



April 20, 2016

Dear Park Board Commissioners,

We received the attached response from Malcolm Bromley to HUB Cycling's concerns regarding the Seaside Greenway path in the Kitsilano Beach area.

We were very disappointed to learn that the Park Board has decided that, in order to "ensure the safety of pedestrians and to protect valuable green space", it will forgo any opportunities to work within the Kitsilano Beach and surrounding park area to finish improvements in the same spirit that has so far exemplified Seaside Greenway improvements. Mr. Bromley states that the City's Engineering Department is looking for ways to accommodate people on bikes on adjacent streets so that the "critical improvements that [HUB described] as needed can be accommodated outside of the park". We can't think of any other stretch of the Seaside Greenway that requires people on bikes to get out of the park and onto the road. Mr. Bromley's letter refers to Park Board's concern over the safety of pedestrians and "especially older adults and children", but this concern apparently doesn't translate to people biking, including the many older adults and children just learning to bike, who enjoy the safety and delightful atmosphere of the rest of the Seaside Greenway.

The issue that initiated this communication, the closure of the pathway "desire line" that cuts the corner in the park at Cornwall and Balsam, is a perfect example of this lack of concern for people on bikes and especially children, older adults and new cyclists. In order to enter the roadway or exit the roadway connecting to the path in the park that people biking are allowed to use, people on bikes are required to negotiate a difficult, frequently busy intersection with no infrastructure to allow for safe bicycling movements. It is likely that the desire line path, used by both people walking and biking, has become as well used as it has because people biking feel so unsafe at that intersection, especially less stable bicyclists. As you can imagine, there are many less stable, confident people biking on the Seaside Greenway because of its separation from motor vehicle traffic.

As your own webpages say, "The 28 km Seaside Greenway is an uninterrupted pathway, including the Stanley Park Seawall, that extends from the Vancouver Convention Centre to Spanish Banks Park. Perfect for a walk, cycle, or jog, it is the most popular recreational spot in the city." Why is Park Board not concerned about the safety and enjoyment of people on bikes in the Kits Beach area? We understand that Hadden Park has more complex Issues that may require more work with the City Engineering Department than on other stretches, but surely this issue doesn't mean that this whole stretch of the Greenway should not get improved?

Park Board, alongside the Engineering Department, has just done an excellent job engaging with the public and proposing broadly accepted designs for a safer, more delightful Seaside Greenway experience between the Cambie and Burrard Bridges.



We believe that a similar process will yield similarly excellent results on the Seaside Greenway route between the Burrard Bridge and Balsam Street. We urge Park Board staff and the City Engineering department to move forward on this area immediately in order to complete this last significant gap in the Seaside Greenway.

Regards,
Lisa Slakov and Jeff Leigh
Co-chairs,
HUB Vancouver/UBC Committee

cc:
Malcolm Bromley, General Manager, Park Board
Mayor and Council
Dale Bracewell, Manager, Active Transportation