



Stanley Park Bike Lane & Mobility Study Update

Regular Park Board Meeting
Monday, November 27, 2023



PURPOSE OF PRESENTATION

The purpose of the presentation is to provide an update on the

- Board Motion to return pre-pandemic traffic flows & remove much of the temporary bike lane on Park Drive, and to direct staff to develop a Bike Lane proposal for 2024
- Stanley Park Mobility Study Progress Update

OUTLINE OF PRESENTATION

1. **BACKGROUND & UPDATE** - Removal of 2021 Bike Lane
2. **REVIEW** - 2024 Bike Lane Proposal Considerations
3. **MOBILITY STUDY** - Progress Update & Next Steps

Update

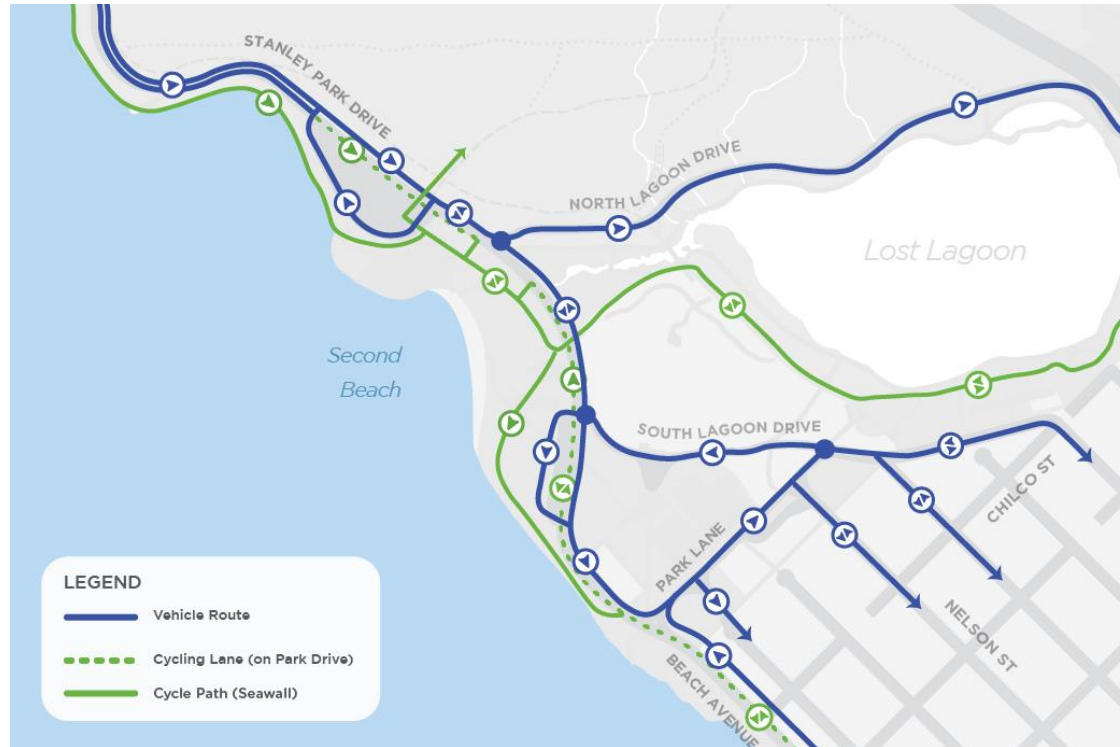
Removal of 2021
Bike Lane and
return of traffic flow



UPDATE ON REMOVAL

Ceperley Meadow

- Traffic flow / exit opened to west end
- Stanley Park seawall connection to Beach Avenue bike lane
- Loading area at Ceperley Meadow area for events at Second Beach
- Overall improvements to wayfinding
- Engineering considering Beach Avenue traffic flow within West End Waterfront Plan



UPDATE ON REMOVAL

Post-Removal Findings



Parking Revenue

No change related to bike lane removal (parking was open when bike lane installed)



Vehicle Speeds

Increase in number of vehicles over 50km/h (in 30km/h zone) from 11% (before bike lane removal) to 50% (after the bike lane removal)



Feedback

Limited negative feedback from park stakeholders since bike lane was removed. Community stakeholder feedback is mixed.



Mobility Data

Overall decline in cycling since 2020, but recent increase on seawall likely due to removal of bike lane and increase in tourism

Review

2024 Bike Lane Proposal Considerations



REVIEW OF 2024 BIKE LANE CONSIDERATIONS

Capital Funding & Timeline Requirements

BIKE LANE ON PARK DRIVE OPTIONS	Funding Requirements*	Timeline Requirements
<p>Road Reallocation Option Reallocating one vehicle lane of Stanley Park Drive and separate with extruded curb, line painting and signage</p>	<p>~\$2-\$4 million**</p>	<p>2 year lead time required</p>
<p>Two Vehicle Lane + Bike Lane Option Widening 79% of Stanley Park Drive to accommodate two vehicle lanes, plus a 3m wide bike lane</p>	<p>\$30-50 million**</p>	<p>4 year lead time minimum (2-year design project, + 2-year construction project)</p>

*Capital funds not currently available

**Order of magnitude for scale (these are not to be used as official cost estimates)

REVIEW OF 2024 BIKE LANE CONSIDERATIONS

Other Key Considerations

- **MST Nations Perspectives** - Musqueam, Squamish and Tsleil-Waututh Nations prefer staff to focus on completing the Stanley Park Mobility Study (and Stanley Park Comprehensive Plan).
- **Major Projects in Stanley Park** – Spring/Summer of 2024 to see ongoing park & traffic impacts from Metro Vancouver’s Cap 5 Project (5-year duration) & Looper Moth Management/ Removal of Hemlock
- **Staff Resources** - Would require staff resources and impact delivery of other emerging priorities (FIFA, Sports Field Implementation, etc.)
- **Mobility Study Timing** – Both options for a bike lane on Park Drive will be studied along with many other options – final report to the Board in Spring of 2024

Mobility Study

Update & Next Steps



STANLEY PARK MOBILITY STUDY

Purpose of the Study

Stanley Park is experiencing an **increase in visitation**

18,000,000
visits to Stanley Park a year

52%



visits by
tourists

48%



visits by
locals

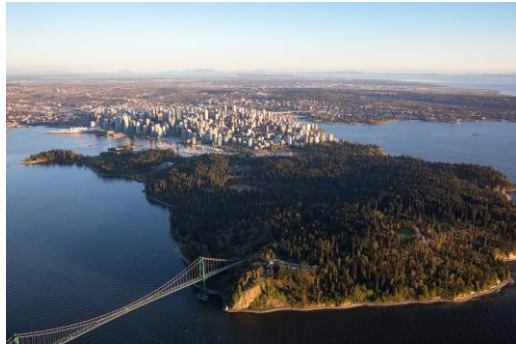
Prioritizing private vehicle access in parks
requires trade offs



STANLEY PARK MOBILITY STUDY

Purpose of the Study

Stanley Park Comprehensive Plan



Public perspectives as reflected in the Mobility Study survey (2022)

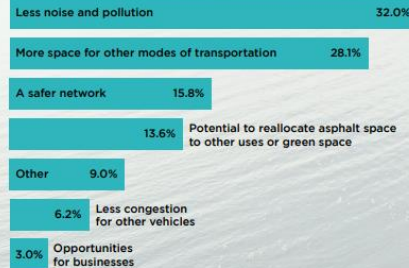
REDUCING VEHICLE TRAFFIC

If private vehicle traffic were to be reduced in Stanley Park, what are the key opportunities and challenges?

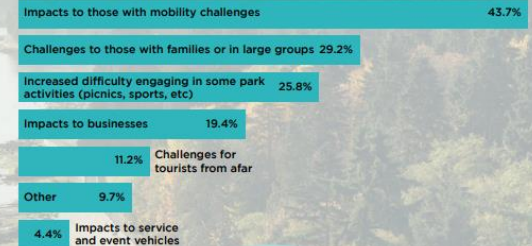
OPPORTUNITIES

70% of those surveyed believe there are opportunities with reducing vehicle traffic in Stanley Park.

Reducing noise and pollution and creating more space for other transportation are seen as the top benefits.



CHALLENGES



Impacts to those with mobility challenges and those that travel with families or in large groups are the biggest challenges to consider as part of this Study.

STANLEY PARK MOBILITY STUDY

Purpose of the Study



1 in 4 people said they rely on a vehicle to experience Stanley Park

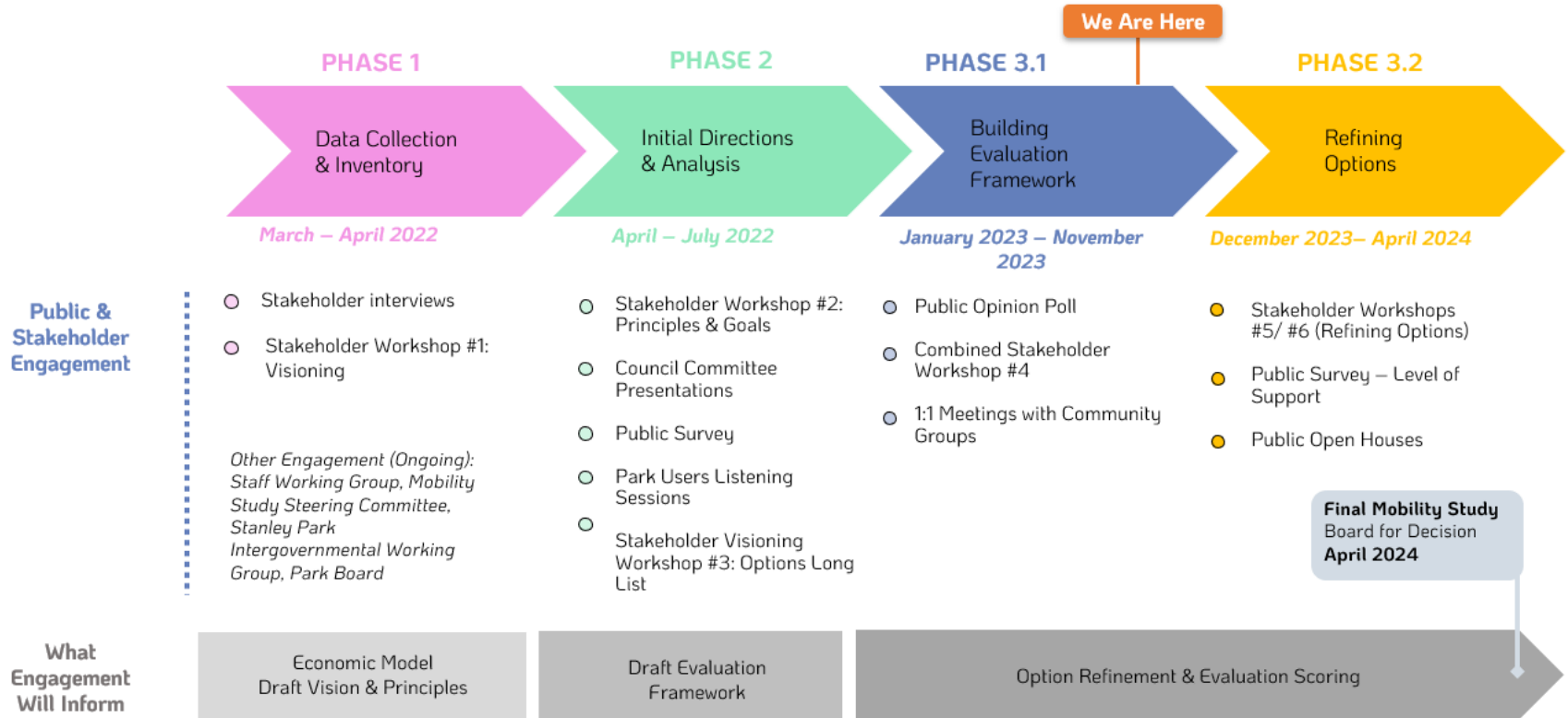
Source: Stanley Park COVID-19 Response Survey – **10,900 responses**

Purpose of the Study

To develop and **evaluate** different **options** that explore 1) improving access in Stanley Park and 2) reducing dependency on private vehicle travel

STANLEY PARK MOBILITY STUDY

Timeline



STANLEY PARK MOBILITY STUDY

Stakeholder Engagement



112 groups

stakeholder businesses/ organizations/
community groups invited to **meetings**
throughout the process



47 groups

additional stakeholder groups
receiving **updates**, links to
events & surveys

Stakeholder Focus

Park stakeholders (businesses/clubs), Stanley Park event organizers and park user community groups/ associations (representing youth, seniors, people with disabilities, urban Indigenous peoples, new immigrants, families, and residents)

STANLEY PARK MOBILITY STUDY

Principles & Indicators (Using Data & Technical Analysis for the Evaluation)

1. **Safety:** conflicts, emergency access, crime reduction, and speed reduction
2. **Accessibility:** motorized access for people with disabilities, access for older and younger residents, non-mobility related disabilities, and affordability
3. **Economic Vitality:** customer access to businesses, accommodate increased visitation, supports revenue for Park Board, and economically feasible
4. **Climate Action & Environmental Protection:** carbon emissions, amount of pavement, and impacts on the natural environment
5. **A Flexible & Resilient System:** unobstructed roads/pathways, adaptable for different uses at different times, more travel route options, and supports congestion during events
6. **A Connected Transportation Network:** access to the Park's regional destinations, public transit, and connectivity at park entrances
7. **Enhance Park Experience:** preserves natural qualities, recreational travel opportunities, reduces idling, and reduces noise pollution

STANLEY PARK MOBILITY STUDY

Core Options vs Complementary Options

21

Core Options



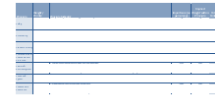

Full Evaluation Framework

- Park-wide Impact
- Standalone (mutually exclusive)
- Defined

EXAMPLE:
DEDICATED BIKE LANE
ON PARK DRIVE

26

Complementary Options

Simplified Evaluation and Commentary

- Localized Impact
- Supportive (can easily mix-and-match)
- Undefined

EXAMPLE:
BUS STOPS ON THE
CAUSEWAY

STANLEY PARK MOBILITY STUDY

21 options to explore and evaluate



Existing Vehicle Travel Conditions

- Existing Condition (Baseline)
- Existing Park Drive with Additional Bike Lane



Temporary Network Change

- "Car Free" Days
- Time-based network restrictions



Vehicle Demand Management

- Vehicle Time Slot Booking
- Vehicle Access Fee



Two-Way Park Drive for Vehicles

- Loop Break
- Bidirectional Park Drive from Beach Ave to Second Beach
- Bidirectional Park Drive from Beach Ave to Third Beach
- Bidirectional Park Drive for Vehicles



Reallocate One Lane of Park Drive

- Park Drive Dedicated Bike Lane
- Bidirectional Bike Lane
- Park Drive with HOV Lane
- Park Drive with Shared Transit Lane & Bike Lane
- Park Drive with Dedicated Transit Lane



Transit Service Change Only

- Shuttle/Transit Service & Two Vehicles Lanes



Car Free Park Drive

- Shuttle /Transit with Car Free Drive
- Shuttle /Transit with dedicated Bike Lane
- Bidirectional Car-Free Park Drive + Active Mode Priority
- Bidirectional Car Free Park Drive + Transit + Active
- Unidirectional Car Free Park Drive + Active Mode Priority
- Car Free Drive

STANLEY PARK MOBILITY STUDY

Scoring of Options based on Data/Technical Analysis

21 Options	Safety	Accessibility	Economic Vitality	Climate Action & Environmental Protection	Flexible & Resilient System	Connected System	Enhance Park Experience
Park Drive Dedicated Bike Lane							
Loop Break							
Car-Free Days							
Shuttle Service/Transit with Car Free Park Drive							
Shuttle Service/Transit and Dedicated Bike Lane							
Shuttle Service/Transit and Two Vehicle Lanes							
Bidirectional Park Drive for All Vehicles							
Bidirectional Park Drive from Beach Ave to Third Beach							
Bidirectional Car Free Park Drive + Active Mode Priority							
Bidirectional Car Free Park Drive + Transit + Active							
Bidirectional Bike Lane							
Vehicle Access Fee							
Time-based Network Restrictions							
Vehicle Time Slot Booking							
Park Drive with Dedicated Transit Lane							
Park Drive with Shared Transit Lane & Bike Lane							
Park Drive with HOV Lane							
Bidirectional Beach Ave to Second Beach							
Existing Park Drive with New Parallel Bike Lane							
Unidirectional Car Free Park Drive + Active Mode Priority							
Existing Condition Baseline							

Each option will perform differently against these values,

But we also need a way to understand how this all adds up!

STANLEY PARK MOBILITY STUDY

Principles & Indicators – Public Opinion Poll

OPINION POLL SUMMARY



Statistically representative survey of 1,000 residents in Vancouver, and 1,000 residents from surrounding Lower Mainland region



28.9

SAFETY



17.9

CLIMATE ACTION/
ENVIRONMENTAL
PROTECTION



14.6

ACCESSIBILITY



14.4

ENHANCED PARK
EXPERIENCE



89%

Sub-criteria under SAFETY

Provides a space that feels safe and secure from crime.



85%

Sub-criteria under ENHANCED PARK EXPERIENCE

Preserves the natural qualities of the Park.



82%

Sub-criteria under FLEXIBLE & RESILIENT
TRANSPORTATION SYSTEM

The roads and pathways are open & unobstructed.



10.1

FLEXIBLE/RESILIENT
TRANSPORTATION



8.0

CONNECTED
TRANSPORTATION



6.1

ECONOMIC
VITALITY

STANLEY PARK MOBILITY STUDY

Next Steps

- Technical Analysis & Evaluation Scoring
- Weighting/ Sensitivity Analysis

Upcoming Engagement

- **MST Community Survey (December 2023)** – Understand priorities as it relates to the guiding principles and their goals for the Mobility Study
- **Stakeholder Workshops (January to March 2024)** – Review the evaluation results, and refining options in preparation for public feedback
- **Public Level of Support (January 2024)** - After the evaluation is complete, asking the public for feedback and opinions, and which options they support more than others
 - Public Survey – Level of Support
 - Public Open House
- **Mobility Study Report for Board Decision (April 2024)**

- Staff have concluded that there are significant challenges with delivering a bike lane in 2024, including impacts to other priority works and no funding available
- Therefore, staff are not planning for the delivery of a bike lane for the summer of 2024
- A bike lane proposal could be considered after the Stanley Park Mobility Study is complete and funds and staff are more available

