



Date: September 28, 1998

TO: Board Members - Parks and Recreation
FROM: General Manager - Parks and Recreation
SUBJECT: STANLEY PARK - PARK DRIVE; TWO-WAY TRAFFIC TO THIRD BEACH

RECOMMENDATION

THAT the Board approve the monitoring procedures in this report.

BACKGROUND

At its meeting of September 14, 1998, in response to the attached staff report, the Board approved a one year test of two-way traffic between Second and Third Beaches. Also, the Board requested a description of the assessment procedures in judging the success of the traffic modification trial between Second and Third Beach.

DISCUSSION

Traffic trying to exit the Park on summer weekends has been a concern to staff for the last five years. These line ups and delays are among the most annoying issues to our park users.

The Second Beach intersection of Park Drive and Lagoon Drive has been a troublesome bottleneck, in part because of the pedestrian/cyclist/rollerblader crossing. Rerouting the latter two to the Ceperley underpass last year has helped ease the problem.

However, the concern is that added new northbound traffic volumes may delay left turns onto Lagoon Drive to the extent that these turning vehicles may stack up to the point that they block the southbound flow through lane to the Beach Avenue exit.

Monitoring this aspect of traffic congestion will be the main focus of the staff review of the performance of this transportation change. Measuring this impact will be carried out as follows.

Baseline data is in hand for summer traffic flows at Second Beach derived from pneumatic counters. This procedure will be repeated in summer 1999.

The September 1997 consultant report on Park Drive traffic has queue length and duration counts, pedestrian counts and hypothesized future volumes and turning movements.

Matching data will be collected at the same period in 1999 and compared with the consultant's 1997 findings and projections.

Of particular concern is the queue length and duration for North Lagoon Drive traffic and whether it impedes the through flow south on Park Drive.

This data and analysis will be supplemented with traffic delay observations recorded by staff this year and being solicited from park trolley drivers over the summer.

If Lagoon Drive queues block the Park Drive through flows the experiment will be considered detrimental and the Board will have to choose to eliminate the two-way experiment or rebuild the Second Beach stretch of Park Drive.

Prepared by:

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Attachment