

Sent by Email Nov 18, 2021 to Project Lead, Kate McIntyre at Kate.McIntyre@vancouver.ca with cc of other PB staff

Dear Kate,

On behalf of the HUB Cycling Vancouver/UBC Local Committee, I want to extend our thanks for the recent stakeholder session on the cycling path through Kits Beach. We know it's a challenging area to figure out and appreciate the effort that you and other Park Board staff have put into planning a solution to the safety issues here. Further to the issue of this being a challenging area to figure out, we have heard from a number of people that they found the survey confusing. We hope that the survey results will be viewed with that perspective in mind in case of clearly confused survey responses.

I have attached our document of recommendations and feedback for this engagement here.

We were happy to see a broader engagement with more people and organizations than have had input in the past but were concerned that the KPRA continued to have significant over-representation. We believe that as this active transportation initiative fits into many other city plans and goals (including but not limited to the Climate Emergency Action Plan, the Healthy City Strategy, Transportation 2040, etc) it is important to hear the voices from across the city. Given the relationship of Kits Beach Park with the Squamish Nation and their upcoming Señákw development, theirs is also an important voice to hear.

As we voiced during the meetings, we are very concerned about the "status quo" plan for the area now designated as Zone 4. We will work toward ensuring that the Park Board and City arrive at a plan that keeps people cycling through this area in safety and hopefully comfort, whether as a protected lane on McNicoll and Maple or around the north parking lot. Given that the water-side path continues to be the city-approved Seaside Greenway, the likely alternative appears to be to direct people on bicycles around or on a protected lane through the parking lot onto the existing path until a better solution for the zone can be implemented.

Otherwise, we are encouraged by the emerging plans. In Zone 1, we have concerns that if option "B" is selected, people walking and rolling may continue to use the cycle path as a multi-use path, but generally both options are a good improvement from a cycling perspective. In Zone 2, it is clear that option "C" does not meet the priorities relating to connections and directness, and it also falls short on safety (which we had understood to be a "given") due to the conflict zone at the parking lot entrance. We would prefer to see option "E" selected, as option "D" would require additional connecting bike paths to the concession, washrooms, restaurant, and beach area. In Zone 3, we prefer the more park-like experience of option "F", but we understand the issues related to greenspace loss. If option "G" is selected here, we recommend that the design consider raising and green-buffering the path from vehicle traffic.

As you know, this gap in the Seaside Greenway has long been a concern for HUB Cycling members, and we hope that a good plan can be presented to the Park Board Commissioners for a decision early in the new year. We look forward to continuing the discussion about this area, as well as other important parks issues, with you and other Park Board staff - hopefully before long. In the meantime, if you have any questions or comments about our position, please let us know.

And, as mentioned, we would like to get an update on plans for Zone 4.

Regards,

Lisa Slakov
Park Board Liaison - HUB Cycling Vancouver/UBC Local Committee