

Buena Vista Avenue Active Transportation Project

What We Heard Report | Winter 2026



WHITE ROCK
City by the Sea

Acknowledgement

Land acknowledgement

We respectfully acknowledge that we live and work on the traditional and unceded territories of the Semiahmoo First Nation and the broader territory of the Coast Salish Peoples. The City of White Rock is committed to reconciliation with these Nations, who have lived on these lands since time immemorial.

Thank you

Thank you also to everyone who completed the survey, attended a workshop, and shared feedback on this project. We appreciate your time and value your input as we continue to advance this vital work.

Table of contents

Executive summary	4
About the project	5
Engagement overview	7
Snapshot of activities	7
Feedback from engagement activities	8
Feedback from online survey respondents	11
Next steps	20
Appendix A: Engagement boards	21

Executive summary

Buena Vista Avenue, between Johnston Road and Best Street, is a well-used neighbourhood connector that supports daily travel to homes, schools, parks, and local destinations. The City of White Rock is renewing its aging underground storm and sanitary infrastructure along the corridor between Johnston Road and Best Street, while also improving the street above ground to better support safety, accessibility, and everyday travel.

To help inform the final design and understand how people experience this corridor today, the City conducted a multi-channel engagement process in fall 2025, which included a virtual interest holder workshop, an in-person workshop, a public open house, a pop-up event, and an online survey. In total, 127 people completed the survey, with additional input provided through facilitated discussions and in-person conversations. Most participants were local residents who frequently used Buena Vista Avenue, often as part of their daily or weekly routines.

Across all engagement activities—workshops, events, and the survey—people consistently emphasized safety and accessibility as their top priorities. Participants described the corridor as feeling challenging to navigate at times, particularly for older adults, people using mobility aids, and pedestrians in areas with uneven surfaces or limited separation from vehicles. There was strong support for designs that create clear, predictable movement for all users, improve crossing safety, and reduce vehicle speeds through design rather than enforcement.

Feedback also highlighted the importance of reliable access for emergency and service vehicles, smooth and continuous sidewalks, and efficient construction with clear communication. These priorities were echoed in facilitated discussions and survey responses, underscoring a shared desire for a street that feels safer, calmer, and more accessible to people of all ages and abilities.

Participants expressed a range of views on the two proposed design options. While the multi-use path was preferred by approximately half of the survey respondents, a substantial proportion supported a protected bike lane because of the clarity and separation it provides between different modes of travel. Nearly one in five respondents indicated uncertainty about either option. Across engagement formats, participants raised questions about parking, privacy, vegetation, and potential property impacts, alongside recognition that trade-offs are required to improve safety and accessibility.

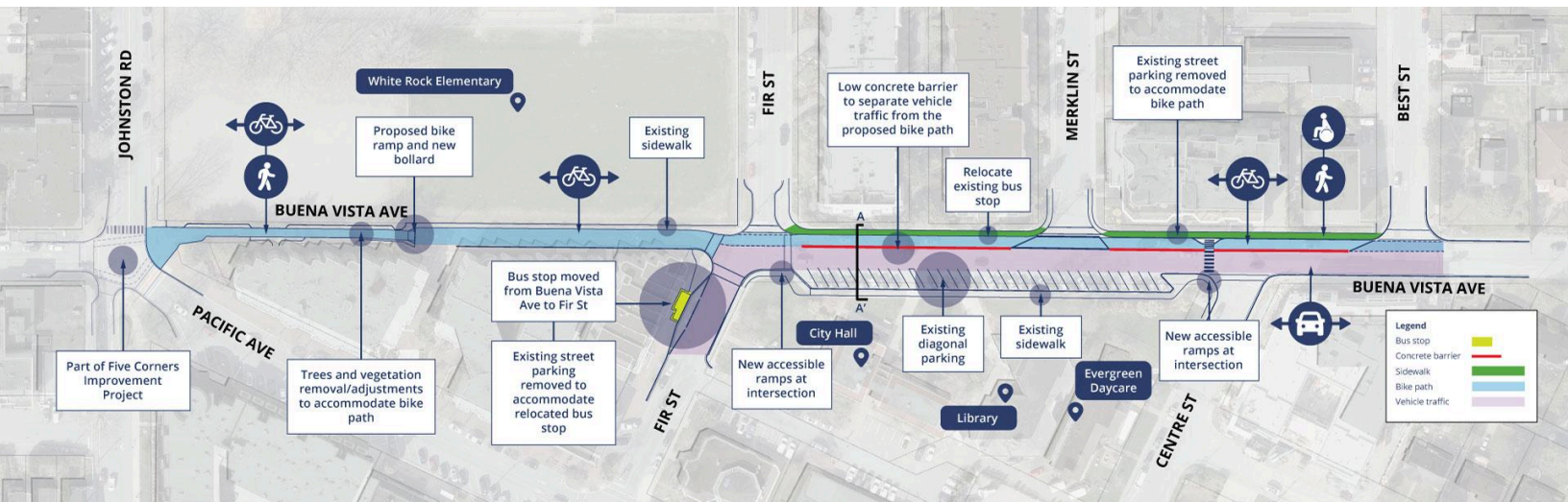
Participants also emphasized the importance of clear, timely communication during construction. Across engagement activities and the survey, people expressed a preference for direct updates, clear signage, and advance notice of changes to parking, access, and timelines.

About the project

Buena Vista Avenue is a key east-west connector linking homes, schools, and neighbourhood destinations. After decades of use, both the streetscape and the underground storm and sanitary systems along Buena Vista Avenue are due for renewal to ensure the corridor remains reliable and safe for years to come.

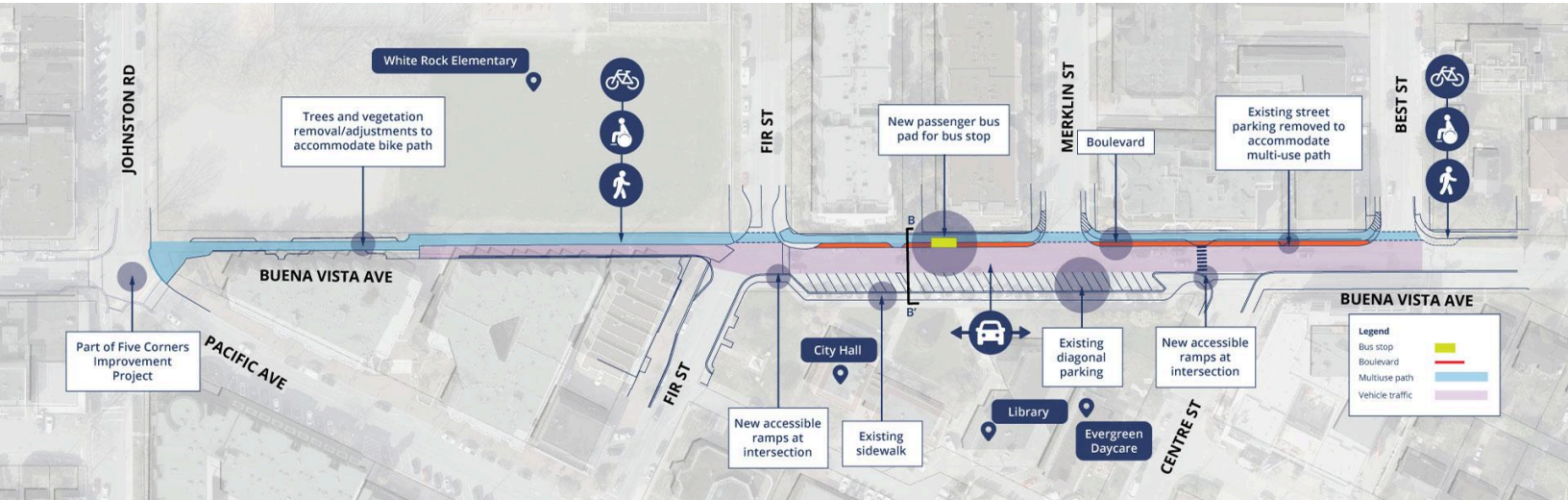
This project will replace aging underground pipes and enhance the streetscape between Johnston Road and Best Street. Completing the underground and streetscape work simultaneously allows the City to minimize disruption and avoid multiple future construction periods. Above ground, the City is exploring two streetscape design options—a protected two-way bike lane and a multi-use path—both of which would maintain two-way vehicle access along the corridor.

- **Option 1 - Protected bike path:** This option introduced a two-way protected bike path on the north side of Buena Vista Avenue, physically separated from vehicle traffic by a curb or buffer, with sidewalks maintained on both sides of the street. To accommodate this design, approximately nine on-street parking stalls would be removed along the north side between Fir Street and Best Street, along with approximately three additional stalls on Fir Street to allow the bus stop to be relocated from Buena Vista Avenue to Fir Street.



Option 1 - Protected bike path (shown above)

- **Option 2 - Multi-use path:** This option introduced a wide shared multi-use path (MUP) on the north side of the street for people walking, rolling, and cycling together, while keeping the existing south sidewalk in place. Approximately nine on-street parking stalls would be removed along the north side between Fir Street and Best Street, and the bus stop would remain in its current location on Buena Vista Avenue.



Option 2 - Multi-use path (shown above)

This work is supported through a combination of provincial and regional grant funding, including funding from TransLink through its Local Government Funding Programs and from the Province of British Columbia through the BC Active Transportation Infrastructure Grant Program. The project aligns with the City’s Council Strategic Priorities and the Integrated Transportation and Infrastructure Master Plan (ITIMP), which emphasizes investment in reliable infrastructure and safer mobility choices. Completing this work now also provides an opportunity to improve safety, accessibility, and everyday travel while minimizing long-term disruption to the neighbourhood.

Engagement overview

The engagement aimed to inform the community about the project, share two draft design options, and collect feedback on preferred design features, existing street use and safety considerations, and communication needs during construction. The feedback gathered will be used to inform the final design and guide how project updates are shared going forward.

Snapshot of activities

How we engaged

The City used a mix of in-person and online engagement methods to reach people who live, work, and travel along Buena Vista Avenue between Johnston Road and Best Street. Engagement activities were designed to be inclusive and accessible, reaching a broad cross-section of residents, businesses, and frequent visitors. These included:



1 virtual interest holder workshop on November 17, 2025, attended by **9 participants**



1 public open house on November 19, 2025, attended by **21 people**



1 in-person interest holder workshop on November 18, 2025, attended by **10 participants**



1 pop-up at the library on November 22, 2025, attended by **41 people**



An online survey that was open between November 17 and December 12, 2025, completed by **127 people**

The project information we shared with participants and posted online on the project webpage can be found in [Appendix A](#).

Promotion and outreach activities

To support awareness and participation, the City used a combination of digital, email, media, and direct outreach to share information about the project and encourage feedback from people who live near, travel along, or regularly use Buena Vista Avenue. The Talk White Rock project page (www.talkwhiterock.ca/buenavista) served as the central hub for project information, event details, and the online survey, supported by coordinated promotion across the City's social media channels, e-newsletter, and a project media release shared through the City's website.

In addition, the City hand-delivered information to engage surrounding properties along the affected corridor. Messaging focused on explaining the project purpose, highlighting opportunities to participate, and providing clear links to learn more and share input. Outreach was timed to align with key engagement moments, including event promotion, survey launch, and survey close.



Social media: Nine project-related posts and stories were shared across the City’s social media channels throughout the engagement period, generating more than 23,000 views and directing people to the project page, survey, and in-person engagement opportunities.



Newsletter: The project was featured twice in the City’s e-newsletter (November 21 and December 5), with strong readership and more than 100 combined clicks directing readers to the project page during the engagement period.



Targeted email outreach: Direct emails were sent to local organizations and groups, including White Rock Elementary, White Rock Community Action Group, the Business Improvement Association, the White Rock Hub Cycling Group, and Friends of Buena Vista. White Rock Elementary was provided with a letter to share with the Parent Advisory Council, and community groups were asked to share project information and engagement opportunities within their networks.

Feedback from engagement activities

Across all engagement sessions, participants shared a range of perspectives shaped by where they live, how they move, and how they use Buena Vista today. The input reflected both common priorities and differing views, depending on lived experience, and included feedback received through facilitated discussions, in-person conversations, a letter from HUB Cycling, and input from the City’s Accessibility Advisory Committee. Below is a summary of what we heard across the workshops, open house, and pop-up sessions.

Differences in preference between Option 1 and Option 2

Feedback from workshops, the open house, pop-up sessions, and written submissions did not indicate a clear overall preference between the two options. Instead, participants articulated different priorities and trade-offs depending on how they use the corridor and the issues most important to them:

- **Supporters of Option 1 (protected bike lane)** tended to prioritize clarity, predictability, and reduced conflict between modes. They viewed physical separation as the best way to create a safe corridor and avoid collisions or close interactions.
- **Supporters of Option 2 (multi-use path)** tended to emphasize flexibility and neighbourhood character—preferring a shared environment that feels less formal and more casual. Many also viewed this option as a way to reduce on-street parking impacts and to maintain the existing bus stop location



Safety for people walking, rolling, and using mobility aids

Participants often expressed that the street does not always feel safe or intuitive for pedestrians, particularly older adults, people using canes, and people with mobility devices. People described challenges such as uneven pavement edges, limited separation between vehicles and pedestrians, and difficulty at certain crossings. Some noted that on steep grades or wet weather, they feel particularly vulnerable.

A common sentiment was that the future design should prioritize the comfort and safety of the most vulnerable street users—including seniors, children, and mobility aid users—with designs that reduce uncertainty, encourage slower travel speeds, and provide predictable behaviour along the corridor.

Desire for clearer separation between bikes and pedestrians

Many participants indicated that clearer, physically separated spaces would support a more comfortable and predictable experience for all users. People expressed concern that on a multi-use path, cyclists might overtake or pass too close to pedestrians—leading to near misses or anxiety—especially for those with limited mobility or reduced hearing.



For these participants, separation wasn't seen as a cycling “amenity,” but as a safety and predictability requirement, helping all users understand where to be and how to navigate the corridor.



Heightened sensitivity to parking impacts

Parking was one of the most frequently raised concerns. Corridor residents emphasized that many buildings have limited on-site parking for residents and visitors, and that residents, tradespeople, deliveries, and home-care workers rely on street parking.

Some participants worried that reducing on-street parking could displace vehicles to adjacent side streets and increase friction within

the neighbourhood. Others felt that parking should not be prioritized over safety, but agreed that any changes must be communicated clearly and planned carefully.

Notably, there was a distinction between concerns about the permanent removal of parking and concerns about temporary parking restrictions during construction, with different emotional reactions to each.

Interest in traffic calming and reducing vehicle speeds

There was broad support for measures that discourage high-speed cut-through traffic and to make the street feel calmer and more residential. People described instances of vehicles travelling faster than appropriate and noted that the street’s current width and openness may unintentionally encourage higher speeds.



Respondents expressed support for design solutions that slow vehicles by design rather than through enforcement—for example, lane narrowing, visual signal cues, and alignment adjustments that prompt drivers to travel more cautiously.



Questions about the long-term cycling and mobility network

Several participants asked how the facility will connect to destinations beyond the project limits, including east of Best Street and further west toward transit connections and the waterfront. Some wondered whether future extensions are funded or still conceptual, and what the timeline might be.

Concerns about privacy, vegetation, and edge conditions

A number of residents raised concerns about sightlines, vegetation trimming, and the potential loss of buffers (like hedges) that currently provide privacy. While a small number of specific trees or shrubs were identified along the Buena Vista Avenue corridor between Johnston Road and Fir Street, people expressed a general need for reassurance that landscaping changes would be minimal and that any necessary adjustments would be communicated in advance.



Requests for clear communication during construction



Across all formats, participants said they wanted early notice of construction timelines and any temporary access changes. People asked for:

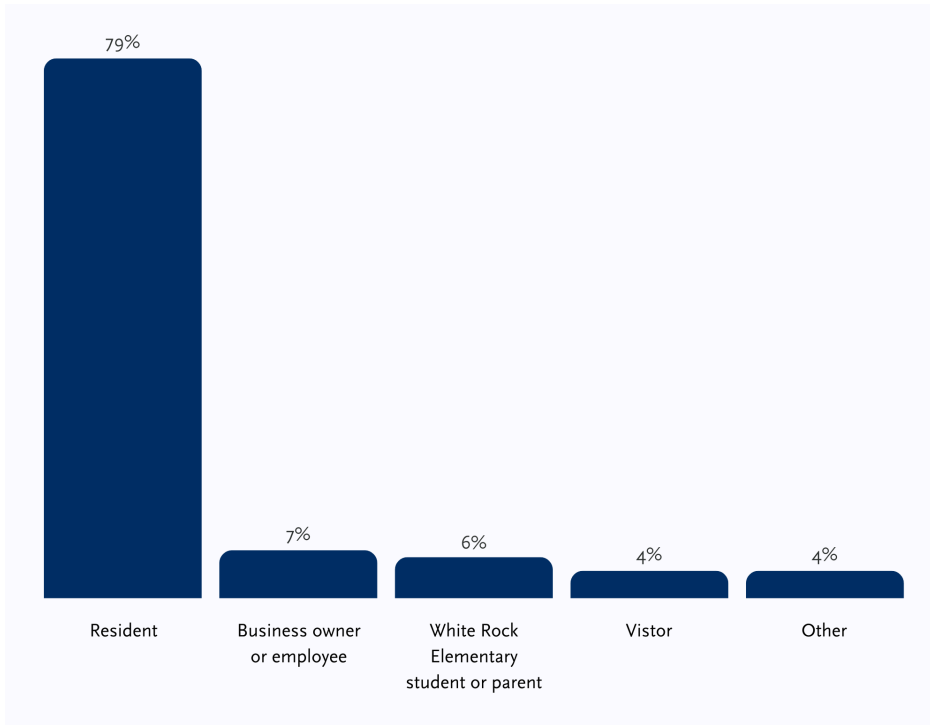
- clear signage
- advance scheduling notice
- direct communication with affected properties
- up-front expectations about parking and driveway access

Feedback from online survey respondents

1. What is your connection to the area? (Select all that apply.)

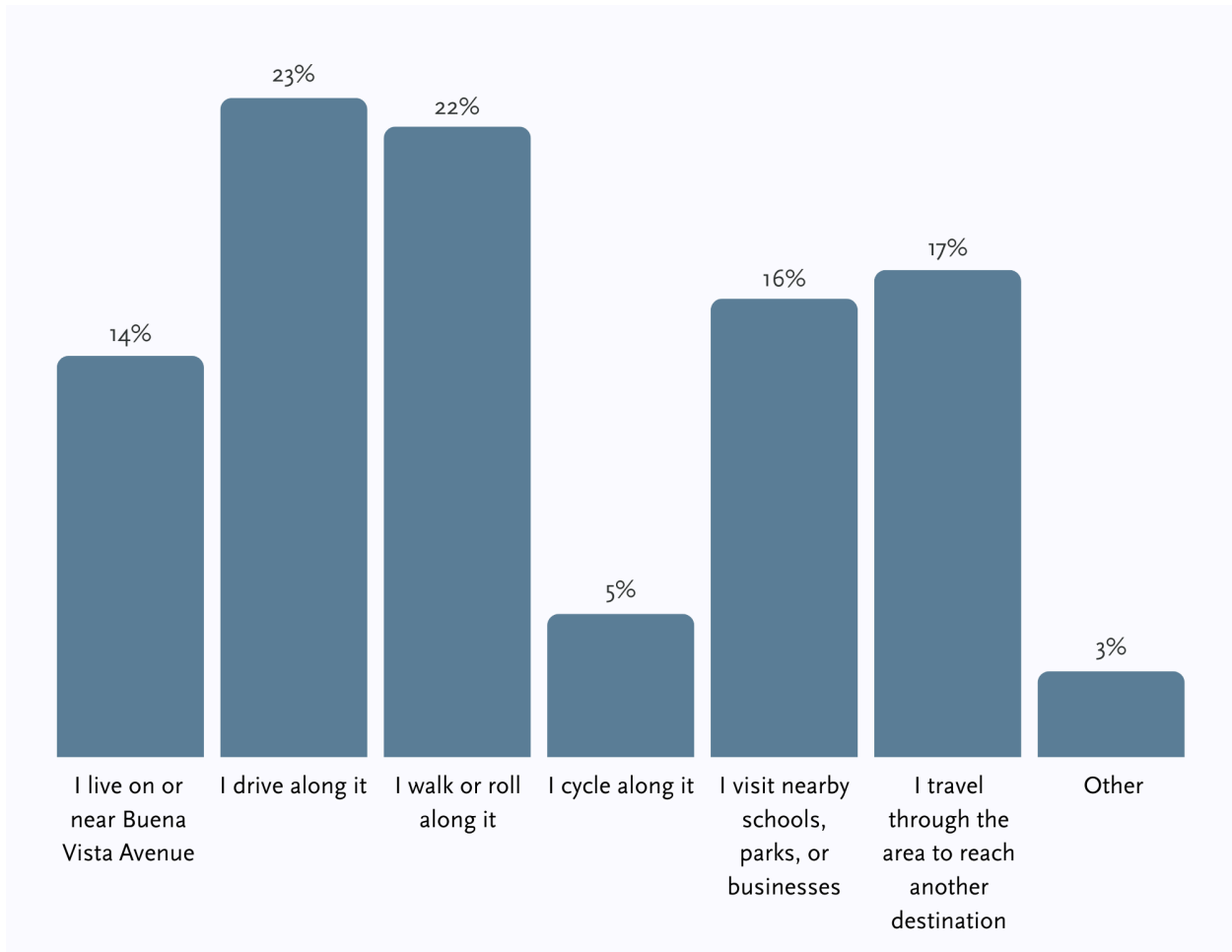
(This question allowed more than one selection, so percentages are based on total selections, not total respondents.)

Most survey respondents were local residents, with nearly eight in ten people saying they live in or near the area. A smaller number of respondents identified as business owners, school families, visitors, or people with other connections, showing that feedback came primarily from nearby neighbours, with some input from other users of the area as well.



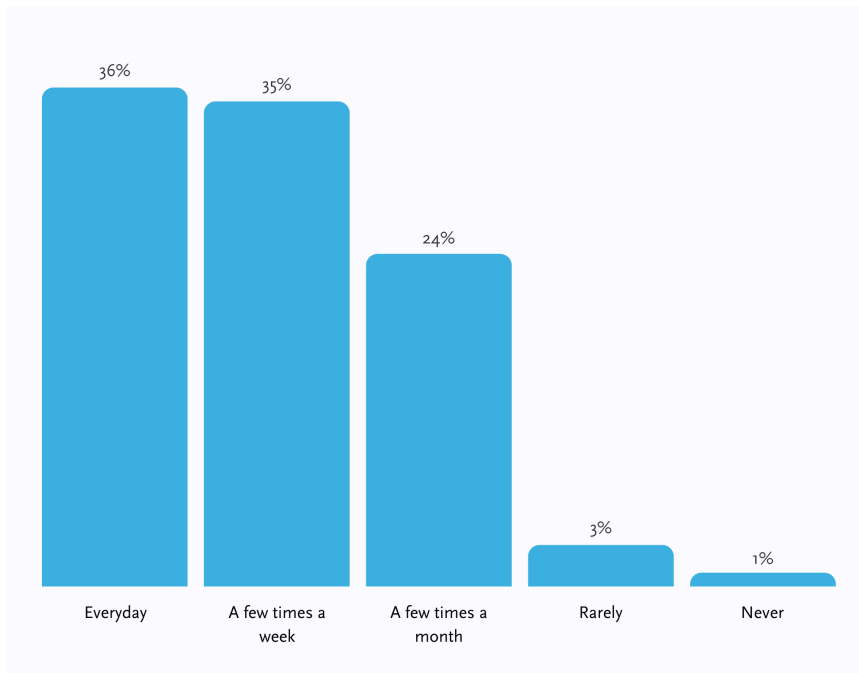
2. How do you usually use Buena Vista Avenue between Johnston Road and Best Street? (Select all that apply.)

(This question allowed more than one selection, so percentages are based on total selections, not total respondents.)



Respondents use Buena Vista Avenue in a variety of ways, most commonly for driving, walking or rolling, and travelling through the area to reach other destinations. Many also visit nearby schools, parks, and businesses, showing that the street serves both local access and broader neighbourhood movement.

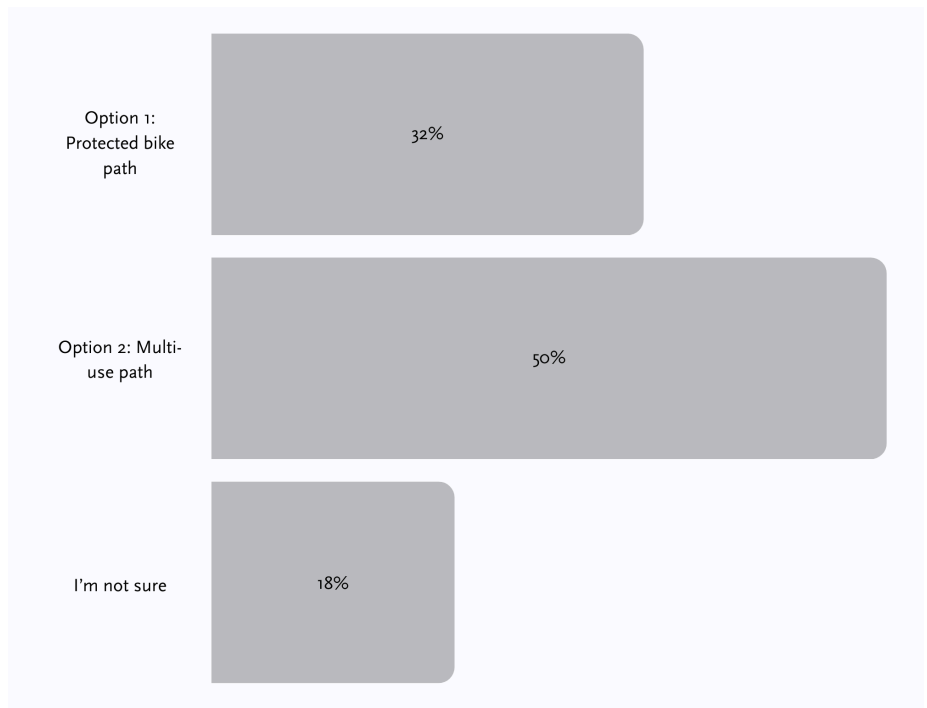
3. How often do you travel along Buena Vista Avenue between Johnston Road and Best Street?



Most respondents reported using Buena Vista Avenue regularly, with over two-thirds travelling along the street daily or several times a week. This suggests the corridor is part of many people’s day-to-day routines rather than an occasional route.

4. Which option do you feel is the better fit for Buena Vista Avenue overall?

Half of the respondents felt the multi-use path was the better overall fit for Buena Vista Avenue, while about one-third preferred a protected bike path. Nearly one in five respondents were unsure, indicating some openness or uncertainty about the final design choice.



5. Why do you prefer this option?

This was an open-ended question. Responses have been summarized into the following key themes, based on the option they selected.

Option 1: Protected bike path

- **Safety through separation:** Many people felt separating cyclists from pedestrians is the safest approach, especially given the mix of users along this stretch (seniors, children, strollers, mobility aids, dog walkers). They were concerned that a shared path would increase the risk of collisions or near misses.
- **Concerns about speed and emerging micromobility:** Respondents frequently mentioned faster-moving users—such as e-bikes, scooters, skateboards, and mobility devices—and felt that a protected bike path would reduce conflicts caused by speed differences on a shared path.
- **More predictable and less confusing design:** Some participants felt that a protected bike path is more straightforward for everyone to understand and use, and avoids ambiguity about when cycling is acceptable on a sidewalk or shared space.
- **Comfort for cycling (especially families):** Several respondents said a protected bike path would make them feel more comfortable cycling—particularly with children—and viewed it as an important step toward safer active transportation in White Rock.
- **Better experience for both walkers and cyclists:** Participants noted that separated facilities reduce stress for pedestrians (not having to “look over their shoulder”) and allow cyclists to ride without weaving around people or being blocked.
- **Potential to support traffic calming:** A few comments suggested the redesign (including narrower vehicle lanes) could help slow vehicles and improve overall safety.
- **Other considerations raised alongside Option 1:** A handful of respondents linked their preference to minimizing parking loss, concerns about the maintenance/cleanliness of cycling space, and the view that multi-use paths are not appropriate in a busy civic and school area.

Option 2: Multi-use path

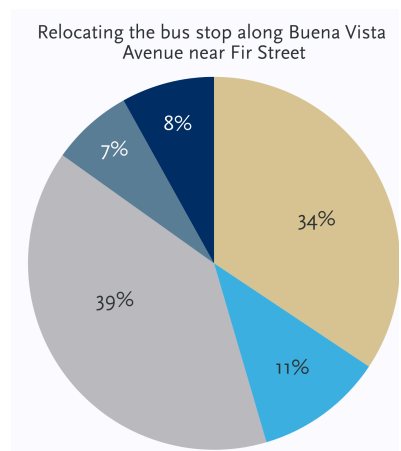
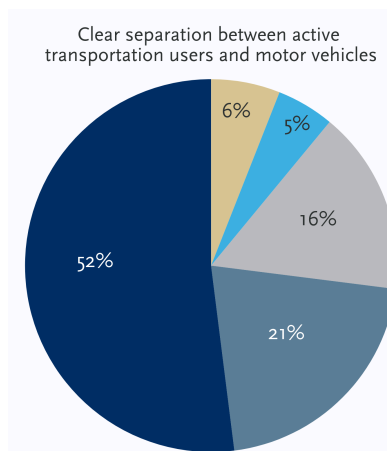
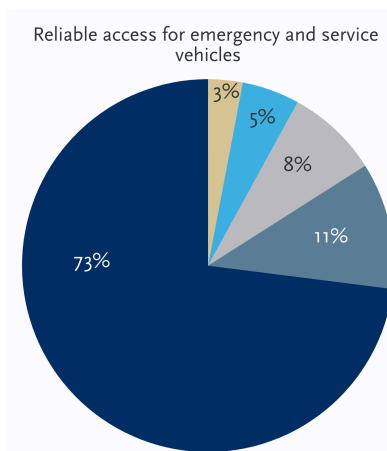
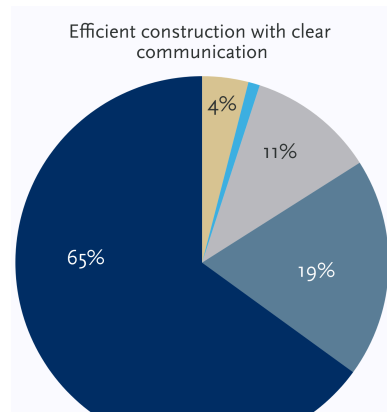
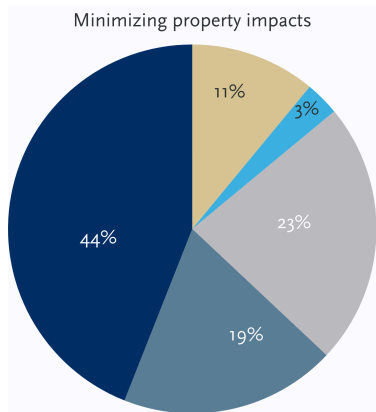
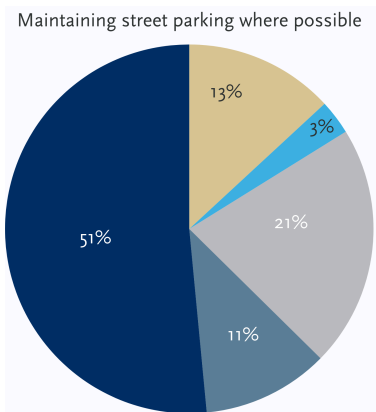
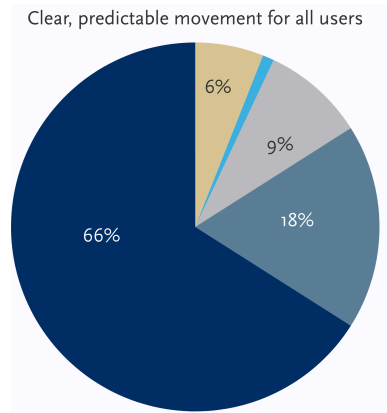
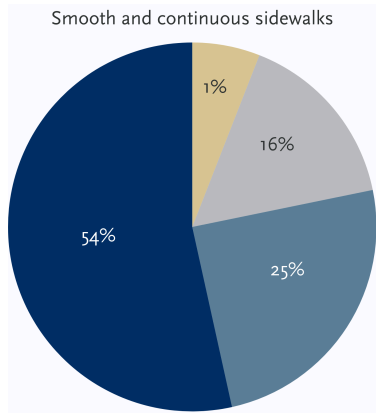
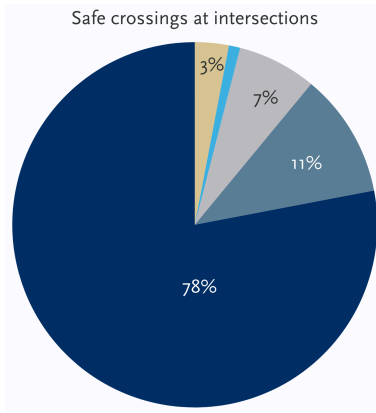
- **Better fit for current use patterns:** Many respondents felt there are relatively few cyclists using this short stretch of Buena Vista Avenue today and that a multi-use path better reflects how the street is currently used—primarily by people walking, rolling, and accessing nearby destinations.
- **More flexible and inclusive space:** Supporters described the multi-use path as more versatile, allowing people of different ages and abilities (including seniors, families with strollers, and people using mobility devices) to share a wider space rather than dedicating it to a single mode.

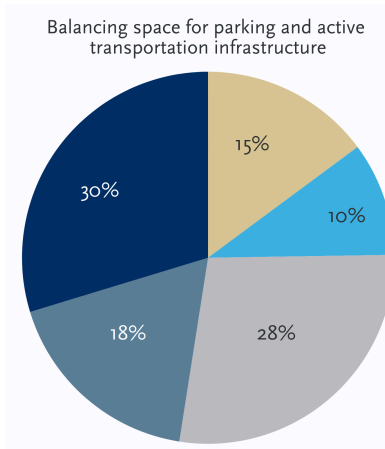
- **Maintains parking and neighbourhood access:** Preserving access to on-street parking near destinations such as the library, City Hall, and nearby residential and business areas was a key factor for many respondents. Some participants viewed the multi-use path as resulting in slightly fewer parking impacts—particularly along Fir Street—compared to the protected bike lane option, while still expressing concern about the overall loss of parking under both options.
- **Avoids over-building cycling infrastructure:** Some respondents, including cyclists, felt that a dedicated bike lane for two to four blocks was unnecessary without clearer connections to a broader cycling network, particularly given the area’s hills and older population.
- **Perceived safety from traffic:** Several people noted that being off the roadway felt safer than cycling or walking closer to vehicle traffic, especially for casual users and families.
- **Supports everyday neighbourhood activities:** Participants felt that a shared path could better support daily activities, such as walking to the library, City Hall, schools, and local businesses, and encourage casual, community-oriented use rather than commuter cycling.
- **Acknowledged trade-offs:** Even among supporters, some expressed concerns about mixing faster users (e-bikes, scooters) with pedestrians, highlighting the importance of clear design, width, and signage to reduce conflicts.

I’m not sure

- **Questioned the need for change at all:** Many respondents felt the street generally functions well today and did not see a strong need to replace existing sidewalks or add new facilities for such a short segment. Several suggested focusing only on targeted safety upgrades, such as improved crossings, pedestrian signals, or enforcement at key intersections.
- **Strong concern about parking loss:** Loss of on-street parking—particularly near the library, City Hall, schools, daycare, and residential buildings—was a central reason for uncertainty or opposition. Some felt parking pressures are already high and could worsen as nearby developments and facilities open.
- **Lack of network context:** Several people expressed uncertainty about how either option fits into a broader cycling or mobility plan, noting that a short, disconnected facility could be confusing or underused without clear links to other routes.
- **Concerns about safety not addressed by the options:** Some respondents felt the core issue on Buena Vista Avenue is vehicle speed and intersection behaviour, and questioned whether either design option would meaningfully address speeding, turning movements, or compliance with stop signs.

6. When thinking about the future design, how important are the following to you?
 (Rate 1 = Not important, 5 = Very important)





Safety, accessibility, and reliability were consistently rated as very important, particularly safe crossings, emergency vehicle access, clear movement for all users, and efficient construction with good communication. Opinions were more mixed on topics such as parking, bus stop relocation, and balancing space between parking and active transportation, suggesting these areas may require careful trade-offs.

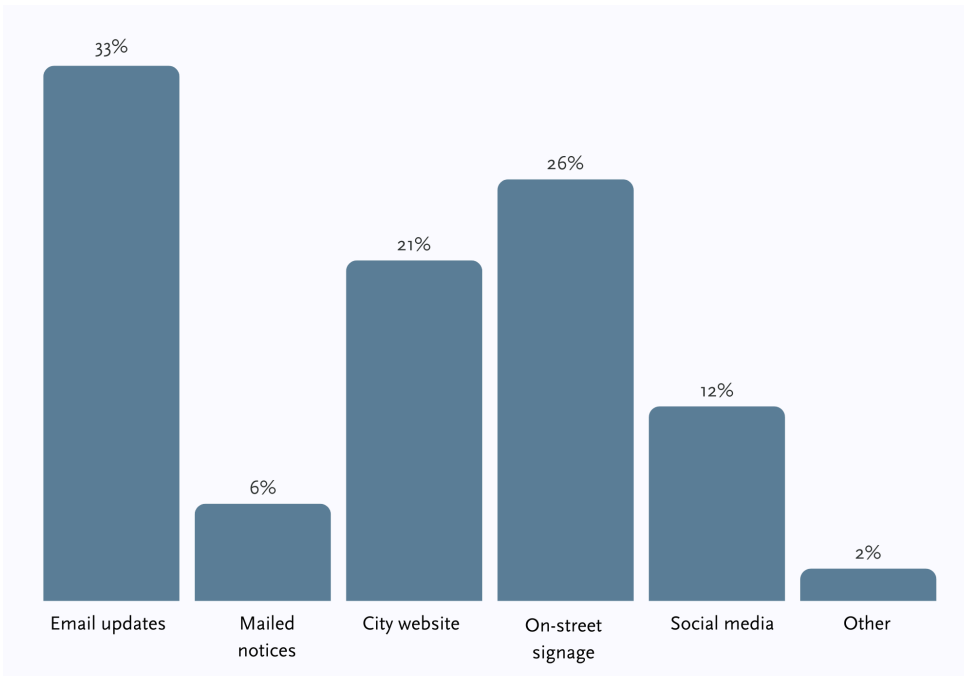
7. Do you have any concerns or suggestions about either design option?

This was an open-ended question. Responses have been summarized into the following key themes:

- **Questioning the need and priority for change:** Many respondents said they do not see significant pedestrian or cycling safety issues on this section of Buena Vista Avenue today and questioned whether changes are necessary, particularly given the short project length and other perceived safety priorities elsewhere in the city.
- **Strong concern about loss of on-street parking:** Parking impacts were one of the most frequently raised concerns. Respondents emphasized the existing parking pressure near the library, City Hall, daycare, condominiums, and nearby developments, and expressed concern that removing parking would negatively impact residents, visitors, and local access.
- **Perceived lack of cycling demand and network connection:** Several respondents questioned whether there is enough cycling activity to justify a dedicated bike facility on this stretch, especially without clear connections to a broader cycling network. Some felt a short, isolated facility would be confusing or underused.
- **Vehicle speed and intersection safety seen as the core issue:** Many participants identified vehicle speed, driver behaviour, and complex intersections—rather than sidewalk or cycling facilities—as the primary safety concerns. Suggestions included improved enforcement, speed control measures, better signage, and enhanced pedestrian crossings with flashing lights.
- **Concerns about cost and value for money:** Respondents raised questions about whether the proposed changes represent a good use of public funds, particularly given future redevelopment, recent or upcoming construction, and competing infrastructure needs in the community.

- **Access and operational considerations:** Some participants highlighted practical issues such as emergency vehicle access, waste collection, driveway access, and servicing of condos and civic facilities, and asked that any design carefully account for these day-to-day functions.

8. What would be the best way for the City to keep you informed during construction? (Select up to two)



Email updates and on-street signage were the most preferred ways for the City to share construction information, followed by the City website. Fewer respondents selected social media or mailed notices.

9. What concerns do you have about construction impacts (e.g., access, noise, duration)?

This was an open-ended question. Responses have been summarized into the following key themes:

- **Project duration:** Many participants emphasized the importance of completing construction as efficiently as possible, noting fatigue with ongoing construction in the area and a desire for clear, realistic timelines.
- **Noise and disruption:** Residents expressed concern about construction noise, particularly early in the morning or late in the day, and asked for respectful work practices and clean, safe sites outside of active construction hours.
- **Access and accessibility:** Maintaining access to homes, underground parking, businesses, the library, City Hall, schools, daycare facilities, and transit stops was a

top priority, along with safe and clearly marked pedestrian routes for seniors, people using mobility aids, and families.

- **Traffic and parking impacts:** Participants raised concerns about traffic delays, parking pressure (especially near the elementary school), and the need for well-managed detours and attentive traffic control during the construction period.
- **Communication and coordination:** Many respondents asked for clear, proactive communication before and during construction, including advance notice of changes, simple wayfinding, and timely updates to affected residents and businesses.

10. What could the City do to help minimize inconvenience during construction?

This was an open-ended question. Responses have been summarized into the following key themes:

- **Complete the work as quickly and efficiently as possible:** Many participants emphasized speed as the most important factor, calling for realistic schedules, staying on track, and breaking work into manageable sections to minimize prolonged disruptions.
- **Clear, proactive communication:** Respondents consistently requested advance notice of construction activities, closures, and detours, as well as regular updates during construction. They also preferred communication through their preferred channels, including clear timelines and progress updates.
- **Maintain access wherever possible:** Keeping access open to homes, condos, businesses, the library, City Hall, schools, daycare facilities, and underground parking was a top priority, with requests to limit full road closures and keep at least one lane or sidewalk open when feasible.
- **Well-managed detours and traffic control:** Participants emphasized the importance of clearly marked detours for all modes—walking, cycling, and driving—as well as the need for attentive, well-trained flaggers, particularly during school drop-off and pick-up times.
- **Noise management and respectful work practices:** Suggestions included limiting construction hours, enforcing noise bylaws, reducing backup beeping where possible, maintaining clean sites, and scheduling the noisiest work for less disruptive times (such as summer or school breaks).
- **Parking and business support:** Some respondents suggested temporary parking solutions, adjusted on-street parking, or short-term loading zones to help nearby businesses and residents during construction.

- **Better coordination and planning:** Several participants suggested coordinating this project with other nearby construction projects to avoid overlapping disruptions and focus on necessary infrastructure work without adding complexity.

Next steps

The feedback received through this engagement process will be used to refine the preferred design for Buena Vista Avenue between Johnston Road and Best Street, with the design expected to be finalized in Winter 2026. The City will report back to the public and City Council on the preferred option in Winter 2026, with construction anticipated to begin in Spring 2026 and continue through to Spring 2027.

Stay informed

Read more about this project at www.talkwhiterock.ca/buonavista. Contact the project team at capitalprojects@whiterockcity.ca.

Appendix A: Engagement boards



Buena Vista Avenue Active Transportation Project



WHITE ROCK
City by the Sea

Welcome

The City of White Rock is upgrading Buena Vista Avenue (from Johnston Road to Best Street) to make it safer, more reliable, and easier to travel for everyone who walks, rolls, cycles, or drives here. This work will replace aging underground infrastructure and enhance the streetscape to improve how people move along the corridor.



The project will:

- Replace storm and sanitary systems that are reaching the end of their service life.
- Rebuild the road surface, sidewalks, and crossings for safer, smoother travel.
- Introduce one of two possible surface designs that improve safety and comfort for active transportation.

How to participate?

- Your feedback will help shape the final street design and how construction is managed.
- Review the information on these boards and/or online on the project website and tell us what you think.
- Complete the online survey at talkwhiterock.ca/buonavista by December 12, 2025 or email capitalprojects@whiterockcity.ca.

Why this project is needed?

Buena Vista Avenue connects homes, schools, and neighbourhoods — but after decades of use, its streetscape and underground systems are due for enhancement.

By completing surface and underground work at the same time, the City can:

- Prevent flooding and extend the life of key infrastructure.
- Rebuild the road, curbs, and sidewalks to current standards.
- Save money and reduce future disruption by coordinating construction in one project.

This project focuses on reliability, safety, and accessibility:

- Keeping infrastructure dependable for decades to come.
- Making sidewalks, ramps, and crossings easier to use for everyone.
- Improving comfort for people walking and cycling along the corridor.


This coordinated project helps the City:

- Deliver critical infrastructure renewal efficiently.
- Leverage grant funding from the Province and TransLink for the streetscape improvements.
- Deliver on important priorities outlined in City's Council Strategic Priorities (2023–2026) and the Integrated Transportation and Infrastructure Master Plan (ITIMP)

What we're looking for feedback on

What's being decided?

We want your feedback to help refine the street-level design:

 The preferred surface design for Buena Vista Avenue: Either a dedicated two-way bike lane with separate sidewalk, or a multi-use path (shared space to facilitate walking, cycling or rolling).

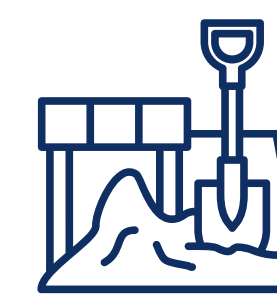
 The details that make the street feel safe and easy to use.

 How the City shares information during construction.

What's already decided?



The underground systems will be replaced.



The north half of Buena Vista Ave between Johnston Road and Best Street will be reconstructed.



Two vehicle lanes and access to all homes remain.



Between 9 and 12 parking spaces will be removed, depending on which option is chosen.



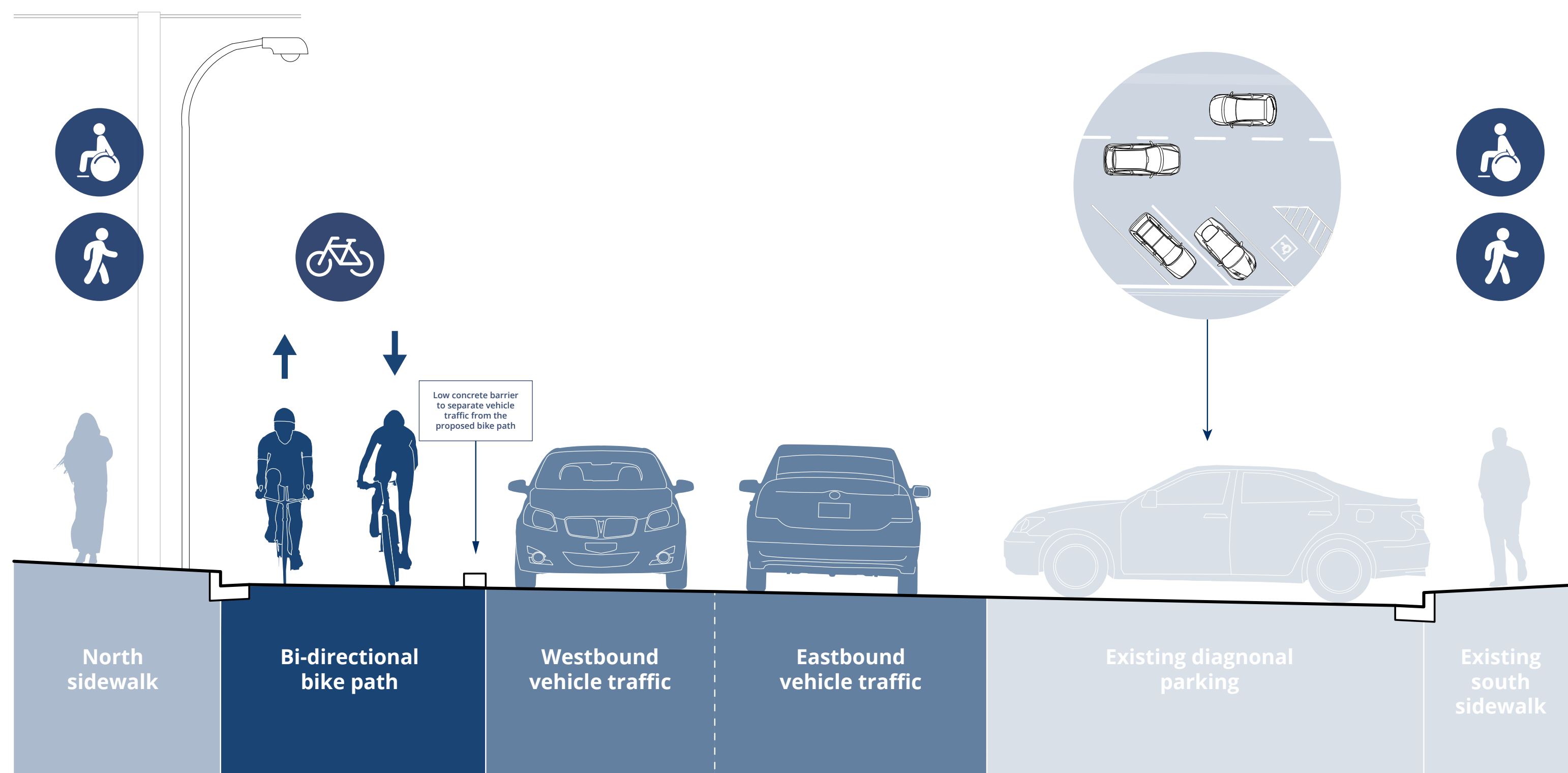
The project must be completed by Spring 2027.

Design Options

While the underground systems are renewed, the City will also improve how people move along Buena Vista Avenue. Both options keep two-way vehicle traffic and rebuild sidewalks and crossings. The difference lies in how people walking, rolling, and cycling share space.

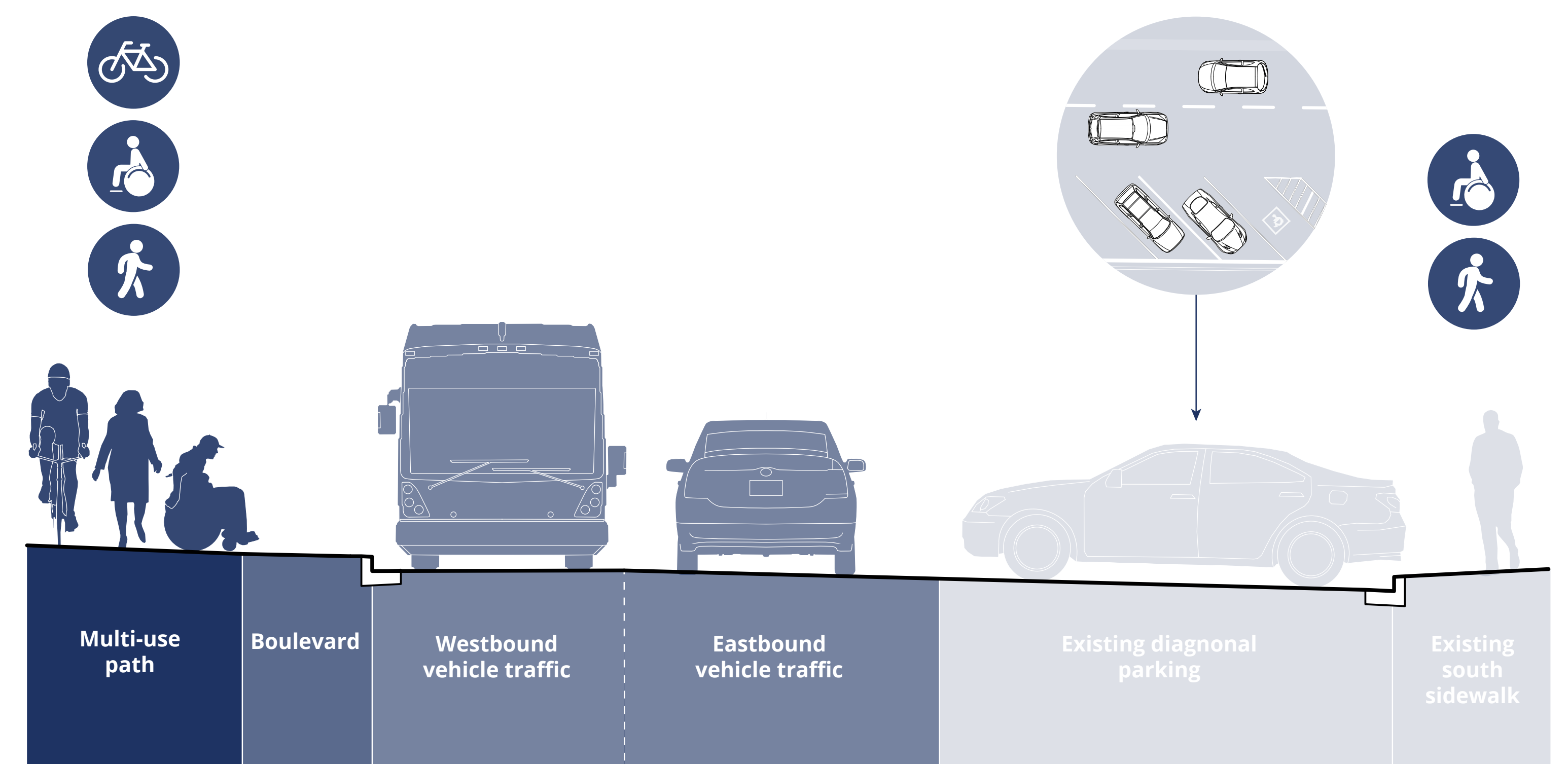
Option 1: Protected bike path

- How it works** A two-way bike path on the north side of Buena Vista Avenue, separated from cars and sidewalks by a low curb.
-
- Walking** Sidewalks on both sides.
-
- Cycling** People on bikes have their own protected lane.
-
- Parking** Diagonal parking along the south side of Buena Vista Ave remains. Approximately nine parking stalls removed along the north side of Buena Vista Ave. between Fir Street and Best Street. Approximately three parking stalls removed along Fir Street to accommodate the relocated bus stop.



Option 2: Multi-use path (MUP)

- How it works** A wide shared path on the north side of Buena Vista Avenue for people walking, rolling, and cycling together.
-
- Walking** The north side of the street becomes a shared path. The sidewalk on the south side stays the same.
-
- Cycling** People on bikes share the path with pedestrians.
-
- Parking** Diagonal parking along the south side of Buena Vista Ave remains. Approximately nine parking stalls removed along the north side of Buena Vista Ave between Fir Street and Best Street.



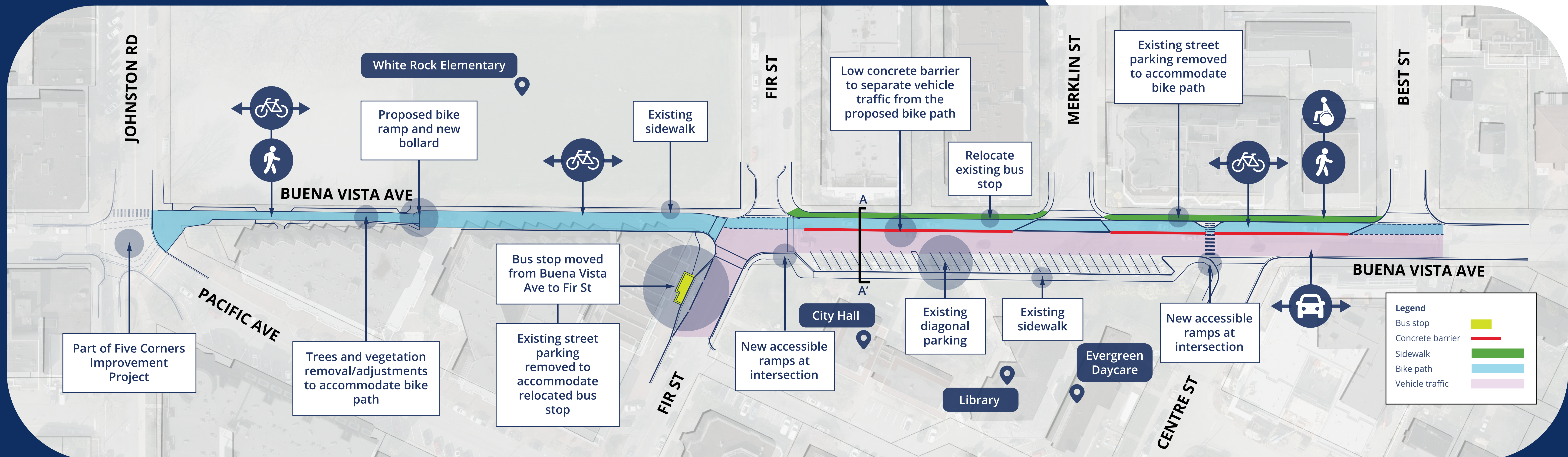
Option 1: Protected bike path

What this option includes

- A two-way bike path separated from traffic by a low curb or narrow buffer on the north side.
- Sidewalks maintained on both sides.
- Two vehicle lanes maintained.
- Relocation of bus stop on Buena Vista Ave to Fir Street.
- Diagonal parking along the south side of Buena Vista Ave remains. Approximately nine parking stalls removed along the north side of Buena Vista Ave between Fir Street and Best Street. Approximately three parking stalls removed along Fir Street due to relocated bus stop.

What this would feel like

- A clear and straightforward layout where everyone has their own space.
- People walking and cycling are separated from vehicles, making the street feel predictable and easier to navigate.



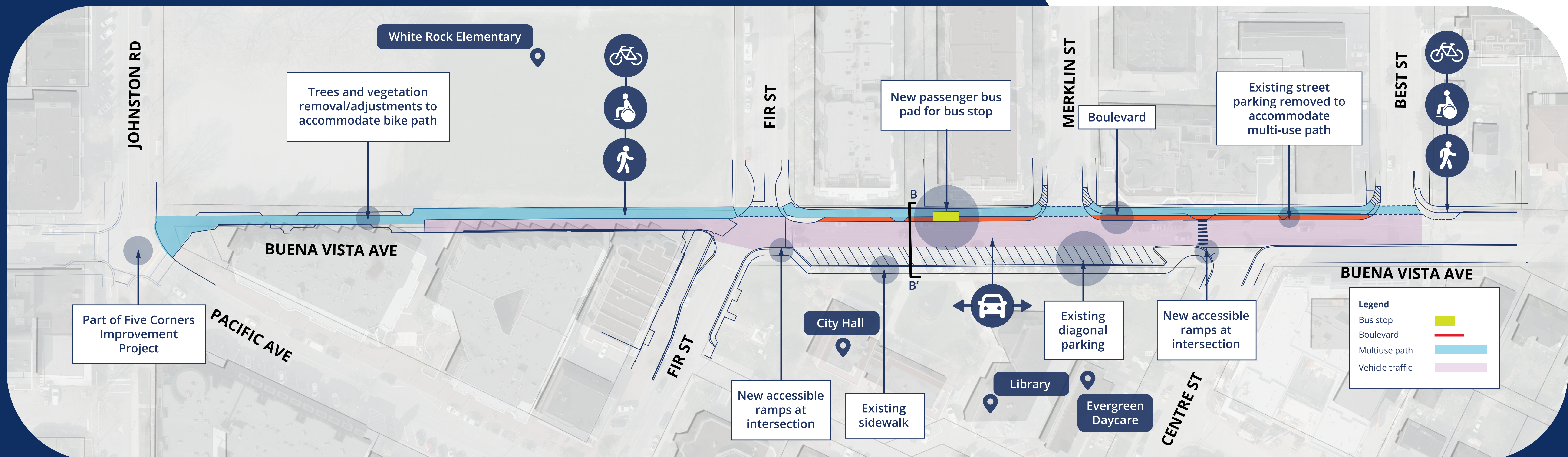
Option 2: Multi-use path

What this option includes

- A shared path on the north side for people walking, rolling, and cycling in both directions.
- A paved or grass boulevard between the shared path and the street.
- Two vehicle lanes maintained.
- Diagonal parking along the south side of Buena Vista Ave remains. Approximately nine parking stalls removed along the north side of Buena Vista Ave. between Fir Street and Best Street.

What this would feel like

- A shared neighbourhood path that supports slower, mixed use.
- People walking and cycling move at comfortable speeds in a single space, with markings and signs to guide flow.



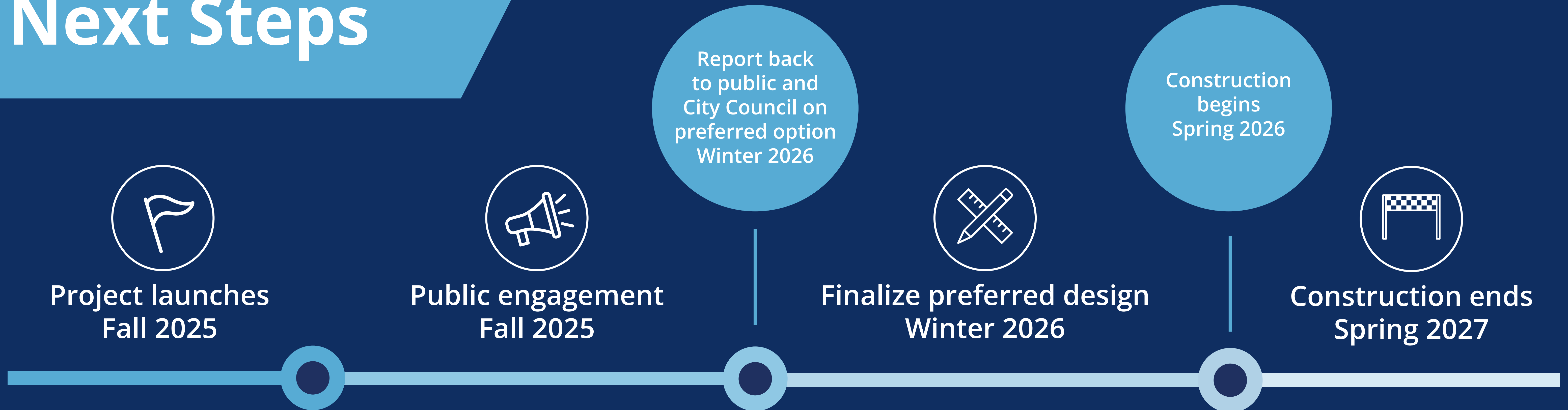
Option 1: Bike path



Option 2: Multi-use path



Next Steps



During construction

The City will:

- Work block by block to maintain access.
- Keep emergency and school routes open.
- Provide advance notice before work begins.
- Share updates on Talk White Rock, by email, and through social media.

Stay connected

- Visit talkwhiterock.ca/buenavista
- Subscribe to City e-newsletters
- Email capitalprojects@whiterockcity.ca

This project is led by the City of White Rock in partnership with TransLink and the Province of British Columbia, with funding from the Municipal Funding Program and the BC Active Transportation Infrastructure Grant.