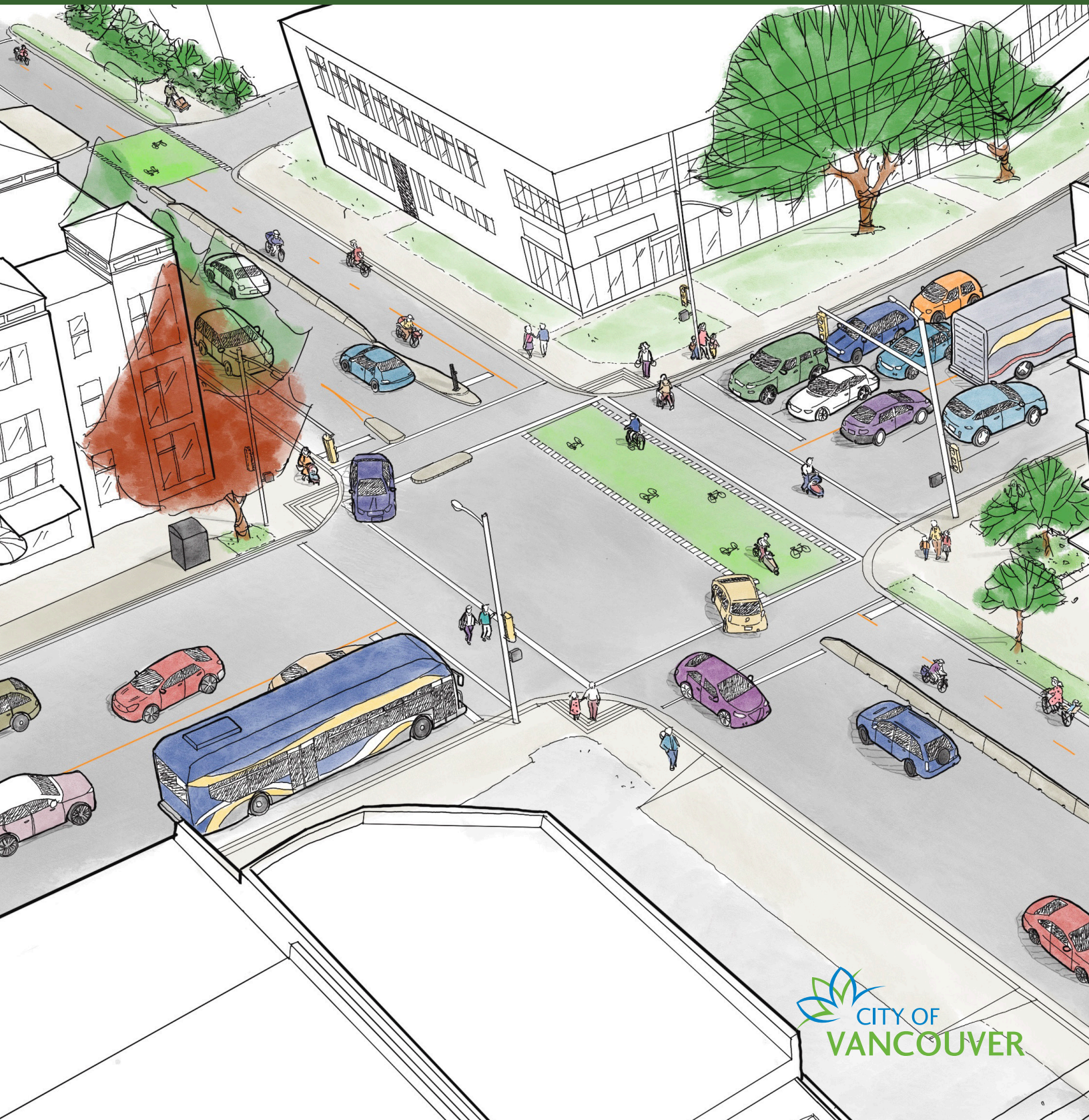


Pine Street Link

Engagement summary | September 2026



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Overview

The City of Vancouver is improving cycling connections between the Arbutus Greenway and Seaside Greenway (Seawall) - two of the City's most well-used greenways. The changes would be made using interim materials on Pine Street between W 1st Avenue and W 6th Avenue, which can be adjusted as needed. The updated design is informed by previous engagement with residents and businesses in the area near Pine Street.

Previous feedback

Through public engagement in 2022 and 2023, businesses and residents along the route shared both support for and concerns about the original design. The common issues raised were related to access and parking along Pine Street.

Support	Concerns
1. Safety improvements for high cycling activity 2. Addressing an active transportation gap between greenways 3. Public realm improvements	1. Access to laneways on either side of W 4th Avenue 2. Localized parking and loading reductions

This feedback informed the current updated design. The updated design aims to address these concerns while maintaining or enhancing areas of support. More information on previous engagement can be found at www.vancouver.ca/pine-street.

Policy context

Several Council-endorsed policies identify Pine Street as the primary cycling link between the Arbutus Greenway and Seaside Greenway (Seawall) including the:



[Arbutus Greenway: Design Vision and Implementation Strategy](#)



[Broadway Plan](#)



[Seálgw Services Agreement](#)

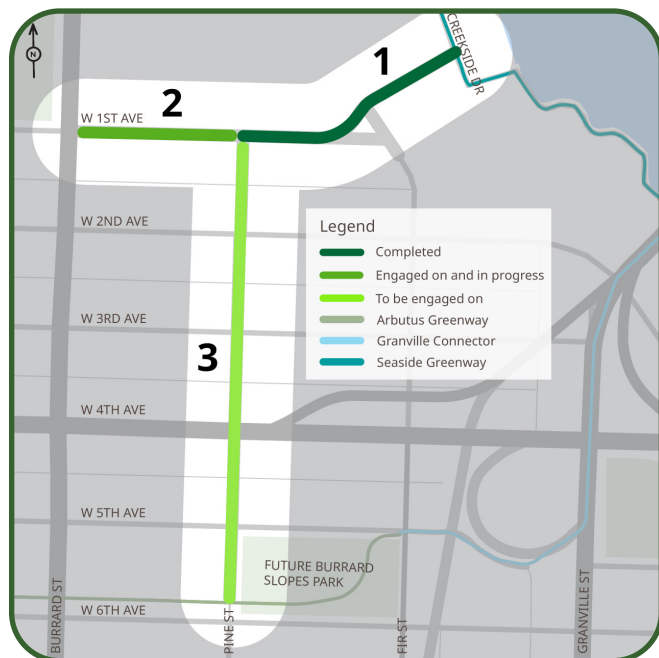
These policies, along with community feedback, have informed the proposed design of the Pine Street Link.

In addition, the following considerations also went into selecting Pine Street as the primary connection between the greenways:

- A protected bike connection suitable for all ages and abilities can be built quickly using temporary materials.
- Pine Street connects to the existing protected bike lane on W 1st Avenue, which continues to the Seaside Greenway.
- Fir Street was considered but experiences heavy car and bus traffic around the south end of the Granville Bridge and has limited space.
- Other nearby route options would take more time and resources to build.

Nearby completed and in progress work

Some active transportation work in the area has been completed, and other work is in progress (see Figure 1):



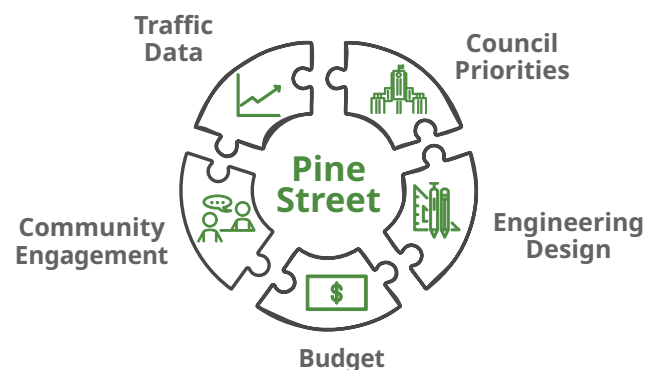
1. Work along W 1st Avenue between Creekside Drive and Pine Street has been completed and will be improved with Seḥákw construction at the intersection of W 1st Avenue and Fir Street.
2. Work along W 1st Avenue between Pine Street and Burrard Street has been engaged on and will be implemented with Seḥákw Phase 2 construction.
3. We are engaging the community on an updated proposal for Pine Street between W 1st Avenue and Arbutus Greenway.

Figure 1. Nearby active transportation projects

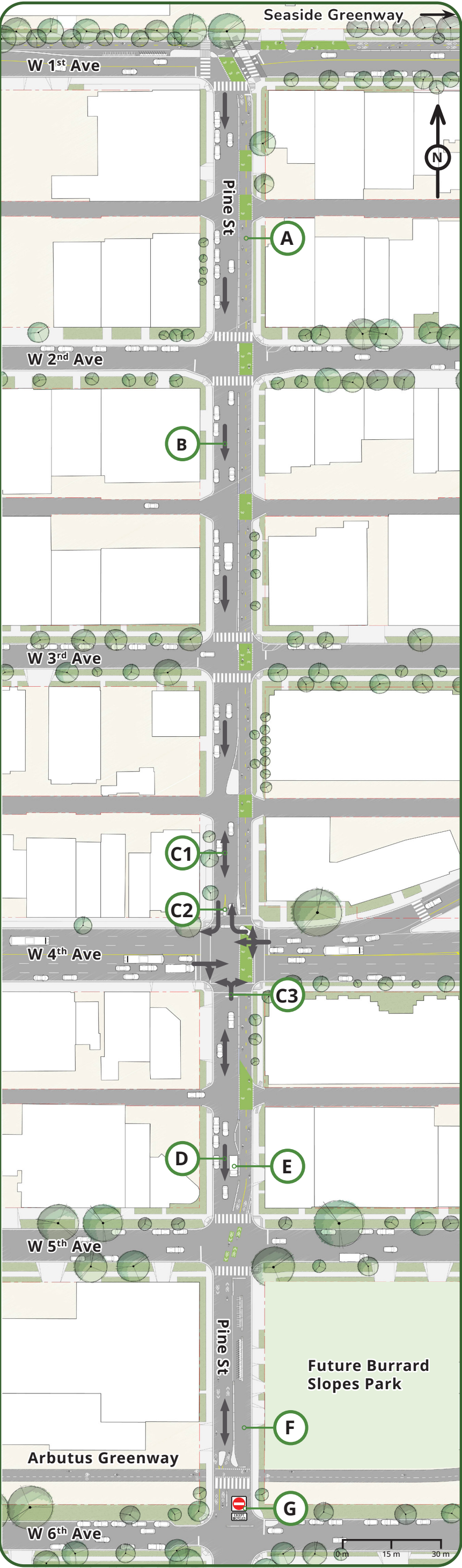
These connections, along with the proposed Pine Street Link, advance Council policies around active transportation, safety and livability.

How we make decisions

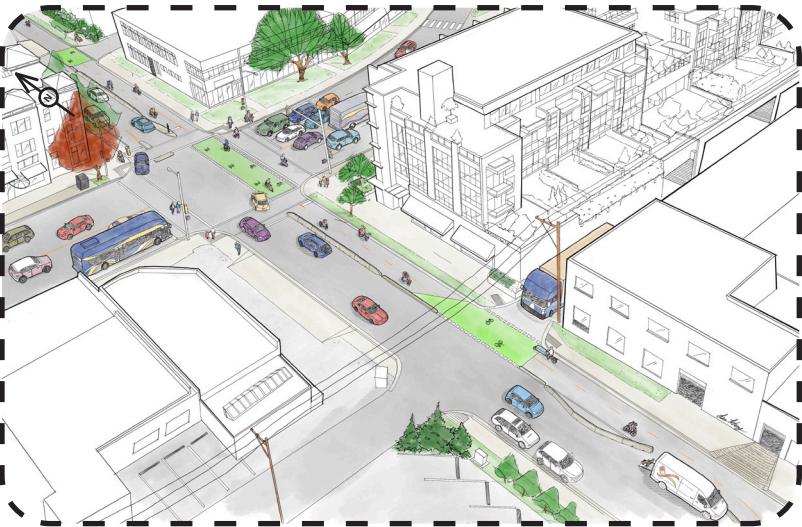
Public input helps us understand community needs - it's one of several data sources we use. We combine this feedback with Council priorities, engineering design, data and budget considerations.



Proposed design overview



- The 2026 proposed design (see Figure 2) builds on previous business and community feedback.
- Key highlights of the 2026 proposal include:
- A. A new protected two-way bike lane
 - B. W 1st Avenue to laneway north of W 4th Avenue - southbound only
 - C. At W 4th Avenue and Pine Street:
 - 1. Two-way traffic between W 4th Avenue and laneways on either side to maintain business and resident access
 - 2. Eastbound and southbound left turns restricted (right-in/right-out)
 - 3. Northbound and southbound through restricted
 - D. Laneway south of W 4th Avenue to W 5th Avenue - southbound only
 - E. Vehicle loading space
 - F. Future green infrastructure / public space between W 5th Avenue and W 6th Avenue
 - G. See note on map - bicycles only



Future condition of Pine Street

Figure 2. Proposed 2026 design of Pine Street

Figure 3 compares the 2022 and 2026 proposals in terms of access and circulation.

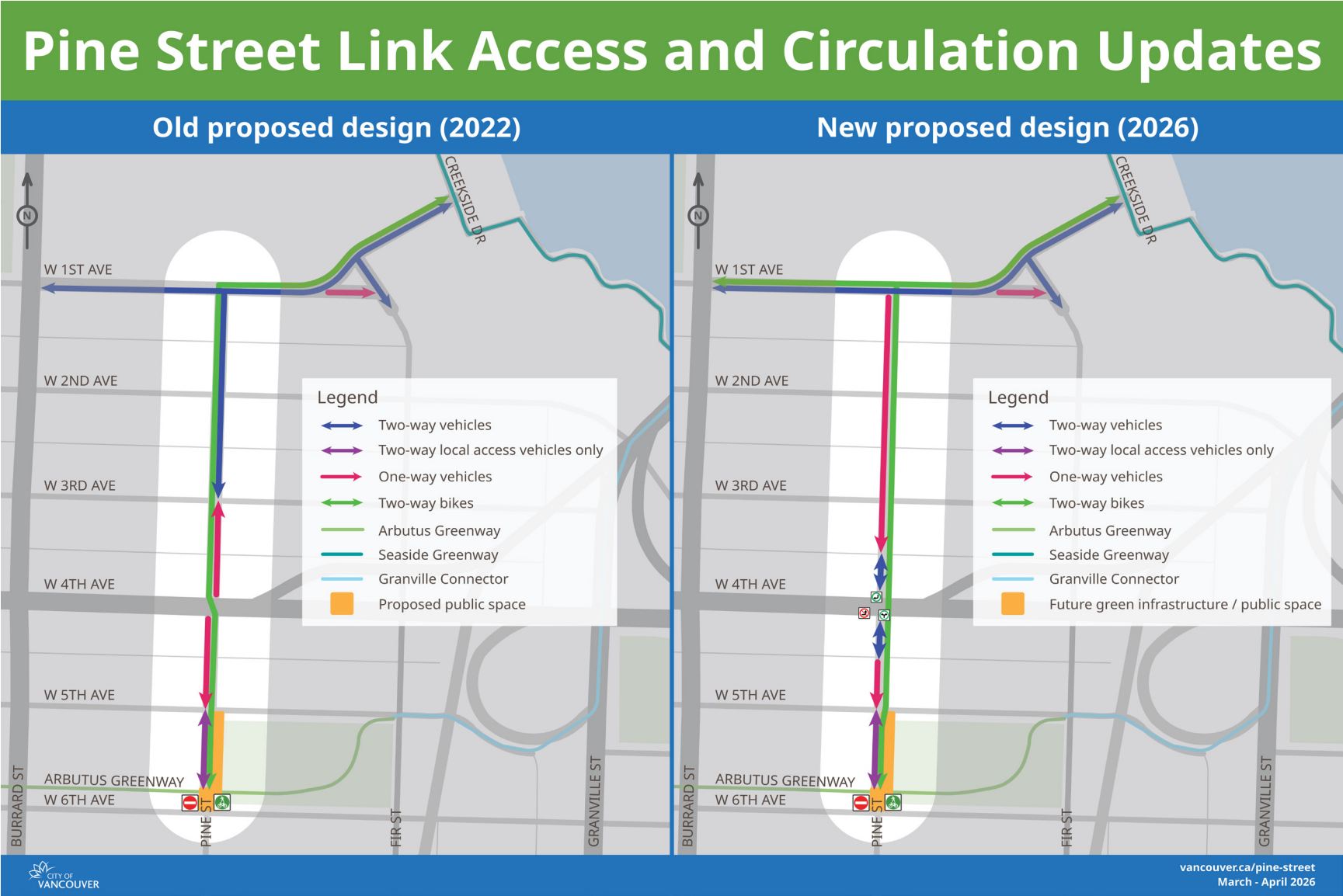


Figure 3. Access and circulation updates between 2022 and 2026 proposals

Both the 2022 and 2026 proposals have parking changes (see Figure 4). Key parking considerations from the 2026 proposal include:

- Parking retained on the west side of Pine Street, where possible, to accommodate the bike lane on the east side.
- Loading zone added between laneway south of W 4th Avenue and W 5th Avenue on east side.
- Parking moved from the south side of the street to the north side of the street on W 2nd Avenue and W 3rd Avenue near Pine Street to help manage turn conflicts.

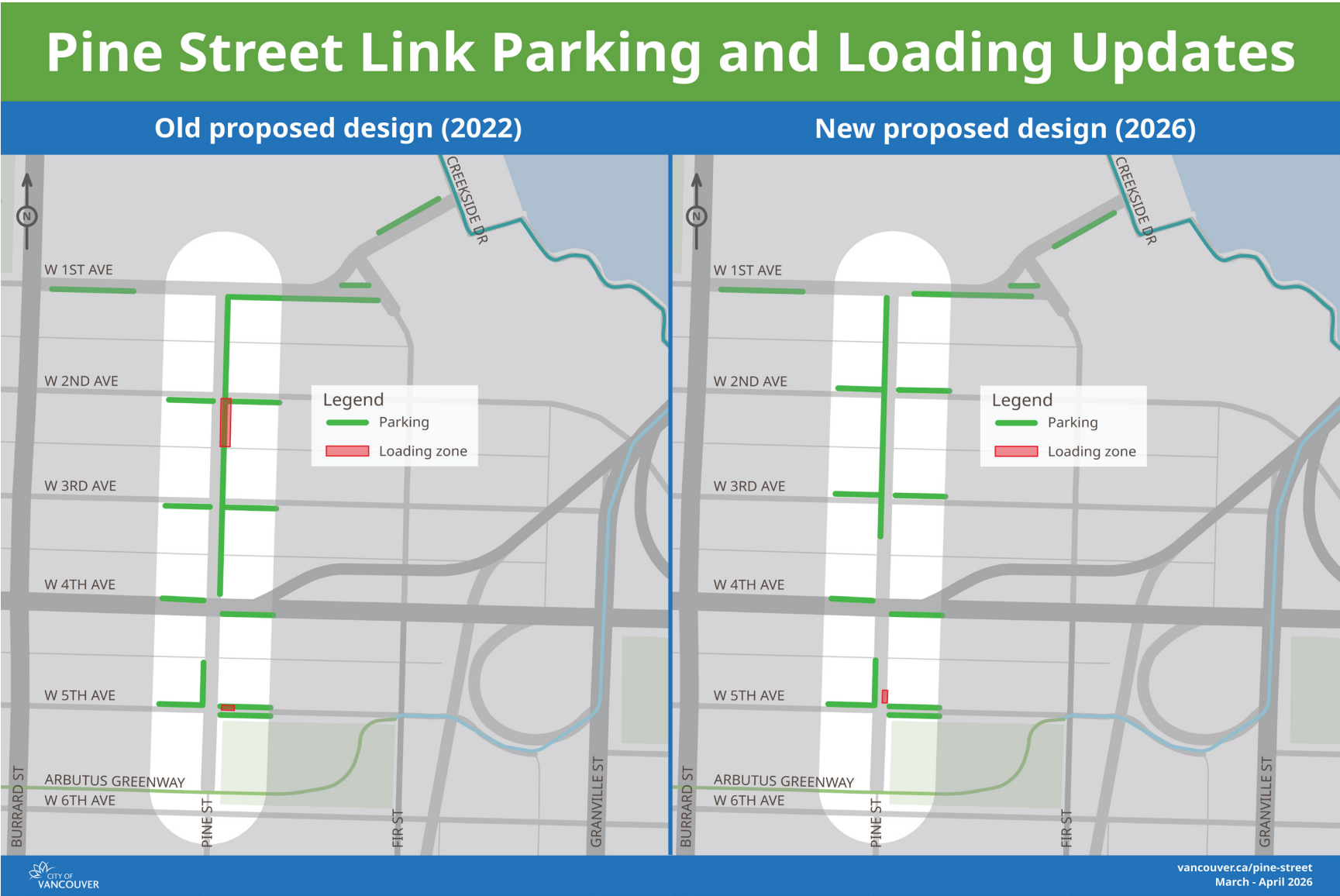


Figure 4. Parking changes between 2022 and 2026 proposals

Engagement

In spring 2026, we shared our updated proposal for Pine Street with the community. Our engagement included:



Notification Letters

510 sent to community



Meetings

11 with businesses



Emails

24 received from community



Pop Up

50 attendees at our pop-up event on April 16, 2026, at Burrard Slopes Park



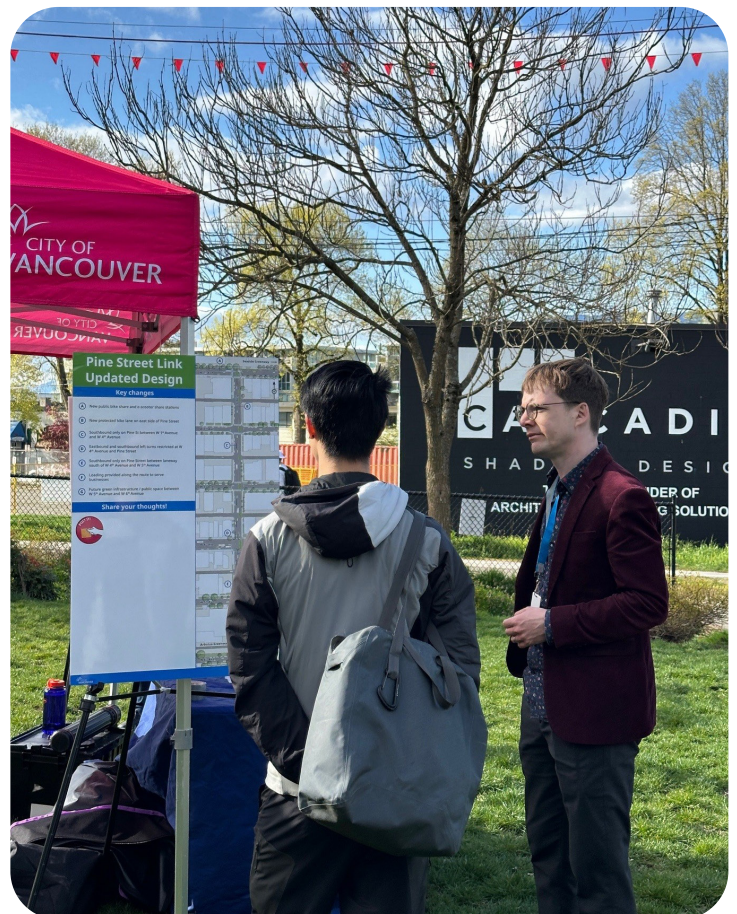
Webpage

573 visitors to project website



Surveys

129 completed



What we heard

Survey

We heard from 129 people in our survey. Survey respondents indicated their comfort with the 2026 proposal and left comments on a range of design considerations. **Overall, 69% of respondents were very comfortable or comfortable** with the current proposal, 6% were neutral, and 25% were uncomfortable or very uncomfortable (see Figure 5). Among those who live or work along or near Pine Street, opinions were more divided: 44% of respondents were very comfortable or comfortable, 7% were neutral, and 49% were uncomfortable or very uncomfortable (see Figure 6).

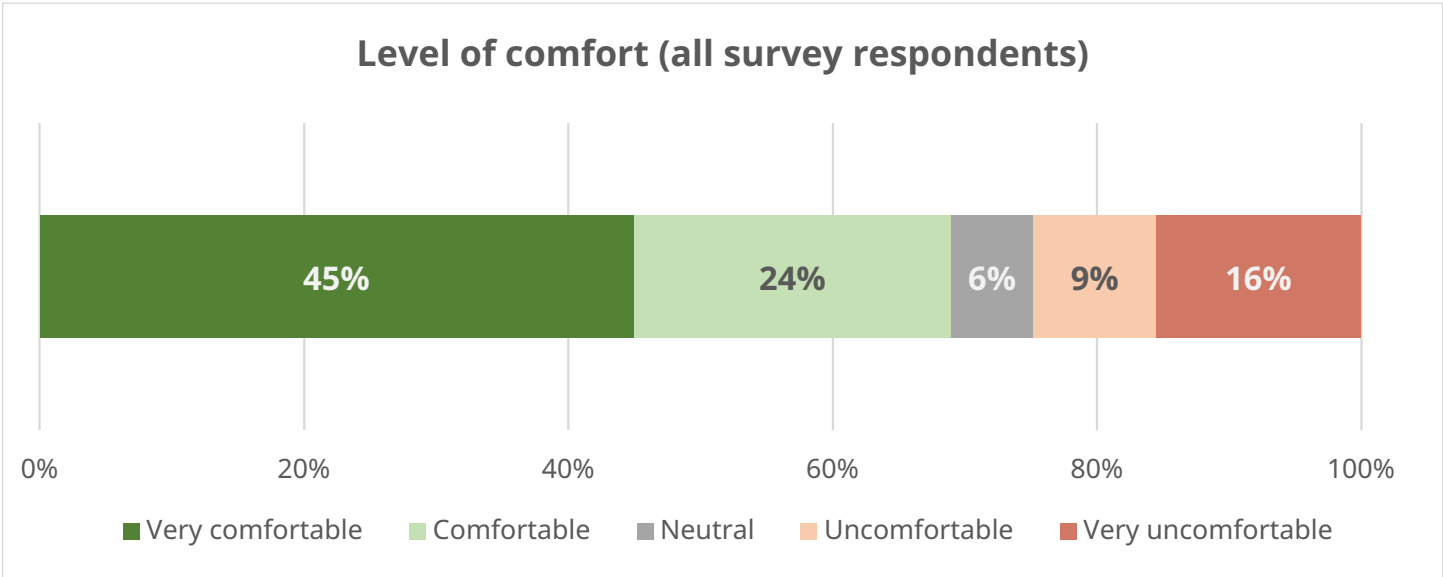


Figure 5. Level of comfort with Pine Street Link for all survey respondents

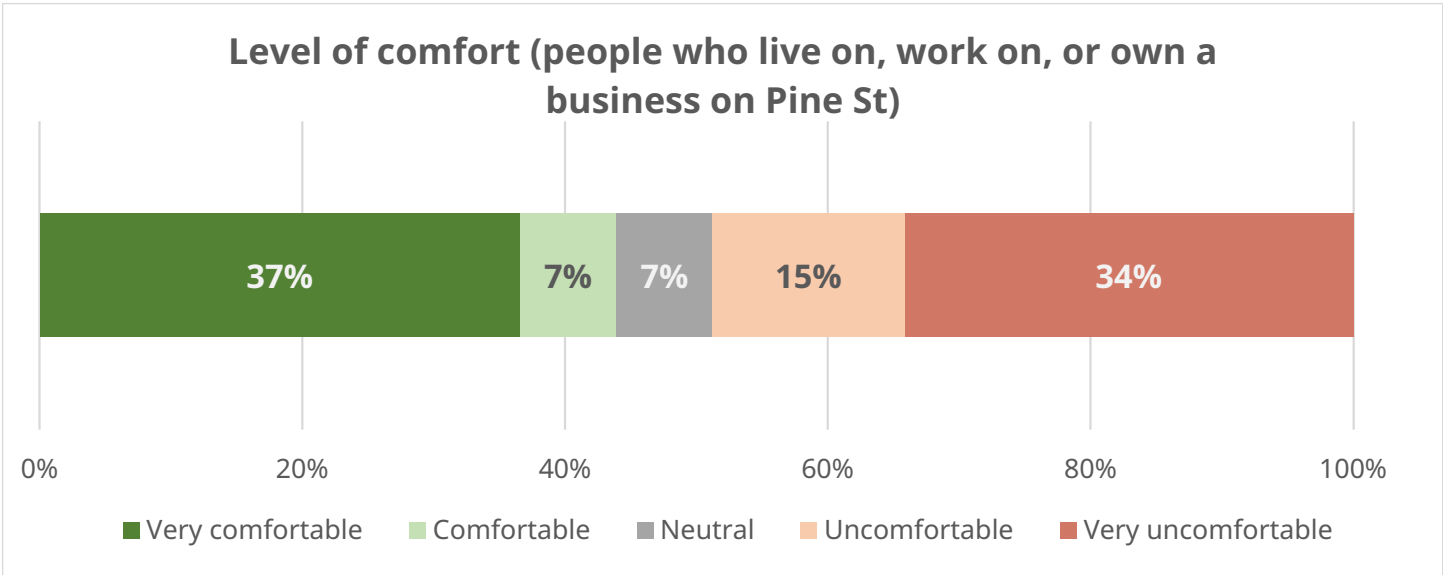


Figure 6. Level of comfort with Pine Street Link for survey respondents who live, work, or own a business on Pine Street

Overall themes

We gathered feedback from meetings, emails, pop-up conversations, surveys and written correspondence. Below are the themes that emerged.

Top areas of comfort

1. Support for improvements to safety and comfort for people cycling.

"New design looks good to me and I'm really glad to see the two-way protected lane. I used to ride this street every day on my commute to work, and it is in dire need of cycling upgrades! My only frustration is that the project is taking so long to come to fruition" – survey respondent

2. Desire to see additional barriers/safety measures along Pine Street.

"From a cycling perspective this is quite good. It would be better if the light at 4th/Pine had a protected phase for people on bikes" – survey respondent

3. Support for an all ages and abilities connection between the Arbutus Greenway and the Seaside Greenway.

"It is essential to link these two major bike routes. This is an efficient way to do it that will have a balanced effect on the neighbourhood" – survey respondent

Top areas of concern

1. Discomfort with the proposed one-ways and turn restrictions, making it less convenient to drive on Pine Street.

"The multiple one ways, two ways, restricted turning, and blocked street make the area very confusing for navigating to and from businesses" – survey respondent

2. Concern about increased vehicle traffic in the neighbourhood or pushing traffic to laneways.

"It will limit access to local businesses and cause too much traffic in the back alleys" – survey respondent

3. Concern about parking removal contributing to additional parking pressures in the area.

"There is already a shortage of parking in the area, this will make it worse" – survey respondent

Who we heard from

We heard from a variety of age groups through the survey. People ages 25 to 44 made up 51% of people who took the survey (see Figure 7). Below are the results of our survey question: *"What age group do you belong to? (Select one)."*

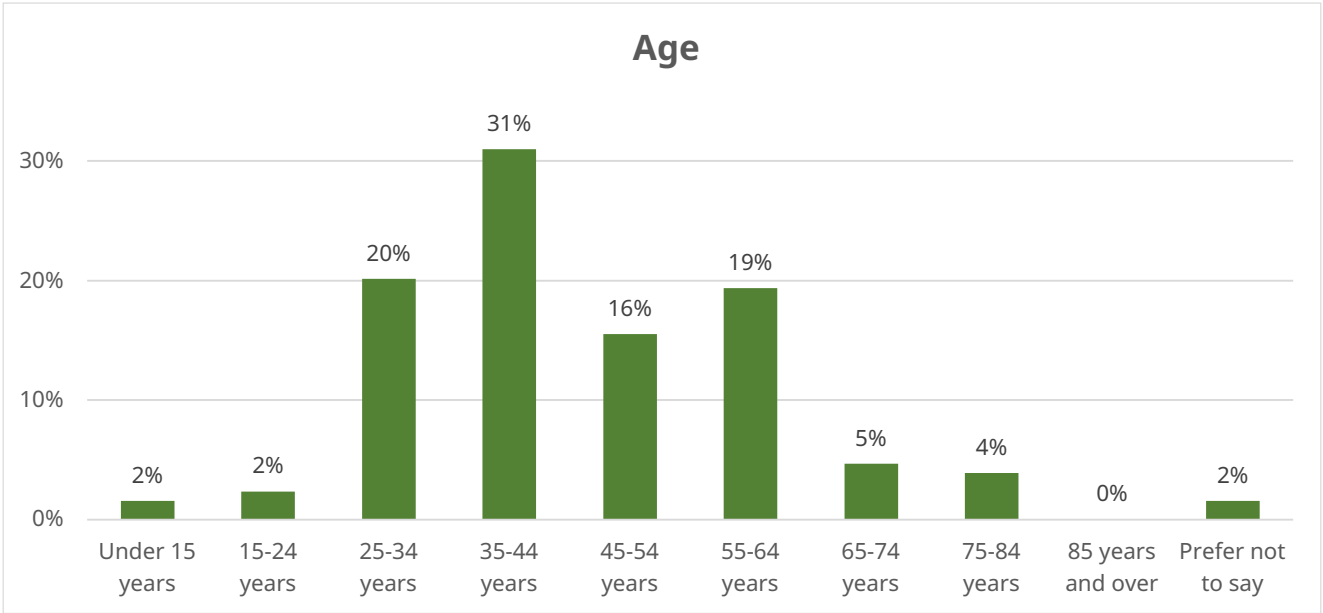


Figure 7. Survey respondent's age

In terms of connection to the project area, most people indicated they travel along Pine Street, followed by people who live in the area, but not along Pine Street in the survey (see Figure 8). Below are the results of our survey question: *"How are you connected to this area? (Select all that apply)."*

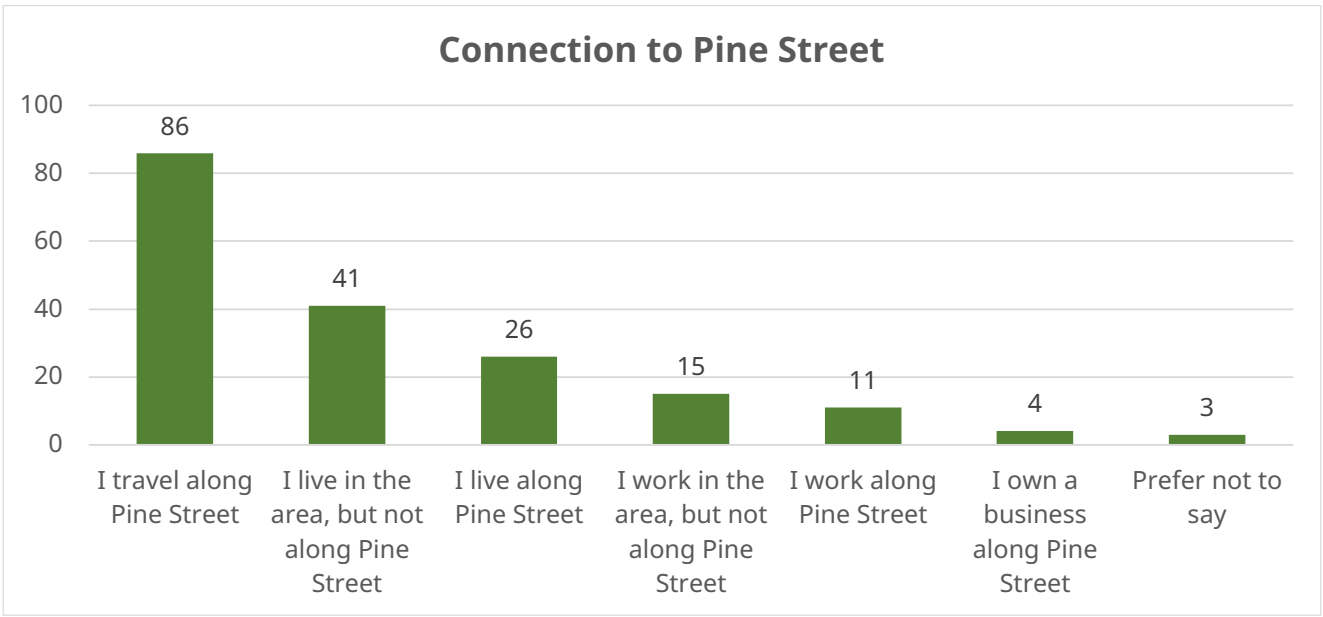


Figure 8. Survey respondent's connection to Pine Street

When asked about the main way of getting around this area, 43% of people who took the survey said they bike or use a micro-mobility device. The second most common answer (29%) was walking (see Figure 9). Below are the results of our survey question: *“What mode of transportation do you use most often in this area? (Select one).”*

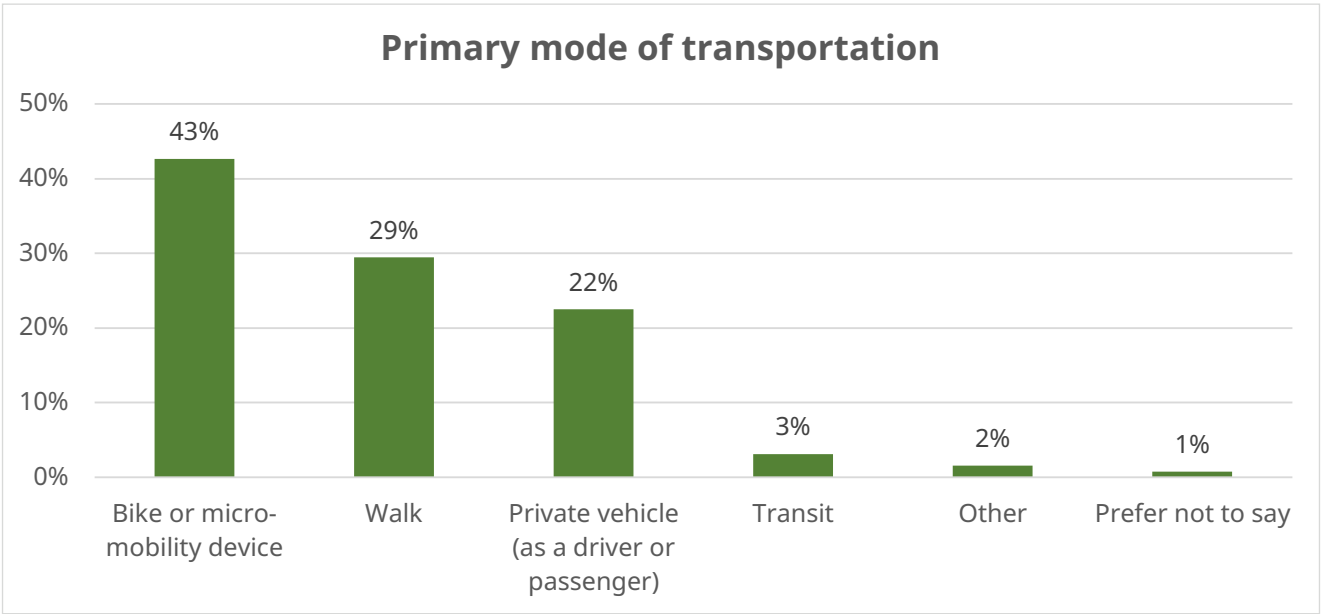


Figure 9. Survey respondent's primary mode of transportation

Next steps

Over the coming months, staff will take this feedback and make design adjustments where possible. A final plan will be shared in late 2026 or early 2027 through a community notification letter.