

Kitsilano Beach Park

Seaside Greenway Improvement Project
Round 3 Engagement Summary Report
April 2022

argyle
communicate with confidence

VANCOUVER BOARD OF PARKS AND RECREATION

Table of contents

Table of contents 2
I Executive summary 4
II Round 3 engagement objectives and approach 8
III What we heard: overview 11
Part 1: Experiences 14
Part 2: Feedback on proposed cycle path 17
Part 3: Who we heard from 32
IV Conclusions and next steps 40
V Appendices 42
Appendix A: Online survey questions 42
Appendix B: Communications and engagement tactics 46
Appendix C: Stakeholder meeting summary 50
Appendix D: Virtual public office hours summary 56
Appendix E: Summary of Q&A responses from Shape Your City 60
Appendix F: Summary of project inbox emails 62
Appendix G: List of stakeholders 63



Executive summary

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 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 took that feedback and designed a series of proposed pathway options through the three zones of Kitsilano Beach Park between Balsam Street and Ogden Avenue. During a second round of public engagement ('Round 2') in November 2021, they again heard from a broad cross-section of Vancouver residents who use the park and pathway and collected input, which led to a proposed pathway option across/through the park. A third and final round of engagement ('Round 3'), which ran from February to March 2022, presented a proposed cycle pathway and sought input on how well this proposed route meets the needs of park and pathway user. This input will be considered by the Park Board, along with other technical and operational considerations, to determine whether to proceed with this proposed pathway.

In this third and final round of engagement, the project team presented a proposed cycle pathway through each zone of Kitsilano Beach Park. The purpose of this round of engagement was to hear from park and pathway users and key stakeholders on how well the proposed cycle pathway reflects the needs of park and pathway users.

775 people completed the Round 3 online survey. Key characteristics of respondents include:

- 84% 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.
- 73% of respondents said they access the park by cycling and/or by walking.

Round 3 engagement included:

Two stakeholder meetings: 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.

Two virtual drop-in info sessions: These sessions were designed to emulate the successful drop-ins held at the beach during Rounds 1 and 2 of engagement by offering the chance for any member of the public to hear project updates and ask questions of the project team. These events were promoted on the Shape Your City project page. These sessions were moved to a virtual format to alleviate concerns with COVID-19.

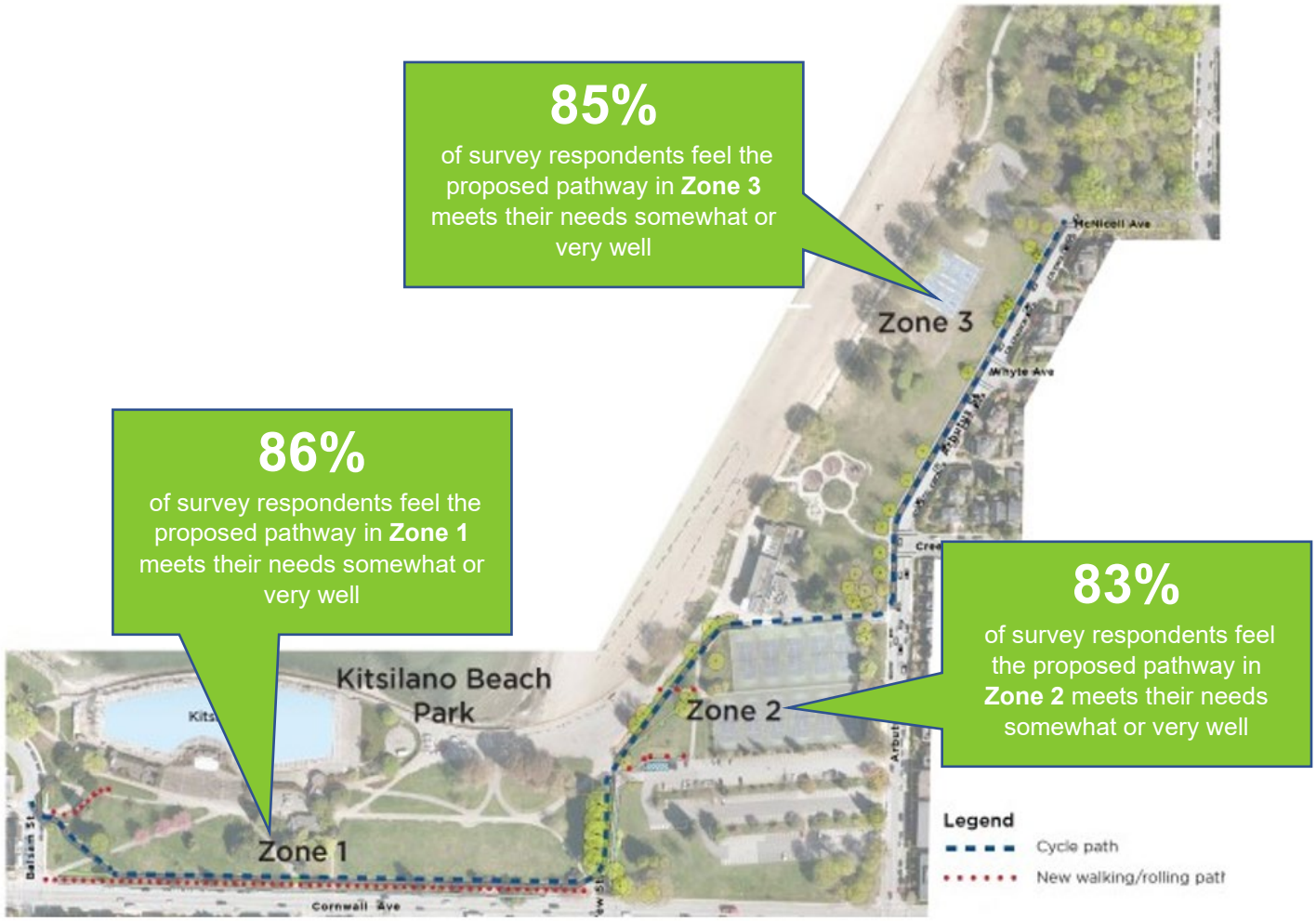
Online survey: As in previous rounds of engagement, the survey included questions about people's experiences travelling to and through the park and spending time in the park, as well as Likert scale (ranking) and open-ended questions about the proposed cycle pathway route through zones 1 – 3.

Overall, respondents shared specific feedback related to the design of the proposed cycle pathway and considerations to be taken into account in the final design.

Participants also shared general considerations for the larger Kitsilano Beach Park area, including access and connectivity, which could inform the future Master Planning process.

Based on public feedback from the online survey, respondents felt the proposed cycle pathway effectively meets the needs of park and pathway users, which is shown in **Figure 1**:

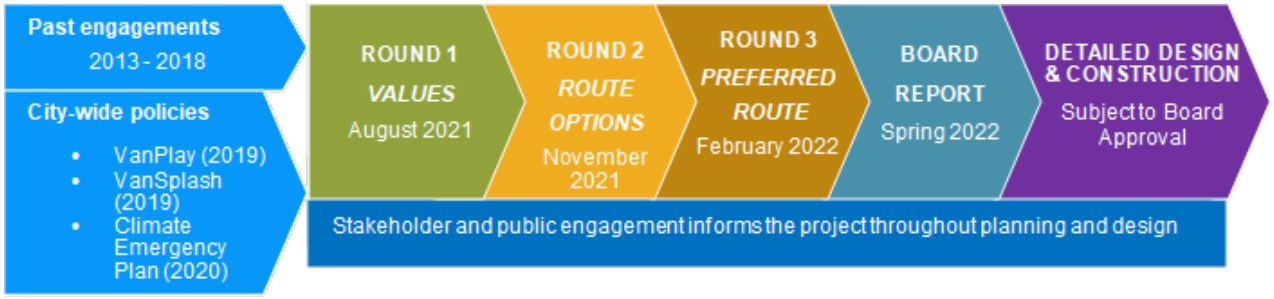
Figure 1. How well each zone proposed pathway meets the needs of park and pathway users



Description: This map shows three zones and the proposed path through Kitsilano Beach Park. Each zone is labelled and includes a word bubble showing the combined percentage of survey respondents who felt the proposed path meets their needs as a park user "very well" or "somewhat well". These are: Zone 1: 86%, Zone 2: 83%, Zone 3: 85%.

This report presents a summary of findings from Round 3 of engagement and how they will inform the next steps for this project (see **Figure 2**: Project timeline). The design will be fine-tuned based on this feedback in addition to technical considerations and presented to the Park Board for a decision in spring 2022.

Figure 2. Project timeline





Round 3 engagement

II Round 3 engagement objectives and approach

Round 3 engagement was designed to meet the goals of:

- Collecting feedback from the public and stakeholders on how the proposed pathway meets their needs as park users
- Listen and learn from a cross section of community members, including local residents, local businesses, and pathway and park users
- Proactively communicate project updates and respond to inquiries in a timely manner

Round 3 of engagement was open from **February 14 to March 6, 2022** and was entirely online to respect Public Health Orders related to COVID-19, with efforts made to support participation by phone and to offer paper copies of the survey where possible. Engagement tactics included:

- Project information webpage, two-minute video, and an online survey on the City's Shape Your City platform
- Direct stakeholder emails
- Stakeholder meetings
- Drop-in info sessions

To reach nearby residents, businesses, and park users, the project team shared engagement opportunities 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
- 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 3 survey was open on the Shape Your City engagement platform from February 14 to March 6, 2022, resulting in 775 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 share how well the proposed pathway meets their needs
- 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

To communicate what was heard so far and to support survey respondents in sharing feedback during Round 3, key links and documents were included on the Shape Your City website:

- Two-minute video overview of the proposed pathway route
- Display boards showing the proposed pathway route
- Summary report from Round 2 engagement
- FAQs with answers to more detailed engagement, design, and technical questions

Figure 3. Round 3 engagement touchpoints



This image shows a summary of engagement touchpoints in Round 3 for the Kitsilano Beach Park Seaside Greenway Improvement Project. It includes four measurements reading left to right: 775 survey responses (unique online survey responses); 8 participants (attended virtual drop-in sessions); 8 stakeholders (attended meetings), 20 emails (email submissions to project inbox and SYC – Shape Your City).

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 E.



What we heard

III What we heard: overview

As in Round 1, most of the 775 survey respondents in Round 3 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. We mainly heard from residents living in Kitsilano and nearby neighbourhoods in Vancouver. Survey responses were complemented by two virtual stakeholder meetings and two virtual drop-in info sessions, where the project team heard additional, qualitative feedback and questions about the proposed pathway.

The purpose of this third round of engagement was to **understand how respondents felt the proposed pathway met their needs as a park user**. The survey asked, for each of the three zones:

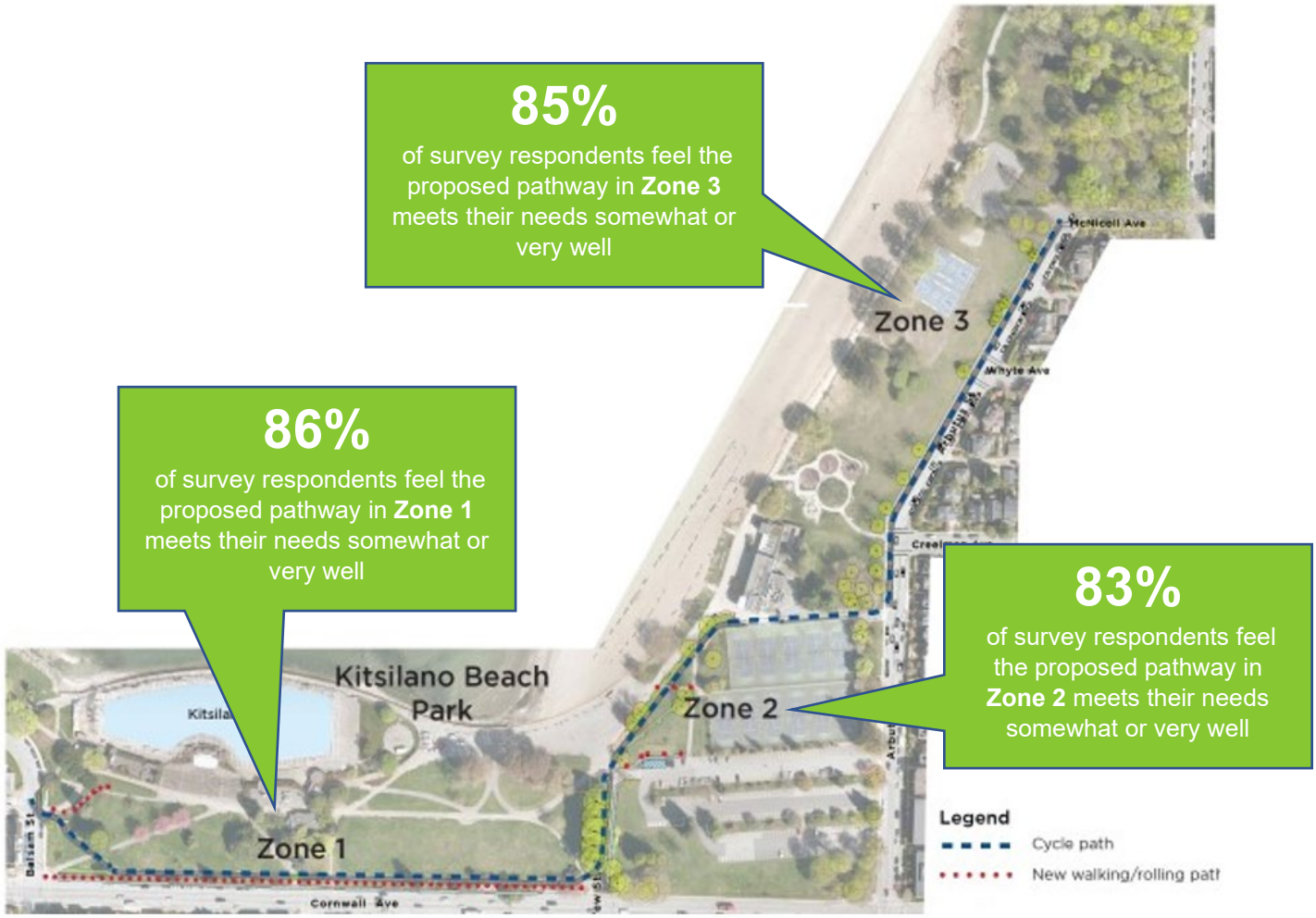
- How well does the preferred pathway route within zone 1/2/3 meet your needs as a park user?

It also included a general question:

- Is there any other feedback you would like to share with us about the preferred pathway route or that should be considered as we further refine the preferred pathway through Kitsilano Beach Park?

This resulted in valuable feedback about the pathway within each zone and through the park. Overall, responses were positive, indicating that participants felt the pathway met their needs (See **Figure 4**). This positive feedback reflects previous round of engagement and indicates that the project team successfully proposed a design that responded to the top values identified (Round 1) and addressed concerns raised about the two to three options proposed within each zone (Round 2).

Figure 4. How well each zone proposed pathway meets the needs of park and pathway users



Description: This map shows three zones and the proposed path through Kitsilano Beach Park. Each zone is labelled and includes a word bubble showing the combined percentage of survey respondents who felt the proposed path meets their needs as a park user "very well" or "somewhat well". These are: Zone 1: 86%, Zone 2: 83%, Zone 3: 85%.

In addition to overall support for the proposed pathway, the project team noted the following constructive feedback for each zone:

- **Zone 1: Balsam Street to Yew Street**
  - Need barrier or clear distinctions between modes
  - Switch orientation of cycling and pedestrian pathways so that pedestrians are further from vehicular traffic on Cornwall Avenue
  - Concerns about loss of well-used greenspace (grass or trees)
- **Zone 2: Yew Street to Arbutus Street and Creelman Avenue**
  - Concerns about potential conflicts between bikes and pedestrians
  - Desire to ensure the cycle path can accommodate all users
  - Preference for locating cycle path on Cornwall and/or Arbutus
  - Interest in more street furniture (benches, bike racks, lighting, EV charging stations)

- **Zone 3: Arbutus Street from Creelman Avenue to McNicoll Avenue**
    - Need clear separation and distinction between cycling and walking paths
    - Desire for clear and well designed connections from Arbutus bike path to side streets
    - Preference for wider pathway along Arbutus Street

Across all zones, we heard that park and pathway users value:

- Clear separation between modes to create a safer experience for all users
- Wayfinding and clear directional signage to ensure safety and encourage proper etiquette
- Wider pathways, in the park and along Arbutus Street
- Maintenance of convenient parking in the park and on nearby residential streets

Project team staff will consider these recommendations alongside 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 design will be fine-tuned based on this feedback, along with other technical and operational considerations, and presented to the Parks Board for a decision in spring 2022.

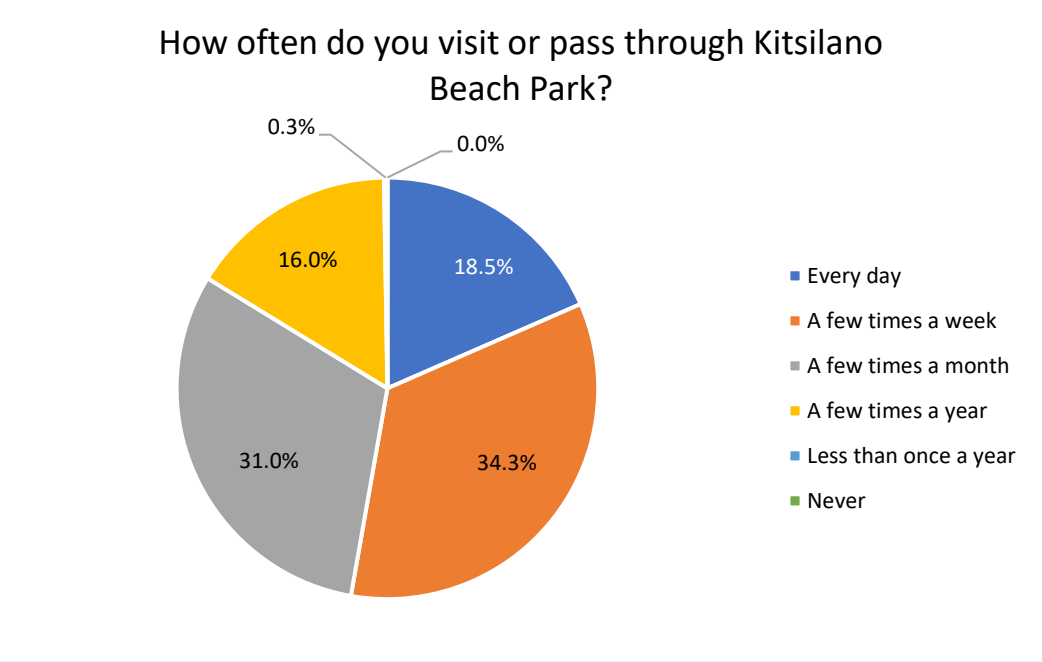
Part 1: Experiences

To understand how survey respondents travel to and use the park and pathway, we asked the same three questions about experiences as in Rounds 1 and 2. Overall, most respondents 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 to these questions 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. 34% shared that they visit “a few times a week,” 31% responded that they visit “a few times a month,” and less than 0% shared that they visit “less than once a year.” For more details, please refer to **Figure 5** below.

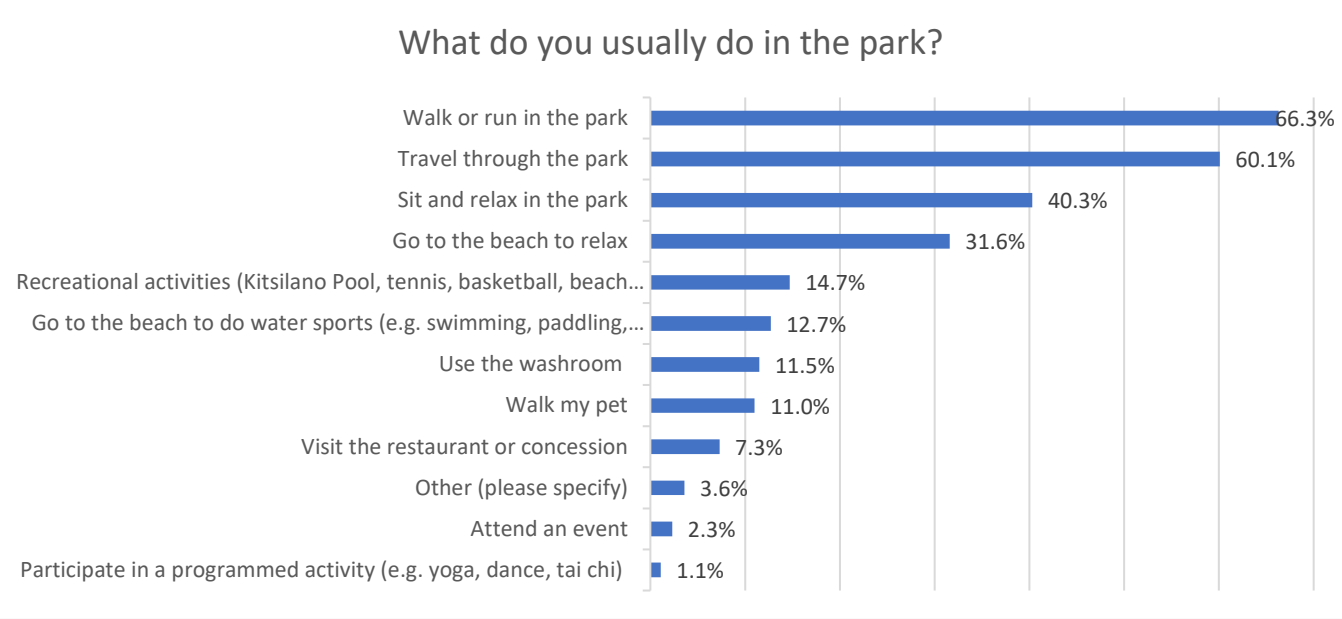
Figure 5. Frequency of visiting or passing through Kitsilano Beach Park (n=775)



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 (66.3%) selected “walk or run in the park,” suggesting that the design, location, and alignment of the pathway are important. For more details, please refer to **Figure 6** below.

Figure 6. Activities in Kitsilano Beach Park (n=775)

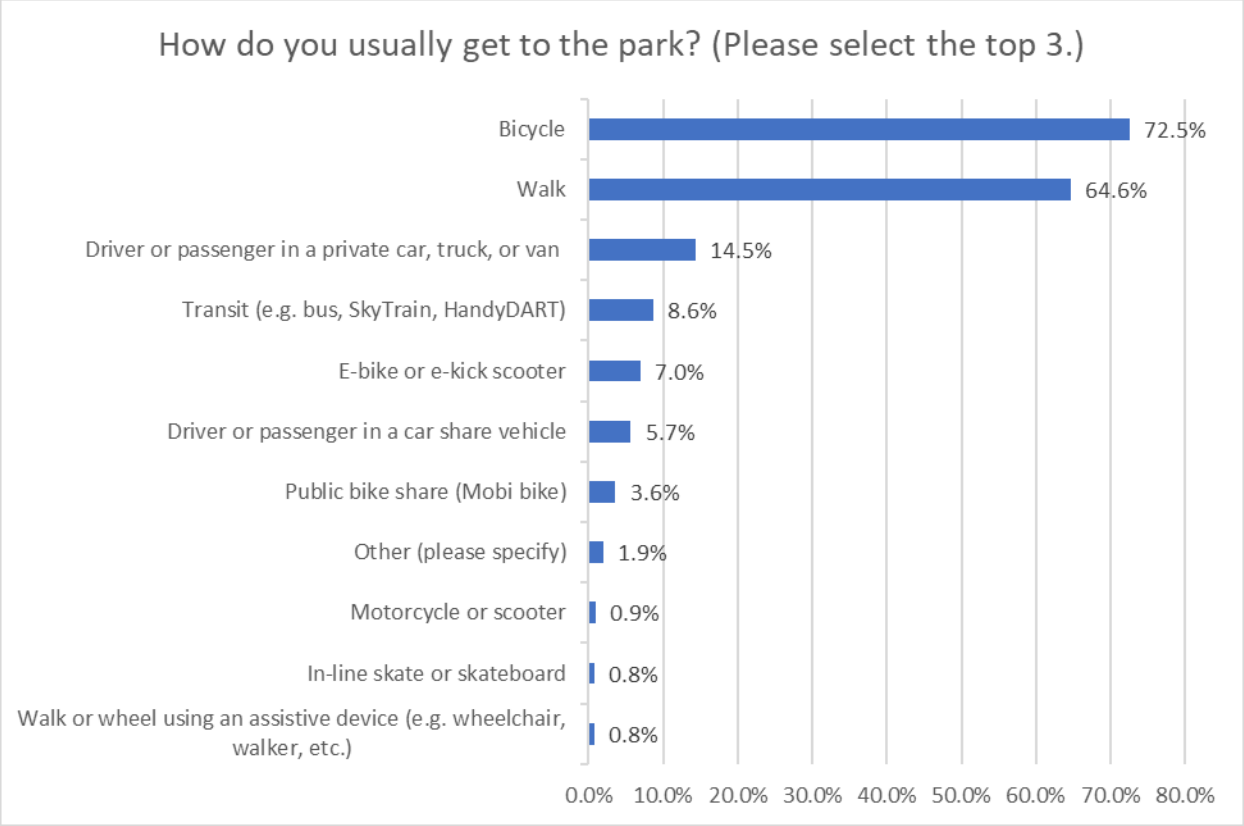


Many said they “walk or run in the park,” “sit and relax in the park,” or “go to the beach to relax.” Fewer respondents answered that they go to the park to participate in “recreational activities,” “go to the beach to do water sports,” or “use the washroom.” Very few respondents shared that they go 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. Almost three quarters of respondent came to the park by bicycle and over half access the park 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 7** below.

Figure 7.Transportation mode to get to the park (n=775)



Most respondents shared that they access the park by bike and by walking. Some shared they access the park by driving a private vehicle, and fewer shared that they access the park by transit, e-bike or e-scooter, as a passenger, via public bike share, motorcycle, in-line skate or skateboard, or by walking/wheeling using an assistive device.

Part 2: Feedback on proposed cycle path

For the second part of the survey, respondents were invited to share how well they felt the proposed pathway meets their needs as a park user. The survey asked, for each of the three zones:

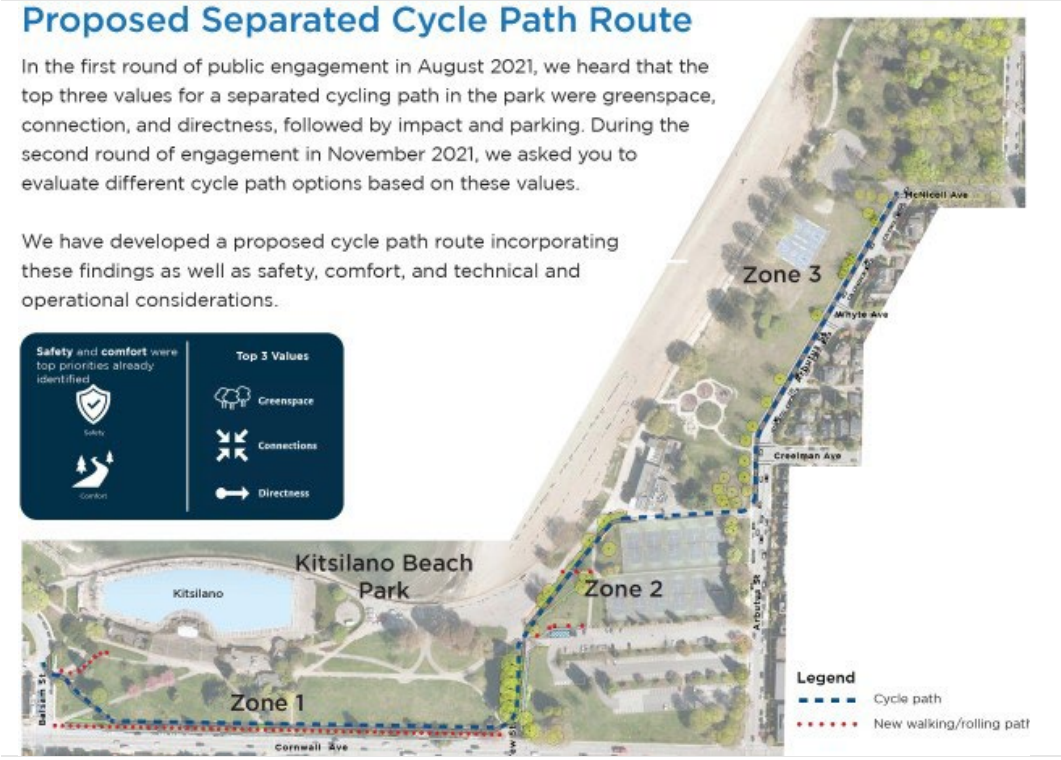
- How well does the preferred pathway route within Zone 1/2/3 meet your needs as a park user?

It also included a general question:

- Is there any other feedback you would like to share with us about the preferred pathway route or that should be considered as we further refine the preferred pathway through Kitsilano Beach Park?

The survey showed a map of the proposed pathway through Kitsilano Beach Park, clearly showing the three zones and the extent of the project area.

Figure 8. Proposed pathway through Kitsilano Beach Park



Description: Aerial view map of Kitsilano Beach Park showing three zones through different areas of the park, with Zone 1 furthest west and Zone 3 furthest north-east.

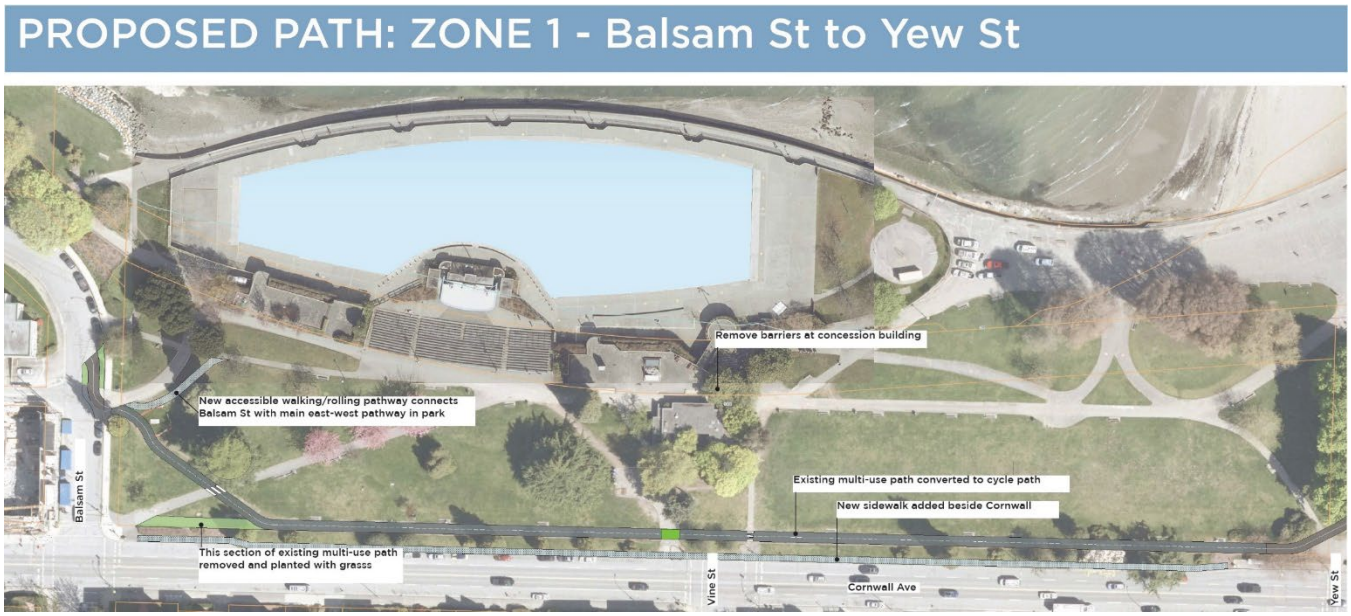
Overall, feedback was positive: most respondents expressed support for the proposed pathway, with a combined average percentage of **85% across all three zones saying the proposed pathway meets their needs as a park user "very well" or "somewhat well".**

The following sections describe the pathway alignment proposed in each zone and how participants responded.

Zone 1

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

Figure 9. Proposed pathway through Zone 1



Description: Aerial view map of the west side of Kitsilano Beach Park showing proposed cycle path design from Balsam St. to Yew St. A new accessible walking/rolling pathway connects Balsam St. with the main east-west pathway in the park. The section of the existing multi-use path along Cornwall Ave. is removed and planted with grass. The existing multi-use path is converted to a cycle path. A new sidewalk is added beside Cornwall Ave. Barriers at the concession building are removed.

In Zone 1, a combined 86% of respondents said the pathway meets their needs either “very well” or “somewhat well.” A combined 9% of respondents said the pathway meets their needs either “not very well” or “not at all.” A further 4% responded “neutral.”

Figure 10 shows a breakdown of responses to this question.

Figure 10. Responses to the proposed route in Zone 1

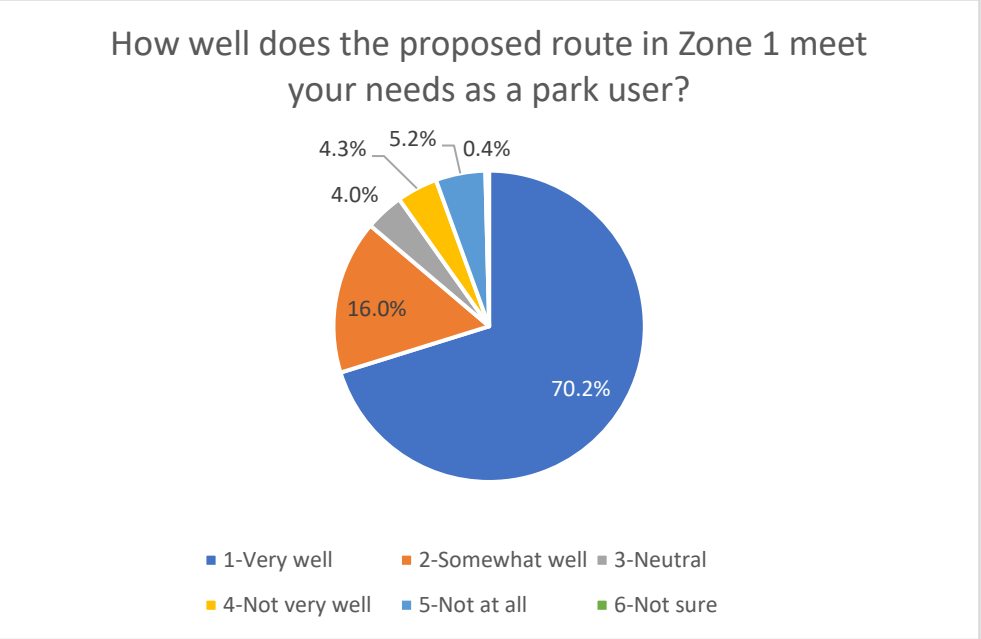


Table 1. Zone 1 – Summary of survey responses (n = 420)*

Main theme	Sub-theme	Percentage of comments
Likes		
Likes	Good separation between bikes and pedestrians - safer	11
	General positive comment	7
	Likes proposed changes to Cornwall (including green space and parking)	7
Dislikes and concerns		
Conflicts between modes	Need barrier or clear distinctions between modes (cyclists, pedestrians and drivers)	15
Bike path – general	Pedestrians next to vehicle traffic – switch orientation of bike path and walking path	11
	Prefers changes to road surface (smoother, wider)	5
	Prefer no bikes in park	<5
Greenspace	Concerns about loss of greenspace (grass or trees)	7
Intersections	Too many bike/pedestrian interactions create need for clear pedestrian crossings	6
Signage and rule enforcement	Need for improved signage and enforcement of cycling rules	6
Bike path route	Prefer bike path closer to beach, water, or pool	<5
	Prefer bike path further from beach, grassy areas	<5
Vehicular traffic	Impact of adding a sidewalk to Cornwall - narrower road, reduced street parking, increased congestion	<5
	Prefer Arbutus to remain one way - safer	<1

Suggestions and recommendations		
Other suggestions	Other Suggestions – Pathway	6
	Other Suggestions – Cycling etiquette	<1
Other comments		
Other comments	Off topic comment	6
	No change needed	<5
	No comment	<5

**Where "n" refers to the number of comments for this question that were coded into themes.*

Top features respondents like about this option included, in order of frequency:

- Good separation between bikes and pedestrians (safer)
- General positive comment (e.g., good for cyclists and pedestrians)
- Likes proposed changes to Cornwall (including positive impacts on greenspace and on-street parking)

For those who liked the proposed pathway because it **separates pedestrians and cyclists**, comments spoke to safety and creating a more comfortable and predictable environment for pathway users**:**

> *"Love the separation and making it safer for bike riders on Cornwall."*

Comments indicating **support for the proposed changes to Cornwall Avenue** spoke to the value of preserving the well-used green space in this area of the park, as well as maintaining convenient parking on Cornwall Avenue.

> *"This is exactly the right choice. Good work! This makes the street parking along Cornwall accessible, it separates walking and cycling, it makes it easy to cross the bike path from the sidewalk into the park. It maximizes green space and does not intrude on well-used field green space."*

Top dislikes and concerns were, in order of frequency:

- Potential conflicts between modes; need barrier or clear distinctions between modes
- Concerns about proximity of walking path to vehicular traffic
- Concerns about loss of greenspace (grass or trees)

For those who were concerned about **potential conflicts between people using different modes** (15%), suggestions included**:**

> *"I think there should be a planting between the pedestrian and biking paths near Cornwall St. to create a barrier that will reduce the number of times pedestrians will cross the cycling path outside of designated crossings. This will improve pedestrian and cyclist safety."*

Comments related to concerns about the **pedestrian pathway being too close to vehicular traffic on Cornwall Avenue** (11%) included specific suggestions, such as switching the orientation of the walking and cycling path:

> *"I would switch the bike and walking path. The biking path closer to the road allows bikes to turn on/off side streets easier without crossing the bike path."*

We also heard miscellaneous comments, which were not directly related to the proposed pathway (10%), including:

- Other comment, too few to categorise
- No change needs
- No comment

This feedback was complemented by additional considerations raised during stakeholder meetings including:

- Support for extending parking along Cornwall Avenue
- Questions about traffic calming measures along Cornwall Avenue [note: these considerations will be brought to Transportation Engineering, as they relate to the right-of-way]
- Questions about adding a ramp and possible curb adjustments to Balsam Avenue
- Desire to learn more about plans to remove and replace mature trees to accommodate the new pathway

The team also noted feedback from drop-in information sessions, including:

- Support for separate pathways for different users to reduce potential conflict and high volume of people walking and biking
- Desire for clear markings and signage to be used to signal pedestrian/bicycle areas.
- Questions about traffic circulation on streets adjacent to the park (e.g., Point Grey Road)
- Suggestion to remove the fence between the cycle path and Cornwall Avenue and replace with greenery to enhance safety and comfort.

Zone 2

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

Figure 11. Proposed pathway through Zone 2

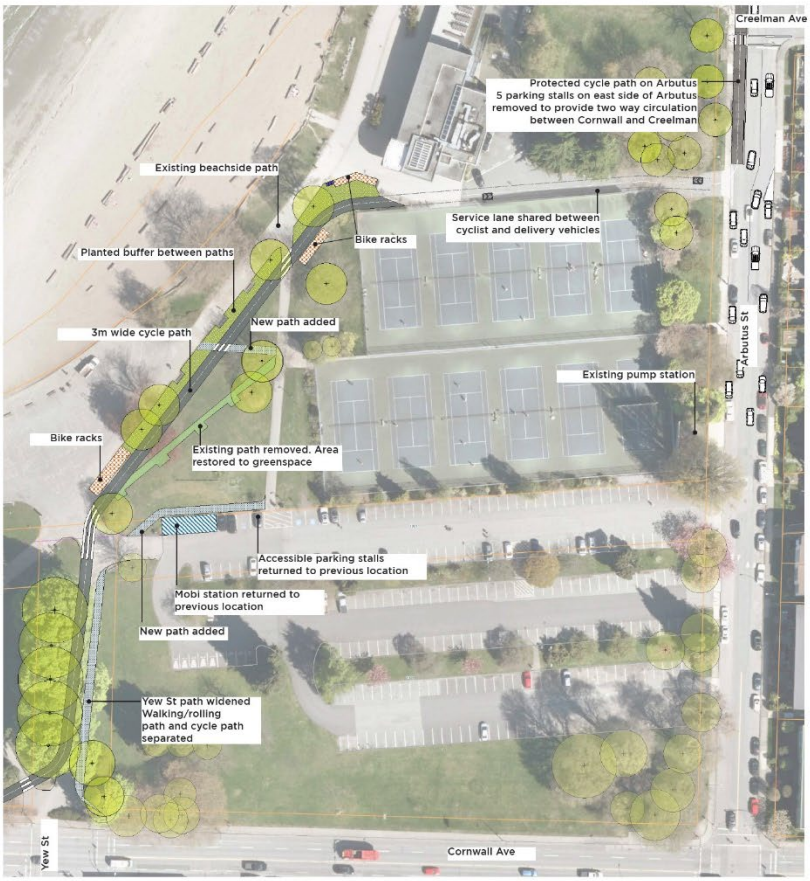
PROPOSED PATH: ZONE 2- Yew St to Creelman Ave

Description

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

Rationale

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



Description: *Aerial view map of the central part (Zone 2) of Kitsilano Beach Park showing cycle path design option from Yew Street to Arbutus Street and Creelman Avenue. The Yew St. path would be widened, and the walking/rolling path and cycle path would be separated. A new path would be added to the east of the beachfront. A 3-metre-wide cycle would be added along the beachfront, with a separate walking/rolling path beside it. A planted buffer would separate these paths. Two bike racks would be added near the Boathouse Restaurant. With the protected cycle path on Arbutus St. heading north out of the park, 5 parking stalls would be removed to provide two-way circulation between Cornwall Ave. and Creelman Ave.*

In Zone 2, a combined 83% of respondents said the pathway meets their needs either "very well" or "somewhat well." A combined 13% of respondents said the pathway meets their needs either "not very well" or "not at all." A further 4% responded "neutral." **Figure 12** shows a breakdown of responses to this question.

Figure 12. Responses to the proposed route in Zone 2

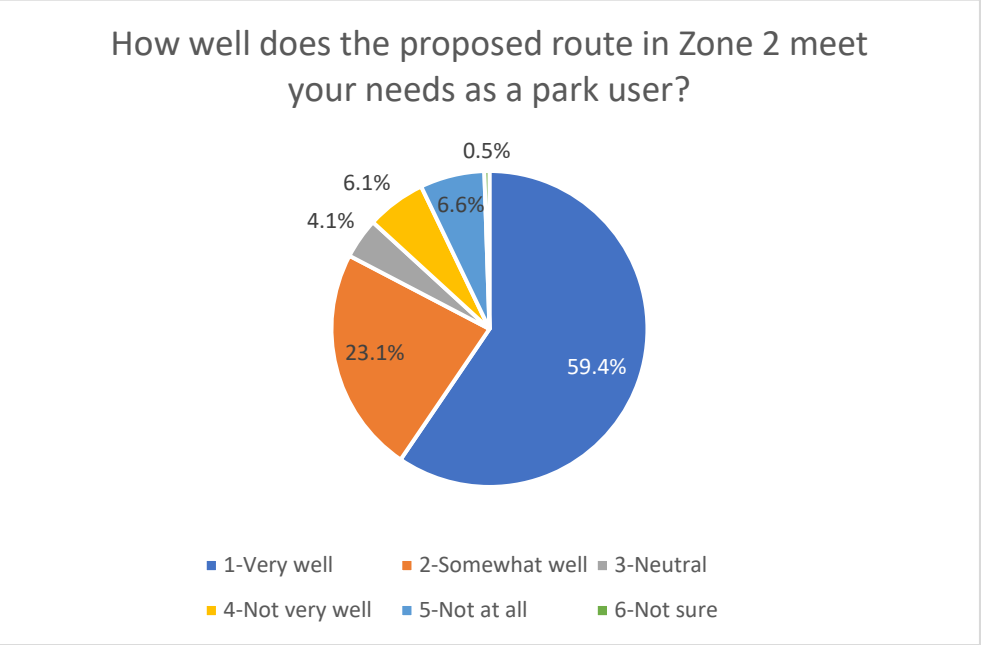


Table 2. Zone 2 – Summary of survey responses (n= 447)*

Main theme	Sub-theme	Percentage of comments
Likes		
Separation	Supports separation between walking and cycling paths	11
Path route	Likes proposed bike route	6
Green Space	Maintains green space	<5
Likes	General positive comment	<5
Parking	Likes the new bike racks	<5
	Maintains vehicle parking as before	<1
	Supports Arbutus being two-way	<1
Dislikes and concerns		
Conflicts	Concerns about conflicts between bikes and pedestrians	16
	Concerns about bike path disrupting other users of Kits Beach	5
Signage and rule enforcement	Need for improved signage and enforcement of cycling rules	8
Bike path design	Concerned whether bike path is able to accommodate all users	8
	Path needs resurfacing	<1
General	General negative comment	<5

Path route	Concerns about sharp right turn angle onto Arbutus	<5
Greenspace	Concerned about loss of green space (grass or trees)	<5
Road traffic	Prefer Arbutus one way – safe and reduces traffic	<5
	Congestion – too much traffic on Arbutus	<5
	Street parking will be reduced	<5
Separation	Need for a barrier between bike path and playground	<5
	Need for clear separation between bike and walking paths	<5
Suggestions and recommendations		
Suggestions and recommendations – park amenities	Prefer most street furniture (benches, bike racks, lighting, EV charging)	5
	Prefer reducing the number of parking spaces	<5
Suggestions and recommendations – bike path	Prefer bike path on Cornwall and/or Arbutus	5
	Prefer bike path further away from park	<5
	Prefer bike path route in parking lot	<5
	No change needed	<5
Other Comments		
Other comments	Off topic comment	5
	No comment	<5

**Where "n" refers to the numbers of comments for this question that were coded into themes.*

Top features respondents like about this option included, in order of frequency:

- Separation between walking and cycling paths
- General support for proposed cycling route, e.g. like not having to cycle through the parking lot, like reduction of potential conflict points with vehicles
- Maintaining greenspace

Support for separation between walking and cycling paths (11%) was often connected to a desire for clear and well-marked routes for pedestrians and cyclists:

> *"I really like the proposed separation between the walking and cycling paths in this section. Crosswalks across the new bike path should be painted with zebra stripes."*

Six percent of respondents indicated **general appreciation for the proposed route**, noting that it does a good job of routing cyclists through the park and eliminating the need to cycle through the parking lot:

> *"This looks like a huge improvement for pedestrians and cyclists, and is much better than cycling through the Parking lot."*

Positive comments about maintaining greenspace (<5%) included appreciation for balancing greenspace with the other top values identified in previous engagement, connections and directness:

"Glad that cyclist safety has been addressed without significantly impacting greenspace and connections."

Top dislikes and concerns were, in order of frequency:

- Concerns about potential conflicts between cyclists and pedestrians
- Need for improved signage and enforcement of cycling rules *[NOTE: not in scope for this project]*
- Concerned about whether the cycle path can accommodate all users

For those who were **concerned about potential conflicts between people walking and cycling (16%)**, suggestions included signage and surface treatment**:**

"Very good to separate people walking/rolling from people cycling. Signage and surface treatments will be key to ensure people know which path to use and avoid conflicts."

Several respondents (8%) would like to **see more and improved signage along the pathway**, as well as enforcement of cycling etiquette:

"I'm concerned about the bike/pedestrian "intersection" in the park just off Yew & Cornwall. This is already a chaotic area and it needs to be well signed and controlled to avoid conflict."

Suggestions also included **using physical design to encourage cyclists to slow down** in pathway areas where pedestrians and cyclists share space:

"Ensure physical design of bike path slows riders down, especially at crosswalks to reduce the likelihood of ped-bike conflicts. See Science World crosswalk at Seaside Greenway for design precedent."

For the eight percent of respondents who were **concerned about whether the cycle path can accommodate all users**, references were shared to similar "mixing points" in the city to ensure that the pathway is spacious and feels comfortable for people using different mode and travelling at different speeds:

"The mixing area at the north west corner of the parking lot will be an important detail to get right, and inspiration should be drawn from similar areas in the city (Science World, for example). Also, the width of the cycle path is somewhat concerning. For the volume of people on bicycles - particularly in the warm season - I'm concerned that 3m won't be wide enough."

We also heard miscellaneous comments which were not directly related to the proposed pathway (6%).

This feedback was complemented by additional considerations raised during stakeholder meetings including:

- Consider a smoother transition from the service lane, turning north onto Arbutus Street (e.g., adding a painted radius or other markings for this transition point to help cyclists know where to go)
- Explore relocating some on-street parking to inside the park

The team also noted feedback from drop-in information sessions, including:

- Suggestions for physical barriers and painted asphalt to clearly separate cyclists from pedestrians
- Concerns about sightlines at the Yew Street crossing
- Concern about too many conflict points between pedestrians and cyclists, specifically close to the tennis courts; one suggestion was to remove one of the crossing points

Please see **Appendices C and D** for full summaries of the stakeholder meetings and drop-in information sessions.

Zone 3

In Zone 3, the proposed path is a protected cycle path on Arbutus Street that will be similar to the current temporary protected cycle path. This proposed path was ‘Option G’ in the second round of engagement.

Figure 13. Proposed pathway through Zone 3

PROPOSED PATH: ZONE 3 - Creelman Ave to McNicoll Ave

Description

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

Rationale

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



Description: Aerial view showing the proposed pathway in Zone 3. This includes a protected cycle path running along the west side of Arbutus St. between Creelman Ave. and McNicoll Ave. with two-way vehicle traffic (AKA courtesy street) and on-street parking on the east side of Arbutus St.

In Zone 3, a combined 85% of respondents said the pathway meets their needs either “very well” or “somewhat well.” A combined 10% of respondents said the pathway meets their needs either “not very well” or “not at all.” A further 6% responded “neutral.”

Figure 14 shows a breakdown of responses to this question.

Figure 14. Responses to the proposed route in Zone 3

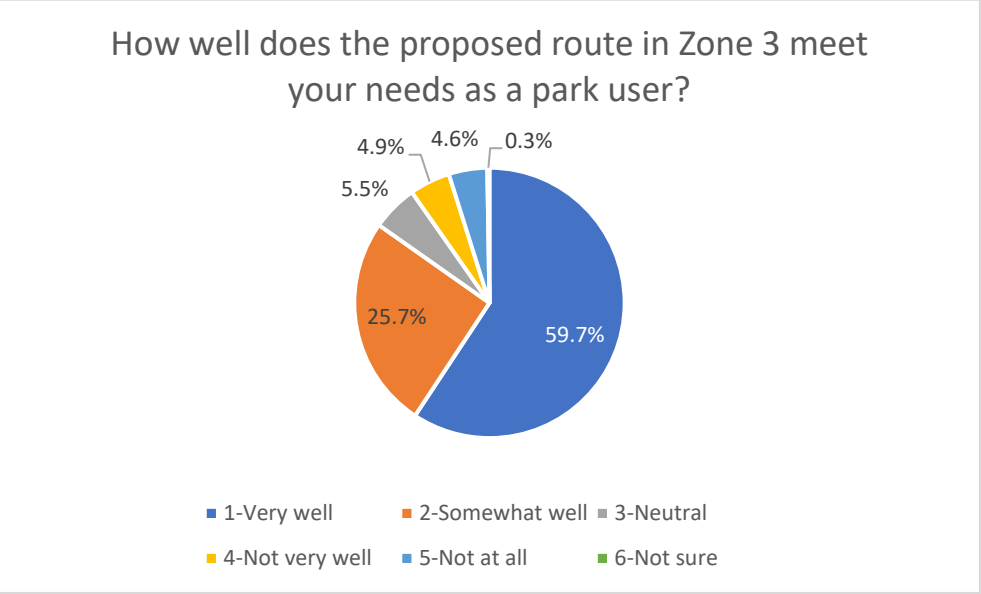


Table 3. Zone 3 – Summary of survey responses (n=399)*

Main theme	Sub-theme	Percentage of comments
Likes		
Likes	Likes the proposed changes to the bike path	7
	General positive comment	6
	Good to have two-way traffic along Arbutus	<5
	Maintains green space and grassy areas in the park	<5
Dislikes and concerns		
Separation	Need for clear separation/distinction between cycling and walking paths	15
Connections	Need clear and well-designed access/connections from Arbutus bike path to side streets, e.g., Whyte Ave., McNicoll Ave., Maple St., Creelman Ave., parking lot, Arbutus St.	14
Bike path	Prefers wider bike path	10
	Prefer to cycle in the park, close to beach and amenities, for leisure (as opposed to commuting)	6
	Prefer bike path to be away from beach	5
	Bike path is not necessary	2
Traffic and congestion	Safety concerns about vehicle/bike interactions and Arbutus and McNicoll, and Arbutus and Creelman	6
	Reduction in car lanes and street parking will increase road congestion/traffic	<5

Parking	Concerns about reduced parking	6
	Street Parking causes congestion – would like it reduced/for residents only	<5
	EV charging stations should be relocated away from bike path	<5
Signage and rule enforcement	Need for signage and enforcement of right of way, shared path/exclusive use, direction	<5
	Enforce or reduce speed limit for vehicles	<5
Suggestions and recommendations		
Suggestions and recommendations	Would like the bike path extended, e.g., to McNicoll or Ogden	<5
	Would like to reduce car volume in the area	<5
	Improve or widen sidewalks	<5
	More amenities – benches, food trucks, green space, bike racks	<5
Other comments		
Other comments	Off topic comment	8
	No comment	<5

**Where "n" refers to the numbers of comments for this question that were coded into themes.*

Top features respondents like about this option included, in order of frequency:

- Likes the proposed changes to the cycle path
- General positive comment, e.g., good use of space, balances needs of different park and pathway users
- Support for two-way vehicular traffic along Arbutus Street

For those who **liked the proposed changes or had generally positive comments (combined total of 13%)**, feedback related to balancing the needs of different park and pathway users and ensuring all can move through this area safely:

"This seems like an excellent use of the space. Allows for safety of cyclists and slows down cars in a residential neighbourhood."

"I like the fact that this separation follows the normal pattern of cars on the outside, cyclists in the middle of the sandwich, and then pedestrians on the inside."

Comments indicating **support for two-way vehicular traffic along Arbutus Street (<5%)** often referred to the positive impacts of reducing congestion, thereby creating safer conditions in this zone:

"It's great to have it back to two-way traffic for the whole Arbutus stretch because it caused SO much car congestion there last year."

Top dislikes and concerns were, in order of frequency:

- Need for clear separation/distinction between cycling and walking paths
- Need clear and well-designed access/connections from Arbutus Street cycle path to side streets

- Prefers wider (3.0+ metres) cycle path

Comments relating to a **desire for better separation or distinction between cycling and walking paths (15%)** often relayed concern that cyclists would use the designated cycle path as well as the walking path:

> *"Again it would need to be clear where bikes can and cannot go, because while i really like this idea I can see bikers using this AND the regular walking path."*

For those who expressed a need for **clear and well-designed access/connections from Arbutus Street cycle path to side streets (15%),** the project team noted questions and frustrations about connecting to cycle routes leading into and out of the park – particularly heading north-east into Hadden Park and Vanier Park:

> *"What happens when you end up on McNicoll Avenue? It seems there is a gap until the next bike path? Do you navigate the side streets?"*

For the **10% of respondents who wished to see a wider cycle path in this zone**, some felt it was too narrow to accommodate the volume of cyclists; others expressed concern about accommodating riders of all ages and abilities:

> *"My one concern is narrowing the bike lane especially if we're having to cycle with our young child on it who isn't great at riding in a straight line. I think cyclists on the street will ride faster than when near the beach. I still support this but just would like the lanes to stay wider."*
>
> *"The route is good. At 3m, proposed path is too narrow for people of all ages and abilities to use comfortably. Faster cyclists passing slower cyclists will create conflicts and make cycling uncomfortable for many including children and seniors."*

We also heard miscellaneous comments which were not directly related to the proposed pathway (9%).

This feedback was complemented by additional considerations raised during stakeholder meetings including:

- As part of longer-term planning, consider improving connections to Ogden Avenue (between Maple and Chestnut Streets) as well as transitions from intersecting streets along Arbutus Street
- Work with Transportation Engineering to explore extending the protected pathway on McNicoll Avenue, Maple Street, and Ogden Avenue

The team also noted feedback from drop-in information sessions, including:

- Concern about direction and wayfinding that is needed for cyclists entering/exiting the pathway at McNicoll Avenue
- Concern about traffic along Arbutus Street and desire for two-way vehicle access
- Some concern that changing parking rules would be contentious for residents

Table 4 shows a summary of feedback for each zone from the online survey, stakeholder meetings, and drop-in information sessions, as well as general considerations throughout the project area:

Table 4. Overall feedback on proposed cycle path

Zone	Strengths	Opportunities
1	• Separates pedestrians and cyclists • Creates better access and entry points to the park • Maintains on-street parking	• Improve transition from Point Grey into park at Cornwall Avenue and Balsam Street • Explore traffic calming to improve pedestrian experience
2	• Overall design and alignment of Yew Street and beachside segments • Separates pedestrians and cyclists in busy areas • Enhances access to convenient bike parking • Improves vehicular traffic flow along the park perimeter	• Ensure convenient access to amenities, including sports courts and concession • Consider a smoother transition from the service lane to Arbutus Street • Observe existing pedestrian and cyclist traffic to inform location of crossings • Manage parking along Arbutus Street • Build climate resilience into longer-term planning
3	• Overall design as it is consistent with the existing design, which works well	• Ensure permeability of the pathway to allow cyclists easy access and incorporate safe pedestrian crossings while maintaining physical separation from vehicles • Width of the bike path should strike a balance between accommodating high cyclist volumes and making space for two-way vehicular traffic
Overall	• Improves safety and comfort for all pathway users • Preserves greenspace in the park and distinctive park environment • Brings cyclists closer to amenities • Addresses conflict in busy areas of the park	• Apply clear pavement markings, different asphalt colour, and signage to clearly mark space for pedestrians and cyclists • Manage on-street and lot parking to ensure residents and park visitors can park conveniently

Part 3: Who we heard from

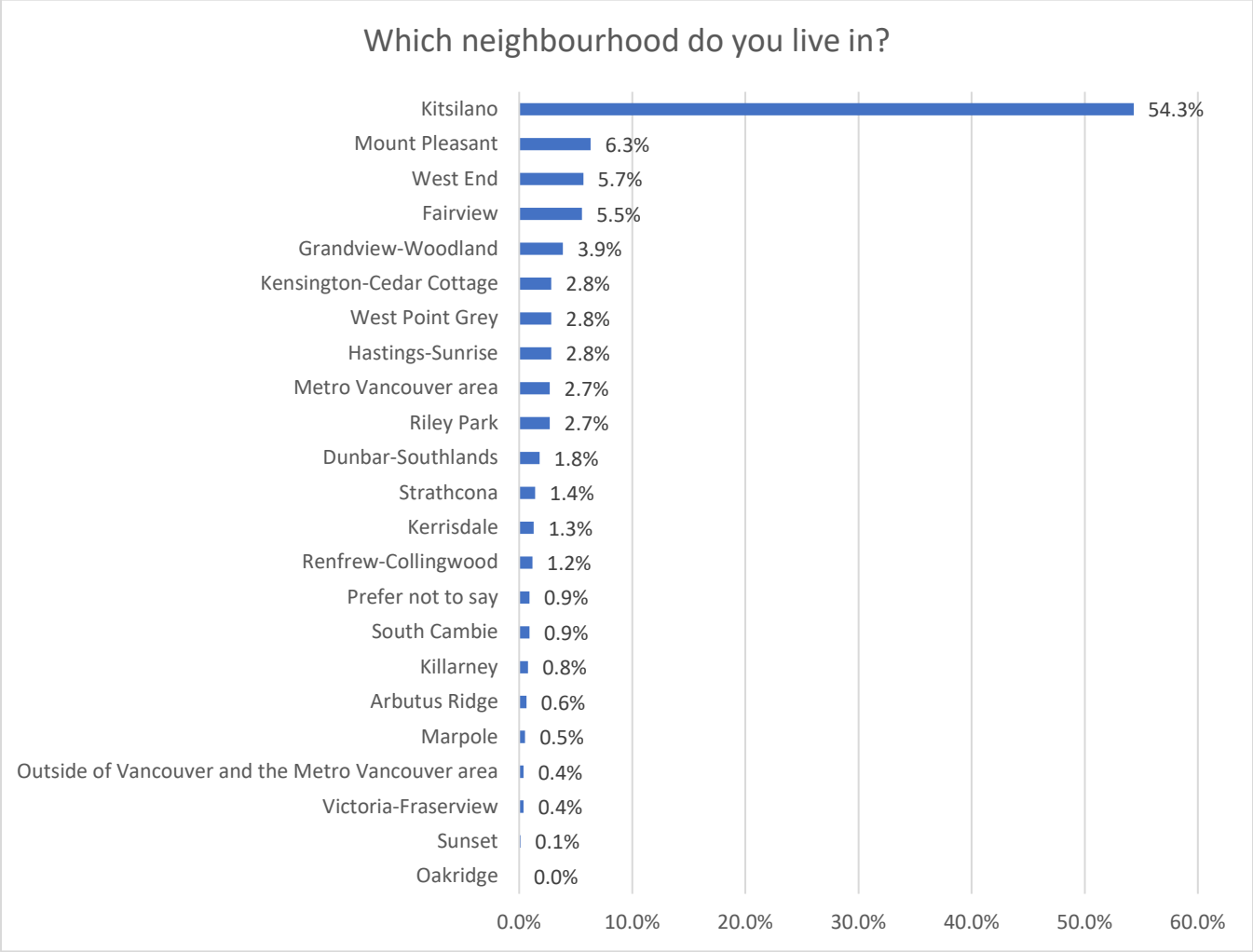
To understand who was participating in engagement, the project team asked survey respondents a series of questions about how they identify. Respondents were mainly people who live in Kitsilano. In terms of transportation mode, most respondents reported that their main mode of travel is cycling, followed 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.

Please note that all demographic questions included the option “prefer not to say.”

The following is a summary of demographic responses:

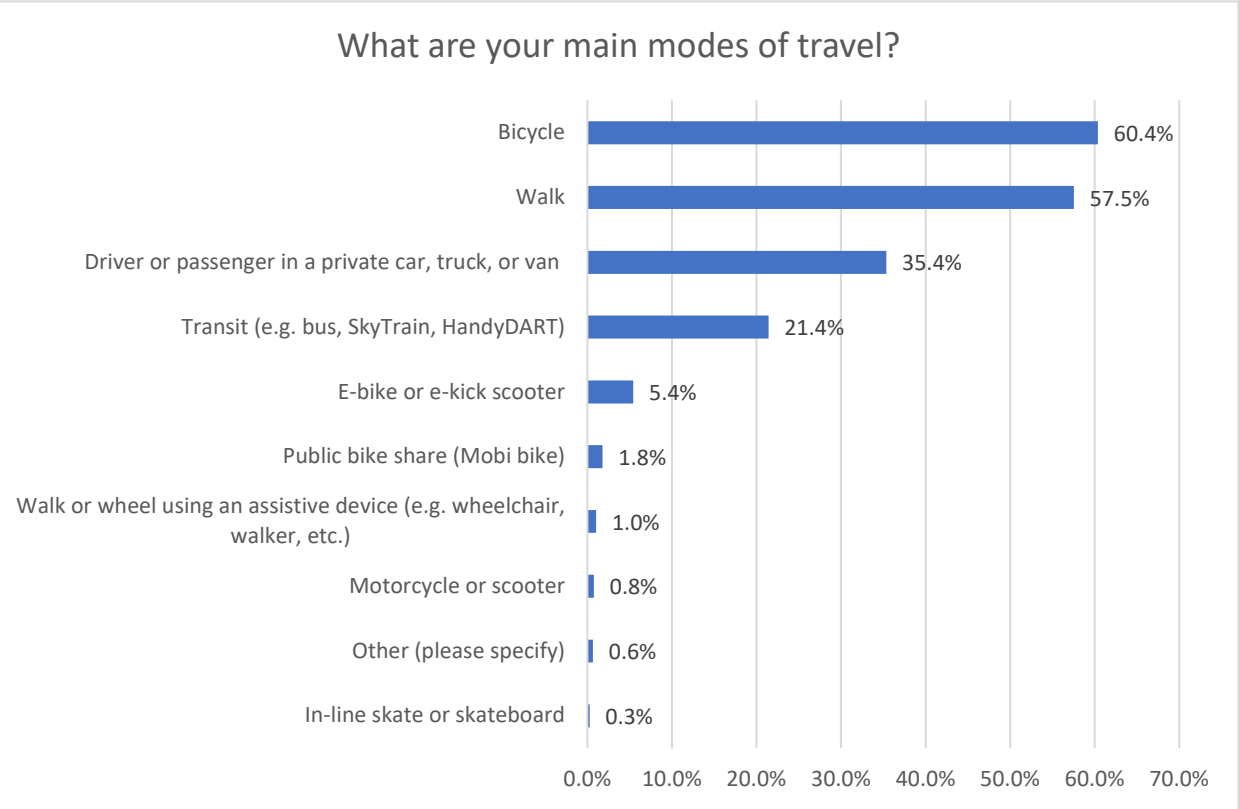
- **Which neighbourhood do you live in?**
    - The majority of survey respondents **(54.3%)** indicated that they live in the Kitsilano neighbourhood.

Figure 15. Results to the question: "Which neighbourhood do you live in?"



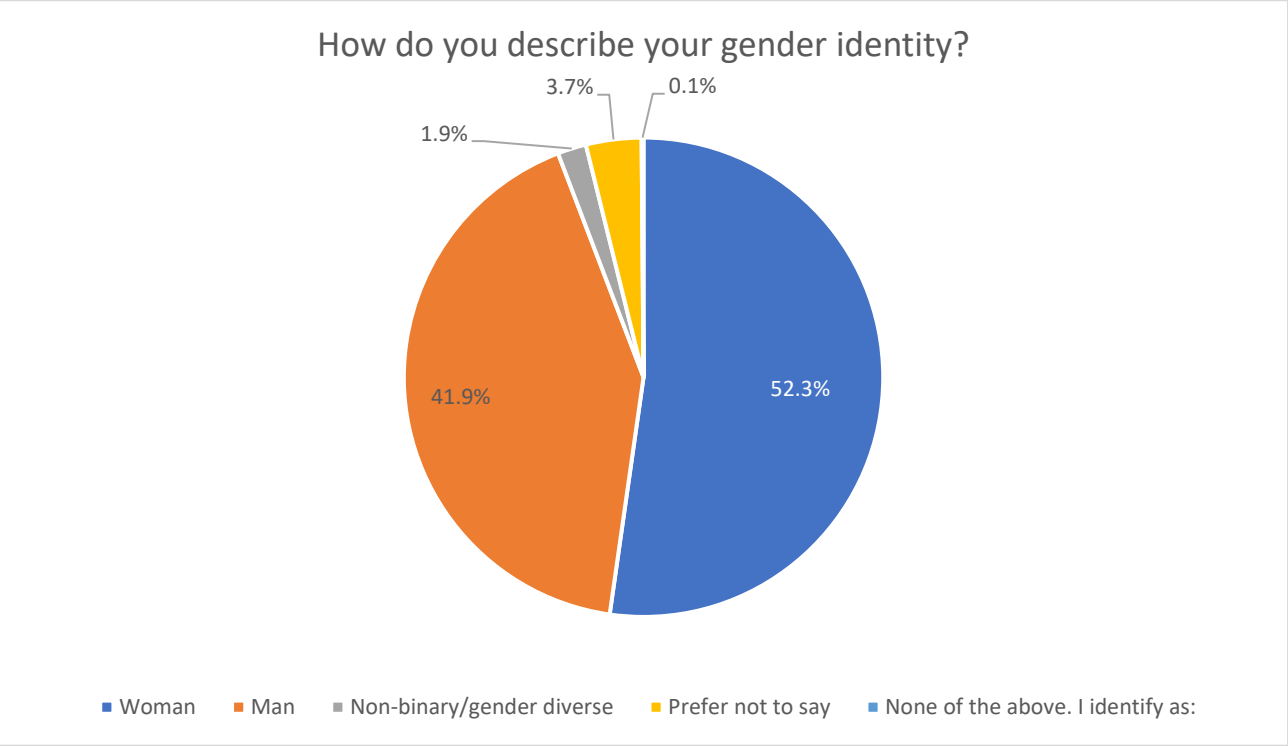
- **What are your main mode(s) of travel? (i.e. How do you most often get to work, school, and other activities?). Select up to two.**
    - **60.4%** of respondents shared that they travel by bicycle, while 57.5% of respondents shared that they travel by walking. The next most popular option of traveling is as a "driver or passenger in a private car, truck, or van," as 35.4% of respondents indicated that they travel this way.

Figure 16. Results to the question: "What are your main modes of travel?"



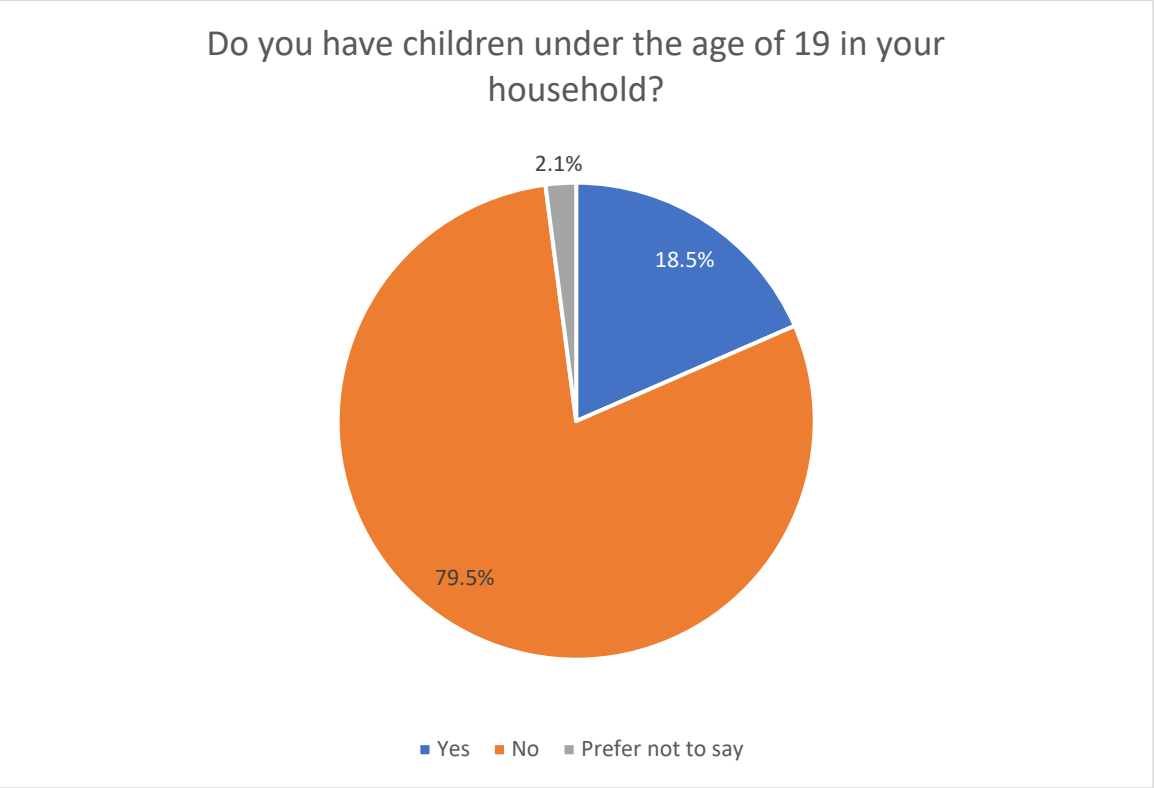
- **How do you describe your gender identity?**
  - **42%** of participants identified as a man, while **52.0%** of respondents identified as a woman.

Figure 17. Results to the question: "How do you describe your gender identity?"



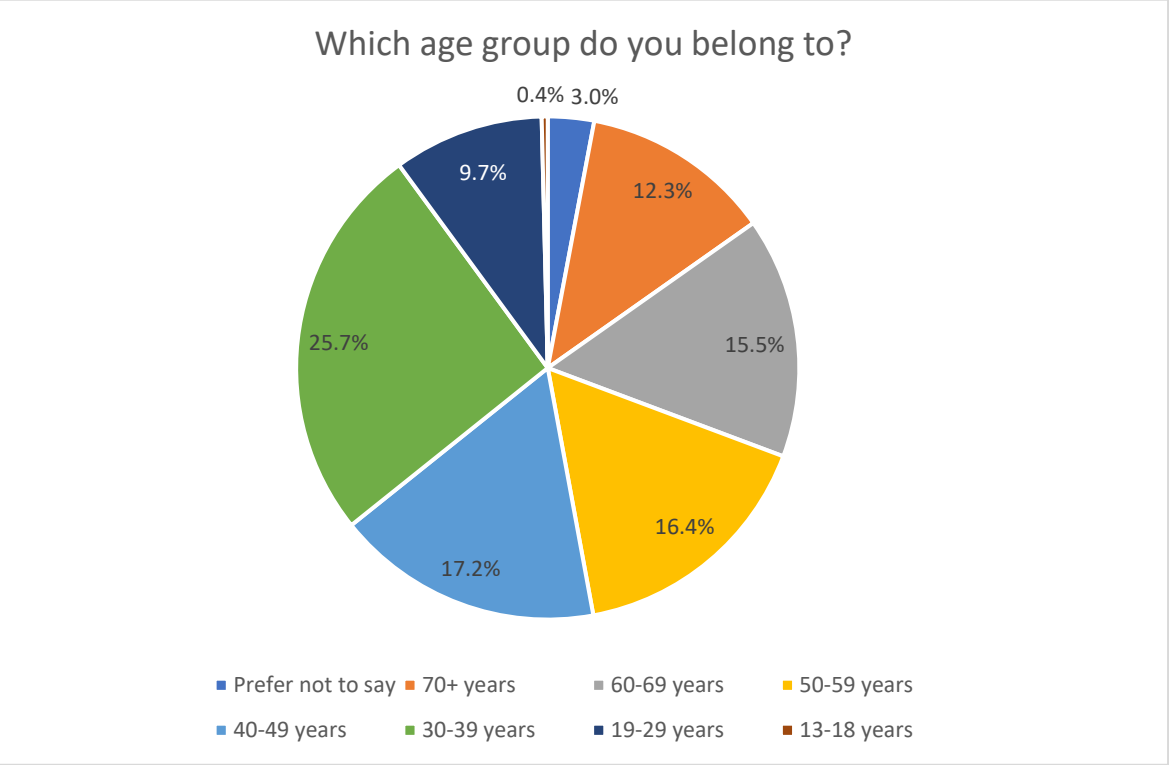
- **Do you have children under the age of 19 in your household?**
    - **79.5%** respondents shared that they do not have children under the age of 19 in their household.

Figure 18. Results to the question: "Do you have children under the age of 19 in your household?"



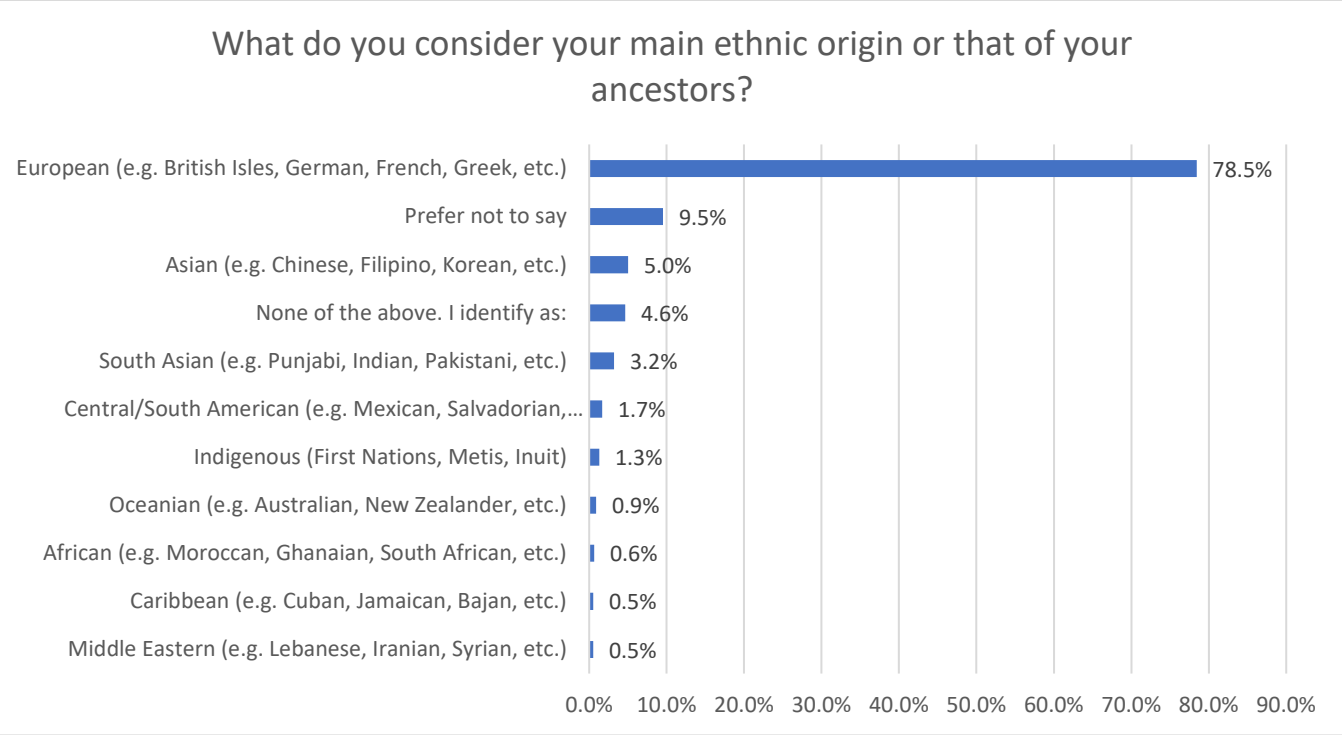
- **Which age group do you belong to?**
    - The majority of respondents indicated that they were over the age of 30. 25.7% identified as being between the ages 30-39, 17.2% identified as being between the ages 40-49, 16.4% identified as being between the ages 50-59, and 15.5% identified as being between the ages 60-69.

Figure 19. Results to the question: "Which age group do you belong to?"



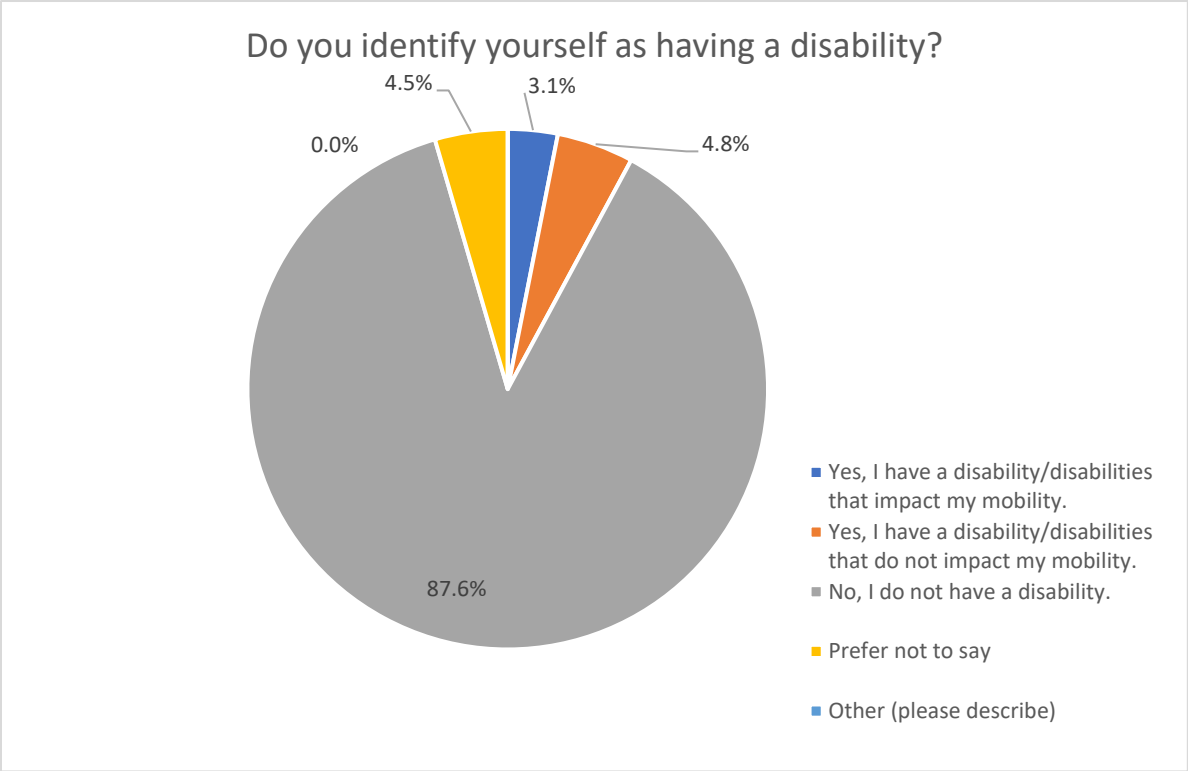
- **What do you consider your main ethnic origin or that of your ancestors? Please select all that apply.**
    - **78.5%** of respondents shared that they were of European descent.

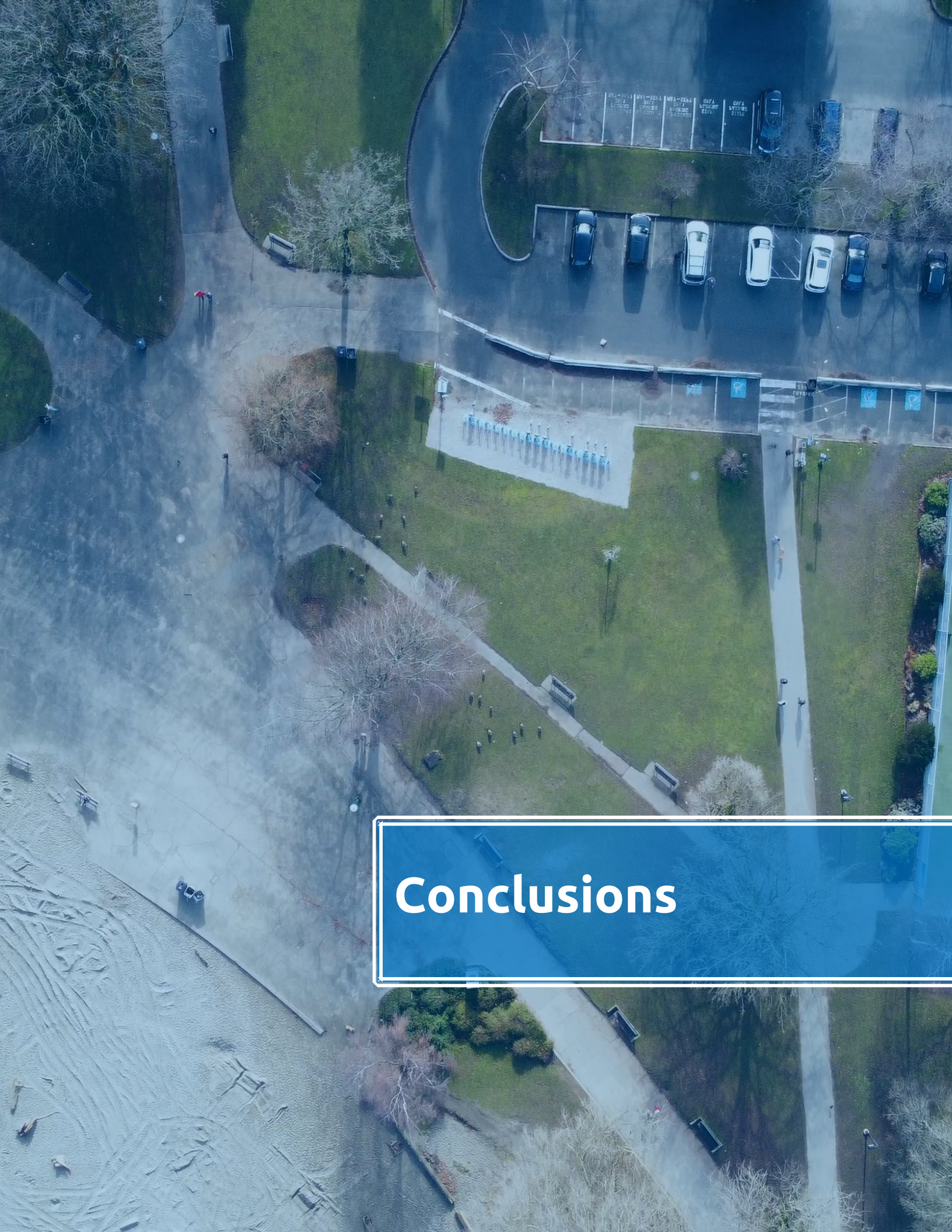
Figure 20. Results to the question: "What do you consider your main ethnic origin or that of your ancestors?"



- **Do you identify yourself as having a disability?**
    - **3.1%** of respondents identified that they do have a disability or disabilities that impact their mobility, while 4.8% 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.

Figure 21. Results to the question: "Do you identify yourself as having a disability?"





Conclusions

IV Conclusions and next steps

This third and final 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 775 survey responses, two virtual public sessions, two stakeholder meetings, and 20 emails, we heard valuable feedback about people's overall responses to how the proposed cycle pathway meets the needs of park and pathway users within each zone.

Overall, we heard clear support for the proposed cycle pathway through Kitsilano Beach Park. For Zone 1, we heard that over 86% of respondents felt that the proposed pathway meets the needs of park and pathway users, 83% felt the same for Zone 2, and 85% for Zone 3.

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

- Clear separation between modes creates a safer experience for all users
- Concerns about some specific conflict and congestion areas between bikes and pedestrians
- Wayfinding and clear directional signage is important to ensure safety and encourage proper etiquette
- Wider pathway, specifically along Arbutus Street
- Concerns about added congestion and loss of parking

Project team staff will consider these recommendations alongside 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 design will be fine-tuned based on this feedback, along with other technical and operational considerations, and presented to the Parks Board for a decision in spring 2022.



Appendices

V 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
b. A few times a week
c. A few times a month
d. A few times a year
e. Less than once a year
f. Never

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

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

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

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

Section 2: Input on different cycle path options

For this survey, we have divided the cycle path into zones. We incorporated your feedback in the previous rounds of engagement, as well as safety, comfort, technical, and operational consideration to arrive at this proposed cycle path route.

In this part of the survey, we would like your feedback on the proposed route in each zone.

Zone 1:

4. How well does the proposed route in this area of the park meet your needs as a park user? (Please select one.)

- Very well
- Somewhat well
- Neutral
- Not very well
- Not at all
- Not sure

5. Is there any other feedback you would like to share with us about the preferred pathway route or that should be considered as we further refine the preferred pathway through Kitsilano Beach Park?

Zone 2:

6. How well does the proposed route in this area of the park meet your needs as a park user? (Please select one.)

- Very well
- Somewhat well
- Neutral
- Not very well
- Not at all
- Not sure

7. Is there any other feedback you would like to share with us about the preferred pathway route or that should be considered as we further refine the preferred pathway through Kitsilano Beach Park?

Zone 3:

8. How well does the proposed route in this area of the park meet your needs as a park user? (Please select one.)

- Very well
- Somewhat well
- Neutral
- Not very well
- Not at all
- Not sure

9. Is there any other feedback you would like to share with us about the preferred pathway route or that should be considered as we further refine the preferred pathway through Kitsilano Beach Park?

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.

10. What is your postal code?

11. Which neighbourhood do you live in?

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

12. 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
b. Walk or wheel using an assistive device (e.g. wheelchair, walker etc.)
c. Bicycle
d. E-bike or e-kick scooter
e. Public bike share (e.g. Mobi bike)
f. In-line skate or skateboard
g. Transit (e.g. bus, SkyTrain, HandyDART)
h. Driver or passenger in a private car, truck, or van
i. Driver or passenger in a car share vehicle
j. Motorcycle or scooter
k. Other (please specify): _____

13. How do you describe your gender identity?

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

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

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

15. Which age group do you belong to?

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

16. 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)
b. European (e.g. British Isles, German, French, Greek, etc.)
c. Asian (e.g. Chinese, Filipino, Korean, etc.)
d. South Asian (e.g. Punjabi, Indian, Pakistani, etc.)
e. Central/South American (e.g. Mexican, El Salvadorian, Argentinian, etc.)
f. African (e.g. Moroccan, Ghanaian, South African, etc.)
g. Middle Eastern (e.g. Lebanese, Iranian, Syrian, etc.)
h. Caribbean (e.g. Cuban, Jamaican, Bajan, etc.)
i. Oceanian (e.g. Australian, New Zealander, etc.)
j. Prefer not to say
k. None of the above. I identify as: _____

17. 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 and 2 of engagement, the project team continued engagement with key audiences and stakeholders during Round 3. The purpose was to ensure that key stakeholder groups receive tailored outreach for meaningful opportunities to be consulted and involved in the third and final round 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 the proposed separated cycle path. 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 3 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 2 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 **Appendix G: List of stakeholders.**
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 their Facebook profiles.
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), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (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 3 of engagement from February 14 to March 6, 2022, resulting in 775 responses.

The survey was separated into three parts and included 17 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 how well the proposed cycle pathway within each zone meets the needs of park users
- **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.

Virtual engagement

As part of Round 3 engagement, the project team held a series of virtual engagement sessions. This included **two stakeholder meetings** and **two public drop-in sessions**. 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.

These events took place on the following dates:

Stakeholder meetings

- Thursday, February 17, 6:00-7:30pm
- Wednesday, February 23, 3:00-4:30pm

Public drop-in sessions

- Thursday, February 24, 12:00-2:00pm
- Saturday, March 5, 11:00am-1:00pm

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. 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.

Engagement limitations

Given that most engagement happened online via an online survey and online events, 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 virtual environment and developing strategies to address them. These challenges and strategies are summarized below.

Table 6. Challenges and mitigation strategies

Challenge	Mitigation strategies
Engaging virtually under COVID-19 restrictions	
Some people may not have access to the technology required for online engagement.	• Distribute postcards and install signs in the park to let people know about the project and how they can be involved. • Ensure messaging is inclusive to people of different ages, experiences, and interest levels. • Offer paper surveys upon request.
It can be hard to reach beyond people who are already interested and aware of the project.	• Gain broader reach with social media (organic and boosted boosts). • Ensure that engagement questions are relevant to all park and pathway users.
Communicating the purpose of engagement	
Addressing confusion or uncertainty around the purpose of engagement.	• Clearly share the purpose and potential outcomes of engagement in all communications materials. • Communicate the opportunity to find solutions to improve pathway experience for all users. • Share timelines and decision points as part of project communications.

Ensuring engagement is broad and inclusive	
People living outside of Kitsilano, but who use the park frequently, may not feel included in the engagement process.	• Initiate conversations with stakeholder representatives early in the process to understand how they would prefer to be involved in the engagement process. • Use the Parks Board's social media channels and Shape Your City engagement platform to invite Vancouverites at large to participate.
Local residents may not understand the purpose of engaging with residents outside of the neighbourhood.	• Proactively communicate with local stakeholder groups and explain the purpose of broad engagement to hear diverse perspectives from all park and pathway users. • Give context to this project by connecting it to broader, city-wide efforts to provide equitable parks and recreation opportunities.
Engagement could become interest-driven and exclude quieter voices.	• Listen and acknowledge interest-driven topics without allowing them to dominate. • Include optional demographic questions in the online survey to understand who was participating and who might be missing. • Hold separate key stakeholder meetings where those more impacted by changes can provide specific feedback on the proposed pathway.

Appendix C: Stakeholder meeting summary

The project team held two stakeholder meetings on **February 17 and February 23, 2022** as part of the third and final round of engagement for this project. These meetings allowed the team to share project updates with stakeholder groups and to hear questions and input about the proposed cycle path route through Kitsilano Beach Park.

Overall, participants were supportive of the proposed pathway and felt it reflected community values and preferences, which emerged from Rounds 1 and 2 of engagement. We also heard positive feedback about the robust engagement process and clear communication about the project throughout. Participants shared valuable comments and suggestions to finetune the proposed pathway alignment (in Zones 1, 2, and 3) as well as broader considerations for longer-term planning in and around Kitsilano Beach Park. This stakeholder feedback complemented input from the broader public survey (open from February 14 to March 6, 2022) and will inform refinements to the proposed pathway, which will be presented to the Park Board in April 2022.

Eight people attended across the two meetings, representing Kitsilano Beach Park residents' associations, sports/recreational groups, and other interest groups; participants are listed below.

Meeting format

Meetings began with a short presentation on the proposed pathway and an overview of what the project team heard during Rounds 1 and 2 of engagement, which led into discussion on the overall pathway and the proposed alignments within each of the three identified park zones between Balsam Street and Ogden Avenue. Most participants were familiar with the project and were interested in learning how the project team integrated feedback from previous rounds of engagement to develop the proposed pathway.

Project team members from the Park Board and Transportation Engineering heard feedback, answered questions, and noted considerations to take forward into pathway alignment refinements.

Themes included:

- Changes to on-street and in-park parking (along Arbutus Street, North parking lot)
- Best practices in cycle path design, including width, markings, buffer treatments, signage, and surfaces
- Wayfinding signage to improve travel to and through the park
- Enhancing safety and comfort for pedestrians and cyclists, particularly at crossing points and busy areas
- Exploring access/entry points to the park to minimize interactions with vehicular traffic

The tables below give a summary of what we heard overall and within each of three zones.

General feedback

- Support for the proposed pathway and recognition of how previous engagement informed the proposed pathway alignment
- Suggestions for minor changes to the proposed pathway to meet the project goals of improving safety and access to the park
- Appreciation for the robust engagement process

Summary of feedback by zone

Zone 1

Table 7: Zone 1 feedback from stakeholder meetings

Theme	Description
On-street parking	• Support for extending parking along Cornwall Avenue.
Proximity to Cornwall Ave.	• Concerns with sidewalk being near the roadway. • Questions about existing fence and questions about separation between pedestrians and vehicular traffic.
Multi-use path	• Concerns that pedestrians will lose access to multi-use path. • Support for clear design treatment on path to indicate that it is for cycling.

Traffic calming	• Desire for traffic along Cornwall Avenue to be slowed to 30km. • Questions about other traffic calming measures.
Access / entry points to the park	• Questions about Balsam Avenue ramp and possible curb adjustments.
Trees	• Questions about plans to remove / replace mature trees to accommodate new pathway.

Quote

"…concerned with sidewalk being so close to road [Cornwall Avenue]; can there be a fence between people walking and traffic?"

Zone 2

Table 8. Zone 2 feedback from stakeholder meetings

Theme	Description
Route design / alignment	• Support for separation along the Yew Street stretch and the planted buffer along the beachside stretch of the pathway. • Suggestion to continue exploring routing through the treed area near Creelman Avenue.
Amenities	• Appreciation for additional bike racks in visible locations.
Access / entry points to tennis courts	• Access to sports courts continues to be a priority. • Questions about relocating north entrance to the tennis courts to reduce potential conflicts.
Traffic	• Happy to see two-way traffic return on Arbutus Street as the current configuration is confusing.
Parking	• Some concerns about losing on-street parking spaces due to pathway routing; questions about possibility to relocate some on-street parking to inside the park. • Suggestion to designate north arm of parking lot for accessible parking, Electric Vehicles (EVs), and drop-off areas.
Climate resilience	• Consideration of Climate Emergency Action Plan in reducing space for single occupancy vehicles and reallocating some parking lot space to other uses. • Possibility of leveraging funding for EV infrastructure from Natural Resources Canada (NRCan) under its Zero Emission Vehicle Infrastructure Program.

Quote:

"…really like the separation on the Yew stretch, the planted buffer along the beachside, and the additional bike racks to encourage fewer bikes on the pedestrian paths. This goes beyond what I expected and has the potential to be a nice stretch instead of a nervous stretch."

Zone 3

Table 9. Zone 3 feedback from stakeholder meetings

Theme	Description
On-street parking	• Questions about removing parking spaces along Arbutus Street. • Concern about vehicles circulating around the neighbourhood looking for parking due to limited on-street parking along Arbutus Street. • Suggestions to explore adjusting parking fees to incentivize people to use existing parking lots or shift to car-share, transit, and active transportation.
Safety/permeability	• Support for low curb to replace existing barricades. • Ensure that curbing allows people cycling to easily enter and exit the cycle path to ensure safety and permeability.
Cycle path width	• Comments about the planned cycle path width of 3.0m given high volumes of bike traffic in the area, particularly in the warm season. • Support for narrowing the bike lane on Arbutus Street north of Creelman Avenue. • Interest in monitoring cycling traffic volumes along Arbutus Street.
Transition to Hadden Park and Vanier Park (outside of the Zone 3)	• Concerns about managing cycling traffic heading north-east through Hadden Park and Vanier Park (particularly where the suggested on-street route crosses a busy parking lot to the north of the basketball courts, near Arbutus Street and McNicoll Avenue). • Recognition that these areas are out of project scope, but still important to consider for long-term planning in and around Kitsilano Beach Park.

Quote:

"…happy to see bike lane narrowed north of Creelman; [it was] causing confusion and driving traffic through the centre of Kits Point."

Considerations for the project team

Table 10. Additional considerations from stakeholder meetings

Location	Considerations
General	• Explore improving wayfinding signage both within the project area and at the lead in/out areas to help people navigate with clarity and prevent confusion, including when heading northeast (toward Vanier Park) and west (toward Point Grey). • Continue conversation with engineering RE: bike lane width. • Explore bike stencil treatment on pathway so it is clear and visible to all pathway users (e.g., green with white paint, as along the Beach Ave. pathway at the bottom of Howe Street).
Zone 1	• Communicate in renderings whether the low fence along Cornwall will be kept or removed (noting that a full redesign for this portion of the pathway is not in scope and that a boulevard treatment may be considered in the future). • Address signage or pathway treatments to delineate space for people walking and cycling, and minimize potential conflicts (e.g., painted line, stenciling, zebra stripes at crossings, additional signage along the pathway). • Continue detailed evaluation of trees and prioritize replanting where any mature trees need to be removed to ensure there is no net loss. • Explore curb adjustments at crossing points to define clear entry and exit points to the pathway.
Zone 2	• Consider smoother transition from service lane to Arbutus Street, e.g., adding a painted radius for this transition point. • Explore relocating some on-street parking to inside the park; note that larger parking changes will be part of the longer-term park renewal plan.
Zone 3	• As part of longer-term planning, consider improving connections to Ogden Avenue (between Maple and Chestnut Streets) as well as transitions from intersecting streets along Arbutus Street. • Working with Transportation Engineering, look at extending protection on McNicoll Avenue, Maple Street, and Ogden Avenue.
Outstanding issues / for further consideration	• Add bidirectional protected bike lane along Ogden Avenue to improve transition heading northeast towards Hadden Park and Vanier Park. • Improve connections to and from the park outside of the project area (e.g., coming off Burrard Street Bridge).

	• Further study traffic circulation in the Kitsilano Point neighbourhood. • Explore parking management to reduce single-occupancy vehicle travel, e.g., changing parking rates, limiting free/non-permit parking, improved/seasonal transit to the park, drop-off zones in the parking lot, and reconfiguring parking lots inside the park. • Look at relocating the tennis court gate on the north side of the courts. • Build climate resilience considerations into longer-term planning for Kitsilano Beach Park.

Appendix D: Virtual public office hours summary

The project team held two public virtual drop-in sessions on **February 24 and March 5, 2022** as part of the third and final round of engagement for this project. These meetings allowed the team to share project updates with interested community members and to hear questions and input about the proposed cycle path route through Kitsilano Beach Park.

Overall, participants were supportive of the proposed pathway and felt it reflected community values and preferences, which emerged from Rounds 1 and 2 of engagement. Some participants joined the sessions simply to learn more and did not have specific questions. We heard valuable input about portions of the pathway and areas for improvement and generally positive feedback about the robust engagement process and clear communication about the project throughout. Feedback complemented what we heard in the broader public survey (open until March 6, 2022) and will inform refinements to the proposed pathway, which will be presented to the Park Board in April 2022.

Eight people attended across the two events, representing local residents and park users:

Session format

Sessions began with a land acknowledgement, welcome, and short introduction of the session format. Participants were then asked if they preferred to have a full overview of engagement to date and the project team arrived at the proposed pathway, or if they preferred to move into questions. The group was split into breakout rooms based on the two preferences to respect people's time and emulate an in-person pop-up event (which were well-attended in Rounds 1 and 2 of engagement). Project team members from the Park Board heard feedback, answered questions, and noted considerations to take forward into pathway alignment refinements.

Themes included:

- Changes to the pedestrian walkway near Balsam Street
- Traffic patterns for vehicles and cyclists into and through the Kitsilano Point neighbourhood
- Interactions between bicycles and motorists on Cornwall Avenue and on the Yew Street pathway
- Parking for bicycles
- Parking for vehicles
- Implementation timelines

The tables below give a summary of what we heard overall and within each of three zones.

General feedback

- Support for the proposed pathway and recognition of how previous engagement informed the proposed pathway alignment
- Suggestions for minor changes to the proposed pathway to meet the project goals of improving safety and access to the park
- Appreciation for the robust engagement process

Summary of feedback by zone

Zone 1

Table 11. Zone 1 feedback from virtual drop-in sessions

Theme	Description
Balsam Street entrance	• Support for separated pathways for different users
One-way traffic from Point Grey	• Concern about how the bike lane from Point Grey will be incorporated into accessing Greenway project
Pedestrian/bicycle interactions on Balsam Street	• Concern about the separation between bike path, sidewalk and vehicle traffic
Bicycle/pedestrian interactions on bike path adjacent to Cornwall Avenue	• Concern about pedestrians impeding bike traffic • Desire for clear markings and signage to be used to signal pedestrian/bicycle areas
Fence/barriers	• Concern about the removal of the fence between the cycle path and Cornwall Avenue • Suggestion for the fence to be replaced with greenery
Barrier at concession stand	• Confusion around the purpose of the barrier and why it is being suggested for removal

Quote

"What will [separate] the bike path and sidewalk and motorized traffic?"

Zone 2

Table 12. Zone 2 feedback from virtual drop-in sessions

Theme	Description
Yew Street pathway	• Concern about how pedestrians and cyclists will be separated • Desire for physical barrier to separate cyclists from pedestrians • Concern about crowding of pedestrians at this intersection
Cyclist/pedestrian interactions	• Conversation about design treatment to be used to separate bicyclists and pedestrians • Concern about how Parks Board will manage competing users at certain locations • Suggestion of different coloured asphalt to aid in bicycle wayfinding

Pathway adjacent to beach, tennis courts and parking lot	• Concern about heavy pedestrian and bicycle traffic at this point and some who may not be paying attention when traveling the pathway • Concern about potentially unneeded additional pedestrian path crossing the cycle lane
Hedges at Yew Street entrance	• Concerns about sightlines for cyclists
EV charging station	• Concern that the charging station is too close to the bike path
Bike racks	• Concern that when cyclists are leaving the bike rack area, they could back up into bike path • Suggestions to relocate bike racks
E-bikes	• Concern about speed of those who use e-bikes
Pedestrian crossings near tennis court	• Concern about potential conflicts between pedestrians and cyclists near the tennis court

Quote:

"I'm concerned that some cyclists decide not to follow the parked path and continue along the seawall. How will you protect pedestrians from this kind of attitude?"

"You need to accommodate different travel patterns for people cycling TO or THROUGH the park."

Zone 3

Table 13. Zone 3 feedback from virtual drop-in sessions

Theme	Description
End of Zone 3 at McNicoll Avenue	• Concern about where cyclists are directed to go after exiting onto McNicoll Avenue • Lack of signage at McNicoll Avenue and Hadden Park
Arbutus Street	• Concern about traffic along Arbutus Street and desire for two-way vehicle access
Parking	• Preference for 2-hour parking over residential • Some concern that changing parking rules would be contentious for residents

Quote:

"Notice some people cycling west from Hadden Park, instead of going up Arbutus they continue along the pathway. Signage there would be really helpful. Some people just don't know where to go."

Considerations for the project team

Table 14. Additional considerations from virtual drop-in sessions

Location	Considerations
General	• Explore improving wayfinding signage both within the project area and at the lead in/out areas to help people navigate with clarity and prevent confusion, including when heading northeast (toward Vanier Park) and west (toward Point Grey) • Explore paint treatment or coloured asphalt to distinguish between cycling/pedestrian/vehicle pathways
Zone 1	• Explore further separation of modes at the entrance to the park on Balsam Street • Communicate in renderings whether the fence will be kept or removed • Consider clear signage and wayfinding throughout the zone to clearly demarcate the different paths and ensure pedestrian and cyclist safety
Zone 2	• Consider clear signage and wayfinding throughout the zone to clearly demarcate the different paths and ensure pedestrian and cyclist safety • Consider relocating bike racks to minimize conflict between pedestrians and cyclists and to allow for better access to amenities • Consider removing the proposed sidewalk from the tennis court to the seawall to minimize the amount of crossings and preserve greenspace
Zone 3	• Consider connections to Ogden Avenue (between Maple and Chestnut Streets) as part of long-term planning (not in scope for this project). Also consider easy opening and transitions from intersecting streets along Arbutus Street • Explore with Engineering how to better manage parking along Arbutus Street
Outstanding issues / for further consideration	• Improve connections to and from the park outside of the project area (e.g., coming off Burrard Street Bridge) • Further study traffic circulation in the Kitsilano Point neighbourhood • Explore opportunities to encourage behaviour change, like reducing the speed of cyclists, and interest in standardized cycling etiquette education

Appendix E: 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 table below provides a summary of questions and answers.

Table 15. Shape Your City Q&A response summary

Question	Answer
(Q#1) Since the main concern of residents is MAINTAINING GREENSPACE, why produce a plan that results in the destruction of numerous trees in Zone 1? How does this maintain greenspace? If the city's definition of greenspace excludes trees, could that definition be included in all surveys? (Q#2) To achieve the main concern of maintaining greenspace (both grass and trees), and because York Ave is ALREADY A BICYCLE ROUTE, why not simply take the cycle route from Balsam to York Ave., along York to Arbutus, then north on Arbutus? (Q#3) How much money would be saved by using the York Ave route?	An arborist has assessed the health of the four trees that may need to be removed, determined they are in poor health, and has recommended removal. If the trees are removed they will be replaced. None of the four trees are native to our region and do not provide significant wildlife habitat. Replacement trees will be chosen that are regionally appropriate, can respond to climate change, and will enhance wildlife habitat. There are several reasons why a detour along York Ave is not being pursued. The project's goal is to provide a safe and separated path for people cycling along the Seaside Greenway adjacent to and within Kitsilano Beach Park. While the York Avenue cycle route is an important part of the City's cycling network it is not part of the Seaside Greenway. Redirecting cyclists to use the York Ave On-Street Cycle route to avoid Kitsilano Beach Park does not support the project goal. During the first two rounds of engagement, we heard that greenspace, directness, and connections were important. Adding a sidewalk along Cornwall avoids the loss of greenspace and the disruption of a popular social place in the park. Relying on a York Avenue detour would not address the fact that many people ride a bicycle to access various amenities within Kitsilano Beach Park including the beach, pool and tennis courts. A York Avenue detour that connects to Arbutus would require significant and expensive changes to Arbutus Street north of Cornwall. Providing a protected cycle path along Arbutus while also ensuring maintenance crews have unrestricted access to the pump station near the southeast corner of the tennis courts would require relocating curbs, sidewalks, utilities, electric vehicle charging stations, and the removal of parking along the east side of Arbutus Street. The slope along Balsam St, between Cornwall and York Avenues, is approximately 9% grade which exceeds the City's maximum 5% grade for All Ages and Ability (AAA) cycle paths.
Are you removing trees for the footpath!?	An arborist has assessed the health of the four trees that may need to be removed, determined they are in poor

	health, and has recommended removal. If the trees are removed they will be replaced. None of the four trees are native to our region and do not provide significant wildlife habitat. Replacement trees will chosen that are regionally appropriate, can respond to climate change and enhance wildlife habitat.
In your engagement summary, you have already concluded for Zone 4, the McNicoll/Maple segment "No new cycle paths were proposed in this zone due to archaeological sensitivities and the need to further assess potential impacts to the existing transportation network in the neighbourhood." The Park Board have their own Best Management Practices for Cultural and Archeological Resources. In Part 2, "This BMP applies to all worksites with excavation work." I believe the plan was to create a built-up a bike path to protect the roots of the Chrestnet trees, rather than excavate? In Part 3, the Project Manager will consult with the COV Provincial Heritage Sites Map (as shown on VanMap) to determine if the work site is within or near a Pre-contact Designated Heritage Site (DHS). If found to be within 50 metres of a DHS, the Project Manager will review alternative design options. There are no DHS's shown on VanMap in the McNicoll/Maple segment Could you please explain as to why the archeological sensitivities can't be managed at this time, perhaps in consultation with the Senakw developers who will be primary beneficiaries of the enhanced Greenway? This modification would also improve the existing transportation network in the neighbourhood, separating cycle and vehicle modes on two narrow streets.	

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). During Round 3 of engagement, the project team received 15 emails and 311 information requests, which are summarized in the following table. Note that the comments regarding technical issues with the online survey were noted but not included here.

Table 16. Summary of project inbox comments

Comments
Like the proposed changes.
Asking for map of proposed route.
Opposed to the project.
Wants to know if Showboat has been engaged.
Why are you not pursuing something like Option C near Cornwall Avenue and east of tennis courts?
Put two-way traffic back on Arbutus Street.
opposed to the idea of new bike lanes in the park.
No focus on pedestrian safety, too much focus on cycling; people cycling too fast.
Asking about Cornwall Avenue option.
One-way Arbutus Street is problematic.
Arbutus is too narrow from Creelman to McNicoll Avenue for two-way traffic.

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

April 2022

VANCOUVER BOARD OF PARKS AND RECREATION