

Email from Lisa Slakov (March 4 2021)

To: Camil.Dumont, Dave.Demers, John Irwin, stuart.mackinnon, Gwen.Giesbrecht, john.coupar, Tricia.Barker, pbgmo, StanleyPark, HUB Cycling

Dear Commissioners,

I am writing on behalf of the Vancouver Local Committee of HUB Cycling regarding the upcoming motion to return the temporary cycle lane to Stanley Park.

We are grateful to see this brought forward by Commissioner Dumont and applaud his reasons for bringing it back. We agree that, aside from the enormous popularity of the lane as evidenced by the user numbers and the survey results from the Stanley Park Mobility Study reported on last November, **the Climate Emergency imperative is a paramount concern.**

As Commissioner Dumont notes, the City's Climate Emergency Action Plan targets significant growth in active transportation trips by 2030 and all of us, including the Park Board, have a huge responsibility to bring the Action Plan to life. Sharing road space in Stanley Park is a great step forward, a win-win where we can ensure that people can access the park safely and comfortably not only by car, but in larger numbers by bicycle and other active modes.

We would like to **see it in place by Spring Break so that the many families looking for staycation activities can have the joy of riding this lane en masse as they did last year.** Perhaps organize a Spring Break "Bike the Stanley Park Road Challenge"? Staff showed last year how quickly a temporary lane could be installed. The lane was improved over time last year and can continue to be modified over the course of this year as changes are recommended through additional consultations with stakeholders and City advisory committees.

We are happy to see that there is no mention of closing the seawall to people on bikes as there will always be people who are unable to bike the hills in the park or who love the seawall route and wish to bike it. Unlike last spring when the seawall was initially closed to people biking, we know a lot more now about the virus and have begun vaccinations. The "bypass route" afforded by the roadway bike lane takes the pressure of numbers off the seawall and we would like to see any decisions about path closures to people on bikes supported by evidence based decision making.

We have already been cc'ed by approximately 100 people who have written many thoughtful and heartfelt messages to you in support of reopening the bike lane. We hope you have the time to read these messages. We have heard directly from numerous HUB Cycling members in these and last year's messages, that **people resent the oft referenced concept that the cycle lane precludes access to seniors**

and people with disabilities. Many seniors and people with mobility issues or who are caring for people with mobility issues have given a host of reasons why they want the Park Dr. cycle lane, including: it makes the park safer and less noisy by reducing motor vehicle traffic, it helps us achieve our climate action goals, it makes it more comfortable for seniors to cycle in the park by providing more space to do so, it's more enjoyable for seniors who bike to share with their families and friends in the increased space, many seniors and people with disabilities are on limited incomes and don't own cars and are looking for other access options etc..

Finally, we have a few suggestions to improve the implementation this year:

1. The motion mentions Park Drive specifically, but we ask that you consider including North Lagoon Drive as it is the natural return route from Second Beach to Coal Harbour. Also, we ask you to consider including a separated lane on Pipeline Rd, providing a safe return path for those who do not want to or are unable to climb the hill to Prospect Point and/or circumnavigate the whole park.
2. We believe that it is very possible to design a temporary lane such that it doesn't run through the Prospect Point or Ferguson Point parking lots, and this would reduce conflict with local businesses when they reopen. The COV engineers have extensive experience designing for bicycle and motor vehicle movement on our roads. We have seen on the recent Beach Ave implementation that it is possible to provide turning access across a protected cycle lane
3. As they were last year, the slip lanes to and from the Causeway at the north end should be closed, at least during peak hours. Vehicles travelling at high speed in the park are often simply shortcutting.

Thank you for your work to increase access to the park.

Lisa Slakov

Park Board Liaison - HUB Cycling Vancouver/UBC Local Committee