



Your **Cycling** Connection

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June 26, 2020

Ian Stewart  
Manager, Park Development  
Vancouver Board of Parks and Recreation  
By email

Re: Stanley Park Temporary Road Space Reallocations

Dear Ian

Firstly, thank you for your efforts on the recently implemented changes to walking, cycling, and vehicle circulation in Stanley Park. This is a great compromise that allows vehicles back into the park for people who need or want them, continues to provide additional space on the seawall path for physical distancing, and provides a safe place for people to cycle in the park.

We have received many suggestions and questions about the June 22<sup>nd</sup> changes. We have been able to answer many of them but want to pass on the suggestions we have received. We have consolidated them here to reduce the number of letters and emails you receive, knowing that it is a very busy time.

### South Lagoon Path

- 1) The entrance to the South Lagoon Path from Park Drive is not clear for those travelling north or south by bike on Stanley Park Drive, especially for those coming from Beach Ave. We suggest additional signage that directs people on bikes to the protected path (at point A in Figure 1). Signage would also help along the course of this path for those not familiar with it. Suggested signage locations are indicated with red flags in the map in Figure 1. Signs should indicate that this is the protected path return route to the Park Entry point in Coal Harbour. We have received emails by people who saw the signs referring to Coal Harbour, but many do not know it as that, and they want to stay in Stanley Park. The signs along the path would help prevent people heading on to the unpaved paths where cycling is not permitted; people we have encountered cycling here were lost and were not trying to ignore the rules. As part of this improvement, we suggest naming the loop, so that signs can have a constant reference (eg, Temporary Bike Loop or Stanley Park Bike Loop).

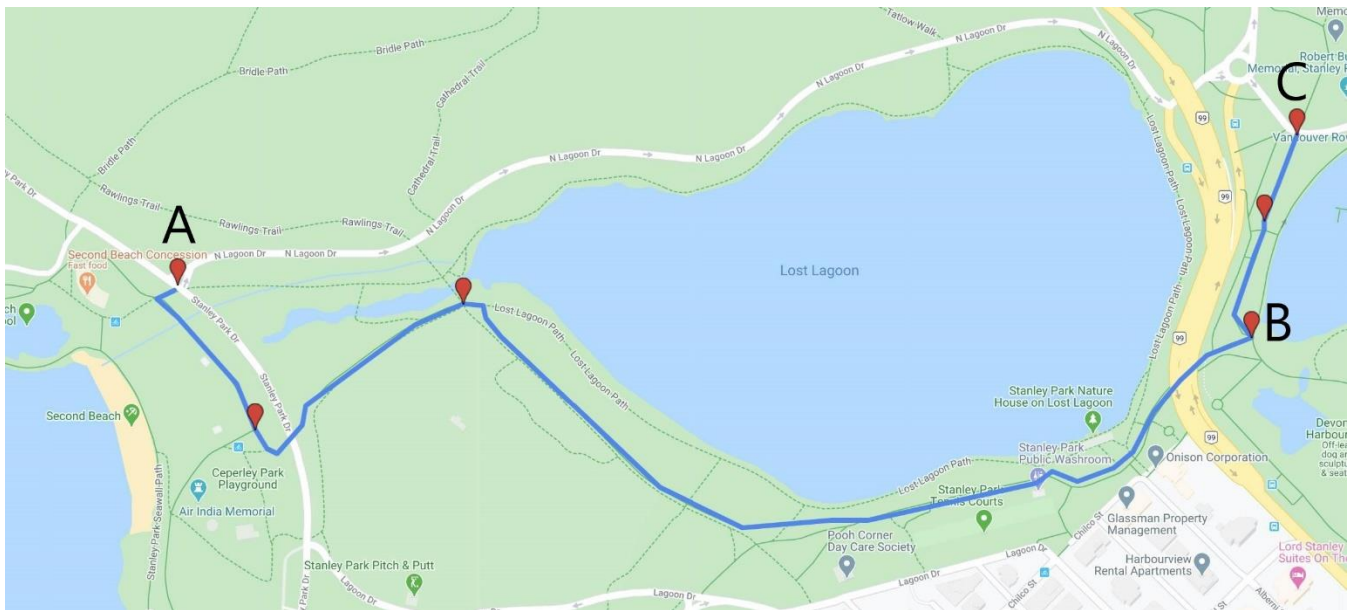


Figure 1 – South Lagoon Path

- 2) Consideration should be given to installing a protected temporary bidirectional bike lane along the north side of North Lagoon Drive, to reduce bike volumes on the South Lagoon Path. Putting the bike lane on the north side of the road here would maintain the parking and manage potential conflicts.
- 3) The intersection of the paths at the Coal Harbour entry point is confusing (point B in Figure 1, and Figure 2) It is a poorly laid out intersection at the best of times, but with an increased volume of people on bikes it can be dangerous. We have some ideas on fixes here that would be of benefit in the longer term as well.



Figure 2 – Park Entry Point

- 4) The path from the entry point to Park Drive (heading north from point B on Figure 1) should be marked with cones (possibly positioned along the western edge), to lead people on bikes to point C.

- 5) The junction of the path with Park Drive (point C in Figure 1, and Figure 3) is problematic. Signs direct people on bikes to walk on the sidewalk. This is a challenge for those people cycling who have difficulty walking (eg those using adaptive bikes), and there is no curb cut further east towards the Rowing Club. We suggest you investigate whether the start of the separated bike lane can be moved west to this point, so that people on bikes enter it directly from the existing curb cut. This would require routing vehicles over the yellow paint on the roadway here.



Figure 3 – Entry to Park Drive

- 6) Signage is required at point C for people wanting to return to Beach Ave, to direct them to the South Lagoon Path.
- 7) As there are people cycling both on Lagoon Drive and on the South Lagoon Path, we recommend that counters be monitored along both routes to see where people are riding. Faster and more confident riders may choose the North Lagoon Drive route, while others may choose the South Lagoon Path. This is an opportunity to learn what route people prefer, for future consideration.

#### Separated Lane on Park Drive

- 8) We have had many questions about the separated bike lane width. We have pointed out to people that in places it is narrowed to allow vehicles to overtake other vehicles and the horse drawn tram. In other places, the width seems arbitrary, particularly along Park Drive up to and down the hill from Prospect Point, where the cones have not been on the centre line, but rather offset towards the right curb (Figure 4). We have heard concerns about vehicles driving more quickly in the wider vehicle lane and suggest that a narrowed vehicle lane will help manage vehicle speeds here.



Figure 4 – Cone placement

- 9) We have heard about the sign or signs reading “slow cyclists keep right” and a co-located sign for vehicles, that uses the phrase “keep right except to pass”. The question is why the signs are not equivalent, eg cyclists should keep right except to overtake. Is it meant to indicate that faster cyclists may use the vehicle lane to overtake?
- 10) We encourage you to consider implementing a return route along Pipeline Road, with a protected bike lane southbound. Wayfinding signs should indicate that this is a return route. It would provide an alternative to the hill to Prospect Point and reduce the number of people cycling on the western portion of the seawall where they should not be now.

#### Vehicle Parking Lots

- 11) We fully understand that these are temporary bike lanes, and that finding an optimal design that provides a safe and comfortable cycling lane, while accommodating vehicle parking where possible, is a challenge. That said, we have heard from many, and found ourselves, that routing the bike lane through the parking lots at Prospect Point, Third Beach, and Second Beach is not intuitive for people cycling, and suggest that there may be a way to restore some vehicle parking. This would require vehicles to cross the bike lane. At Prospect Point, we received a suggestion about running the protected bike lane straight on Park Drive (removing the added parking on Park Drive, and any pick up/drop off zones), with a temporary stop sign for drivers before they turn right into the parking lot, to either park or pick up/drop off. This may not work at Third Beach due to trucks loading on Park Drive, but it may work at the Second Beach parking lot, where we observe many people cycling carrying on straight regardless.

## Summary

We are supportive of the changes you have made here and want to be part of improving them so that we can all have the best possible trial of this arrangement through the summer. We would be happy to discuss the above by telephone or video conference and would also be pleased to do a site ride with you through the park to explore these and other opportunities.

Thank you for your consideration of the above

Best regards

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cc: Lisa Slakov, Park Board Liaison, Vancouver UBC Local Committee, HUB Cycling  
City of Vancouver Transportation Design Team

### **About HUB Cycling**

HUB Cycling is a charitable not for profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).