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Sent: Sunday, February 12, 2023 4:59 PM

To: PBcommissioners@vancouver.ca

Cc: Jeff Leigh <jeff.c.leigh@gmail.com>; 'Park Board GM's Office' <pbgmo@vancouver.ca>

Subject: HUB Cycling - Please Vote for Option B

Dear Commissioners,

On behalf of the Vancouver-UBC Committee of **HUB Cycling**, I ask you to *please* vote for a safe, equitable, accessible and emissions reduced present and future for Stanley Park. **We ask you to vote for Option B.**

Although you are committed to a permanent Park Dr bike lane, we learned in the comprehensive Staff Report for bike lane options, that a permanent bike lane on Stanley Park Dr is unlikely in the next decade due to design complexities and cost. In the face of this information, we must extend the life of the temporary lane for the safety of park users, and to meet the goals of the Park Board in terms of reducing motor vehicle use in parks, meeting the environmental targets, etc. **Option B is a good option for making the temporary bike lane safer before a permanent lane is installed.**

Although **Option A** retains the majority of the temporary lane, this option eliminates it in the eastern section of the seawall around the area of the Aquarium and over to Lumberman's Arch. Option A would have people cycling on the seawall and then being able to return to a Park Dr protected lane near Lumberman's Arch. The report points that the seawall is wider in the eastern section than many places in the more western seawall and less likely to be closed due to storm action. Nonetheless, for all users, this is also the heaviest used section of the seawall and in summer months is often overwhelmed. In order to encourage less car traffic in the park and to encourage people to access the park in other ways, we need to provide adequate space for the growing number of people cycling to and in the park as is offered by Option B.

Option C eliminates almost all of the temporary bike lane, rendering Park Dr unusable for people of all ages and abilities to cycle on. This would be a huge step back for encouraging alternate means of getting to and around the park other than by motor vehicle. It would also be an enormous cost to Park Board considering the ap. \$330,000 removal cost plus the significant costs required to build a permanent lane after.

You may know that this bike lane is extremely popular with most Vancouverites; [Business in Vancouver](#) reported on a survey in May 2022 showing that **63 per cent of Vancouverites [thought] a temporary bike lane on Park Drive in Stanley Park [was] a “good idea”**.

Not everyone can or wants to use a car to get to and to enjoy the park. Many people choose to bike and otherwise roll to and in the park for both transportation and recreational purposes. People may not be able to afford a car, may be unable to use one, may choose not to use one for many good reasons and biking and rolling is a great alternative means of access. In addition, everyone gets to enjoy a park with less noisy and polluting vehicles going by with fewer cars.

HUB Cycling believes that a lane on Park Drive is necessary to **meet the goals of the Stanley Park Mobility Study**, ie to “improve park access and the user experience for all, by developing and evaluating the feasibility of options for the reduction in private vehicle traffic” [Minutes page 5](#) . Many jurisdictions have **reduced motor vehicle traffic in their parks**, including San Francisco’s [Golden Gate](#), [New York’s Central Park and Prospect Park](#), [Banff National Park](#)

The Mobility Study goal of reducing motor vehicle traffic in the park aligns with the [City’s Climate Emergency Action Plan](#) and would create a more peaceful and less polluted park for greater enjoyment as well. HUB Cycling supports greater public transportation options in the park which could include: electric buses or mini buses, bicycle “rickshaws” or other pedal powered public transport etc..

Sincerely,

Lisa Slakov

Park Board Liaison - HUB Cycling Vancouver/UBC Local Committee