



May 3, 2021

MEMO TO : Park Board Commissioners

FROM : Donnie Rosa - General Manager, Vancouver Board of Parks and Recreation

SUBJECT : **Stanley Park Temporary Bike Lane on Park Drive – Board Briefing Memo**

Dear Commissioners,

The purpose of this memo is to provide an update on the plans for implementing a temporary bike lane on Park Drive in Stanley Park as soon as operationally feasible, as per the direction provided in the [Board motion](#) approved on March 10, 2021. In order to have temporary cycling infrastructure in place in time for peak use as park visitation increases, staff are proceeding with a “phased” approach starting with sections with high use and importance within the overall cycling network.

Background

Staff have met with the Persons with Disabilities Advisory Committee (including some members of the Seniors Advisory Committee), and all of the stakeholders in Stanley Park, and have gathered feedback and improvements on what was learned from last year’s work. Staff are committed to ongoing engagement with stakeholders to make improvements from last year and have determined that a phased approach will allow this important work to continue. Staff have mobilized a project team, with support from Transportation Design experts from City Engineering Services, and a consulting engineer who specializes in traffic design for all modes.

A high use of cyclists on Park Drive is already being observed this spring, with more varying levels of cyclists trying out the road. With Provincial travel restrictions in place and the ongoing third wave of COVID-19, staff are advancing a phased approach that will open up opportunities to use the park safely in all modes of access as soon as possible. The phasing plan builds on public and stakeholder feedback and user data to ensure safe access for all during a period when many Vancouverites are looking for ways to stay healthy outdoors during the pandemic.

Phasing of Implementation

PHASE 1: Mid-May 2021 - An interim measure of delineation will be deployed on Park Drive from Pipeline Road to Second Beach to support those cyclists already using Park Drive, providing separation between vehicles and cyclists while maintaining access to key areas in a manner that prioritizes safety. In order to expedite installation of these measures, existing cones re-used from last year’s bike lane will be installed by operations crews, along with signage and other traffic management material as required, by mid-May.

This measure will be installed on Park Drive leading up to and starting after all parking lot entrances, intersections and causeway access roads, so that vehicle access to Prospect Point, Third Beach, Ferguson Point and the HWY 99 causeway entrances will be unaffected. Signage, and traffic management techniques will be used for these areas to direct both vehicle and cycling traffic through these areas in a safe manner. This interim measure will not be an “All Ages and

Abilities” (AAA) bike route (like the seawall), but will provide extra support for those varying level of cyclists who are already on the road. In order to ensure an AAA route is provided in the park, the Seawall will remain open for cyclists, thus providing cyclists the option to ride on either the Seawall or Park Drive (see Figure 1 below).

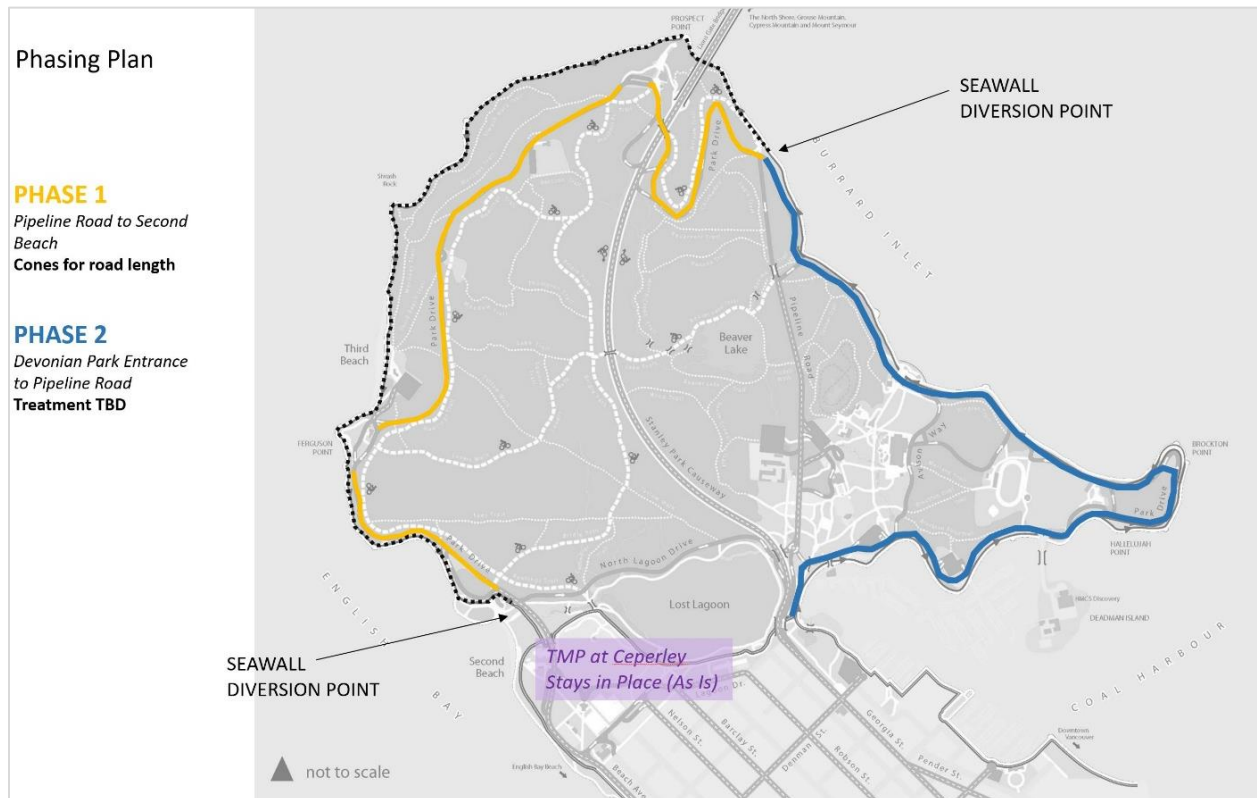


Figure 1: Map of Stanley Park Temporary Bike Lane – Phases 1 & 2

PHASE 2: Mid-June 2021 - A second interim phase on Park Drive from the roundabout to Pipeline Road is currently being studied, with options being worked out and developed with stakeholders on the east side of the park, in particular the AAA Horse & Carriage operation, to ensure safety for everyone. Designs for this interim measure are still being developed by staff, but expect improvements to be in place by mid-June.

As the majority of the temporary bike lane route on the east side of the park is adjacent to the seawall, cyclists will be able to move between the temporary bike lane on Park Drive and the seawall path (see Figure 1 above). The intersection of Park Drive with Pipeline Road is a decision point for cyclists, as Park Drive separates from the seawall (heading up towards Prospect Point) and provides access to different areas of the park, hence why this section (roundabout to Pipeline Road) is being improved first as a priority.

PHASE 3: Mid-July 2021 – The final phase will be implementation of the full Park Drive temporary bike lane in its final form using a type of low concrete barrier (see Figure 2). The temporary concrete barrier approach provides the best safety option and operational feasibility for temporary bike lane delineation.

The barrier will be implemented with a spacing system for fire, rescue and emergency services access and park operational use, as well as at all intersections and crosswalks. The design of this spacing system will be developed by the consulting engineer working closely with our operational and emergency services technical team. An alternate material may be required in key areas, in particular on the east side of the park where the AAA Horse and Carriage operates.

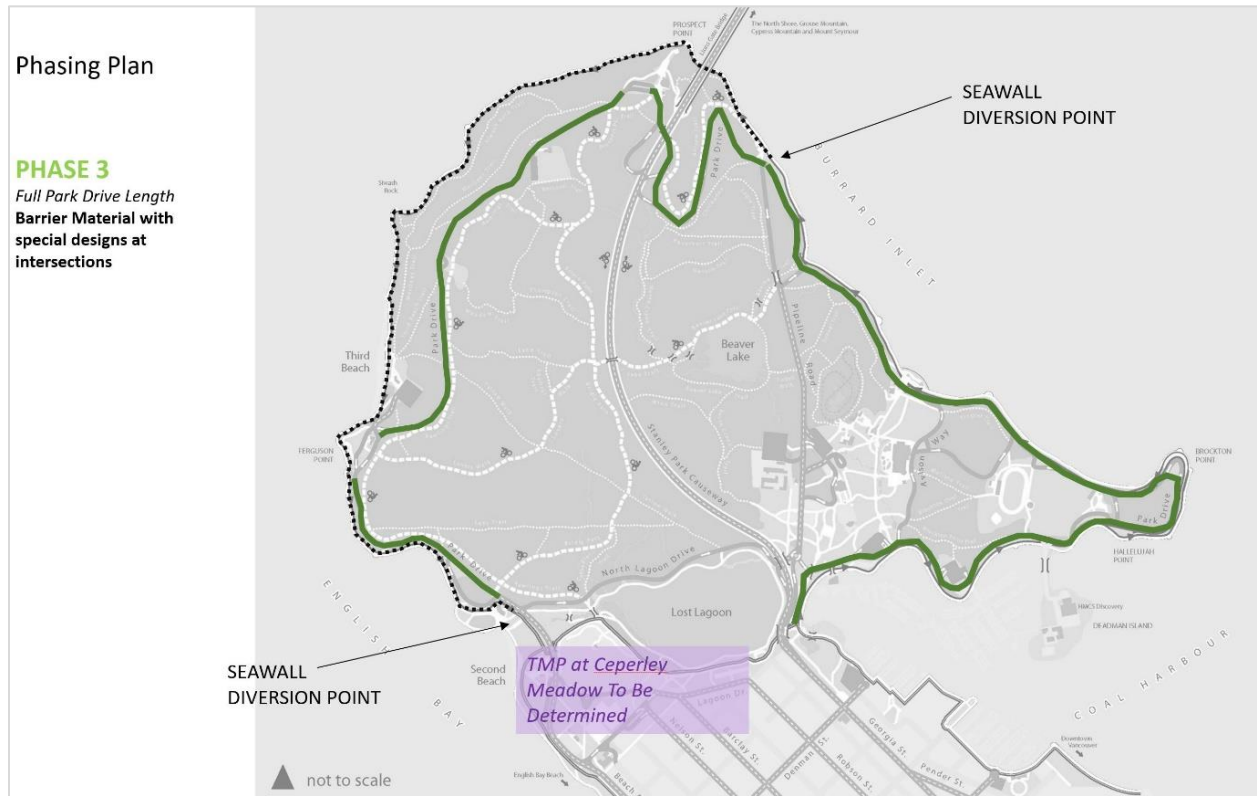


Figure 2: Map of Stanley Park Temporary Bike Lane – Phase 3

Next Steps

In order to understand what materials are available and to procure materials in a timely manner, a Request for Quotes (RFQ) will be published for suppliers to provide quotations. Quantity, material specifications, storage, and delivery will all be included while seeking bids that meet the timeline needs of the project, as shown in Figure 3 below.

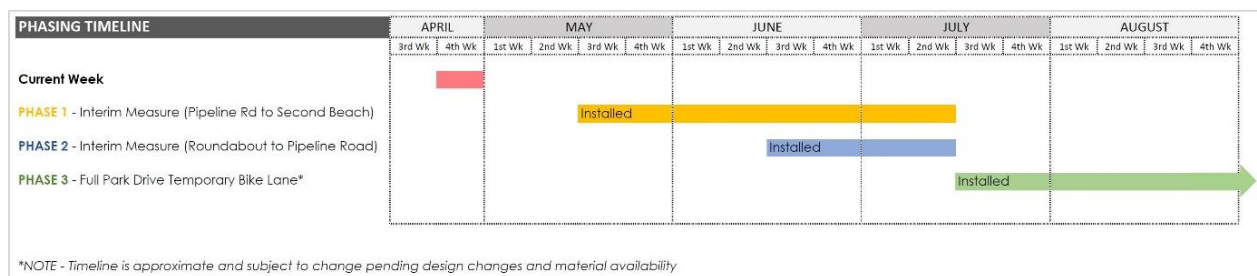


Figure 3: Stanley Park Temporary Bike Lane – Implementation Timeline



An information bulletin will be provided to update the public on these implementation plans for the temporary bike lane, which will include an info sheet to address possible questions from the public regarding the project. As well, a project webpage is being developed as a communications resource for the public and stakeholders where staff will continue to provide new information and respond to enquiries as they arise.

Regards,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Donnie Rosa (*she/they*)
General Manager - Vancouver Board of Parks and Recreation

/sw/ee/clc

Copy to: PB Senior Leadership Team
Project Team Leads
PB Communications