

Kitsilano Beach Park Seaside Greenway Improvements Public Engagement Round 2 - November 2021

HUB Cycling Vancouver-UBC Local Committee Comments

Timeline

Engagement Round 1 - Values and Priorities (August 2021)
Engagement Round 2 - Cycle Path Route Options (November 2021)
Engagement Round 3 - Preferred Option (February 2022)
Decision by Park Board (March 2022)

[Project details are available here](#)

From Round 1:

The top priorities are safety and comfort

The top values are green space, connections, and directness, followed by impact and parking.

[Identified Cycle Path route options are shown here](#)

General comments

We recognize that this is a challenging park area to figure out. It is important to remember that Round 1 engagement showed that 72% of the people accessed the park by bike. We must not just accommodate this activity, but actively encourage it however we can in order to meet our climate action, active transportation, family recreation and physical activity goals

We don't believe that Zone 4 can simply be ignored. This is a key connection, and was defined as being in scope for this project, which lists Ogden Avenue as the project boundary.

We believe that there are significant opportunities for greening some of the unnecessary pavement in the park. This process would involve evaluating existing park pavement for utility and value. Some hard surfacing would be reallocated for the new park bike paths in a way that would allow for much higher value usage of paved space. At the same time, we would create green space in areas where green space is highly used. This process could potentially result in no net loss of green space.

HUB Cycling Zone Recommendations

Zone 1:

We are pleased to see a separated cycle path in this stretch. We have some concerns that if Option B is selected, people walking may inadvertently use the cycle path as a MUP. We

recommend that a short connecting bike path be provided to the swimming pool area, and bike racks, as this is a key destination within the park.

Zone 2:

We recommend Option E in order to meet the goal of connections and to provide a more park-like experience. Option E also avoids potential conflicts between people cycling and people driving. We note that the greenspace lost to accommodate Option E is not heavily used greenspace. Both Options C and D would require additional connecting bike paths to the concession, washrooms, restaurant, and beach area. These additional paths would reduce green space and cost more.

Path option C does not meet the Round 1 priorities relating to connections and directness (for the 72% of respondents who cycle to access the park) and falls short on safety due to the conflict zones at the parking lot entrance. Option C also provides a very road-heavy Seaside Greenway experience, and prioritizes vehicle traffic over cycling, which does not align with Vancouver's long-established transportation mode hierarchy.

Zone 3:

We prefer the much more park-like experience of Option F but we understand the issues related to the loss of much used greenspace. If Option G (on road) is selected, we recommend that the design include potentially raising and green-buffering the path from vehicle traffic. In other words, the cycle path can be constructed within the existing road right of way, without being simply put on the road.

Zone 4:

We are very disappointed that no options have been presented for Zone 4. This section can not simply be ignored. It is unclear what is meant in the Park Board survey discussion, which states in Part 2 that "This means that the cycle path in Zone 4 will remain the same as it is today." The current cycle path is a gravel multi use path along the waterfront, and no new connections to this existing path have been indicated. The roadway remains an option, but there is a short steep hill, and there are multiple uncontrolled intersections. At minimum, a protected route on McNicoll and Maple to Ogden is required, although this is greatly inferior for both a Seaside Greenway experience and because of the hill on McNicoll. The Park Board strategy of supporting cycling "To, and Through" Vancouver parks is not satisfied by excluding people on bikes from large sections of the park.