

Commissioners, Madam Chair;

Thank you for the opportunity to speak tonight to the 2017 Park Board Budget.

My name is Jeff Leigh, and I am a volunteer representing HUB Cycling. HUB Cycling is a charitable organization making cycling better through education, action, and events. I chair the Vancouver Local Committee of HUB, and sit on the board of directors.

I speak tonight to express our concerns over the apparent lack of planning and budgeting for cycling improvements in Stanley Park. Specifically, I want to reference the Stanley Park Cycling Plan from 2012, adopted by Park Board Commissioners along with an implementation strategy in October 2012. I also want to note the required improvements at the south end of the Stanley Park Causeway, within the park, made even more critical by the recent completion of the protected causeway bicycle paths by the Ministry of Transportation and Infrastructure. These connectivity issues were covered in our HUB Cycling letter to staff and commissioners in August, and were the subject of a recent meeting with a park planner. Discussions at that meeting referenced planned improvements, but we do not see line item references to them in the budget documents.

For us, the highest priority items in the Stanley Park Cycling Plan are:

1. Connections for people on bikes from the park entry hub at Coal Harbour to Park Drive, and to the causeway bike paths, in both directions (Gateway Hub, rec 10b, 13a)
2. The southbound causeway exit and access to Park Drive near Prospect Point (rec 8)
3. The tunnel at Ceperley Playground, currently closed to pedestrians (rec 9a)
4. The narrow shared path above the seawall between 2<sup>nd</sup> Beach and English Bay (rec 10a)
5. The lack of a safe and protected return route on Pipeline Road to permit park users on the north side to return to the park entrance without having to go around the west seawall, including a connection to the seawall via Tunnel Trail (Rec 1b, 1c)
6. Consistent wayfinding and safety signage (multiple recs)

Some of the above were listed as early implementation targets, with references to immediate action, in the 2012 implementation plan. Others were listed as First Priority, with a six month target. Others were listed as High Priority, and made reference to future budgets. That brings us to today, and the 2017 budget process.

We strongly support the recommendations contained in the Stanley Park Cycling Plan, and ask that you recommit to implementing these recommendations, and make a start towards funding the most critical ones by allocating funds through this year's budgeting process.

Thank you