

July 8th, 2024

RE: West End Waterfront Vision for Park Board Decision

Dear Commissioners,

I am writing on behalf of the HUB Cycling Vancouver-UBC Local Committee to comment on the upcoming decision regarding the West End Waterfront Vision at the July 8th meeting.

We will also be speaking to these points at the meeting; we believe this is an important decision for people biking, using mobility devices like wheelchairs and using all forms of active transportation in and to our parks. The Beach Avenue bikeway is a critical active transportation artery: by far the most-used piece of cycling infrastructure in the city, which runs alongside extremely well used park space and connects into Stanley Park. However, once again, active transportation users in the Stanley Park area face more dangerous conditions due to decisions to increase motor vehicle (MV) traffic access in the area. The decision to return two-way MV traffic on Beach Ave west of Denman would also seem to be inappropriately timed as the long awaited long-term vision of the Stanley Park Mobility Study is about to come to the Board for a decision.

Given the City of Vancouver's recent decision to to launch and operate a new e-scooter public share service, maintaining these continuous two-way protected lanes is even more crucial to accommodate for the anticipated increase in the number of people using these active transportation lanes

However, given that the City is determined to return MV traffic to Beach Ave in the face of considerable Park Board and public concern, HUB Cycling supports Recommendation A as long as it maintains continuous two-way, protected lanes for people on bikes, rolling, using wheelchairs and other micro-mobility devices to travel along Beach Ave during the construction period.

HUB Cycling also supports Recommendation C.

With respect to Recommendation B, we strongly oppose options 1A and 1B, both of which would have MV traffic exiting from Stanley Park along Beach Ave. Allowing direct access from the Park here will induce motor vehicle traffic into the park, particularly people cutting through the park, which has the consequences previously discussed.

Approval of Option 1A would result in a dangerous and uncomfortable pinch point for people on bicycles and increase conflicts with people walking and rolling.

Approval of Option 1B would also result in a dangerous and uncomfortable pinch point for people on bicycles and increase conflicts with people walking and rolling. In addition, it would transition people on bicycles onto the Seawall path, which is too narrow to support the volume of people walking, rolling, and cycling, and provides no separation between the modes. Expansion of the path sufficiently to

mitigate these concerns would be a costly project that would unnecessarily remove greenspace from the park.

Option 2 is the least bad option. If the City continues to pursue the two-way MV traffic decision, then Option 2 - which does not allow direct exit from Stanley Park - is the most appropriate option for people walking, rolling and cycling. It does not change the current configuration in the Park, maintains separation of modes in the area of concern, and costs the least.

In addition, Option 2 allows for the most flexibility at the lowest cost when it comes to making anticipated changes to Park Drive recommended by the forthcoming Stanley Park Mobility Study.

Sincerely,

Lisa Slakov
HUB Cycling Park Board Liaison

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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.