



## Exploring Options to Reduce Motor Vehicle Traffic in Stanley Park

*Excerpted from Minutes 2020-06-08*

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MOVERS: Commissioners Irwin & Mackinnon  
SECONDER: Commissioner Giesbrecht

*Amendments (revising A, B & C) MOVED by Commissioner Irwin*

*Final motion as amended:*

### WHEREAS:

1. The City of Vancouver's Climate Emergency Response report (2019) contains a set of six "Big Moves" adopted by Council to reduce Vancouver's carbon pollution by reducing emissions and building on and expanding on existing work to fight climate change;
2. By 2030, two thirds of all trips in Vancouver are targeted to occur through a safe and convenient active transportation and transit network ("Big Move #2");
3. Approximately 30% of Vancouver's greenhouse gas emissions come from motorized vehicles;
4. To enable increased physical distancing in response to the COVID-19 pandemic, motor vehicle access to Stanley Park was closed to the public, with roadways remaining open to cyclists to reduce crowding on the seawall;
5. The reduction in motor vehicle traffic in Stanley Park increased active transportation and has been well-received by many, with comments that fewer vehicles made visiting a more park-like experience;
6. The reallocation of the eastbound lane along Beach Avenue to cyclists and pedestrians greatly reduced congestion on the seawall and increased access for active transportation to Stanley Park; and
7. Convenient & well-serviced transportation alternatives, such as electric shuttle busses, increased bike share hubs, bicycle rickshaws, etc. would greatly reduce vehicle trips to Stanley Park while providing much needed access for those with mobility challenges; and
8. Staff are currently working on a temporary traffic management plan for the summer of 2020 in response to the COVID-19 pandemic and reopening of Stanley Park facilities

### THEREFORE BE IT RESOLVED:

- A. THAT Vancouver Park Board staff explore the long term feasibility of reducing motor vehicle traffic in Stanley Park, including but not restricted to, reducing roadways to single lanes while maintaining access to the park, while increasing accessibility for those with disabilities;



- B. FURTHER THAT consultation include the Stanley Park Intergovernmental Working Group, the Persons with Disabilities Advisory Committee, as well as park partners, stakeholders, and the community at large; and
- C. THAT Park Board staff explore green transportation options, to and throughout the park, to support equitable access for all park users, including those with disabilities and mobility challenges.

CARRIED

(Commissioners Barker and Coupar opposed)