



STANLEY PARK MOBILITY STUDY

Initial Findings & Directions

Board Committee Meeting
Monday, July 18, 2022





STANLEY PARK MOBILITY STUDY

Initial Findings & Directions

Board Committee Meeting

Monday, July 18, 2022

Reconvened – Tuesday, July 19, 2022



- The purpose of this presentation is to provide an update on the Stanley Park Mobility Study initial findings on data collected and from public and stakeholder engagement.
- For the Board to approve the seven "guiding principles" which will inform future work on developing and evaluating options:
 1. Safety
 2. Accessibility
 3. Economic Vitality
 4. Climate Action & Environmental Protection
 5. A Flexible & Resilient System
 6. A Connected Transportation Network
 7. Enhance Park Experience

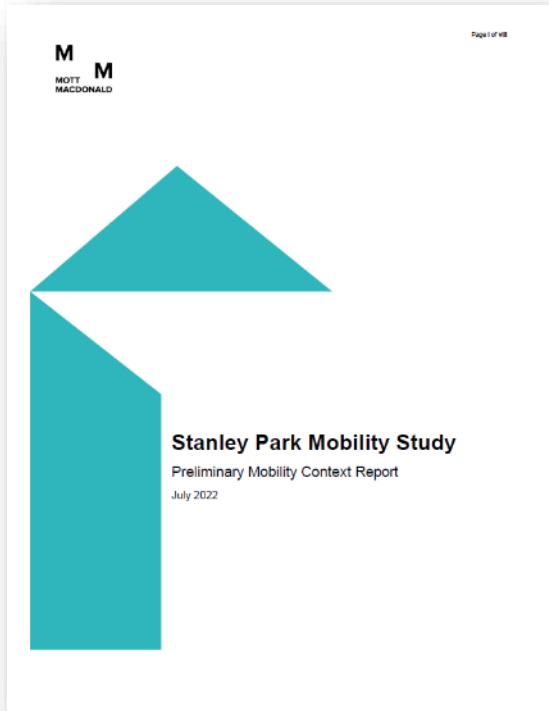


OUTLINE

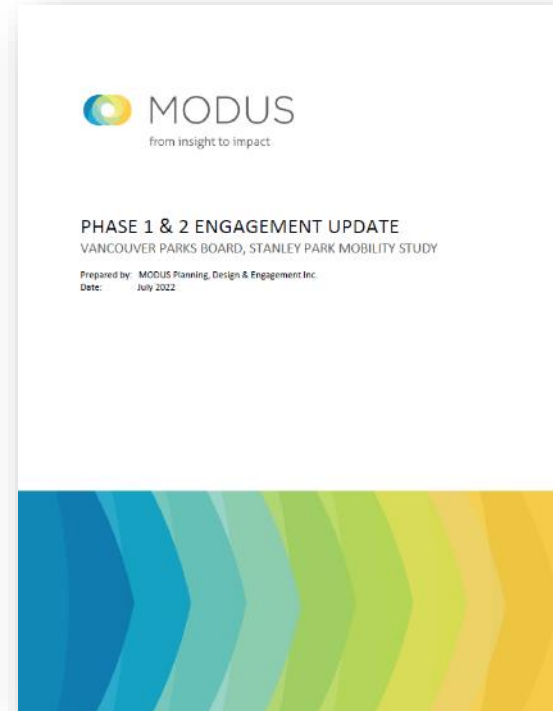


- Project Overview
- Public & Stakeholder Engagement
- Research, Data Collection and Analysis
- Foundational Values and Guiding Principles
- Upcoming Work and Next Steps
- Recommendation

Preliminary Mobility Context Report



Engagement Update (Phases 1 and 2)



Project Overview



- **Stanley Park Comprehensive Plan**
 - Identified need to study use, efficiency, and future of park transportation network

- **Park Board Motion – June 8th, 2020**
 - *“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”.*

The **goal** of the Stanley Park Mobility Study is to **improve** park **access** and the user **experience for all**, by developing and evaluating the feasibility of **options** for the **reduction** in private **vehicle** traffic

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1



Mobility Data &
User Travel Profile Review

2



Best Practise &
Case Study Review

3



Economic Analysis

4



Access Analysis

5



Options
Development & Evaluation



Complete



Governance
Project Management
Public & Stakeholder
Engagement



Public & Stakeholder Engagement



- Lessons Learned:
 - There was a recognition of the need for change of mobility in Stanley Park
 - There was an overall public sentiment trend toward less private cars
 - There was recognition of access difficulties for persons with disabilities
 - Youth were under-represented in both survey responses

Source: 2020 & 2021 Surveys



Stakeholder Workshops

- EasyPark
- DND HMCS Discovery (Deadman's Island)
- MOBI Bike Share
- Destination Vancouver
- Vancouver Aquarium
- Vancouver Fire and Rescue Services
- Vancouver Rowing Club
- West Coast Sightseeing Ltd.
- AAA Horse & Carriage
- Capilano Group of Companies (Prospect Point & SP Pavillion)
- Sequoia Group (Teahouse)
- Stanley Park Lawn Bowling Club
- Stanley Park Brewery
- MODO
- Royal Vancouver Yacht Club
- Stanley Park Ecology Society (SPES)
- Stanley Park Police Mounted Squad
- Landsea Tours & Adventures

Community Group Listening Sessions

- HUB Cycling
- Handcycling Club BC
- Kids' rides in Stanley Park
- Spokes Cycles (HUB member)
- Spinal Cord Injury BC (SCI BC)
- **VORCA (Vancouver Off Road Cycling Association)**
- Disability Alliance BC
- WE Seniors Community Planning Table
- West End Seniors Network
- West End Families in Action
- Vancouver Aboriginal Friendship Centre Society
- MOSIAC
- Gordon Neighbourhood House
- Eastside Family Place
- South Vancouver Family Place
- West Side Family Place
- BEST
- Cycling Without Age
- Cycling BC
- Cycle City Tours

Youth Group Listening Sessions

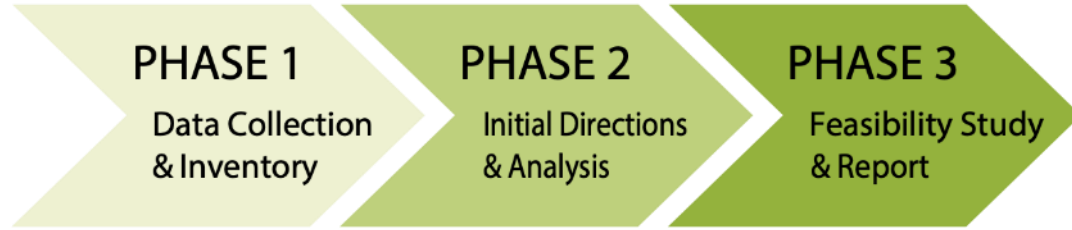
- **HUB Cycling Youth Committee**
- UNYA (Urban Native Youth Association)
- Red Fox Society
- Environmental Youth Alliance
- Sustainability Teens
- SP Ecological Society Youth Camps
- Community Centre Youth Groups
- Parks Board City-Wide Youth Council
- Society for Children and Youth of BC
- Dusk to Dawn Youth Resource Centre
- Directions Youth Services

Council Committee Meetings

- **Persons with Disabilities Advisory Committee (PDAC)**
- **Urban Indigenous Peoples' Advisory Committee (UIPAC)**
- **Racial and Ethno-Cultural Equity Advisory Committee**
- **Transportation Advisory Committee**
- 2SLGBTQ+ Advisory Committee
- Children, Youth and Families Advisory Committee
- Seniors Advisory Committee

All stakeholders listed above have been engaged through invitations to workshops, listening sessions and surveys and will continue to be engaged in **Phase 3**. Those in **bold** participated in the Phase 2 Engagement Sessions.

Mobility Study Engagement Process



APRIL – MAY 2022

MAY – JULY 2022

AUGUST – NOVEMBER 2022

Public & stakeholder engagement

- Stakeholder Interviews
- Stakeholder Workshop #1: *Visioning*
- Stakeholder Visioning Workshop #2: *Principles & Goals*
- Council Committee Presentations
- Public Survey
- Park Users Listening Sessions
- Stakeholder Visioning Workshop #3: *Options Longlist*
- Stakeholder Visioning Workshop #4: *Options Evaluation*
- Council Committee Presentations

Other Engagement (ongoing):

Staff Working Group, Mobility Study Steering Committee, Stanley Park Intergovernmental Working Group

What engagement will inform

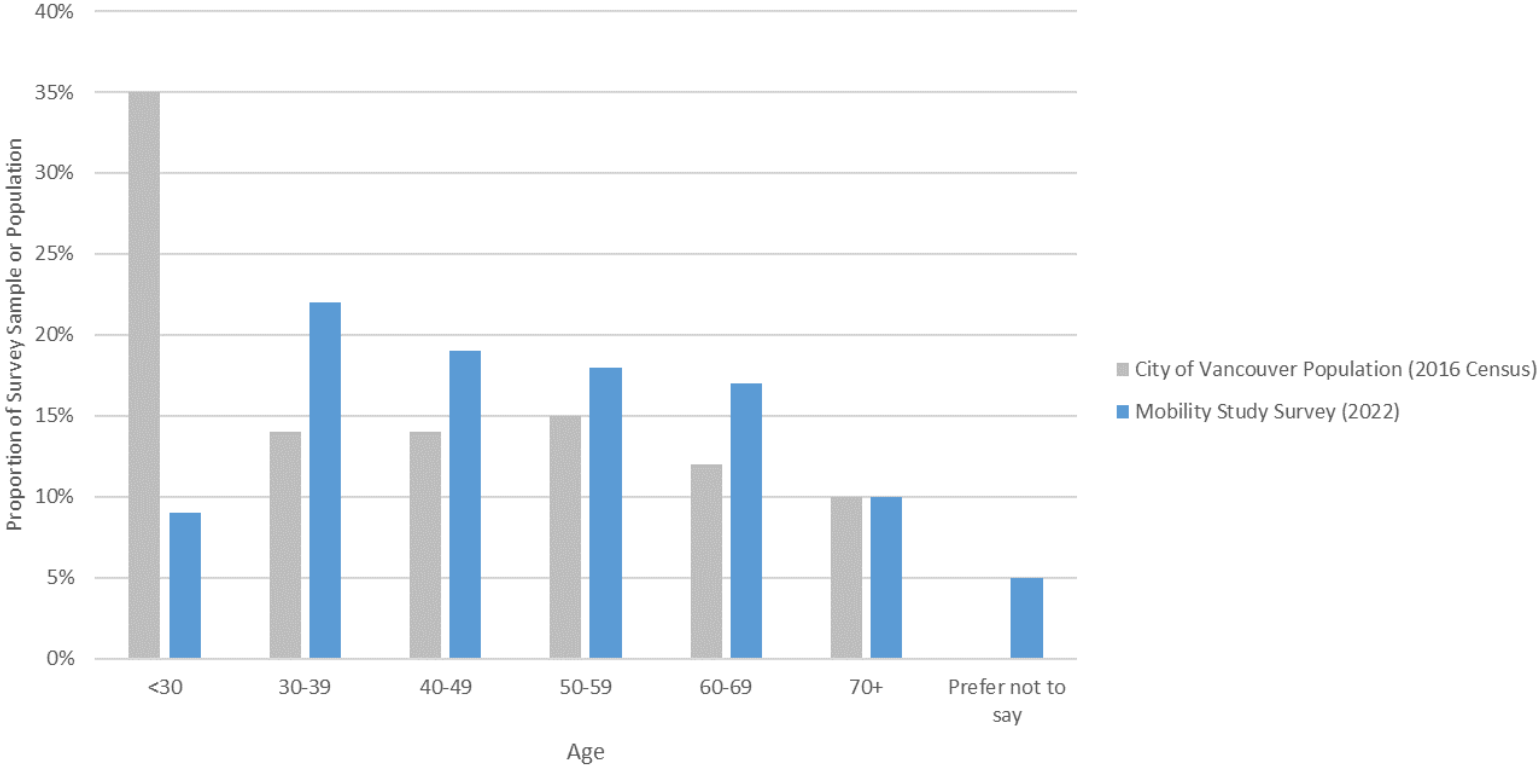
Economic Model
Draft Vision & Priorities

Draft Evaluation
Framework

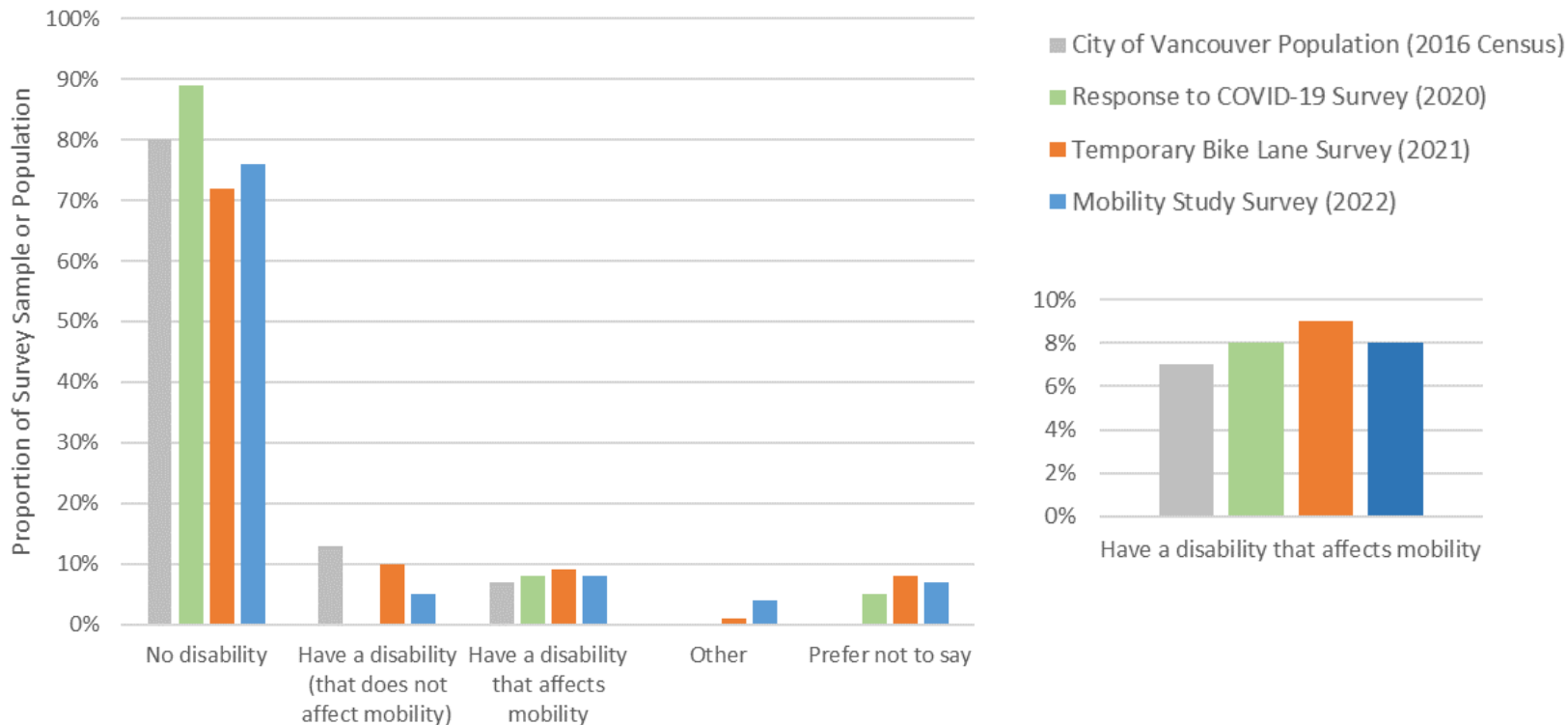
Option Refinement &
Evaluation Scoring

- Project Shape Your City Website
 - Web form and email address
- Public Survey – May 18-June 9, 2022
 - Online and print
 - Promoted through posters in park and community centres, social media, online advertising, mailing lists, info bulletins to media
 - 4036 responses

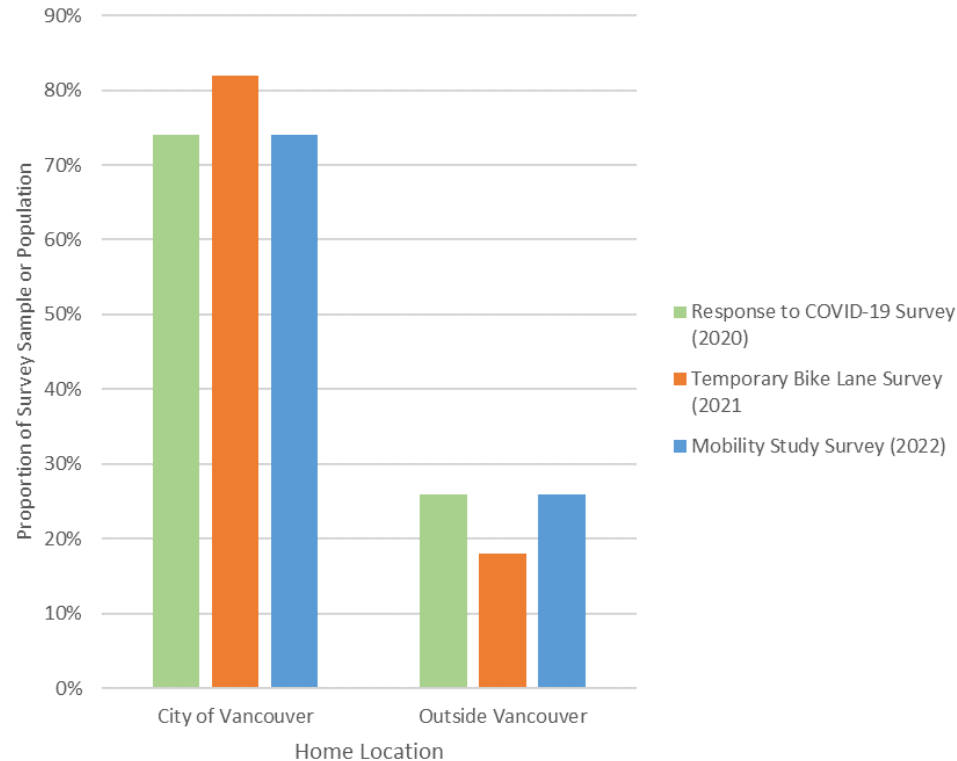
Representation of Age in Stanley Park Surveys



Representation of Persons with Disabilities in Stanley Park Surveys



Home Location in Stanley Park Surveys





Youth, Seniors and People with Disabilities:

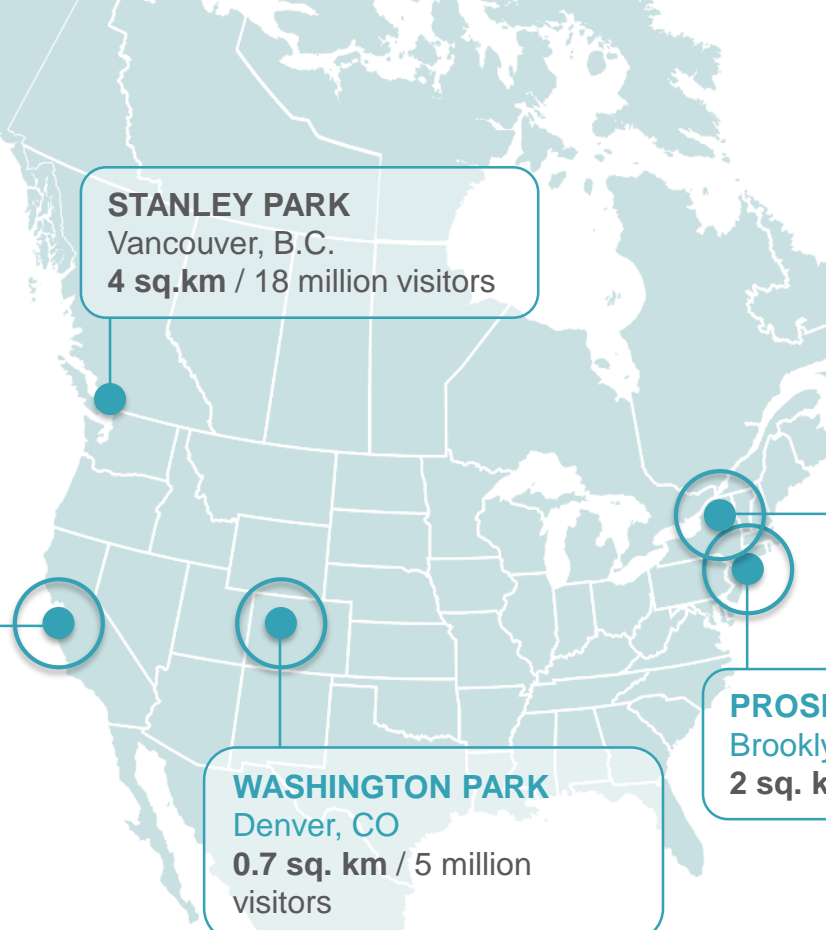
- Strong desire for **climate action** from youth
- Recognition that **disability needs are diverse**
- Recognition that we need **more options for accessing Stanley Park**, especially public transit, multi-modal transit, and connections to regional networks
- Desire for **safety through all times of day**

Research, Data Collection and Analysis



Best Practice and Case Study Review

NORTH AMERICA



STANLEY PARK
Vancouver, B.C.
4 sq.km / 18 million visitors

CENTRAL PARK
New York, NY
3.4 sq. km / 42 million
visitors

GOLDEN GATE PARK
San Francisco, CA
4 sq. km / 15 million visitors



WASHINGTON PARK
Denver, CO
0.7 sq. km / 5 million
visitors

PROSPECT PARK
Brooklyn, NY
2 sq. km / 10 million visitors



EUROPE

PHOENIX PARK

Dublin, Ireland

7.0 sq. km / 10 million visitors



ROYAL DJURGARDEN

Stockholm, Sweden

2.8 sq. km / 15 million
visitors



Key Lessons:

- Low-car initiatives in parks typically **increase visitor numbers**, especially those visitors using active and low-impact transportation
- Low-car approaches require **careful study and implementation** to work for a broad number of users
- Political backing, community advocacy, desire to enhance cultural significance, and/or desire to increase safety have **contributed to implementation**
- **Public opinion was favourable** once changes are made
- Fees and pre-booked timeslots help **manage vehicle access in some parks**

The study analyzed mobility data using 2019 as a baseline and through the pandemic using a variety of data sources, including:



**Location-based
smartphone data**



**Public surveys of
park users**

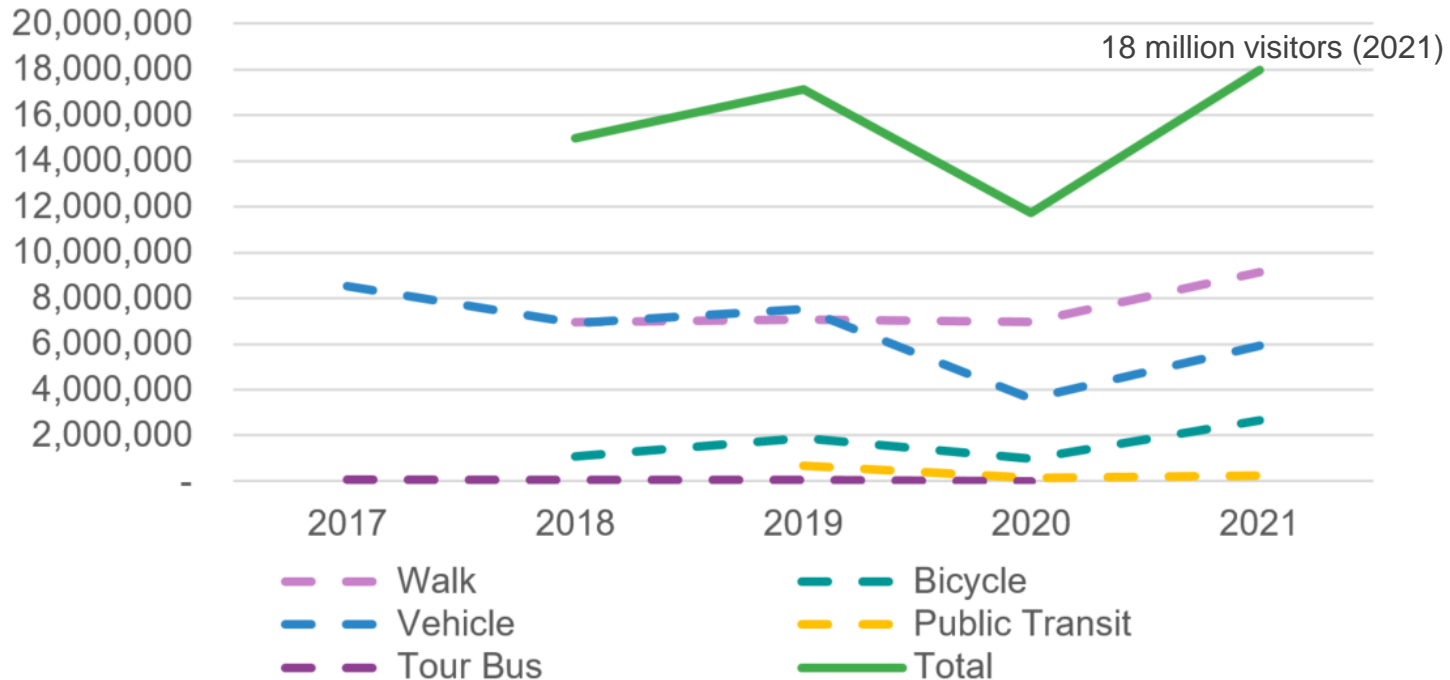


**Parking meter
transactions**

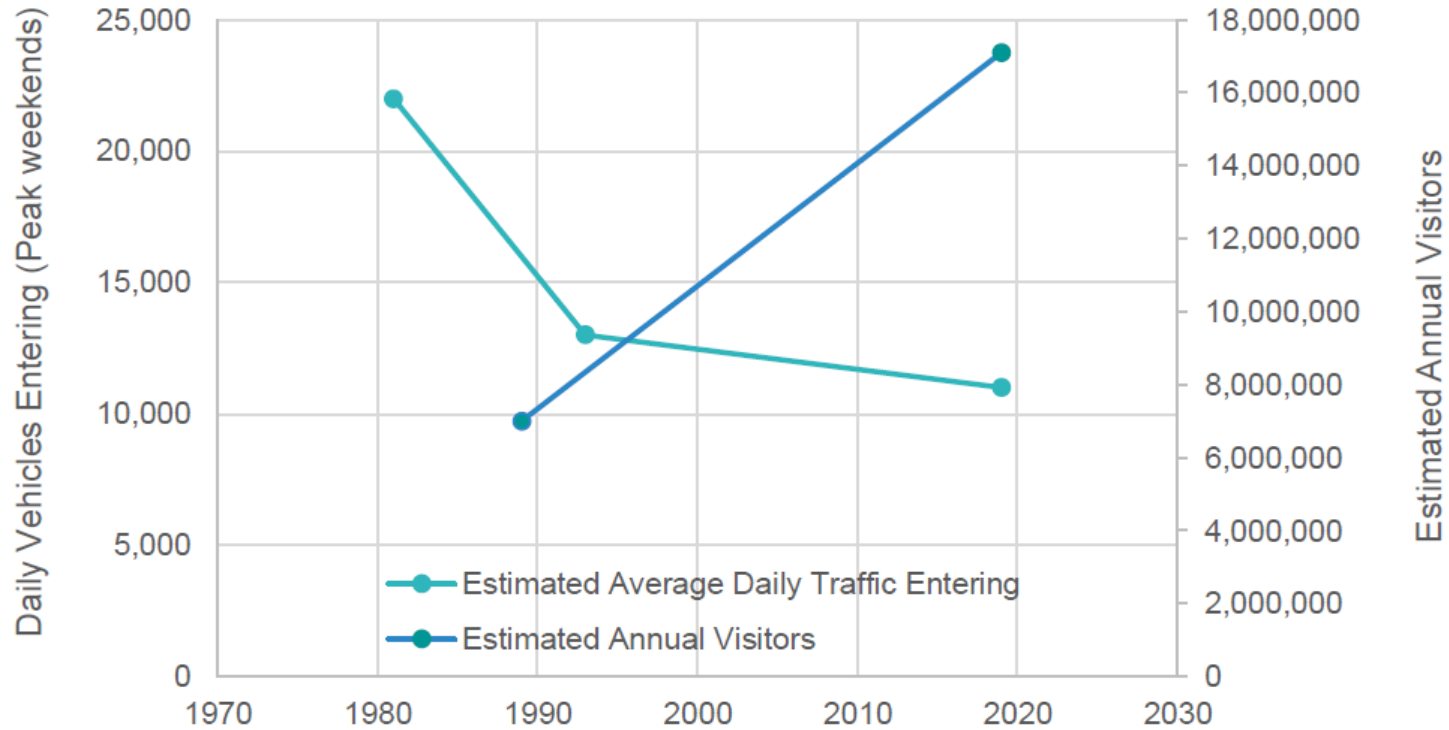


**Historical counts of
park visitors**

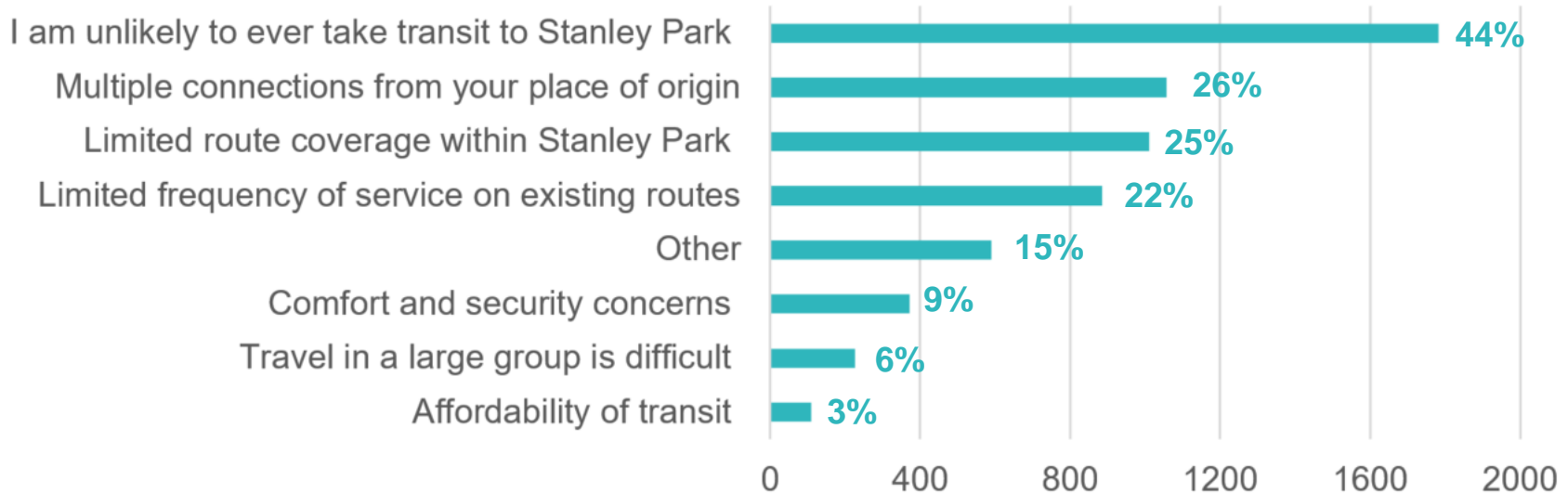
Total Annual Visitation by Mode (2017-2021)



Total Visitors vs Park Vehicle Entries

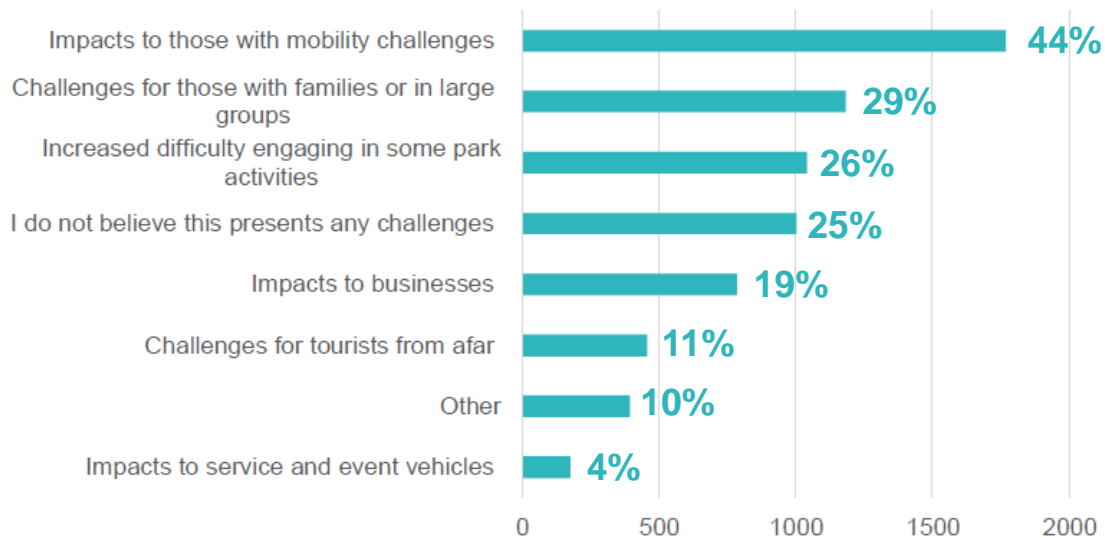


What do you see as the largest barrier to using transit more often to get to and around Stanley Park?



Source: 2022 Survey

What do you see as the biggest challenge(s) if private vehicle traffic were to be reduced in Stanley Park?

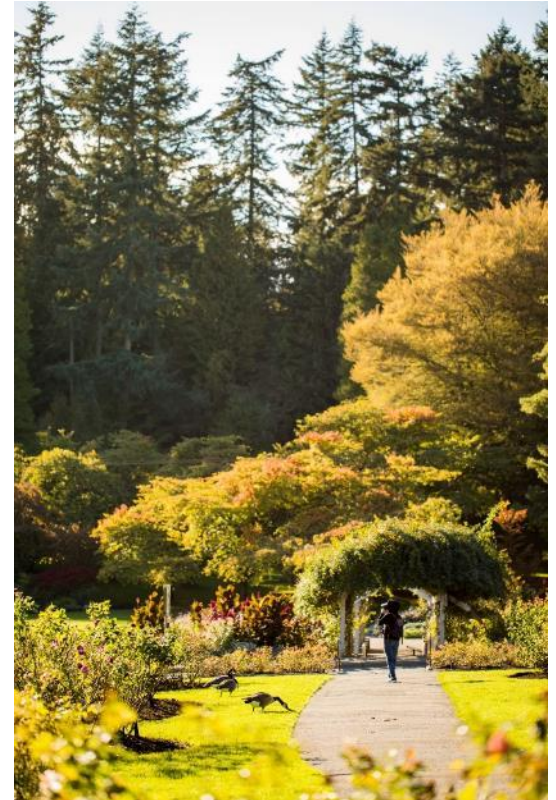


Source: 2022 Survey



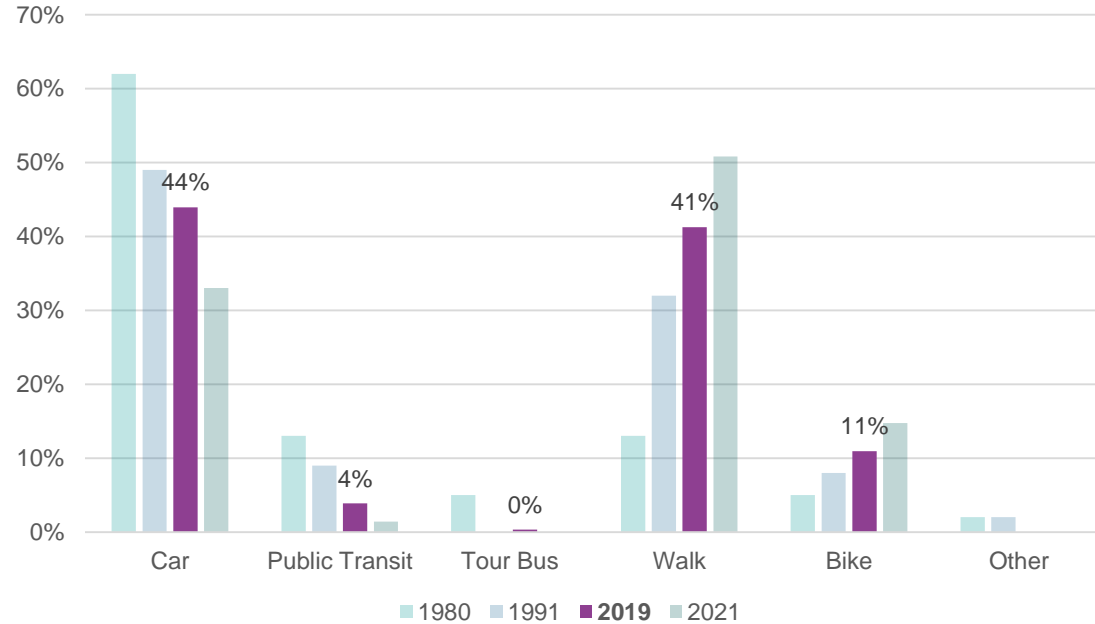
- 70% believe there are **opportunities** with reducing vehicle traffic:
 - Less noise and pollution
 - More space for other modes of transportation
 - A safer network
 - Potential to reallocate asphalt space to other uses or green space
 - Less congestion for other vehicles
 - Opportunities for businesses

Source: 2022 Survey



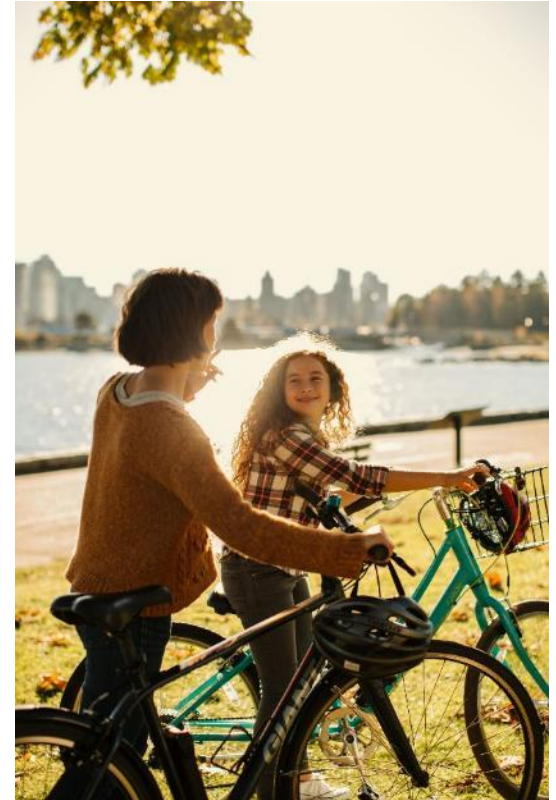
- In 2019 over 55% of yearly trips into Stanley Park made by sustainable modes
- In 2021, close to 70% of yearly trips made by sustainable modes
- Over 80% of vehicle trips are with passengers

Transportation Mode Share over Time



Source: Past Studies, StreetLight Data, 2022 Survey

- 9.5 million **different people** visited Stanley Park
- 48% of trips to Stanley Park made by **locals** (within 10 km of park)
- Over half of visitors were **tourists** who visited only once



Foundational Values and Guiding Principles



Foundational values are **broad philosophies** that help to **govern** the Mobility Study and its outcomes

RECONCILIATION

EQUITY

RECONCILIATION



EQUITY



- 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 (i.e., 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%

Common themes that emerged from “open comments”

- Comments related to the above values
- Safety
- Accessibility
- Environmental protection

WORKSHOP KEY THEMES

Keeping in mind the general goals, what should the future Stanley Park transportation system be?

- Resilient
- Safe
- Decreased congestion
- Reliable
- **Universally accessible / barrier-free**
- Adaptable
- Access by mode (i.e. emer. vehicles, servicing)
- **Access to amenities**
- **Manage impact to private vehicle traffic**
- Have good wayfinding and is easy to navigate
- **Supportive of tour activities**
- Revenue generation
- Capital Cost
- Operating Cost
- GHG emissions
- Noise emissions
- Surface permeability
- **Family or group-friendly**
- **Youth friendly**

What attracts people to Stanley Park? **Access to...**

- Nature
- Indigenous history of the land
- Range of activities (free to higher cost)
- Diverse recreational attractions and entertainment

Guiding principles are **statements** that establish a **framework for goals** being sought and **decision-making**



Guiding Principles



Safety



Accessibility



Economic Vitality



Climate Action +
Environmental
Protection



A Flexible +
Resilient System



A Connected
Transportation
Network



Enhance Park
Experience

RECONCILIATION

EQUITY

Safety



Accessibility



Economic Vitality



Climate Action and Environmental Protection



A Flexible and Resilient System



A Connected Transportation Network



Enhance Park Experience



Upcoming Work and Next Steps



- Continue work on Phase 2 and start Phase 3 - Feasibility Study and Report:
 - Access Analysis and Economic Model (baseline analysis)
 - Develop options long-list, study feasibility, and evaluate options in more detail
 - Develop recommendations



Phase 2 (current phase)

- Council of Committee Meetings (2SLGBTQ+ Advisory Committee, Children, Youth and Families Advisory Committee, Seniors Advisory Committee)

Phase 3 Feasibility Study and Report

- Further Public Engagement
- Council of Committee Meetings
- Stakeholder Workshops
- Collaborative Stakeholder Sessions



Thank you



- A. THAT the Vancouver Park Board receive for information, this update on the Stanley Park Mobility Study, specifically the **Preliminary Mobility Context Report** and the **Engagement Update Report** (Phases 1 and 2) Appended to this Report; and

- B. THAT the Vancouver Park Board approve the draft ‘Guiding Principles’ in this Report which will inform future work on developing and evaluating options. Draft ‘Guiding Principles’:
 - 1. Safety
 - 2. Accessibility
 - 3. Economic Vitality
 - 4. Climate Action & Environmental
 - 5. A Flexible & Resilient System
 - 6. A Connected Transportation Network
 - 7. Enhance Park Experience



