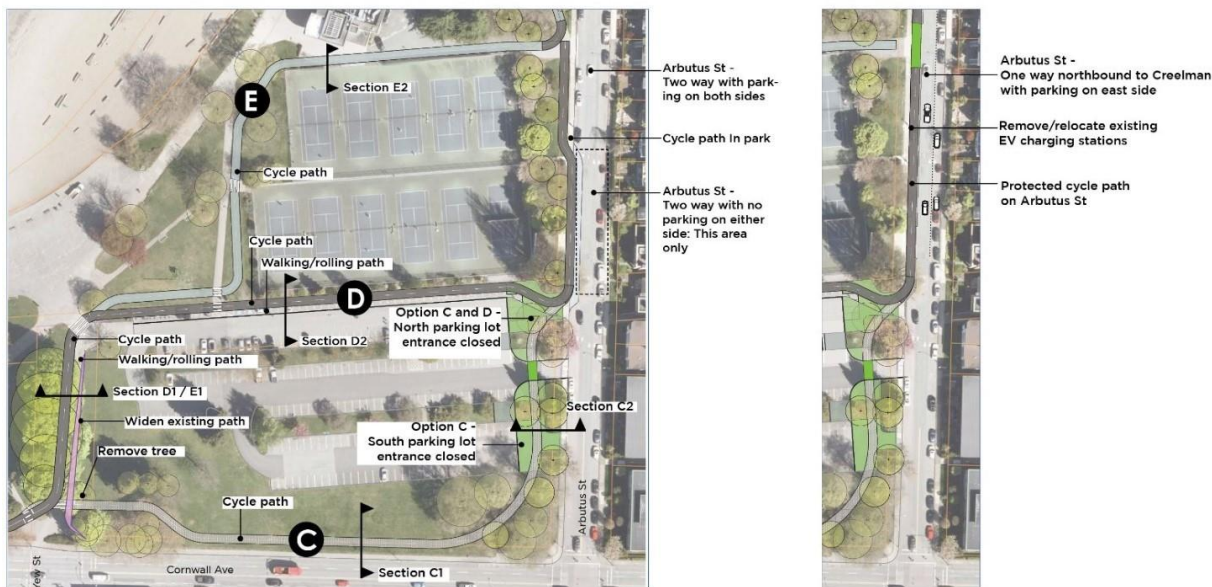
## Zone 2 Options – Southwest side of the park, Yew Street to Arbutus Street

Please refer to **pages 4 and 5** of the information booklet enclosed to review the three options and pros and cons of each option before answering **questions 8 through 13** below.

There are three options (Options C, D, and E) for the area of the park between Yew Street and Arbutus Street. In this area there is currently a shared pathway between the Yew Street intersection and the parking lot, and a temporary separated cycle path at the north edge of the parking lot.

- Option C is a cycle path to the south and east of the parking lot. A new cycling path would be built from the Yew Street intersection around the southwest corner of the park to Arbutus Street. The parking lot would have a single entry/exit to minimize interactions between people cycling and people driving.
- Option D is to the west and north side of the parking lot. The Yew Street path would be widened and separated to create a designated path for people walking and rolling and a designated path for people cycling. Separated cycling and walking/rolling paths would run along the north side of the parking lot, connecting to Arbutus Street.
- Option E is to the west side of the parking lot and tennis courts, and the north side of the tennis courts. The Yew Street path would be widened and separated to create a designated path for people walking and rolling and a designated path for people cycling. A separated cycling path would connect to Arbutus Street via the lane north of the tennis courts.

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



*Aerial view map of the central part (Zone 2) of Kitsilano Beach Park showing three cycle path design options from Yew Street to Arbutus Street and Creelman Avenue.*

**8. How well do you think Option C reflects each value?**

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and park amenities (pool, sport courts, concession) for all park users					
<b>Directness</b> - make sure the separated cycle path is as direct and seamless as possible across the park					
<b>Impact</b> - minimizing disruption to all those who use the park, including events and businesses operating in the park					
<b>Parking</b> - maintaining convenient parking for people driving to and from the beach					

### 9. What do you like or not like about Option C?

### 10. How well do you think Option D reflects each value?

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and					

park amenities (pool, sport courts, concession) for all park users					
<b>Directness</b> - make sure the separated cycle path is as direct and seamless as possible across the park					
<b>Impact</b> - minimizing disruption to all those who use the park, including events and businesses operating in the park					
<b>Parking</b> - maintaining convenient parking for people driving to and from the beach					

### 11. What do you like or not like about Option D?

### 12. How well do you think Option E reflects each value?

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and park amenities (pool, sport courts, concession) for all park users					
<b>Directness</b> - make sure the separated cycle path is as direct and seamless as possible across the park					
<b>Impact</b> - minimizing disruption to all those who use the park, including events and businesses operating in the park					
<b>Parking</b> - maintaining convenient parking for people driving to and from the beach					



### 13. What do you like or not like about Option E?

#### Zone 3 Options – Arbutus Street from Creelman Ave to McNicoll Ave

Please refer to **page 6** of the information booklet enclosed to review the three options and pros and cons of each option before answering **questions 14 to 18** below.

There are two options (Options F and G) for the area of the park between Arbutus Street and McNicoll Avenue. In this area there is currently a temporary separated cycle path on Arbutus Street.

- Option F is a cycle path in the park. A new cycle path would be built to the west of the sidewalk and trees along the west side of Arbutus Street.
- Option G is a protected cycle path on Arbutus Street. This option would be similar to the temporary separated path that is currently on Arbutus Street.

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



*Aerial view map of the central part of Kitsilano Beach Park showing two cycle path design options in Zone 3 along Arbutus Street from Creelman Avenue to McNicoll Avenue.*

### 14. How well do you think Option F reflects each value?

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and park amenities (pool, sport courts, concession) for all park users					
<b>Directness</b> - make sure the separated cycle path is as direct and seamless as possible across the park					
<b>Impact</b> - minimizing disruption to all those who use the park, including events and businesses operating in the park					
<b>Parking</b> - maintaining convenient parking for people driving to and from the beach					

**15. What do you like or not like about Option F?**

**16. How well do you think Option G reflects each value?**

Please rate how well each option reflects the values on the left. Place a check mark in the appropriate box on the right. Use a scale of 1 to 4, where 1 is “Not at all” and 4 is “Significantly”.

Values	1 Not at all	2 Slightly	3 Moderately	4 Significantly	Not sure
<b>Greenspace</b> - preserving existing open space and trees as much as possible					
<b>Connections</b> - provide clear connections between the path, park entryways, the beach and					

park amenities (pool, sport courts, concession) for all park users

**Directness** - make sure the separated cycle path is as direct and seamless as possible across the park

**Impact** - minimizing disruption to all those who use the park, including events and businesses operating in the park

**Parking** - maintaining convenient parking for people driving to and from the beach

### 17. What do you like or not like about Option G?

**18. Option G is similar to the temporary separated cycle path on Arbutus Street right now.** If you have used this path or this section of Arbutus Street since the installation of the cycle path, what do you think is working well? Is there anything that you think could be improved?

### Section 3: About you

It's important to us that we hear from a diverse group of people and perspectives. The following questions help us determine how the feedback we receive represents the community.

### 19. What is your postal code?

### 20. Which neighbourhood do you live in?

- |                       |                             |  |
|-----------------------|-----------------------------|--|
| a. West End           | j. Dunbar-Southlands        | r. Renfrew-Collingwood                               |
| b. Downtown           | k. Kerrisdale               | s. Killarney   |
| c. Strathcona         | l. Oakridge                 | t. Victoria-Fraserview                               |
| d. Grandview-Woodland | m. Marpole                  | u. Sunset  |
| e. Hastings-Sunrise   | n. South Cambie             | v. Metro Vancouver area                              |
| f. West Point Grey    | o. Arbutus Ridge            | w. Outside of Vancouver and the Metro Vancouver area |
| g. Kitsilano          | p. Riley Park               | x. Prefer not to say                                 |
| h. Fairview           | q. Kensington-Cedar Cottage |  |

- i. Mount Pleasant

**21. What are your main mode(s) of travel? (i.e. How do you most often get to work, school, and other activities?). Select up to two.**

- |   |  |
|---|--|
| a. Walk   | g. Transit (e.g. bus, SkyTrain, HandyDART)             |
| b. Walk or wheel using an assistive device (e.g. wheelchair, walker etc.) | h. Driver or passenger in a private car, truck, or van |
| c. Bicycle  | i. Driver or passenger in a car share vehicle          |
| d. E-bike or e-kick scooter   | j. Motorcycle or scooter                               |
| e. Public bike share (e.g. Mobi bike)                                     | k. Other (please specify):                             |
| f. In-line skate or skateboard  | _____  |

**22. How do you describe your gender identity?**

- |                              |  |
|------------------------------|--|
| a. Woman                     | d. Prefer not to say                       |
| b. Man                       | e. None of the above. I identify as: _____ |
| c. Non-binary/gender diverse |  |

**23. Do you have children under the age of 19 in your household?**

- a. Yes
- b. No
- c. Prefer not to say

**24. Which age group do you belong to?**

- |                |                      |
|----------------|----------------------|
| a. 13-18 years | e. 50-59 years       |
| b. 19-29 years | f. 60-69 years       |
| c. 30-39 years | g. 70+ years         |
| d. 40-49 years | h. Prefer not to say |



**25. Residents of Vancouver and those connected to the city in other ways come from many different backgrounds. This question helps us understand if we're hearing from and reflecting the diversity of Vancouver.**

- |   |   |
|---|---|
| a. Indigenous (First Nations, Metis, Inuit)                                 | f. African (e.g. Moroccan, Ghanaian, South African, etc.) |
| b. European (e.g. British Isles, German, French, Greek, etc.)               | g. Middle Eastern (e.g. Lebanese, Iranian, Syrian, etc.)  |
| c. Asian (e.g. Chinese, Filipino, Korean, etc.)                             | h. Caribbean (e.g. Cuban, Jamaican, Bajan, etc.)          |
| d. South Asian (e.g. Punjabi, Indian, Pakistani, etc.)                      | i. Oceanian (e.g. Australian, New Zealander, etc.)        |
| e. Central/South American (e.g. Mexican, El Salvadorian, Argentinian, etc.) | j. Prefer not to say                                      |
|   | k. None of the above. I identify as: _____                |

**26. Do you identify yourself as having a disability?**

**We recognize that people with disabilities may have specific needs as they interact with our parks and pathways. This question helps us understand if we're hearing from and reflecting the diversity of park users.**

- a. Yes, I have a disability/disabilities that impact my mobility.
- b. Yes, I have a disability/disabilities that do not impact my mobility.
- c. No, I do not have a disability.
- d. Prefer not to say
- e. Other (please describe): \_\_\_\_\_

**Thank you for taking the time to complete this survey!**

## Appendix B: Communications and engagement tactics

### Stakeholder communications

Following Round 1 of engagement, the project team continued engagement with key audiences and stakeholders during Round 2. The purpose was to ensure that key stakeholder groups receive tailored outreach for meaningful opportunities to be consulted and involved in Round 2 of engagement. This involved follow up outreach to stakeholder and advocacy groups, residents' associations, businesses, and park users.

Continuing to recognize the existing relationships and the sensitivities during past engagements related to potential pathway improvements at Kitsilano Beach Park, it was important to conduct inclusive engagement that reached a broad range of park users both from the adjacent neighbourhood and across the city. It was also important to hear from those stakeholders more deeply engaged and impacted by the pathway changes. This round of engagement included consideration for communication and outreach tactics to encourage participation, described below.

**Table 5. Communication tactics**

Tactic	Description
Online engagement via Shape Your City (SYC)	The City's online engagement platform was used as the go-to location for input from key stakeholders and the general public. The site included key information, project updates, visuals (e.g., timeline, area map), the project team's preliminary evaluation of the pathway options, and background details on design options that were explored but not pursued. SYC also housed the online survey where people could share feedback on a series of alignment options according to the values shared in Round 1 and share specific elements of the design options presented that they liked and did not like. All social media posts, digital, and print materials directed people to this one central hub. FAQs were also included to provide easy access to commonly asked questions and concerns heard during the engagement.
Direct stakeholder emails	Prior to the launch of Round 2 of engagement, notification emails were sent to key stakeholders to support ongoing communication and relationship-building. These emails shared high-level learnings from Round 1 and invited input from respective stakeholder organization members through SYC and welcomed ongoing conversations through the engagement process. The list of stakeholders who received direct emails is included in <b>Appendix G: List of stakeholders</b> .
Social media engagement	The engagement opportunities were shared on the Parks Board social media channels, which included Twitter, Facebook, and Instagram, as well as Facebook Ads that were targeted to people living nearby and who expressed cycling-related interests.
On-site signage	Signage was placed along the pathway in Kitsilano Beach Park to update park and greenway users, nearby residents, and visitors of the project, directing them to engage via the SYC site.
Posters in Kitsilano Community Centre	Posters informing Kitsilano Community Centre visitors were installed to invite participation in the engagement.
Postcard mail drop	Approximately 12,360 residents from McDonald Street (west) to Burrard Street (east), and from W 4th Avenue (south) to English Bay (north).

## Engagement with Rights Holders

xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səlilwətał (Tsleil-Waututh) First Nations have been notified of the project and invited to participate in the engagement process in whatever way they would like; however, the pandemic has constrained each Nation's capacity to participate in a number of projects including this one. Consequently, there has been limited engagement with the Nations. For this reason, the scope of changes proposed by this project will be limited, and a future master planning process will allow for deeper collaboration with rights holders.

### Online survey

An online survey was open on the Shape Your City engagement platform for Round 2 of engagement from November 1 to 28, 2021, resulting in 740 responses.

The survey was separated into three parts and included 15 questions, which are listed in **Appendix A: Online survey questions**.

- **Part 1** consisted of three multiple-choice questions asking about experiences and activities in Kitsilano Beach Park.
- **Part 2** asked respondents to evaluate a series of alignment options according to the values shared in Round 1 and share specific elements of the design options presented that they liked and did not like.
- **Part 3** asked for demographic information to help staff best understand who was completing the survey and to assess if feedback was representative of the community.

### On-site engagement

As part of Round 2 engagement, a pop-up on-site engagement event was conducted, following COVID-19 safety protocols. The purpose of this activity was to connect with people in a friendly way, to share information about the project, answer peoples' questions, ask people to fill out the survey, and hear feedback and ideas for the project. This activity included intercept-style conversations with park and pathway users.

The on-site engagement event took place on November 6, 2021 and was located at the intersection of Yew Street pathway with the pathway to the Kitsilano Beach Park parking lot, in order to engage with people spending time at the park and using the pathway. At this event, we heard from approximately 55 people.

One paper survey was completed and then entered into the Shape Your City platform to be included in the full results that follow.

**Figure 27. Sharing alignment options with park and pathway users at an on-site engagement event**



### Social media posts

The project team promoted engagement (directing people to the online survey) through a series of social media posts on the Parks Board's Twitter, Instagram, and Facebook pages. Table 7 shows a summary of the social media posts shared on these channels. The project team also sought to reach specific populations, including people living near Kitsilano Beach Park and people who may be interested in cycling and related topics through two "boosted" Facebook posts during the engagement period.

The project team promoted engagements with social media posts on Facebook, Instagram, and Twitter. The following table provides results from each post.

**Table 6. Summary of organic social media posts**

Social media platform	Post date (2021)
<a href="#">Twitter Post</a>	November 12
<a href="#">Facebook Post</a>	November 12
<a href="#">Facebook Post</a>	November 19
<a href="#">Twitter Post</a>	November 20



<a href="#">Facebook Post</a>	November 20
<a href="#">Twitter Post</a>	November 21
<a href="#">Twitter Post</a>	November 28

## Engagement limitations

Given that most engagement happened online via an online survey, it is important to note that the responses included in this report represent those individuals who elected to participate and cannot be generalized for a larger population. As part of data analysis, duplicate responses have been removed and verbatim responses have been redacted to remove any personal information.

## Challenges and mitigation strategies

Given the engagement goal to reach Vancouver residents at large, and to hear from people using the park and pathway, the project team sought to make engagement as inclusive as possible. This involved recognizing the challenges of reaching people in a mainly virtual environment and developing strategies to address them. These challenges and strategies are summarized below.

**Table 7. Challenges and mitigation strategies**

Challenge	Mitigation strategies
<b>Engaging virtually under COVID-19 restrictions</b>	
Some people may not have access to the technology required for online engagement.	<ul style="list-style-type: none"> <li>Distribute postcards and install signs in the park to let people know about the project and how they can be involved.</li> <li>Ensure messaging is inclusive to people of different ages, experiences, and interest levels.</li> <li>Offer paper surveys at on-site engagement and upon request.</li> </ul>
It can be hard to reach beyond people who are already interested and aware of the project.	<ul style="list-style-type: none"> <li>Host on-site engagement to reach park and pathway users, adhering to COVID-19 safety procedures.</li> <li>Gain broader reach with social media.</li> <li>Ensure that engagement questions are relevant to all park and pathway users.</li> </ul>
<b>Communicating the purpose of engagement</b>	
Addressing confusion or uncertainty around the purpose of engagement.	<ul style="list-style-type: none"> <li>Clearly share the purpose and potential outcomes of engagement in all communications materials.</li> <li>Communicate the opportunity to find solutions to improve pathway experience for all users.</li> <li>Share timelines and decision points as part of project communications.</li> </ul>
<b>Ensuring engagement is broad and inclusive</b>	
People living outside of Kitsilano, but who use the park frequently, may not	<ul style="list-style-type: none"> <li>Initiate conversations with stakeholder representatives early in the process to understand how they would prefer to be involved in the engagement process.</li> <li>Use the Parks Board's social media channels and Shape Your City engagement platform to invite Vancouverites at large to participate.</li> </ul>

feel included in the engagement process.	<ul style="list-style-type: none"> <li>• Have on-site engagement to speak directly with park users</li> </ul>
Local residents may not understand the purpose of engaging with residents outside of the neighbourhood.	<ul style="list-style-type: none"> <li>• Proactively communicate with local stakeholder groups and explain the purpose of broad engagement to hear diverse perspectives from all park and pathway users.</li> <li>• Give context to this project by connecting it to broader, city-wide efforts to provide equitable parks and recreation opportunities.</li> </ul>
Engagement could become interest-driven and exclude quieter voices.	<ul style="list-style-type: none"> <li>• Listen and acknowledge interest-driven topics without allowing them to dominate.</li> <li>• Include optional demographic questions in the online survey to understand who was participating and who might be missing.</li> <li>• Hold separate key stakeholder meetings where those more impacted by changes can provide specific feedback on design options.</li> </ul>

## Appendix C: Qualitative analysis by Zone

### Zone 1

*Note: The following tables (2 and 3) give a summary of the top themes around elements that respondents like or dislike about Option A, based on all comments about Option A. Themes that represent under 5% of comments are not shown, and because of this, percentages will not equal 100.*

**Table 8. Option A – Summary of survey responses: “like” (number of comments = 352)**

Main theme	Sub-theme	Percentage of comments
Interaction between different modes	Separates pedestrians and cyclists	25
	Safer for everyone (e.g., children, dogs, cyclists)	7
Proximity to road/park	Cyclists are away from road/traffic	18
	Both pedestrians and cyclists stay inside the park	10
	Preserves park experience: more pleasant, views, feel part of the park	6
Route and park space	Good connections and access to park amenities, e.g. Kitsilano Pool	5
	Minimizes impact by using existing paths; saves disruption and is more cost-effective	5

**Table 9. Option A – Summary of survey responses: “dislike” (number of comments = 316)**

Main theme	Sub-theme	Percentage of comments
Route and park space	Removes greenspace	69
Other	Unnecessary change: a bike lane is not needed here	9
Interaction between different modes	Could cause conflict between pedestrians and cyclists	7

Overall respondents were almost equally split between elements that they like (37%) and dislike (36%) about Option A. Top features respondents like about this option included, in order of frequency:

- ◆ Separates pedestrians and cyclists (25%)
- ◆ Keeps cyclists away from the road and vehicular traffic (18%)
- ◆ Keeps pedestrians and cycling inside the park (10%)

For those who preferred to have pedestrians and cyclists separate, comments often mentioned a **preference for distinct pathways for people walking and cycling:**

---

*“I like **separation of bike and walking**, I prefer walkers be separated from adjacent traffic noise (walkers must spend more time traversing the same distance). Although there would be a little encroachment upon the grassy park I think it is a trade off which works for both cyclists and walkers.”*

*“I don't like the new paved walking path that will take up greenspace and park space needlessly when you could have walkers use a new sidewalk instead. **The key is that the cycling and walking path are very separated from each other as are their users, so that I like a lot.** Why don't you just use the current walking path that runs along the edge of the amphitheater by the pool as a walking path? Seems to me like it would do the same re the walkers needs without any new construction or intrusion into the park space or affecting the roadway.”*

---

18% of comments expressed a wish to **keep cyclists away from the road and vehicular traffic**, with some noting concerns about cycling near vehicular traffic and parked cars and the associated risks of collisions:

---

*“My preferred option as a cyclist, **away from doors and passengers of parking cars.** They forget to look when opening doors and paying the meter.”*

---

Top features respondents dislike about Option A included, in order of frequency:

- ◆ Removes greenspace (69%)
- ◆ Unnecessary change: a bike lane is not needed here (9%)
- ◆ Could cause conflict between pedestrians and cyclists (7%)

By the far the top features respondents dislike about Option A (69% of comments) was that **it would remove greenspace from the park** and consequently, detract from people's positive experiences in the park:

---

*“I don't like that it **consumes open space.**”*

*“You would be paving over **perfectly good grass** that people use to sit/picnic/etc.”*

*“I dislike that the new walking path would **cut into the existing green space** that is used by users of the park.”*

---

9% of comments referred to a **new path being unnecessary** in this section of the park:

---

*“I don't like the **addition of an asphalt walking path into the area of the park that is used for relaxing and playing games.** It's unnecessary considering the walking path already moving east to west about 30m north.”*

---

We also heard additional general positive comments (5%) and miscellaneous comments (7%).

*Note: The following tables (12 and 13) give a summary of the top themes around elements that respondents like or dislike about Option B, based on all comments about Option B. Themes that represent under 5% of comments are not shown, and because of this, percentages will not equal 100.*



**Table 10. Option B – Summary of survey responses: “like” (number of comments = 296)**

Main theme	Sub-theme	Percentage of comments
Route and park space	Preserves green space	33
	Sidewalk is a good idea	9
	Minimizes impact by using existing paths; saves disruption and is more cost-effective	7
Interaction between different modes	Separates pedestrians and cyclists	15
General positive comment		10

**Table 11. Option B – Summary of survey responses: “dislike” (number of comments = 380)**

Main theme	Sub-theme	Percentage of comments
Pathway location (proximity to road/park)	Safety concerns with walking near traffic	27
	Too close to traffic/road	17
	Prefer to walk in the park	10
Route and park space	Would remove trees/greenspace	6
	Would reduce number of parking spaces	5
Interaction between different modes	Safety concerns: conflict between cyclists and pedestrians	12

Overall, more respondents shared features they dislike about Option B than features they like (42% vs. 28%).

Top features respondents **like about Option B** included, in order of frequency:

- ◆ Preserves greenspace (33%)
- ◆ Separates pedestrians and cyclists (15%)
- ◆ Support for adding a sidewalk (9%)

Of the 33% of comments indicating what they like about Option B is that it preserves greenspace, many **mentioned valuing the existing greenspace between Cornwall Avenue and the beach:**

*“I like that **none of the existing green space (within the current fenced area) will be taken out**, and that a new sidewalk goes in outside of the current fenced area and along Cornwall.”*

*“**Love no impact to existing green space**; might be appreciated by walkers more heading to a destination v craving green space/park access but won’t spread out*

*“masses” on those busy summer days when existing walking path closest to beach really packed.”*

---

A smaller number of respondents shared that they like that Option B **makes better use of greenspace that is not currently being used**:

---

*“Option B is definitely the best option. It uses minimal green space that is not currently being used at all as green space or park recreation space. As mentioned, those trees currently there are not healthy anyway. Also, those trees make the interior pathways less safe as they shadow the interior path [creating safety concerns]...”*

---

The 15% of comments that referenced support for separating different modes tended to speak to **valuing dedicated spaces for people walking and cycling**:

---

*“Clearly separates bikes and pedestrians. Gives people who park along Cornwall (North Side) a way to exit safely.”*

*“I like that it separates the cyclists from those who walk/roll, and that it doesn’t impact the green space.”*

---

We also heard some general positive comments about the design of Option B:

---

*“I think Option B is a better design solution as it minimizes work within the park while still ensuring separation of transportation modes. I am also hopeful that integrating the bicycle lane with Cornwall provides traffic calming opportunities and more equitable utilization of road right of ways across all modes of transportation.”*

---

For respondents who shared features they **did not like about Option B**, top reasons were:

- Concerns about safety with walking close to traffic (27%)
- Pathway location too close to traffic/the road (17%)
- Safety concerns: conflict between cyclists and pedestrians (12%)

A notable number of comments (27%) expressed **safety concerns related to the pedestrian pathway being close to traffic on Cornwall Avenue**, which people noted has a high volume and speed of traffic:

---

*“Do not like that pedestrians would be placed so close to traffic on Cornwall with no safety barriers. Vehicles speed down Cornwall - particularly between Yew and Balsam.”*

---

Relatedly, a number of comments (17%) referenced general **concerns about having the pathway close to a busy roadway and vehicular traffic**:

---

*“Too close to crowded Cornwall. Not safe for any user. And mental discomfort being so close to a very busy route.”*

*“Too close to **sometimes fast, heavy traffic** to be enjoyable.”*

A smaller number of comments (12%) mentioned **safety concerns associated with possible conflict between cyclists and pedestrians**:

*“[dislike] that the cycling pathway is inside the pedestrian pathway. It would make more sense for the cycling pathway to be on the roadside of the park and keep pedestrians inside. **Minimizing the crossover of faster moving cyclists with pedestrian pathways would be advantageous in my mind.**”*

A small percentage of comments referenced **changing the road space on Cornwall Avenue, removing on-street parking, moving cyclists onto Cornwall Avenue, and having the cycle path closer to the road than in Option A**, suggesting that some respondents did not completely understand Option B. The project team has taken these comments into consideration as feedback on Options A and B as well as general considerations around safety, separating different transportation modes, and maintaining parking spaces where possible.

In addition to the survey feedback, we noted the following feedback on Options A and B from the two stakeholder meetings held in November:

**Table 12. Zone 1 feedback from stakeholder meetings**

Theme	Description
Option A pathways	<ul style="list-style-type: none"> <li>Stakeholders were concerned about adding a new pathway connection from Balsam Street to the pool               <ul style="list-style-type: none"> <li>The project team explained that the current pathway includes stairs or uses the service driveway that exceeds the 5% maximum slope for the pathway to be considered accessible</li> </ul> </li> </ul>
Option B pathways	<ul style="list-style-type: none"> <li>Some stakeholders noted that a sidewalk between Vine and Balsam would be beneficial</li> </ul>
General: safety and separating different modes	<ul style="list-style-type: none"> <li>Lack of separation between cyclists/pedestrians/cars were noted as safety concerns</li> <li>Ensuring that people walking/rolling and cycling use their designated paths</li> </ul>
General: preserving greenspaces in the park	<ul style="list-style-type: none"> <li>Stakeholders emphasized the importance of greenspace as part of the overall enjoyment and use of the park</li> </ul>

This feedback confirms that:

- ◆ People tend to **value preserving greenspace and prefer to have minimal disruption to greenspace**, which is reflected in Option B.
- ◆ There is a preference to **separate different modes for comfort and safety travelling through the park**, which is reflected in Options A and B.

## Zone 2

*Note: The following tables (15 and 16) give a summary of the top themes around elements that respondents like or dislike about Option C, based on all comments about Option C. Themes that represent under 5% of comments are not shown, because of this, percentages will not equal 100.*

**Table 13. Option C – Summary of survey responses: “like” (number of comments = 371)**

Main theme	Sub-theme	Percentage of comments
Interaction between different modes	Separates cyclists from pedestrians	43
	Least impact/disruption for pedestrians	8
	Separates cyclists from cars (on road and in parking lot)	6
Route and park space	Direct and clear route	22
	Greenspace affected by Option C is not heavily used, so it's not considered a concern to impact this greenspace by changes made	14

**Table 14. Option C – Summary of survey responses: “dislike” (number of comments = 328)**

Main theme	Sub-theme	Percentage of comments
Proximity to road / park	Reduced access to amenities, views, beach	28
	Too close to traffic/road	8
Interaction between different modes	Unsafe cycling through/by parking lot (interaction with cars)	24
Route and park space	Loss of green space	15
General negative comment		6
Unnecessary change - bike lane not needed		6

When asked to share what respondents liked and disliked about Option C, the highest number of comments (43% of the 371 “like” responses) related to **separating cyclists from pedestrians**: interaction between different modes was the main reason for liking this option.

---

*“Makes the most sense. The other two options will have cyclists converging with too many pedestrians and unnecessary turns.”*

---

This option was also **valued** because it is a **direct and clear route** according to some respondents (22%).



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*“Direct route to the bridge and downtown, good.”*

---

**Negative** comments for Option C spoke to **reduced access to amenities, views, and beach** (28%).

---

*“Don’t like crossing the parking lot driveway. Close to the road. No views of the ocean. Far from amenities. People will ride their bikes on the footpaths to get to the beach.”*

---

As well as **unsafe cycling through/by parking lot (interaction with cars)** (24%).

---

*“Do not like that the path still crosses the parking lot entry/exit point. Unsafe and slows the flow of all traffic.”*

---

We also heard that people **disliked** the fact that this option creates **a loss of green space** (15%).

---

*“Does not preserve trees and greenspace.”*

---

However, roughly equal proportion (14%) said that the greenspace affected by Option C is not heavily used, so it is not considered a concern.

---

*“The greenspace in this area is not really utilised anyway so at least it is put to use for a cycle path.”*

---

*Note: The following tables (17 and 18) give a summary of the top themes around elements that respondents like or dislike about Option D, based on all comments about Option D. Themes that represent under 5% of comments are not shown, because of this, percentages will not equal 100.*

**Table 15. Option D – Summary of survey responses: “like” (number of comments = 276)**

Main theme	Sub-theme	Percentage of comments
Interaction between different modes	Separates cyclists from pedestrians	14
	Separates cyclists from vehicles (in parking lot and on road)	14
Route and park space	Minimises impact on green space / space not used much	14
	Direct route	9
	Similar to what is in place now – people are familiar with it	8
	Least disruptive for pedestrians	8
General positive comment		8
Proximity to road / park	Cyclists stay inside the park	5

**Table 16. Option D – Summary of survey responses: “dislike” (number of comments = 457)**

Main theme	Sub-theme	Percentage of comments
Interaction between different modes	Conflict between cyclists and pedestrians	29
	Cycling close to car traffic (in parking lot or on road)	14
	Bikes in the park - better on the road / park perimeter	5
Route and park space	Loss of parking (from the parking lot and west side of Arbutus St.)	16
	Prefer to cycle by beach / with views	5

When asked to share what they liked and disliked about Option D, the highest number of comments (29% of the 457 “**dislike**” responses) related to **conflict between cyclists and pedestrians**: interaction between different modes was the main reason for disliking this option.

---

*“Don’t like cyclists coming so close to pedestrians.”*

---

Respondents also **disliked the loss of parking** in this option (from the parking lot and west side of Arbutus St.) (16%).

---

*“Results in unnecessary massive loss of visitor parking which in turn burdens the Kits Point neighborhood...”*

---

**Positive** comments for Option D spoke to how it **separated cyclists from pedestrians** (14%) and **separated cyclists from vehicles** (in parking lot and on road) (14%).

---

*“This seems like the best option by far. Impact of greenspace is minimized, bikes don’t have to cross paths with cars, and it keeps bikes and pedestrians reasonably separated.”*

---

We also heard that people **valued** the fact that this option **minimises impact on green space or that the park space is not used much** (14%) and that this option is **a more direct route** (9%).

---

*“Preserves green areas and is the most direct path.”*

---

Note: The following tables (19 and 20) give a summary of the top themes around elements that respondents like or dislike about Option E, based on all comments about Option E. Themes that represent under 5% of comments are not shown, because of this, percentages will not equal 100.

**Table 17. Option E – Summary of survey responses: “like” (number of comments = 350)**

Main theme	Sub-theme	Percentage of comments
Route and park space	Good views of the beach	17
	Provides access to park amenities	12
	Minimises impact on greenspace	7
	Preserves parking	7
	Direct route	6
Proximity to road / park	Cyclists are away from road/traffic	15
	Cyclists stay inside the park	7
	Preserves park experience - more pleasant, views, feel part of the park	5
Interaction between different modes	Avoids the parking lot (interaction with cars)	9
	Separates cyclists from pedestrians	5
General positive comment		5

**Table 18. Option E – Summary of survey responses: “dislike” (number of comments = 399)**

Main theme	Sub-theme	Percentage of comments
Interaction between different modes	Bike path is too close to pedestrians	31
	Bike path is too close to busy areas (restaurant, courts, concessions)	16
	Bikes in the park - better on the road / park perimeter	8
Route and park space	Loss of greenspace	14
General negative comment		5

When asked to share what they liked and disliked about Option E, the highest number of comments (31% of the 399 “dislike” responses) related to **bike path being too close to pedestrians**: interaction between different modes was the main reason for disliking this option. There were also issues raised about the **bike path being too close to busy areas (restaurant, tennis courts, concessions)** (16%).

*“Serious conflict in the restaurant laneway with both pedestrians and delivery trucks. It draws cyclists deep into the park and invites cycling along the seawall which puts pedestrians in significant danger. In the very first intercept poll that was done,*

*respondents overwhelmingly agreed that separating pedestrians & cyclists on this very busy seawall is critical. We want to solve that problem not invite its persistence.”*

The **loss of greenspace** was also cited as a feature respondents **dislike** about this option (14%).

*“More paving of greenspace and threat to tree root zones of existing mature trees...”*

**Positive** comments for Option E spoke to the path having **good views of the beach** (17%).

*“Love that cyclists get to main views of ocean and experience being in heart of the green space with views.”*

Respondents also **liked** the fact that **cyclists are away from road/vehicular traffic** in Option E (15%).

*“It keeps cyclists away from traffic and the parking lots, and provides direct access to the heart of the park. It would be the most scenic route for cyclists.”*

We also heard that people **valued** the fact that this option **provides access to park amenities** (12%);

*“Provides good connection to the central amenities, rather than just going around the park.”*

and avoids the **parking lot (interaction with cars)** (9%).

*“I like that this route helps separate cyclists from the parking lot hustle, which can be really dangerous for everyone (drivers and cyclists both!). It is the least direct so that kind of sucks, and it will probably be crowded in the summer time, but maybe with proper signage it could work!”*

In addition to the survey feedback, we noted the following feedback on Options C, D, and E from the two stakeholder meetings held in November:

**Table 19. Zone 2 feedback from stakeholder meetings**

Theme	Description
Safety at intersections	<ul style="list-style-type: none"> <li>The intersection at Yew and Cornwall was noted as a key safety concern for people cycling and people walking and rolling</li> <li>Some stakeholders commented that Option C would create a dangerous crossing on the Yew Street pathway</li> </ul>
Parking and accessibility	<ul style="list-style-type: none"> <li>Stakeholders mentioned that the area at the southwest corner of the tennis courts is used as a loading area for events (Option D and E would pass through this area)</li> </ul>



- Option E would put the cycle path in front of the two accessible entrances to the tennis courts, potentially causing safety concerns for wheelchair users
- Some stakeholders mentioned the concern with moving or removing the current location of the EV charging stations
- Alternative traffic patterns for cyclists were also mentioned as being important during events in the summer months, specifically at the tennis courts

Feedback from stakeholder meetings supports what we heard in the survey regarding prioritizing safety for pedestrians and cyclists, particularly in the areas of minimizing interactions between active transportation users and vehicles (e.g., entrances and exits to the parking lot) and giving pedestrians and cyclists safe, well-signed, and quiet routes without taking them outside of the park.

Additional feedback about keeping accessible entrances to the tennis courts and the loading area at the southwest corner of the tennis courts is valuable and will be considered by the project team in determining the preferred route option through Zone 2. The feedback supports what we have heard about balancing safe and comfortable routes for cyclists with recreational uses in the park, particularly during the busier summer months.

### Zone 3

*Note: The following tables (22 and 23) give a summary of the top themes around elements that respondents like or dislike about Option F, based on all comments about Option F. Themes that represent under 5% of comments are not shown, because of this, percentages will not equal 100.*

**Table 20. Option F – Summary of survey responses: “like” (number of comments = 245)**

Main theme	Sub-theme	Percentage of comments
Proximity to road / park	Keeps cyclists in the park / off the road (includes comments related to safety)	23
Interaction between different modes	Safety: keep cyclists away from traffic	21
	Separated cycle path keeps cyclists away from pedestrians	8
Route and park space	Preserves parking spaces	16
	Provides a pleasant / scenic cycling route	13

**Table 21. Option F – Summary of survey responses: “dislike” (number of comments = 327)**

Main theme	Sub-theme	Percentage of comments
Route and park space	Reduces greenspace	50
	Takes up too much park space / cuts into amenities	9

Interaction between different modes	Safety concerns: conflict between cyclists and pedestrians	19
Proximity to road / park	Preference to keep cycle route out of park (i.e., not through the park / on the street	6
Unnecessary change / bike lane not needed		6

When asked to share what they liked and disliked about Option F, **the most significant feedback (50% of the 327 “dislike” responses) related to concerns about reducing greenspace**: this was the main reason for disliking this option.

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*“I don’t like the loss of greenspace that is well-used, especially in the summer when there are crowds. Having bikes whizzing by spaces where kids are playing and families are picnicking is not good.”*

---

**Positive** comments for Option F spoke to **safety, namely keeping cyclists away from vehicular traffic (21%), and inside the park/off the road (23%)**.

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*“Option F makes the most sense. The bikes will now have their own designated lane. It’s the best choice for safety.”*

---

Relatedly, some respondents shared that this option **preserves a park experience that is more pleasant, affords good views, and allows cyclists to feel part of the park (13%)**.

---

*“This is by far the better of the two options. People biking to and through the area can enjoy a beautiful experience with views. They can enjoy the park, stopping if they wish. Closer to the water is better.”*

---

We also heard that people **like** the fact that this option **preserves parking spaces (16%)**.

---

*“I like Option F because it would not take away space for driving or parking from Arbutus Street.”*

---

This option was also **valued** because it **keeps pedestrians and cyclists separate (8%)**.

---

*“I like that it gives everyone separate access, cars, bikes and pedestrians”*

---

**Negative** comments for Option F mainly related to a **reduction in greenspace (50%)** and relatedly, that this option would **take up park space and detract from amenities (9%)**.

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*“Removes too much greenspace---very heavily used in summer for playing frisbee, badminton etc. Also removes some large trees, invaluable for shady picnics in hot summers.”*

---

Of the 327 **negative** comments, 19% related to **safety concerns** and the **possibility of conflict between cyclists and pedestrians** with this option.

*“Do not like potential conflict between cyclists and pedestrians near arbutus street entrance to playground and concession.”*

Note: The following tables (24 and 25) give a summary of the top themes around elements that respondents like or dislike about Option G, based on all comments about Option G. Themes that represent under 5% of comments are not shown, because of this, percentages will not equal 100.

**Table 22. Option G – Summary of survey responses: “like” (number of comments = 378)**

Main theme	Sub-theme	Percentage of comments
Route and park space	Preserves greenspace	29
	Already in place / uses existing road - works well	13
	Direct route	7
Interaction between different modes	Separates cyclists from cars and pedestrians	22
Proximity to road / park	Bike lane is on street / not in the park	10
General positive comments		11

**Table 23. Option G – Summary of survey responses: “dislike” (number of comments = 253)**

Main theme	Sub-theme	Percentage of comments
Route and park space	Takes away parking	31
	Disruptive for cars / worse for driving	11
Proximity to road / park	Cyclists must cycle on road / too close to traffic	29
	Prefer to cycle in the park / by the beach	12

For the 378 comments from respondents indicating features they **like** about Option G, the most prominent theme was that **this option preserves greenspace** (29%).

*“No loss of greenspace, less impact on the existing park users.”*

Additionally, 22% of comments indicating features respondents **like** about Option G, there was preference for keeping the cycle path on Arbutus Street to give **cyclists a safe and comfortable route adjacent to the park**.

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*"I like how it will quiet traffic on this road and provide a safe space for cyclists to be separate from pedestrians."*

---

Many liked that this option **used the existing protected cycle path on Arbutus Street**, which connects to the value of minimizing Impact (13%).

---

*"I like that it stays on the road with little disruption to the park. It allows cyclist who want to continue on not to have to take extra turns or slow down for pedestrians."*

*"[Option] G reduces car traffic on Arbutus (a good thing), the road is already there, and as it stands now the separation of bike and road seems to work well. There is no need to encroach on green space."*

---

For the 253 comments from respondents indicating features they **dislike** about Option G, 31% were **concerned that this option would remove parking** from Arbutus Street.

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*"I don't love a new cycle path here either. It will probably decrease parking which is the last thing we need."*

---

We noted that 29% of comments spoke to concerns that **cyclists would have to cycle on the road and close to vehicular traffic**. Related, 12% of comments expressed a **preference to cycle in the park or by the beach**, which relate to the values of Connections in the park.

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*"Closer to cars which is bad and farthest from the beach."*

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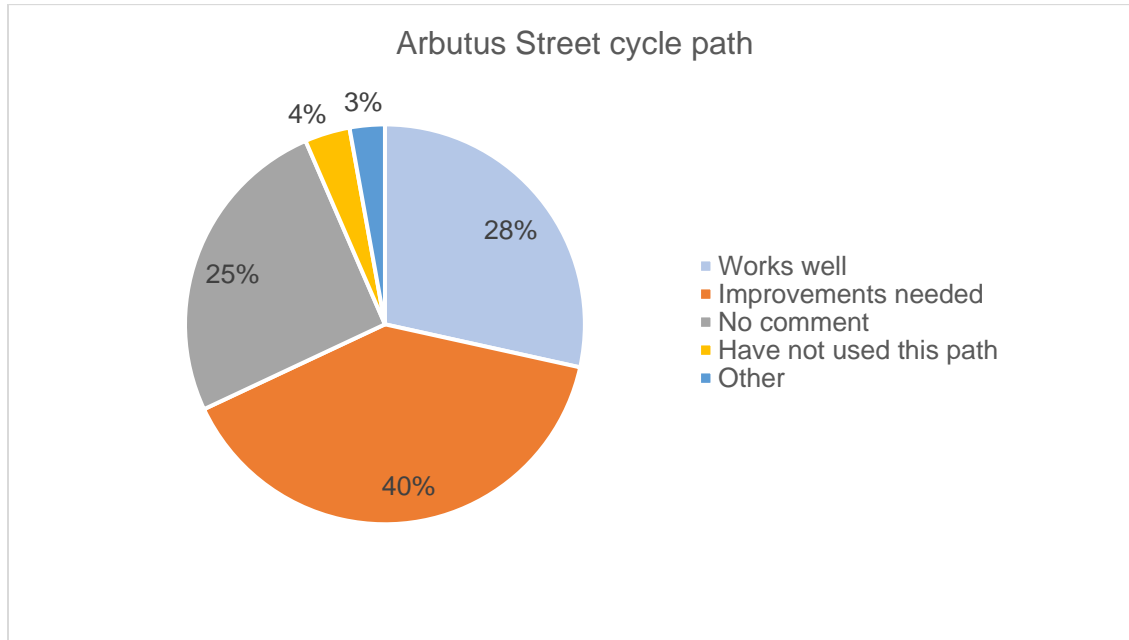
Option G included an additional survey question that referred to the existing, temporary separated cycle path on Arbutus Street, which runs parallel to the park: *Option G is similar to the temporary separated cycle path on Arbutus Street right now. If you have used this path or this section of Arbutus Street since the installation of the cycle path, what do you think is working well? Is there anything that you think could be improved?*

Of the 738 responses, 40% felt improvements are needed, 28% indicated the path works well, and the remaining 32% said they have no comment/haven't used the path/other.



Figure 29 shows the breakdown of responses.

**Figure 28. Feedback on existing Arbutus Street cycle path (n=738)**



For those who responded that the path works well, themes included:

- Cyclists are separated from vehicular traffic
- Pedestrians and cyclists have separate routes
- Overall safer environment
- Continuity with other cycling routes
- Less impact to greenspace

Many comments spoke to the value of **keeping greenspace**:

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*"It is working well. The best design would be to create a separated cycle path along Arbutus and then along Cornwall all the way to Balsam. This would preserve the most greenspace...."*

---

For those who said the path could be improved, **areas for improvement** included:

- Signage
- Route has sharp turns/blind spots
- EV station on Arbutus Street should be moved
- Reinstating two-way vehicular travel and on-street parking on the west side of Arbutus Street
- Concerns about mixing two-way cycle path with vehicular traffic on the roadway

Some comments indicated a mix of pros and cons for the cycle path, with overall support along with concerns associated with having cyclists on the roadway alongside motorists:

---

*"It is working at the time but seems confusing to cyclist and motorists and pedestrians. I feel less comfortable cycling there [than I] would on a dedicated*

*pathway along a green space like option F. I think the parking is important to keep for Vanier Park residents.”*

In addition to the survey feedback, we noted the following feedback on Options F and G from the two stakeholder meetings held in November:

**Table 24. Zone 3 feedback from stakeholder meetings**

Theme	Description
Parking along Arbutus Street	Several stakeholders had questions about parking spaces and noted concern that the parking spaces already removed from the west side of Arbutus Street would not be reinstated with Option G
Mixed pathways	Stakeholders expressed interest in exploring more pathway options that could include moving the location of sidewalks to accommodate cyclists/pedestrians <ul style="list-style-type: none"> <li>○ It was noted that the above was a more permanent and costly option and beyond the scope of this project timeline</li> </ul>
Preserving greenspace	Some stakeholders were interested in integrating the proposed cycling pathway into the park to give path users the experience of being in the park, while some raised concern with having the path in the park and removing greenspace

This additional stakeholder feedback validated survey responses about Options F and G, such as questions/concerns about removing on-street parking spaces in Option F, and an appreciation of Option G as it relates to preserving greenspace and minimizing impact on existing amenity space in the park.

## Appendix D: Summary of Q&A responses from Shape Your City

The Shape Your City page included a question form when any member of the public could submit a question for the project team to answer. The following table provides a summary of questions and answers.

**Table 25. Shape Your City Q&A response summary**

Question	Answer
<b>Theme #1 – Pathway uses</b>	
Why do you use the word “rolling”? Why don't you include “running” as a pathway use?	Our intention in using “walking and rolling” is to be inclusive of people who walk and who use wheelchairs or other assistive devices. You are right that we have not specified running as one of the many uses of the pathways and park in our website text. We are asking people who fill out the survey how they use the park, and running, using the pool, participating in recreational activities in the park, and participating in water sports are among the options. Thank you for your feedback regarding the toilets. It sounds like you are referring to the washrooms at the fieldhouse at the northeast corner of the park. There are newer and accessible washroom facilities in Kitsilano Beach Park at the concession, in the same building as the Boathouse Restaurant, north of the tennis courts.
<b>Theme #2 – Preserving Greenspaces in the Park</b>	
Why are you cutting down a couple of large leafy trees? And why is the city planting so many “brolly trees” which does not offer any shade on the streets and lacks character?	<p>All the big leaf maples (<i>Acer macrophyllum</i>) in Kits Park have been closely monitored with annual inspections for over 25 years. Every effort to retain these iconic trees have been made over the years including cable and bracing when appropriate and crown reductions to reduce end weight on the branches. In this way we have been able to retain trees that would otherwise be removed. Nevertheless there comes a time when the risk to the public is too great and removal is the only option. The trees that were removed fall into that category with severe decay in the main stems.</p> <p>With respect to which type of trees are planted, the planting coordinator looks at each location to decide the size and species of trees to be planted. Boulevard width, proximity of buildings, existing trees, overhead wires, soil volumes and neighbourhood master plans are all part of the decision process. It sounds like you may be referring to our planting of Ironwood trees (<i>Parrotia persica</i>). We have planted many of these trees because of their attributes including slow growth (less pruning required), drought resistance, insect resistance, and stability in wind events. They are also beautiful trees in the fall with deep red colours.</p>
<b>Theme #3 – Safety</b>	

Are Limited Speed Motorcycles allowed on the Greenway if insured and registered?	Limited Speed Motorcycles ( <a href="https://www.icbc.com/vehicle-registration/specialty-vehicles/Low-powered-vehicles/Pages/Mopeds-and-scooters.aspx">https://www.icbc.com/vehicle-registration/specialty-vehicles/Low-powered-vehicles/Pages/Mopeds-and-scooters.aspx</a> ) are not permitted on the Greenway.
Is there a plan to license e-bikes, and is there a category (hp capability?) for a "bike" to be a motorcycle? I have noticed in Kits Beach Park electric bikes that seem to be very powerful, and travelling too fast.	<p>People do not require a license to ride an electric bicycle, but a license is required to operate a speed-limited motorcycle. An electric bike (or "motor assisted cycle") is a two- or three-wheeled cycle with a seat, pedals and an electric motor or motors. Motor assisted cycles cannot have a power output exceeding 500 watts in total, cannot be gas-powered, and cannot exceed speeds of 32 km/h on level ground. ICBC has a helpful table (<a href="https://www.icbc.com/vehicle-registration/specialty-vehicles/Low-powered-vehicles/Pages/Electric-bikes.aspx">https://www.icbc.com/vehicle-registration/specialty-vehicles/Low-powered-vehicles/Pages/Electric-bikes.aspx</a>) comparing motor assisted cycles and limited speed motorcycles.</p> <p>Experience elsewhere suggests that requiring cyclists to be licensed is neither cost-effective nor particularly effective at achieving desired goals. Our preferred approach to encouraging safe and courteous cycling is through education, promotion, and efforts to normalize cycling as an everyday activity. We can also improve safety by creating separate paths for walking/rolling and cycling so that people traveling at different speeds are using different pathways.</p>
I live in kitsilano and have seen an increase of cars driving on separated bike lanes, especially on York st near Cypress. While these new bike lanes are being installed, can we look at improving the other bike lanes in the neighborhood by installing plastic poles in between the bike lanes (on the bike yellow line) preventing cars from entering them?	Bollards in bike lanes can help deter drivers from using those lanes but they introduce hazards themselves and people on bicycles may collide with them. Engineering installs bollards where the safety benefits from fewer cars outweighs the collision hazard with the bollard itself.
Why does the City not enforce the bicycle helmet law?	Helmets are a requirement under the BC Motor Vehicle Act, which is enforced in Vancouver by the Vancouver Police Department. Enforcement of helmet wearing is a lower priority given other demands on VPD.

#### Theme #4 – Interaction between Different Modes

In options A & B of the Kits Beach bike path proposal why are you placing the pedestrian path on the outside requiring pedestrians to cross a cycle path to enter the park?

In Option A, the existing shared walking/cycling path would become a dedicated cycling path, and a new dedicated pedestrian path would be constructed inside the park, to the north of the cycling path. In Option B, the existing shared walking/cycling path would become a dedicated cycling path, and a new pedestrian path would be constructed at the south edge of the park, south of the cycling path. In Option B, this new path at the south edge of the park will also serve as a



sidewalk. (There is currently no sidewalk at the south edge of the park/on the north side of Cornwall between Balsam and Yew.) One advantage of adding a sidewalk here is that it would offer better access into the park for people who drive and park vehicles on the north side of Cornwall between Balsam and Vine. Putting a cycling path right at the south edge of the park would make it challenging for people parking on the north side of Cornwall to access their vehicles. If Option B goes forward, we will need to consider how to ensure that people walking and rolling can safely cross the cycling path to get into the park. We have considered an option that put the cycling path outside the park on Cornwall Street, but are not pursuing it at this time (you can learn more about that option here: <https://syc.vancouver.ca/projects/kitsilano-beach-park-greenway/round-2-options-not-pursued.pdf>). Note that in Option A and B, the existing walking/rolling path inside the park just south of Kits Pool would remain where it is.

With respect to Zone 3 options around the south parking lot and tennis courts, you state: - for option E there is a “Safety risk: potential conflicts with delivery vehicles along Boathouse Restaurant service lane.” How many delivery vehicles use the service lane each day? Do you have a safety concern because some delivery trucks either back-in or back-out in contravention of the restaurant’s management agreement? - for option C why don’t you identify a safety risk where cyclists will cross the ingress/egress point to the south parking lot? What peak vehicle volumes did you record entering or leaving the parking lot? What peak bicycle volumes did you record in the protected bike lane in the parking lot?

The possibility of conflicts between service vehicles and people cycling in the service lane is a con for option E, and while there are design approaches we can take to reduce this risk, we want to acknowledge that this is a unique consideration for option E. Park staff are aware that trucks are backing into the service lane and we are working on a solution to this with the restaurant owner and our colleagues in Transportation. The pros and cons lists on our information boards are definitely not exhaustive, and you are correct that for option C a ‘con’ would be that the cycle path crosses the parking lot ingress/egress. We collected data this summer on use of the service lane for deliveries, on parking lot use, and on walking, rolling, and cycling around the park. We are working on processing and analysing this data and hope to share our findings later this year. This data will help in the evaluation of the different cycle path route options. [Correction Nov 16/21: cycle path route option that uses service lane is option E, not option C as was previously stated.]

### Theme #5 – Route and Park Space

How does this initiative connect to the "Arbutus Street Temporary Bike Path (North of Cornwall Ave to McNicoll Ave) document from the City of Vancouver, dated August 10, 2021?

The Arbutus Street Temporary Bike Path was installed by Engineering as part of their Room To Move (<https://vancouver.ca/streets-transportation/making-streets-for-people-program.aspx>) initiative. The goal of the temporary path on Arbutus is to improve the safety and accessibility for all road users in one of the most popular sections of the city’s walking/rolling and cycling network.

The temporary bike path on Arbutus Street will be in place until the Kitsilano Beach Seaside Greenway Improvement planning process identifies a dedicated route for a protected bike lane in this area. Until then, adjustments to the path will be made as needed based on feedback from the public.

The Kitsilano Beach Park Seaside Greenway Improvement project is being led by Parks with the goal of creating a separated cycle path that connects Balsam Street and Ogden Avenue across the park. One possibility for the section of the separated cycle path at the east side of Kitsilano Beach Park is on-street on Arbutus. A dedicated route for the path across the park will be identified through three rounds of public engagement, the first of which is taking place in August.

#### Other (includes questions about survey methodology)

Your Preliminary Cycle Path Options Evaluation rates each value from 1-5, whereas your survey rates each value from 1-4, with a fifth rating of Not Sure. I believe it would be less of an IQ test if you had kept the rating system consistent. Also, in your Preliminary Options Evaluation, you included "Neighbours" for those being impacted, but not in your online survey. Why? Your 1-way option for a portion of Arbutus year-round has very disruptive effects on the community, including pushing traffic into the core of the neighbourhood.

Thank you for this feedback. You are right that we are using one scale in the survey and it is different from the scale we used for a preliminary evaluation of the options. We are sorry for any confusion that this has caused. Staff did the preliminary evaluation as an exercise to test one way that we might use the values to evaluate the different design options. We created our own rating system for each value and wanted to share it for the sake of transparency and to demonstrate our thinking at this stage of the process. Our intent was to be open about the factors we are considering when it comes to each of the cycle path options.

The multiple choice sections in survey questions are way to extensive and miss the point - the question shouldn't be whether I think an option takes away parking space or whether I think it is the most direct route, but rather whether I am ok with this option taking away parking space or whether I am ok with the route as it is proposed in the option, for instance. Forcing users to answer all of these multiple choice questions (even if they don't help me to express my opinion) or not to participate in the survey (the

Thank you for sharing this feedback on the survey and your preference in terms of the different cycle path options. Our first survey in August asked people what their top values were when it comes to a separated cycling path in the path and we are now asking people how well each of the options reflect those values. Understanding which values people identified as most important and how well the options reflect those values will help to determine a preferred route for the cycling path. In the survey, we are inviting people to evaluate how well each option reflects each value (or select "not sure" if that is the case) and to provide feedback or indicate a preferred option through open-ended questions.

only alternative) unfortunately made me chose the second option. If you're still interested in my opinion regarding my preferred options for round 2: Zone 1: B Zone 2: D Zone 3: G Thank you.

Why is the postcard I received in the mail written in English and Chinese? Why isn't Spanish included. As a Spanish speaker I feel discriminated against.

Thank you for reaching out to share your concern. We recognise that there are many different language speakers in each neighbourhood, and we apologize for making you feel left out. The reason you see English and Traditional Chinese on our postcards is because English and Mandarin were the top most spoken home languages that people reported in the 2016 Census in the neighbourhood area around Kitsilano Beach Park where the postcards were distributed. The Shape Your City project page and survey can be viewed in Spanish using the automatic translation tool located at the top right corner of the page. In future letters, we'll do our best to let people know about additional languages available.

With respect to Zone 4 you will not be advancing a proposal through the grove of trees because it will require an Archaeological Impact Assessment (AIA) that would be time consuming. That wasn't a limiting consideration in the Park Board's 2013 proposed bike lane through Kits Beach and Hadden Park. Why now? What has changed? In 2013 the COV drawings in Appendix 1a- Seaside Greenway Accepted Route included a Low Tree Impact Design by raising the Bike Path 0.2 metres. If this design protects tree roots, wouldn't it also protect yet-to-be-discovered archeological treasures that might be found during an AIA to be completed as part of a future Kitsilano Beach Park Master Plan?

The Park Board's approach to reconciliation and archaeology has changed considerably since 2013, including the hiring of a full time archaeologist in 2016 and a reconciliation planner in 2017. All projects that may cause ground disturbance or impact a known or suspected archaeological site need to be reviewed by the archaeologist. In this case, we've been advised that an AIA should be undertaken in the northeast area of the park before there is any ground disturbance. A low tree-impact design where the bike path is raised would avoid direct ground disturbance, but there is still a risk of disturbance through compression of the weight of the path and through the process of construction that we want to avoid until we are able to complete an AIA.

I believe that an overall Traffic Plan for Kits Point is called for, given 3 major projects in the vicinity: Senakw, Molsons, Lululemon. When can we expect this? Looking at bikes is only one element of a much bigger issue.

Engineering staff have begun exploring this and are awaiting information from the Seḥákw partnership, which we hope will provide better context for changes on that site. Input from the first phase of Parks' engagement for Kitsilano Beach Park will also be important input into such a study. No time frame is available at this time.

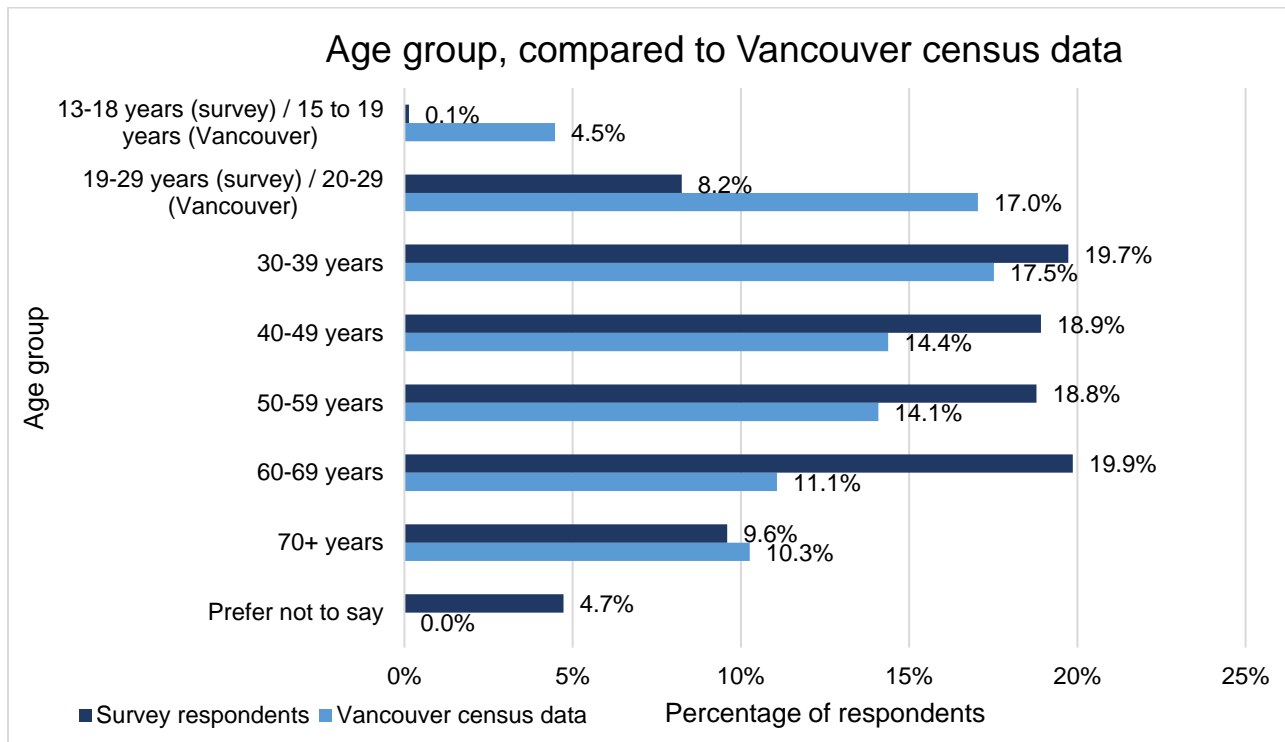
## Appendix E: Demographic summary of survey respondents

This appendix gives additional information about the demographic responses to the survey. Where comparable population-wide data was available for the City of Vancouver, we compared survey respondents' demographic characteristics to those of the wider city to understand how representative the survey data might be. Data from the Statistics Canada 2016 Census was used to compare the survey data for the following categories:

- Age groups
- Ethnic origins

Question: Which age group do you belong to?

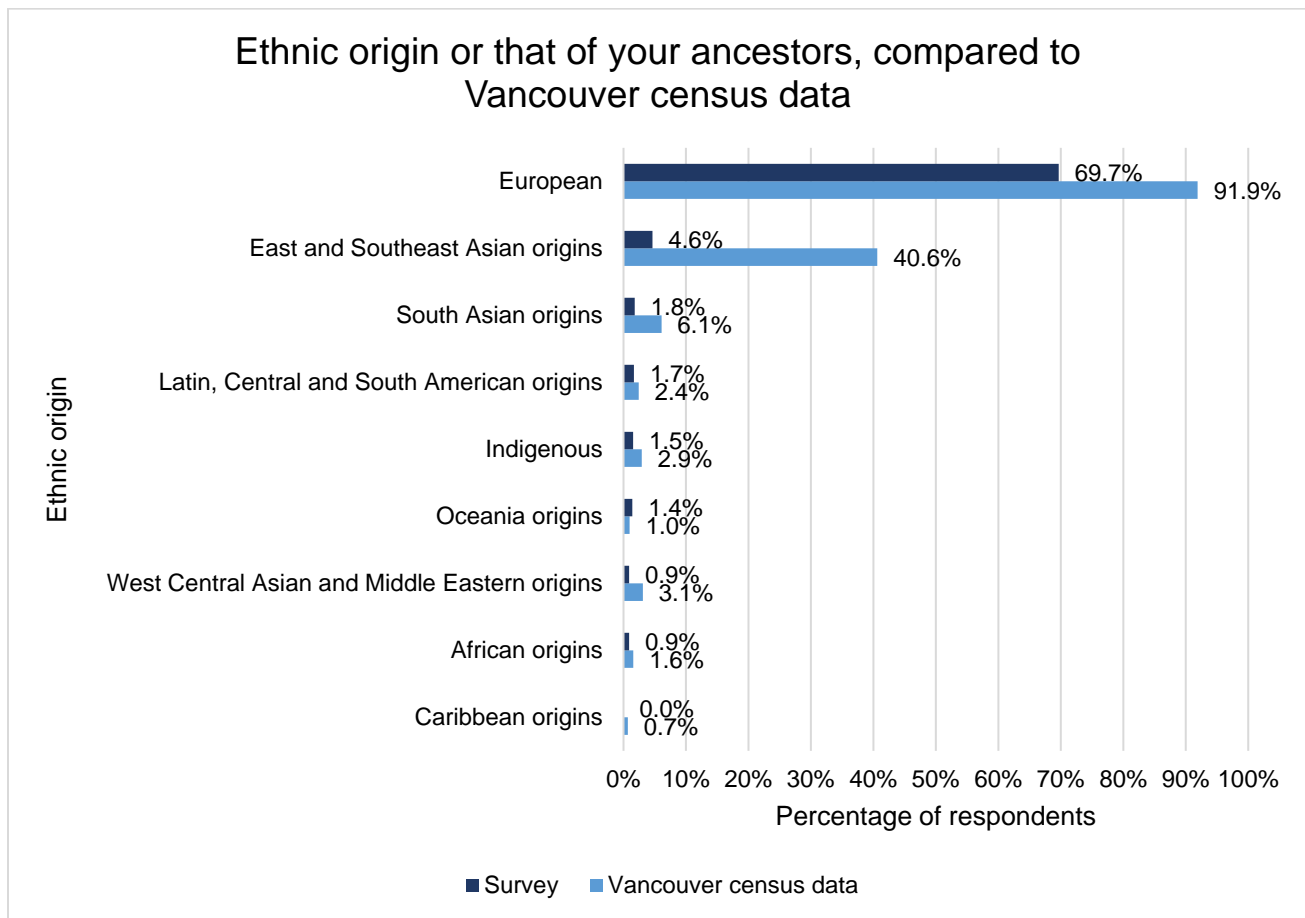
Figure 29. Participant age groups





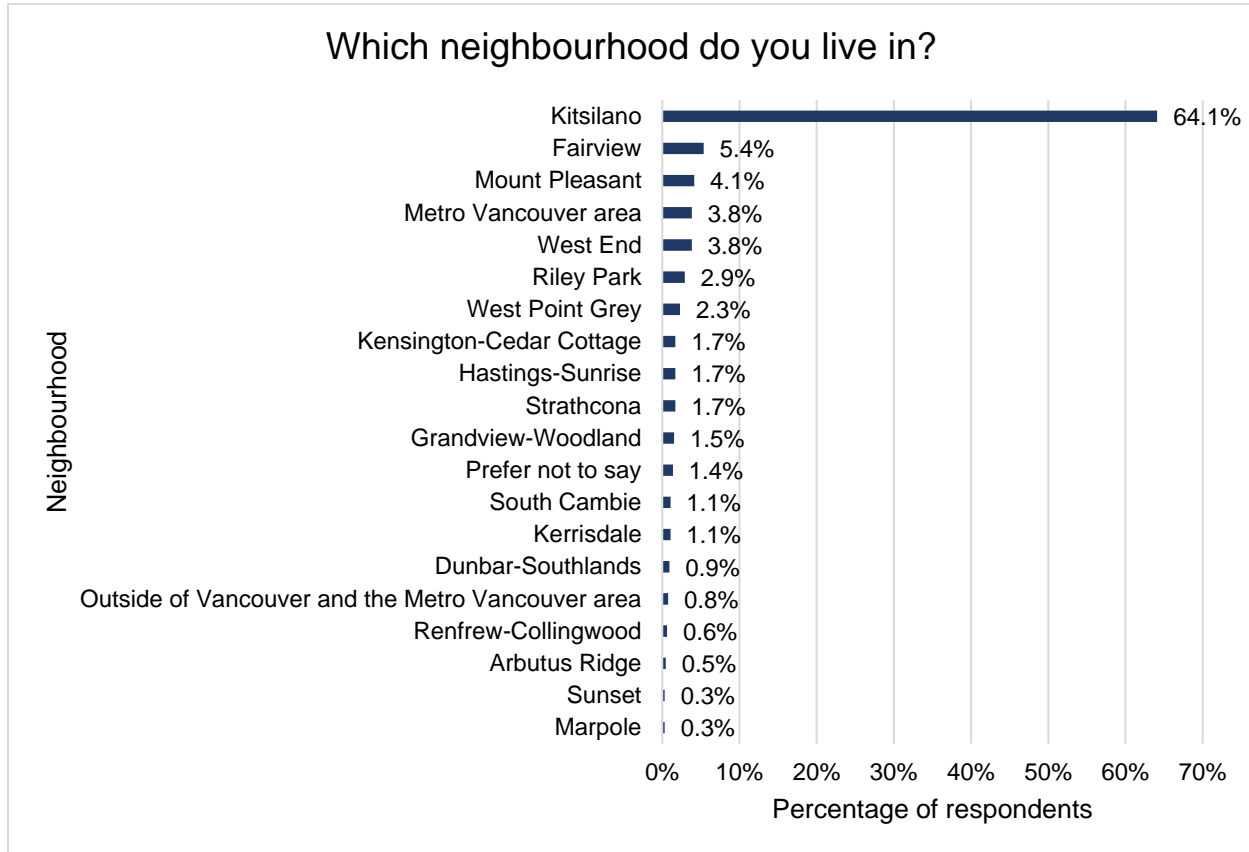
Question: What do you consider your main ethnic origin or that of your ancestors? Please select all that apply.

**Figure 30. Participant ethnic origin or that of ancestors**



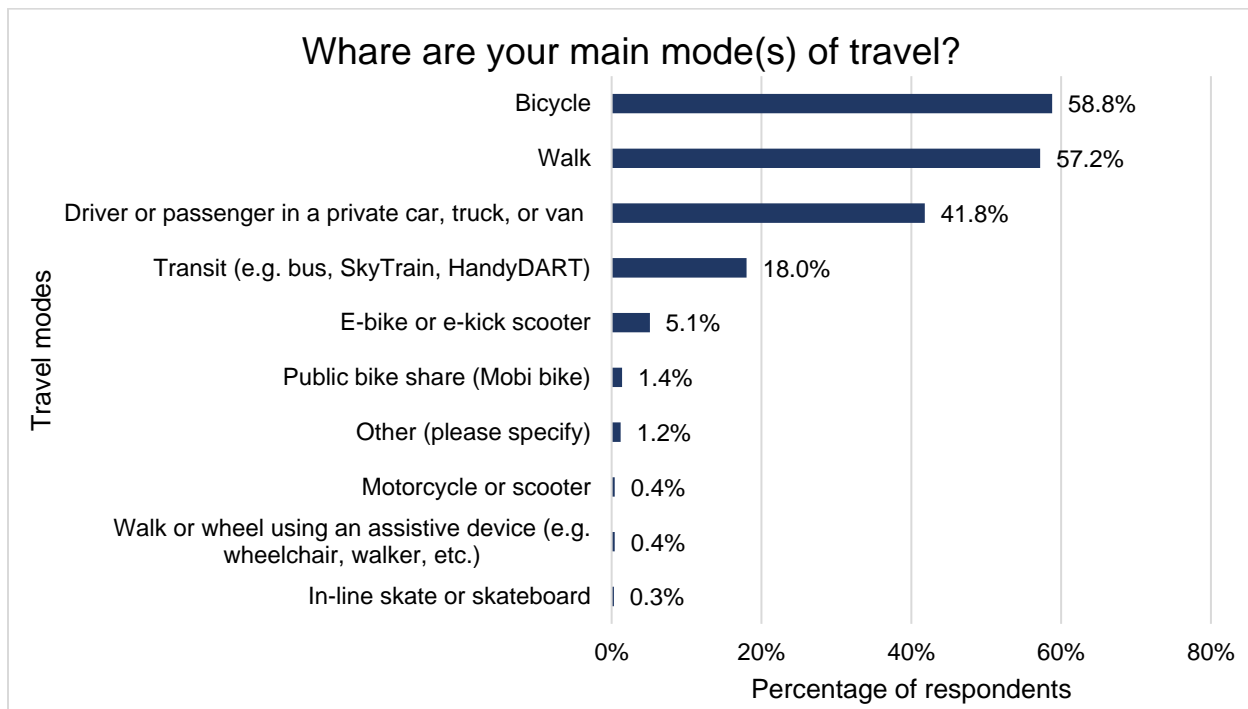
Question: Which neighbourhood do you live in?

Figure 31. Participant response to neighbourhood residence



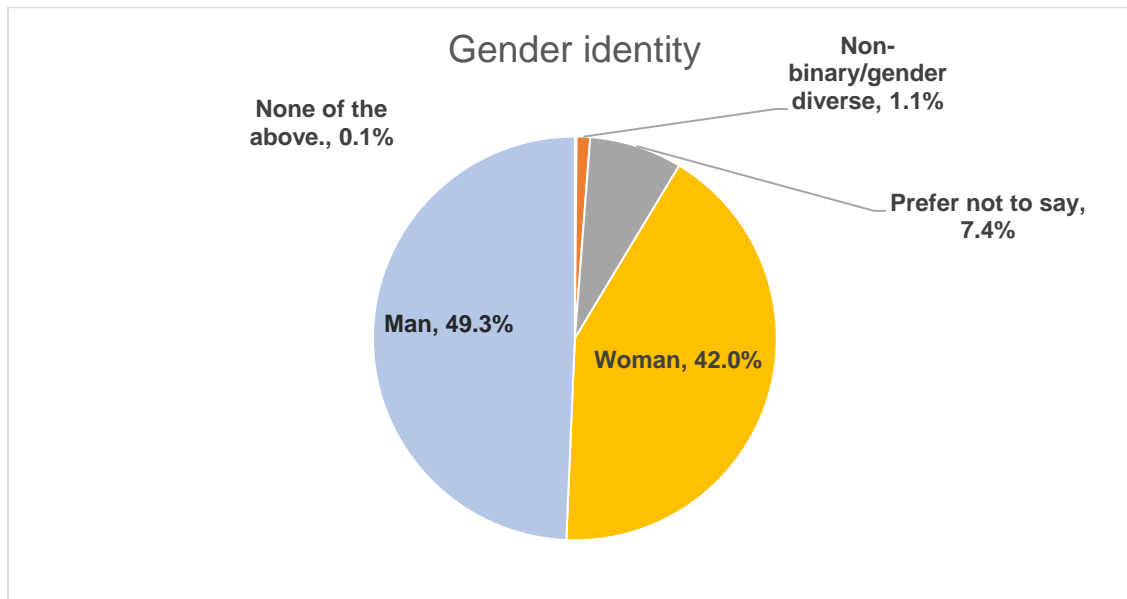
Question: What are your main mode(s) of travel? (i.e. How do you most often get to work, school, and other activities?). Select up to two.

**Figure 32. Participant response to main mode(s) of travel**



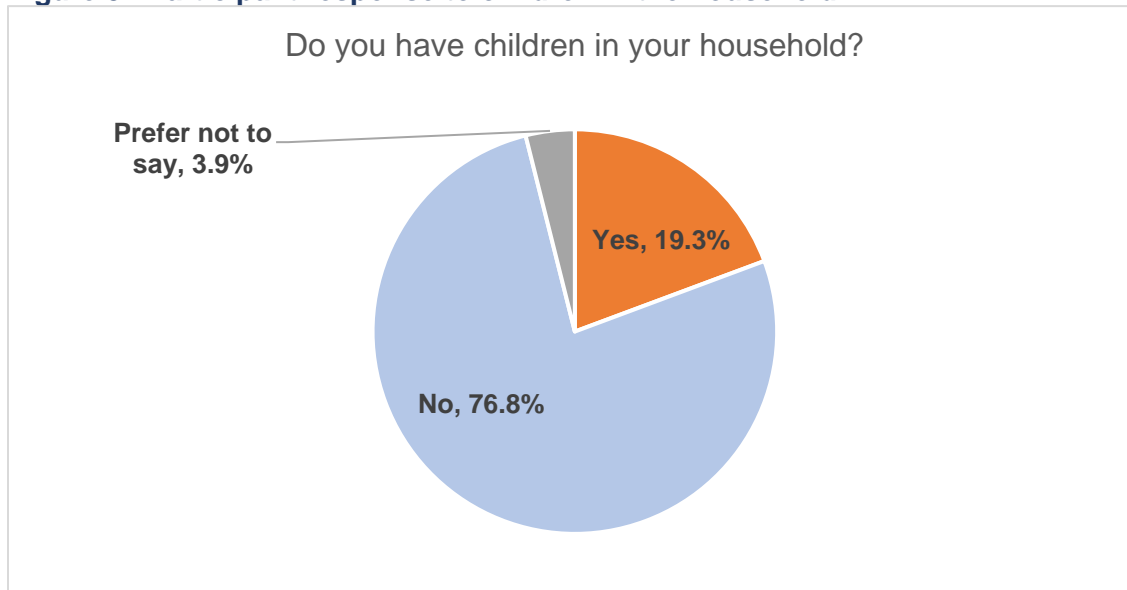
Question: How do you describe your gender identity?

Figure 33. Participant response to gender identity



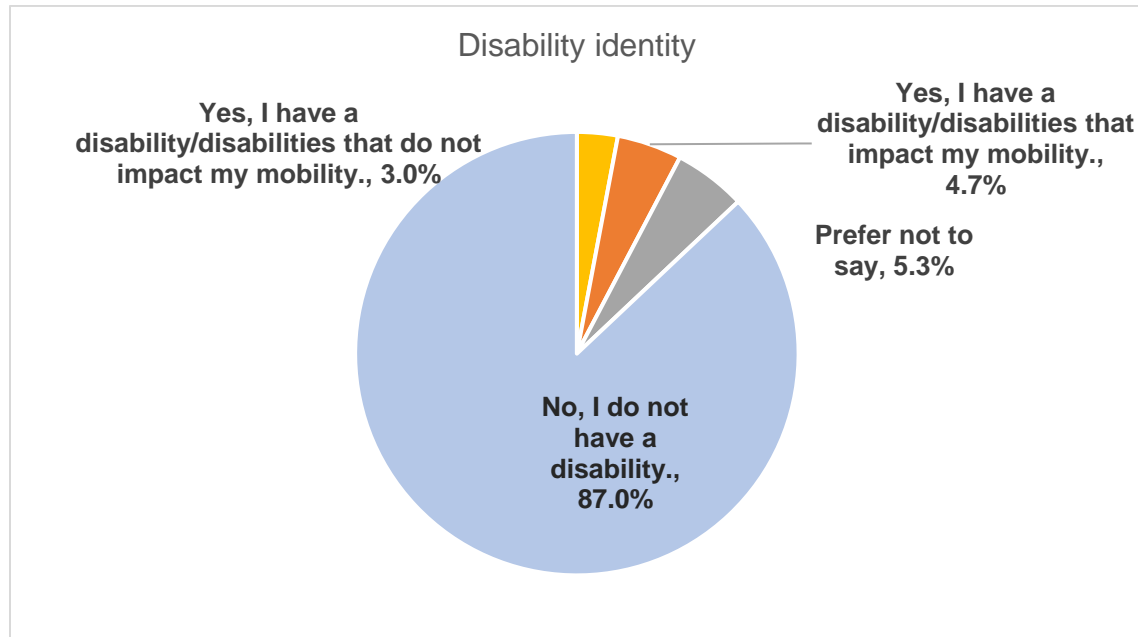
Question: Do you have children under the age of 19 in your household?

Figure 34. Participant response to children in the household



Question: Do you identify yourself as having a disability?

Figure 35. Participant response to disability status





## Appendix F: Summary of project inbox emails

Throughout the project, individuals were able to contact the project team through the project inbox ([kitsgreenway@vancouver.ca](mailto:kitsgreenway@vancouver.ca)). During Round 2 of engagement, 11 emails were received from individuals. We also heard three additional comments through direct email and 311. These are shown in the following table.

**Table 26: Summary of project inbox comments**

Comments
Opposed to bike path because of cyclist behaviour; park should be easily accessible with lots of parking for people; "stop giving cyclists preference over everybody else".
Shared preferred option for Zone 2, suggests improvements to parking lot circulation and concern with reducing parking lot to only one entrance; shared links to community data collection and makes suggestions for data analysis.
Why isn't bike path on Cornwall?
Feedback from the False Creek Rowing Club re. the difficulty to get large, boat-carrying trailers to their premises with the one-way installed. City staff came up with an interim solution, which would involve some on-street parking restrictions to correspond with the limited no. of times this happens
Comment about cars driving illegally in the one-way section.
Comment saying traffic had increased on alternative N-S routes in Kits Point as a result of the change.

## Appendix G: List of stakeholders

The following is a list of stakeholder groups who were identified as providing services, events, and activities within or adjacent to Kitsilano Beach Park. The project team sought their input through stakeholder meetings and direct email, in addition to the online survey.

- Accessible City (subcommittee of the Persons with Disabilities Advisory Committee)
- All Access Adventures
- False Creek Residents Association
- False Creek South Neighbourhood Association
- FastLane Swim
- HUB Cycling
- Kits
- Beach Tennis Club
- Kits Fest
- Kits Point Residents Association (KPRA)
- Kitsilano 4th Avenue BIA
- Kitsilano Neighbourhood House
- Kitsilano Yacht Club
- Mat Collective Yoga
- Polar Bear Plunge (Special Olympics BC)
- The Boathouse Restaurant
- Transportation Advisory Committee
- Vancouver Open Water Swim Association (VOWSA)
- Vancouver Water Adventures Ltd
- Volleyball BC (Vancouver Open Pro Beach Volleyball)

# Kitsilano Beach Park

Seaside Greenway Improvement Project

February 2022

