

STANLEY PARK MOBILITY STUDY

Mobility Options



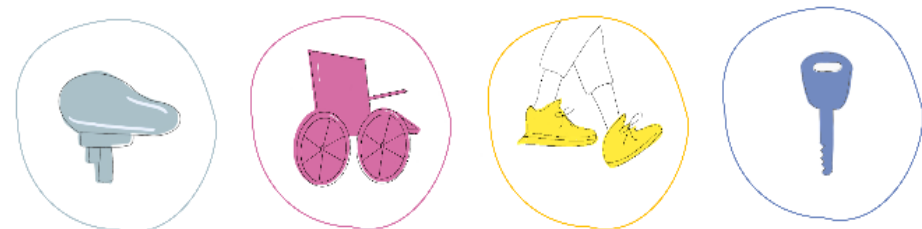
Thank you for taking the survey!

The following is some information to help you complete the survey, including more details on the six potential mobility options that we want your feedback on!

Introduction

Stanley Park Mobility Study

Improving access into Stanley Park, and reducing congestion without expanding road space



Over the last two years, the Vancouver Park Board has conducted research, technical analysis, and engagement to understand the many ways people use and value Stanley Park. This work has included analysis of mobility and visitor use data, economic modelling, research on comparable parks and approaches to mobility, and two rounds of public and stakeholder engagement.

This document provides an overview of the mobility options evaluated by the Vancouver Park Board. It describes the changes proposed for each option, potential considerations, and how the option scored related to the Study's guiding principles. Any future option will require a phased approach and further work to define short-term and long-term actions. Here are the six potential mobility options with more details on the following pages.



Time-Based Vehicle Access Restrictions

Temporarily close Park Drive to cars for a specific amount of time (morning, afternoon, day or weekend for example) on a regular basis for active transportation and a transit or shuttle service only.



Vehicle Time Slot Bookings

Book a free but specified time slot to drive your car, either at all times or only during spring and summer weekends.



Park Drive with Dedicated Transit Lane

Reallocate one lane of Park Drive and dedicating it for public transit and shuttle/tour buses.



Park Drive with Dedicated Bike Lane

Reallocate one lane of Park Drive for active (wheeled) transportation (bikes, e-bikes, scooters, hand-cycling, etc.) with physical separation from cars.



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

Close Park Drive to cars and provide one dedicated lane for a public transit or shuttle service and tour buses, and a second protected lane would accommodate active transportation (bikes, e-bikes, scooters, hand-cycling, etc.) modes only.



Car Free Park Drive for Active Transportation & Shuttle/Transit Only

Close Park Drive to cars and dedicate the road for two-way active transportation (bikes, e-bikes, scooters, hand-cycling, etc.) shared with a single one-way public transit or shuttle service

Stanley Park Today (the “baseline”)

With over 18 million visits per year, Stanley Park is one of the most popular and well-used city parks in Canada. Located at the heart of downtown Vancouver, the Park plays a major role in the overall traffic network of the region. It is also one of the top tourist destinations in Vancouver and British Columbia, with approximately 39% of all visitors to Vancouver making it a stop on their priority list.

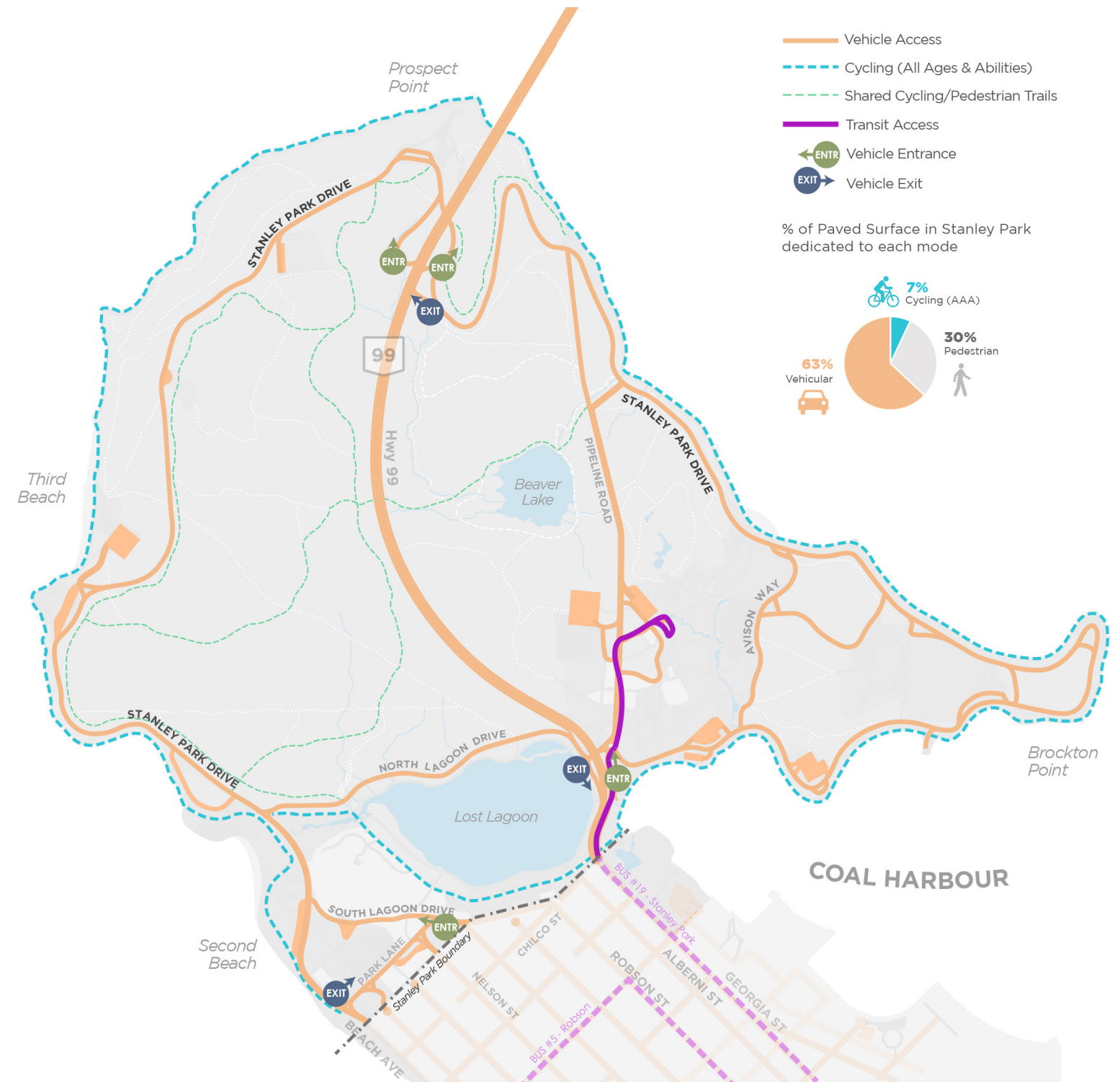
There are attractions in the park that draw visitors and locals alike, and Park Drive as a perimeter feature connects several destinations and plays a central role in how people visit the park. At approximately 8.5 km long, Stanley Park Drive is two lanes wide dedicated to motor vehicle travel in a counter-clockwise one-way direction with a speed limit of 30 km/hr. The map to the right shows the full transportation network, including the paved areas of the Park dedicated to motor vehicles, cyclists and pedestrians.



Park Drive towards Lumberman's Arch - Typical view



Park Drive towards Ferguson Point - Typical view



All options have...



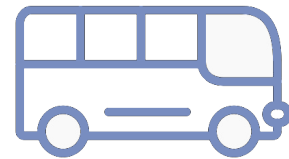
Long-term outlooks with short-term actions

While options might take time to implement, the final Mobility Study will propose interim and complementary actions that can be implemented in the short-term.



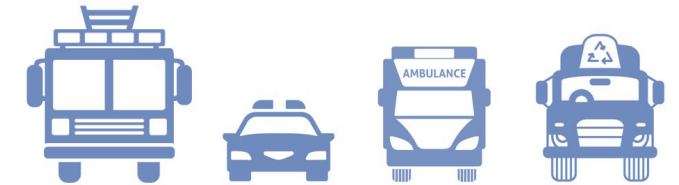
Transit or Shuttle Service

All options include the recommendation to provide a transit or shuttle service on Park Drive that is fully accessible, efficient and travels around the entire Park.



Emergency & Operational Access

All options provide full access for operations and emergency vehicles in, through and out of the park.



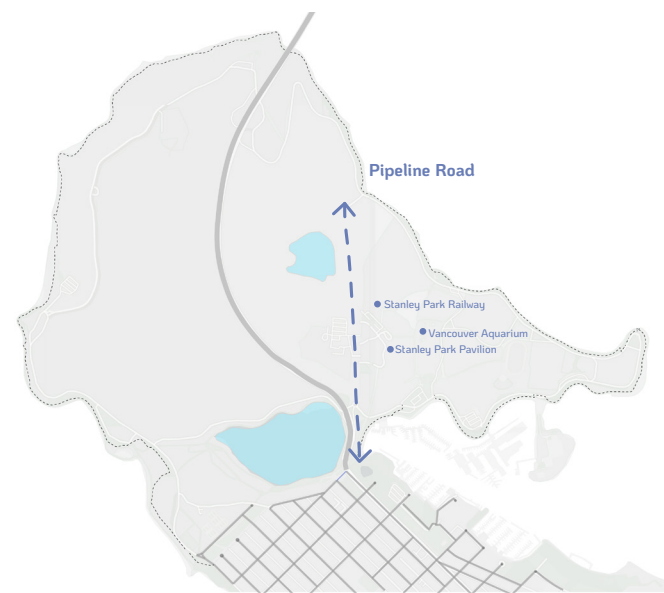
A focus on Stanley Park Drive

Although there are other roadways and trails within the Park, the main focus of the study is for Stanley Park Drive as the main “artery” for travelling around the Park. Ceperley Meadow and access to and from the West End will be determined with option refinement after public engagement.



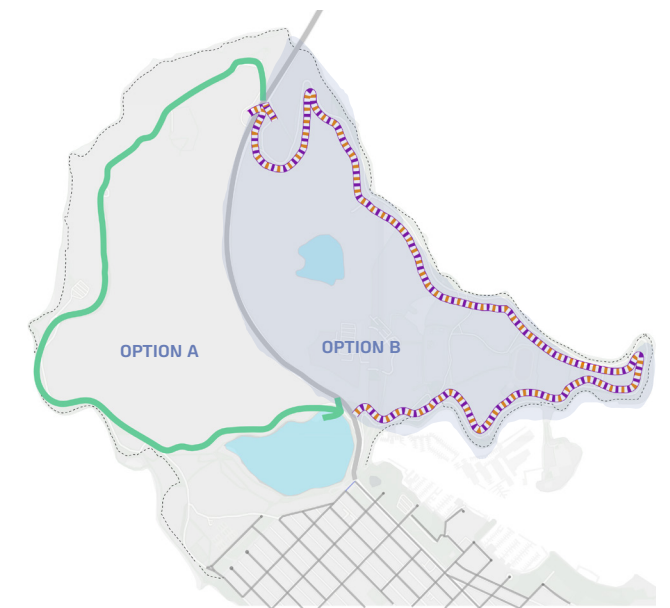
Potential for vehicle access up Pipeline Road

All options have the potential to include a ‘central spine’ of private vehicle access up Pipeline Road to provide service to the Aquarium, Stanley Park Pavilion, Railway, etc.



Ability to mix & match options

Any mobility option could be selected for only the east or west side of the Park.



Option A

Time-Based Vehicle Access Restrictions

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 spring and summer.



Park Drive towards Lumberman's Arch - During Restricted Times

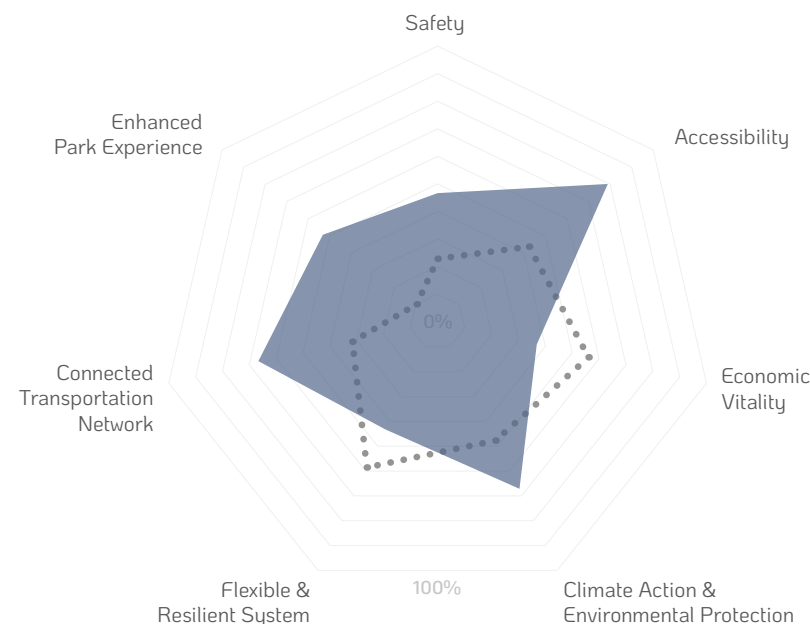


Park Drive towards Lumberman's Arch - Typical

Considerations

- Supports different modes at different times
- Requires an entry management system to restrict vehicle access during operational periods
- All the benefits of car-free but only on select times
- During vehicle restricted periods, only active transportation, and single public transit/shuttle service would be allowed on Park Drive (with emergency services and operational vehicles only as required)
- During vehicle restricted periods, it would meet the requirements of AAA facility (in alignment with City of Vancouver's *Transportation Design Guidelines: All Ages and Abilities Cycling Routes*)

Evaluation scoring



- Time-based network restrictions
- Existing condition baseline

The graph shows how well this option scored for each guiding principle. The centre of the graph is 0% and the outer-ring is 100%.

For details on the evaluation process and scoring, see the [evaluation information package](#).

Option A scores high in the principle **Accessibility**, as it provides a diversity of options, and the principle **Climate Action & Environmental Protection**, as during restricted times would have reduced pollution & environmental impacts

Option A scores lower in the principle **Economic Vitality**, as during restricted times, there would be no revenue from parking, despite this option being relatively low cost to implement

Option B

Vehicle Time Slot Bookings

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 spring and summer when Stanley Park is busiest.



Park Drive towards Lumberman's Arch - Typical View



Park Drive towards Ferguson Point - Typical view

Considerations

- Supports road cyclists, public shuttle/transit, private tour buses, and limited vehicle access (and improves condition for horse & carriage tour)
- Requires an entry management, enforcement and online booking system
- Staff access and deliveries to businesses could use a separate pass system
- This option would notably reduce the volume of motorized traffic, though may not be considered an All Ages & Abilities (AAA) 'local street bikeway' (in alignment with City of Vancouver's *Transportation Design Guidelines*)

Evaluation scoring



- Vehicle time slot bookings
- Existing condition baseline

The graph shows how well this option scored for each guiding principle. The centre of the graph is 0% and the outer-ring is 100%.

For details on the evaluation process and scoring, see the [evaluation information package](#).

Option B scores high under the principle **Connected Transportation Network**, as it provides the most vehicle access to all destinations at all times as well as transit

Option B scores low under the principle **Safety**, as road speeds would be potentially higher

Option C

Park Drive with Dedicated Transit Lane

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

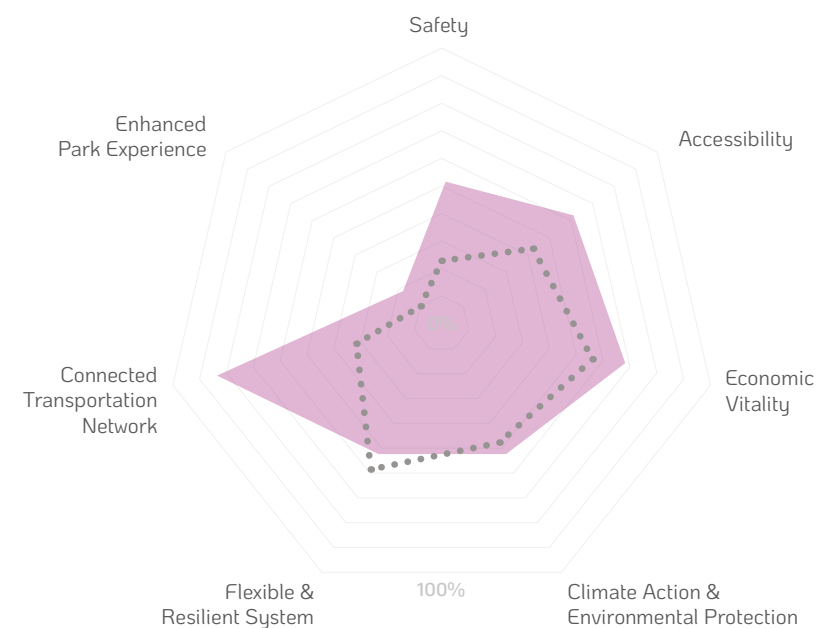


Park Drive towards Ferguson Point - Typical view

Considerations

- Most supports private tour buses, public shuttle/transit, and private vehicle access
- Road cyclists could use the bus lane or vehicle lane in accordance with the Motor Vehicle Act but it would not be a dedicated cycling lane

Evaluation scoring



■ Park Drive with dedicated transit lane

..... Existing condition baseline

The graph shows how well this option scored for each guiding principle. The centre of the graph is 0% and the outer-ring is 100%.

For details on the evaluation process and scoring, see the [evaluation information package](#).

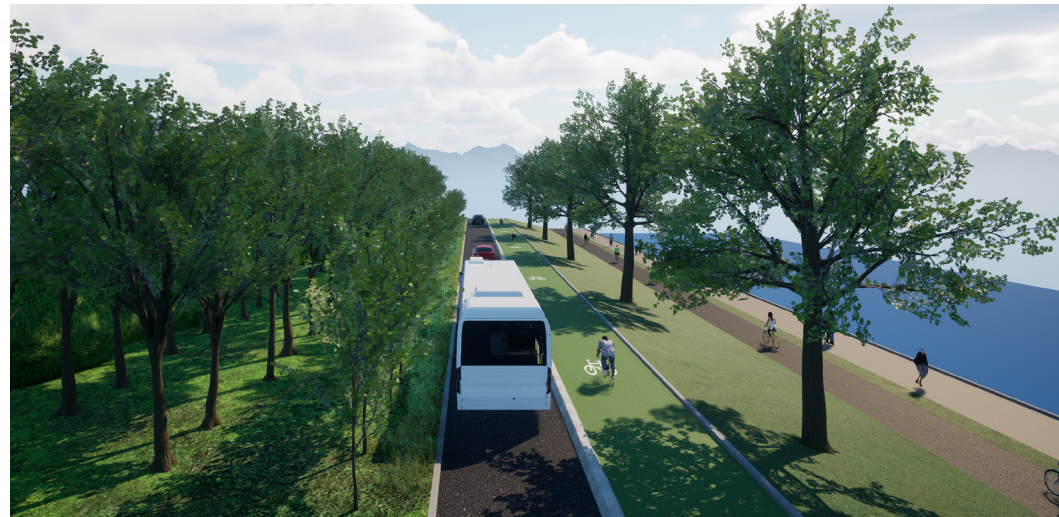
Option C scores higher for guiding principle **Connected Transportation Network** as it provides the most efficient transit that can easily connect to and support the broader transit system, and provides vehicle access to all destinations at all times, and **Economic Vitality**, as it maintains parking revenues, while enabling for dedicated, unobstructed lane for tour buses

Option C scores lower for the principle **Enhanced Park Experience**, as there is less opportunities for active recreational travel and lower reduction in noise pollution.

Option D

Park Drive with Dedicated Bike Lane

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



Park Drive towards Lumberman's Arch - Typical View



Park Drive towards Ferguson Point - Typical view

Considerations

- Most supports cyclists of all abilities, private motor vehicle access and public shuttle/transit service.
- Tour bus access would be permitted but may need to be limited to select service providers
- Supports all ages and abilities (AAA) of cyclists (families, beginner riders, and people with disabilities) and meets requirements of AAA facility (in City of Vancouver's *Transportation Design Guidelines*)
- The more protective separation for cyclists is safer, while more obstructive for operations and emergency access. Requires more systematic approach to operations and emergency access

Evaluation scoring



* This option assumes a more permanent separation with high quality materials. More temporary materials could be used for interim (cost effective and faster) implementation.

- Park Drive with Dedicated Bike Lane
- Existing condition baseline

The graph shows how well this option scored for each guiding principle. The centre of the graph is 0% and the outer-ring is 100%.

For details on the evaluation process and scoring, see the [evaluation information package](#).

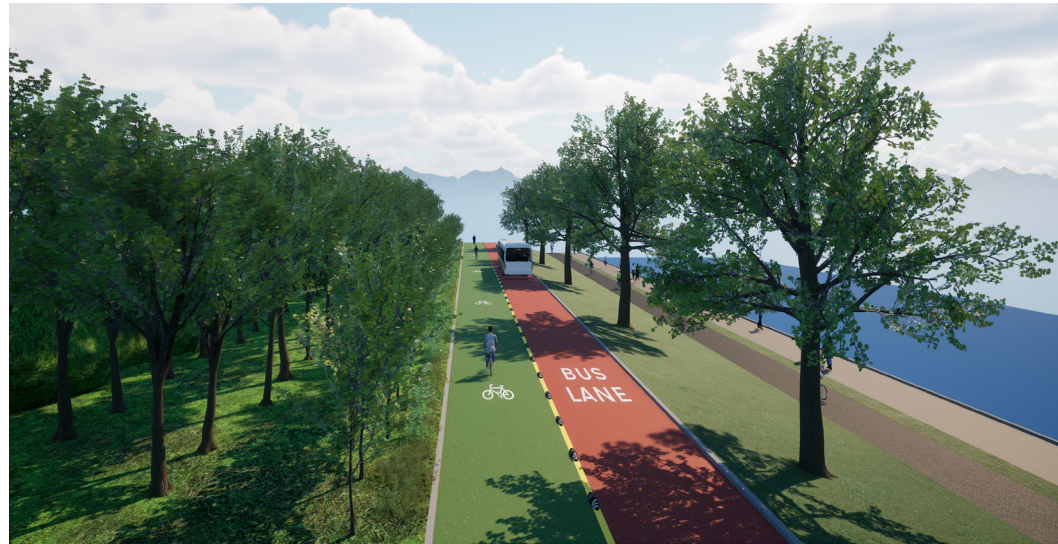
Option D scores high for principles **Accessibility**, as it provides a variety of options for a variety of disabilities & needs, and **Connected Transportation Network** as it provides the most variety of transportation modes at all times

Options D scores lowest for **Flexible & Resilient System**, due to inflexibility of a permanent separation design for cycling safety, and limited ability to change directions or implement two-way in the future.

Option E

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

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

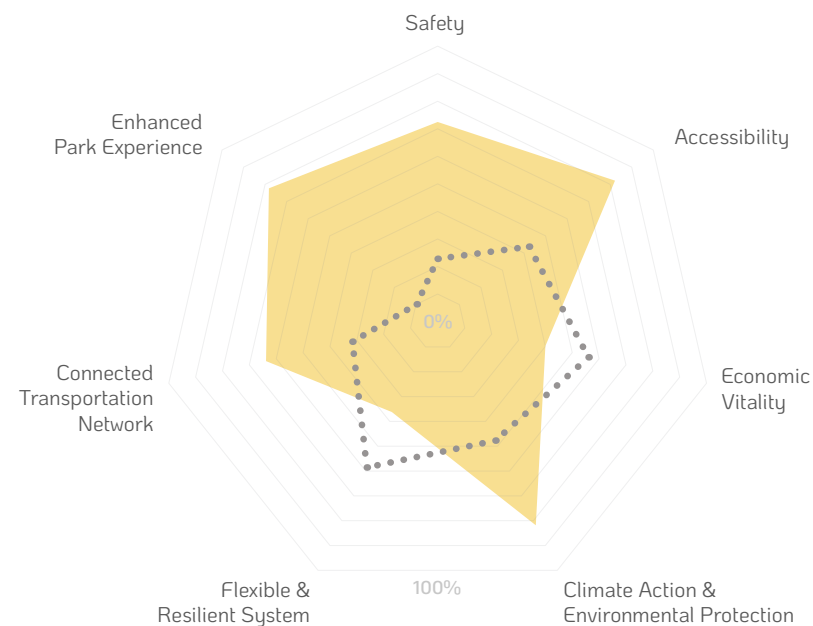


Park Drive towards Ferguson Point - Typical view

Considerations

- Supports road cyclists, all ages and abilities of cyclists, public shuttle/transit, and private tour bus use
- Allows for repurposing of existing parking lots (e.g., additional event or green space)
- Supports all ages and abilities (AAA) of cyclists (families, beginner riders, and people with disabilities) and meets requirements of AAA facility (in City of Vancouver's *Transportation Design Guidelines*)
- Rendering below shows buses in right lane and cyclists on left hand side. This could be switched, with changes to overall direction of travel, or added safety features such as signalized crossings (easier when there are no private vehicles).

Evaluation scoring



- Car-Free Park Drive with Dedicated Bike Lane and Dedicated Bus Lane
- Existing condition baseline

The graph shows how well this option scored for each guiding principle. The centre of the graph is 0% and the outer-ring is 100%.

For details on the evaluation process and scoring, see the [evaluation information package](#).

Option E scores high for principles **Accessibility** as it greatly supports people with disabilities that are not mobility related, and **Climate Action & Environmental Protection**, as it greatly reduces pollution from cars

Option E scores lower for principle **Flexible & Resilient System**, due to inflexibility of a permanent separation design for cycling safety, and less future ability for two-way travel

Option F

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

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 every 15 mins.



Park Drive towards Lumberman's Arch - Typical View



Park Drive towards Ferguson Point - Typical view

Considerations

- Supports road cyclists, all ages and abilities of cyclists, and public transit/shuttle service. Private tour buses would not be permitted
- Best option for emergency and operational access, and horse and carriage tour
- Supports all ages and abilities (AAA) of cyclists (families, beginner riders, and people with disabilities) and meets requirements of AAA facility (in City of Vancouver's *Transportation Design Guidelines*)
- Revenue from vehicle parking would be limited, with exception to potential parking at entrances
- Allows for repurposing of existing parking lots (e.g., additional event or green space) or for potential for revenue recovery from parking loss

Evaluation scoring



■ Car free Park Drive for Active Transportation & Shuttle/Transit Only
..... Existing condition baseline

The graph shows how well this option scored for each guiding principle. The centre of the graph is 0% and the outer-ring is 100%.

For details on the evaluation process and scoring, see the [evaluation information package](#).

Option F scores higher for the principle **Safety**, as it limits conflicts and reduces emergency response times, **Enhanced Park Experience**, as it significantly reduces noise and air pollution, **Accessibility** as it greatly supports people with disabilities that are not mobility related, and **Climate Action & Environmental Protection**, as it significantly reduces exhaust and runoff contamination from cars and tour buses

Option F scores lower on **Connected Transportation Network** as it does not support private car access to destinations (other than potentially the central area of the Park) and **Economic Vitality**, due to parking revenue loss

THANK YOU

For more project information visit:

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

