

STANLEY PARK MOBILITY STUDY

PHASE 3

PUBLIC AND INTEREST HOLDER
ENGAGEMENT SUMMARY

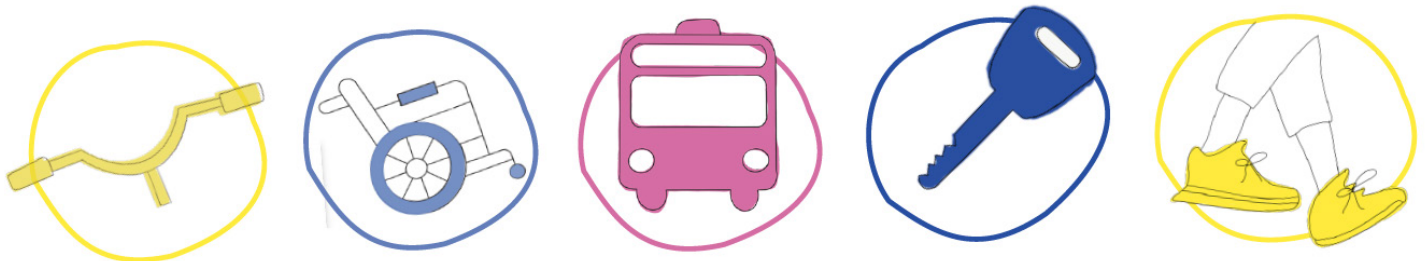
December 2024




A NOTE OF GRATITUDE

We extend our appreciation to the community members who shared their ideas and lived experience, and who took the time to attend public events and workshops to inform the Stanley Park Mobility Study.

We would also like to express gratitude to the businesses, organizations, and Host Nations that participated in engagement activities and provided invaluable input through dialogue and written feedback.



A large, ancient tree trunk with thick, moss-covered roots in a forest. The tree's bark is deeply textured and shows signs of age. The roots are massive and spread out over the forest floor, which is covered in pine needles and small plants. The background is a dense forest of tall evergreen trees.

The project area, Stanley Park, sits within the traditional, ancestral and unceded territories of the Coast Salish peoples:

the x^wməθk^wəy̓ əm (Musqueam) Indian Band, Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation), and səlilwətaɫ (Tsleil-Waututh) Nation who have regarded this site as a significant place of gathering from time immemorial.

This was a place of bounty, used for harvesting food and resources, welcoming visitors and friends, and holding ceremonial gatherings. These lands continue to be the foundation of thousands of years of living Musqueam, Squamish, and Tsleil-Waututh culture.

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MOBILITY STUDY CONTEXT

PROJECT BACKGROUND

The Vancouver Board of Parks and Recreation is developing a Mobility Study to create new ideas and analyze options for improving access into and through Stanley Park.

Today, Stanley Park welcomes an average of 18 million visitors every year, and that number is growing. To protect the park experience and manage overcrowding, the Park Board is planning for the future of Stanley Park and its visitors. Inspired by a “car-free” pilot in 2020, implemented in respond to the Covid-19 pandemic, and the subsequent increase in use of both pedestrian and cyclists, the Park Board passed a motion in June 2020 to direct staff to: *“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 Mobility Study uses data collection, analysis, and public and interest-holder engagement to examine the feasibility of different approaches for reducing vehicle traffic. Outcomes of this study will help support and inform future planning work, including 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.

Key purposes of this study are to:

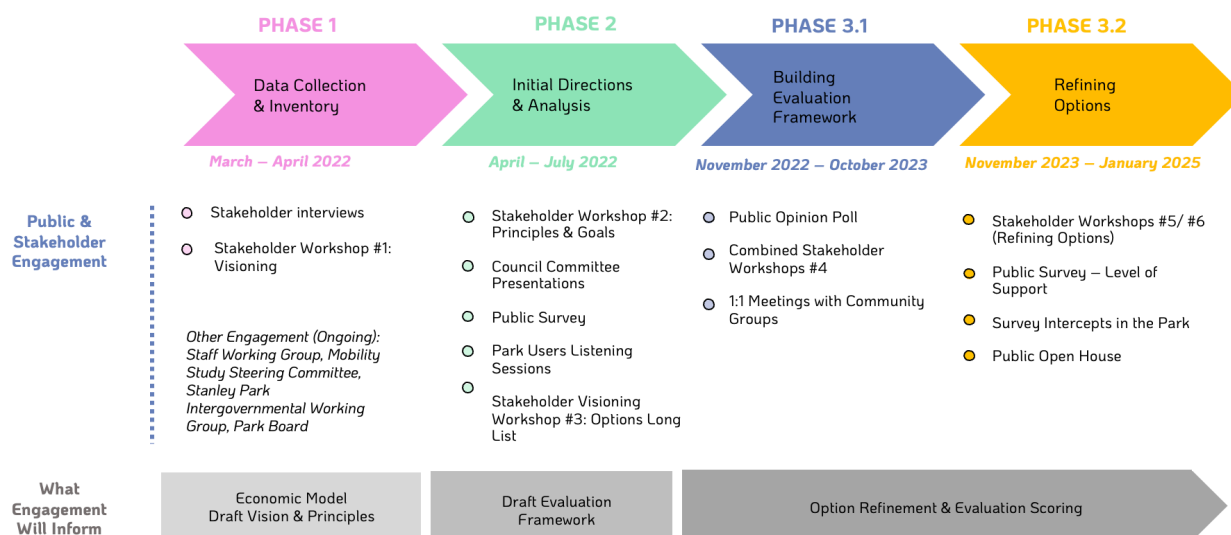
- Understand potential opportunities and challenges of reducing private vehicle traffic in Stanley Park
- Explore ways to improve access into Stanley Park
- Enhance the experience of visiting Stanley Park



ENGAGEMENT OVERVIEW

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 multiple rounds of public and interest-holder* engagement.

The project team has engaged with members of the public and key interest-holders during three phases of the Stanley Park Mobility Study (as shown below).



Phase 1 and Phase 2 of engagement included interviews and three workshops with Stanley Park interest-holder groups, community and youth ‘listening sessions’, Council Advisory Committee presentations, and a public online survey. Feedback from these opportunities revealed park values and provided a foundation for developing draft guiding principles and preliminary mobility options.

For more information and details on what we heard in previous phases, please see the *Phase 1 and 2 Engagement Summary*: <https://syc.vancouver.ca/projects/stanley-park-mobility-study/stanley-park-mobility-study-phase-1-and-2-engagement-summary.pdf>.

In Phase 3, public and interest-holder engagement informed the evaluation framework to determine how options are scored (Phase 3.1) and helped to further develop and refine the final mobility options (Phase 3.2). This report summarizes what we did and what we heard in Phase 3.

* During the engagement period, the term ‘stakeholder’ was used, but as we move away from colonial language, we have shifted to the use of ‘interest-holder’ in this report.

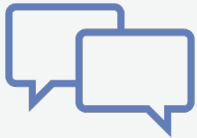
Public and interest-holder feedback helped to:

- better understand and prioritize the Study’s seven guiding principles
- guide how future mobility options should be evaluated
- understand support for each mobility option to determine what will work best in Stanley Park

HOW WE ENGAGED

The following engagement opportunities in phases 3.1 and 3.2 took place between the summer of 2023 and fall of 2024.

ONE-ON-ONE SESSIONS



The project team took a 'go to them' approach by dropping in on existing programming with organizations such as the Stanley Park Eco-Campers, families and seniors at the Gordon Neighbourhood House and Youth Council representatives at Trout Lake. More than **80** participants attended these sessions.

INTEREST-HOLDER WORKSHOPS



Over **30** community groups and businesses that represent the diversity of Stanley Park's users were brought together for three online and in-person workshops between September 2023 and October 2024.

PUBLIC OPINION POLL



2,001 residents of Metro Vancouver gave feedback on the study's guiding principles through surveys conducted by Leger, a Canadian market research company. A full report of the public opinion poll and intercept polling can be found in **Appendix A**.

COMMUNITY OPEN HOUSE



Over **50** attendees provided their feedback at an open house at the West End Community Centre on July 10, 2024.

ONLINE SURVEY



6,095 people responded to the online survey on the project's Shape Your City webpage from July 4 - 28, 2024. Participants were asked about their level of support for the six options that were evaluated as part of the Mobility Study. Twenty-three participants sent their feedback by email.

PARK INTERCEPT POLLING



Leger conducted **750** intercept surveys with visitors at various locations within the park. The onsite survey included the same questions as the online public survey and ensured tourists' perspectives were captured.

FIRST NATIONS' INVOLVEMENT

During this phase, the team also received input through the Stanley Park Intergovernmental Working Group and a targeted survey for Musqueam, Squamish and Tsleil-Waututh (MST) community members on the draft guiding principles. This feedback will also contribute to the Stanley Park Comprehensive Plan, a long-range plan and 100-year vision for the park currently underway in partnership with MST Nations.

COMMUNICATIONS

To support participants in taking the online survey, two information packages were available on the webpage, which included details on the six potential mobility options and an explanation of the evaluation process. Print copies of the survey were available at the West End Seniors Network and the Park Board Beach Avenue office.

The survey was promoted through posters, social media, and mailing lists. 300 posters were placed in and around Stanley Park and in all Vancouver community centres. Project updates, including the survey, were sent by email to 250 recipients.

Informational videos outlining the rationale and next steps for the Study were also shared via the Park Board's social media channels.



Have Your Say!
on potential options that could improve the way you move around Stanley Park

Scan the QR code to take the survey:



 shapeyourcity.ca/stanley-park-mobility-study

Posters were placed around Stanley Park to promote the survey.

The public engagement process was designed to be transparent, clear and equitable and to ensure that staff heard from a diversity of users and interest-holders. The focus of engagement was to begin with values, centre equity, and provide mutual learning opportunities for all interest-holders to help understand each other's common, and sometimes competing, needs and interests.



What do you think about Stanley Park?

Rolling through the hills

What I love the most about Stanley Park is the people who are there and the nature that is in the park.

Would like to see more people in the park.

Love Stanley Park

At the beach with my family

WHAT WE HEARD

FEEDBACK ON GUIDING PRINCIPLES

Phase 3.1 of engagement focused on better understanding and prioritizing these seven guiding principles to determine how future mobility options would be evaluated.



safety



accessibility



enhanced park
experience



flexible & resilient
system



connected
transportation
system



climate action
& environmental
protection

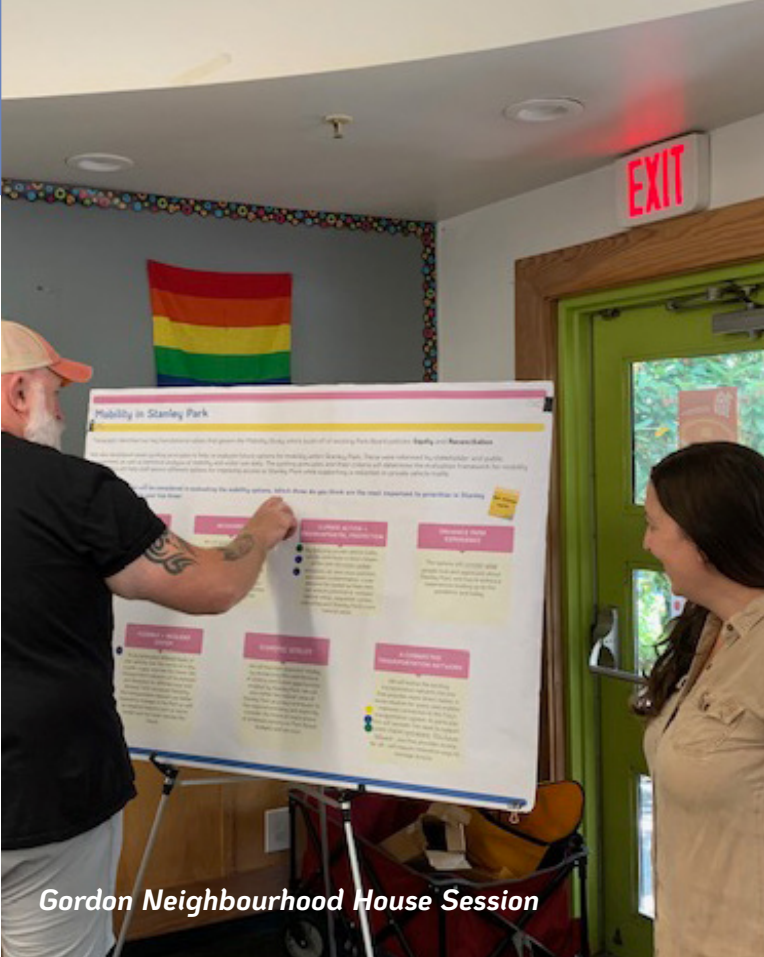


economic
vitality

Park interest-holders, community groups, and the Nations were asked to rank the guiding principles in order of importance. This feedback was used to develop the evaluation framework for future mobility options, including the indicators and technical weight for each principle according to their importance to the public, interest-holders and Musqueam, Squamish and Tsleil-Waututh members. The weight was then applied to the technical score of each option.

More information on the development of the evaluation framework can be found in the *Mobility Study Evaluation Process* package: <https://syc.vancouver.ca/projects/stanley-park-mobility-study/part-2-mobility-study-evaluation-process.pdf>.

For detailed feedback on the guiding principles from park interest-holders, community organizations, and the Nations, see **Appendix B**.



Gordon Neighbourhood House Session



Trout Lake Youth Council Session



Combined Interest-holder Workshop

WHAT WE HEARD

FEEDBACK ON MOBILITY OPTIONS

Phase 3.2 of engagement helped to understand the level of support for each of the six mobility options.

A

Time-Based Network 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.

B

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.

C

Park Drive with Dedicated Transit Lane

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

D

Park Drive with Protected Bike Lane

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

E

Car Free Park Drive with Dedicated Bike & Dedicated Shuttle/ Transit Lane

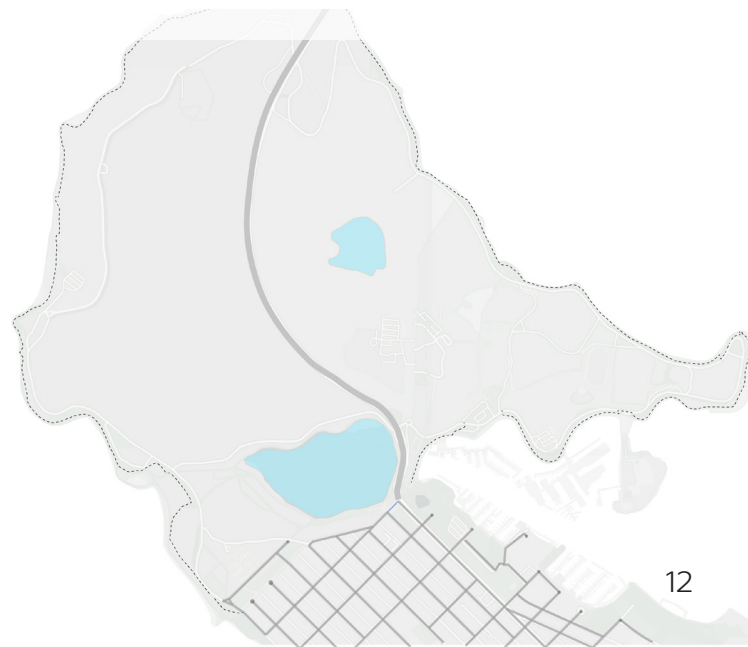
Close Park Drive to cars and provide one dedicated lane for a public transit or shuttle service and tour buses, and a second protected lane would accommodate active transportation (bikes, e-bikes, scooters, hand-cycling, etc.) modes only.

F

Car Free Park Drive with Bidirectional Transit & Active Transportation

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.

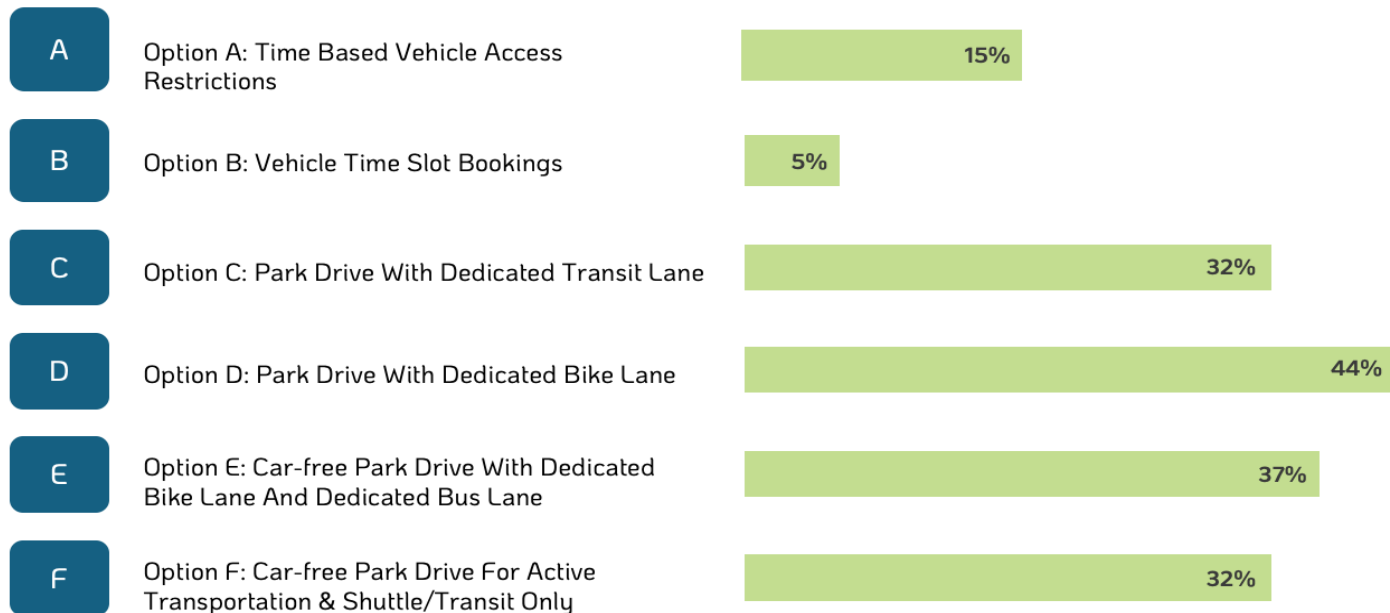
The following pages summarize key findings from the public survey. To read detailed feedback on each of the options, see **Appendix C**.



PREFERRED OPTIONS

Participants were asked which **options they prefer** (up to three) when thinking about all six options.

5,002 responses



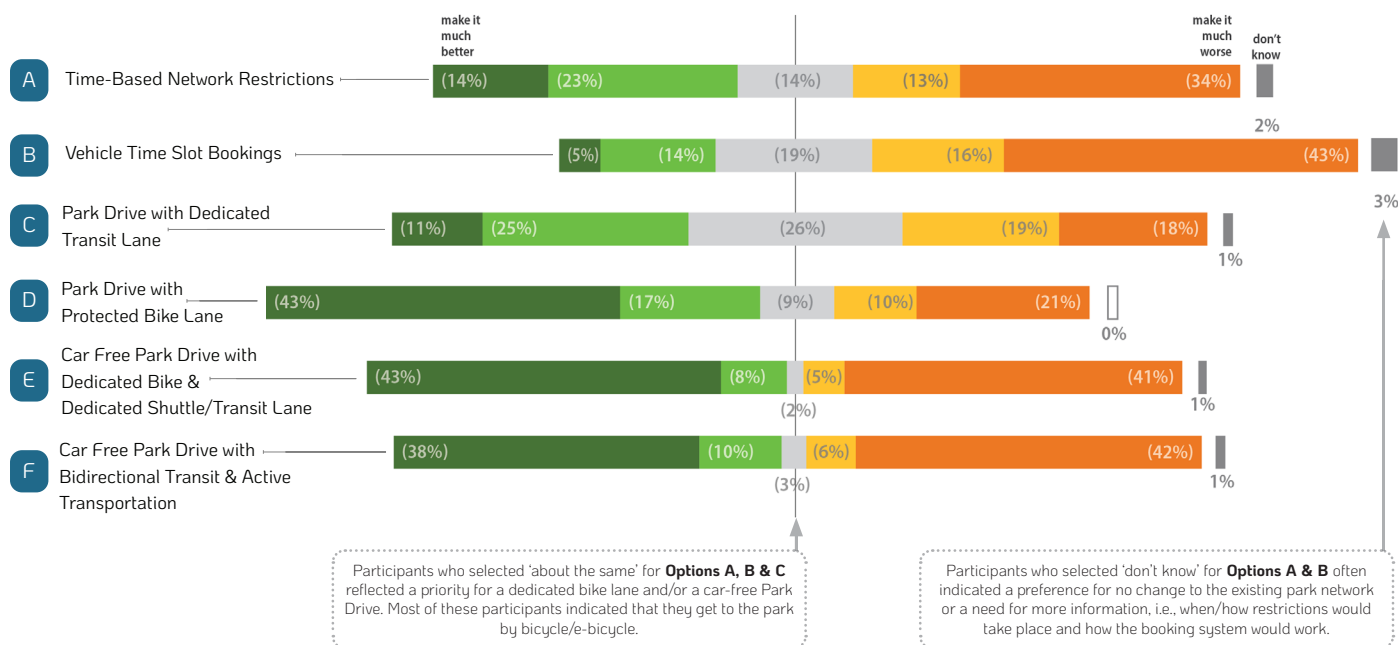
Option D (Park Drive with Protected Bike Lane) was selected most by respondents (44%) while Option B (Vehicle Time Slot Bookings) was the least preferred (5%).



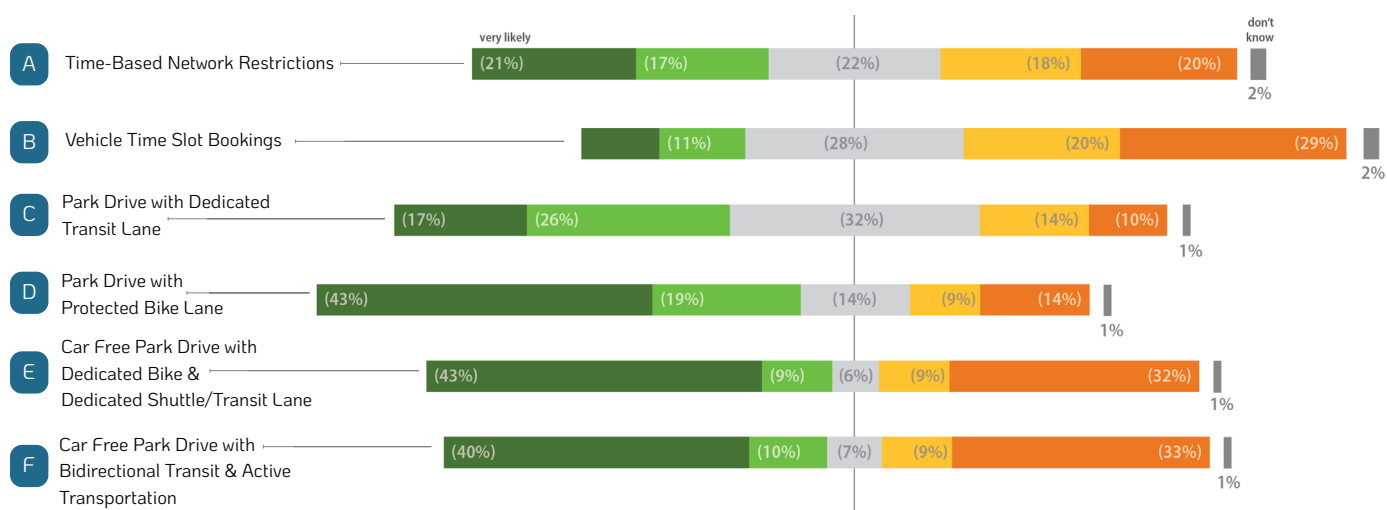
Photo by Emily Holmes

OPTIONS COMPARISON

Participants were asked how each option would **impact their experience** in Stanley Park, from making it much or somewhat better (dark green and light green) to making it somewhat or much worse (yellow and orange).



Participants were also asked **how likely they would be to visit** if each option were implemented, from very likely or likely (dark green and light green) to unlikely and very unlikely (yellow and orange).



For both questions, Option D (Park Drive with Dedicated Bike Lane) ranked the most popular in making participants' park experience much better and in making participants very likely to visit the park. Option B (Vehicle Time Slot Bookings) ranked the least popular in making respondents' park experience much worse and in making participants very unlikely to visit the park.

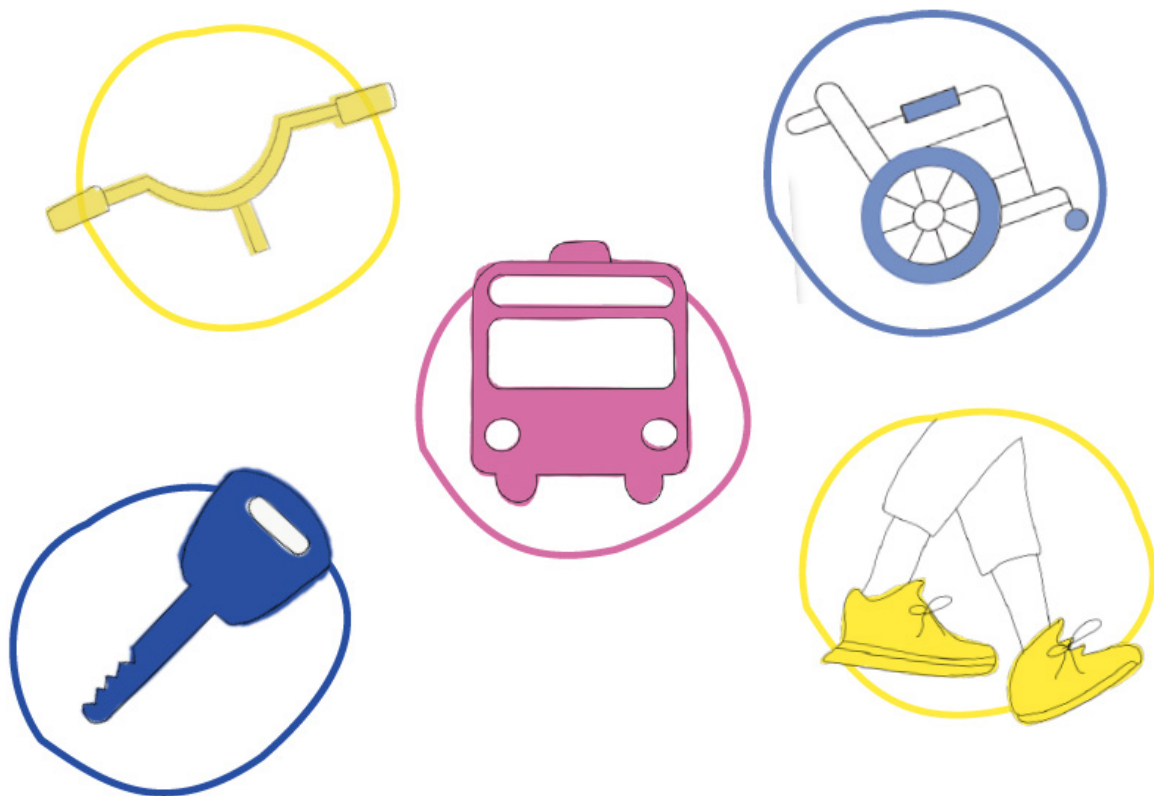
SURVEY COMMENTS

Of the 6,095 survey respondents, 2,780 provided additional written comments. The most common themes are described below.

We calculated the percent of those comments that related to each theme by dividing the number of comments by the total number of responses to this question (2,780).

Themes are listed in order from the highest to lowest count and percentage of comments.

Please note that some responses related to multiple themes so the aggregate number of comments do not precisely add up to the total number of additional comments.



Levels of vehicle access (1,007 comments 36%)

Support for car-free or limited vehicle access (409 comments, 15%)

Comments expressed general support for a car-free Park Drive to address safety, noise impacts and environmental impacts, and to promote a park experience that encourages connection with the natural environment.

This also included suggestions for car-free days and maintained access for emergency and operational vehicles and people with disabilities using private vehicles.

Need for maintained vehicle access (416 comments, 15%)

Limitation of vehicle access to the park was a concern for some respondents. Comments specifically mentioned the reliance certain groups have on vehicles, including elderly populations, people with disabilities, families (particularly those visiting with equipment or belongings), visitors from neighbouring municipalities in Metro Vancouver, and users of facilities like the yacht club or rowing centre (when bringing boats or gear).

Concern for safety from vehicles (158 comments, 6%)

Respondents reported accounts of drivers exceeding speed limits and lack of signaling, creating dangerous conditions for cyclists and pedestrians. Some expressed concern for the shared road space between vehicles and cyclists, especially impacting less confident cyclists or those biking at slower speeds.

Vehicle access on certain roads (24 comments, 1%)

Maintaining vehicle access along specific routes or on select roads was suggested to support key park destinations and local amenities (particularly the Aquarium, sports facilities, and event spaces such as Malkin Bowl). There were comments to maintain a balance between reducing vehicle presence and preserving essential access for park users.

Active transportation access (698 comments, 25%)

Cycling infrastructure (411 comments, 15%)

- **Support for additional infrastructure
(286 comments, 10%)**

Respondents expressed the need for a dedicated cycling lane on Park Drive to prioritize safety between cyclists and drivers and encourage active, environmentally friendly transportation. However, there were mixed opinions on whether the bike lane should be protected with physical barriers or without to enable passing and flexibility. Some cited the temporary bike lane implemented during Covid-19 as a success and were disappointed in its removal. The seawall was also described as overcrowded, and a bike lane is seen as a way to accommodate all cycling abilities.

- **Opposition to additional infrastructure
(96 comments, 3%)**

Respondents indicated that existing cycling infrastructure, particularly on the seawall, are sufficient and that a new bike lane on Park Drive may lead to more vehicle congestion. There were concerns that the bike lane will prevent drivers from passing slower vehicles and that it will not be used year-round.

- **Considerations (29 comments, 1%)**

There were suggestions to improve wayfinding and signage for cyclists, especially those using rental bikes and visiting for the first time. There were also comments that the bike lane should be wide enough to accommodate passing of cyclists or larger bikes to maintain safety.

Concern for cyclist and pedestrian safety (149 comments, 5%)

There were concerns with the speed of some active transportation users and the risk of conflict between cyclists and pedestrians, as well as slower moving cyclists. Some favoured increased enforcement of speeds to prioritize road safety.

Comments on alternative transportation (137 comments, 5%)

There were suggestions to remove the horse and carriage because of the road congestion that it can often cause. Some also suggested that e-bikes and e-scooters use the roadway instead of the bike lane or pedestrian path.

Accessibility and equity considerations (607 comments, 22%)

Respondents highlighted significant concerns about accessibility and equity in relation to park access. Many suggested that restricting or removing private vehicles could disproportionately impact seniors, people with disabilities, and families with young children, who rely on cars to navigate the park. While some supported reducing vehicle access for environmental and safety reasons, they emphasized the need for exceptions or alternative solutions, such as allowing vehicles with disability permits, offering accessible shuttles, and providing convenient parking for those with mobility challenges.

No changes or no options (536 comments, 19%)

Respondents expressed dissatisfaction with all the proposed options, preferring no changes to the existing park network. Comments suggested that the system works well, providing sufficient access for users, including those with vehicles, people with disabilities, or coming from outside of downtown.

Public transit and shuttle access (331 comments, 12%)

Need for increased transit in park (234 comments, 8%)

Support for transit in the park (shuttles/buses) was driven by the need to improve accessibility for those with mobility challenges, address vehicle congestion, and enhance safety and environmental sustainability. Providing reliable and regular transit services was seen to give visitors more mobility options and help more people access and get around the park.

Concerns for transit (84 comments, 3%)

Options that included shared lanes between buses and cyclists were seen as unsafe, as buses can obstruct views and slow down cyclists, while also emitting fumes. There was also concern that transit services may not fully accommodate people with mobility challenges, families with strollers, folding chairs/picnic supplies, etc., or those who live far away. Adequate parking facilities (e.g., park and ride) would also need to be close to shuttle/transit stops if transit services are implemented.

Access to businesses and economic vitality (183 comments, 7%)

There were concerns with the potential impact on access to key destinations and facilities within the park – particularly the Aquarium, event spaces, restaurants, boat marina and rowing club – where users often rely on vehicles to bring families, sporting equipment, boats, etc. Comments considered impacts on tourism, ensuring that vehicle restrictions do not limit potential visitation. The needs of park business staff and facilities were also highlighted as they require access into and out of the park throughout the day and into the evening.

Sustainability and natural environment (96 comments, 3%)

Comments emphasized the need to preserve Stanley Park's natural environment by reducing emissions and congestion. Participants advocated for prioritizing active transportation options like cycling and walking, while supporting green transit solutions such as electric shuttles. The importance of long-term sustainability was highlighted, ensuring the park remains a peaceful, nature-centred space for future generations to enjoy.

Support for hybrid options (47 comments 2%)

Hybrid ideas focused on creating a balanced transportation system in Stanley Park that prioritizes safety and accessibility and accommodates mixed modes. Road space for bidirectional cycling was mentioned, as well as allowing both transit and vehicle access with restrictions to slow down vehicles and prevent congestion.

Other suggestions (32 comments, 1%)

Other suggestions included seasonal restrictions for vehicles since active transportation use is significantly lower outside of the summer months. There were also ideas of a toll for vehicle access to reduce congestion while still allowing cars in the park.

Implementation considerations (30 comments, 1%)

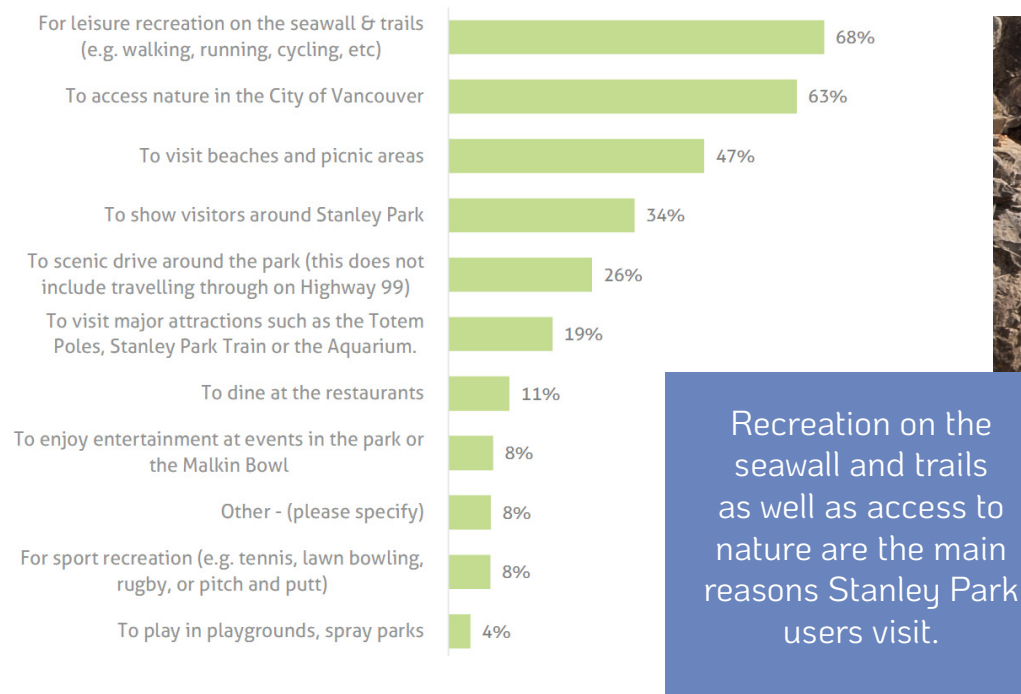
Comments indicated a need for increased enforcement to implement options and questions related to funding of potential park changes.



WHO WE HEARD FROM

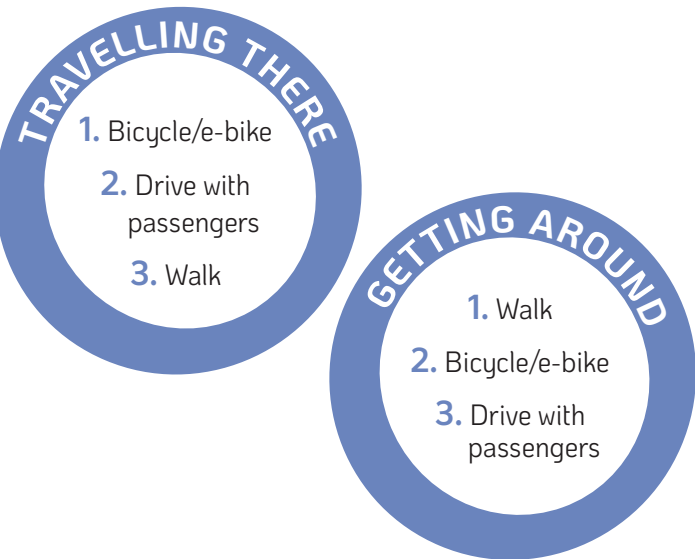
To better understand who we were hearing from, participants of the public survey were asked to complete demographic questions and questions about how they visit Stanley Park. Please see **Appendix C** for the full summary of demographic responses from the survey.

REASONS FOR VISITING THE PARK

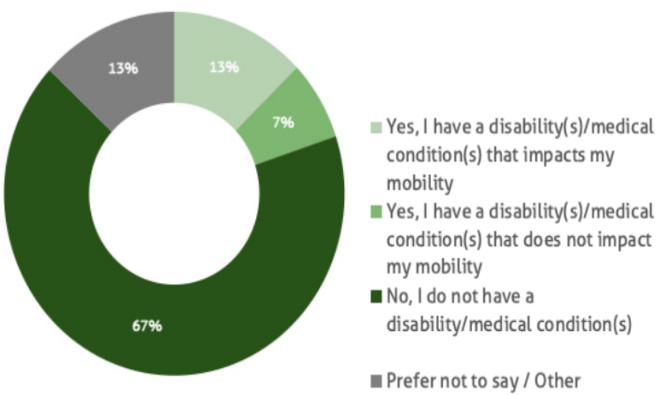


TRAVELLING TO AND AROUND THE PARK

We asked participants how they travel to Stanley Park and how they travel around the park once they get there.



PEOPLE WITH DISABILITIES



20% of participants have a disability(s) or medical condition(s), including those that do and do not impact their mobility.

NEXT STEPS

Feedback on the draft mobility options will help inform the forthcoming Stanley Park Mobility Feasibility Report. The final report will be presented to the Park Board for approval in spring of 2025.

For more information and to sign up for project updates, visit the Shape Your City project webpage at: shapeyourcity.ca/stanley-park-mobility-study.



