

April 15, 2024

Dear Emily and Stanley Park Mobility Study Team,

Thank you on behalf of HUB Cycling for the diligent work you've done on the Stanley Park Mobility Study. We've very much appreciated being stakeholders in this work and continue to do so; we also valued the opportunity to participate in the recent stakeholders workshop. After the workshop, and drawing on the information presented at the workshop, we do have some points we want to make.

We can see that your team is balancing a great number of different priorities in coming to appropriate recommendations from the Study and we appreciate the challenges that effort creates in addition to the opportunities.

We are very pleased to see that all options include transit around the park as we believe that public transit is a requirement for equitable mobility in the park. We were, however, very concerned to see that there was only one option presented that provides for a protected active transportation (AT) lane. This doesn't fit with the guiding principle of "safety", and is surely a critical lens through which all options need to be vetted. In addition, since a primary goal of the Study is to reduce motor vehicle traffic in Stanley Park through the promotion of alternative modes, research shows that in order to encourage the people who aren't already cycling we need to provide lanes that are comfortable for most people, and with the volume of vehicles in Stanley Park at peak times, this means providing protected lanes (see this [NACTO article](#) and local [UBC research](#)). If there is no protected lane on Stanley Park Drive, we believe that using AT modes - such as bicycles and scooters - won't be comfortable or safe for most AT users and that this will greatly reduce the numbers of users, especially families with children.

In our opinion, the best options for moving forward with the stated goals of the Study are as follows:

1. Provide one protected lane for AT users moving largely in one direction
 - a. We believe that a bidirectional lane through most of Stanley Park Dr will not have adequate width and thus reduce safety and comfort.
 - b. It is likely feasible to provide a wider bidirectional lane between Second Beach and Third Beach Ave with a connection to a bidirectional bike lane from Lagoon Drive to Beach Ave.
 - c. Ensure that Rawlings Trail between Second Beach and Third Beach is well signed as an alternative to the on-road route
 - d. Include a bidirectional bike lane on Pipeline Road from end to end.

2. Provide one unidirectional general purpose lane on Stanley Park drive for use by transit, private vehicles, and delivery vehicles.
 - a. Although we understand that a transit system hasn't yet been worked out, we believe this is a pivotal component of great access to and mobility within the park for everyone, including AT users, and trust that every effort will be made by all governmental levels to ensure this aspect will happen quickly
 - b. Should the transit piece take longer to work out than other parts of the mobility plan, we hope that the AT plan can be in place rapidly

Finally, we are very interested to hear anything you may know about the timeline for this Study and potential implementation. We understood that you will be bringing Study conclusions to the commissioners in June. We look forward to seeing the recommendations, and better understanding the timeline for implementation.

Thank you in advance for your consideration of our thoughts on this.

Sincerely,

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About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 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 has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.