



# **STANLEY PARK TEMPORARY BIKE LANE - REPORT BACK**

**Survey Results, Data  
Analysis and Next Steps**

Regular Board Meeting  
Monday, November 15, 2021



# Purpose of the Presentation




- To provide an overview of the 2021 Temporary Bike Lane Project, and present the results of the Public Survey and Data Analysis on Mobility
- To update on how this will help inform future planning processes in Stanley Park and outline next steps

# OUTLINE

1. Introduction & Background
2. Overview of 2021 Bike Lane Project
3. Data Collection & Analysis
4. Public Engagement & Survey Results
5. Next Steps
6. Stanley Park Mobility Study

Follow along as  
the presentation  
progresses!



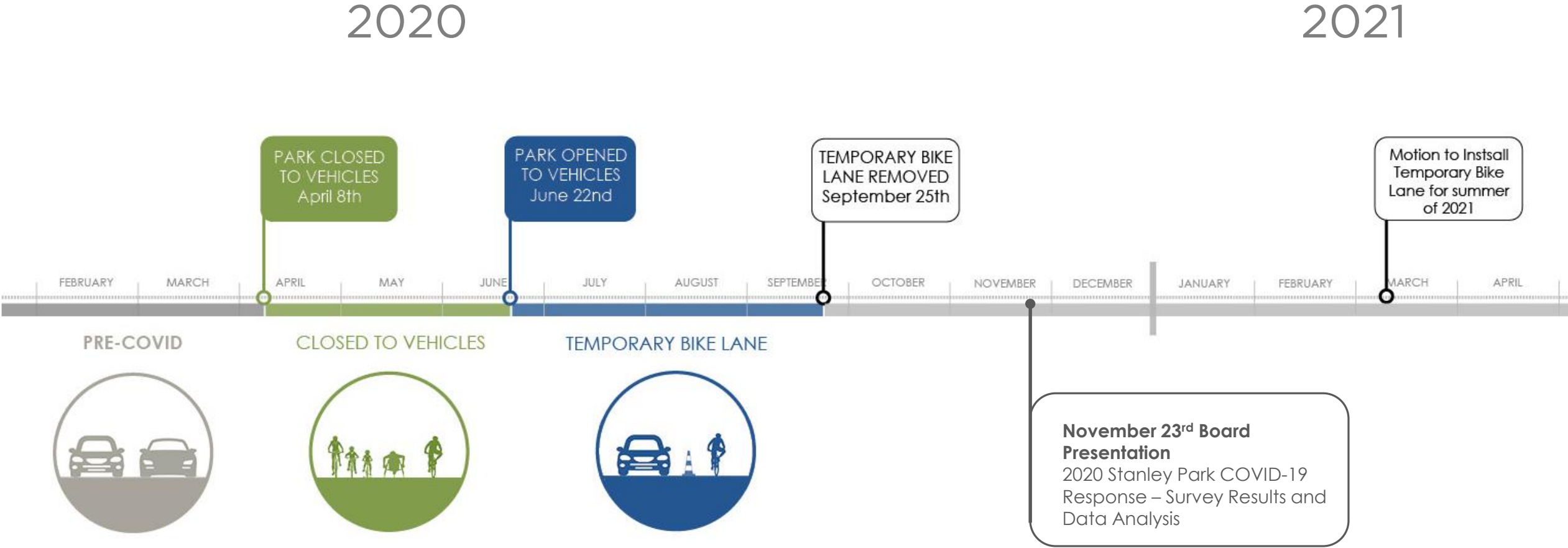


# Introduction & Background





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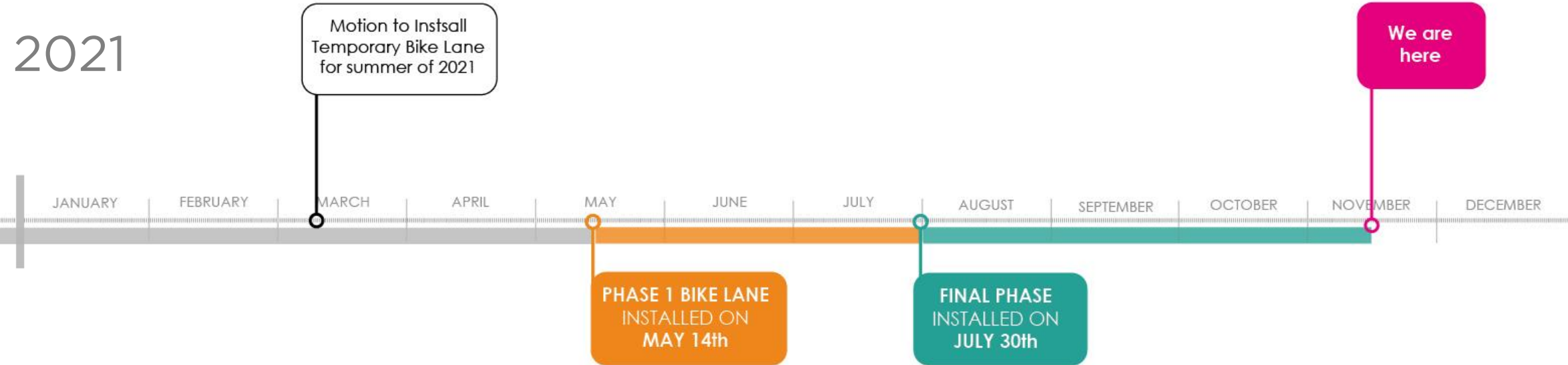


## March 10, 2021 – Member Motion

### THEREFORE BE IT RESOLVED:

- A. THAT the Vancouver Park Board direct staff to plan for and implement a temporary bike path on Park Drive in Stanley Park dedicated to cyclists, with an aim to have it in use as soon as is operationally reasonable, and to remain in place until approximately October 31, 2021.
- B. **THAT staff work closely with park stakeholders, communicate and consult with the appropriate City of Vancouver advisory committees** including but not limited to the Seniors Advisory Committee and the Persons with Disabilities Advisory Committee, implement improvements and innovations, and apply learnings from the 2020 temporary traffic management plan in Stanley Park, and that the temporary changes in 2021 be observed as a case study as part of the Stanley Park Mobility Study and support the Beach Avenue Interim Design.
- C. **FURTHER THAT the Board direct staff to report back with a summary of the data, outcomes, and observations of the 2021 measures.**

# Introduction & Background



PHASE 1 - WEST SIDE ONLY



FINAL PHASE - FULL PARK DRIVE



# Introduction & Background

PHASE 1  
May 14th

West Side Only

Cones, delineators  
and signage



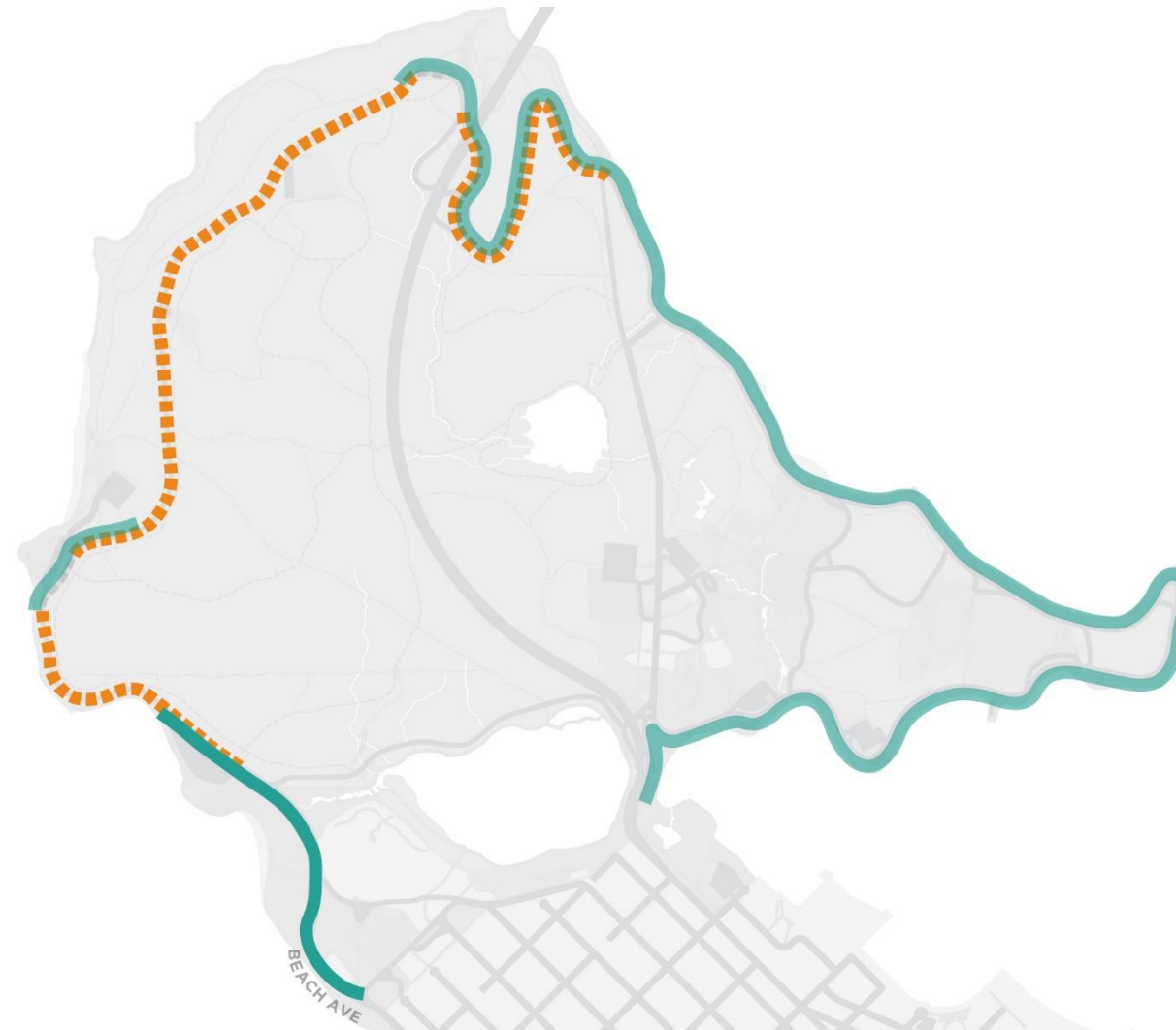


# Introduction & Background

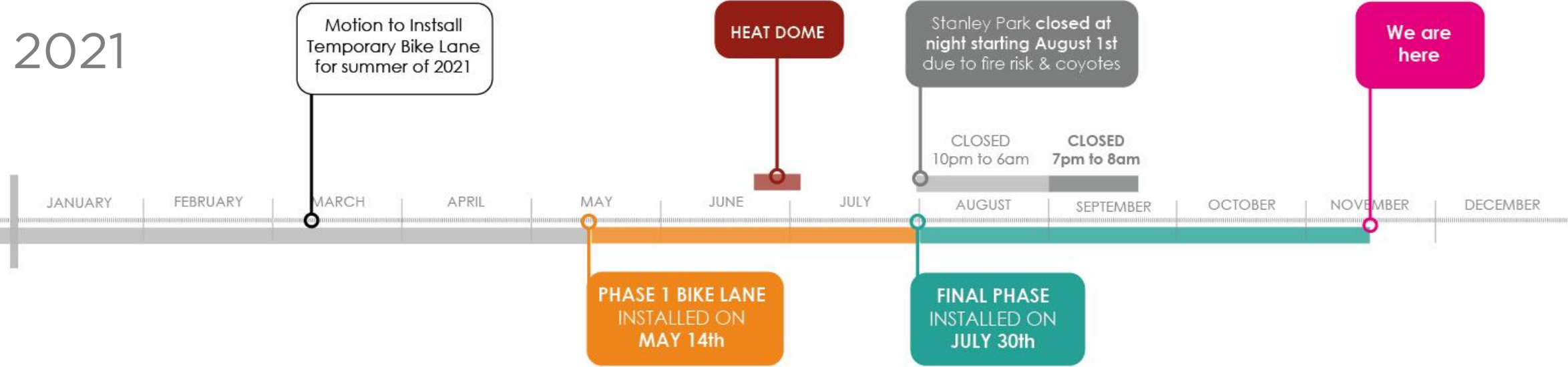
## PHASE 2 July 30th

### Full Park Temporary Bike Lane

Concrete barriers,  
delineators, asphalt  
works, cones and  
line painting



# Introduction & Background



PHASE 1 - WEST SIDE ONLY



FINAL PHASE - FULL PARK DRIVE





# Overview of the 2021 Bike Lane





# Lessons Learned from 2020



Need to study technical and operational challenges to separated lanes



Work closely with those with specific mobility needs

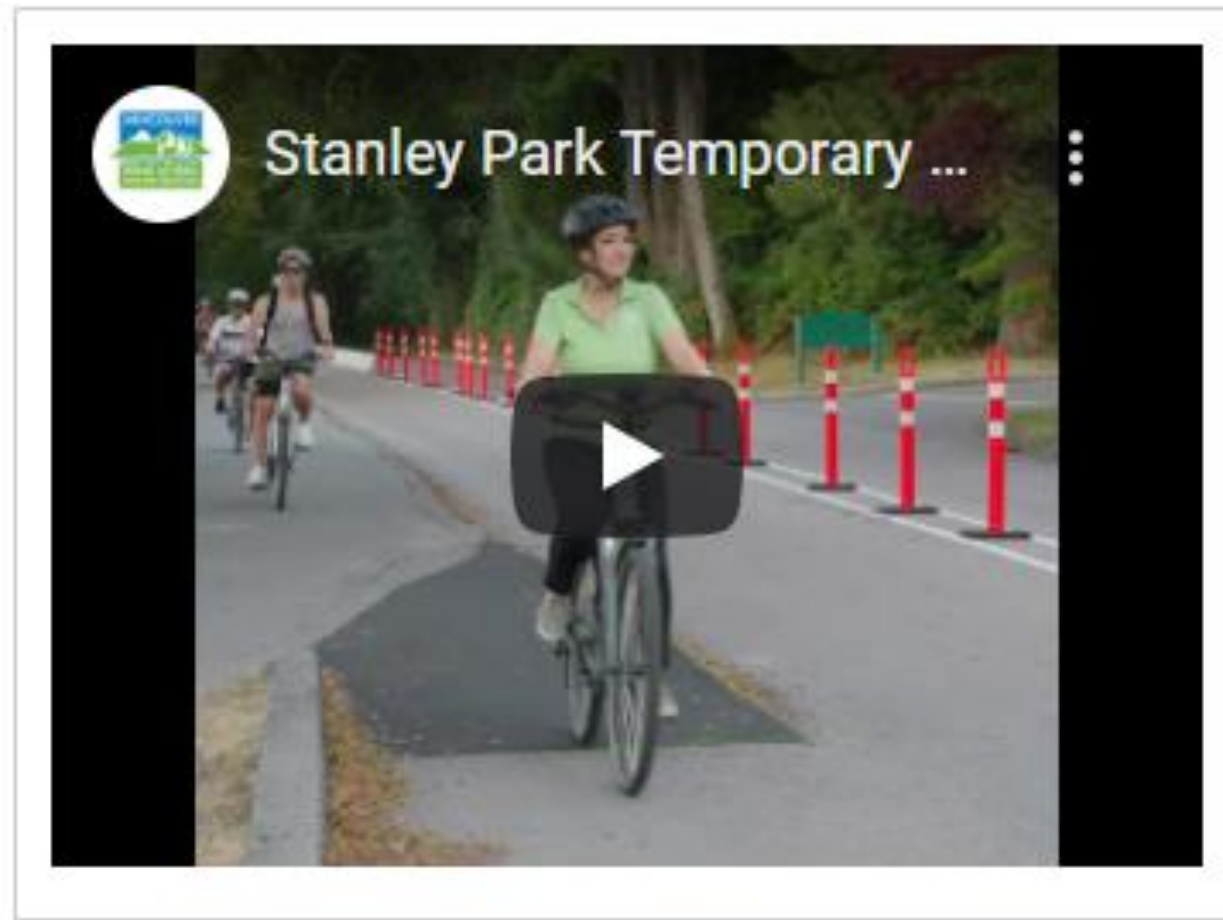


More ongoing and broader data collection and analysis is needed.



# Improvements Made This Year

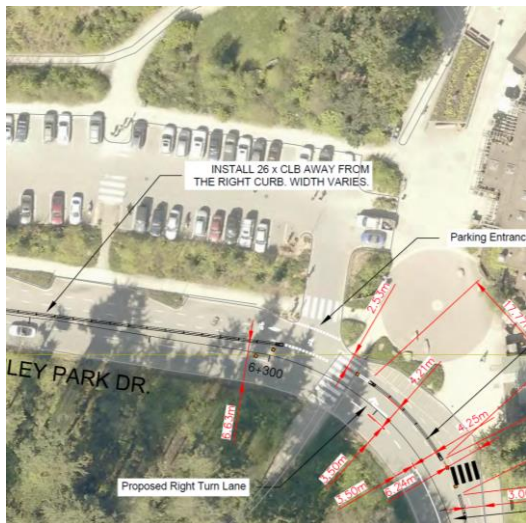
## Stanley Park Video



<https://youtu.be/mAtf2h4u5yU>

# Improvements Made This Year

## All Parking Lots Open



To support those with mobility needs and for businesses in the Park

## Causeway Entrances/ Exits Open



Better access throughout the park and from North Vancouver by vehicle

## Vehicle access to Brockton Point and Lawn Bowling Club



For those with mobility needs who want to drive to Brockton Point by vehicle or be dropped off at the Lawn Bowling Club

## Seawall remained opened to bikes



Support riding for users of all ages and abilities



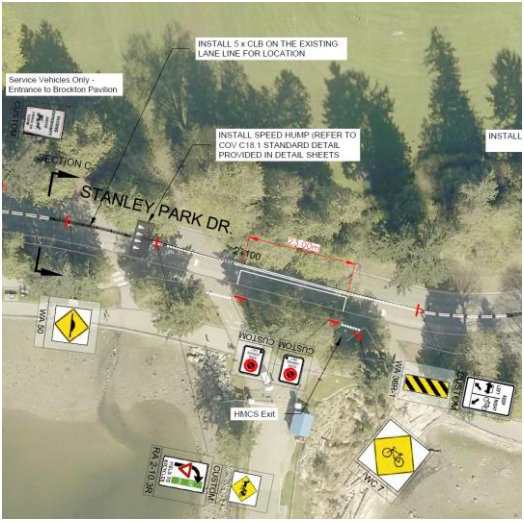
# Improvements Made This Year

Concrete barriers installed



Added safety & comfort for cyclists and vehicles, and to improve aesthetics

Improved the pull out spaces for the Horse & Carriage



To reduce congestion and improve experience for carriage users

Line Painting, speed bumps, crosswalks and extra signage



Installed to slow traffic and improve safety - line painting also helped maintenance for cone management

Improved access for operations/ emergency services



Permeable design in key locations for ease of maintenance and emergency access

# Costs for Implementation



TOTAL: \$870,300 (\$750,000 for bike lane)\*

DETAILED BREAKDOWN	COSTS
Consultant Engineers (Parsons):	\$159,300
Construction Contract (BA Blacktop)	\$499,800
Supply of Concrete Barriers	\$172,200
Miscellaneous (permits/cones/rentals):	\$39,000
TOTAL	\$870,300

\*NOTE - \$120,000 of funds were used to implement permanent safety and traffic improvements around the Teahouse and to add speed humps throughout the park (separate from the bike lane). Given this, the bike lane costs themselves are closer to \$680,000.



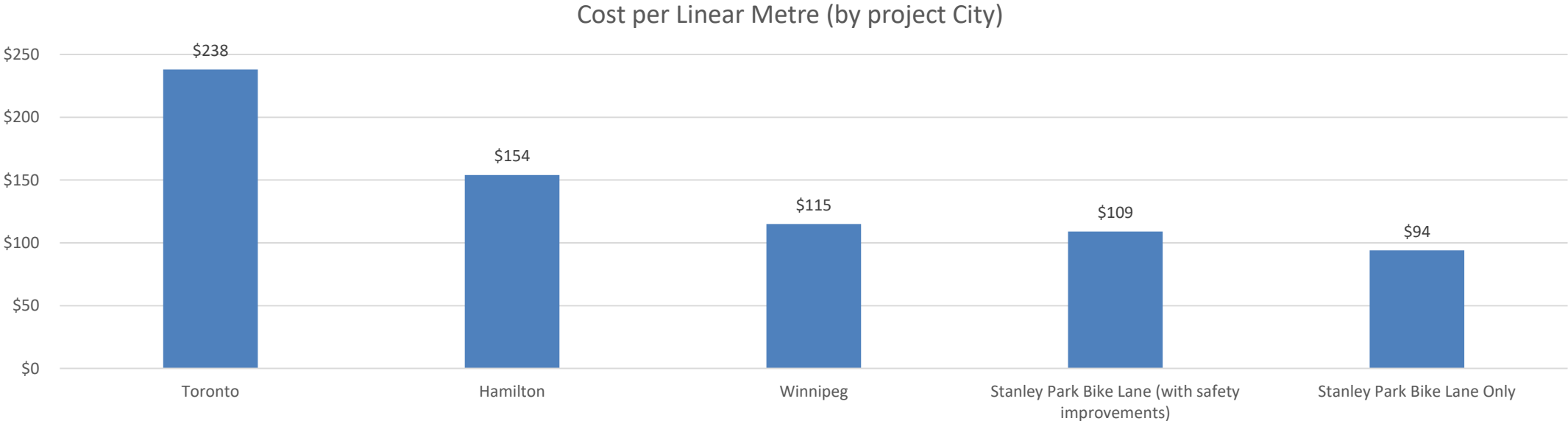
# Costs Compared to Other Pilot Bike Lanes



## Cost of Pilot bike lane projects

**SOURCE:** CENTRE FOR ACTIVE TRANSPORTATION

**Costing of Bicycle Infrastructure and Programs in Canada.** Toronto: Clean Air Partnership (Benni, J., Macaraig, M., Malmo-Laycock, J., Smith Lea, N. & Tomalty, R. (2019).



**TORONTO (Bloor Street)**  
Bollards, pavement markings, signage and installation.



**HAMILTON (Cannon Street pilot)**  
Planters, pavement markings, signalization and signage, some bollards and rubber curbs, and street resurfacing.



**WINNEPEG (Sherbrook Street pilot)**  
Pre-fabricated concrete barriers, bollards, pavement markings and signage. **NOTE: Cost does not include installation.**



**Stanley Park Bike Lane**



# Data Collection & Analysis





# Tourism Data

International Visitors to B.C. | 2019, 2020 and 2021



Tourism was down by 90%

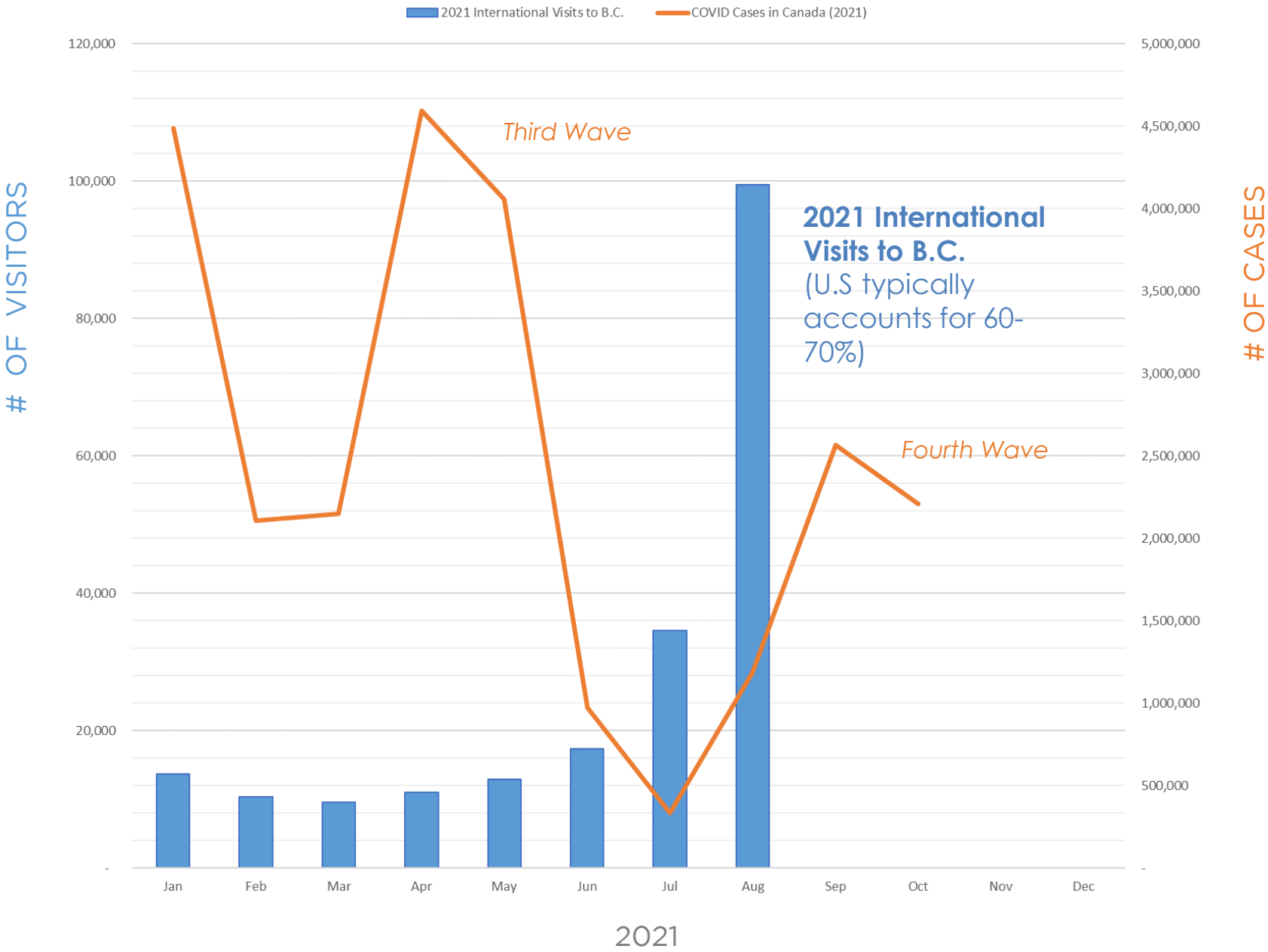
August 2021 saw a **90% drop** in international visitors compared to 2019 (up 8% from last year)

August 2020 saw a **98% drop** in international visitors compared to 2019

*SOURCE: Destination B.C (Note – 3 month processing time for international visit #s)*

# Tourism Data

## International Visitors to B.C. & COVID-19 Cases



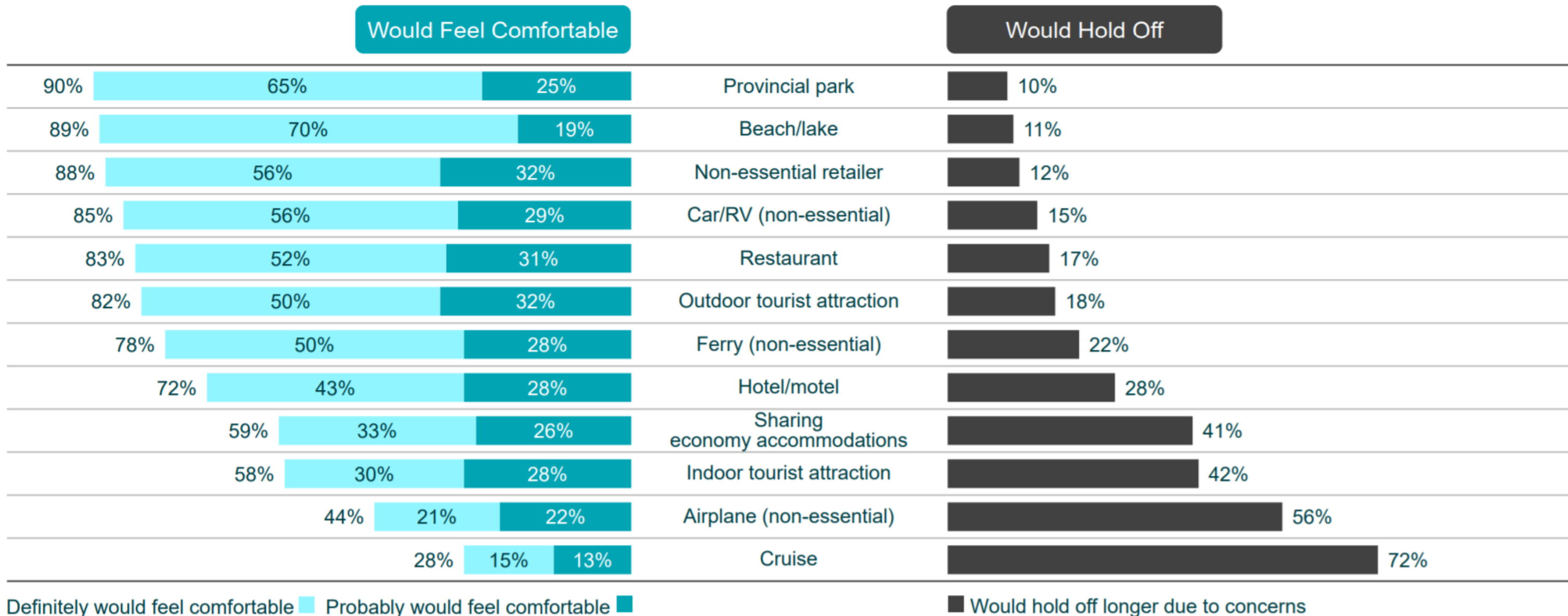
### Border Opens to the US

On **July 19<sup>th</sup>, 2021**, the Canadian Government allowed all US residents who are fully vaccinated to enter the country



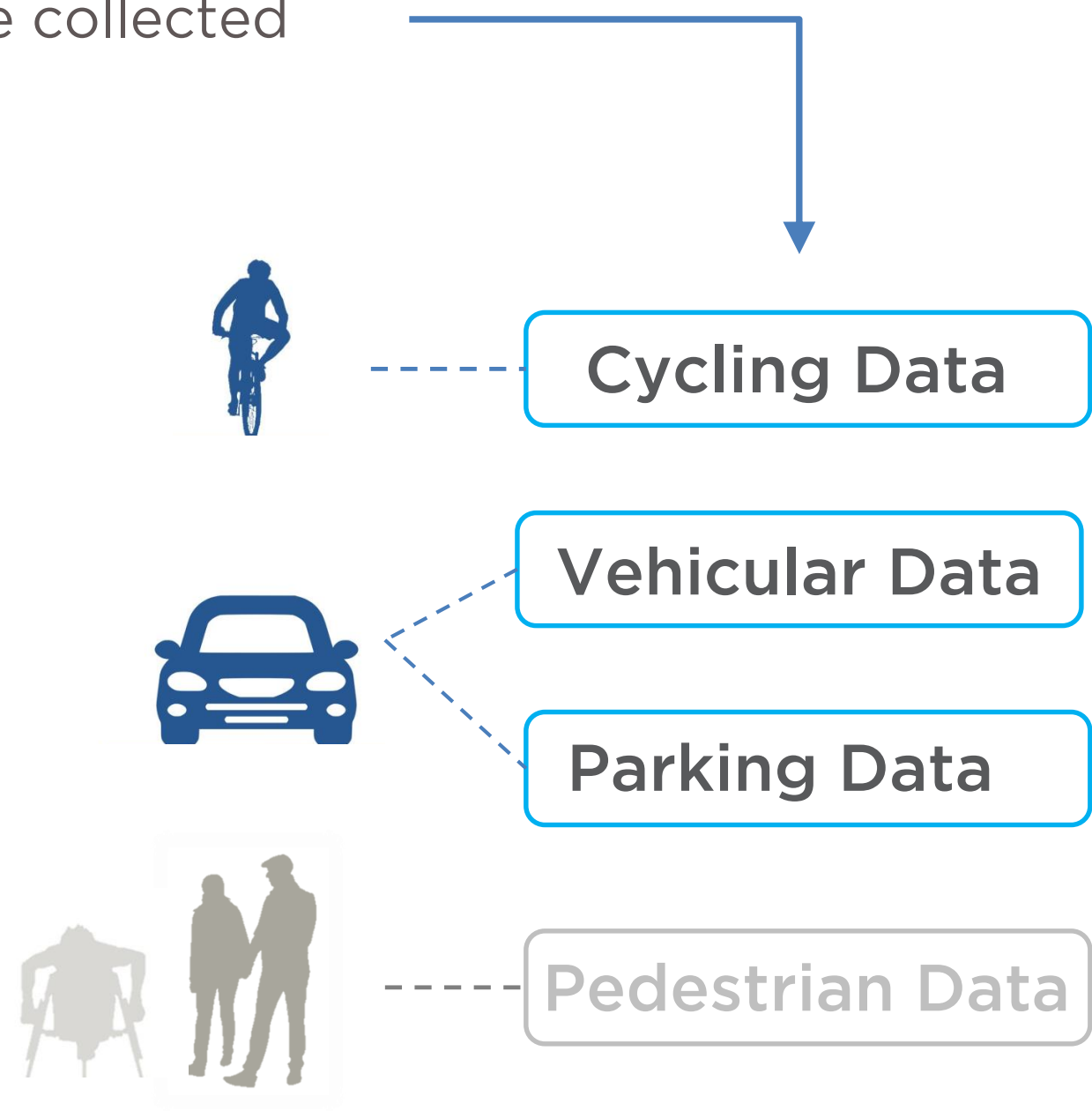
# Snapshot Of British Columbians' Comfort Levels With Activities, Transportation And Accommodation

(Wave 33 – Aug 18, 2021)



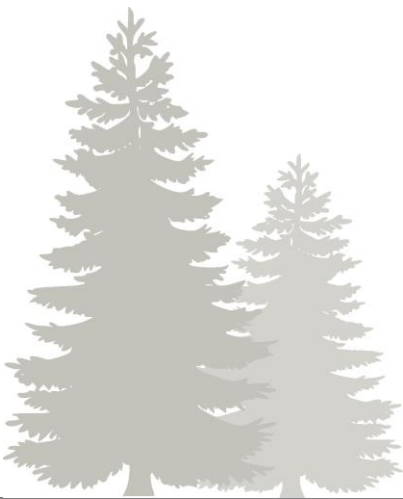
# Mobility Data Collection & Analysis

Overview of what we collected



NOTE: Pedestrian Data was not collected due to the reduced concern over crowding for physical distancing on the seawall





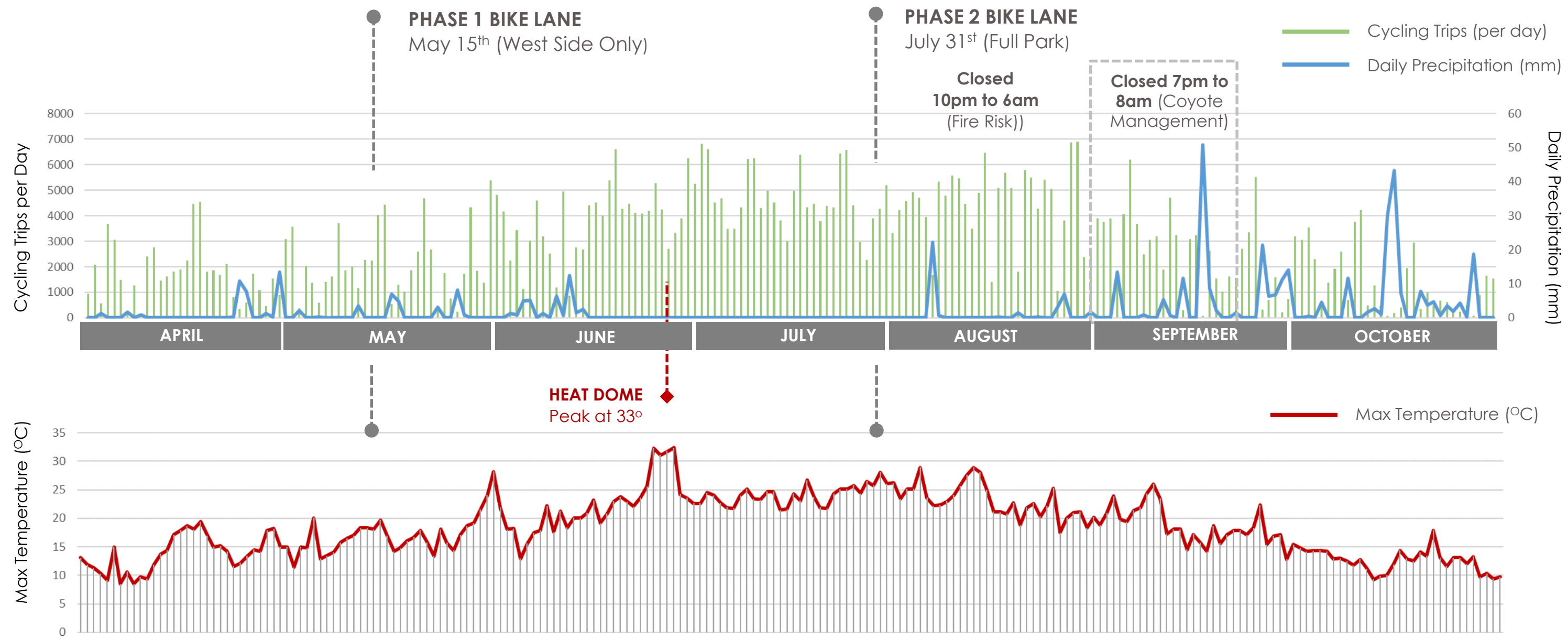
# Mobility Data



## Cycling Volumes

# Cycling Data

Impacts on daily cycling volumes

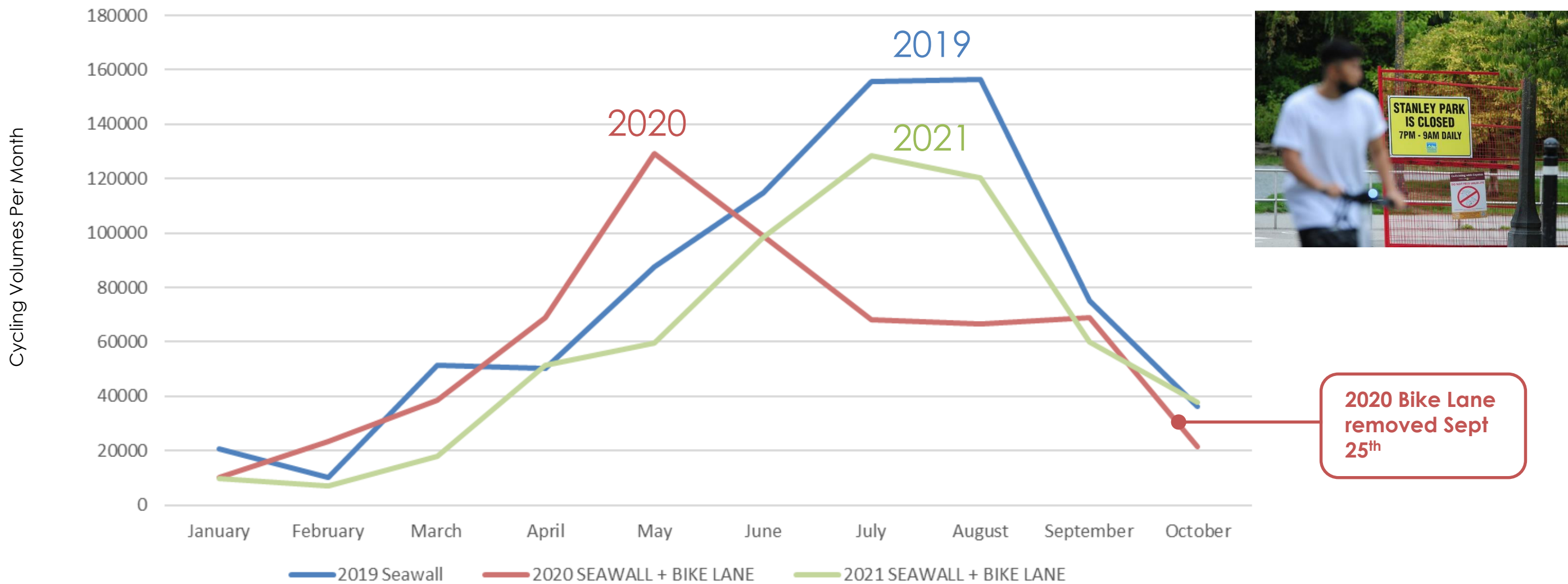




# Cycling Data

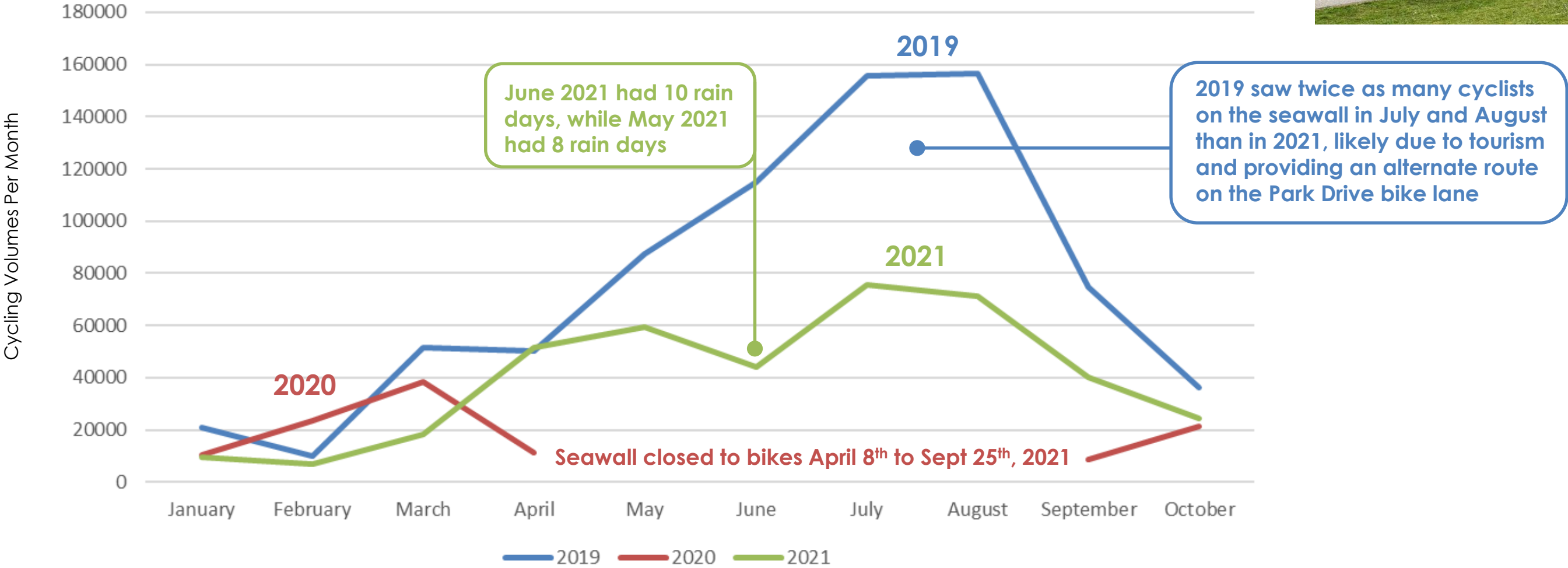
## Monthly Volumes - Comparing 2021, 2020 vs 2019

**KEY TAKEAWAY**  
2021 Cycling Volumes were higher in the park in July and August, but much lower in September, likely to do with the closures of the Park for coyote management



# Cycling Data

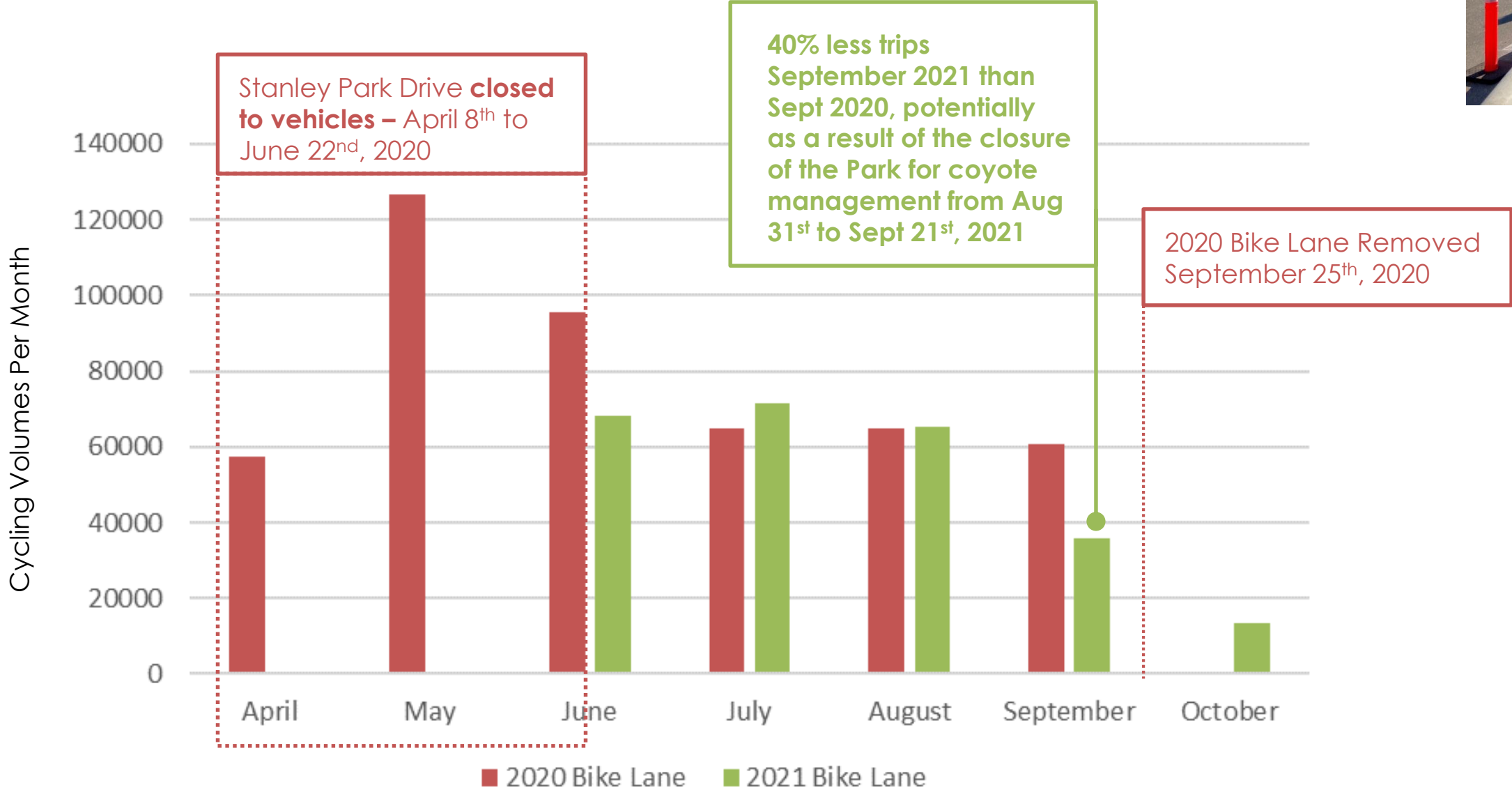
## Seawall Cycling Volumes by Month - Comparing 2021, 2020 vs 2019

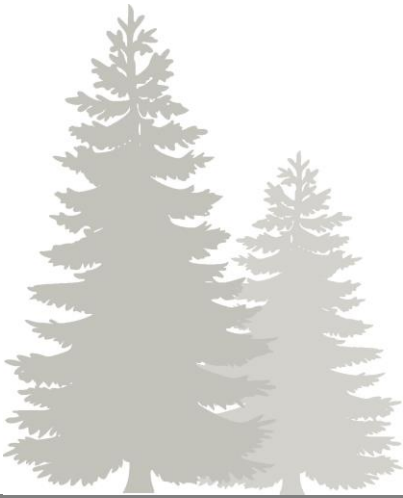




# Cycling Data

## Temp Bike Lane Cycling Volumes – 2021 vs 2020





# Mobility Data

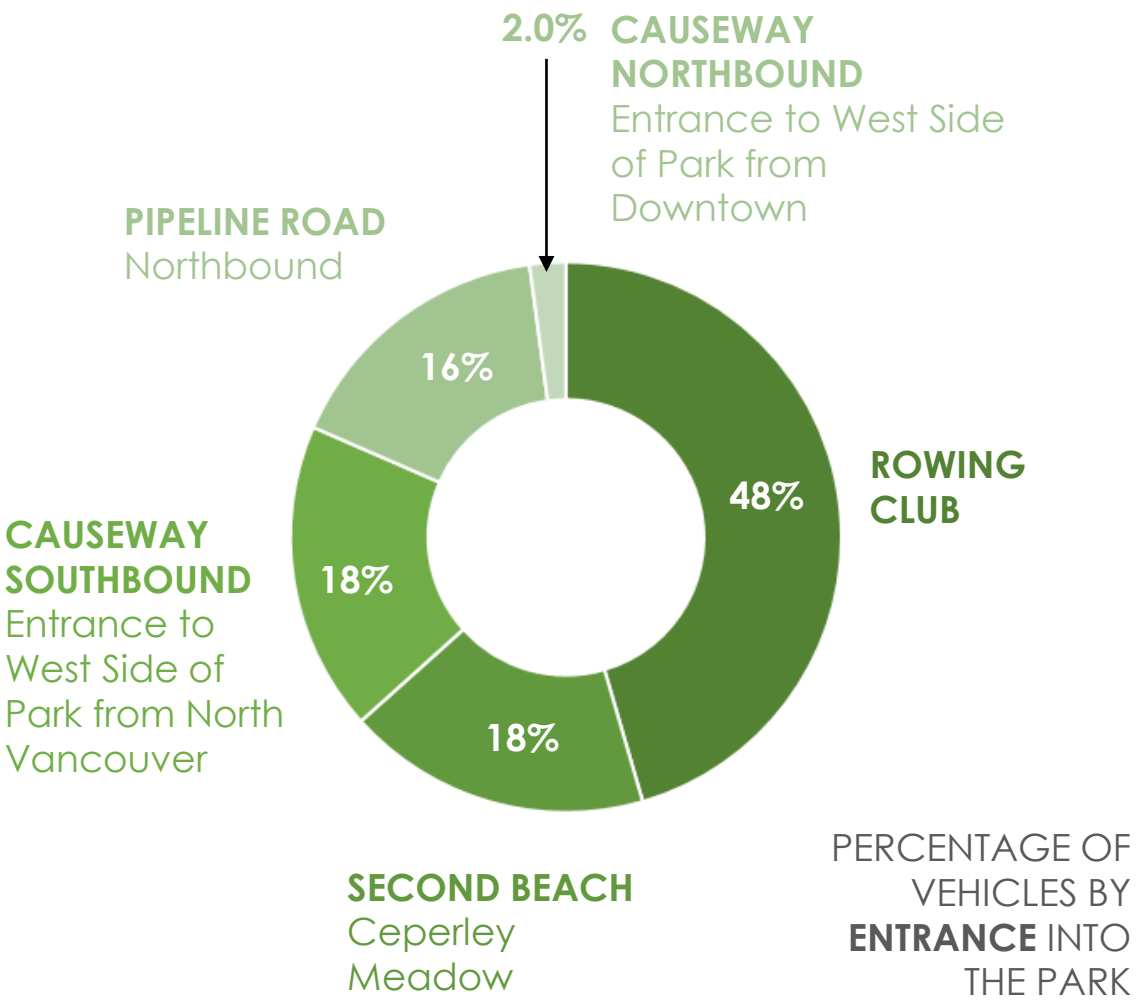
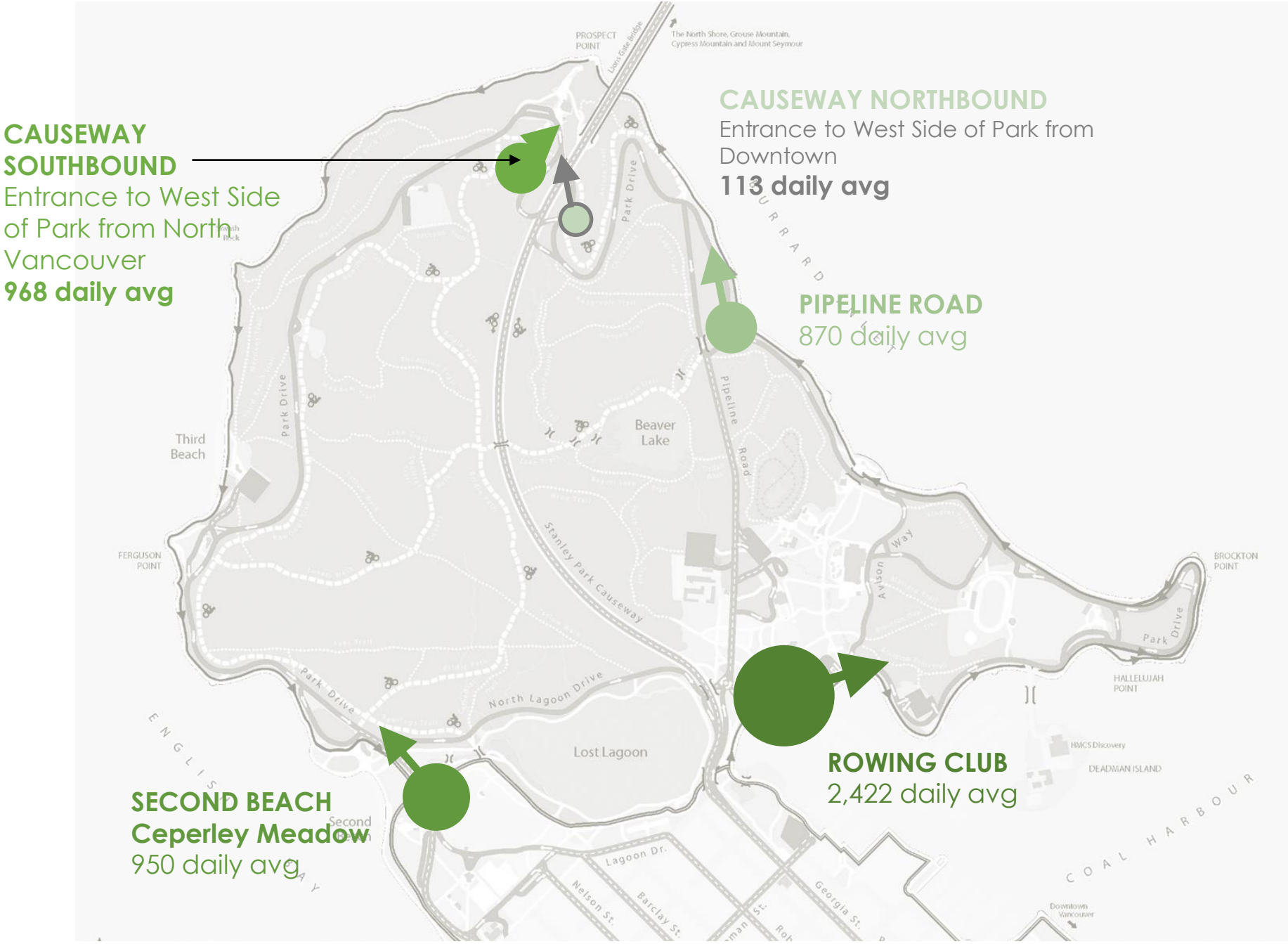


## Vehicle Volumes



# Vehicle Data

Vehicle Volumes **ENTERING** the Park (Summer 2021)

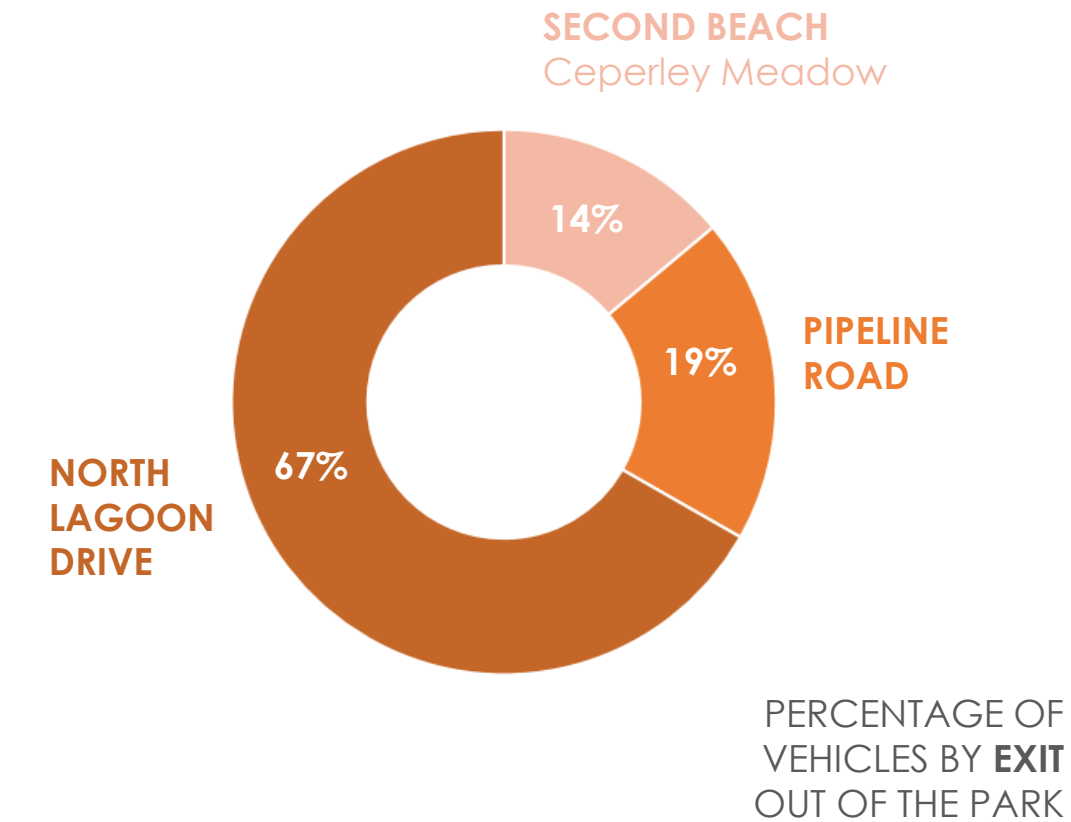
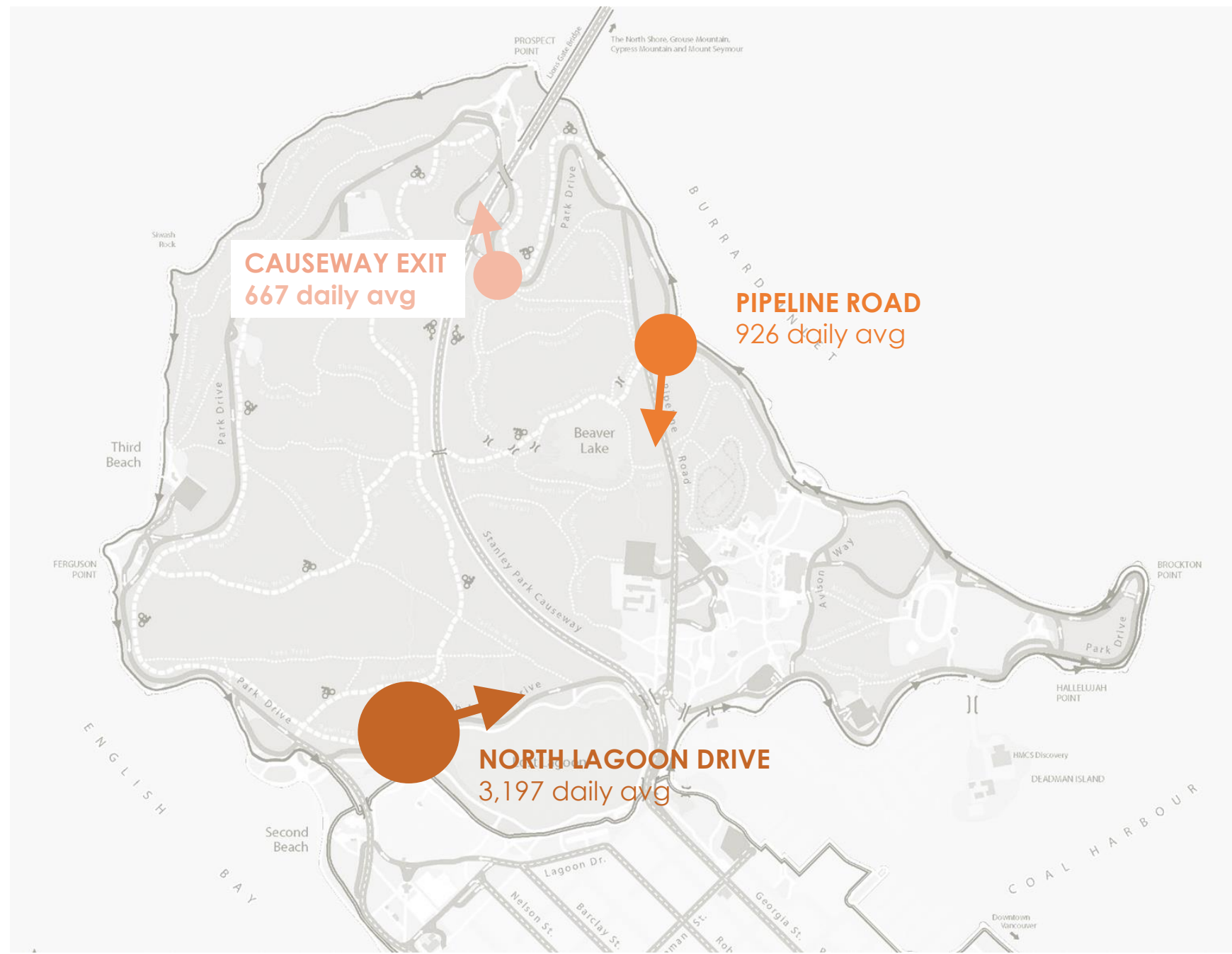


**KEY TAKEAWAY**

Most vehicles travel through Rowing Club entrance (48% of vehicles use this exit). The Causeway northbound entrance into the west side of the Park at prospect point, is the lowest used entrance at 2.0%. of vehicles)

# Vehicle Data

Vehicle Volumes **EXITING** the Park (Summer 2021)



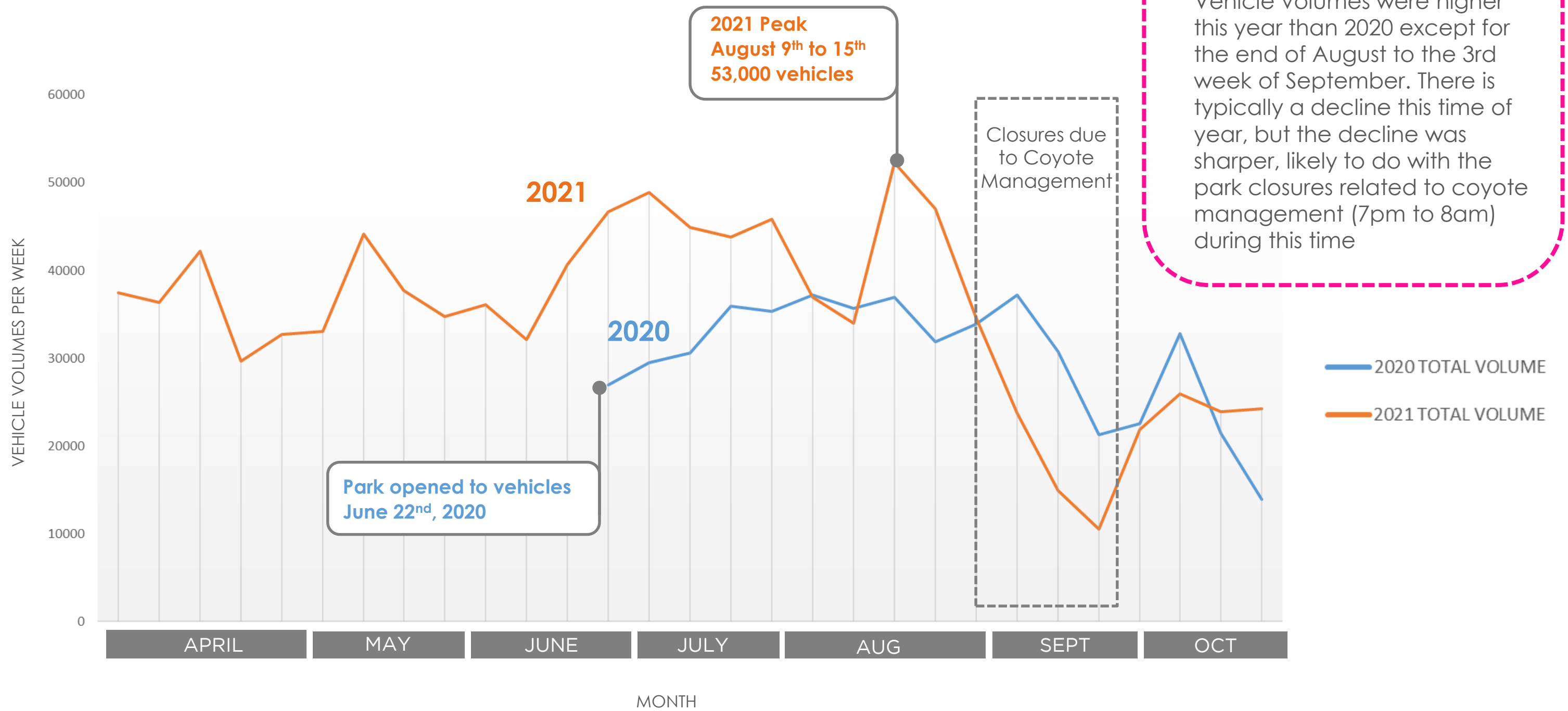
**KEY TAKEAWAY**

North Lagoon Drive sees the highest volume of traffic leaving the park (67% of vehicles use this exit). The causeway exit at the north end of the park sees the lowest at 14% of vehicles leaving the Park here.



# Vehicle Data

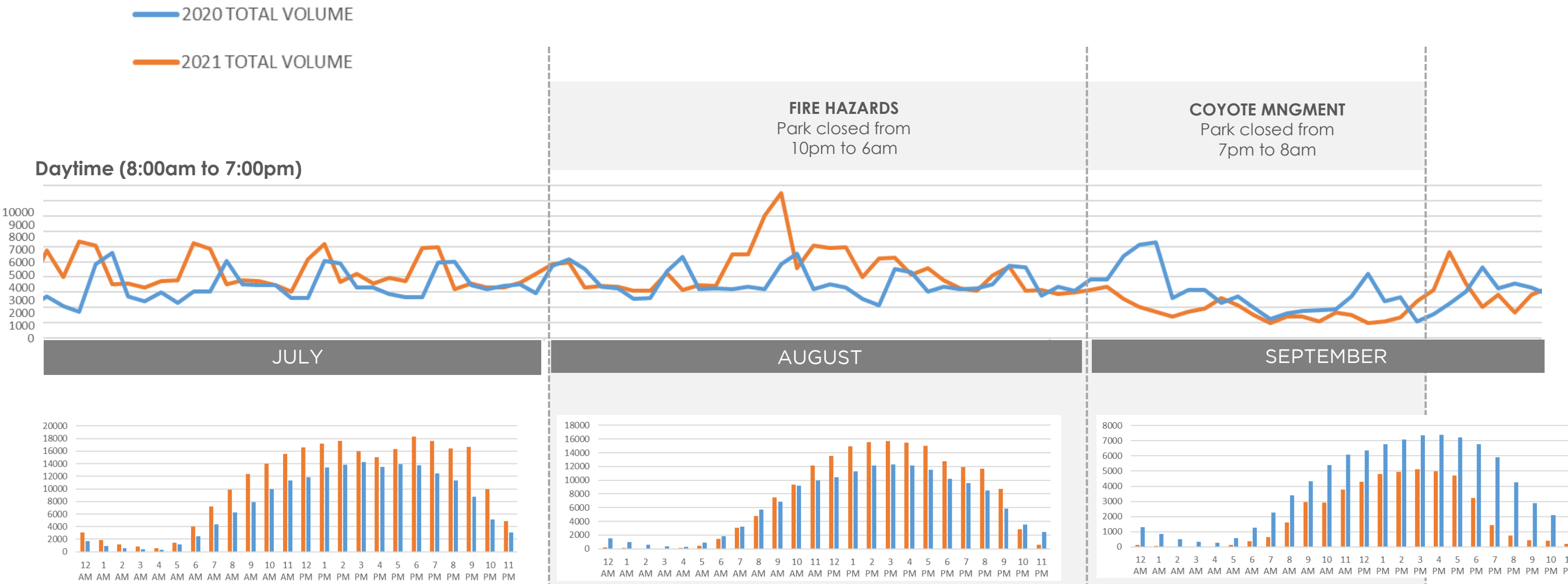
## Weekly Vehicle Volumes – 2021 vs 2020



# Vehicle Data

## Vehicle Volumes Impacted by Closures

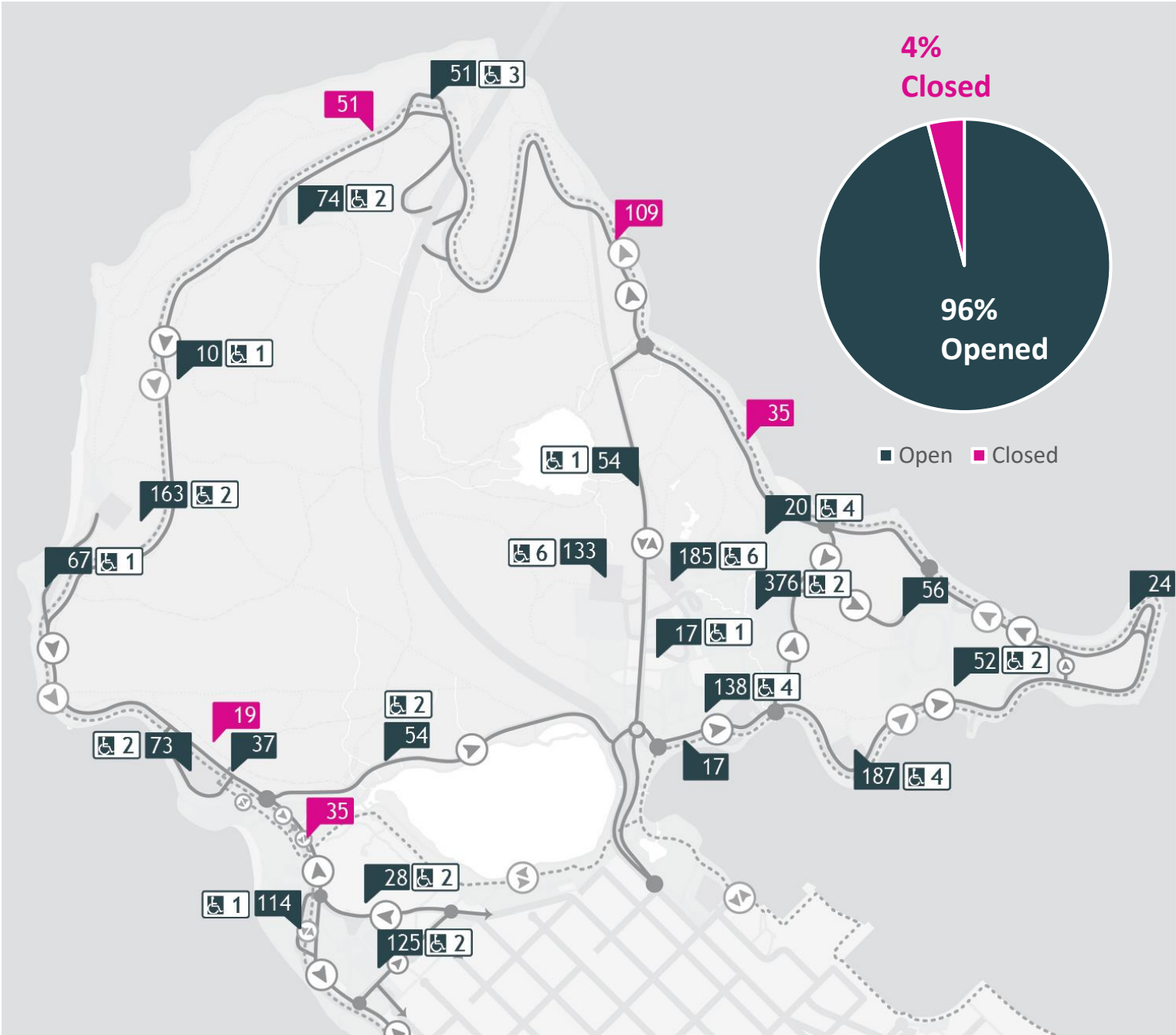
**KEY TAKEAWAY**  
Vehicle volumes were improved over last year, except for the nightly closures from 7pm to 8am from August 31<sup>st</sup> to September 21<sup>st</sup>. Vehicle volumes were not impacted by the closures due to the fire risk from July 31<sup>st</sup> to August 31<sup>st</sup>).





# Parking Data

Parking Open vs Closed – July 30<sup>th</sup> to present



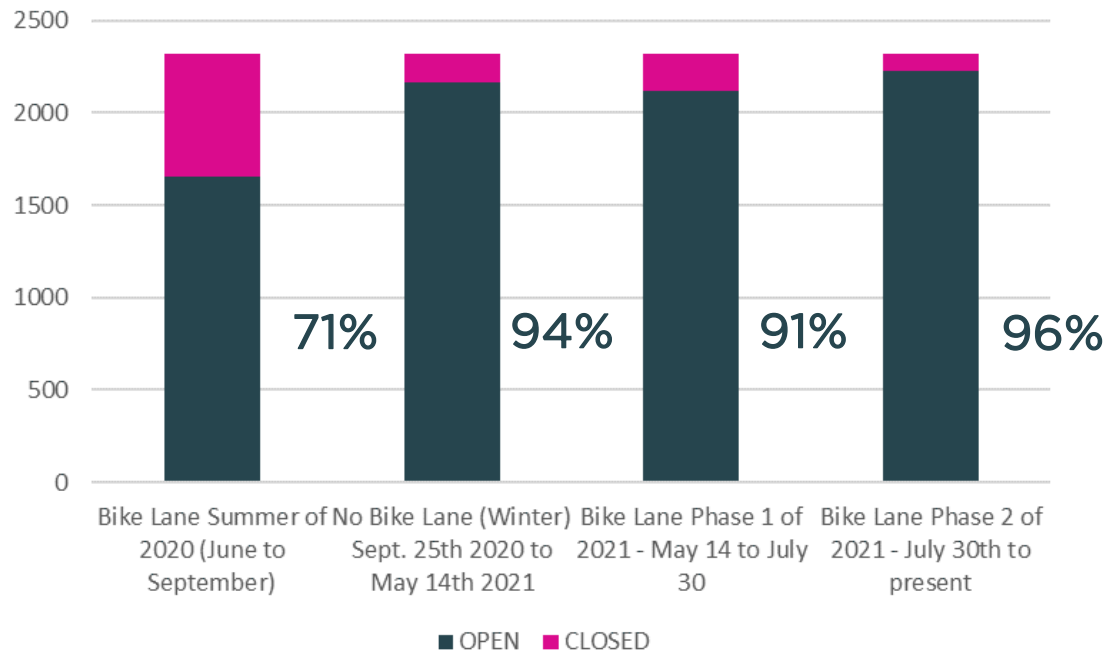
Total Parking Spaces: 2317

4% of Parking Spaces Not Available (93)

96% of Parking Open (2224)

100% of Accessible Stalls Open (48)

Parking Open by Phase





# Public & Stakeholder 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>



**STANLEY PARK SURVEY**

Current temporary changes to Stanley Park



# Stakeholder Engagement

Between April – October of 2021:

14

## Stanley Park Stakeholder Group Sessions

AAA Horse & Carriage  
British Columbia Mainland Cricket League  
Brockton Pavilion  
Cactus Club Restaurants Ltd.  
Grey Line Westcoast Sightseeing  
Capilano Group (Prospect Point Café)  
LandSea Tours  
Pooh Corner Daycare  
Royal Vancouver Yacht Club - Coal Harbour  
Silvia Hotel  
Sequoia Company (Teahouse Restaurant)

Easy Park  
MOTI  
MOBI  
DND (HMCS Discovery)  
VPD  
Fire and Rescue Services  
Various Park Board Departments  
Stanley Park Brewing  
Stanley Park Ecology Society  
Stanley Park Lawn Bowling Club  
Stanley Park Pavilion  
Stanley Park Tennis Club  
Theatre Under the Stars  
Tourism Vancouver  
Vancouver Aquarium  
Vancouver Rowing Club  
Vancouver Rugby Union  
Wilson's Group of Companies

16

## One-on-one Stakeholder Sessions

- Teahouse Restaurant (5)
- Prospect Point Café (5)
- AAA Horse & Carriage (6)

6

## meetings with the **Persons with Disability Advisory Committee (PDAC)**



# Public Correspondence

Between April – October of 2021:



62

Emails received  
stanleypark@vancouver.ca



36

3-1-1 Calls &  
Reports



2,485

Visitors to the Stanley  
Park **Shape Your City**  
Website

# Public Survey

- Open from September 30<sup>th</sup> – October 24<sup>th</sup> (3.5 weeks)
- Issued through **Shape Your City** Landing Page and pushed on social media channels
- **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)
- **Paper Copies were made available** at the Park Board Office, and delivered to the West End Seniors Association

1,230

survey responses received  
(includes 5 paper copies)

## Stanley Park - Temporary Bike Lane in 2021



### Let us know about your experience of the Stanley Park Temporary Bike Lane in 2021.

Have you had a chance to experience the temporary bike lane in Stanley Park this summer?

In March 2021, a [board motion](#) was passed to implement a temporary bike lane on Stanley Park Drive. We made some changes based on your feedback from 2020 and would like your input on your experience of the bike lane this year. The findings will help inform the future needs and desires for mobility in Stanley Park.

Tell us about your experience by taking the survey below. Paper copies are available by request.

**The summer 2021 temporary bike lane survey is now closed.** Thank you to everyone who shared your thoughts on the temporary bike lane in Stanley Park. The survey was available from September 29 – October 24, 2021 and is now closed. Your feedback will help inform future mobility initiatives in Stanley Park. Please check back this winter for a summary report of what we heard. You can also email us at [StanleyPark@vancouver.ca](mailto:StanleyPark@vancouver.ca) or call 3-1-1 with questions or comments.

[SURVEY](#)



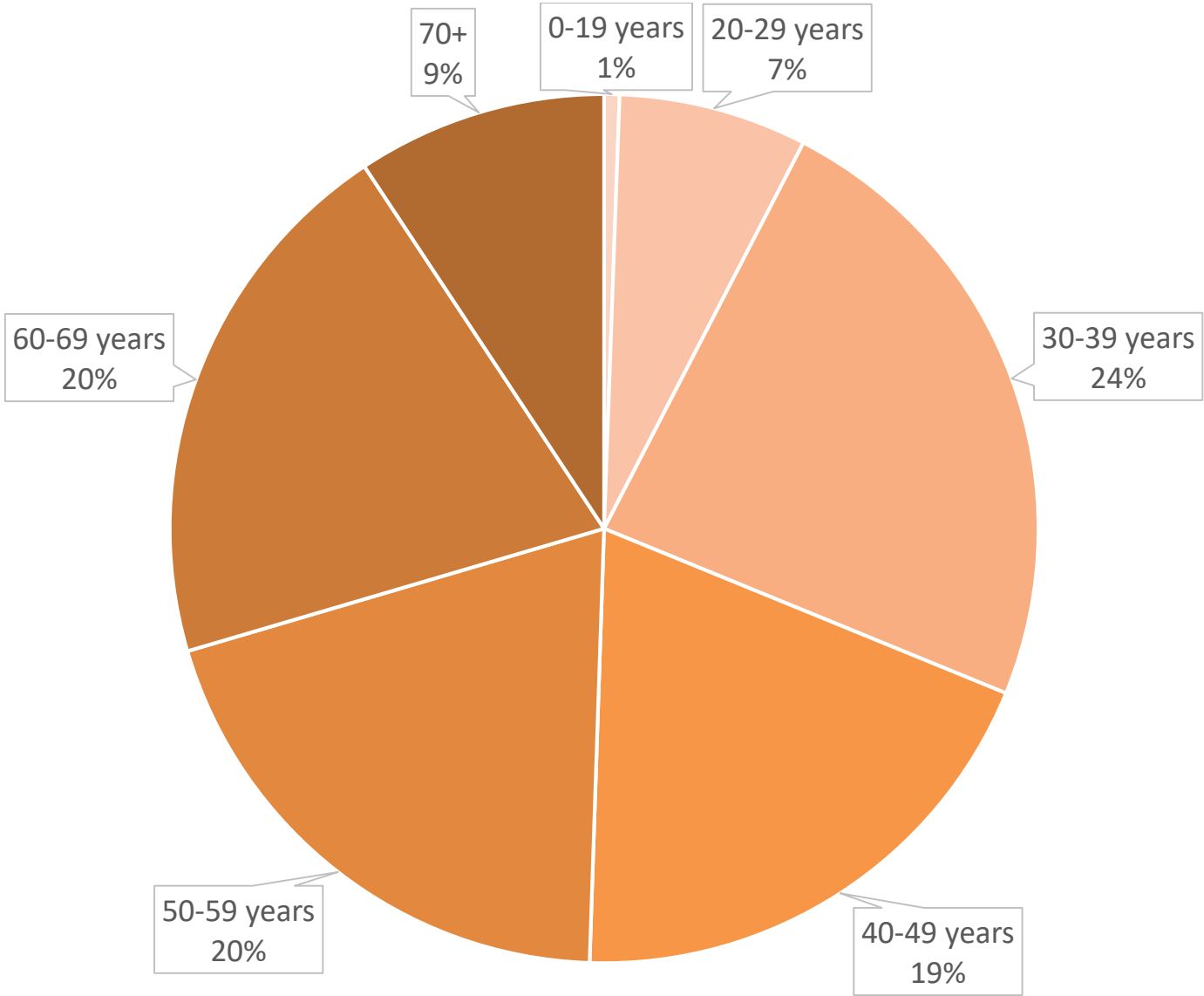
# Survey Results





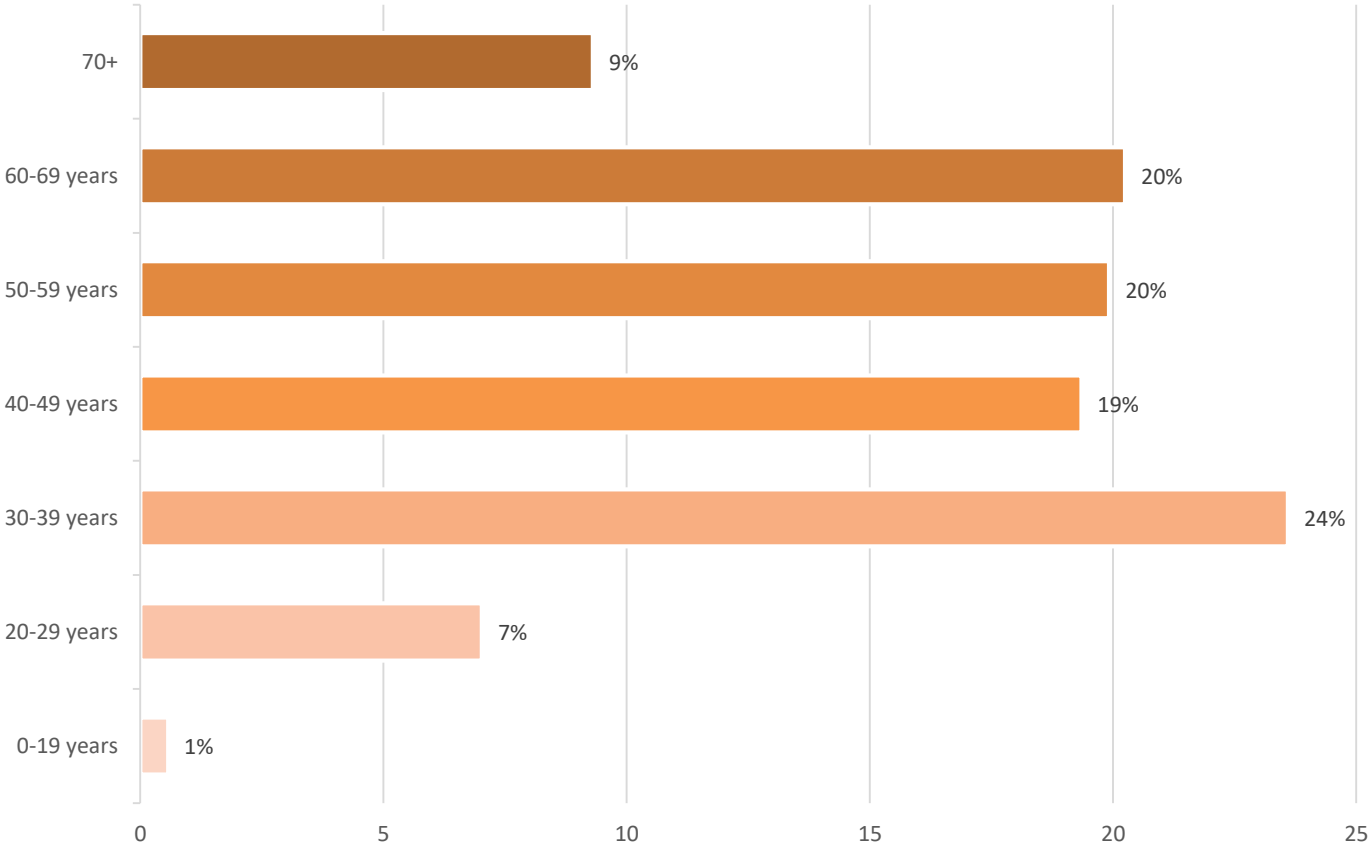
# Who we heard from

## Respondent Age



### KEY TAKEAWAY

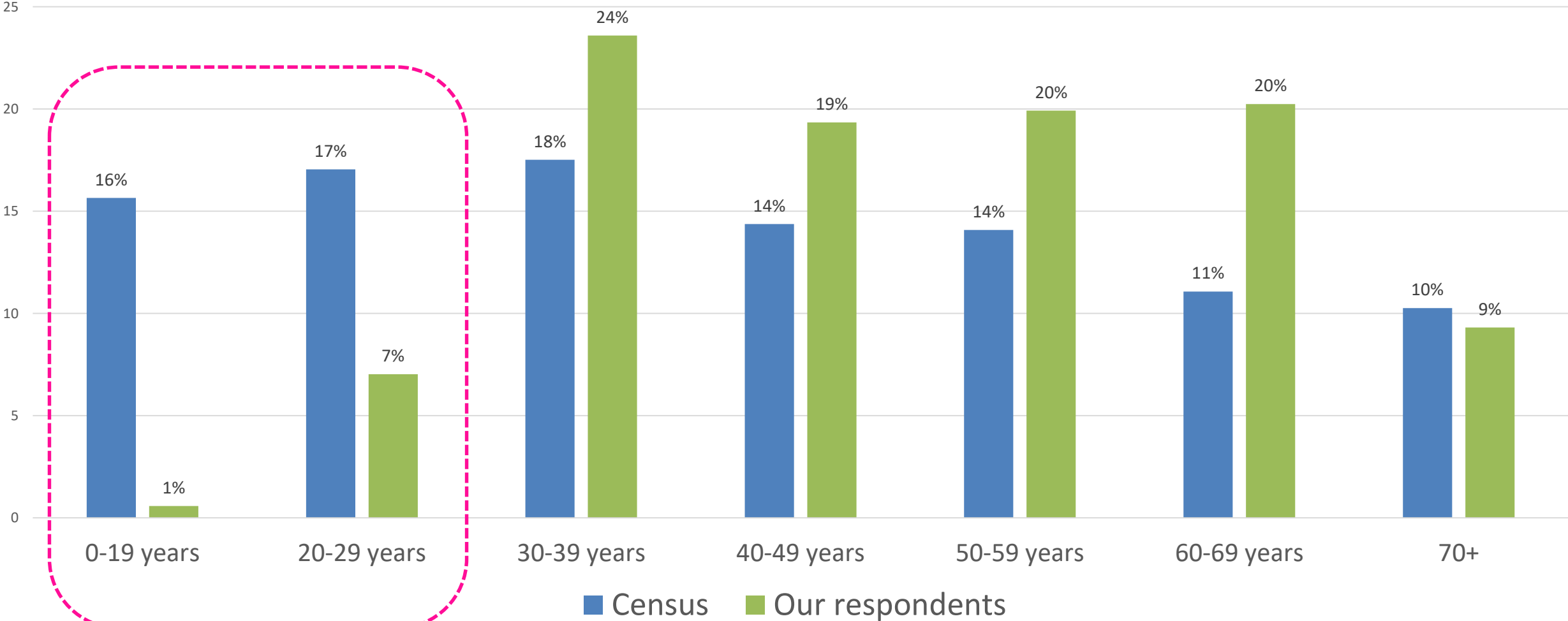
We heard from a reasonable distribution of age groups, except for people below the age of 29. The age distribution of respondents is similar to last year.



# Who we heard from

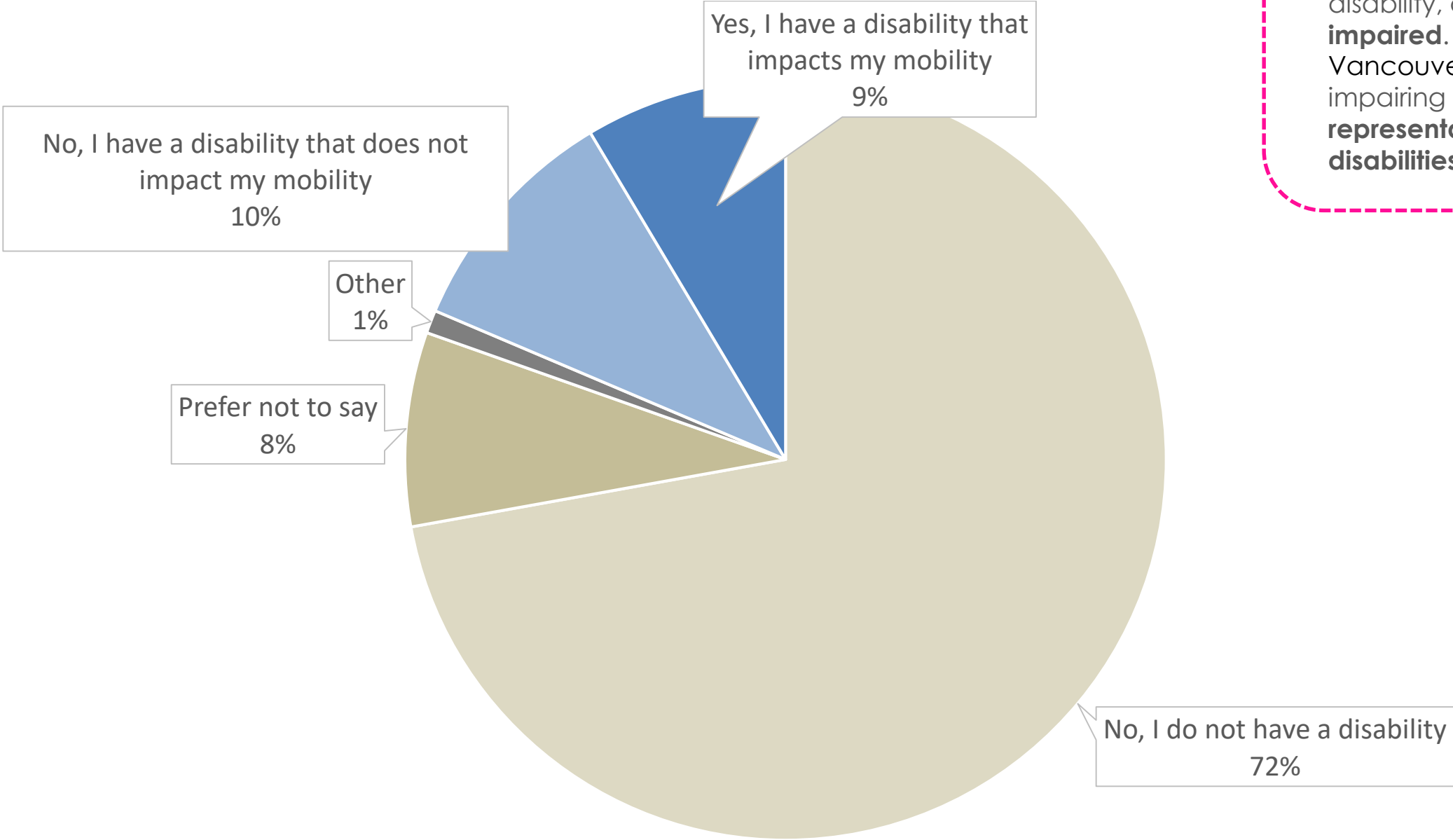
## Respondent Age vs Vancouver Demographics

**KEY TAKEAWAY**  
Compared to Vancouver's actual demographics, people 29 years and younger were under-represented in the survey, similar to last year.



# Who we heard from

## Respondents with a disability

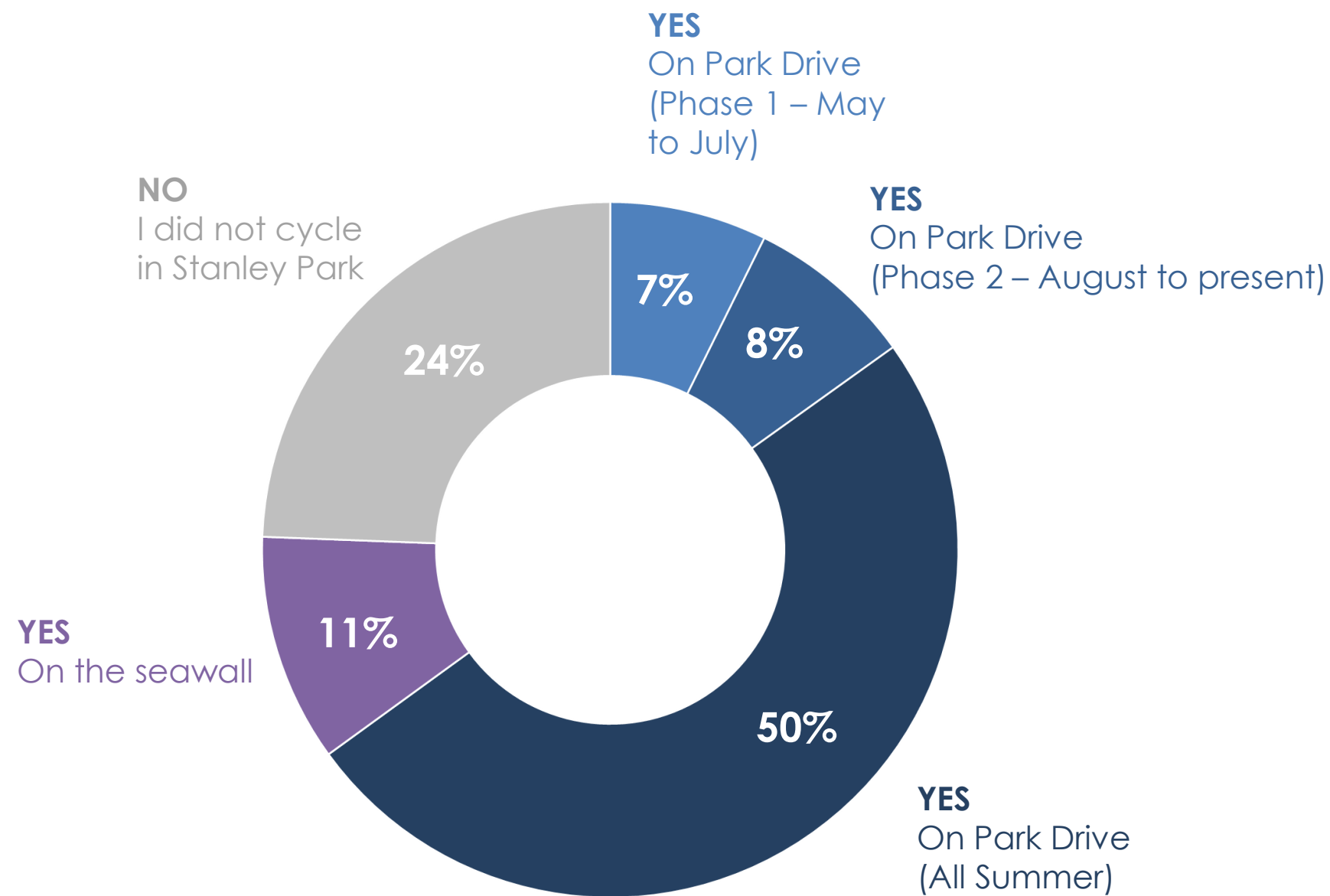


### KEY TAKEAWAY

19% of our respondents have a disability, of whom **9% were mobility impaired**. Considering <7% of Vancouver residents have a mobility-impairing disability, **we had significant representation from people with disabilities (up from 8.0% last year)**



# Did you cycle in Stanley Park this summer (2021)?



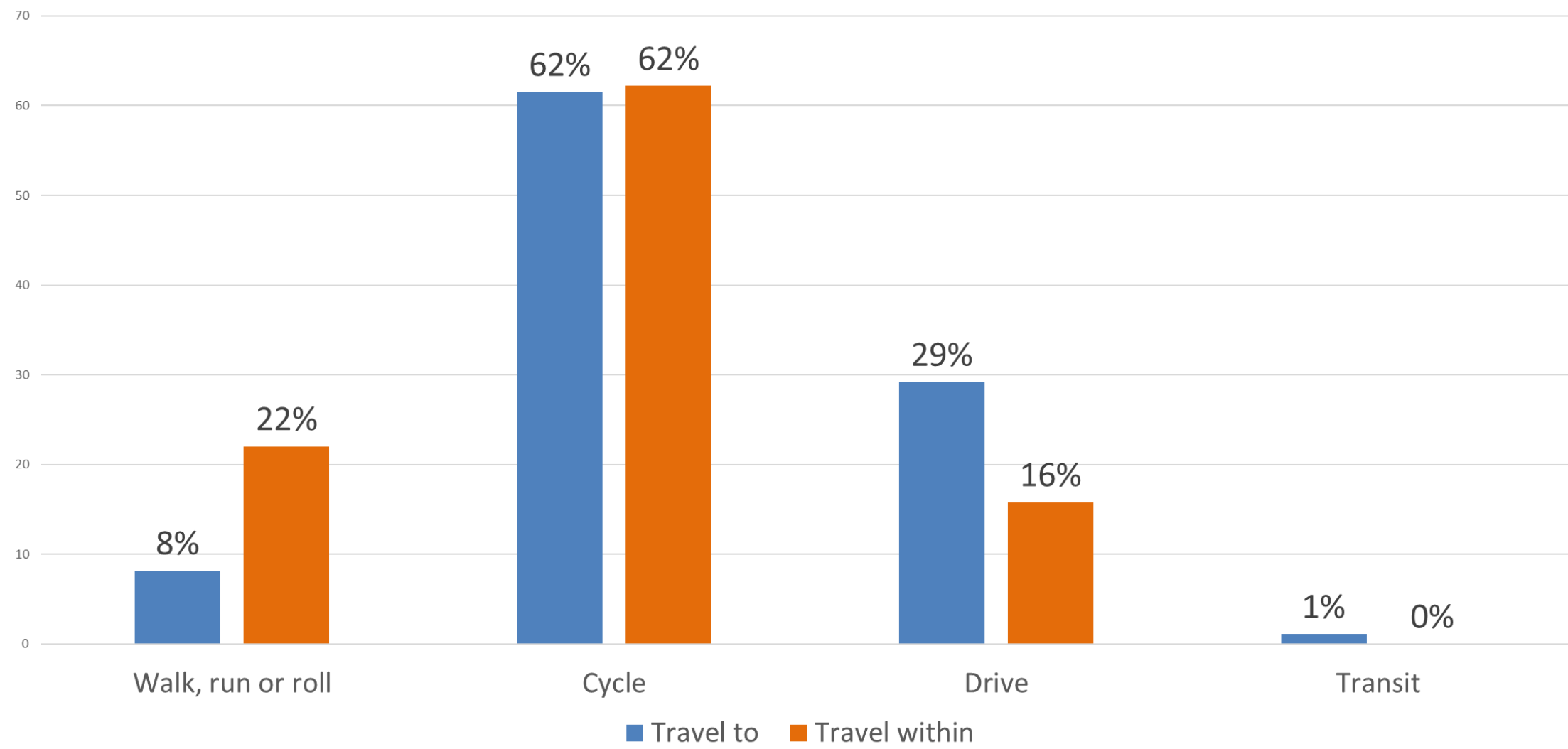
**KEY TAKEAWAY**  
About 75% of respondents cycled in Stanley Park this summer.

# Who we heard from

## How people experience Stanley Park

**KEY TAKEAWAY**

Although 29% of visitors arrive at Stanley Park by private vehicle, the **majority of people (84%) cycle, walk, run or roll once inside**. And 15% of people arrive to Stanley Park by vehicle and then get out and walk.



# What was better or worse about your experience this year?

If some aspects of your experience were **better**, tell us why.

1. I felt safer with the concrete barriers in place (32%)
2. The bike lane was used more this year by cyclists making it less crowded on the seawall than usual (20%)
3. I cycled, and was able to ride on the Seawall (18%)
4. I felt that cyclists and vehicles slowed down more with the new traffic calming measures (18%)
5. I felt more safe with the added crosswalks and signage (12%)

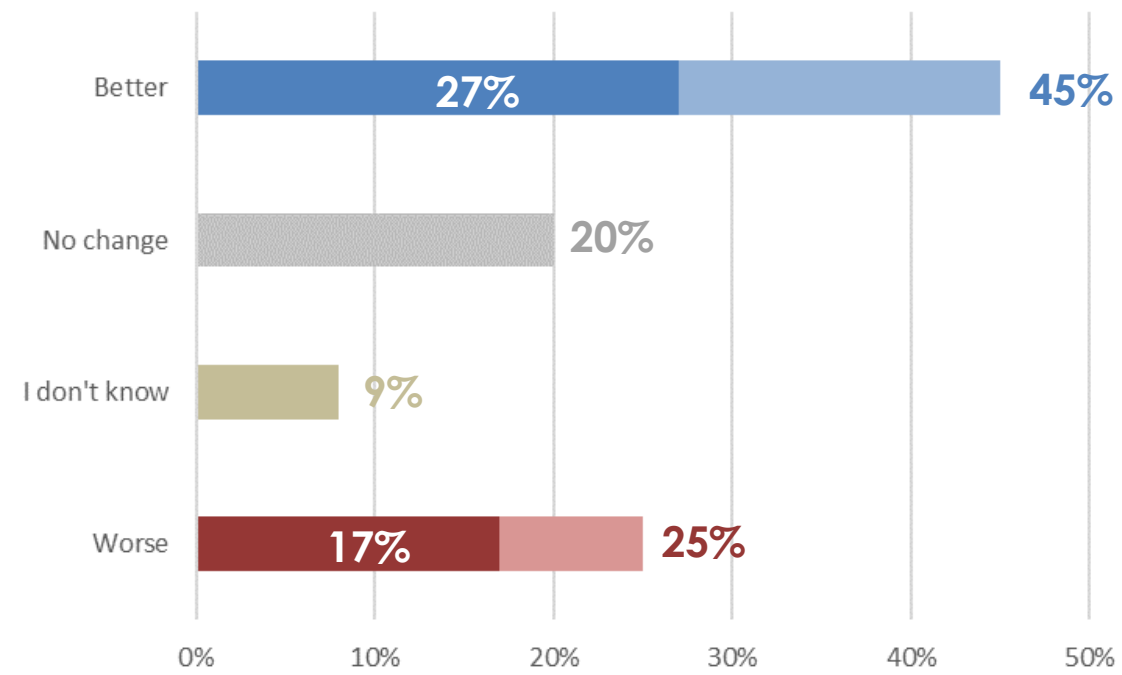
If some aspects of your experience were **challenging**, tell us why.

1. The bike lane on Park Drive was too congested with cyclists of varying abilities in one lane (23%)
2. The traffic pattern changes made it confusing or challenging and created some conflicts (21%)
3. Many cyclists ride too fast or do not follow the rules of the road (20%)
4. I felt unsafe with vehicles crossing the bike lane to enter into parking lots (19%)
5. I drove and felt traffic was too slow and congested (17%)



# How did the changes this year impact your experience in the park?

OVERALL OPINION OF IMPROVEMENTS  
(AVERAGED ACROSS ALL CHANGES)

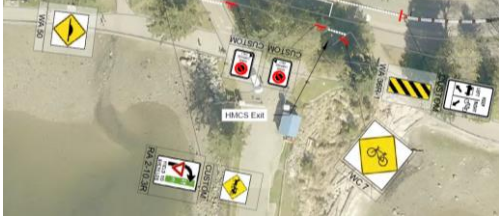


**KEY TAKEAWAY**  
Majority of respondents noted that improvements made this year's project "much better" or "a little better"

Increased signage, line painting and added crosswalks



Improved the pull out spaces for the Horse & Carriage



All Parking Lots Open



Seawall remained opened to bikes



Concrete barriers used to separate bike lane



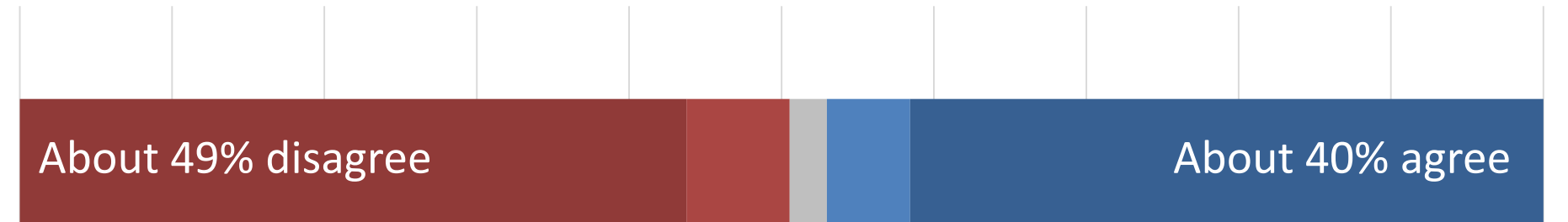
New traffic calming measures including speed humps



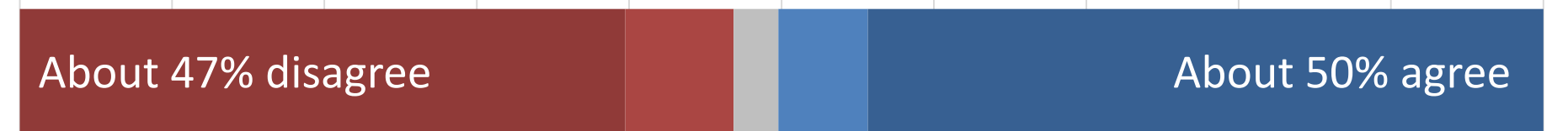
# How much do you agree or disagree with the following statements?

**KEY TAKEAWAY**  
Responses are highly polarized. Of those who want a bike lane, the preference seems to be for a permanent one.

I would like the temporary bike line to be removed and returned to the pre-COVID-19 condition



I would like to see a separated bike lane become *permanent* on Park Drive with more improvements



The Park Board should implement a *temporary* bike lane every summer.\*



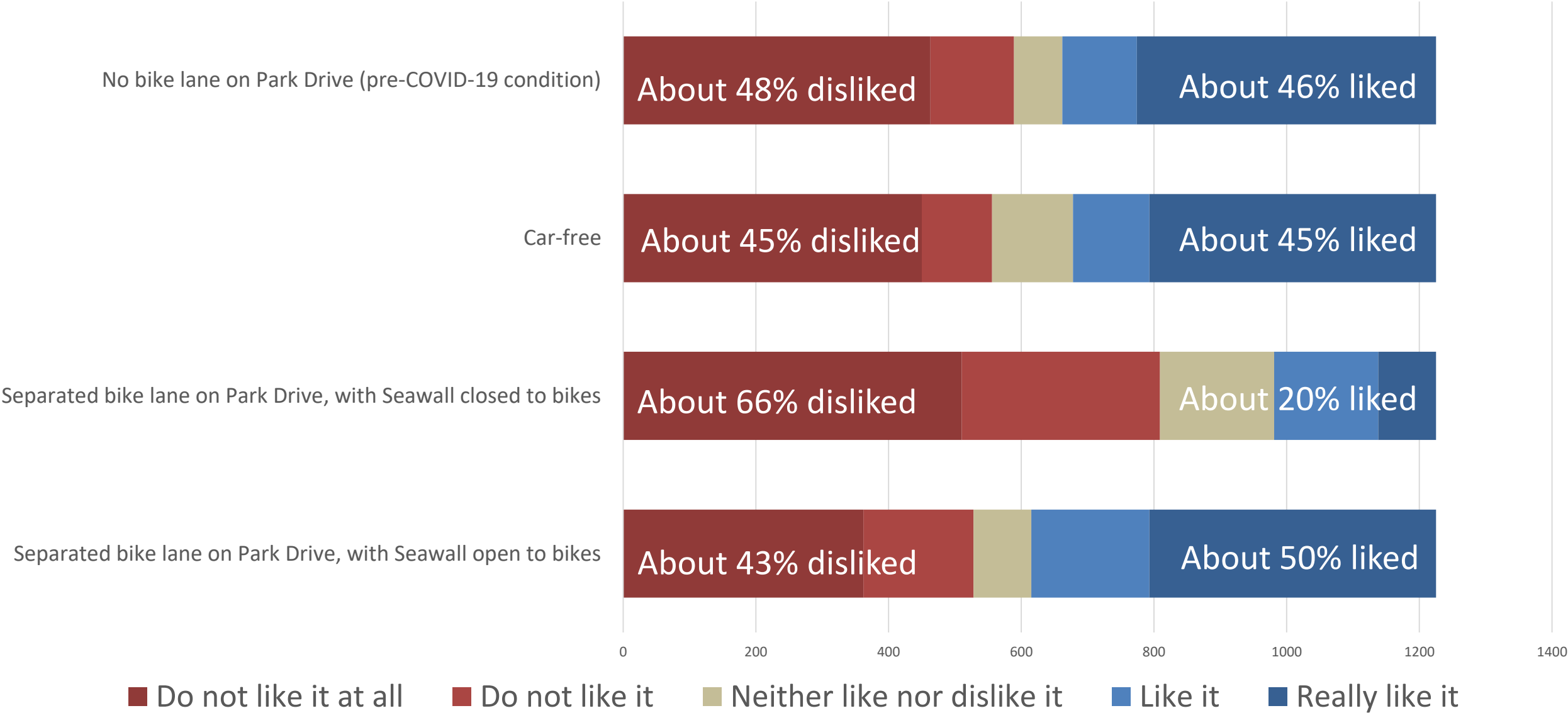
\*NOTE - 6.0% of respondents who disagreed with a temporary bike lane every summer want to see a permanent bike lane on Park Drive

Strongly disagree   Disagree   Neither agree nor disagree   Agree   Strongly agree

# Overall, what do you think of the following approaches to road allocation in Stanley Park?

**KEY TAKEAWAY**

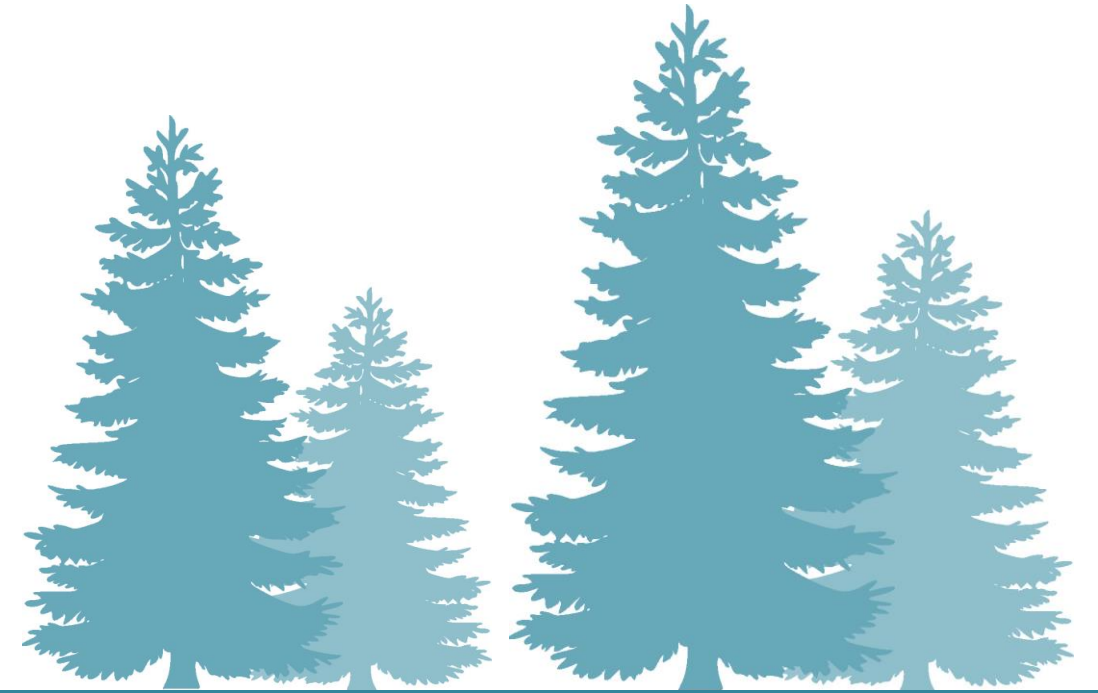
Public opinion was very **split on the Park Drive bike lane**, but most people **disliked the idea of closing the Seawall to bikes**.







# What does this mean?



## Summary



# KEY TAKEAWAYS

- Parks continue to be essential during the pandemic
- Tourism reductions and the nightly closures of 7pm to 8am from August 30<sup>th</sup> to September 21<sup>st</sup> for coyote had the greatest impact to mobility volumes in the Park
- The most “liked” road reallocation project to date was this year’s 2021 Bike Lane Project (50% of respondents)
- The most “disliked” road reallocation project to date was last year’s bike lane project with the seawall closed to bikes (66% of respondents)
- Majority of respondents liked the improvements that were made this year
- People prefer a permanent bike lane over a temporary bike lane



# Next Steps

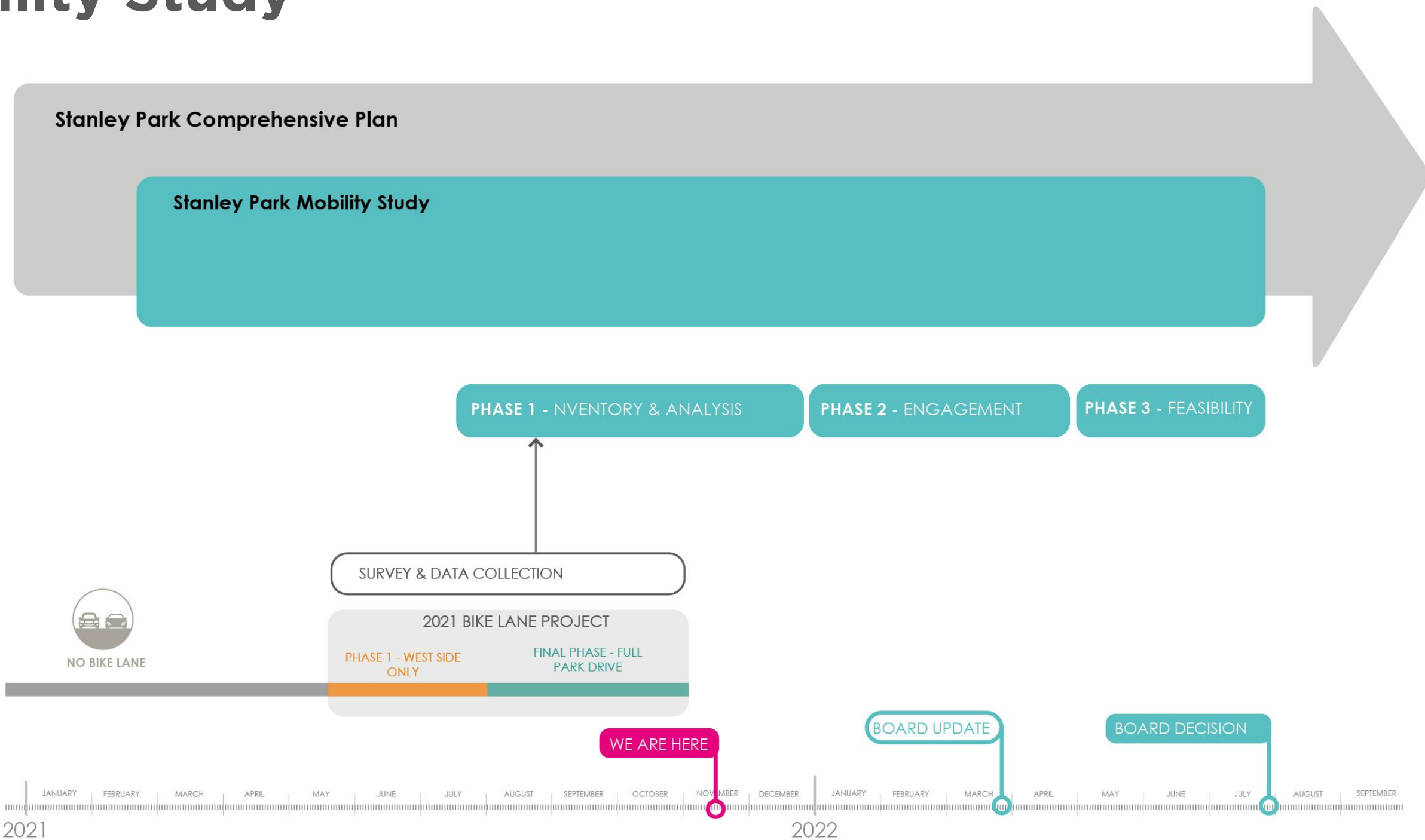




# Next Steps

1. Plan to remove the bike lane by November 30<sup>th</sup>, unless directed otherwise by the Board pending outcome of Board consideration of member motion
2. Continue work on the Mobility Study and report back to the Board on decision mid-2022
3. A project team is being assembled for the Mobility Study and the first Phase of Inventory & Analysis is underway

# Mobility Study





# Conclusion





