

1. Pedestrian and Cycling Improvements at the Stanley Park Causeway

MOVER: Commissioner Barnes

SECONDER:

WHEREAS:

1. On May 25th, 2013, a sixty-one year old cyclist was tragically killed on the Stanley Park Causeway on her way to work;
2. This cyclist's death has brought much needed attention to the ongoing and dangerous conditions that currently exist along the Stanley Park Causeway;
3. The Stanley Park Causeway is the only direct and lit route through Stanley Park for all users between the Vancouver downtown core and North and West Vancouver;
4. The bike way along the Stanley Park Causeway, which allows for cyclists to travel on a narrow sidewalk shared with pedestrians, next to fast-moving motor vehicle traffic without a physical safety barrier, is indicative of the inadequacy of the pedestrian and cycling infrastructure along the Stanley Park Causeway;
5. The City of Vancouver is taking extensive measures to improve active transportation infrastructure and safety to achieve the goals of the Transportation 2040 Plan;
6. Active transportation on foot, by bike or by transit contributes to less motor vehicle traffic through and within Stanley Park, which reduces air pollution and noise in the park and has an overall beneficial impact on the environment;
7. The provincially maintained Stanley Park Causeway seems to have been neglected in the City's pedestrian and cycling transportation network despite the Province's commitment to integrate bicycling by providing safe, accessible and convenient bicycle facilities on the Province's highways and to support and encourage cycling;
8. The Stanley Park Cycling Plan includes recommendations regarding some safety issues along the Causeway corridor but does not address the high potential for cyclist-pedestrian conflict on the narrow sidewalks or the lack of safety barriers between the sidewalks and the Causeway roadway;
9. Better Environmentally Sound Transportation (BEST), the British Columbia Cycling Coalition (BCCC), HASTe Hub for Active School Travel, HUB Your Cycling Connection, the University of British Columbia's AMS Bike Co-op, and the Vancouver Public Space Network (VPSN) are in support of improving the pedestrian and cycling infrastructure along the Stanley Park Causeway; and
10. The aforementioned safety barriers or another means of interim safety measures are needed immediately to prevent serious injury or death.

THEREFORE BE IT RESOLVED

THAT the Vancouver Park Board do everything within its power to work with all levels of government to improve safety for pedestrians and cyclists along the Stanley Park Causeway.

THEREFORE BE IT FURTHER RESOLVED

THAT the Board direct staff to work with the Ministry of Transportation and Infrastructure, and Engineering Services to develop strategies to minimize conflict in high volume pedestrian and cyclist interface areas of the Stanley Park Causeway and report back to the Board with immediacy as to what short-term measures can be implemented to improve pedestrian and cycling safety in the interim as well as provide possible longer-term solutions.

THEREFORE BE IT FURTHER RESOLVED

THAT the City of Vancouver's Active Transportation Policy Council has the opportunity to give feedback on staff's recommendations prior to the Board's consideration.