

**From:** **"Mochrie, Paul"** <[Paul.Mochrie@vancouver.ca](mailto:Paul.Mochrie@vancouver.ca)>  
**To:** **"Direct to Mayor and Council - DL"**  
**Date:** 7/28/2023 8:35:30 AM  
**Subject:** Beach Ave road/active transportation configuration  
**Attachments:** Letter to Park Board - Beach Avenue.pdf

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Good morning Mayor and Council,

In response to recent questions regarding the configuration of Beach Drive and management of traffic in/out of Stanley Park, I am sharing for your information the attached letter that Lon LaClaire provided to Park Board in February 2023. Lon's letter outlines a number of options and the associated implications, with the ultimate determination of the optimal approach to be confirmed once we have clarity regarding Park Board's objectives.

If you have any questions regarding this matter, please do not hesitate to reach out to Lon or me.

Best,  
Paul

**Paul Mochrie** (he/him)  
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City of Vancouver  
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x<sup>w</sup>məθkɔ́y̍əm (Musqueam), Snw̓x̌w̓ú7mesh (Squamish), and səlilwətał (Tseil-Waututh) Nations.

February 9, 2023

Donnie Rosa  
General Manager,  
Board of Parks and Recreation  
2099 Beach Avenue  
Vancouver, BC  
V6G 1Z4

Dear Donnie:

**RE: Beach Avenue Changes due to Stanley Park**

Working with Parks and Rec staff, Engineering Services staff have been investigating options for transportation changes on the portions of Beach Ave/Davie St/Morton St west of Denman St to respond to changes within Stanley Park. These options include:

- Maintaining the current one-way westbound traffic into Stanley Park
- Reversing the one-way to be eastbound only
- Making the street two-way

All of the potential changes being considered will have trade-offs. The key trade-offs are highlighted below.

**Option 1: Retain westbound only**

- Cost/timeline: N/A
- Conflicts: No change
- Operations: No change
- Local access: No change
- Traffic on West End local streets: Additional traffic would exit Stanley Park to Nelson/Barclay/Robson
- Events: No change

In this scenario, no immediate changes would be made to the City street network and exiting motor vehicle traffic could use West End streets, such as Nelson, Barclay, and Robson. This would allow staff to monitor traffic volumes in the area and study the origin and destination of exiting traffic, before determining if additional changes are required.

It would allow event organizers (three runs, Car Free Day, Celebration of Light, and Pride in the next six months) to use their strategies from 2022 rather than try to adapt on short notice. It would be the least disruptive to the ongoing West End Waterfront process which is working to expand and consolidate Park spaces.

## **Option 2: Reverse Beach Ave/Morton Ave to eastbound only**

- Cost/timeline: +/- \$20k and several weeks
- Conflicts: Minor change
- Operations: Potentially significant vehicle queues at Denman/Morton (which may require a traffic control person to manage, similar to pre-pandemic)
- Local access: Residents would be required to use other streets for access. Park Board Office would either require access from local streets (reversing the “do not enter” at Pendrell) or require driving via S Lagoon Drive
- Traffic on West End local streets: Some traffic could exit Stanley Park to Nelson/Barclay/Robson. Traffic to Park Board office and other locations would travel further on local streets
- Events: Disruptive to event planning

In this scenario, the direction of motor vehicle travel along Beach and Morton would be reversed, and changes would mostly be limited to replacing traffic signs. A right turn-only restriction at Morton/Denman would likely be needed to manage traffic demand and safety. Northbound vehicles would need to use other exits serving the West End to the north via Park Lane. Entry to Stanley Park would continue to be available via Nelson, Barclay, and Robson. If implemented before the summer, it could have major impacts on events.

## **Option 3: Two-way to Denman at Morton**

- Cost/timeline: +/- \$200k and 2-3 months
- Conflicts: Between walking and cycling (on seawall) and vehicles (crossing Beach)
- Operations: Potentially significant vehicle queues at Denman/Morton (which may require a traffic control person to manage, similar to pre-pandemic)
- Local access: Similar to pre-pandemic
- Traffic on West End local streets: Similar to pre-pandemic
- Events: Disruptive to event planning

This scenario would require significant construction including: removal of the concrete curb, asphalt repair and ramps, removal and replacement of paint lines, and rearranging concrete gravity barriers. In order to provide space for motor vehicle travel, bicycle traffic would return to the seawall path (which introduces some potential for conflict there and at the Beach/Chilco intersection), and reduces the park-widening effect being studied as part of the West End Waterfront process. There is likely an impact to the curbside patio at Morton/Denman in order to accommodate turning vehicles.

## **Other options**

Staff have also looked at options that continue the two-way traffic to either Davie or along Beach Ave (similar to pre-pandemic). Each of these would have similar trade-offs to Option 3, with additional construction, additional conflicts on the seawall and to crossing pedestrians at the busiest park of First Beach, and would reduce the interim consolidation of park/public space between Morton Park and English Bay Beach Park.

To ensure that Engineering is properly balancing the trade-offs, we are requesting that the Park Board provide greater clarity on what the Board's goals and priorities are in this area. I look forward to discussing this further.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Lon LaClaire', with a horizontal line extending to the right.

Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

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Cc: Paul Storer, Director of Transportation  
Tiina Mack, Director of Planning & Park Development