

February 1, 2022

## Assessment Ride Report - Stanley Park Protected Cycling Lanes

The implementation of the temporary protected cycling lanes has been a tremendous benefit for people cycling in Stanley Park. The Vancouver UBC Local Committee of HUB Cycling completed an assessment ride of the 2021 temporary lanes implemented in Stanley Park, in October 2021. The following recommendations are intended to inform the discussion around permanent traffic calming measures to be proposed by staff in early 2022. The assessment ride followed the route indicated in Figure 1, with stops indicated from labels 1 to 11.

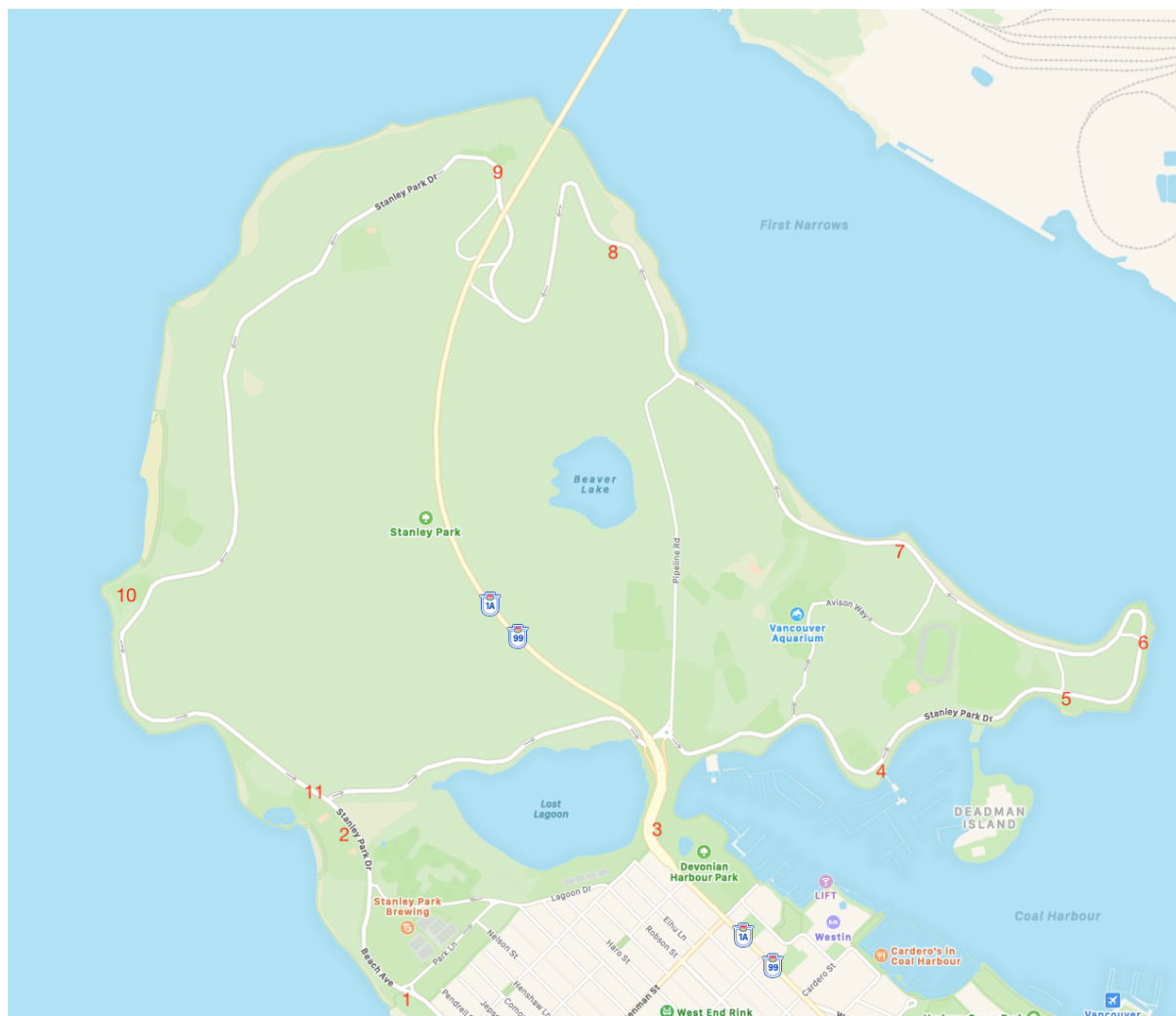


Figure 1 - Stanley Park Drive Assessment Ride route and stops

## **From Point 1 to Point 2 - Stanley Park Drive from Park Lane to North Lagoon Drive**

The cycling lane here, shown in Figure 2, is bidirectional and the section from Park Lane to north of the Lawn Bowling club should be wider, with a painted yellow centreline to emphasize that it is bidirectional.

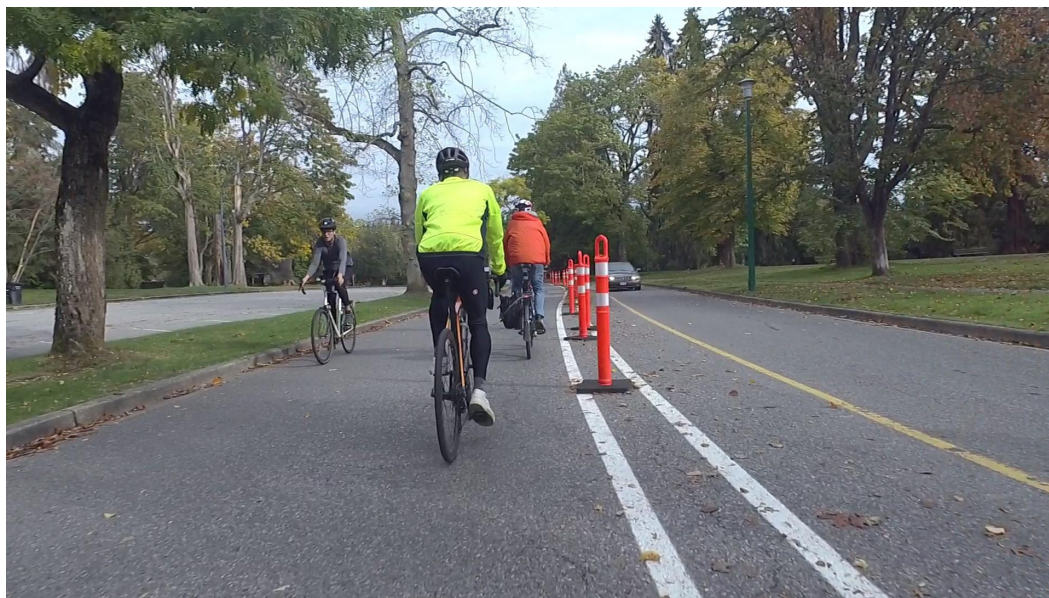


Figure 2 - Park Drive bidirectional lane from Park Lane to North Lagoon Drive

The turn-off Park Drive to the new connecting path to the South Lagoon path, shown below in Figure 3, can be confusing to path users.



Figure 3 - Turn from Park Drive at Ceperley Park to the new connecting path to the South Lagoon route



There are multiple small signs in this area, as shown in Figures 4 and 5. The signs indicate that people cycling are to keep left even though it is necessary to enter the right (shared vehicle) lane to proceed to North Lagoon Drive. There are no clear route markings for the trail route to 3rd Beach. Consequently, many cyclists end up taking the on-road bike path, riding counterflow to bike to 3rd Beach. It is not clear how to continue around the park on the protected lanes, there are just signs for the Coal Harbour exit. There are no clear signs that the new bike lane that goes to the west towards the concession will end at the side of the pool. Multiple groups were observed trying to figure out how to proceed, and other groups who rode through the exit became flummoxed at N. Lagoon Drive.

Anecdotally, an approximate 50:50 split was observed on the day of our assessment ride, between people cycling on the temporary route and N. Lagoon Drive.



Figure 4 - Park Drive at North Lagoon Drive



Figure 5 - Park Drive at North Lagoon Drive

### **From Point 2 to Point 3- Cycling exit from Stanley Park Drive via the bike path to Coal Harbour**

There is a desire line connecting Stanley Park Drive to the playground and Ceperley Tunnel, shown in Figure 6. Consideration should be given to paving this path.



Figure 6 - Desire Line from Stanley Park Drive to the playground and Ceperley Tunnel

Ceperley Tunnel, shown in Figures 7, is narrow and it is often used by people walking



Figure 7 - Ceperley Tunnel



The cycling path east of Ceperley Tunnel, shown in Figure 8, is not sufficiently wide, and lacks stencils or markings to indicate where people should cycle, and where people should walk.



Figure 8 - Bike path from Ceperley Tunnel to Lost Lagoon

At the end of the South Lagoon path, approaching the underpass at Chilco and Georgia, as shown in Figure 9, the path directionality is confusing and it appears that people cycling should stay to the left of the guard rail. Stencils and signs would help. This is also a heavy traffic area for people both walking and cycling. This will also be the location of upcoming construction work by Metro Vancouver for the water supply tunnel, and additional attention should be paid to signs when the tunnel shaft construction detour is in place.



Figure 9 - South Lagoon Path

Improved signage could reduce conflict between people walking and people cycling, as shown in Figure 10.



Figure 10 - Approaching Chilco Tunnel

After going through the underpass, along the path to Coal Harbour shown in Figure 11, there is no indication that a sharp left must be taken to continue on to the temporary bike lanes on Park Drive. Instead, people cycling end up at the seawall at Coal Harbour. Signage and stencils would help. The current crosswalk marking does not show that cycling is permitted, despite the arrow stencil on the path.



Figure 11 - Coal Harbour Entrance Hub



### **From Point 3 to Point 4 - Coal Harbour to the Yacht Club**

There are few markings on the connecting path shown in Figure 12, running from the Coal Harbour Entrance Hub towards both the Causeway paths and the protected cycling lanes on Park Drive. The pavement along here is very wide, and could easily have a painted cycling lane along the west side, for the comfort and safety of people walking as well as people cycling.



Figure 12 - Connecting from the Coal Harbour Entrance Hub to the protected bike lanes

The stencils that do exist, shown in Figure 13, direct people cycling towards the Causeway bike paths, which is good, but not also to the protected lanes on Park Drive, which should be remedied.



Figure 13 - Connecting from the Coal Harbour Entrance Hub to the protected bike lanes

At the north end of the connecting bike path to Stanley Park Drive, shown in Figure 14, there is an unmarked hard right turn to get back on the protected paths.



Figure 14 - Connecting path from the Coal Harbour Entrance Hub at Stanley Park Drive

The protected cycling lane narrows significantly just before the Information Booth, as shown in Figure 15. This is understandable as it is a high traffic area for people walking, but it should be clearly signed to indicate that the lane narrows. As this is at the bottom of a small hill there are some path users moving more quickly here.



Figure 15 - Stanley Park Drive at the Information Booth



There are two vehicle crossings of the bike lane at the Royal Vancouver Yacht Club, with one shown in Figure 16. Both crossings should be marked with green paint to indicate conflict zones.



Figure 16 - Bike lane at the Royal Vancouver Yacht Club

### **From Point 4 to Point 5 - Yacht club to the Harry Jerome statue**

Leaves and other debris can make the bike path slippery and dangerous. This is illustrated in Figure 176. The route requires regular maintenance with sweepers, especially in the fall.



Figure 17 - Bike lane with debris

Where the seawall route and the temporary cycling lanes converge at HMCS Discovery, shown in Figure 18, people cycling can be confused as to where to ride, and seawall path users were observed inadvertently entering the temporary lanes on the roadway.



Figure 18 - Bike lane at HMCS Discovery



There is a horse carriage stop placed in the bike lane, shown in Figure 19. This is unsafe for people cycling, and should be relocated out of the cycling lane.



Figure 19 - Bike lane at the Royal Vancouver Yacht Club with Horse Carriage stop

### **From Point 5 to Point 6 - Harry Jerome statue to the Brockton Point parking lot**

At the Harry Jerome statue, the bike lane merges with the vehicle lane. There is a single share the lane sign. This requires additional attention. Figure 20 shows a new ramp from the temporary route up to the existing seawall bike path. People cycling are given two options here, to share the road with vehicles or take the existing raised path, but this creates conflict with vehicle operators who squeeze past, apparently believing that people cycling should not be on the roadway here.



Figure 20 - Bike lane splits at the 9 O'Clock Gun

Those people cycling who chose to take the existing raised path are directed back onto the roadway where vehicles can be turning right into the parking lot, as shown in Figure 21.



Figure 21 - Entrance to the Brockton Point parking lot

The existing seawall path, shown in Figure 22, is very narrow and runs in front of parked vehicles, in the area where people are standing, and exiting and entering their vehicles. This is a high conflict zone.



Figure 22 - The Brockton Point parking lot showing the narrow bike path



### **From Point 6 to Point 7 - Brockton Point parking lot to Lumberman's Arch**

At the exit of the Brockton Point parking area there is another ramp taking people cycling back up to the existing raised path, shown in Figure 23. This is not clearly signed. Many people cycling will choose to stay on the roadway here instead of riding on what appears to be a sidewalk, and not switch back and forth between the roadway and the raised path.



Figure 23 - Exit from the Brockton Point parking lot, with a new cycling ramp

At the Girl in a Wetsuit statue, the narrowing of the bike lane for the horse carriage pullout requires improved pavement markings.

The ramp back down to the protected lane on the roadway near the water park, shown in Figure 24, needs improved markings. There are also problems with water drainage on the roadway here.



Figure 24 - Ramp from the existing raised bike path at Lumberman's Arch

### **From Point 7 to Point 8 - Lumberman's Arch to Pipeline Road**

This section works well. The lane back down to the seawall at the north foot of the Prospect Point hill, shown in Figure 25, should be better marked, especially to assist those people cycling who wish to avoid the hill. Clearer signage should be erected to indicate to path users that they can return to the park entrance along Pipeline Road, thus avoiding the hill.



Figure 25 - Protected bike lane at access path to seawall to avoid the Prospect Point hill



## **From Point 8 to Point 9 - Pipeline Road to Prospect Point**

The well-spaced cones that are along here, shown in Figure 26, make it easy for people cycling more quickly to overtake slower riders. The cones have been shifted at the hairpin turn, likely after being hit by vehicles. On the hill, we observed that slower riders stayed to the right side for the most part. This section should have concrete dividers, but with openings to allow changing lanes for overtaking.



Figure 26 - Cone-protected bike lane at the Prospect Point Hill

At several points along the protected bike lanes, there are signs indicating that vehicles should keep left, and people on bikes should keep right. An example is shown in Figure 27 on the following page. While generally correct, these signs create unnecessary conflict when people on bikes use the left (general travel) lane to overtake slower riders. Some people driving have interpreted these information signs as prohibiting people on bikes from traveling in the left lane. The signs should acknowledge that this practice is legal. It is also safer if there is a significant speed differential between people cycling with different fitness levels or abilities. Suggested signs include “Bikes keep right except to overtake” or simply “Vehicles keep left” in combination with a cycling stencil in the protected bike lane.

The exit to the causeway at the Lion’s Gate bridge is poorly marked for people cycling and requires a merge with motor traffic.

The entrance to Prospect Point, shown in Figures 28 and 29 on the following page, can be very confusing for people driving, and this can make it dangerous for people cycling. The markings are poor in terms of traffic flow lanes. Vehicle operators were observed stopping in the right turn lane, unsure of how to proceed. While the general layout can work, the temporary nature of the implementation appears to be a source of the confusion. Raised pedestrian crosswalks would help slow traffic here, as well as elsewhere in the park.





Figure 27 - Vehicle/Bike Lane Sign



Figure 28 - Parking lot entrance at Prospect Point

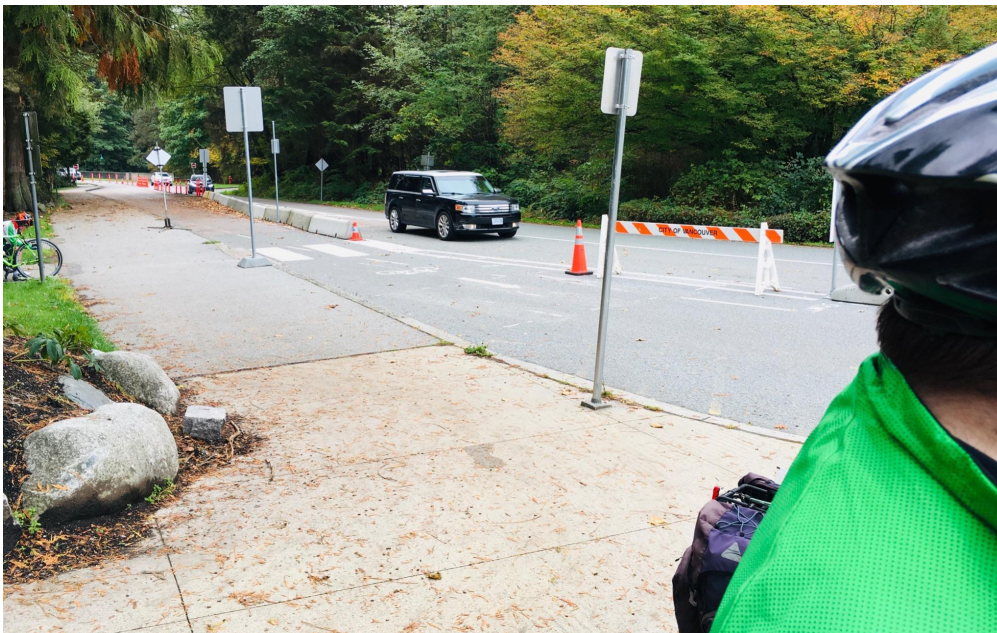


Figure 29 - Bike and vehicle lanes approaching Prospect Point



### **From Point 9 to Point 10 - Prospect Point to Ferguson Point**

The exit from the Prospect Point parking lot, shown in Figure 30, is a frequent conflict zone. Green paint should be used to indicate that people driving are crossing a cycle lane. The barriers installed to normalize the intersection geometry have been pushed back by vehicle operators, creating a slip lane. A concrete island should be installed on the left side of the bike lane to help people driving to do so safely when they are exiting the parking lot.



Figure 30 - Bike lane at the exit of the Prospect Point parking lot

At Ferguson Point, the parking lot entrance relocation has been successful, with the closure of the first access eliminating a significant conflict zone for people cycling. The new turn into the parking lot, shown in Figure 31, should be demarcated with green paint. We have heard requests for additional signage from those using Rawlings Trail to access the beach here.



Figure 31 - Parking lot entrance at Ferguson Point

## From Point 10 to Point 11 - Ferguson Point to N. Lagoon Drive

The area around North Lagoon Drive, Stanley Park Drive, the exit of the seawall bike path near the concession, the access to Rawlings Trail, and the access to the South Lagoon bike path is very confusing for users. There are a lot of signs, shown in Figures 32 to 37, but they do not appear to deliver a consistent message.



Figure 32 - Signage at the exit of the protected bike path from Prospect Point



Figure 33 - Temporary signage



Figure 34 - Additional signage





Figure 35 - Second Beach parking lot crossing



Figure 36- Signage at the exit of the seawall bike path

The sign for the trail route to 3rd Beach, shown in Figure 37, is positioned on the road and not where cyclists are, on the path to the left.



Figure 37 - Signage at the exit of the protected bike path from Prospect Point, directing people to Rawlings Trail

In summary, the implementation of the temporary protected cycling lanes has been a tremendous benefit for people cycling in Stanley Park. With the winter closures of the seawall, these lanes have been even more critical to allow people cycling to continue to access Stanley Park. The temporary nature of the implementation has resulted in some limitations, and it is sincerely hoped that a permanent installation can address these challenges, providing a safe, comfortable, and intuitive route for people cycling in the park. HUB Cycling remains open to meet and discuss all of the above with Park Board staff.

More information: [vancouver@bikehub.ca](mailto:vancouver@bikehub.ca)

## 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](http://bikehub.ca).