



MOBILITY IN STANLEY PARK

Survey Results, Data Analysis and Next Steps

Regular Board Meeting
Monday, November 23, 2020



- To provide a summary of the changes in Stanley Park in response to the COVID-19 pandemic response, and present the results of the Public Survey and Data Analysis on the Temporary Traffic Management Plan (TMP)
- To update on how this will help inform future planning processes in Stanley Park and outline next steps

OUTLINE

1. Introduction
2. COVID-19 Pandemic Response
3. Public Engagement
4. Survey Results
5. Data Collection & Analysis
6. Next Steps

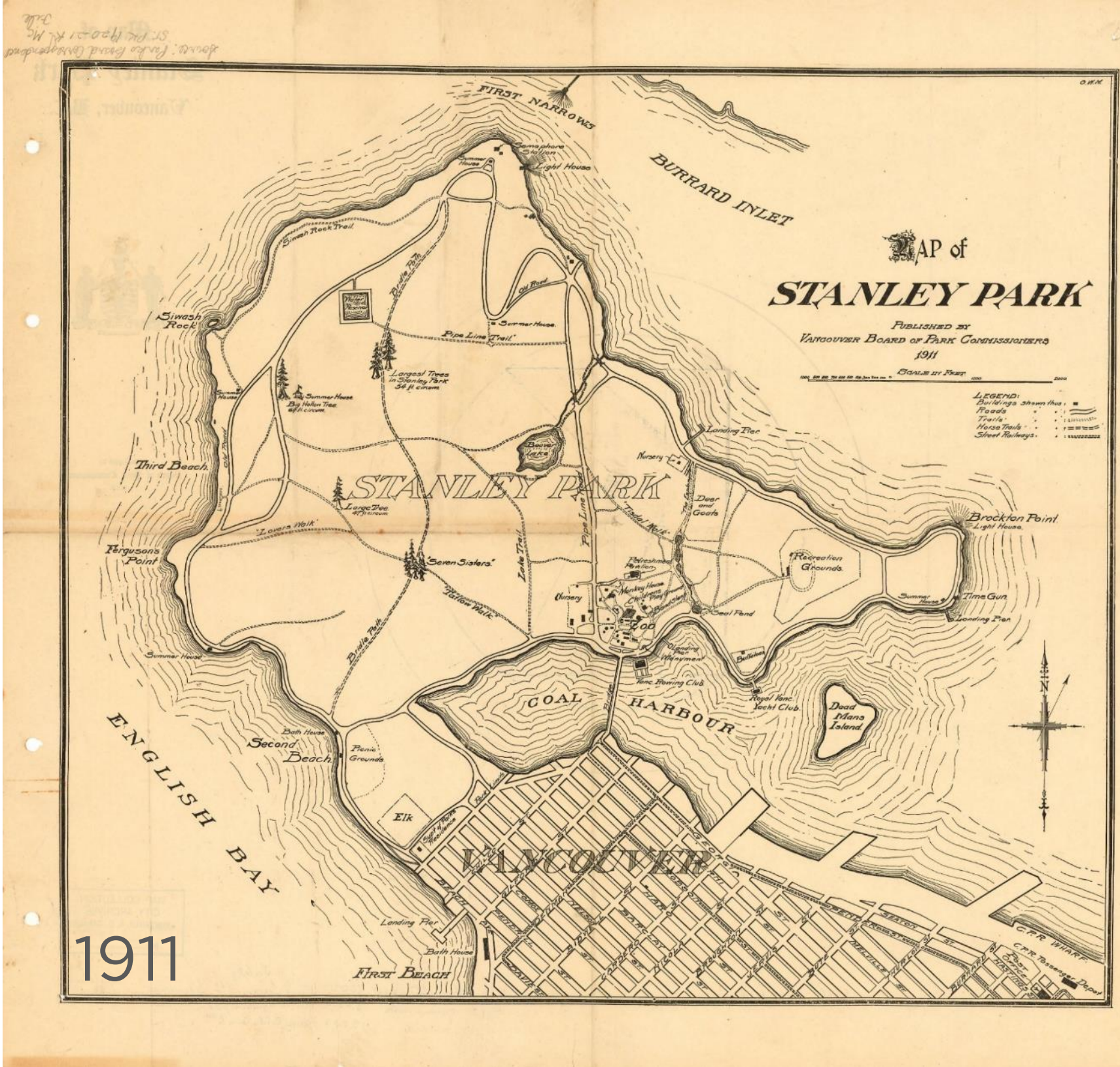


Introduction

PARK DRIVE

First colonial infrastructure to be built in the Park

138 years old





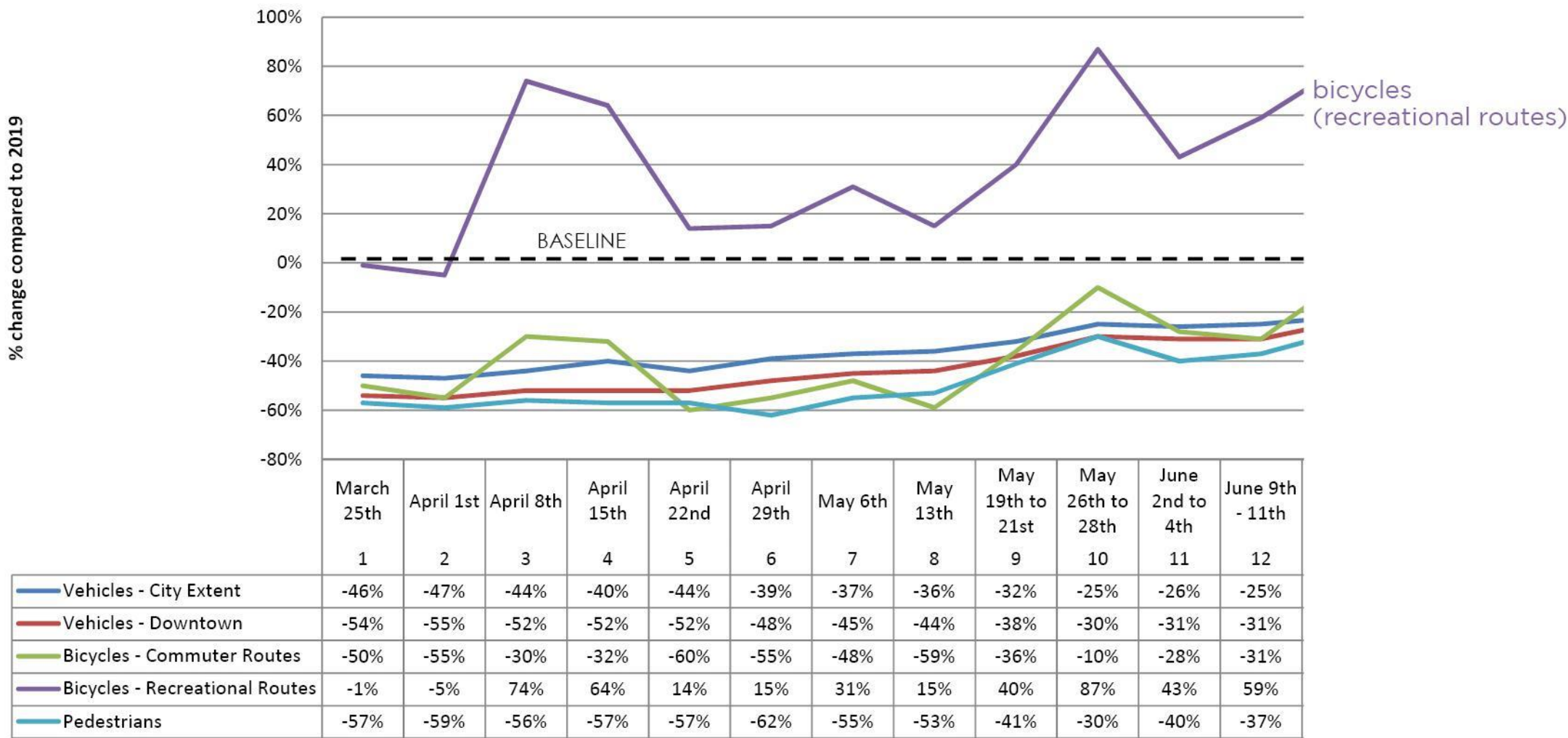
Stanley Park COVID-19 Pandemic Response

Mobility Trends During Pandemic

Mobility by mode of transportation - City of Vancouver



Week by Week Mobilty Trends During COVID
(compared to same week in 2019)



Stanley Park Seawall Congestion & Pinch Points



COVID-19 RESPONSE

INTRODUCTION

ENGAGEMENT

SURVEY OVERVIEW

SURVEY (CLOSED)

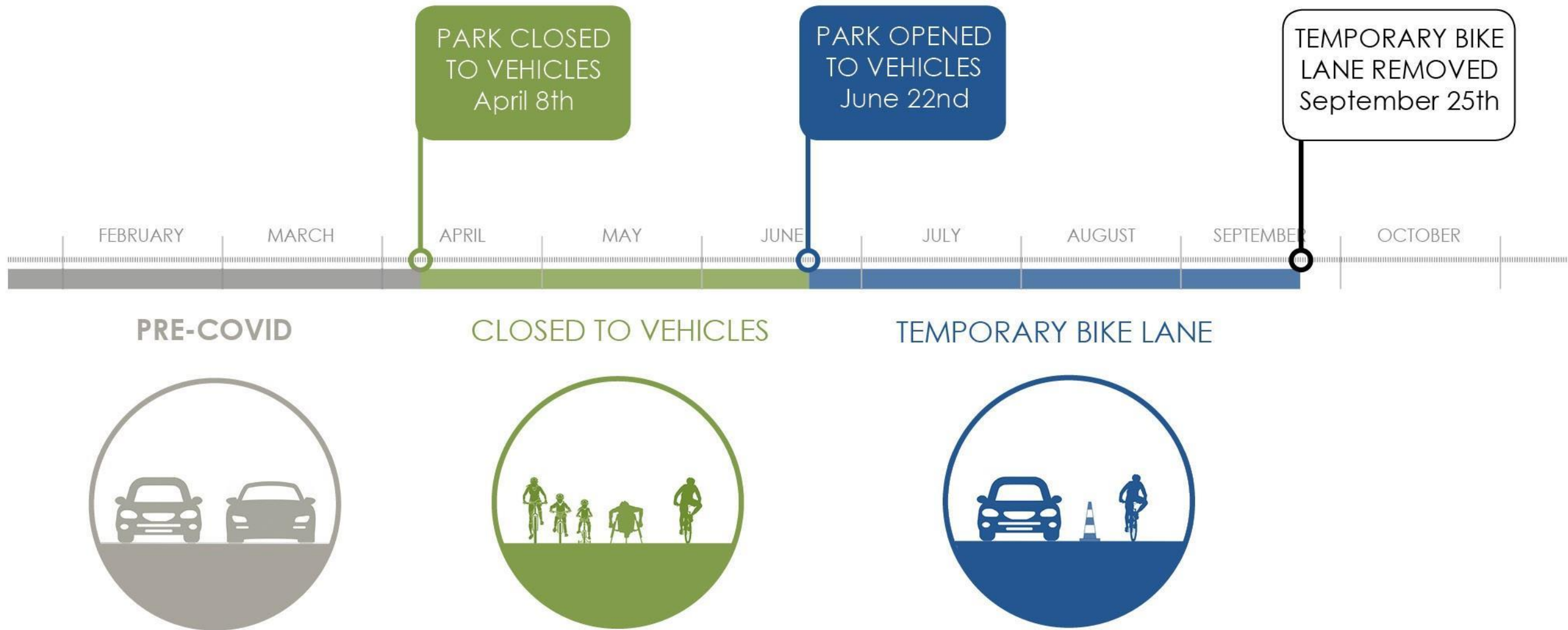
SURVEY (TEMP BIKE PATH)

SUMMARY

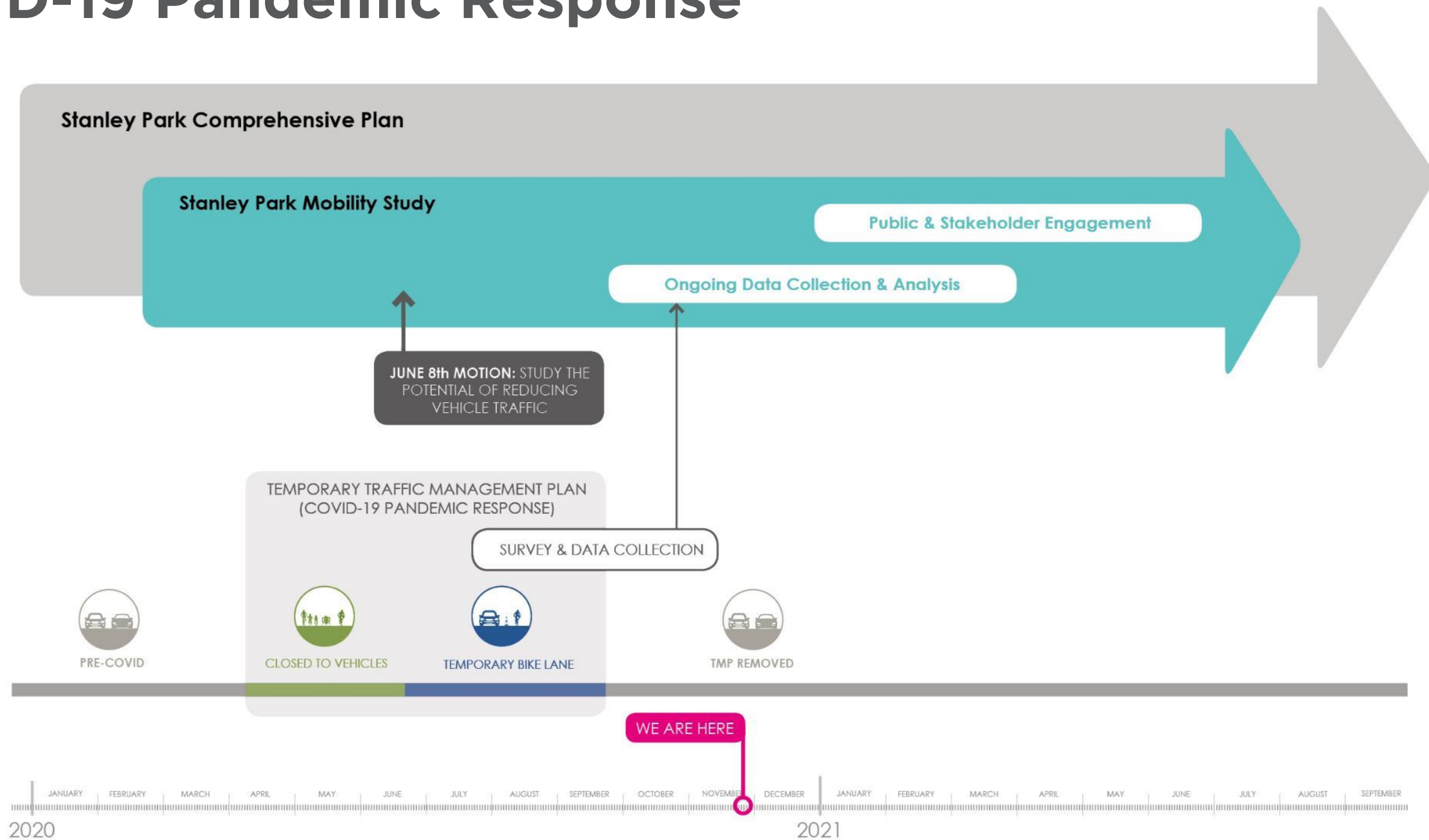
DATA COLLECTION & ANALYSIS

NEXT STEPS

COVID-19 Pandemic Response



COVID-19 Pandemic Response



Public Engagement

STANLEY PARK SURVEY

Tell us your thoughts about the temporary changes in Stanley Park as a response to COVID-19



BEFORE: HOW CAN YOU ENJOY STANLEY PARK NOW?



AFTER: HOW DO YOU ENJOY STANLEY PARK NOW?

Take the survey
<https://www.vancouver.ca/stanley-park>



For more information, visit www.vancouver.ca/stanley-park

STANLEY PARK SURVEY

Current temporary changes in Stanley Park



Legend:

- Green: Temporary changes
- Blue: Permanent changes
- Yellow: Temporary changes
- Red: Permanent changes



Public Engagement

- Seized the opportunity to capture broader public sentiment and feedback
- Public Survey open from **August 25th to September 20th (4 weeks)**
- In-person engagement in Stanley Park at 3 locations on August 30th
- **11,058 responses** received (Talk Vancouver average response rate typically 2000)



Prospect Point Plaza, August 30th

Survey Distribution

- Issued through **Shape Your City** Landing Page and Talk Vancouver Survey platform
- **Digital Links Sent to:**
 - All Stanley Park Stakeholders,
 - External Stakeholders (Persons with Disabilities AC, Seniors Advisory Committee, Coastal Health, HUB, Gordon House, and many others)
 - Advertised by Park Board and City Social Media Channels
 - Survey link was sent to all **speakers** signed up to speak at the **June 18th Special Board Meeting** on the Temporary TMP
- **Paper Copies were made available** at the Park Board Office, handed out to people in the Park, and delivered to the West End Seniors Association (total of 35 paper copies were received)

Home » Stanley Park - Response to COVID-19

Stanley Park - Response to COVID-19



Let us know about your experience moving through Stanley Park

Have you had a chance to experience the temporary changes in Stanley Park either when cars were restricted from entering the park entirely, or afterwards when only one lane of traffic was dedicated to cars?

Tell us about your experience by taking the [survey](#) below.



RECENT UPDATES SURVEY

- Signs were located throughout the Park - digital signs on roads, and posters on the seawall

Data Validity

Data Cleaning Process

- Third-party analysis by **Qualitas Research**
- Validation of survey results verified with ‘Data Cleaning’ (process of detecting and fixing (or removing) inaccurate, incomplete, duplicate or corrupt records from a dataset)
- Data Cleaning Process & Methodology:
Analyzed and categorized responses based on a number of criteria:
 1. Duplicate IP addresses
 2. Identical responses
 3. Speeders - Respondents who complete the survey in an unrealistically short time
 4. Submit time (For IP duplicates) - Mainly to see if respondents hit submit more than once
 5. Straight Liners - Respondents who always answer same response
 6. Nonsensical open-ended responses
 7. Inconsistencies: survey responses that contradict each other

IN SUMMARY

- No patterns or nonsense answers were identified
- 187 Responses were removed
- 10,859 responses were included in this analysis

Survey Results



What we asked

Survey Structure



Experience of Stanley Park when it was closed to vehicles compared to pre-COVID



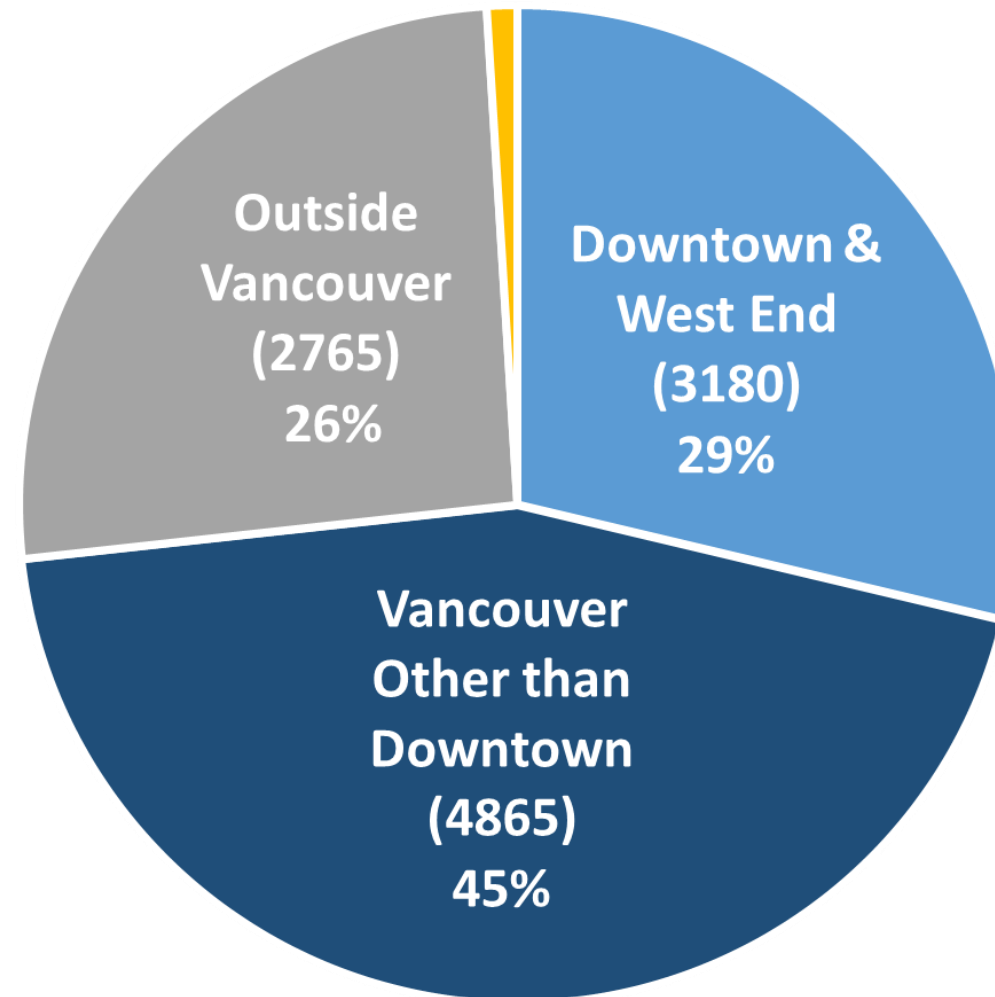
Experience of Stanley Park with separated lane on Park Drive compared to full-closure & compared to pre-COVID



General information about past use and opinions about future changes in the Park

Who we heard from

Survey Responses by Geographic Area

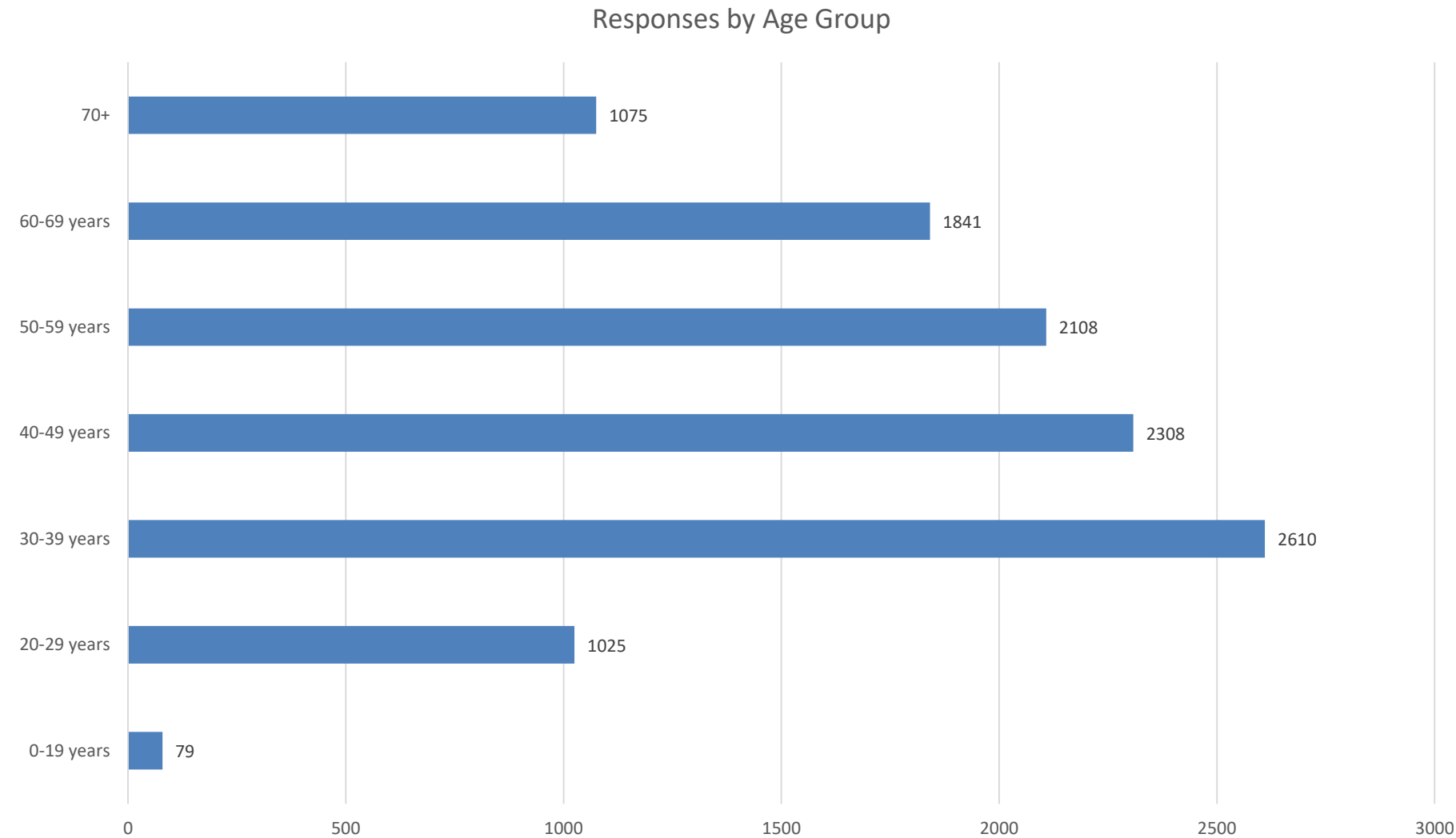


■ Postal code not provided (49) 1%

Outside Vancouver is mainly residents of other lower mainland municipalities

Who we heard from

Survey Responses by Age Group

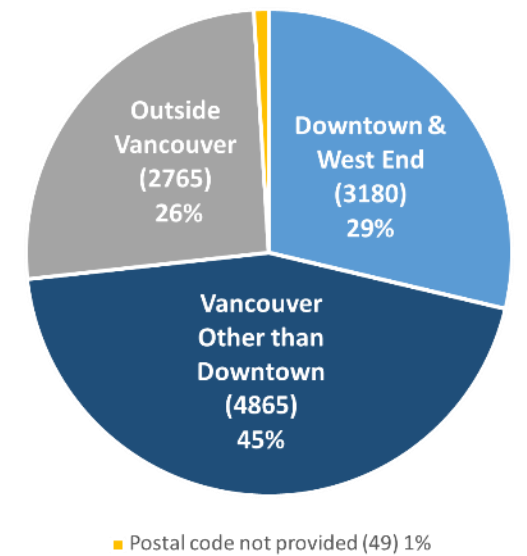
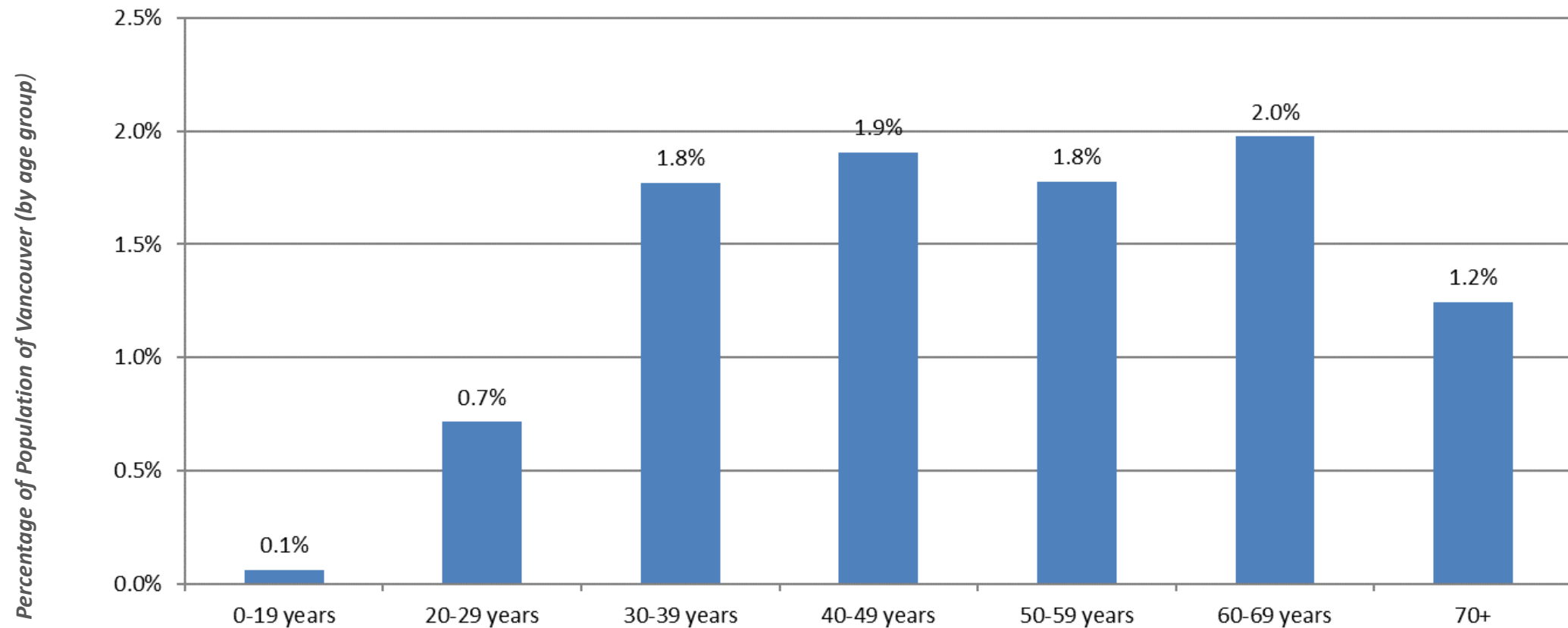


KEY TAKEAWAY

We heard from ages 30-39 the most followed by ages 40 to 69. We heard from Seniors slightly more than ages 20-29. The 0-19 age group was the lowest response received.

Who we heard from

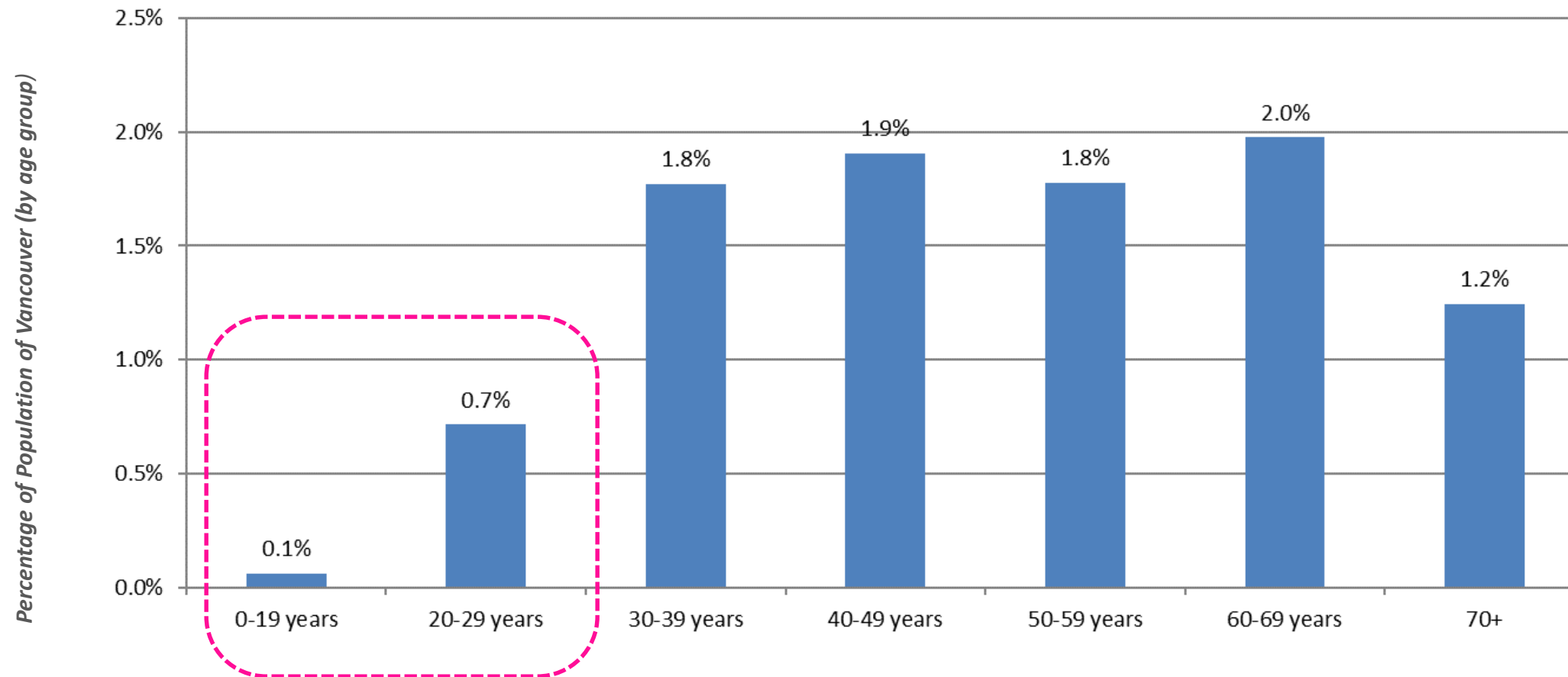
Representation of Population of Vancouver*



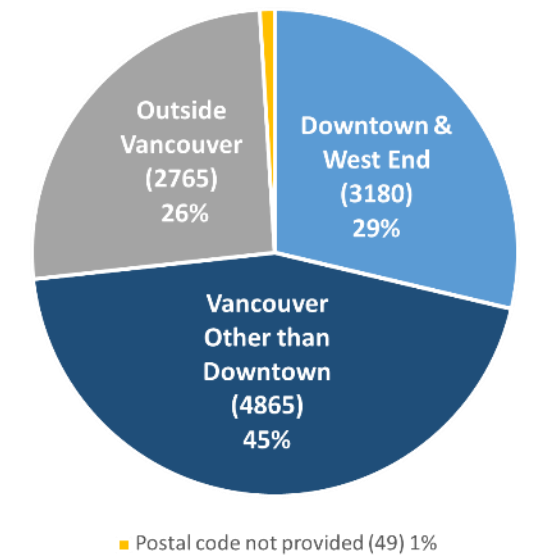
**Source: 2016 Census (Municipal Boundary of Vancouver)*

Who we heard from

Representation of Population of Vancouver



Ages 0-29 were the most underrepresented response group

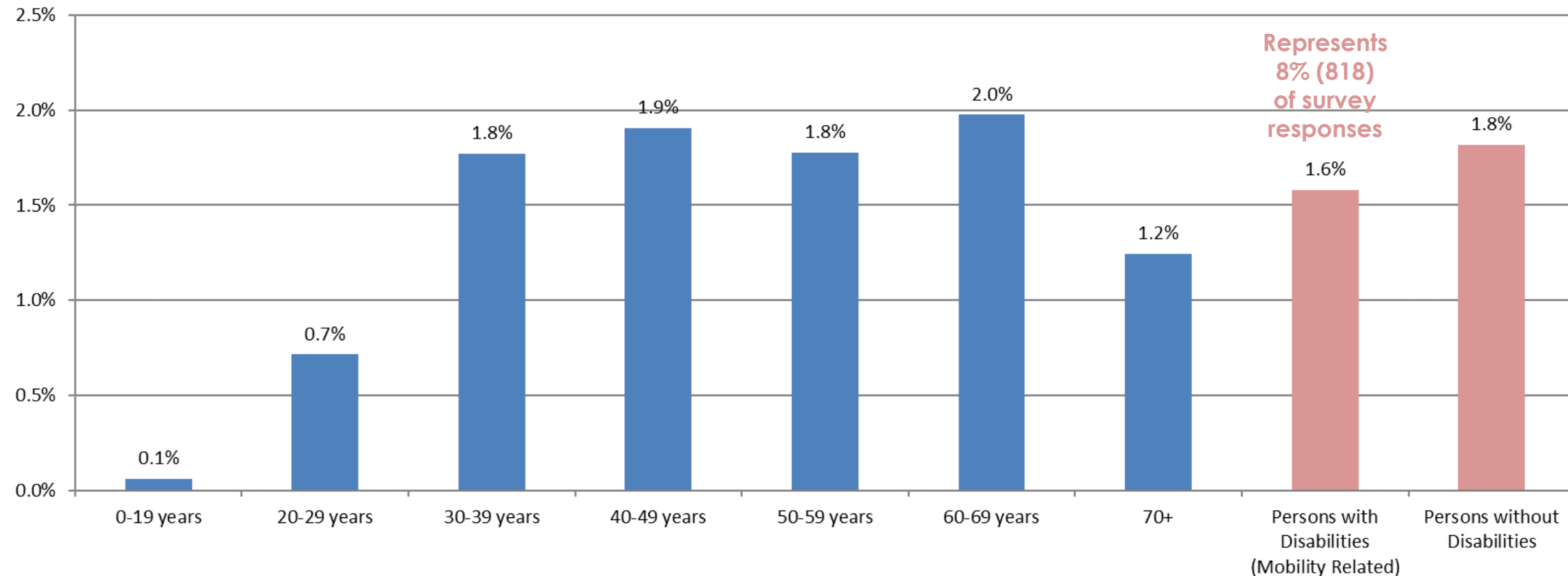


Who we heard from

Representation of Population of Vancouver

Out of 42,000 persons with mobility related disabilities living in Vancouver

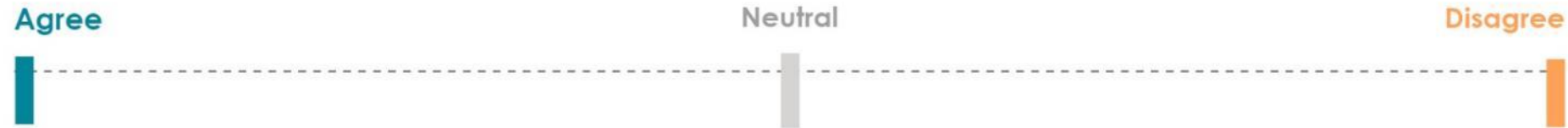
(Source: City of Vancouver Social Indicators Profile, 2020)



Opinions about future changes to Stanley Park



How much do you agree or disagree with the following statements?



I would feel comfortable physical distancing and moving around the seawall as a pedestrian if the seawall bike lane was re-opened



I would like to see a car-free day(s) implemented in Stanley Park in the future



I would like to see some sections of road space dedicated to cyclists in the future with more planning, public engagement and a more permanent, safe and attractive separation design



I would like no changes to the Park in the future; it should be kept the same as prior to COVID-19



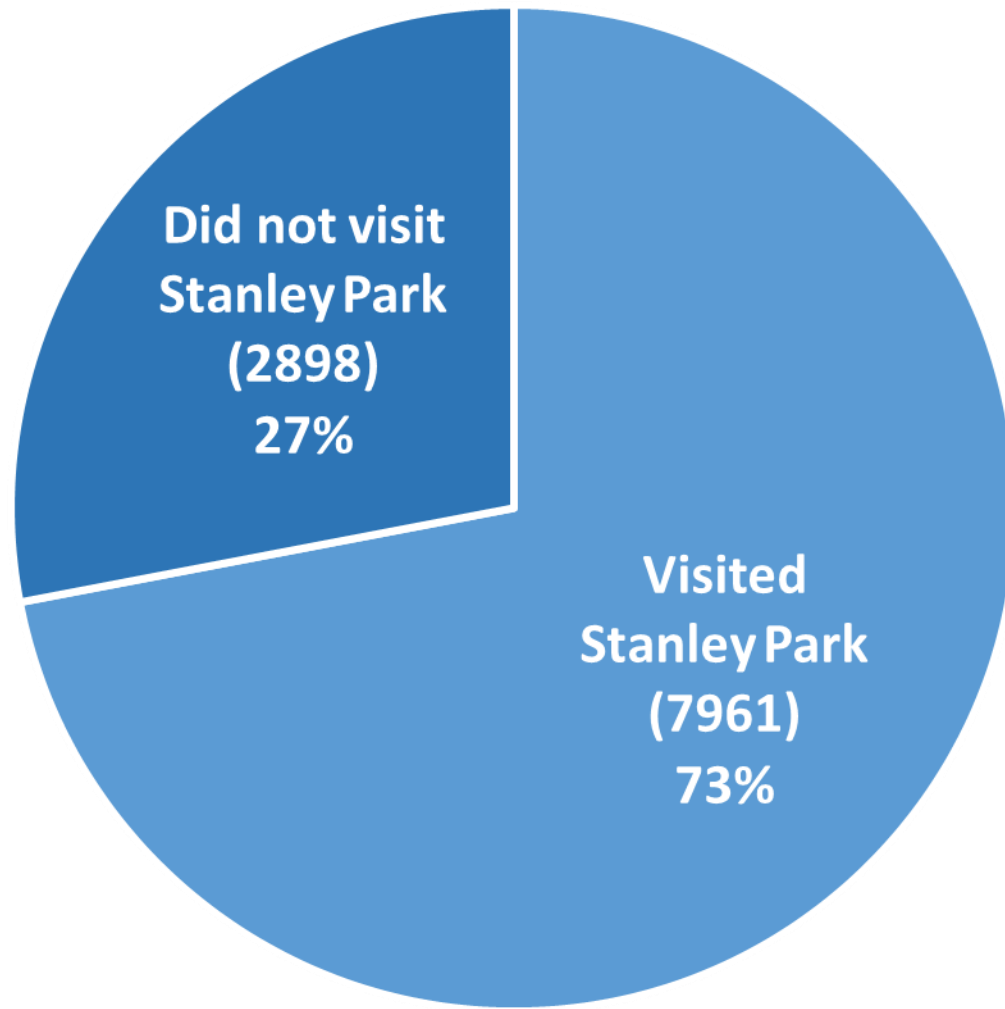


Closed to Vehicles

April 8th to June 22nd



Visitation when Stanley Park was closed to vehicles



Full Sample – 10,859

Frequency of Visits

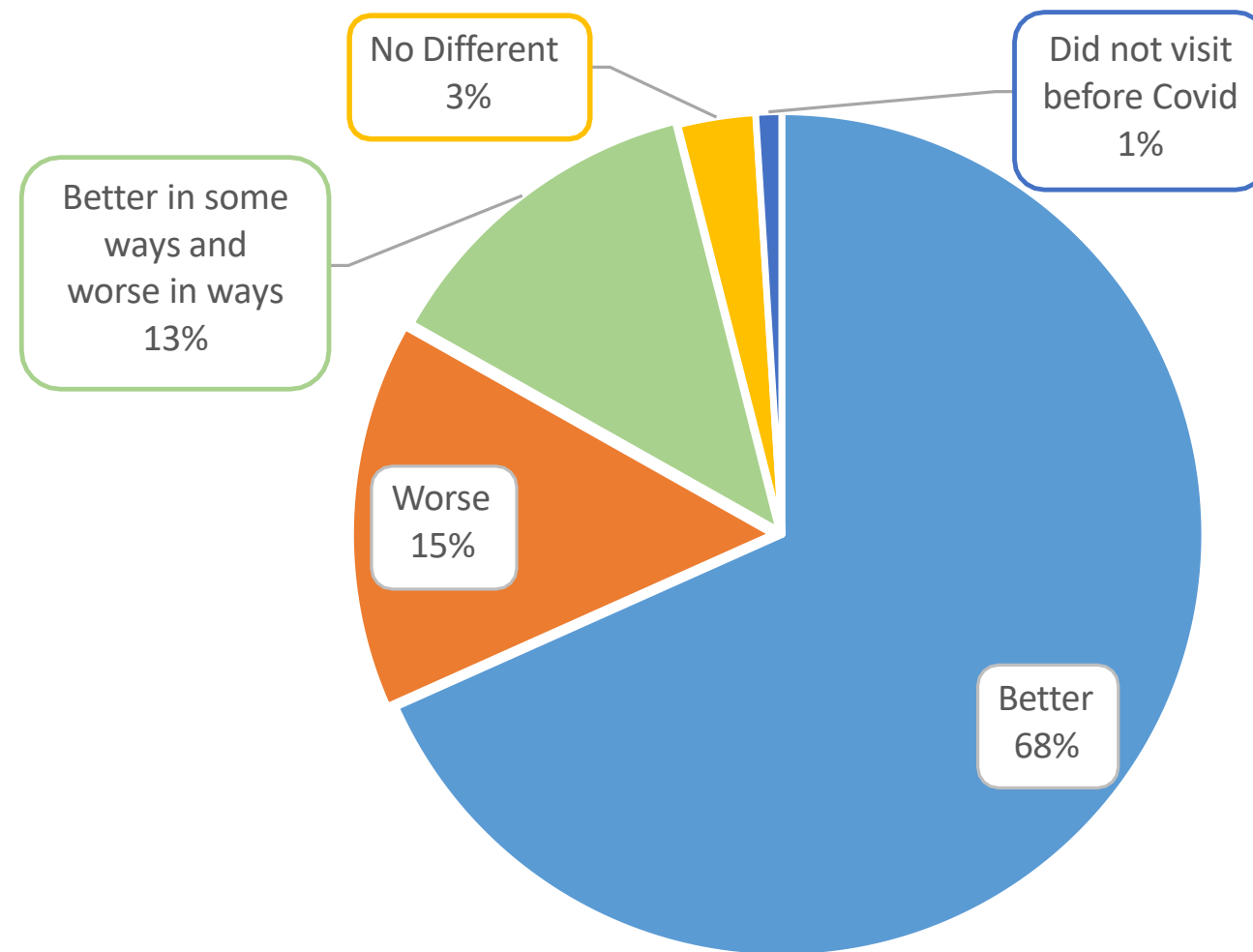
- Pre-COVID, most people visited the park less than once a month
- When the park was closed to vehicles, 60% of people increased their visitation

Mode of Travel

- 76% biked
- 49% walk/rolled/ran

Experience of Stanley Park when it was closed to vehicles

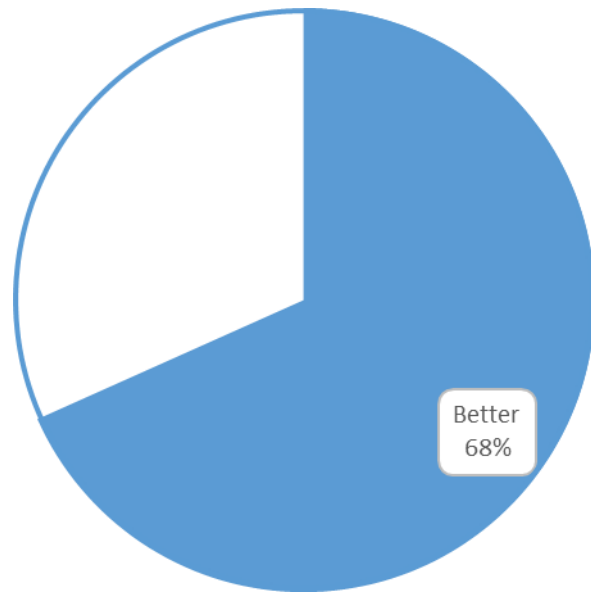
compared to before COVID-19



Those who visited Stanley Park less than once a month before the temporary closure rated their Park experience more positively than those who visited more frequently

People who visited Stanley Park - 7961

68% said “It was better” than before COVID-19



5414 Responses
(of 7961 who visited)

TOP 5 REASONS:

More **bike friendly** encouraging me to cycle more (4140)

More **quiet and peaceful** (3981)

Safer and more **family friendly** (2627)

Better for the **environment** (i.e. less emissions) (2548)

Easier to **physical distance** than in other places (2388)



15% said “It was worse” than before COVID-19



TOP 5 REASONS:

There were **too many speeding** and I did not feel safe (1034)

I could **not access the Park’s amenities** including the Park’s facilities, attractions or restaurants (853)

It was **difficult** for me or someone I know who are **seniors or with disabilities** to visit the Park (716)

I or someone in my group was **unable to bike up the steep hill** (671)

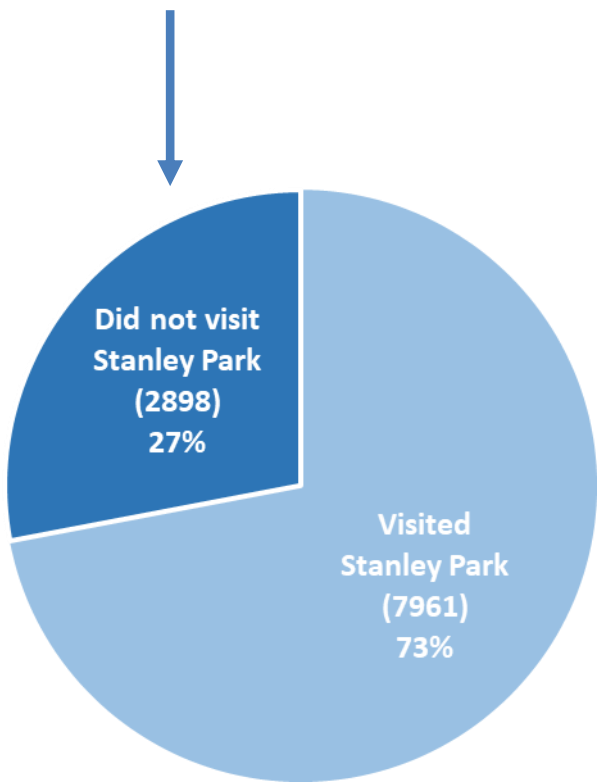
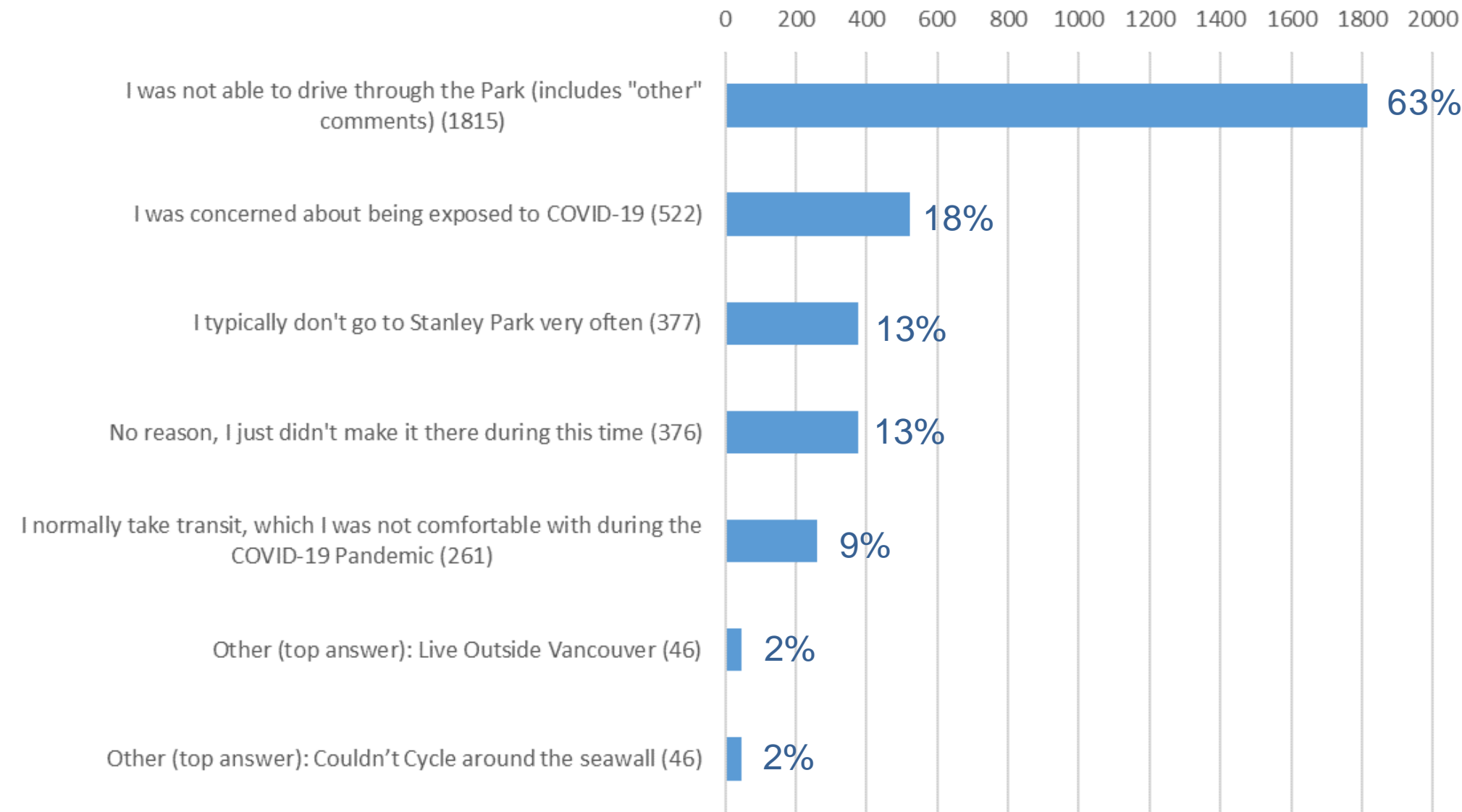
I live further away and it was **difficult** for me to **find parking** near the Park (580)



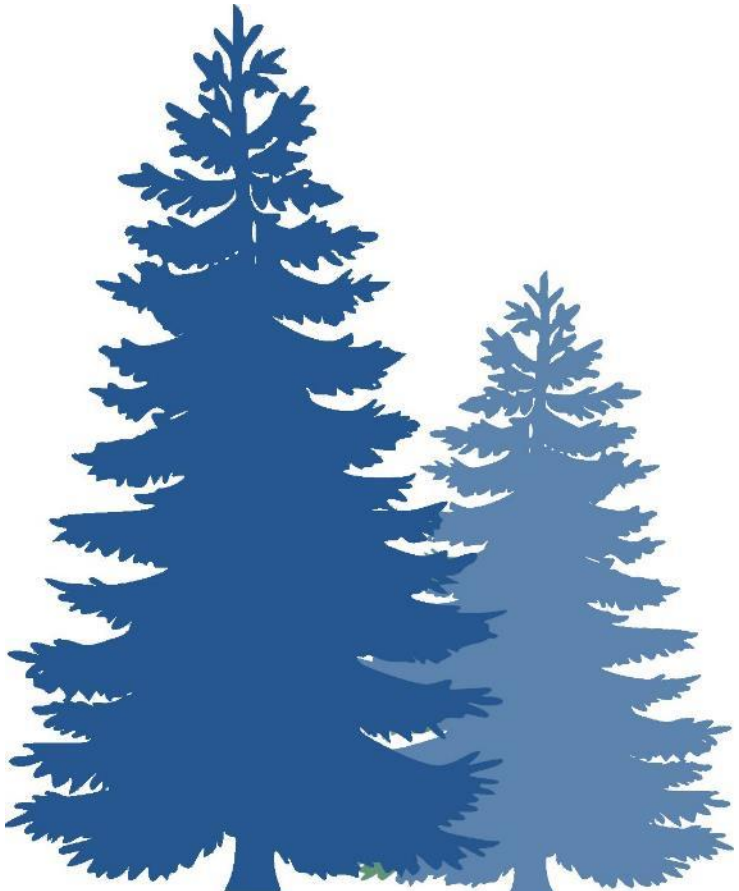
1194 Responses
(of 7961 who visited)

28% said they didn't go when Stanley Park was closed to vehicles, why?

TOP REASONS



2898 Responses
(of 10,859)

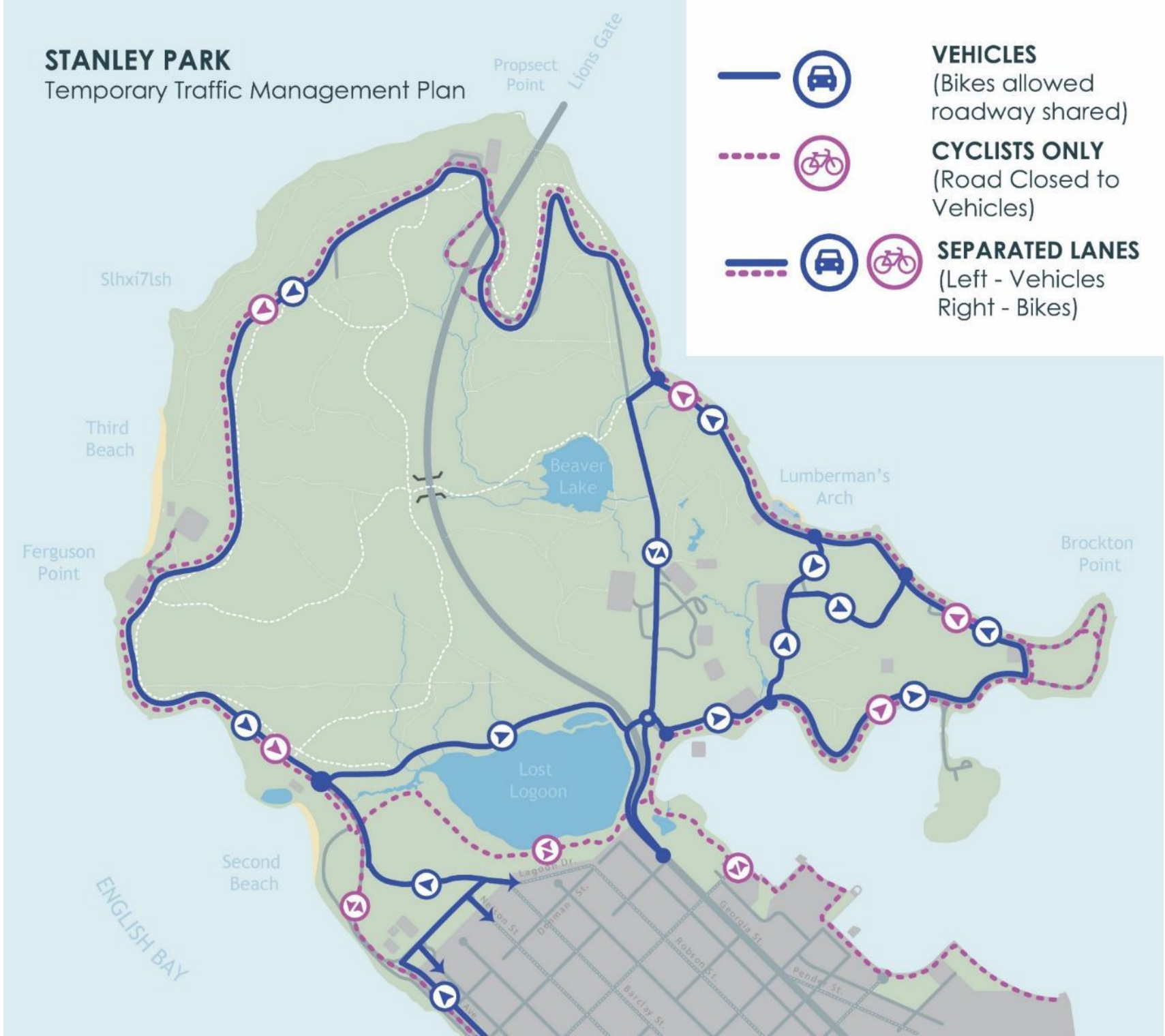


Temporary Bike Path



June 22nd to Sept. 25th

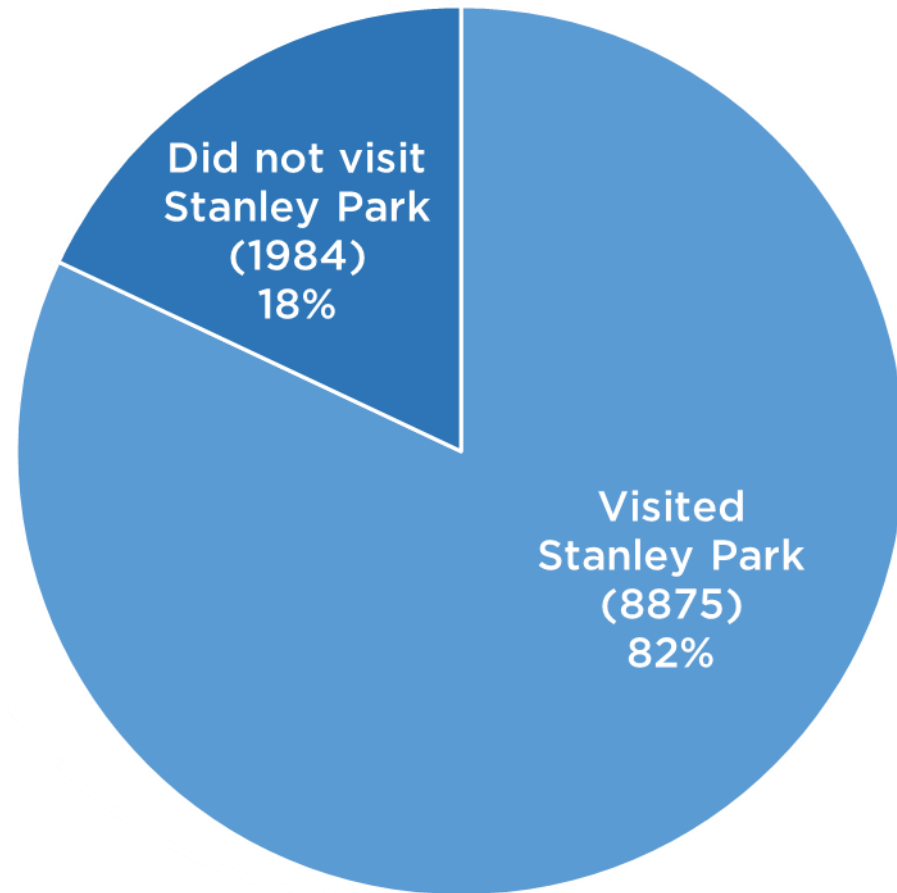
Temporary Lane Configuration



Visitation to Stanley Park when it was separated lanes



One lane dedicated to vehicles and one lane for cyclists

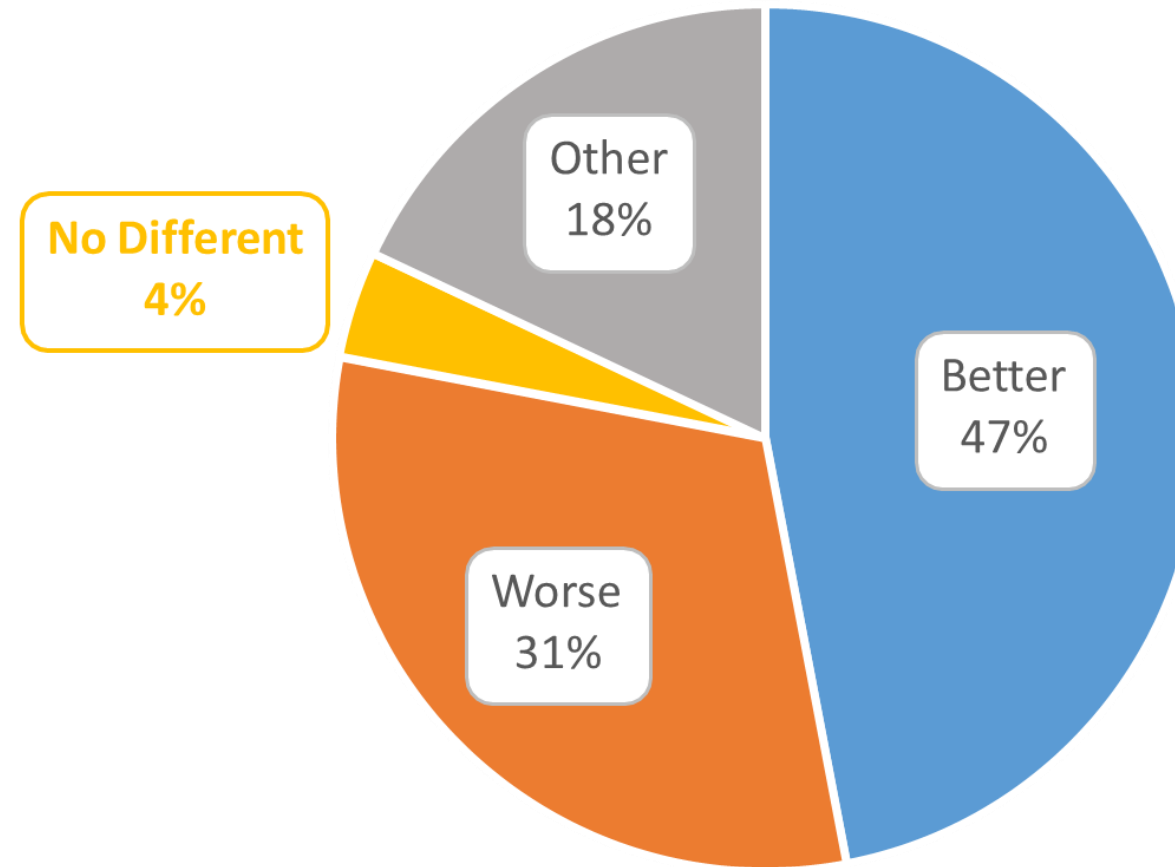


Full Sample – 10,859

- More people said they visited the park when it was reopened to vehicles than when it was closed to vehicles (up 10%)

Experience of Stanley Park with separated lanes

Compared to before COVID-19



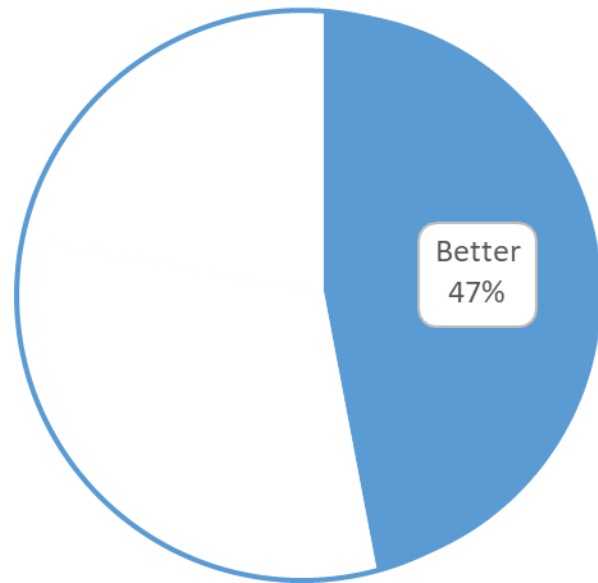
10,030 Responses

47% said “It was better” with separated lanes

Compared to before COVID-19



TOP 4 REASONS:



Vehicle volumes were reduced (3159)

There was more room to cycle than on the seawall (2984)

There was more room to walk/roll/run on the seawall (2457)

Vehicles drove at a slower and safer pace (2370)





31% said “It was worse” with separated lanes

Compared to before COVID-19

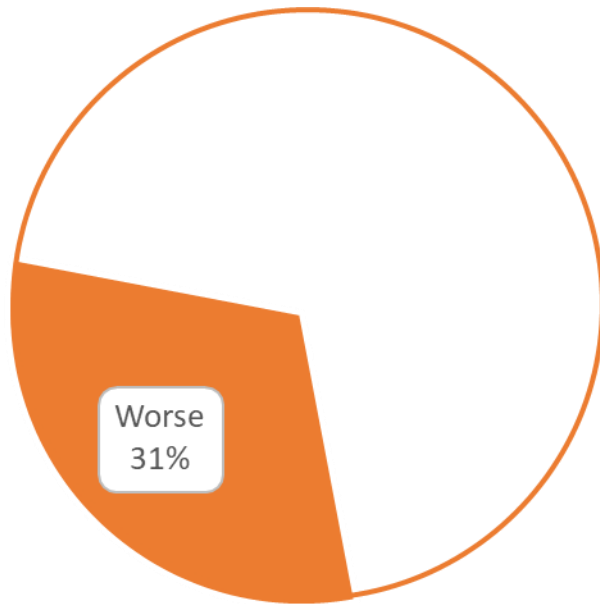
TOP 4 REASONS:

I was **not able to ride on the seawall** (552)

I **drove** and was **not able to access everywhere I previously could** before COVID by vehicle (552)

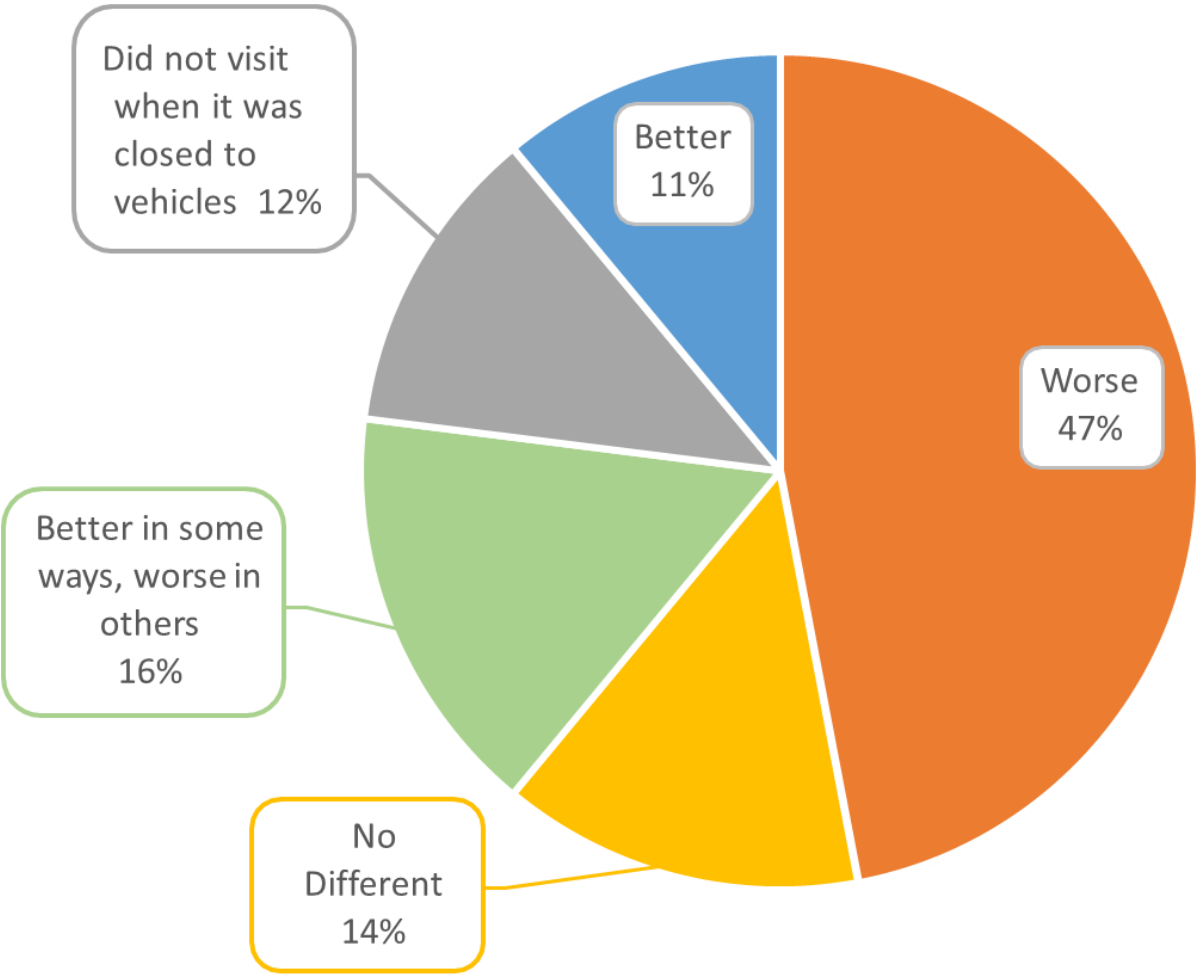
I **drove** and **couldn't find parking** (368)

I drove and was **stuck behind the horse and carriage** (368)



Experience of Stanley Park with separated lanes

Compared to when it was closed to vehicles



People who visited Stanley Park – 8875



11% said “it was better” with separated lanes

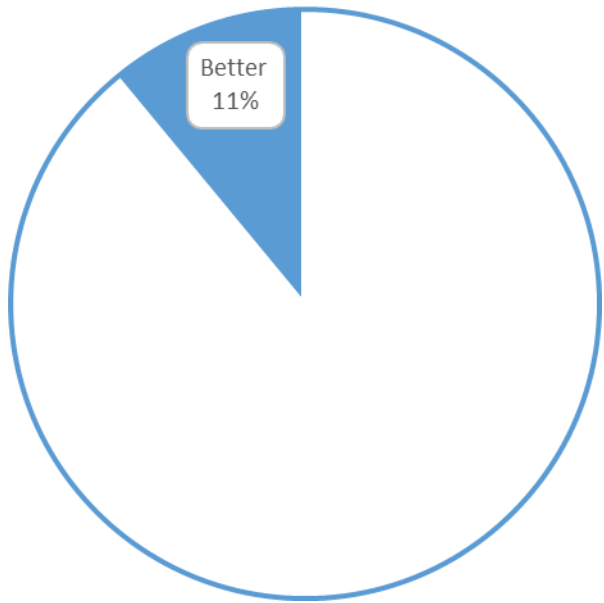
Compared to when it was closed to vehicles

TOP 3 REASONS:

I was able to access Stanley Park by vehicle (137)

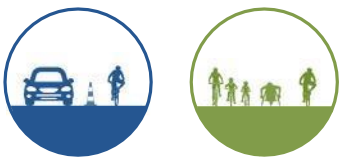
It was easier for me to visit the Park with my family and/or young children (79)

I was able to enjoy the Park’s features and attractions (78)



976 Responses
(of 8875)





47% said “it was worse” with separated lanes

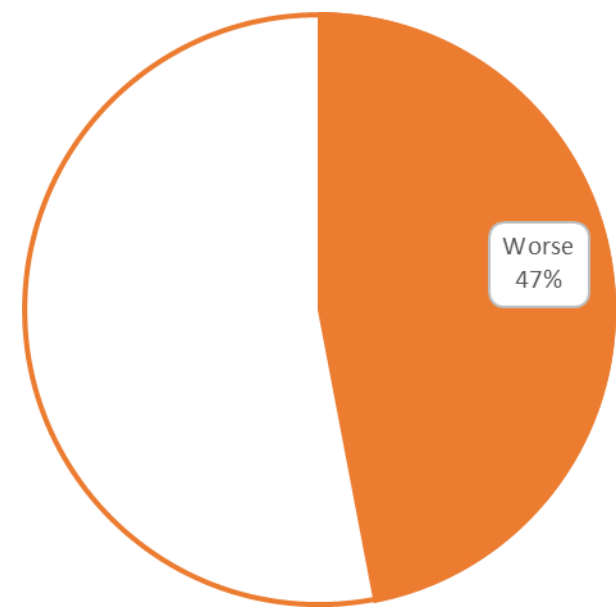
Compared to when it was closed to vehicles

TOP 3 REASONS:

Too many different levels of cyclists squeezed into one lane making it more difficult to pass comfortably (1543)

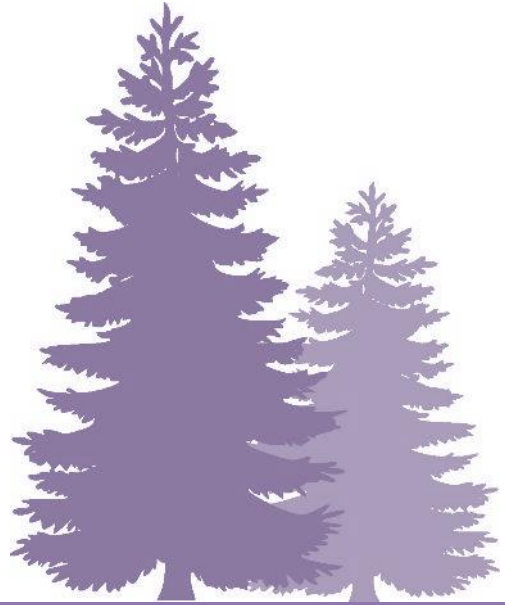
Feeling less safe with the presence of vehicles when cycling on Park Drive (1126)

The park felt more crowded (918)



4171 Responses
(of 8875)





Summary



Current Use & Future Changes

Opinions about future changes to Stanley Park



How much do you agree or disagree with the following statements?

● Strongly agree ● Somewhat agree ● Neutral ● Somewhat disagree ● Strongly disagree



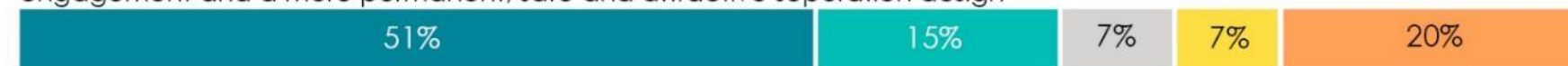
I would feel comfortable physical distancing and moving around the seawall as a pedestrian if the seawall bike lane was re-opened



I would like to see a car-free day(s) implemented in Stanley Park in the future



I would like to see some sections of road space dedicated to cyclists in the future with more planning, public engagement and a more permanent, safe and attractive separation design



I would like no changes to the Park in the future; it should be kept the same as prior to COVID-19



Why do people visit Stanley Park?

Top Reasons:

1. For “passive” recreation (walk, roll, cycle) – 73%
2. To access nature in the City – 59%
3. To visit the beaches and picnic areas – 47%
4. To show visitors (ie. from out of town) around the Park -30%
5. To drive through the Park - 19%



What do people most value about Stanley Park?

Top Things:

1. The natural environment - 83%
2. The open space to recreate, walk, run or cycle - 79%
3. The convenient location and proximity to the City -67%
4. The Park’s features and attractions – 25%
5. The various dining opportunities in the Park – 12%

General Sentiments

Vehicle Use

1815 respondents *didn't go* because they weren't able to drive
 853 respondents said it was *worse* because they couldn't drive = 2057



25%

Or 1 in 4

of all respondents feel they depend on a vehicle in order to experience Stanley Park

VS

1981 SURVEY

25%

Of visitors used their car to move from one place to another in the Park



General Sentiments

Seawall Access for Cyclists

496 respondents *didn't go* because they weren't able to ride on the seawall
808 respondents said it was *worse* because they couldn't ride on the seawall

= 1304

12%

Or 1 in 8

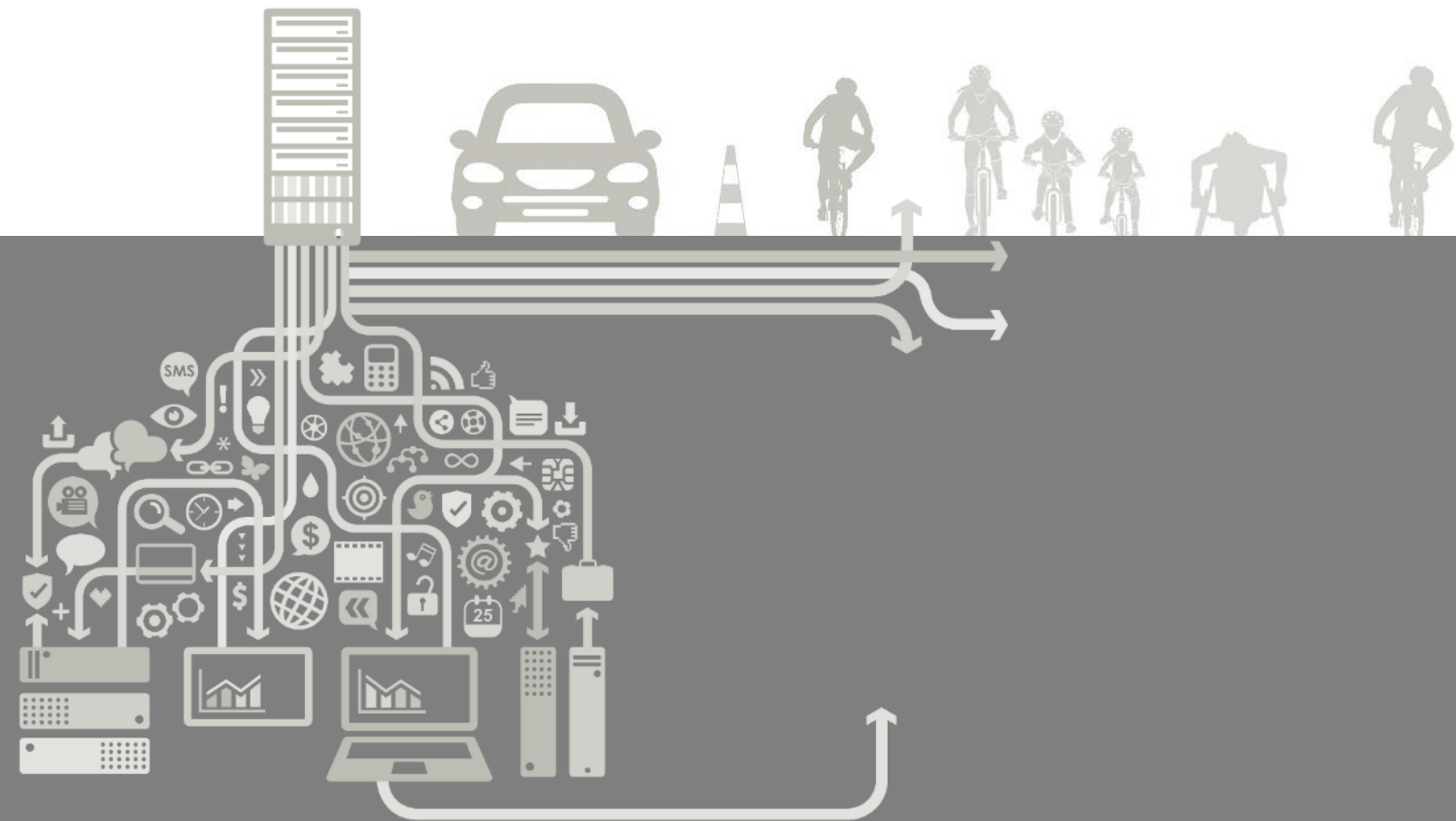
of all respondents heavily rely
on cycling the seawall in
order to experience Stanley
Park

NOTE: While more users may prefer to ride the seawall, 12% would say they depend riding on the seawall to experience the park



What Do We Know

Data Collection & Analysis



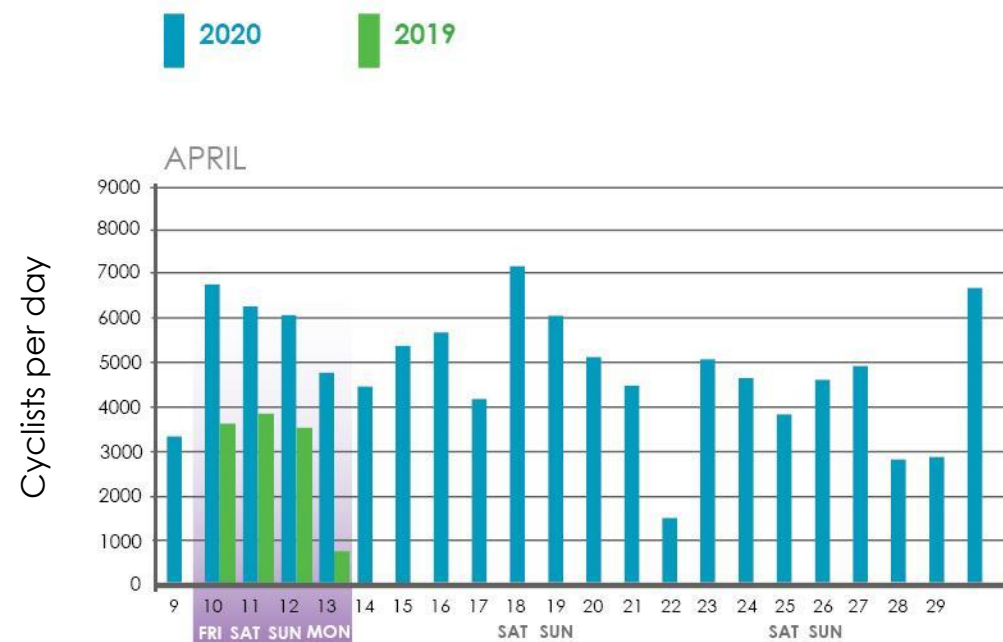


Cycling Data



Cycling Volumes Per Day

When Park was closed to Vehicles - April 8th to June 22nd



EASTER WEEKEND

40% INCREASE



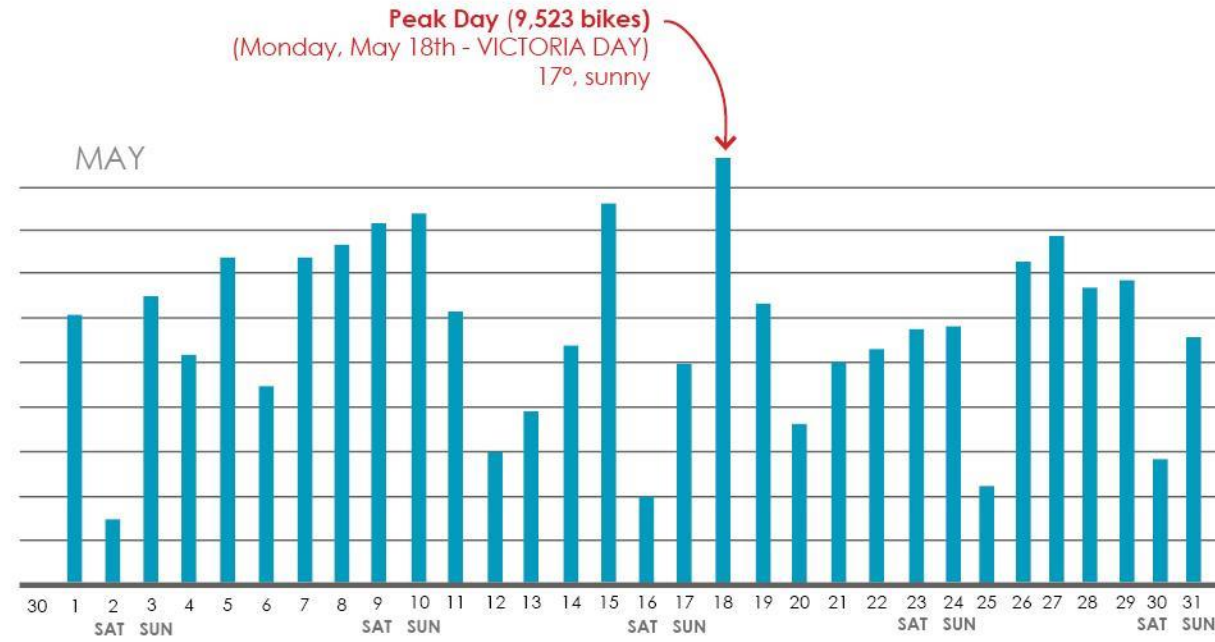
Easter Weekend 2019

11,766



Easter Weekend 2020

16,233



daily avg
(April 9-
May 24)

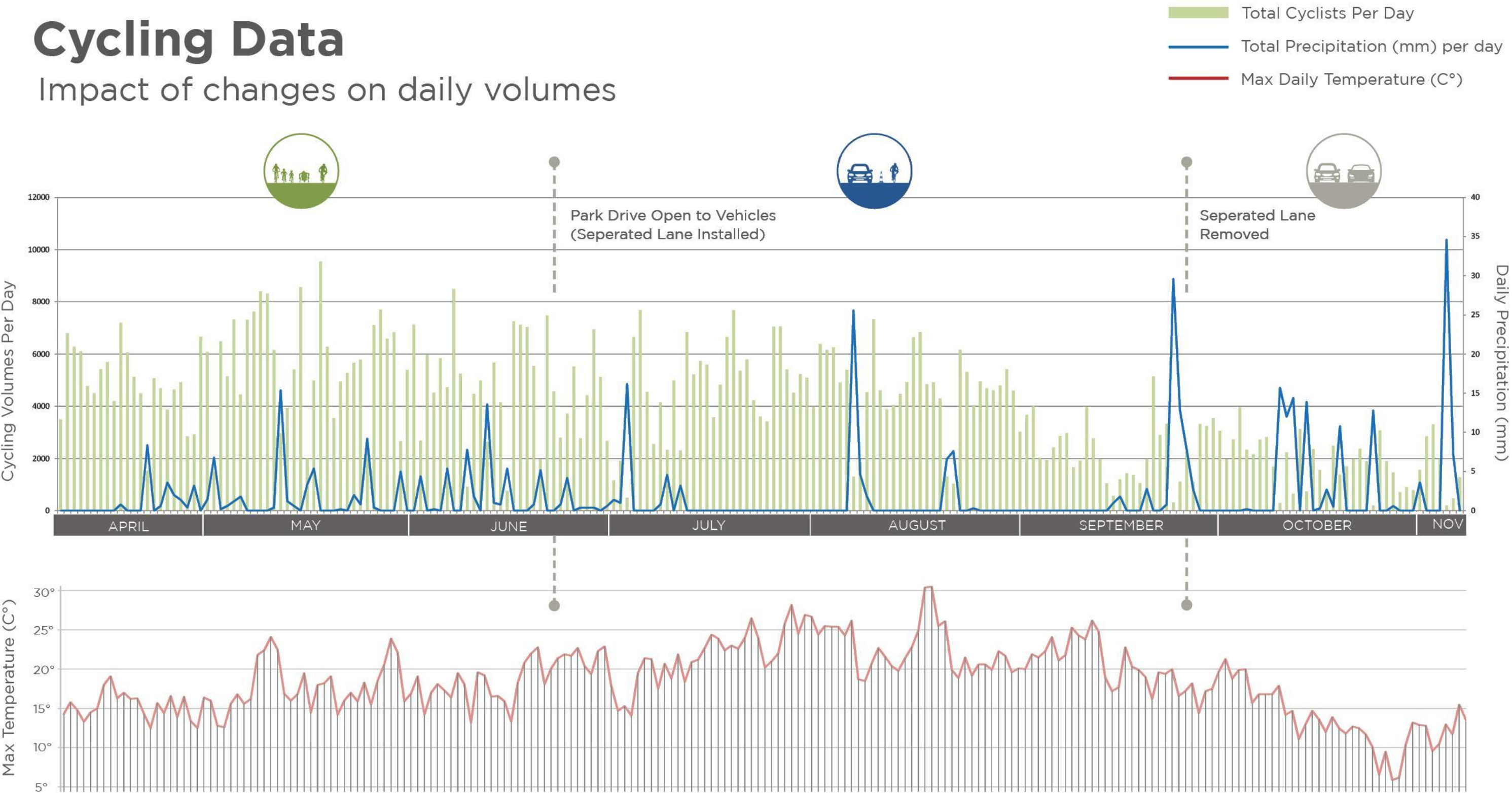
5,300
bikes

daily avg
2019
3,000
bikes

Note: Volumes include cyclists riding around the perimeter of the Park and does not include cyclists riding internal trails or the causeway

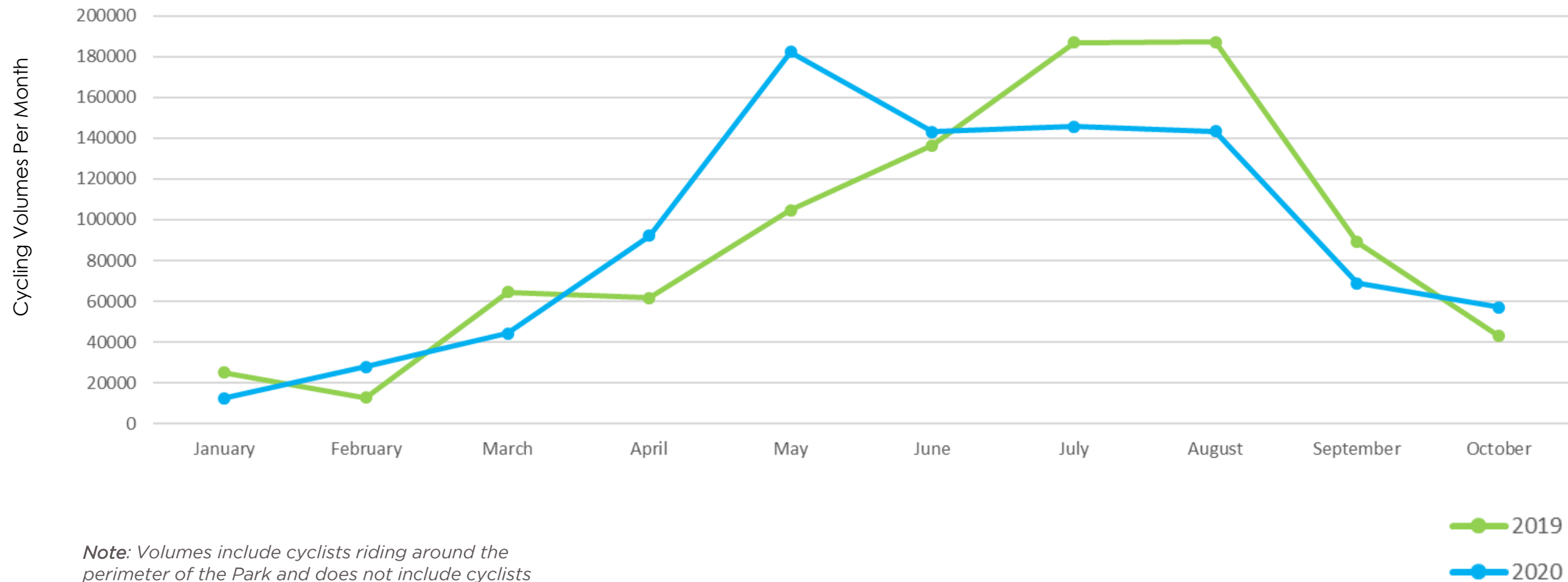
Cycling Data

Impact of changes on daily volumes



Cycling Data

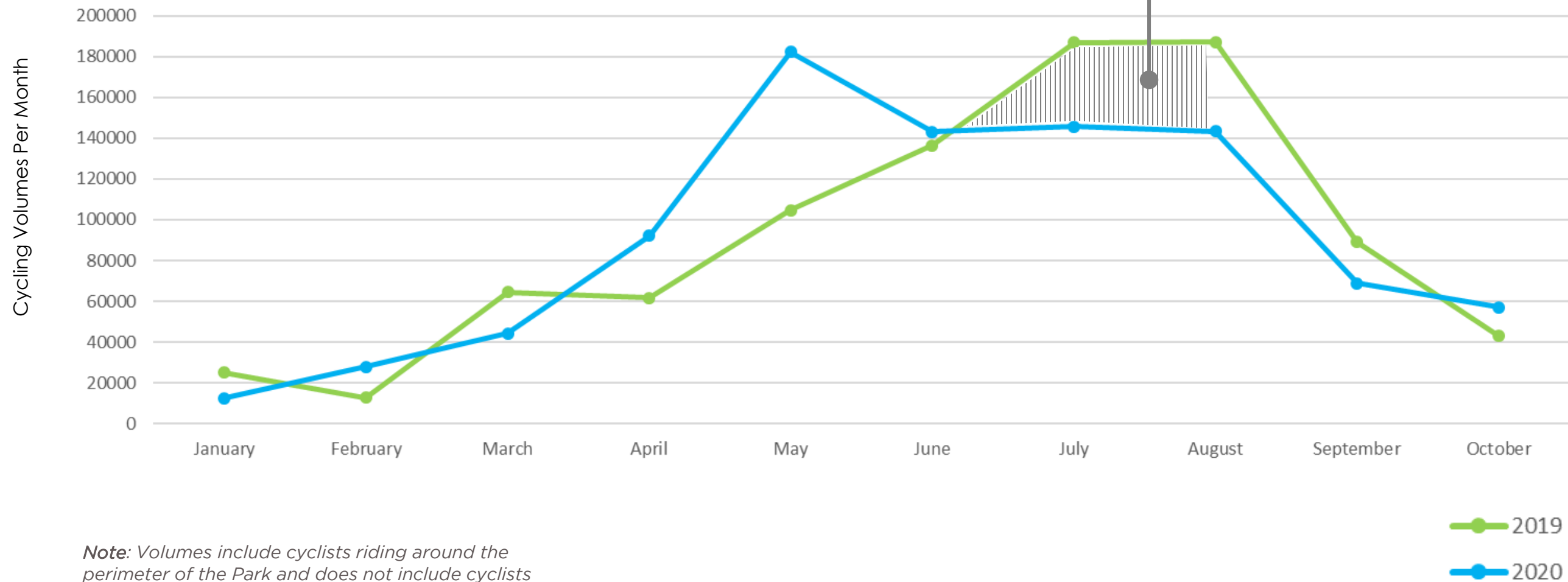
Comparing 2020 vs 2019



Note: Volumes include cyclists riding around the perimeter of the Park and does not include cyclists riding internal trails or the causeway

Cycling Data

Comparing 2020 vs 2019



Note: Volumes include cyclists riding around the perimeter of the Park and does not include cyclists riding internal trails or the causeway

Cycling Data

Drop in July and August (compared to 2019)

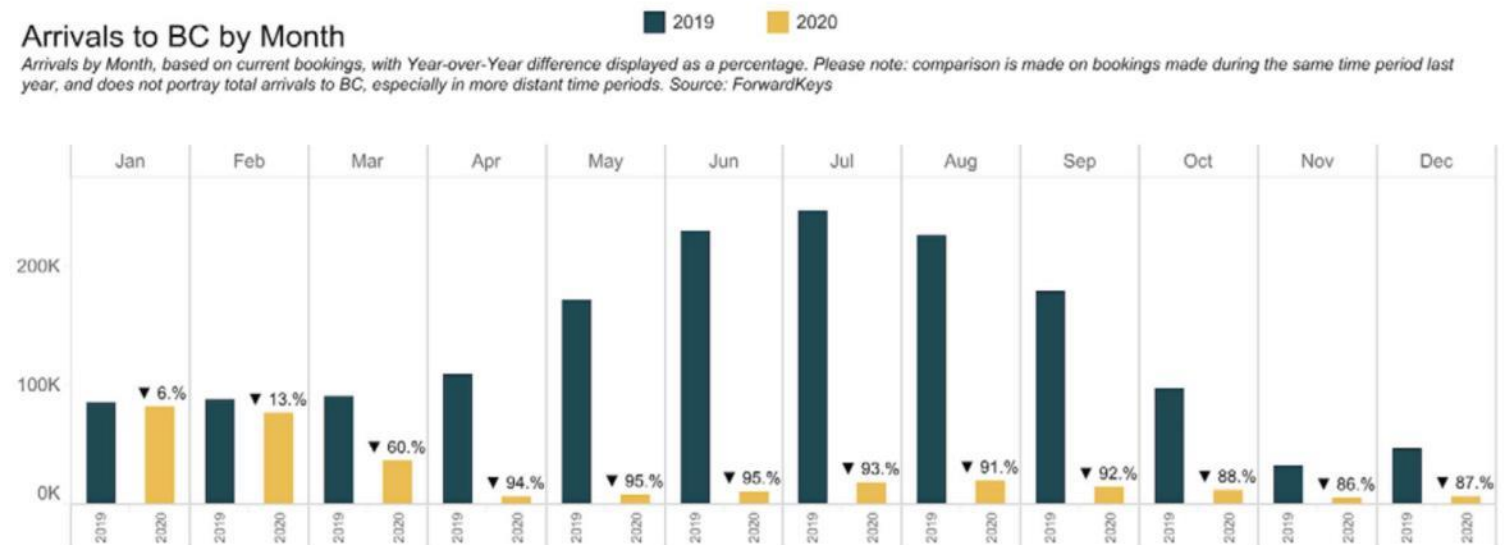
1 Drop in visitation due to the Park opening to vehicles

Survey indicated a drop in visits by

-8.0%

2 Tourism is down by -83% this year

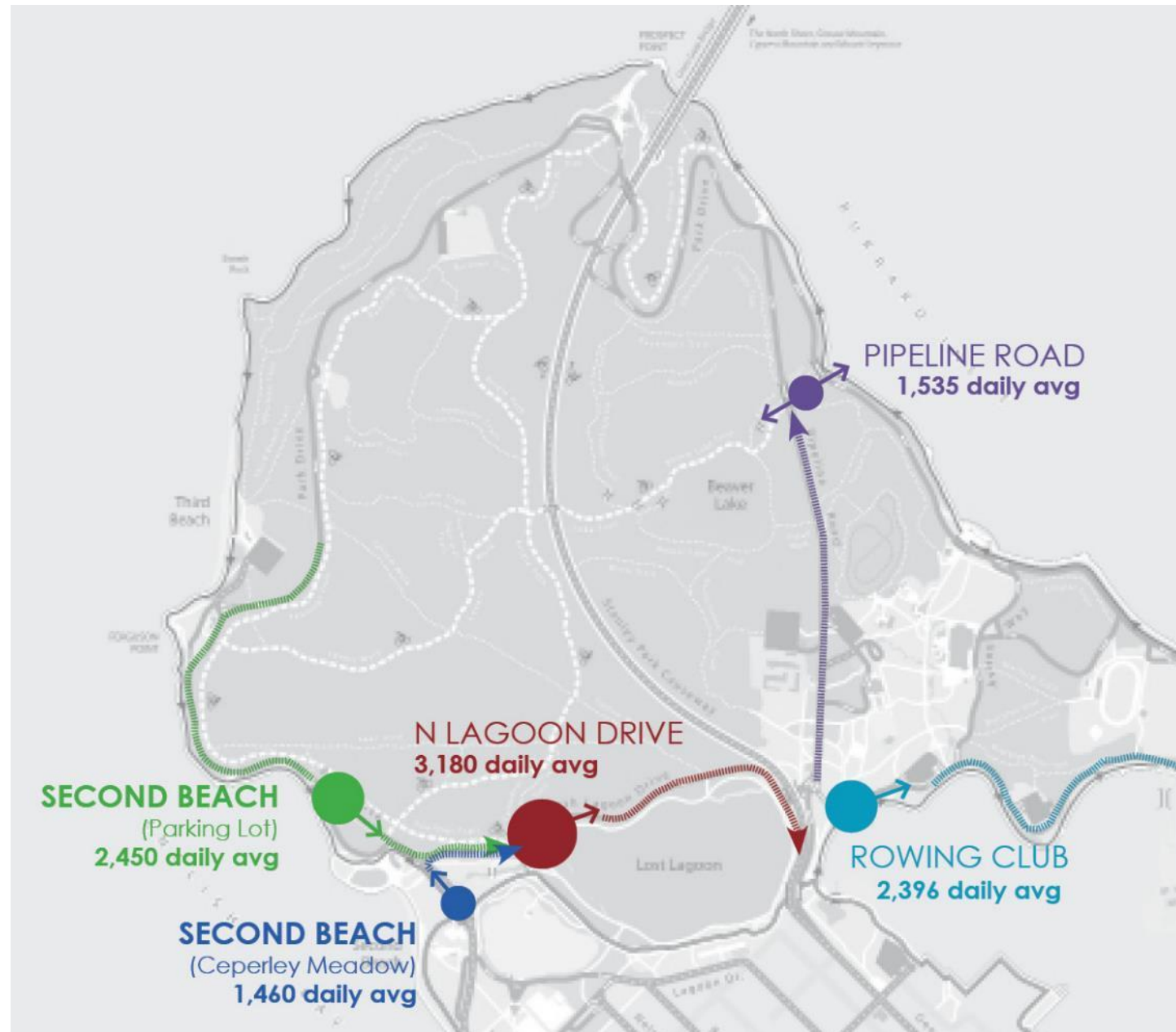
Destination BC reported a decline of 98% in international and US overnight visits to British Columbia in July and August:



MOBI Bikes are also reporting a 78% drop in tourist “day passes” in July and August compared to 2019

Vehicle Data

Average Vehicle Volumes- Summer 2020



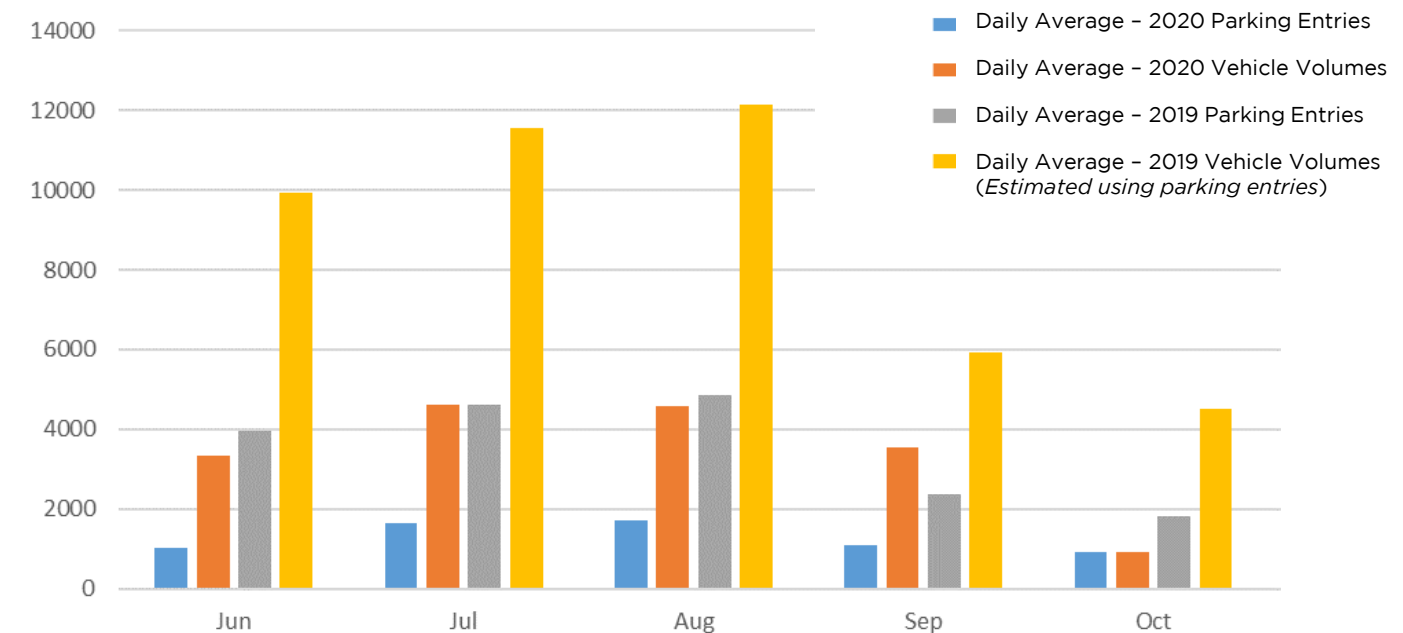
KEY TAKEAWAY

The peak day all summer was Sunday, August 16th with 6,910 vehicles counted in Stanley Park.

Vehicle volumes are down this year compared to last year.

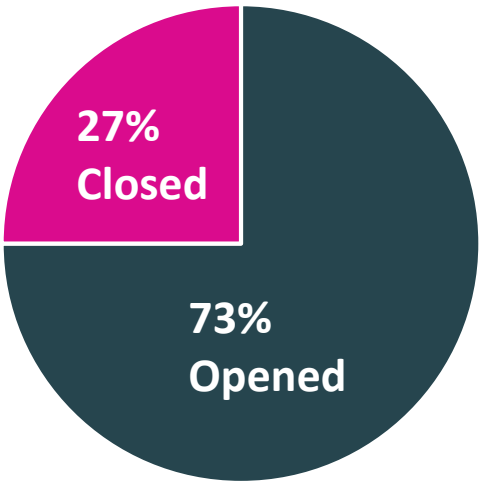
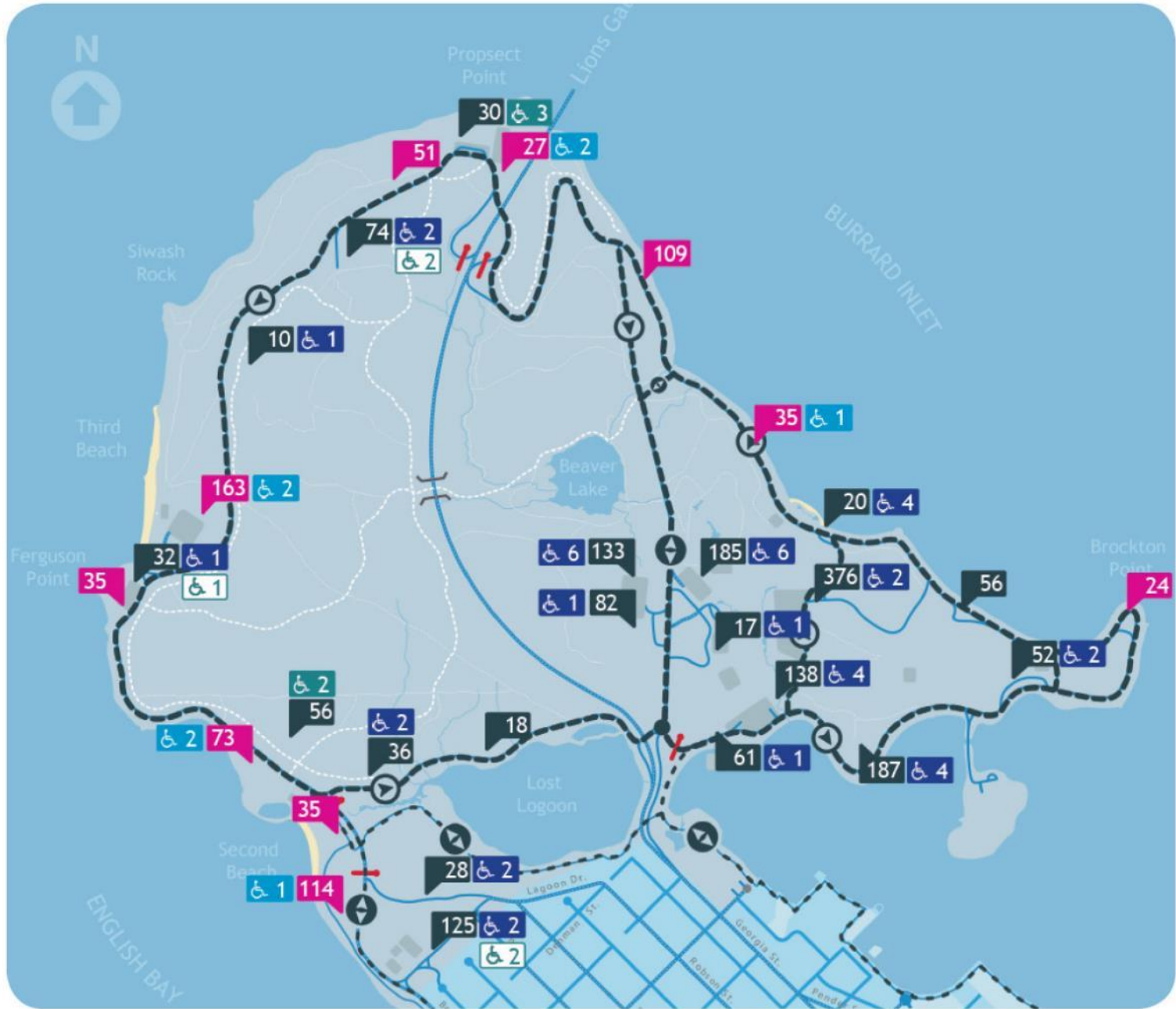
Daily Average Vehicles Volumes Per Month

(2019 vehicle volumes were estimates only and will be updated as more data as it becomes available)



Parking Data

Inventory of Parking – June 22nd to September 25th



■ Open ■ Closed

Total Parking Spaces: 2382

■ 27% of Parking Spaces Not Available (666)

■ 73% of Parking Open (1716)

Existing Accessible Stalls: 48

■ 17% of Accessible Stalls Not Available (8)

■ 83% of Accessible Stalls Open (40)

+

New Temporary Stalls:

■ 10% New Temporary Accessible Stalls (5)

■ 10% Additional Stalls to be Added (5)

Parking Data

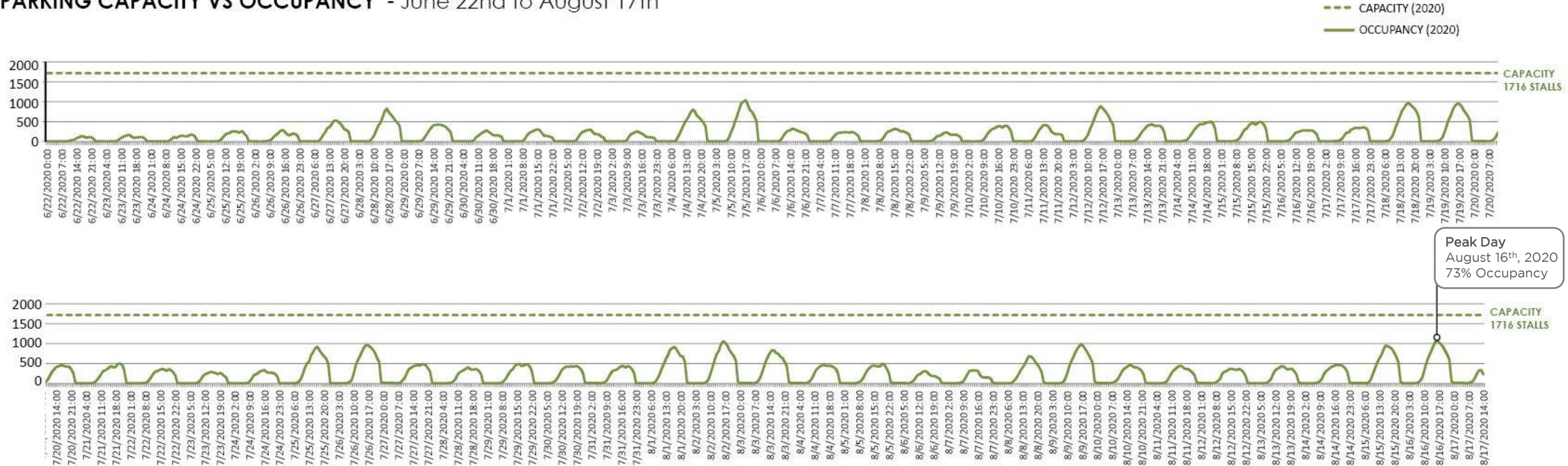
Occupancy for all of Stanley Park

KEY TAKEAWAY

Parking occupancy for Stanley Park as a whole did not reach capacity this summer.

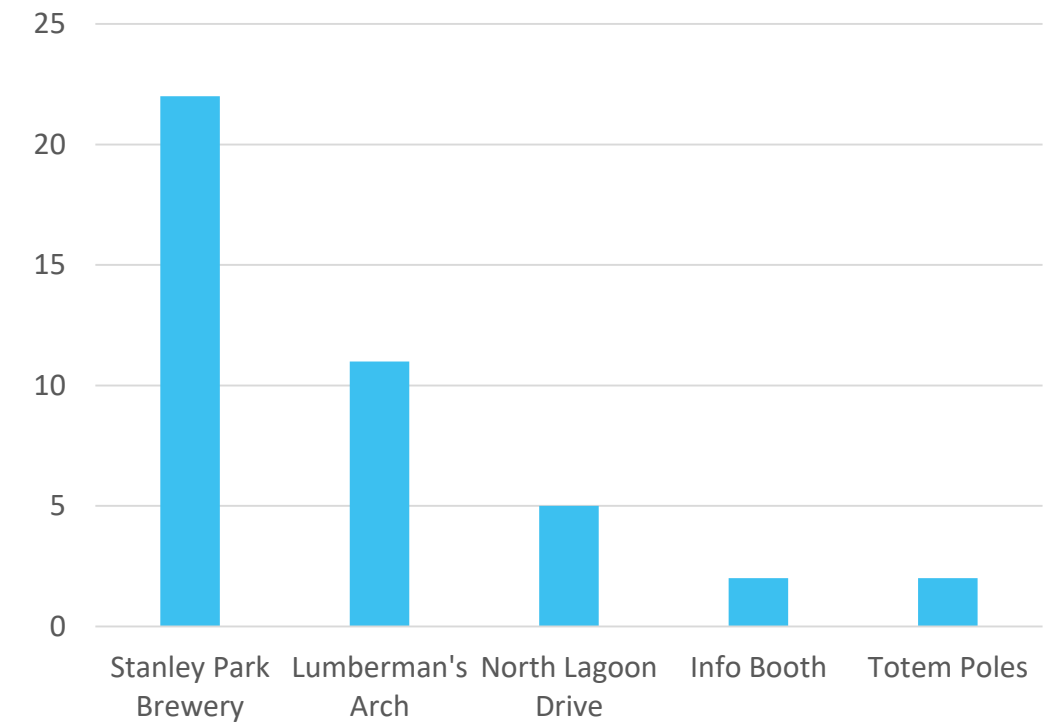
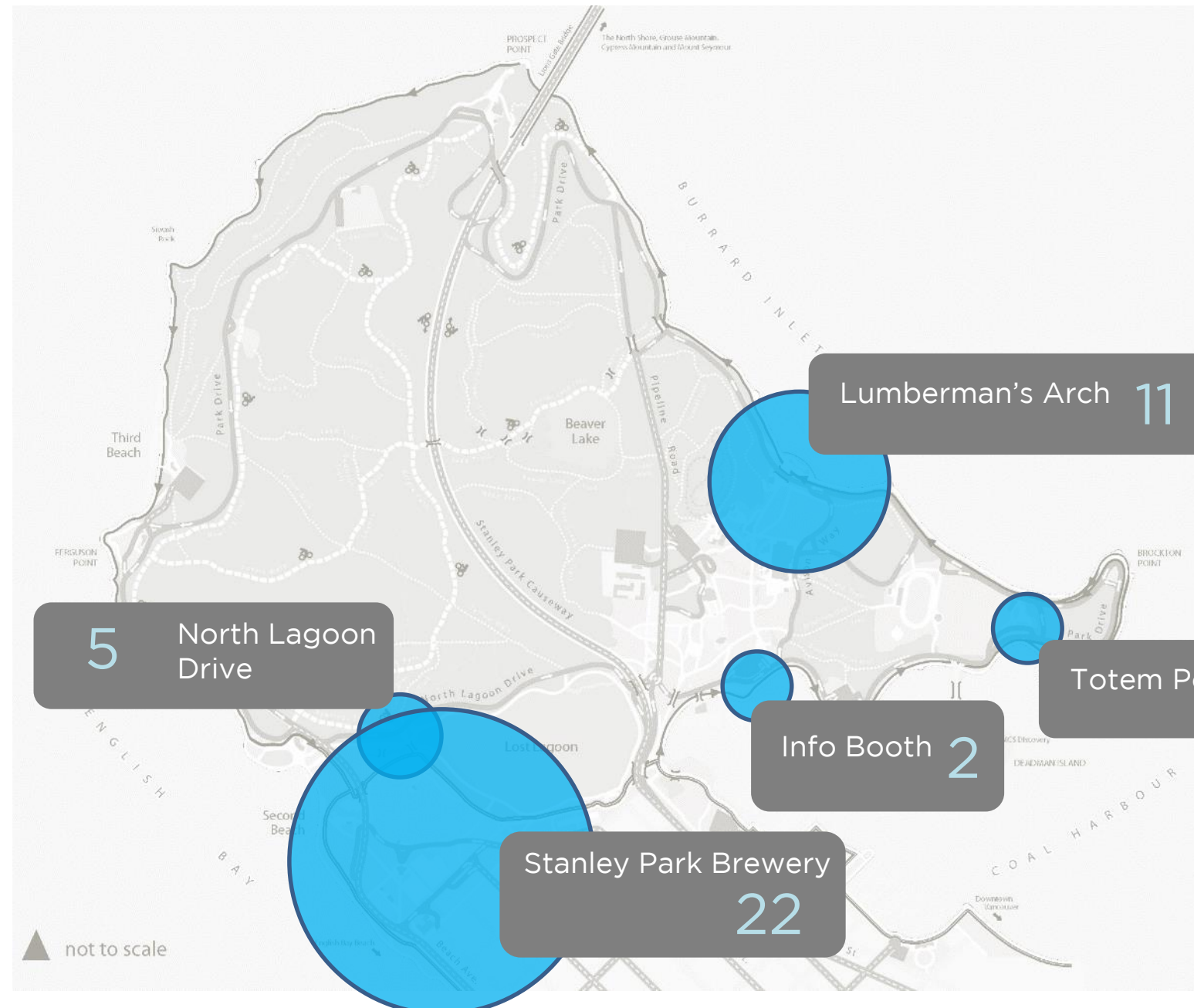
2020

PARKING CAPACITY VS OCCUPANCY - June 22nd to August 17th



Parking Data

Number of Times Each Lot Reached Capacity

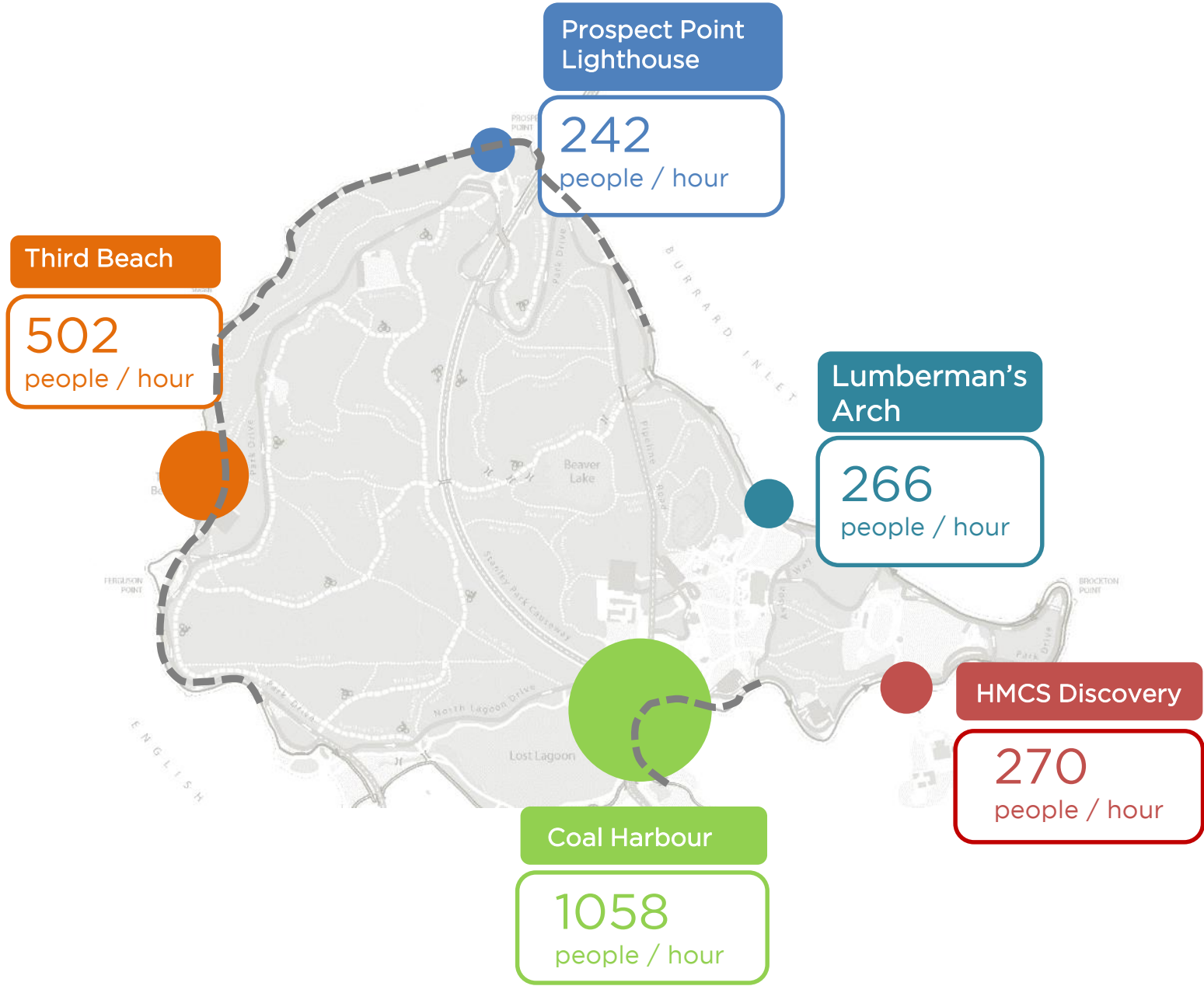


of times parking lot reached capacity (June 22nd to September 25th)

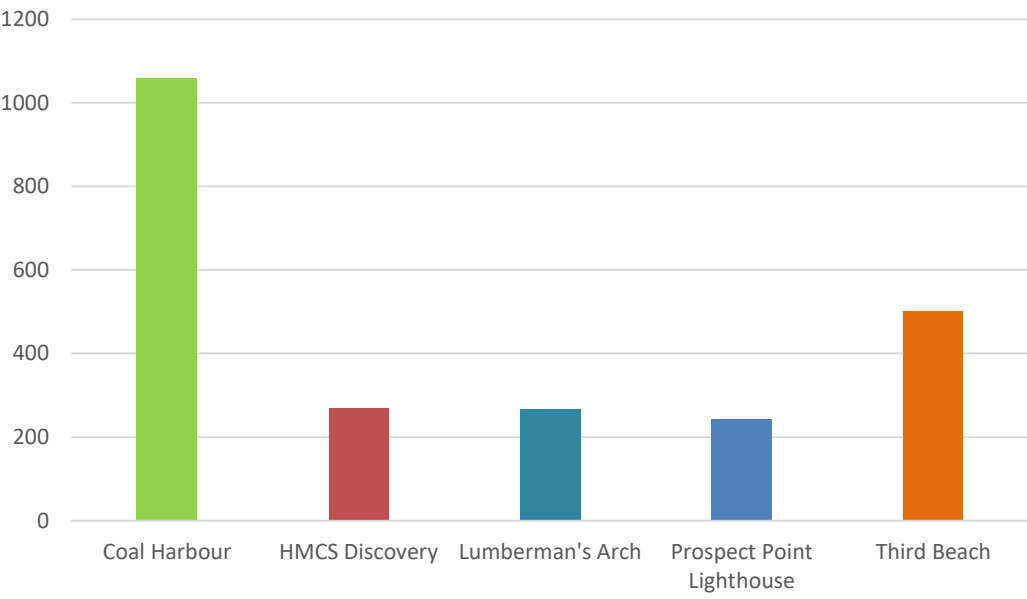
All other parking lots remained under 90% capacity all summer

Pedestrian Data

Seawall Counts – Average People / Hour



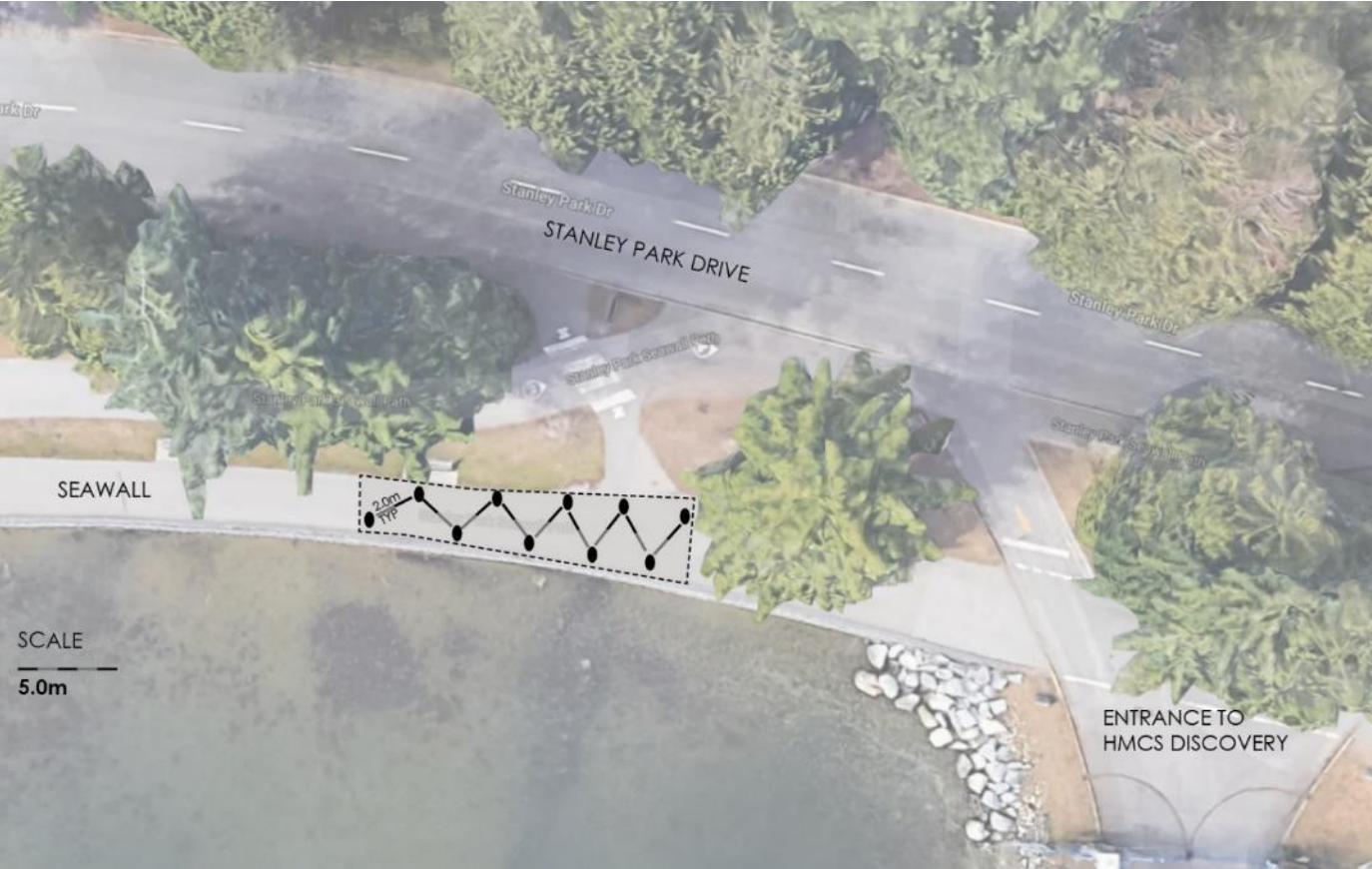
Weekend Average (10am to 6pm)



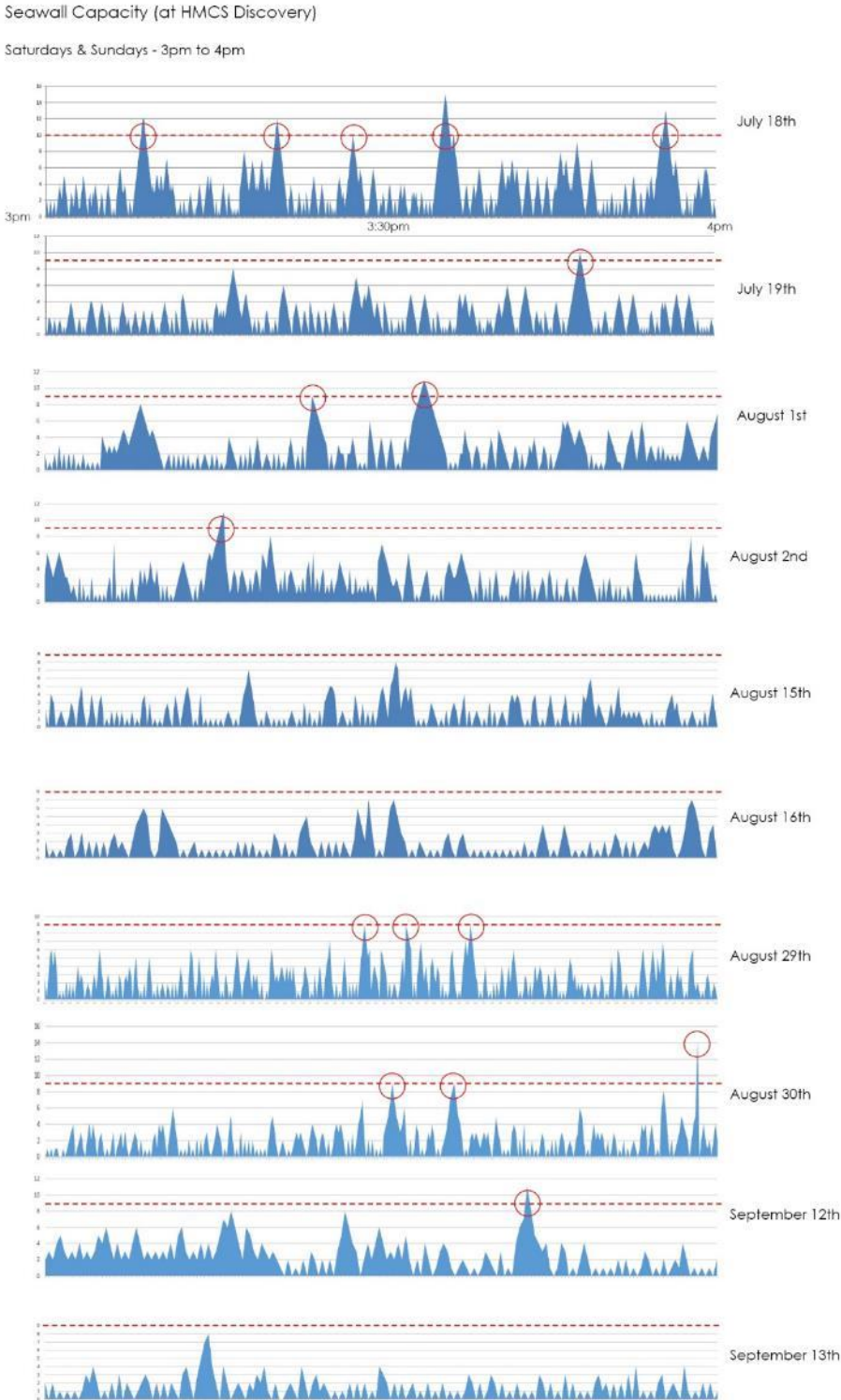
Note: Pedestrian data represents weekend hourly volume averages per hour on the seawall along the perimeter of the Park only, and do not include pedestrian volumes within the interior of the Park.

Pedestrian Data

Seawall Capacity Analysis



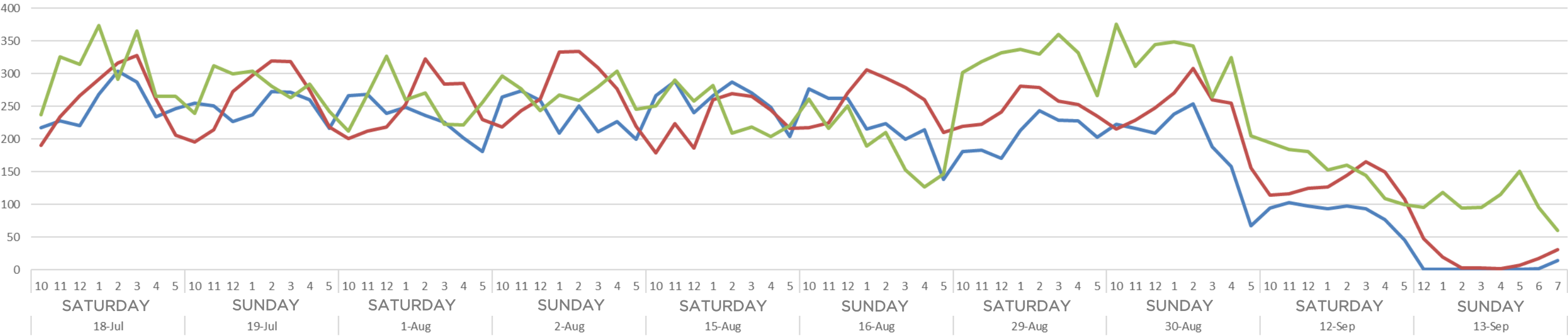
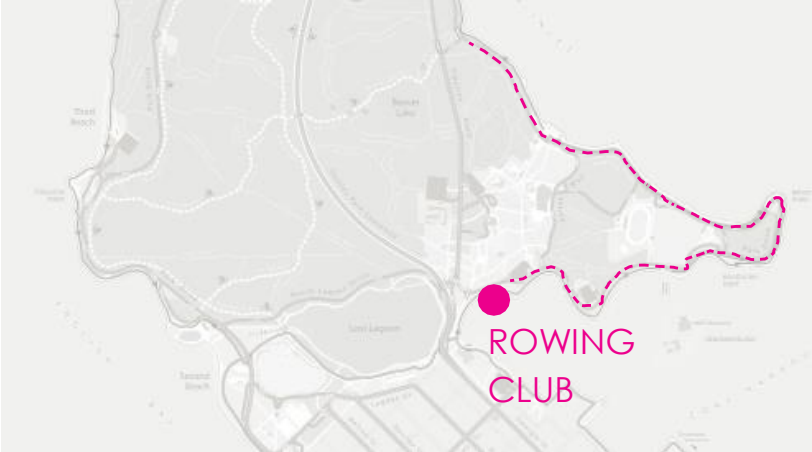
ZONE A – Seawall at HMCS Discovery
 Max Capacity in Zone on Seawall (Ped Path) – 9 people



Comparing All Modes

Rowing Club – Saturdays & Sundays

(July 18th to September 13th)
10:00am to 6:00pm

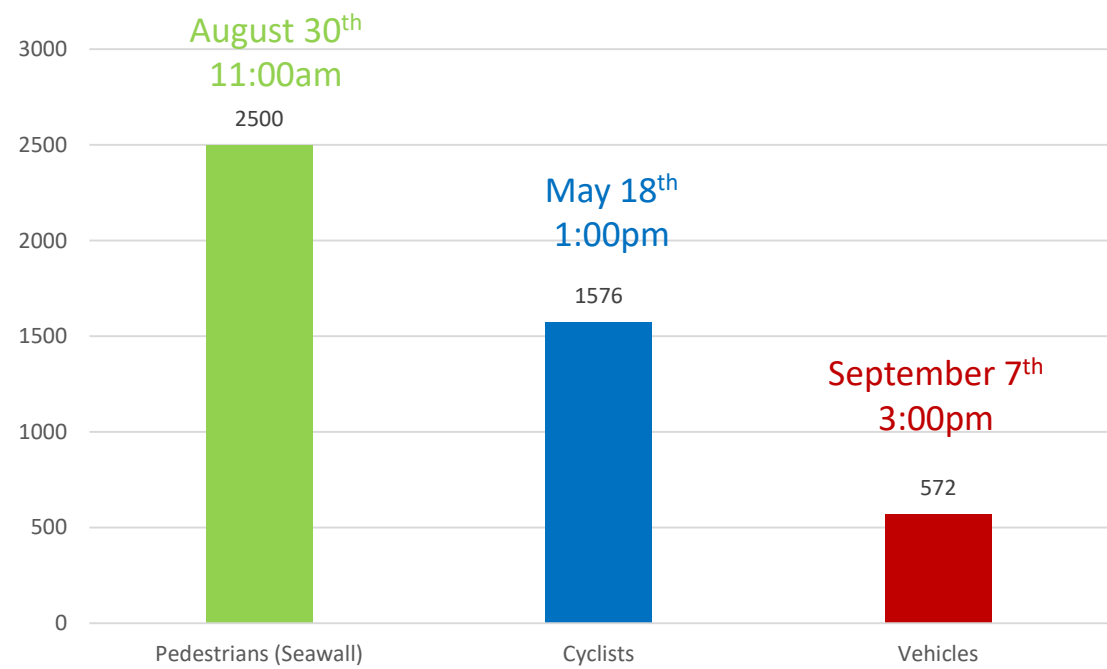


- Pedestrians (seawall only)
- Vehicles
- Cyclists

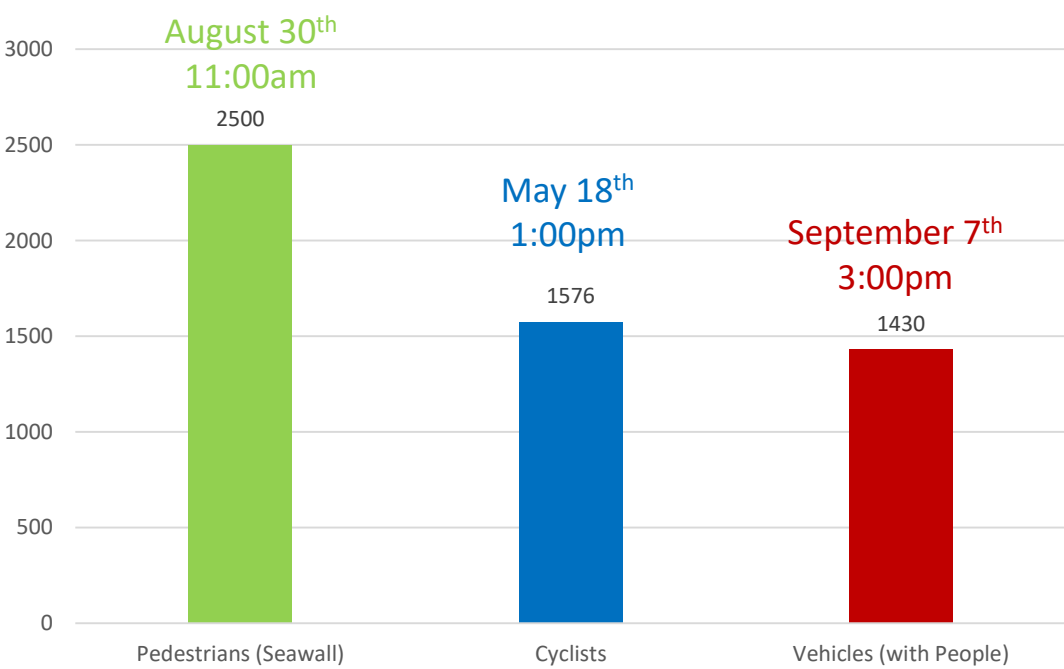
Comparing All Modes

Peak-Hour Use Per Mode

Peak volume in one hour in Park by mode (2020)



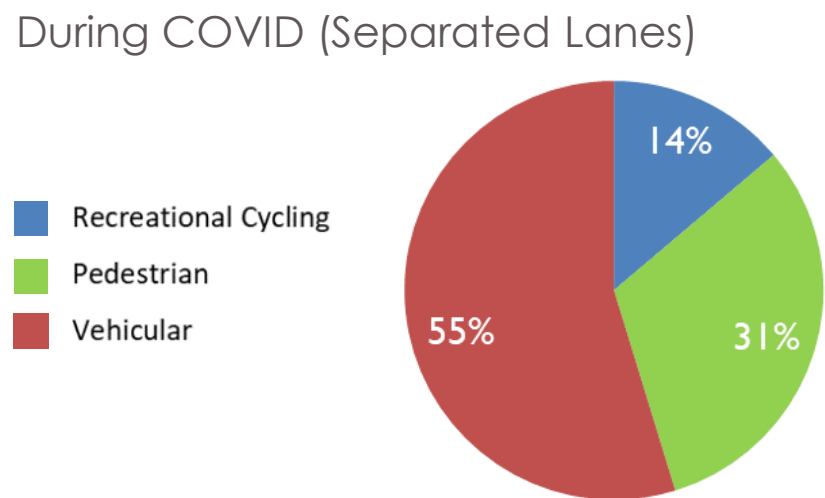
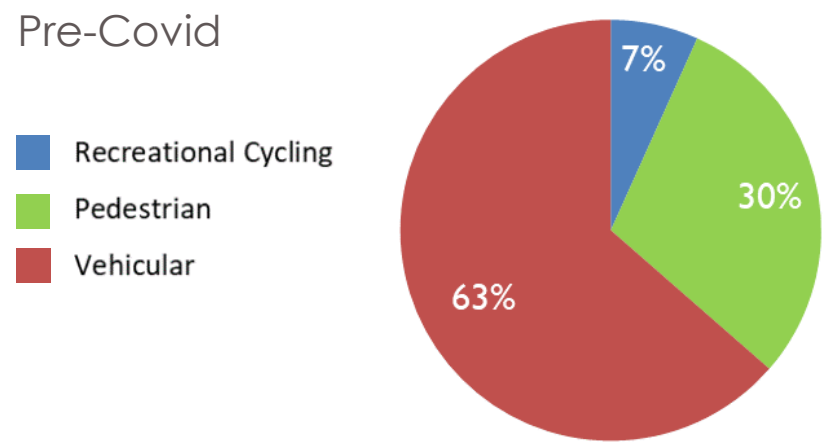
Peak volume in one hour by mode **per person** (2020)
(using City of Vancouver average occupancy of 2.5 per vehicle)



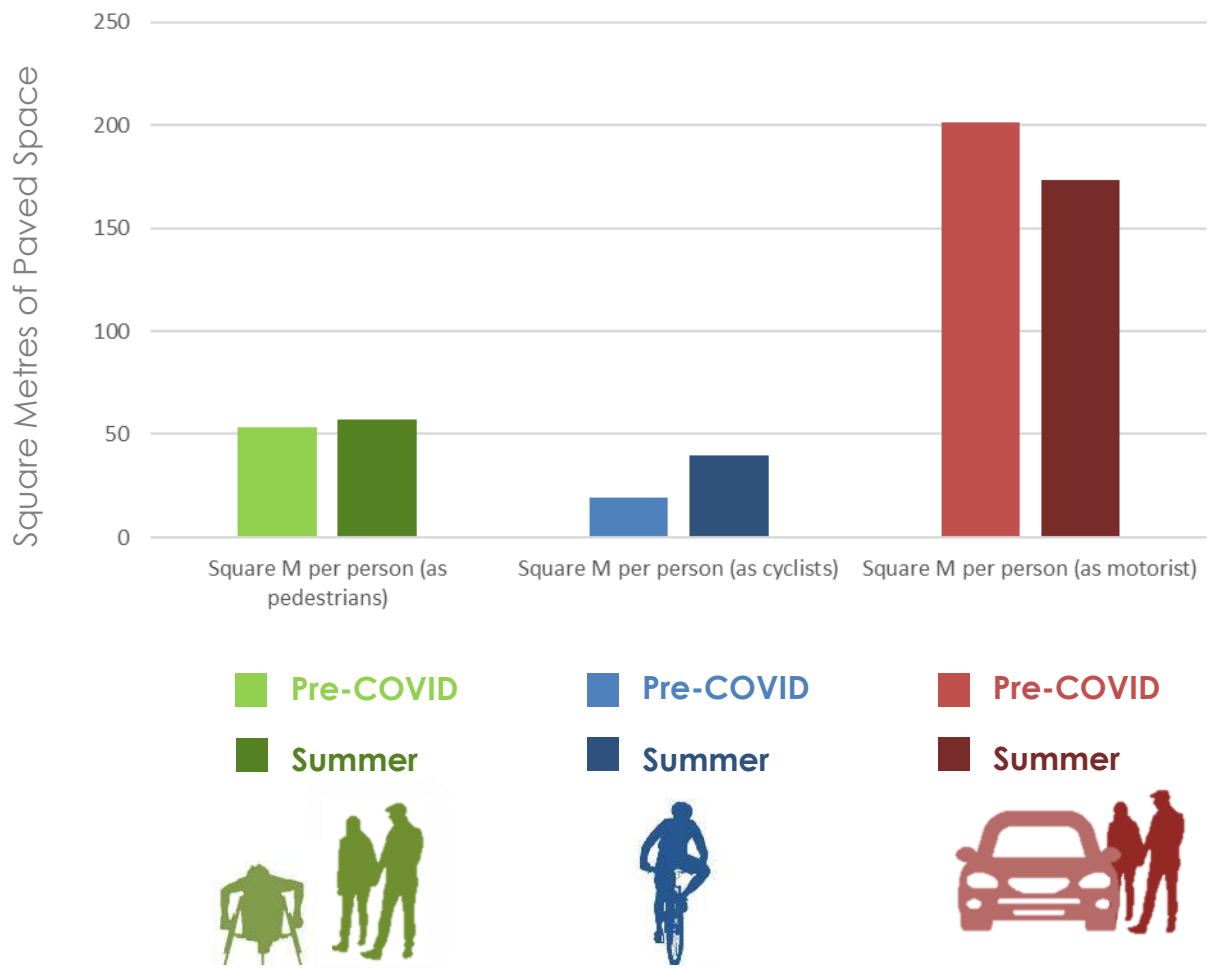
Comparing All Modes

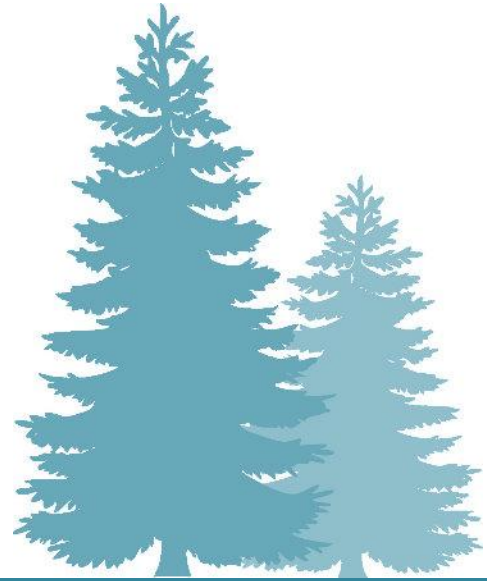
Dedication of Paved Space

Sq. m area of Paved Surface dedicated to three modes

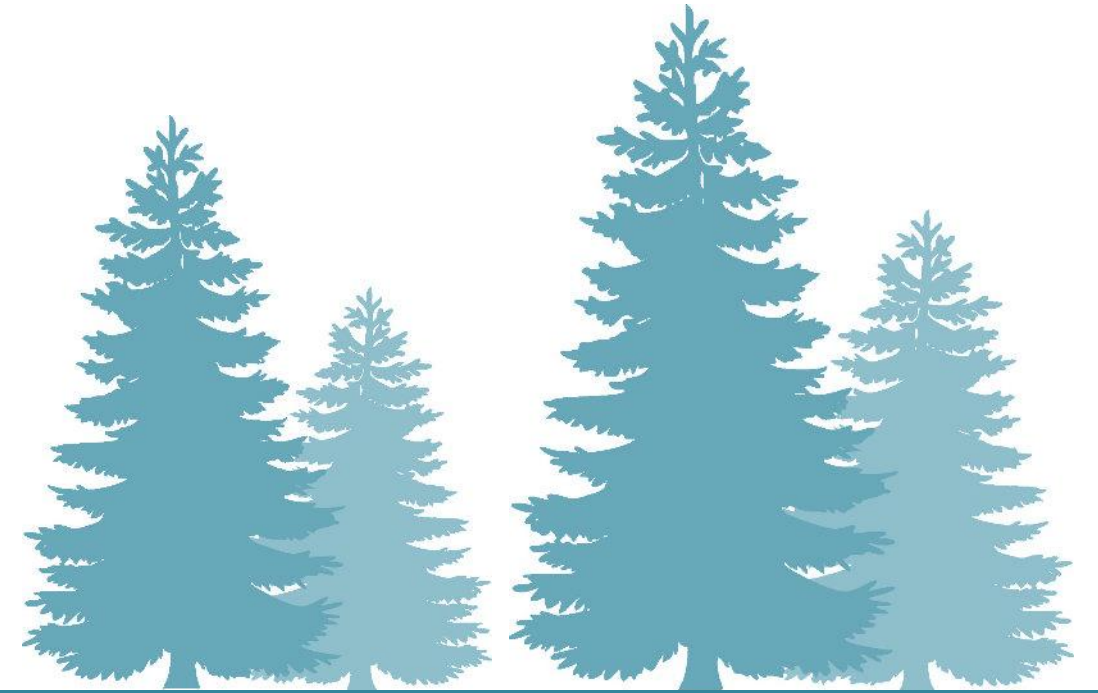


Square Metres of Paved Space per person (per mode) in 2020





What does this mean?



Summary & Next Steps

Lessons Learned



Parks have been an essential during the pandemic



Valuable learning opportunity from the temporary changes



Locals were the primary user of Stanley Park this summer

Lessons Learned



Need to study technical and operational challenges to separated lanes



Work closely with those with specific mobility needs



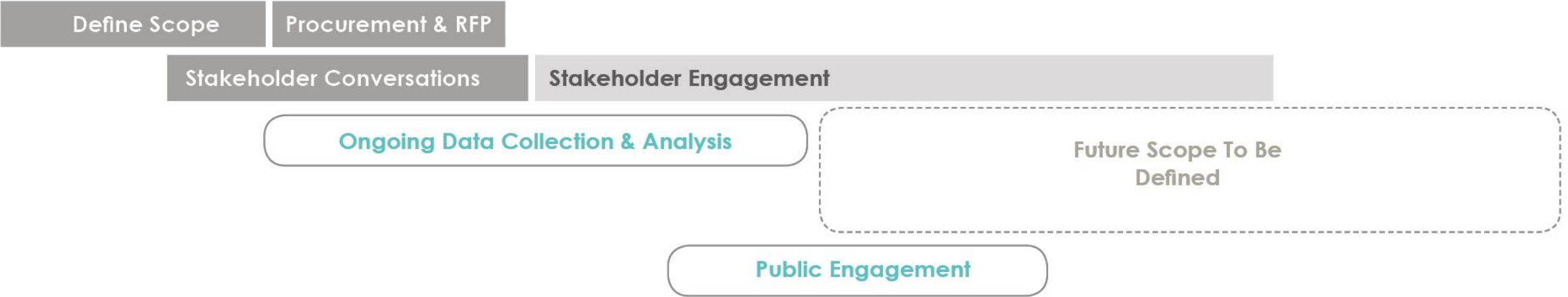
More ongoing and broader data collection and analysis is needed.

Next Steps

JUNE 8th MOTION: STUDY THE
POTENTIAL OF REDUCING
VEHICLE TRAFFIC

Stanley Park Mobility Study

- PHASE 0 - SCOPE & TEAM BUILDING
- PHASE 1 - START UP & INVENTORY
- PHASE 2 - ANALYSIS & INITIAL FINDINGS
- PHASE 3 - FEASIBILITY



Conclusion



