



# STANLEY PARK MOBILITY STUDY

Park Board Committee Meeting  
Monday, September 15, 2025



# Purpose of Presentation

To present the “Stanley Park Mobility Study” for decision, which includes research, vision, options, and a proposed implementation strategy for the future of Stanley Park’s transportation system over the next 20-plus years, with a particular focus on the 8km long Stanley Park Drive loop.





# RECONCILIATION MISSION, VISION & VALUES

## MISSION

### Decolonize the Vancouver Park Board

The Park Board recognizes the institution's colonial history and upholds the Board's commitment to the 11 Reconciliation Strategies.

## VISION

An evolvable organization in which every employee and Commissioner recognizes the humanity in themselves by recognizing and respecting the humanity of First Peoples; and an organization that sets a worldwide example in treating Reconciliation as a decolonization process.

## VALUES

These values are your compass to help guide the way you work, interact with colleagues, external partners and the public.



### PATIENCE

Colonialism didn't happen overnight. Untangling it takes time. We will pace ourselves for the marathon, not the sprint. We will adjust deadlines to ensure things are done well and respectfully.



### CLARITY

We will focus on how colonialism functions to exclude, not on how to include.



### PRAGMATISM

All staff are inheriting a system not of our making. The Park Board Reconciliation Team (PBRT) is here to assist colleagues with examining the ways colonialism continues to damage others. Blame is unproductive.



### LEADERSHIP

We will nurture and sustain each other, demonstrating Indigenous principles in the way we function as a team.



### LEARNING

We consent to learn in public. We will make mistakes. We will sit with those mistakes, be transparent about them, and use them both to learn and to teach. Our mistakes will be diagnostic tools.

Stanley Park Mobility Study

# Context & Background

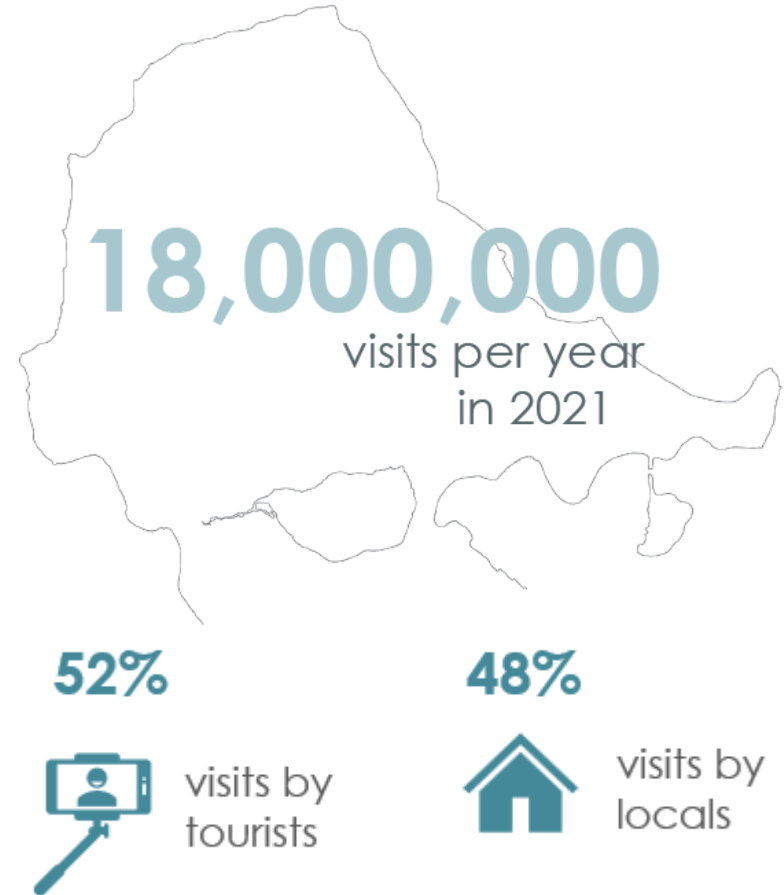


# Context and Background

- Stanley Park is a large (4km<sup>2</sup> /1000 acres) and complex park and getting around it easily is very important for everyone who visits and works here.
- There are:
  - 21km of roads
  - 61km of walking paths
  - 10km of cycling paths
  - Many other interconnected features (intersections, driveways, bridges, structures)



- Stanley Park, an iconic site in Vancouver, attracted an unprecedented 18 million visitors in 2021.
- As the Vancouver's and the West End's populations grow and regional tourism increases, increased visitation is expected to continue.
- Planning for these dynamics is necessary to protect the park from overuse for generations to come.



# Context and Background

- The ever-increasing number of visitors to Stanley Park has begun to impact the condition and sustainability of the features which attract them (the “tourism paradox”).
- Internationally, many heavily-visited sites are starting to implement a variety of measures to manage visitation.
- The goal is to enable visitors to continue to access and enjoy these destinations while at the same time protecting these environments.

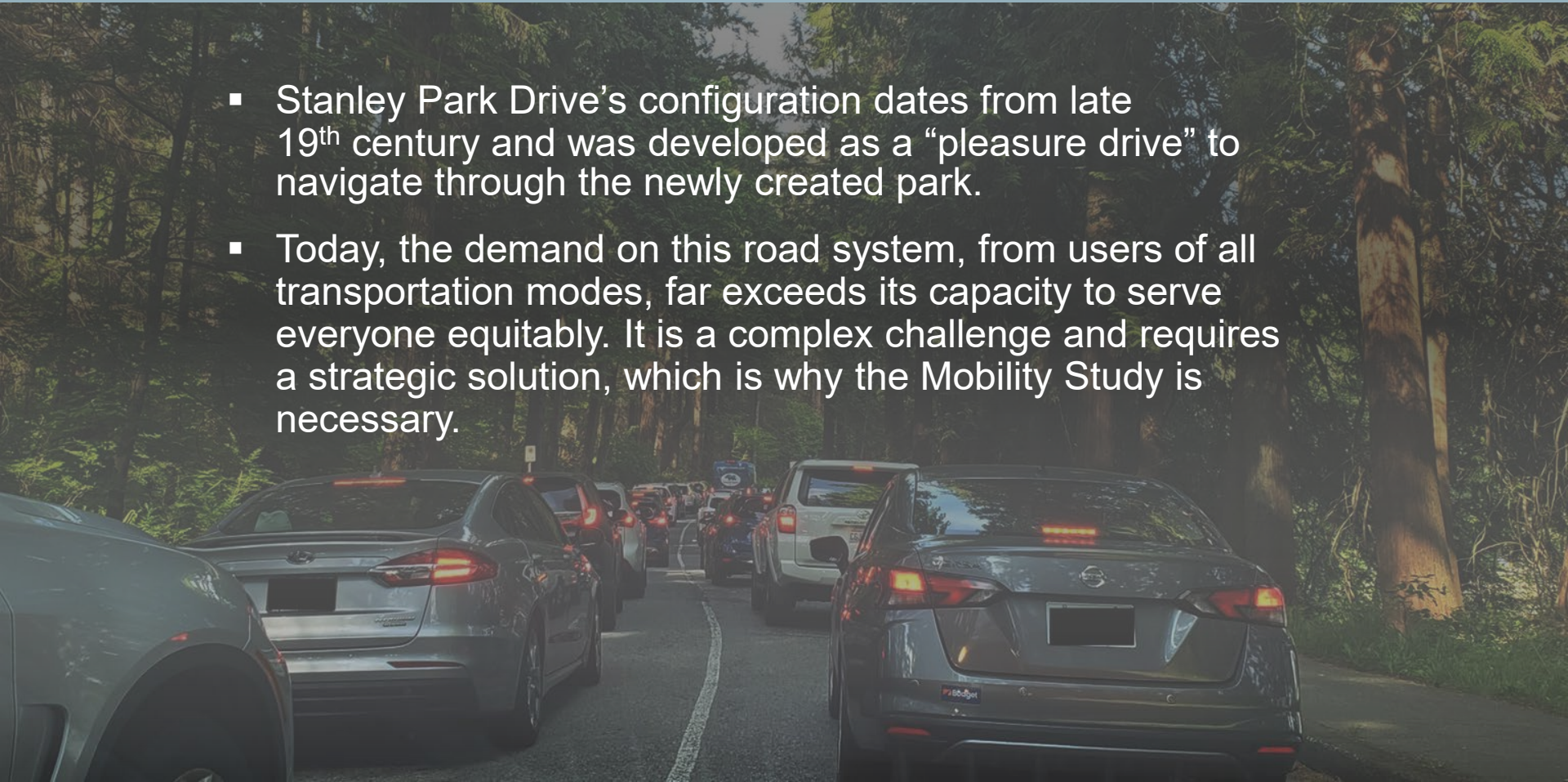


# Context and Background



- The Mobility Study purpose is to propose solutions to manage increased visitation without expanding road space, by identifying opportunities and challenges of reducing private vehicle traffic and ways to improve access and visitor experience.
- This purpose was approved in July 2022 by the Board. In November 2022, the Board directed staff to ensure that the Mobility Study considered cycling infrastructure, accessibility, multimodal access, recreational and cultural access, and tourist access.
- The mobility study also responds to several Board motions.

- Stanley Park Drive's configuration dates from late 19<sup>th</sup> century and was developed as a “pleasure drive” to navigate through the newly created park.
- Today, the demand on this road system, from users of all transportation modes, far exceeds its capacity to serve everyone equitably. It is a complex challenge and requires a strategic solution, which is why the Mobility Study is necessary.



# Context and Background

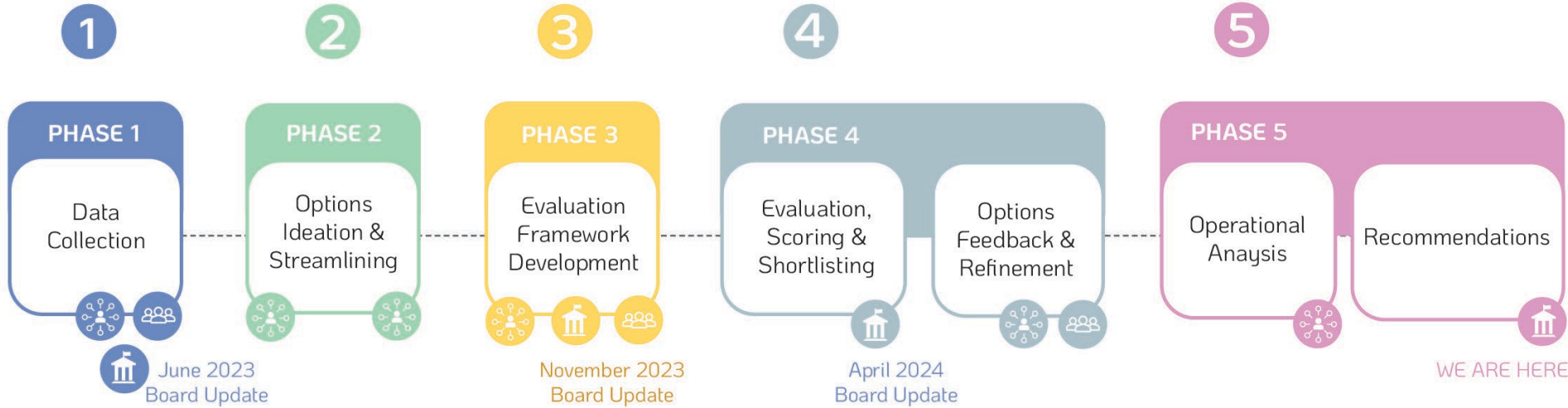
There is strong support for the purpose of the Mobility Study.

Phase 1 engagement public survey (4,036 responses) found 70% of respondents believe there are **opportunities** with reducing vehicle traffic for:

- 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



## Five Phases of Work

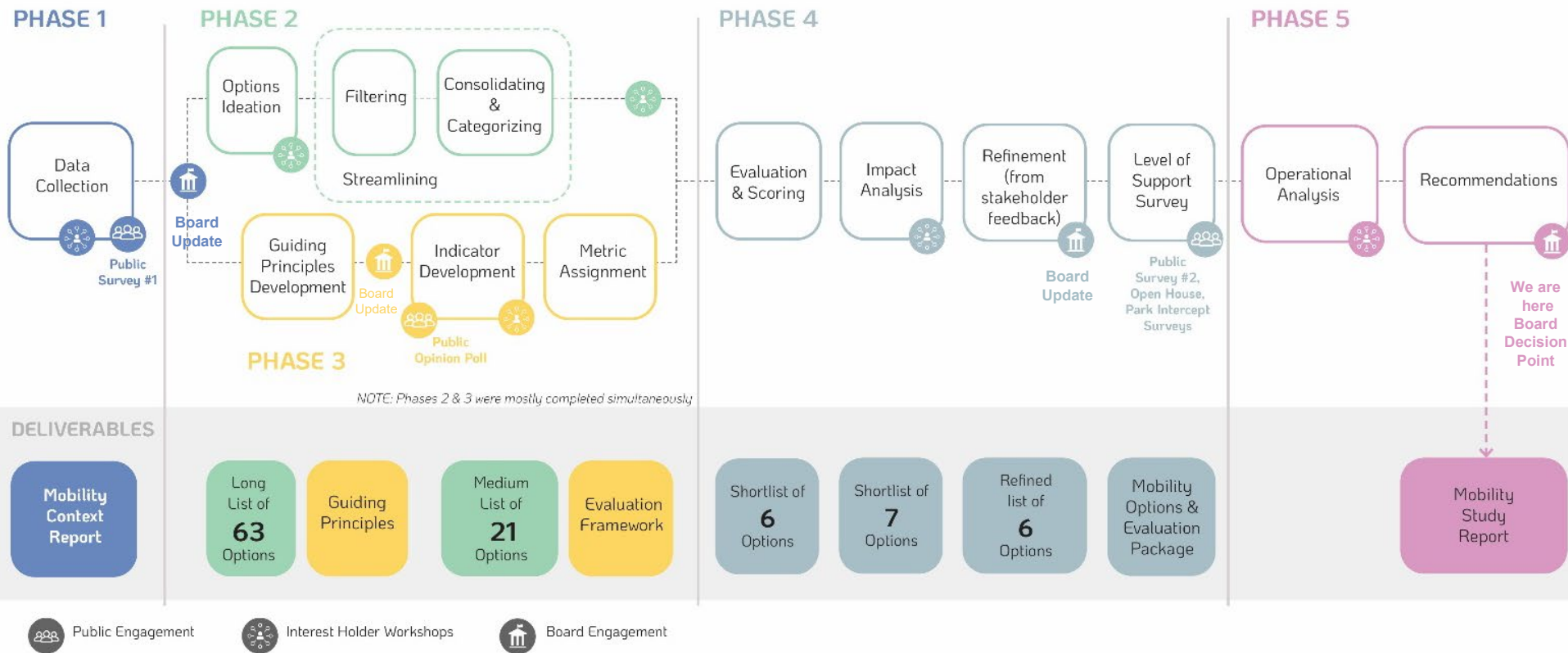


Stanley Park Mobility Study

# Mobility Options



# Mobility Options and Evaluation Process



## Option



A

Time-Based Vehicle Access Restrictions



B

Vehicle Time Slot Booking



C

Park Drive with Dedicated Bus Lane



D

Park Drive with Dedicated Bike Lane



E

Car-Free Park Drive with Dedicated Bike Lane & Dedicated Bus Lane



F

Car-Free Park Drive with Active Transportation & Transit/Shuttle Only



Combined Interest holder Workshop

# Option A: Time-Based Vehicle Access Restrictions



Park Drive towards Lumberman's Arch - During Restricted Times

Option A would **close Park Drive** to cars at **specific times, like mornings, afternoons, or weekends**. Park Drive would still be open to a public transit/shuttle service and cyclists during these times. These restrictions could apply during busy weekends in the spring and summer.



Park Drive towards Lumberman's Arch - Typical View

Option B would mean that **people driving through the park** in their own cars would need to **book a specific time slot ahead of time, free of charge** (similar to Buntzen Lake Park). This would help control how many cars are in the park at one time during the busy season. Booking might be needed all the time or just on weekends in the spring and summer when Stanley Park is busiest.



Park Drive towards Lumberman's Arch - Typical View

Option C involves using **one lane of Park Drive for cars** and using **one lane for public transit and tour buses**. While the road wouldn't be marked specifically for cycling, it could still be used for this purpose.



Park Drive towards Lumberman's Arch - Typical View

Option D would involve dedicating **one lane of Park Drive for cycling while keeping the other lane for vehicles and buses**. A protected bike lane would provide physical separation from vehicles and be designed to let emergency and service vehicles get through.

## Option E: Car-Free Park Drive with Dedicated Bike Lane and Dedicated Bus Lane



Park Drive towards Lumberman's Arch - Typical View

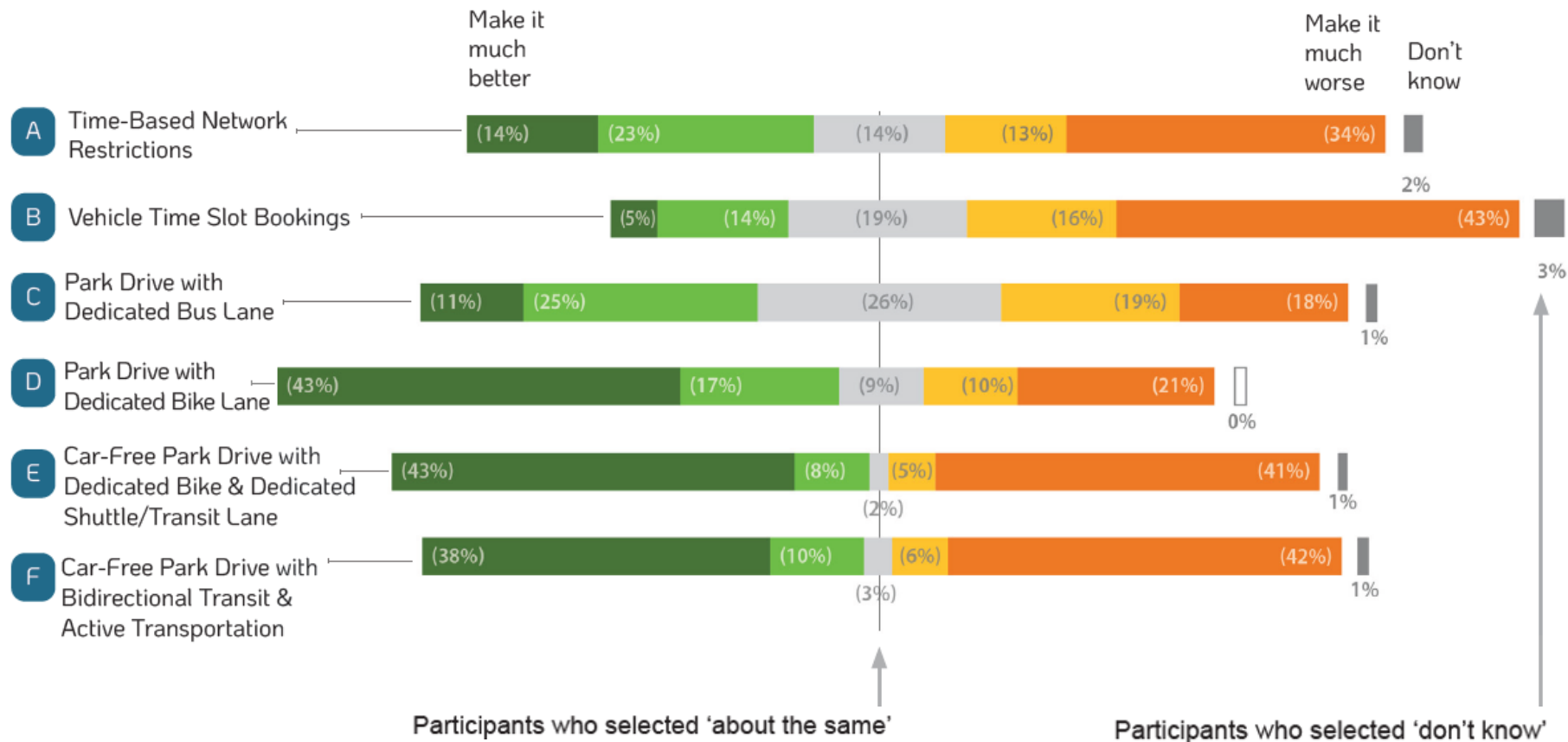
Option E would involve **closing Park Drive to cars** and dedicating one lane for **buses only (public transit/shuttle and tour buses)**, and a second protected lane dedicated for **cyclists**.



Park Drive towards Lumberman's Arch - Typical View

Option F would involve **closing Park Drive to cars** and dedicating the **full road for cycling in two directions, shared with a one-way shuttle/transit service**. The road would be clearly indicated for cycling use, and the shuttle/transit service would be slow-moving and would run every 15 minutes.

# Engagement on options



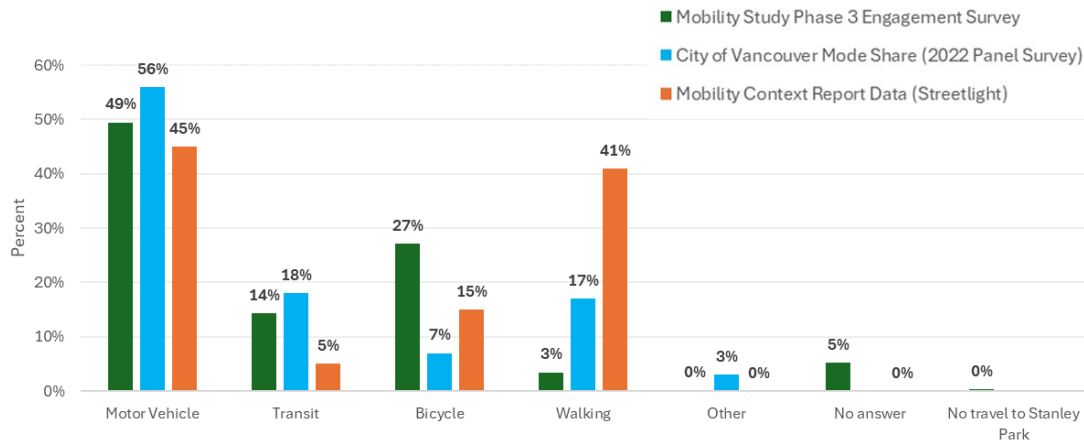
# Stanley Park Mobility Study Engagement



- There were four phases of community engagement, aligned with the project phases.
- Engagement included a survey, opinion poll, and park intercept poll with over **12,000** responses in total, **150** organizations and businesses consulted and informed, including **32** interest holders that hold events in the park, and **50** open house attendees.
- Throughout the process, staff met with the Stanley Park Intergovernmental Working Group. Broader Nations community feedback was sought through a First Nations Community Member survey, asking members to prioritize the guiding principles and provide general feedback on Mobility Study goals.
- Summaries of this information can be found further in the [Phase 1 & 2](#) and [Phase 3 & 4](#) engagement summaries.

**6,095\* public responses to (2024) survey on the six mobility options**

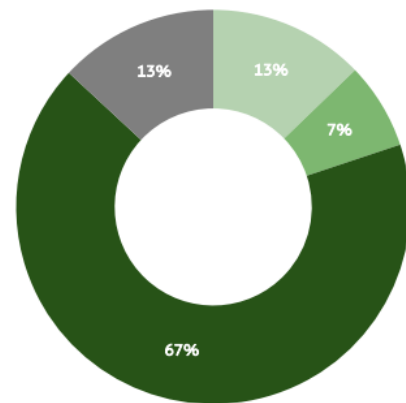
## Survey Representation By Mode



## Survey Representation By Ability

Representation by ability consistent with overall Vancouver Population

- Yes, I have a disability(s)/medical condition(s) that impact my mobility
- Yes, I have a disability(s)/medical condition(s) that do not impact my mobility
- No, I do not have a disability/medical condition(s)
- Prefer not to say / Other



Stanley Park Mobility Study

# Technical Analysis



# Technical Analysis

OPTION*	How each option works for....								
	ROAD CYCLISTS	ALL CYCLISTS (Families, beginner riders, and disabilities)	PUBLIC SHUTTLE/ TRANSIT EFFICIENCY	PRIVATE TOUR BUS USE	MOTORIZED ACCESS FOR MOBILITY DISABILITIES	HORSE & CARRIAGE	EASE OF OPERATIONS	EMERGENCY VEHICLES	AVERAGE ALL
A	Very Good	Okay	Okay	Very Good	Very Good	Very Good	Very Good	Very Good	Very Good
B	Okay	Maybe	Okay	Very Good	Very Good	Very Good	Okay	Very Good	Okay
C	Okay	Maybe	Very Good	Very Good	Very Good	Okay	Okay	Okay	Okay
D	Maybe	Very Good	Maybe	Okay	Maybe	Maybe	Maybe	Maybe	Maybe
E	Okay	Very Good	Very Good	Very Good	Okay	Okay	Maybe	Okay	Okay
F	Very Good	Very Good	Okay	Maybe	Okay	Okay	Very Good	Very Good	Okay

\*Option A – Time-Based Vehicle Access Restrictions

Option B – Vehicle Time Slot Booking

Option C – Park Drive with Dedicated Bus Lane

Option D – Park Drive with Dedicated Bike Lane

Option E – Car-Free Park Drive with Dedicated Bike Lane & Dedicated Bus Lane

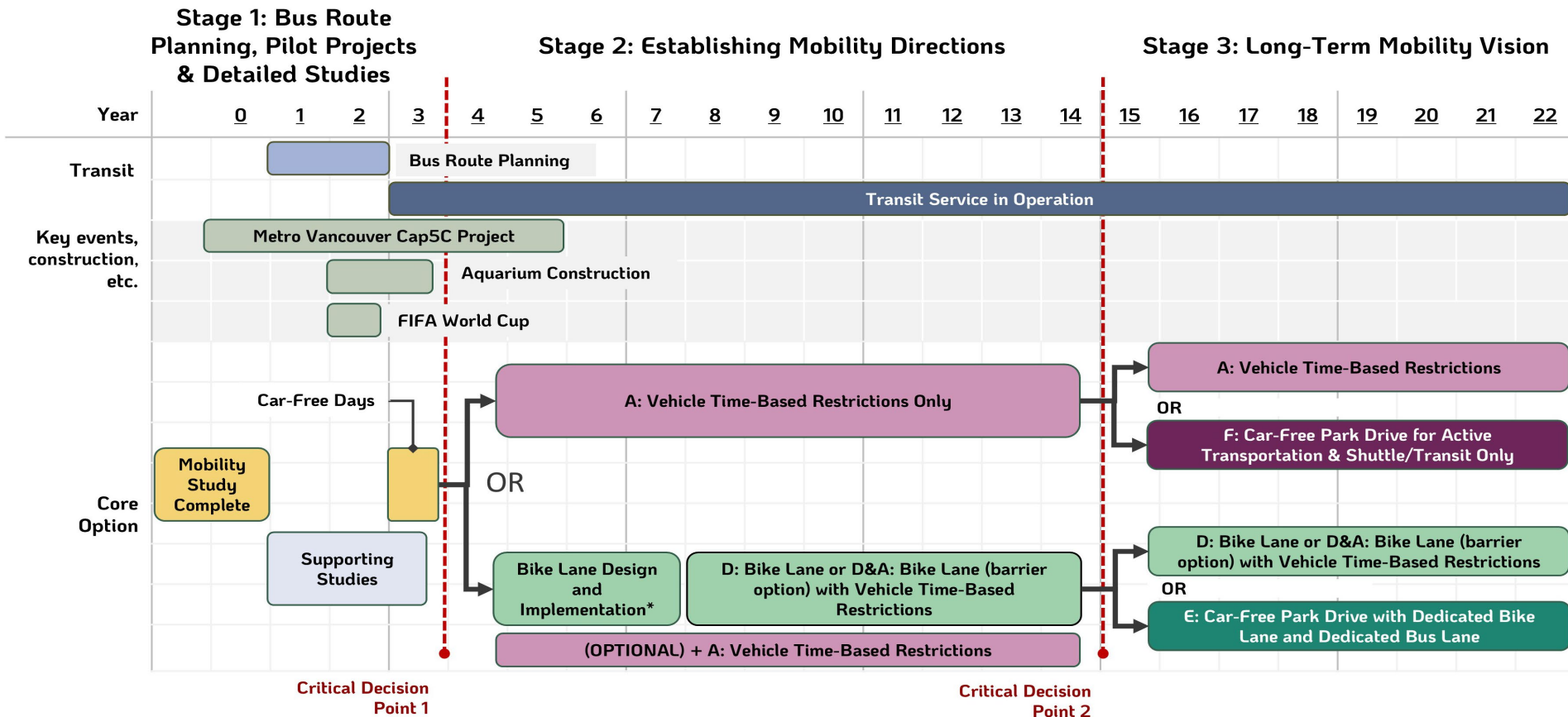
Option F – Car-Free Park Drive with Active Transportation & Transit/Shuttle Only

Stanley Park Mobility Study

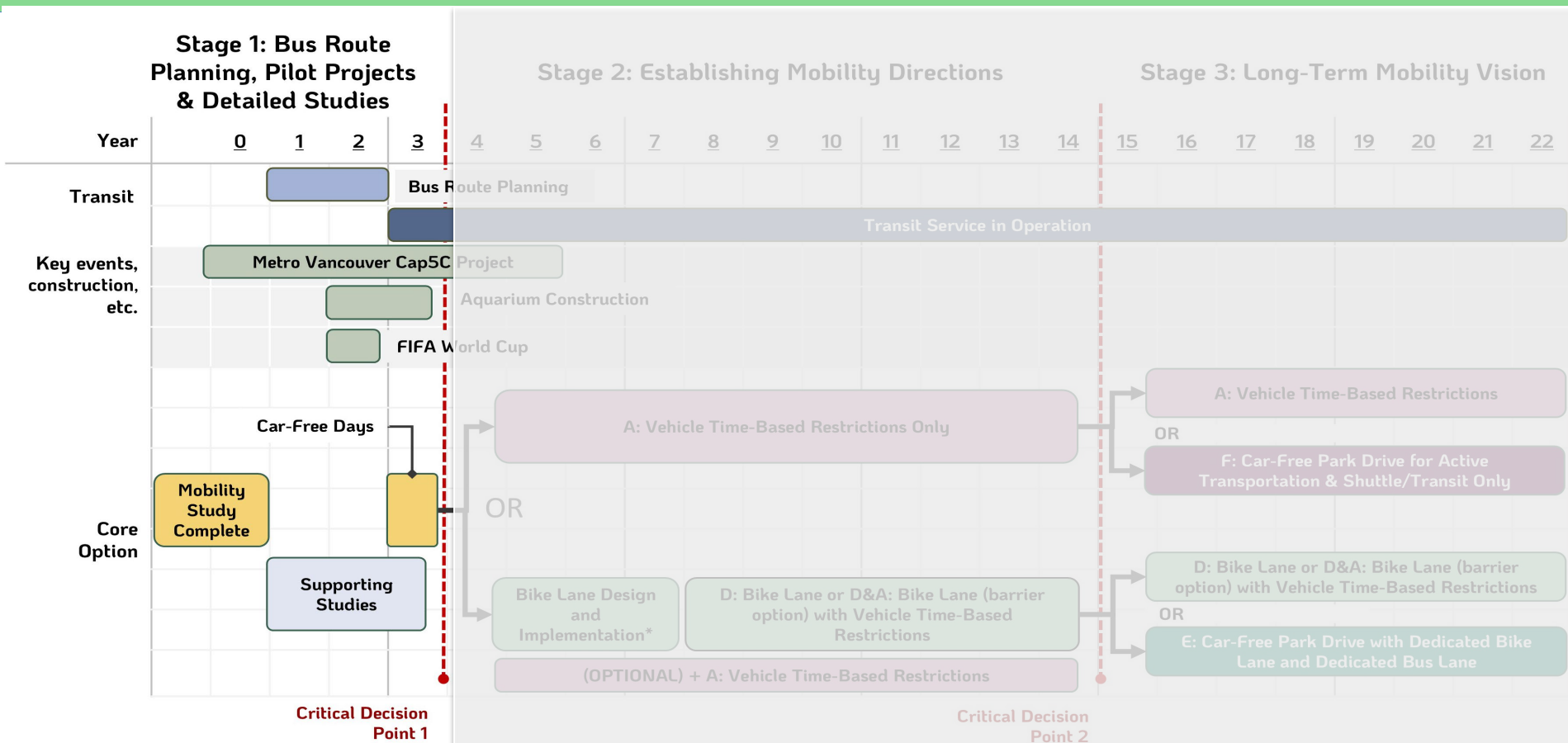
# Recommendations & Proposed Staged Implementation Program



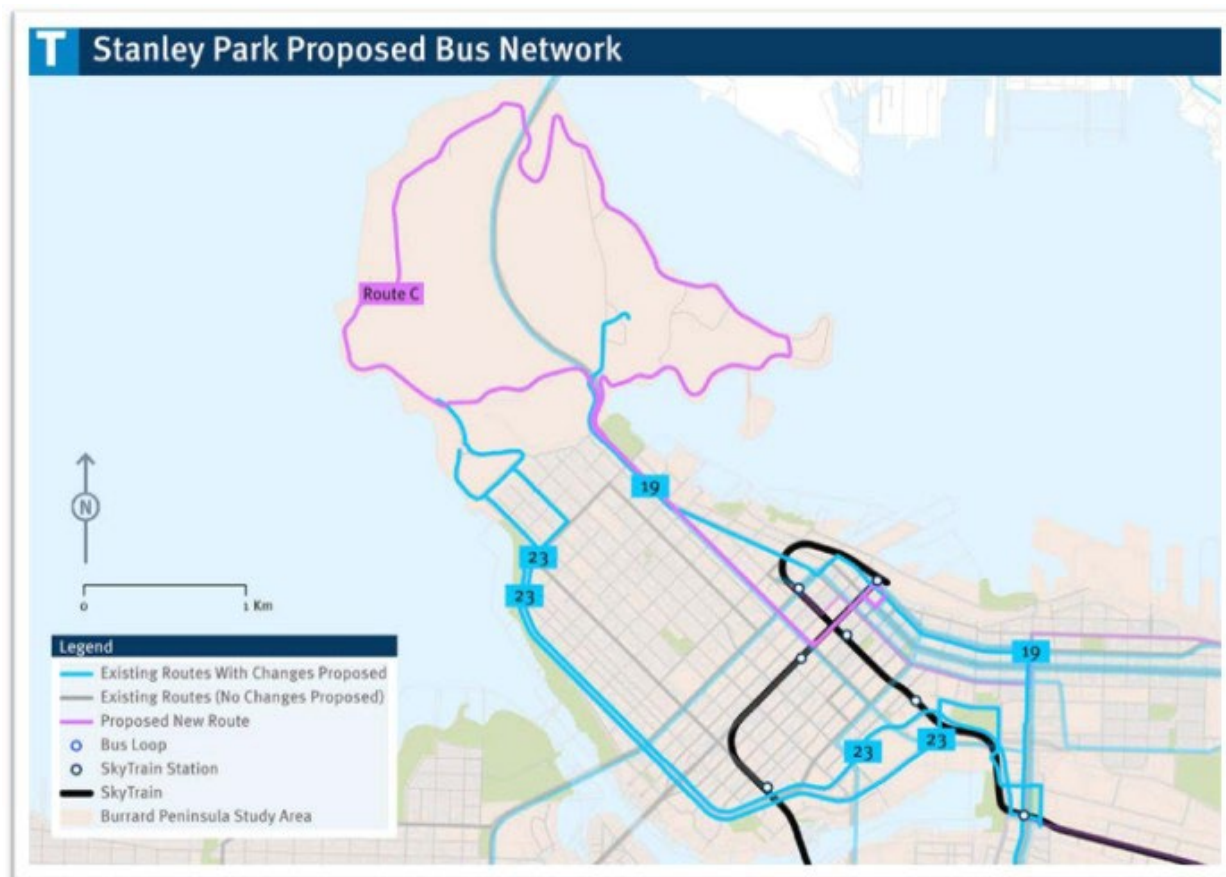
# Recommendations & Proposed Staged Implementation Program



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# Stage 1a – Planning for TransLink Service into Stanley Park

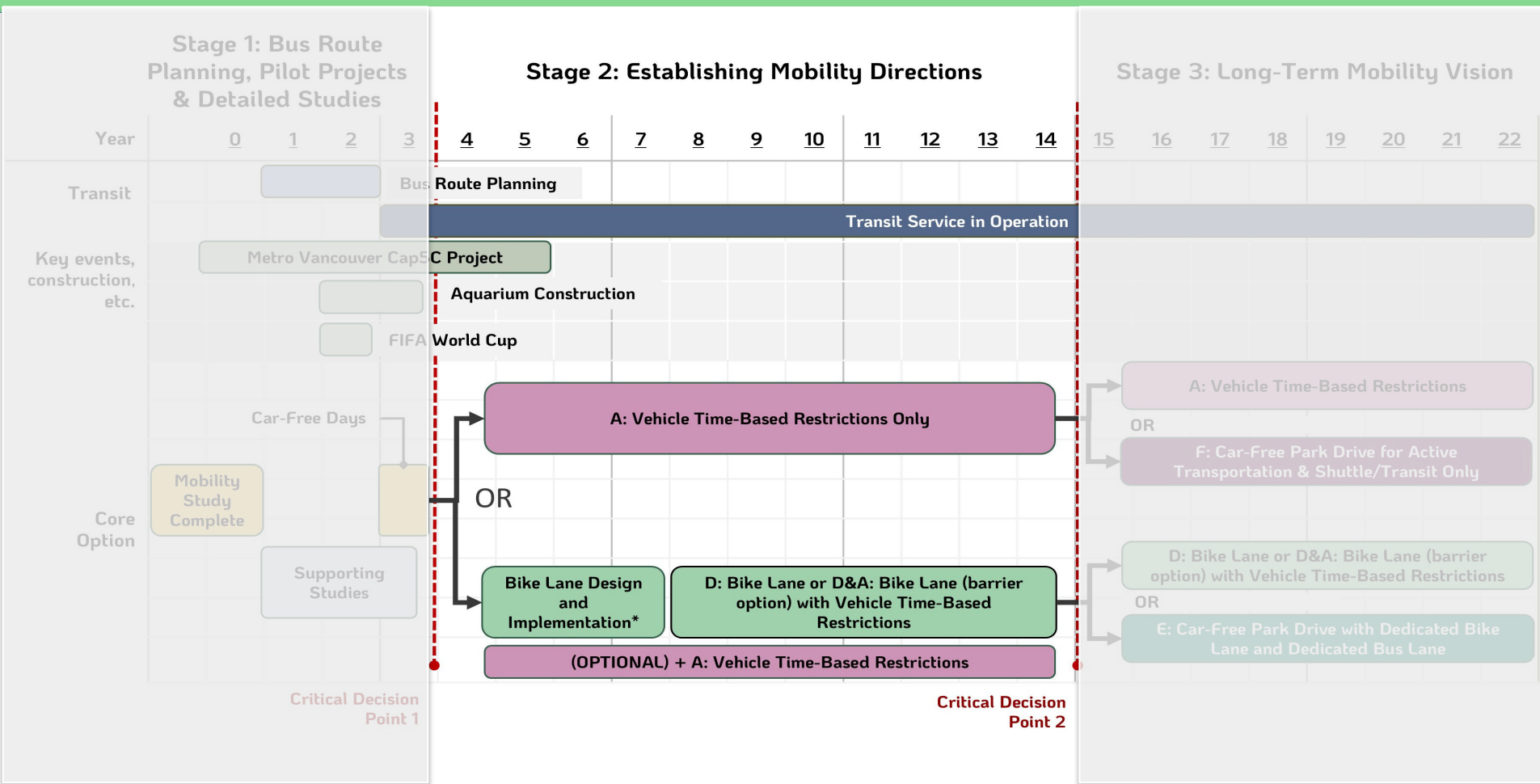


# Implementation Stage 1b - Pilot Projects & Detailed Studies

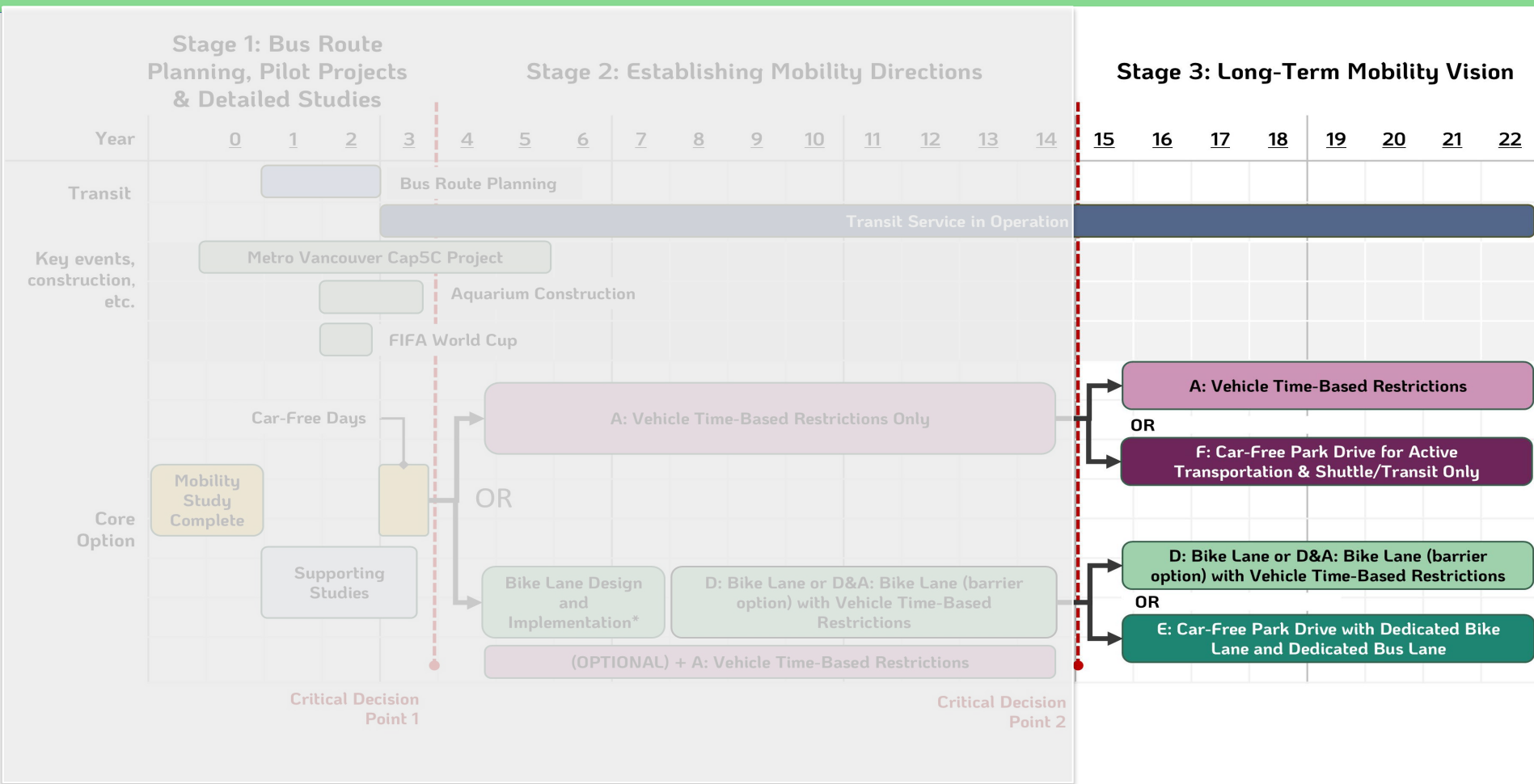
- This stage is essential to understand the cost implications and the impacts of a car-free or car-limited environment on key interest holders, parking revenue, business opportunities, operational traffic capacity, accessibility, and public opinion.
- After this, a critical Board decision point is required before the onset of Stage 2.



# Recommendations & Proposed Staged Implementation Program



# Recommendations & Proposed Staged Implementation Program



- The activities identified in the three Implementation Stages require operating and capital funding and staff resources for execution, with funding only available for Stage 1a as follows:
- **Stage 1a Implementation of Bus Service:** Staff estimate the staffing costs to plan for TransLink bus service on Stanley Park Drive in the range of \$30k to \$50k and this work is necessary in 2026 to enable bus service operation in 2027.
- **Stage 1b Implementation:** The cost to undertake Car Free Days & Detailed Studies is at least \$200k for the planning aspects of this Stage, and a funding source for this work is not presently identified.
- **Stage 2 and 3 Implementation:** Capital and operating costs will be brought to a future Board for approval as required, including revenue impacts after completion of Stage 1, when these costs are better understood.

- Pending a Board decision, staff will commence work with TransLink to advance plans for potential bus transit service on Stanley Park Drive.
- Implementation Stage 1b will advance when funding and staff resourcing is prioritized in capital and operating budgets and identified as an annual Service Plan priority.
- Stages 2 and 3 would proceed pending future Board decisions in the longer term. Staff will report back to the Board before making any substantive changes to current operating policies as suggested by this Study.
- Should the Board approve Recommendation A and E of this report, staff will provide an update to Council for information in alignment with the City's Office of the Auditor General's report of November 27, 2023, through a memo.

- A. THAT the Vancouver Park Board approve the “Stanley Park Mobility Study” as a policy, as summarized in this report and attached as Appendix A, which includes research, vision, options, and a proposed implementation strategy for the future of Stanley Park’s transportation system over the next 20-plus years.
- B. THAT the Vancouver Park Board direct staff to initiate scoping work with TransLink and the City of Vancouver’s Engineering Department for a new Stanley Park Drive bus service, as recommended as Stage 1a implementation, and include it as a priority planning initiative for inclusion in the 2026 Service Plan.
- C. FURTHER THAT all past Board motions regarding the Stanley Park Mobility Study dated 2024 or prior are superseded by this report and attached Appendix A.
- D. THAT the Vancouver Park Board direct staff to provide an update to City Council, for information through a memo, per recommendations within the City’s 2023 Office of the Auditor General’s report.





# Presentation Concurrences



Division/Department	Name & Title	Concurrence Date
[submitting division]	Manager (if not author)	
[impacted depts/division]	GM (or designate)	
Decolonization, Arts & Culture	Rena Soutar, Manager	
Urban Relationships	Betty Lepps, Director	
Strategic Operations & Board Relations	Sarah Iacoe, Director	
Planning & Park Development	Tiina Mack, Director	Sept 12 2025
Recreation Services	Steve Kellock, Director	
Park Operations	Amit Gandha, Director	
Financial Planning & Analysis	Natalie Froehlich, Director	
Business Services	John Brodie, Director (Acting)	
GM's Office	Steve Jackson	GMO to obtain

- Should generally align with concurrences required for report; adjust as needed.
- ALL concurrences up to Park Board GM level to be obtained prior to submitting to PBGMO for final review & GM concurrence. 39