



# SEASIDE GREENWAY PROPOSAL AT KITSILANO BEACH PARK

## Report Back

Park Board Committee Meeting  
Monday, April 11, 2022



- Summarize the planning and engagement process, and describe the proposed location for a separated cycle path/Seaside Greenway in and adjacent to Kitsilano Beach Park
- Seek a decision on whether or not to proceed with the proposed location of the separated cycle path

- Find a location for a separate cycling path that links Balsam Street with McNicoll Avenue that creates a safer and more comfortable route for all park and Seaside Greenway users while reducing conflicts
- This pathway will be an **interim solution**.
- A permanent location will be developed as part of a future Kitsilano Beach Park Renewal Plan when the implications of climate change and sea level rise, the nearby Sen'ákw development and the City's Broadway Plan are better understood



## VanPlay

- Weave the City Together

## Climate Emergency Action Plan

- 50% reduction of City's carbon pollution by 2030

- Seaside Greenway is a 28km-long pathway connecting the Vancouver Convention Centre to Spanish Banks
- The majority of the greenway has separate pathways for walking/rolling and cycling
- Kitsilano Beach Park is one of a few areas where paths are not separated and where conflicts between park users occur



Seaside Greenway



Seaside Greenway at Coopers Park



Seaside Greenway at George Wainborn Park



Seaside Greenway at Charleson Park

# Seaside Greenway – Kitsilano Beach Park



Existing Seaside Greenway in and adjacent to Kitsilano Beach Park

- **2013** - Alignment approved but then project was paused due to concerns about potential park impacts
- **2018** - Proposed location referred back to staff for more detailed analysis, cost implications and more engagement
- **2020** – Board update with information on timeline for upcoming public engagement, Board decision, and potential construction start through 2020 and 2021
- COVID-19 pandemic put project on hold

- Review previous project work
- Collect data about current park and greenway use
- Implement temporary safety improvements
- Develop a comprehensive engagement plan and clear timeline





## ■ Categories

- Pedestrian
- Cyclists
- Micromobility
- Vehicles



# Data Collection - Observing Use Patterns



What, where, when & how many?

## ■ May 2021

- Separated path in the south parking lot
- Path connection near Balsam Street



Protected cycle path in parking lot

## ■ August 2021

- Engineering installs protected cycle path along Arbutus Street between south parking lot and McNicoll Avenue



Protected cycle path on Arbutus St

- Three rounds of engagement that included online survey's and on-site pop-up:
  1. August 2021: Values and priorities
  2. November 2021: Cycle path route options
  3. February/March 2022: Proposed pathway
- Meetings with Advisory Committees, local stakeholders, internal staff
- Provide regular updates to the Board



August 2021 on-site pop-up



November 2021 on-site pop-up

-  Greenspace
-  Connections
-  Directness
-  Impact
-  Parking
-  Safety
-  Comfort


*Safety and comfort were considered non-negotiable values for the design process*

Values identified


## Kitsilano Beach Park Seaside Greenway Improvement Project Engagement Round 1

**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
-  45% live in Kitsilano

### Top values

-  Greenspace
-  Connections
-  Directness

What we heard

# Engagement Round 2 – Pathway alignment options

## ZONE 1 OPTIONS - Balsam St to Yew St

Two path location options **A B**

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

Three path location options **C D E**

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

Two path location options **G F**

## ZONE 4 OPTIONS - In The Park and On-Street

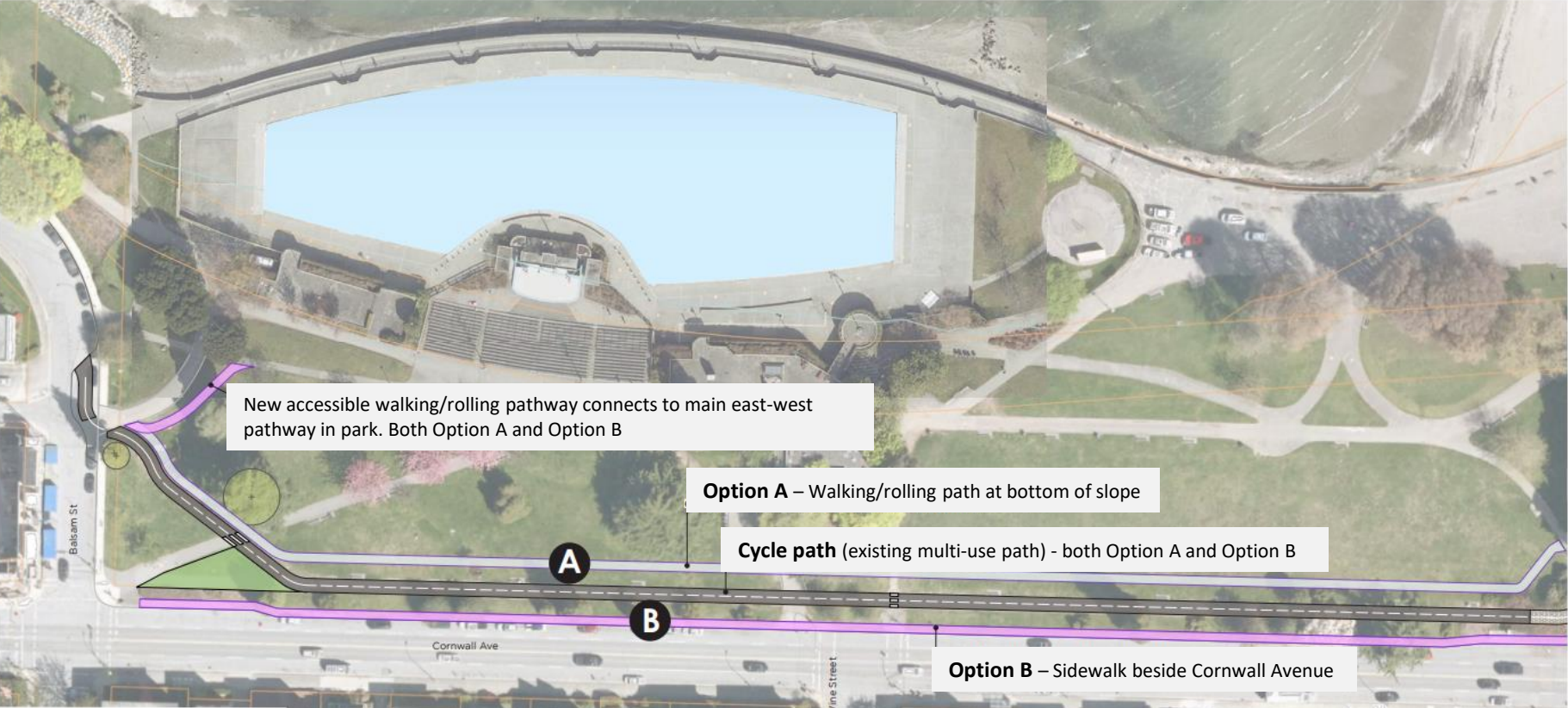
No path location options

### Legend

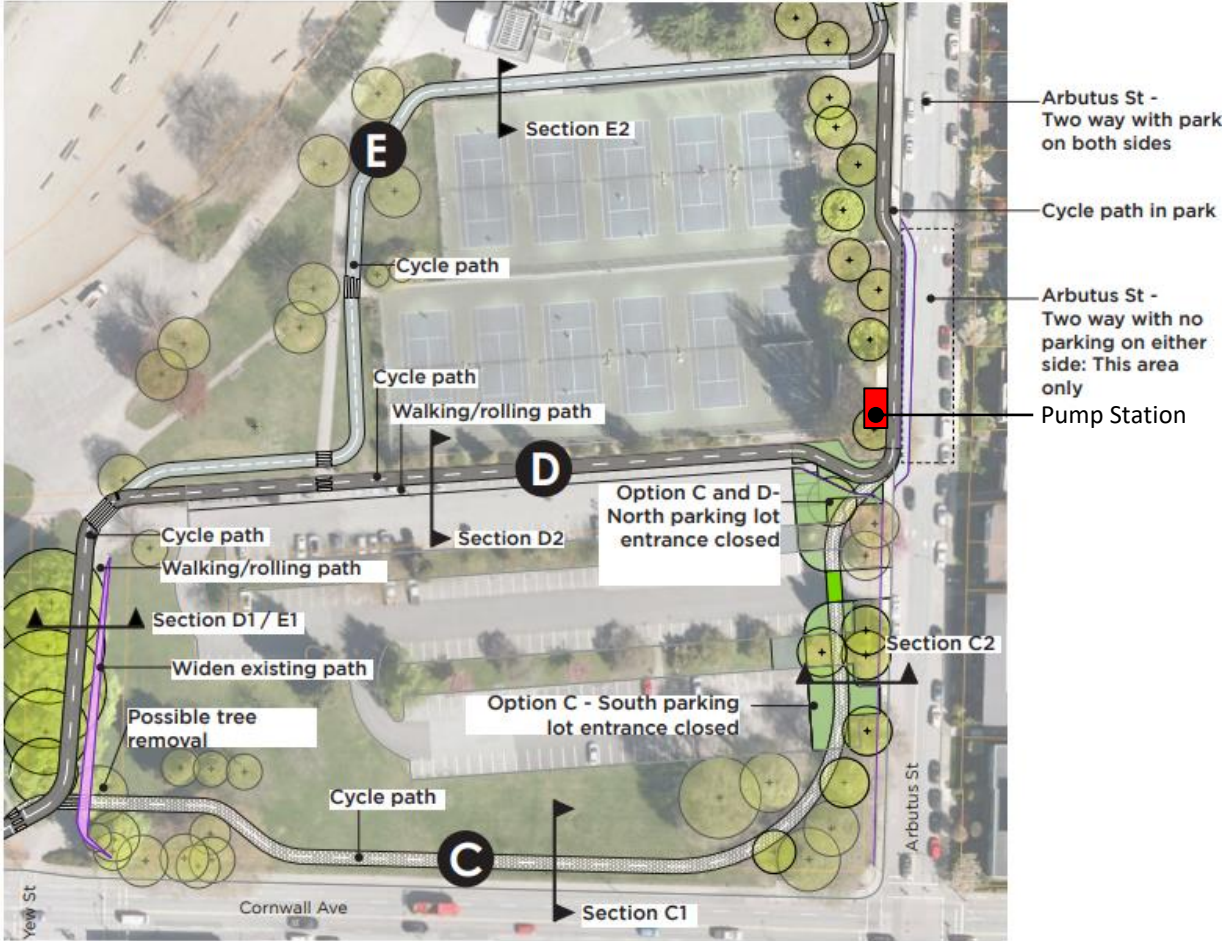
- Walking/rolling Path
- ▬▬▬▬ Cycle Path Option



# Zone 1 pathway options: Balsam Street - Yew Street

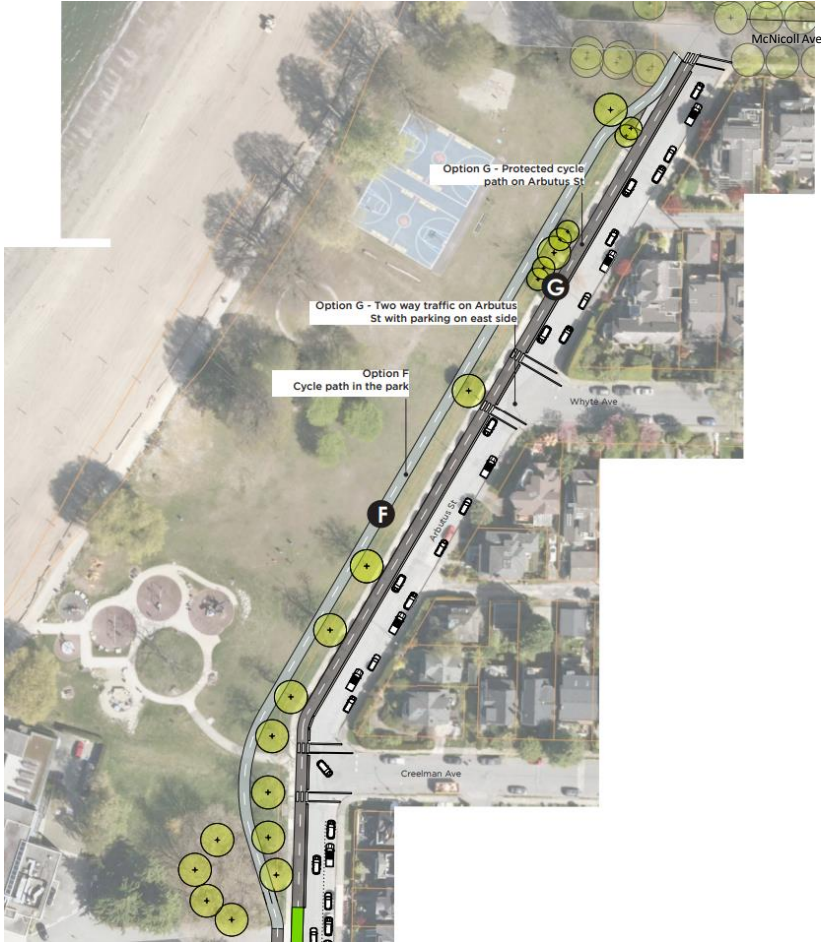


# Zone 2 pathway options: Yew Street - Arbutus Street and Creelman Avenue





# Zone 3 pathway options: Creelman Avenue to McNicoll Avenue



# Round 2 – Using Round 1 values to assess options

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> West and North of Tennis Court					
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

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

- **Safety** - number of modes crossing each other, separation, sightlines, operational safety
- **Comfort** - for walking/rolling, for cycling
- **Feasibility** - costs, “future proofing”, street right of way impacts, operational needs
- **Impact** - how does it impact neighbourhood parking, neighbourhood traffic, special events
- **Accessibility** - seeks to maintain clarity of access for all

# Round 2 – Likes and dislikes of each option

		ZONE 1		ZONE 2		ZONE 3	
		Proposed Option		Proposed Option		Proposed Option	
Options	A	B	C	D	E	F	G
LIKES	<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>Preserves greenspace</li> <li>Separates pedestrians and cyclists</li> </ul>	<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>Separates pedestrians and cyclists</li> <li>Minimizes impact on greenspace</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to the beach and ocean views</li> <li>Provides access to park amenities for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Separates cyclists from vehicular traffic</li> <li>Preserves parking on Arbutus</li> <li>Keeps cyclists in the park</li> </ul>	<ul style="list-style-type: none"> <li>Preserves greenspace</li> <li>Separates cyclists from cars and pedestrians</li> <li>Low impact as existing pathway in place/working well</li> </ul>
DISLIKES	<ul style="list-style-type: none"> <li>Removes greenspace from very popular social gathering area</li> </ul>	<ul style="list-style-type: none"> <li>Proximity of sidewalk next to the road</li> </ul>	<ul style="list-style-type: none"> <li>Reduced access to amenities/views/beach for cyclists</li> <li>Cyclists/vehicle interactions at parking lot entry</li> <li>Loss of greenspace</li> </ul>	<ul style="list-style-type: none"> <li>Possible conflict between pedestrians and cyclists</li> <li>Loss of parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>Cycle path close to pedestrians and a busy area, leading to possible conflict</li> <li>Loss of greenspace</li> </ul>	<ul style="list-style-type: none"> <li>Removes greenspace</li> <li>Cycle path crosses pathway servicing the playground and beach</li> </ul>	<ul style="list-style-type: none"> <li>Loss of parking spaces on street</li> <li>Route takes cyclists on road/close to vehicular traffic</li> </ul>

Option C and D present significant safety issues at pump station near Arbutus Street that would require major alterations to the street to address

# Engagement Round 3 – Proposed Pathway

In the first round of public engagement in August 2021, we heard that the top three values for a separated cycling path in the park were greenspace, connection, and directness, followed by impact and parking. During the second round of engagement in November 2021, we asked you to evaluate different cycle path options based on these values.

We have developed a proposed cycle path route incorporating these findings as well as safety, comfort, and technical and operational considerations.

**Safety and comfort** were top priorities already identified

Safety  
 Comfort

**Top 3 Values**

 Greenspace  
 Connections  
 Directness

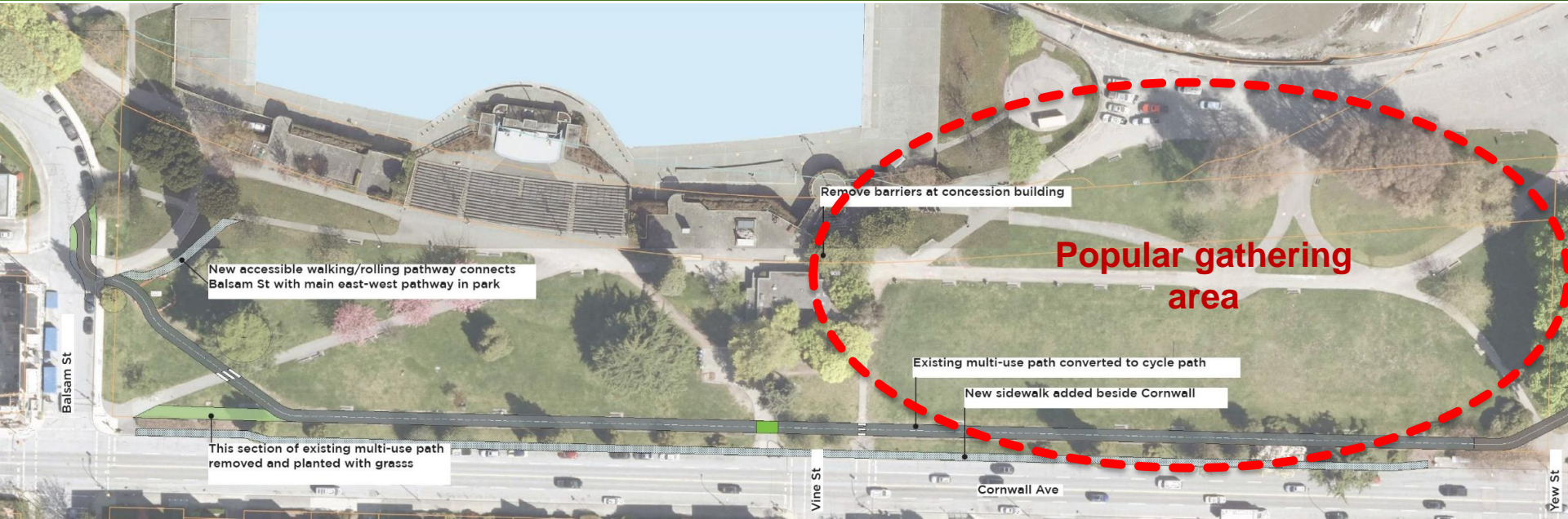


- Legend**
- - - Cycle path
  - . . . New walking/rolling path



## Proposed Path YouTube Video

# Zone 1 Proposed Pathway: Balsam St – Yew St



## Description

A new sidewalk added beside Cornwall and the current multiuse path becomes a separated cycle path

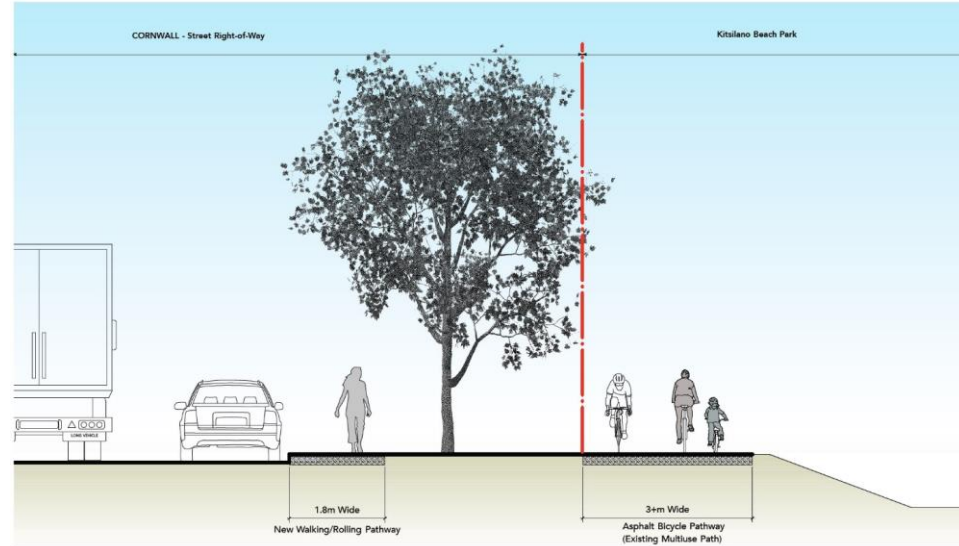
## Rationale

- Avoids popular gathering area west of Yew St
- New sidewalk beside Cornwall provides direct connection between Balsam and Yew, and matches sidewalks elsewhere along Cornwall

# Zone 1 - Proposed Path



Sketch - Protected cycle path and new sidewalk beside Cornwall Ave



Section - Protected cycle path and new sidewalk beside Cornwall Ave

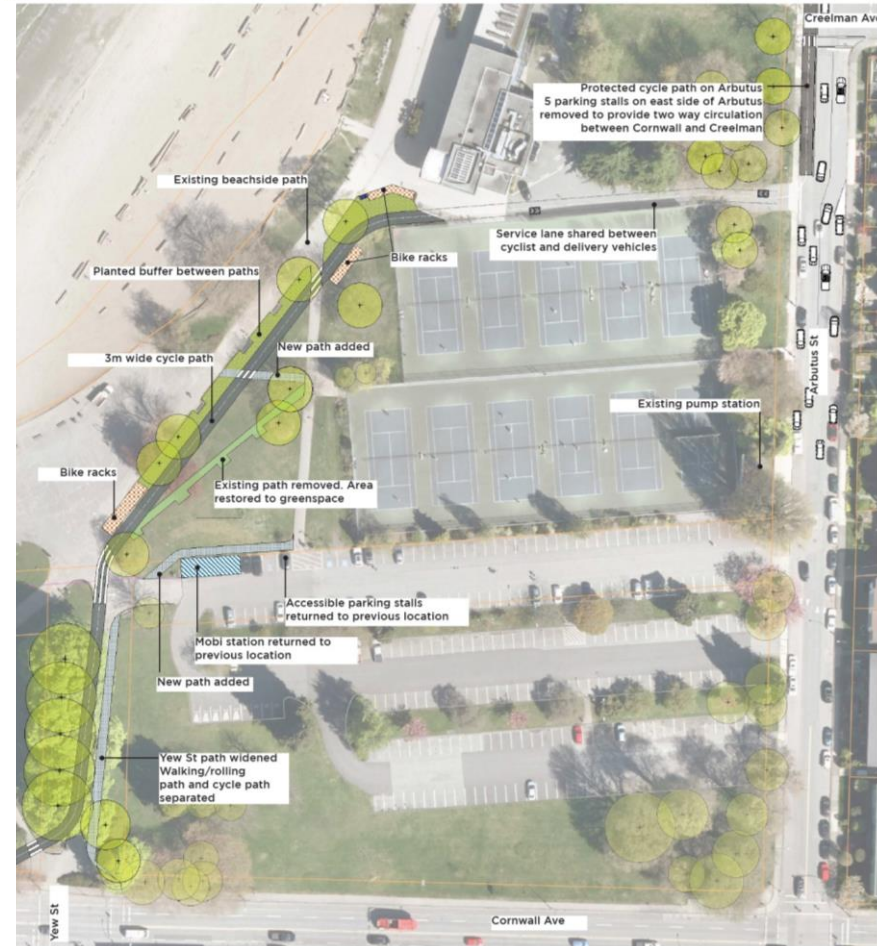
# Zone 2 Proposed Pathway: Yew St - Creelman

## Description

A separated cycle path that parallels the Yew St entry and the beachside pathway, and shares the service lane north of the tennis courts

## Rationale

- Provides separation for different park users along the busy Yew St path
- Provides controlled and largely separated access for people riding bicycles to the park and along the Seaside Greenway
- Responds to Engineering Operation's access requirements to pump station



# Zone 2 - Proposed Path



Sketch - Protected cycle path beside beachside path



Sketch - Protected cycle path at service lane



# Zone 3 Proposed Pathway: Creelman Ave – McNicoll Ave

## Description

A protected cycle path that on Arbutus Street that will be similar to the current temporary protected cycle path

## Rationale

- Preserves greenspace in the park
- Makes use of existing 'Slow Street'
- Can quickly be returned to normal road in the future

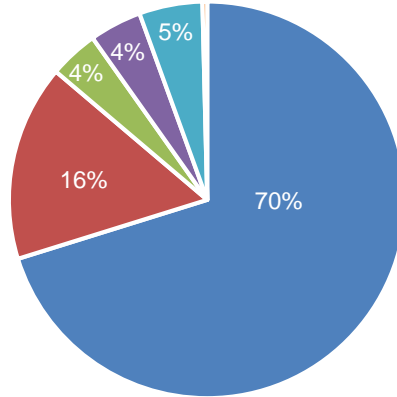
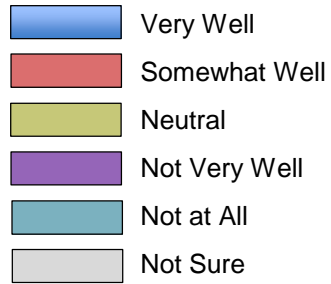


Sketch - Protected cycle path on Arbutus St



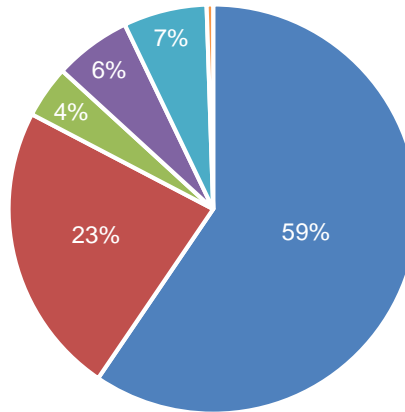
# Feedback – How well does the proposed route meet your needs?

## 775 Survey Responses



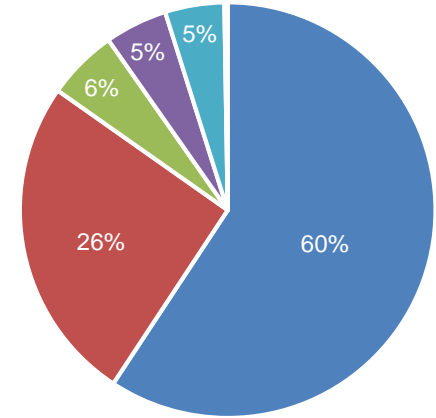
Zone 1

86% Very or  
Somewhat Well



Zone 2

82% Very or  
Somewhat Well



Zone 3

86% Very or  
Somewhat Well

Zone	Strengths
1	<ul style="list-style-type: none"><li>• Separates pedestrians and cyclists</li><li>• Avoids disrupting Kitsilano Beach Park ‘living room’ near Yew St</li><li>• Creates better access and clearer entry points to the park</li></ul>
2	<ul style="list-style-type: none"><li>• Separates pedestrians and cyclists at busy Yew Street park entry</li><li>• Uses service lane which reduces loss of greenspace</li><li>• Provides cyclists with access to key park features and clear connection for Seaside Greenway users</li><li>• Restores parking in south parking lot</li><li>• Restores two way traffic to Arbutus St</li></ul>

Zone	Strengths
3	<ul style="list-style-type: none"><li>• Similar to the existing separate cycle path on Arbutus St which works well</li><li>• Avoids disrupting park space near basketball courts and playground</li></ul>
Overall	<ul style="list-style-type: none"><li>• Improves safety and comfort for all pathway users</li><li>• Reduces conflict in busy park areas</li><li>• Preserves greenspace in key parts of the park</li><li>• Brings cyclists closer to park amenities</li></ul>

Zone	Concerns	Responses
1	<ul style="list-style-type: none"><li>• Proximity of new sidewalk to 'busy' Cornwall Ave</li><li>• Sidewalk results in tree removal along Cornwall Ave</li></ul>	<ul style="list-style-type: none"><li>• Proposed sidewalk treatment is similar with other sections of Cornwall, including beside the park between Arbutus and Yew Streets</li><li>• Arborist report show trees in poor health. New trees will be planted</li></ul>
2	<ul style="list-style-type: none"><li>• Loss of 5 resident parking stalls along Arbutus south of Creelman to restore two-way traffic on Arbutus.</li><li>• Why not an 'in the park' path option that doesn't result in loss of parking?</li></ul>	<ul style="list-style-type: none"><li>• Engineering has analyzed resident parking use, north of Creelman, and noted spaces are consistently available</li><li>• Engineering considers the removal of parking a reasonable solution for an 'interim' separated pathway. However they will monitor and make adjustments to the street if necessary</li><li>• An 'in the park' path could adversely impact several trees which we wanted to avoid for an 'interim' path</li></ul>

# Feedback – Concerns and Responses

Zone	Concerns	Responses
	<ul style="list-style-type: none"> <li>• Service lane unsafe for cyclists and vehicles</li> <li>• Unauthorized use of service lane</li> </ul>	<ul style="list-style-type: none"> <li>• Engineering supports the proposed use of the lane and considers it to be safe</li> <li>• Engineering sees the proposal functioning better than a location in Coal Harbour where the Seaside Greenway and a restaurant also share a service lane</li> <li>• Develop comprehensive signage plan</li> <li>• EasyPark to more actively enforcement</li> </ul>
3	<ul style="list-style-type: none"> <li>• Loss of parking along the west side of Arbutus St</li> <li>• Cyclists not using the protected cycle path on Arbutus at McNicoll Avenue, and riding to and using the beachside walkway</li> </ul>	<ul style="list-style-type: none"> <li>• Engineering removed parking in 2020 as part of the 'Room to Move' initiative. Considered an interim condition</li> <li>• Develop comprehensive signage and wayfinding plan to guide cyclists where to ride and not ride</li> </ul>

# Proposed Interim Pathway – Costs and Impacts

Area	Value
Total Construction Costs	\$ 520,000
Design Fees	\$ 75,000
<b>Total Estimated Project Costs</b>	<b>\$ 595,000</b>

- Parks and Engineering will share the cost. Possible federal active transportation funding as well
- The proposed path will increase the park's paved surface by an area that is the equivalent of 82% of a single tennis court (Tennis Court = 570m<sup>2</sup>/ Path = 470m<sup>2</sup>)
- The path is confined to previously disturbed locations with no significant archaeological concerns



THAT the Vancouver Park Board:

- A. Approve the proposed alignment of a new separated cycling path in Kitsilano Beach Park as described in this report;
- B. Direct staff to proceed with the detailed design and implementation of the proposed separated cycling path in the park; and
- C. Support collaboration with the City of Vancouver Engineering Department to coordinate and implement the design for the cycle path where the path occurs within City street right-of-ways.



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- A. Approve the proposed alignment of a new separated cycling path in Kitsilano Beach Park as described in this report;
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- C. Support collaboration with the City of Vancouver Engineering Department to coordinate and implement the design for the cycle path where the path occurs within City street right-of-ways.
- D. THAT the City of Vancouver Persons with Disabilities Advisory Committee conduct an onsite assessment of the Kitsilano Seaside Greenway before any work commences.

# Questions/Discussions

