



Your **Cycling** Connection

bikehub.ca



April 8, 2022

Paul Storer  
Director of Transportation  
City of Vancouver  
(by email)

cc: David Rawsthorne, City of Vancouver (by email)  
Kate McIntyre, Kevin Connery, Vancouver Parks Board (by email)

Re: Protected Bikeways Adjacent to Vancouver Parks

Dear Paul

We write to request that the City of Vancouver consider the implementation of two specific sections of protected on-street bikeways, potentially on an interim basis, and also explore solutions for a third section. These recommendations are based on the success of both the Beach Ave Bikeway (in both its interim and improved phases) and the section of Arbutus St next to Kitsilano Beach Park. These three sections are along important cycling routes, where safe and comfortable cycling facilities running parallel within the parks have not been provided.

### Ogden Ave

Ogden Ave is a key link along the Seaside Greenway, and runs along the south edge of Hadden Park. The gap is shown in purple in Figure 1, below. There is a gravel multi-use path within Hadden Park, that is often at or over capacity, but there are no immediate plans to improve it. The map shows both the official off street Seaside Greenway, and the on street Seaside Bypass, in green.

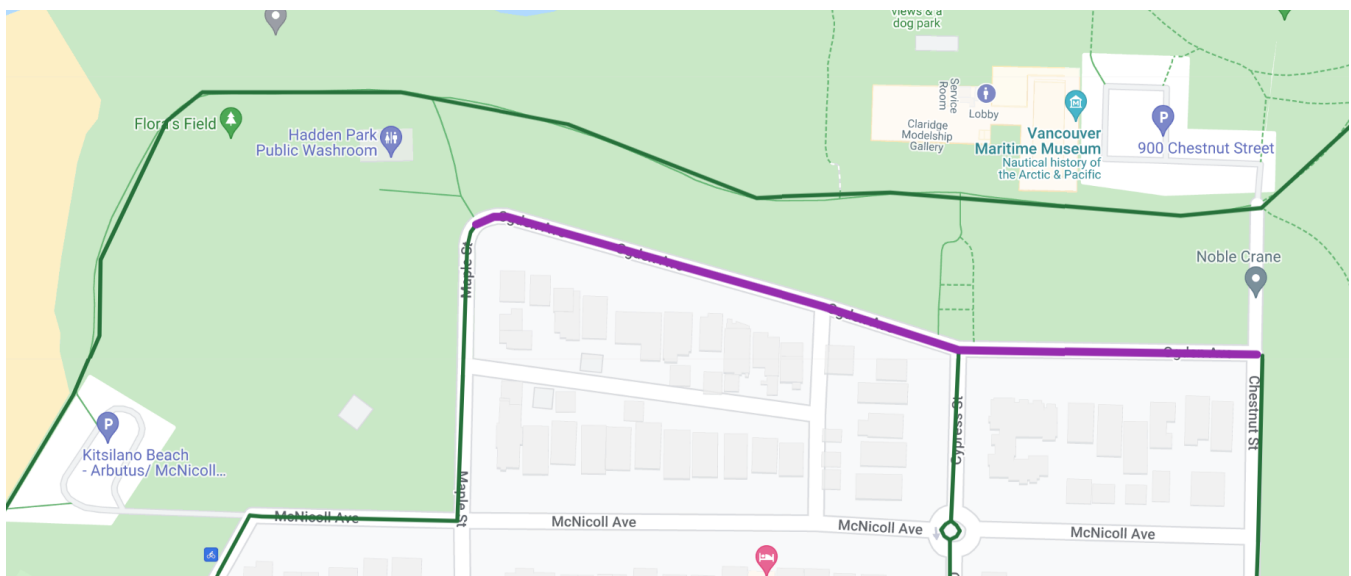


Figure 1 - Ogden Ave in Kits Point

From Maple St to Chestnut St, there is currently no stopping permitted on the north side of Ogden Ave. The built roadway appears to be sufficiently wide, and this width in fact can lead to some vehicle operators speeding. A curb protected bidirectional lane in this location would resolve conflicts on the current narrow path at the top of the embankment, and direct people from Vanier Park towards the new improved Seaside Greenway route. This looks to be a straightforward improvement that could be made immediately, with little to no impact on vehicle traffic.

### Maple St and McNicoll Ave

The Park Board is making progress on the sections of the Seaside Greenway through Kits Beach Park, although they do not currently intend to make changes in what they refer to as Zone 4, north of McNicoll Ave and west of Maple St, since there are archeological issues that need to be resolved in this area. Park Board staff have informed us that no improvements are likely in this zone until the full Kits Beach Park master plan is developed, most likely many years from now. As a result, the route between McNicoll and Vanier Park is currently and - even with the planned Greenway improvements - completely unprotected and will leave people who are cycling dangerously stranded. The connection from Arbutus to Ogden is likely to be made along the existing gravel MUP by some users, and on the street network by others.

Although we understand that there are challenges to designing a protected bike lane along McNicoll and Maple, we urge you to advance your team's work on this in order to have safe routing plans before the busy summer season and beyond.

### Victoria Drive and E 19th Ave adjacent to John Hendry Park

This route, shown in purple in Figure 2, provides a critical connection from the 14th Ave bikeway to the BC Parkway, and also to the Trout Lake Community Centre, an important local destination.

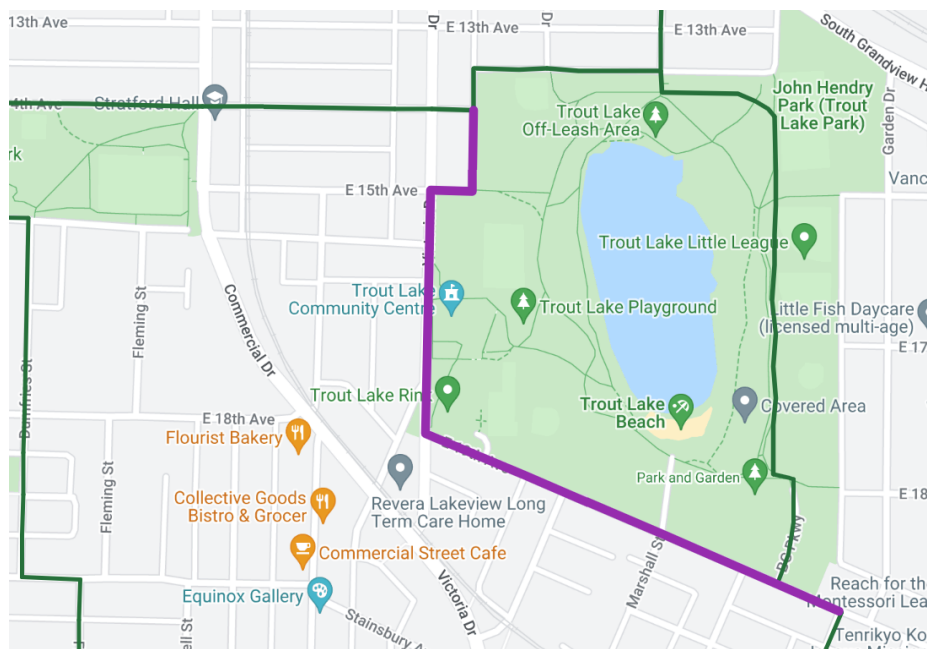


Figure 2 - Victoria Dr and E 19th St gap in the cycling network

The current plans to renew John Hendry Park do not adequately manage transportation cycling in this area, with the proposed shift of the BC Parkway east and north. From the public engagement sessions held by the Park Board, a proposed MUP generally along this route is intended to be gravel, and not appropriate for transportation cycling nor for allowing people who are cycling easy access to the primary park destination, the community centre. Figure 3 shows the proposed relocation of the BC Parkway in red, and the proposed gravel MUP connecting 14th to the BC Parkway in yellow. Other changes proposed to this area include a new Community Plaza at the Community Centre, with no access for those choosing to travel by bike, and the relocation of the Farmer's Market to the south end of the park, with likely congestion around the south parking lot and proposed MUP.



Figure 3 - John Hendry Park Renewal Plan showing planned AT routes

There is very limited parking currently permitted along these streets. Planned improvements to Stainsbury are a welcome addition to the cycling network, but will not provide access to the Trout Lake Community Centre. These improvements along Victoria Dr and 19th Ave could be actioned now, without waiting for the implementation of the John Hendry Park Renewal Plan.

We welcome the Park Board's plans to improve our parks, but want to ensure that close integration occurs between those plans and City transportation plans. The changes recommended above would complement the changes being proposed by the Park Board, and ensure improved access to Park Board facilities, while recognizing that some people cycling simply want to connect to local cycling routes.

We would very much appreciate an opportunity to meet and discuss these recommendations at your earliest convenience.

Sincerely,

Jeff Leigh  
Chair, Vancouver UBC Local Committee, HUB Cycling  
[vancouver@bikehub.ca](mailto:vancouver@bikehub.ca)

### **About HUB Cycling**

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).