

Vancouver-UBC Local Committee

January 16, 2018

Topics

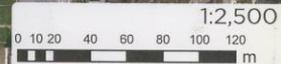
- Kits Beach Park Bike Route – Park Board Discussion
- Kits Beach Park Bike Route – Van Map Survey Data
- Reference map of CoV 5 Year Cycling Network
Additions & Upgrade

DRAFT: Kitsilano Beach Park Bike Path - Options Discussed



Legend

- Routes Discussed
- Existing Bikeway



1:2,500



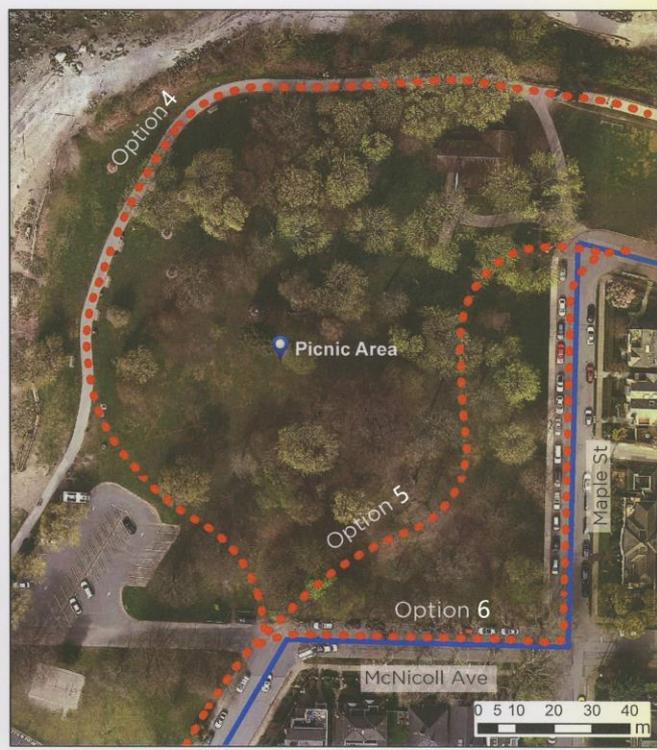
Disclaimer: The information contained in this map is supplied on an AS-IS basis. Park Board makes no warranty as to the accuracy or completeness of the map's information.
Date Created: Dec 2017

DRAFT: Kitsilano Beach Park Bike Path - Options Discussed

Inset 1:



Inset 2:



Legend

- Routes Discussed
- Existing Bikeway



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DRAFT: Kitsilano Beach Park Bike Path - Staff Recommended Alignment



Legend

- Existing Bikeway
- Proposed Alignment

Connect to on-street route

Explore opportunities to replace parking

Special study area for access to beach

Close 2 parking lot entrances and retain 1 for safety

Reconfigured intersection at Yew St

Completely separated bike/pedestrian paths



1:2,500

0 10 20 40 60 80 100 120 m

VANCOUVER
PARKS AND RECREATION

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Date Created: Dec 2017

Draft Park Board Decision Matrix

DRAFT FOR DISCUSSION

Seaside Greenway: Kitsilano Beach Park

Design Decision Matrix

December 20, 2017

Inset 1: Southern Parking Lot

	Option - 1	Option - 2	Option - 3
Pedestrian Conflict Potential	High	High	Low
Vehicle Conflict Potential	Medium	High	Low
# of Parking Spots Lost	0	50	10
Loss of Greenspace	702m2	240m2	501m2
Park-like User Experience	Yes	No	Yes
Intuitive Wayfinding	Less	Less	More
Distance to Beach	20m	50m	85m
Impact to Boathouse Service Entrance	Yes	No	No
Cost	Medium	High	Medium

Inset 2: Northern Greenspace

Option - 4	Option - 5	Option - 6
High	Low	Low
Low	Low	High
0	0	0
744m2	429m2	0
Yes	Yes	No
Less	More	Less
25m	65m	65m
No	No	No
High	Medium	Low

Total=	3-G; 2-Y; 4-R	2-G; 1-Y; 6-R	5-G; 3-Y; 1-R	5-G; 4-R	6-G; 2-Y; 1-R	5-G; 4-R
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HUB Draft of Park Board Matrix

	Weight	Inset 1: Southern Parking Lot			Inset 2: Northern Greenspace		
		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Pedestrian Conflict Potential (-)	3	2	2	8	2	8	8
Vehicle Conflict Potential (-)	3	5	2	8	8	8	2
Parking Spots Lost (-)	3	10	2	8	10	10	10
Loss of Greenspace (-)	3	2	8	5	2	5	10
Park-like User Experience (+)	2	10	1	10	10	10	1
Intuitive Wayfinding (+)	2	4	4	7	4	7	4
Distance to Beach (-)	2	8	5	2	8	5	5
Impact to Boathouse Service Entrance (-)	1	1	10	10	10	10	10
Cost (-)	3	5	1	5	1	5	10
Total		5.3	3.4	6.8	6.2	7.4	6.8

Weight is the relative importance of the factor. Use 1, 2, or 3 where 3 is very important and 1 is least important

The option scoring is based on a scale of 1 to 10 where 1 is "bad" and 10 is "excellent" in context of the factor. So a 10 in "Pedestrian Conflict Potential" would be no potential at all, but a 10 in "Park-like User Experience" is an awesome park-like experience.

Scoring rubric	
"Negative" (-) factors	"Positive" (+) factors
High	2
Medium	5
Low	8
Yes	1
No	10

Draft HUB Cycling Decision Matrix

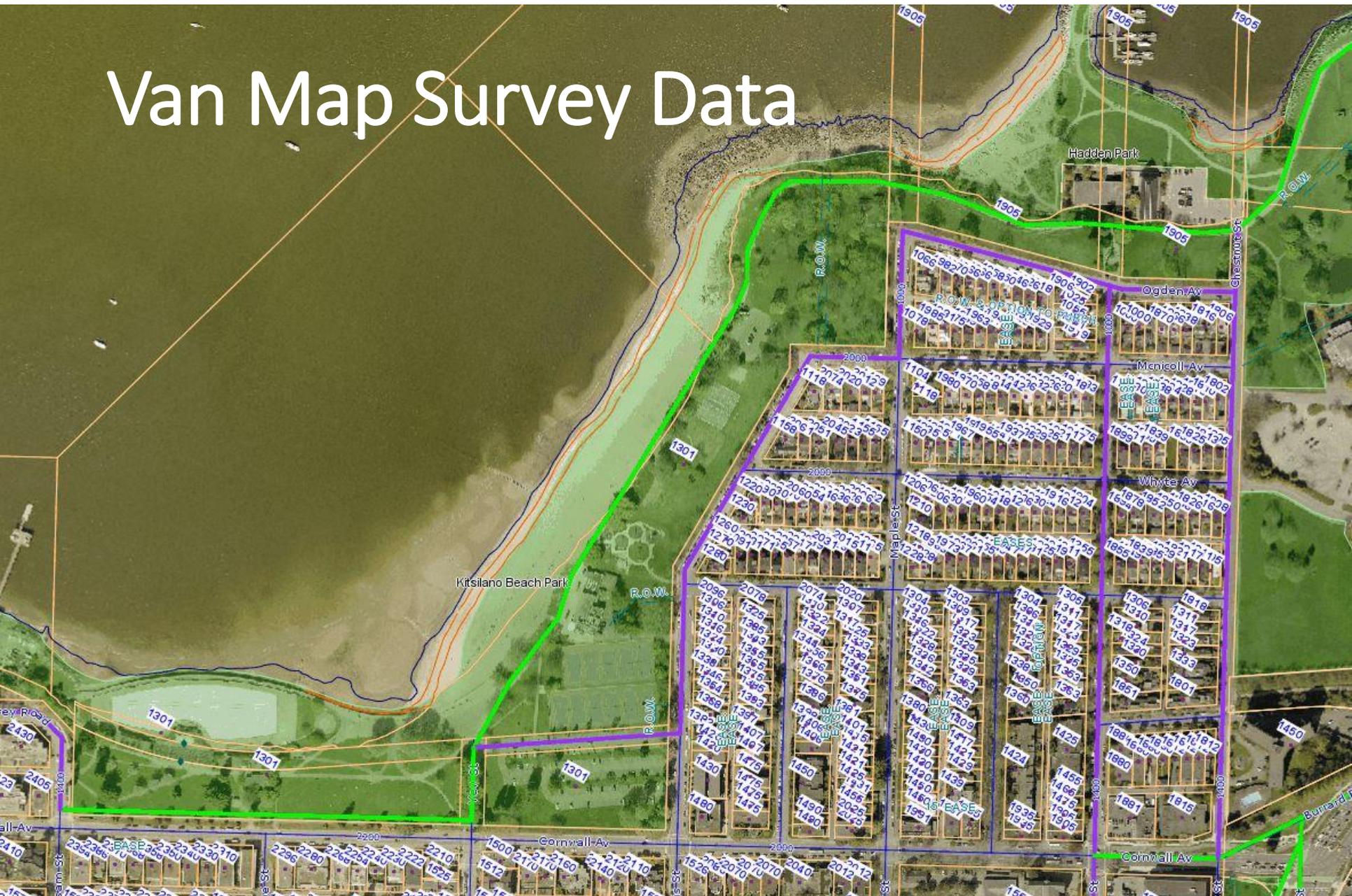
	Weight	Inset 1: Southern Parking Lot			Inset 2: Northern Greenspace		
		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Pedestrian Conflict Potential (-)	3	2	2	5	2	5	8
Vehicle Conflict Potential (-)	3	5	8	5	8	8	1
Parking Spots Lost (-)	3	10	2	8	10	10	10
Loss of Greenspace (-)	3	2	8	5	2	5	10
Park-like User Experience (+)	2	10	10	1	10	10	1
Intuitive Wayfinding (+)	2	8	8	2	5	8	2
Distance to Beach (-)	2	8	5	2	8	5	2
Impact to Boathouse Service Entrance (-)	1	1	10	10	10	10	10
Cost (-)	3	5	1	5	1	5	10
Total		5.7	5.4	4.7	6.2	7.0	6.2

Weight is the relative importance of the factor. Use 1, 2, or 3 where 3 is very important and 1 is least important

The option scoring is based on a scale of 1 to 10 where 1 is "bad" and 10 is "excellent" in context of the factor. So a 10 in "Pedestrian Conflict Potential" would be no potential at all, but a 10 in "Park-like User Experience" is an awesome park-like experience.

Scoring rubric	
"Negative" (-) factors	"Positive" (+) factors
High	2
Medium	5
Low	8
Yes	1
No	10

Van Map Survey Data



5-Year Cycling Network: Additions & Upgrades

2018-2022 Added Nov 2017

Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec
22	Cambie
23	Stainsbury
Planned Upgrades	
A	Smithe
B	Nelson
C	Cambie Bridge
D	Highbury
E	Cypress
F	5th Ave
G	Ontario
H	Adanac
I	BC Parkway
J	10th Ave
K	Richards
L	Cambie
M	Georgia
N	1st Ave
O	Kent

* Park Board jurisdiction
 ** Port Authority jurisdiction
 Number/Letter sequence does not imply priority

- Planned Route
- Planned Upgrade
- AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

