



STANLEY PARK MOBILITY STUDY

Update

Regular Park Board Meeting
Monday, April 22, 2024



PURPOSE

The purpose of the presentation is to provide a project update on the Stanley Park Mobility Study and the results of the evaluation process, in preparation for the final round of public engagement later this spring.

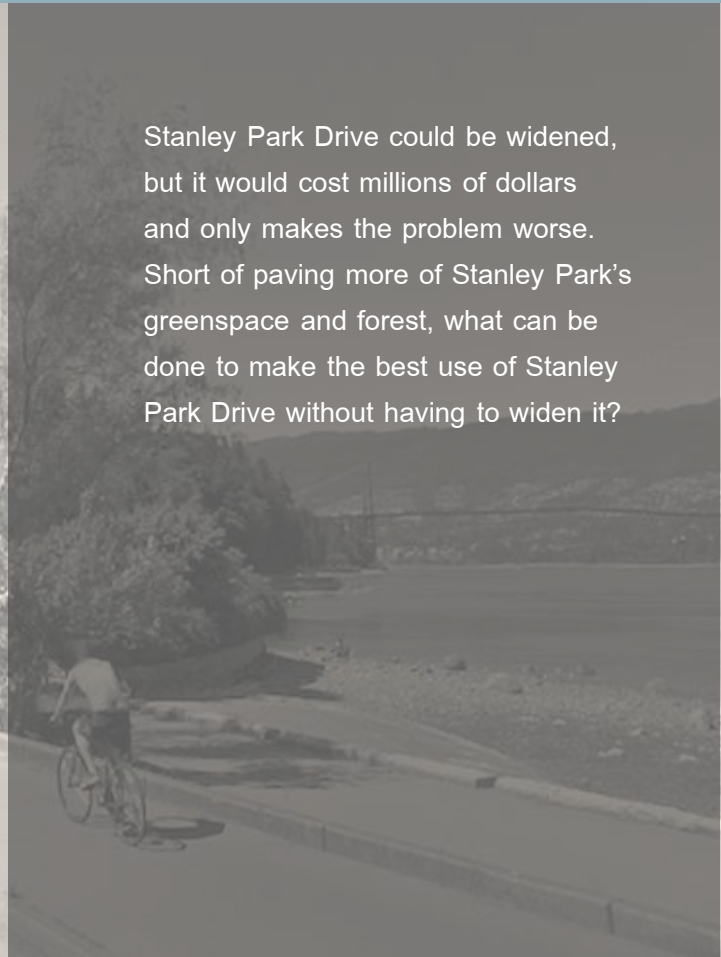
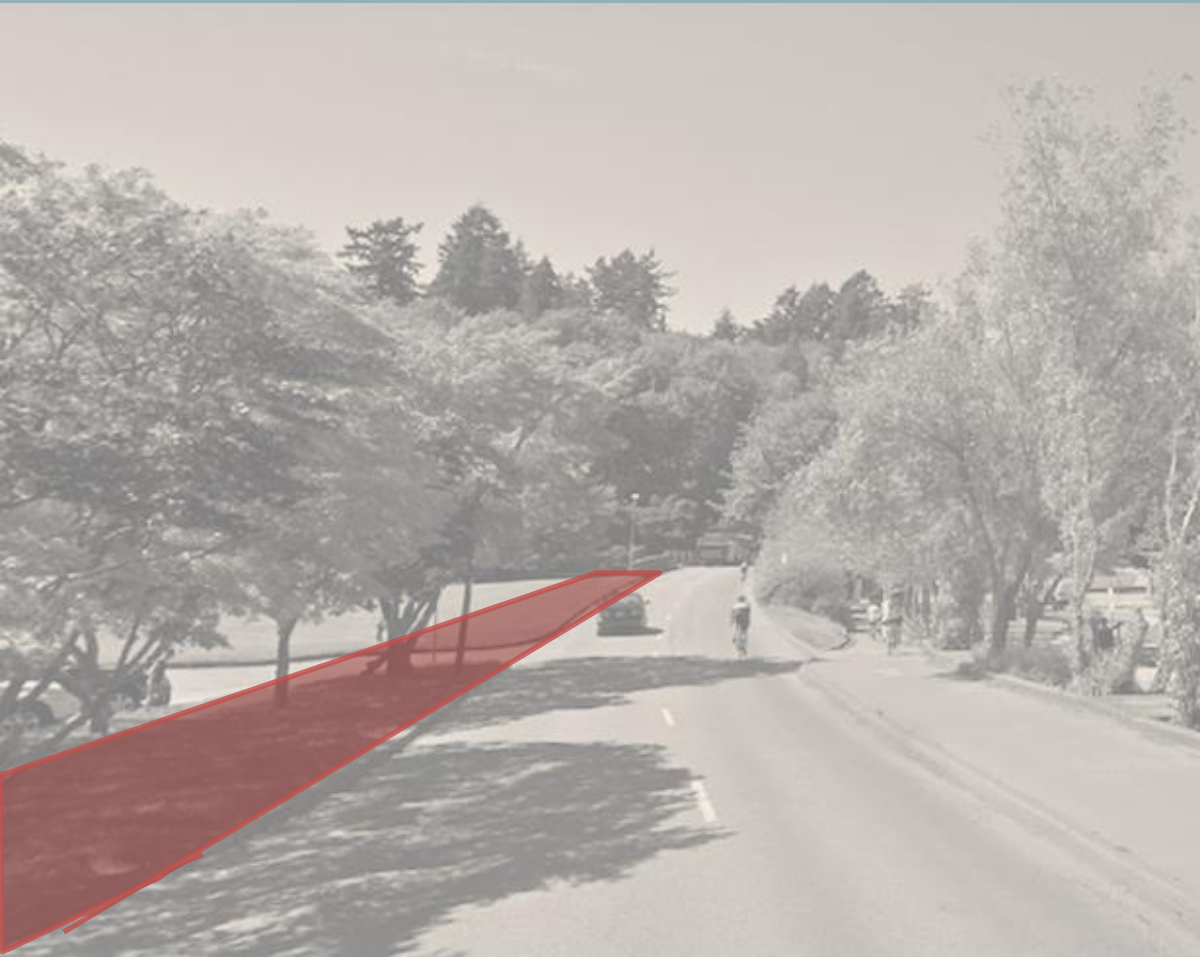
OUTLINE

1. Mobility Study Process
2. Potential Mobility Options
3. Future Planning Work & Next Steps

Mobility Study Process



Stanley Park's traffic jams have been around since at least the 1980's, and they've only gotten worse. They add to the environmental impact, they put a damper on the Stanley Park experience, and they make people not want to come to the Park.



Stanley Park Drive could be widened, but it would cost millions of dollars and only makes the problem worse. Short of paving more of Stanley Park's greenspace and forest, what can be done to make the best use of Stanley Park Drive without having to widen it?

1 DATA COLLECTION & ENGAGEMENT

- over **60 stakeholders**
- public inputs from over **15,000 survey entries**

2 LONG LIST 55 Options

3 FEASIBILITY FILTER



4 7 GUIDING PRINCIPLES



5 21 OPTIONS EVALUATED





42 organizations represented a mix of park and community stakeholders

- World café style enabled each person to spend mins on each option
- The in-person format allowed participants to foster collaboration and understand perspectives
- Many positive comments received on the workshop format

Potential Mobility Options



1

Transit Service/ Shuttle Service (fully accessible) around the full park



Gatineau Park, Quebec



Zion National Park, Utah



Stanley Park Shuttle (2009)



Dyrham Park, UK



Translink Bus (#19)



Sequoia National Park, CA

2

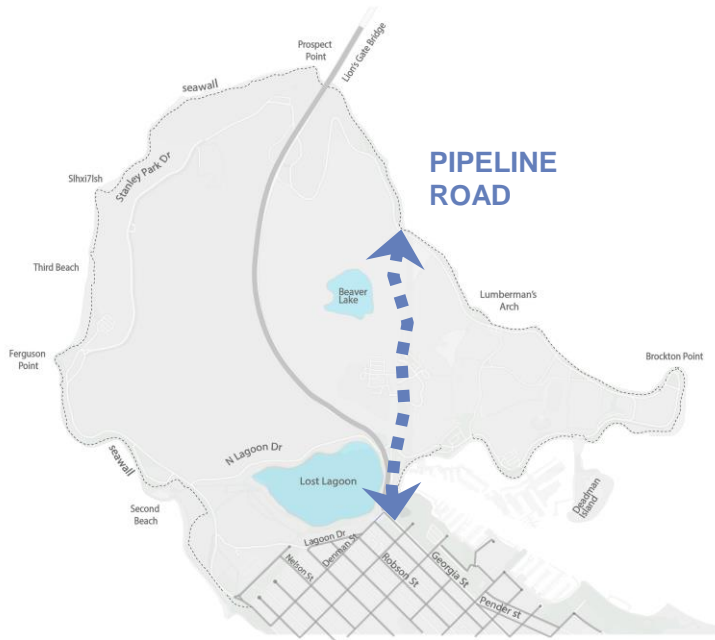
Full access for operations and emergency vehicles



3

Potential Vehicle Access Up Pipeline Rd

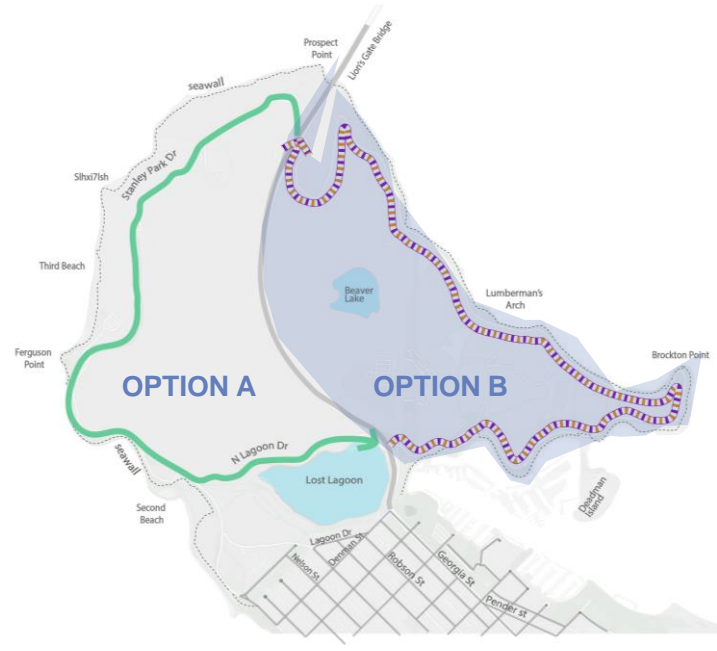
Potential for "central spine" private vehicle access up Pipeline Rd (service to aquarium, train, service yard, etc.)



4

Mix & Match Options

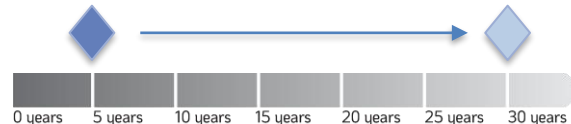
Options could be selected just for east or west side implementation



Based on the components required for each option to come to fruition, implementation could take anywhere from 5 year (min), 15 years (avg) to 30 years (max)

COMPONENTS REQUIREMENTS	A	B	C	D	E	F	G
	Time Based Network Restrictions	Vehicle Time Slot Booking	Transit Lane on Park Drive	Dedicated Bike Lane on Park Drive	Car Free Park Drive with Transit Priority	Car Free Park Drive with Bike Priority	Car Free Park Drive with Dedicated Transit and Bike Lanes
SHUTTLE/ TRANSIT ROUTE PLANNING	Y	Y	Y	Y	Y	Y	Y
STOP INFRASTRUCTURE	Y	Y	Y	Y	Y	Y	Y
ENTRY MANAGEMENT SYSTEM	Y	Y			Y	Y	Y
DIGITAL CARD ENTRY SYSTEM & PROGRAM	Y				Y	Y	Y
PARKING LOT REPURPOSING					Y	Y	Y
"NO PARKING REVENUE" FUNDING PLAN/STUDY					Y	Y	Y
PARK DRIVE LINEAR INFRASTRUCTURE				Y			
ONLINE SYSTEM		Y					

Each option has a likely & potential implementation timeline

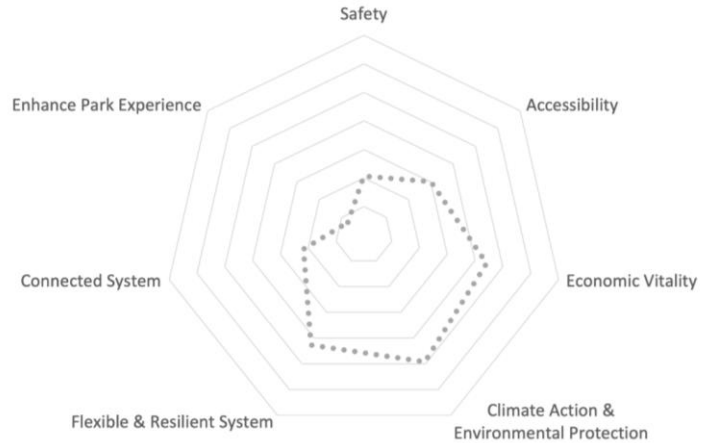


Typical view of Stanley Park Drive (near Lumberman's Arch)



This is what the park is like today with two vehicle lanes on Park Drive. Below is a graph that will show how this and subsequently all six options scored total by principle.

EVALUATION SCORING



OPTION A – Time Based Restrictions

Stanley Park Drive (near Lumberman's Arch) - Typical Condition



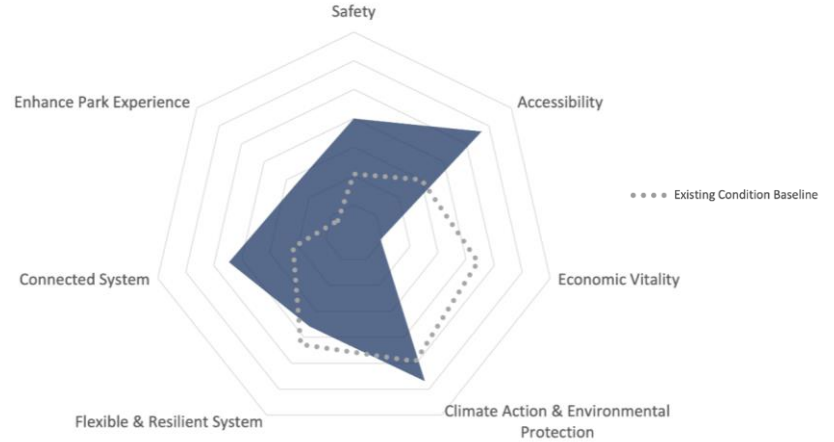
Park Drive (near Lumberman's Arch) – During Vehicle Restricted Period Only



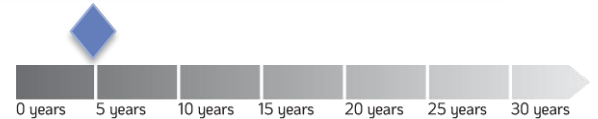
WHAT THIS OPTION IS

This option would temporarily close Park Drive to private vehicle traffic for a specific amount of time (morning, afternoon, day or weekend for example) on a regular basis, to better accommodate transit and active transportation. These restrictions might take place during the spring and summer weekends when Stanley Park is most frequently visited.

EVALUATION SCORING



LIKELY
TIMELINE FOR
IMPLEMENTATION



OPTION B – Vehicle Time Slot Booking

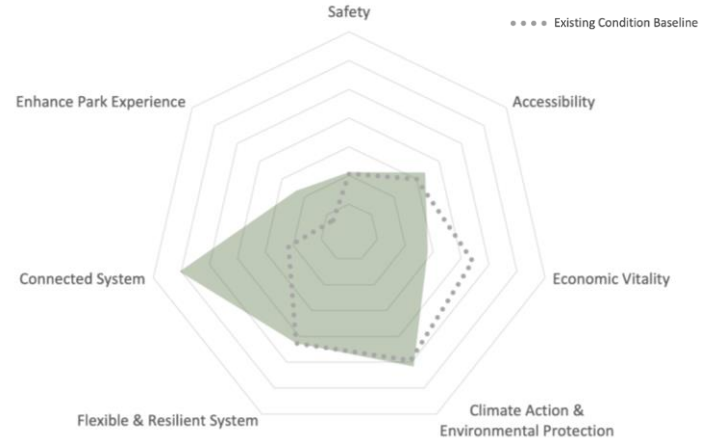
Stanley Park Drive (near Ferguson Point)



WHAT THIS OPTION IS

This option would require visitors travelling to the park in private vehicles to book a free but specified time slot (similar to how BC Parks operates at Bunsen Lake Park). This enables a limit on the number of private vehicles that would be in the park during peak times.

EVALUATION SCORING



BC Parks

Visit Date

Pass Type

Booking Time

AM

Pass availability - Moderate
7am - 12pm (Depart by 12pm)

PM

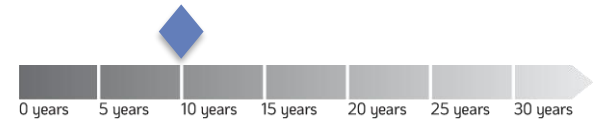
Pass availability - Moderate
Arrive after 12pm

Number of Passes Required

- Maximum of one vehicle pass per transaction. The vehicle pass is valid for all individuals within the vehicle, up to 12 persons.
- Individual trail passes are not required.

Example – Buntzen Lake Park Website

LIKELY TIMELINE FOR IMPLEMENTATION



Stanley Park Drive (near Ferguson Point) – Transit Lane on Park Drive

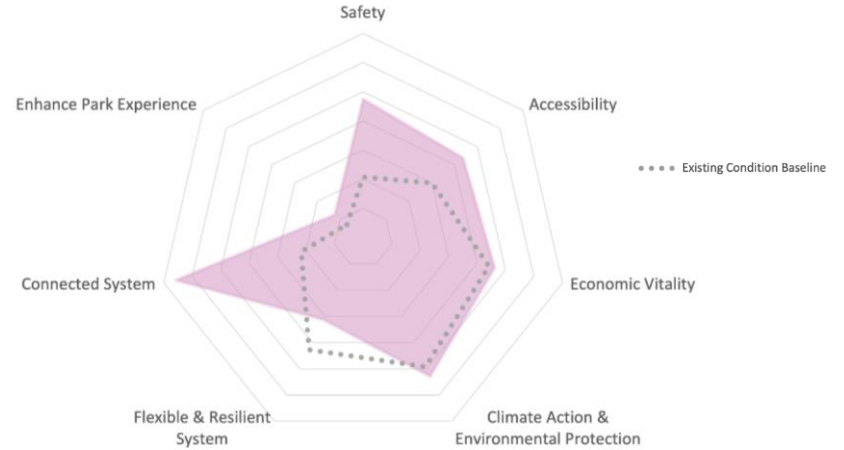


NOTE: Road cyclists can use either lane, but encouraged to use bus lane

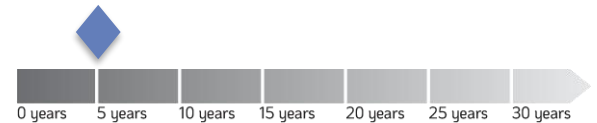
WHAT THIS OPTION IS

This option would involve reallocating one lane of Park Drive and dedicating it for public transit and shuttle/tour buses. Although the road would not be indicated for active transportation use (bikes, e-bikes, scooters, etc.), it would still be permitted.

EVALUATION SCORING



LIKELY
TIMELINE FOR
IMPLEMENTATION



OPTION D – Dedicated Bike Lane on Park Drive

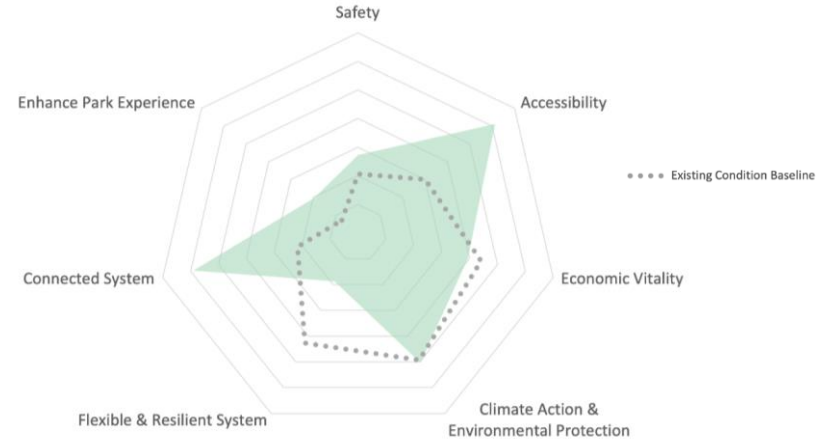
Stanley Park Drive (near Lumberman's Arch) – Dedicated, Separated Bike Lane



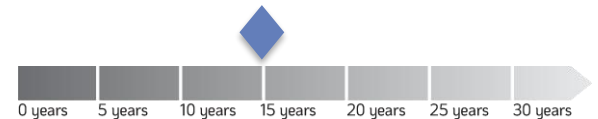
WHAT THIS OPTION IS

This option would involve reallocating one lane of Park Drive and making it one-way active transportation (bikes, e-bikes, scooters, etc.) with physical separation from vehicles. Physical separation would be designed to accommodate emergency and operational vehicles.

EVALUATION SCORING



LIKELY
TIMELINE FOR
IMPLEMENTATION



OPTION E – Car-Free Park Drive with Transit Priority

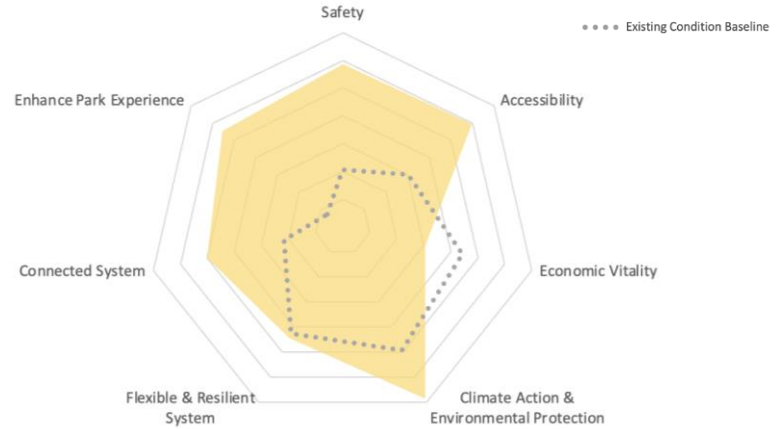


WHAT THIS OPTION IS

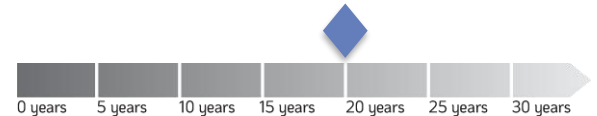
NOTE: Discourages cycling on Park Drive

This option would involve closing Park Drive to private vehicle traffic and dedicating the road to exclusive use by public transit service and shuttles/tour buses. Although the road would not be indicated for active transportation (bikes, e-bikes, scooters, etc.), it would still be permitted, just not openly encouraged.

EVALUATION SCORING



LIKELY
TIMELINE FOR
IMPLEMENTATION





Stanley Park Drive (Typical Arrangement)

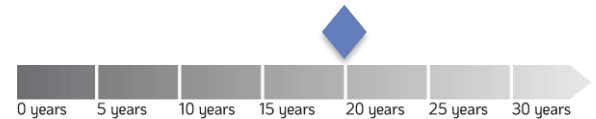
WHAT THIS OPTION IS

This option would involve closing Park Drive to private vehicle traffic and dedicating the road to shared use by public transit service or shuttle, and two-way active transportation (bikes, e-bikes, scooters, etc.). This would require that active transport users share the road with transit vehicles in some areas, but that the roads be clearly indicated for cycling use.

EVALUATION SCORING



LIKELY
TIMELINE FOR
IMPLEMENTATION



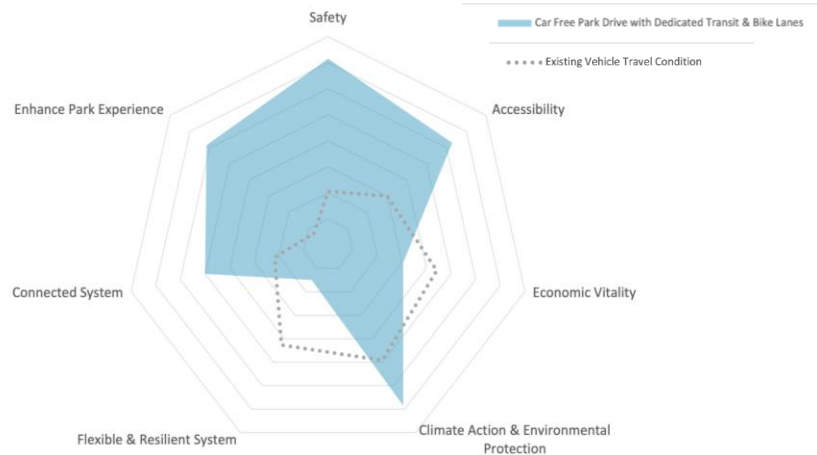
Stanley Park Drive (Typical Arrangement)



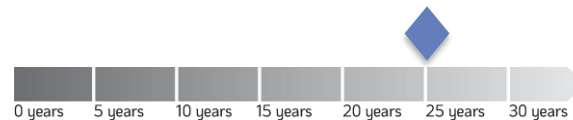
WHAT THIS OPTION IS

This option would involve closing Park Drive to private vehicle traffic and providing one dedicated lane for public transit service, shuttles/tour buses only and a second separated lane would accommodate active transportation modes only.

EVALUATION SCORING



LIKELY
TIMELINE FOR
IMPLEMENTATION



Future Planning Work & Next Steps



