



# STANLEY PARK MOBILITY STUDY

Public and Stakeholder  
Engagement Summary

Phase 1 & 2 | March - July 2022

# PROJECT BACKGROUND

The Vancouver Park Board is undertaking a Mobility Study to create new ideas and analyze options for improving access into and through Stanley Park. A focus of the study is to consider “green” transportation modes and determine the potential opportunities and challenges of different approaches to managing private vehicle traffic.

The Mobility Study will include data collection, analysis on travel patterns in the Park, and engagement with stakeholders and the public. The outcomes of this study will help inform future planning work, including but not limited to the Stanley Park Comprehensive Plan, a long-range plan and 100-year vision for the Park currently underway in partnership with Musqueam, Squamish and Tsleil-Waututh Nations as part of our work on reconciliation.

**Some key purposes of this study are to:**

- Understand potential opportunities and challenges of reducing private vehicle traffic in Stanley Park
- Explore ways to improve access into Stanley Park
- Enhance the experience of visiting Stanley Park

**Previous Engagement:** Over the past two years, public surveys on mobility in Stanley Park have generated a large amount of interest and response. These findings were presented to the Park Board both on November 23, 2020, through the [2020 Stanley Park COVID-19 Response](#) and on November 15, 2021, through the [2021 Bike Lane Report Back](#). Key findings from these engagements showed that there was a recognition in the need for change in Stanley Park from the pre-pandemic conditions and an overall public sentiment for fewer private vehicles and traffic in Stanley Park.



# WHAT WE DID

From April to July 2022, the Vancouver Park Board led Phase 1 and 2 of public and stakeholder engagement. These phases of engagement were focused on understanding the many ways people use and value Stanley Park to inform the guiding principles of the Study.

The engagement process aims to centre equity in who we reach, and to provide mutual learning opportunities for all stakeholders in understanding common, and sometimes competing, needs and interests.

The public was notified of the engagement process through posters in parks and community centres, social media, online advertising, mailing lists, and info bulletins to media.

For more information, check out the project website at

[shapeyourcity.ca/stanley-park-mobility-study](https://shapeyourcity.ca/stanley-park-mobility-study).

## WEB ENGAGEMENT

4036 Public Survey Responses

9341 Project Website Visits in April-July

## COMMUNICATIONS

296 Posters In & Around Stanley Park

205 Project Update Email Recipients

## STAKEHOLDER ENGAGEMENT

6 Interviews

17 Questionnaire Responses

33 Group Workshop Participants

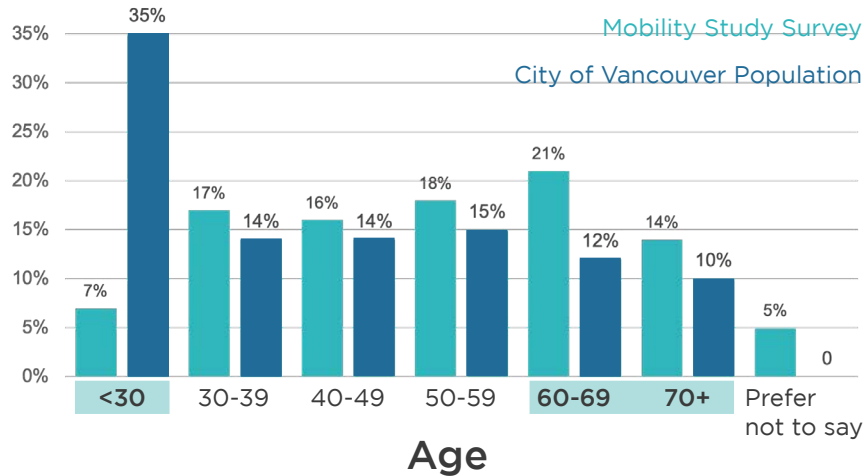
## COMMUNITY ENGAGEMENT

2 Virtual Listening Sessions, 12 Participants

7 Council Committee Presentations

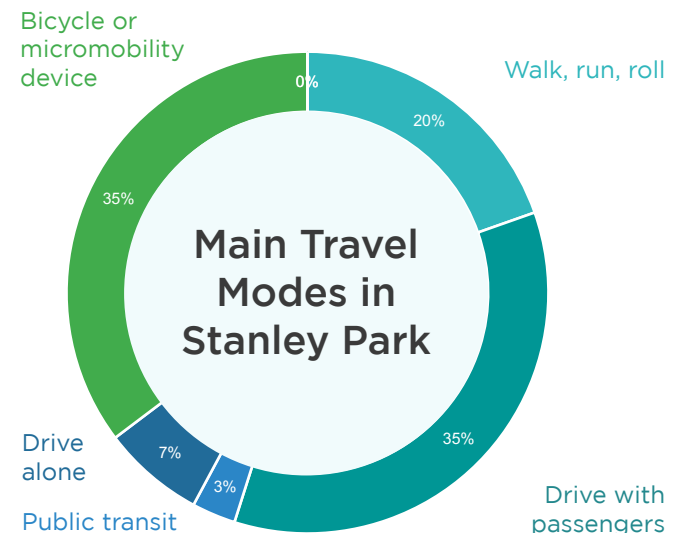
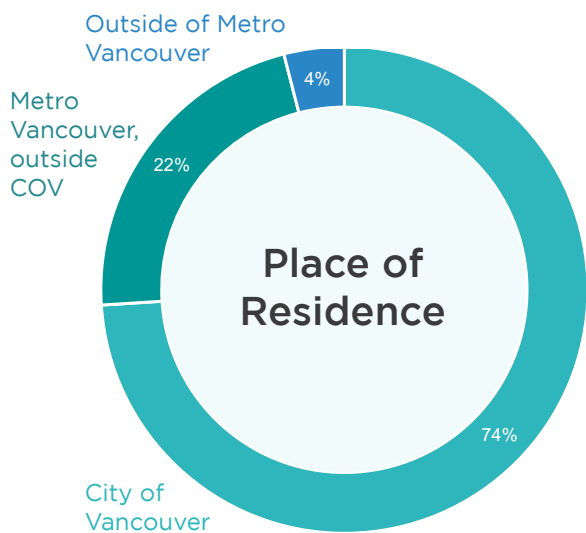
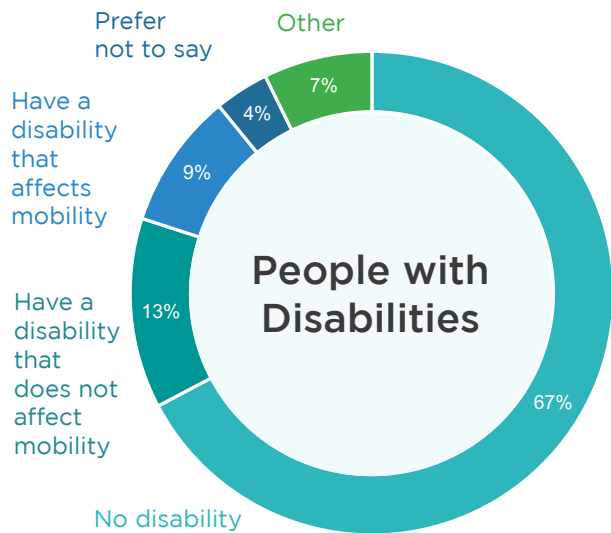
# WHO WE HEARD FROM

## PUBLIC SURVEY RESPONDENTS



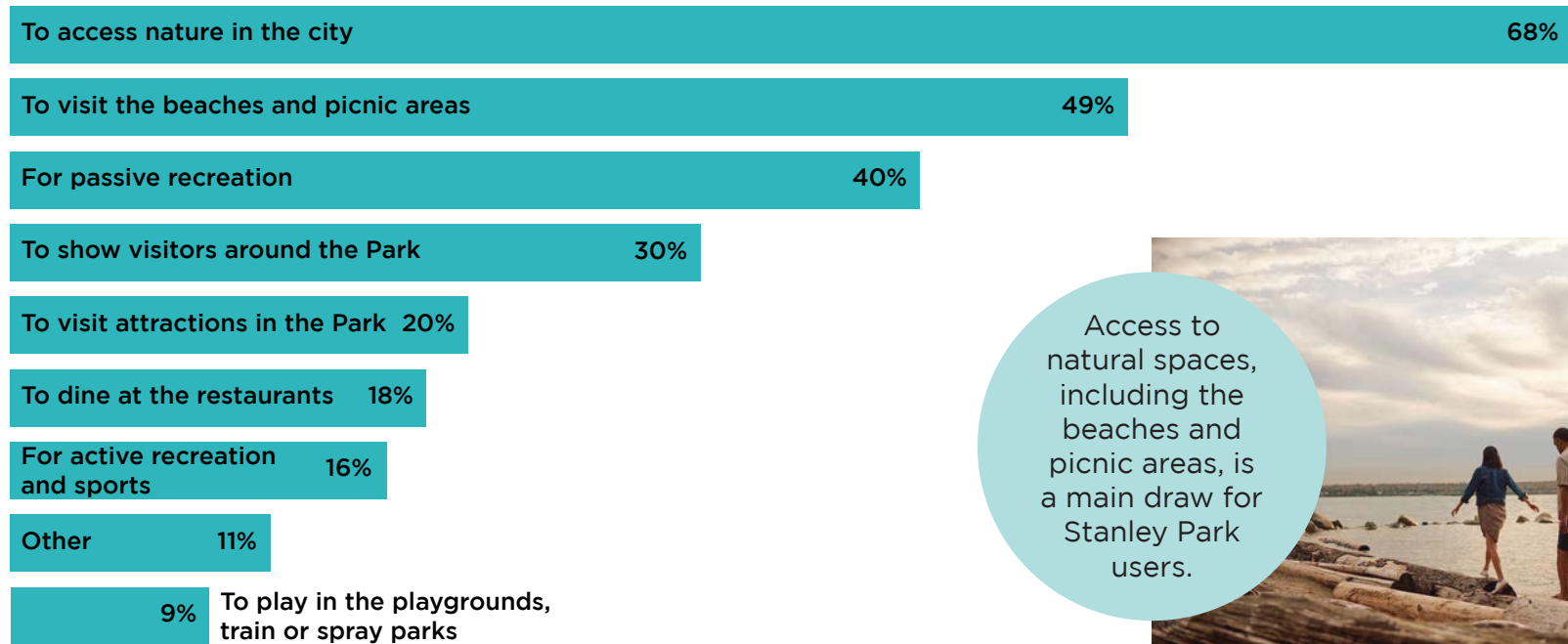
People under age 30 made up only 7% of survey responses, despite being 35% of Vancouver's population. This tells us we need to make an effort to hear from youth.

Seniors aged 60+ were well represented in the survey, with a slightly higher response rate compared to Vancouver's population in that age group.



# WHAT WE HEARD

## REASONS FOR VISITING THE PARK



Access to natural spaces, including the beaches and picnic areas, is a main draw for Stanley Park users.



## PRIORITY MODES OF TRANSPORTATION

We asked respondents to select the top three modes of transportation to improve access into and around Stanley Park, both for yourself and for everyone.



# WHAT WE HEARD

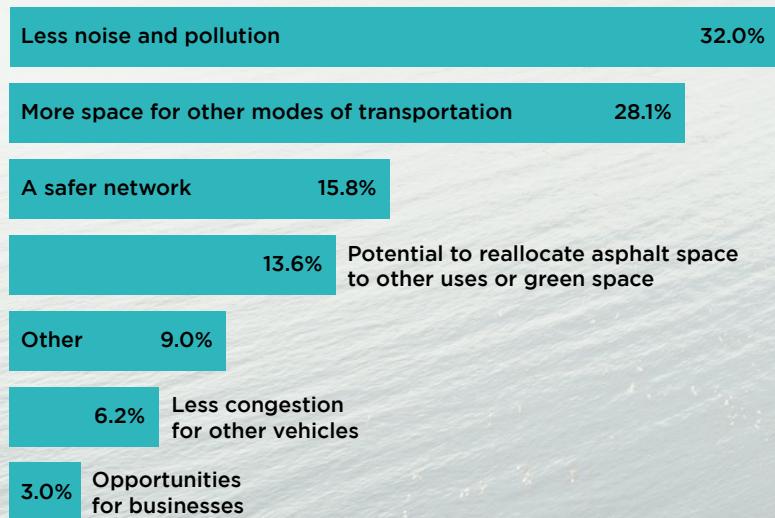
## REDUCING VEHICLE TRAFFIC

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

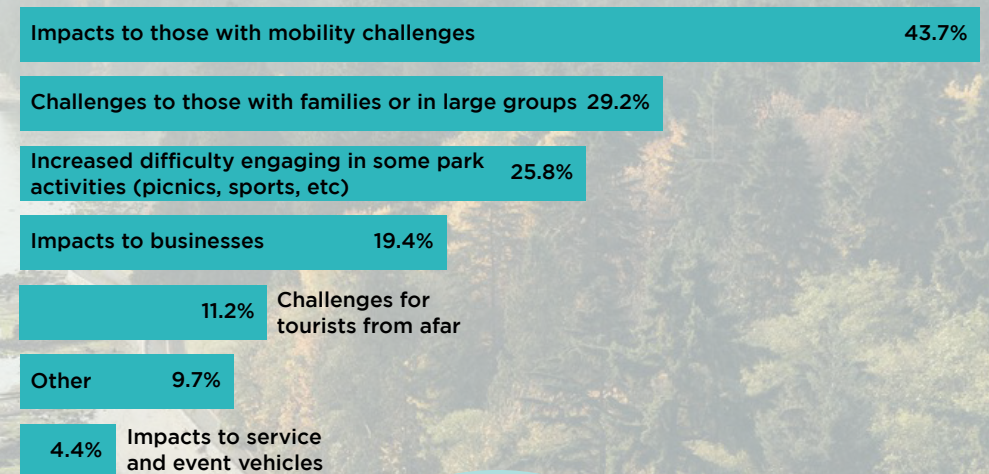
### OPPORTUNITIES

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.

# WHAT WE HEARD

## COMMUNITY ORGANIZATIONS, YOUTH GROUPS, AND STAKEHOLDERS

We met with community and advocacy organizations, youth groups and stakeholders who own or operate businesses in Stanley Park. We heard that the Study needs to address several key themes:



### CLIMATE CRISIS

Strong input towards addressing climate crisis from equity-deserving groups and youth



Photo by Raychan on Unsplash

### DISABILITY NEEDS

Recognition that disability needs are diverse



### MOBILITY OPTIONS

Recognition that we need more options for accessing Stanley Park, especially public transit, multi-modal transit, and connections to regional networks



### SAFETY

Desire for safety through all times of day and between different modes of transportation

# PLANNING PRINCIPLES

The project identified two key foundational values that govern the Mobility Study, which build off of existing Park Board policies. Informed by stakeholder and public engagement, as well as technical analysis of mobility and visitor use data, we also developed seven guiding principles to help us evaluate future options for mobility within Stanley Park. The planning principles were presented and adopted by the Park Board on July 18-19, 2022.

## FOUNDATIONAL VALUES

### RECONCILIATION

Stanley Park is a significant place to the Musqueam, Squamish and Tsleil-Waututh people. Through ongoing work with the Nations at the Stanley Park Intergovernmental Committee and Working Group, understanding the history of how the Park's transportation infrastructure has impacted the Nations and their ongoing access and cultural practices in the Park is an underpinning consideration in all options that will be explored as part of the Mobility Study.



### EQUITY

Experiences are shaped by intersecting identities, favoured social systems, and often inequitable means, and so we must recognize that everyone has different needs and experiences in the Park. We also recognize that not everyone can easily access the park, particularly those who live further away and cannot or choose not to drive and struggle to experience the Park in any form. This work seeks to advance equity in process and outcome, such that those with limited ability to currently access the Park are centered.



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# PLANNING PRINCIPLES

## GUIDING PRINCIPLES



### SAFETY

To create a safer mobility environment, we will aim to reduce potential conflicts between diverse users, enhance user comfort through all times of the day, and maintain a network that supports access for emergency response.



### FLEXIBLE + RESILIENT SYSTEM

To accommodate different levels of user activity over the course of a day, a week, a year, and into the future, the transportation network will be planned and designed for different uses and demand. With increased flexibility, the transportation network can better respond to changes in the Park as well as negative impacts such as storm surges and sea level rise into the future.



### ACCESSIBILITY

We will prioritize the needs of users who face increased barriers accessing locations in the park and increase universal accessibility by design. We must recognize the diverse accessibility needs for persons with disabilities, with an awareness that multiple approaches will be required/need to be considered.



### ECONOMIC VITALITY

We will maintain economic vitality by recognizing the contributions of existing and future opportunities enabled by Stanley Park. We will also center the natural value of Stanley Park as a key contributor to the regional economy and explicitly consider the financial implications of proposed options on Park Board budgets and services.



### CLIMATE ACTION + ENVIRONMENTAL PROTECTION

By reducing private vehicle traffic, we can contribute to bold climate action and decrease carbon emissions, air and noise pollution, and water contamination. Lower demand for paved surface area can unlock potential to increase natural areas, sequester carbon, and safeguard Stanley Park's core natural value.

### A CONNECTED TRANSPORTATION NETWORK



We will evolve the existing transportation network into one that provides more direct routes, is more intuitive for users, and enables improved connection to the City's transportation system. In particular, this will consider the need to support public transit operations. This future network - one that provides access for all - will require innovative ways to manage access.



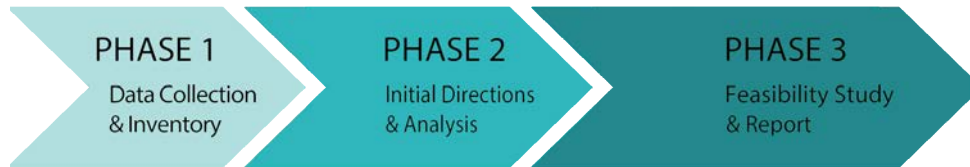
### ENHANCE PARK EXPERIENCE

The options will consider what people love and appreciate about Stanley Park, and how to enhance experiences leading up to the pandemic and today.

# WHAT'S NEXT

The results from these early phases of engagement will be used to develop a long list of mobility options and a draft evaluation framework based on the guiding principles.

In 2023, we will launch phase 3 of public and stakeholder engagement to refine the list of potential mobility options. This will also be an opportunity to provide feedback on the metrics we will use to evaluate options and the guiding principles that should be prioritized.



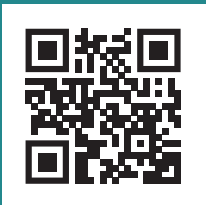
## GET IN TOUCH

We'd love to stay in touch.

Email us at: [StanleyPark@vancouver.ca](mailto:StanleyPark@vancouver.ca)

Sign up for project updates on the Shape Your City website:

<https://shapeyourcity.ca/stanley-park-mobility-study>



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