

HUB Cycling Stanley Park Bike Lane Position Paper - February 10, 2023

- A safe, protected Stanley Park Bike Lane on Park Drive **is critical to greater access and recreational opportunity** for people of all ages and abilities in Stanley Park
 - The seawall is an important bike/rolling and walking path in the park but it isn't adequate for current and future usage. Not only is the seawall bike path often overly congested in peak times causing dangerous situations with a variety of different types and speeds of users on the same path but it has physical barriers to bicycle usage for handcycles, kids bike trailers, larger bikes such as adult tricycles and family cargo bikes. In addition, the seawall is increasingly closed due to damage or potential damage from climate related storm action. The seawall may have to be completely restructured due to climate change, which would leave no safe access in the park should the Park Dr lane be removed.
- Not everyone can or wants to use a car to get to and to enjoy the park. Many people choose to bike and otherwise roll to and in the park for both transportation and recreational purposes. People may not be able to afford a car, may be unable to use one, may choose not to use one for many good reasons and biking and rolling is a great alternative means of access. In addition, everyone gets to enjoy a park with less noisy and polluting vehicles going by with fewer cars.
- This bike lane is extremely popular; [Business in Vancouver](#) reported on a survey in May 2022 showing that **63 per cent of Vancouverites [thought] a temporary bike lane on Park Drive in Stanley Park [was] a “good idea”**.
- HUB Cycling believes that a lane on Park Drive is necessary to **meet the goals of the Stanley Park Mobility Study**, ie to “improve park access and the user experience for all, by developing and evaluating the feasibility of options for the reduction in private vehicle traffic” [Minutes page 5](#) . Many jurisdictions have reduced motor vehicle traffic in their parks, including [Golden Gate](#), [New York's Central Park and Prospect Park](#), [Banff National Park](#)
- **The Mobility Study** goal of reducing motor vehicle traffic in the park aligns with the [City's Climate Emergency Action Plan](#) and would create a more peaceful and less polluted park for greater enjoyment as well. HUB Cycling supports greater public transportation options in the park which could include: electric buses or mini buses, bicycle “rickshaws” or other pedal powered public transport etc.
- Although some Park Board commissioners have spoken of **business concerns about the bike lane in the park and difficult access for people in motor vehicles**, we don't see **evidence of motor vehicular access issues**. Instead, **without a bike lane, we see problems with access for people biking and otherwise rolling**.

HUB Cycling position on [staff report](#) for Feb 13th Park Board meeting. Note: Commissioners (except Commissioner Digby) voted for Option C

- The staff report helps provide more general context to both the history and current status of the lane
- The staff report highlights that a permanent bike lane on Stanley Park drive is unlikely in the next decade due to design complexities and cost. Staff estimate \$20-\$50M dollars to install a permanent bike lane that accommodates two lanes of vehicle traffic. **In the face of this information, we must extend the life of the temporary lane** for the safety of park users, and to meet the goals of the Park Board in terms of reducing motor vehicle use in parks, meeting the environmental targets, etc
- **Option B is the best option presented here.** Good option for making the temporary bike lane safer before a promised permanent lane is installed. The barriers to be used to replace cones and other less complete separation are “mountable curbs” which are the same type as those used on Beach Ave and other places in the city (see Appendix D)
- Option A retains the majority of the temporary lane but eliminates it in the eastern section of the seawall around the area of the Aquarium and over to Lumberman’s Arch. Option A would have people cycling on the seawall and then being able to return to a Park Dr protected lane near Lumberman’s Arch. The report points that the seawall is wider in the eastern section than many places in the more western seawall and less likely to be closed due to storm action. Nonetheless, for all users, this is also the heaviest used section of the seawall and in summer months is often overwhelmed. In order to encourage less car traffic in the park and to encourage people to access the park in other ways, we need to provide adequate space for the growing number of people cycling to and in the park as is offered by Option B
- Option C eliminates almost all of the temporary bike lane, rendering Park Dr unusable for people of all ages and abilities to cycle on. This would be a huge step back for encouraging alternate means of getting to and around the park other than by motor vehicle. It would also be an enormous cost to Park Board considering the ap. \$330,000 removal cost plus the significant costs required to build a permanent lane after.
- All three options create an exit from the park into the West End. Although this doesn’t directly affect the temporary lane in the park, it will cause an increase in motor traffic across the Chilco Bike Route and in the West End generally, increasing the risks for pedestrians and people on bikes there. In addition, the staff report notes that there will be a potential increase in motorist traffic in Stanley Park as some motorists use this new configuration to use the park as a bypass route into the West End. Finally, the staff report notes that there have been congestion issues with cars leaving the park for decades. We should be encouraging other mobility options instead of facilitating private car movement through the park.